



## Introduction

This Transportation Element addresses the motorized and non-motorized transportation needs of the City of Airway Heights. It presents the community's policies regarding projected transportation needs (current and future); locations and conditions of the existing circulation system; the cause, scope and nature of transportation issues; presents level of service standards, street classifications, and associated transportation problems the City must address regarding projected growth.

As specified in Washington State's Growth Management Act (GMA), new development is prohibited unless transportation improvements - or strategies to accommodate such impacts - are made concurrent with the development. Such improvements and strategies must be in place or financially planned for within six years of development use.

The type and availability of transportation resources are major factors in shaping land use patterns, while conversely, the way land is used strongly influences the need for transportation facilities. For this reason, land use and transportation facilities planning must be closely coordinated. Now and over time, the City intends to correlate existing uses, future uses and desired characteristics with its transportation planning.

## 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, 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 principle 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*

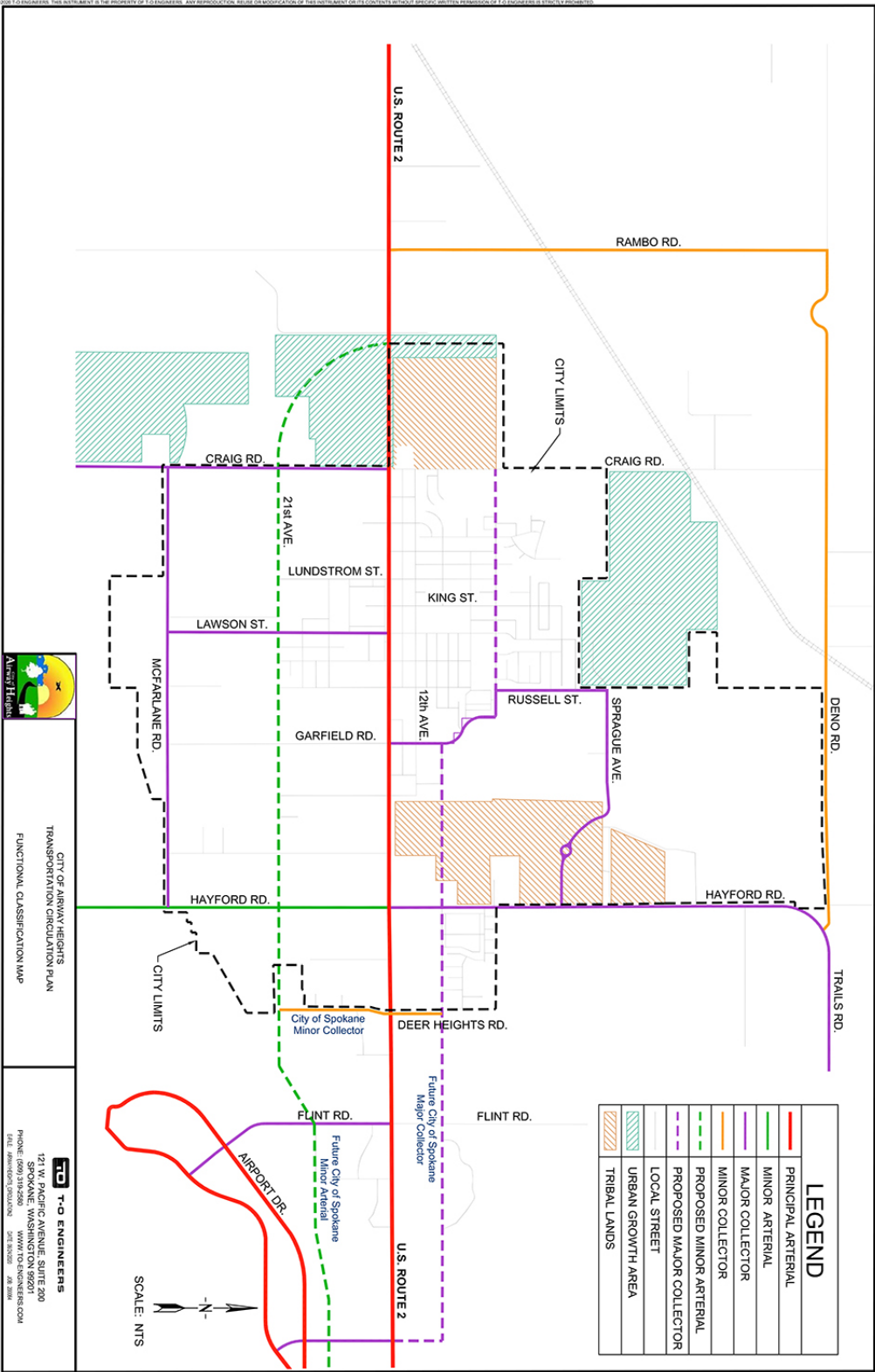
Street Section	Segment	No. of Lanes
<b>Principal Arterial Sections</b>		
US-2	E of Craig Road	5
US-2	W of Garfield Road	5
US-2	E of Garfield Road	5
US-2	W of Hayford Road	5
US-2	E/of Hayford Road	5
<b>Minor Arterial Sections</b> (Assumes Hayford Road as an Arterial)		
Hayford Road	S of Deno Road	2

Street Section	Segment	No. of Lanes
Hayford Road	N of US-2	5
Hayford Road	S of US-2	5
Hayford Road	S of McFarlane Road	2
<b>Major Collector Sections</b>		
Craig Road	N of US-2	2
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
<b>Other Street Sections</b>		
Northern Quest	W of Hayford Road	2
12 <sup>th</sup> Avenue	E of Hayford Road	2
21 <sup>st</sup> Avenue	W of Hayford Road	2

*Table 4.2 – Street Classification and traffic volumes*

Street Classification	Daily Traffic Volumes
Access Street	0 - 500
Collector Street	501 - 2,000
Minor Arterial	2,001 - 5,000
Principal Arterial	5,001 or more

Figure 4.1 – Functional Street Classification (2020)



## 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.

Other types of transportation, particularly non-motorized forms, are assigned other LOS standards.

Unless otherwise noted, Airway Heights utilizes Washington State Department of Transportation (WSDOT) LOS peak-level LOS standards for its roadways. Specifically, Airway Heights adopts LOS D as the standard for its principal and minor arterials and collector streets, with LOS C applied to local access streets except where such streets abut a principal, minor or collector street - in which case the LOS may be "D" at the intersection. These correlate with WSDOT LOS standards applicable to US-2, a Highway of Statewide Significance (HSS), necessary to facilitate coordination between City-generated six-year transportation programs and WSDOT's ten- year investment program.<sup>1</sup> Roads operating at LOS D are generally considered to be operating at their capacity.

Per WSDOT data, Airway Heights' main principal arterial (SR 2) is presently operating at LOS A. Descriptions for WSDOT's LOS categories are provided in Table 4.3.

*Table 4.3 – LOS Descriptions*

LOS Category	Description
<b>A</b>	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>B</b>	A condition of stable flow in which operating speed is beginning to be restricted by other traffic.
<b>C</b>	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.
<b>D</b>	A condition approaching unstable flow in which tolerable average operating speeds are maintained but are subject to sudden variations.
<b>E</b>	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.

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<sup>1</sup> The City's LOS D minimum for principal arterials also correlates with countywide standards adopted by the Spokane Regional Transportation Council (SRTC).

<b>F</b>	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.
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Source: WSDOT 2007-2026 Highway System Plan

Existing levels of service for principal arterials, minor arterials and intersections in Airway Heights is mapped in Figure 4.2, reflecting 2017 traffic volumes. In general, the levels of service values are relatively high, reflecting congestion free travel.

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. LOS D is the desired threshold for intersections within the city, with LOS E allowed situationally for unsignalized intersections.

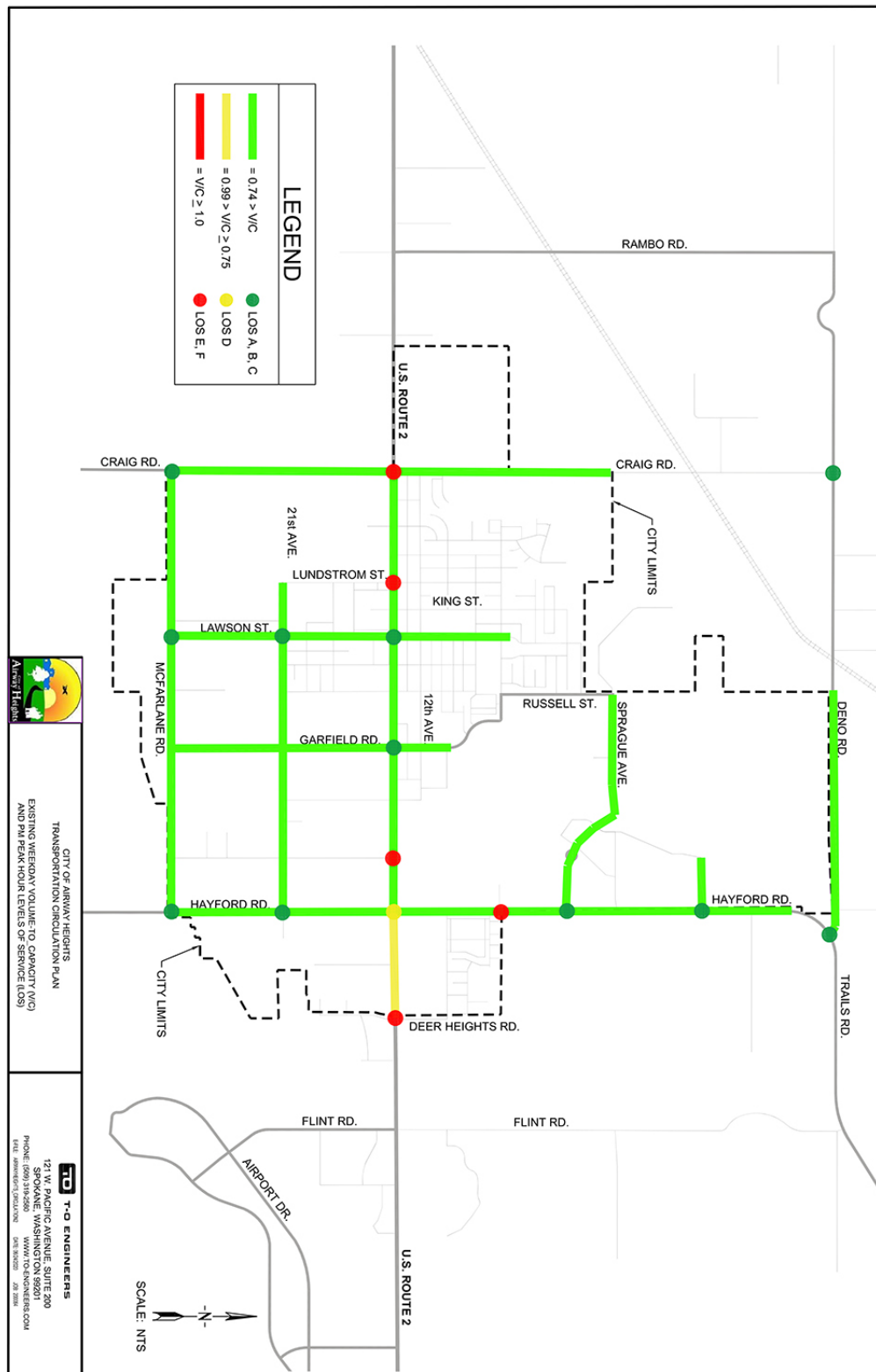
Table 4.4 – Intersection Delay, LOS Thresholds

<b>LOS Category</b>	<b>Signalized Control Delay (sec/veh)</b>	<b>Unsignalized Control Delay (sec/veh)</b>
<b>A</b>	≤ 10	≤ 10
<b>B</b>	> 10–20	> 10–15
<b>C</b>	> 20–35	> 12–25
<b>D</b>	> 35–55	> 25–35
<b>E</b>	> 55–80	> 35–50
<b>F</b>	> 80	> 50

Source: Highway Capacity Manual, 2010

Further analysis of LOS conditions may be found in the 2017 City of Airway Heights Transportation Circulation Plan.

Figure 4.2 – Weekday Volume to Capacity (V/C) & PM Peak Hour Levels of Service (2017)



## 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.

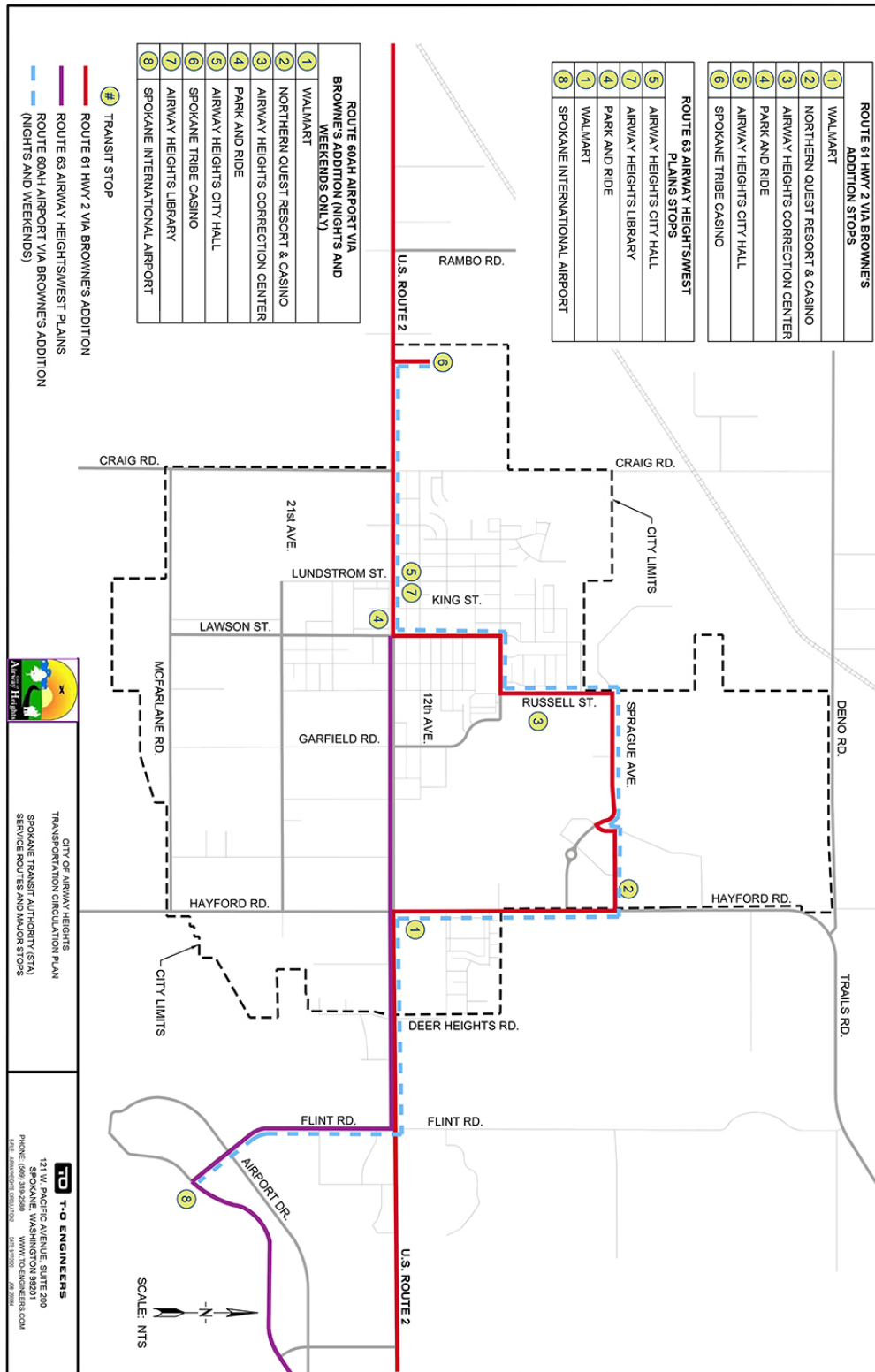
The Airway Heights Park & Ride facility is one of the busiest stops in the City, with an average of 65 persons boarding per weekday.<sup>2</sup> Figure 4.3 depicts Route 61 stops.

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<sup>2</sup> *Spokane Transit Authority (STA) Annual Performance Report – Passenger Facilities (2016).*



Figure 4.3 —STA Routes in Airway Heights



## Truck Routes & Rail Transportation

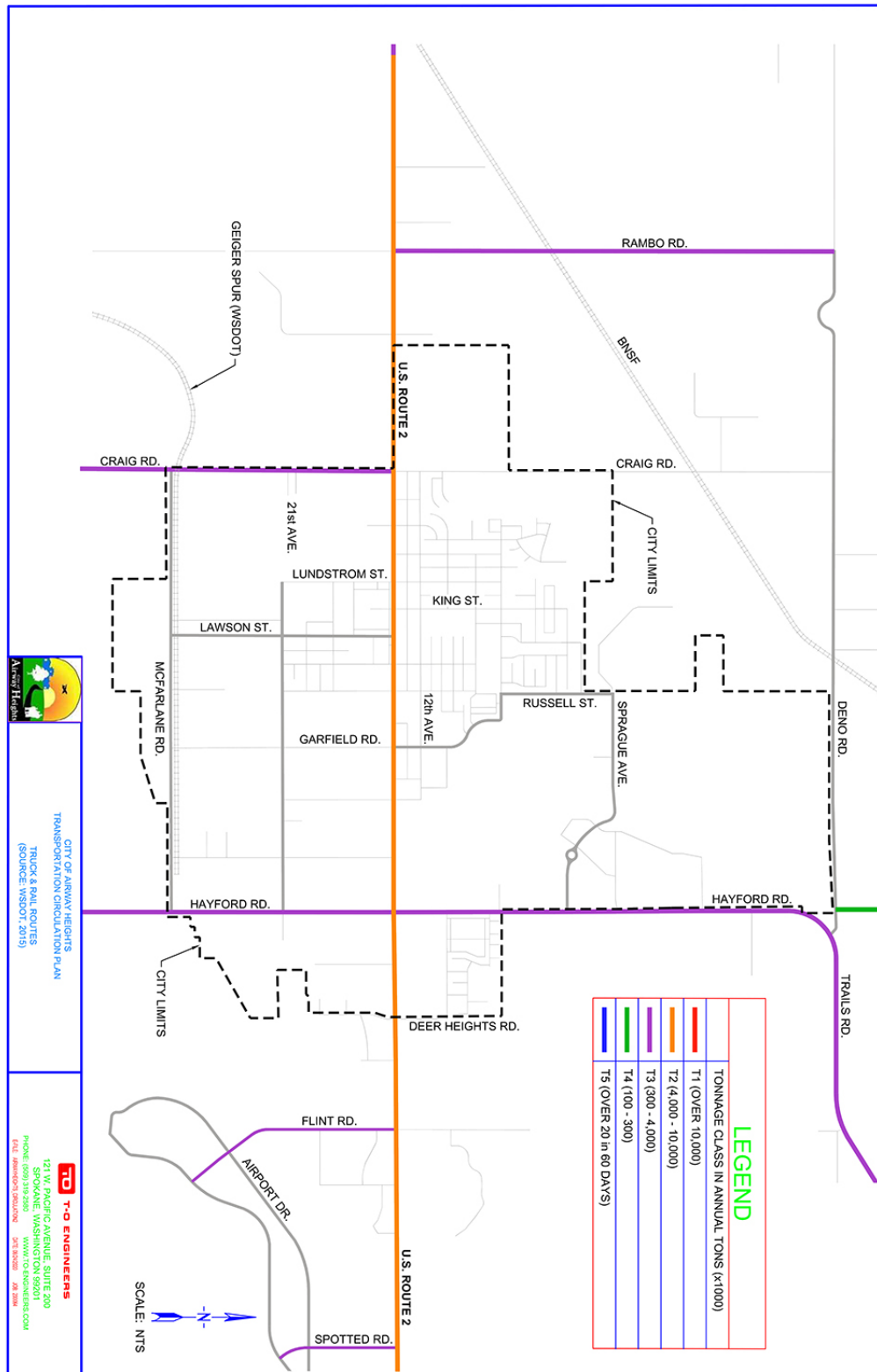
Trucking to and through Airway Heights is an important component of the City's transportation future. Currently, major truck routes through the city are classified from "T1" to "T5" according to estimated annual cargo tonnage. The following lists key routes and their respective classifications:

- 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 4.4 depicts 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 (GEG) and Interstate 90 to the south. Though these efforts are being led by Spokane County and Greater Spokane Incorporated (GSI), the policy implications related to truck, rail and air transportation are seen as very significant.

Figure 4.4 – Truck & Rail Routes



## Air Transportation

The City of Airway Heights is located between two major airport facilities. Spokane International Airport (GEG), 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.<sup>3</sup>

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 GEG 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 nearly Deer Heights Road, it is the intention of the City and the City of Spokane to extend the route to connect both cities, greatly improving east-west pedestrian and bike mobility.

Figure 4.5 maps Airway Heights' existing (primary) pedestrian and bicycle facilities.

## 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.

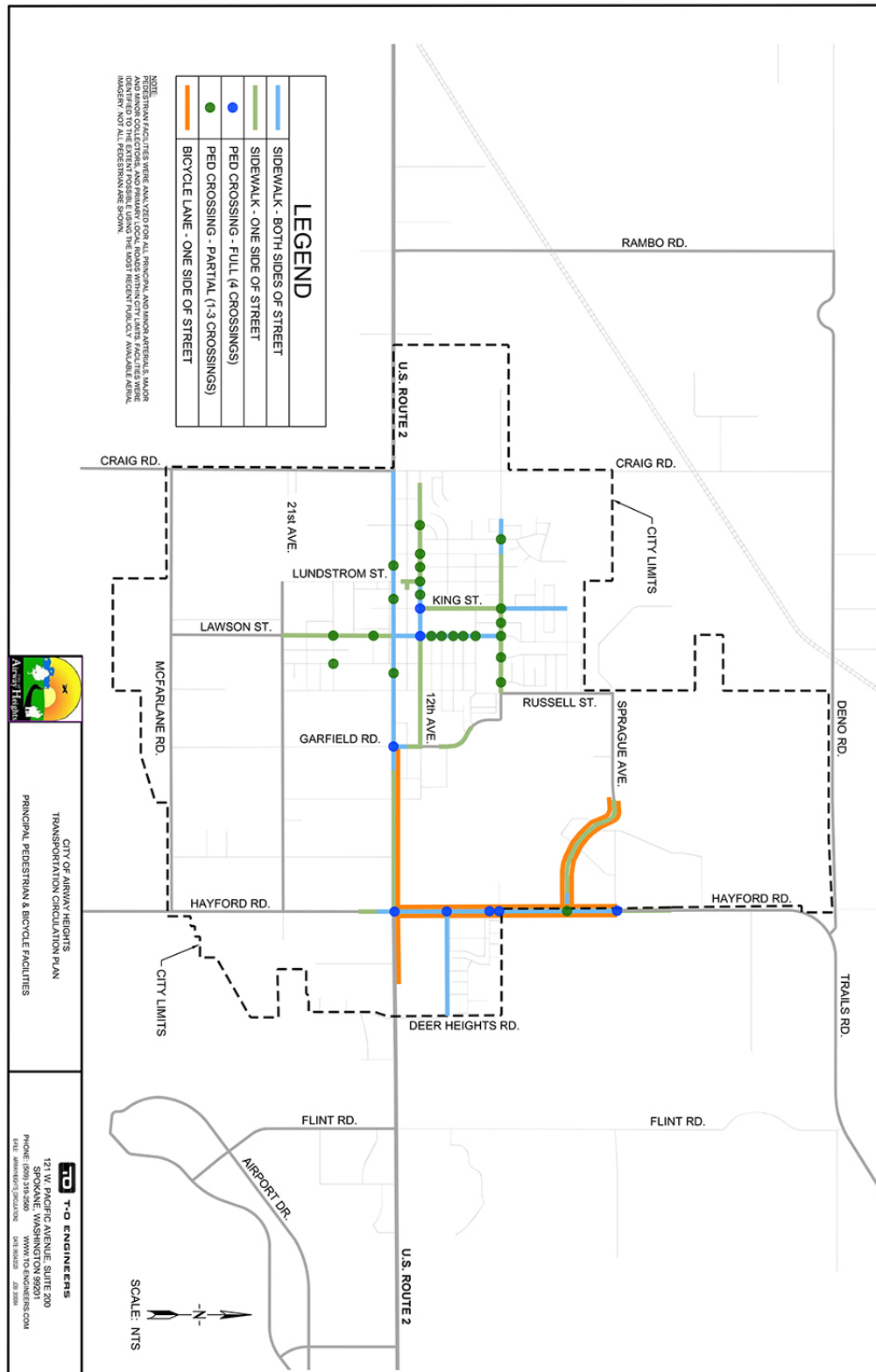
This plan's policy response directs the City to address this, and the 2017 Transportation Circulation Plan identifies a range of future improvements based on AASHTO guidelines. These are summarized in later portions of this element.

Figure 4.5 maps Airway Heights' existing (primary) pedestrian and bicycle facilities.

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<sup>3</sup> Additional details on FAFB are included in Chapter 2.

Figure 4.5 – Principal Pedestrian & Bicycle Facilities



## Recommended Improvements

### Vehicular

The City has an estimated resident population of 9,071 as of 2017. Per US Census data and Washington State Office of Financial Management (OFM) projections, City population has been increasing at rates between 3.1 and 8.7 percent annually since year 1990 as measured in ten-year increments (4.8 percent annually overall). As indicated elsewhere, population growth is expected to continue in Airway Heights, with a population of up to 14,294 persons anticipated by year 2037.

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, moderate traffic growth is anticipated from factors such as through-traffic associated with development outside the City, related to casino activity, and growth of FAFB.

The City's 2017 Transportation Circulation Plan applied a 0.5 percent baseline annual growth rate to traffic volumes to forecast future LOS conditions. Extended to 2040, this rate projects approximately 13 percent growth by year 2040, calculating to between 900 to 1,100 Average Daily Trip (ADT) growth along U.S. Route 2 by year 2024 and 3,600 to 4,900 ADT by year 2040, depending upon location.

These forecast volumes identified a number of locations in Airway Heights with failing LOS by 2040, including the signalized Hayford Road/US 2 intersection, all unsignalized intersections along US 2, and the Hayford Road/12th Avenue intersection. Apart from these areas, 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 and adequate 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 and reconfiguring existing collectors into minor arterials;
- Increased traffic in areas that now experience low traffic volumes may require re-classification and upgrades;
- Additional signalization or traffic controls 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 2017 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 2004 A Guide for the Planning, Design, and Operation of Pedestrian Facilities.

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.

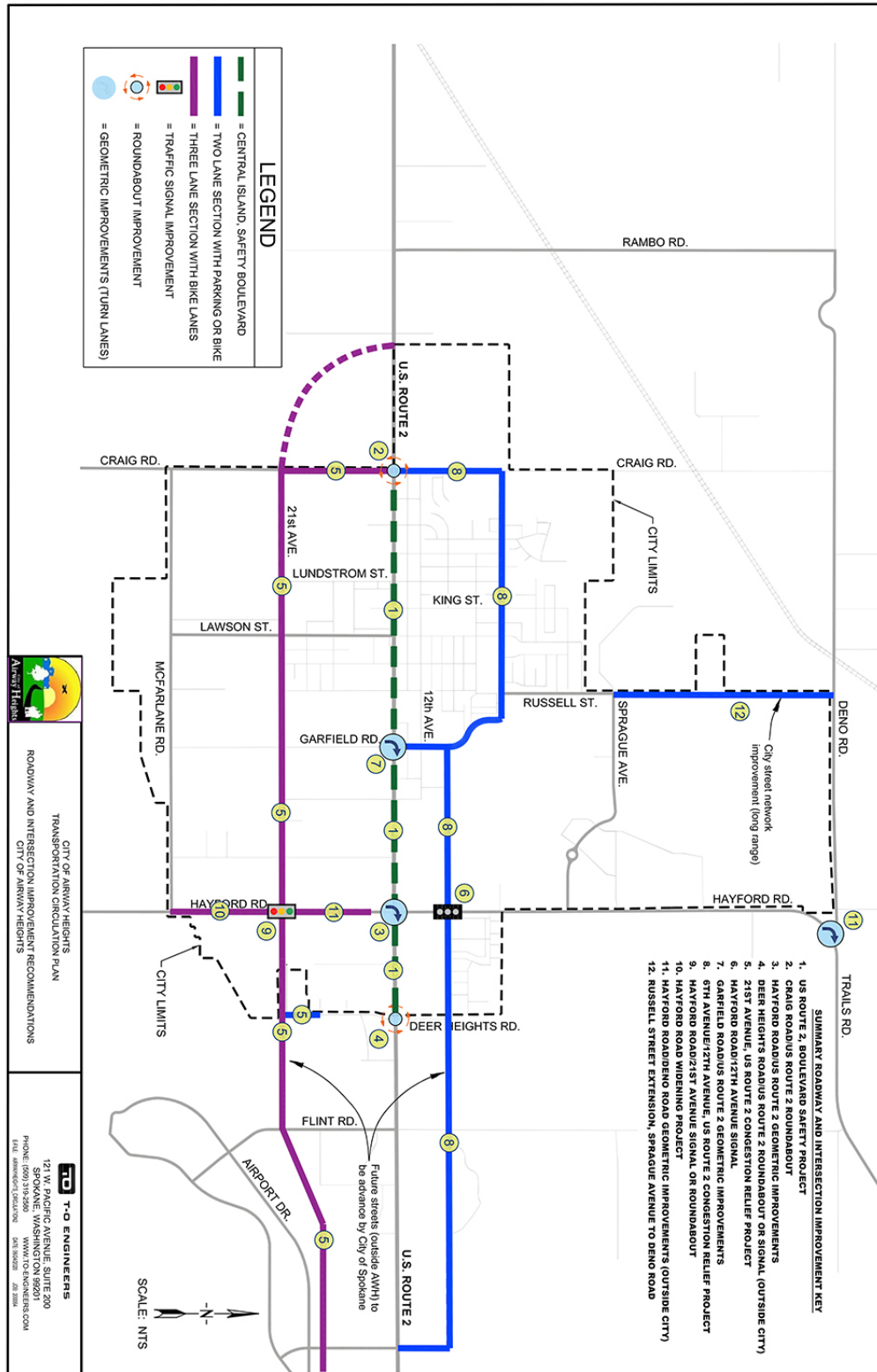
In addition, marked pedestrian crossings of minor arterials and major collectors were mapped. Crossings were then recommended between primary land uses along these roadways on a ¼-mile basis.

## **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 4.7 for a copy of the Transportation Circulation Plan’s map of pedestrian improvements, and Figure 4.8 for recommended bicycle network projects.

Figure 4.6 – Roadway & Intersection Improvement Recommendations





**LEGEND**

- = SIDEWALK, ONE SIDE
- = SIDEWALK, BOTH SIDES
- = SHARED USE PATHWAY, ONE SIDE
- = POTENTIAL MULTIUSE PATHWAY, PEDES AND BIKE, ONE SIDE
- = SHARED USE PATHWAY, BOTH SIDES
- X = ADD OR IMPROVE PEDESTRIAN CROSSING

**SUMMARY ROADWAY AND INTERSECTION IMPROVEMENT KEY**

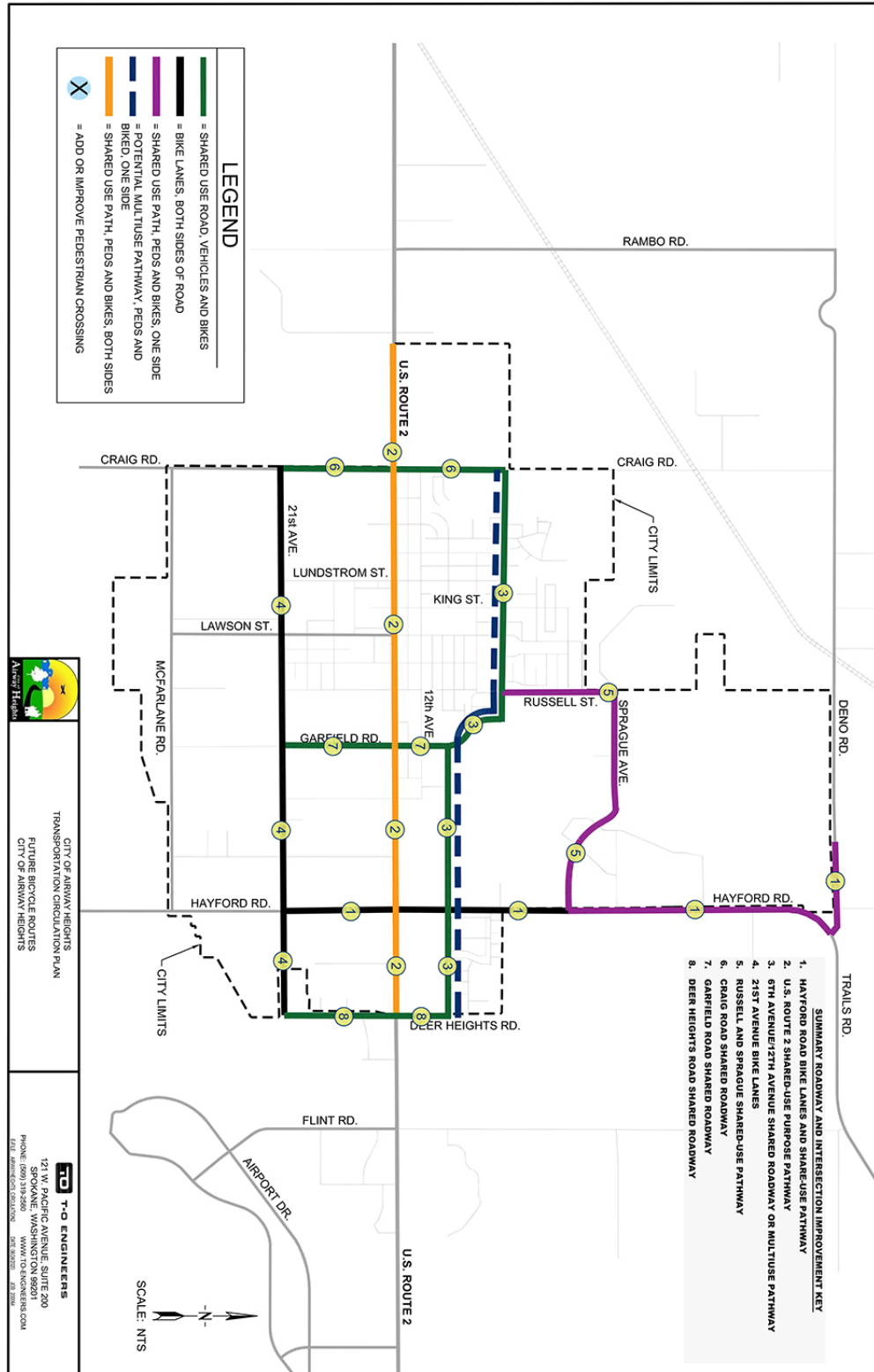
1. LUNDSTROM STREET, CITY HALL
2. 18TH AVENUE, SHORTY COMBS PARK
3. US ROUTE 2, VILLAGE CINEMAS
4. 10TH AVENUE/LUNDSTROM, ASPEN PARK GROVE
5. HAYFORD ROAD NORTH, COMMUNITY CENTER (OUTSIDE CITY)
6. 10TH AVENUE EAST (MAY INCLUDE MULTIUSE PATHWAY)
7. US ROUTE 2, MISSING SOUTHWEST
8. HAYFORD ROAD NORTH
9. GARFIELD ROAD NORTH
10. RUSSELL STREET AND SPRAGUE AVENUE
11. 6TH AVENUE EAST (MAY INCLUDE MULTIUSE PATHWAY)
12. 6TH AVENUE WEST (MAY INCLUDE MULTIUSE PATHWAY)
13. 12TH AVENUE WEST
14. HAYFORD ROAD SOUTH
15. 21ST AVENUE
16. U.S. ROUTE 2, LOFFLER-WEST CROSSING (RRB OR HAWK)
17. U.S. ROUTE 2, LYONS-HAYFORD CROSSING (RRB OR HAWK)
18. U.S. ROUTE 2, ROBER HEIGHTS ROAD CROSSING (RRB OR ROUNDABOUT)
19. HAYFORD ROAD/21ST AVENUE CROSSING (RRB OR ROUNDABOUT)
20. HAYFORD ROAD/21ST AVENUE CROSSING (RRB OR ROUNDABOUT)
21. HAYFORD ROAD/21ST AVENUE CROSSING (RRB OR ROUNDABOUT)
22. SUNSET ELEMENTARY SAFE ROUTES (KING STREET)
23. 12TH AVENUE, POTENTIAL MULTIUSE PATHWAY

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**OFFICE OF ARROYO HEIGHTS**  
TRANSPORTATION CIRCULATION PLAN  
PEDESTRIAN IMPROVEMENT RECOMMENDATIONS  
CITY OF ARROYO HEIGHTS

**SCALE: NTS**

Figure 4.8 – Bicycle Improvement Recommendations



## 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 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. This analysis was performed in Spring 2020, and is included in this plan as Appendix B.

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.<sup>4</sup>

### 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.

### PPF - 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.

### 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.

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<sup>4</sup> See Chapter 12, Chapter 16 of Airway Heights Municipal Code

**Note:** The following goals and policies are referenced here from the City’s comprehensive goal and policy framework, selected as those most closely related to Transportation considerations. For this reason, the goals and policies that follow may “skip” numeric sequence. See Appendix A for the complete Airway Heights comprehensive plan goal and policy set.

## Transportation Goals

**G.01** Grow and sustain a balanced, resilient economy for Airway Heights, providing jobs, community prosperity and fiscal health.

*Discussion: In seeking long-term prosperity, Airway Heights understands the need to build economic diversity – capitalizing on existing assets such as Fairchild AFB and tribal casinos as well as developing a strong business base within and proximate to City limits. This plan supports strategies that build and sustain a diverse, balanced economic base, retain existing quality of life assets, and help keep Airway Heights prosperous.*

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**G.02** Maintain and improve the provision of high-quality, affordable and efficient community services in Airway Heights.

*Discussion: Municipalities provide infrastructure and services that would be impossible for individuals to provide. While pooled resources make essential services achievable, they also require strong levels of coordination and management to assure accountability and efficiency. Some actions have clear and immediate effects on resources. Other actions may be more difficult to associate with fiscal impact, but over time, may profoundly affect the costs of services. This goal anchors the need for Airway Heights to consider the long-term cost implications of choices including land use, transportation investments, and provision of service infrastructure - maintaining efficiency and accountability for the community it serves.*

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**G.03** Maintain and improve Airway Heights’ small-town scale, unique civic identity and aesthetic beauty.

*Discussion: Residents of Airway Heights often cite the community’s “small-town charm,” its modest size, and its open space west plains setting as attractive features. Due to this, many of the goals, policies and programs contained in this plan help retain the City’s overall scale while providing for growth; support the development of cultural features and activities; and direct land use decisions encouraging infill and thoughtful expansion.*

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**G.04** Develop the historic city center as the “heart” of Airway Heights, enhancing its commercial, service and civic vitality.

*Discussion: Despite significant transformation elsewhere, residents believe that the historic city center should still be considered the ‘heart’ of Airway Heights. Improving the city center’s vitality requires supporting its numerous and necessary functions, including growing the commercial base; adding community services and public spaces; improving housing options and creating a more hospitable pedestrian environment. This plan provides policies and programs that help foster conditions in which the city center can thrive, in turn aiding the attractiveness, efficiency and value of all portions of Airway Heights.*

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**G.06** Maintain and improve Airway Heights' transportation network, on pace and in concert with needs including traffic flow, land use character and community value.

*Discussion: All cities require functional, resilient transportation networks providing for the flow of people and materials. But it's also understood that the design of streets and roadways is equally critical, providing infrastructure that fosters the character and types of land uses the community desires. This goal supports transportation designs that address both functional and qualitative needs, providing an interconnected network that improves the efficiency, function and perceived value of Airway Heights.*

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## Transportation Policies

**P.01** Support land use patterns that:

- Maintain or enhance community levels of service;
- Foster the long-term fiscal health of the community;
- Maintain and enhance resident quality of life;
- Promote compatible, well-designed development;
- Implement goals and policies of the comprehensive plan, related master plan and/or facility plans.
- Are compatible with FAFB and airport overlay areas.

**P.02** Apply or revise zoning designations with careful consideration of factors including:

- Future land use mapping;
- Compatibility with surrounding land uses;
- Restrictions in FAFB and airport overlay areas;
- Infrastructure and service plans;
- Existing and future traffic patterns;
- Goals and policies of the comprehensive plan, related master plan and/or facility plans.

**P.03** Maintain concurrency between the comprehensive plan Land Use Element and available funding, ensuring efficient and timely levels of service (LOS) provision.

**P.05** Encourage development patterns that provide suitably-scaled, daily needs services within ¼ mile of residential areas, allowing a measure of independence for those who cannot or choose not to drive.

**P.06** Encourage compact, pedestrian-oriented development patterns in neighborhoods and commercial areas.

**P.07** Encourage “traditional” residential development patterns, typically featuring:

- Housing that faces the street edge;
- Utilization of alleys for parking and service access;
- An interconnected grid or small-block streets network;
- Street sections designed for safety, traffic calming and aesthetic appeal, including narrower lanes, sidewalks, bike facilities, landscaping and lighting.

**P.09** Prioritize location of schools in areas with:

- Access to arterial and collector streets;
- Ample sidewalks and pedestrian access;
- Proximity to residential areas being served;
- Cost-effective access to necessary utilities and services.

- P.10** Prioritize location of new industrial development in areas that provide:
- Close proximity to major transportation corridors;
  - Siting near existing industrial uses, where possible;
  - Cost-effective access to utilities and services;
  - Ability to minimize trucking through residential areas.
- P.12** With Spokane County and service providers, coordinate development patterns in Airway Heights' Urban Growth Area (UGA), helping prevent adverse consequences for future incorporation.
- P.18** Consider location of multi-family development in areas that:
- Have access to arterial and collector streets;
  - Help buffer higher and lower-intensity development patterns;
  - Abut compatible existing uses;
  - Are part of projects involving mixed use or master planned areas.
- P.19** Maintain safe and efficient, multi-modal traffic flows throughout Airway Heights, measured and monitored using adopted Level of Service (LOS) standards.
- P.20** Develop and enhance a transportation system in Airway Heights that:
- Facilitates the safe, efficient movement of people, goods and services;
  - Supports non-motorized and recreational needs;
  - Supports land use objectives;
  - Promotes livable neighborhoods;
  - Improves safe pedestrian and bike routes to schools.
- P.21** Improve year-round access, safety, utility, convenience and service levels for alternative modes of transportation, including:
- Walking;
  - Bicycling;
  - Public transit services;
  - Rideshare/carpooling.
- P.22** Maintain and improve the continuity of sidewalks, trails, and bicycle paths in Airway Heights.
- P.23** Work to improve street and trail connectivity in all areas of Airway Heights, improving walkability, public health and safety, and transportation efficiency.
- P.24** Coordinate transportation planning and provision efforts with the Washington State Department of Transportation (WSDOT), Spokane Regional Transportation Council (SRTC), Spokane County, the City of Spokane, and other nearby cities.
- P.25** Participate and coordinate Airway Heights objectives with inter-jurisdictional and regional planning for commercial air travel and air freight services.

**P.26** Coordinate all long-range community planning objectives with Fairchild Air Force Base (FAFB), minimizing or eliminating operational or land use conflicts.

**P.27** Maintain infrastructure and personnel at levels that provide Airway Heights residents with services that are high-quality, effective, and affordable.

**P.28** On a regular basis, review and update the Capital Improvement Plan (CIP) and all related plans incorporating factors including:

- Population growth;
- Demographic trends;
- Building permit trends;
- Regional facility improvements and projections.

**P.29** Support and cooperate with other agencies and providers of public services to maintain identified Levels of Service (LOS).

**P.30** Plan new development to ensure provision of public services at current Levels of Service (LOS) or the LOS identified in City-adopted master plans.

**P.34** Sustain and enhance the city's fiscal stability through good capital planning and use of a wide array of financial tools to fund infrastructure needs.

**P.35** Work towards compliance with accessibility requirements in accordance with Americans with Disability Act (ADA).

**P.36** Guide annexation decisions guided by and considering:

- Master plans for water, sewer, transportation, parks, and emergency services;
- Provision of necessary rights-of-way and easements;
- Studies that evaluate environmental and public service factors;
- Timing that supports orderly development and/or coordinated extension of public services;
- Comprehensive plan goals and policies.

**P.41** With Spokane County, base determination of Urban Growth Area (UGA) limits considering:

- Future service capabilities;
- Infrastructure planning;
- Ground and surface water provision and quality;
- Protection of public health.



