

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

***A CONCEPTUAL PLAN FOR
“DOWNTOWN” HOOPA***



HOOPA DESIGN FAIR

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

A CONCEPTUAL PLAN FOR “DOWNTOWN” HOOPA

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January 2006

Acknowledgements

The following agencies and organizations were instrumental in preparing this conceptual plan and their contribution is acknowledged and greatly appreciated:

Hoopa Valley Tribal Council
Hoopa Valley Roads Department
Hoopa Valley Forestry Department
Hoopa Valley Planning Department
Hoopa Valley Tribal Police Department
Hoopa Ambulance
Hoopa Tribal Radio KIDE
Hoopa People Newspaper
Hoopa Modular Building Enterprise
Hoopa Development Fund
Hoopa Valley High School
Hoopa Valley Elementary School
Six Rivers Community School
Hoopa Americorps Program
Hupa Tribal Museum
K'ima:w Medical Center
Tsewenaldin Inn
Merv George, Sr. Band
Tribal Injury and Violence Prevention Program
Ray's Sentry Market
KT Net
Humboldt County Department of Public Works
Humboldt County Association of Governments
Trinity Valley Consulting Engineers
California Department of Transportation, District 1

All the people who helped prepare, deliver, and serve meals.

All the businesses that donated items for the raffle.

All the people we forgot.

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EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

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.

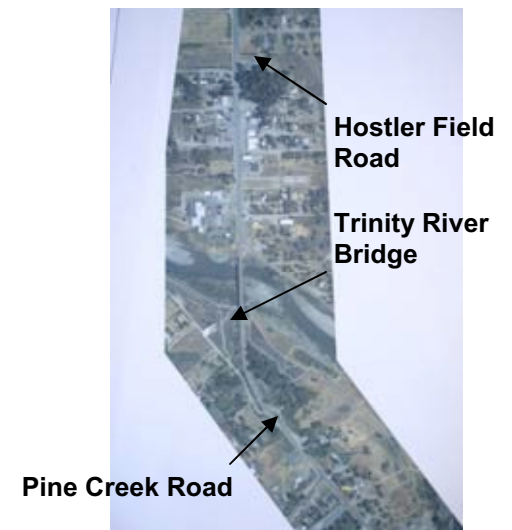
Context sensitive planning considers and is responsive to local community needs and circumstances. The grant provided funds to conduct planning to improve transportation mobility, access, equity and quality of life.

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**

1. INTRODUCTION



1. INTRODUCTION

1. Hoopa Culture

The Hupa people (*Natinixwe* - pronounced Nah-tin-o-whey) have lived along the Trinity River in Northern California for over 10,000 years. Located in the Hoopa Valley (*Natinook*), the Hoopa Valley Indian Reservation is the largest Indian Reservation in California, encompassing twelve square miles of rugged timberland and the Hoopa Valley.

Since becoming federally-recognized in 1876, the Hoopa Valley Tribe has successfully set into motion a plan for its future including cultural implementation, governmental stability, financial security, and a prosperous membership. Recent accomplishments include the certification of the Hoopa Valley Aggregate and Concrete Plant and the inauguration of the Hoopa Modular Building Enterprise in furthering the mission of the Tribe.

The Hupa people have always been, and will always be within the arms of the mountains that surround the beautiful Hoopa Valley. A common interpretation among the Hupa languages says that “Hoopa is where the Trails Return.”

Population

According to the US Census for 2000, the total population of Hoopa Valley Indian Reservation is 2,633, of which 84.7 percent are Native American most of which are from the Hoopa Valley Tribe (*Profile of General Demographic Characteristics: 2000*, U.S. Census Bureau).



It is said that Hoopa is where the Trails Return.





Highway 96 is the principal road within the Hoopa.

2. State Highway 96

California State Highway 96 bisects the Reservation in a general north-south direction, following the meandering Trinity River. Highway 96 is both the principal road within the Valley and chief access route to areas outside the Reservation. This stretch of highway presents a number of operational concerns related to pedestrians, bicyclists, and motor vehicle operators on and near the Reservation. In the last 10 years, 163 accidents, including several fatalities, have occurred on Highway 96 through Hoopa.

Traffic Volumes

Caltrans monitors Highway 96 traffic volumes by Post Mile from the southern limit of the Hoopa Reservation to the northern limit. Current data available is from 2004.



Vicinity Map

2004 Caltrans Traffic Volumes¹

Post Mile	Highway 96	Back		AADT*	Ahead		AADT*
		Peak Hour	Peak. Mo.		Peak Hour	Peak. Mo.	
10.95	South Limits Hoopa	380	4,000	3,700	350	3700	3400
12.83	North Limits Hoopa	240	2,600	2,400	220	2800	2400

¹ 2004 Traffic Volumes, California Department of Transportation

*Average Annual Daily Traffic

Traffic Collisions

Traffic collision data collected from Caltrans along State Highway 96 from 2000 to 2003 for Post Mile 10.95 (south limits of Hoopa Reservation) to Post Mile 12.83 (north limits) revealed a total of 28 accidents. Of these 28 accidents, there were 2 fatalities and 11 injuries. Traffic collisions from 2000-2004 are mapped for sections of Highway 96 encompassed by the study area (Appendix A).

During the period between 1996-2000, Caltrans reported a total of 31 collisions, with 1 fatality and 18 injuries. During the 1991-1996 period (as reported in the 1996-2001 Hoopa Valley Transportation Plan) a total of 132 collisions were reported.

In the 1991-1996 Reservation Transportation Plan, fifteen percent of reported collisions involved drivers that had been drinking or were under the influence of drugs. 1996-2000 data indicated this figure to be 19 percent. No other major patterns emerge from a review of this data.

Critical Injury Cluster Sites

In 2001, the Tribe's Injury & Violence Prevention Program identified critical injury cluster sites within the Hoopa Valley:

1. Highway 96 near the Seven Tribes Trading Post - Two single motor vehicle v. pedestrian fatality, one double motor vehicle v. pedestrian fatality, and one motor vehicle v. bicycle collisions resulting in serious injury. Contributing factors included motor vehicle speeds at or above 55 miles per hour with only gravel shoulders for pedestrian or bicycle use; area of congestion children playing, pedestrian and bicycle traffic; lack of lighting and warning of children playing.





Stick games © Marlette Grant-Jackson 2003

2. Highway 96 at Trinity River Bridge - North and southbound motor vehicles involved in rear end and broadside collisions resulting in two known fatalities and injuries; numerous serious collisions on approaches to the Bridge from adjacent intersections. Contributing factors include excessive speed; congestion at intersections on both ends of the Bridge (River Road and Tish Tang Road); poor sightline from Tish Tang Road; no lighting and no turning lanes.
3. Highway 96 through downtown Hoopa from old Club Hoopa to Laura's Kitchen - Both Caltrans data and anecdotal evidence indicate numerous motor vehicle v. pedestrian collisions resulting in 3 known fatalities. Contributing factors include excessive speed; high pedestrian traffic on both sides of the Highway; inadequate lighting; business access points on both sides with no access or cross controls.

All of these cluster sites are along Highway 96 and within the jurisdiction of Caltrans, District 1.

3. Environmental Justice Grant: Context Sensitive Planning Program

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 grant-funded project consists of working with tribal leaders, Tribal Roads Department and Planning Departments and residents and businesses in the Reservation through an intensive design charrette (workshop) process, resulting in a plan to improve the safety of motorists, pedestrians and bicyclists.

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 is consistent with economic development, tourism planning, and injury prevention programs and other efforts to improve the quality of life currently underway in the Hoopa Valley.

An approximate 1/2-mile stretch of State Highway 96 from Pine Creek Road through the downtown area to Hostler Field Road was the focus of the study.

Without a vision there is no dream.

Without a plan there is no hope.

Without a team there is no achievement.



In this view, the study area extends from Pine Creek Road (south of the Trinity River Bridge) to Hostler Field Road.



2. CONCEPTUAL PLAN



2. CONCEPTUAL PLAN

1. Conceptual Planning Process

The preparation of the Conceptual Plan involved a six step process:

Step 1. Create Data Base. A data base was created for the study area which included traffic volumes, accidents, street standards, enlarged aerial maps of the study area, a list of nearby schools, media, and funding opportunities for plan implementation; and, an extensive directory of government leaders and staff, community and service groups, churches, social service and health organizations and community leaders.

Step 2. Create Technical Advisory Committee. Selected people were invited to participate as members of a technical advisory committee (TAC) to guide project partners in coordinating the planning process event. The TAC played an active role in building partnerships and conducting community outreach and identifying focus groups (community service providers, tribal council and government, youth, business owners, etc.) for interview sessions about problems, issues, and possible solutions. The TAC held six meetings between January and June 2005.

Step 3. Publicity and Outreach. The project partners initiated an extensive publicity and outreach campaign to attract a high level of attendance from various sectors of the community by utilizing a number of outreach venues including distributing flyers, posters, banners, mailing invitation letters and contacting media outlets (Appendix B). A downtown Hoopa Report Card was administered by student body officers to students at Hoopa Valley High School. The Report Cards allowed students to grade aspects of State Highway 96 through the downtown area (Appendix C).



Publicity banner in front of Ray's Food Place.



Focus group discussion with Community Service Providers.



Focus group discussion with Tribal leaders.



Focus groups discuss issues related to downtown Hoopa.

Step 4. Design Fair. The Conceptual planning process involved numerous events over a five day period from June 23 to June 27, 2005. An estimated 200 to 250 people participated. The events are summarized in the schedule below:

- ◆ 3 focus group meetings were held with business and property owners, community service providers, and elementary and high school students.
- ◆ A community meeting and social event was held at the Neighborhood Facility and included a presentation on "Envisioning the Future of Downtown Hoopa."
- ◆ 1/2 day walking "audit" around downtown Hoopa.
- ◆ 1/2 day community design fair to develop design drawings for the conceptual plan.
- ◆ 2 design team work days to prepare the conceptual plan
- ◆ Presentation of design concept to the community (stakeholders and residents) to get their feedback.

Step 5. Draft Conceptual Plan Report. The project team prepared and presented a draft conceptual plan report to the Hoopa Tribal government, the County of Humboldt and the California Department of Transportation District 1 that included design recommendations and an implementation plan. The preliminary report allows all parties to begin activities towards implementation before the grant project has ended.

Step 6. Final Conceptual Plan Report. A final report was prepared following a review of the draft to include the final conceptual design plan and detailed recommendations for improving traffic safety and enhancing the pedestrian environment along Highway 96 through the community of Hoopa.



Participants in the community meeting speak to the future of downtown Hoopa.



The walking audit addresses issues on the ground.



Report recommendations include conceptual street development guidelines, sketches and renderings, and other graphic material that help illustrate the plan.

2. What is a Conceptual Plan?

What is a Conceptual Plan? A concept is an idea, especially a generalized idea of a class of objects; a general notion or thought. A plan is a drawing or diagram showing the arrangement of objects (buildings, roads, trees, signs, lights, etc.); a scheme for making, doing, or arranging something.

The conceptual plan presented in this report is the culmination of a four day event involving members of the Hoopa community and the design team in identifying problems and issues and proposing solutions.

The plan provides a blueprint for implementing ideas related to traffic calming and pedestrian safety along Highway 96 through downtown Hoopa. Additionally, the plan presents ideas related to enhancing the pedestrian environment throughout downtown Hoopa, as well as providing a basis for acquisition and development of land in the downtown area for public and private use.

The plan continues the Tribe's proactive approach to community and economic development in addition to improving roads, and builds upon the recent accomplishments in furthering the mission of the Tribe:

To promote and defend the Hoopa Valley Tribe's rights, culture, lands, resources, and integrity by strengthening government, elevating the quality of life, developing human resources and creating economic growth and financial security for the future.

3. Design Tables

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. Concepts from each design table are summarized below:

Design Table #1

- ◆ Add bike lanes & sidewalks throughout downtown
- ◆ Add streetlights from bridge to nursery
- ◆ Add a planting strip as a divider between sidewalks and street
- ◆ Create a shaded picnic area in front of Ray's Food Place
- ◆ Improve entrances and exists to businesses
- ◆ Add signs that help with direction to facilities
- ◆ Relocate museum away from casino
- ◆ Create opportunities for new business



Ideas developed by Design Table 1 are explained to other participants.

Design Table #2

- ◆ Keep shopping center in existing location, realign parking with covered walkways
- ◆ Add roundabout in front of Tribal court house
- ◆ North of shopping center, add facilities for activities with central parking
- ◆ 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 Highway 96
- ◆ Add lighting every 100 feet, staggered on both sides of street at 50 ft intervals



Ideas are presented from Design Table 2.





Design Table #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 Highway 96
- ◆ Create a gathering area at the tree
- ◆ Relocate post office and create a kiosk at the 100% place



Members of Design Table 3 discuss concepts.



Design Table #4

- ◆ 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



Design Table 4 discusses concepts for downtown improvements.



Design Table #5

- ◆ Keep the shopping center as the 100% focus
- ◆ Slow traffic before bridge
- ◆ Create one entrance to shopping center
- ◆ Add water feature and ATM in center
- ◆ Add pedestrian crossing under bridge and create Riverview Trail and Park
- ◆ Add parallel/grid network on east side
- ◆ Tish Tang intersects with existing road near food distribution and aligns with shopping center entrance



Table 5 summarizes their ideas.



Design Table #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 (Highway 96)



A member of Design Table 6 presents ideas.





Design Table #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 Table 7 members present their vision for downtown Hoopa.





4. Recommendations

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.

3. CONCEPTUAL PLAN ELEMENTS

Concept Elements

The conceptual plan is composed of five basic elements:

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

Each of these concept elements is described in the following sections.



3. CONCEPTUAL PLAN ELEMENTS

3.1 Pedestrian Connections & Traffic Calming

People come together in cities and towns for the primary purpose of exchanging goods and services along with sharing ideas and information, hopes and fears, and other aspects of daily living with others. Such is the case in downtown Hoopa.

Marketing professionals have identified five basic needs of people who visit retail stores, service centers, or neighborhoods (*Street Design Guidelines for Healthy Neighborhoods*, Dan Burden, Center for Livable Communities, January 2002).

The basic needs are:

1. **Security**
2. **Convenience**
3. **Efficiency**
4. **Association**
5. **Comfort and Welcome.**

Walkable communities are places where people find all of these basic needs met.



The lack of sidewalks poses hazards to pedestrians along the Highway.



Only one striped crosswalk exists in the mid-town area.



Pedestrians must use the shoulder to avoid conflicts with vehicles.

Traffic Calming

Traffic calming slows vehicles on streets where drivers travel at higher speeds than desirable. Traffic calming is a way to reduce the negative effects of automobile use, alter driver behavior and improve conditions for the property owner, retailer, walker and bicyclist. Often traffic calming measures are taken to correct conditions on an existing street where the original design was inappropriate for, or no longer matches, the existing use. In some cases changes in land use and transportation patterns have changed traffic speeds and volumes (Burden, April 2000).

Traffic calming helps create livable communities where it is easy to travel by bicycle, car, transit or on foot. Neighborhood workshops on traffic calming across the nation asked people what was important about their community and what improvements were needed over the next 20 years.

The responses generally fell into three categories:

1. **Safety**
2. **Access and Mobility**
3. **Quality of Life**



The Trinity River Bridge currently accommodates a variety of traffic.

These categories are three indicators used to determine if traffic calming is appropriate in neighborhoods, what traffic calming treatments are best suited to a particular area, and methods of evaluating the effectiveness of the treatments installed (Burden, January 2002). The categories are briefly summarized below:

Safety - Traffic travels slowly on traffic-calmed streets, resulting in fewer and less severe accidents. The number of fatalities due to motor vehicle crashes are also reduced. Traffic-calmed streets also encourage more people to walk and ride bicycles.

Chapter 3. Conceptual Plan Elements—Pedestrian Connections & Traffic Calming
Traffic Calming & Safety Enhancement in the Hoopa Valley Indian Reservation

Access and Mobility - Safer streets balance mobility and access for all users, particularly pedestrians and bicyclists. This is especially important for children, seniors, and persons with disabilities.

Quality of Life - Traffic calming improves "livability" and encourages people to walk by reducing the number of automobile trips necessary - thereby decreasing levels of pollution, congestion, and traffic-related noise. Traffic calming devices can provide additional space within the street right-of-way for landscaping, sidewalks, street furniture and transit shelters. These amenities create pleasing streets, attract pedestrians, encourage people to walk more frequently for short trips, and increase the likelihood of interactions among people.



Uncontrolled access and egress can pose hazards to pedestrians as well as motorists.



Well defined driveways help both pedestrians and vehicles in avoiding conflict.

Existing Conditions:

Pedestrian Connections

State Highway 96 is a major route for people (including people walking, on horseback or bicycle, parents with baby strollers) as well as trucks and automobiles. Yet there are no sidewalks, bikeways, or formal public trails that allow people to walk adjacent to the travel lanes in ways that meet the five basic needs cited above. Gravel shoulders provide space for pedestrian travel along both sides of the Highway but expose people to speeding vehicles (and those vehicles within the speed limit), debris and dust from passing vehicles, as well as excessive heat, cold and rain, depending on the season.

Only one striped crosswalk exists in the mid-downtown area but is hard to see and somewhat ignored by both pedestrians and motorists. In general, people cross the highway back and forth where and when they need to. Some of the younger crowd can even be seen challenging vehicles by pretending to ignore their presence.

Accident data supports the relative hazard for pedestrians walking along or crossing the highway (Appendix A). Likewise, information collected from focus group interviews, community meetings and the walking "audit" around downtown Hoopa raised issues related to pedestrian safety and security as well as convenience and comfort.



Landscaping and lighting are relatively absent along Highway 96.



Crossing the bridge can be especially hazardous.



Uncontrolled access and egress can pose hazards to pedestrians as well as motorists.

Traffic Calming

State Highway 96 through downtown Hoopa is devoid of any traffic control or traffic calming measures with the exclusion of posted speed limits, which are largely ignored. Vehicles enter the downtown area at unsafe speeds as they encounter other vehicles entering or exiting the highway as well as bicyclists, horses, and people walking along and crossing the highway. This situation results in "fender benders" at best and collisions with injuries or fatalities at the worst.

Uncontrolled access and egress to the highway (no dedicated driveways to area shops and businesses, no sidewalks or planter strips separating highway from adjacent drives and parking areas, no dedicated turn lanes) allow motorists to exit and enter the highway at will creating another hazard to a motorist who may already be driving too fast and any pedestrians in the vicinity. This condition is aggravated by the lack of safe and convenient pedestrian facilities (i.e., sidewalks, crosswalks, etc.) and forces people to use vehicles for even short trips that they could make by walking.

Focus group interviews as well as public input during the community meeting identified three conflict points within the study area:

1. just north of the Trinity River Bridge where Tish Tang Road enters the east side of Highway 96, there is poor sight distance of northbound traffic crossing the bridge for motorists exiting Tish Tang;
2. at the driveway to the Tsewenaldin Inn which enters and exits along the westside of the highway just north of the Tish Tang Road intersection; and,
3. 50 feet later the westside access drive to the grocery store, casino, post office, tribal police and emergency medical facilities. This

Chapter 3. Conceptual Plan Elements—Pedestrian Connections & Traffic Calming Traffic Calming & Safety Enhancement in the Hoopa Valley Indian Reservation

driveway must accommodate northbound vehicles crossing the southbound travel lane; and exiting vehicles crossing the southbound travel lane to travel north. Several head-on collisions have been observed and documented in the northbound left turn lane to the shopping center, which also serves as a left turn lane for southbound traffic accessing Tish Tang Road.

Discussion:

Pedestrian Connections

Sidewalks are essential in neighborhoods. Even with traffic speeds of 15-20 mph, children, seniors and people with disabilities cannot walk safely without sidewalks. While sidewalks themselves do not reduce vehicle speeds, they separate the pedestrian from the street space. Sidewalks attract higher volumes of pedestrians and remind motorists that they are in a place for people (Burden, January 2002).

Walking is a social activity so a minimum sidewalk width of 5 feet allows two people to walk side by side. Landscaped edges should separate sidewalks from streets. For sidewalks with no landscape edge, the minimum width should be 6 feet. Sidewalks should also be placed on both sides of the street. Sidewalks must meet Americans With Disabilities Act (ADA) requirements ensuring accessibility by all (Burden, January 2002).



Gravel shoulders serve as pedestrian paths.



Pedestrians make their own connections where none exist.

Chapter 3. Conceptual Plan Elements—Pedestrian Connections & Traffic Calming Traffic Calming & Safety Enhancement in the Hoopa Valley Indian Reservation



Where is the pedestrian crosswalk?

Designated street crossings help teach children to identify the best places to cross the street as well as alerting motorists of pedestrian activity. Crosswalks also increase motorists' willingness to yield to pedestrians. Motorists should be able to see and anticipate where pedestrians are most likely to cross. Crosswalks should be well identified and medians should be provided to aid in crossing wider streets.

Healthy neighborhoods support high levels of bicycle use. Trails can be provided to link homes, schools, parks, transit, nature areas, and other common destinations. On roadways with 15-20 mph speeds, bicycles mix comfortably with cars and trucks. On roadways with higher speeds, bike lanes should be provided or bicycle trails (that may or may not parallel the highway).



Community members express concerns related to safety and security.

In healthy neighborhoods, people should feel comfortable walking at all hours. Street lighting is critical to the safety and comfort of pedestrians during the night. In some areas this light can be provided by smaller street lamps 8-12 feet in height, in scale with the pedestrian environment. In areas where there is more traffic and higher speeds, traditional highway lighting may be required. For main highway travel both street lamps and highway lighting may meet the needs of both pedestrians and motorists (Burden, January 2002).

Street furniture such as benches, trash receptacles, flower and shrub planters, and kiosks, encourage people to walk. Benches help seniors and the disabled, who need places to rest every 5-10 minutes when walking. Street furniture in groupings can provide small gathering places allowing opportunities for social interaction while further reminding motorists that streets have many public uses (Burden, January 2002).

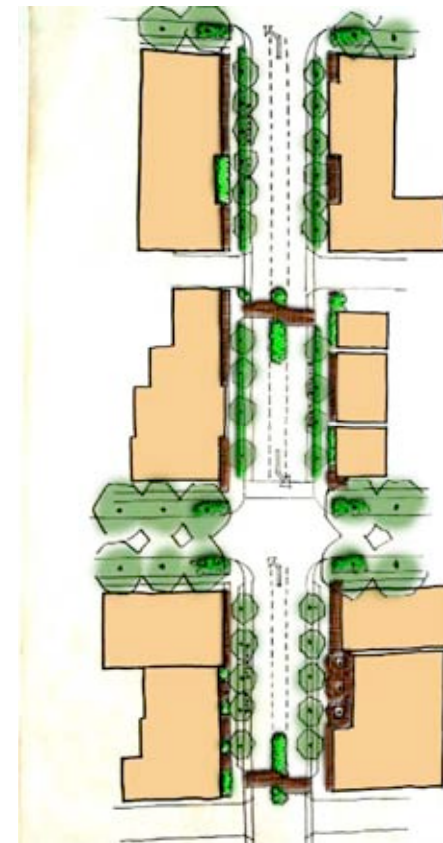
Chapter 3. Conceptual Plan Elements—Pedestrian Connections & Traffic Calming
Traffic Calming & Safety Enhancement in the Hoopa Valley Indian Reservation

Trails are non-motorized connectors through neighborhoods. They often follow their own independent rights of way or utility corridors. Trails can connect homes to parks, schools, transit stops and other common destinations.

Two of the goals of the Hoopa Valley Indian Reservation Transportation Plan include:

1. Improving Highway 96 corridor through central Hoopa to include sidewalks, street lights at key intersections and pedestrian crossing areas, bike lanes, pedestrian crosswalks, traffic calming and beautification; and,
2. Developing bicycle and pedestrian trails, including river crossings, which are physically separated from Reservation highways and roads.

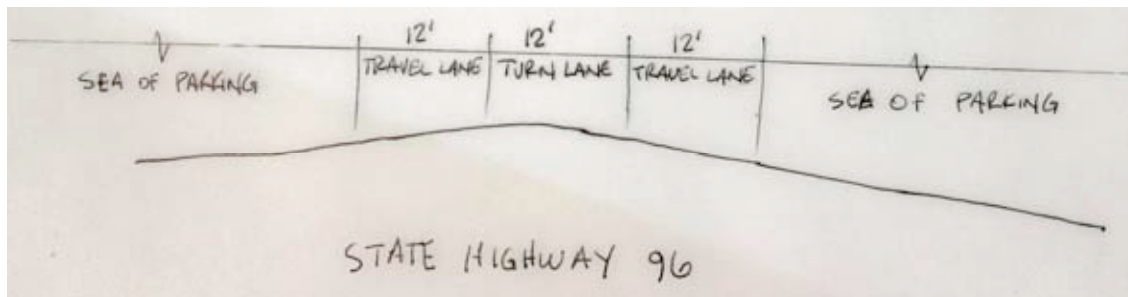
The need for improvements to Highway 96 that provide pedestrian connections via continuous curbs, gutters, and sidewalks, grass strips for lighting and landscaping, striped bike lanes, and pedestrian crosswalks received unanimous support among Design Fair participants



Sidewalks, parking strips, bike lanes, street trees and street lights would define the pedestrian zone of Highway 96.

Traffic Calming

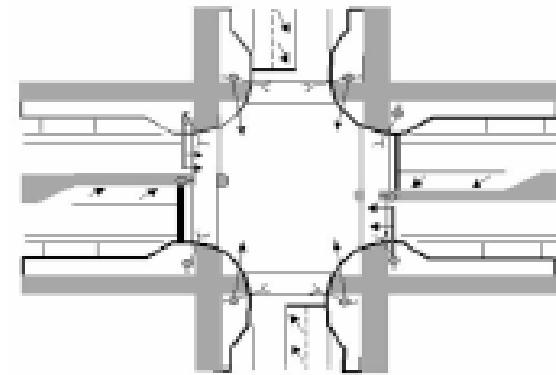
The right-of-way for Highway 96 is approximately 100 feet. Currently, that right-of-way incorporates a 12-foot travel lane north bound, a 12-foot travel lane south bound, and a 12-foot turn lane. This leaves 64 feet (32 feet on each side of the highway) that are graveled or paved. In the downtown area, this creates a sea of parking and asphalt between the highway and edge of right-of-way. This area provides plenty of room for traffic calming and pedestrian enhancement treatments.



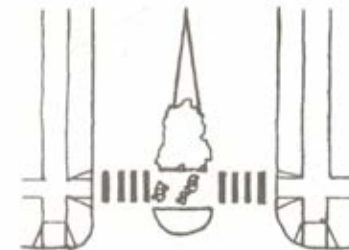
A combination of physical treatments can be used to calm, direct, and control traffic. Treatments include bulb outs, medians, and roundabouts.

Bulb outs (or curb extensions) at intersections extend the sidewalk or curb line into the street, shortening the distance a pedestrian must travel to cross the roadway. Bulb outs also narrow the roadway causing the motorist to slow down and improve visibility for pedestrians and motorists (Burden, January 2002).

Medians can be designed with turning pockets at intersections or at restricted locations. Medians provide opportunities to enhance the area through landscaping. Typically, safety is enhanced due to a reduction in vehicle speed and an increase in separation between opposing

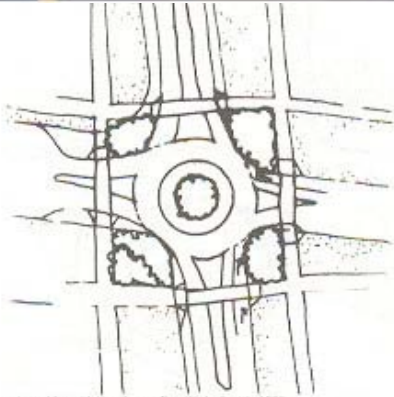


Bulb outs are usually used at intersections where pedestrian crossings and moving traffic pose hazards.



Medians serve as refuge islands for pedestrians and bicyclists crossing a street mid-block or at intersections.

Chapter 3. Conceptual Plan Elements—Pedestrian Connections & Traffic Calming
Traffic Calming & Safety Enhancement in the Hoopa Valley Indian Reservation



The landscaped median on the Tribal Campus parkway illustrates the effect a median could have on Highway 96 .

directions of traffic and a reduction in points of conflict where turns are allowed (Burden, January 2002).

Medians serve as refuge islands for pedestrians and bicyclists crossing a street mid-block or at intersections.

Roundabouts are located at intersections of collector or arterial streets with one or more crossing roadways. A roundabout is a circular, raised island that forms a hub for traffic that flows around it and the streets that connect to it. Traffic circulates within roundabouts in a counter-clockwise direction and exits the roundabout by turning right onto the desired street. No left-turning movements are needed. Roundabouts are designed so that vehicles circulate at 15—20 mph.

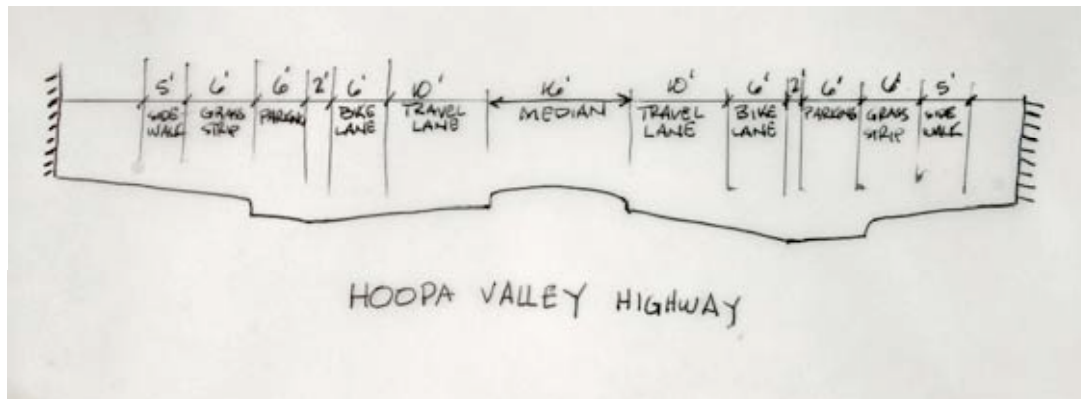
Roundabouts are usually more expensive to install but less expensive to maintain than traffic signals and can reduce crashes 50-90% at intersections previously controlled with traffic signals or stop signs. They can also handle 30% more traffic than intersections with signals. Roundabouts need to be constructed to accommodate pedestrian and bicyclists with crossing points and median.

Recommendations:

A combination of methods are recommended to improve pedestrian connections and calm traffic in downtown Hoopa (Figure 1. Hoopa Phase One Improvements and Figure 2. Extended Pedestrian Connection to Downtown).

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The right-of-way for Highway 96 approximates 100 feet (50 feet each side of centerline) and is composed of two 12 foot travel lanes (northbound and southbound) and a 12 foot left turn lane. The remaining 36 feet of the right of way is gravel, dirt, and grass or paved for parking and driveways.



The Conceptual Plan recommends a new cross section that will utilize the balance of the Highway 96 right-of-way (36 feet) for pedestrian improvements.



Improvements to Highway 299 in Willow Creek incorporate dedicated bike lanes.



This sidewalk is well separated from vehicle travel by on street parking and a parking strip.

Sidewalks, Grass Planting Strips & Bike Lanes

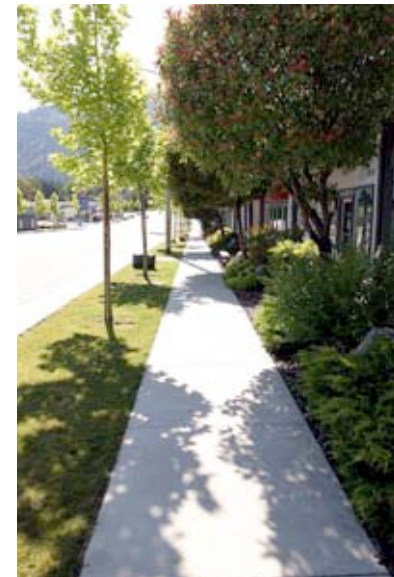
To improve walkability along the Highway 96 corridor through central Hoopa the Conceptual Plan recommends installation of sidewalks, grass planting strips, pedestrian crosswalks and bike lanes. To improve pedestrian safety and comfort, lighting, seating and landscaping will be installed within the grass planting strip.

The new sidewalks, grass planting strips, and bicycle lanes would be installed:

- ◆ **along the west side of Highway 96 from Pine Creek Road to south end of the Trinity River Bridge; and,**
- ◆ **along both the west and east sides of Highway 96 from the north end of Trinity River Bridge to Hostler Field Road.**



Complete the Streets!



Fix the Edges First!

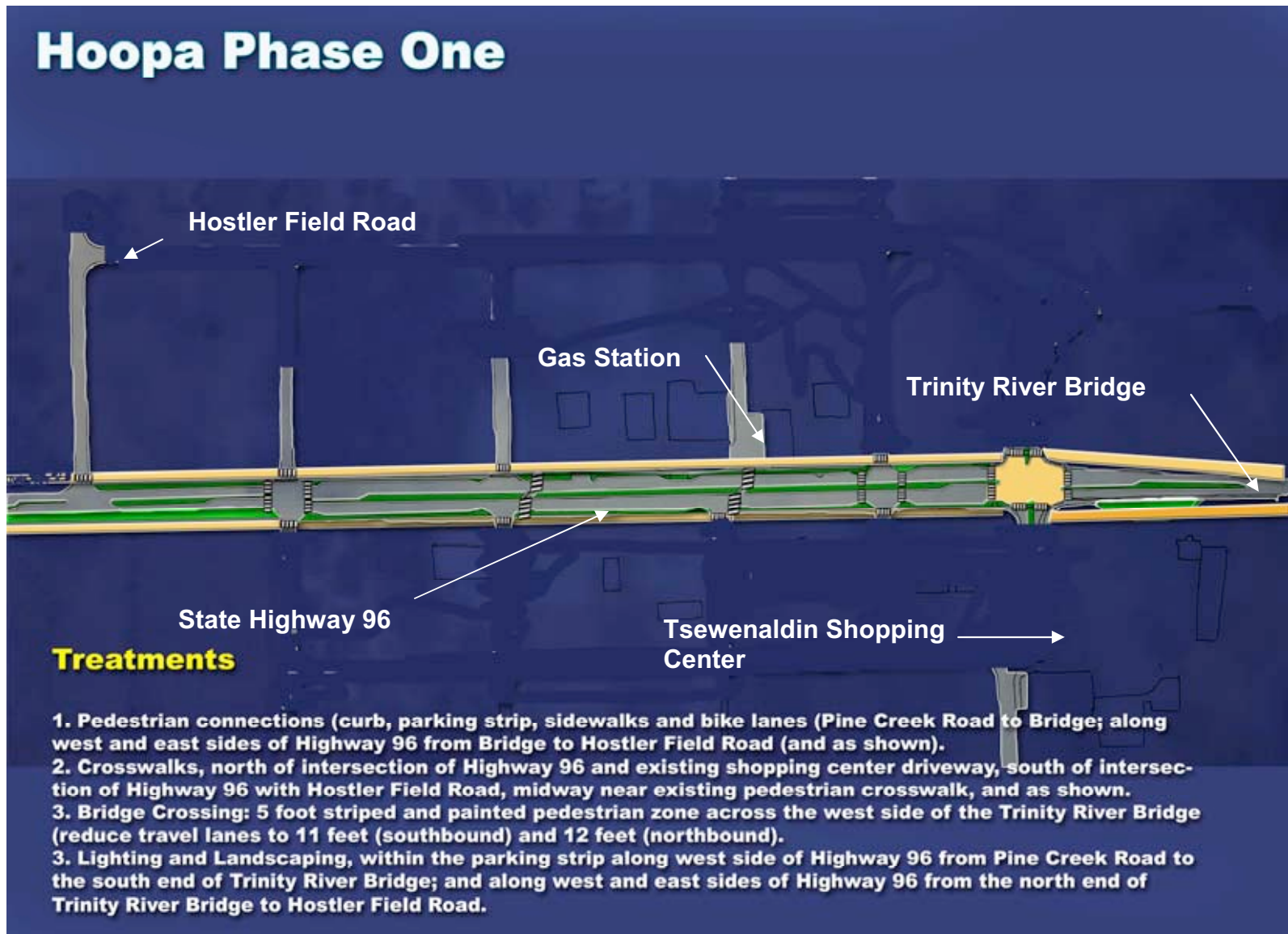


Figure 1. Hoopa Phase One Improvements

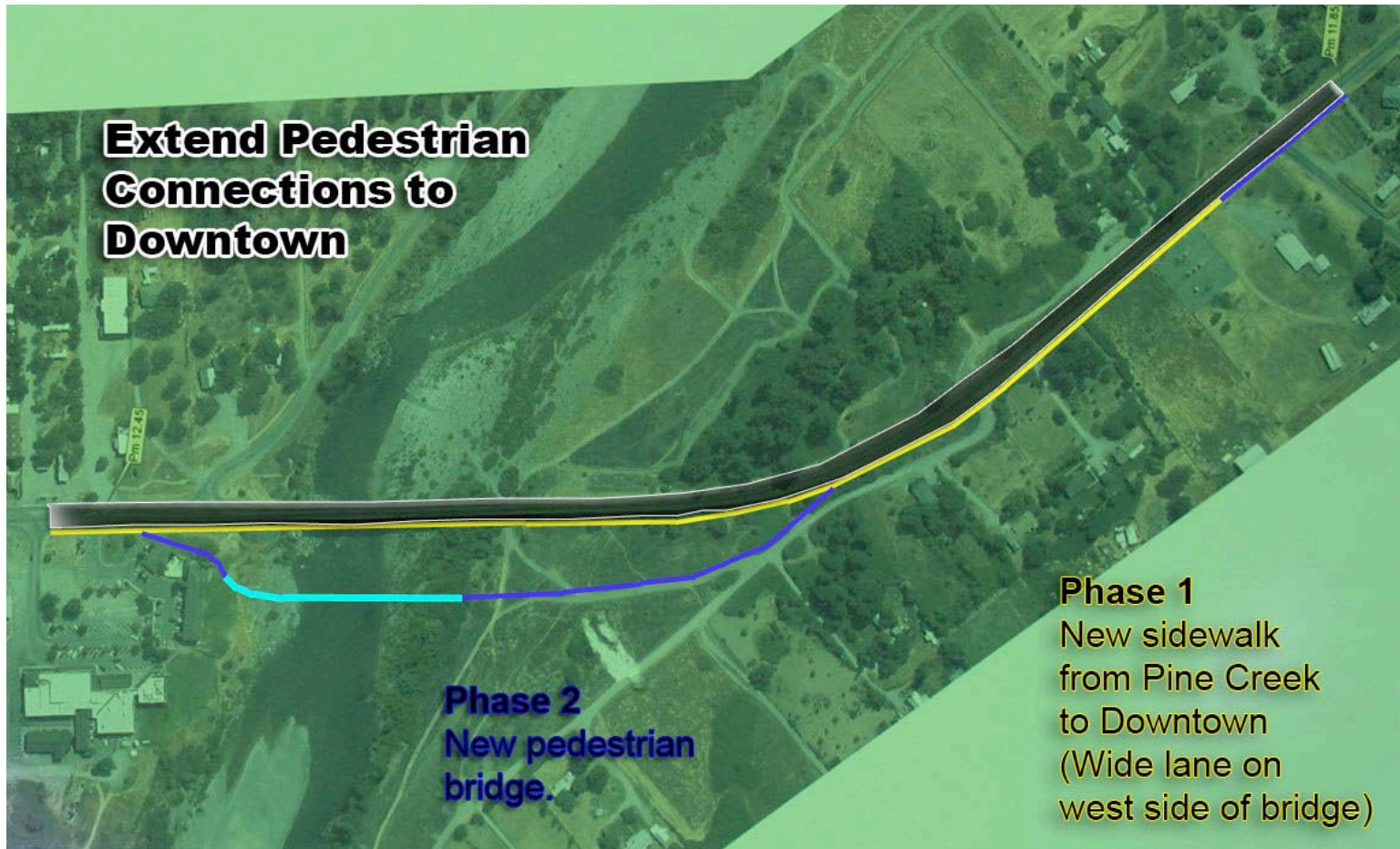


Figure 2. Extended Pedestrian Connections to Downtown

Pedestrian Crosswalks & Bridge Crossing

Pedestrian Crosswalks:

To improve walkability and safety along the downtown corridor, new pedestrian crosswalks would be installed;

- ◆ **north of the intersection of Highway 96 and existing shopping center driveway (converted to four way crosswalk in future phase);**
- ◆ **south of the intersection of Highway 96 with Hostler Field Road; and,**
- ◆ **midway near existing pedestrian crosswalk.**



Pedestrian crosswalks should be highly visible to the oncoming motorist. Material and color changes help identify the pedestrian crosswalk along with appropriate signage.



This designated crosswalk and landscaped median are used to create a pedestrian friendly environment.



The Tribal campus parkway incorporates a designated cross walk that is visible to both pedestrians and motorists.



Trinity River Bridge—Before



Trinity River Bridge—After

Bridge Crossing:

To improve safety for pedestrians crossing the bridge, a pedestrian zone would be created to include:

- ◆ **5 foot striped and painted pedestrian zone along the west side of the Trinity River Bridge - reduce travel lanes to 11 feet (southbound lane) and 12 feet (northbound lane);**
- ◆ **Replacing the railing to meet current pedestrian and bicycle height requirements; and,**
- ◆ **A flashing beacon could be installed to add to the safety of pedestrians crossing the bridge.**

A pedestrian crossing on the existing bridge is proposed as a short-term improvement while longer term options include a new pedestrian bridge independent of the highway bridge crossing and, ultimately, replacement of the existing bridge with a new bridge which safely incorporates pedestrian traffic.

Future Pedestrian Crossing:

In the near future, a pedestrian bridge crossing the Trinity River independent of the highway bridge could be constructed utilizing the old right-of-way for the highway for alignment. This pedestrian bridge could connect with the sidewalks along the south side of Highway 96 from Pine Creek Road to the Bridge and the sidewalks along the west side of Highway 96 north of the Bridge (See Figure 2).

Chapter 3. Conceptual Plan Elements—Pedestrian Connections & Traffic Calming
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New Highway Bridge:

According to Caltrans, the Highway 96 bridge over the Trinity River is not scheduled for replacement or rehabilitation at this time. A recommendation for railing replacement is currently listed. If the railing replacement is programmed, the replacement railing would meet current pedestrian and bicycle height requirements.

The bridge width would be an issue as it would not meet current standards. Bridge width is normally brought up to standard when replacing the bridge rail unless a design exception is approved.



The bridge has a two girder superstructure with rather long deck overhangs. This type of structural system does not lend itself to adding additional cantilever length to the deck overhang. The bridge is currently not rated for full permit loads and any increase in the deck would reduce the permit truck carrying capacity.

It may be possible to widen this bridge to provide new railings and additional width for bicycles and pedestrians although the cost would be substantial, in the 5 to 10 million dollar range. According to Caltrans, replacement costs would be in the neighborhood of 10 to 20 million dollars. Given the high cost of replacing the existing bridge, this is clearly a long-term solution.

This bicycle and pedestrian bridge parallels the road bridge in Folsom California.

Riverside Trail

Several informal pedestrian trails follow portions of the Trinity River between the downtown area and the ceremonial grounds. A dedicated Riverside Trail could allow pedestrian access along the bank of the Trinity River but should address safety issues associated with high water and fast current to insure that the trail is not a hazard to pedestrians, many of whom are children and youth.

A Riverside trail system would allow pedestrian access along the bank of the Trinity River from the Cultural Center (just upstream from the bridge) following the river downstream to the ceremonial grounds.

Undergrounding Utilities

Placement of existing and future utilities underground could further enhance the aesthetics of the downtown area by eliminating poles and wires.



Traffic Calming

In concert with improving pedestrian connections, the Conceptual Plan recommends improvements to Highway 96 that calm traffic by installing bulb outs on corners, medians with dedicated turn lanes down the center of the highway, and consolidating and defining driveway ingress and egress to businesses in the downtown Hoopa area.

Bulbouts & Medians

The placement of bulbouts and medians, in combination with sidewalks, grass planting strip, on-street parking, and bicycle lanes can all occur within the existing approximately 100 foot wide right of way of Highway 96. These improvements could be implemented along both the west and east sides of Highway 96 from the Trinity River Bridge to Hostler Field Road (Figure 3. Traffic Calming Improvements for Downtown Hoopa).

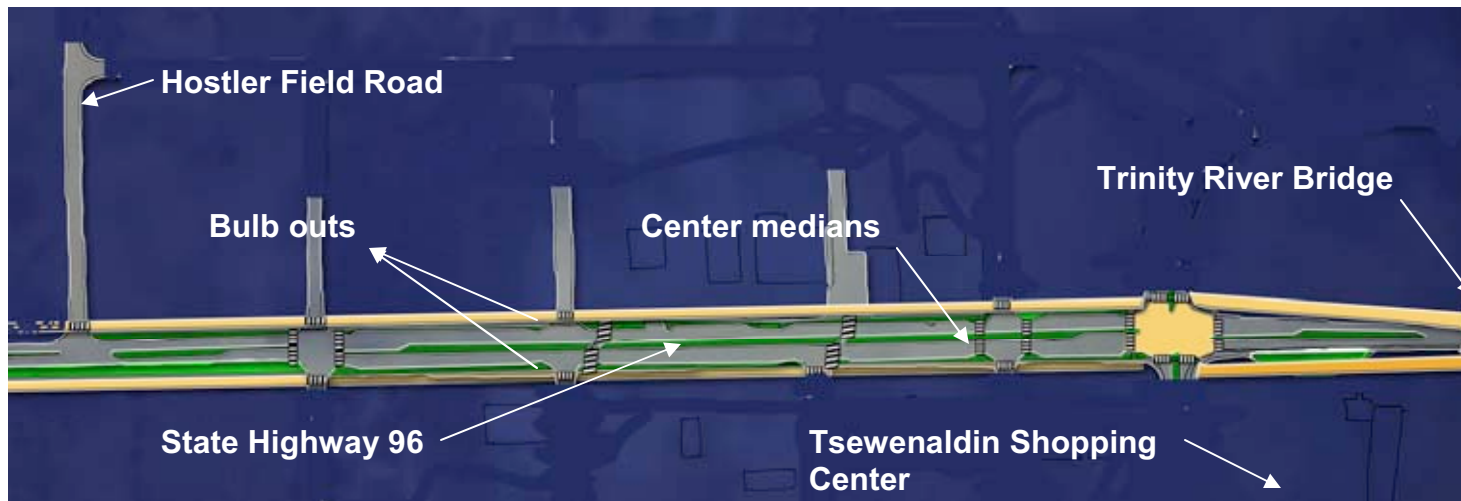


Figure 3. Traffic Calming Improvements for Downtown Hoopa

Re-Alignment Of Tish Tang Road

The Conceptual Plan recommends re-alignment of Tish Tang Road to create a four-way intersection with the newly configured access drive to the shopping center (grocery store, cultural museum, casino), Tsewenaldin Inn and post office. This would involve closing off the existing entry drive to the Tsewenaldin Inn. The new intersection will include pedestrian crosswalks and medians with turning pockets to safely direct pedestrian and vehicular traffic accordingly (Figure 4. Re-Alignment of Tish Tang Road).

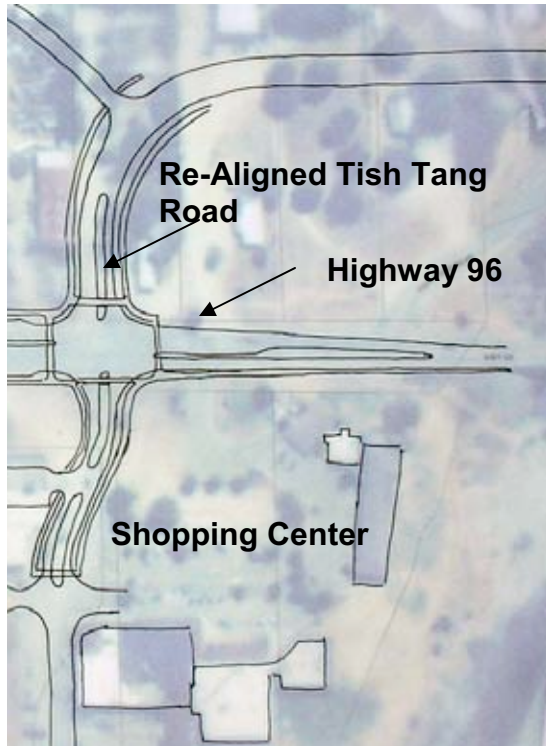


Figure 4. Re-Alignment of Tish Tang Road

Realignment of Tish Tang Road and the closure of the driveway to the motel could create a new 4-way intersection with bulb outs, medians with turning pockets, and pedestrian crossings.

Access Controls

The Conceptual Plan proposes access controls to direct motorists to exit and enter the highway at designated driveways eliminating hazards associated with uncontrolled access and egress to the Highway.

Dedicated entry and exit drives to businesses and residents would be defined by curb cuts and aprons in the continuous sidewalk on both west and east sides of Highway 96 from the north end of the Trinity River Bridge to Hostler Field Road.

A major conflict area between Joe's Place (formerly Club Hoopa), and Laura's Kitchen will be eliminated by providing curb, gutter and sidewalk with designated driveway entry and exist points (Figure 5. Proposed Access Controls).

Currently, long lines at the Patriot gas station often encroach upon adjacent parking areas blocking access to Joe's Place and the Thunder Bird. The Tribal Council has discussed moving the diesel fueling station to a new facility near the Modular facility south of downtown. A new diesel station would not only reduce the number of vehicles lined up for fuel but also eliminate big diesel trucks from the downtown area in favor of a more industrial location.



Access controls can be applied where there is a need for directing vehicles to designated entry and exit points.



Access controls can eliminate short-cuts by vehicles.

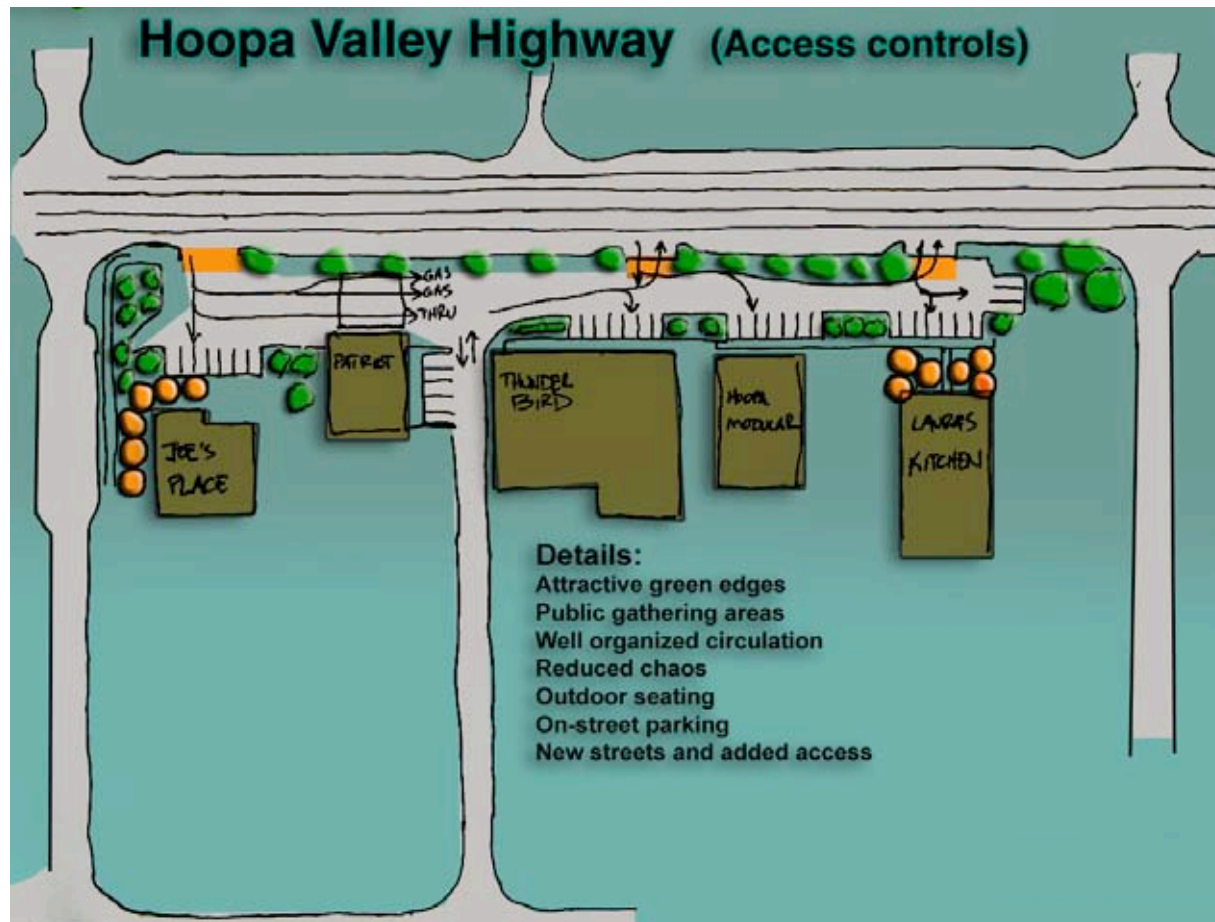


Figure 5. Proposed Access Controls along portions of Highway 96

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Traffic Calming & Safety Enhancement in the Hoopa Valley Indian Reservation



Access controls can direct traffic off and onto the highway.

Access controls could also eliminate the conflict point between the existing entry drive to the Tsewenaldin Inn combining it with a reconfigured access drive to the shopping center. A tapered median will slow traffic crossing the bridge from the south and a left lane-turning pocket will allow safer cross traffic turning movements into the shopping center. A median to the north of the new intersection (with a left lane turning pocket to Tish Tang Road) will further control access and egress from Highway 96.

The same access controls can be applied to other areas of downtown where uncontrolled access and egress allow vehicles to enter and exit the highway at will rather than at designated driveways.

Pedestrian crossing points at driveways will be striped or designated with different materials and/or colors to further reduce hazard conditions. Landscaping and lighting in the planting strip will enhance the overall appearance of the area and make it more pleasant for pedestrians and downtown business.



Pedestrian crossing points at driveways can be striped or designated with different materials.



3.2 Gateway & Unifying Theme

The Trinity River plays a major role in the Hupa culture. The name "Trinity" had its origins in the discovery of Trinidad Bay (Puerto de la Trinidad) on Trinity Sunday back in 1775. Mistaken geography on the part of early trappers and miners assumed that the Trinity flowed into Trinidad Bay resulting in Pearson Reading naming the river Trinity (English equivalent of Trinidad).

According to the Hupa dictionary, the Hupa called the river "hun" which particularly refers to the Trinity River but also translates simply as "river." It may seem odd that the river did not receive a "proper" name, but the Hupa did not use elaborate names for the things closest and most important to them similar to the using the term "mom" rather than calling mothers by given names (*In Hoopa Territory: A guide to natural attractions and human history of the Hoopa Valley Indian Reservation and Surrounding Areas*, Sabra Steinberg, Jeffrey Dunk, TallChief Comet, Hoopa Valley Tribe, 2000).

A Gateway is a physical or geometric landmark on a road or street which indicates a change in environment from a major road and higher speeds. Gateways may involve a combination of street narrowing, medians, signs, arches over the roadway, roundabouts, or other identifiable features (Burden, 2000).

Caltrans defines a "Gateway Monument" as any freestanding structure or sign, non-integral or non-required highway feature that will communicate the name of a city, county or township. A Gateway Monument may include the officially adopted seal or slogan of a local community.

A unifying them is often employed to create or enhance a "sense of place" or area that is special or different from its surroundings.



The town of Rio Dell welcomes visitors with this gateway sign.





The historic village of Me'dil-ding with traditional xhontas nestled among the oaks and grass along the river terrace.

Existing Conditions: As one enters the Hoopa Valley along Highway 96 from both the north and south directions, the dramatic views and vistas welcome the visitor and tell them that they are arriving at a new and special place. Beautiful entry signs further announce that the traveler is entering the home of the Hoopa Valley Tribe.



Beautiful entry signs welcome travelers to the Hoopa Valley.

As the Highway enters the Valley from the south, the traveler is presented with glimpses of the Hoopa culture: a vista point reveals a view of the historic village of *Me'dil-ding* with traditional xhontas nestled among the oaks and grass along the river terrace.

Further north, modern views are revealed in the form of the modular home enterprise and the wildland fire department. Passing Hoopa Valley High School and Elementary School, the presence of children and youth suggests a sizeable and active community that strongly supports education and athletics.

Crossing the Trinity River Bridge, the traveler arrives at the economic heart of the valley (downtown Hoopa) in a sudden and almost surprising manner: suddenly there are more cars, more people (some on horses and bicycles). The congestion of people and cars results in slower speeds as traffic moves through the downtown to their local destination or points further north. The experience is similar coming into downtown from the north.

"Where is downtown Hoopa?" and "Is this downtown Hoopa?" may be common questions in the travelers mind.

Lighting and landscaping are relatively absent from Pine Creek Road south of the Trinity River Bridge (where sidewalks provide connections to the elementary and high school and Tribal offices), across the Trinity River Bridge through downtown Hoopa to Hostler Field Road. The daytime view is of an environment dominated by gas-powered vehicles that is noisy, hot and dusty. At night, visibility for both pedestrian and driver is limited by lack of street lighting.

Discussion: Results from focus group interviews as well as public input during the community meeting suggested that a formal sense of arrival and welcome to the downtown area was needed. There was also consensus that a theme composed of cultural icons could unify the area in ways that each area or element could be perceived as part of a common whole. Through the focus groups, downtown business and property owners suggested that "beautification" could improve the business climate and property values by making the area more inviting. Others expressed the need for reinforcing a "sense of place" – that you have just arrived somewhere - that you are in a different place than the main highway and will need to "behave differently"; and, clearly define the town - the "beginning as well as the end."

Many design teams felt that vehicle traffic should be slowed before the Trinity River bridge when entering town from the south. The narrowing of the travel lane over the bridge appears to result in reduced vehicle speed to some extent, especially if pedestrians are on the bridge.

Community design tables proposed adding a gateway or entry way to the



Crossing the Trinity River Bridge and entering "downtown Hoopa!"



People and cars in downtown Hoopa.



downtown area in the preparation of their conceptual plans. Traditional basket designs or other cultural icons would present a powerful symbol of the Hoopa culture and serve to announce the arrival and to welcome people to the downtown area.

One group suggested statues of "golden salmon" as an entry gateway icon similar to the "golden bears" that adorn the bridge across the Klamath River along State Highway 101.



Highway 96 approaches the Trinity River Bridge northbound.



Northbound Highway 96 near the Trinity River Bridge and downtown Hoopa.

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Traffic Calming & Safety Enhancement in the Hoopa Valley Indian Reservation



Highway 96 northbound approach to the Trinity River Bridge and Downtown Hoopa with possible locations of Gateway features.

Landscaping

According to Caltrans, there is no specific list of plant materials required for state highways. Species that drop large or heavy fruit or that might create hazards for pedestrians or vehicles should be avoided.

Native species that could be considered include:

Fraxinus latifolia (F. oregona), Oregon Ash

Quercus agrifolia, Coast Live Oak

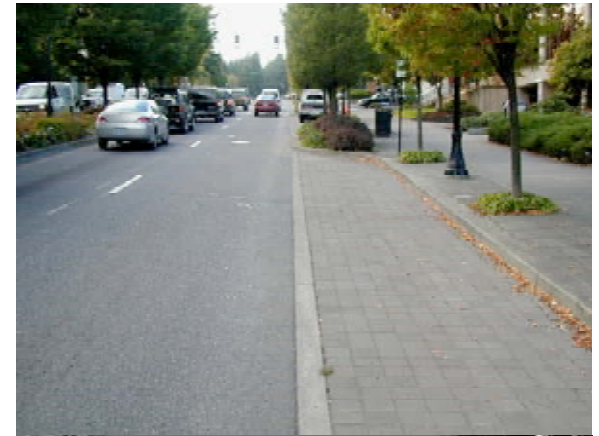
Quercus chrysolepis, Canyon Live Oak

There are others including many small and medium-sized tree species that somewhat reduce the potential for conflicts with adjacent land uses and the complexities of life-cycle maintenance. Installation of landscaping will require an encroachment permit from Caltrans and must comply with Chapter 500 (Landscaping) of the Caltrans Encroachment Permits Manual.

Street Lights & Banner Poles

If proposed lighting meets the conditions for safety lighting as contained in sections 9-08.1, General, and 9-08.2, Warrants, of the Traffic Manual, then Caltrans may participate in intersection safety lighting.

Caltrans does not participate in "continuous" street lighting, neither maintenance nor energy costs. "Continuous" lighting may be installed by the local agency or utility company, or in this case, The Hoopa Valley Tribe.





Light poles can also liven up the day serving as banner poles.

If intersections don't meet the lighting warrants, or if "continuous" lighting is desired, then the Tribe can install their own lighting, as covered in section 9-09.6, Lighting by Local Agencies or Others. This is normally done by getting an encroachment permit from Caltrans. If the local agency owns and operates the lighting, then the primary issues that Caltrans might be concerned about is clear recovery zone, and possibly breakway-type poles required for high speed areas (over 40 mph) that are not in sidewalk or pedestrian areas.

Caltrans does not have a preference for decorative poles or lighting fixtures (including style, lighting fixtures and lamp size, pole height and spacing). These poles would not need engineered shop drawings or need to be approved by Caltrans.

Installation of street lights and permanent banner poles for stringing banners advertising special events across the highway will require an encroachment permit from Caltrans.

Underground Utilities

Underground utilities are preferred in most neighborhoods to maintain open street canopies and uncluttered spaces. Underground utilities can be expensive but funds may be obtained through cost savings from storm damage. Many European cities use paver stones for sidewalks and place utilities under walkways. When new connections or repairs are needed, pavers are easily lifted and staked.



Example light fixture. Attractiveness adds to slowing effect Stanley Park, Vancouver, BC

Street lighting should be human in scale and reflect local heritage.

Recommendations:

Gateways

The Conceptual Plan recommends entry gateways at the south end of Trinity River Bridge and near the Hostler Field Road that inform the traveler on Highway 96 that they have arrived in Hoopa. The gateway could include public art in the form of traditional basket designs or "golden salmon" (similar to the golden bears on the bridge crossing the Klamath) or other cultural elements. Local artists could sponsor a "competition" for designing an appropriate entryway icon.

Landscaping and signage could further frame the public art to reinforce the sense of arrival and welcome.



Traditional geometric pattern



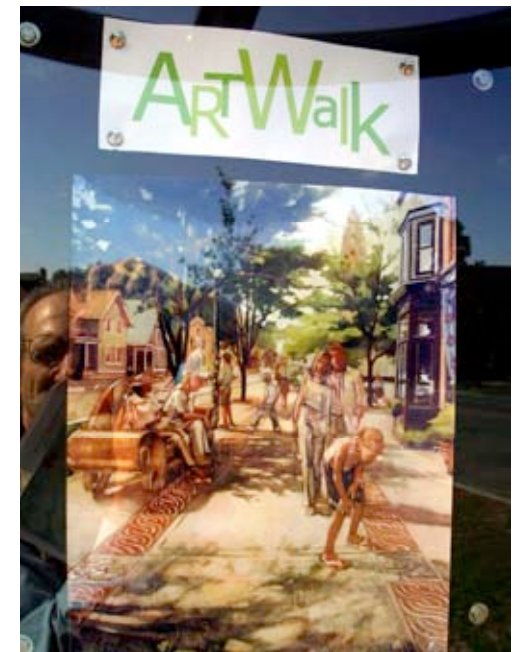
Trinity River Bridge—Before



Trinity River Bridge—After

Unifying Theme

Cultural motifs could be used in other ways to unify the downtown area. Ideas presented by design tables included traditional geometric patterns along edges of sidewalks, cultural features incorporated into signage, and public art placed in public spaces, murals, structures, and building facades.



Cultural motifs could be used to unify the downtown area.



Traditional design incorporated into baskets.

Landscaping with street trees and flowers within the grass planting strips and medians could further create a sense of place by unifying the downtown area. Similarly, pedestrian scale light poles could provide safety and security at night as well as serving as a unifying element.

Many examples of cultural motifs are already present in downtown Hoopa and elsewhere on the Reservation:



This decorative tree grate comes from Coquitlam, B.C., Canada



Traditional Building Styles & Materials.



Sign at Vista Point for traditional village site.



Sign for Tsewenaldin Inn



This mural depicts the creation story of the Hoopa people.



A sign and mural direct visitors to Tish Tang Campground.

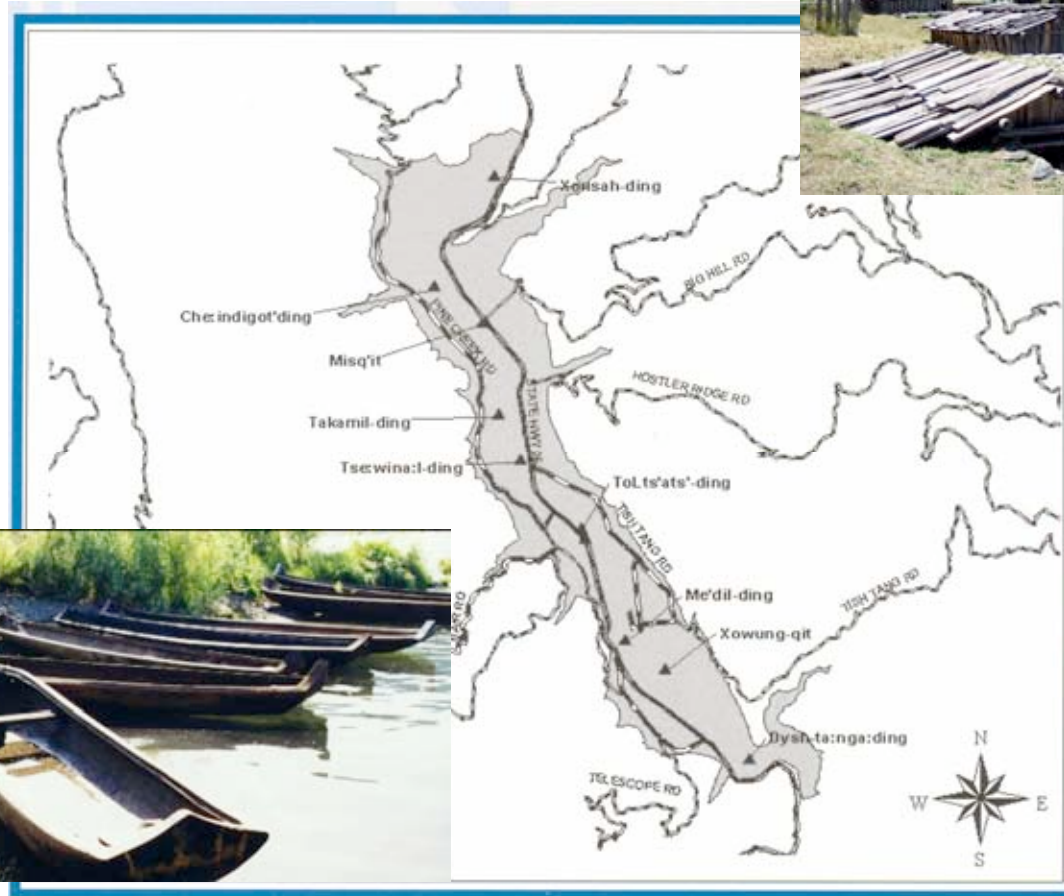
The point to be made is that "You are in Hoopa Territory!" as distinct from Willow Creek, or Weaverville or some other community. This is home to the Hoopa People, a sovereign, self-sufficient and independent nation.

3.3 New Village Center

Historically, the Hupa people occupied several village sites along the Trinity River. There were as many as 12 villages within what is now the Reservation. Each village name described a unique landmark or event that occurred at that location (Steinberg et.al, 2000).

- Xonsah-ding
- Che: indigot'ding
- Misq'it
- Takamil-ding
- Tse:wina:l-ding
- ToLts'ats'-ding
- Me'dil-ding
- Xowung-git
- Dysh-ta:nga:ding

The village was the focal point of Hupa community activity.



Historically, the rivershore served as a parking lot for redwood canoes.



Village Sites (Source: The Hoopa People, The Hoopa Valley Tribe, undated)

At one time, hundreds of homes were located along the river terrace. The village at Metildin (Me'dil-ding) is said to have been the largest at the time with over 200 redwood canoes parked along the shore of the river (Steinberg et.al, 2000).

**For the Hupa people, the village
was the focal point of community activity.**



Existing Conditions: Today, much of the existing retail commercial activity on the Reservation is scattered along the 1/2-mile section of Highway 96 referred to as downtown Hoopa from the Trinity River Bridge to Hostler Field Road. Within this mix of commercial activity there are no designated places for formal public gatherings such as parks or plazas. There are no benches in town and no place to sit comfortably.

Informal gathering places adopted by some of the youth include the bridge railing and a number of "hang outs" - the former a good place to see and be seen; the latter, often reserved for illicit activities. No formal sitting areas exist within this area. At night, in the absence of street lighting, the downtown area can feel unsafe.

Discussion: Information collected from focus group interviews, the community meeting and walking "audit" around downtown Hoopa, focused on issues such as littering, loitering and vandalism, the need to enforce the curfew, and the need for a gathering place downtown that is pleasant and comfortable during the day and well-lit and well policed at night.



The bridge is a popular gathering place.



Sittin' on the bridge watching the world go by.



There are no benches in town and no place to sit comfortably.



The open area between the Tsewenaldin Inn and the shopping center is a potential site for a “Village Center.”



The shopping center sign and bus stop suggest a center of activity.

There was general agreement among all the participants in interviews, meetings, and design tables that the shopping center served as the modern day "village center" largely due to the availability of essential services such as the grocery store, pharmacy and post office where most everyone comes on a regular, if not daily, basis. The concept of enhancing the ability of the shopping center to serve as a village center and public gathering place was strongly endorsed by project participants.

The Lucky Bear casino, the Tsewenaldin Inn, and the Tribal Museum—all tribally owned and operated—also occupy this area. Other uses include KIDE Radio, the Tribal Police office and County Sheriff's substation.

Even here there are no formalized gathering places, no publicly available seating, no shelters or shade trees, no trash receptacles and no designated pedestrian facilities separate from driveway and parking areas.

Recommendations: The Conceptual Plan recommends that the existing Tsewenaldin Shopping center be enhanced to serve as a village center and public gathering place.

Consolidating and realigning the entry drive to the shopping center and Tsewenaldin Inn can better control vehicle traffic entering and leaving the area. Combined with the proposed realignment of the intersection of Tish Tang Road and Highway 96 (See discussion on Traffic Calming), conflicts among motor vehicles and pedestrians can be reduced.

The closing of the existing entry drive to the Tsewenaldin Inn could make the existing driveway area between the shopping center parking and Highway 96 available for use as as a plaza/public gathering area. This area could include a large water feature to provide the cultural connection with water (the Trinity River) as well as cooling the immediate area during hot summer days. A covered shelter adjacent to the water feature could reflect traditional architectural styles and material while providing further shelter and a sitting area. A covered display area between the plaza and shopping center parking could provide spaces for a farmer's market, arts and craft fairs, and the like. Lighting

and landscaping could make the area feel safe and inviting. A bus stop, bicycle rack, kiosk, trash receptacles and other street furniture could be included. A new entry to the Tsewenaldin Inn would be provided through the shopping center parking lot and parking reconfigured to provide necessary spaces.

Tsewenaldin Plaza

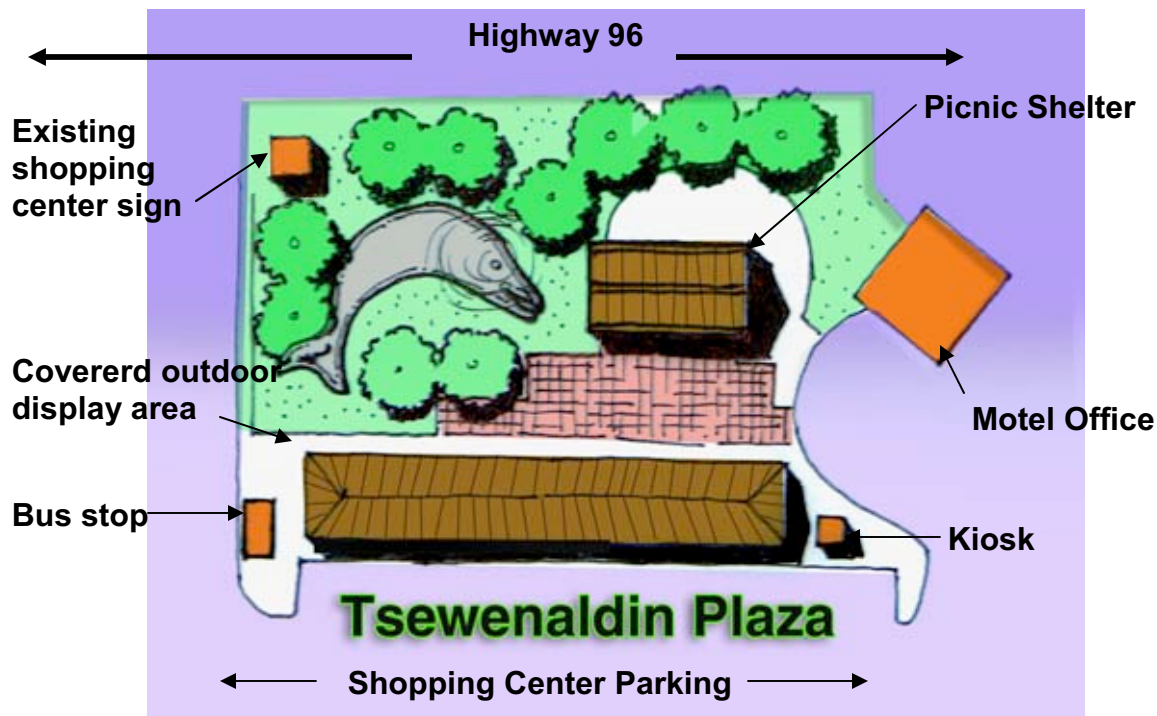
- Water Feature and Sculpture
- Covered Picnic Shelter
- Sitting Areas
- Covered Outdoor Display Area
- Bus Stop
- Bicycle Rack
- Kiosk
- Trash Receptacles



A picnic shelter could reflect the unifying theme for downtown Hoopa.



Section through the Plaza shows water feature & sculpture, benches and covered picnic shelter.



Motel and shopping center parking will be expanded.

Figure 6. New Village Center



A variety of seating would be available in the Village Center.

It is perhaps not a coincidence that Tsewenaldin (Tse:wina:l-ding) is an historic village site and its location along the north and east banks of the Trinity River maintain the historic connection between the village and the river.



A water feature will provide pleasure as well as a cooling effect.



3.4. New Cultural Center

The earliest account of encounters with the Hoopa people was from ethnologist George Gibbs in 1851. The name "Hopah" (or "Hoopah") was provided to the first government agents by the Yurok people downriver on the Klamath as the Yurok name for the Hoopa Valley. Before contact with whites, the people called the Hoopa Valley "*na:tini-xw*"; and called themselves "*na:tinixwe*" meaning "those of Hoopa Valley" or "*de:di-me:q*" meaning "here in this Valley, in Hoopa." The connection between the names reflects the connection between the people and the land. Rather than use the people's own name for themselves and their home, the whites adopted the Yurok name for the place, and extended it to the people too. The valley came to be called "Hoopa," and the Tribe, the people, and their language became known as "Hupa" (*In Hoopa Territory: A guide to natural attractions and human history of the Hoopa Valley Indian Reservation and Surrounding Areas*, Sabra L. Steinberg, Jeffrey R. Dunk, and TallChief A. Comet, Hoopa Valley Tribe, 2000).



Existing Conditions: Interest in Native Americans by non-native Americans is generally high in the state of California and around the world. However, for most people, knowledge about the Hoopa Valley Indian Reservation and the culture it represents is largely limited to the view of the town from the windshield of vehicles traveling from Willow Creek to Weitchpec and points north on Highway 96. A beautiful sign near the Tish Tang campground announces the entry to the Hoopa Valley Reservation. The vista overlook further north offers dramatic views of historic Xhontas (homes) across the river. Upon crossing the Trinity River Bridge, the sign for the shopping center reflects traditional images and colors. The Archives building reflects traditional building style and materials but is within the Tribal Office complex and not visible from Highway 96 nor readily accessible by visitors.



The shopping center sign reflects traditional images and colors.



The Archives building reflects traditional building style and materials.



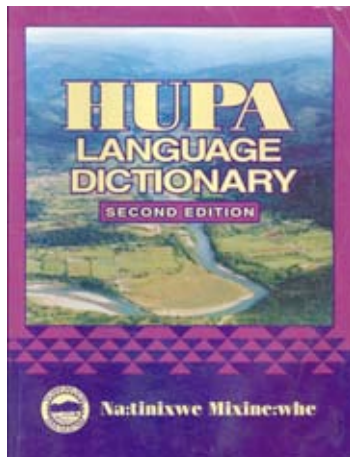
The Hoopa Tribal Museum is located in the same shopping center as the motel, casino, and Ray's Market. The museum provides beautiful displays of baskets, and basket caps, traditional clothing and dance regalia, willow fish weirs, jewelry and shell beads used for money, among many other items. While the museum is a fascinating and intriguing place, its location between the food store and casino limits its visibility and accessibility to visitors.

The main ceremonial grounds and other ceremonial and sacred sites exist within the Reservation. However, many of these are not open to the general public. Reservation lands are not the same as public lands. Land belongs to the Tribe and to tribal members (though some land is owned by non-tribal members). Recreationists and other visitors only have the legal right to be on state or county roads, beyond that, access is at the discretion of the Tribe. Exploring areas on the reservation or camping outside of the developed campground is not authorized without prior permission from the Tribe (Steinberg et.al, 2000).

Discussion: Issues and ideas related to pride of community, sense of place, and celebrating cultural heritage along Highway 96 and other areas within the Reservation, were a common theme among focus groups and project participants.

One of the goals of the Hoopa Valley Reservation Transportation Plan embraces this concept:

- Develop a welcome center for tourists visiting Hoopa to include information kiosk, restrooms, and a shaded picnic area.



The Hoopa Tribe is also one of the first Tribes to take over forestry, road maintenance and construction and wildland fire management from the Bureau of Indian Affairs. Similarly, the Hoopa Tribe is a leader in natural resources management responsible for monitoring and reporting of the fishery for the entire Trinity River Basin and is continuing to fight for rights over the Trinity River. The Tribe is also steward to some of the last remaining acres of old growth Douglas Fir in northwest California which provides a refuge for rapidly disappearing old growth dependent species such as the spotted owl. The Hupa language program is being implemented in both the elementary school and high school (*The Hoopa People*, The Hoopa Valley Tribe).

A new cultural center can provide areas for Tribal members to celebrate and practice traditional cultural beliefs and skills, and revitalize the Hupa language as well as providing a showcase for visitors including the to-be-relocated cultural museum, local art and crafts displays, among others. For example, redwood was used to make canoes because of its softness and ease with which it could be worked and because it would not crack in the sun. Similarly, baskets were basic and necessary items in the everyday life of the Hupa people. The style of baskets made by the Hupa are called twined basketry and are considered some of the finest in the world for their "clean, esthetic decorative design." Larger baskets were made for carrying loads of firewood, winnowing baskets, cooking baskets, storage baskets, eating bowls, and women's hats. Traditionally, women did most of the gathering of material for baskets, and were the basket makers. Men were also skilled weavers making fishing nets, bird and fish traps (Steinberg et.al, 2000).

Recommendations: The Conceptual Plan recommends construction of a new cultural center on the site vacated by the realignment of Tish Tang Road with the intersection with Highway 96. While the cultural center could be located on other sites, this one is especially appropriate because of its proximity to the Trinity River and adjacency to the new "Village Center." The cultural center itself could reflect traditional building styles and materials much like the Kim Yerton Library with the building set within a raised earthen mound (Figure 7. New Cultural Center).

Outdoor areas could locate and interpret Xhonta architecture and gardens for ceremonial and medicinal plants.

The cultural center grounds could further the understanding and appreciation of the Hupa culture by offering displays and interpretive exhibits. Garden spaces within the cultural center grounds could include some of the following basket making materials (Steinberg et.al, 2000):

- Hazel ticks, and willow sticks were used for warp material;
- Conifer roots (ponderosa pine, sugar pine, yellow pine, as well as Sitka spruce) for weft material;
- Bear grass leaves (often dyed yellow by boiling with wolf moss or roots of Oregon grape) for overlay materials; and,
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The style of baskets made by the Hupa are called twined basketry and are considered some of the finest in the world.



Hupa youth enact a traditional ceremonial dance.



Historic photo of redwood canoe.



Figure 7. New Cultural Center

3.4. New Cultural Center

The earliest account of encounters with the Hoopa people was from ethnologist George Gibbs in 1851. The name "Hopah" (or "Hoopah") was provided to the first government agents by the Yurok people downriver on the Klamath as the Yurok name for the Hoopa Valley. Before contact with whites, the people called the Hoopa Valley "*na:tini-xw*"; and called themselves "*na:tinixwe*" meaning "those of Hoopa Valley" or "*de:di-me:q*" meaning "here in this Valley, in Hoopa." The connection between the names reflects the connection between the people and the land. Rather than use the people's own name for themselves and their home, the whites adopted the Yurok name for the place, and extended it to the people too. The valley came to be called "Hoopa," and the Tribe, the people, and their language became known as "Hupa" (*In Hoopa Territory: A guide to natural attractions and human history of the Hoopa Valley Indian Reservation and Surrounding Areas*, Sabra L. Steinberg, Jeffrey R. Dunk, and TallChief A. Comet, Hoopa Valley Tribe, 2000).



Existing Conditions: Interest in Native Americans by non-native Americans is generally high in the state of California and around the world. However, for most people, knowledge about the Hoopa Valley Indian Reservation and the culture it represents is largely limited to the view of the town from the windshield of vehicles traveling from Willow Creek to Weitchpec and points north on Highway 96. A beautiful sign near the Tish Tang campground announces the entry to the Hoopa Valley Reservation. The vista overlook further north offers dramatic views of historic Xhontas (homes) across the river. Upon crossing the Trinity River Bridge, the sign for the shopping center reflects traditional images and colors. The Archives building reflects traditional building style and materials but is within the Tribal Office complex and not visible from Highway 96 nor readily accessible by visitors.



The shopping center sign reflects traditional images and colors.



The Archives building reflects traditional building style and materials.



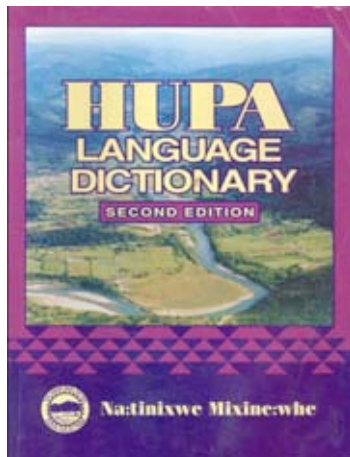
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Historic photo of redwood canoe.



Figure 7. New Cultural Center

3.5 Village Grid System & Main Street Design

In very old communities built before the advent of automobile travel, most of the land area was composed of buildings housing people and businesses. When the community is built at a human scale (i.e., pedestrians) most goods and services are close by and within walking distance. Interaction among the people is both frequent and intimate. Interestingly, these communities have low crime (many eyes on the street), low pollution, low road maintenance expenses, and residents express very high satisfaction with their community.

Healthy neighborhoods require a variety of different street types, generally in a rectilinear or grid pattern. An interconnected street pattern with short block lengths (grid system) provides multiple routes to multiple destinations, diffuses automobile traffic and shortens walking distance. A balance of different streets types make neighborhoods accessible to residents, moves cars efficiently at low speeds and volumes, and keeps the neighborhood quiet, safe, and pleasant (*Street Design Guidelines for Healthy Neighborhoods*, Dan Burden, Local Government Commission, January 2002).

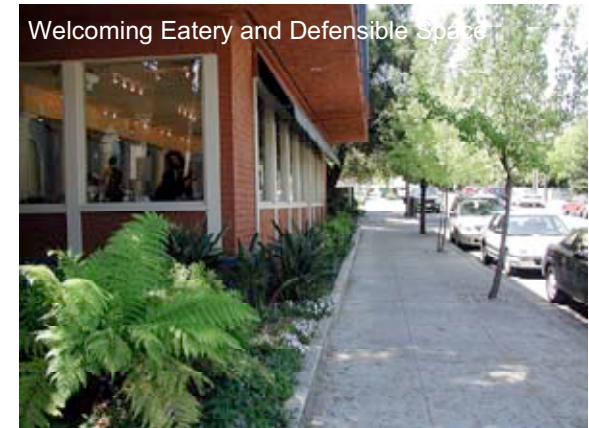
The street is shaped by the location and design of adjacent buildings. Buildings that have blank walls on the street are unpleasant to walk by while those that are built near the sidewalk and have windows and entrances are inviting to pedestrians. Buildings that have signs readable at driving speeds or buildings that are separated from the sidewalk by driveways or parking lots are designed for drive-by traffic and create an automobile-oriented environment. (*Streets and Sidewalks, People and Cars: A Citizens' Guide to Traffic Calming*, Dan Burden, Local Government Commission Center for Livable Communities, April 2000).

A Traditional Neighborhood Development (TND) is a human scale, walkable community with moderate to high residential densities and a mixed-use core. Compared with conventional suburban developments, TNDs encourage and accommodate alternative transportation modes including walking and bicycling as well as automobiles.

TNDs have a high proportion of interconnected streets, sidewalks and paths. Streets and rights-of-way are shared between vehicles (moving and parked),



Stores fronting on roadways provide “eyes on the street.”



Storefronts along streets is more appealing than large asphalt parking lots.



Many store fronts are located far away from the highway.



Some store fronts turn their back to the street and pedestrians.

bicycles and pedestrians. The dense network of TND streets functions in an interdependent manner, providing continuous routes that enhance non-vehicular travel. Most TND streets are designed to minimize through traffic by the design of the street and the location of land uses. Streets are designed to only be as wide as needed to accommodate the usual vehicular mix for that street while providing adequate access for moving vans, garbage trucks, fire engines and school buses.



Existing Conditions: Traffic congestion and "walkability" are a result of existing land uses as well as street pattern in downtown Hoopa. Much of the automobile traffic on Highway 96 through the downtown area is local as opposed to through traffic. Most of the accidents are a result of vehicles turning on and off of Highway 96 to drive from one place downtown (e.g., Laura's Kitchen) to another (e.g., the Post Office). The absence of pedestrian facilities such as sidewalks and bicycle lanes discourage non-motorized travel.

There are no secondary roads paralleling the highway that allow internal vehicle travel when necessary to move from one part of downtown to another without having to use Highway 96.

Most of the buildings in the downtown area are located some distance from the highway and much of the non-built area is composed of paved driveways and parking lots. According to focus group discussions and comments during the community meeting, many of these areas have become havens for loitering during the day and partying at night. Absence of lighting results in too many dark spots that support unacceptable behavior such as littering and graffiti, and occasional vandalism. Many parents do not allow their children to go downtown or cross the bridge because of perceived safety issues.

Discussion: Transportation and land use are closely linked. Higher density land uses make transportation more efficient, while encouraging people to walk and ride bikes. Mixed land uses provide opportunities for living, shopping, and working in the same area, reducing the need for vehicular travel. In low-density areas, the automobile is the most practical and often only means of transportation but in higher density areas, like downtown Hoopa, there are opportunities for walking.

Many of the principles of Traditional Neighborhood Design could be applied to the "main street design" for downtown Hoopa.

An interconnected grid street pattern with short block lengths could provide multiple routes to multiple destinations within downtown Hoopa, reducing automobile traffic on Highway 96 and reducing walking distance. Likewise, orienting new buildings within the village grid system close to the street could enhance pedestrian activity (many eyes on the street), and create a safer and more pleasant setting.

Recommendation: The Conceptual Plan recommends consideration of a new off-highway street grid system that will allow some access by automobiles to local services without having to use State Highway 96 for local travel from one place to another. This grid system could connect to the realigned Tish Tang Road on the east side of Highway 96 and extend to Hostler Field Road. The grid system could extend from the existing shopping center (New Village Center) north including adjacent trust lands (assignment) along the west side of Highway 96. (Figure 6. New Village Grid System).

Within this grid system, a "village" intimacy could be created by orienting new buildings to the Highway or frontage street. Open areas (mini-plazas) with water and/or plants for small gatherings of people and resting areas could be provided. Relocation of essential services such as the post office, bank, and police station to the new buildings could encourage development of additional businesses within the Main Street area buildings (for example, clothing store, arcade, movie theater and restaurant). Both on-street and off-street parking could be provided.



Traditional "Main Street Design" supports multiple use and public open spaces.



Before – A roadway cuts a swath through a commercial neighborhood



After - Traffic calming, sidewalks, and stores fronting on the roadway reclaim the area for pedestrian use.

As illustrated in the Conceptual Plan, the area designated for Main Street development is adjacent to the New Village Center offering an extension of safe and secure activity during both the day and night time. This area is Tribal Trust land (held in assignment by individuals) and could be developed under the direction of the Tribal Council.

The Village Grid System and Main Street Building Designs, combined with improvements to the pedestrian environment and traffic calming, could create a viable hub for commercial activity as well as encourage positive social interaction among Tribal members and visitors.

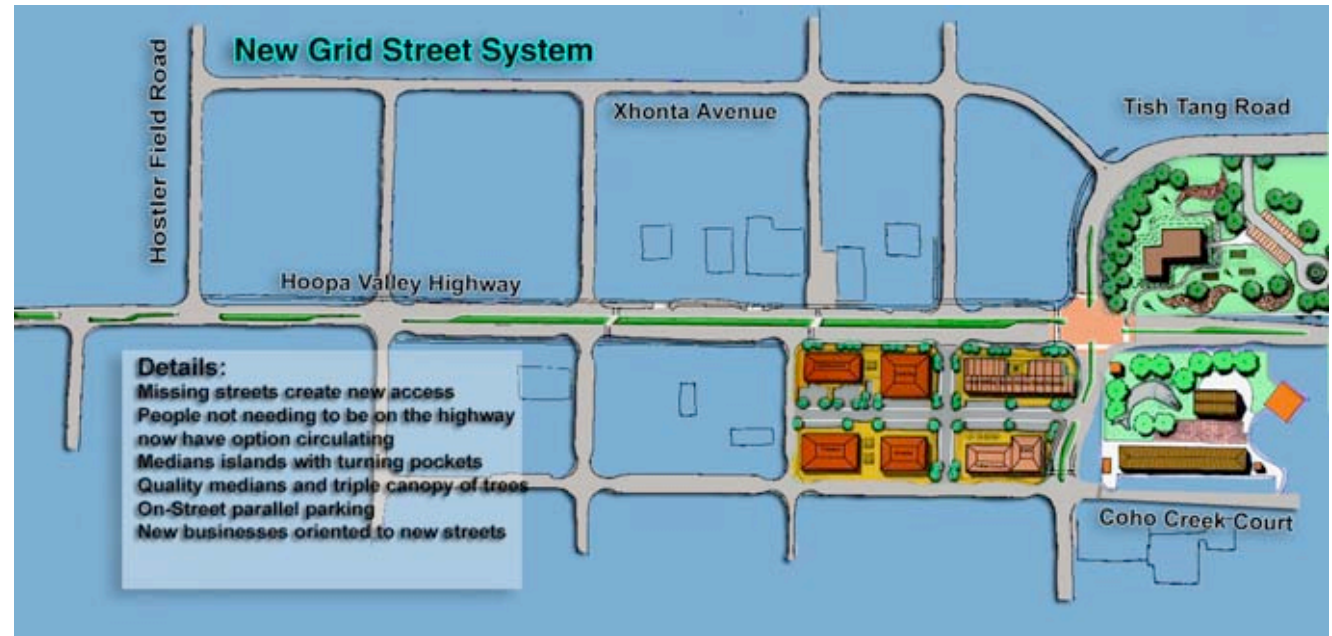


Figure 8. New Village Grid System



4. IMPLEMENTATION PHASES & FUNDING



4. IMPLEMENTATION PHASES & FUNDING

1. Implementation

The Conceptual Plan recommends five concept elements to revitalize downtown Hoopa. The concept elements represent generalized ideas about what could be or what could happen. Politics, economics, and logistics will play a role in further shaping these ideas in terms of where and when they will be implemented. Several steps are involved in implementing the elements of the Conceptual Plan.

Once the concepts are agreed upon, a Project Study Report (PSR) must be prepared for each concept element to be implemented. The PSR is used as a basis for securing funding to implement the specified project. Once funding is secured, engineering design and construction documents are prepared for the project. Upon completion of design and construction documents, the project is put out to bid. Upon acceptance of a bid, a contractor is hired to construct the project. The general timeframe from concept to construction, depending on the complexity of the project, is at least two years. Large projects that involve land acquisition, or resolution of easement and right-of-way issues, can take much longer.

2. Implementation Phases

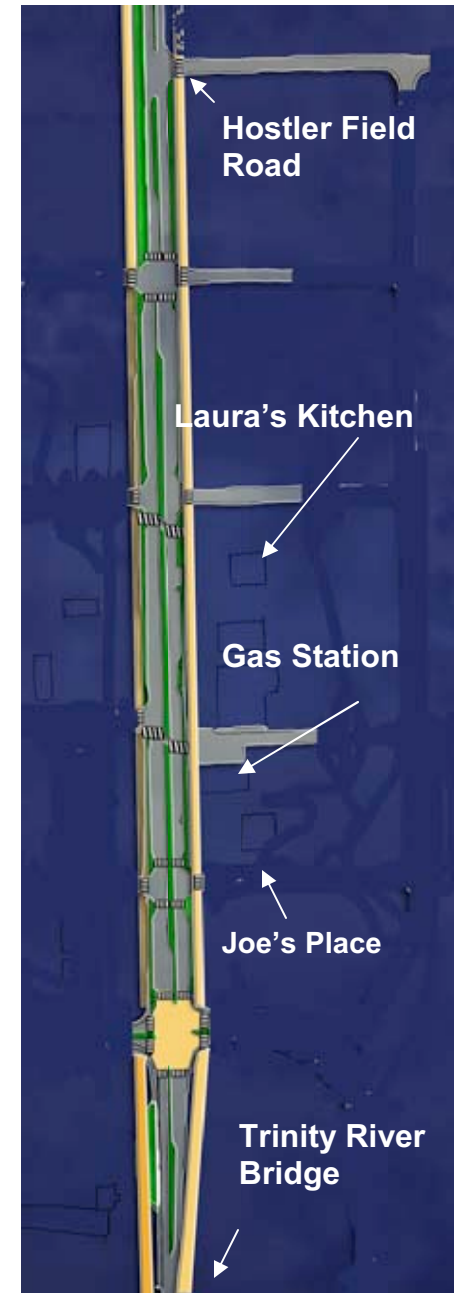
The Concept Elements (or portions thereof) could be implemented in three phases:

Phase 1 (2-5 years)

Pedestrian connections (curb, gutter, parking strip and sidewalks, bike lanes, and bridge crossing):

- ◆ along westside of Highway 96 from Pine Creek Road to south end of Trinity River Bridge
- ◆ along west and east sides of Highway 96 from Trinity River Bridge to Hostler Field Road

Phase One Development



Pedestrian crosswalks:

- ◆ north of the intersection of Highway 96 and existing shopping center driveway (converted to four way crosswalk in future phase)
- ◆ south of the intersection of Highway 96 with Hostler Field Road
- ◆ midway near existing pedestrian crosswalk

Bridge Crossing:

- ◆ 5 foot striped and painted pedestrian zone across the westside of the Trinity River Bridge - reduce travel lanes to 11 feet (southbound lane) and 12 feet (northbound lane).

Sidewalks and Driveways:

- ◆ Dedicated entry and exit drives to businesses and residents defined by curb cuts and aprons in the continuous sidewalk on both west and east sides of Highway 96 from the north end of the Trinity River Bridge to Hostler Field Road

Lighting and Landscape Improvements:

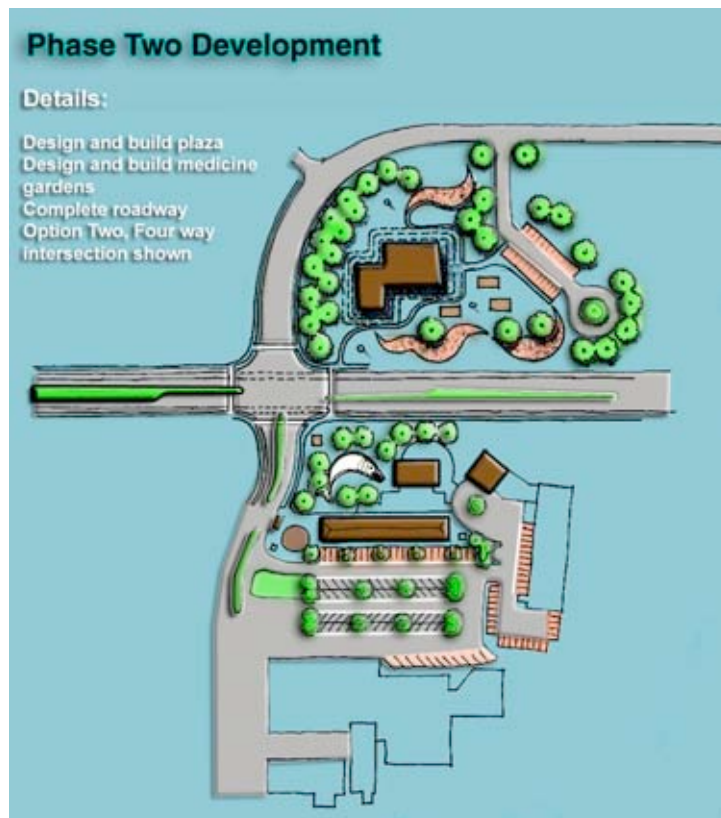
- ◆ within the grass planting strip along west side of Highway 96 from Pine Creek Road to the south end of Trinity River Bridge;
- ◆ along west and east sides of Highway 96 from the north end of Trinity River Bridge to Hostler Field Road.

Complete engineering design and construction for the re-alignment of Tish Tang Road/closure of motel entry and exit drive.

Identify land use and ownership, rights-of-way and easement issues, and land acquisition needs necessary to implement the conceptual plan including land for the cultural center, the new street grid system, and the riverside trail system.

Phase 2 (5-8 years)

- ◆ Develop Village Center (100% location between Inn and shopping center) to include information and directional signage, gathering place (plaza) with water feature and shelter, area for street and crafts fairs, and reconfiguration of vehicle circulation and parking in the shopping center area.
- ◆ Develop Cultural Center to allow for a relocation of the Hupa Tribal Museum and creation of a small replicated village as well as ceremonial and medicinal gardens and a trail.
- ◆ Develop a Riverside Trail from the Trinity River Bridge downstream to the ceremonial grounds.



Phase 3 (8-10 years)

- ◆ Acquire land or easements necessary to create a village road grid system adjacent to the Village Center.
- ◆ Develop incentives to create storefronts and businesses as an extension of the Village Center and orient the buildings to the Street.
- ◆ Relocate Post Office, Tribal Police, Tribal Court, emergency services, and the bank to the new locations.
- ◆ Encourage development of other critical businesses in the vicinity including, but not limited to, clothing and shoe store, arcade, movie theater, restaurant, etc.



Phase 4 (10 years plus)

- ◆ New bridge over Trinity River with integrated Pedestrian crossing

3. Funding

General Funding Information

There are several funding sources known to the Humboldt County Association of Governments (HCAOG) from which the Hoopa Valley Tribe could benefit. Two of these funding sources are controlled directly by HCAOG—the State Transportation Improvement Program (STIP) and Transportation Enhancement (TE) program, while the remaining programs are awarded and then administered by either State or Federal government agencies, such as Caltrans.

Unfortunately, due to the current structure of many funding programs, the Hoopa Tribe cannot be direct recipients. A tribal project can however, under many programs, be eligible for funds when another agency - such as a city or county, acts as the project sponsor and administers the project on behalf of the Tribe. For the purposes of this project, only the programs HCAOG controls or which the Tribe could directly apply for are listed.

Eligible Funding Programs

STIP

The State Transportation Improvement Program (STIP) provides funding on a formula basis to the Humboldt County region. The funds are then awarded by HCAOG to eligible projects based on adopted formula and criteria. All funding from the STIP must be used for capital improvement projects. Categories for potential projects include Highways/Streets/Roads, Bicycle and Pedestrian, Transit and Rail. Normally, HCAOG receives an estimate of new STIP funding available for the region every two years. With HCAOG as a project sponsor, Hoopa could be eligible for some of these resources.

Transportation Enhancements (TE)

The Transportation Enhancement (TE) Program is a Federal funding source. The Program develops projects that creatively and sensitively integrate surface transportation enhancements into the surrounding community. Projects must be over and above required mitigation of normal transportation project. Projects must fall within one of twelve categories

including, bicycle and pedestrian facilities, landscaping and beautification, and historic rehabilitation. When regional TE funds are available, HCAOG conducts a competitive application process in order to select projects for funding. With HCAOG as a project sponsor, Hoopa could be eligible for some of these resources.

Bridges on Indian Reservation Roads—Highway Bridge Replacement and Rehabilitation (HBRR)

The purpose of the Highway Bridge Replacement and Rehabilitation (HBRR) Program is to replace or rehabilitate bridges on public roads when the State and the Federal Highway Administration determine that a bridge is important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. Candidate projects are submitted directly to Caltrans for review on an annual basis.

Bridges on Indian Reservation Roads are authorized under the HBRR Program. Funding is provided for rehabilitation or replacement of bridges or culverts on public roads meeting the definition of an Indian Reservation Road. Each BIA Regional Office works with Tribal, State, and local government to develop a priority list of bridge projects and to identify match fund sources.

BIA Indian Reservation Roads (IRR) Program

The purpose of the IRR Program is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, communities for Native Americans, visitors, recreationists, resource users and others while contributing to economic development, self-determination, and employment of Native Americans. IRR Program funds are authorized as part of the surface transportation authorization acts (currently TEA-21) as part of the Federal Lands Highway Program (FLHP). The program is administered by the BIA Department of Transportation and the Federal Land Highway Office of the FHWA.

Indian Reservation Roads Maintenance Program

These funds are intended for maintenance activities on roads serving the tribes. Unfortunately, the funding levels of the program are exceedingly inadequate for the work needed. Nationally, BIA receives about \$26 million per year, with only

\$700,000 of that earmarked for the entire State of California.

Additional/Secondary Funding Programs

Hazard Elimination Safety (HES)

The purpose of this program is to provide funds for safety improvements on any public road, any public surface transportation facility, any publicly-owned bicycle or pedestrian pathway or trail, and for any traffic calming measure. These funds serve to eliminate or reduce the number and severity of traffic accidents at locations selected for improvement. Hoopa could be eligible for these funds if another agency, such as a city, county or state agency, acts as the project sponsor and administers the project on behalf of the Tribe. Exceptions to this requirement will be reviewed on a case-by-case basis. Applicants that do not have representation from a city or county must provide written justification for the exception and attach it to the application.

Safe Routes to School (SR2S)

The purpose of this competitive program is to make grants available to local governmental agencies for safer routes to school. Proposals are rated based on all of the following factors:

- (1) Demonstrated needs of the applicant.
- (2) Potential of the proposal for reducing child injuries and fatalities.
- (3) Potential of the proposal for encouraging increased walking and bicycling among students.
- (4) Identification of safety hazards.
- (5) Identification of current and potential walking and bicycling routes to school.
- (6) Consultation and support for projects by school-based associations, local traffic engineers, local elected officials, law enforcement agencies, and school officials.

The applicant must be an incorporated city or a county within the State of California. Exceptions to this requirement will be reviewed on a case-by-case basis. Applicants that do not represent a city or county must provide written justification for the exception and attach it to the

application. The applicant should enlist the assistance of other

participants in the development and submittal of a SR2S project. Other participants could include school boards, school districts, elected officials, community groups, students, and various city, county, and state agencies. The success of a project proposal being approved for funding will depend upon the ability of the applicant and participants to develop a comprehensive and unified solution to improving the safety and encouraging the use of pedestrian and/or bicycle routes to and from schools within their jurisdiction.

4. Funding Matrix

A matrix is included that compares the concept elements by phase and funding sources. It is possible in many instances to “pool” funding sources toward implementing a concept element. For example, sidewalks, parking strips, and bike lanes could be implemented using combined funding sources from the BIA Indian Reservation Roads Program (IRR), State Transportation Improvement Program (STIP), Transportation Enhancements (TE), Safe Routes to School (SR2S), and, Hazard Elimination Safety (HES).

4. Implementation & Funding Matrix

Concept Element	Funding Sources
Phase 1	
Sidewalks, Parking Strips, Bike Lanes	IRR, STIP, TE, SR2S, HES
Pedestrian crosswalks	IRR, TE, SR2S, HES
Pedestrian Bridge Crossing	IRR, STIP, TE, SR2S, HES
Lighting Improvements	IRR, TE, SR2S
Landscape Improvements	IRR, IRR maintenance, TE
Underground Utilities	IRR,
Permitted Banner Poles	IRR, IRR maintenance, TE
Re-align Tish Tang Road	IRR, STIP, HES,
Reconfigure Intersection	IRR, STIP, TE, HES
Phase 2	
Develop Village Center	Other ?
Develop Cultural Center	IRR, TE
Develop a Riverside Trail	IRR, STIP, TE, SR2S
Develop Pedestrian Bridge across River	IRR, STIP, TE
Phase 3	
New Bridge over Trinity River with Pedestrian crossing	IRR, STIP, HBRR, TE
Village Grid System	IRR

5. REFERENCES



REFERENCES

Street Design Guidelines for Healthy Neighborhoods, Dan Burden, Center for Livable Communities, January 2002

In Hoopa Territory: A guide to natural attractions and human history of the Hoopa Valley Indian Reservation and surrounding areas, Sabra Steinberg, Jeffrey Dunk, TallChief Comet, Hoopa Valley Tribe, 2000

Streets and Sidewalks, People and Cars: A Citizens' Guide to Traffic Calming, Dan Burden, Local Government Commission Center for Livable Communities, April 2000

Profile of General Demographic Characteristics: 2000, U.S. Census Bureau

Hoopa Valley Indian Reservation Transportation Plan 2002-2007, SHN Consulting Engineers & Geologists, Inc., September 2001

The Hoopa People, The Hoopa Valley Tribe, no date

Hupa Tribal Museum: In The Land of the Natinixwe, Hupa Tribal Museum, no date

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”

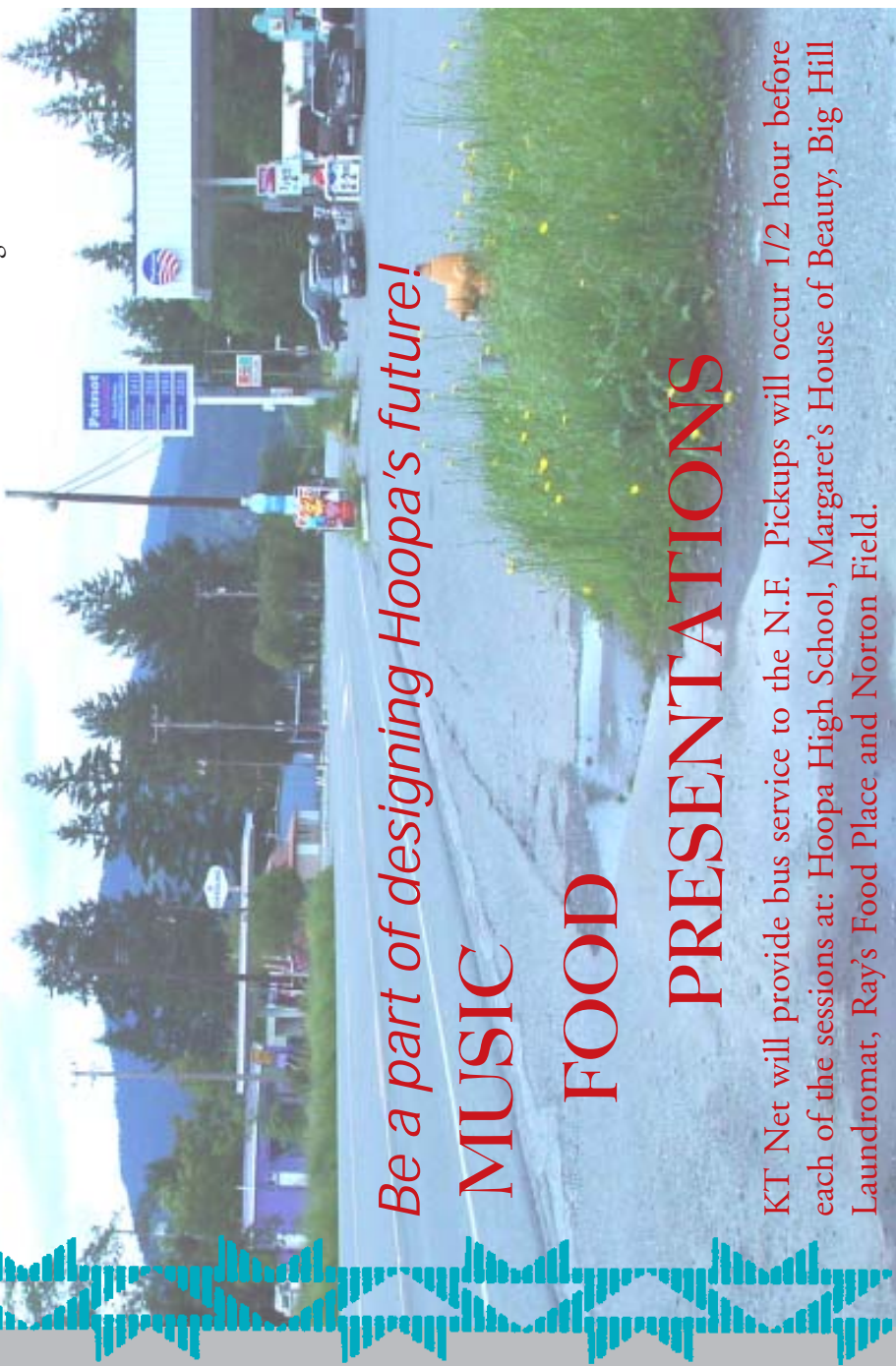
SATURDAY, JUNE 25: WORK AND PLAY DAY

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

**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: 1st 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.