



Roundabout at Quil Ceda
Avenue

CHAPTER 7: TRANSPORTATION

Background

The Transportation Chapter describes the mobility, accessibility, and safety of the road network, and looks at the multimodal nature of the transportation system and viable alternatives to the single-occupant automobile. This chapter includes a brief inventory of transportation facilities, adopted level of service standards, a discussion of current and future transportation system needs, and strategies for meeting transportation demands.

To provide an effective and efficient transportation system, the Tulalip Tribes' should strive to:

- Connect all modes of transportation to form an integrated, balanced system
- Strengthen the Reservation economy by moving people and goods efficiently
- Provide a range of affordable transportation options

- Minimize transportation's adverse effects on the environment

The Reservation's transportation system is centered on the automobile. The number of drivers is increasing and the result has been traffic congestion on the road system. As the suburbanization process continues to grow on the Reservation, new roadways, bridges, and the expansion of existing roadways in conjunction with continuous maintenance will be required.

In addition to the road network, the Reservation's transportation system includes public transit for the Tulalip casinos, Elders, Veterans, and Headstart programs with intra-Reservation and intercity routes. The Reservation also has an expanding network of on-road and off-road pedestrian and bicycle routes. Interregional transportation services include: Amtrak Cascades (with a station in nearby Everett), and Sound Transit which offers both rail and regional bus services within and between Pierce, King and Snohomish counties. Together, these many modes of transportation provide those using the Reservation's transportation network alternative ways of getting around other than using an automobile.

Referenced Plans

Several existing plans or reports hold important information for painting a comprehensive transportation overview of the Reservation. Rather than reiterating their information, these plans or reports are adopted by reference, as now and hereafter amended, into this Transportation Chapter:

- *Traffic Impact Analysis for Tulalip Reservation Access and Circulation*, November 2006
- *Tulalip Tribes Long Range Transportation Plan*, January 2009
- *Design Manual for Quil Ceda Village*, April 2005
- *American Association of State Highway Transportation Officials (AASHTO) Maintenance Manual for Roadways and Bridges*, Fourth Edition, 2007
- Indian Reservation Roads (IRR) Inventory and Project list, Updated Annually
- Snohomish County Countywide Non-motorized Transportation element of the *Snohomish County Comprehensive Transportation Plan*, February 2006
- *Destination 2030: Metropolitan Transportation Plan*, Puget Sound Regional Council, 2001

- *Transit Development Plan*, Community Transit, January 2008

Interrelationship between the Reservation and the Regional Transportation System

Transportation planning is a regional issue. An expansive road network, especially the completion of the Interstate 5 in the 1960s, provided opportunities for people to travel greater distances every day. This resulted in the expansion of housing markets away from urban areas into previously rural areas. As daily travel movements became more regional in nature and less localized, the need for coordinated transportation planning has become apparent. The choice of the automobile as the primary transportation mode in and around the Reservation is directly related to the expansive nature of the road network, land use patterns, and regional travel patterns to and from the Reservation.

Due to the Tulalip Tribes status as a regional economic growth center, the Reservation's transportation network is significantly affected by traffic generated from outside of the Reservation's exterior boundaries. This traffic generation presents a significant challenge in utilizing land use and transportation planning policies to encourage infill development and maintain a compact suburban area while managing increasing traffic congestion. As such, local transportation planning takes place within the context of greater regional efforts.

Several areas of development in Quil Ceda Village and the city of Marysville have created a significant amount of traffic on the Reservation. Some major traffic generators are the Tulalip Resort Casino, Wal Mart, Home Depot, and Seattle Premium Outlets. These commercial areas are regional attractions and because of them Tulalip experiences many daily trips from those residing outside of the Reservation. This creates traffic bottlenecks during the peak AM and PM traffic periods at the three major points of access to the Reservation: the Interstate-5 (I-5) / 4th Street interchange to the south, the I-5 / 88th Street Northeast interchange to the east and the I-5 / 116th Street Northeast interchange to the north. Congestion at these pressure points creates backups and inefficiencies throughout the transportation system. According to Quil Ceda economic development officials, as well as the local chamber of commerce, potential employers are generally more concerned with this congestion than the lack of local connections within the internal Reservation system.

In order to alleviate peak traffic problems, the Tulalip Tribes are taking the lead on two major intersection projects: the 88th Street Northeast & the 116th Street Northeast improvements on Interstate 5.

Transportation Demand Management

Transportation Demand Management (TDM) is a suite of strategies designed to change how, when, and where people travel. Transportation Demand Management covers a broad range of efforts to reduce single-occupant vehicle travel and increase efficiency of the transportation system. The specific objectives of TDM are to: reduce traffic

congestion, road and parking cost savings, increase safety, improve mobility for non-drivers, enhance non-motorized travel, conserve energy, and reduce emissions. Transportation Demand Management is primarily focused on peak travel times within the Reservation. This focus is due to the fact that these trips are made at the same time by large numbers of people and are, therefore, easier to replace with alternative modes of travel. An effective TDM program maximizes the existing transportation system, thereby offsetting the need for costly system expansion.

As noted above, it is important to manage auto travel demand by strengthening other modes of transportation including walking, bicycling, and public transportation. As a comprehensive TDM approach, regional and local strategies should both include:

- Establishing performance measures for pedestrian and bicycle facilities
- Identifying opportunities to make strategic sidewalk and bike lane improvements and linkages to enhance the effectiveness of transit
- Evaluating and prioritizing project alternatives based on benefits for transit and non-motorized transportation
- Reducing the number and length of trips through effective land use planning (i.e. increasing densities, mixing land uses, promoting infill)

Transportation Network and Improvements

The transportation system is a network of structures - highways, arterial streets, rural roads, rail, marine, airport, bikeways, ferries, and many other facilities. At the same time, the transportation system is a link between land use patterns, population growth, economic opportunities, energy consumption, environmental stress, and other facets of Reservation growth.

To provide adequate facilities, the Tribe must prepare to meet future demand. Population projections, land use plans, and traffic patterns suggest that the Tribe will need to upgrade or expand some of its facilities, in addition to maintaining the current transportation network. Since funding is limited, the Tribe must prioritize the proposed improvements. The criteria for those choices could include traffic flow; safety; mobility; transit usage, bicycles, pedestrians; and access to other modes of transport such as airplanes, railways, and ferries. Additionally, the impact to endangered species, along with mitigation costs and delays associated with gaining approval for transportation projects that affect such species, must be considered.

Automotive Network

The Tulalip Tribes' road system includes approximately 125 miles of roadway. The ownership along with the maintenance responsibility for these roads is shared by the Bureau of Indian Affairs, the Tulalip Tribes, the Federal Highways Administration via the State of Washington, and Snohomish County as well as private property owners.

Map 7-1 shows the ownership and corresponding maintenance responsibilities of all roadways on the Reservation.

Map 7-2 shows the classification of roadways on the Reservation. Streets within the Tulalip transportation network are classified into four categories:

1. **Principal Arterials** - Provide access to major activity centers and connections to or along regional traffic ways. Such streets have the highest traffic volumes and are the major commuting routes.
2. **Minor Arterials** – Provide circulation between Principal Arterials and other activity centers. These streets typically have lower traffic volumes than Principal Arterials.
3. **Collectors** - Collect traffic from residential areas and connect to Principal Arterials and/or Minor Arterials.
4. **Local Access Streets** – Area streets providing direct access to individual residential or commercial properties. These streets typically have the lowest volumes of all of the four categories in the hierarchy.

Traffic conditions within the Reservation may be attributed to the increasing volume on roads which were designed and built to rural standards. The commercial area in Quil Ceda Village has significantly-increased traffic congestion and has resulted in significant traffic delays.

The major regional corridor abutting the Reservation is Interstate 5. There are interchanges at 116th Street Northeast, 88th Street Northeast and 4th Street Northeast. These provide the connection to Quil Ceda Village, the Tulalip casinos, Seattle Premium Outlets, and the city of Marysville.

Public Transit Network

The Tulalip casinos provide bus service seven days a week and Tribal programs provide limited bus service five days a week. Community Transit bus routes 221, 222, 247, and 422 provide service on the Reservation. Even with these transit routes, most of the Reservation is not being served by transit. Each of these routes connects to surrounding communities such as Marysville, Everett, and Seattle. **Map 7-3** shows all of the transit routes and bus stops that Community Transit serves on the Reservation. School busses also operate on the Reservation – connecting students to educational opportunities.

Non-motorized Transportation Network

The Tulalip Tribes recognize the Reservation's segment of the pedestrian and bicycle component within the Transportation Element of the Snohomish County Comprehensive Transportation Plan. The aim of this component is to facilitate everyday physical activity through transportation based approaches. Trail networks, sidewalks, and bike lanes are examples of improvements that encourage walking and cycling. Pedestrian improvements

should be handicap accessible and new development standards should include safe accessible conditions for pedestrians. By planning and developing a more attractive, safe, and seamless network of bicycle and pedestrian routes; the Tribe can facilitate active forms of transportation to places of employment, learning, and recreation.

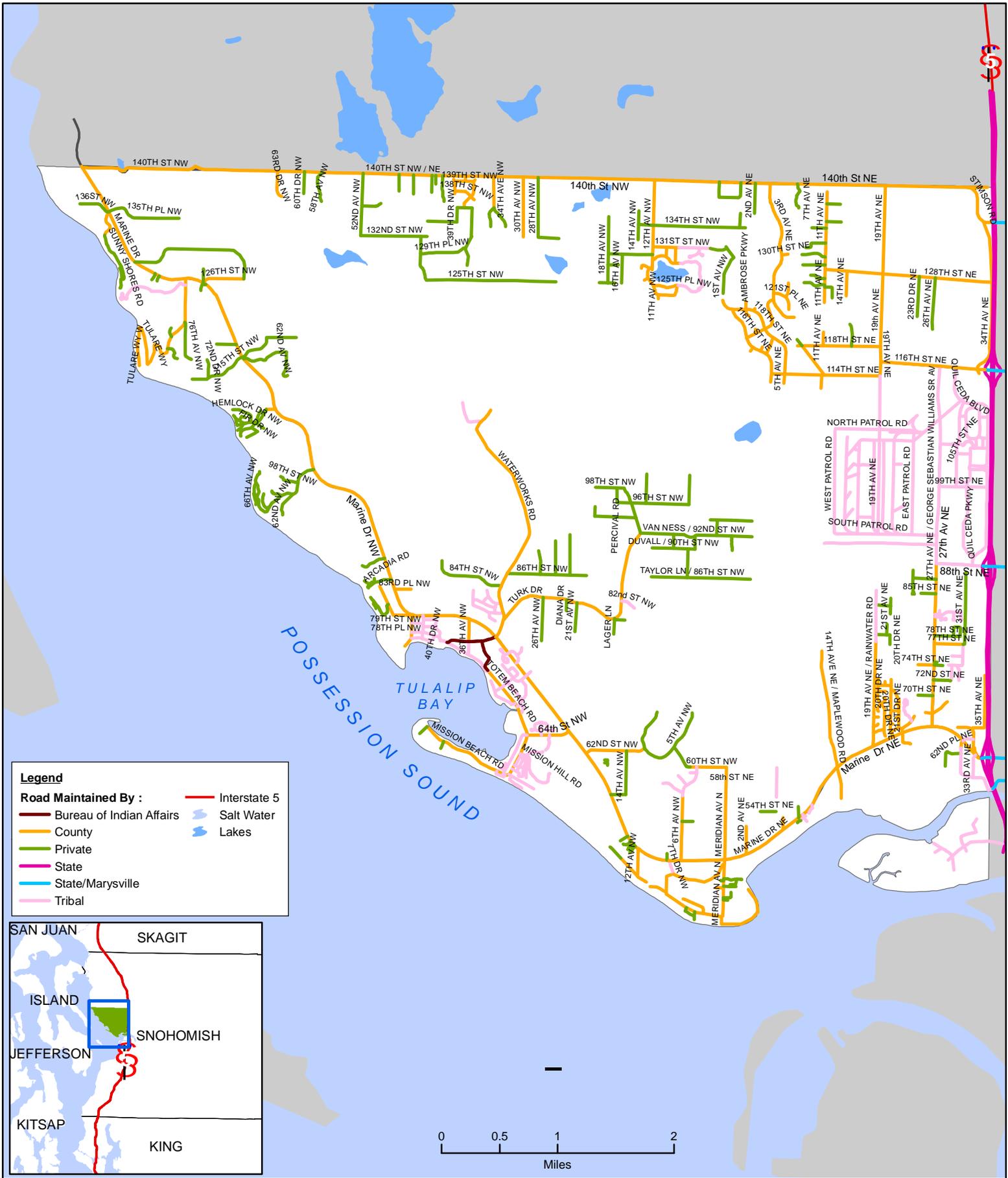
Like the vast majority of communities throughout the county, Tulalip residents rely on the automobile as their transportation mode of choice for most of their daily trips. The automobile has perceived advantages of mobility, flexibility, privacy, and comfort. In addition to perceived advantages, transportation mode choice is also a function of the built environment. Residents are far less likely to opt for alternative modes, including transit, walking, or bicycling, in areas designed for the automobile. Conversely, residents are more likely to use transportation alternatives in compact neighborhoods and districts with pedestrian amenities, such as adequate sidewalks, mixed uses, narrow streets, short blocks, adequate lighting, landscaping, and visually-interesting architecture.

For trips less than one mile, research suggests that a mixture of land uses within a close proximity generate four times as many walking trips as segregated land uses. Walking has also been shown to increase with connectivity (i.e. fewer cu-de-sacs & dead-ends), short blocks, narrower streets, and greater visual interest. Not surprisingly, walking as a commuting choice is substantially limited among Tulalip's neighborhoods, as most jobs or other destinations are not located within walking distance to residences.

Physically, roadways often have poorly maintained sidewalks and bike lanes or lack them altogether and feature few well marked pedestrian crossings. Along with creating an unsafe environment for non-motorized travel, the way the built environment is designed has an effect on how people perceive their surroundings. Deep building setbacks and large parking lots separate pedestrians from the activity, safety, and sense of enclosure provided by buildings. By strongly discouraging walking and bicycling, these physical and psychological obstacles contribute to traffic congestion and air pollution, limit opportunities for active transportation, and demobilize and isolate non-drivers including children and seniors.

One other important aspect of pedestrian and bicycle network planning is the level of connectivity with public transportation. Public transportation extends the range of employment, recreational, and social opportunities for pedestrians and bicyclists by linking neighborhoods to local and regional destinations.

Bicycle lanes are typically five feet wide and designated by striping to the outside of motorized travel lanes. The Snohomish Countywide Non-motorized segment of the *Snohomish County Comprehensive Transportation Plan* (SCCTP) details a Reservation bike lane route along Marine Drive with proposed interconnectivity to the north of the Reservation along 140th Street Northeast, and to the east of the Reservation along 136th Street Northeast and 4th Street Northeast. Lane markers are used on the existing route, with bikes sharing the roadway with motorized traffic. Bicyclists may also use unoccupied parking space when safety permits along the proposed routes. Besides describing existing bicycle facilities, SCCTP proposes future bicycle projects, including



Map 7-1 Roads Maintenance Responsibility



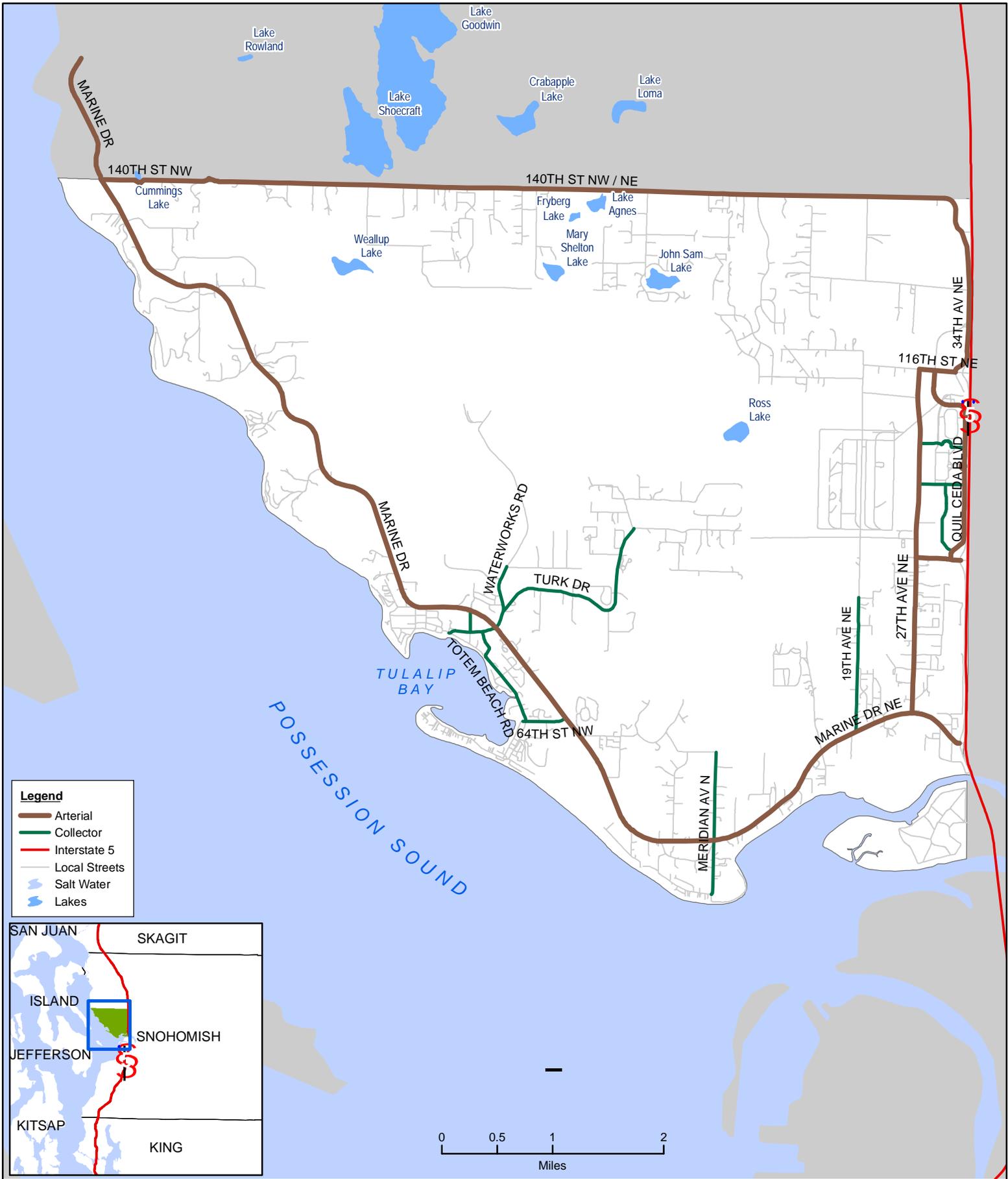
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 (360) 716-5157
 gis@tulaliptribes-nsn.gov
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Map 7-2 Roadway Functional Classification



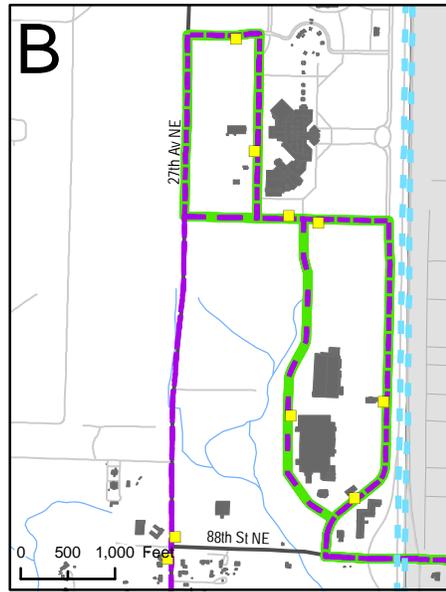
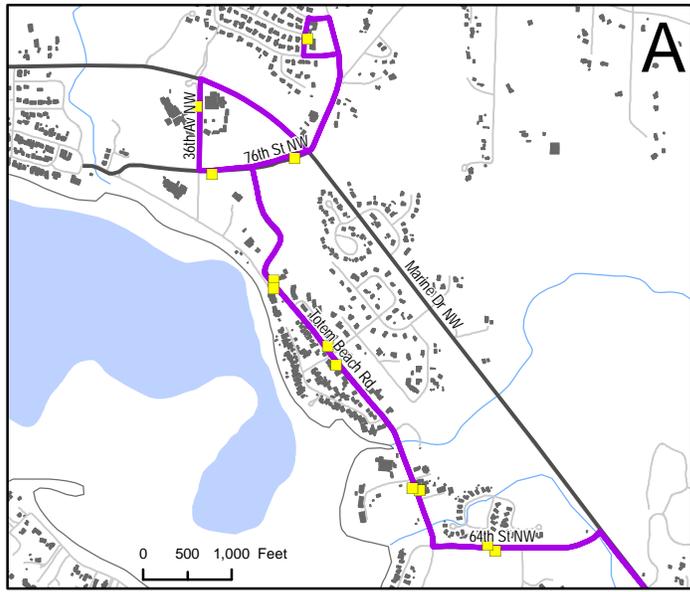
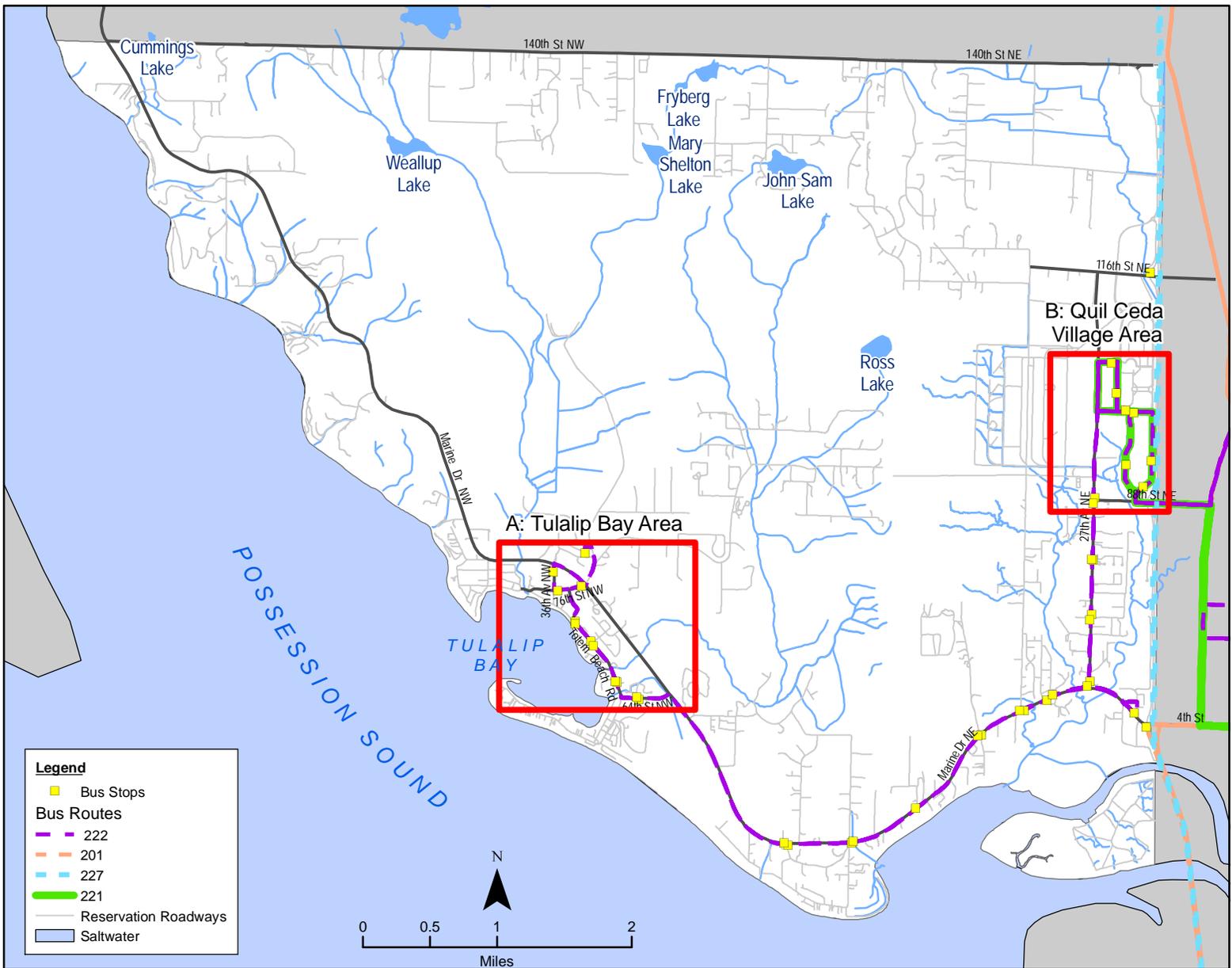
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 Tulalip Tribes Strategic Transportation
 Plan by Gibson Traffic Consultants

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Map 7-3 Existing Community Transit Routes and Stops



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lanes, routes, connections and other facilities for non-motorized transportation. **Map 7-4** details existing and proposed bicycle lanes and routes on the Reservation.

In addition to the bicycle lanes on **Map 7-4**, additional lanes and trails should be added where practical on the Reservation. A connected bicycle network would be beneficial to the Reservation, making the bicycle mode of travel safer and more feasible.

System Maintenance and Safety

Transportation mobility is dependent on the condition of the Reservation's streets, bridges, bicycle lanes, and sidewalks. The successful maintenance of Tulalip's existing transportation system promotes mobility, safety, efficiency, and infrastructure preservation. By protecting its infrastructure investments, the Tribe can significantly reduce the need for new and/or replacement facilities in the future.

The Tulalip Tribes, in conjunction with Quil Ceda, has implemented a Maintenance Manual for Roads program. This program focuses on preservation and maintenance of asphalt streets primarily through scheduled overlays based on a street's "life cycle". Resulting out of an IRR inventory review, other strategies for preserving roads have been recognized including: updating Tribal construction standards, making use of crack sealing, grinding, intersection repairs, and more accurate life cycles. In addition to maintaining existing facilities, ensuring quality construction in new or reconstructed roadways should increase safety, system efficiency, and extending life cycles of streets. Updated Tribal construction standards should be adopted so that subsequent roadway development will contribute to quality streets. Many of Tulalip's streets are designed for motor vehicle travel, but by expanding and improving the multi-modal nature of the Reservation transportation system, safety can increase for everyone.

Amongst the barriers to utilizing alternative transportation facilities is an incomplete transportation system. Examples of this inadequacy include sporadic sidewalks and bicycle lanes. Because of the piecemeal nature of development, many bicycle and pedestrian gaps within the transportation system should be targeted as area-wide improvement projects. Implementation of traffic calming devices including curb extensions (bulb-outs), traffic circles, speed humps, and signage can be used to control traffic speeds within neighborhoods and where travel speed is a reoccurring concern. This approach has been used by several jurisdictions to restore and maintain safe and pedestrian-friendly neighborhoods.

Environmental Impact and Energy Usage

The transportation network is a benefit to the community, but it can have unwanted side effects. Vehicles are noisy, they contribute to air pollution and contaminated water runoff, and consume irreplaceable fossil fuels. Road construction can damage fragile wildlife habitats or intrude on scenic views. These effects can be mitigated through careful siting and design and can be minimized by reducing the amount of travel.

Linking Transportation Infrastructure and Services with Growth

Land Use

The way land is developed affects the need for transportation infrastructure and improvements. Conversely, the availability of transportation can influence development. This two-way relationship needs to be taken into account in both land use and transportation planning. For the most part, land use and associated traffic volumes dictate the type of roadway necessary.

The Reservation's transportation system should improve the accessibility to housing, jobs, goods and services, shopping, and recreation. The transportation component of this Plan establishes a relationship between land use and the transportation facilities and services needed to support growth.

This Plan seeks to make the Reservation transportation network more multi-modal and give those using the network more travel options. This is achieved, in part, by adopting land use policies that reduce the need for automotive travel. The following land use principles relate to the transportation policies, demands, financing, and strategies:

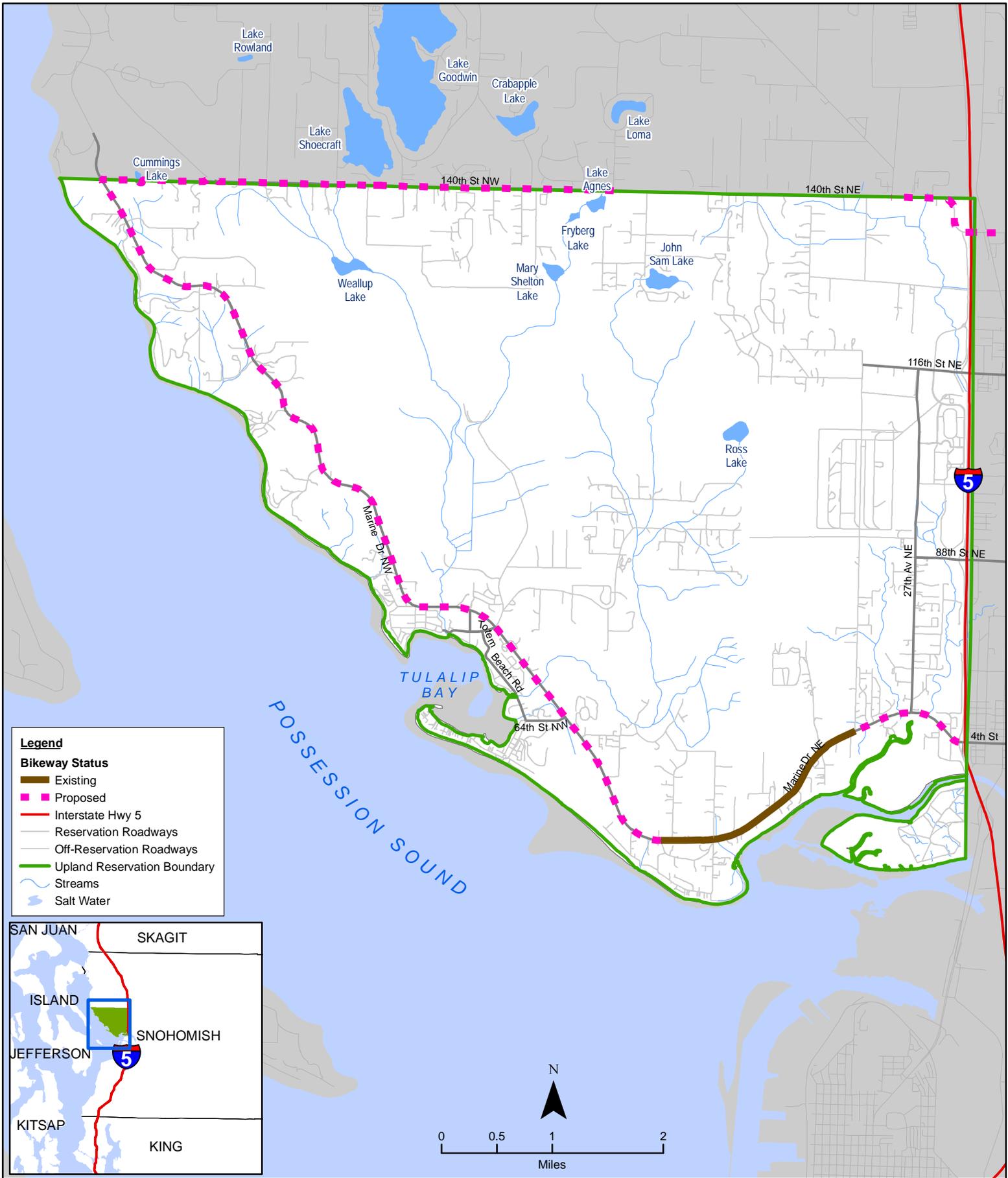
- Providing opportunities for greater residential densities close to employment and transit routes
- Promoting compatible infill in established neighborhoods
- Encouraging a mix of land uses in commercial and surrounding areas
- Facilitate many transportation modes by planning for and reviewing such modes in a comprehensive manner for the entire Reservation area

Travel Forecasts

Travel forecasts provide one of the important tools to link land use and transportation. Travel forecasts are based on the household and job growth targets for 2030 within urbanized and non-urbanized areas. The new demands for travel created by household and employment growth could be accommodated consistent with a land use development strategy, level-of-service standards, and funding forecasts. The growth targets are the basis of the transportation element and consistent with land capacity and density estimates used to calculate travel demand in the Reservation. Travel demand forecasts are used to project the needs for transportation system improvements.

Level-of-Service Standards

Based on the Transportation Research Board's *Highway Capacity Manual*, LOS is a qualitative measure that describes traffic flow and is often represented by a system using the letters A through F. Level-of-service A is the highest quality of service and LOS F is the lowest. Level-of-service B is indicative of stable traffic flow, but the operating speed



Map 7-4 Existing and Proposed Bikeways



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is beginning to be restricted by other traffic. At LOS C the road is 70% to 80% full. Level-of-service D approaches unstable flow of traffic and LOS F is indicative of stop-and-go traffic jams and long delays at intersections.

Level-of-Service Efficiency

As traffic levels increase, the level of service performance decreases unless roadway improvements are made. Consultants have completed traffic counts within the Reservation. These maps show the various levels-of-service on Reservation roads dating back to 2003 and are included in **Appendix E**.

The *Traffic Impact Analysis for Tulalip Reservation Access and Circulation* measured the delay at intersections for 2006 and projected delay to 2012. The study identified peak-hour trips for weekdays and Saturdays. The results of the study showed that traffic was expected to increase to LOS F at two intersections during weekday peak times and four intersections on Saturday peak times. All of the intersections projected to reach LOS F are along 88th Street Northeast and 116th Street Northeast with the exception of the Marine Drive and 27th Avenue Northeast intersection.

The success of the Tulalip economic development strategies have not only caused an increase in traffic, but have caused potential safety concerns on Interstate-5 as vehicles exit. For example, at the 88th Street Northeast interchange ramp, vehicles had been experiencing a delay of over 10 minutes during heavily congested times, but recent improvements have reduced this wait-time considerably. These improvements have also reduced off-ramp queues from backing up onto the travel lanes of Interstate-5. A similar improvement at the 116th Street Northeast intersection could reduce the rush hour wait-times from nearly three minutes to approximately a half-minute in the area.

While adding capacity to a street may be necessary in some circumstances, continual road widening is not a long-term solution to rush-hour traffic congestion. The transportation policies included within this Plan are focused on managing the transportation network safely and efficiently for all modes without unnecessarily widening arterial streets.

Indian Reservation Roads Program

The Tulalip Tribes is participating as a sovereign native nation with Federal agencies, Snohomish County, as well as the State of Washington to provide safe and maintained roadways to all Reservation residents and visitors. The majority of the Tribe's direct transportation funding is derived from the Indian Reservation Roads Program. The Program is jointly administered by the Federal Highway Administration's Federal Lands Highways Office and the Bureau of Indian Affairs (BIA) and is authorized under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU is a six-year Federal act that funds surface transportation across the U.S.

The IRR Program allocates funds for planning, designing, construction, and maintenance activities. The IRR allocation is based on the amount of bridges and road mileage that is

on the inventory of the BIA Division of Transportation. The BIA and Tribal governments undertake most of the design and construction of IRR projects.

Under U.S. Public Law 93-638 contracts, in consultation with BIA, Tribal governments can independently administer and operate portions of the IRR Program within their political boundaries. According to a stipulation in IRR, only 25% of the tribal share of the IRR Program funds is authorized for maintenance activities. Conversely, there are more needs for road maintenance than road construction on the Reservation.

One of the major problems identified is that the maintenance responsibilities of Reservation roadways rest within multiple jurisdictions. This makes the coordination and funding of transportation projects challenging. One of the changes in the IRR Program under SAFETEA-LU is that Tribes and States may enter into road maintenance agreements for which tribes assume the road maintenance responsibility for the State on Indian reservations.

Intergovernmental Coordination

Due to the fact that the Reservation contains both Trust lands and Fee Simple lands and various ownerships with different corresponding maintenance of roadways, the cooperation among jurisdictions in transportation planning is vital. Achieving efficient and effective transportation planning requires intergovernmental coordination, both locally and regionally.

The Puget Sound Regional Council (PSRC) is the local government consortium responsible for regional transportation planning in the urbanized area of Pierce, King, and Snohomish Counties. The PSRC is a Metropolitan Planning Organization (MPO) and Regional Transportation Planning Association (RTPO), which is authorized under Federal and State law. Metropolitan Planning Organizations were created in the 1970s by the Federal government and exist across the country in urbanized areas with populations greater than 50,000. Many Federal funds for transportation projects are channeled through MPOs to member jurisdictions. In Washington state, which has both MPOs and RTPOs, the planning functions of these organizations are combined. Regional level-of-service standards, transportation system analyses, and a prioritized transportation improvement program for the region are developed by the PSRC, with coordination from the Tulalip Tribes.

The Federal transportation planning regulations found in SAFETEA-LU revise metropolitan and statewide statutory requirements. One of those changes is the requirement for consultation. Metropolitan Planning Organizations and States are required to consult with Federally-recognized Native American tribes and other Federal agencies responsible for land use management, natural resources, environmental protection, conservation, and economic development.

In 1999, Washington Governor Gary Locke signed the *Millennium Agreement* that acknowledged the government to government status and pledged that all state agencies

would consult with Indian tribes. This policy setting document updated the *Centennial Accord*, which was signed in 1989 – coinciding with the centennial birthday of Washington statehood. This was a major policy change within Washington state and should be built upon for a cordial working relationship in the present and future.

The Washington State Growth Management Act (GMA) requires local governments with common borders or related regional issues to ensure their plans are coordinated and consistent. As a sovereign nation, the Tulalip Tribes is not bound by the GMA, however may coordinate with local and county governments that are required to conform to GMA mandates.

The Washington State Strategic Highway Safety Plan “Target Zero” allows tribes to participate as a traffic safety partner. The goal of Target Zero is to reduce traffic deaths to zero by 2030. The majority of Washington state traffic deaths happen in rural areas, which is also where most Indian reservations exist. This new partnership could assist Tulalip in the safety improvements and driver education necessary to reduce traffic fatalities.

Intergovernmental coordination among county, city, state, transit agencies, and the Tribe is needed to address the cross-jurisdictional impacts of land use and transportation plans. Intergovernmental agreements and general framework for effective coordination among government agencies should be established with the following strategies:

- Jointly plan, prioritize, and finance transportation improvements with Federal, state, regional, and local facilities and services
- Promote inter-modal connectivity, compatible design, and consistent LOS standards
- Encourage sharing of improvement and costs for transportation facilities, services, and maintenance
- Encourage joint development and plan review teams for major projects having impacts across jurisdictional boundaries
- Define procedures and standards for mitigating traffic impacts
- Allow sharing of development impact mitigation where a project’s impacts extend across jurisdictional boundaries
- Establish consistent rules and procedures for environmental mitigation

In an effort to enhance peer-to-peer networks, the Tulalip Tribes participates in the Tribal Transportation Planning Organization (TTPO). The purpose of the TTPO is to promote tribal transportation planning in Washington state and to foster intergovernmental cooperation and coordination. This also provides a forum for the advancement of

professional skills and knowledge among transportation professionals employed with tribal governments. The outcome is the effective use of planning principles, cooperation and education among transportation agencies at the local, regional, state and Federal level.

Implementation

The balance between land use, transportation services, and funding is critical. Transportation policies are used to provide general direction for transportation improvement investments. The development of a transportation funding strategy is used to produce a financially feasible six-year plan. Thus, the Transportation Chapter provides a framework for use in transportation investment decisions.

Implementation of the Transportation Chapter will be done through the funding of transportation improvements and strategies. To ensure there are adequate facilities to support growth, the transportation system also needs to be managed and monitored.. Furthermore, roadway needs will be prioritized through updates to the Tulalip Tribes Long Range Transportation Plan and the creation of a Transportation Needs Report – a long-term plan for transportation improvements. Funding for high-priority projects will be programmed into the six-year Transportation Improvement Program (TIP). Transit projects will be implemented in coordination with other related improvements and service development needs as described in transit planning and budget documents.

The TIP and funding strategy will include assessing the current LOS of the transportation system, prioritizing projects, phased implementation of improvements, concurrency needs of planned developments, and other related factors. Revenues from all funding sources (including transportation mitigation fees) will be programmed to appropriate projects.

Transportation Goals and Policies

Goal T 1: Partner with agencies at the local, regional, state, and Federal levels for transportation project planning.

Policy T 1-1: Participate in transportation planning organizations to better serve the Reservation through technical assistance, networking, and funding.

Policy T 1-2: Increase intergovernmental coordination of long term policy objectives relating to land use, economic development, and transportation.

Policy T 1-3: Strengthen the regional transit system by intensifying land uses along primary transit corridors and around major transit stops.

Goal T 2: Promote the safe and efficient operation of the Reservation's multi-modal transportation system to effectively manage growth throughout the Reservation.

Policy T 2-1: Ensure that the Reservation's transportation network adequately serves existing and projected development.

Policy T 2-2: Create and adopt road design standards, and construction and maintenance procedures that provide orderly and safe circulation movements, preserve and enhance the natural environment and the community character.

Policy T 2-3: Continue to improve the planning, design, construction, and operation of a safe transportation system for all modes of travel.

Policy T 2-4: Continue implementing the transportation preservation and maintenance program that improves safety and prolongs the service life of facilities.

Policy T 2-5: Improve safety at unsafe intersections and street segments using education, enforcement, and engineering.

Policy T 2-6: Incorporate traffic calming techniques into road standards, development review, and transportation improvement projects in order to protect neighborhood streets from high traffic speeds and volumes.

Goal T 3: Provide a mix of transportation options that better meets the changing needs and preferences of Tulalip residents and visitors.

Policy T 3-1: Provide, improve, and maintain a comprehensive and interconnected network of sidewalks, trails, and bikeways linking residential areas with employment, shopping, service, and recreation centers.

Policy T 3-2: Improve transit stops, shelters, and park & rides where appropriate during development review and roadway reconstruction projects.

Policy T 3-3: Require that development applications, which generate over 100 peak hour trips, include a traffic impact study of the proposed development and infrastructure improvements for walking, bicycling, and/or transit in areas that will be impacted by the development.

Policy T 3-4: Distribute traffic with a well connected pattern of streets and alleys and discourage dead-end streets and cul-de-sacs that do not include pedestrian and/or bicycle connections to provide for cross-circulation of the transportation network.

Policy T 3-5: Ensure the multi-modal transportation network complements tourism and recreation efforts to attract visitors to the Reservation.

Policy T 3-6: Encourage physical activity and non-motorized modes of transportation.

Goal T 4: Manage the parking supply to balance needs with land constraints, appearance, and the promotion of alternative transportation modes.

Policy T 4-1: Adopt parking management strategies including better signage and enhanced pedestrian connections to optimize existing parking facilities.

Policy T 4-2: Promote off-street parking reductions for new development with access to transit or public parking facilities that incorporates appropriate types of projects (i.e. affordable housing, senior housing) and amenities (i.e. bicycle racks).

Goal T 5: Optimize the use of existing road capacity, and encourage active forms of transportation to improve safety and efficiency, minimize environmental impacts, and promote socioeconomic benefits.

Policy T 5-1: Adopt strategies including mixed land uses and parking/trip reduction policies that aim to maximize the efficiency of our existing transportation system.

Policy T 5-2: Design and adopt a Transportation Demand Management (TDM) program in partnership with major employers and institutions.

Goal T 6: Continue to pursue funding for improving, maintaining, and expanding the transportation network.

Policy T 6-1: Prioritize strategic transportation investments by each project's anticipated long-term impact to capacity levels and consistency with Tribal policies.

Policy T 6-2: Pursue new funding opportunities – including the use of new gas tax compact and innovative Tribal/public partnerships – for growth and development-related transportation projects.

Policy T 6-3: Coordinate with agencies at the regional, state and Federal levels to pursue additional funding.

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