The Tribal “Main Street” Challenge

17th Annual Northwest Tribal Transportation Symposium
April 19-22, 2010
The Tribal “Main Street” Challenge
The Tribal “Main Street” Challenge
“Main Street” Theme
The Tribal “Main Street” Challenge

- Tribal reservations are often bisected by state highways or other major roads under non-tribal jurisdiction.
- Tribes are looking for ways to provide access, encourage economic development, and improve safety.
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Our Panel

Jim Longley
Nisqually Indian Tribe

Bob Jewell
Shea Carr Jewell

Annette Nesse
Jamestown S’Klallam Tribe

Eric Johnston
Shea Carr Jewell

Dwayne Valentine
Confederated Tribes of the Yakama Nation

Megan Cotton
Washington State Department of Transportation
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Competing Priorities

- Traffic Flow
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Competing Priorities

- Traffic Flow
- Economic Development
Competing Priorities

- Traffic Flow
- Economic Development
- Access
Competing Priorities

- Traffic Flow
- Economic Development
- Access
- Aesthetics
Competing Priorities

- Traffic Flow
- Economic Development
- Access
- Aesthetics
- Pedestrians and Safety
Coordination & Stakeholder Management

- Coordination Among Jurisdictions
Coordination & Stakeholder Management

- Coordination Among Jurisdictions
- Tribal Agency Stakeholders
Coordination & Stakeholder Management

- Coordination Among Jurisdictions
- Tribal Agency Stakeholders
- Public Outreach
Coordination & Stakeholder Management

- Coordination Among Jurisdictions
- Tribal Agency Stakeholders
- Public Outreach
- Tribal Council
Non-Tribal Examples

- City of Chelan
- City of Bonney Lake
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City of Bonney Lake

- Suburb in the Puget Sound metro area
- Significant commuter traffic
- State highway fronted by retail
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City of Bonney Lake

Challenges

- Coordination with county and state DOT
- Provide access
- Pedestrian / bicycle facilities
- Traffic operations
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City of Bonney Lake

What are they doing?

- Proactive with WSDOT
- Developing 30% plan “footprints”
- Phasing / developers
- Grid system / frontage roads
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City of Bonney Lake

What else would help?

- Work with county to use similar standards
- Update traffic model
- Develop alternative routes now
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City of Chelan

- Seasonal tourist destination
- Two state highways through downtown
- Retail = parking needs + pedestrian activity
Challenges

- WSDOT vs. City priorities
- Incomplete pedestrian / bicycle system
- Wide streets
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City of Chelan

What are they doing?

- Addressing parking with WSDOT
What are they doing?

- Completing / improving crosswalks, sidewalks, trails and bike routes
City of Chelan

What are they doing?

- Developing a comprehensive, coordinated plan for transportation improvements
What are they doing?

- Finding funding!
What else would help?

- Access
- Management plan

City of Chelan
What else would help?

- Coordinate parking / transit
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Nisqually Tribe
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Nisqually Tribe
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Nisqually Tribe

Challenges: State Route 510

- Provide access to tribal government services
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Nisqually Tribe

Challenges: State Route 510

- Provide access for retail/economic development facilities
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Nisqually Tribe

Challenges: State Route 510

- Provide safe pedestrian/bike access to tribal facilities
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Nisqually Tribe
Building Wisely

- Utilize state highway traffic--don’t impede it
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Jamestown S’Klallam Tribe
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Jamestown S’Klallam Tribe

- Small, rural tribe located on the north Olympic Peninsula
- Federally recognized in 1981 with no assigned land base
- Land acquisition ongoing within Land Consolidation Area
The Problem

- Tribal land is bisected by SR 101
  - SR 101 is the access to the Olympic Peninsula
  - Heavy seasonal tourist traffic
  - Aging two lane route – traffic volume is quickly outpacing route capacity

- Old Blyn Highway also bisects Tribal land
  - Main route to SR 101 from local traffic
  - Compromised sight distance and excess speeds
  - Tribal campus is a congested area with lots of activity
The Challenges

- Level of Service is declining – eventually failing by 2030
- Poorly designed intersections affect safety and mobility
- State and/or county funding to address problem is non-existent
- Tribal growth continues to outpace transportation infrastructure capacity
- Finding funding for a multi-million dollar project
- Right of way acquisition
Jamestown S’Klallam Tribe

What are we doing?

- Jamestown S’Klallam Tribe is taking the lead to pro-actively address the issues
- Working cooperatively with State and County governments
- Seeking access to alternative sources of funding
  - Bureau of Indian Affairs – High Priority Project
  - American Recovery and Reinvestment Act
  - Legislative appropriations requests
- Planning the project to be constructed in three phases
Jamestown S’Klallam Tribe

Lessons Learned

- Consult with affected jurisdictions – early and often!
- Prepare for the long run – major road projects take time…
- Take time to conduct a comprehensive alternatives analysis
- Encourage partnerships with affected jurisdictions
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Yakama Nation
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Yakama Nation
Challenges

- County/City/State/BIA Roads
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Challenges

- State Highway – access issues

Yakama Nation
Challenges

- Intersection spacing and conflicts
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Challenges

- Pedestrian Safety
  - Schools
  - Crosswalks without sidewalks
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Yakama Nation

Challenges

- Pedestrian Safety
- Seniors
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Yakama Nation

Challenges

- Trucks
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Yakama Nation

Challenges

- Casino Events
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WSDOT Perspective
Background

- As members of MPOs / RTPOs, Tribes were eligible to receive local ARRA funds.
- Eight projects located on reservations or directly serving tribal enterprises were selected. Four of the eight awarded to tribes.
- WSDOT distributed information to tribal leaders and/or transportation planners via email.
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**WSDOT Perspective**

**Challenges**

- **Moving Target:** Having to prepare with little information and tight timelines
- **Few shovel ready projects**
- **MPOs / RTPOs & tribal relationships**
- **BIA rejected request by two tribes to transfer funds from FHWA to BIA**
How are you meeting your challenges?