

TOLOWA DEE-NI' NATION CONNECTED COMMUNITIES PLAN

An aerial photograph of a coastal town, likely Cannon Beach, Oregon. The foreground is filled with dense evergreen trees. A road winds through the trees. In the middle ground, there's a sandy beach with waves crashing against the shore. A large, prominent rock formation (Haystack Rock) is visible in the ocean. The background shows a vast expanse of the ocean under a blue sky with scattered clouds. The text "Public Draft" and "December 2023" is overlaid on the lower part of the image.

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PREPARED FOR

The Tolowa Dee-ni' Nation

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funded by the Caltrans Sustainable Communities Planning Grant



PREPARED BY
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Executive Summary

EXECUTIVE SUMMARY

Introduction

The Tolowa Dee-ni' Nation (Nation) is a federally recognized Indian Nation located north of Smith River, California, approximately ten (10) miles south of the Oregon border. The Tolowa Dee-ni' Nation lacks sufficient infrastructure for safe bicycle and pedestrian travel. The peaceful, coastal character of the Nation is fragmented by U.S. 101, a busy highway with high levels of through-traffic. U.S. 101 serves as the “main street” of the Nation’s Reservation, but caters to speeding vehicles and unsafe conditions for pedestrians and cyclists. Throughout the Nation, bicycle and pedestrian infrastructure is severely lacking; absent or incomplete sidewalks, few pedestrian crossings, and a lack of bicycle infrastructure create an unsafe environment for pedestrians and cyclists to travel through the Nation.

The Tolowa Dee-ni' Connected Communities Plan (CCP) was a coordinated effort led by the Tolowa Dee-ni' Nation, with key stakeholders such as Caltrans, Del Norte Local Transportation Commission, Del Norte County, and the public. The Nation and key stakeholders worked collaboratively to study the project area and determine the feasibility of various improvements around the Tolowa Dee-ni' Nation. The CCP prepared the foundation for the implementation of a bicycle and pedestrian network connecting key destinations throughout the Nation. Intersection treatments, enhanced traffic calming, and other amenities such as wayfinding and gateway features were included in the Plan to improve the mobility, accessibility, and safety for pedestrians and cyclists throughout the Nation.

The project goals of the CCP aim to create a walking and cycling network while increasing safety, enhancing accessibility, and increasing mobility. Increasing bicycle and pedestrian usage within the Nation will have a myriad of positive benefits for the Tribal community and visitors, including improving health and safety, community connectivity, livability, enhancing economic vitality, and creating a healthier environment.

Existing Conditions

The Tolowa Dee-ni' Nation contains approximately 1900 enrolled Tribal Citizens, according to the Nation’s records, although American Community Survey (ACS) data reports that approximately 202 residents live within the Nation’s

Reservation. Residents living in the Nation’s Tribal Census Tract T001 are significantly more disadvantaged than the rest of Del Norte County, with a lower median household income (\$30,646) compared to the County average (\$53,280).

Mobility within the Nation is limited with little to no bicycle and pedestrian infrastructure for people to get around safely. A Level of Traffic Stress Analysis examined several factors to assess the current levels of travel stress for pedestrians and cyclists in the Nation. The analysis concluded that the two primary corridors in the Nation, U.S. 101 and Ocean View Drive, have “Very High” and “High” levels of traffic stress for pedestrians and cyclists, resulting in a very stressful and unsafe travel experience. As a reported 20% of residents in the Nation walk as their main form of transportation according to ACS, safe bicycle and pedestrian infrastructure is severely needed to improve mobility in the Nation.

Community and Stakeholder Involvement

The CCP included an extensive public outreach process that engaged Tribal Citizens, community members, business owners, and many other local stakeholders. A series of community outreach events and a community questionnaire were used to identify travel behavior and safety concerns among the community within the project area, and all input received was documented and considered during the development of the project. Common concerns among the community that were identified were speeding motorists, challenging intersections, insufficient crosswalks, and no dedicated facilities for pedestrians or cyclists.

Multi-Modal Connectivity Assessment

The Multi-Modal Connectivity Assessment analyzed current opportunities and constraints of the transportation network in the Tolowa Dee-ni' Nation. Proposed improvements included a multi-use path alignment along U.S. 101 and Ocean View Drive, traffic calming and intersection improvements on U.S. 101 and Ocean View Drive, and safe pedestrian crossing locations. Accompanying conceptual designs were developed to support the ultimate project recommendations.

Feasibility Analysis

The Feasibility Analysis evaluated current infrastructure conditions and future needs of the Nation, and the feasibility of the implementation of bicycle and pedestrian-focused facilities to the project area. An analysis of right-of-way,

Tolowa Dee-ni' Nation Connected Communities Plan

environmental, funding, and implementation feasibility was also conducted. Although there were no reported feasibility barriers that would prevent project implementation from moving forward, the Nation will further assess the feasibility of the preferred alternatives during future phases of the project.

Community Education and Wayfinding

Education and encouragement is an essential component of the Connected Communities Plan to ensure that the facilities are properly utilized once constructed. The Education Program was created to provide the Nation, community members, and visitors with educational materials on best practices of walking and bicycling in the Nation. The Community Education Program includes a Biking and Walking Event Guidebook and Community Guide to Safe Walking and Biking Guidebook. Both educational materials provide curriculum and important safety information to help people of all ages and abilities navigate and safely travel through the Tolowa Dee-ni' Nation.

A Wayfinding and Signage package was prepared to complement the multi-use path and guide pedestrians and cyclists through the facilities. The following sign types were selected to provide location information, contextual information and guide pedestrians and cyclists safely through the Reservation:

- ❖ Interpretive
- ❖ Distance
- ❖ Directional
- ❖ Large kiosks
- ❖ Regulatory
- ❖ Informational
- ❖ Gateway

Implementation and Funding

Phase I of the CCP was funded by the Caltrans Sustainable Communities Grant Program. Future funding has already been secured for Phase II (further feasibility analysis, environmental, design, and right-of-way) from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant program. Project packages were grouped by improvement type and display various project alternatives and associated costs. The project packages include the multi-use path alignment, three U.S. 101 crossing alternatives, and three intersection design alternatives at the three identified intersections. Additionally, cost estimates and design alternatives were prepared for the proposed gateway features at the north and south entrances of the Nation, as well as wayfinding signage throughout the project area. Proposed gateway design alternatives include an arch monument, roundabout monument, or roadside monument.

Several federal and state potential funding sources were identified to be suitable for the CCP. Identified programs include the following:

- ❖ Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- ❖ Highways to Boulevards – Reconnecting Communities
- ❖ Tribal Transportation Safety Program
- ❖ Active Transportation Program (ATP)
- ❖ Clean California Local Grant Program
- ❖ State Highway Operations and Protections Program (SHOPP)

The Tolowa Dee-ni' Nation CCP lays the planning framework required to successfully secure funding to construct the identified improvements. The Nation will actively pursue funding to implement the proposed improvements to make the CCP vision a reality.

Chapter 1

1 INTRODUCTION

1.1. Tolowa Connected Communities Plan

1.1.1. Study Area

The Tolowa Dee-ni' Nation (Nation) is a federally recognized Indian Nation located in the northwest corner of California in Del Norte County where the Smith River empties into the Pacific Ocean. The Nation's tribal lands include approximately 9,608 square miles, and encompass Del Norte and Humboldt counties in California, and Coos, Curry, and Josephine counties in Oregon. The Tolowa Dee-ni' Nation's Ancestral Territory includes the lands and waters of Wilson Creek, Six Rivers, Applegate Watershed, and coastal Point St. George. The Tolowa people have lived along the Northern California Coast and in Southwestern Oregon since their genesis, and continue to occupy and enrich these lands. The Nation is in the process of a community expansion on Tribal properties that will improve the lives, safety, and prosperity of Tribal Citizens, community members, and visitors. These plans include significant improvements to Tribal facilities and infrastructure, including recently developed and future affordable housing, a new community center and government building, an expanded Head Start and Early Learning Center building, and a future sustainable eco-resort on the bluffs above the ocean. To fully realize the benefits of ongoing developments in the community, Tribal Citizens, residents, and visitors need access to a safe, accessible, and multimodal corridor that will connect people to local and regional destinations such as jobs, recreation, housing, shopping, and dining.

The Reservation and surrounding community are located along U.S. Highway 101, a 55 mile-per-hour (mph) highway that currently presents several safety and connectivity challenges for the community. The highway presents a severe barrier for Tribal Citizens, residents, and visitors to access various destinations within the vicinity. The Connected Communities Plan (CCP) addressed these existing challenges by developing feasible blueprint to transform U.S. Highway 101 (U.S. 101) and parallel Ocean View Drive into a safe and well-connected multimodal corridor that will improve the lives and prosperity of Tribal Citizens, visitors, and the Del Norte community.

The CCP is designed to play to existing strengths in the area and develop innovative solutions to create a multimodal corridor that serves people using all modes of travel. The CCP examined walking and bicycling needs and trends, as well as the locations and types of new and proposed developments, key community destinations, and the locations and nature of collisions in the area. For a map of the project area, see Figure 1.1.

FIGURE 1.1: PROJECT LOCATION MAP



1.3. Project History

The Nation has been working to improve these conditions for some time, and received a Transportation Investment Generating Economic Recovery (TIGER) grant in 2011 to paint the U.S. 101 shoulders red and install speed feedback signs. While these enhancements have helped improve driver awareness and visibility of people walking and bicycling along the highway, the area is still not conducive to safe walking and bicycling. Additionally, the Nation has developed a series of other plans and studies that are complementary to the CCP, including the Tribal Transportation Plan, Tribal Transportation Safety Assessment, Long Range Land Use Plan, and the Xaa-wan'-k'wvt Village and Resort Property Plan. All existing Tribal plans identify an incessant need for a corridor study of U.S. 101 to identify long-term improvements. The recommended improvements are a fundamental component for the Reservation's revitalization and expansion process, and will aid in creating an accessible, inclusive, and functional Tribal community.

The Connected Communities Plan is considered Phase I of the Connected Communities Project, and includes 30% design to prepare for the development of future project phases, including environmental, design, and right-of-way work. The CCP (Phase I) built on past project efforts to identify safe crossing improvements, active transportation facilities, and a streetscape plan that will meet the current and future needs of the Nation, community, and visitors. In 2022, the Nation was awarded over \$1.6 million from the 2022 RAISE Grant to fund Phase II of the CCP. Phase II will consist of environmental review, full design, and right-of-way processes to position the identified improvements for construction.

1.3.1. Coordination with Caltrans and Del Norte County

Throughout every phase of the CCP, robust collaboration was established with multiple partners and stakeholders, including the following:

- Tolowa Dee-ni' Nation Tribal Council
- Caltrans
- Tribal Citizens
- Tolowa Dee-ni' Nation Employees
- Del Norte County
- Del Norte Local Transportation Commission
- Local business owners

The Nation has worked closely with Caltrans throughout the development of the Plan. Coordination has included regular project meetings with the Caltrans District Liaison, stakeholder workshops with Caltrans representatives, and Caltrans-specific workshops to review design alternatives. Stakeholder and com-

munity involvement is a necessary aspect to ensure that the project's vision is aligned among the Nation, community, Caltrans, and the County.

The development of the CCP was frequently coordinated with established stakeholders and the community. Stakeholder engagement was utilized during various phases of the Plan and allowed the Nation and other project partners to communicate their desires and ideas. Stakeholder communication included, but was not limited to, email updates, stakeholder workshop invitations, a project questionnaire, and invitations to comment on the Draft Plan. Stakeholder support was driven by the desire to see the improvements that the Plan will bring to the Nation, Smith River, and larger Del Norte County.

1.3.2. About the Plan

The CCP is considered Phase I of the Connected Communities "Project." The plan, funded by the Caltrans Sustainable Communities Grant Program, has laid the foundation for the environmental, design and right-of-way work, which is considered Phase II of this project. The CCP includes a comprehensive planning-level analysis and 30% design for intersection treatments, crossing improvements, bicycle and pedestrian facilities, and streetscape improvements that will meet the needs of the Nation and its visitors. Phase II of the project is anticipated to commence in summer of 2023 with RAISE Grant funding.

In addition to the CCP, the Nation is in the process of a community expansion on Tribal property that will improve the safety, prosperity, health, and stability of Tribal Citizens and visitors. Expansion plans include significant improvements to Tribal facilities and infrastructure, including recently developed affordable housing, a new community center and government building, expansions to the Head Start and Early Learning Center, and a future sustainable eco-based resort near the ocean. The Nation has a critical need to implement multi-modal infrastructure that will meet the transportation needs of Tribal Citizens that travel in and out of the Reservation. The CCP lays the framework for the Nation to implement access improvements for all non-motorized travel modes, and create safe bicycle and pedestrian facilities that form a comprehensive network throughout the Tolowa Dee-ni' Nation.

1.4. Purpose and Need

U.S. 101 bisects the Reservation and serves as the community main street for approximately 1.5 miles. Several key community destinations are located along or near the highway, including the Xaa-wan'-k'wvt Hall Community Center, Elder Nutrition Center, Head Start and Early Learning Center, Lucky 7 Fuel Mart, and the area's largest employer, the Lucky 7 Casino and Hotel. U.S. 101 connects visitors to recreation and jobs in the Reservation, and provides a key route to other nearby state routes and coastal cities in Northern California and Southern

Tolowa Dee-ni' Nation Connected Communities Plan

Oregon. While the highway functions as a regional and interstate connection for motor vehicles, the highly-trafficked and fast-moving highway remains a barrier for people who live, work, and play within the Reservation and surrounding Smith River community. The highway especially impacts mobility for those who do not have access to a motor vehicle, and those who walk and bicycle for transportation purposes.



The lack of alternative transportation facilities presents many barriers to those who need to get around the Nation. With relatively short trip lengths, flat topography, and mild weather, the primary barrier to an increase in bicycle and pedestrian activities is U.S. 101. Crossing and maneuvering along U.S. 101 is difficult and hazardous without a vehicle, and limits easy access to employment, medical, and shopping areas. According to the California Transportation Injury Mapping System, there were 12 traffic collisions that occurred within the Nation from 2010 to 2021, eight of which involved cyclists and pedestrians. Many more collisions were verbally reported to have occurred by the Nation, but have not been documented by California Highway Patrol (CHP). Speeding vehicles, unclear design features, poor lighting, and competing modes of transportation create an increased potential for traffic conflicts. As a result, many Tribal Citizens and visitors avoid walking or bicycling due to the lack of safe facilities for

non-motorists.

The focus of the CCP is to improve the safety and comfort of bicyclists and pedestrians within and around the Reservation. Project recommendations identified in this Plan are intended to decrease and slow vehicular traffic caused by commuters and Tribal Citizens, as well as separate transportation modes by providing safe alternative facilities. As motorist speeds slow and safety improves, the secondary objective is to create a greater sense of community through sustainable and equitable design concepts along U.S. 101.

1.5. Goals and Objectives

The CCP has developed implementable strategies for the following nine transportation goals of the Plan:

- ❖ Identify creative solutions to multi-modal infrastructure through the heart of the Tolowa Dee-ni' Nation.
- ❖ Identify existing conditions, current active transportation usage, safety concerns, and connectivity gaps and needs for the Tolowa Dee-ni' Nation.
- ❖ Identify community stakeholders that will be engaged and informed throughout the planning process.
- ❖ Foster engaging community participation throughout the development of the Plan to develop a community vision with creative outreach methods.
- ❖ Develop a long-term community education program that educates and encourages community members and visitors to utilize the planned connectivity infrastructure for physical and mental health benefits.
- ❖ Identify multi-modal improvements that will successfully create a more connected, accessible community for the Tolowa Dee-ni' Nation.
- ❖ Prepare conceptual alignment and cross-section plans for the planned infrastructure improvements.
- ❖ Prepare a preliminary environmental constraints list identifying potential challenges that could affect project design and budget.
- ❖ Develop comprehensive funding and implementation strategy to ensure a concise approach to the next steps of the project.

In order to meet the goals and objectives outlined in the Plan and by the Tolowa Dee-ni' Nation, the project team facilitated a thorough and robust planning process to develop a comprehensive final product. The project consisted of studying existing conditions, analyzing opportunities and constraints, developing project recommendations and associated conceptual designs, and positioning projects for future stages of funding and implementation.

Chapter 2

2 EXISTING CONDITIONS

2.1. Demographics and Socioeconomic Conditions

The Tolowa Dee-ni' Nation is a federally recognized Indian Nation located in Del Norte County. The Nation, like other indigenous tribes, has endured severe fragmentation of its traditional lands and is still impacted by the ramifications. Although it does not encompass all land owned by the Tolowa Dee-ni' Nation, the Nation's territory is categorized by the U.S. Census as Tribal Census Tract T001. However, Tribal Census Tract T001 only includes lands that the Tolowa Nation owns through a federal land trust, and therefore does not accurately reflect all privately owned Tribal properties. This Tribal Census Tract has a significantly higher rate of poverty than Del Norte County and larger County Census Tract 2.02, with over 40% of the Nation's households below the 2021 State poverty limit. Del Norte County is a rural county, and the project area does not contain any urbanized areas due to the low population size. Del Norte County's only incorporated city of Crescent City is located 17 miles south of the Nation, with a population of 6673. The Nation's Reservation has limited employment opportunities, housing, and services.

FIGURE 2.1: MAP OF CENSUS TRACTS



2.1.1. Historic and Current Population

The Tolowa Dee-ni' Nation's total population of enrolled Tribal Citizens is approximately 1,900, according to the Nation's records. However, the public American Community Survey (ACS) data only provides population data for Tribal Citizens living within the Tribal Census Tract T001. Therefore, the public data presented throughout this chapter provides insight into the Nation's demographic conditions, but may not accurately encompass all enrolled Tribal Citizens.

While there is no data for the Tolowa Dee-ni' Tribal Census Tract T001 population in 2000, Census Tract 2.02 is the larger County census tract that the Tolowa Dee-ni' Nation fits into. Both census tracts were included in the following analyses throughout this chapter. According to the U.S. Census and ACS, the population of Census Tract 2.02 fluctuated up and down over the years, but ultimately decreased from 3,850 in 2000 to 3,590 by 2021 (Table 2.1).* The Nation's Tribal Census Tract recorded a fluctuation over the years, but ultimately resulted in a significant population growth from 115 in 2000 to 202 in 2021.

TABLE 2.1: TOLOWA DEE-NI' NATION HISTORIC AND CURRENT POPULATION

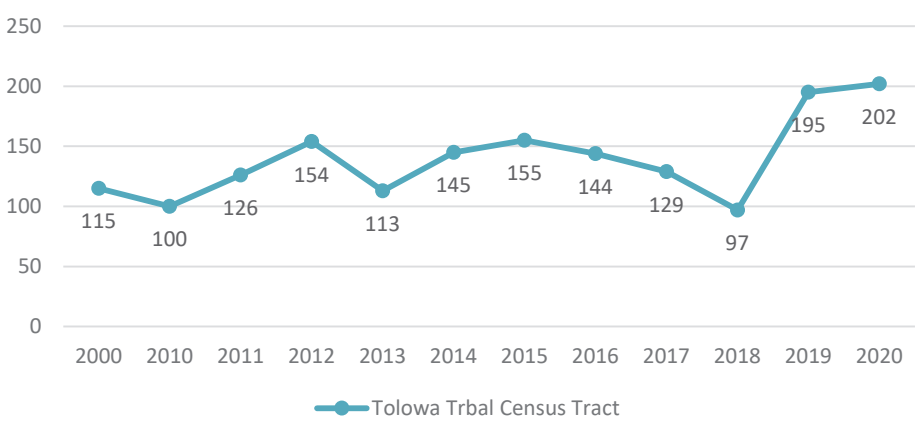
Table 2.1 Historic and Current Population			
Year	Census Tract 2.02	Tribal Census Tract T001	Del Norte County
2000	3,850	NA	27,507
2010	3,539	115	28,471
2011	3,191	100	28,561
2012	3,355	126	28,496
2013	3,200	154	28,357
2014	3,303	113	28,066
2015	3,351	145	27,788
2016	3,753	155	27,628
2017	4,126	144	27,442
2018	3,666	129	27,424
2019	3,591	97	27,495
2020	3,486	195	27,692
2021	3,590	202	27,655

Source: American Community Survey, ACS 2010-2021.

*This information is publicly available and may not accurately reflect the Nation's data.

Figure 2.2 shows Tolowa Dee-ni' Nation's historic population trends from 2001 to 2021 around the Reservation from the U.S. Census Tribal Tract T001. Many Tribal Citizens also live in the area on land privately owned by the Nation at the Xaa-wan'-k'wvt Village and Resort, or south of the Nation in the community of Smith River, and therefore are not included in this data set.

FIGURE 2.2: HISTORIC POPULATION

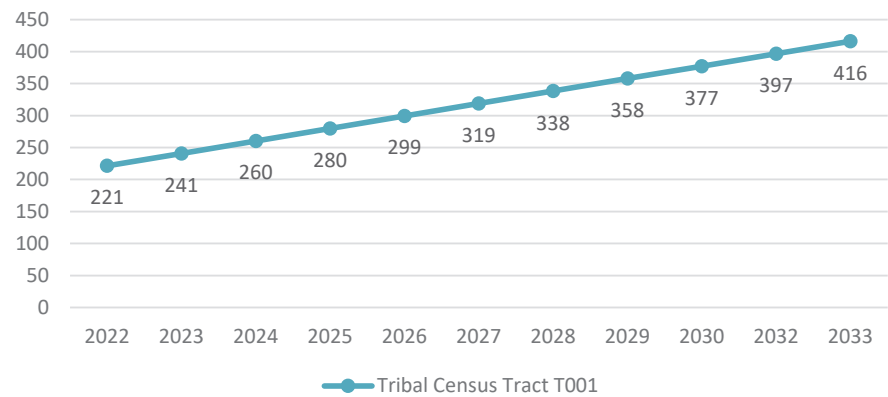


*This information is publicly available and may not accurately reflect the Nation's data.

2.1.2. Population Forecast

Figure 2.3 shows the population projection over the next 11 years for the Tribal Census Tract T001. The large population growth projection is influenced by recent increases in the Tolowa Dee-ni' Nation's population. Although the projections show an increase, the Nation expects the population to remain fairly steady.

FIGURE 2.3: POPULATION FORECAST

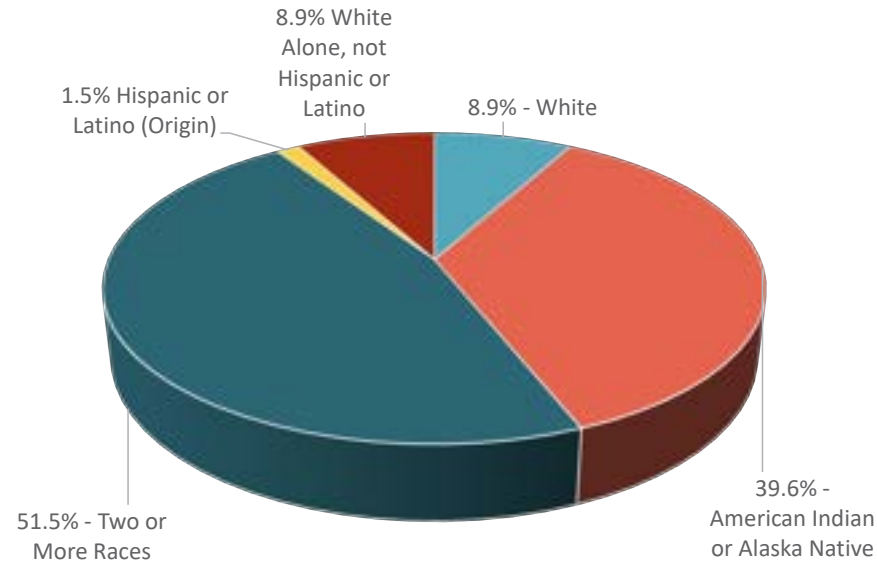


**This information is publicly available and may not accurately reflect the Nation's data.*

2.1.3. Demographics

According to the American Community Survey, the population of Tribal Census Tract T001 includes 54% of residents who identify as two or more races, 39.6% identify as American Indian or Alaska Native, 17.8% identify as White or White Alone, and 1.5% identify as Hispanic or Latino. Demographics are depicted in the figure below.

FIGURE 2.4: DEMOGRAPHICS

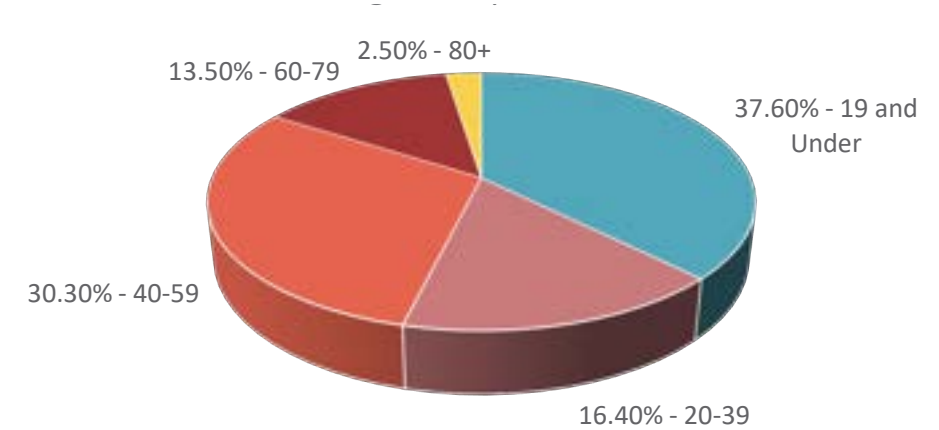


**This information is publicly available and may not accurately reflect the Nation's data.*

2.1.4. Age of Population

According to the American Community Survey, the ages of the residents in Tribal Census Tract T001 are relatively distributed. As shown in Figure 2.5, youth ages 19 and under make up the largest population at 37.6%. The second largest age group is 40-59 years at 30.3%, and the next largest is 20-39 years at 16.4%. The two smallest age groups are 60-79 years (13.5%) and 80+ years (2.5%). The age disparities between young and senior populations aid in understanding the need for active transportation infrastructure. Children under the age of 15 do not have drivers' licenses, and teenagers and young adults ages 16-19 may not have access to a family vehicle. Additionally, with 16% of the population being 60+ years, pedestrian focused infrastructure would greatly benefit senior populations by making destinations more accessible without needing to drive.

FIGURE 2.5: AGE OF POPULATION



**This information is publicly available and may not accurately reflect the Nation's data.*

2.1.5. Housing

According to the American Community Survey, the total number of housing units in Del Norte County was estimated to be 11,093 in 2021, of which an estimated 9,531, or 85.92% of units were occupied. Census Tract 2.02 has an estimated 1,833 housing units, with 80.69% of units occupied. Of the approximately 76 households located in Tribal Tract T001, an estimated 90.79% were occupied. The majority of units in Tribal Tract T001 are renter occupied.

TABLE 2.2: HOUSING CHARACTERISTICS

Table 2.2 Housing Characteristics							
Location	Total Units	Owner-Occupied		Renter-Occupied		Vacant Units	
		#	%	#	%	#	%
Census Tract 2.02	1,833	1,224	66.8%	255	13.9%	969	52.9%
Tribal Census Tract T001	76	24	31.6%	45	59.2%	7	9.2%
Del Norte County	11,093	9,531	85.9%	3,026	27.3%	6,505	58.6%
California	14,328,539	7,335,247	51.2%	5,882,339	41.1%	1,452,908	10.1%

Source: American Community Survey, ACS 2021 5-Year Estimates.

**This information is publicly available, and may not accurately reflect the Nation's data.*

2.1.6. Income

In the Reservation Tribal Census Tract T001, the reported median household income (MHI) is less than 50% of the State average at \$41,875. The MHI of the Tribal Tract is also significantly lower than the County average of \$53,280. Additionally, the Median Home Value of T001 is lower than the rest of Del Norte County.

TABLE 2.3: MEDIAN HOUSEHOLD INCOME (MHI)

Table 2.3 Median Home Value vs. Median Household Income			
Location	Median Home Value	Median Household Income	Income / Home Value
Census Tract 2.02	\$312,500	\$78,859	25.23%
Tribal Tract T001	\$221,400	\$30,646	13.8%
Del Norte County	\$237,700	\$53,280	22.4%
California	\$573,200	\$84,097	14.7%

Source: American Community Survey, 2021 5-Year Estimates.

**This information is publicly available, and may not accurately reflect the Nation's data.*

2.1.7. Employment

Table 2.4 illustrates the 2021 unemployment rate for the Tolowa Dee-ni' Nation project area relative to the State average. According to the American Community Survey, the unemployment rate for Del Norte County is 1% higher than the State rate while the unemployment rate for Tribal Census Tract T001 is almost double the State rate. Del Norte County, Census Tract 2.02 and Tribal Census Tract T001 all experience significantly lower labor force participation than the State, which includes those who are currently working or actively seeking employment. Therefore, although the unemployment rate for Tribal Census Tract T001 and Del Norte County are higher than the State rate, that figure only includes those who are unemployed and actively seeking employment, not the total rate of those solely unemployed.

TABLE 2.4: EMPLOYMENT

Table 2.4 Employment			
Location	Employment/ Population Ratio	Labor Force Participation	Unemployment
Census Tract 2.02	46.9%	48.4%	3.2%
Tribal Tract T001	40.8%	46.5%	12.1%
Del Norte County	41.6%	45.0%	7.5%
California	59.3%	63.9%	6.5%

Source: American Community Survey, 2021 5-Year Estimates

Table 2.5 below displays the major employers in the Tolowa Dee-ni' Nation Reservation. The employers listed in Table 2.5 employ approximately 200 people.

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Table 2.5: Major Employers

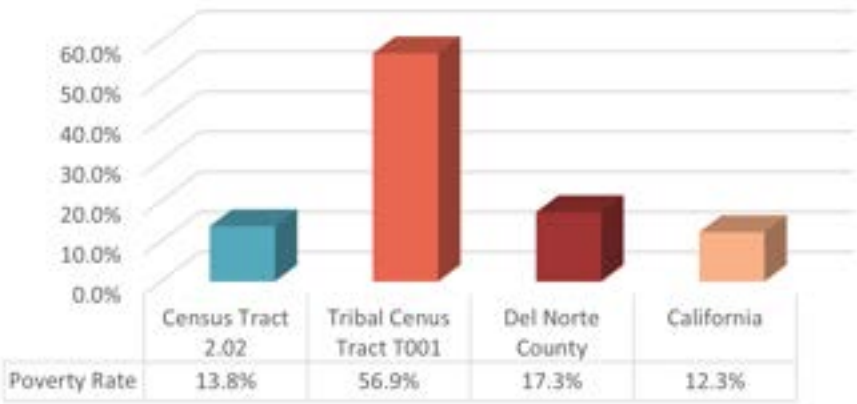
Table 2.5	
Major Employers in Tolowa Dee-ni' Nation	
Employer Name	Location
Lucky 7 Casino & Hotel	350 North Indian Road, Smith River, CA 95567
Lucky 7 Fuel Mart	13450 US-101, Smith River, CA 95567
House of Howonquet Restaurant	350 North Indian Road, Smith River, CA 95567
Howonquet Day Care	140 Rowdy Creek Rd, Smith River, CA 95567
Tribal Administration	12801 Mouth of Smith River Road, Smith River, CA 95567

**This information is publicly available, and may not accurately reflect the Nation's data.*

2.1.8. Poverty

According to the American Community Survey, 56.9% of Tribal Citizens in Tribal Tract T001 live below the poverty line. This is notably higher than the State and County averages of 13.5% and 19.5%, respectively. This rate is also higher than the rate of Census Tract 2.02, at 16.8%, indicating that poverty rates in and around the Reservation are disproportionately higher than the rest of the County.

FIGURE 2.6: POVERTY



2.2. Needs Assessment

With its direct access to an ecologically diverse coastline and outstanding coastal views, the Nation and surrounding areas attract many visitors. Despite this, the roadways are absent of facilities that are designed to optimize the pedestrian and cyclist experience. Sidewalks and bicycle lanes are scarce to nonexistent, while vehicles frequently speed through the U.S. 101 main thoroughfare. What results are key economic destinations that become too hazardous for all modes of transportation to easily access. There are a variety of land uses within the project area, including the Tolowa Dee-ni' Nation Tribal Housing areas of Dat-naa-svt Village, Xaa-wan'-kwvt' Village and Resort, Head Start, Lucky 7 Casino, and Fuel Mart, which all generate different modes and volumes of traffic (pedestrians, cyclists, and motorists). Speeding vehicles, outdated design features, poor lighting, and competing modes of traffic create an increased potential for traffic conflicts and hazards. As a result, a majority of Tribal Citizens, residents, and visitors refuse to travel by non-motorized alternatives within the project area. An absence of pedestrian-focused infrastructure along the U.S. 101 main corridor prevents the community from safely and efficiently moving people and goods throughout the reservation, and limits opportunities to capitalize on tourism from the Tolowa Dee-ni' Nation's vibrant coastal views.

2.2.1. Safety

There are several safety concerns within the Tolowa Dee-ni' Nation project area, the most dominant being a lack of reliable pedestrian and bicycle facilities within the reservation. The Nation has identified safety along U.S. 101 as a primary concern and a continuous challenge that significantly impacts the daily lives of residents, commuters, and visitors. The stretch of U.S. 101 included in the proj-

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ect area is a common route for Tribal Citizens, as well as traveling pedestrians and cyclists who are forced onto the Highway 101 shoulder that runs parallel to vehicles traveling 55 mph or much higher. Other areas of concern include the intersection of Highway 101 and North Indian Road at the Lucky 7 Fuel Mart and Lucky 7 Casino and Hotel, which lacks traffic signals but has one continental crosswalk over U.S. 101. A similar situation is found at the intersection of U.S. 101 and the Mouth of Smith River Road, which lacks safe crossing for pedestrians or bicyclists crossing Highway 101 heading to the coastline. Furthermore, the section of U.S. 101 in front of Xaa-wan'-k'wvt Village and Resort, a major housing community of Tribal Citizens, does not have safe pedestrian facilities nor safe crossings across U.S. 101. An excess of driveways connecting from Xaa-wan'-k'wvt Village and Resort to U.S. 101 also creates further unnecessary conflicts with the highway.

The figure below depicts the CHP-reported collisions in the project area from 2011 to 2021. A particular hot spot for collisions exists at North Indian Road and U.S. 101, one of the primary intersections recommended for improvements in this report. However, it should be noted that the number of collisions reported anecdotally from the Nation is much higher than those reported to CHP. Therefore, the actual number of collisions in the project area is likely much higher than what is depicted below.

FIGURE 2.7: COLLISION HISTORY MAP



2.2.2. Access to Tribal Facilities

Personal vehicles are the most common form of transportation in the project area, which can be attributed largely to infrastructure and a culture that does not accommodate other modes of transportation. Walking and biking are the second-highest modes of transportation used in the project area; however, the absence of non-motorized infrastructure creates unsafe conditions for those who need to walk and bike, and deters others from attempting to do so. When traveling throughout the Nation by bicycle, walking, or other mobility devices, most travelers utilize U.S. 101, Ocean View Drive, Indian Road and the Mouth of Smith River Road, all of which are missing reliant, safe, and connected non-motorized infrastructure.



Roughly 78% of Tolowa Dee-ni’ Naion Connected Communities Plan questionnaire respondents shared they do not feel safe traveling around the greater Reservation without a motorized vehicle. Reported reasons for feeling unsafe included a lack of protected bike lanes, narrow shoulders, and a high volume of speeding vehicles. If a separated trail, bike lane, or alternative back route was available, many respondents stated they would use it as a preferred method for travel throughout the Nation. To reach Tribal offices, the Howonquet Hall, United Indian Health Services, Lucky 7 Casino and Hotel, Lucky 7 Fuel Mart, Xaa-wan-’k’wvt Village and Resort, and the Howonquet Cemetery, many residents are required to cross over U.S. 101. The absence of protected non-motorized

infrastructure creates a public health crisis; residents need to access these services safely to perform daily functions. Questionnaire respondents suggested implementing crosswalks, roundabouts, walking paths, separated bike lanes, streetlights, and signage to improve the pedestrian experience when traveling along Highway 101 without a motorized vehicle. At intersections of U.S. 101, such as North Indian Road and Mouth of Smith River Road, it was suggested that roundabouts, traffic signals, or a footbridge be added to assist pedestrians in crossing over U.S. 101 safely.

2.2.3. Modes of Travel

According to the American Community Survey, in Del Norte County, 75.5% of the population drive a vehicle alone to work, while only 13.6% carpool. Meanwhile, only 60% in Tribal Census Tract T001 drive alone. Tribal Census Tract T001 has the largest group of residents who carpool (17.2%), possibly due to a limited access of vehicles. Tribal Census Tract T001 also demonstrated the highest rate of residents who walk to work (19.0%), which is almost five times the estimated County rate (4.0%).

TABLE 2.6: MODE OF TRAVEL

Table 2.6 Mode of Travel						
Location	Vehicle - Drove Alone	Vehicle - Carpooled	Public Transportation	Walked	Biked	Worked from Home
Tribal Census Tract T001	60.3%	17.2%	0.0%	19.0%	0.0%	3.4%
Del Norte County	75.5%	13.6%	0.5%	4.0%	0.3%	5.4%
Census Tract 2.02	84.4%	5.1%	0.0%	1.6%	0.0%	9.0%

Source: American Community Survey, 2021 5-Year Estimates

Further results from the questionnaire concluded that 89.5% of respondents utilized a personal vehicle as a primary means of transportation. The following top modes of getting around were walking, at 31.5%, and biking, at 26%. Both public transit and carpooling were utilized by 5% of respondents as a means of transportation. Questionnaire respondents indicated a slight increase of 6% in preference for biking as opposed to a personal vehicle. Nearly 17% of respondents shared that they rode a bike or used an Assisted Transportation Device (ATD) to travel to destinations several times a week, while 17% of respondents also reported using these modes several times per month.



2.2.4. Traffic Volumes

Traffic volumes are low to moderate on local roadways like Ocean View Drive and Indian Road, and increase in speed and volume along U.S. 101. Traffic becomes voluminous on U.S. 101 near services such as the House of Howonquet Restaurant, the Lucky 7 Casino and Hotel, the Lucky 7 Fuel Mart, the Howonquet Hall Community Center, United Indian Health Services, and the Lucky 7 Fuel Mart bus stop. Traffic volumes increase when heading southwest along the Mouth of Smith River Road towards Fisherman's Gulf from Ocean View Drive.

FIGURE 2.8: TRAFFIC VOLUMES MAP



2.2.5. *Vehicle Ownership*

According to the American Community Survey, Del Norte County and Census Tract 2.02 have relatively high rates of the population who have two, three, or more vehicles available. While Del Norte County has 40.7% with two vehicles, and Census Tract 2.02 has 34.1%, only 6.9% of the population of Tribal Census Tract T001 has two vehicles available. Tribal Census Tract T001 experiences the highest rate (6.9%) of no vehicle available, while Del Norte County experiences 2.0%, and Census Tract 2.02 experiences 0.3%.

TABLE 2.7: VEHICLE AVAILABILITY

Table 2.7				
Vehicle Availability				
Location	No Vehicle Available	1 Vehicle Available	2 Vehicles Available	3+ Vehicles Available
Tribal Census Tract T001	6.9%	82.8%	6.9%	3.4%
Del Norte County	2.0%	23.4%	40.7%	33.9%
Census Tract 2.02	0.3%	18.5%	34.1%	47.2%

Source: American Community Survey, 2021 5-Year Estimates

Although not consistent with the American Community Survey data reported in Table 2.7, 93% of Tolowa Dee-ni’ Nation CCP questionnaire respondents indicated they owned at least one car per household, while 7% responded there was no car available to them at all. Of the respondents with vehicle access, 30% shared they had at least one vehicle available to them in their household, 37% shared they had at least two vehicles available to them in their household, and 25% indicated there were at least three vehicles accessible to them in their household.

2.2.6. *Existing Infrastructure*

Roadways

The project area spans 12.2 square miles of the Tolowa Dee-ni’ Nation along the coastal bend of U.S. 101 near the California Coastal National Monument. U.S. 101 runs through the middle of the Nation, and the Nation’s resources are primarily located along the highway between North Indian Road and Lopez Street.

U.S. 101 is a principal arterial roadway that consists of three lanes: northbound, southbound, and median. The highway provides access to coastal residential properties and tribal services, such as the Head Start, Tribal Administration building, Xaa-wan’-k’wvt Village and Resort, and the Lucky 7 Casino and Hotel.



Ocean View Drive runs parallel to U.S. 101 and is a regionally significant roadway that offers connections from residences to local kayaking rentals and coastal access points, Pelican State Beach, the Howonquet Hall Community Center, and the Lucky 7 Fuel Mart. Another regionally significant roadway that improves local connectivity is Mouth of Smith River Road, which connects motorists from Ocean Drive to Fishermen’s Gulf.

Sidewalks

Sidewalks are scarce throughout the project area, and are primarily located around the intersection of U.S. 101 and North Indian Road, in front of the Lucky 7 Casino and Hotel and Lucky 7 Fuel Mart. Four segments of sidewalk are present along each corner of U.S.101 and the North Indian Road intersection. On the east side of Highway 101 on North Indian Road, a roughly 850-foot section of sidewalk extends from 250 North Indian Road westward, curving around the

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northwestern side of Lucky 7 Fuel Mart before leading straight onto the Highway 101 northbound shoulder.



On the opposite southbound side of Highway 101 is a 900-foot section of sidewalk that starts from the highway shoulder about 150 feet north of the northbound sidewalk entrance, then heads south past the United Indian Health Services/Howonquet Community Health Clinic, before curving onto South Indian Road towards the Howonquet Hall Community Center. Across the street is a 725-foot section of sidewalk that runs from the overflow parking lot on South Indian Road southward down Highway 101 and ends right before 13140 Highway 101. The last sidewalk at this intersection is a 1,000-foot section that extends from 350 North Indian Road, northward along U.S. 101 past the Lucky 7 Casino and Hotel, before curving eastward down North Indian Road and ending at Ocean View Drive.

There are no sidewalks in the southern segment of the project area, which includes portions of U.S. 101, Ocean View Drive, and the Xaa-wan'-k'wvt Village and Resort. There are no sidewalks in the northern segment of the project area, which includes portions of U.S. 101, Ocean View Drive, and the Tolowa Dee-ni' Nation Housing & Public Works.

Crossings

There are three marked pedestrian crosswalks: two standard crosswalks on the north and southbound sides of Highway 101, that cross over Indian Road, and one continental crosswalk that crosses over Highway 101 at the intersection of Indian Road in front of the House of Howonquet Restaurant. The continental crosswalk is supported on both sides by two pedestrian crossing signs with pedestrian-activated rectangular rapid flashing beacons to alert motorists of crossing pedestrians.



Transit infrastructure

Bus shelters are not present at the Lucky 7 Fuel Mart or Salmon Harbor/Ship A Shore bus stops, however the Lucky 7 Fuel Mart bus stop has two unsheltered picnic tables to a green-and-white bus stop sign labeled "SW Point."

Transit Services

There are currently two regular buses in operation in the Tolowa Dee-ni' Nation area: the Curry Public Transit Coastal Express and the Redwood Coast Transit. Both services operate Monday through Saturday between Tolowa Dee-ni' Nation and Arcata. Table 2.9 illustrates the current Curry Public Transit Coastal Express schedule, while Table 2.10 illustrates the current Redwood Coast Transit schedule.

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TABLE 2.8: TRANSIT SCHEDULE

Table 2.8 Coastal Express Schedule Monday to Saturday							
Southbound				Southbound (North)			
Brookings (5th St/Bankus Park)	6:15 AM	8:45 AM	1:45 PM	North Bend (Newmark Center)	11:10 AM	2:30 PM	
Harbor (Chevron)	6:20 AM	8:55 AM	1:50 PM	North Bend (Safeway/VA Clinic at Marion St)	7:25 AM	11:25 AM	2:45 PM
Smith River (Rancheria)	6:30 AM	9:15 AM	2:15 PM	Coos Bay (Tioga Hotel - Market St)	7:30 AM	11:35 AM	2:55 PM
				Coos Bay (Fred Meyer)	7:40 AM	11:45 AM	3:05 PM
				Bandon (Ray's)	8:20 AM	12:20 PM	3:45 PM
				Port Orford (Ray's)	9:15 AM	1:05 PM	4:40 PM
				Gold Beach (Ray's)	10:00 AM	1:55 PM	5:25 PM
				Brookings (5th St/Bankus Park)	10:45 AM	2:40 PM	6:05 PM
				Harbor (Chevron)		6:15 PM	
				Smith River (Rancheria)		6:30 PM	
Northbound				Northbound (Smith)			
Smith River (Rancheria)	6:45 AM	9:15 AM	2:15 PM	Smith River (Rancheria)		6:30 PM	
Harbor (Umpqua Bank)	7:05 AM	9:35 AM	2:35 PM	Harbor (Umpqua Bank)		6:45 PM	
Brookings (5th St/Bankus Park)	7:20 AM	11:15 AM	3:00 PM	Brookings (5th St/Bankus Park)		6:55 PM	
Gold Beach (Ray's)	8:05 AM	12:00 PM	3:45 PM				
Port Orford (Ray's)	8:50 AM	12:45 PM	4:40 PM				
Bandon (Ray's)	9:35 AM	1:30 PM	5:15 PM				
Coos Bay (Fred Meyer)	10:15 AM	2:10 PM	5:55 PM				
Coos Bay (Tioga Hotel)	10:25 AM	2:15 PM	6:00 PM				
North Bend (Safeway/VA Clinic at Marion St)	10:35 AM	2:30 PM	6:15 PM				
North Bend (Newmark Center)	10:55 AM	2:35 PM	6:20 PM				

TABLE 2.9: TRANSIT SCHEDULE

Table 2.9 Redwood Coast Transit Monday to Saturday Southbound							
Smith River							
Lucky 7 Store	6:45 AM	9:20 AM	2:15 PM	6:35 PM			
Old Ray's Foods	6:50 AM	9:25 AM	2:20 AM	6:40 AM			
Ft. Dick Market	6:58 AM	9:33 AM	2:28 PM	6:48 PM			
Crescent City							
College of Redwoods	7:13 AM	9:48 AM	2:43 PM	7:03 PM			
Cultural Center	7:30 AM	10:00 AM	3:00 PM	7:13 PM			
Klamath (Pem-Mey)	8:05 AM	10:35 AM	3:35 PM	7:48 PM			
Klamath Glen		10:46 AM	3:46 PM				
Prairie Creek S.P.	8:23 AM	11:11 AM	4:11 PM				
Redwood N.P. Kuckel Visitor Center (Orick)	8:37 AM	11:25 AM	4:25 PM				
Trinidad Park & Ride	9:03 AM	11:51 AM	4:51 PM				
Arcata							
Arcata Airport - Mckinleyville	9:13 AM	12:01 PM	5:01 PM				
Arcata Transit Center	9:26 AM	12:14 PM	5:14 PM				
Northbound							
Arcata							
Arcata Transit Center	10:00 AM	12:50 PM	5:50 PM				
Arcata Airport - Mckinleyville	10:13 AM	1:03 PM	6:03 PM				
Trinidad Park & Ride	10:23 AM	1:13 PM	6:13 PM				
Redwood N.P. Kuckel Visitor Center (Orick)	10:48 AM	1:38 PM	6:38 PM				
Prairie Creek S.P.	11:02 AM	1:52 PM	6:52 PM				
Klamath Glen	11:30 AM	2:20 PM	7:20 PM				
Klamath (Pem-Mey)	11:40 AM	2:30 PM	7:30 PM				
Crescent City							
Cultural Center	6:05 AM	8:30 AM	12:15 - 1:30 PM	3:05 PM	5:50 PM	8:05 PM	
College of Redwoods		8:38 AM	1:38 PM		5:58 PM		
Ft. Dick Market	6:22 AM	8:52 AM	1:52 PM		6:12 PM		
Smith River							
Ray's Food Place	6:30 AM	9:00 AM	2:00 PM		6:20 PM		
Lucky 7 Casino	6:35 AM	9:05 AM	2:05 PM		6:25 PM		

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Additionally, a Greyhound pickup point is located at the Salmon Harbor/Ship A Shore bus stop at U.S. 101 Royale Street, directly in front of the Xaa-wan'-k'wvt Village and Resort.

2.2.7. *Level of Traffic Stress Analysis*

About the Tolowa Dee-ni' Nation Bicycle and Pedestrian Network

Although the Tolowa Dee-ni' Nation has no designated bicycle infrastructure, its small footprint gives it strong potential for improved bicycle ridership. The Reservation and surrounding community are bisected by U.S. 101, which serves as the main street for the community for approximately 1.5 miles. Ocean View Drive runs parallel to U.S. 101, and connects the eastern half of the Reservation to U.S. 101 via North Indian Road. The Tribal land currently lacks safe, pedestrian-oriented design and protected bikeways along U.S. 101, preventing direct access to employment, medical, and shopping areas for alternative modes of transportation. The inconsistent sidewalks and the absence of separated bicycle lanes result in high levels of traffic stress for pedestrians and cyclists throughout the Reservation.

Speeding, heavy traffic, a lack of protected infrastructure, poor lighting, and a lack of visibility create an increased potential for traffic conflicts along U.S. 101. Roughly 78% of Tolowa Dee-ni' Nation CCP questionnaire respondents shared they do not feel safe traveling around the greater Reservation without a motorized vehicle. Questionnaire respondents elaborated on reasons for feeling unsafe, including a lack of protected bike lanes, narrow shoulders, and a high volume of speeding vehicles. From 2010-2021, eight traffic collisions in the project area involved pedestrians, four of which resulted in fatalities. As a result, many Tribal Citizens avoid biking and walking, despite the flat topography and short travel distances. The Tolowa Dee-ni' Nation CCP questionnaire results indicate that 89.5% of residents drive a personal vehicle as a primary means of transportation. This mode is followed by walking, at 31.5%, and bicycling, at 26%.

About the Level of Traffic Stress Methodology

This Level of Traffic Stress (LTS) Analysis utilizes the Mineta Transportation Institute's nationally recognized methodology on low-stress bicycling and network connectivity developed in 2012. The Mineta Transportation Institute identifies four factors of traffic stress: traffic speeds, traffic volumes, number of travel lanes, and the presence of bicycle facilities. By compiling these factors, each street within a transportation network can be classified into one of four levels of stress:

- ❖ Level 1: The lowest level of stress, including neighborhood roads and cycle trails. Suitable for all riders, including young children.
- ❖ Level 2: Low stress, including low volume/speed roads. Suitable for 60% of the population.

- ❖ Level 3: Moderate stress, including moderate volume/speed roads with bike lanes. Suitable for 10% of the population.
- ❖ Level 4: High stress, including high-speed roads with no bike lanes. Suitable for 1% of the population

LTS is becoming increasingly used by California communities and Caltrans within active transportation plans, because it clearly illustrates why certain roadways may not be comfortable or feel safe for pedestrians and cyclists, and identifies how to make a bicycle network accessible to a larger population. This analysis describes the LTS of the Tolowa Dee-ni' Nation in both its existing condition and the proposed conditions per the project recommendations in the CCP.

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Existing Conditions

FIGURE 2.10: EXISTING LEVEL OF TRAFFIC STRESS



TABLE 2.10: EXISTING LEVEL OF TRAFFIC STRESS

Existing Conditions						
Street Name	Level Of Traffic Stress	Classification	Posted Speed Limit	Pedestrian Injuries	Pedestrian Fatalities	Ped/Bike Infrastructure
US 101	4	Rural Highway	45 mph	3	4	Hard Shoulder with Fog Lines
Ocean View Drive	3	Rural Collector	25 mph	0	0	None
N Indian Road	3	Rural Collector	25 mph	1	0	Sidewalks and Fog Lines

(Pedestrian Injuries and Fatalities, according to the UC Berkeley Transportation Injury Mapping System from January 2011 to December 2021)

The major roads within the Tolowa Dee-ni' Nation are designated as high to very high stress, due to the lack of safe infrastructure, high speeds, and history of traffic collisions. The many destinations and attractions located along U.S. 101 are not safely accessible to pedestrians and cyclists, inflating personal vehicle usage within the Reservation. U.S. 101 is designated as the highest level of stress, due to the high travel speed of vehicles. Many also travel significantly faster than the posted speed limit of 45 mph. The intersection of U.S. 101 and North Indian Road is notably hazardous, with six of the eight total pedestrian-related traffic collisions occurring at the intersection. Ocean View Drive is a two-lane road with no sidewalks, shoulders, or designated space separating pedestrians and bicycles from traffic. Therefore, despite its low posted speed, the tight lanes of Ocean View Drive result in a high LTS. In its existing condition, the Tolowa Dee-ni' Nation's roadways are highly stressful and unsafe for pedestrians and bicyclists. Improvements to the Reservation's transportation infrastructure are necessary to increase biking and walking and prevent injuries and fatalities.

Proposed Conditions

FIGURE 2.11: PROPOSED LEVEL OF TRAFFIC STRESS



TABLE 2.11: PROPOSED LEVEL OF TRAFFIC STRESS

Proposed Conditions				
Street Name	Level Of Traffic Stress	Classification	Posted Speed Limit	Proposed Infrastructure
US 101	1	Rural Highway	45 mph	Separated Multi-Use Path
Ocean View Drive	1	Rural Collector	25 mph	Protected Multi-Use Path
N Indian Road	1	Rural Collector	25 mph	Protected Multi-Use Path

In the CCP Project List Recommendations, the project team has included a recommendation for traffic calming and improved infrastructure throughout the Reservation, which includes a separated multi-use path along U.S. 101, Ocean View Drive, and North Indian Road, to provide the community members of the Tolowa Dee-ni' Nation and visitors to the area with a safe alternative to get around. This multi-use path would reduce the LTS along U.S. 101 from a rating of 4 (Very High Stress) to a rating of 1 (Low Stress), making it suitable for everyone from older adults to young children to bicycle and walk along the pathway. This would allow more residents to bicycle and walk to the many destinations along U.S. 101, and multiple proposed safe crossings would help people safely cross the highway. Additionally, the multi-use path along Ocean View Drive and North Indian Road would reduce the traffic stress from a rating of 3 (High Stress) to a rating of 1 (Low Stress), creating a safe connection from the many residences located along Ocean View Drive to the amenities along U.S. 101.

The proposed multi-use path would promote connectivity within the Tolowa Dee-ni' Nation by providing Tribal Citizens and residents with a means to travel short distances using entirely low-stress facilities. This would increase the frequency of bicycling and walking, which is known to improve public health and reduce congestion. Providing safe routes to local destinations is essential to promoting equitable connectivity within a community. The proposed construction would dramatically improve the transportation options available to residents and visitors of the Tolowa Dee-ni' Nation.

2.3. Summary of Project Area Issues and Opportunities

There are key locations within the Tolowa Dee-ni' Nation that would significantly benefit from the implementation of safe pedestrian and bicycle facilities. According to the UC Berkeley Transportation Injury Mapping System, from January 2011 to December 2021, there have been 12 collisions along U.S. 101 in the Nation, particularly at the intersection of Highway 101 and North Indian Road adjacent to the Lucky 7 Casino and Hotel. Several of the collisions at the intersection include collisions between vehicles and pedestrians. Another collision hotspot exists on U.S. 101 in front of the Sea Escape Oceanfront Lodging and Clifford Kamph Memorial Park. Both collision hot spots lack sensor-based traffic signals or protected pedestrian and bicycle facilities. Del Norte County's Local Roadway Safety Plan recommended in May of 2022 that the U.S. 101 and North Indian Road intersection be upgraded with additional large stop signs or another intersection regulating sign. Further, the Plan suggests brainstorming on U.S. 101 and the Mouth of Smith River Road intersection, a quarter mile south of the Lucky 7 Casino and Hotel, to reduce driving or biking under the influence (DUI/BUI) charges.

Section 5.3 of the Tribal-State Compact between the State of California and the Tolowa Dee-ni' Nation indicates that there are credits available to the Nation in the form of government subsidies to cover the financing of infrastructure projects such as construction, repair, maintenance, and road improvements that benefit the Nation's gaming facility and surrounding community. With roadway connections to the Lucky 7 Casino and Hotel, there should be funding opportunities available to improve roadway infrastructure along segments of U.S. 101, North Indian Road, and Ocean View Drive.

Improvements are clearly needed in the Nation. The current lack of facilities and safe intersections creates major barriers for those who need to get around. Improvements for Tolowa Dee-ni' Nation would drastically improve the accessibility, mobility, and quality of life for those who live, work, and play in the Nation's historic community.

Chapter 3

3 COMMUNITY AND STAKEHOLDER INVOLVEMENT

3.1. Outreach Overview

3.1.1. Public Outreach Process

Throughout the development of this Plan, project partners, stakeholders, and Tribal Citizens were encouraged to participate in the process and provide input on needs and project development. This included the following outreach efforts:

- ❖ Individual contact with stakeholders, including prominent Tribal staff.
- ❖ Community workshops.
- ❖ Tribal Council Presentations.
- ❖ Pop-up outreach events.
- ❖ Community questionnaire.
- ❖ Project website.
- ❖ Informational flyers.
- ❖ Social media outreach.

The CCP consisted of a robust community outreach program to understand the opportunities and constraints of necessary infrastructure improvements while acknowledging and considering the needs of the Nation, residents, and visitors.

FIGURE 3.1: PROJECT INFOGRAPHIC



Tolowa Dee-ni' Nation Connected Communities Plan

Community input is invaluable and essential to creating a shared vision for the Tolowa Dee-ni' Nation, surrounding community, and County. The community engagement received during the project planning phase was a driving force behind the ultimate recommendations of the project. The Tolowa Dee-ni' Nation collaborated with the project team and other agencies to cultivate an integration between local stakeholders, community, and Tribal Citizens. The Nation and project team were successful in developing an outreach strategy that ensured frequent opportunities for community participation that were both engaging and accessible to continuously keep stakeholders, the community, and Tribal Citizens interested, informed, and actively participating in the planning process of the project.

FIGURE 3.2: OUTREACH FLYER



The flyer features a scenic background image of a coastal landscape with mountains and water. In the top left corner is a circular logo for the Tolowa Dee-ni' Nation Connected Communities Plan, which includes icons for a mountain, water, and people. The main title, "TOLOWA DEE-NI' Connected Communities Plan", is centered in white text. Below it, the subtitle "STAKEHOLDER AND COMMUNITY WORKSHOPS" is also centered in white. A paragraph of text invites attendees to upcoming events to discuss making walking, biking, and rolling safer and more efficient. To the left of the event details is a circular collage of six images: a road sign, a road intersection, a road sign, a road sign, a road sign, and a road sign. On the right side, there are two event boxes. The first box, titled "STAKEHOLDER MEETING", lists the date as Tuesday, August 9, 2022, from 11:00am to 1:00pm, at the Lucky 7 Casino Naa-svt Room (Beach Room) at 350 N Indian Rd, with lunch provided. The second box, titled "COMMUNITY MEETING", lists the date as Tuesday, August 9, 2022, from 5:00-7:00 pm, at the Howonquet Hall Community Center at 101 Indian Court, with dinner provided. At the bottom right, a box provides the website for more information: www.TolowaTransportationPlan.com.

TOLOWA DEE-NI'
Connected Communities Plan

STAKEHOLDER AND COMMUNITY WORKSHOPS

Attend the upcoming stakeholder and community outreach events and let us know how to make walking, biking and rolling safer and more efficient throughout the Nation.

STAKEHOLDER MEETING

TUESDAY, AUGUST 9, 2022
11:00am - 1:00pm
Lucky 7 Casino Naa-svt Room
(Beach Room) at 350 N Indian Rd
LUNCH PROVIDED

COMMUNITY MEETING

TUESDAY, AUGUST 9, 2022
5:00- 7:00 pm
Howonquet Hall Community
Center at 101 Indian Court
DINNER PROVIDED

For more information, visit
www.TolowaTransportationPlan.com

Tolowa Dee-ni' Nation Connected Communities Plan

The community outreach included several methods for interactive engagement, including meetings, workshops, and site visits. Advertising for engagement opportunities occurred through various channels, including a project website, flyer distribution, newsletter ads, direct mailers, and public and social media postings to create community-wide awareness of the planning process. Through outreach and engagement methods, the project team collected and analyzed data, developed conceptual design options, prepared a project report, and communicated project progress to the Nation and the community.

For a full stakeholder list, see Appendix A – Outreach Summary.

3.2. Stakeholders

Throughout the development of the CCP, the Nation and project team maintained frequent coordination with identified stakeholders, including but not limited to, Caltrans, various Tribal departments, the Del Norte County Local Transportation Commission, Del Norte County, and the North Coast Tribal Transportation Commission. The California Coastal Commission has also been involved in collaboration with the Nation to create connectivity to the California Coastal Trail.

Stakeholder engagement throughout the development of this Plan included in-depth meetings and interactive methods to ultimately achieve preferred alternatives that would meet the needs and provide safety to the Tribal community, surrounding community, and project stakeholders. Stakeholder engagement methods included email communication, stakeholder and community workshop invitations, questionnaires, and individual stakeholder meetings.

For a full stakeholder list, see Appendix A – Outreach Summary.

3.3. Web-Based Outreach

With an increasingly digital world, the project team relied on web-based outreach to facilitate project information and gather comments from Tribal Citizens and the surrounding community who could not participate in in-person meetings. Social media has proven to be a powerful tool for community outreach projects. The project team utilized existing Tribe and County accounts to promote the project, meetings, and surveys. The facilitation of the survey on social media resulted in 19 responses online alone.

The project website was created specifically for the CCP to share project information in a reliable space. The project website can be found at www.tolowa-transportationplan.com, and was used throughout the project to distribute project information and collect input through the survey and comment section.

FIGURE 3.3: TOLOWA CONNECTED COMMUNITIES PLAN WEBSITE



3.4. Community and Stakeholder Meetings

The first Tolowa Dee-ni' Nation Community Workshop was held on August 9th, 2022, from 5:00 - 7:00 p.m. in the Howonquet Hall Community Center. There were 10 attendees at the workshop: six community members and four staff who were part of affiliations such as Caltrans, Tribal Citizens, and members of the public. Additionally, a TAC Stakeholder meeting was held on August 9th, 2022, at 10 a.m. in the Howonquet Hall Community Center. There were 16 participants present, with affiliations such as key Tribal staff, District Supervisors, Caltrans District 1, prominent Tribal Citizens, Tribal staff, Del Norte County staff, and Del Norte Local Transportation Commission staff. The purpose of this initial meeting was to introduce the project team and the Tolowa Dee-ni' Nation CCP, and to collect input from the stakeholders. The table below includes a summary of all workshops held prior to the public draft workshops.



into Northern California.

There were several comments regarding the project area from the August 9th Stakeholder Meeting, with most concerns focused on improving pedestrian and traffic safety along Highway 101, Ocean View Drive, and Mouth of Smith River Road. There were discussions surrounding the efficiency of an overcrossing versus an undercrossing, and the need for better lighting to calm incoming traffic. There were three areas of concern for ATV use, including Mouth of Smith River and Indian Road, due to safety issues near the liquor store. Highway 101 was a concern due to the sensitive habitat between Xaa-wan'-k'wvt Village and Resort and the Head Start, and Indian Road was a concern due to high fatalities. A summary of comments received is included in the table below.

TABLE 3.1: SUMMARY OF OUTREACH EVENTS

Table 3.1			
Summary of Outreach Events			
Meeting	Date	Time	Location
Tolowa Dee-ni' TAC Meeting	August 9, 2022	10:00 AM	Howonquet Hall Community Center
Tolowa Dee-ni' Community Workshop	August 9, 2022	5:00 - 7:00 PM	Howonquet Hall Community Center
Tolowa Dee-ni' Community Workshop/Tribal Council meeting	October 10, 2022	9:00 - 12:00 PM	Tolowa Dee-ni' Nation Offices
Tolowa Dee-ni' Tribal Council Executive Session Presentation	December 8, 2022	9:00 AM	Tolowa Dee-ni' Nation Offices

The most prevalent concerns from attendees at the August 9th Community Workshop were to improve pedestrian facilities in the Nation. Improvements such as roundabouts, crosswalks, protected bike lanes, and walking paths to keep pedestrians and cyclists safe when sharing roadways were mentioned. Other comments included the desire for more safe beach access points for Tribal Citizens, outdoor furniture on paths with high foot traffic, and considerations for a gateway design with Tolowa Dee-ni' Nation serving as a gateway

Tolowa Dee-ni' Nation Connected Communities Plan

TABLE 3.2: COMMUNITY WORKSHOP COMMENTS

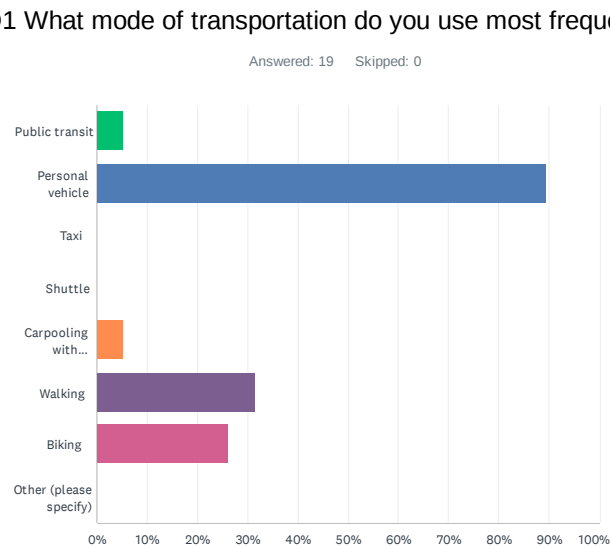
Table 3.2 Workshop Comments Summary Comments Received
Difficult to walk on Ocean View Drive and get across street.
Take next step to make highway better, roundabout is expensive and so are crossings, undercrossing could be risky with lots of rain.
Some people may not take undercrossing or overcrossing because running across the road is quicker, people do not use crosswalk as much as they could.
Scary to turn left into Dollar General/Timber Road driveway.
Critical for project team to understand how people have traditionally used the roadways since the Tribe was here long before highway.
Space in the ROW of Ocean View Drive for walking path.
Speed of traffic is outrageous. CHP go very fast if there is a pursuit, too.
There is a middle turning lane by Howonquet Village, but people mostly use it for passing.
The highway does not need congestion relief.
More lighting could help let people know they are coming into a community.
Gateway signage would be helpful.
Undercrossing could be a concern of homeless people living there.
Maybe the causeway could bring people closer to nature.
There are crossing needs along Mouth of Smith River Road towards Head Start and admin buildings, since it's not an established school zone.
Creek is a cultural site.
There is drainage and culvert under 101 across from bridge.
Dr. Fine Bridge has nice sidewalks on Mouth of Smith River Rd, but they end at the river, some people can't take sidewalks from housing to admin building.
Some areas are only accessible to Tribal citizens.
Kids don't walk.
Environmental Justice Workshop looked at similar changes but wasn't funded. Main recommendations were for roundabouts.
A lot of elk crossings.
Kids ride motor bikes.
Entrance and exit of Lucky 7 casino are often congested.
Toll Road on Hwy 101 through Reservation Land.
Passing on culverts/bridges.
Pedestrian/bike path along Ocean View – entire length.
Mouth of Smith River Park Improvements.
Tribe is gateway to CA from the north.
Pedestrian lights are not so visible.
Tribal members have limited access to the beach, have to crawl at a certain spot.
Improvements for Tribal folks.
A path would be good to separate traffic.
Beach overlook at Mouth of Smith River, some go often and some bike there with kids on S Indian Rd.
Place two roundabouts at Indian Rd. and Mouth of Smith River Rd.
Resting benches along pathway.
XVR to store across the way needs a crossing.
Crossing needed along Mouth of Smith River Rd. towards Head Start and administrative building.
ATV use on Tribal Cultural Access/ Hatchery.

3.5. Community Questionnaire

3.5.1. Survey Results

A questionnaire was designed for meeting attendees and community members to gather information and facilitate participation in project development. The questionnaire was prepared in both paper and online formats, including SurveyMonkey’s easy-to-use QR code to connect respondents directly to the online survey. The questions were intended to gauge community travel behavior and provide an opportunity for respondents to share which specific areas needed non-motorized facilities and general safety improvements. These questions were also meant to encourage respondents to provide suggestions and comments about the project’s development. The questionnaire consisted of 26 questions that focused on the respondent’s mode preference and accessibility, most frequented destinations, and feedback on where safer transportation infrastructure was needed. Question 1 of the survey asked respondents to indicate the mode of transportation they use most frequently. According to the Tolowa Dee-ni’ Nation CCP questionnaire, 89% of respondents selected the personal vehicle as their mode preference for transportation.

Figure 3.4: Survey Response to Q1 – Most Frequent Mode of Transportation



For the complete community questionnaire results and tables, see Appendix A – Outreach Summary.

3.6. Priority Community Needs

From community workshops and survey results, community members consistently voiced the need to improve local pedestrian and bicycle facilities and implement traffic calming techniques to reduce collisions. Respondents voiced concerns about designing pedestrian paths and bicycle lanes along busy roadways like Highway 101, Ocean View Drive, and Indian Road to improve multi-modal infrastructure that encourages efficient travel between key destinations on the reservation. No major concerns regarding project improvements arose, and improvement suggestions from the project team were well received by the Tribal Citizens and stakeholders.

For a full list of all comments received during community outreach events, see Appendix A – Outreach Summary.

Chapter 4

4 MULTI-MODAL CONNECTIVITY ASSESSMENT

Through community input and years of community planning, it is apparent that the Tolowa Dee-ni' Nation and community need safe and convenient bicycle and pedestrian facilities. Many community members rely on bikes or walking as a primary mode of travel. Additionally, high quality multi-modal facilities improve the quality of life and health of residents and visitors to the area. In an effort to understand mobility needs, a thorough assessment of current conditions and possible improvements was performed.

4.1. Origins and Destinations

To better anticipate the travel needs of residents, an analysis on travel patterns from origins and destinations within and outside of the Tolowa Dee-ni' Nation was conducted. This analysis aided in identifying and prioritizing infrastructure improvement projects throughout the Reservation. Frequent destinations within the CCP project area exist along U.S. 101, and include educational institutions, community resources, social and health services, government offices, entertainment centers, and recreation. Within the project limits, key destinations include the Tolowa Dee-ni' Nation Tribal Headquarters, Dat-naa-svt Village, Xaa-wan'-k'wvt Village and Resort, the United Indian Health Services, and the Lucky 7 Casino and Hotel. Further anticipated origins and destinations are included in Figure 4.1.

FIGURE 4.1: ORIGINS AND DESTINATIONS ANALYSIS MAP



4.2. Opportunities and Constraints

The Tolowa Dee-ni' Nation Long-Range Transportation Plan identifies many issues within the current transportation system, and conveys the need for safe bicycle and pedestrian facilities and intersection improvements within the Reservation, particularly along U.S. 101, Mouth of Smith River Road, Ocean View Drive and South Indian Road. To allow people to move safely around the Reservation, U.S. 101 has been identified as a primary location to implement bicycle and pedestrian facilities. The Tolowa Dee-ni' Nation is located along beautiful coastline backed by old growth redwoods and the pristine Smith River, and is cherished not only by the Nation and residents, but also to those who visit the area to enjoy recreation opportunities. This section of coastline and U.S. 101 is a heavily trafficked route due to through-traffic, various recreational opportunities, nature sights, and the Nation's casino. Visitors who stop in the Nation will visit the Mouth of the Smith River overlook, go down to the beach, stay at the Nation's hotel, or indulge in the entertainment of the Lucky 7 Casino. The proposed improvements along U.S. 101 and Ocean View Drive will allow visitors and residents to fully enjoy the area by walking or bicycling and will contribute to the economic success of Tribal entities such as the Lucky 7 Casino and Hotel and the House of Howonquet Restaurant. The proposed improvements will provide the Nation and its visitors with recreation opportunities, public health benefits, and economic improvement as described in the following sections.

4.2.1. Opportunities

Livable Community

A safe and connected transportation system plays a critical role in enhancing the quality of life of a community. A comfortable and user-friendly facility for bicyclists and pedestrians has shown to have positive impacts on accessibility to services, air quality, congestion, overall health, local economy, personal savings, road maintenance, and safety. The proposed improvements will enhance the overall quality of life for the Nation, surrounding community, and visitors by increasing accessibility, equitable transportation options, addressing transportation barriers, and improving overall circulation.

Despite nonexistent facilities for pedestrians and cyclists along U.S. 101, the Reservation experiences high rates of people who walk and bicycle along the highway. The American Community Survey data reported that 24% of residents within the Tribal Census Tract have no or limited vehicular access, and therefore must resort to walking, bicycling, or other means of transport. By implementing infrastructure that is focused on improving the safety and comfort for bicyclists and pedestrians, the proposed improvements will not only encourage walking and biking, but will also create a connected community that is inviting, accessible, and comfortable.

The region is known for its beautiful scenery, pristine forests and beaches, and outdoor recreation, including hiking, bicycling, and beach going, all of which are major factors that draw to the area. The value of connecting with nature, outdoor recreation, and the Nation's strong commitment to natural conservation also contribute to the urge to be less reliant on vehicle usage to reduce congestion, emissions, and general reliance on cars. Studies also show that the quality of life is enhanced when people can move comfortably throughout a community by foot or bike. The ability to soak up the sun, stop and converse with a passing neighbor, or simply breathe fresh air are all contributing factors to the enhanced mobility experience. With these factors in combination with short travel distances, Tolowa Dee-ni' Nation has a great blueprint to improve mobility within its community.

Health Benefits

Providing an Americans with Disabilities Act (ADA) compliant multi-use path and safety treatments will allow people of all ages and abilities to move freely about the community through walking, bicycling, and rolling (mobility-assistance devices). The facilities will allow residents and visitors to utilize a primary mode of transportation other than a vehicle. Studies show that increased rates of non-motorized transportation usage such as walking or bicycling leads to increased physical activity and social interactions. Increased active non-motorized transportation is associated with a myriad of health benefits, including a lower body mass index (BMI), decreased hypertension, diabetes, and cardiovascular disease.

Equally as important, by providing safe transportation and recreation alternatives along and crossing U.S. 101, the proposed improvements will significantly boost the mental health of residents and visitors. Physical and mental health and active transportation can be inherently tied together when safe transportation alternatives are available. Current conditions create a stressful and difficult environment for pedestrians and cyclists, as people currently are exposed to heavy traffic traveling at high speeds on U.S. 101. The absence of suitable pedestrian and bicycle facilities along the U.S. 101 corridor causes stress for community members and visitors, particularly to residents who have no other option but to walk or bicycle along the busy highway. Hazardous transportation situations can produce thoughts and feelings of anxiety, fear, and panic due to the unpredictability of vehicles on the busy highway. Further, the CCP and proposed improvements are focused on making transportation opportunities more accessible and equitable for underrepresented groups. Providing safe and connected transportation alternatives can ease pedestrians and bicyclists' minds while leading to improved social and mental quality of life for residents and visitors. Additionally, when pedestrians and bicyclists are able to feel safe and secure partaking in active transportation, it can serve as an outlet for motivation to improve social interaction opportunities. While the transportation network primarily serves

transportation demand, it can also encourage community members and visitors to socialize and enjoy the beautiful scenery that surrounds the project area.

Economic Opportunities

U.S. 101 is the primary route throughout the core of the Reservation, and is the main connector to regional employers, schools, and other services. As a federal highway, U.S. 101 also brings many long-distance travelers who pass through the Nation. U.S. 101 is a key component of economic enrichment and growth for the Nation and its surrounding community. Implementing long-term improvements to the transportation system will be a critical factor to proposed development and the associated economic benefits. One of the driving factors of the CCP is to ensure that U.S. 101 will continue to be an effective route for moving goods and people to desired destinations, while also providing people with increased access to affordable and accessible transportation alternatives. As previously mentioned, many Tribal Citizens have no or limited access to a personal vehicle, and owning and maintaining a car can be expensive, especially for low-income families and members of disadvantaged communities. Within the Tribal Census Tract, approximately 57% of people are living below the poverty line. By increasing access to walking and bicycling facilities, the project improvements will reduce overall transportation costs for low-income households and disadvantaged communities, including people with disabilities and the elderly. Increased walking and bicycling access will provide positive economic impacts along with physical and environmental opportunities.

Providing a shared multi-use path will bring additional recreation opportunities to community members and visitors while aiding in the expansion of the Nation's existing tourism industry, which is a key source of economic revenue for the Nation. With scenic views, beautiful beaches, and access to the Lucky 7 Hotel and Casino, travelers taking U.S. 101 will stop in the Nation and enjoy the area, often staying at the hotel or dropping into the casino or restaurant. The California Coastal Trail is also a popular bikepacking route that leads many bike packers straight through the Tolowa Dee-ni' Nation. With U.S. 101 bisecting through the heart of Tolowa, improved facilities would be transformational in enticing visitors to stop and visit. A safe and connected multi-modal corridor with accessible crossings and defined facilities for non-motorized transportation will also create improved access between destinations within the community, and will provide visitors with easy access to the beach, casino, and restaurant.

The Nation is in the process of a community expansion to Tribal properties that will expand local tourism and improve quality of life and economic prosperity for Tribal Citizens and the greater Smith River community. In 2016, the Nation purchased the Xaa-wan'-k'wvt Village and Resort for the purpose of bringing a culturally significant site into the Nation's ownership, and increasing the property's commercial potential for the Nation's benefit. The Xaa-wan'-k'wvt Village and Resort is located directly next to U.S. 101 and along the coastline with water

access and oceanfront views. The Nation plans to redevelop the Xaa-wan'-k'wvt Village and Resort into an eco-resort, aiming to employ green technologies and protect natural ecosystems. The vision for the eco-resort is to immerse visitors in cultural eco-centric activities, allowing visitors to explore the natural environment and local culture through outdoor recreation, guided or self-guided tours, and educational programs. The proposed improvements of the CCP would complement this effort by providing eco-friendly transportation methods to the Xaa-wan'-k'wvt Village and Resort and surrounding area. The eco-resort will boost social, cultural, and economic health while utilizing the safe and connected access via U.S. 101 to the resort. In addition to the Xaa-wan'-k'wvt Village and Resort redevelopment, the Nation also recently completed a 21 home Tribal Housing development project. The development neighborhood, named Dat-naa-svt Village, is located between U.S. 101 and Ocean View Drive, approximately 0.4 miles north of the Lucky 7 Casino and Hotel, Lucky 7 Fuel Mart, Health Clinic, and Howonquet Hall. The proposed multi-use path would create a connection in the north from U.S. 101 to Ocean View Drive through Dat-naa-svt Village, and would connect 1.5 miles south to Xaa-wan'-k'wvt Village and Resort, proving a direct network for Tribal Citizens and visitors. The implementation of the proposed improvements is crucial to safely connect the new housing development, Xaa-wan'-k'wvt Village and Resort, and existing residences to employment and other services.

4.2.2. Constraints

Currently, high speeds and absent pedestrian and bicycling facilities along U.S. 101 and Ocean View Drive negatively impact mobility for the entire community. The proposed improvements will provide people who primarily use non-motorized modes of transportation with safer conditions, while encouraging others to partake in walking or bicycling more often. While U.S. 101 does provide the Nation with economic opportunities, the existing conditions pose fragmentation and access barriers to the Nation's cultural, social, and economic assets. The wide travel lanes and high traffic speeds are accompanied by the lack of safe non-motorized facilities along U.S. 101, posing a threat to residents and visitors to get to their desired locations safely. The overall quality of life is diminished due to the inability for safe non-motorized transportation, difficulty accessing other parts of the community, and the general level of stress that pedestrians and bicyclists encounter navigating the highway. As approximately 24% of residents do not have access to or have limited access to a vehicle, severe barriers prevent people from getting safely to homes, grocery stores, healthcare, or any other necessary services with U.S. 101 hindering their commute. Further, along with the existing safety and accessibility challenges, residents living near U.S. 101 on residential streets experience increased exposure to air and noise pollution that affects quality of life. The proposed components of the project will vastly improve the physical, economic, mental, and social wellbeing of the Nation. In addition to the above analysis of current constraints, an analysis of

implementation feasibility constraints is further examined in Chapter 5, Feasibility Analysis. However, it is not anticipated that there are any barriers that would prevent the overall implementation of the CCP.

4.3. Project Lists

The projects identified in this plan have been grouped into categories, and in some instances subcategories. The point of stratifying projects this way is to position projects for funding in specific funding programs. Projects are defined in summaries in the following table, and in detail throughout this section of the plan. Additional information regarding wayfinding and gateway designs are included in Chapter 6.

Taking into consideration the mobility needs of the community, the multi-use path will benefit the Tribal community and integrate with existing facilities. Various iterations of projects and associated conceptual designs were developed for the proposed improvements, and brought back and forth to the Tribal Council and community at various stages within the planning process. The Tolowa community members, and stakeholders including the Tribal Council and Cultural Committee, were invited to participate in an iterative design process to provide feedback on the project components. This included the look and feel of the pathway and the style and design of materials used. Based on the Multi-Modal Connectivity Assessment (Chapter 4), the designs developed by the project team reflect the desired style and functionality of the pathway. These designs lay the groundwork for the Nation to implement improvements to connect the Nation and surrounding communities with safe bicycle and pedestrian facilities.

Ultimately, the CCP is designed to improve safety and mobility in the Nation with the following improvements:

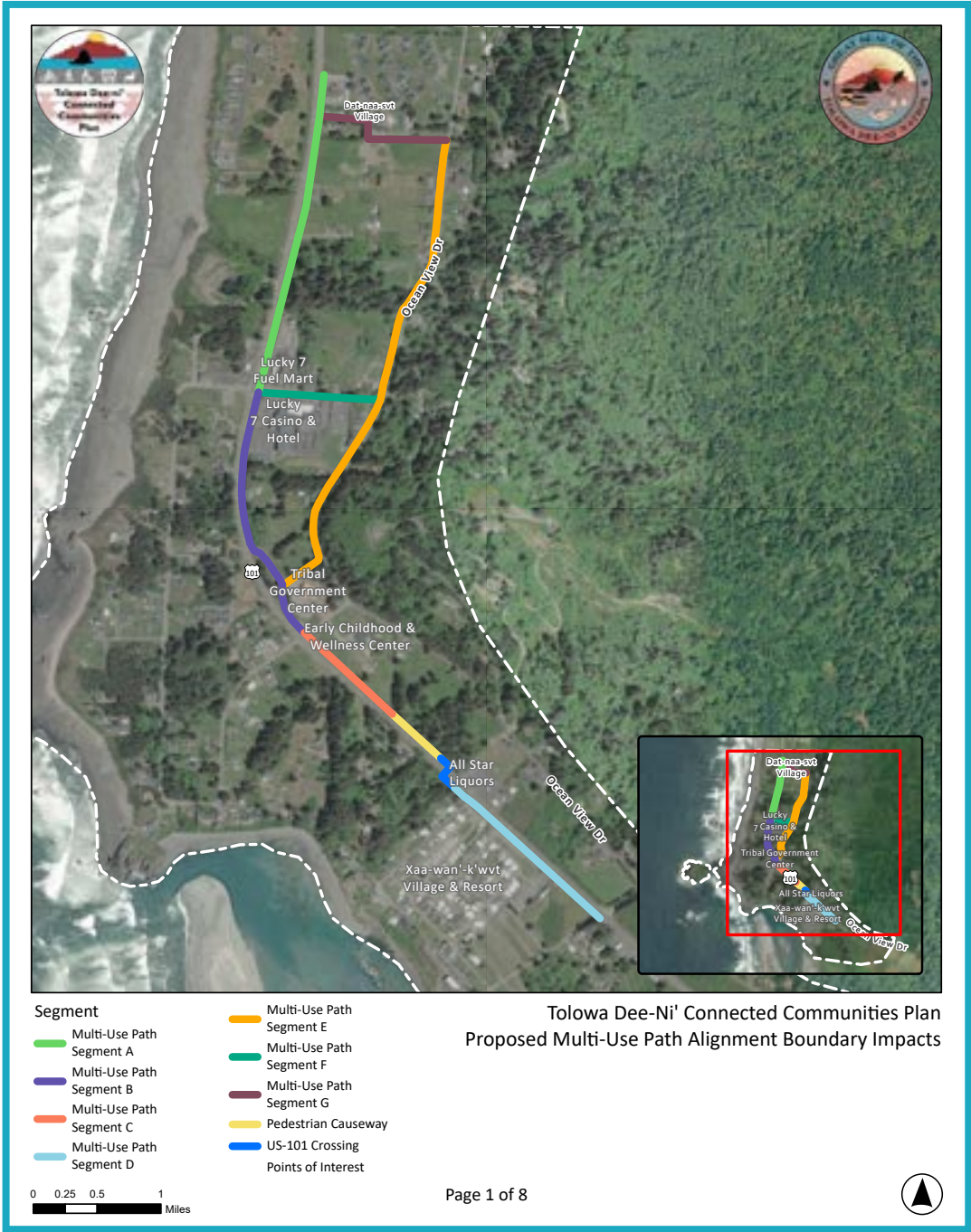
TABLE 4.1 – CONNECTED COMMUNITIES PROJECT COMPONENTS

Table 4.1 - Connected Communities Project Components		
Project Component	Description	Potential Funding
Multi-Use Path	An extensive mixed-use path that is separate from and parallels U.S. 101 and Ocean View Drive extending to major public spaces, residential areas and amenities.	ATP, RAISE, Reconnecting Communities, Clean California
Pedestrian Causeway	Pedestrian causeway over the riparian corridor.	ATP, RAISE, Reconnecting Communities, Clean California
U.S. 101 Over, Under, or At-Grade Crossing	US 101 crossing north of N Salmon Harbor Road to connect the multi-use path across the highway. Potential treatments include an overcrossing, undercrossing or at-grade HAWK crossing.	RAISE, Reconnecting Communities,
Intersection Treatment - U.S. 101 and North Indian Rd	Critical intersection identified for safety improvements. Intersection treatment alternatives include a roundabout, signal, or HAWK to calm traffic and enhance pedestrian safety and mobility.	RAISE, Reconnecting Communities
Intersection Treatment - U.S. 101 and Mouth of Smith River Rd	Critical intersection identified for safety improvements. Intersection treatment alternatives include a roundabout, signal, or HAWK to calm traffic and enhance pedestrian safety and mobility.	RAISE, Reconnecting Communities
Intersection Treatment - U.S. 101 and North Salmon Harbor Rd	Critical intersection identified for safety improvements. Treatments may include a traffic signal, HAWK, curb bulb outs and a center median island in addition to the proposed U.S. 101 crossing.	RAISE, Reconnecting Communities
Intersection Treatment - U.S. 101 and Chinook St	Critical intersection identified for safety improvements. Intersection treatment alternatives include a roundabout, signal, or HAWK to calm traffic and enhance pedestrian safety and mobility.	RAISE, Reconnecting Communities
Xaa-wan'-k'wvt Frontage Road	Xaa-wan'-k'wvt Village and Resort Frontage Road to consolidate ingress and egress to the Village and improve the access to the Redwood Coast transit stop.	RAISE, Reconnecting Communities
Community Wayfinding	Community wayfinding sign package to direct pathway users around the multi-use path network, direct users towards key landmarks, improve placemaking and provide contextual and historical information about the area.	ATP, Clean California
Gateway Features	Gateway features at northern and southern project termini to welcome visitors and help motorists recognize that they are entering into a community. Proposed alternatives include a gateway arch, roundabout monument or roadside monument.	Clean California

4.4. Multi-Use Pathway Alignment

The proposed path will provide a safe area for pedestrians and cyclists to move about the community separated and protected from vehicles. Furthermore, wayfinding and signage will be installed at key locations to guide pathway users (further information in Chapter 6). There are several “Segments” of multi-use path, as portrayed in Figure 4.2. A more detailed map book of this alignment is included in Appendix B.

FIGURE 4.2: MULTI-USE PATH ALIGNMENT MAP



Tolowa Dee-ni' Nation Connected Communities Plan

4.4.1. U.S. 101 Multi-Use Path

Approximately 7,900 Linear Feet (LF) of the path is proposed to align adjacent to U.S. 101, connecting residential areas from the north and south to major Tribal amenities along U.S. 101. The proposed path consists of a 10-foot-wide asphalt path, which is wide enough to accommodate all active transportation modes traveling in both directions. Constraints in this section include intersection connections, possible private property acquisition or easement challenges along U.S. 101. The U.S. 101 multi-use path section has been broken into the following segments:

TABLE 4.2: U.S. 101 MULTI-USE PATH SEGMENTS

Table 4.2 - U.S. 101 Multi-Use Path Segments			
Project ID	Name	Description	Linear Feet (LF)
MUP-A101	Multi-Use Path Segment A	Multi-Use Path U.S. 101 Segment - Dat-naa-svt to Casino	3200
MUP-B101	Multi-Use Path Segment B	Multi-Use Path U.S. 101 Segment - Casino to Mouth of Smith River Rd	2200
MUP-C101	Multi-Use Path Segment C	Multi-Use Path U.S. 101 Segment - Mouth of Smith River Road to N Salmon Harbor Road (Minus Bridge)	1000
MUP-D101	Multi-Use Path Segment D	Multi-Use Path U.S. 101 Segment - N Salmon Harbor Road to Lopez Street	1500
Total LF			7900

4.4.2. U.S. 101 Pedestrian Causeway

An elevated 550 LF causeway is proposed north of North Salmon Harbor Road along the U.S. 101 pathway segment to elevate the path over a riparian corridor. The proposed causeway is 14 feet in width, and will allow pedestrians and cyclists to remain separated and protected from U.S. 101 travel lanes while protecting the riparian corridor below. Interpretive signage is proposed as a complementary feature in the wayfinding package to educate pathway users about the importance of the riparian corridor. Constraints in this section include successfully elevating the path to align over the drainage and avoiding bringing people close to U.S. 101 while ensuring that the natural environment is protected.

TABLE 4.3: U.S. 101 PEDESTRIAN CAUSEWAY

Table 4.3 - U.S. 101 Pedestrian Causeway			
Project ID	Name	Description	Linear Feet (LF)
CW-1	Pedestrian Causeway	Pedestrian Causeway over Riparian Corridor	550
Total LF			550

4.4.3. Ocean View Drive Multi-Use Path

The Ocean View Drive Multi-Use Path Segment is a critical connection between Dat-naa-svt Village and important destinations to the south. This segment includes 5,100 LF of pathway along Ocean View Drive that will align adjacent to the roadway along the western edge, and connect from Dat-naa-svt Village to the Tribal Administration building and Head Start, providing safe access from residences along Ocean View Drive to U.S. 101. The proposed pathway along Ocean View Drive will include a physical barrier to separate the path from the road. Constraints in this section include navigating a drainage, intersection connections to the North Indian Road Connector Segment, and possible private property acquisition or easement challenges along Ocean View Drive. The most challenging component of this pathway segment will be navigating topography between Ocean View Drive and the lower elevation terminus at the U.S. 101 Multi-Use Path Segment and Tribal Administration building.

TABLE 4.4: OCEAN VIEW DRIVE MULTI-USE PATH SEGMENT

Table 4.4 - Ocean View Drive Multi-Use Path Segment			
Project ID	Name	Description	Linear Feet (LF)
MUP-EOVD	Multi-Use Path Segment E	Multi-Use Path Ocean View Drive Segment	5100
Total LF			5100

4.4.4. North Indian Road Multi-Use Path Connector

The North Indian Road Connector includes 890 LF of 10-foot-wide pathway, and creates a direct connection from Ocean View Drive to U.S. 101 adjacent to the casino. Constraints in this section include developing safe intersection connections to U.S. 101 and North Indian Road.

TABLE 4.5: NORTH INDIAN ROAD CONNECTOR MULTI-USE PATH SEGMENT

Table 4.5 - North Indian Road Connector Multi-Use Path Segment			
Project ID	Name	Description	Linear Feet (LF)
MUP-GCON	Multi-Use Path Segment F	Multi-Use Path Connector - N Indian Road	890
Total LF			890

4.4.5. *Dat-naa-svt Village Multi-Use Path Connector*

A 1,300 LF path from U.S. 101 to Ocean View Drive will connect through the Tribal neighborhood Dat-naa-svt Village near the northern project terminus. This will provide a northern connection between the two multi-use path sections, and will give Dat-naa-svt Village residents easy access to the facilities. No major constraints are anticipated, as this connector is located on the Nation’s property.

TABLE 4.6: DAT-NAA-SVT VILLAGE CONNECTOR MULTI-USE PATH SEGMENT

Table 4.6 - Dat-naa-svt Village Connector Multi-Use Path Segment			
Project ID	Name	Description	Linear Feet (LF)
MUP-FCON	Multi-Use Path Segment G	Multi-Use Path Connector - Dat-naa-svt Village	1300
Total LF			1300

4.4.6. *Multi-Use Pathway Renderings and Visualizations*

Some visualizations of what the multi-use path may look like on U.S. 101 and Ocean View Drive are included below. Renderings were developed with existing conditions photos with the anticipated pathway design and location.

FIGURE 4.3: OCEAN VIEW DRIVE SEGMENT RENDERINGS

Ocean View Drive Segment



FIGURE 4.4: U.S. 101 SEGMENT RENERINGS

US 101 Path Segment



4.5. Intersection Treatments

Safe intersection treatments along U.S. 101 are an integral component of the CCP, as they will be key in calming traffic, establishing designated crossings, and reducing the risk of collisions. Intersections along U.S. 101 that were identified for improvements include North Indian Road, Mouth of Smith River Road, and Chinook Street.

During the planning process, the project team worked with stakeholders and the community to identify key intersections that needed improvements. The project team coordinated with Caltrans, stakeholders, and the community, analyzed collision data, and observed current traffic trends to develop these treatment alternatives based on the needs of the Tolowa Dee-ni' Nation. Ultimately, the intersections of North Indian Road, Mouth of Smith River Road, and Chinook Street were identified for improvements. To reduce the amount of ingress and egress locations along U.S. 101, the frontage road in front of Xaa-wan'-k'wvt Village and Resort was also included in this project package with proposed consolidations of driveways. The frontage road improvements would include enhancing the intersection of North Salmon Harbor Road, and would be complementary to improvements to Chinook Street and U.S. 101. The intersections are depicted in Figure 4.5.



4.5.1. Recommended Project Alternative

Out of the explored intersection alternatives detailed below, a roundabout design is the recommended alternative due to enhanced safety, traffic calming, reduced GHG emissions, and community support.

Safety:

Roundabouts have been proven to significantly reduce traffic collisions and enhance safety for all modes of transportation. A 2017 Caltrans study found that roundabouts resulted in a 37% reduction of overall collisions, 40% reduction in pedestrian collisions, 75% reduction in injury collisions, and a 90% reduction in fatalities. Center medians on roundabouts allow pedestrians to cross only one lane of traffic at a time, and slower traffic speeds provide a much safer environment for bicycles and pedestrians. Bicycles may ride through roundabouts as a vehicle would, although it is recommended that they act as a pedestrian in this circumstance.

Traffic Calming and Capacity:

Roundabouts improve traffic flow and reduce traffic delays by allowing vehicles to move through intersections without stopping. Furthermore, the Federal Highway Administration found that roundabouts increase traffic capacity by 30% to 50% compared to signalized intersections.

Reduced GHG Emissions:

Stop-and-go traffic results in lower gas mileage efficiencies in vehicles. Roundabouts help to reduce greenhouse gas emissions by allowing vehicles to travel through intersections without stopping.

Community Support and Identity:

Roundabouts can help to provide a sense of place for a community by acting as a gateway feature on the north and south sides of the Tolowa Community. An attractive central island designed to represent the Tolowa Dee-ni’ Nation will provide an aesthetic enhancement to the roadway, and will contribute to the recognition of the Nation’s culture. Community members voiced their support of roundabout designs in meetings, due to the benefits discussed above.

Roundabout:

Roundabouts are proven to substantially reduce collisions that result in injury or fatality. Roundabouts consistently improve safety, reduce vehicle speeds, calm traffic, and improve intersection congestion. They are also versatile for a wide range of intersection needs, as they can vary in size, shape and design. Crosswalks with pedestrian refuge islands that lower the crossing distance for pedestrians are often accompanied with roundabouts. Roundabouts are typically a costlier intersection treatment due to the large footprint, additional environmental clearance and permitting, and right-of-way. However, the safety and mobility benefits of roundabouts far outweigh those of other less costly alternatives. The intersection alternatives with roundabouts are detailed below.

TABLE 4.7 – ROUNDABOUT ALTERNATIVE

Table 4.7 - DESIGN OPTION 1 - Roundabouts		
Project ID	Name	Description
RDBT-1	Roundabout @ N Indian Road	Roundabout at Highway 101 at N Indian Road
RDBT-2	Roundabout @ Mouth of Smith River Road	Roundabout at Highway 101 at Mouth of Smith River Road
RDBT-3	Roundabout @ Chinook	Roundabout at Highway 101 at Chinook Street
XWK-Frontage	Xaa-wan’-k’wvt Frontage Road	Xaa-wan’-k’wvt Village Frontage Road

Traffic Signal:

A signalized intersection on U.S. 101 would stop traffic completely and provide opportunities for cross traffic including cyclists and pedestrians to safely cross or turn onto U.S. 101. Key benefits of signalized intersections include high driver compliance and improved operations on side roads. Center refuges often accompany signalized intersections to reduce pedestrian anxiety. Traffic signals require a Manual on Uniform Traffic Control Devices (MUTCD) warrant analysis, environmental clearance and permitting, and ongoing operation and maintenance costs. This treatment is not currently considered feasible due to the current speed limit along the highway, but was included as an alternative for future consideration. An example exhibit of a signalized intersection was developed and included below for North Indian Road to help conceptualize the improvements. As the signalized intersection is not a leading treatment at this time, only one example exhibit was designed.

Table 4.8 – Signal Alternative

Table 4.8 - DESIGN OPTION 2 - Signalized Intersection		
Project ID	Name	Description
SIG-1	Signal @ N. Indian Rd	Traffic Signal at Highway 101 at N Indian Road
SIG-2	Signal @ Mouth of Smith	Traffic Signal at Highway 101 at Mouth of Smith River Road
SIG-3	Signal @ Chinook	Traffic Signal at Highway 101 at Chinook Street
XWK-Frontage	Xaa-wan'-k'wvt Frontage Road	Xaa-wan'-k'wvt Village Frontage Road

High-Intensity Activated Crosswalk (HAWK) Signal:

Also known as a Pedestrian Hybrid Beacon, the HAWK is a pedestrian-activated beacon designed to completely stop traffic to allow for safe pedestrian crossings. A HAWK signal arches over the street, similar to a traffic signal, and flashes bright warning lights to catch the attention of oncoming traffic when activated by a pedestrian. Key benefits of HAWKS include improved safety for bicycles and pedestrians, high driver compliance (over 95% according to NAACTO), and the low cost to implement. HAWKS are typically preferred at mid-block crossing locations due to safety concerns, and exist in this project as an alternative to intersection-central designs. Improved crosswalk markings, median islands, raised crosswalks, or bulb-outs often accompany HAWKS to create a safer environment for pedestrians. HAWKS require MUTCD warrants

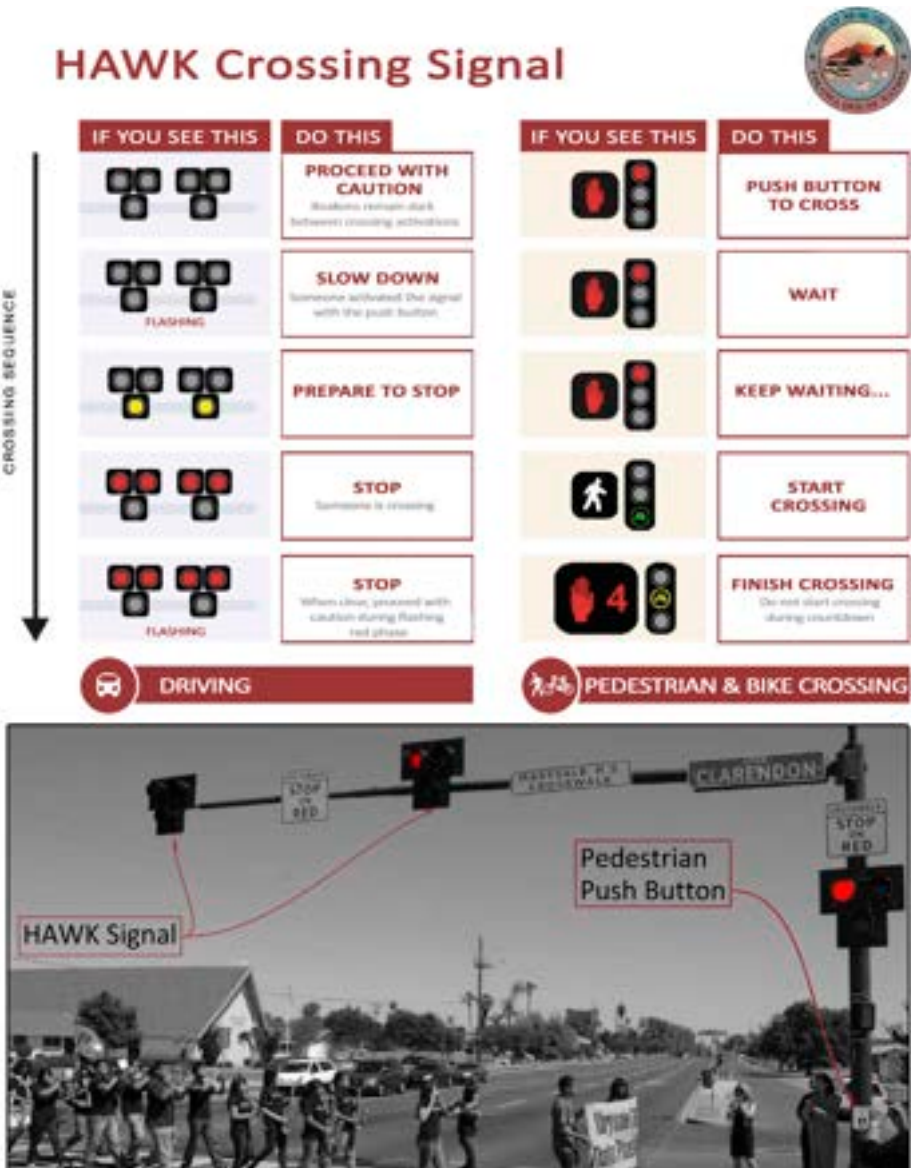
and signal maintenance and operating costs.

TABLE 4.9 – HAWK ALTERNATIVE

Table 4.9 - DESIGN OPTION 3 - HAWK		
Project ID	Name	Description
HAWK-1	HAWK @ N. Indian	HAWK at Highway 101 at N Indian Road
HAWK-2	HAWK @ Mouth of Smith	HAWK Signal at Highway 101 at Mouth of Smith River Road
HAWK-3	HAWK @ Chinook	HAWK Signal at Highway 101 at Chinook Street
XWK-Frontage	Xaa-wan'-k'wvt Frontage Road	Xaa-wan'-k'wvt Village Frontage Road

As HAWK installations did not require a detailed level of design during the CCP effort, location-specific designs were not developed. However, Figure 4.6 details the features of the improvement alternative.

FIGURE 4.6: HAWK DESIGN



4.5.2. U.S. 101 and North Indian Road

U.S. 101 and North Indian Road is a key intersection in the Tolowa Dee-ni' Nation, as important Tribal facilities are located on or close to the intersection. The Nation's Lucky 7 Casino, Fuel Mart, Health Center, and Community Hall are all located on various quadrants of this intersection. There are currently four striped crosswalks and one pedestrian-activated crossing beacon on the southern crosswalk across U.S. 101. The current crossing facilities are severely lacking, and six CHP-reported collisions have occurred at the intersection from 2011-2021. Two of these collisions involved pedestrians, and anecdotal reports from Tribal staff and community members have indicated that the true number of collisions far exceeds those reported to CHP. The Lucky 7 Casino in particular receives frequent vehicular and foot traffic, with locals and visitors alike stopping to use the casino, dine in the restaurant, or stay in the Casino hotel with ocean views. Additionally, the segments of North Indian Road on both the east and west sides of U.S. 101 connect to residential communities along South Indian Road and Ocean View Drive, respectively, making this intersection highly trafficked by local residents looking to enter or exit neighborhoods onto U.S. 101. Treatment alternatives include a roundabout, HAWK, or signalized intersection, and would greatly improve the safety and efficiency of this intersection. Exhibits featuring the roundabout and signalized intersection designs are included in the following exhibits.

FIGURE 4.7: ROUNDABOUT AT NORTH INDIAN ROAD AND U.S. 101

Roundabout: N Indian Rd and U.S. 101



FIGURE 4.8: SIGNALIZED CROSSING AT NORTH INDIAN ROAD AND U.S. 101

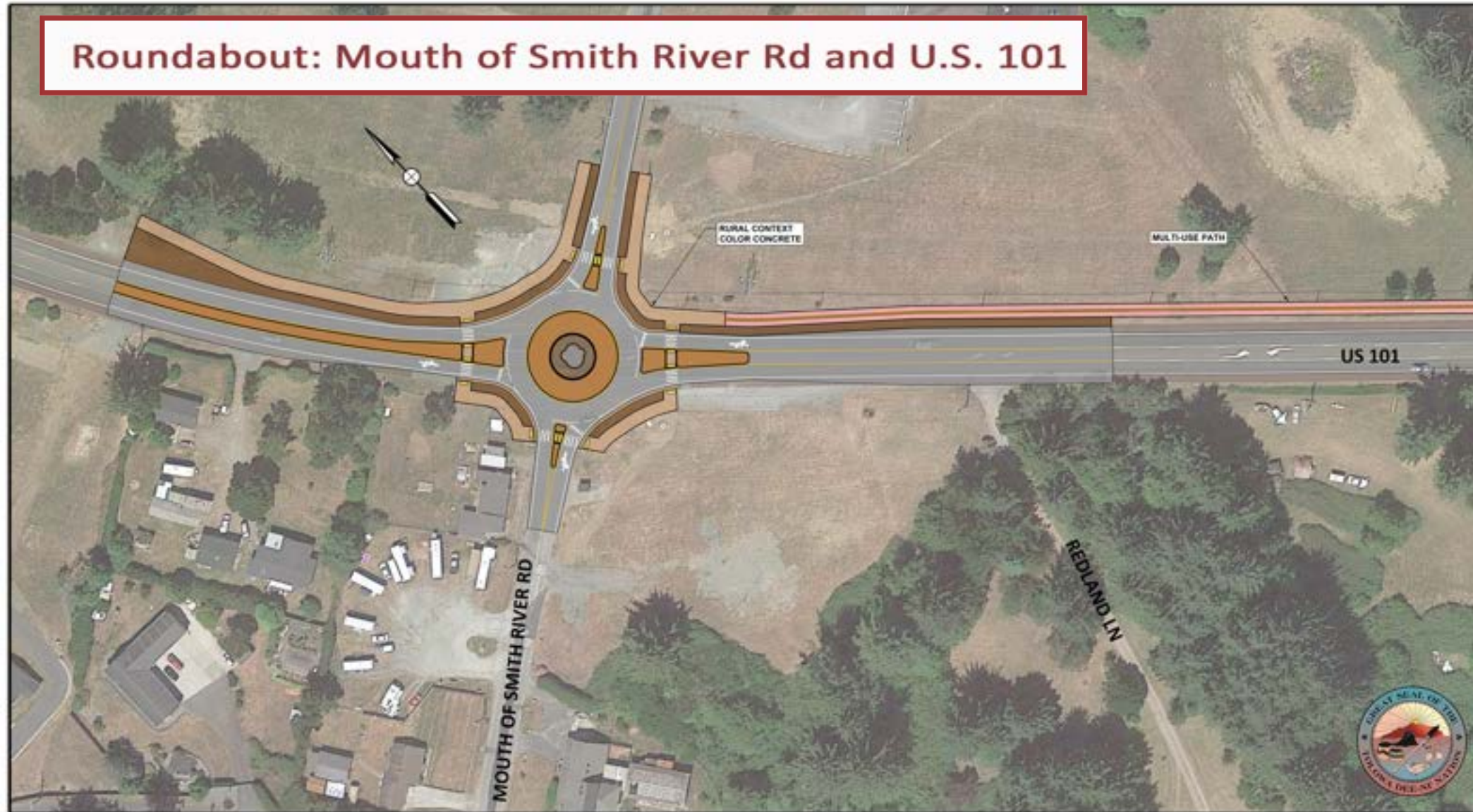


4.5.3. *U.S. 101 and Mouth of Smith River Road*

The intersection of U.S. 101 and Mouth of Smith River Road is highly utilized, with the west side of the Mouth of Smith River Road connecting to residences and terminating at the mouth of the Smith River, where the river spills out into the Pacific Ocean. This scenic overlook is visited often, and is a cherished sacred area by the Nation. The Tribal Administration building and children's Head Start are located on the Mouth of Smith River Road on the east side of U.S. 101, and the Tribal Administration building is a large employer for the Nation. The eastern terminus of the Mouth of Smith River Road connects to Ocean View Drive, where more residences are located. Currently, there are no intersection treatments at U.S. 101 and the Mouth of Smith River Road, although many vehicles, bikes, and pedestrians pull in and out of the intersection daily. Intersection treatments would greatly improve safety and mobility for all modes of transportation. Treatments considered for this intersection include a roundabout, signalized intersection, or HAWK. A conceptual design of a roundabout alternative is included below.

FIGURE 4.9: ROUNDABOUT AT MOUTH OF SMITH RIVER ROAD

Roundabout: Mouth of Smith River Rd and U.S. 101



4.5.4. *North Salmon Harbor to Chinook Street*

The segment of U.S. 101 that extends between North Salmon Harbor Road and Chinook Street contains proposed improvements to the intersection of North Salmon Harbor and U.S. 101, frontage road improvements to Xaa-wan'-k'wvt Village and Resort, and intersection improvements to Chinook Street and U.S. 101.

North Salmon Harbor Intersection

US 101 and North Salmon Harbor Road connect to the Tribal Housing community of Xaa-wan'-k'wvt Village and Resort on the west side of the highway. A liquor and convenience Store is located directly across U.S. 101 to the east. Frequent store visitors and residents of the Village enter and exit the highway at this location. There are currently no treatments or traffic calming measures. Intersection treatments would greatly improve safety and mobility for pedestrians and cyclists. One intersection alternative for North Salmon Harbor is to include a HAWK-signalized intersection, which would calm traffic for people crossing the highway and slow down oncoming motorists. The second proposed alternative includes a center median island running through the length of the segment on U.S. 101. This would calm incoming traffic and direct motorists to make right-hand turns out of Xaa-wan'-k'wvt Village and Resort and the liquor and convenience store across the highway. Both alternatives are included in the exhibits below.

Chinook Street Intersection

The intersection of Chinook Street and U.S. 101 is the gateway to the Nation and is located near the southern terminus of the proposed multi-use path. Chinook Street connects into the southern side of Xaa-wan'-k'wvt Village and Resort. The Nation has plans to further develop this area into a lively campground for visitors, equipped with an outdoor amphitheater, beach access, and other amenities. Traffic calming at the intersection of Chinook Street and U.S. 101 is crucial, as it is the first major intersection at the southern portion of the Nation, with many motorists pulling in and out of Chinook Street. The Nation's plans to further develop the area will only increase activity around the intersection. Proposed alternatives to this intersection include a roundabout or HAWK. The roundabout alternative includes a long center median island extending from east of Chinook Street to west of the liquor and convenience store, and would force oncoming traffic to slow down as motorists navigate through the roundabout. The HAWK would slow down oncoming traffic and would alert motorists to pedestrians crossing the highway. A center median island would further help to slow down traffic. Both alternatives are included in the exhibits below.

Frontage Road Improvements for Xaa-wan'-k'wvt Village and Resort

Royale Street serves as the frontage road for the Tolowa Dee-ni' residential community of Xaa-wan'-k'wvt Village and Resort, and currently has three access points onto U.S. 101 at North Salmon Harbor Road, Chinook Street, and a busy double driveway between the two. These proposed improvements will improve traffic operations at North Salmon Harbor Road and Chinook Street, while closing the double driveway access to U.S. 101. The frontage road provides an easy way for residents to cross the length of Xaa-wan'-k'wvt Village and Resort without navigating through the Village's streets. Additionally, a transit stop is located on Royale Street that is serviced by Redwood Coast Transit's Route 20 that runs from Smith River to Arcata. Just north of the Village, the proposed multi-use path will cross U.S. 101 and connect the path to Xaa-wan'-k'wvt Village and Resort. The proposed improvements to the frontage road include consolidating driveways on U.S. 101 to improve safety by directing motorists in the Village along Royale Street to the exits at North Salmon Harbor Road or Chinook Street. Stop-controlled intersections are proposed at both ends of Royale Street to eliminate potential conflicts. The proposed multi-use path will align adjacent to Royale Street for this segment, crossing the intersections of North Salmon Harbor and Chinook, and continuing south to its terminus at Lopez Street. The parallel space between Royale Street and U.S. 101 will be expanded to include the multi-use path, landscaping, and additional seating for the transit center.

Alternatives to the frontage road improvements combined with improvements to North Salmon Harbor Road and Chinook Street are included in the two exhibits below.

FIGURE 4.10: ALTERNATIVE A OF U.S. 101 IMPROVEMENTS FROM NORTH SALMON HARBOR ROAD TO CHINOOK STREET



FIGURE 4.11: ALTERNATIVE B OF U.S. 101 IMPROVEMENTS FROM NORTH SALMON HARBOR ROAD TO CHINOOK STREET



4.5.5. *US 101 Crossing Alternatives*

The figures below display renderings for the proposed U.S. 101 crossing north of All Star Liquors and Xaa-wan'-k'wvt Village and Resort. Proposed alternatives include an overcrossing, undercrossing, or at-grade crossing. The overcrossing or undercrossing alternatives would reduce potential conflicts between US-101 motorists and pedestrians. The at-grade crossing is a less costly alternative, and would align the path to cross at the improved intersection at North Salmon Harbor Road or Chinook Street.

FIGURE 4.12: OVERCROSSING ALTERNATIVE

Overcrossing Alternative



FIGURE 4.13: UNDERCROSSING ALTERNATIVE

Undercrossing Alternative



4.6. Future Connections

4.6.1. *Mouth of Smith River Secondary Connection*

The Tolowa Dee-ni' Nation is in the process of a community expansion that will revitalize the Nation and the surrounding environment. The proposed improvements will provide a vital connection to cultural, social, and recreational resources. The implementation of a multi-use path will connect Tribal Citizens and visitors to the future ambitions of the Nation, including the redevelopment of the Xaa-wan'-k'wvt Village and Resort, and the Mouth of Smith River Overlook and beach access. The proposed multi-use path is consistent with the Nation's Xaa-Wan'-K'wvt Village and Resort Property Master Plan.

The Mouth of Smith River Overlook is a popular destination for Tribal Citizens and visitors alike. Current conditions do not facilitate safe walking or biking for people to traverse from U.S. 101 to the west end of Mouth of Smith River Road and enjoy the beachfront view and access. Proposed improvements would provide the Nation, community, and residents with a crucial connection to the Mouth of Smith River Overlook and enjoy the associated benefits of active transportation while appreciating a natural and social resource.

Additionally, the Nation has an extensive redevelopment plan in place for the Xaa-wan'-k'wvt Village and Resort that includes constructing a visitor center with public restrooms, camping and RV lodging, a community amphitheater, and an eco-resort. A roundabout or alternative intersection improvement at U.S. 101 and Chinook Road would decrease highway speed while increasing foot traffic from the multi-use path to encourage visitors and residents to stop at the Xaa-wan'-k'wvt Village and Resort and appreciate the cultural and social significance of the Nation and the surrounding environment.

Chapter 5

5 FEASIBILITY ANALYSIS

Throughout the CCP process, the Nation has seen overwhelming support for the proposed improvements and it is recommended that the Nation and partners move forward with the project. Further, the proposed improvements of the CCP have had no public opposition or opposition from the Tolowa Dee-ni' Tribal Council due to the excessive need for safe walking and biking facilities in the Nation and community. The Nation believes that the recommendations in the CCP will bring economic, social, cultural, and environmental prosperity to the Reservation and surrounding community. The proposed improvements align with the Nation's future expansion plans by providing environmentally friendly transportation methods for residents and visitors, as well as providing a safe and accessible route to connect residences to employment, recreation, and services.

Additionally, the Nation and the proposed CCP improvements could lead and lay the framework for other Tolowa community areas, including Rowdy Creek and Smith River, to consider implementing safe and connected pedestrian and bicycle facilities. This could not only benefit each community, but could provide residents and visitors with unlimited connectivity to each other, improving overall circulation, providing low-cost transportation alternatives, improving quality of life, and increasing economic opportunities.

5.1. Environmental Feasibility

5.1.1. Biological Constraints

Introduction

Gallaway Enterprises conducted a general biological constraints analysis for the study corridor of the Tolowa Dee-ni' Nation Connected Communities Plan (Project). The purpose of this report is to provide supporting baseline information for the Tolowa Dee-ni' Connected Communities Plan. The Project is located in the southwestern area of the Tolowa Dee Ni' Reservation in Del Norte County, California, adjacent to the coastline. The Project is divided into six segment options evaluated as part of this biological constraints analysis: Dat-naa-svt Village Connector, North Indian Road Connector, Ocean View Drive Segment, Pedestrian Causeway, U.S. 101 Segment, and Undercrossing/Overcrossing (Exhibit A of Appendix D). In this Plan, north/south corridors run along Highway 101 and Ocean View Drive. Running east and west, connecting the Highway 101 and Ocean View Drive corridors, are the North Indian Road Connector corridor and the Dat-naa-svt Village Connector corridor. The Dat-naa-svt Village Connector corridor is the northernmost corridor, followed by the North Indian Road Connector corridor

below it. The Ocean View Drive corridor, running north/south, connects to the Highway 101 corridor south of the North Indian Road Connector corridor. The Highway 101 corridor extends south past the Ocean View Drive corridor until it ends at Lopez Street. These corridors will provide multimodal improvements (i.e., pedestrian, bicycle, and transit improvements) and roadway operational improvements. For the purposes of evaluating potential habitats, species, and impacts, each segment option received a 25-foot buffer from the centerline to accommodate route variations and widening. The evaluation of environmental issues of the proposed segment options is limited by the lack of specific details of each segment option and the use of biological database information without field verification. The biological constraints analysis was performed to assist in screening the proposed segment options for potential biological resources, regulations, and issues.

Environmental Setting

The Project is situated in the southwestern portion of the Tolowa Dee-ni' Reservation, in Del Norte County, California, just north of where the Smith River outfalls into the ocean. The Project falls both within tribal and unincorporated land and occurs within the "Smith River" United States Geological Survey (USGS) quadrangle. The Project area is characterized by commercial and residential land uses with patches of open land. Habitats within the Project area include barren, annual grassland, redwood, and urban (Exhibit A of Appendix D). These habitat types were determined based on inspection of aerial imagery cross-referenced with habitat classifications based on the California Wildlife Habitat Relationships System, and would require field verification for confirmation of vegetation composition.

Methodology

References

Gallaway Enterprises obtained lists of special-status species that potentially occur in the vicinity of the Project area. The California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) query tool was also consulted and indicated special-status species occurrences within a one-mile radius of the Project (Exhibit B). Other primary sources of information regarding the occurrence of federally and state listed threatened, endangered, proposed, and candidate species and their habitats within the Project area used in the preparation of this document are:

- ❖ The United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) Trust Resource Report for the Project Area, November 30, 2022 (Exhibit C of Appendix D);

- ❖ USFWS Critical Habitat Portal, December 2, 2012;
- ❖ USFWS National Wetlands Inventory (NWI) Mapper, November 30, 2022;
- ❖ The National Oceanic and Atmospheric Administration (NOAA)-National Marine Fisheries Service (NMFS) Endangered Species Act (ESA) Species List for the Smith River (41124-H2) quadrangle, November 30, 2022 (Exhibit C of Appendix D);
- ❖ The results of a species record search of the CNDDDB (Rarefind v5) for the "Smith River," 7.5 minute USGS quadrangle (Exhibit C); and,
- ❖ The review of the CNPS Inventory of Rare and Endangered Vascular Plants of the "Smith River," 7.5 minute USGS quadrangle (Exhibit C).

Regulatory Setting

Federal and state agencies regulate impacts to sensitive biological and aquatic resources through various laws, policies, and acts. State laws, policies, and acts do not apply to tribal lands, but do apply to land in unincorporated Del Norte County. The following is a list of regulations governing impacts to resources that could occur within the Project area:

- ❖ National Environmental Policy Act (42 U.S. Code [USC], § 4321 et seq.)
- ❖ Federal Endangered Species Act (16 USC, §§ 1531 – 1544)
- ❖ Migratory Bird Treaty Act (16 USC, §§ 703 – 711)
- ❖ Bald and Golden Eagle Protection Act (16 U.S.C. § 668 et seq)
- ❖ Federal Clean Water Act (33 USC §§ 1251 – 1376)
- ❖ Magnuson-Stevens Fishery Conservation and Management Act (16 USC §§ 1801-1884)
- ❖ California Porter-Cologne Water Quality Control Act (California Water Code, §7)
- ❖ California Environmental Quality Act (Title 14, CA Code of Regulations [CCR] § 753)
- ❖ California Endangered Species Act (Fish and Game Code [FGC] § 2050 et seq.)
- ❖ Full Protected Species (FGC §§ 3511; 4700; 5050; 5515)
- ❖ Raptors, Migratory Birds, and Nongame Birds (FGC §§ 3503, 3503.5, 3513, 3800)
- ❖ Lake and Streambed Alteration Agreement (FGC §§ 1600 – 1616)
- ❖ Native Plant Protection Act (FGC §§ 1900 – 1913)
- ❖ California Coastal Act (CA Public Resources Code §30001)

Potential Constraints

Critical Habitat and Essential Fish Habitat

The Project area does not overlap with designated critical habitat or essential fish habitat.

Sensitive Natural Communities

The Project does not overlap any mapped sensitive natural communities.

Special-Status Species

The following federally listed species have the potential to occur within the study corridor:

- ❖ Western lily (*Lilium occidentale*)
- ❖ Sand dune phacelia (*Phacelia argentea*)
- ❖ Western snowy plover (*Charadrius nivosus nivosus*)
- ❖ Oregon silverspot butterfly (*Speyeria zerene hippolyta*)
- ❖ Eulachon (*Thaleichthys pacificus*)
- ❖ Tidewater goby (*Eucyclogobius newberryi*)

Based on a review of nearby CNDDDB occurrences, the following State special-status species have potential to occur within the study corridor:

- ❖ Siskiyou checkerbloom (*Sidalcea malviflora* ssp. *patula*)
- ❖ Oregon polemonium (*Polemonium carneum*)
- ❖ Seaside pea (*Lathyrus japonicus*)
- ❖ Dark-eyed gilia (*Gilia millefoliata*)
- ❖ Wolf's evening-primrose (*Oenothera wolffii*)
- ❖ Short-leaved evax (*Hesperis matronalis* var. *brevifolia*)
- ❖ Bluff wallflower (*Erysimum concinnum*)
- ❖ Coast cutthroat trout (*Oncorhynchus clarkii clarkia*)

If special-status species are present in areas proposed for ground disturbance or construction, they could be killed, injured, or indirectly impacted through habitat modification. Reconnaissance biological field surveys, possibly focused protocol-level surveys, and the completion of a biological resources assessment or equivalent documentation would be necessary to determine the potential for these species to occur within the Project area and to evaluate the extent of potential impacts to these species. Recommendations for species and Project-specific mitigation would be based on the results of further analyses.

Migratory Birds

Migratory birds protected under the Migratory Bird Treaty Act (MBTA) are known to occur and nest in the region of the Project area. The IPaC database identified 16 migratory bird species of special concern that may occur within or near the Project area. To avoid the potential of impacting nesting migratory birds protected by the MBTA, it is recommended that vegetation removal and ground-disturbing activities occur outside of the nesting season (October 1 – February 28) if possible. If any vegetation or ground disturbing activities occur during the bird nesting season (March 1 – September 31), a pre-construction

raptor and migratory bird survey should be conducted by a qualified biologist prior to the initiation of work.

Jurisdictional Waters and Wetlands

Gallaway Enterprises reviewed the USFWS NWI Mapper to determine the potential for waters of the US (WOTUS) to occur within the study corridor. Based on the available information from the NWI Mapper, there are aquatic resources present within the Project area that may be WOTUS and subject to jurisdiction of the U.S. Army Corps of Engineers (Corps). These aquatic resources include one drainage, Lopez Creek, and multiple wetlands. The NWI Mapper does not provide fine scale or highly accurate data on the extent of wetlands. Therefore, a formal delineation of WOTUS would be required to determine the location and extent of all potentially jurisdictional aquatic resources within the study corridor.

The entire Project area falls within the designated Coastal Zone Boundary and is subject to compliance with the California Coastal Act (CCA). The California Coastal Commission (CCC) regulates the alteration of wetlands within the Coastal Zone under the jurisdiction of the CCA. Therefore, the aquatic resources present may also be subject to the jurisdiction of the CCC as well as other state entities that regulate wetlands, including the Regional Water Quality Control Board (RWQCB) and CDFW. If impacts to any WOTUS are proposed, a Clean Water Act Section 404 permit will be required. If impacts to any aquatic resources that fall under the jurisdiction of the RWQCB or CDFW are proposed, then a Clean Water Act Section 401 permit and a Section 1600 Lake and Streambed Alteration Agreement may be required.

Other Natural Resources

Roosevelt elk (*Cervus elaphus roosevelti*) occur in the Project area along the US 101 corridor. In the early 1900s, Roosevelt Elk populations were very low, but due to research and conservation efforts, populations have increased to 5,700 in California. The CDFW official population estimate in 2020 for Del Norte and Humboldt Counties was 1,600. Per Secretarial Order 3362, CDFW and Caltrans are conducting research to improve big game connectivity as part of the California Essential Habitat Connectivity Project. This research will support improvements to Roosevelt elk winter range habitat, migration corridors on federal land, and the development of wildlife crossing structures.

Recommendations

Environmental Recommendations

Construction of any proposed multimodal improvement have the potential for adverse impacts; however, improvements that require construction beyond or outside of the existing roadways typically have a greater impact on physical

environmental resources, wetlands, native vegetation, and other biological resources.

Construction of multimodal improvements would have the potential to alter or impact sensitive habitats that could support special-status species. In addition, the study area may support aquatic resources regulated by federal and state agencies. Site-specific surveys are needed to ascertain the presence and extent of these resources within the study area. If significant impacts are identified during future environmental review, mitigation measures and various permits would be required.

5.1.2. Cultural Impacts

Introduction

The purpose of this report is to provide supporting baseline information for the Tolowa Dee-ni' Multimodal Transportation Corridor Plan. The Project is located in the southwestern area of the Tolowa Dee ni' Nation Reservation in Del Norte County, California, adjacent to the coastline. The Project is divided into six segment options evaluated as part of this constraints analysis: Dat-naa-svt Village Connector, North Indian Road Connector, Ocean View Drive Segment, Pedestrian Causeway, U.S. 101 Segment, and Undercrossing/Overcrossing. In this Plan, north/south Corridors run along Highway 101 and Ocean View Drive. Running east and west, connecting the Highway 101 and Ocean View Drive Corridors, are the North Indian Road Connector Corridor and the Dat-naa-svt Village Connector Corridor. The Dat-naa-svt Village Connector Corridor is the northernmost Corridor, followed by the North Indian Road Connector Corridor below it. The Ocean View Drive Corridor, running north/south, connects to the Highway 101 Corridor south of the North Indian Road Connector Corridor. The Highway 101 Corridor extends south past the Ocean View Drive Corridor until it ends at Lopez Street. These corridors will provide multimodal improvements (i.e., pedestrian, bicycle, and transit improvements) and roadway operational improvements. The evaluation of environmental issues of the proposed segment options is limited by the lack of specific details of each segment option. The information presented in this report is limited to general observations and publicly available information. Additionally, this report was not prepared by a credentialed Cultural Resource Specialist. This cultural constraint analysis was performed to provide a general overview of potential cultural resources, regulations, and issues.

Environmental Setting

The Project is situated in the southwestern portion of the Tolowa Dee Ni' Reservation, in Del Norte County, California, just north of where the Smith River outfalls into the ocean. The Project falls both within tribal and unincorporated

land and occurs within the “Smith River” USGS quadrangle. The Project area is characterized by commercial and residential land uses with patches of open land. The Tribe owns and operates its own Casino, the Lucky 7, as well as a Head Start program, a tribally owned and operated drinking water system, a United Indian Health Service medical and dental clinic, housing and meal service for the elderly, and a low-cost community housing program.

Ethnographic Overview

The Tolowa people consider their ancestral territory to extend north from Wilson Creek to the Smith River past the Oregon border, and inland along the Smith River, which includes the Little Bald Hills, encompassing an area roughly bounded on the east by the Del Norte County line. The Tolowa occupied an area of approximately 640 square miles (Gould, 1978; as cited by Robbins, et al. 2005:12). In the mid-1800s, contact with non-native American settlers and miners drastically reduced populations, due both to the outbreak of measles and cholera and conflicts with the European settlers. Surviving Tolowa descendants now live mainly in the Crescent City area at Smith River and Elk Valley Rancherias (Robbins, et al. 2005:13). The extant population of Tolowa people are represented by two federally recognized, sovereign Tribal governments, that of the Tolowa Dee-ni' Nation and Elk Valley Rancheria. The Tolowa Dee-ni' Nation is located in northern Del Norte County, north of the town of Smith River. Elk Valley Rancheria is located near Crescent City, the county seat of Del Norte County. Tolowa Dee-ni' Nation and Elk Valley Rancheria are composed of Tolowa people only, and the ancestral territory of the Tolowa people extended from Wilson Creek in Del Norte County northward to the Sixes River in Oregon and east to the coast range. Both the Tolowa Dee-ni' Nation and Elk Valley Rancheria have constitutions and Tribal Governments that are recognized by the Bureau of Indian Affairs of the United States.

Existing Cultural and Historic Resources

According to the Northwest Information Center, there are thousands of cultural resources identified within the northwest region of California that have been assigned primary identification numbers. This includes cultural resources that are assigned primary numbers only (isolated artifacts, resources that lack complete documentation, state landmarks), and those resources that are more comprehensive in nature and have been documented to standards established by the Office of Historic Preservation. This second category receives both a permanent and primary number. Site types present, or expected to exist within Del Norte County, include prehistoric period occupation areas (both short- and long-term), burial areas, ceremonial areas, resource collection and processing sites, lithic scatters, quarries, rock art sites, trails, and isolated examples of prehistoric period artifacts. For the historic period, cultural resources may include post-contact Native American occupation and ceremonial areas, trails, roads, railroads, small-

and large-scale mining features, logging features, occupation areas (short- and long-term), buildings, structures, water conveyance features (ditches), quarries, trash dumps, and cemeteries. In general, prehistoric period cultural resources were situated in the most favored environmental settings—areas adjacent to permanent water sources with relatively level topography. It is important to note that lower sensitivity area could still contain resources, and the review of all areas proposed for impact should always be indicated.

Regulatory Setting

The following describes federal, state, and local environmental laws and policies that require the implementation of a cultural resources assessment and preservation practices. Management of cultural resources in California is guided largely by CEQA.

State of California - California Environmental Quality Act (CEQA)

Significant effects to archaeological resources must be evaluated under CEQA (Sections 21083.2 and 21084.1) and the CEQA Guidelines (California Code of Regulations Title 14, Section 15064.5). Should it be determined that a Project would result in significant impacts to historical resources, alternative mitigation measures must be considered, and the lead agency may require reasonable effort to be made for the preservation of historical resources. The definition of historical resources includes any object, site, district, or location that a lead agency determines to be historically significant. In accordance with the CEQA (Public Resource Code, Sections 21084.1 and 15064.5), historical resources include:

- Any resource listed, or determined eligible for listing, in the California Register of Historical Resources (CRHR), Properties listed in or determined eligible to be listed in the National Register of Historic Places (NRHP);
- A resource included in the local register of historical resources, defined in in PRC 5020.1; and
- Any site, building, area, structure, place, record, or manuscript the lead agency determines to be historically significant as defined by section 15064.5 of CEQA guidelines.

Listing in the California Register is guided by Public Resources Code 5024.1. These requirements are listed below:

1. The site is not associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
2. The site is not associated with the lives of persons important to local, California or national history (Criterion 2).
3. The site does not embody the distinctive characteristics of a type, peri-

od, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3). The site is highly disturbed and no longer possesses integrity.

4. This site has not yielded, nor has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4). The standing structures have been demolished and the refuse of the site appears to be a secondary deposit and lacking integrity.

In September of 2014, the California Legislature passed Assembly Bill (AB) 52, which added provisions to the PRC regarding the evaluation of impacts on tribal cultural resources under CEQA and consultation requirements with California Native American tribes. In particular, AB 52 now requires lead agencies to analyze project impacts on “tribal cultural resources” separately from archaeological resources (PRC Section 21074; 21083.09). The Bill defines “tribal cultural resources” in a new section of the PRC (Section 21074). AB 52 also requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes (PRC Section 21080.3.1, 21080.3.2, 21082.3). Finally, AB 52 requires the Office of Planning and Research to update Appendix G of the CEQA Guidelines by July 1, 2016 to provide sample questions regarding impacts to tribal cultural resources (PRC Section 21083.09). The provisions only apply to projects that have a notice of preparation (NOP) filed on or after July 1, 2015.

Federal - Section 106 – National Historic Preservation Act

Section 106 of the National Historic Preservation Act of 1966 (16 US Code 470) requires federal agencies to take into account effects of undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings prior to issuance or authorization of any federal permit or authorization. Historic property includes any prehistoric or historic districts, sites, buildings, structures, objects, sacred sites, and traditional cultural places that are included or eligible for the National Register of Historic Places. This term includes artifacts, records, and remains that are related to and located within such properties (36 CFR §800.16 (l)(1)).

The guidelines for execution of Section 106, found at 36 CFR 800, detail the process of inventory, evaluation, and consultation requirements to satisfy the federal agency requirements. Determination of NRHP eligibility for cultural resources identified within the Area of Potential Effect is guided by 36 CFR 60.4. These requirements are listed below:

- a. Are associated with events that may have made a significant contribution to the broad patterns of our history; or
- b. Are associated with the lives of significant persons from our past; or

- c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. That have yielded, or may be likely to yield, information important in prehistory or history. (Sec. 60.4 Criteria for Evaluation.)

Recommendations

Inadvertent Finds

In accordance with CEQA Guideline §15064.5 (f), should any previously unknown historic or prehistoric resources, including but not limited to charcoal, obsidian or chert flakes, grinding bowls, shell fragments, bone, pockets of dark, friable soils, glass, metal, ceramics, wood, privies, trash deposits or similar debris, be discovered during ground disturbing activities, work within 25 feet of these materials should be stopped until a qualified professional archaeologist has an opportunity to evaluate the potential significance of the find and to consult with the lead agency about what appropriate mitigation would best protect the resource.

Human Remains

In the event that human remains, or possible human remains, are encountered during Project-related ground disturbance, in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions of §27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in §5097.98 of the Public Resources Code.

California Public Resources Code 5097

Public Resources Code 5097 outlines the protection of Native American cultural resources. Should Native American sites or burials be discovered during Project construction not on federal land, it is necessary to comply with State laws and fall within the jurisdiction of the Native American Heritage Commission (NAHC) (PRC 5097).

The County Coroner, upon recognizing the remains as being of Native American origin, is responsible for contacting the NAHC within 24 hours. The Commission has various powers and duties, including the appointment of a Most Likely

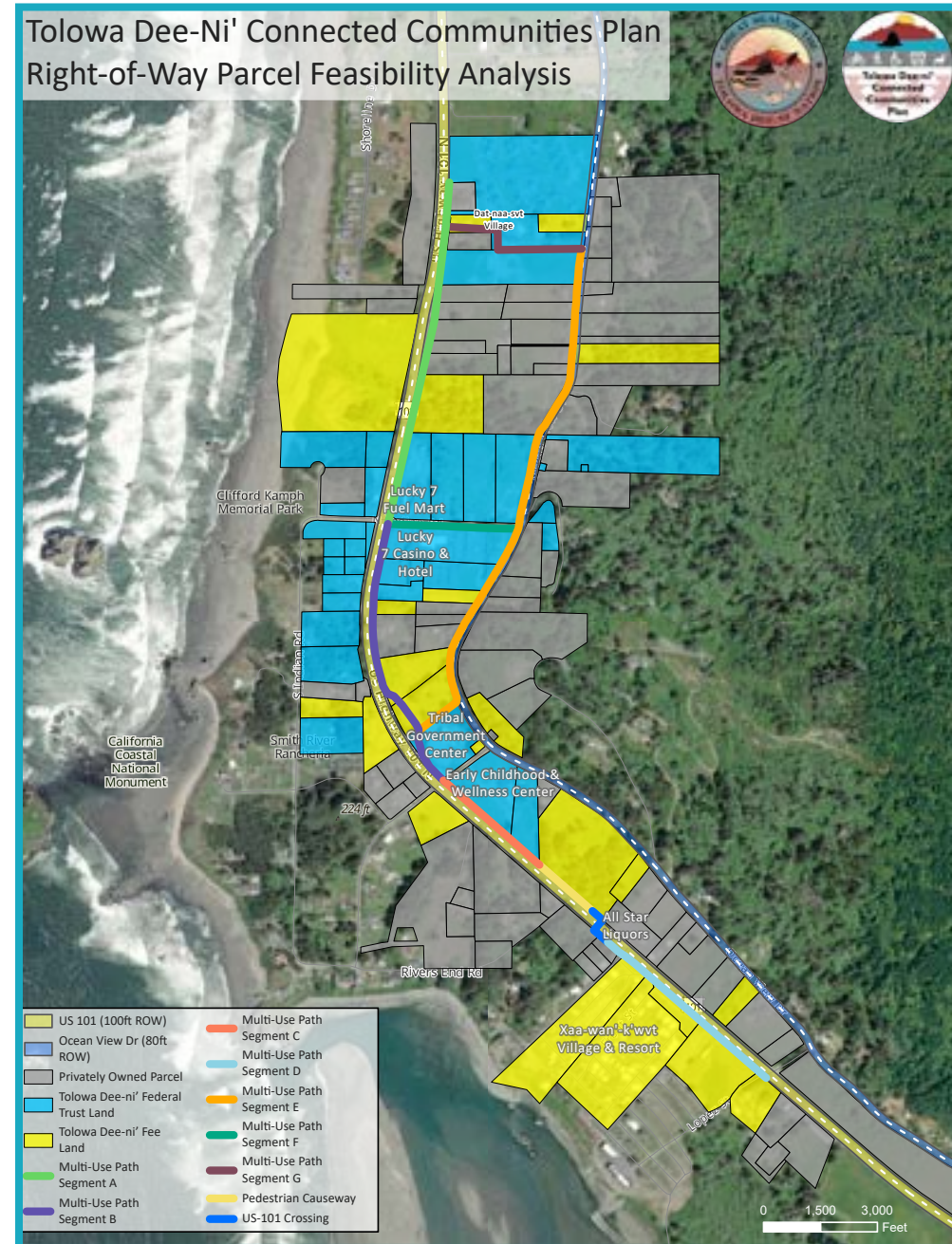
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Descendant (MLD) to the Project. The MLD, or in lieu of the MLD, the NAHC, has the responsibility to provide guidance as to the ultimate disposition of any Native American remains.

5.2. Boundary Impacts and Right-of-Way Analysis

The figure and detailed analysis below illustrate the right-of-way and boundary impacts of the multi-use pathway alignment on parcels and rights-of-way within the project area. The purpose of this analysis is to understand the types of land ownership that will be impacted by the multi-use path through differentiating parcels by private, Tribal, and government ownership, including the distinction between Tolowa Dee-ni' Nation Federal Trust Land and Tolowa Dee-ni' Nation Fee Land parcels.

FIGURE 5.1: BOUNDARY IMPACT ANALYSIS MAP



The methodology consisted of classifying parcel ownership using publicly available ownership data and measuring LF impacts of the multi-use pathway alignment per parcel impacted. The largest impacts to parcels will occur on the US-101 Segment and the Ocean View Drive Segments. Each parcel analyzed is within 250 feet of the proposed multi-use path alignment and denotes whether the parcel is tribal or privately owned land, along with the linear impacts along the U.S. Highway 101 and Ocean View Drive.

Along the U.S. 101 Segment, 10 of the total 30 parcels are privately owned, nine are classified as Tolowa Dee-ni' Nation Federal Trust Land, and the remaining 11 are Tolowa Dee-ni' Nation Fee Land parcels. Along the Ocean View Drive Segment, nine out of the total 17 impacted parcels are privately owned, five are Tolowa Dee-ni' Nation Federal Trust Land, and the remaining three are classified as Tolowa Dee-ni' Nation Fee Land. At the end of this analysis, Figure 5.2 summarizes the results in a one-page map. Additionally, a multi-page map book with additional details on parcel information can be found in Attachment B.

5.2.1. US 101 Segment

The U.S. Highway 101 Segment of the proposed multi-use path alignment extends from the Ocean View RV Park north of Dat-naa-svt Village south along the east side of U.S. 101, connecting to Lucky 7 Casino at the intersection of North Indian Road. The multi-use path then continues south to the intersection of Lopez Road, north of All Star Liquors at North Salmon Harbor Road. The path will utilize either an underpass, overpass, or at-grade crossing facility, and the remaining length will run along the west side of U.S. 101 until reaching Lopez Road near the Xaa-wan'-k'wvt Village and Resort. Based on right-of-way survey maps drawn in the 1970s and 1980s, the Caltrans right-of-way on 101 for the length of this segment measures 100 feet. Based on this information, most of the multi-use path alignment will utilize the existing Caltrans right-of-way along U.S. 101. There are a few spots where the alignment deviates from the Caltrans right-of-way and encroaches slightly onto privately owned parcels, Tolowa Dee-ni' Federal Trust Land parcels, or Tolowa Dee-ni' Fee Land parcels. Specifically for the U.S. 101 Segment of the multi-use path alignment, 10 private parcels have the potential to be impacted, with 2,124 LF of the proposed alignment running along the boundary between the Caltrans right-of-way and these parcels. This is a preliminary analysis using publicly available parcel and right-of-way data, and due to the potential inaccuracy of the parcel lines and right-of-way boundaries, a detailed survey will be needed to assess the exact encroachment impacts on these 10 private parcels. The average linear impact is 212 LF per private parcel, and if encroachment onto these parcels is necessitated once a detailed land survey is completed, the multi-use path would likely need a 10-foot encroachment into the parcel. Therefore, the average square footage impact to each of these 10 parcels would be 2,120 square feet (212 LF times the 10-foot potential encroachment). For this segment, nine Tolowa Dee-ni' Federal Trust Land parcels

will likely be encroached upon, totaling 4,114 LF, with an average impact of 457 LF per Tolowa Dee-ni' Federal Trust Land parcel. Additionally, 11 Tolowa Dee-ni' Fee Land parcels will likely have linear impacts of a combined 5,683 LF, averaging 517 LF per Tolowa Dee-ni' Fee Land parcel.

5.2.2. Ocean View Drive Segment

The Ocean View Drive Multi-Use Path Segment runs parallel to the east of the northern section of the U.S. 101 Segment and connects the Nation's Dat-naa-svt Village and U.S. 101 to the west. This section can likely be constructed within the existing 80-foot County right-of-way along the west side of Ocean View Drive with minimal impacts to privately owned parcels. This segment is adjacent to nine privately owned parcels along the west side of the Ocean View Drive right-of-way alignment, totaling 2,358 LF, with an average impact of 262 feet per privately owned parcel along this section. A potential 10-foot encroachment could be needed along these parcels if a detailed land survey deems the existing Ocean View right-of-way insufficient. Currently, the available data shows multiple parcels in this section overlapping the Ocean View right-of-way to the centerline of the roadway, showing inconsistent and contradictory boundary data. Using a 10-foot encroachment estimate and an average linear impact of 262 feet along this section of the multi-use path, a 2,620 square foot encroachment could be needed for these private parcels on average. This path segment runs along four larger Tolowa Dee-ni' Nation Federal Trust Land parcels totaling 2,302 LF, with an average linear impact of 576 feet per Tolowa Dee-ni' Nation Federal Trust Land parcel. Additionally, the Ocean View segment runs along three Tolowa Dee-ni' Nation Fee Land parcels totaling 1,969 LF, with an average linear impact of 656 feet per Tolowa Dee-ni' Nation Fee Land parcel. The Tribal property proposed to be used as a connector from the Ocean View Drive segment to the Nation's Administration building and Head Start early education center is owned by the Nation, and can be constructed without any ownership conflicts. According to Caltrans maps and data, this section of Ocean View Drive has an 80-foot right-of-way, and will likely be able to be constructed with minimal impacts to privately owned parcels once a detailed land survey is completed showing the exact boundaries between the 80-foot right-of-way and the private parcel boundaries.

5.2.3. Dat-naa-svt Village Connector

The Dat-naa-svt Village Connector provides a pathway through the Tribal residential village and community building parcel, connecting the northernmost portions of U.S. 101 and Ocean View Drive Segments. This connector segment runs through one Tolowa Dee-ni' Nation Federal Trust Land parcel totaling 1,090 LF, and one Tolowa Dee-ni' Nation Fee Land parcel with an impact of 437 LF. These two parcels are owned by the Nation and do not necessitate the use of either County or Caltrans right-of-way.

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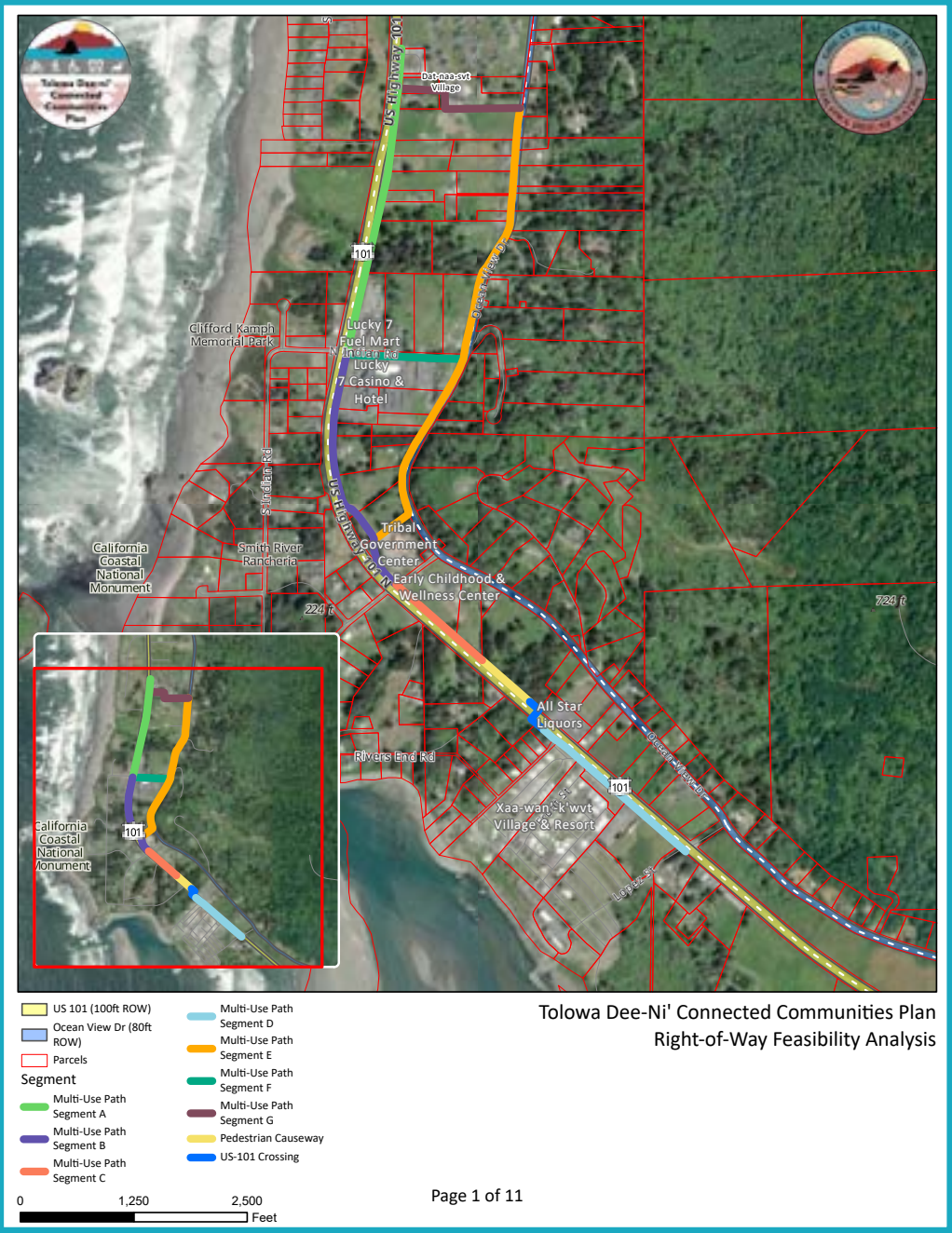
5.2.4. North Indian Road Connector

The North Indian Road Connector Segment provides a connection between the U.S. 101 and the Ocean View Drive segments, connecting by use of an existing concrete path along North Indian Road. This segment acts as the southern connecting point for the U.S. 101 and Ocean View Drive Segments. No County or Caltrans right-of-way constraints will pose a construction issue for this connector segment, especially with the existing footprint of the concrete sidewalk path. Additionally, both sides of the County right-of-way along this stretch of North Indian Road are Tolowa Dee-ni' Nation Federal Trust Land parcels owned and controlled by the Nation.

5.2.5. Right-of-Way Feasibility

In general, the boundary and right-of-way impacts to the proposed multi-use path alignment include some constraints that would need to be addressed by coordination with local land owners and by obtaining easements with Caltrans. However, the Nation owns the majority of land parcels along the pathway alignment, therefore reducing the amount of potential boundary impact conflicts. Caltrans has been involved in this project from the start and has been an active partner in the plan development. Therefore, right-of-way attainment is considered generally feasible for the CCP.

FIGURE 5.2: RIGHT-OF-WAY FEASIBILITY ASSESSMENT MAP



5.3. Funding Feasibility

Funding the projects identified in this plan is a complex exercise of establishing a need, creating project support (data, stakeholder, and community), and communicating the story of need. This plan identifies many different projects and aligns them with funding programs from federal, state and local sources. It is critical to the successful implementation of all the projects identified in the plan to leverage the value to the community. Each of the individual projects were developed with this in mind.

The feasibility of funding projects of this magnitude faces the challenge of available funds. However, through persistently applying to programs, and leveraging funds, the project can feasibly be funded within the next 10 years. Section 7.5, State Funding, in the chapter on funding and implementation can be referenced for a more detailed analysis of funding feasibility,

5.4. State Highway Improvements

The Nation focused on managing and administering the development of the CCP in accordance with the Caltrans Regional Planning Handbook and the Caltrans Project Development Procedures Manual. Throughout the development of the CCP, Caltrans has been a key partner in developing solutions that will meet the needs of the Nation and the surrounding community. Previous to the CCP, Caltrans has initiated several improvements on U.S. 101 in the Nation's territory to address safety concerns. This included the current crosswalk and pedestrian-activated beacon at the intersection of U.S. 101 and North Indian Road. The safety improvements implemented by Caltrans have aided in reducing the number of collisions, although many improvements are still necessary. Caltrans has demonstrated its support of the CCP through its award of the Sustainable Transportation Planning Grant and a letter of support of the Nation's 2022 RAISE grant application. Caltrans attended the stakeholder workshops throughout all phases of the CCP, and the Nation hosted Caltrans at multiple one-on-one coordination meetings to discuss the plan improvements. Specific coordination meetings and walking audits took place at the Draft stage of the plan once treatment alternatives were developed. Caltrans is actively supporting progressive approaches to implementing State highway improvements such as roundabouts, and has taken initiative through approving the construction and right-of-way of State highway improvements to reduce high speeds and create more pedestrian and bicycle friendly State highways in rural areas. Further, the Nation has utilized the Caltrans Risk Analysis Tool as a foundation for assessing relevant project risks, in addition to reviewing the Caltrans Gateway Design Manual.

Chapter 6

6 COMMUNITY EDUCATION AND WAYFINDING

6.1. Community Education Program

An important component of the CCP includes the Community Education Program (Program), which was designed to aid community members in learning the best ways to navigate biking and walking safely throughout the Tolowa Dee-ni' Nation. The Program materials consist of two guidebooks and one safety pamphlet that will serve as resources for the Nation to utilize and distribute directly to the community.

6.1.1. *Biking and Walking Event Guidebook*

The Biking and Walking Event Guidebook provides guidance and curriculum that will aid the Nation in hosting biking and walking educational events, including Bike Rodeos and a Walking or Rolling School Bus. A Bike Rodeo is an interactive event that teaches people to bike safely by practicing hand signals, learning how to interact with other transportation modes, navigating roadways and interpreting roadway signage, and properly using a bike on a shared facility. Bike Rodeos help foster a safe place for kids and adults to learn best biking practices in a safe and friendly environment. The Walking and Rolling School Bus curriculum provides the tools necessary for the Nation to organize a walking or rolling school bus, which is a safe alternative for kids and adults to walk or roll together as a group, rather than traveling alone. The guide outlines how to start a program, and how to organize chaperones and kids meeting together to bike and walk safely to school, daycare, or other destinations. This event can help instigate a safe, community-oriented way for kids to travel together to school and around the community. This guidebook is included in Appendix E – Community Education Program Materials.

6.1.2. *Community Guide to Safe Walking and Biking*

The Community Guide to Safe Walking and Biking Guidebook is designed to provide guidance for all community members on best practices for walking and biking. It will serve as a resource for the Nation to distribute directly to Tribal Citizens, should they see fit. The guide provides a comprehensive overview including the following:

- ❖ Information on the benefits of walking and biking
- ❖ Etiquette on navigating separated mixed-use paths
- ❖ Bike and helmet fitting tips
- ❖ General bike maintenance
- ❖ Rules of the road
- ❖ Navigating intersections

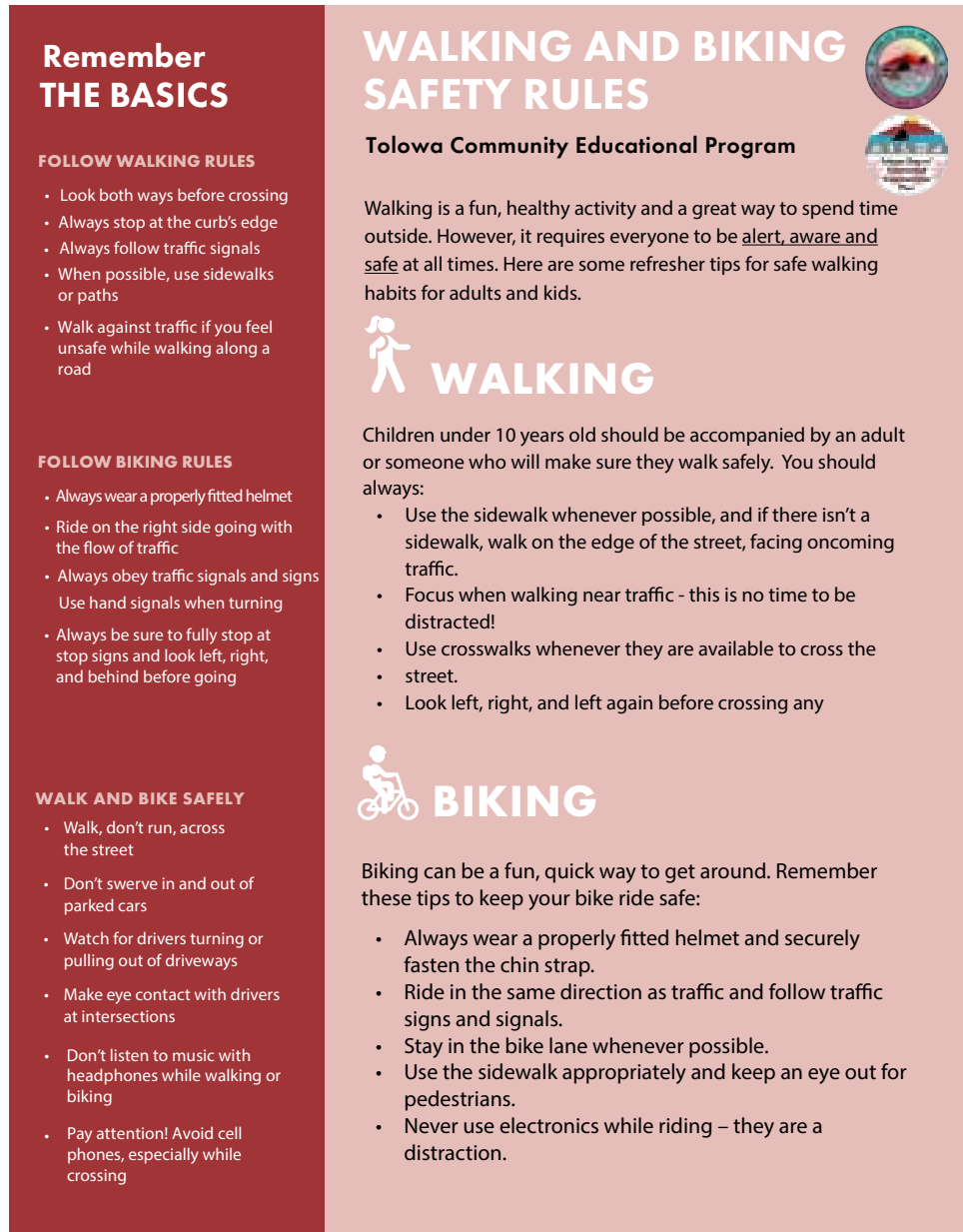
- ❖ General dos and don'ts of walking and biking
- ❖ Tips for how motorists should treat pedestrians and cyclists
- ❖ Safety guidance for navigating roadways and interacting with vehicular traffic

This comprehensive guide will educate people on how to safely use the planned path and existing infrastructure. This guidebook is included in Appendix E – Community Education Program Materials.

6.1.3. *Safety Pamphlet*

In addition to the more detailed guidebooks, a one-page safety pamphlet was developed for the Program. This pamphlet was designed to be a concise, factual handout to be hung up or passed out to community members and provide quick walking and biking tips for safety. The handout is featured below, and is included in Appendix E – Community Education Program Materials.

FIGURE 6.1: SAFETY PAMPHLET



6.2. Wayfinding

During the CTP planning process, the project team worked closely with Tolowa stakeholders and the community to develop wayfinding and pathway designs that appropriately reflect the history and cultural significance of the Tolowa Dee-ni' Nation. The Cultural Resources staff were consulted throughout the process to ensure that the proposed designs accurately reflect Tolowa history and culture.

Wayfinding signage helps visitors and residents navigate, and provides a sense of place and cohesion in a community. Wayfinding is typically utilized for geographic reference, general information, regulatory information, and educational purposes. The CCP wayfinding signage will be symbology specific to the region and Tribe, providing an opportunity to celebrate Tolowa history and culture. The following proposed wayfinding design package includes traditional patterns and symbols from the Nation's basket weave design, and a prominent source of local food, coho salmon. The color palette was developed from Tribal colors also utilized in the Nation's logo and graphic materials.

Based on the collaboration with the Tolowa Cultural Resources staff, stakeholders, and community, the project team developed two sign design and categorization alternatives for the Nation to utilize upon receiving funding to implement the multi-use pathway system. Signs have been categorized into the following types:

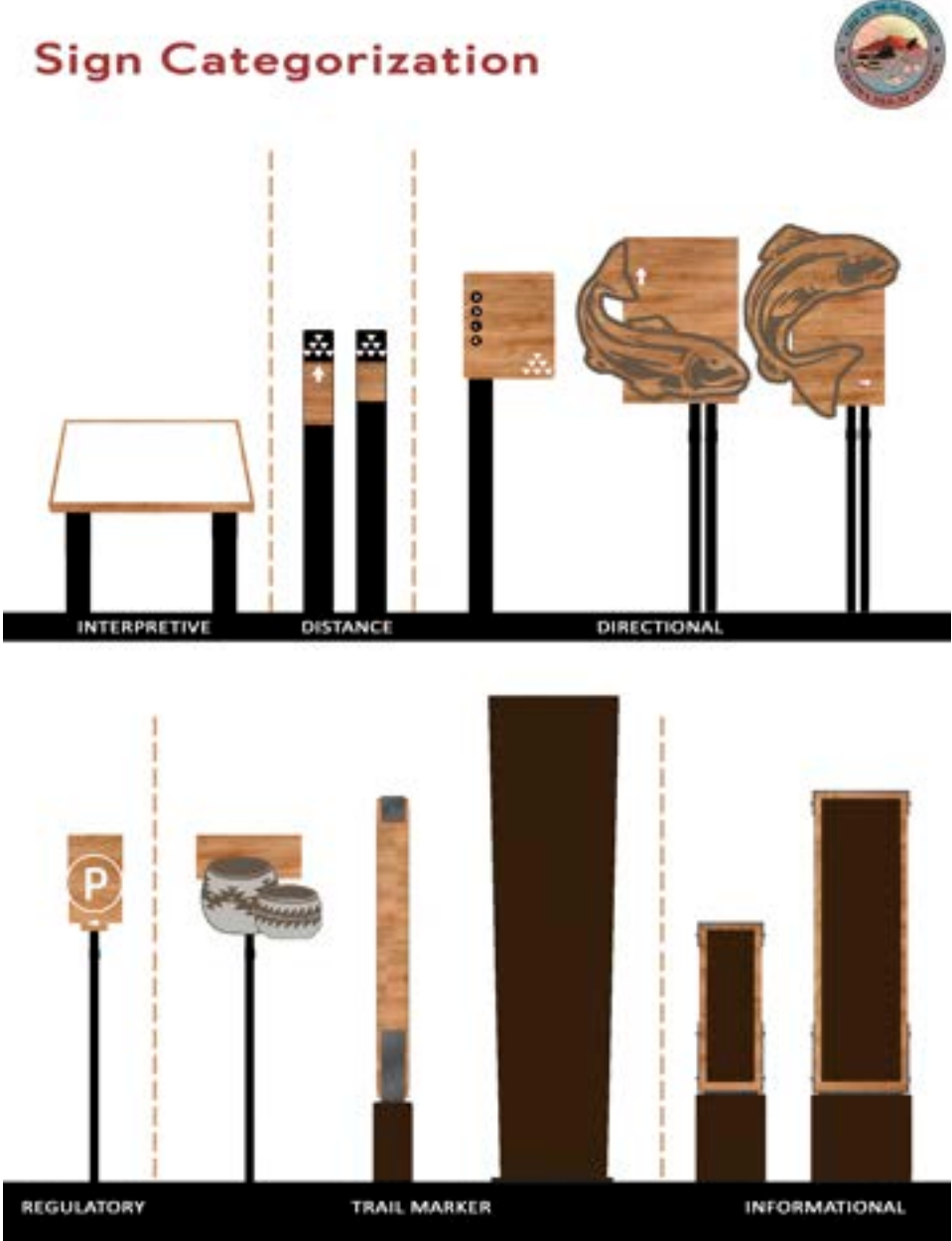
- ❖ Trail Marker
- ❖ Directional
- ❖ Distance
- ❖ Regulatory
- ❖ Large Community Kiosk
- ❖ Interpretive
- ❖ Gateway
- ❖ Informational

Figures 6.2-A and 6.2-B, below, display wayfinding sign categorization and designs.

FIGURE 6.2-A: SIGN DESIGN AND CATEGORIZATION



FIGURE 6.2-B: SIGN DESIGN AND CATEGORIZATION



The figures below display visual examples of various sign types and how they may appear in use. Traditional Tolowa language and symbology was incorporated to celebrate the Nation's history and culture.

FIGURE 6.3-A: TOLOWA WAYFINDING SIGNAGE EXAMPLES

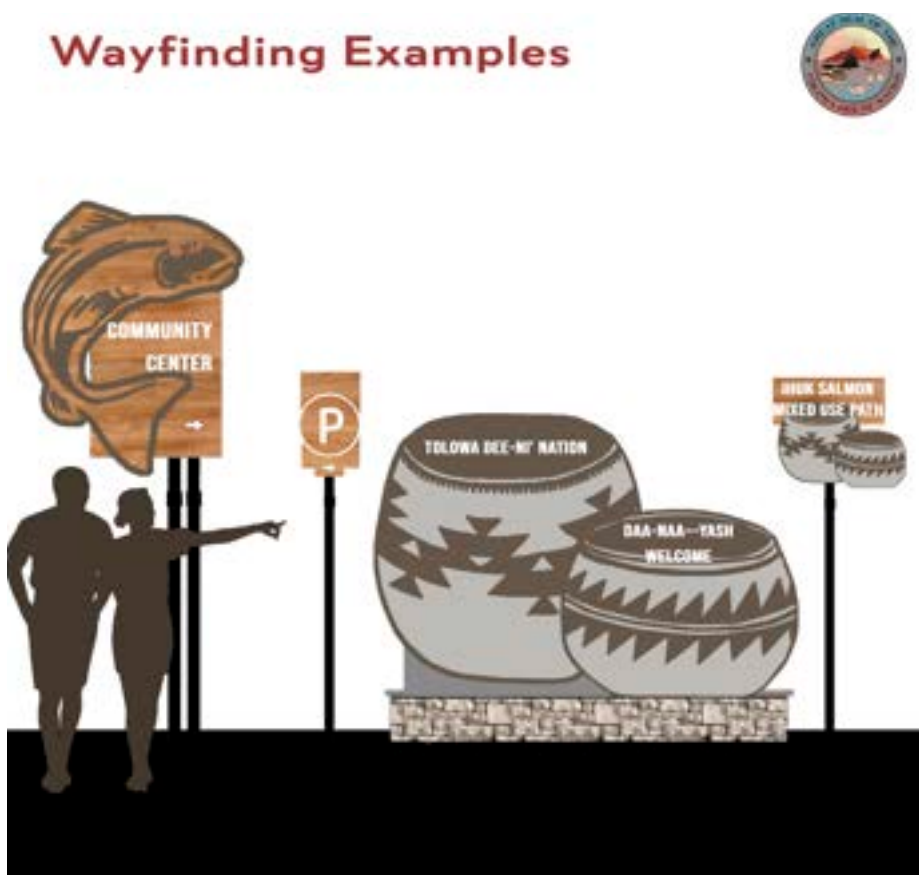


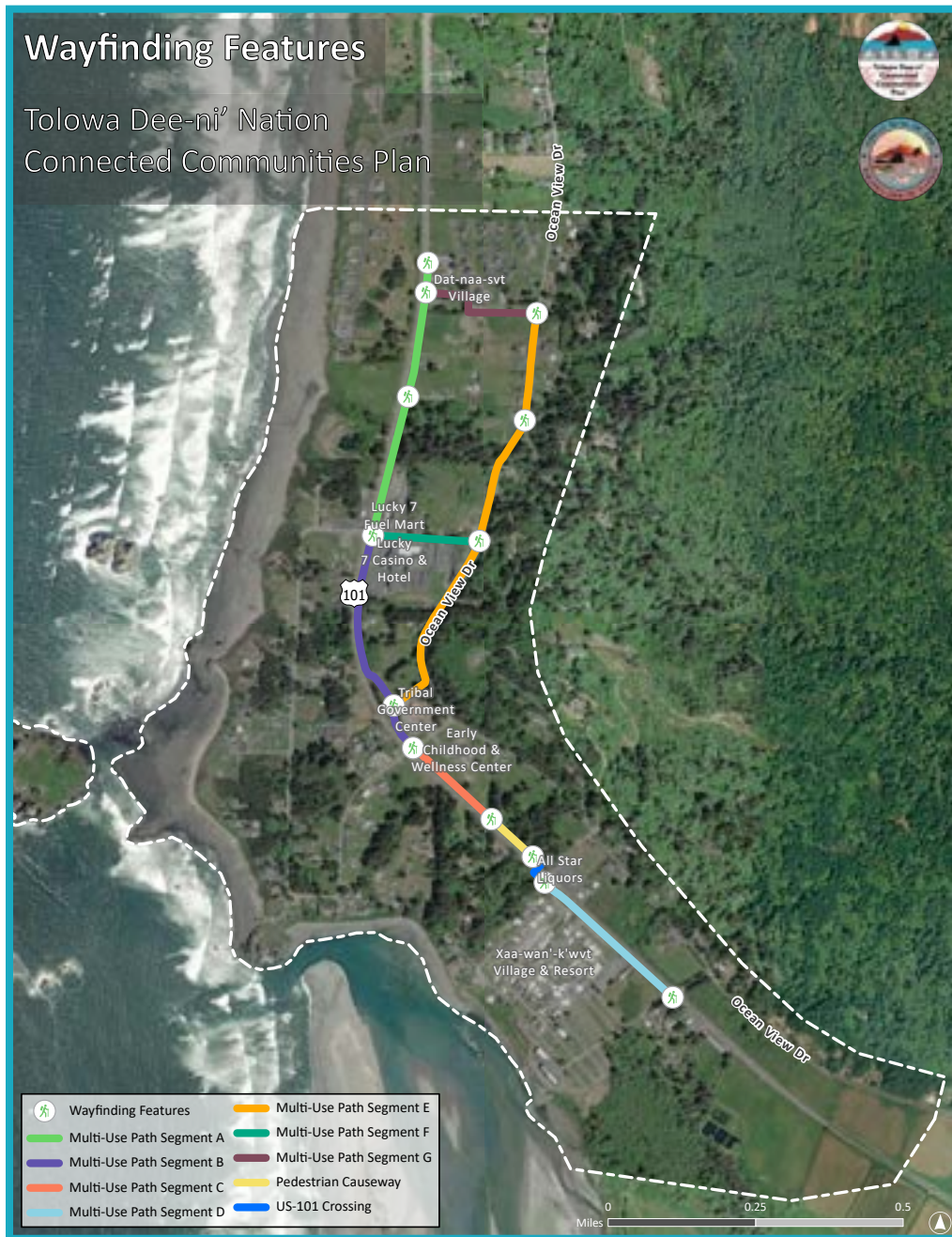
FIGURE 6.3-B: TOLOWA WAYFINDING SIGNAGE EXAMPLES



It is anticipated that the wayfinding signs will be installed throughout the multi-use path at key locations to inform pedestrians and cyclists of location and directional information, provide insight about the history and significance of the location, and establish a sense of culture and place by creating a cohesive, culturally representative design to celebrate Tolowa ancestral lands and culture. The map below contains two components and establishes anticipated sign installations, first by general location, and then by sign type. A larger version of this map book has been included in Appendix F – Wayfinding Map Book and Gateway Designs

Tolowa Dee-ni' Nation Connected Communities Plan

FIGURE 6.4: MAP OF ANTICIPATED WAYFINDING AND SIGNAGE LOCATIONS



6.3. Community Gateway Monuments

Gateway monuments are important features that reflect the culture and history of an area. They also aid in calming traffic by informing motorists they are entering a community. Gateway features help to identify a sense of place for residents and visitors, and can help entice visitors to stop and explore the area. The Nation has ambitions to add gateway monuments at the northern and southern entrances to the Nation on U.S. 101. Multiple designs were developed in conjunction with Tribal Cultural Resources Staff, Tribal stakeholders, and community members. Three gateway structure types were developed to provide alternatives both for design preferences and feasibility based on available funding and future plans. The concept design team has consulted Caltrans for guidance and the Local Assistance Procedures Manual Chapter 29. Gateway structure alternatives include the following:

- ❖ An archway style that extends to both sides of the highway
- ❖ A monument design on a roundabout
- ❖ A roadside monument

Designs incorporated into gateway alternatives included the following features to reflect the culture and history of the Tolowa people and landscape:

- ❖ Redwoods
- ❖ Traditional weaved baskets
- ❖ Coho salmon
- ❖ Elk
- ❖ Traditional Tolowa markings

All gateway design alternatives are included in Appendix F. However, some alternatives were also included below to serve as an example.

FIGURE 6.5: GATEWAY DESIGN EXAMPLE – ROADSIDE MONUMENT



FIGURE 6.6: GATEWAY DESIGN EXAMPLE - ARCH MONUMENT

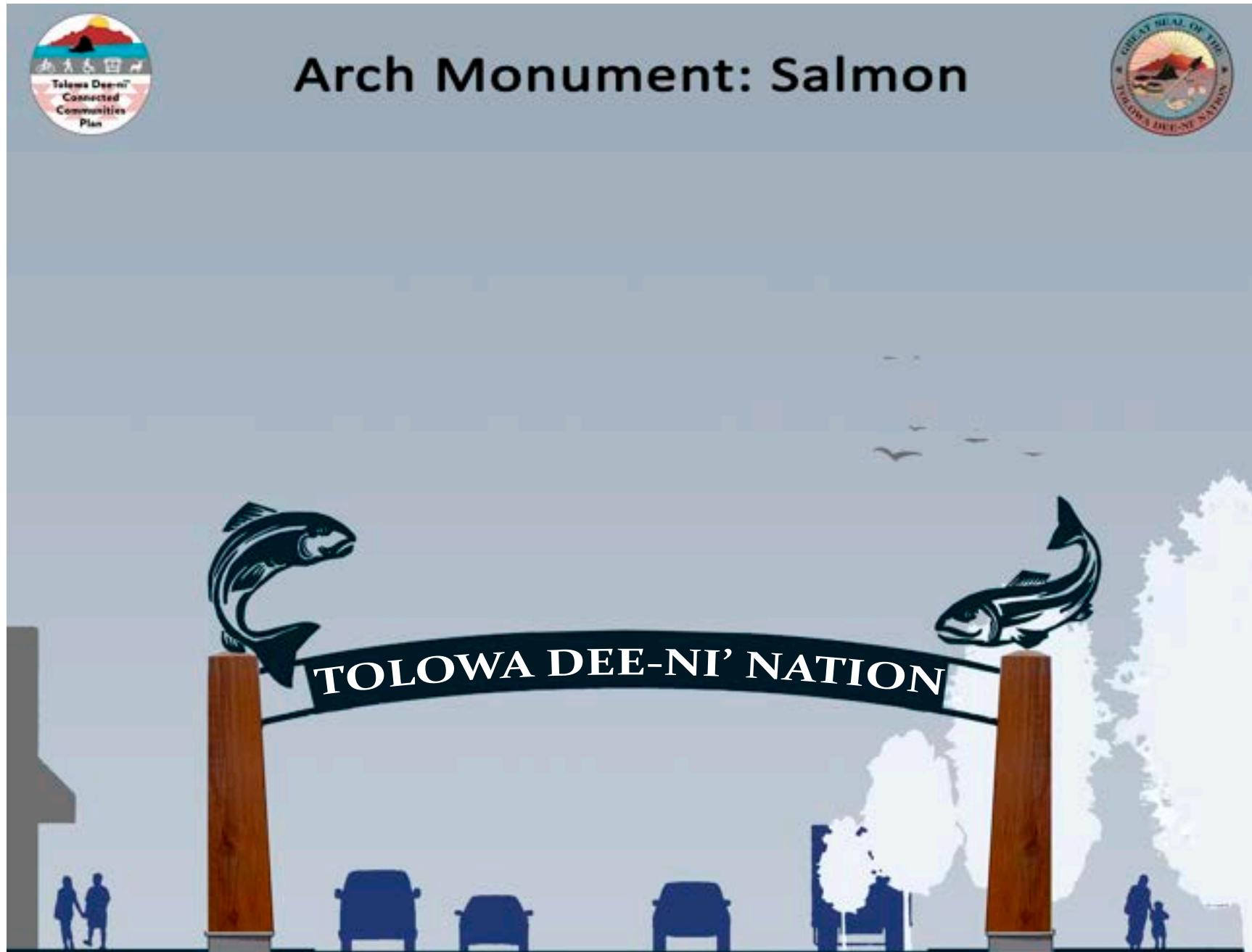


FIGURE 6.7: GATEWAY DESIGN - ROUNDABOUT MONUMENT



Chapter 7

7 FUNDING AND IMPLEMENTATION PLAN

7.1. Current Funding

Funding has been secured for the first two phases of the CCP. Details regarding the various funding sources and implementation of the project phases are included below.

FIGURE 7.1: PROJECT TIMELINE



7.1.1. Caltrans Sustainability Communities Planning Grant

In 2021, the Nation applied for and was successfully awarded \$130,405 from the Caltrans Sustainable Communities Planning Grant Program. The award funds supported this CCP effort (Phase I). The CCP laid the foundation for future phases of work, and included robust community engagement, mobility analysis, preliminary environmental review, conceptual design, and project feasibility analysis to position the project for full pre-construction work. The CCP built off of a decade of previous planning and efforts by the Nation to revitalize the U.S. 101 corridor and improve safety and mobility throughout Tolowa Dee-ni' Nation. Phase I resulted in a cohesive planning package including 30% design levels of the preferred concept design alternatives with recommendations for infrastructure improvements and associated cost estimates. Wayfinding and gateway designs were also developed to complement the primary infrastructure designs of the multi-use path and infrastructure improvements. The Caltrans Sustainable Communities grant provided the Nation with the funding necessary to get the project off the ground and position it for post planning-level activities.

7.1.2. Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Grant Program provides applicants with the opportunity to fund transportation investments through planning and infrastructure implementation. The RAISE program was also previously known as the Transportation Investment Generating Economic Recovery (TIGER) Grant, from which the Nation secured \$2.5 million for the U.S. 101 Smith River Safety Corridor project in 2011. In 2022, the Nation's RAISE application for Phase II of the CCP was awarded \$1,613,600. Phase II work is scheduled to begin in June of 2023. The 2022 RAISE funds will be utilized to continue project development and complete pre-construction activities, including full environmental assessment, 100% design, and right-of-way, to ensure the project is positioned for construction funding.

7.2. Project Costs

The overall costs for the identified improvements are broken down into separate projects based on project type and funding program alignment. Projects are also organized by improvement alternative packages. Project packages are separated by improvement type (i.e., multi-use path and U.S. 101 crossings vs. U.S. 101 intersection treatments). The individual projects must be combined with others to create a contiguous multi-modal experience. Each option should include safe, effective pedestrian facilities crossing U.S. 101 at important locations. The following tables display the various project alternatives and their associated costs.

7.2.1. Multi-Use Path

The four project package alternatives below for construction of the multi-use path are differentiated by how they guide pedestrians safely across U.S. 101 near the Tribal community of Xaa-wan'-k'wvt Village and Resort. The multi-use path will include decorative fencing to deter people from crossing U.S. 101 at non-designated locations. U.S. 101 crossing alternatives include an overcrossing, undercrossing, at-grade HAWK crossing, or at-grade crossing at the intersection of U.S. 101 and Chinook Street, where intersection treatment alternatives include a roundabout or a signalized intersection. The multi-use path sections shall be considered with every U.S. 101 crossing alternative (included in the tables below) and every U.S. 101 intersection design alternative identified in 7.2.2.

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TABLE 7.1: OPTION A – MULTI-USE PATH WITH U.S. 101 OVERCROSSING

Table 7.1 - OPTION A - Multi-Use Path - OVERCROSSING				
Project ID	Name	Description	Subtotal	Total
MUP-W	Wayfinding Package	Community Wayfinding and Sign Package for Multi-Use Path and Community Attractions		\$ 265,000
Overcrossing Structure				
MUP-101Over	Overcrossing	North of N Salmon Harbor Road	\$ 5,780,000	
	Contingency (30%)		\$ 1,734,000	
	Escalation (5 yr at 4%)		\$ 1,628,000	
	Overcrossing Total			\$ 9,142,000
Multi-Use Path				
MUP-A101	Multi-Use Path Segment A	Multi-Use Path US 101 Segment - Dat-naa-svt to Casino	\$ 640,000	
MUP-B101	Multi-Use Path Segment B	Multi-Use Path US 101 Segment - Casino to Mouth of Smith River Rd.	\$ 440,000	
MUP-C101	Multi-Use Path Segment C	Multi-Use Path US 101 Segment - Mouth of Smith River Road to N Salmon Harbor Road (Minus Bridge)	\$ 200,000	
MUP-D101	Multi-Use Path Segment D	Multi-Use Path US 101 Segment - N Salmon Harbor Road to Lopez Street	\$ 300,000	
MUP-EOVD	Multi-Use Path Segment E	Multi-Use Path Ocean View Drive Segment	\$ 1,020,000	
MUP-FCON	Multi-Use Path Segment F	Multi-Use Path Connector - N Indian Road	\$ 180,000	
MUP-GCON	Multi-Use Path Segment G	Multi-Use Path Connector - Dat-naa-svt Village to Ocean View Drive	\$ 260,000	
	Contingency (30%)		\$ 912,000	
	Escalation (5 yr at 4%)		\$ 857,000	
	Pathway Total			\$ 4,809,000
TOTAL				\$14,216,000

TABLE 7.2: OPTION B – MULTI-USE PATH WITH U.S. 101 UNDERCROSSING

Table 7.2 - OPTION B - Multi-Use Path - UNDERCROSSING				
Project ID	Name	Description	Subtotal	Total
MUP-W	Wayfinding Package	Community Wayfinding and Sign Package for Multi-Use Path and Community Attractions		\$ 265,000
Undercrossing Structure				
MUP-101Under	Undercrossing	Undercrossing across US 101	\$ 9,260,000	
	Contingency (30%)		\$ 2,778,000	
	Escalation (5 yr at 4%)		\$ 2,609,000	
	Undercrossing Total			\$ 14,647,000
Pedestrian Causeway				
MUP-Cau	Pedestrian Causeway	Pedestrian Causeway over Riparian Corridor	\$ 3,850,000	
	Contingency (30%)		\$ 1,155,000	
	Escalation (5 yr at 4%)		\$ 1,085,000	
	Causeway Total			\$ 6,090,000
Multi-Use Path				
MUP-A101	Multi-Use Path Segment A	Multi-Use Path US 101 Segment - Dat-naa-svt to Casino	\$ 640,000	
MUP-B101	Multi-Use Path Segment B	Multi-Use Path US 101 Segment - Casino to Mouth of Smith River Rd.	\$ 440,000	
MUP-C101	Multi-Use Path Segment C	Multi-Use Path US 101 Segment - Mouth of Smith River Road to N Salmon Harbor Road (Minus Bridge)	\$ 200,000	
MUP-D101	Multi-Use Path Segment D	Multi-Use Path US 101 Segment - N Salmon Harbor Road to Lopez Street	\$ 300,000	
MUP-EOVD	Multi-Use Path Segment E	Multi-Use Path Ocean View Drive Segment	\$ 1,020,000	
MUP-FCON	Multi-Use Path Segment F	Multi-Use Path Connector - N Indian Road	\$ 180,000	
MUP-GCON	Multi-Use Path Segment G	Multi-Use Path Connector - Dat-naa-svt Village to Ocean View Drive	\$ 260,000	
	Contingency (30%)		\$ 912,000	
	Escalation (5 yr at 4%)		\$ 857,000	
	Pathway Total			\$ 4,809,000
TOTAL				\$25,811,000

Option C, below, includes the same segments of the multi-use path as the other options, but removes the under and overcrossings by Xaa-wan'-k'wvt Village and Resort and North Salmon Harbor Road, and relies on a HAWK-style pedestrian crossing. This option relies on the pedestrian causeway design component to maintain a separation between the northbound (NB) travel lane of U.S. 101 and the multi-use path at the riparian drainage near North Salmon Harbor Road.

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TABLE 7.3: OPTION C – MULTI-USE PATH WITH U.S. 101 AT-GRADE HAWK CROSSING

Table 7.3 - OPTION C - Multi-Use Path - At-Grade HAWK				
Project ID	Name	Description	Subtotal	Total
MUP-W	Wayfinding Package	Community Wayfinding and Sign		
		Package for Multi-Use Path and Community Attractions		\$ 265,000
HAWK-4	HAWK @ N. Salmon Harbor Rd.	HAWK Signal at Highway 101 at N.		
		Salmon Harbor Road		\$ 750,000
Pedestrian Causeway				
MUP-Cau	Pedestrian Causeway	Pedestrian Causeway over Riparian Corridor	\$ 3,850,000	
	Contingency (30%)		\$ 1,155,000	
	Escalation (5 yr at 4%)		\$ 1,085,000	
	Causeway Total			\$ 6,090,000
Multi-Use Path				
MUP-A101	Multi-Use Path Segment A	Multi-Use Path US 101 Segment - Dat-naa-svt to Casino	\$ 640,000	
MUP-B101	Multi-Use Path Segment B	Multi-Use Path US 101 Segment - Casino to Mouth of Smith River Rd.	\$ 440,000	
MUP-C101	Multi-Use Path Segment C	Multi-Use Path US 101 Segment - Mouth of Smith River Road to N Salmon Harbor Road (Minus Bridge)	\$ 200,000	
MUP-D101	Multi-Use Path	Multi-Use Path US 101 Segment - N	\$ 300,000	
MUP-EOVD	Multi-Use Path Segment E	Multi-Use Path Ocean View Drive Segment	\$ 1,020,000	
MUP-FCON	Multi-Use Path Segment F	Multi-Use Path Connector - N Indian Road	\$ 180,000	
MUP-GCON	Multi-Use Path Segment G	Multi-Use Path Connector - Dat-naa-svt Village to Ocean View Drive	\$ 260,000	
	Contingency (30%)		\$ 912,000	
	Escalation (5 yr at 4%)		\$ 857,000	
	Pathway Total			\$ 4,809,000
TOTAL				\$11,914,000

Option D, below, assumes the use of existing space at the riparian drainage near North Salmon Harbor Road with no causeway construction. This may bring pedestrians and cyclists adjacent to NB U.S. 101 traffic. Additionally, this option requires pedestrians and cyclists to cross U.S. 101 at the intersection with Chinook at the proposed intersection facility rather than North Salmon Harbor Road.

TABLE 7.4: OPTION D – MULTI-USE PATH WITH U.S. 101 CROSSING AT CHINOOK INTERSECTION

Table 7.4 - OPTION D - Multi-Use Path - Crossing @ Chinook				
Project ID	Name	Description	Subtotal	Total
MUP-W	Wayfinding Package	Community Wayfinding and Sign Package for Multi-Use Path and Community Attractions		\$ 265,000
Multi-Use Path				
MUP-A101	Multi-Use Path Segment A	Multi-Use Path US 101 Segment - Dat-naa-svt to Casino	\$ 640,000	
MUP-B101	Multi-Use Path Segment B	Multi-Use Path US 101 Segment - Casino to Mouth of Smith River Rd.	\$ 440,000	
MUP-C101	Multi-Use Path Segment C	Multi-Use Path US 101 Segment - Mouth of Smith River Road to N Salmon Harbor Road (Minus Bridge)	\$ 200,000	
MUP-D101	Multi-Use Path Segment D	Multi-Use Path US 101 Segment - N Salmon Harbor Road to Lopez Street	\$ 300,000	
MUP-EOVD	Multi-Use Path Segment E	Multi-Use Path Ocean View Drive Segment	\$ 1,020,000	
MUP-FCON	Multi-Use Path Segment F	Multi-Use Path Connector - N Indian Road	\$ 180,000	
MUP-GCON	Multi-Use Path Segment G	Multi-Use Path Connector - Dat-naa-svt Village to Ocean View Drive	\$ 260,000	
	Contingency (30%)		\$ 912,000	
	Escalation (5 yr at 4%)		\$ 857,000	
	Pathway Total			\$ 4,809,000
TOTAL				\$ 5,074,000

7.2.2. State Highway Improvements

Multiple design options for intersection improvements to U.S. 101 were developed for the problem intersections in the project area. The following cost estimates are based on the preliminary designs of three basic options defined in the estimates below:

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TABLE 7.5: INTERSECTION ALTERNATIVE 1 – ROUNDABOUT

Table 7.5 - DESIGN OPTION 1 - Roundabouts				
Project ID	Name	Description	Subtotal	Total
RDBT-1	Roundabout @ N Indian Road	Roundabout at Highway 101 at N Indian Road	\$ 6,000,000	
	Contingency (30%)		\$ 1,800,000.0	
	Escalation (5 yr at 4%)		\$ 1,200,000.0	
	Roundabout Total			\$ 9,000,000
RDBT-2	Roundabout @ Mouth of Smith River Road	Roundabout at Highway 101 at Mouth of Smith River Road	\$ 6,000,000	
	Contingency (30%)		\$ 1,800,000.0	
	Escalation (5 yr at 4%)		\$ 1,200,000.0	
	Roundabout Total			\$ 9,000,000
RDBT-3	Roundabout @ Chinook	Roundabout at Highway 101 at Chinook Street	\$ 6,000,000	
	Contingency (30%)		\$ 1,800,000.0	
	Escalation (5 yr at 4%)		\$ 1,200,000.0	
	Roundabout Total			\$ 9,000,000
XWK-Frontage	Xaa-wan'-k'wvt Frontage Road	Xaa-wan'-k'wvt Village Frontage Road	\$ 495,000	
	Contingency (30%)		\$ 148,500.0	
	Escalation (5 yr at 4%)		\$ 140,000.0	
	Frontage Road Total			\$ 783,500
TOTAL				\$ 27,783,500

TABLE 7.6: INTERSECTION ALTERNATIVE 2 – SIGNALIZED INTERSECTION

Table 7.6 - DESIGN OPTION 2 - Signalized Intersection				
Project ID	Name	Description	Subtotal	Total
SIG-1	Signal @ N. Indian Rd	Traffic Signal at Highway 101 at N Indian Road	\$ 1,500,000	
	Contingency (30%)		\$ 450,000	
	Escalation (5 yr at 4%)		\$ 300,000	
	Signal Total			\$ 2,250,000
SIG-2	Signal @ Mouth of Smith River Road	Traffic Signal at Highway 101 at Mouth of Smith River Road	\$ 1,500,000	
	Contingency (30%)		\$ 450,000	
	Escalation (5 yr at 4%)		\$ 300,000	
	Signal Total			\$ 2,250,000
SIG-3	Signal @ Chinook	Traffic Signal at Highway 101 at Chinook Street	\$ 1,500,000	
	Contingency (30%)		\$ 450,000	
	Escalation (5 yr at 4%)		\$ 300,000	
	Signal Total			\$ 2,250,000
XWK-Frontage	Xaa-wan'-k'wvt Frontage Road	Xaa-wan'-k'wvt Village Frontage Road	\$ 495,000	
	Contingency (30%)		\$ 148,500	
	Escalation (5 yr at 4%)		\$ 140,000	
	Frontage Road Total			\$ 783,500
TOTAL				\$ 7,533,500

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TABLE 7.7: INTERSECTION ALTERNATIVE 3 – HAWK

Table 7.7 - DESIGN OPTION 3 - HAWK

Project ID	Name	Description	Subtotal	Total
HAWK-1	HAWK @ N. Indian	HAWK at Highway 101 at N Indian Road	\$ 750,000	
	Contingency (30%)		\$ 225,000	
	Escalation (5 yr at 4%)		\$ 150,000	
	HAWK Total			\$ 1,125,000
HAWK-2	HAWK @ Mouth of Smith River Road	HAWK Signal at Highway 101 at Mouth of Smith River Road	\$ 750,000	
	Contingency (30%)		\$ 225,000	
	Escalation (5 yr at 4%)		\$ 150,000	
	HAWK Total			\$ 1,125,000
HAWK-3	HAWK @ Chinook	HAWK Signal at Highway 101 at Chinook Street	\$ 750,000	
	Contingency (30%)		\$ 225,000	
	Escalation (5 yr at 4%)		\$ 150,000	
	HAWK Total			\$ 1,125,000
XWK-Frontage	Xaa-wan'-k'wvt Frontage Road	Xaa-wan'-k'wvt Village Frontage Road	\$ 495,000	
	Contingency (30%)		\$ 148,500	
	Escalation (5 yr at 4%)		\$ 140,000	
	Frontage Road Total			\$ 783,500
TOTAL				\$ 4,158,500

7.2.3. Gateway Features

Gateway features for the CCP were identified as a separate project list, as these components may be pursued through different project phases or funding programs. Alternatives for three styles of gateway designs (over the street arch, roundabout monument, or roadside monument) are included below.

TABLE 7.8 - GATEWAY FEATURES OPTION 1 - ARCH MONUMENT

Table 7.8 - Gateway Features Option 1 - Arch Monument

Project ID	Name	Description	Cost
GTW-A1	Gateway Arch Monument North	Arch Gateway Monument at northern entrance to Tolowa Dee-ni' Nation	\$ 585,000
GTW-A2	Gateway Arch Monument South	Arch Gateway Monument at southern entrance to Tolowa Dee-ni' Nation	\$ 585,000
TOTAL			\$ 1,170,000

TABLE 7.9 - GATEWAY FEATURES OPTION 2 – ROUNDABOUT MONUMENT

Table 7.9 - Gateway Features Option 2 - Roundabout Monument

Project ID	Name	Description	Cost
GTW-ROU1	Gateway Roundabout Monument North	Roundabout Gateway Monument at northern entrance to Tolowa Dee-ni' Nation	\$ 200,000
GTW-ROU2	Gateway Roundabout Monument South	Roundabout Gateway Monument at southern entrance to Tolowa Dee-ni' Nation	\$ 200,000
TOTAL			\$ 400,000

TABLE 7.10 - GATEWAY FEATURES OPTION 3 - ROADSIDE MONUMENT

Table 7.10 - Gateway Features Option 3 - Roadside Monument

Project ID	Name	Description	Cost
GTW-ROA1	Gateway Roadside Monument North	Roadside Gateway Monument at northern entrance to Tolowa Dee-ni' Nation	\$ 200,000
GTW-ROA2	Gateway Roadside Monument South	Roadside Gateway Monument at southern entrance to Tolowa Dee-ni' Nation	\$ 200,000
TOTAL			\$ 400,000

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7.2.4. Wayfinding Package

Wayfinding cost estimates were calculated based on the anticipated number of signs per sign type. Although the lump sum for wayfinding costs is included in the cost estimate packages in Tables 7.1 through 7.4, a breakdown of the anticipated sign categories, quantity, and individual sign costs is included below.

TABLE 7.11 – WAYFINDING PACKAGE

Table 7.11 - Wayfinding Package				
Item	Quantity	Unit Cost	Total Item Cost	
Trail Markers	12	\$ 5,000.00	\$	60,000.00
Directional Signs	10	\$ 5,000.00	\$	50,000.00
Informational Signs	3	\$ 10,000.00	\$	30,000.00
Distance Markers	6	\$ 5,000.00	\$	30,000.00
Regulatory Signs	6	\$ 10,000.00	\$	60,000.00
Interpretive Signs	2	\$ 10,000.00	\$	20,000.00
Community Kiosk	1	\$ 15,000.00	\$	15,000.00
Total			\$	265,000

7.3. Funding Strategy

Establishing creative funding strategies is an effective part of reaching a fully funded project. The Tolowa Dee-ni' Nation has capitalized on almost \$2 million in funding to date for the CCP from various sources. This shows commitment and promises to be a critical indicator of success to future funding partners. The following funding has been secured to date, and project components are currently being planned and designed.

TABLE 7.12 – PROJECT PROGRAMMING

Table 7.12 Project Programming				
Current Programming			Future Programming	
Project Phase	2021 Caltrans Planning Grant	Planning Grant Match (Local)	RAISE (Cycle 6)	Unfunded Need
Planning	\$ 130,405	\$ 16,895		
PA&ED (Environmental)			\$ 1,613,600	\$ 2,786,400
PS&E (Design)				
R/W				\$ 1,760,000
Construction				\$ 21,500,000
Total Funding	\$ 130,405	\$ 16,895	\$ 1,613,600	\$ 26,046,400

TABLE 7.13 – FEDERAL FUNDING PROGRAMS

Table 7.13 Federal Funding Programs					
	RAISE	Tribal Transportation Safety Program	Nationally Significant Federal Lands and Tribal Project Program	Reconnecting Communities Pilot Program	Rural Surface Transportation Grant
Annual Program Amount	\$ 25,000,000	\$ 23,000,000	\$ 125,000,000	\$ 200,000,000	\$ 500,000,000
Cycle	Summer 2023 - NOFO	Summer 2023 - NOFO	Summer 2023 - NOFO	Summer 2023 - NOFO	Summer 2023 - NOFO

The project components of the CCP are eligible for funds through state and federal transportation funding programs including the following:

- ❖ Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- ❖ Highways to Boulevards – Reconnecting Communities
- ❖ Tribal Transportation Safety Program
- ❖ Active Transportation Program (ATP)
- ❖ Clean California Local Grant Program

❖ State Highway Operations and Protections Program (SHOPP)

This project is a costly endeavor, and has a solid foundation with the funding secured thus far. In order to fund this project to completion, it is recommended the Nation pursue all the funding programs until the project is fully funded. The value of pursuing grants is well worth the cost for the long-term benefits to the Nation and community. The following subsections describe the potential funding sources for the project.

7.4. Federal Funding

There are several federal funding programs that CCP project components are well-suited for. A majority of federal funding sources are administered through the US Department of Transportation Federal Highway Administration (FHWA). These programs award funds to Tribal, local, and to state-level agencies for regional and local distribution. Federal transportation funding programs come from the Federal Infrastructure Investment and Jobs Act, signed into law on November 15, 2021. Projects identified in the CCP could be funded either wholly, or have elements that could be funded with the following programs.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

The RAISE grant program focuses on funding for investments in road, rail, transit and port projects that will meet federal environmental objectives. RAISE eligibility allows state, Tribal, and local sectors to obtain funding for a multitude of projects including multi-modal projects. The Tolowa Dee-ni' Nation is familiar with the RAISE program, and has previously applied for funding during the 2021 and 2022 rounds. The Nation applied for and was successfully awarded \$1,613,600 in the 2022 RAISE round to complete environmental Analysis, design, and right-of-way. Future phases of the CCP are also well-positioned for the RAISE program.

Tribal Transportation Program Safety Fund (TTPSF)

The Department of Transportation's Tribal Transportation Safety Fund (TTPSF) is a grant funding program solely dedicated to addressing transportation issues identified by federally recognized Tribes. The program seeks to fund projects that will reduce traffic collisions as well as develop key transportation plans that will provide insight into how Tribes will address transportation safety needs in and around the Tribal community. The CCP and proposed projects are eligible projects under the TTPSF, and therefore the Tolowa Dee-ni' Nation is eligible to apply for funding.

Nationally Significant Federal Lands and Tribal Project Program (NSFLTP)

The Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) of the Fixing America's Surface Transportation Act (FAST Act) (Pub. L. 114-94, Section 1123), provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing federal and tribal lands. This Program provides an opportunity to address significant challenges across the nation for transportation facilities that serve federal and tribal lands.

The BIL modified the NSFLTP Program in several ways, such as:

- ❖ Reducing minimum project sizes from \$25 million to 12.5 million;
- ❖ Requiring exactly half of the funding go to projects on Tribal transportation facilities;
- ❖ Increasing the Federal share of projects on Tribal transportation facilities to 100 percent;
- ❖ Allowing Federal funds, including those made available under Titles 23 and 49 of the United States Code (U.S.C.), to serve as the non-Federal share of the project; and
- ❖ Requiring the funding of at least one eligible project submitted by the National Park Service for a unit of the National Park System with 3,000,000 annual visitors or more.

Reconnecting Communities Pilot Program

The IIJA, or BIL, established the new Reconnecting Communities Pilot (RCP) discretionary grant program, funded with \$1 billion over the next five years.

It is the first-ever federal program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

7.5. State Funding

Various project components of the CCP would be well-positioned to be competitive for state funding programs. State funding sources are administered by the various State of California departments, including the California Transportation Commission (CTC) and California Department of Transportation (Caltrans). Potential sources of funding from the state for non-motorized infrastructure work include taxes, bonds, and the allocation of federal money.

Rural Surface Transportation Grant Program

The Rural Surface Transportation Grant Program will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth, and improve quality of life.

Active Transportation Program (ATP)

The Caltrans Active Transportation Program (ATP) is a consolidation of existing federal and state transportation funding programs, such as the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and the State Safe Routes to School (SRTS). These existing programs all create one large program, the ATP, to primarily focus on active transportation. The purpose of the ATP is to promote and encourage the utilization of active transportation through the following goals:

- ❖ Increase the proportion of trips accomplished by biking and walking.
- ❖ Increase safety and mobility for non-motorized users.
- ❖ Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals.
- ❖ Enhance public health.
- ❖ Ensure disadvantaged communities fully share in the program benefits.
- ❖ Provide a broad spectrum of project benefits to a wide range of active transportation users.

Under the goals outlined in the ATP, the proposed improvements detailed in the CCP are eligible for project funding.

Clean California Local Grant Program

The Caltrans Clean California Local Grant Program was developed to provide funding to local communities in an effort to beautify and improve local streets and roads, Tribal lands, parks, pathways, and transit centers. The combination of beautification measures, public art, and litter removal provides enhancement efforts for communities to improve spaces while promoting and encouraging walking and recreation. The goals of the grant program are as follows:

- ❖ Reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.
- ❖ Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces, and mitigate the urban heat island effects.
- ❖ Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.
- ❖ Advance equity for underserved communities.

The Tolowa Dee-ni' Nation has proposed public space beautification and placemaking efforts outlined in the CCP, all of which are eligible for Clean California Local Grant Program funding.

Reconnecting Communities: Highways to Boulevards (RC:H2B)

The Caltrans Reconnecting Communities: Highways to Boulevards (RC:H2B) Grant Program focuses on reimagining highways in the State into multi-modal corridors that will simultaneously reconnect communities, specifically historically underserved communities that have been divided by aggressive transportation infrastructure. The proposed improvements to U.S. 101 outlined in the CCP are aligned with the goals of the RC:H2B, including:

- ❖ Restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.
- ❖ Advance health and equity outcomes for underserved communities by removing health, safety, and access barriers associated with the transportation infrastructure within communities.
- ❖ Improve access to opportunity by improving travel options and reducing combined household transportation costs for underserved communities.
- ❖ Create opportunities for implementation of affordable housing and further the advancement of fair housing.
- ❖ Prevent or minimize direct and indirect displacement effects from project implementation.
- ❖ Advance community-based or community-driven transportation planning.

The proposed CCP improvements meet the RC:H2B goals and the Nation is an excellent example of a community that has been impacted by a state highway.

State Highway Operations and Protections Program (SHOPP)

The State Highway Operations and Protections Program (SHOPP) is the State's program focused on projects that maintain the State's highways in efficient and safe working order. The SHOPP purpose is to provide funding for the repair, preservation, emergency repairs, safety improvements, and some highway operation improvements to the State Highway System (SHS). The proposed improvements to U.S. 101 qualify the Nation to apply for funding through the SHOPP.

7.6. Implementation

As described in Chapters 1-3 of this report, the Tolowa Dee-ni' Nation has been successfully working on this project for many years and from various strategic

angles. Progress is being made in planning, preliminary engineering is funded, and implementation is forthcoming for the first phase of engineering. It is recommended that project components be developed to match the future funding program pursuits. For example, the Federal RCP could be a prime candidate for the Nation to partner with Caltrans and construct the U.S. 101 Safety and Connectivity components of the project at critical intersections.

7.6.1. *Preliminary Engineering*

Conceptual designs have been completed during the planning stage of the project, which positions the preliminary engineering well. Additionally, the Preliminary Environmental Study has been completed, which lays the foundation for the environmental work for the project. The Nation secured 40% of the estimated costs of the preliminary engineering and can begin environmental and design work as soon as an agreement is executed for the encumbrance of the 2022 RAISE funding. Grant applications should be developed for federal and state funding programs once the NOFOs and program announcements are released starting this summer of 2023.

7.6.2. *Right-of-Way*

Until funding for Right-of-Way is secured, the Nation should be positioning critical properties affected by the project to be protected and/or acquired.

7.6.3. *Construction*

Construction is the primary cost of the project in its entirety, with preliminary estimates identified in this report from \$5-\$50 million, depending on the section or project component. This level of funding will need to come from many different sources. It is recommended the Nation partner with Caltrans and submit grant applications for federal and state programs.