

CHAPTER X Transportation

Providing safe and reliable travel for our people is essential for maintaining access to employment, government services, commercial uses, and other important natural and cultural activities. Through teamwork and cooperation, we strive to provide the highest quality service to meet the transportation needs of the Reservation community and throughout the region.

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We provide safe travel for our people.



Transportation

Goal T 1

Plan, design, and maintain a safe, adequate, and environmentally friendly transportation system for all users.

Policy T 1-1: Continue to update and implement Long Range Transportation and Strategic Safety Plans consistent with Transportation chapter goals and policies.

Policy T 1-2: Protect neighborhoods from negative transportation impacts.

Policy T 1-3: Discourage speeding using effective design measures, signage, and enforcement.

Policy T 1-4: Enhance the reservation accident reporting and historic documentation through coordination with the Tulalip Police Department and other partners.

Policy T 1-5: Ensure public safety through maintenance and infrastructure and incorporation of safety enhancements in transportation improvement projects.

Policy T 1-6: Establish a regular maintenance schedule for the existing transportation inventory.

Policy T 1-7: Adopt LOS (Level of Service) standards and establish LOS criteria for intersections and travel corridors.

Policy T 1-8: Ensure that plans for new development utilize LOS standards/criteria and traffic impact studies to implement recommended traffic improvements concurrent with project completion.

Policy T 1-9: Take an opportunistic approach to improve, maintain, and expand a transportation system in a sustainable way.

Goal T 2

Partner with agencies at the local, regional, state, and Federal levels to and improve local and regional transportation systems.

Policy T 2-1: Participate in the cooperative regional transportation planning processes and leverage resources and opportunities for Tulalip Transportation efforts.

Policy T 2-2: Continue to pursue funding from local, regional, state, and federal programs to improve, maintain, and expand Tulalip's transportation network.

Policy T 2-3: Expand opportunities for community engagement in the identification, design, and planning of transportation related improvements within the Tulalip Reservation.

Policy T 2-4: Collaborate with cities and transit agencies to develop and support an equitable transportation system and services that enhance the mobility of all people.

Goal T 3

Strengthen Tribal sovereignty in decisions that effect on-reservation transportation systems and off reservation treaty rights.

Policy T 3-1: Coordinate with other jurisdictions and federal government to vacate unused road systems.

Policy T 3-2: Document ownership of road right of ways and easements on trust land with utilities and other jurisdictions.

Policy T 3-3: Build work force and training capacity of Tulalip Tribes roads department to inventory, monitor, and maintain roads.

Policy T 3-4: Continue to coordinate with WSDOT on funding and improvements to I-5 corridor through the Reservation.

Policy T 3-5: Leverage sales tax inside Quil Ceda Village to fund Tulalip transportation improvements and maintenance.

Policy T 3-6: Coordinate with city and county jurisdictions within Tulalip's U&A to ensure Comprehensive Plan Transportation Elements and Transportation Improvement Programs include policies and projects necessary to improve, maintain, and expand a transportation system that does not negatively impact salmon or other tribal treaty resources.

Policy T 3-7: Coordinate with railroad companies within Tulalip's U&A to improve, maintain, and expand a transportation system that does not negatively impact water quality and access to treaty resources.

Policy T 3-8: Develop and adopt Tulalip transportation and engineering standards.

Policy T 3-9: Inform highway modification plans to ensure the safe passage and migration corridors for wildlife in Tulalip's U&A.

Goal T 4

Provide improved multi-modal connectivity between residential neighborhoods, institutional services, commercial uses, and existing or planned transportation hubs.

Policy T 4-1: Create and enhance public transit connections between local and regional jobs, services, points of interest and other transportation hubs.

Policy T 4-2: Provide a transportation system that effectively serves the needs of and encourages pedestrian, bicycle and other non-motorized travel.

Policy T 4-3: Inventory and expand existing trail systems and identify, address, and prioritize missing pedestrian links for future connections.

Policy T 4-4: Coordinate with the local school district to improve pedestrian connections to school properties and school bus stops.

Policy T 4-5: Create and enhance connections to regional trails and neighboring communities including Ebey Slough, Qwuloolt, and Centennial trails.

Policy T 4-6: Promote complete streets that are safe, efficient, and inviting for all modes of transportation.

Policy T 4-7: Take an opportunistic approach to add and improve sidewalks and other facilities for non-motorized users on a project-by-project basis.

Goal T 5

Minimize impacts to the natural environment and prioritize upgrades to stormwater treatment and culvert removal/replacement.

Policy T 5-1: Ensure natural hydrology is not significantly altered by roads and consider improvements that re-connect hydrology where feasible.

Policy T 5-2: Utilize environmentally friendly resurfacing materials.

Policy T 5-3: New roads should avoid impacting environmentally sensitive habitats and their buffers throughout the Tulalip Reservation.

Policy T 5-4: Manage storm water runoff and minimize pollution from road use and maintenance activities.

Policy T 5-5: Develop recommendations for safe wildlife passage and maintain habitat connectivity across the landscape.

Policy T 5-6: Consider adopting policies for Tulalip to collect and administer stormwater impact fees on the Reservation.

Goal T 6

Promote, develop, and improve access to local and regional public transit.

Policy T 6-1: Reduce vehicle miles traveled by supporting the design, development, and efficient operation of appropriately located public transit options to reduce the need for single occupant vehicles.

Policy T 6-2: Provide and promote a mix of transit options that support the needs of transit dependent users and meet the preferences of Tulalip residents and visitors, including but not limited to ride share programs and/or public transit systems.

Policy T 6-3: Encourage transportation agencies to operate and maintain transit routes that serve Tulalip and the surrounding areas.

Policy T 6-4: Plan Park & Ride facilities in appropriate locations and with adequate capacity.

Policy T 6-5: Plan for regional mass transit access to Quil Ceda Village by planning access to future light rail stations.

Goal T 7

Promote the use and transition to alternative energy sources to significantly reduce emissions related to transportation.

Policy T 7-1: Develop supporting electrical vehicle infrastructure in the transition toward an electric government vehicle fleet.

Policy T 7-2: Utilize all available funding to phase all gas-powered government vehicles and replace with electric or alternative energy vehicles.

Policy T 7-3: Support home EV charging stations through funding and technical assistance.

Policy T 7-4: Develop an information and outreach campaign on EV cars.

Goal T 8

Develop and maintain a transportation system that is resilient to weather events, flooding, wildfires, and other disruptions.

Policy T 8-1: Continue to update and implement Hazard Mitigation, Comprehensive Emergency Management, and Continuity of Operations Plans consistent with Transportation chapter goals and policies.

Policy T 8-2: Plan, design, and implement a transportation system with redundancies necessary to mitigate and avoid periodic disruptions and allow for adequate response to emergencies.

Policy T 8-3: Develop and evacuation route plan with multiple evacuation routes for different scenarios and areas on the Reservation.

Policy T 8-4: Evaluate the Tulalip Reservation as a strategic location and the potential for the Tulalip Tribes to work with the Federal Government, other Tribes, and surrounding jurisdictions to establish Tulalip as a hub for delivering and distributing emergency resources and services by air, water, and ground transportation.

Policy T 8-5: Adopt or utilize most up to date transportation standards that are sized appropriately to prevent flooding or erosion.

Policy T 8-6: Evaluate roads in areas threatened by sea level rise and storm so evacuation is not restricted to a single route. *(Inspired by CAMRS pg. 13 paragraph 1)*

Policy T 8-7: Reduce risk to transportation system to wild fire through coordinated vegetative management plan.

Policy T 8-8: Coordinate with PUD to develop and implement policy for shutting down segments of power on the Reservation during drought high wind events to avoid ignition and fast spreading wildfire.

Policy T 8-9: Utilize emergency text line to alert Tulalip citizens and community to shelter in place or to utilize designated evacuation routes in a timely manner.

Policy T 8-10: In fire prone or high wind areas work with PUD on a plan and financing to relocate power lines underground where feasible.

Policy T 8-11: Organize and coordinate regular wildfire workshops for coordinated risk mitigation and response.

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