

# APPENDICES



## **A. Traffic Accident Maps**

## **B. Promotional Flyer**

# HOOPA DESIGN FAIR

## Come Share Your Vision for Downtown Hoopa

### FRIDAY, JUNE 24: COMMUNITY MEETING AND SOCIAL

- 5:30pm Potluck dinner and Entertainment at the Neighborhood Facility (N.F.)
  - Bring a potluck dish to share
  - Music by Merv George Band
- 7:00pm Presentation on “Envisioning the Future of Downtown Hoopa”

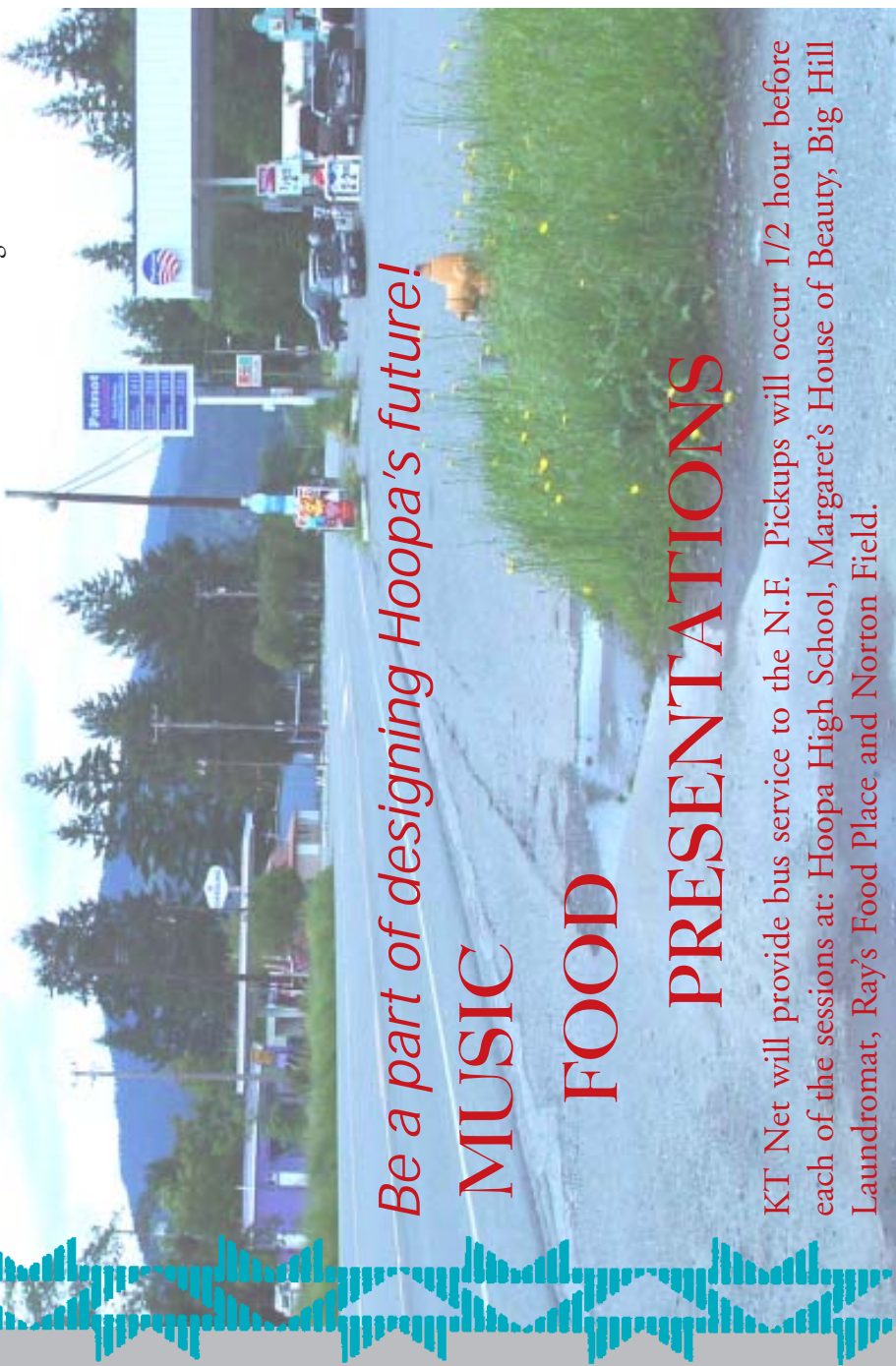
### SATURDAY, JUNE 25: WORK AND PLAY DAY

Drop in anytime and join the fun. Regular breaks scheduled throughout the day.

- 9:00am **Walking Audit of Downtown Hoopa**
  - Take an hour-long group walk through downtown and discuss the area
  - Meet at the Tsewenaldin Inn
- 10:00am **Design Training**
  - Learn about design tools to fix problems in the downtown
  - Held at the N.F.
  - Lunch Provided
- 12:30 - 3pm **Community Design Session at the N.F.**
  - Explore ideas and solutions while working in small groups and visualizing the future of downtown Hoopa

### MONDAY, JUNE 27: DESIGN TEAM WORK DAY

- 6:00pm Community Meeting & Social at the N.F.
  - See the proposed improvements that resulted from your efforts
  - Celebrate with a salmon dinner and a raffle drawing



*Be a part of designing Hoopa's future!*

**MUSIC**

**FOOD**

**PRESENTATIONS**

KT Net will provide bus service to the N.F. Pickups will occur 1/2 hour before each of the sessions at: Hoopa High School, Margaret's House of Beauty, Big Hill Laundromat, Ray's Food Place and Norton Field.

## **C. High School Report**

**DOWNTOWN HOOPA REPORT CARD**  
**Grading the Downtown Area for Safe Walking, Bicycling and Horseback Riding**

The Downtown area is defined as Highway 96 from the Trinity River Bridge to the Ceremony Grounds Road. For the list below please assign a letter grade (A = excellent; B = very good; C = OK; D = poor; F = very poor)

**WALKING & DRIVING**

SUBJECT	GRADE				
	A	B	C	D	F
Sidewalks exist on both sides of the street (91)	14	5	19	13	40
Trees along the street provide shade and are pleasing (95)	11	19	25	20	20
Pedestrians crossings are safe and well marked (94)	7	9	30	21	27
Sidewalks are in good condition (not "messed up" with dents, holes, etc. (88)	10	11	13	19	35
Crossing the bridge feels safe (87)	13	8	23	17	26
Visibility is good in low light and at night (90)	11	8	29	22	20
Traffic speed feels safe for pedestrians and vehicles (98)	13	20	23	20	22

**BICYCLING & HORSE RIDING**

Streets have bike lanes/room for horses on both sides (90)	7	14	16	18	35
Traffic speed feels safe for bicycles and horses (89)	9	17	24	16	23
There are no obstructions or barriers to bikes and horses (86)	10	14	20	22	20
Crossing the bridge feels safe (94)	11	7	17	23	36
Bicycle racks are available to lock bikes (88)	9	7	15	22	35
Visibility is good in low light and at night (86)	11	9	20	19	27

**COMMUNITY DESIGN**

The Downtown area feels safe and inviting (86)	11	8	18	18	31
There are gathering places that feel safe and are pleasant (87)	10	15	16	17	29
Direction and Information Signs are clear and easy to read (88)	15	15	21	22	15

**DOWNTOWN HOOPA REPORT CARD TALLY**  
**Grading the Downtown Area for Safe Walking, Bicycling and Horseback Riding**

The Downtown area is defined as Highway 96 from the Trinity River Bridge to the Ceremony Grounds Road. For the list below please assign a letter grade (A = excellent; B = very good; C = OK; D = poor; F = very poor)

**WALKING & DRIVING**

**A - C    D - F**

Sidewalks exist on both sides of the street (91)	42%	58%
Trees along the street provide shade and are pleasing (95)	58%	42%
Pedestrians crossings are safe and well marked (94)	49%	51%
Sidewalks are in good condition (not “messed up” with dents, holes, etc. (88)	39%	61%
Crossing the bridge feels safe (87)	51%	49%
Visibility is good in low light and at night (90)	54%	46%
Traffic speed feels safe for pedestrians and vehicles (98)	58%	42%

**BICYCLING & HORSE RIDING**

Streets have bike lanes/room for horses on both sides (90)	42%	58%
Traffic speed feels safe for bicycles and horses (89)	57%	43%
There are no obstructions or barriers to bikes and horses (86)	52%	48%
Crossing the bridge feels safe (94)	38%	62%
Bicycle racks are available to lock bikes (88)	36%	64%
Visibility is good in low light and at night (86)	47%	53%

**COMMUNITY DESIGN**

The Downtown area feels safe and inviting (86)	44%	56%
There are gathering places that feel safe and are pleasant (87)	48%	52%
Direction and Information Signs are clear and easy to read (88)	58%	42%

**D. Notes from Focus Groups  
& Design Tables**



## **TRAFFIC CALMING AND SAFETY ENHANCEMENT IN THE HOOPA VALLEY INDIAN RESERVATION**

Focus Group - Downtown Business Owners, Thursday, June 23, 2005

Brandy Morton, Hoopa Modular

Small business owner, would like to see beautification efforts. Distress from litter. Wants safety, doesn't feel safe in front of gas station (no sidewalks).

Bill Bobbit, CEO Hoopa Modular

Better access to turning lanes, buffer zones, strips down side with planters. Beautification, flowers, paint, cleanup would help people feel better about community.

Daryl Ridenhour, Burger Barn

Hates the boarded up buildings & razor wire. His new investment in the Burger Barn lasted 2 weeks until windows were broken. Likes shade trees.

Jim Pulse, Tentman Sales

Sidewalks, workable trash collection might help litter problem. Stop the loitering. Dirt bikes cutting through Burger Barn parking lot to river are a huge safety concern. Graffiti is a problem. Tribal police is doing a better job. A lot of walking is related to people's only mode of transportation. Would like to see improvement in general appearance: tree planting, planter boxes. Who will maintain? Spinning brodies (donuts) are a problem. People, especially the youth, don't have places to "hang out" safely. Alcohol and needles, broken liquor bottles are a problem. New chief of police is doing a very good job monitoring the downtown. The tree in front of the burger barn is called "the drug tree".

Audry Beason, Joe's Deli

Chamber of Commerce has been involved with beautification in the past. Need for lights, sidewalks, trash cans. The "problem" needs to be dealt with: loitering, panhandling, drug use. People don't stop at stop signs.

Trisha (Audry's granddaughter, recent high school graduate)

Young people need a place to get together. For High school students there is nothing to do. The youth center is perceived as being for elementary school-aged kids. Big Screen TV, pool hall, basketball (favorite activity) would be great. A place to productively let out aggression. A youth cleanup day.

Chester McIntosh – McIntosh Enterprise

Vandalism is a problem. It costs too much to put someone in jail, so enforcement is a problem. Fences for "security" don't work. Single entry to shopping center could be spread out onto his property (willing to sell).

Mary Aubrey – Tsewenaldin Inn Manager

Loitering at nighttime is the worst – vandalism. Better lighting would help. More greenery, trees, picnic tables, police enforcement through the night. Is going to put a fence up between Inn and Highway to prohibit pedestrian access. Suggests a bolted-down trash can. Really wants to see landscaping (green grass). Indian murals and designs might prohibit vandalism. Likes Willow Creek enhancements. Burned-out building needs to be cleaned up.

Julie McIntosh, Manager Hoopa Development Fund

Agrees with loitering, graffiti and after-hours problems. Enforcement of 10:00 pm Tribal Curfew Ordinance would really help “night time demolition teams). Has personally seen 500 near misses from bridge to grocery store (turn lane in front of Tish Tang Road). The problem is shooting off of the bridge into the turn lane. Slow before getting to the bridge, and slow to 25 mph in the downtown area.

#### WHAT ARE MOST IMPORTANT THINGS TO ADDRESS FIRST?

(Changing the roadway itself).

Aubrey: 1<sup>st</sup> priority is lighting, proper curbs

Trisha: sidewalks

Chester: fix turning lanes, define driveways and turn lanes

Daryl: jobs program would help loitering and vandalism, Indian art murals

Brandy: downtown needs structure and definition, define driveways and parking lots

Jacque: community gathering space, basketball courts, picnic tables, elder gathering spot, law enforcement is a key factor

Kelly Timmons: helps localities get matched up with funding. Possible sources: BIA, STIP, TE (above and beyond transportation needs, i.e. trees, sidewalks, traffic calming), Safe Routes to School, Bicycle Transportation, Bridge Money. (Most are 100% funding; STIP is 88% funding).

**TRAFFIC CALMING AND SAFETY ENHANCEMENT IN THE  
HOOPA VALLEY INDIAN RESERVATION**

Youth Focus Group With Mariah And Shanlee (11 Years Old), June 24, 2005

Traffic is scary

Need more trees; its really hot

Fix bumpy road by Big hill Laundromat; fix pot holes and puddles

Bridge is too dangerous; not allowed to cross bridge or walk in downtown area.

Bullies picks on little kids.

More cross walks and slow cars down. More street lights.

A park next to the bank would be good with baseball field, basketball courts, and an open swimming pool. More Playground equipment at Pookey's Park. River water park.

10 year vision: CLEAN, more restaurants. More fairs. More opportunities to get together.

More businesses, ice cream shop, arcade, shopping, air conditioned hang out zone, movie theatre. Summer jobs for kids, recycle center, music store.

## **TRAFFIC CALMING AND SAFETY ENHANCEMENT IN THE HOOPA VALLEY INDIAN RESERVATION**

Focus Group – Community Service Providers - Friday, June 24, 2005

Gary Holder, Hoopa Tribal Police Chief

Thinks the most progressive entity in the County is the Hoopa Valley Tribe. Sees growth and potential in Hoopa.

Spencer Clifton, Executive Director, HCOAG

Would like to see Hoopa improve accessibility, develop sense of place, create a destination.

Josh McNight, Trinity Valley Engineers

Would like to have the downtown reflect the special place that Hoopa is.

Julie McIntosh, Hoopa Development Fund

Jacque Hostler, Hoopa Tribal Roads

Noted progressive vision of chairman and council. Arriving and knowing that you're in Hoopa. Safety, accessibility, eliminating feeling that there is nothing to be proud of. Wants to see driveway definition so cut-through traffic in parking lots is not so dangerous. Improve storefronts.

Carmen Davison, Executive Director of KT Net

Would like to see additional bus stops added and improved with lighting and safety improvements. Community bulletin board at stops. There are currently scheduled bus stops per day; 2 of these transfer to HTA. Ridership: 15 people/day, plus contract service (i.e. Saturday shopping trip to coast). Riders have noted interest in another trip each day at midday. Potential for extension to Orleans.

Robin Hostler-Stevenson, EMS Director

Lack of lighting is a #1 concern. Bridge is a high concern, esp. people hanging out on bridge. Possible ordinance to prohibit hanging out on bridge. Problems with driveways – visual access when turning is poor. More landscaping, statues, improve first impression. Bus stop across from ceremonial grounds (Hostler Field Housing) is dangerous due to high speeds. Recommends no passing near Hoopa Modular (posted speed 55mph). Slow down traffic when arriving in valley, especially near Hoopa Modular. No room for pedestrians on roadways.

Chief Holder noted speed increase past Laura's Kitchen heading north. Noted that enforcement is only part of the problem. High speeds need to be partially controlled through other means such as calming traffic. Hoopa Citizens on Patrol (HCOP) program is now underway. Mentioned need for side streets

Robin Hostler: stop sign at Tish Tang is a dangerous location – visibility to bridge is very poor.

Jacque Hostler has option to use a portion of old plan, or to create a new plan for the reconstruction of Tish Tang Rd. Would like to partner with County to redesign. \$1 million every 2 years is available through BIA. Tribal priorities dictate how funds may be spent. Collector Roads are important for minimizing congestion on 96. (Chief Holder agrees.)

Hazard Elimination and Safety funds can address sight distance safety hazard at Tish Tang Road (Kelly Timmons).

Julie McIntosh noted the lunch time and after 5pm traffic congestion.

Josh McKnight commented on Willow Creek traffic calming: overall positive impact on community, couldn't lower speed limit because it didn't meet Caltrans criteria. (Brian Travis said it required legislative action to lower speeds).

Spencer: alternate parallel routes could carry local traffic and reduce congestion and speeding on 96.

Jacque: Definition for businesses, defining limits of town, despite inevitable opposition.

A community gathering space in downtown with picnic tables won't attract derelicts; they want to be out of the public eye (Gary Holder). When the downtown is "fixed", they will move elsewhere. Put the eyes back on the street. Cleanup.

There are plenty of pedestrians; the lack of order is the problem (Robin Hostler).

Willow Creek improvements helped to define pedestrian and vehicle distinctions (Josh McKnight)

Enforcement of curfew ordinance would help with youth loitering problem (Julie McIntosh).

Define and mark parking spots, entrance, exits. Surveillance cameras might help maintain the improvements (Robin Hostler).

**IMMEDIATE PROJECTS:**

- Lighting at the tree
- more surveillance
- Networking with Community Action Group
- Cleanup

Prop 42 monies need to be spent this year (Spencer Clifton). Funding for minor A (under \$1 million) and minor B (under \$250,000) projects.

**TRAFFIC CALMING AND SAFETY ENHANCEMENT IN THE  
HOOPA VALLEY INDIAN RESERVATION**

Design Table Session - Saturday June 25, 2005

Design #2 (Warren's Group)

**WEST SIDE**

Keep shopping center in existing location, realign parking with covered walkways  
Add roundabout in front of Tribal court house  
Handle freight delivery via new service road  
North of shopping center, add facilities for activities with central parking

**EAST SIDE**

Add multi-family housing, visitor's center with kiosk  
Include parking to the rear of buildings  
Relocate and add new buildings for tribal rentals and commercial uses (Hoopa modular)  
Locate ambulance parking on HWY 96

**IN GENERAL**

Add lighting every 100 feet, staggered on both sides of street at 50 ft intervals  
Add bulb outs with refuge islands at cross walks  
Add cultural center north of town

**DESIGN #3**

Re-route Tish Tang to intersect at shopping center  
Add walkway and safety barrier on the bridge  
Add medians and buffered sidewalk  
Include parallel routes (grid system) to take the congestion off of HWY 96  
Create a gathering area at the tree  
Relocate post office and create a kiosk at the 100% place  
Add lighting, more small business space along East side  
Underground utilities

**DESIGN #4**

Joe O'Roscoe's group  
Widen bridge  
Add statues at entry with Brush Dance Medicine people at a gateway entrance  
Include River access under bridge  
Realign Tish Tang  
Add a car wash  
Add business enterprise along East Side with park and playground  
Add access road along east side along Joes' deli  
Hardwire grand stand near existing shopping center sign  
Make sure lighting points down and is "dark sky" friendly  
Add a plaza for outdoor street dances

#### DESIGN #5 (Mike Hostler's Group)

- Keep the shopping center as the 100% focus
- Slow traffic before bridge
- Only 1 entrance to center w/ separate service entrance to Ray's and Police station
- Add Water feature and ATM in center
- Add pedestrian Xing under bridge (Riverview Trail and Park)
- Add parallel/grid network on East Side
- Tish Tang intersects w/ existing road near food distribution and aligns with shopping center entrance
- Picnic area with buffer strips in front of the shopping center
- Underground power lines

#### DESIGN #6

- Shopping center with central water feature
- Add mixed-use area on east side
- Connecting/parallel road connecting mixed use to playground/park
- Bulb Outs on Main Street

#### DESIGN #7

- Cross walk can be a giant salmon
- Keep the hub/100% location at the shopping center, add a plaza and kiosk
- Possible roundabout at tribal police
- Move post office
- Use vacant land under bridge for cultural center

#### DESIGN TEAM DEBRIEF:

Michael Sweeney: concentrate on corridor safety; sidewalks, street trees, medians, parking strip, slow down before downtown/bridge, continue to Hostler Field, add lighting at decreasing intervals from town center, landscaping, crosswalks, gateway, consider relocation of main street buildings, add cultural civic center.

Alison Pernel: keep context of project area (defined by bridge to Hostler Field road) as compared to sphere of influence, which is to include the schools.