

# Confederated Tribes of the Chehalis Reservation Long Range Transportation Plan



*Prepared with Assistance from:*

*Gibson Traffic Consultants, Inc.*

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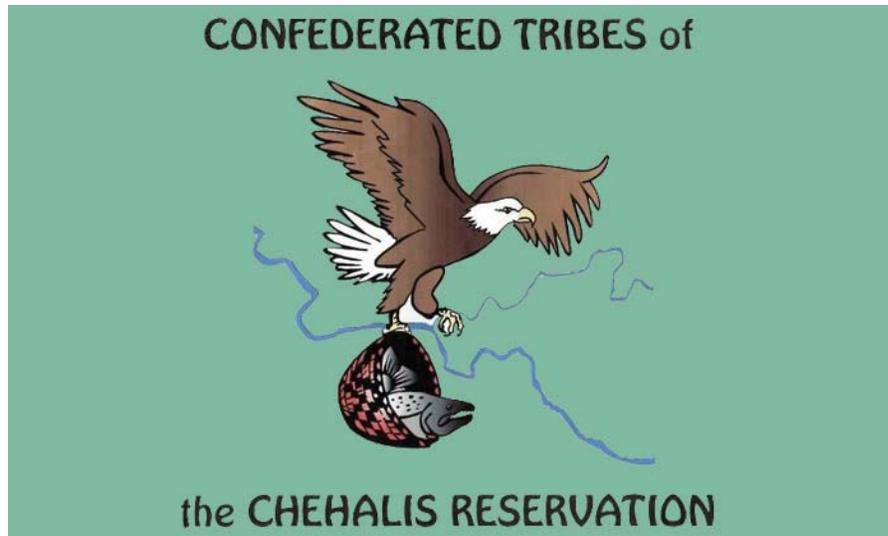
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## ACRONYMS

ADT	Average Daily Traffic
BIA	Bureau of Indian Affairs
CDP	Census Designated Place
CTR	Commute Trip Reduction
EDDS	Engineering Design and Development Standards
EIS	Environmental Impact Statement
GMA	Growth Management Act
GP	General Purpose
HCM	Highway Capacity Manual
HOV	High-Occupancy Vehicle
I-5	Interstate 5
LOS	Level of Service
L RTP	Long Range Transportation Plan
MTP	Métropolitain Transportation Plan
PSRC	Puget Sound Regional Council
RPEC	Regional Project Evaluation Committee
RTID	Regional Transportation Investment District
SAFETEA-LU	Safe, Affordable, Frequent, Efficient, Transportation Equity Act: a Legacy for Users
SEPA	State Environmental Protection Agency
SOV	Single-Occupant Vehicle
SPUI	Single-Point-Urban-Interchange
SR	State Route
STP	Surface Transportation Program
TAZ	Transportation Analysis Zone
TDM	Transportation Demand Management
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIP	Transportation Improvement Program
TPP	Transportation Partnership Program
TSM	Transportation Systems Management
UGA	Urban Growth Area
V/C	Volume to Capacity ratio
VPD	Vehicles Per Day
WSDOT	Washington State Department of Transportation

# 1. RESERVATION PROFILE

## 1.1 INTRODUCTION



The Chehalis Reservation is situated approximately 26 miles southwest of Olympia and 6 miles northwest of Centralia. The City of Oakville is adjacent to the northwest corner of the reservation. Thurston and Grays Harbor Counties bisect the reservation's boundaries. Approximately 80 percent of the reservation lies within Grays Harbor County and 20 percent within Thurston County boundaries. The majority of the reservation population resides on the Grays Harbor County side of the county boundary.

The 5,245 acre Chehalis Reservation consists of a combination of land tenure including land held in trust by the Department of the Interior for the tribal government (tribal trust) and individual Indian landowners (allotted trust). There is also a large portion of land on the Reservation that is not held in trust but is owned by Indian or non-Indian landowners (fee simple). In the late 1990's, the Chehalis Tribe began to purchase alienated lands within the reservation and fee lands adjacent to the reservation. Since that time, over 914 acres on reservation and 689 acres off reservation have been purchased to aid the Tribe's economic development, housing, and land conservation programs.

## 1.2 TRIBAL HISTORY



Historically, the Chehalis Indian people occupied a large area within the Chehalis River watershed, stretching from the foothills of the Cascade Mountains to the Pacific Ocean in Southwest Washington. The tribe has been located on a reservation within the Chehalis River watershed since 1850, although important historic and archeological sites are scattered throughout the tribe's aboriginal area. Chehalis is a collective name for several Salishan tribes that lived on the Chehalis River. The name "Chehalis" means sand, originally referred to a village near the present-day town of Westport and later came to be applied to the river and the people living upriver.

The Chehalis did not sign a treaty but by executive order in 1864 land was set aside for a Chehalis Reservation. The Confederated Tribes of the Chehalis Reservation was formed and approved by the federal government in 1939 and its constitution was amended in 1973.

## 1.3 TRIBAL GOVERNMENT

The Chehalis tribal governing body is the General Council, which is comprised of all enrolled members 18 years of age and older. The General Council meets monthly, annually in November and may also convene special meetings. The Business Committee, a five-member body elected to the specific office by the General Council for two-year terms, oversees tribal administration and business. The Business Committee is composed of the Tribal Chairman, Vice Chairman, Secretary, Treasurer, and Fifth Council Member.

Tribal administrative functions are overseen by a General Manager who works directly under, and receives policy direction from, the tribal Business Committee. The General Manager oversees tribal operations and services through a departmental structure. The Tribe's organizational structure and management systems provide for separation of policy-making and management functions, and also for clear lines of authority within the organization.

## 1.4 ENVIRONMENT



The Chehalis Reservation is located in southwestern Washington State in a river valley formed by the confluence of the Black River and the Chehalis River. The reservation is 5,245 acres in size and consists of agricultural areas, residential neighborhoods and forested stands. The valley is bordered by the mountains of Capitol Forest to the north and by the Doty Hills to the south. The climate is predominantly a marine type, with cool summers and mild but rainy winters.

The Chehalis Reservation is dominated by the current and historical paths taken by the Chehalis and Black rivers. The current river channels within the reservation contain approximately 10 river miles of the Chehalis River and approximately 3 river miles of the Black River, upstream from the mouth of the river. There are many wetlands, sloughs and oxbow ponds that are remnants of old river channels. Tribal members utilize the river in many ways but primarily for harvesting of salmon, in their usual and accustomed fishing sites along the river, as has been done for many generations. The principle fish harvested are: Spring Chinook Salmon, Coho Salmon, Fall Chum Salmon, Fall/Summer Chinook Salmon and Winter Steelhead.

Historically surrounded by thick forests, the Chehalis Reservation currently has over 2700 acres of forested stands. There are many stands of White Oak and Douglas Fir, as well as, riparian areas consisting of a mixture of Western Red Cedar, Big Leaf Maple, Cottonwoods and Alder trees. Many of the stands are second growth populations due to the heavy logging that occurred here within the past 100 years.

The regular flooding of the rivers has created fertile soils in the valley. The rich soils combined with the long growing season, provide a productive agricultural zone. Agriculture became prevalent in the valley and on the reservation once European settlers moved to the area in the late 1800's. There are approximately 1100 acres of land used for raising crops like hay or alfalfa, or as pasture lands to raise livestock.

The large quantity of wetlands, riparian areas and water features along with unique land features such as acres of natural prairie lands, provide habitat for a great variety of flora and fauna. Some of the major animal species found in the area include; Elk from the Olympic Elk Herd, White Tailed Deer, River Otters, Opossums, Raccoons, Bald Eagles, Great Blue Herons, Kingfishers and Osprey. Unique flora found on the reservation include: Camas, Shooting Stars, Wild Strawberries and White Oak.

## 1.5 FLOODING



The Chehalis Reservation is located within a major floodplain and subject to minor flooding events up to five times annually. These flood events, while characterized as minor, may limit access to areas of the reservation including residential and commercial areas causing business and homeowners to be isolated from services for periods up to two days and may impact water and waste water systems. These events may require evacuation of non-residents. This type of flooding occurs throughout the reservation, covering up to two-thirds of the reservation for periods of one or more days.

Major flooding occurs with a frequency of about every 2.6 years, as determined by the Corps of Engineers, and may limit access to the reservation through the closure of the adjacent state highway and Reservation access roads. These events limit access to significant portions of the reservation for periods of one or more days, isolate all categories of lands, may cause failure to water and waste water systems, require immediate evacuation of non-residents and severely limit access to basic goods and services. This type of flooding may also contribute to the formation of swift moving floodways capable of significantly endangering residents and their property. In the last three decades, the Chehalis Reservation has experienced several very large floods, including the 1986, 1990, 1996 and 2007 floods, each of which ranked as a flood of record.

Flooding within the Chehalis Reservation restricts access to the Reservation for periods of one or more days, isolating portions of the Reservation, and may cause failure of individual water and waste water systems. Flooding of Chehalis Reservation lands requires immediate evacuation of non-residents, evacuation of residents (that is, keeping people within a building or other location while a dangerous situation exists outside the building or location), and severely limits access to basic goods and services. The consequences of floods within the Chehalis Reservation have been very costly in terms of human life, property and economic health. Significant damage has occurred to public and private investments, interrupted public services and schools and closed businesses. Flooding from 15-year and greater recurrence interval storms is severe, and endangers roads and many structures within the floodplain.

## 1.6 DEMOGRAPHICS



Figures from the 2000 Census show a Chehalis Reservation population of 691 persons. This is an increase of 41 percent over the 1990 Census. This is a significantly high growth rate. In comparison, Grays Harbor county population increased 4.7 percent, and Thurston County population increased 28.6 percent. Across Washington State, American Indian/Alaska Native populations increased 29 percent over 1990 census figures. The existing census data is summarized in Table 1 and the population distribution by age and gender is summarized in Table 2. The population by race and Hispanic origin is summarized in Table 3.

**Table 1: Population, Chehalis Reservation, 2000**

Population			Tribal Enrollment		Service Population	
1990	2000	Growth 1990-2000	2000	2003	2000	2003
491	691	41%	629	688	2,143	3,436

Source: U.S. Bureau of the Census

**Table 2: Population Distribution by Age and Gender, Chehalis Reservation, 2000**

Age	Male	Female	Percentage
0-4	22	28	9%
5-14	42	69	19%
15-19	42	37	13%
20-24	22	26	8%
25-34	36	31	11%
35-44	37	46	14%
45-54	35	40	13%
55-64	25	21	8%
65-74	8	12	3%
75+	5	4	2%
<b>Total</b>	<b>274</b>	<b>314</b>	<b>100%</b>

Source: U.S. Bureau of the Census

**Table 3: Population by Race and Hispanic Origin, Chehalis Reservation, 2000**

Jurisdiction	Total Population	Total Population by Race <sup>1</sup>							Two or More Races Total	Hispanic <sup>2</sup> Origin
		White Alone	Black/ African American Alone	Indian & Alaska Native Alone	Asian Alone	Hawaiian & Other Pacific Islander	Other Race Alone	Total Single Race		
Chehalis Reservation	691	239 35%	3 0%	388 56%	0 0%	0 0%	12 2%	642 93%	49 7%	52 8%
Washington State	5,894,121	4,821,823 82%	190,267 3%	93,301 2%	322,335 5%	23,953 0%	228,923 4%	5,680,602 96%	213,519 4%	441,509 7%

**Source:** U.S. Bureau of the Census

**Explanations:** <sup>1</sup>The 2000 Census was the first time that respondents were given the option of selecting one or more categories to indicate their racial identities. For this reason, the 2000 Census data on race are not directly comparable with data from the 1990 Census or earlier Censuses. <sup>2</sup> The federal government considers race and Hispanic origin to be two separate and distinct concepts. Persons of Hispanic origin can be of any race.

The U.S. Bureau of Indian Affairs, U.S. Labor Force Report for 2005 shows an enrolled tribal population for the Chehalis Reservation of 728 and a service population, i.e. enrolled and non-enrolled Indians living on and near the reservation and those non-Indians with familial or economic ties to the reservation receiving services, of 3,453.

Census 2000 data indicates a young population on the Reservation, with 44 percent of the population under the age of 19, and a median age of 24.5 years. By contrast, the median age in Grays Harbor County is 38.8 years, and in Thurston County, 36.5 years.

With the Tribe's service population, the unemployment rate, as a percentage of the labor force, is 10 percent. The number of employed persons with incomes below poverty level is 21 percent of the employed labor force.

## 1.7 EMPLOYMENT



Traditionally, the Chehalis people made their living in forestry, fishing, and hunting. Today, government services and tribal food and entertainment enterprises are the primary sources of employment on the reservation.

Chehalis tribal administration and services employs about 262 people, including full time, part-time, and contracted positions within nine departments. Tribal government provides extensive community services including the Chehalis Tribal Health Clinic, Behavioral Health services, Head Start and Early Head Start, Youth Center, law enforcement, corrections, tribal court, child and family services, natural resources management, and the Chehalis Tribal Housing Authority.

Tribal Government has become a major regional employer. The Chehalis Tribe operates a casino, two hotels, two gas stations, two construction companies, and a cigarette stamping operation. Tribal enterprises operated by the Chehalis Tribe are as follows:



**Lucky Eagle Casino and Hotel** – This successful 140,000 sq ft casino opened in 1995 as one of the first Indian casinos under the Washington State tribal gaming compacts. The Lucky Eagle Casino operates Class II and III gaming which includes slot machines, table games, and bingo. In addition to gaming, the Lucky Eagle has an entertainment venue and four restaurants including a buffet. The Lucky Eagle Casino and hotel employs 775 people. The Hotel is located adjacent to the Lucky Eagle Casino, this 176-room hotel opened in 2005. The hotel offers both rooms and suites, a slot gaming area, heated indoor pool, spa and covered walkway to the casino. In the recent renovation of the Hotel, three meeting spaces have been made available for conferences and events.



**Great Wolf Lodge Resort & Convention Center** – In March of 2008 the Chehalis Tribe opened the Great Wolf Lodge, which is a 398-room resort hotel that includes a 78,000 sq ft water park and 30,000 sq ft conference center. The property is a joint venture between Great Wolf Resorts and the Confederated Tribes of the Chehalis Reservation. Great Wolf Resorts operates a chain

of Northwood theme hotels with indoor water parks, with 12 resorts throughout the U.S. The Grand Mound property is the chain's first resort located in the Pacific Northwest. The Great Wolf Lodge employs 593 people.



**End of the Trail-II & III** – The Chehalis Tribe operates two gas stations. There are a total of 44 employees at the End of the Trail stores.

- End of the Trail II is located on the corner of Hwy 12 and Anderson Road. This mini-mart has a self-service gas station. Along with the usual snack food items and beverages, End of the Trail II also sells cigarettes and other tobacco products.
- The newest convenience store built by the Chehalis Tribe is the End of the Trail III, which opened in 2009. This mini-mart is located next to the Great Wolf Lodge Resort & Convention Center in Grand Mound and has a gas station, snacks and beverages, and drive-through cigarette sales.



**Confederated Construction Company (CCC)** – The Chehalis Tribe full owner of Confederated Construction Company (CCC), an excavating contractor. Confederated Construction Company has five employees.

**Cigarette Stamping** – The Chehalis Tribe is one of 19 tribes with a cigarette tax compact with the state of Washington. The compact allows the Chehalis Tribe to collect a tobacco tax on cigarettes sold at Chehalis Tribe operated stores in lieu of the state's tax on cigarettes. The Chehalis Tribe's cigarette stamping, which employs three people, stamps all cigarette packs with the Chehalis tribal tax stamp.

## 1.8 LAND USE

In 2004 the Tribe adopted its first Comprehensive Land Use Plan and implementing Zoning Ordinance. Discussed below are the land use categories which are divided into five (5) zones: Chehalis Forested Lands, Rural/Agricultural, Commercial, Residential and (Environmental and Cultural) Sensitive Lands. Sensitive Lands may overlay any other zone.

### 1.8.1 Primary Designation: Chehalis Forested Lands



Chehalis Forested. The purposes of this zone are: (1) to assure that development does not occur in floodplains or channel migration zones that pose an unreasonable hazard to lives, property, and water quality; (2) preserve the natural rural character of the reservation; and (3) preserve or rehabilitate larger contiguous tracts of land for forest resource management. Due to the unique character of the reservation, that includes extensive river channel migration zones and floodplains, this zoning designation functions as a default designation in the absence of any other designation.

### 1.8.2 Residential Areas



Residential. The purpose of this designation is to provide adequate space for housing for present and future tribal members and reservation residents.

### 1.8.2.1 Core Residential Area



The Core Residential area is located along the north and south sides of Howanut and on both sides of Anderson Road. Tribal government administration, housing authority, public safety, health and social services are located within this area. Residential uses include HUD housing developments located at Makum Road and Tahown Road, both homeownership developments, and a third HUD rental development on Davis Road. This area also includes tribal member homes constructed on individual trust allotments. This land has been the traditional development area within the reservation due to its location above the 100 year floodplain. Community water, roads and other utilities have been developed within this area over the past 140 years.

The Tahown neighborhood is a high density HUD Homeownership development bordered by Anderson Road and Howanut Road. Utilities are limited and include community water, power, cable and telephone. The development is served by a community septic system.

The Makum neighborhood is a high density HUD Homeownership development along Howanut and bordered on the west by Niederman Road, adjacent to the Chehalis Tribal Complex. Utilities are limited and include community water, power, cable and telephone. All homes are on individual septic systems. Undeveloped land north of Howanut, adjacent to the Makum development is also suitable for residential development.

The Davis Road neighborhood is a high density HUD rental development off Niederman Road adjacent to the Chehalis Tribal Complex. Utilities are somewhat limited and include community water, power, cable and telephone. Apartment rental units, multi-family and single family rental units are clustered around the Chehalis Tribal Housing Authority administrative facilities. A community septic system serves the development. Additional housing within this area, known as the Fern Dr. neighborhood, consists of single family rental homes with individual septic system.

Privately owned homes sites and a church are currently located west of Anderson Road, adjacent to the Tahown area. Lands on both side of 188<sup>th</sup> from Anderson Road west to the parcel occupied by tribal enterprises are designated residential.

### **1.8.2.2 Oakes Residential Area**



Additional residential uses are provided in The Oakes, a high density, Planned Unit Development located adjacent to the City of Oakville. The Oakes is a 9.52 acre parcel, located above the floodplain and is permitted for up to 15 units, each with individual septic systems. No tribal utilities are provided. The Oakes does not have any tribal water rights and developed parcels are currently served by the City of Oakville. The Mitchell development adjacent to the Oakes is also a platted residential development and is included in this designation.

### **1.8.2.3 Vosper Residential Area**



This property is in trust for the Tribe and federal funds have been committed to its development as a medium density development with mixed low to moderate income, single family housing. The first phase, consisting of two five-plex units, was completed in 2007. These units provide rental housing to Native American families and individuals. In addition to these, 2 duplexes were added

in 2016. An additional 19 lots are reserved for homeownership. Of these 19 lots, 11 homes have been built and are now occupied by Tribal families. A Community Park was added in 2015 leaving 3-4 lots still available for future development. The Vosper Residential area is located off Balch Road and above the 100-year floodplain. Land adjoining the Vosper development area and above the 100-year flood plain is also designated residential as described below.

#### **1.8.2.4 Rural Residential Area**

Low density rural residences have been developed at scattered sites throughout the Reservation, including individual trust allotments and non-Indian residences, as large undeveloped land parcels have been divided over the years into primary use as residences. Typical non-Indian rural residences vary from a density of one unit per acre to densities of one unit per ten acres. Individual trust allotments may have existing greater densities, usually consisting of a main residence and smaller residences of related family members within a larger allotment. Current uses also include individual leisure and recreation uses, such as vacation homes and family camping uses.

Lands in the western portion of the reservation, including those located along Balch, South Bank and Cemetery Roads contain scattered areas of non-Indian and Indian low to medium density residential development on a checkerboard of fee simple and trust lands and are generally suitable for further Indian and non-Indian residential development, up to one unit per five acres. This area abuts the Oakes Residential and Vosper Residential areas, is above the 100-year flood plan and is suitable for further rural residential development.

Development will be permitted on rural and residential lands upon review of utilities, suitable soils for septic installation, existing development patterns and environmentally and culturally sensitive areas for rural residential development to densities of one dwelling unit per acre. Development must conform to the Chehalis Building Ordinance and will serve as the primary Rural Residential use area for the Reservation.

#### **1.8.2.5 Planned Unit Developments**

The Chehalis Business Committee may approve Planned Unit Developments containing apartments, duplexes or multi-family units on lots under one acre, and single family dwellings on lots one acre or less to provide affordable housing within residential designations under the Special Permit process.

Planned Unit Developments may not be located within the floodplain due to the chronic nature of flooding on the reservation and the impacts of such flooding on water, waste water and roads systems; the inability of the jurisdiction to assure the safety of residents residing in areas during frequent flood events; and the lack of access to roadways and services during annual flood events.

#### **1.8.3 Rural/Agricultural Lands**

The purpose of this zone is to preserve small farm land use in areas subject to flooding and less suitable for development.

#### **1.8.4 Commercial Lands**

The purpose of this designation is to enhance the economic and employment opportunities and services for reservation residents by designating lands suitable for businesses.

### **1.8.5 Sensitive Lands**

The purpose of this designation/overlay is to identify those lands that are either uniquely sensitive to the impacts of development or where development poses an unreasonable threat to the health and welfare of reservation residents. All bodies of water on the reservation are designated as sensitive areas, including the lands immediately adjacent and bordering waterways as shown in the list below:

- Both banks of the Chehalis River, and
- Land from the river bank 300 ft landward from the bank within the Reservation exterior boundaries, and
- Both banks of the Black River, and
- Land adjacent to the Black River 300 ft from the river bank of both sides, and
- Both banks of Willamette Creek, and
- Land adjacent to Willamette Creek 150 ft from the creek banks on both sides.

### **1.8.6 Industrial Uses**

The Tribe has chosen not to have an Industrial zone. The location of industrial activities within the reservation would significantly impact the reservation's natural features, air and water quality and degrade the quality of life for residents. The reservation's small land base, located primarily within a natural flood plain, is bounded by sensitive areas including rivers, creeks, several community cemeteries and areas of significance to the heritage and culture of the Chehalis people. Other contributing factors to this decision were the high water table, soil type, lack of community water and sewer services and the fact the reservation is located within an active floodplain.

### **1.8.7 Mixed Use**

The purpose of this designation is to allow complimentary land uses including commercial and certain other uses to enhance economic and employment opportunities, and to provide adequate and diverse residential options for reservation residents.

## **1.9 GOALS FOR CHEHALIS RESERVATION TRANSPORTATION SYSTEM**

This LRTP identifies the basic goals and objectives of the transportation system. These goals are based on the vision for the Chehalis Reservation and input from Tribal Council, staff and community input.

### **1.9.1 Transportation Goals**

1. Provide a comprehensive transportation system that encompasses all modes of transportation, including automobile, pedestrian, bicycle, transit and boating.
2. Provide a safe and efficient transportation system to and within the Chehalis Reservation.
3. Provide a transportation system which is context sensitive and preserves the rural character of the reservation.
4. Provide a transportation system which fosters and supports economic development and increases employment opportunities for community members.
5. Provide a transportation system compliant with the Chehalis Tribe flood hazard ordinance.
6. Provide a transportation system which is compatible with the preservation and restoration of the natural function of the Willamette Creek, Black River and Chehalis River.

## 2. EXISTING TRANSPORTATION INFRASTRUCTURE

This section of the LRTP describes the existing transportation system conditions in the study area. This includes a description of the roadway characteristics, functional classification, pedestrian and bicycle facilities and transit service.

### 2.1 OWNERSHIP OF ROADS

The Chehalis Reservation Transportation Plan includes over 60 miles of roads under the jurisdiction of the Confederated Tribes of the Chehalis Reservation, the Bureau of Indian Affairs (BIA), the State of Washington, Grays Harbor and Thurston Counties, and private owners. The ownership of the roadways is summarized in Table 4.

**Table 4: Chehalis Reservation Roadway Ownership**

Ownership	Mileage
BIA	1.9
Tribal	5.2
WSDOT	25.0
City of Oakville	2.2
Grays Harbor County	7.0
Thurston County	23.7
<b>Total</b>	<b>65.0</b>

The data in Table 4 includes routes that are not currently “Official” as of the date of this report.

### 2.2 FUNCTIONAL CLASSIFICATION OF ROADS

The Chehalis Tribe is utilizing the BIA Functional Classification for roads which consists of an analysis of transportation facilities taking into account current and future traffic generators, and their relationship to connecting or adjacent BIA, state, county, federal, and/or local roads, and other intermodal facilities. The Functional Classification is used to delineate the difference between the various road and/or intermodal transportation facility standards eligible for funding under the National Tribal Transportation Facility Inventory (NTTFI) program.

Transportation facilities are classified according to the following functional classifications:

- **Class 1 Roads:** Major arterial roads providing an integrated network with characteristics for serving traffic between large population centers, generally without stub connections and having average daily traffic volumes of 10,000 vehicles per day or more. These roadways may have more than two lanes of traffic.
- **Class 2 Roads:** Rural minor arterial roads providing an integrated network having the characteristics for serving traffic between large population centers, generally without stub connections. May also link smaller towns and communities to major resort areas that attract travel over long distances and generally provide for relatively high overall travel speeds with minimum interference to through traffic movement. Generally provide for at

least inter-county or inter-state service and are spaced at intervals consistent with population density. This class of road will have less than 10,000 vehicles per day.

- Class 3 Roads: Streets located within communities serving residential areas.
- Class 4 Roads: Rural major collector road is collector to rural local roads
- Class 5 Roads: Rural local road that is either a section line and/or stub type road and make connections within the grid of the road inventory system. This class of road may serve areas around villages, into farming areas, to schools, tourist attractions, or various small enterprises. Also included are roads and motorized trails for administration of forests, grazing, mining, oil, recreation, or other use purposes
- Class 6 Roads: City minor arterial streets that are located within communities, and serve as access to major arterials.
- Class 7 Roads: City collector streets that are located within communities and serve as collectors to the city local streets.
- Class 8 Roads: This class encompasses all non-road projects such as paths, trails, walkways, or other designated types of routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other uses to provide for the general access of non-vehicular traffic.
- Class 9 Roads: This classification encompasses other transportation facilities such as public parking facilities adjacent to inventory routes and scenic byways, rest areas, and other scenic pullouts, ferry boat terminals, and transit terminals.

The classification of roadways currently in the NTTFI is summarized in Table 5.

**Table 5: Chehalis Reservation Roadway Classification**

<b>Classification</b>	<b>Mileage</b>
Class 1 – Major Arterial	25.0
Class 2 – Rural Minor Arterial	2.4
Class 3 – Residential	14.5
Class 4 – Rural Major Collector	20.6
Class 5 – Rural Local	2.5
<b>Total</b>	<b>65.0</b>

The data in Table 5 includes routes that are not currently “Official” as of the date of this report.

## 2.3 CONSTRUCTION NEED

The Chehalis Tribe is utilizing the BIA Construction Need coding system which is used in cost to construct calculations. In the BIA Construction Need coding system, transportation facilities are assigned a Construction Need using the following guidelines:

- Ownership or responsibility of the facility
- Within or provides access to the reservation or communities in which the majority of the residents are Indian
- Vital to the economic development of the Tribe

A summary of the Construction Need codes are as follows:

- Construction Need 0: Transportation facilities which have been improved to their acceptable standard, or projects/facilities proposed to receive construction funds on an NTTFI.
- Construction Need 1: Existing BIA Roads needing improvement.
- Construction Need 2: Construction need other than BIA roads needing improvement.
- Construction Need 3: Substandard or other roads for which no improvements are planned (maintenance only).
- Construction Need 4: Roads that do not currently exist and need to be constructed, proposed roads.

The construction need of roadways currently in the NTTFI is summarized in Table 6.

**Table 6: Chehalis Reservation Roadway Construction Need**

<b>Classification</b>	<b>Mileage</b>
Construction Need 0	0.3
Construction Need 1	1.9
Construction Need 2	61.2
Construction Need 3	1.6
Construction Need 4	0.0
<b>Total</b>	<b>65.0</b>

The data in Table 6 includes routes that are not currently “Official” as of the date of this report.

## 2.4 NNTFI INVENTORY

The Bureau of Indian Affairs (BIA) uses the NNTFI Inventory to determine funding for planning and construction of roads providing access to areas of interest for the Chehalis Reservation. A list of the roads that are currently in the inventory, need to be updated or need to be added are listed in Table 7.

**Table 7: Chehalis Reservation NNTFI Inventory**

Roadway	Length	Route-Section #	Status	Ownership	Classification	Construction Need
Makum Lane	0.1 Miles	0001-5	Official	BIA	3	1
Davis Drive	0.1 Miles	0002-5	Official	BIA	3	1
Petoie Lane	0.1 Miles	0003-5	Official	BIA	3	1
Parsons Drive	0.1 Miles	0004-5	Official	BIA	3	1
Fern Drive	0.1 Miles	0005-5	Official	BIA	3	1
Oak Lane	0.1 Miles	0005-10	Official	BIA	3	1
Tahown Drive	0.2 Miles	0006-10	Official	BIA	3	1
Lacamus Lane	0.1 Miles	0007-5	Official	BIA	3	1
Moon Road	0.2 Miles 0.3 Miles Bridge 0.5 Miles 0.3 Miles	0008-5 0008-10 0008-15 0008-20 0008-25	Official	Thurston County	4	2
183 <sup>rd</sup> Avenue SW	2.4 Miles Bridge	0009-5 0009-10	Official	Thurston County	4	2
	1.4 Miles	0009-15			4	2
	0.6 Miles	0009-20			3	2
	Bridge	0009-25			3	3
	0.6 Miles	0009-30			3	2
	0.6 Miles	0009-35			3	2
188 <sup>th</sup> Avenue SW	0.3 Miles Bridge	0010-5 0010-10	Official	Thurston County	4	2
	0.1 Miles	0010-15			4	
	Bridge	0010-20			4	
	0.5 Miles	0010-25			4	
	0.7 Miles	0010-30			3	
River Road	0.5 Miles	0011-10	In-Process	Chehalis Tribe	5	2
Pearson Road	0.6 Miles	0012-5	Official	BIA Grays Harbor County	3	2
	0.5 Miles	0012-10				
Secena Road	0.3 Miles	0013-5	Official	Chehalis Tribe	3	2
Anderson Road	0.2 Miles Bridge	0014-5 0014-10	Official	Thurston County	4	2
	0.1 Miles	0014-15			3	
	0.2 Miles	0014-20			4	
	Bridge	0014-25			4	
	0.2 Miles	0014-30			4	
	Bridge	0014-35			3	
	1.0 Miles	0014-40			4	
Balch Road	1.0 Miles	0015-5	Official	Grays Harbor County	3	2

**Table 7 (continued): Chehalis Reservation NTTFI Inventory**

Roadway	Length	Route-Section #	Status	Ownership	Classification	Construction Need
Howanut Road	0.8 Miles	0016-5	Official	Chehalis Tribe	4	2
	Bridge	0016-10		Chehalis Tribe		
	0.6 Miles	0016-15		Chehalis Tribe		
	Bridge	0016-20		Chehalis Tribe		
	0.4 Miles	0016-25		Chehalis Tribe		
	Bridge	0016-30		Chehalis Tribe		
	0.2 Miles	0016-35		Chehalis Tribe		
	Bridge	0016-40		Chehalis Tribe		
	0.5 Miles	0016-45		Chehalis Tribe		
Bridge	0016-50	Chehalis Tribe				
0.5 Miles	0016-55	Chehalis Tribe				
0.2 Miles	0016-60	Grays Harbor County				
Fitzgerald Road	0.6 Miles	0017-5	Official	Grays Harbor County	3	2
Niederman Road	0.9 Miles	0018-5	Official	Chehalis Reservation	3	2
Cemetery Road	0.5 Miles	0019-5	Official	Grays Harbor County	3	2
	0.3 Miles	0019-10				
South Bank Road	1.4 Miles	0020-5	Official	Grays Harbor County	4	2
Bridge	0020-10					
Prairie Lane	0.2 Miles	0021-5	Official	BIA	3	1
Tomahawk Lane	0.2 Miles	0022-5	Official	BIA	3	1
Albany Street	0.3 Miles	0023-5	Official	Thurston County	4	2
	0.2 Miles	0023-10				
Marble Street	0.4 Miles	0024-5	Official	Thurston County	3	3
	Bridge	0024-10			4	2
	0.4 Miles	0024-15			4	2
Independence Road	0.8 Miles	0025-5	Official	Thurston County	4	2
	Bridge	0025-10				
	1.8 Miles	0025-15				
Old Highway 99	0.5 Miles	0026-5	Official	Thurston County	2	2
	Bridge	0026-10				
	1.5 Miles	0026-15				
Case Road	0.6 Miles	0027-5	Official	Thurston County	4	2
	Bridge	0027-10				2
	1.0 Miles	0027-15				3

**Table 7 (continued): Chehalis Reservation NTTFI Inventory**

Roadway	Length	Route-Section #	Status	Ownership	Classification	Construction Need
Highway 12	Bridge	0028-5	Official	WSDOT	1	2
	Bridge	0028-10				
	1.0 Miles	0028-15				
	Bridge	0028-20				
	1.5 Miles	0028-25				
	Bridge	0028-30				
	2.0 Miles	0028-35				
	Bridge	0028-40				
	1.1 Miles	0028-45				
	Bridge	0028-50				
	0.5 Miles	0028-55				
	Bridge	0028-60				
	0.6 Miles	0028-65				
	Bridge	0028-70				
	0.5 Miles	0028-75				
	0.4 Miles	0028-80				
	Bridge	0028-85				
	1.1 Miles	0028-90				
	Bridge	0028-95				
	3.3 Miles	0028-100				
Bridge	0028-105					
2.5 Miles	0028-110					
Bridge	0028-115					
1.9 Miles	0028-120					
Bridge	0028-125					
2.5 Miles	0028-130					
Bridge	0028-135					
1.5 Miles	0028-140					
Bridge	0028-145					
4.5 Miles	0028-150					
Bridge	0028-155					
0.1 Miles	0028-160					
Blockhouse Road	0.4 Miles	0029-5	Official	Grays Harbor County	4	2
Elma Gate Road	2.1 Miles	0030-5	Official	Grays Harbor County	4	2
State Street	0.5 Miles	0031-5	Official	City of Oakville	3	2
Newton Street	0.1 Miles	0035-5	Official	City of Oakville	3	2
Oak Street	0.6 Miles	0036-5	Official	City of Oakville	3	2
Eagle Street	0.4 Miles	0037-5	Official	City of Oakville	3	2
Fairview Street	0.2 Miles	0038-5	Official	City of Oakville	3	2
185 <sup>th</sup> Avenue SW	0.1 Miles	0039-5	Official	Thurston County	3	2
195 <sup>th</sup> Avenue W	0.2 Miles	0040-5	Official	Thurston County	3	2
Forstrom Street	0.6 Miles	0041-5	Official	Thurston County	3	2
Ash Street	0.1 Miles	0042-5	Official	City of Oakville	3	2
School Street	0.2 Miles	0043-5	Official	City of Oakville	3	2
School Land Road	2.0 Miles	0044-5	Official	Thurston County	3	2
Sickman Loop	0.3 Miles	0045-5	Official	Chehalis Reservation	3	0
Park Street	0.1 Miles	0046-5	Official	City of Oakville	3	2
Billie Mills Road	0.3 Miles	0047-5	Official	Thurston County	5	2
216 <sup>th</sup> Avenue SW	0.1 Miles	0048-5	Official	Thurston County	5	2
Tah Qwee Win Road	0.1 Miles	0049-10	In-Process	Chehalis Reservation	5	2

**Table 7 (continued): Chehalis Reservation NTTFI Inventory**

Roadway	Length	Route-Section #	Status	Ownership	Classification	Construction Need
Sargent Road	0.7 Miles 0.4 Miles	0050-10 0050-20	In-Process	Thurston County	4 5	2
193 <sup>rd</sup> Avenue SW	0.6 Miles	0051-10	In-Process	Thurston County	5	2
196 <sup>th</sup> Avenue SW	0.4 Miles	0052-10	In-Process	Thurston County	2	2
Vision Drive	0.1 Miles	0053-10	In-Process	Thurston County	3	2
Edinger-Morris Street	0.1 Miles	0054-10	In-Process	Thurston County	3	2
Florence Lane	0.1 Miles	0055-10	In-Process	Chehalis Reservation	5	2
197 <sup>th</sup> Avenue SW	0.2 Miles	0056-10	In-Process	Thurston County	5	3
198 <sup>th</sup> Avenue SW	0.2 Miles	0057-10	In-Process	Thurston County	5	2

## 2.5 ROADWAYS

The Chehalis Reservation consists primarily of 2-lane roadways with minimal or no shoulders and limited pedestrian facilities. There is little to no illumination or channelization, except at the major intersections and along the frontage of new development. Many of the roadways have deep ditches or follow watercourses, but lack clear zone or guardrail and do not meet AASHTO or county standards.

### 2.5.1 US-12



US-12 provides the primary access to the Chehalis Reservation and is a 2-lane roadway with shoulders and channelization. The posted speed limit along US-12 is 55 mph outside of Oakville and Rochester, where it decreases to 30 mph. There are 3 to 6-foot shoulders along most of its length except at narrow bridge crossings. There is channelization and illumination at most major intersections. There have been significant collisions along US-12, including fatalities. As a result of these collisions, improvements at the main accesses to the Chehalis Reservation have been identified in the *US Highway 12 Chehalis Safety Study*.

### 2.5.2 Moon Road



Moon Road is a 2-lane roadway that is a back-road access to the Lucky Eagle Casino and to residential areas on 183<sup>rd</sup> Avenue SW. The roadway has minimal shoulders with a posted speed limit of 35 mph. The roadway carries approximately 3,400 daily trips.

### 2.5.3 Howanut Road/188<sup>th</sup> Avenue SW



Howanut Road/188<sup>th</sup> Avenue SW is the main east-west roadway through the Chehalis Reservation. The Lucky Eagle Casino and the tribal administration facilities are located along Howanut Road/188<sup>th</sup> Avenue SW. Major intersections include Anderson Road and Niederman Road. The roadway is posted 35 mph, but there is a temporary 25 mph speed limit near the Lucky Eagle Casino due to construction. There are approximately 1,500 daily trips west of Anderson Road and over 2,000 daily trips east of Anderson Road. Howanut Road to the west has shoulders that vary from 0 to 4 feet and there are several curves without guardrail and inadequate warning signs. As Howanut Road progresses west of Niederman Road the daily volumes drop to

approximately 750 ADT, but the speeds increase to 43 mph even though the posted speed remains 35 mph.

The Howanut Road realignment was completed in 2012. The purpose of the realignment was to create a safer roadway that is used by many people of the Chehalis tribal community as it connects many of the residents of the Reservation to Oakville and transports students from the reservation to Oakville school district. The land where the realignment took place was primarily pasture and grazing land for cattle. By completing this project, the access to the Fish Hatchery was made easier to the tribal employees and community members.

#### **2.5.4 South Bank Road**



South Bank Road is on the west side of the reservation and carries approximately 1,250 daily trips with a posted speed limit of 35 mph. There does not have illumination or separated pedestrian facilities, despite the presence of pedestrians and a high number of logging trucks.

### 2.5.5 Anderson Road



Anderson Road is the main access to the Lucky Eagle Casino and the tribal administration facilities from US-12. It has approximately 40 feet of pavement north of Howanut Road/188<sup>th</sup> Avenue SW and is striped for 2 lanes and wide shoulders with a posted speed limit of 35 mph. This section is currently being studied to provide improved pedestrian facilities. Anderson Road becomes a narrow 2-lane facility with no shoulders or pedestrian facilities south of Howanut Road/188<sup>th</sup> Avenue SE. This section of Anderson Road provides access to the Briarwood Chicken Farm and the community center and routinely sees a mix of vehicles, trucks and pedestrians.

The redesigning of Anderson Road was completed in 2002. The purpose for the raising and reconstruction of Anderson Road was to assist with flood issues that occur yearly near Chehalis Village. The road was previously an issue during the heavy rains of fall and winter, often times leaving community members and employees of the Chehalis Tribe stranded. This project came with a wider shoulder for pedestrians, three bridges with culverts and a level driving area for increased traffic to Chehalis Tribal enterprises such as the Lucky Eagle Casino and Hotel and Tribal government.

### 2.5.6 Grand Mound Area

There are several major roadway in the Grand Mound area that provide access to commercial businesses, including the Great Wolf Lodge. These roadways are primarily 2-lane roadways and include Old Highway 99, Sargent Road, 196<sup>th</sup> Avenue SW and 198<sup>th</sup> Street SW. There is curb, gutter and sidewalk on some of these roadways, especially along residential areas and areas of new development.

With the development of the property known as Eagle 1 there is a need for road improvement to the intersection of Sargent Road and US12. This project hopes to lighten the traffic build up for exit 88 and allow better access to the adjacent properties. The concept for this connection is a roundabout that is in its preliminary stages. The need to reduce traffic at this interstate exit is of high priority of the Tribe and State.

### **2.5.1 Rest Over Area**

The Tribe owns approximately 30 acres of land in Tumwater with connectivity to 93<sup>rd</sup> Avenue and Lathrop Industrial Drive. It is the intention of the Tribe to use this land to construct a new rest over area for travelers of I-5. With this will come a need for roadway engineering and traffic needs to be addressed as part of the finished product. While the design of the project is not complete, the need for adequate roadways will take place within the next year.

### **2.5.2 Bigler Property**

The property named Bigler, approximately 110 acres, is located east of Old Highway 99 near grand mound. This area has been zoned as multi-use commercial. Future need for a road infrastructure will be necessary to allow for development of the site with access points to Old Highway 99 at the north and south end of the property line. The conceptual plans for the Bigler Property range from an office complex to a light industrial area with railroad access allowing for shipment of products

### **2.5.3 Others**

The Chehalis Tribe continuously works to improve roadways. A repaving and drainage repair of Tahown road was completed in 2016. The purpose for this project was to repair the roadway along the neighborhoods that consist of Tahown Road, Lacamus Lane, and Prairie Lane. It was also to assist with rain and storm water runoff into what is now known as Tahown Park. With this project it also allowed the Planning department to place more suitable traffic controls along this area (Speed bumps, signage and sidewalks). Improvement to Secena Road have been completed to provide access to the Chehalis Tribal Community Center, which holds many of the government and community functions for the tribe and surrounding communities. The Planning Department is in the process of completing roadway west of the Chehalis Tribal Community Center.

## **2.6 BRIDGES**

The National Bridge Inventory (NBI) is a national bridge inventory, which is the database of structural and appraisal data collected to fulfill the requirements of the National Bridge Inspection Standards. Each State and the BIA must maintain an inventory of all bridges that are subject to the NBI standards and provide this data to the Federal Highway Administration (FHWA). The NBI is maintained and monitored by the FHWA Office of Bridge Technology.

### **2.6.1 Bridge Improvements**

There are two major culvert and bridge replacements that have been undertaken by the Chehalis Tribe in the recent past, the Harris Creek culverts and the Twin Bridges.

#### **2.6.1.1 Harris Creek Culverts**

The Harris Creek Culvert replacement along South Bank Rd. was completed in 2012. The purpose for this project was to create a safer roadway along and over Harris Creek. The construction consisted of replacing 3 six foot in diameter steel pipe culverts with a system of six box culverts spanning a distance of 98 feet. The length of the culverts are shorter than the existing box culverts by twelve feet for compatibility with fish passage criteria.

### **2.6.1.2 Twin Bridges**

For Many years, bridges along 188<sup>th</sup> Avenue SW were in unsatisfactory condition. They were limited to one lane and were constructed of wood. With the need for satellite parking for Lucky Eagle Casino employees, the two bridges at the half way point of 188<sup>th</sup> Avenue SW needed to be brought up to Chehalis Tribal Transportation standards. These bridges are now two lanes and are used by local and commercial traffic.

### **2.6.2 Corrective Report Bridges**

There are two bridges that are in need of repair.

#### **2.6.2.1 Grays Harbor County Overflow Bridge (4) 1972**

This bridge is located on Howanut Rd. near the fish hatchery. While there have been updates to the bridge, it is in an area that receives much of the flood water that travels through the area causing undermining and deterioration to the foundation of the bridge.

#### **2.6.2.2 Grays Harbor County Overflow Bridge (3) 1972**

This bridge is located on Howanut Road at mile marker 1.78. This bridge will be inspected and will be brought up to federal Highway standard after an inspection is completed. This bridge receives most of its function during the heavy rain season between September and April.

There are 34 bridges in the updated Chehalis Reservation Bridge Inventory. Table 8 summarizes the bridge information for each of the 34 bridges.



Over Flow Bridge



Black River Bridge

**Table 8: Chehalis Reservation Bridge Inventory**

<b>Bridge I.D.</b>	<b>Length (ft)</b>	<b>Width (ft)</b>	<b>Surface</b>	<b>NBI Structure Number</b>
Anderson - #1	108	49.4	Asphalt	0870820000000000
Anderson - #2	36	48	Asphalt	0870830000000000
Anderson - #3	85	49.7	Asphalt	0800090000000000
Case Road	65.9	23.9	Concrete	084857000000000000
Howanut - #1	50	24.6	Asphalt	0799780000000000
Howanut - #2	165.8	28.6	Concrete	0801600000000000
Howanut - #3	28.6	24.4	Asphalt	0801750000000000
Howanut - #4	28.8	24.6	Asphalt	0801790000000000
Howanut - #5	210	27.6	Concrete	0803110000000000
Hwy 12 - #1	255	45	Asphalt	0007026B00000000
Hwy12 - #2	137	45	Asphalt	0007026A00000000
Hwy 12 - #3	261	28	Asphalt	0007406A00000000
Hwy 12 - #4	62	24	Asphalt	0001000C00000000
Hwy 12 - #5	45	36	Asphalt	0001000B00000000
Hwy 12 - #6	45	36	Asphalt	0001000A00000000
Hwy 12 - #7	60	36	Asphalt	0015666A00000000
Hwy 12 - #8	138	38	Asphalt	0012104A00000000
Hwy 12 - #9	131	37	Asphalt	0012999A00000000
Hwy 12 - #10	169	24	Asphalt	0001576C00000000
Hwy 12 - #11	163	24	Asphalt	0001576B00000000
Hwy 12 - #12	121	24	Asphalt	0001576A00000000
Hwy 12 - #13	189	24	Asphalt	0002236D00000000
Hwy 12 - #14	146	24	Asphalt	0002236C00000000
Hwy 12 - #15	165	24	Asphalt	0002236B00000000
Hwy 12 - #16	232	24	Asphalt	0002236A00000000
Old Hwy 99	44.7	23.3	Asphalt	0814330000000000
Independence Rd	437	31	Concrete	0797210000000000
Marble Street	23	24	Asphalt	0804180000000000
Moon Rd	202.6	28	Asphalt	0863890000000000
183 <sup>rd</sup> Ave SW - #1	65.9	24	Asphalt	0846780000000000
183 <sup>rd</sup> Ave SW - #2	25.9	20.3	Asphalt	0797330000000000
S 188 <sup>th</sup> - #1	51.8	27.6	Asphalt	0868500000000000
S 188 <sup>th</sup> - #2	61	27.6	Asphalt	0868490000000000
Southbank - 1	1,077.3	27.6	Concrete	0848800000000000

## 2.7 ROAD SIGNS AND SIGNALS

There are a mix of regulatory signs (including speed limit, stop signs, etc.) and advisory signs (curve warning, advisory speed, etc.) within the Chehalis Reservation. There is not currently a signalized intersection within the Chehalis Reservation.

The signs are generally in good condition. However, the reflectivity of all signs should be monitored to meet national standards and it is important to replace signs that have fallen down or been knocked down.

The largest need for signing is currently along high pedestrian areas, particularly Anderson Road south of Howanut Road. This area experiences a mix of pedestrians/bicycles, vehicles and trucks along a narrow roadway without pedestrian facilities.

The Chehalis Tribe also has two locations where speeds are monitored. These locations are for westbound traffic on 188<sup>th</sup> Avenue SW, east of Anderson Road and for southbound traffic on Anderson Road, north of 188<sup>th</sup> Avenue SW.



## 2.8 STREET LIGHTING

Adequate street lighting is important for both pedestrian and vehicle safety, as well as for overall reservation security. Street lights are currently present along the following roadways:

- Howanut Road/188<sup>th</sup> Avenue, east and west of Anderson Road
- Niederman Road, south of Howanut Road
- Anderson Road, north and south of Howanut Road
- Secena Road, west of Anderson Road

It is important to note that there is not continuous street lighting along Anderson Road between Howanut Road and Secena Road, which is an area with significant pedestrian activity.

## 2.9 PEDESTRIAN FACILITIES

There is a significant amount of pedestrian activity on the Chehalis Reservation by tribal members, and an increasing amount by visitors and tourists, making sidewalks an important issue on the reservation. Pedestrian facilities were identified during the public outreach process as being a significant concern and an area that needs improvement.



Currently the Chehalis Tribal Transportation Department is working on a multi-use pedestrian trail near the Vosper Property and will extend over Harris Creek. This trail will continue in phases and will connect the Vosper Property to Oakville city limits. In future phases, this trail will extend to the Chehalis Tribal Center and also extend to Thurston County's trail in Gate.

There are sidewalk/path facilities along the south side of Howanut Road/188<sup>th</sup> Avenue that connect the housing, tribal administrative offices and tribal ball fields along Niederman Road and the to the Lucky Eagle Casino and Hotel. This sidewalk/path is used by both local community members and guests at the hotel for recreational activity. A pedestrian bridge over 188<sup>th</sup> Avenue provides covered and safe pedestrian passage between the Hotel and Casino areas. Running underneath the pedestrian bridge is a raised and lighted crosswalk.

Pedestrian activity along Niederman Road is significant due to its proximity to housing, tribal administrative offices, and tribal ball fields. There is a 0.4 mile long sidewalk along the west side of Niederman Road between Fern Drive and Howanut Road.

Several improvements to the current configuration of Anderson Road continue to be evaluated for the section of Anderson Road between US-12 and Howanut Road. The tribe is currently devoting time to constructing a sidewalk that will connect the existing sidewalk on Howanut/188<sup>th</sup> Avenue to US-12. This need has been proven by the amount of pedestrian traffic that has risen with the opening of the RV park and the high use of the End of the Trail II store located at the intersection with US-12.

## 2.9.1 Planned Improvements

There are several pedestrian improvements that are planned, including sidewalk improvements and illumination.

### 2.9.1.1 Anderson Road

There are planned pedestrian improvements along Anderson Road, north and south of Howanut Road. Along the north section of Anderson Road the sidewalk will connect the residential portion of the reservation community to the End of the Trail 2 convenient store. With the added foot traffic generated from the RV park and closing of End of the Trail 1, a need for pedestrian connection to the store has become a high priority. By constructing a sidewalk, not only with the safety of pedestrians be increased, but also those who drive along Anderson Road. This project will also include lighting, increasing visibility.



With a large increase in Truck/ School Bus and pedestrian traffic, there has become a great need for the widening of Anderson Road south of Howanut Road. The road has very little shoulder room and no sidewalk. While this had yielded no collisions, there is an increased risk due to the placement of the Community/Youth center and foot traffic that has come with the high use of the facilities. The Planning Department would like to construct full pedestrian facilities along with shoulder standards for the entire roadway and illumination.



### 2.9.1.2 Secena Road

With the increased use of the Community Center and Gathering Room, the need for pedestrian pathways has also increased along Secena Road. There is a definite need for a full sidewalk along Secena Road that will connect the Anderson Road sidewalk to the Community Center and Gathering Room. Also, with the high importance to The Chehalis People, the improvements will limit the access to the Prairie that is located just south of Secena Road with a fence that will run the length of Secena Road.



### **2.9.1.3 Illumination**

Recently completed illumination has been added to a portion of Howanut Road and the extent of Niederman Road. The street lighting was retro fit with LED street lights, an addition of 5 pedestrian light poles were added to the meandering sidewalk on Howanut Road. Additionally, similar fixtures were added to the lightpoles on Niederman also with LED lighting.



### **2.9.1.4 South Bank Road**

Near the intersection of Cemetery Road and State Street, the Chehalis Tribe has put in a park for the residents of the Vosper housing complex and the homeowners along Sickman Loop. To better connect the residents to the park and the roadway, there is a need for sidewalks to be added along this route. This is still a road used for logging trucks and does extend to the Chehalis River, a portion of the reservation that is used by tribal members.



### **2.9.1.5 School Street and Oak Street Sidewalks**

With Phase 1 of the Oakville to The Chehalis Tribal Center Pedestrian Pathway, the continuation of this would assist students of the Vosper/Sickman Loop area and the Oaks development a safe route to school. With the growing population of school aged children in the area, this is of high importance.

## 2.10 REGIONAL PUBLIC TRANSIT



### 2.10.1 Rural & Tribal Transportation Program

The Chehalis Reservation is served by the Rural & Tribal Transportation Program (R/T) for public transportation. There are currently 4 routes that serve the communities of Rochester, Tenino, Bucoda, Rainier, Yelm and the Nisqually and Chehalis Reservations. The Chehalis reservation is served by Route 3 and there are 3 outbound and 3 inbound routes that stop along Niederman Road at the Tribal Administrative Offices and the Lucky Eagle Casino. There is also an on-demand service, where riders call 24 hours before they need transportation to schedule a pick-up. R/T provides intercity travel between the rural communities and feeds into the service areas of Intercity Transit and Twin Transit. This allows riders to connect to public transportation in the urban municipalities of Olympia and Centralia. Through these connections riders can access transportation all along the I-5 corridor via Sound Transit, Pierce Transit, King County Metro, Greyhound, and Amtrak.

The Chehalis Tribe Transit Plan, which is included in the attachments, identified several recommended improvements. These include:

- A loop route between the main tribal residential and community areas, Oakville, Rochester and Ground Mound
- Service between the reservation and the Centralia Amtrak Station, which is the transfer station for Twin Transit. Alternatively, direct links between critical stops in Centralia (outlet mall, hospital, college and Wal-Mart) could be provided, although it could not be publicly funded.
- Service between the Tribal Center and the Tumwater Transit Center
- Direct service to locations in Olympia (shopping, education, medical, etc.). This service could not be publicly funded.

### 2.10.2 Thurston County



Intercity Transit is the Thurston County public transit provider. Intercity Transit only provides service as far south as Tumwater Boulevard, more than 10 miles north of the intersection of Interstate-5 and US-12. Connection to Intercity Transit is available through R/T transit service via Route 3 to Tumwater Square.

### 2.10.3 Grays Harbor County



Grays Harbor Transit is the public transit provider in Grays Harbor County. Route 40 is the East County route and provides service from Hoquiam, to Aberdeen, Montesano, Elma, McCleary and Olympia, where riders can connect with the Olympia Greyhound Station and Olympia Transit

Center. Other routes connect with Aberdeen, Hoquiam, Ocean Shores, Westport, Grayland, and the Quinault Reservation.

#### 2.10.4 Lewis County



Twin Transit is the public transit provider in Lewis County. Twin Transit's core service area includes the cities of Centralia and Chehalis. Access to Twin Transit is via R/T Route 4, which provides access to the Centralia Amtrak station. Twin Transit Routes 21, 22 and 30 all have stops at the Amtrak station. These routes provide access to all of Centralia and Chehalis.

## 2.11 SCHOOL BUSES



Transportation by school bus is provided to school children living on the reservation by the Tribal Head Start program, the Wa-He-Lut School, and the Oakville and Rochester School Districts. The Wa-He-Lut School provides transportation for approximately 10 to 15 children living on the reservation, Rochester School District transports more than 50 children, including special needs children, and Oakville transports approximately 50 students living on the reservation.

Pedestrian safety is of particular concern on streets with school bus stops as well as those streets children travel between home and the bus stop.

## 2.12 CASINO BUS SERVICE



The Lucky Eagle Casino provides bus shuttle service which brings customers onto the reservation from significant distances on a daily basis. The free bus shuttle service generally picks customers up in the morning, allows for an approximately four-hour visit at the Casino in the afternoon and then returns customers later in the day. Communities generally on the I-5 corridor to the north which are served by the shuttle service include Puyallup, Lakewood, Lacey/Olympia. To the east, shuttle service is provided to the Grays Harbor County communities of Hoquiam, Aberdeen, Montesano, and Elma. Communities in Kitsap County which are served by the shuttle service include Bremerton, Port Orchard, Tacoma and Lacey. To the south, shuttle service is provided to Vancouver, Kelso, and Woodland in Washington State and to the Portland, Oregon area.

## 2.13 TRUCK AND FREIGHT TRAFFIC

Truck traffic on both Highway 12 and Anderson Road, the primary access facility, has been an issue of long standing concern to the Tribe. The major freight route is Anderson Road, which also serves as a pedestrian facility and school bus stops and nearly 10% of the traffic on the roadway is trucks. This leads to interactions between truck traffic and pedestrians along a roadway that does not have adequate pedestrian facilities. There are also improvements that have been investigated along US-12 to address truck and freight traffic. The business responsible for the additional truck traffic reports a total of 50 cars, 12 semi-trucks daily. This increases by 12 to 15 more of each during the 4-week cleaning periods every year.

Additionally, there is significant truck traffic along South Bank Road. South Bank Road provides a link to Oakville and results in pedestrian and truck interaction along a roadway without sufficient pedestrian facilities.

## 2.14 WATERWAYS



Access to waterways, specifically the Chehalis River and Black River, is vital to the community. The Chehalis Tribe recently completed a permanent boat ramp to the Black River at a site that was previously used as an informal boat launch by tribal fisherman. The discussion to add a second boat launch along the Chehalis River. The community has expressed interest in the addition and studies will be taking place to find a location suitable for its construction. This will require an access road in addition to the project itself

### 3. CIRCULATION DATA

Traffic data has been collected at several locations throughout the Chehalis Reservation that were identified as being critical based on Business Committee, staff and community input. The data that has been collected includes daily volumes, peak-hour turning movements and speed data.

A Transportation Safety Plan has been prepared for the Chehalis Reservation that evaluates collection and other safety issues within the Chehalis Reservation. The information from this report is summarized in this section and the full report is included in the appendix.

#### 3.1 EXISTING TRAFFIC DATA

Existing daily traffic volumes, speed data and PM peak-hour turning movement data were collected at several key locations across the Chehalis Reservation. The roadways where data was collected include Howanut Road, Anderson Road and South Bank Road. The existing traffic data is shown in Figure 1.

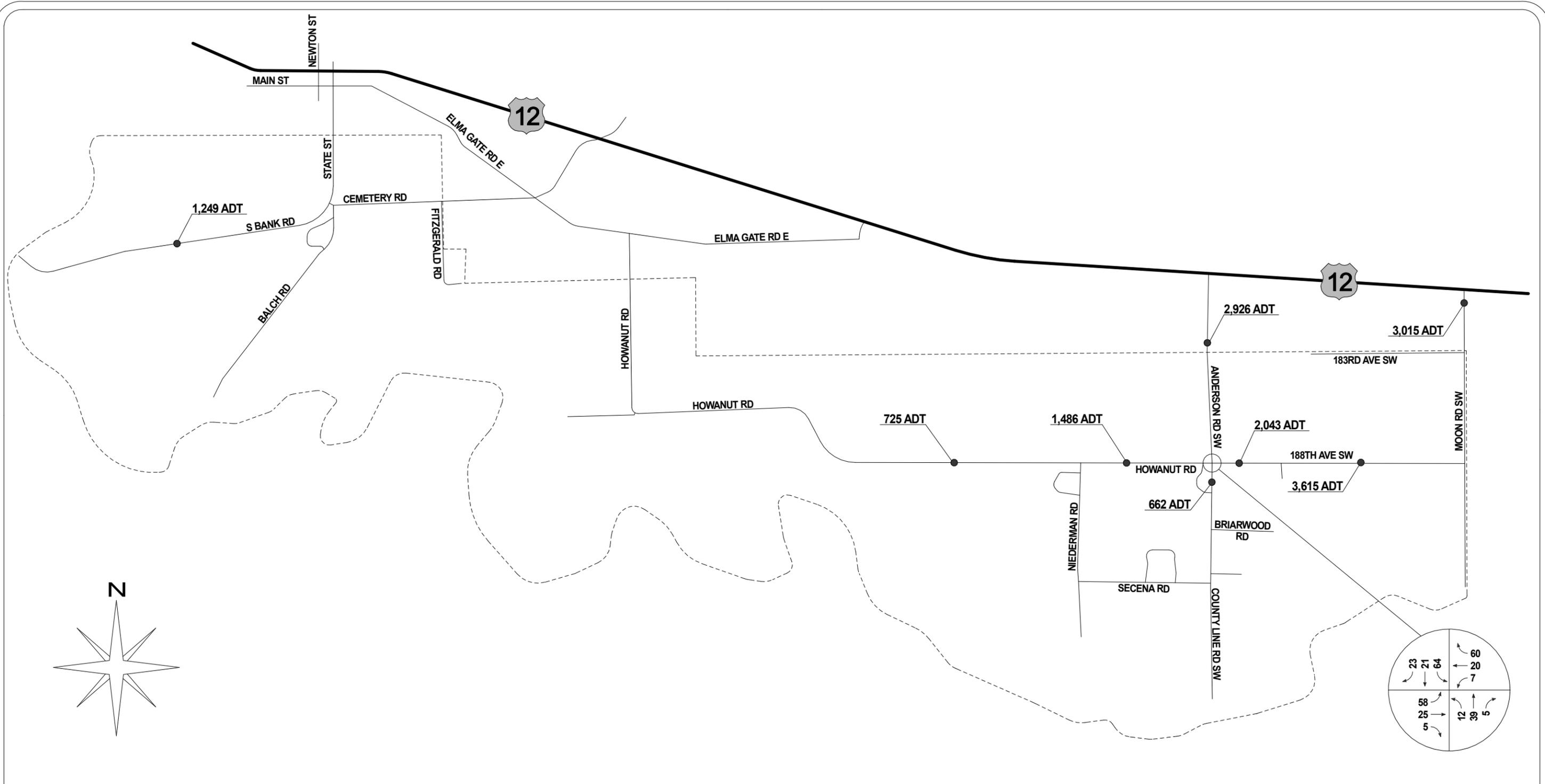
The volume data shows that Anderson Road north of Howanut Road/188<sup>th</sup> Avenue SW and 188<sup>th</sup> Avenue SW east of Anderson Road have the highest daily traffic volumes, all of which are over 2,000 average daily trips. The highest daily volume was recorded on 188<sup>th</sup> Avenue SW, east of the casino. The existing traffic volumes are summarized in Table 9.

**Table 9: Existing Traffic Volumes**

Road Name	Daily Volume
Anderson Road – Between US-12 and Howanut Road	2,926
Anderson Road – South of Howanut Road	662
188 <sup>th</sup> Avenue SW – Between Anderson Road and Casino	2,043
188 <sup>th</sup> Avenue SW – East of Casino	3,615
Moon Road – South of US-12	3,285
Howanut Road – West of Anderson Road	1,486
Howanut Road – West of Niderman Road	725
South Bank Road – South of Cemetery Road	1,249

These roadways are classified as Class 4 roadways, which is a rural major collector. The BIA classification does not provide a daily trip threshold. However, Thurston County provides a daily trip threshold of up to 2,000 daily trips for rural collectors. It is important to note that these roadways, specifically Anderson Road north of 188<sup>th</sup> Avenue SW and 188<sup>th</sup> Avenue SW east of Anderson Road, have pedestrian facilities. These roadways are a hybrid of rural and urban type roads and should therefore have higher average daily trip thresholds.

The existing PM peak-hour level of service was also analyzed for the intersection of Anderson Road at Howanut Road/188<sup>th</sup> Avenue SE. This intersection is main Chehalis Tribe intersection, not located along US-12. The intersection is currently all-way stop-control and has single-lane approaches on each roadway. The intersection currently operates at LOS A, the best level of service.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY  
GTC #15-066

LONG RANGE  
TRANSPORTATION PLAN

**LEGEND**



DAILY TRAFFIC VOLUME



PM PEAK-HOUR  
TURNING MOVEMENT VOLUME

CHEHALIS RESERVATION

**FIGURE 1**  
EXISTING TRAFFIC DATA

### 3.2 FUTURE TRAFFIC DATA

WSDOT is beginning plans to add a roundabout at the intersection of Anderson Road and US-12 and right-in/right-out only restrictions to the intersection of Moon Road at US-12 with a possible “Super Street” east of Moon Road. Based on current data, this will increase the traffic along Anderson Road based on the limited use of Moon Road.

The future traffic volumes have been determined for a 20-year horizon period. The increase in traffic volumes has been calculated by applying a 1% annually compounding growth rate to the existing volumes. This results in over 22% growth in the existing volumes. The future traffic volumes are shown in Figure 2.

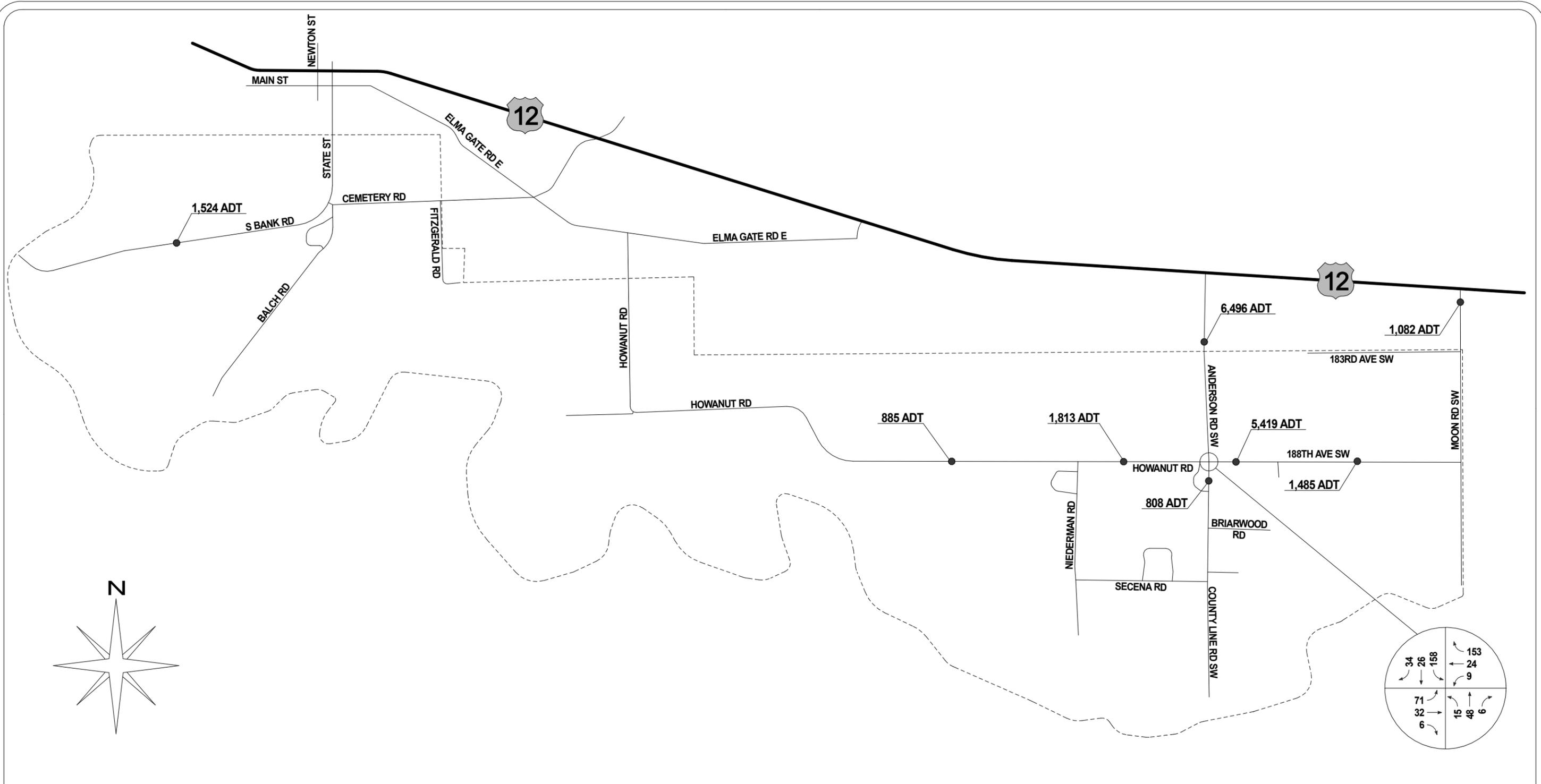
The future 2036 traffic volumes also include a reassignment of trips based on the planned restrictions for the intersection of Moon Road at US-12. Based on a comparison of the existing volumes, it is anticipated that close to 70% of the trips that would travel along Moon Road will now be added to Anderson Road. Based on the existing volumes, which show Moon Road carrying 50% more traffic than Anderson Road, the reassignment will essentially double the existing volumes on Anderson Road. This reassignment of trips has been applied to Anderson Road north of Howanut Road/188<sup>th</sup> Avenue SW, 188<sup>th</sup> Avenue SW west and east of the Lucky Eagle Casino and Moon Road. The 2036 future traffic volumes are summarized in Table 10.

**Table 10: 2036 Future Traffic Volumes**

Road Name	Daily Volume	
	Existing	2036 Future
Anderson Road – Between US-12 and Howanut Road	2,926	6,496
Anderson Road – South of Howanut Road	662	808
188 <sup>th</sup> Avenue SW – Between Anderson Road and Casino	2,043	5,419
188 <sup>th</sup> Avenue SW – East of Casino	3,615	1,485
Moon Road – South of US-12	3,285	1,082
Howanut Road – West of Anderson Road	1,486	1,813
Howanut Road – West of Niderman Road	725	885
South Bank Road – South of Cemetery Road	1,249	1,524

The 2036 future traffic volumes show that Anderson Road between US-12 and Howanut Road will carry nearly 6,500 daily trips and 188<sup>th</sup> Avenue SW between Anderson Road and the Lucky Eagle Casino will carry approximately 5,500 daily trips. These roadways should be able to handle this amount of traffic, even though they only have a 2-lane section. Both of these roadways have pedestrian facilities and Anderson Road between US-12 and Howanut Road is planned to be improved to include a sidewalk and lighting. Additionally, there are limited driveways along the sections of Anderson Road and 188<sup>th</sup> Avenue SW with future daily volumes above 2,000 daily trips.

The intersection of Anderson Road at Howanut Road/188<sup>th</sup> Avenue SE was also evaluated for weekday PM peak-hour operations under the 2036 future conditions. The intersection is anticipated to operate at LOS B under the 2036 future conditions, the second best level of operations. The intersection should therefore have sufficient capacity without need for improvements to handle the future traffic volumes.



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TRAFFIC IMPACT STUDY  
GTC #15-066

LONG RANGE  
TRANSPORTATION PLAN

**LEGEND**

XXX ADT  
● ———

DAILY TRAFFIC VOLUME

XXX →

PM PEAK-HOUR  
TURNING MOVEMENT VOLUME

CHEHALIS RESERVATION

**FIGURE 2**  
2036 FUTURE TRAFFIC DATA

### 3.3 TRANSPORTATION SAFETY PLAN

A Transportation Safety Plan was completed in 2016 for the Chehalis Reservation. The Transportation Safety Plan had the following recommendations:

1. Investigate the options to provide sufficient lighting and pedestrian walkways/sidewalks to all reservation roadways. Research new safe routes for all pedestrians and bicyclists on high traffic areas of the reservation.
2. Identify road standards and policies that require all new, reconstructed and re-paved roadways to have the following elements or identify why the features are not feasible:
  - Rumble strips on both sides and center line
  - 8-inch edge lines
  - Reflective edge markers
  - Thermoplastic rumble strips on roadways with limited shoulders and posted under 40 mph
3. Develop a coordinated non-motorized plan with priorities to fill missing links.
4. Provide information to drivers as to the dangers of not obeying the rules of the road (right of way, speed limit, etc.). This can be done through the newspaper, reader boards, organizations (schools, Elders, Boys and Girls Club, etc.).
5. Provide feedback to drivers, pedestrians and bicyclists as to how long it has been since a collision, similar to the number of days on a job site with an accident. A feedback sign as you enter the reservation from US-12 could be potential location.
6. Require all new construction to provide adequate pedestrian and bicycle facilities along frontage and consistent with a non-motorized transportation plan.
7. Investigate the financial feasibility of providing a dedicated traffic safety officer who could also be cross-deputized and lead safety education and enforcement/emphasis initiatives.
8. Develop a plan to work with local businesses, such as the casino, to have information on variable message signs to get out the message of distracted driving, driving under the influence and vehicles exiting the roadway.
9. Work with schools, community organization (Elders, Boys and Girls Club, etc.) and tribal employers to get out the message about intoxicated, distracted driving and vehicles exiting the roadway. Have displays at tribal events
10. Show of police and road speed feedback presence along roadways so that drivers are aware that police are patrolling and enforcing. Within Washington State the issue of speed cameras has been deemed non-constitutional outside of school or work zones. However, with tribal sovereignty, the option of speed cameras could be investigated and again be a decision for Council. The tribal legal department would champion this action.
11. Develop a collision data base that includes cause type location age etc.

12. Investigate the options to provide enhanced driver education – Supplement existing training requirements for drivers under 18 to complete additional hours of driver education and training. This can be coordinated with the local school district. Potentially, provide supplemented driver education for drivers 18 to 20 who are not required to complete driver training under Washington state law.

During the Transportation Safety Plan process it was identified that Anderson Road, especially south of Howanut Road, is a major pedestrian/bicycle corridor that also serves as a major school bus pick-up/drop-off location. This corridor also carries vehicular traffic that includes tribal members, visitors to the Lucky Eagle Casino and truck/freight traffic. This area is a safety concern since there are not sufficient pedestrian/bicycle facilities south of Howanut Road. This area is a high priority for pedestrian/bicycle improvements.

### **3.4 US HIGHWAY 12 CHEHALIS SAFETY STUDY**

An analysis of the main US-12 intersections for the Chehalis Reservation were analyzed as part of the study to understand the safety and operations of the intersections and recommend improvements. The study included short-term and long-term improvements at several intersections, with Anderson Road and Moon Road being the two highest priority locations. The improvements for these intersections included:

- US-12 at Anderson Road
  - Short Term Improvements
    - Adding wayfinding and gateway treatments
    - Intersection transition treatments – transverse pavement markings, static and dynamic warning signs, etc.
    - Implementing the FHWA Lane Narrowing and Minor Road Splitter concepts
  - Long Term Improvements
    - Single-lane roundabout or channelization and signalization improvements
    - Profile changes to raise Anderson Road to the same plane as US-12
- US-12 at Moon Road
  - Short Term Improvements
    - Intersection transition treatments – transverse pavement markings, static and dynamic warning signs, etc.
    - Implementing the FHWA Lane Narrowing and Minor Road Splitter concepts
  - Long Term Improvements
    - Restricting the south leg of Moon Road to right-turn inbound and outbound only
    - Left-turn and right-turn lanes into the north leg of Moon Road
    - Left-turn acceleration lane from Moon Road
    - Signing emphasizing local traffic only

The long-term improvements at these locations are high priorities for the Chehalis Reservation.

## 4. TRANSPORTATION NEEDS

The transportation improvements needed for the Chehalis Reservation are based on existing and future operations and deficiencies. Deficiencies have been identified through community input, analysis of existing and future volumes and operations and previous analysis completed for the Chehalis Reservation (Transportation Safety Plan, US Highway 12 Chehalis Safety Study, etc.). The prioritized transportation improvements are shown on the following pages.

# Anderson Road Improvements

1



## Location

Anderson Road

Howanut Road to Secena Road

Approximately 2,650 ft

Anderson Road does not currently include pedestrian facilities south of Howanut Road. The pavement is approximately 24 feet wide without striping. The shoulder is currently grass.

## Improvements

Provide a typical urban 2-lane roadway with one 12-foot lane in each direction, 5-foot bike lanes on each side and curb, gutter and 5-foot sidewalk on each side. Also include street lights. Improvements can also include bus pullout/turnarounds if needed to accommodate school kids.

## Estimated Cost

\$1,500,000



# US-12 at Anderson Road Improvements



## Location

US-12 at  
Anderson Road

US-12 at Anderson Road is currently an unsignalized intersection with eastbound and westbound left-turn lanes along US-12. There is also an eastbound right-turn lane onto Anderson Road.

## CONCEPTUAL LAYOUT



## Improvements

Converting the existing stop-controlled intersection to a roundabout. Additional improvements include raising the north approach and wayfinding and gateway treatments. The option of raising the profile of the entire intersection to reduce the impacts

## Estimated Cost

\$3,150,000

Based on estimate  
from US-12 Safety

# US-12 at Moon Road Improvements



**Location**  
US-12 at  
Moon Road



US-12 at Moon Road is currently an unsignalized intersection with eastbound and westbound left-turn lanes along US-12. The goal of any improvement at this intersection would be to address the collisions and encourage drivers to use Anderson Road.

### Improvements

Restrict the south leg of Moon Road to right-turn inbound and outbound only. The north leg of will maintain right-turn and left-turn inbound and outbound movements, but southbound through movements will be restricted.

### Estimated Cost

\$610,000

Based on estimate from US-12 Safety



Image Provided is conceptual

# 188th Avenue SW Improvements East of Lucky Eagle Casino



## Location

Howanut Road  
Lucky Eagle Casino to  
Employee Parking



The Lucky Eagle Casino has an employee parking lot located east of the casino on the south side of Howanut Road. A shuttle is provided; however, not all employees utilize the shuttle. Along this stretch of roadway there are no pedestrian facilities or street lighting.

## Improvements

Providing pedestrian improvements between the Lucky Eagle Casino and the employee parking lot. Street lighting should be considered as well.

## Estimated Cost

\$250,000



# Secena Road Sidewalk and Fencing



## Location

Secena Road, West of the Community Center



Secena Road is a route that connects the south-western residential area to the Community Center. Currently, the road is paved east of the Community Center with the remaining area gravel. The Tribe is working with the land owners to gain approval to purchase the remaining portion, complete the paving and add sidewalk and fencing for pedestrian and driver safety.

## Improvements

Provide pedestrian improvements along Secena Road for access to the Community Center and connect the west end of the residential area to the Community Center



## Estimated Cost

\$1,105,000

# Sidewalk Lighting on Niederman and Howanut Road Phase 1



## Location

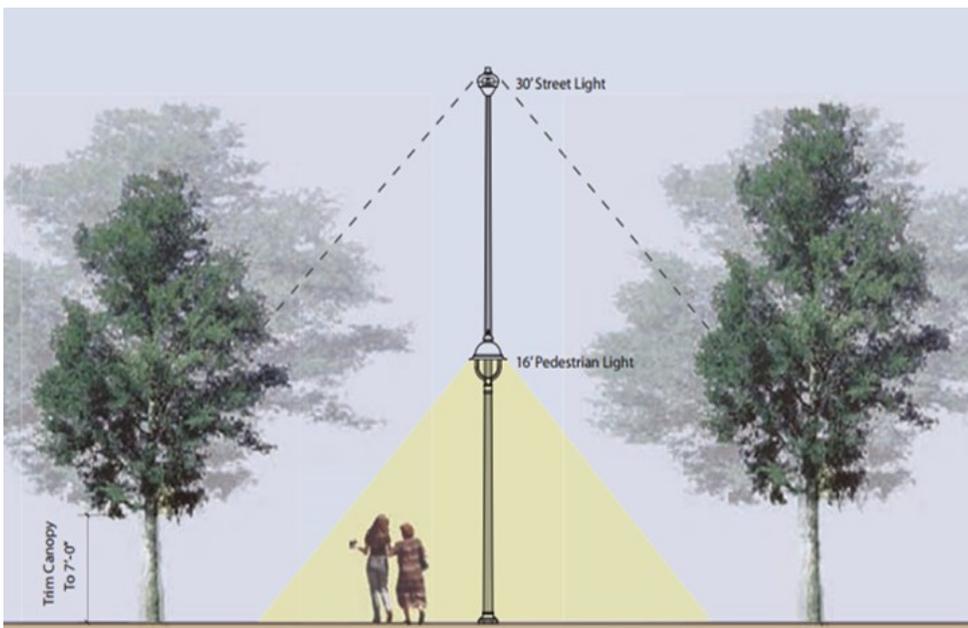
Niederman Road from Fern Drive to Howanut Road to continue along to intersection of Anderson and Howanut Road

This project was completed in April of 2017.

Conceptual design for Phase 2 (188th Ave and Anderson) will begin in summer of 2017.



Currently, the lighting along these roads is intended to assist drivers. With minimal lighting to assist pedestrian facilities, Phase 1 was completed giving illumination to both routes and will progress in future projects.



## Improvements

Provide lighting along the walkways with the highest pedestrian traffic and improve pedestrian visibility for drivers on the major roadways.

## Estimated Cost

\$775,000

# Anderson Road Sidewalk



## Location

Anderson Road between Howanut Road and US-12.



This stretch of Anderson Road has a wide shoulder and was intended to meet the needs of pedestrian traffic. However, with the higher rate of needed access to the End of the Trail II store and occupancy of the RV Park located near US-12, safer walkways need to be added.

## Improvements

Provide 6-foot wide sidewalks along the west side of Anderson Road with Pile Anchoring-Timber Decked walkway attached to the box culverts.

## Estimated

Cost \$687,000



# School Street and Oak Street Sidewalk



## Location

Oakville State Street,  
Oak Street and School  
Street

Approximately  
0.5 miles

Oakville School District has minimal sidewalks for school students who walk from home. These sidewalks are not adequate and are poorly maintained. A majority of this route goes through grass and driveways.

## Improvements

Provide a 6-foot side-walk that connects multi-use path for school aged students for safe transport to schools.

## Estimated Cost

\$682,000



# Prairie Court Cul-De-Sac



## Location

South West of Tahown Drive  
Oakville WA  
Chehalis Reservation



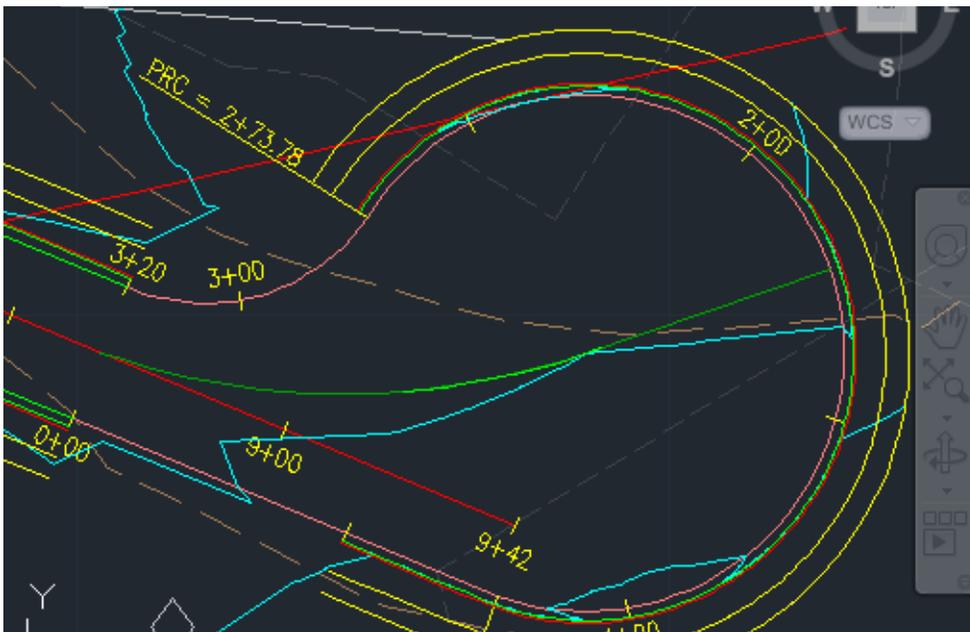
Prairie Court currently does not have sidewalks and has a soft shoulder with gravel on the edges of the asphalt.

## Improvements

Provide a sidewalk around the perimeter of the cul-de-sac to assist with pedestrian traffic and allow for drainage.

## Estimated Cost

\$105,000



# US-12 and Sargent Roundabout

10



## Location

US-12 and Sargent Road near Exit 88

Grand Mound WA

Eagle One Property

With development of land to the south of US-12, the need for an intersection that will connect US-12 and Sargent Road is required. Additionally, the condition of Sargent Road is poor and will require immediate improvements upon the construction of the Roundabout.

## Improvements

Add a Roundabout to facilitate the increased traffic at Exit 88 and make improvements to the existing condition of Sargent Road.



## Estimated Cost

3,500,000

# Rest Over Property

11



The property known as Rest Over is being developed and needs vehicle as well as semi-truck access. Currently, the state of the road are in fair condition but will require better exit and entryways.

## Location

93rd Ave SW and  
Lathrop Industrial  
Drive

Tumwater, WA

## Improvements

Make adjustments to the alignment of Lathrop industrial drive and promote better access points to the rest over property..

## Estimated Cost

1,500,000



## **5. FUNDING RESOURCES**

There are several funding sources that provide transportation funding for the Chehalis Reservation. The funding sources are discussed below.

### **5.1 TRIBAL TRANSPORTATION PROGRAM (TTP)**

The TTP provides funding under several different categories with the National Tribal Transportation Facility Inventory (NTTFI) and the Bridge Program. The NTTFI was originally identified as the Indian Reservation Roads (IRR) inventory. The NTTFI is a part of the Federal Lands Highway Program to address transportation needs of tribes. The program is jointly administered by the Bureau of Indian Affairs (BIA) and Federal Highway Administration's (FHWA) Federal Lands Highway (FLH) Office. The NTTFI is a funding category of the Federal Lands Highway Program (FLHP). The Surface Transportation Assistance Act of 1982 (STAA) expanded the program to include tribally-owned public roads as well as state and county-owned roads.

The NTTFI is a comprehensive database of all transportation facilities eligible for NTTFI funding, including bridges. This includes information such as route number, location, length, width, surface type, pavement ratings, class of road, adequacy of design standard, construction needs, maintenance needs, etc.

This database is vital since it is used in determining the Bureau of Indian Affairs NTTFI funding base. NTTFI funds are allocated to the Tribe and spent on tribal prioritized projects documented in its Transportation Improvement Program (TIP) which is a list of projects programmed for construction in the next 3 to 5 years.

The BIA funding allocation formula utilizes Construction Need codes to allocate Highway Trust Funds (HTF) for construction of new roads and the reconstruction or upgrading of existing roads. A description of Construction Need codes is included in Chapter 2. Roads that are designated Construction Need 1 and 4 generate funds.

Funding through the Bridge Program is based on applications for funding for construction, construction engineering, preliminary engineering and rehabilitation or replacement of existing bridges. BIA and tribally owned bridges can be funded at 100%, while funding for other bridges cannot exceed \$1,000,000 and requires a 20% match.

### **5.2 WASHINGTON STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

The Chehalis Tribe has the option of programming transportation projects for inclusion in the Statewide Transportation Improvement Program (STIP). No Chehalis Tribe project has been listed on either the STIP or a RTIP (Regional Transportation Program) with the exception of the SR 12 Steel Bridge which is located off-reservation.

The STIP is a financially constrained, multi-year list of transportation related projects consistent with statewide, regional and tribal transportation plans, and the regional and TTP transportation improvement programs. The STIP includes all transportation related projects that are 1) federally funded and/or 2) regionally significant. All projects on the STIP must first be listed on either a local or tribal TIP.

The process for inclusion of tribal transportation projects into the STIP varies depending on who the lead agency for the project is and on the type of federal funding, if any, that the project uses. If the tribe is the project lead and the project uses federal IRR funds, the project is included in either a tribal priority list or a Tribal Transportation Improvement Plan (TTIP).

Tribal transportation projects can also be included in the STIP by working through the non-tribal local TIP process. In this process, to be included in the STIP the project must be federally funded, such as NTTFI funding for example, and/or be regionally significant as determined by the regional transportation plan. The Chehalis Reservation is located in both Thurston and Grays Harbor Counties, meaning that Tribal transportation projects could, in theory, be included in either the Thurston Regional Planning Council's Regional TIP (RTIP) or the Cowlitz-Wahkiakum Council of Government's RTIP, depending on their location. When working through the non-tribal TIP process, the non-tribal partner would typically be the lead agency.

In the regional process, local jurisdictions submit 6-year TIPs to the regional council. The regional council compiles a financially-constrained 3-year RTIP of funding secured projects that are regionally significant. The Thurston Regional Planning Council (TRPC) also includes a non-constrained 3-year list of planned projects in an appendix, allowing a project to undergo public review and quickly move forward through an administrative process should a jurisdiction receive federal funding for it.

WSDOT receives the RTIPs from councils across the state and compiles them into a STIP, along with the already approved NTTFI TIP. The STIP is submitted to FHWA and FTA for final approval. Once the STIP is approved, federal funds become accessible to local governments to carry out their projects.