

4. TRIBAL TRANSPORTATION ELEMENT

The United States Constitution recognizes Native American tribes as separate and independent political communities within U.S. territorial boundaries. In California, Native American lands are usually referred to as Reservations or Rancherias. There are 109 federally recognized Native American tribes in California. There are eight Native American Reservations and Rancherias in Humboldt County, which are as follows: Bear River Band of Rohnerville Rancheria, Big Lagoon Rancheria, Blue Lake Rancheria, Hoopa Valley Tribe, Karuk Tribe, Trinidad Rancheria, Wiyot Tribe, and the Yurok Tribe.

Tribal governments in Humboldt have many of the same transportation priorities and needs as the cities and the County. Among the tribal governments, Reservations and Rancherias also have different priorities and issues for developing and maintaining transportation systems, because the tribes have widely varying land bases for which they are responsible. Each tribe is required to evaluate transportation resources on its reservation, and choose how to improve them for the betterment of their community.

“Native American tribal governments engage in transportation safety planning for all users in their communities. As sovereign nations, they have the authority to make and approve transportation plans to further their unique community goals.”

– California Transportation Plan 2040

TRIBAL TRANSPORTATION PLANNING

“As sovereign nations, Native American tribal governments have the authority to make and approve transportation plans to further their unique community goals. These plans support the planning, construction, maintenance, and operations of roadways and guide the development of transit services on their tribal lands and for the residents of the community. In addition, tribal transportation plans are essential for successful proposals for competitive state and some federal transportation grant programs.” (*California Transportation Plan 2040*)

NORTH COAST TRIBAL TRANSPORTATION COMMISSION

The North Coast Tribal Transportation Commission (NCTTC) is an intertribal association formed for the purpose of fostering collaborative dialog on transportation issues of mutual concern. The NCTTC is open to all federally recognized tribes in Northern California and currently is comprised of representatives from the Bear River Rancheria, Big Lagoon Rancheria, Blue Lake Rancheria, Hoopa Valley Tribe, Karuk Tribe, Trinidad Rancheria, the Wiyot Tribe, the Yurok Tribe, and the Elk Valley Rancheria and Tolowa Dee-ni Nation in Del Norte County.

The NCTTC mission statement is:

To promote safe and efficient modes of transportation, and to improve transportation, identify transportation needs, and advocate for transportation issues of tribal communities; to collaborate on issues between all of the Native American Tribes; and, to solve problems concerning transportation issues among the tribes.

The purpose of the NCTTC is as follows:

- To actively participate and seek federal, state, and local funding, technical assistance and training.
- To promote safe and efficient modes of transportation;
- To act as representative for tribes, as delegated;
- To assist in federal, state and local transportation planning;
- To seek opportunities to preserve contemporary and traditional modes and routes of transportation;
- To raise awareness of tribal transportation issues;
- To seek funding that does not impact or reduce funding to individual tribes; and
- To represent Humboldt County tribes' transportation issues and priority projects at federal, inter-tribal, tribal, state, and county levels.

The NCTTC members work together and partner on transportation issues, share information about transportation programs, funding sources and project delivery, and network on the best approaches to dealing with transportation bureaucracies. The NCTTC has successfully brought together diverse groups that have historically not worked together.

HCAOG'S ROLE IN TRIBAL TRANSPORTATION PLANNING

The "Regional Transportation Plan Guidelines" (CTC 2017) require consultation with and consideration of Indian Tribal Governments' interests in developing regional transportation plans and programs. This includes state and local transportation program funding for transportation projects that access tribal lands.

"Work with tribal governments using principles of coordination, collaboration, and engagement to improve transportation for tribal communities."

– California Transportation Plan 2040

Other State policies relating to transportation planning with tribal governments includes the California State Transportation Agency's (CalSTA's) Tribal Consultation Policy, "which obligates respect for tribal sovereignty and pursuit of good-faith relations with tribes." The Department of Transportation (Caltrans) policy "Working with Native American Communities" requires the Department to consult with tribal Governments before deciding on or implementing projects/programs that may impact their communities. The Department's intent is to "recognize and respect important California Native American rights, sites, traditions and practices" (Director's Policy 19). HCAOG's intent is to uphold the same objectives to recognize, respect, and collaborate with Native American tribal governments and communities.

Six Humboldt County tribes currently have a representative on the HCAOG Technical Advisory Committee (TAC). The six tribes are: Bear River Band of Rohnerville Rancheria, Blue Lake Rancheria, Hoopa Tribe, Karuk Tribe, Trinidad Rancheria, and the Yurok Tribe.

The HCAOG TAC emphasizes providing resources to tribes that are actively involved in acquiring resources for tribal transportation needs. Other tribes will be included in future transportation planning efforts if/when they decide to become active members of the TAC. HCAOG supports Caltrans' policy that requires the Department to "recognize and respect important California Native American rights, sites, traditions and practices" as well as to "[consult] with tribal Governments prior to making decisions, taking actions or implementing programs that may impact their communities (Director's Policy 19, "Working with Native American Communities" 2001). HCAOG also commits to following this edict, within its authority, to the best of its ability.

TRIBAL GOVERNMENT SUMMARIES

BEAR RIVER BAND OF ROHNERVILLE RANCHERIA

The Bear River Band of Rohnerville Rancheria located in Loleta California, is a federally recognized tribe with a total of 238 acres located in Eureka, Loleta, and Fortuna California. Of the 238 acres, 173 acres are held in trust with the federal government and are located in Loleta California. The remaining 65 acres of fee land are located in Eureka, Loleta and Fortuna California. The Bear River Band of Rohnerville Rancheria runs adjacent to Highway 101.

Included on the tribes trust land are the Bear River Casino Resort, Bear River Pump N Play Fuel Casino Minimart, Bear River Tobacco Traders and Coffee, Bear River Recreation Center, Tish-Non Library, Tish-Non Tribal office and community center, 41 Tish-Non residential homes, 11 Bear River Drive residential homes, the tribe's wastewater sewage plant, the tribe's water treatment plant, and renewable energy windmills and solar panels. The trust land includes 2.6 miles of road. Included on the tribe's fee land are two residential apartment complexes in Fortuna California, a commercial property in Eureka California, and several residential properties in Loleta California.

Public transit was established in July 2015 to the community with the addition of two bus stops on the Rancheria property. The public transit service is operated by the Humboldt Transit Authority (Redwood Transit System) and resulted from the region's annual unmet transit needs process. The tribe currently does not operate public transit services; however it does provide limited transportation services available to Bear River tribal members for medical appointments.

The Rancheria's *Tribal Transportation Safety Plan* was developed throughout 2016 and submitted for approval to the Federal Highway Administration in early 2017.

Transportation Projects – Completed

Completed road safety projects include adding a light-emitting diode (LED) crosswalk connecting our two parcels of trust land across Singley Road (county road). Additional street lighting was added both in the residential area and the services area. Additional speed control (speed humps) were added in both the residential area and the services area. Additional sidewalk was added in the residential area allowing tribal members to walk both sides of the street safely, and travel from the residential area to the services area. Traffic flow controls were added at our Pump-N-Play gas station to improve safety at the intersection of Singley Road and Bear River Drive.

BLUE LAKE RANCHERIA

The Blue Lake Rancheria, California, is a federally recognized tribe with 98.5 acres in land area, located directly west of the City of Blue Lake. It is adjacent to SR 299, approximately five miles east of the City of Arcata in Humboldt County. Unincorporated lands of the County of Humboldt are adjacent to the Rancheria's northerly and southerly boundaries and the Mad River forms the westerly Rancheria boundary.

The Rancheria operates a deviated-fixed route transit service system and a Dial-a-Ride system, named the Blue Lake Rancheria Transit System (BLRTS). The BLRTS serves Rancheria resident riders as well as riders in Blue Lake, Glendale, Arcata, McKinleyville, Fieldbrook, and Eureka. (See this RTP's Public Transportation Element for more details.)

Transportation Projects - Proposed

Blue Lake Rancheria's strategies for future projects include:

- Adding sidewalks and bicycle lanes to promote walkability on the Rancheria for pedestrian safety and healthy living;
- Adding dedicated industrial truck routes to separate commercial and retail traffic;
- Improving intersections to increase safety;
- potentially integrating sidewalks, bicycle lanes, and/or roads with the proposed Annie & Mary Rail Trail;
- Increasing river access along the Mad River for recreational opportunities;
- Installing tribal street signs for ease of travel on the Rancheria;
- Installing more street lights to improve safety;
- Installing bicycle parking facilities on the Rancheria
- Coordinating with the City of Blue Lake to improve routes to school and pedestrian facilities between the Rancheria and City of Blue Lake;
- Expanding the frequency and/or service area(s) for all BLRTS routes.

HOOPA VALLEY TRIBE

The Hoopa Valley Indian Reservation is the largest reservation in California. The Reservation is nearly square and totals approximately 144 square miles. This area encompasses roughly 50 percent of the Hupa aboriginal territory. The Reservation is located in the northeastern corner of the county, approximately 50 miles inland from the Pacific Ocean. State Route 96 bisects the Hoopa Valley Reservation and the Trinity River flows through the center.

State Route 96 is the primary access road for the Hoopa Valley, SR 299 and Interstate 5. State Route 96 is in need of traffic calming and safety enhancements at various locations. The following segments of SR 96 experience peak- and nonpeak- hour congestion: the intersections of SR 96 and School Road, SR 96 and Pine Creek Road/Loop Road, SR 96 and Tish Tang Road, and SR 96 and Tsewenaldin Road.

Hoopa Valley Reservation's regionally significant roads include: Tish Tang Road, which provides the only access to K'ima:w Medical Center; Pine Creek Road, which provides access to significant residential areas and is the sole connection to Bald Hill Road (to U.S. 101) and Dowd Road (route around Martins Ferry Bridge); Bair Road, which provides secondary access to SR 299; and Tsewenaldin Road, which provides access to the grocery store, U.S. post office, radio station, and Lucky Bear Casino.

The Hoopa Valley Reservation operates the Hoopa Airport, a Limited General Aviation Airport. (See this RTP's Chapter 6 *Aviation System Element* for more details)

Transportation Projects – Proposed

The Hoopa Valley Tribe's comprehensive, long-term transportation goals and plans to the year 2015 were outlined in the *Hoopa Valley Indian Reservation Long Range Transportation Plan* (Hoopa 2008). The Hoopa Valley Tribe is in the process of updating their existing long range transportation plan and will have a final draft in FY 2018.

The following projects are tribal priorities and are recommended for the Hoopa Valley Indian Reservation Transportation Improvement Program (TIP) under the Map 21 funding cycle. The Hoopa Valley Tribe is still in the planning process for developing the Transportation Improvement Priorities for FY 2016 to FY 2020 under the FAST Act.

The following projects, identified in the FY 2013-2015 priorities, are scheduled to begin in FY 2018:

1. Downtown traffic calming & safety enhancement project (Highway 96, PM 12.38-12.8)
2. Safe Routes to Schools, pedestrian walkways and bikeways, ATP Cycle 2 Funding
3. Trinity River Bridge Pedestrian Facilities (California State Route 96)
4. Bald Hill road repair (sites 4, 5, and 6, BIA Route 11)
5. Bald Hill emergency access/exist widening improvements (BIA Route 11)
6. Hoopa Airport improvements—In progress in 2017
7. *Bair Ranch Road Emergency Access/Exist Widening Improvements (Humboldt County)—Completed 2016*
8. *Dowd Road Emergency Access/Exist Widening Improvements (BIA Route 18) —Completed 2016*

9. *Baldy Flat Road Improvements—Completed 2016*
10. Legion Way Road Improvements (drainage for downtown, grading & new aggregate surface)

The Hoopa Valley Tribe prepared the “Traffic Calming and Safety Enhancement in the Hoopa Valley Indian Reservation: A Conceptual Plan for ‘Downtown’ Hoopa” (January 2006) to guide pedestrian design in downtown Hoopa. The plan provides a blueprint for enhancing the pedestrian environment downtown, and improving pedestrian safety, in particular along SR 96. For example, pedestrian crosswalks and a pedestrian zone on Trinity River Bridge (SR 96) are a few of the safety improvements recommended in the plan. The 2008 STIP cycle funding has been programmed in FY 2013 and the Hoopa Valley Tribe and Caltrans have executed an agreement to begin the Preliminary Architecture and Environmental and Design Phase of the project. The PA&ED will be complete in the spring of 2018 and construction of the first phase for the Downtown Traffic Calming & Safety Enhancement Project will begin late summer 2018.

The following eight improvement projects have been re-evaluated as part of the *Hoopa Downtown Enhancement Conceptual Plan*, and are part of the Tribe’s *2008 Long Range Transportation Plan*.

1. Tish Tang Road
2. Tsewenaldin Road
3. Hospital Road
4. KIDE Road
5. Post Office Lane
6. Storage Road
7. Retail Road
8. Bank Lane

The Hoopa Valley Reservation total backlog cost for roadway maintenance and rehabilitation needs is approximately \$60,000 per mile (FY2015 road inventory listed 360 raw miles [Hoopa Valley Tribe 2016]).

The Hoopa Valley Indian Reservation declared a “State of Emergency” in January of 2017. Estimated damages were approximately \$10 million. The Hoopa Valley Tribe is the first Tribe in the Nation to declare an emergency since the revision of the Stafford Act. The Hoopa Valley Tribe will be focused on repairing the transportation facilities that experienced over \$3 million dollars in damages.

HCAOG short-term and long-term regional “complete streets” projects in the Hoopa Valley are listed in the Complete Streets Element; see Table *Streets-4*.

KARUK TRIBE

The Karuk Tribe is the second largest Tribe in California with 3,679 members, of which approximately 900 reside in the County of Humboldt. Karuk Tribal properties are comprised of approximately 900 acres of reservation and Trust Land, and an additional 761 acres in fee status. The Tribe’s land is scattered mostly along the Middle Klamath River Sub-basin and in the communities of Orleans, Somes Bar, Happy Camp and Yreka, California.

The Karuk Tribe currently negotiates an Annual Tribal Transportation Programmatic Agreement (TTPPA) with the FHWA under the authority of the Karuk Tribe Constitution and By-Laws and the authority granted by Title 23, USC Chapter 2; and, as amended by the Fixing America's Surface Transportation Act (FAST Act), Pub. L. 114-94 and the Delegations of Authority set forth in 49 CFR Sect. 1.85.). The TTPPA, and subsequent Referenced Funding Agreements, allocate formula-based funding to the Karuk Tribe. Such funding allows the Tribe to perform the planning, research, design, engineering, construction and maintenance for highways, roads, bridges, parkways or transit facility programs or projects on select routes deemed official on the current Tribal Transportation Program Road Inventory.

As required by the TTPPA, the Karuk Tribe Department of Transportation develops an annual Tribal Transportation Improvement Program (TTIP), in which the tribe identifies their priority transportation projects. The Tribe has identified the following projects for inclusion in this and upcoming Karuk Tribe TTIPs for the Humboldt County community of Orleans, California.

Transportation Projects - Proposed

The following two projects are located in Orleans. For funding sources and estimated costs, refer to the Complete Streets Element, Table *Streets-4*.

Orleans Community Safety Corridor Project

The Orleans Community Safety Corridor Project includes streetscape improvements to address pedestrian/bicycle safety. State Route 96 runs through the community of Orleans and functions as both a state highway and a community main street. In FY 2009/10 an Environmental Justice Grant was awarded to the Karuk Tribe to develop the *Middle Klamath River Community Transportation Plan (MKRCTP)*. The Tribe worked with Caltrans to conduct a series of outreach efforts concerning the transportation needs of local communities along SR 96 in both Humboldt and Siskiyou counties. Outreach efforts included meetings with Caltrans Districts 1 and 2, U.S. Forest Service, and Humboldt and Siskiyou Counties, and community meetings and other discussions with local residents. One focus of this project was the community of Orleans. Further details are available in the MKRCTP (November 2011). The report points to a strong community desire for improved bicycle and pedestrian facilities through Orleans. [The Karuk Tribe began the project phase of planning and conceptual design during the summer of 2017; this phase is called the Panamnik: Orleans Community Center Connectivity Project, which has separate funding \(State funds transferred to FHWA for Tribes, per 23 U.S.C. 209\(a\)\(9\)\).](#)

The project proposes to construct non-motorized improvements within the community of Orleans including: sidewalks, bike lanes, crosswalk enhancements, and improved signage. A sidewalk on the westbound side of SR 96 from Eyesee Road (PM 37.63) to Ishi-Pishi Road (PM 38.43) and on the eastbound side of SR 96 from Red Cap Road (PM R38.75) to the Orleans Medical Clinic (PM R38.98) would separate pedestrians from motorized traffic and increase pedestrian safety. Installation of bicycle lanes from Eyesee Road (PM 37.63) to Ishi-Pishi Road (PM 38.43) and from Red Cap Road (PM R38.75) to the Orleans Medical Clinic (PM R38.98) would improve bicyclist safety through the community and help to alert drivers to the presence of non-motorized users. In order to construct sidewalks and bicycle lanes the purchase of 0.34 miles of right of way (PM 38.08 to 38.42) will be necessary.

The existing crosswalk located at the Orleans Elementary School (PM 38.16) would benefit from visibility improvements such as sharks teeth. Additionally, a new high visibility crosswalk would be installed across from the post office (PM 38.38). Both high visibility crosswalks would increase driver awareness of pedestrians, increasing pedestrian safety. Furthermore, vegetation clearance and adjustment of guide sign locations should be performed in conjunction with the addition of non-motorized improvements.

Currently an existing guide sign obscures eastbound traffic's view of pedestrians utilizing the school crosswalk, and existing school crossing signs are obscured by vegetation and placement behind a telephone pole. Finally, to address community concerns a depression in the road between PM 38.25 and 38.35 would be signed to alert drivers of limited sight distance. Although no specific funding source has yet to be determined, HCAOG and the Karuk Tribe have been approached and have given conceptual support for the project.

Tishawniik Hill Bikeway and Trail

The project extends from the intersection of California SR 96 and Camp Creek Road and along SR 96 to the intersection of Asip Road in Orleans. Current conditions in the project area, such as excess traffic speeds, minimal shoulders, narrow bridge and a through-cut road segment, impair safe pedestrian and bicycle access.

The goal of this project is to provide a safe, active transportation route on both sides of SR 96. The project entails utilizing the existing roadway alignment, widening the shoulders of SR 96, and constructing a five-foot-wide Class II paved bikeway/pedestrian-way (10,560 linear feet); and a Class I bikeway/pedestrian-way (2,112 linear feet). This project will be constructed within the existing public right-of-way and adjacent to Federal, State, Tribal, and private property.

TRINIDAD RANCHERIA

The Trinidad Rancheria Transportation Department is committed to improving the overall safety of its transportation system. The Rancheria is comprised of three separate parcels that total 83 acres. The largest parcel is located on the west side of U.S. 101 along the Pacific Coast and is made up of 46.5 acres. The 46.5 acre parcel contains Tribal Member Housing, Tribal Offices, a Tribal Library, and the Cher-Ae Heights Casino.

U.S. 101 bisects the Rancheria on the north eastern corner which leaves a small nine-acre parcel on the eastern side of U.S. 101. A third 27.5-acre parcel is located in the unincorporated community of McKinleyville, east of the Arcata-Eureka Airport. Twelve residential properties are located on the 27.5-acre parcel.

In addition to Rancheria property, the Trinidad Rancheria also owns the Trinidad Pier and Seascape Restaurant in the City of Trinidad. The Rancheria's property in Trinidad includes the main entrance and access point to the Trinidad Head, which hosts walking trails, and cultural and historical points of interest. Breathtaking ocean views and recreational opportunities for walkers, joggers, bicyclists,

surfers, outdoor enthusiasts, fisherman and tourists contribute to the need for transportation alternatives within the lands owned and managed by the Trinidad Rancheria.

Transportation Projects – Proposed

The Rancheria is beginning the journey of planning and building infrastructure. In 2011 the Rancheria completed a “Community Based Comprehensive Plan” which looks at transportation connectivity, long-range planning for cultural preservation, housing, land, environment and economic development. The comprehensive plan’s transportation element incorporates much of the information included in the *Trinidad Rancheria Tribal Transportation Plan*, which covers a 20-year timeframe from 2006-2026. The element chronicles the history of transportation prior to European contact, as well as the development of a highway system through the State of California, including U.S. 101.

Finding solutions to the existing barriers to pedestrian and bicycle travel, safe routes to school, and alternative access to the Rancheria are transportation issues that continue to be priorities of the Tribal Council. Currently, the Trinidad Rancheria is engaged in three major projects pertinent to the Rancheria’s long-range planning and development: U.S. 101 Interchange, stabilizing and rehabilitating Cher-Ae Lane, and the Wayfinding System Project (WSP).

U.S. 101 Interchange

The U.S. Highway 101 Interchange has been a vision and desire of the Trinidad Rancheria Community for years. Current access to the Rancheria is compromised due to the continuous failure of Scenic Drive. Scenic Drive is the only access to the Rancheria main parcel, which houses its tribal offices, private residences, and the Cher-Ae Heights Casino.

In 2012 the Rancheria Transportation Department began proceeded with the U.S. 101 Interchange project by helping with a traffic impact study. In 2015 the Rancheria formed a project delivery team (PDT), which consisted of Caltrans, FHWA, Bureau of Indian Affairs (BIA), HCAOG, Humboldt County Planning & Engineering Departments, Humboldt County Board of Supervisors, City of Trinidad. Ultimately the PDT was able to quantify the necessity for the interchange and in 2016 began to work towards submitting the *Highway 101 Project Study Report* (PSR), which will identify alternatives to be studied in order to determine an appropriate solution to the defined transportation problem. The initial phase of the PSR includes biological and other environmental studies, alternative scenarios and multiple design exceptions for the interchange. The Rancheria is dedicated to maintaining an inclusive relationship with various stakeholder groups as the planning process unfolds.

Cher-Ae Lane Slope Stability

Cher-Ae Lane is the main route of access to the Trinidad Rancheria property providing access to the Rancheria tribal offices, Rancheria businesses, and private homes. The tribal offices provide services for all the Rancheria members, some of whom reside off the Rancheria property. Cher-Ae Lane also provides emergency access and access for school buses.

The slope along the northern side of Cher-Ae Lane has been sliding for some time, and earth movement has accelerated in recent years. A preliminary investigation of the slide (conducted in 2010 by SHN Consulting Engineers & Geologists Inc.) determined that a retaining structure must

be constructed to stabilize the slope and keep the slide from continuing upslope. Current conditions pose maintenance and safety concerns. For instance, maintenance of this area has been limited as removal of the slide material at the toe of the slope will likely cause the slope failure further upslope.

Currently the slide material partially encroaches on the westbound traffic lane of Cher-Ae Lane. The encroachment presents a significant hazard to motorists as it may cause westbound traffic to drive in the eastbound lane in order to pass through. The westbound lane slopes steeply downhill at grades up to 12 percent, which increases the necessary stopping distance. The entrance to the Cher-Ae Heights Casino is less than one-hundred feet from the slide area. Overall the congestion of this area and steepness of the roadway increases the potential hazard of the slide. In the event of a catastrophic failure of the slide area, the roadway could be closed, which would cut off access to the Rancheria property by emergency vehicles and others.

Stabilization of the slope adjacent to Cher-Ae Lane is a critical step in ensuring, continued access to the Rancheria. If not repaired, and the status quo continues, wherein material reaching the road way is scraped off, the slope will continue to fail, and the affected area will expand upslope. It is likely that as the slide area increases, so would the rate of failure (especially if failed material is continually removed at the toe when it reaches the road). Eventually the migrating earth flow will encroach upon the community leach field.

Wayfinding System Project (WSP)

The WSP is the Rancheria's vision of implementing an effective transportation safety program to save lives while respecting Native American culture and tradition. Wayfinding is more than signage. Wayfinding is a vital safety tool that helps make safe connections by using the most cost-effective route to lower speed and increase safety. Wayfinding shall be used to guide people to their destinations safely by providing sufficient street lighting, clear directional information, and consistent addressing at all locations. Most importantly, signage will be consistent, easily readable, and unambiguous to direct traffic effectively, making drivers more aware of road conditions. Emergency responders, enforcement agencies and visitors unfamiliar with the Rancheria's parcels will be able to navigate their way, while the lives of the tribal community residing within the Rancheria will be enriched and enhanced, ultimately achieving safer social and cultural benefits.

This project is a comprehensive engineering improvement approach to reduce traffic accident fatalities and serious injuries across the 83 acres of the fragmented Trinidad Rancheria trust lands. The WSP will address transportation safety issues identified in the *Trinidad Rancheria 2014 Safety Plan*, the *2012 Trinidad Rancheria Road Safety Audit*, *Trinidad Rancheria Tribal Transportation Plan 2006-2026*, and California's *Strategic Highway Plan*. The Rancheria Transportation Department has fixed GIS data inconsistencies that resulted in errors in mapping physical addresses in the right locations. Such errors could potentially end up delaying emergency responders. The Rancheria Transportation Department has assessed all roadways, and is developing safe behavioral strategies that employ signage and traffic calming.

YUROK TRIBE

The territory of the Yurok people runs along the coast seven miles north of the Klamath River to Wilson Creek and 35 miles south of the river mouth to Little River. Inland, their territory follows the Klamath River from its mouth upriver for over 45 miles past the confluence of the Klamath and Trinity Rivers. The watershed of the Lower Klamath River and its tributaries dominated the Yurok Territory. The River is mountainous, heavily forested and meanders 52 miles along the federally designated Wild and Scenic Klamath River.

The Yurok Tribe has prepared and adopted several transportation plans. The Yurok Tribal *Long Range Transportation Plan* (updated in 2016) identifies the Tribe's transportation goals and needs, and includes a list of projects for the TTIP. *Tribal Transportation Safety Plan (2016)* identifies opportunities and activities to improve transportation safety for the Yurok Tribe. *The Yurok Trails and Waterways Master Plan (2014)* identifies and classifies trails and waterways.

Historically, the Yurok people used the Klamath River along with a traditional system of trails as their primary transportation routes. Many of the roads today on the Yurok Reservation follow these same traditional trails. The Yurok Reservation was once the center of a bustling logging economy that depended upon improved roads for the removal and sale of logs. As logging on the reservation diminished, State and county roads and bridges on the reservation have fallen into disrepair. While highways and roads off the reservation were widened and brought up to federal standards, highways and roads on the reservation have deteriorated and fallen far short of federal highway standards. Consequently, most road segments on the reservation are incomplete, underdeveloped or falling seriously behind acceptable federal standards for public roads.

State Route 169 and U.S. 101 serve as the major transportation arteries of the Yurok Reservation, and are key access points for Tribal economic development and transportation-related commerce. A twenty-mile strip of SR 169 on the upper reservation is a one-lane highway without striping, guardrails or other safety measures.

The BIA stopped conducting routine road maintenance in 1988. For the last 25 years, the only road maintenance on tribal or BIA roads has been the result of disaster assistance after major storms. Funding for road maintenance provided by the BIA amounts to less than \$50,000 per year. It is estimated that the backlog of roadway maintenance could be in the hundreds of millions of dollars. In fact, most roadways have fallen into such deplorable condition that road maintenance can no longer address the problem, and most routes now require major roadway rehabilitation. Additionally, Hunter Creek Bridge in Klamath is rated below an acceptable standard and requires replacement.

Recent completed work to improve safety is the Klamath Boulevard Gateway Project which included traffic calming features, sidewalks, crosswalks, streetlights, bike lanes and landscaping to improve safety for motorists, pedestrians and bicyclists travelling through the Klamath town site.

The Yurok Tribe has established the Yurok Tribal Transit Service (YTTS) which currently provides regular fixed route and demand responsive public transit services within the Klamath and Weitchpec communities. YTTS has implemented a seasonal River Ferry providing transportation between

Wautec and Klamath. Tribal Transportation and FTA grants fund this service. (See this RTP's Public Transportation Element for more details.)

Transportation Projects – Proposed

The estimated cost (in 2005 dollars) for roadway rehabilitation projects ranked by relative importance to the Yurok Tribe is \$633,208,000. The top priority is the reconstruction of 20.1 miles of SR 169 at a cost of \$205,720,000. The second highest priority project is the realignment and pavement of Bald Hills Road at a cost of \$61,230,200. Another priority road project is widening SR 169 at Weitchpec. This is a Caltrans SHOPP project that has been several years in the process of completing the Plans Specifications & Engineering (PS&E) and completing construction.

WIYOT TRIBE

The land base of the Wiyot Tribe is an 88.5 acre parcel of trust land located south of Eureka near the community of Loleta. Table Bluff Reservation is a community of 34 homes, and the Tribe's administrative buildings. In addition, the Tribe owns property on Cock Robin Island and on Indian Island in Humboldt Bay. While the Tribe's land base is small, the Tribe serves the needs of approximately 600 citizens. Hookton Road is the main arterial road connection to the Table Bluff Reservation from U.S. Highway 101. Flooding at Hookton Road often reroutes drivers to use smaller collector roads to reach destinations within the county. Public transit or paratransit is not available on the Reservation. The nearest connection to public transit is the RTS bus stop in Loleta.

REFERENCES

CTC 2017 (California Transportation Commission) *2017 Regional Transportation Plan Guidelines*. (Adopted on January 18, 2017.)

HCAOG 2017 *Humboldt Regional Bicycle Plan Update 2017* (Draft pending)

Hoopa Valley Tribe 2008 *Hoopa Valley Indian Reservation Long Range Transportation Plan*. Prepared by Red Plains Professional, Inc. (October 2008.)

Hoopa Valley Tribe 2016 *Comprehensive Economic Development Strategy (CEDS) 2016-2020*. (Adopted on March 7, 2016.)

Karuk Valley Tribe 2011 *Middle Klamath River Community Transportation Plan*

Trinidad Rancheria 2012 *Trinidad Rancheria Road Safety Audit*

Trinidad Rancheria 2006 *Trinidad Rancheria Tribal Transportation Safety Plan 2006-2026*

Trinidad Rancheria 2014 *Trinidad Rancheria 2014 Safety Plan*

Yurok Tribe 2014 *The Yurok Trails and Waterways Master Plan*

Yurok Tribe 2016 *Long Range Transportation Plan*

Yurok Tribe 2016 *Tribal Transportation Safety Plan*