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COMPREHENSIVE AIRWAY HEIGHTS PLAN UPDATE

2023 UPDATE
Volume II - Transportation

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TRANSPORTATION

Introduction

Volume II of the Transportation Element includes additional background information and data on Airway Heights' transportation plan and supplements the goals and policies in Volume I.

Existing Conditions

Access to Airway Heights by vehicular traffic from Spokane is by Highway 2, which passes directly through the center of the City. Fairchild Air Force Base (FAFB), which is located just one mile from Airway Heights, can be accessed from the City by traveling westbound on Highway 2. Access to the nearby City of Medical Lake is by West and North Brooks Road, which connect to Highway 2. The Airway Heights Corrections Center - a major traffic generator within the City - may be accessed by traveling north on Hayford Road from its intersection with Highway 2 near the east end of the City, or from the west along Garfield Road.

Functional Classifications

The Washington State Department of Transportation (WSDOT) has developed a Functional Classification System which all municipalities in the state use as a guideline for designation of streets. This classification system was developed to ensure consistent determinations of street types throughout the state. The classifications of streets in Airway Heights was developed by the Spokane Regional Transportation Council (SRTC), which is the designated Metropolitan Planning Organization (MPO) for all of Spokane County. A listing of principal, minor, and collector streets is presented in Table 4.1 and are shown in Figure 4.1 and Figure 4.2, with traffic volumes associated with these classifications shown in Table 4.2. The following street classifications are applied in Airway Heights:

Principal Arterials

Principal arterials are streets or roadways connecting primary community centers with major facilities. Principal arterials are generally intended to serve through traffic. Along principal arterials, it is desirable to limit direct access to abutting property.

The Principal Arterial in Airway Heights is Highway 2.

Minor Arterials

Minor arterials are streets and roadways connecting community centers with principal arterials. In general, minor arterials serve strips of moderate length. Access is partially controlled with infrequent access by abutting property.

Minor Arterials in Airway Heights are: Sprague Road, 6th Avenue, 21st Avenue, and Lawson Street.

Collector Streets

Collector streets are streets and roadways connecting residential neighborhoods with smaller community centers and facilities as well as access to the minor and principal arterial system. Property access is generally a higher priority for collector streets and through traffic service is a lower priority.

Collector streets in the City of Airway Heights are: 12th Avenue, 18th Avenue, Lyons Road, Garfield Road, Lundstrom Street, Russell Street, and Hayden Road.

Access Streets

Access streets have a variety of functions to perform with the principal purpose to provide vehicular and pedestrian access to property abutting the public right-of-way. Moving traffic is a secondary function of access streets. Land service is the primary function, and being such, these streets should not carry through-traffic. Buses and heavy trucks should be excluded from access streets except where the access street is in a commercial or industrial district of the City. Access streets also serve as an easement for utilities, open spaces between buildings and as an element of the urban landscape.

Table 4.1 – Street Classification

Street Section	Segment	No. of Lanes
Principal Arterial Sections		
US-2	E of Craig Road	5
US-2	W of Garfield Road	5
US-2	E of Garfield Road	5
US-2	W of Hayford Road	5
US-2	E/of Hayford Road	5
Minor Arterial Sections (Assumes Hayford Road as an Arterial)		
Hayford Road	S of Deno Road	2
Hayford Road	N of US-2	5
Hayford Road	S of US-2	5
Hayford Road	S of McFarlane Road	2
Major Collector Sections		
Craig Road	N of US-2	2

Street Section	Segment	No. of Lanes
Craig Road	S of US-2	2
Lawson Street	N of US-2	2
Lawson Street	S of US-2	2
Garfield Road	N of US-2	2/3
Garfield Road	S of US-2	2
Sprague Avenue	W of Hayford Road	5
McFarlane Road	W of Hayford Road	2
Deno Road	W of Hayford Road	2
Other Street Sections		
Northern Quest	W of Hayford Road	2
12 th Avenue	E of Hayford Road	2
21 st Avenue	W of Hayford Road	2

Figure 4.1 – Functional Street Classification (2023)

AIRWAY HEIGHTS

EXISTING ROAD CLASSIFICATION

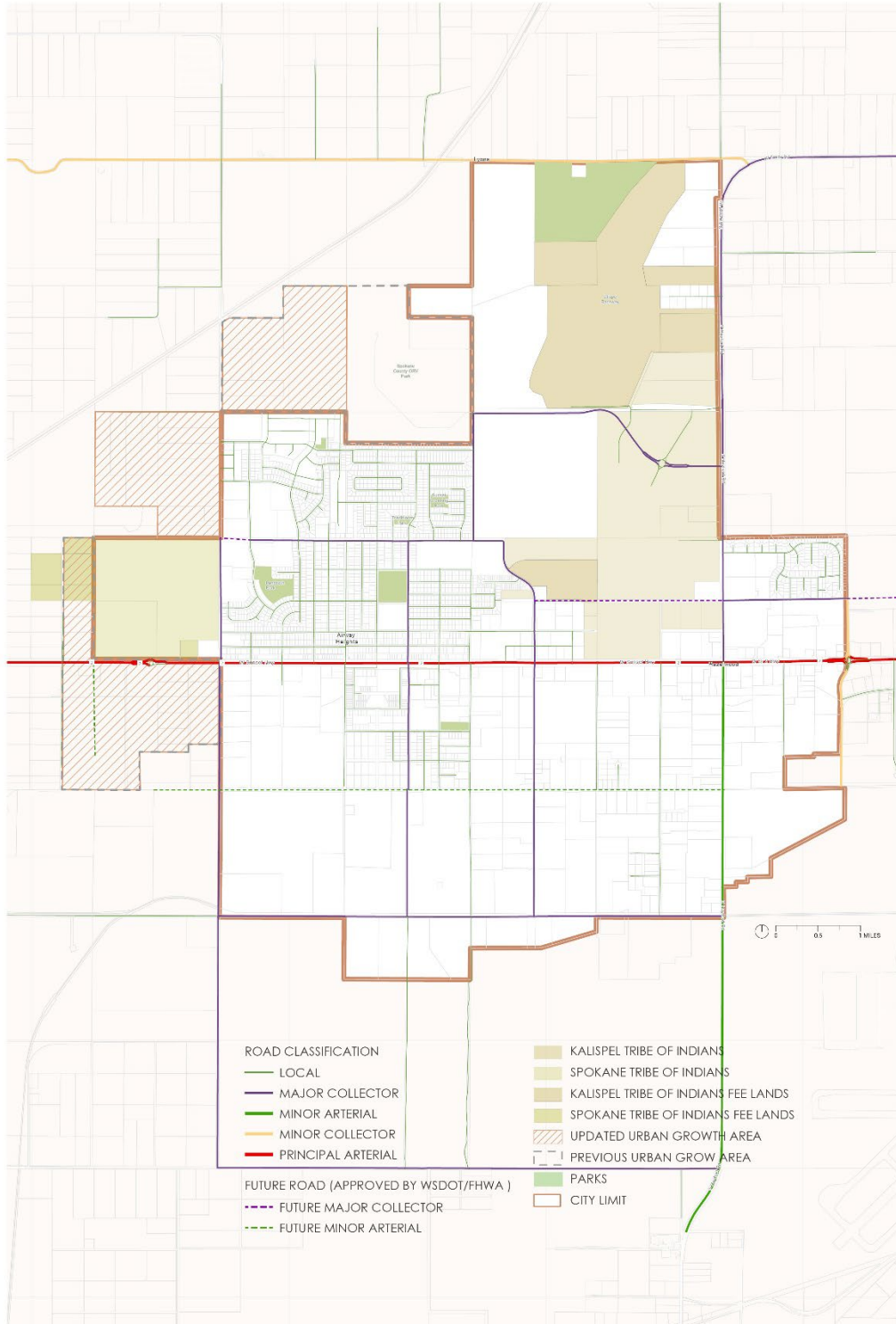
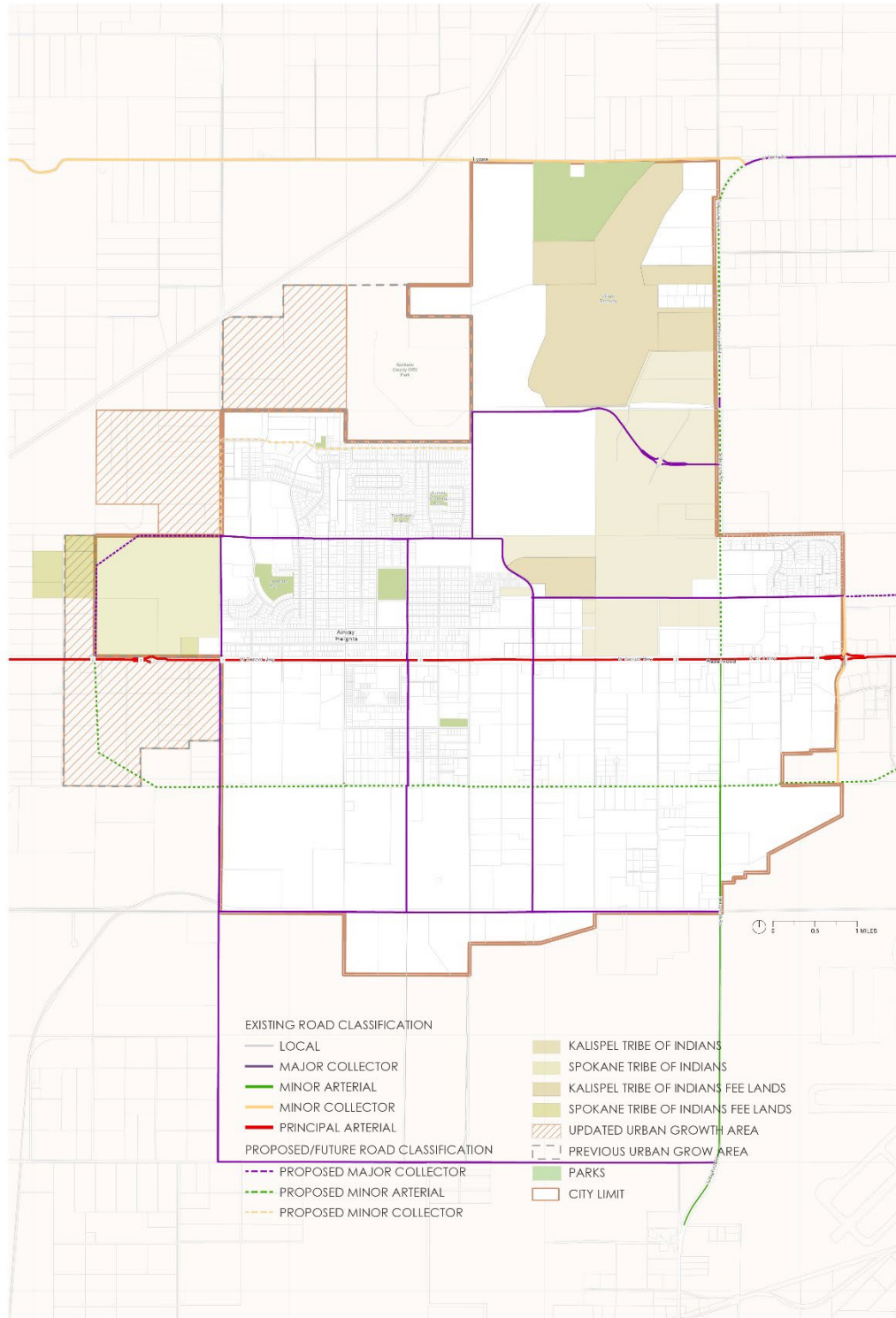


Figure 4.2 – Proposed Street Classification

AIRWAY HEIGHTS

PROPOSED ROAD CLASSIFICATION



Facilities & Level of Service Standards

Vehicular

Vehicular Level of Service (LOS) standards, which principal and collector streets are measured against, allow the City to determine if a roadway or segment of a roadway is operating at an acceptable level. When a street or a segment of a street falls below the LOS standard assigned to that classification of street, it is an indication that traffic volume exceeds design capacity of the street, or that features such as stop signs, turning lanes, or traveling lanes are in some way insufficient. Multiple factors may ultimately influence driver perception including road condition, aesthetic impressions, relative speed, perceived safety as well as actual transit time. Regardless, the standards used by Airway Heights allow the City to measure roadway performance as part of its combined network, to provide a first-level assessment of performance, and to evaluate impacts of development proposals. In addition to roadway performance, LOS standards are also applied at key Airway Heights intersections.

The City capacity standard is set by Chapter 14.09 “Transportation Concurrency” of the City of Airway Heights Municipal Code (AHMC). These standards are also detailed/advanced with the City of Airway Heights Transportation Impact Analysis Standards. City 14.09.045 Concurrency Standard reads as follows:

The concurrency determination process is based on the below transportation capacity standards or thresholds that represent the mobility and safety expectations for Airway Heights:

- A. ADT Street Capacity LOS D for the capacity of principal and minor arterials.
- B. ADT Street Capacity LOS D modified, for major and minor collectors.
- C. ADT Street Capacity LOS C for local access streets.
- D. P.M. Peak Hour Intersection Capacity LOS D for signals and roundabouts.
- E. P.M. Peak Hour Intersection/Approach Capacity LOS E, conditionally allowed, for unsignalized approach at intersections and driveways. (Ord. C-952 § 3, 2020)

This Comprehensive Plan and City Traffic Impact Analysis Standards further defines the methods and application of AHMC 14.09, summarized as policy (here) as follows.

Intersection Capacities

Traffic operations (capacity) is primarily measured using the intersection level of service (LOS) methodologies of the current Highway Capacity Manual (HCM), as developed by the Transportation Research Board. A range of software options is acceptable for signalized and stop-controlled LOS calculations so long as methodologies are consistent with the HCM.

Descriptions for LOS categories are provided in Table 4.3.

Table 4.3 – LOS Descriptions

LOS Category	Description
A	A condition of free flow in which there is little or no restriction on speed or maneuverability caused by the presence of other vehicles.
B	A condition of stable flow in which operating speed is beginning to be restricted by other traffic.
C	A condition of stable flow in which the volume and density levels are beginning to restrict drivers in their freedom to select speed, change lanes, or pass.
D	A condition approaching unstable flow in which tolerable average operating speeds are maintained but are subject to sudden variations.
E	A condition of unstable flow in which operating speeds are lower with some momentary stoppages. The upper limit of this LOS is the capacity of the facility.
F	A condition of forced flow in which speed and rate of flow are low with frequent stoppages occurring for short or long periods of time; with density continuing to increase causing the highway to act as a storage area.

Source: WSDOT 2007-2026 Highway System Plan

LOS for intersections are defined in terms of the average delay experienced by all vehicles at the intersection, measured over a specific period such as a peak hour. Table 4.4 below provides LOS criteria for signalized and unsignalized intersections, which vary because driver tolerances for delay are higher at signalized versus unsignalized intersections. For traffic impact analyses, other transportation studies/plans, and applicable design reports, the LOS analysis should be provided for current, future baseline, and future project conditions at site driveways and study intersections. Per AHMC 14.09.045 "Concurrency Standard Affirmed," the City maintains an LOS D standard for operations at signalized intersections and stop-controlled, unsignalized intersections. An LOS E condition is allowed at stopped approach to an unsignalized (stop-controlled) intersection so long as 95th percentile queues do not exceed turn-pocket lengths or five (5) vehicles in an approach or through-lane. A LOS E condition is allowed at site driveways (access to properties) so long as queues are contained on-site.

Table 4.4 – Intersection Delay, LOS Thresholds

LOS Category	Signalized Control Delay (sec/veh)	Unsignalized Control Delay (sec/veh)

A	≤ 10	≤ 10
B	> 10–20	> 10–15
C	> 20–35	> 12–25
D	> 35–55	> 25–35
E	> 55–80	> 35–50
F	> 80	> 50

Source: Highway Capacity Manual, 2010

Further analysis of LOS conditions may be found in the 2022 City of Airway Heights Transportation Circulation Plan.

Roundabouts should operate at LOS D or better with a volume-to-capacity ratio of 0.90 or better for an approach. HCM software may be used for a planning-level analysis along City streets, but design review (any street) and any analysis of U.S. 2 junctions should be developed in SIDRA using assumptions developed through coordination with WSDOT.

Street Capacities

When applicable, an assessment of street capacity should be performed to support a traffic impact analysis, other transportation studies/plans, and design reports per coordination with the City Engineers office. Intersection capacity is the primary standard upon which the City evaluates Concurrency. This planning-level assessment helps the City understand whether deteriorated capacity issues are the function of an intersection mobility constraints, or are characteristic of through-lane limitations. The City maintains a LOS C standard for streets, affirmed via the calculations described subsequently.

A street capacity analysis is performed by comparing current or forecast average daily traffic (ADT) volumes with the ADT capacity thresholds identified with the subsequent Table, as distinguished by functional classification and the number of primary lanes on the street. A volume-to-capacity (V/C) assessment that should be made by dividing the existing or forecasted volume by the applicable threshold. The V/C ratio of 0.79 or less indicates practical street capacity is available. An assessment of 0.80 to 0.99 should be noted as “approaching standard.” Finally, V/C noted at 1.0 or higher should be identified as surpassing available street capacities.

Table 4.5 – PLANNING LEVEL ROADWAY CAPACITIES

Functional Classification	Arterial	Major	Collector	Local	Alley
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Average Daily Traffic

Two lanes	14,800	13,300	6,600	2,000	200
Three lanes	17,000	15,300	7,600	NA	NA
Four lanes	32,400	29,200	13,100	NA	NA
Five lanes	37,300	33,600	15,100	NA	NA
Six lanes	50,000	NA ²	NA	NA	NA
Seven lanes	57,500	NA ²	NA	NA	NA

Summary Results

Existing levels of service for principal arterials, minor arterials, and intersections in Airway Heights is mapped in Figure 4.3, reflecting 2023 traffic volumes. In general, the levels of service values are relatively high, reflecting congestion free travel. The proposed 2042 vehicle capacity and LOS is mapped in Figure 4.4.

Figure 4.3 – Vehicle Capacity (V/C) & Levels of Service (2023)

AIRWAY HEIGHTS

EXISTING VEHICLE CAPACITY RATIO AND LEVELS OF SERVICE

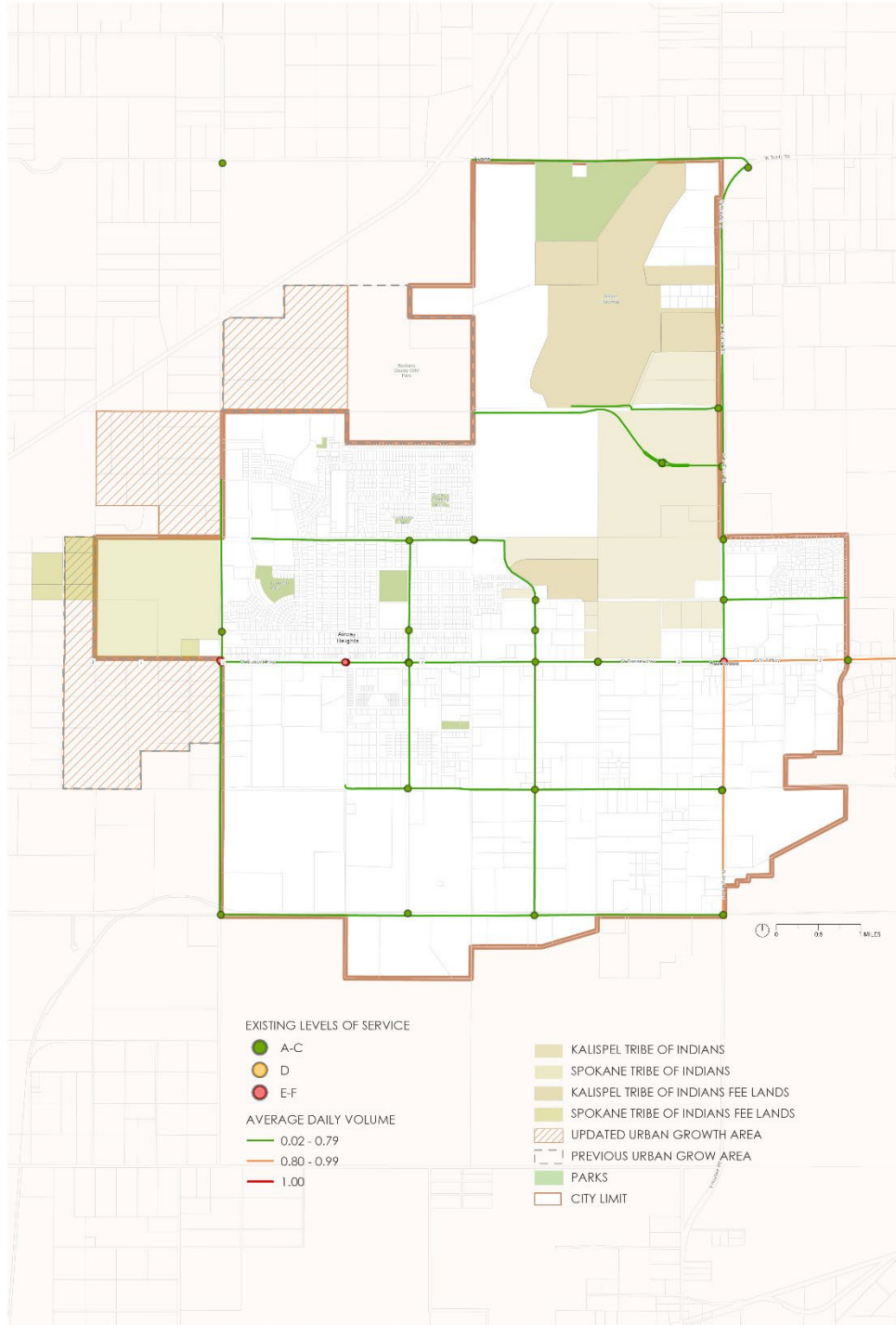
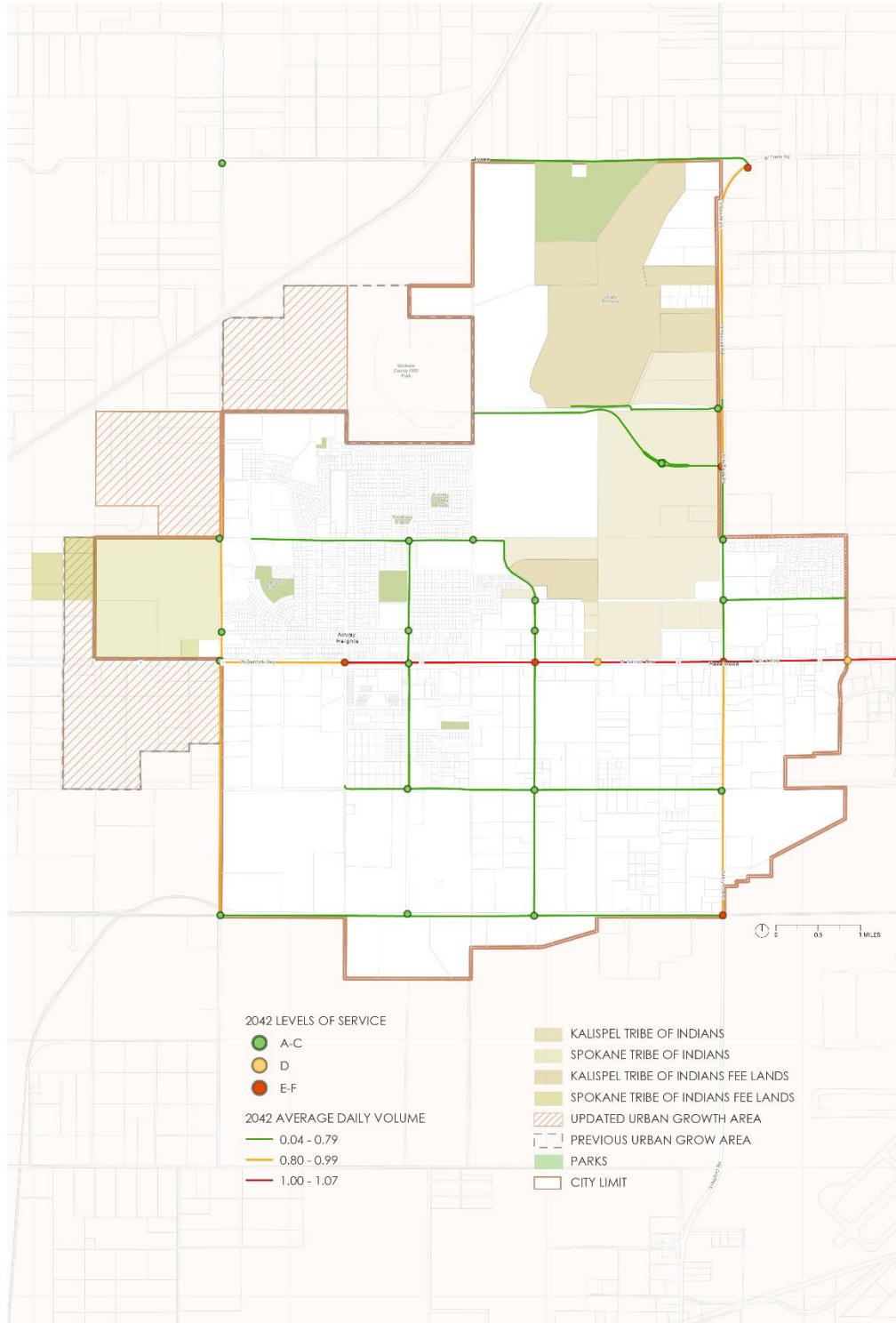


Figure 4.4 – Proposed Vehicle Capacity (V/C) & Levels of Service (2042)

AIRWAY HEIGHTS

2042 VEHICLE CAPACITY RATIO AND LEVELS OF SERVICE



Public Transportation

Transit in Airway Heights is operated by Spokane Transit Authority (STA) originating from the downtown Spokane hub. At present, three routes operate between Airway Heights and Spokane, circulating through the City, and beyond western City limits to Fairchild Air Force Base (FAFB).

Specifically, STA Route 61 stops at various sites along U.S. Route 2 and Hayford Road, including Northern Quest Resort and Casino, the Department of Corrections, the West Plains Industrial Park, and FAFB. On weekdays, Route 61 operates on a 30-minute rotation from about 5:35 AM until 9:30 PM. Rotation times shift to an hourly schedule on weekends and holidays. Route 63 connects the Airway Heights Park and Ride (downtown) to the new West Plains Transit center just off the Medical Lake interchange along I-90, allowing Airway Heights residents to more quickly access other areas of Spokane County in addition to downtown Spokane. Finally, Route 60 provides access from multiple stops in the city to Spokane International Airport on nights and weekends.

The Airway Heights Park & Ride facility is one of the busiest stops in the City, with an average of 65 persons boarding per weekday.¹ Figure 4.5 depicts Routes of 60, 61, 63, and Geiger Shuttle.

STA has plans to expand service to the West Plains and City of Airway Heights. The most notable of the changes include:

- **Route 61.** Will be redirected from Garfield Road to U.S. to 6th Avenue and Craig Road, better accessing homes in north Airway Heights, including workforce housing and fronting the east side of Spokane Tribe properties.
- **Route 63.** Service will be extended to “loop” through and emerging industrial area (McFarlane Road area), Kalispel properties and City residential areas via Hayford Road, 10th Avenue, 6th venue, and Lawson Street.
- **HPT.** A new high performance transit (HPT) route will be established on U.S. 2, accessing the City with stops and a turnaround at Fairchild Air Force Base. There will be limited stops within the City, the intention is to establish short travel times to downtown Spokane.

¹ Spokane Transit Authority (STA) Annual Performance Report – Passenger Facilities (2016).

Figure 4.5 --STA Routes in Airway Heights

AIRWAY HEIGHTS

SPOKANE TRANSIT AUTHORITY CONNECTIONS AND ROUTES

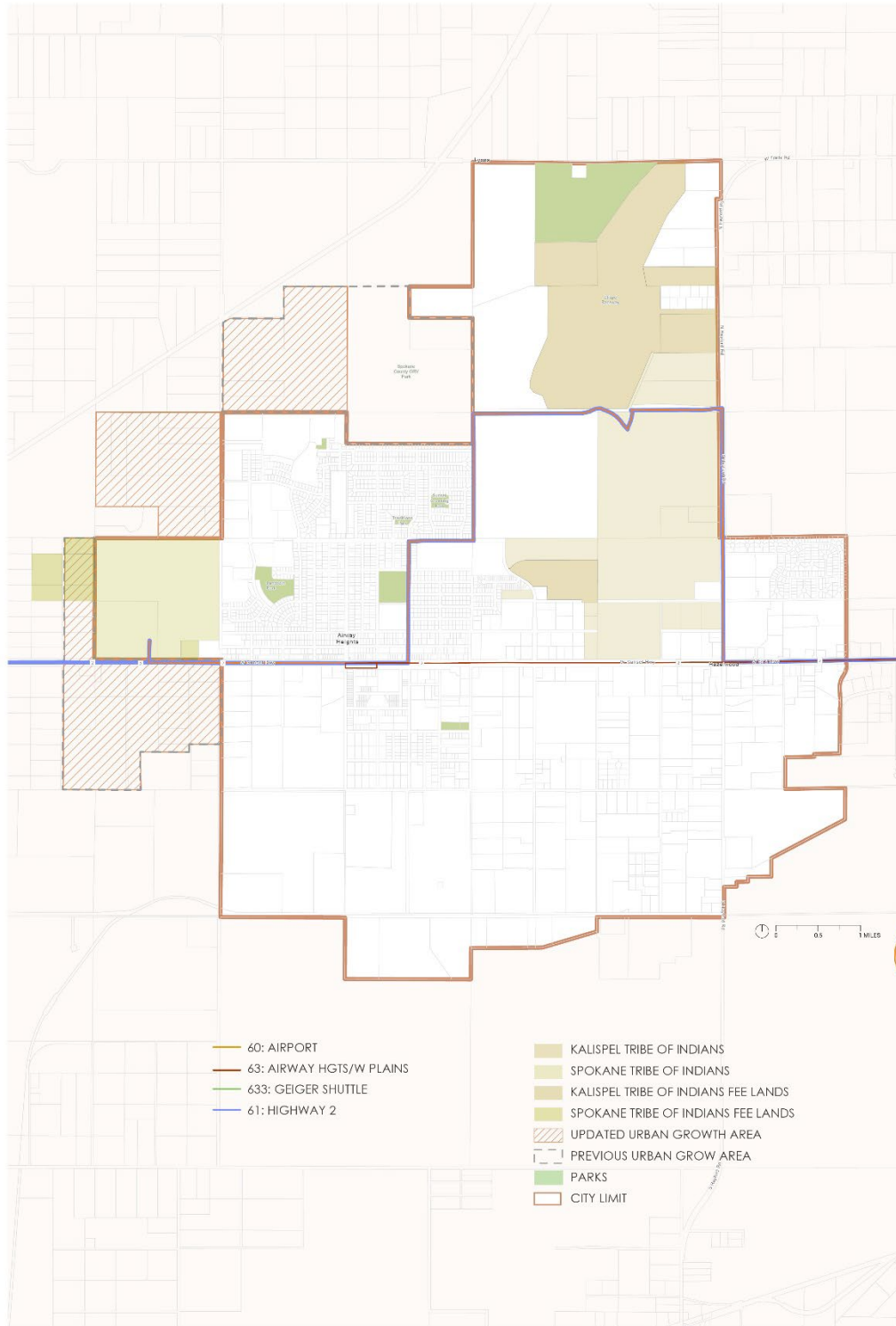
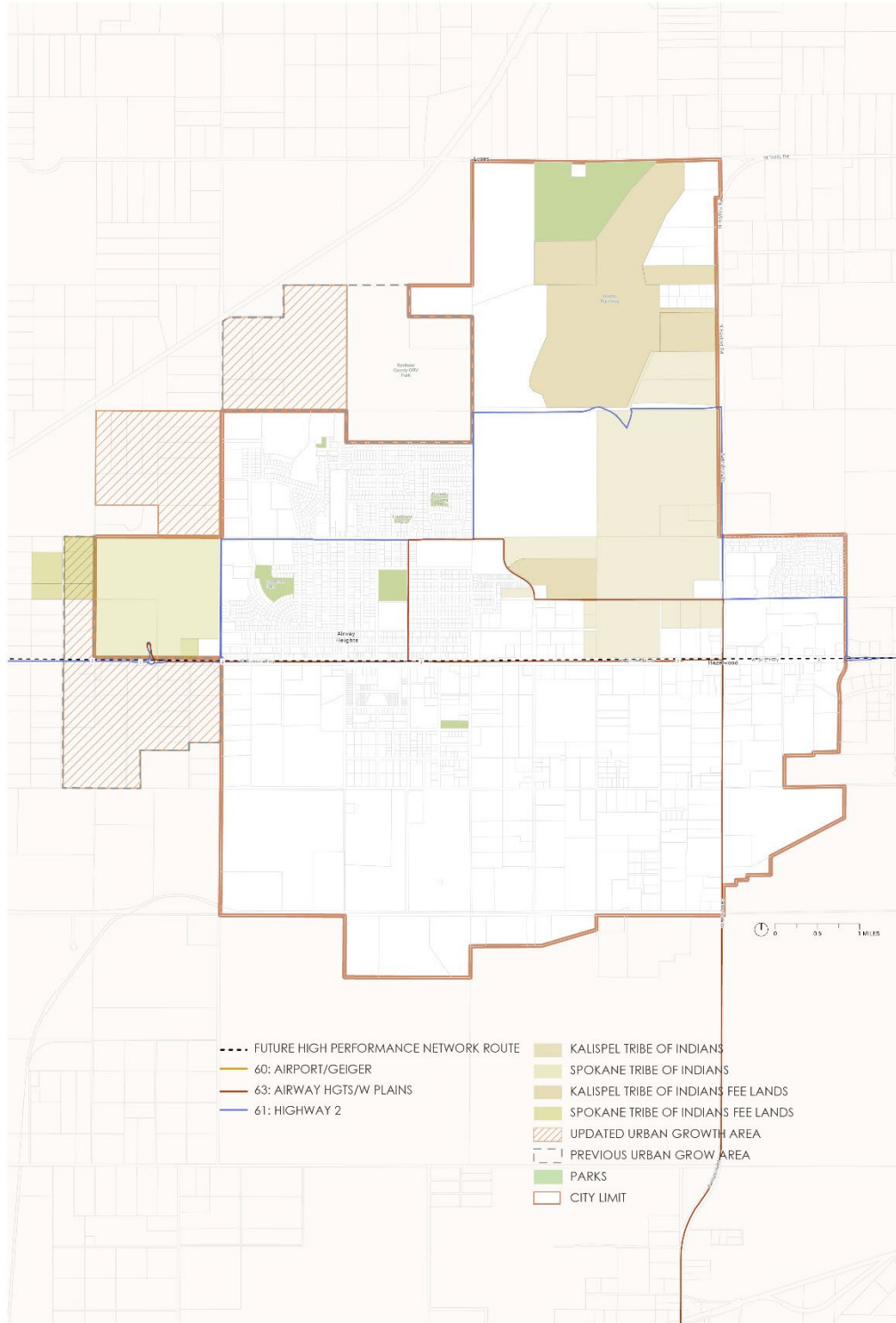


Figure 4.6 – Proposed STA Routes in Airway Heights

AIRWAY HEIGHTS

SPOKANE TRANSIT AUTHORITY FUTURE CONNECTIONS AND ROUTES



Truck Routes & Rail Transportation

Trucking to and through Airway Heights is an important component of the City's transportation future. Currently, major truck routes through the city are classified from "T1" to "T5" according to estimated annual cargo tonnage. The following lists key routes and their respective classifications:

- U.S. Route 2 – T2 (4,000,000 to 10,000,000 tons/year)
- Hayford Road – T3 (300,000 to 4,000,000 tons/year)
- Craig Road – T3 (300,000 to 4,000,000 tons/year)
- Rambo Road – T3 (300,000 to 4,000,000 tons/year)
- Flint Road – T3 (300,000 to 4,000,000 tons/year)

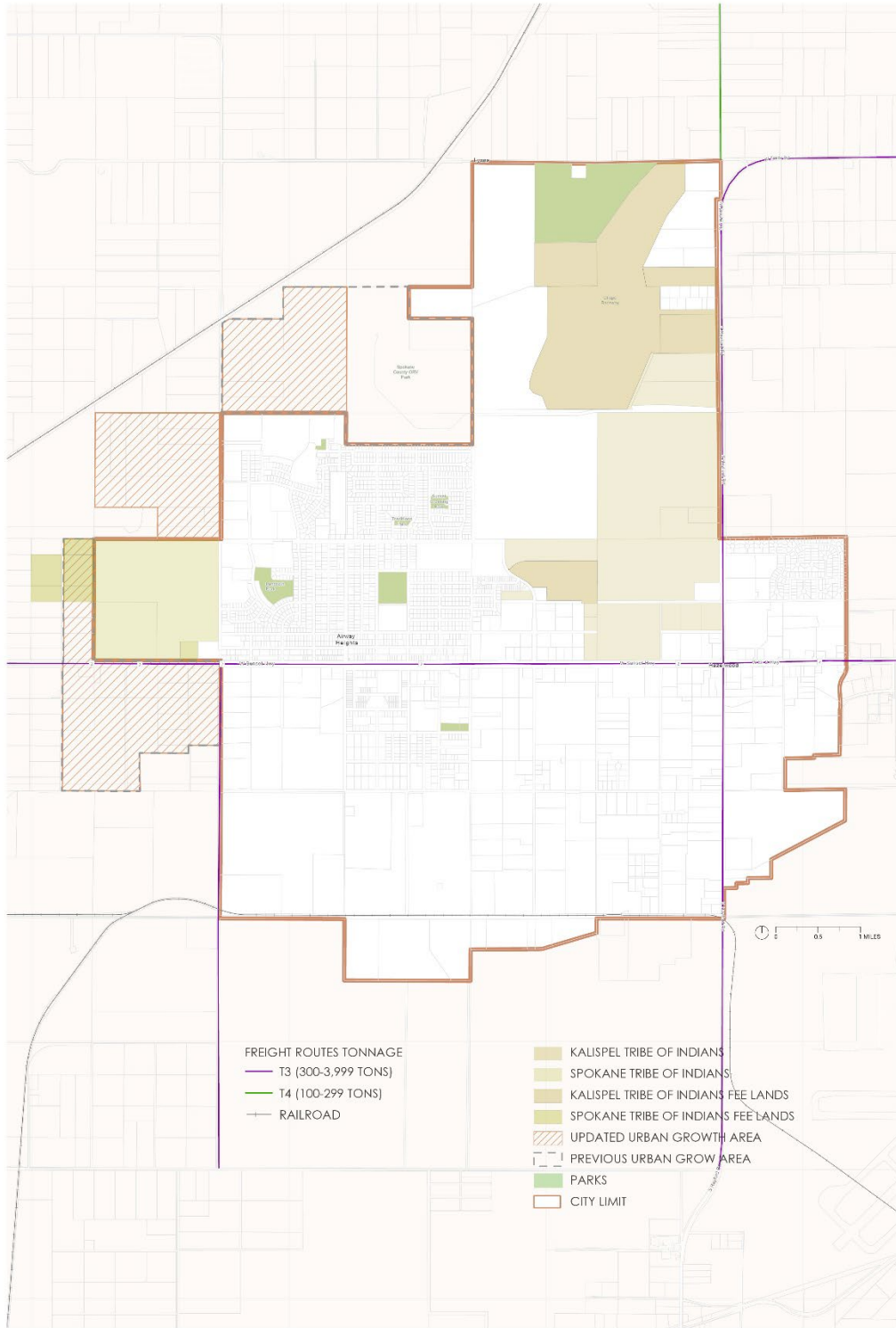
There are two rail lines in the Airway Heights vicinity. One is owned by Burlington Northern-Santa Fe (BNSF) and runs just outside the northwest limits of the City. The other is part of the Eastern Washington Gateway line (Geiger Spur) and is owned by WSDOT. This spur parallels the southern limits of the City and provides rail access to the industrial businesses along McFarlane Road. Figure 4.7 depicts future truck and rail routes within Airway Heights.

The Geiger Spur is currently being reviewed for its potential in shaping industrial and other types of land use development in association with the Spokane International Airport (SIA) and Interstate 90 to the south. Though these efforts are being led by Spokane County, SIA, and Greater Spokane Incorporated (GSI), the policy implications related to truck, rail, and air transportation are seen as very significant.

Figure 4.7– Truck & Rail Routes

AIRWAY HEIGHTS

FUTURE FREIGHT ROUTES



Air Transportation

The City of Airway Heights is located between two major airport facilities. Spokane International Airport (SIA), located just east of the City, serves as the regional center for civilian air travel. FAFB, located to the west of the City, serves as a military center for both air-refueling operations and training.²

As detailed in other elements, the presence of FAFB has a profound effect on City land use, transportation, housing, economic development and other policy considerations. The policy impacts of SIA are also significant (see Truck & Rail Routes section above).

Pedestrian Infrastructure

Many areas in Airway Heights – particularly in older sections of the City - lack adequate sidewalks, marked crossings, or other pedestrian infrastructure. Other more recently-developed areas include these features but the arterials they abut do not, effectively isolating them from neighboring attractions.

US-2 is recognized as a barrier for pedestrian activity between the north and south halves of the City. Regardless, striped crossings are currently located at the signalized Lawson Street, Garfield Road, and Hayford Road intersections. Mid-block crossings are aligned east of Ziegler Street, King Street, and Campbell Street, respectively.

There are about 33 striped crosswalks in Airway Heights along City streets. There are also several crosswalks located along local streets, especially near Sunset Elementary and newer residential developments in the northern areas of the City.

One pedestrian-bike facility of note is a shared-use path aligned along portions of US Route 2. Constructed from Garfield Road to just short of Deer Heights Road, it is the intention of the City of Airway Heights and the City of Spokane to extend the route to connect both cities, greatly improving east-west pedestrian and bike mobility.

Figure 4.8 and Figure 4.9 maps Airway Heights' existing (primary) and crosswalk.

Bicycle Facilities

At present, Airway Heights has a limited number of bicycle-specific features or facilities. Some newly-developed areas, such as along Hayford Road and Sprague Avenue, and along an adjacent portion of US-2, enjoy designated bike lanes, but most roadways require shared bicycle and motorized travel. Despite this, residents support policies to improve bicycle infrastructure throughout the City, helping make cycling a safe, enjoyable means of transportation and recreation.

This plan's policy response directs the City to address this, and the 2023 Transportation Circulation Plan identifies a range of future improvements based on AASHTO guidelines. These are summarized in later portions of this element.

² Additional details on FAFB are included in Chapter 2.

Figure 4.8 – Existing Sidewalks

AIRWAY HEIGHTS

EXISTING SIDEWALKS

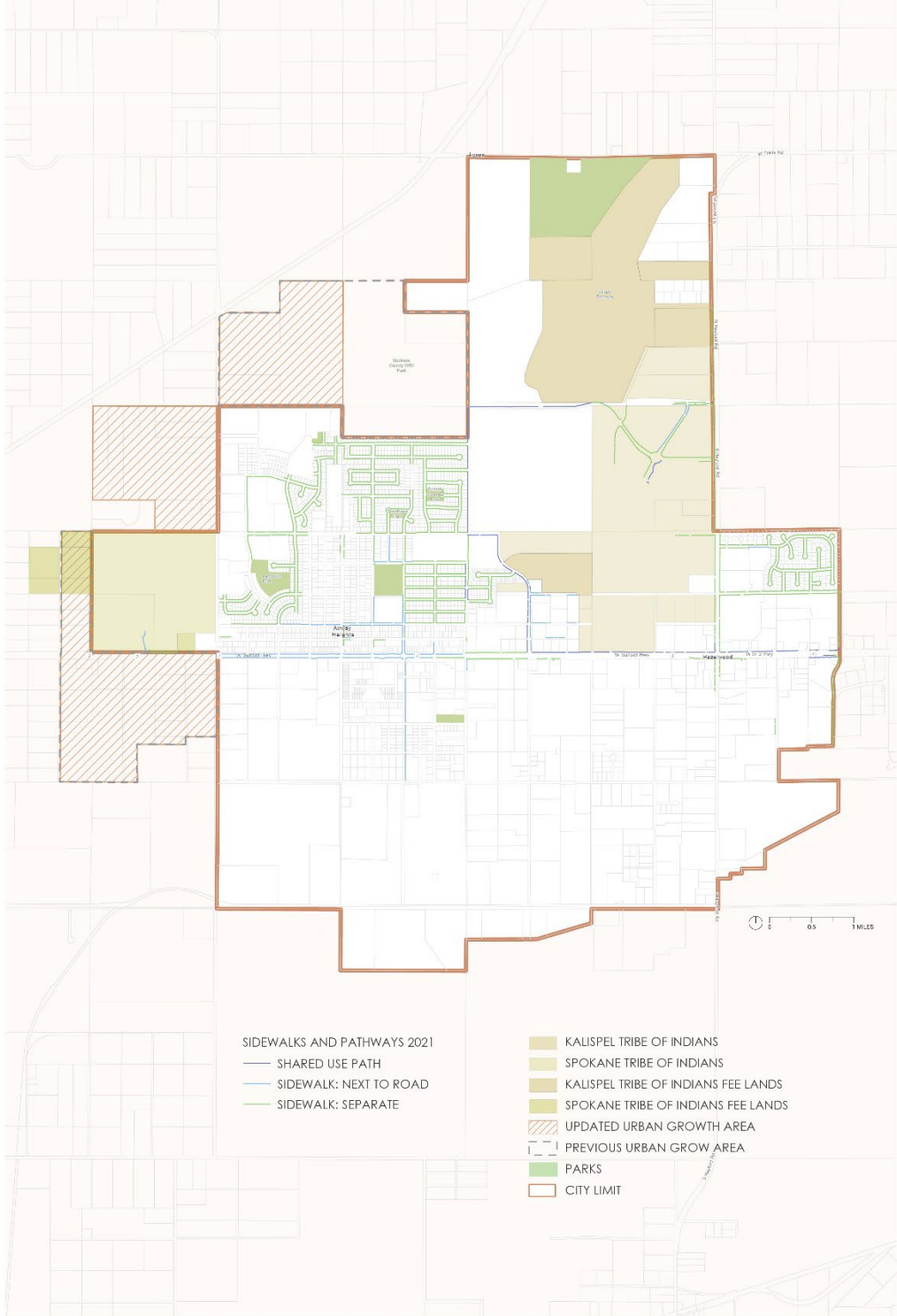


Figure 4.9 – Existing Crosswalk

AIRWAY HEIGHTS

EXISTING CROSSWALKS

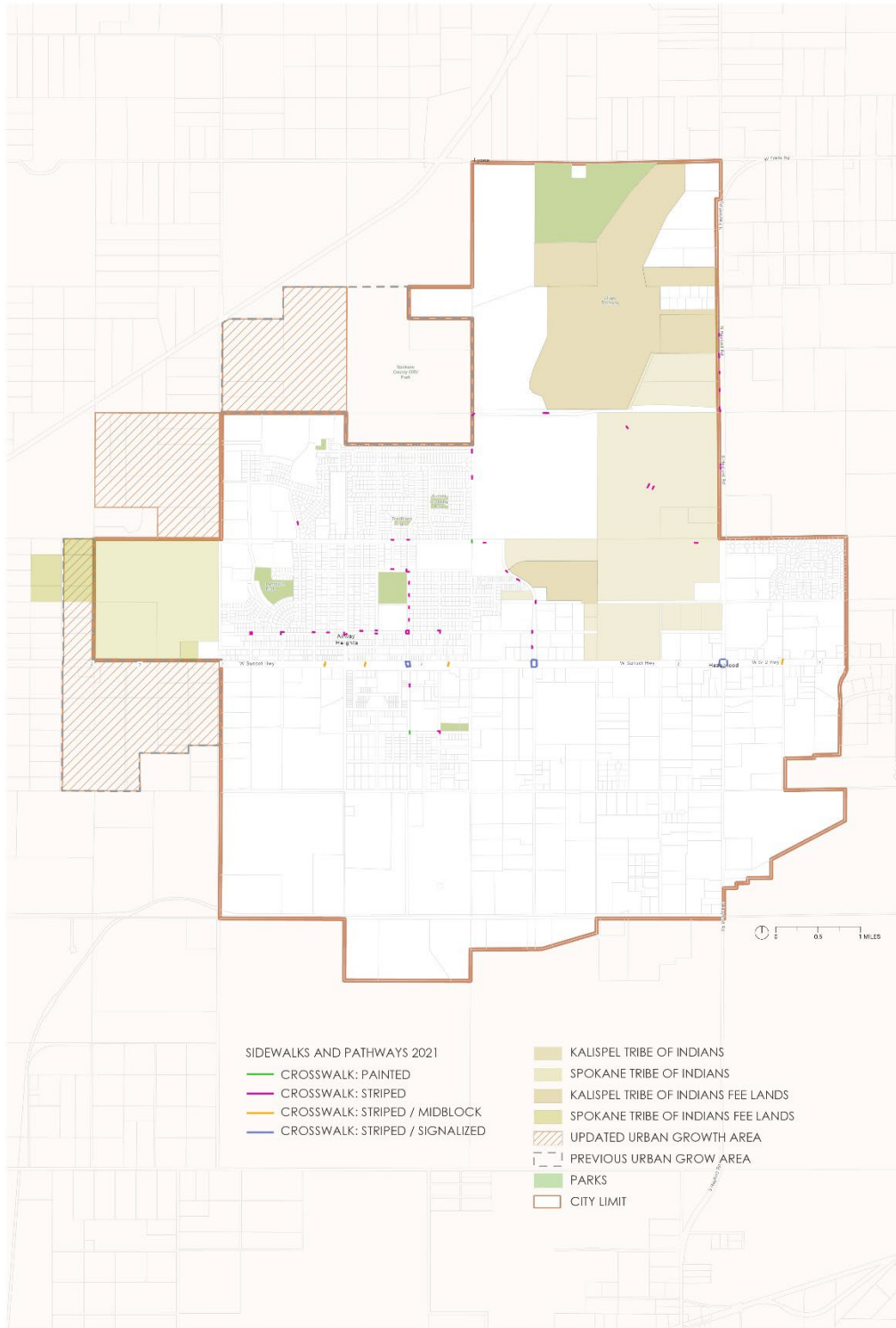
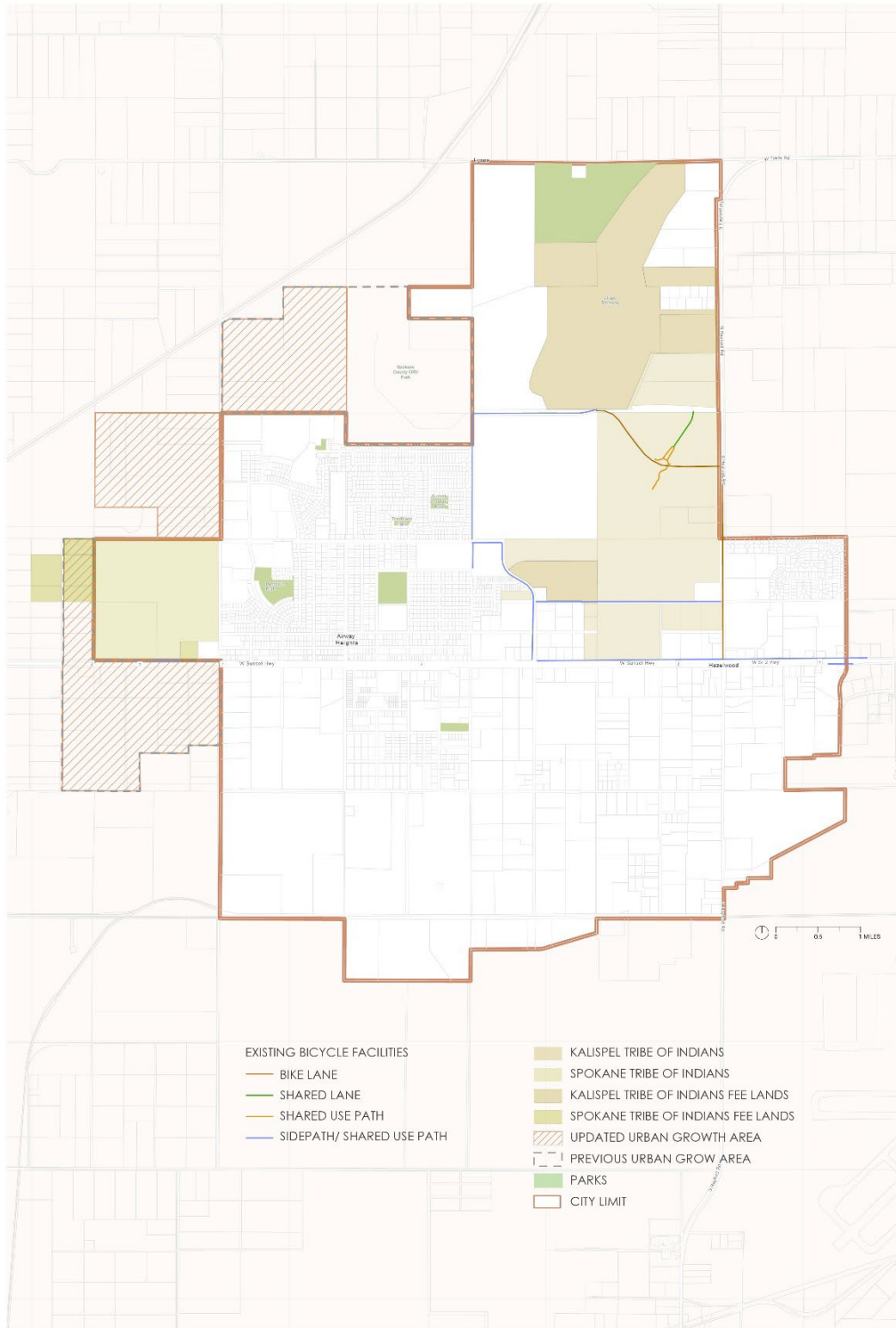


Figure 4.10 – Existing Bike Facilities

AIRWAY HEIGHTS

EXISTING BIKE FACILITIES



Recommended Improvements

Vehicular

The City has an estimated resident population of 11,700 as of 2022. Per US Census data and Washington State Office of Financial Management (OFM) projections, City population increased by 138% between 2000 and 2020, calculating to a 4.4% percent annual growth rate over 20-years. As indicated elsewhere, population growth is expected to continue in Airway Heights, with a population of just over 17,000 persons anticipated by year 2042.

Continued growth will inevitably spur traffic growth. Airway Heights anticipates the bulk of its increased traffic will be associated with local land use development, for the most part impacting major arterials and minor collectors. However, a high level of traffic growth is anticipated from factors such as through-traffic associated with development outside the City, related to the activities of two casino's, , the growth of industrial development along Craig Road and Geiger Boulevard, as well as associated with SIA, and the growth of FAFB.

The City's 2022 Transportation Circulation Plan was developed using the regional travel demand model maintained by the Spokane Regional Transportation Council (SRTC) for this region, which captures this growth. SRTC is the metropolitan planning organization (MPO) and regional transportation planning organization RTPO for Spokane County. The travel demand model was modified for use in the West Plains, revised to address two primary factors: 1) an increase in network detail to provide additional roadway geometric and traffic control detail and 2) to incorporate higher detail in land use development, as detailed by market-based land use studies prepared for the City and West Plains overall.

The trips generated by these land uses were then incorporated into the travel demand model to actually generate year 2045 traffic forecasts, which were then back down to years 2028 and 2042 using extrapolations with existing conditions. Further description is provided with the City Transportation Circulation Plan.

These forecast volumes identified a number of locations in Airway Heights with failing LOS by 2042, including the signalized Hayford Road/US-2 intersection, most unsignalized intersections along US-2, and a number of minor intersections along Hayford Road, including (but not limited to) the Deno Road, Sprague Avenue, 12th Avenue, and McFarlane Road intersections. Apart from issues along US-2 and Hayford Road, roadways and intersections in the city are forecast to remain at or above LOS C.

In response, the Transportation Circulation Plan provides a number of improvements to arterials, collectors, and access streets. These improvements are generally informed by the following conditions:

- Arterial and collector roads needed to serve northern expansion areas are mostly in place, though some may need to be modified for the size and types of land uses envisioned there

- Local access streets in expansion areas are the responsibility of land developers, but development to the north will require extending collector streets or reconfiguring local streets into collectors
- Increased traffic in areas that now experience low traffic volumes may require re-classification and upgrades
- Additional signalization or roundabouts will be needed to address traffic flow between the northern and southern sides of the City, particularly around the downtown commercial area
- In addition to developer build-out, funding is expected to come from state and local sources, with state funds being the primary source for the larger projects

See Figure 4.6 for a mapped overview of recommended roadway and intersection improvements.

Pedestrian Infrastructure

As part of its 2022 Transportation Circulation Plan, Airway Heights mapped existing principal pedestrian and bicycle facilities in the city, followed by an analysis and set of recommendations guided by AASHTO's 2021 A Guide for the Planning, Design, and Operation of Pedestrian Facilities to assess facilities that may be needed to address gaps pedestrian routes.

Beginning with a map of essential community facilities and services in Airway Heights, ¼-mile radius circles were inscribed around each. The adequacy of facilities within these areas were then examined, looking for missing features such as sidewalks or paved paths, safe crossing elements or other features leading to each essential facility or service. For this effort, "essential community facilities" included schools, parks, the community center, City Hall, primary shopping areas, and transit hubs.

The process described above was coupled with a GIS exercises that reviewed current facilities, noting where gaps exist in pedestrian connectivity. This was especially important in a review of marked pedestrian crossings on minor arterials and major. The result was reinforcement or additional recommendation of needed sidewalk and pathways. Crossings were recommended between primary land uses along these roadways on a ¼-mile basis.

Bicycle Facilities

Regarding bicycle facilities, the Transportation Circulation Plan includes a number of recommendations developed in coordination with City engineering staff and using the 2012 AASHTO A Guide for the Development of Bicycle Facilities, which suggests types of bicycle facilities that can be developed given data such as street width and traffic volume measurements. Further, the City's 2017 US-2 Corridor plan identifies and promotes the completion of a contiguous pedestrian and bike shared-use path along the southern side of the corridor, with similar and complementary elements to the north.

See Figure 4.11 for map of the Transportation improvements, and Figure 4.12 and Figure 4.13 for recommended sidewalks and bicycle network projects.

Figure 4.11 – Roadway & Intersection Improvement Recommendations

AIRWAY HEIGHTS

TRANSPORTATION IMPROVEMENT PLAN 2023-2029

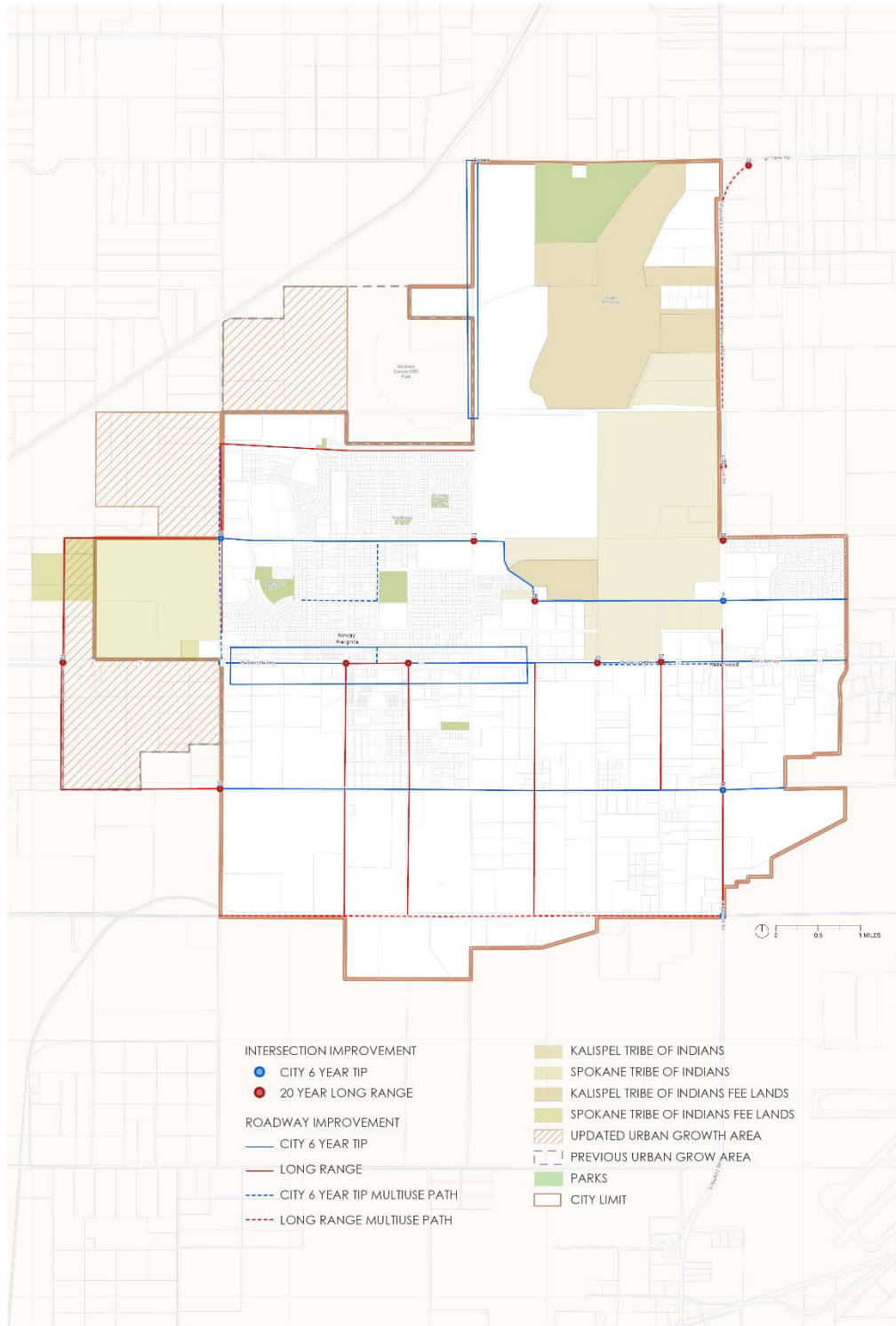


Figure 4.12 – Pedestrian Improvement Recommendations

AIRWAY HEIGHTS

PROPOSED SIDEWALKS

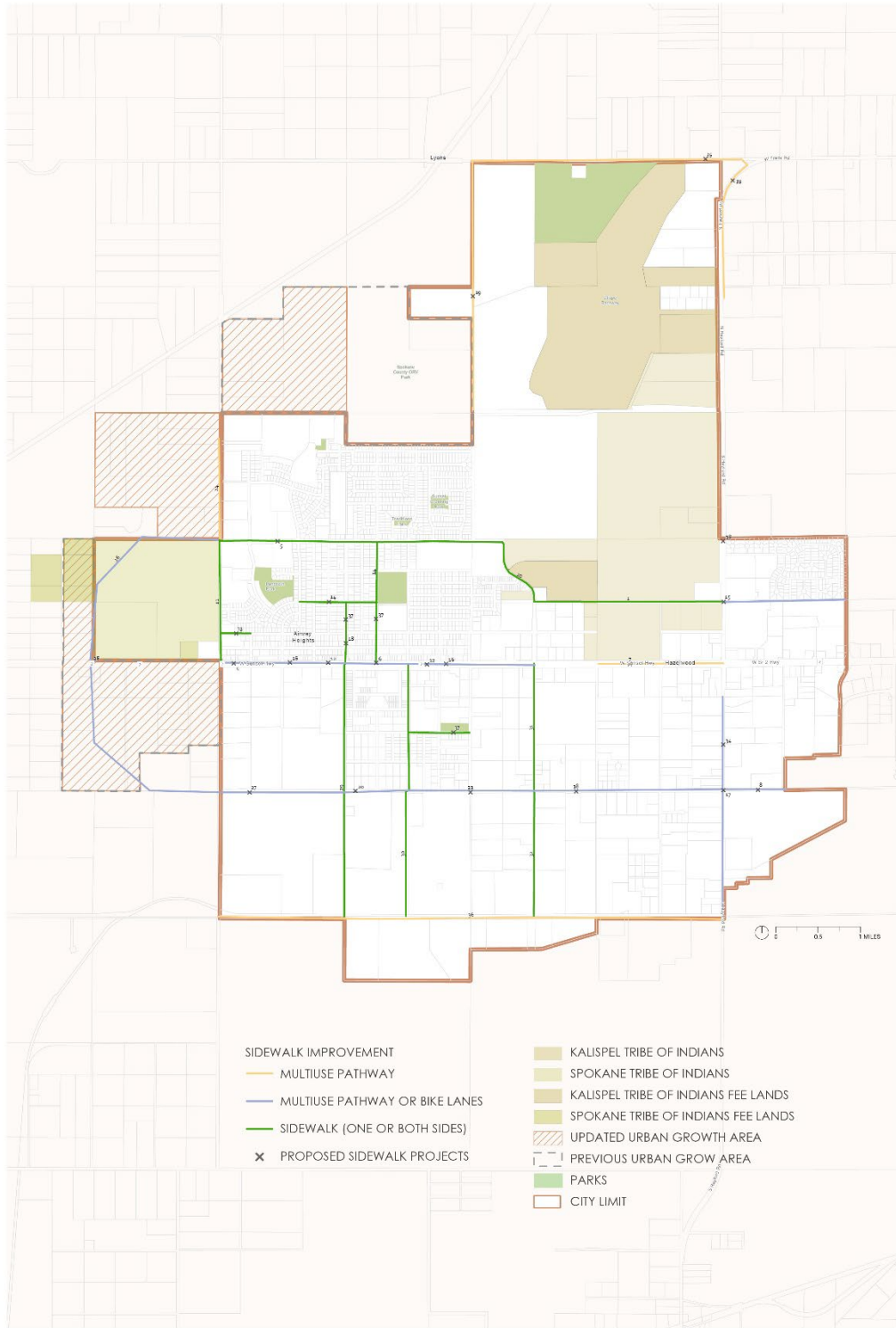
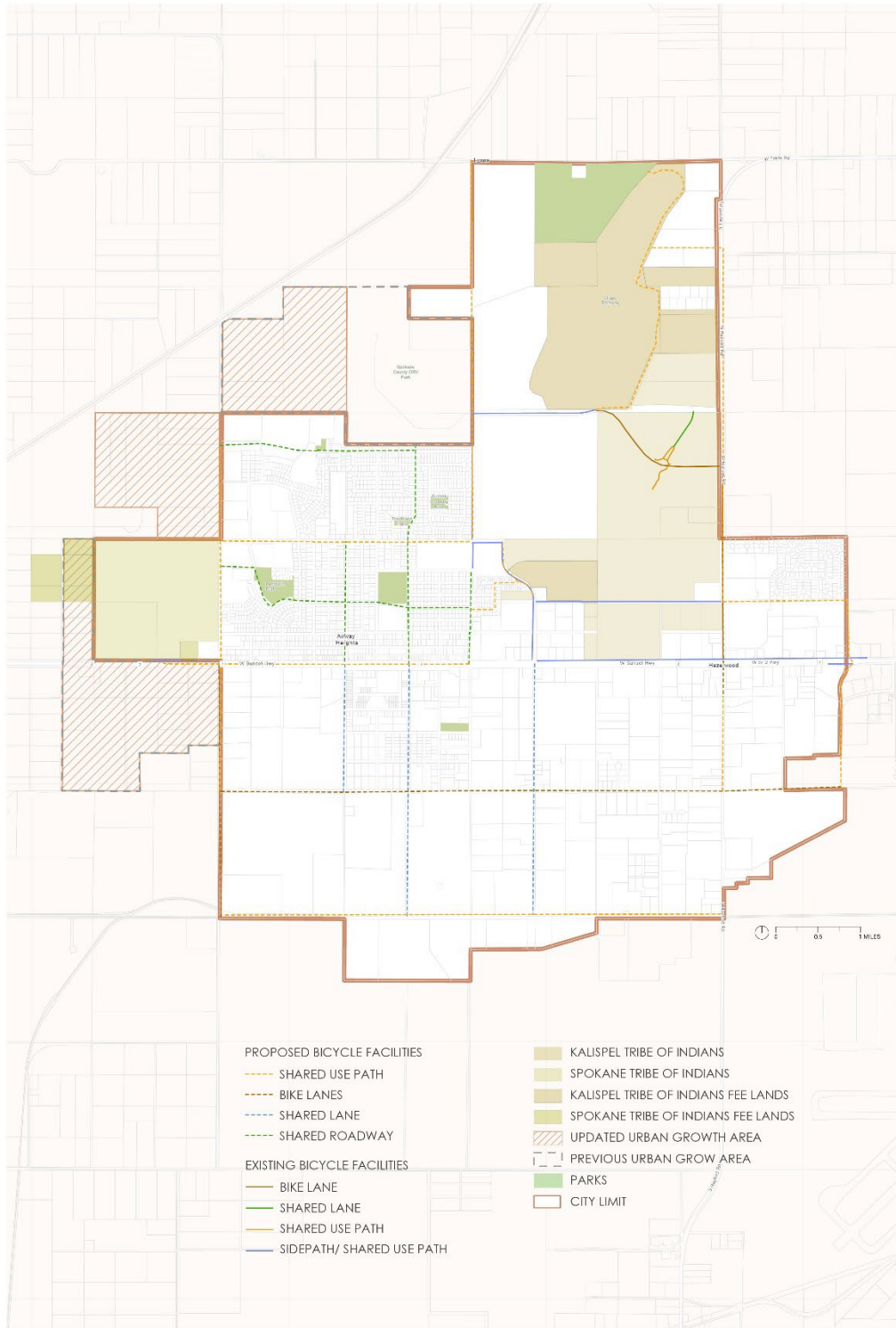


Figure 4.13 – Bicycle Improvement Recommendations

AIRWAY HEIGHTS

PROPOSED BIKE FACILITIES



Long Range Capital Improvement Plan

Project: 1		10th Avenue Extension, Garfield to Hayford	
Description: New collector & multimodal boulevard to access the Kalispel site, provide an alternative to US-2 for commuters & emergency services, support an extension of STA Route 61, & provide for bike/ped mobility. The project will include pedestrian crossings.			
Project Type:	Multimodal, Mobility/Safety	Known Partners:	Kalispel Tribe, TIB, & CoAH
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$4,300,000

Project: 2		Hayford Road / 10th Avenue / 12th Avenue Signal	
Description: Traffic & pedestrian signal used to access the Kalispel Tribe site, maintain mobility along an alternative route (to U.S. 2) for commuters & emergency services, & provides protected bike & pedestrian crossings.			
Project Type:	Mobility/Safety	Known Partners:	Kalispel Tribe & CoAH
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$530,000

Project: 3		U.S. 2 Blvd Safety, Lyons to Deer Heights	
Description: Concrete or landscaped median islands used selectively to restrict northbound & southbound left-turning movements onto U.S. 2 to address mobility/safety needs.			
Project Type:	Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$250,000

Project: 4		Craig Road / U.S. 2 Roundabout	
Description: Dual-lane roundabout with multimodal accommodation used to maintain mobility on U.S. 2 &			

improve accessibility to the City of Airway Heights & Spokane Tribe site. Pedestrian crossings will be established in splitter/chicane islands.			
Project Type:	Mobility/Safety	Known Partners:	Spokane Tribe & CoAH
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$3,950,000

Project: 5	6th Avenue Extension, Craig to Russell		
Description: New/improved collector & multimodal boulevard to access a neighborhood with workforce homes, provide an alternative route to U.S. 2 for commuters & emergency services, support an extension of STA route 61, & provide for bike & pedestrian mobility. Project will include pedestrian crossings.			
Project Type:	Multimodal, Mobility/Safety	Known Partners:	STA & CoAH
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$3,150,000 - \$5,200,800 ¹

Project: 6	U.S. 2 Safety/Multimod. Ph 1, Lawson to Lundstrom		
Description: <u>Design</u> phase of a multimodal project to reduce traffic conflict & promote multimodal travel on U.S. 2. Project includes landscaped islands used to restrict northbound-southbound left-turns, adding bike, pedestrian, & bus facilities. The project includes roundabouts at the U.S. 2 intersections with Lawson & Lundstrom. Pedestrian crossings will be established in splitter/chicane islands. A HAWK crossing and pedestrian promenade will be developed at King Street.			
Project Type:	Multimodal, Mobility/Safety	Known Partners:	CoAH & SRTC
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$1,013,000

Project: 7	U.S. 2 Multiuse Pathway, Lyons to Hayford		
Description: Multiuse path developed as "infill" for missing segments along the south side of U.S. 2.			

Project Type:	Pedestrian/ Bicycle	Known Partners:	CoAH, WSDOT, TIB, & Devel.
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$640,000

Project: 8	21 st Avenue Extension Ph 1, Hayford to Deer Heights		
Description: New/improved minor arterial & commercial corridor to provide access to large industrial sites, promote alternative route to U.S. 2, support truck traffic & multimodal travel, & support access the south side of Fairchild Air Force Base. The project will be developed with bike lanes or a multiuse pathway. Pedestrian crossings will be located at key locations.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2024/25	Construction Cost Estimate:	\$5,180,000

Project: 9	Hayford Road/McFarlane Road Improvements		
Description: Improve geometrics with lane &/or limited control additions.			
Project Type:	Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2024/25	Construction Cost Estimate:	\$200,000

Project: 10	Garfield Road Improvements, Russell to Garfield		
Description: An improved collector, converting to multimodal boulevard to access a neighborhood with workforce homes, fronts Kalispel properties, & provides an alternative to U.S. 2 for commuters & emergency services, support an extension			

of STA Route 61, & provide for bike/ped mobility. The project will include pedestrian crossings.			
Project Type:	Multimodal, Mobility/Safety	Known Partners:	Kalispel Tribe & CoAH
Construction Target/Horizon:	Year 2024/25	Construction Cost Estimate:	\$2,080,000

Project: 11	Craig Road Multiuse Pathway Ph 1, 6 th to U.S. 2		
Description: Multiuse pathway developed to promote active transportation needs for Spokane Tribe & City of Airway Heights.			
Project Type:	Pedestrian/Bicycle	Known Partners:	CoAH, WSDOT, & Spokane Tribe
Construction Target/Horizon:	Year 2024/25	Construction Cost Estimate:	\$1,190,000

Project: 12	U.S. 2 Blvd Safety/Multimod. Ph 2, Craig to Garfield		
Description: <u>Design</u> phase of a project to reduce traffic conflict & promote multimodal travel on U.S. 2, less previous section (Lawson to Lundstrom). Project includes landscaped islands to restrict northbound & southbound lefts with bike, pedestrian, & bus facilities, replacing a signal at Garfield with a roundabout. Pedestrian crossings will be established in splitter/chicane islands. RRFB pedestrian crossings will be located at key locations.			
Project Type:	Multimodal, Mobility/Safety	Known Partners:	CoAH & WSDOT
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$2,338,110

Project: 13	Lundstrom Street Sidewalk, 12 th to U.S. 2		
Description: Infill sidewalk to promote pedestrian access to City Hall.			

Project Type:	Pedestrian/ Bicycle	Known Partners:	CoAH
Construction Target/Horizon:	Year 2024/25	Construction Cost Estimate:	\$90,000

Project: 14	King St & 10th Ave Sidewalk, Sunset Elementary Area		
Description: Infill sidewalk to promote pedestrian access between Sunset Elementary, Sunset Park, & adjacent neighborhoods. The project includes an RRFB located at 10 th Avenue/King Street.			
Project Type:	Pedestrian/ Bicycle	Known Partners:	CoAH
Construction Target/Horizon:	Year 2024/25	Construction Cost Estimate:	\$800,000

Project: 15	10th/12th Ave Improvements, Hayford to Deer Heights		
Description: Striping & sign revisions with pathway or bike lanes for multimodal needs & to provide an alternative route to U.S. 2 for commuters & emergency services, accessing the City & Kalispel Tribe.			
Project Type:	Multimodal, Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2025/26	Construction Cost Estimate:	\$240,000

Project: 16	U.S. 2 Blvd Safety/Multimod. Ph 3, Craig to Garfield		
Description: <u>Construction</u> of a corridor project to reduce traffic conflict & promote multimodal travel on U.S. 2, likely in multiple construction phases. Project includes landscaped islands to restrict northbound-southbound left-turns, adding bike, pedestrian, & bus facilities, replacing a signal at Garfield with a roundabout & constructing roundabouts at Lundstrom & Lawson.			

Project Type:	Multimodal, Mobility/Safety	Known Partners:	CoAH & WSDOT
Construction Target/Horizon:	Year 2025 - 2030	Construction Cost Estimate:	\$21,448,890

Project: 17	Hayford Road / 21st Avenue Roundabout		
Description: A single lane roundabout with multimodal facilities used to access large industrial sites, provide an alternative route to US-2, support truck traffic, & access the south side of Fairchild Air Force Base. Pedestrian crossings will be established in splitter islands.			
Project Type:	Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2026/27	Construction Cost Estimate:	\$1,200,000

Project: 18	21st Avenue Extension Ph. 2, Garfield to Hayford		
Description: A new or improved minor arterial & commercial corridor to U.S. 2, established to provide access to large industrial sites, provide an alternative route to the Highway, support truck traffic, & access the south side of Fairchild Air Force Base. The project will be developed with bike lanes or a pathways. Pedestrian crossings will be located at key locations.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2027/28	Construction Cost Estimate:	\$4,910,000

Project: 19	Russell Rd Extension, Sprague to Deno		
Description: A minor collector established to provide traffic, pedestrian, & bicycle access to a growth area of the City, including the existing community center, & providing secondary access to Kalispel sites & Spokane County The project will be developed with bike lanes or a pathways. Pedestrian crossings will be located at key locations.			

Project Type:	Multimodal Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2028/29	Construction Cost Estimate:	\$5,900,000

Project: 20	21st Avenue Extension Ph. 3, Craig to Lawson		
Description: A new or improved minor arterial & commercial corridor to U.S. 2, established to provide access to large industrial sites, provide an alternative route to the Highway, support truck traffic, & access the south side of Fairchild Air Force Base. Project would include a roundabout at Craig Road. Pedestrian crossings will be established in chicane islands.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2028/29	Construction Cost Estimate:	\$7,000,000

Project: 21	21st Avenue Extension Ph. 4, Lawson to Garfield		
Description: A new or improved minor arterial & commercial corridor to U.S. 2, established to provide access to large industrial sites, provide an alternative route to the Highway, support truck traffic, & access the south side of Fairchild Air Force Base. The project will be developed with bike lanes or a pathway. Pedestrian crossings will be located at key locations.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2028/29	Construction Cost Estimate:	\$4,490,000

Project: 22	Annual Street Maintenance		
Description: Annual chip seal or resurfacing of City roads. Maintenance of 12 th Avenue, 14 th Avenue, 18 th Avenue, 21 st			

Avenue, Lawson Street, Lundstrom Street, & Russell Street programmed within the next six years.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2023 - 2029	Construction Cost Estimate:	\$3,150,000 ident. (\$500,00 annual)

Project: 23	Craig Road Improvements, 1 st Avenue to U.S. 2		
Description: Reconstruct & widen as a major collector, likely in two phases, to move traffic to growth areas of the city, including future school sites and the Spokane Tribe. The pedestrian will have been constructed pathway west side prior between U.S. 2 and 6 th Avenue.			
Project Type:	Multimodal Mobility/Safety	Known Partners:	CoAH & Spokane County
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$8,500,000

Project: 24	Craig Road Multiuse Pathway Ph 2, 1 st to 6 th		
Description: Multiuse pathway developed to promote active transportation needs for the City of Airway Heights, including new school sites. Noted as a separate project from above, given that phases are funded already.			
Project Type:	Pedestrian/Bicycle	Known Partners:	CoAH & Spokane County
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$1,500,000

Project: 25	1 st Avenue Reclassification, Craig to Russell		
Description: Redesignate a local street to a minor collector to establish improved network mobility. Primarily an administrative action, with revisions to include			

striping/signage along the corridor with lane revisions at the Craig & Russell intersections.			
Project Type:	Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$500,000

Project: 26	6th Ave Connector, U.S. 2 to 6th Ave		
Description: A new collector & multimodal boulevard to access the City & Spokane Tribe, providing an alternative to U.S. 2 for commuters & emergency services, supporting bike/ped mobility through application of bike lanes or pathways. Potential future route for STA transit. Project is dependent on coordination/approval of Spokane Tribe.			
Project Type:	Mobility/Safety	Known Partners:	CoAH & Spokane Tribe
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$9,800,000

Project: 27	21st Ave Connector, U.S. 2 to 6th Ave		
Description: A new arterial & commercial corridor to U.S. 2, established to provide access to large industrial sites, provide an alternative route to the Highway, support truck traffic, & access the south side of Fairchild Air Force Base. The project will be developed with bike lanes or a multiuse pathway. Pedestrian crossings will be located at key locations.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH, Spokane County, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$11,400,000

Project: 28	6th Ave / 21st Ave / U.S. 2 Connector Roundabout		
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Description: A dual lane roundabout with multimodal accommodation used to maintain mobility on U.S. 2 & improve accessibility to the City of Airway Heights, industrial areas, & the Spokane Tribe site. Pedestrian crossings will be established in splitter/chicane islands.			
Project Type:	Freight Mobility/Safety	Known Partners:	Spokane Tribe & CoAH
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$4,000,000

Project: 29	Lundstrom Street, U.S. 2 to McFarlane		
Description: Reconstruct and extend to local street section to build street network & provide freight access to industrial sites. Provide for pedestrian needs to provide commute choices developed with bike lanes or pathways.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$8,100,000

Project: 30	Lawson Street, 21st Ave to McFarlane		
Description: Reconstruct and extend to major collector section to build street network & provide freight access to industrial sites. Provide bicycle and pedestrian facilities to provide commute choices via dedicated bike lanes or pathways.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$11,800,000

Project: 31	Garfield Street, U.S. 2 to 21st Avenue		
Description: Reconstruct and extend to major collector section to build street network & provide freight access to industrial sites. Provide bicycle and pedestrian facilities to provide commute choices via dedicated bike lands or pathways.			

Project Type:	Freight Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$11,800,000

Project: 32	Garfield Road / 21st Avenue Roundabout		
Description: A single lane roundabout with multimodal facilities used to access large industrial sites, provide an alternative route to US-2, support truck traffic, & access the south side of Fairchild Air Force Base. Pedestrian crossings will be established in splitter islands.			
Project Type:	Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$1,500,000

Project: 33	Deno Road / Hayford Road Roundabout		
Description: A single lane roundabout with multimodal facilities to access a growth area in north Airway Heights, including the community center, and provide an alternative route to U.S. 2 for Fairchild main gate. Pedestrian crossings will be established in chicane islands.			
Project Type:	Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$1,500,000

Project: 34	Hayford Road Widening, U.S. 2 to McFarlane Road		
Description: Widen arterial & commercial corridor, the south entrance to Airway Heights, provide an alternative route to the Highway, support truck traffic, & access the south side of Fairchild Air Force Base.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH

Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$6,600,000
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Project: 35		Hayford Rd. Multiuse Path, Deno to Northern Quest	
Description: Multiuse path or bike lanes extending north from Northern Quest to Deno road, and then along Deno to tie into the community center and eventually Russell Street, possibly as an additional future phase.			
Project Type:	Pedestrian/ Bicycle	Known Partners:	CoAH & Spokane County
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$2,200,000

Project: 36		McFarlane Rd. Multiuse Path, Craig to Hayford	
Description: Multiuse pathway extending from Craig Road to Hayford Road as a standalone project, possibly developed in phases.			
Project Type:	Pedestrian/ Bicycle	Known Partners:	CoAH
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$3,330,000

Project: 37		Annual Sidewalk Program	
Description: Advance sidewalk annually to meet pedestrian. Addressing sections on Lunstrom St (10th Ave-12th Ave), King St (10th Ave-12th Ave), & 18th Ave (Lawson-Russell) is current priority w/long-range projects to follow.			
Project Type:	Pedestrian/ Bicycle	Known Partners:	CoAH
Construction Target/Horizon:	Year 2023 - 2042	Construction Cost Estimate:	\$350,000 ident. (\$50,000 annual)

Transportation Concurrency

The State of Washington's Growth Management Act (GMA) requires that a jurisdiction's transportation plan contain a funding analysis of the transportation projects it recommends. The analysis should cover funding needs, funding resources, and must include a multi-year financing plan. The purpose of this is to ensure that each jurisdiction's transportation plan is affordable and achievable. If a funding analysis reveals that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed. Although these requirements were addressed in the City's 2017 Transportation Circulation Plan, further review and analysis was deemed necessary during this plan update, spurred by rapid growth and other factors.

Per policy and in concert with GMA requirements, in the event the City is unable to fund proposed transportation projects supporting growth, the City Council should instruct staff to re-evaluate the land use element with the possibility of withdrawing proposed expansion areas.

The following provides an overview of funding types likely suited to Airway Heights' transportation needs.

Impact Fees

Impact fees are authorized by the state to allow cities to charge new development for public facilities needed to serve new growth and maintain GMA concurrency. Such fees are intended to be part of a city's overall financing approach for public facilities, balancing fees and other sources of public funds.

Currently, Airway Heights collects impact fees for parks and streets but not for fire, general services, or school facilities.³

WSDOT

Funds at the disposal of Washington State Department of Transportation are funds generally tied to improvements for the state highway system. In Airway Heights, WSDOT funding is essentially limited to the SR-2 corridor.

The Urban Arterial Transportation Account (UATA)

These funds are at the disposal of the Washington State Transportation Improvements Board (TIB). UATA funds require a 20 percent local match.

PFP - Pedestrian Facility Program

The funds are aimed at promoting pedestrian mobility and safety. Funds are limited to \$100,000 per project and are administered by the Spokane Regional Transportation Council.

³ See Chapter 12, Chapter 16 of Airway Heights Municipal Code

Transportation Demand Management

The objective of Transportation Demand Management (TDM) is to provide incentives for commuter trip reduction to reduce single occupant auto travel to and from work. Incentives may range from bus fare subsidies to employer-provided vans, preferential parking for carpools, to working at home. City policy encourages major employers to adopt formal TDM programs.