

# EXECUTIVE SUMMARY



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In 2002, on behalf of the Hoopa Valley Tribe, the Local Government Commission submitted a grant proposal to the California Department of Transportation (Caltrans) under the Environmental Justice: Context Sensitive Planning for Communities Grant Program. A grant was awarded in 2003 becoming the first for a Native American Tribe in California. Implementation began in November 2004.

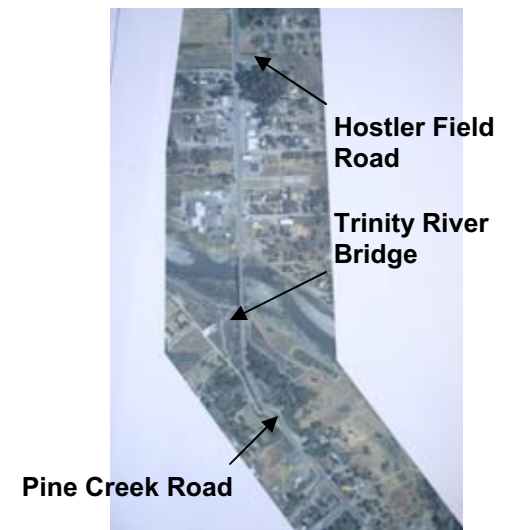
Context sensitive planning considers and is responsive to local community needs and circumstances. The grant provided funds to conduct planning to improve transportation mobility, access, equity and quality of life.

The purpose of the grant-funded project was to involve the community in crafting design solutions to traffic safety problems, specifically the "critical injury cluster sites" along Highway 96, while supporting existing community development efforts. The project was also consistent with economic development, tourism planning, injury prevention programs and other efforts to improve the quality of life currently underway in the Hoopa Valley.

Work on the project was led by a design team composed of Alison Pernell of the Local Government Commission (LGC), a statewide nonprofit membership organization that provides technical assistance to local governments and communities; Dan Burden of Walkable Communities, Inc., a non-profit corporation that helps communities become more walkable and pedestrian friendly; Ed Myers of Kittelson & Associates, a company specializing in transportation planning and traffic engineering; Michael Sweeney, AICP, Environmental Planning Consultant, and Caltrans, District 1 staff.

The design team worked with the Hoopa Valley Roads Department (HVRD), tribal leaders, residents and businesses in the Hoopa Valley Indian Reservation through an intensive design charrette (workshop) process, resulting in a conceptual plan to improve the safety of motorists, pedestrians and bicyclists.

The study area encompassed an approximate 1/2-mile stretch of State Highway 96 from Pine Creek Road, across the Trinity River bridge, through the downtown area to Hostler Field Road.





Design Table sessions held on Saturday June 25, 2005 involved 7 teams and an estimated 45 to 50 people. Based on the information gained in the focus group meetings and community meeting held earlier, each design team developed ideas and drawings for the conceptual plan.

The Project Design Team reviewed the ideas and drawings from each of the seven Design Tables and recommended five basic conceptual plan elements:

- 1. Pedestrian Connections and Traffic Calming**
- 2. Gateway and Unifying Theme**
- 3. New Village Center**
- 4. New Cultural Center**
- 5. Village Grid System and Main Street Design**



These elements are described in some detail in Chapter 3. Conceptual Plan Elements. Implementation, Phasing and Funding are described in Chapter 4.



**Conceptual Plan for Downtown Hoopa**

### **Citizen Advisory Committee**

The Design Team recommends that the Tribal Council appoint or designate a Citizen Advisory Committee (CAC) to work with Tribal Staff including the Hoopa Valley Roads Department and Planning Department. The CAC could facilitate community consensus on details related to conceptual elements.

Q;0:so:s, a grant-funded networking project associated with Tribal (KIDE) Radio, has already initiated a series of community forums on the Conceptual Plan.



### **Tribal People Working Together to Solve Problems:**

#### **Neighbors can best:**

- **Mobilize residents**
- **Define problems**
- **Develop ownership**
- **Identify best tools**
- **Achieve support**
- **Monitor Success**