

INTRODUCTION

A comprehensive transportation plan provides critical information for developing work strategies and budgets. A plan enables officials to explain to voters how the tribe proposes to improve its transportation system over a period of time and helps them justify expenses. A detailed 20-year long-range transportation plan (LRTP) reflects good management. Some steps to address: Inventory existing resources and conditions * Consider current transportation use * Consider future transportation use * Establish standards * Determine alternatives and their costs * Select the likely alternative for each project * Determine priorities * Develop a tentative budget * Develop a long-range plan * Gain acceptance * Implement the plan * Evaluate and update the plan on a regular basis.

Background

The Squaxin twenty-year long-range transportation plan (LRTP) is a requirement for federal, state, and local transportation funding. The plan should be updated at least every five years. In 1990 the first LRTP was developed and approved by Tribal Council. In 1998 an update was developed, but not formally approved. Updates are recommended every five years, so this update is long overdue.

Work plan

Work plan elements: Community awareness, public involvement (on-going), process approval (September 2007), start-up, process briefings (October), data gathering (November-January), analysis, assessment (February-March), plan review, feedback (April-June), approval (June), implementation (post June 2008). Consult with TRPC (on contract) throughout the process. Due to schedule and resource constraints, plan components such as maps, traffic/circulation data, inventories, and long-range needs will be more fully developed in the next update.

Mission and Goals

Mission. To provide safe, efficient, multi-modal transportation options for the Squaxin Island Tribe that maximizes natural and cultural resources protection, economic development, and community development.

Goals. 1) Preservation, safety, and capacity improvements. 2) Reduce fatalities and injury accidents. 3) Improve collection, maintenance, analysis, and use of accident and traffic safety data (i.e. traffic counts, road safety audits). 4) Use available funding as efficiently and effectively as possible. 5) Maximize public/stakeholder involvement. 6) Coordinate/align with WSDOT and BIA IRR long-range transportation plans.

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