

TRIBAL TRANSPORTATION SAFETY PLAN

FOR THE

JENA BAND OF CHOCTAW INDIANS



November 2020

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Introduction

The purpose and intent of this 2020 Tribal Transportation Safety Plan for the Jena Band of Choctaw Indians is to demonstrate the concern in the tribal community for roadway safety for the tribal members and the community at large and to emphasize safety in its investments in planning, infrastructure and education.

Vision

The Tribe is dedicated to improving roadway and pedestrian safety through the development of their safety plan and the implementation of strategies and system improvements addressed in the plan. Through these efforts, transportation safety will be improved, limiting or preventing deaths and serious injuries from accidents on the Tribe's roads and the public roadway system.

History

The Jena Band of Choctaw owns development tracts of Trust and fee title land in Grant and LaSalle Parishes in central Louisiana as generally located on Figure No. 1. The members of the Jena Band of Choctaw reside in several communities throughout central Louisiana, primarily in LaSalle Parish near or in the Town of Jena.

The Jena Band of Choctaw Indians of Louisiana was incorporated as a state-recognized tribe on April 20, 1974, with a five-member governing council. The Tribe was federally-recognized on August 29, 1995. The Tribal constitution was adopted December 20, 1995, changing the structure of the governing body to a four-member Tribal council, each serving four-year terms.

The Tribe maintains the following departments or offices, insuring programs or services are available to all Tribal members: health, social services, environment, transportation, education, activities, and housing.

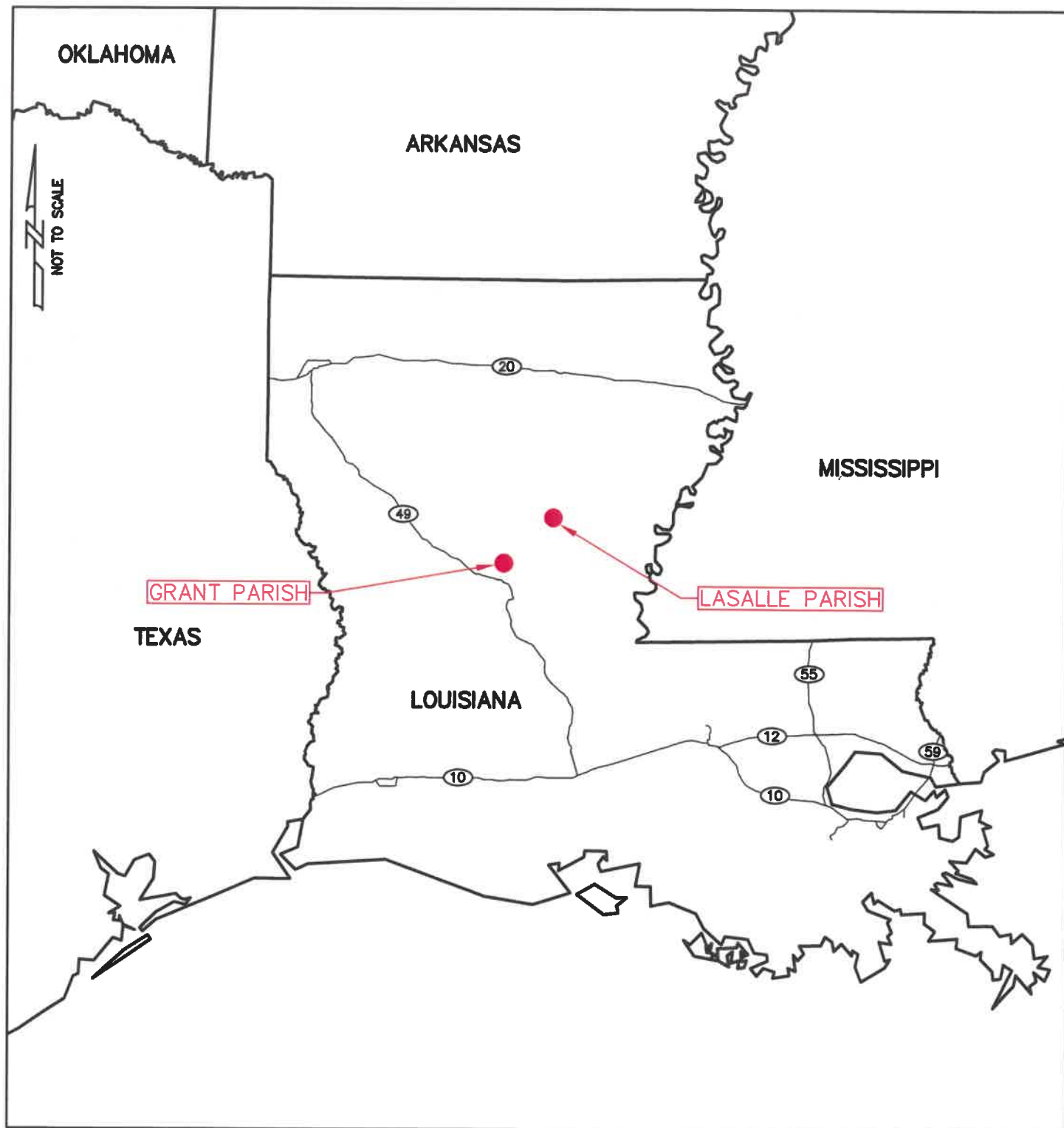
The Tribe is a member of the Inter-Tribal Council of Louisiana which has an office in Houma, LA providing programs and activities to assist the member tribes.

Community Demographics

The following table represents the demographic information for LaSalle, Grant and Rapides Parishes.

| Parish | Population 2010 | Estimated Population 2019 |
|---------|--------------------|---------------------------------|
| LaSalle | 14,890 | 14,892 |
| Grant | 22,309 | 22,389 |
| Rapides | 131,613 | 129,648 |

Source: US Census Bureau



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ALEXANDRIA - RUSTON

JENA BAND OF CHOCTAW INDIANS

VICINITY MAP - STATE

FIGURE NO.

1

Tribal Facilities and Infrastructure

The Tribe owns and maintains various tribal, commercial and residential facilities and developments throughout central Louisiana which provide services and financial support to the Tribe and afford employment opportunities to its members. The primary facilities and developments are located in LaSalle and Grant Parishes as shown on Figure No. 2.

Midway, LaSalle Parish – The Tribe owns and operates the Miko’s Steak and Spirits Restaurant and the Twisted Feather Liquor store at its planned multi-use development, Choctaw Village in Midway, LA, (Figure No. 3), maintaining a portion of the property for single family residences. Approximately 50% of the overall property is presently undeveloped.

The property fronts on U.S. Highway 84 to the north and King Street, a LaSalle Parish road to the south. Street lighting was previously installed along the roads throughout the property, but dedicated pedestrian walks are presently limited to the commercial portion of the property.

Trout, LaSalle Parish - The Tribal Administration Building, the Tribal Center, the Health and Environmental Departments, recreational facilities and the Powwow facilities are located at the Tribe’s planned tribal development in Trout, LA, fronting U.S. Highway 84 as shown on Figure 4.

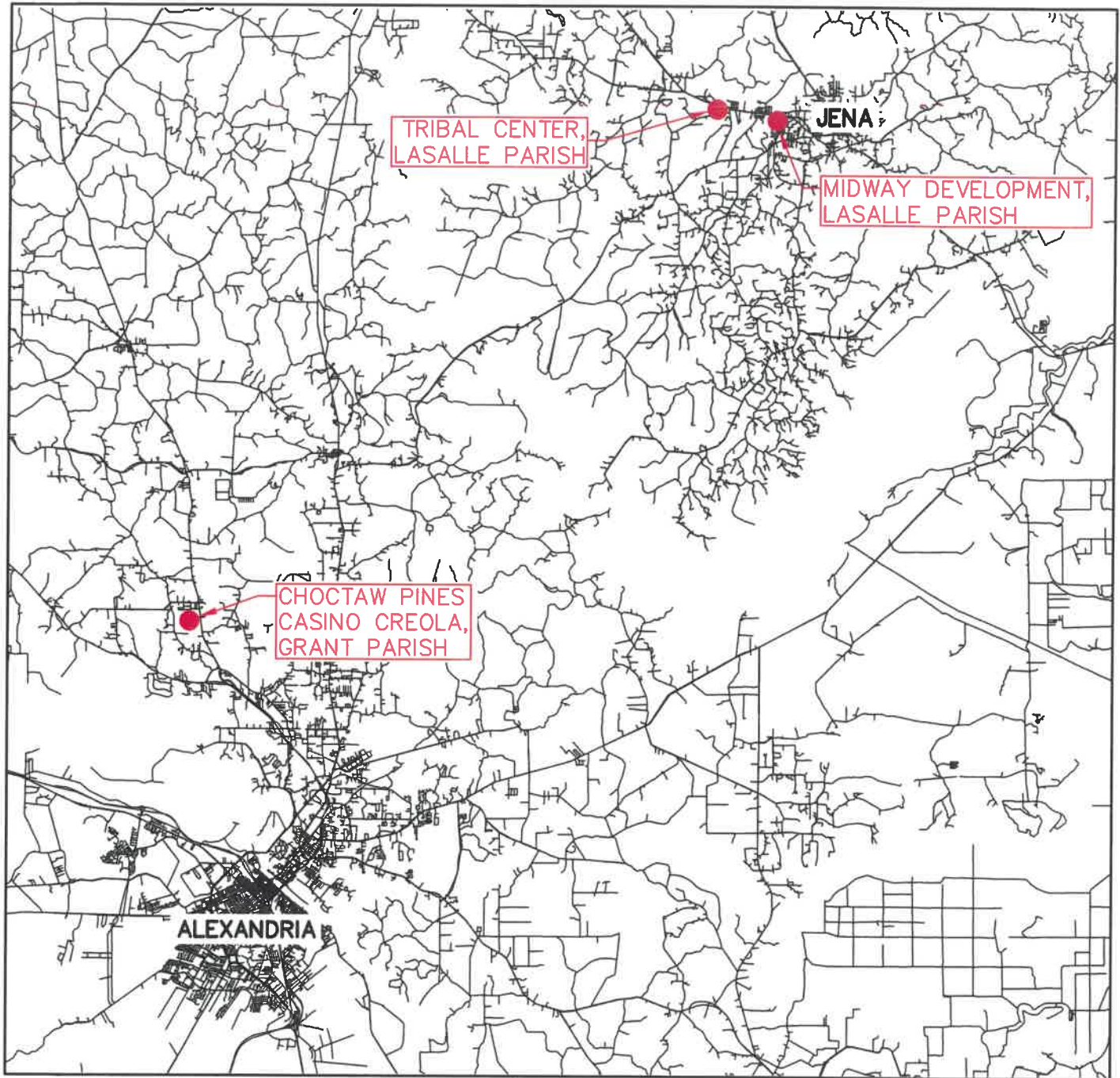
Additional tribal facilities are planned for the undeveloped portions of the property which has almost 0.5 miles of highway frontage. Pedestrian access and lighting are presently limited to the infrastructure and parking facilities at the individual buildings.

Creola, Grant Parish – The Tribe owns and operates the Choctaw Pines Casino situated on Trust property in Creola, LA. Commercial, recreational and residential developments have been discussed for the adjacent tribal properties which have frontage on U.S. Highway 167. Pedestrian access and area lighting are presently limited to the infrastructure and parking area at the casino.

Safety Plan Development

The Tribal Council authorized development of the Tribe’s Transportation Safety Plan on August 10, 2020. The Tribe submitted a Transportation Planning Contract Application to the BIA Eastern Area Office on August 26, 2020.

The approach to safety plan development outlined in the “Transportation Safety Planning and the Zero Deaths Vision” published by the U.S. Department of Transportation, Federal Highway Administration guided the development of the Tribe’s Transportation Safety Plan.



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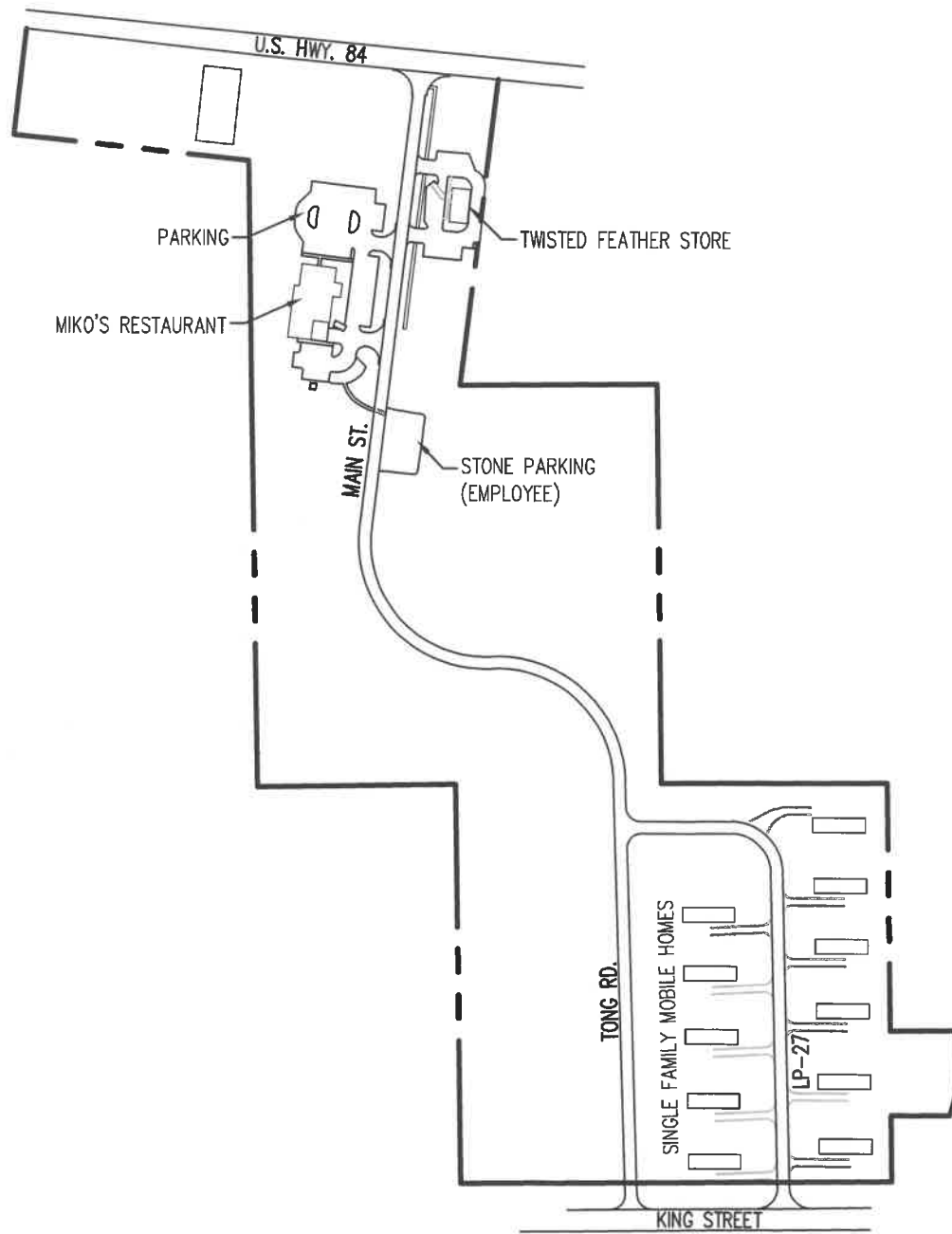
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VICINITY MAP - AREA

FIGURE NO.

2

SCALE: 1"=300'



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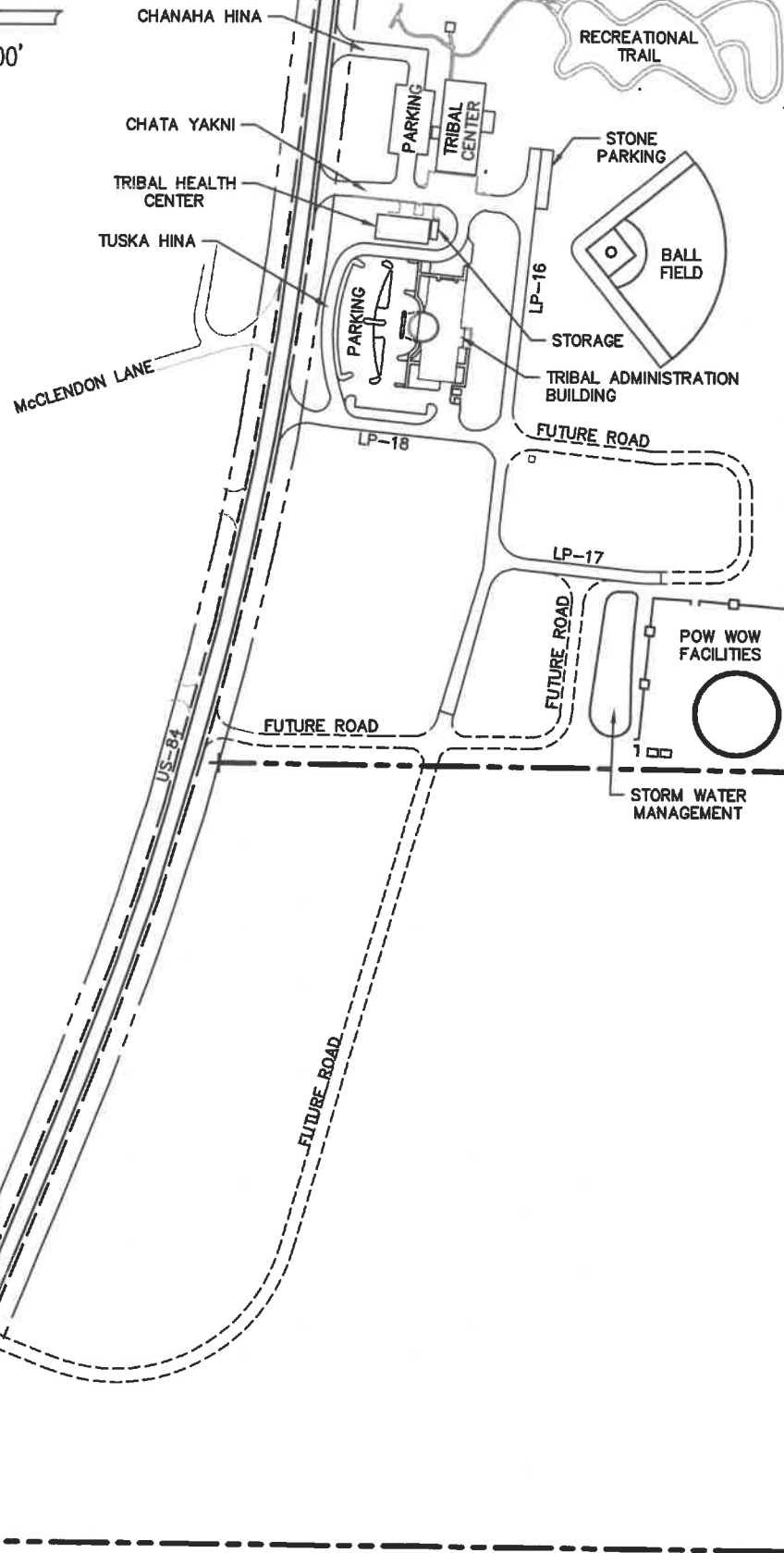
JENA BAND OF CHOCTAW INDIANS
MIDWAY PROPERTY

BASE MAP

FIGURE NO.

3

SCALE: 1"=300'



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JENA BAND OF CHOCTAW INDIANS
TRIBAL CENTER

BASE MAP

FIGURE NO.

4

The concepts of safety and safety training are taught and accomplished through the efforts of stakeholders or partners, sometimes defined by the “4 – Es of Safety” comprised of Educators, Engineers, Enforcement personnel and Emergency responders.

Plan Partners

The effectiveness of the Tribe’s Transportation Safety Plan is dependent upon the Tribe’s stakeholders and partners supporting the development and implementation of the Safety Plan, initially including:

- The Tribal Council, Jena Band of Choctaw Indians
- The Town of Jena, Louisiana
- The Village of Creola, Louisiana
- The LaSalle Parish Sheriff’s Department
- The Grant Parish Sheriff’s Department
- Troop E, Louisiana State Police
- *Fire Departments and EMS (Volunteer and Town)*
- The Bureau of Indian Affairs

The implementation phase of the plan should include educators, health officials and driver training officials as partners.

Safety Data Resources

According to the Louisiana State University’s Highway Safety Research Group website, there are over 650 fatal crashes with over 750 fatalities recorded annually in Louisiana, consistently 5% higher than the national average. Grant Parish has ranked in the top 10 parishes in Louisiana for transportation-related fatalities per 100,000 population over a 5-year trend.

The following table illustrates the number of transportation-related fatalities in Rapides Parish, LaSalle Parish and Grant Parish from 2014 through 2018.

Number of Fatalities in Rapides Parish, LaSalle Parish, and Grant Parish

| Year | Rapides Parish | LaSalle Parish | Grant Parish |
|------|----------------|----------------|--------------|
| 2014 | 22 | 5 | 6 |
| 2015 | 22 | 3 | 5 |
| 2016 | 20 | 5 | 2 |
| 2017 | 13 | 2 | 6 |
| 2018 | 26 | 2 | 8 |

Of the total number of fatal crashes that occurred in Louisiana in 2018, 40% occurred under normal daylight conditions, and over 60% did not include turning, stopping or lane change maneuvers. Additionally, between 2014 and 2018, over 55% of fatal crashes in Louisiana have been classified as

single vehicle crashes. Louisiana ranked second in the U.S., behind New Mexico, for pedestrian fatalities per 100,000 population in 2018.

These and other data facts are included in the National Highway Traffic Safety Administration (NHTSA) Traffic Safety Facts for Louisiana, 2014-2018, contained in Appendix A. Traffic Safety Facts for LaSalle Parish and Grant Parish, 2014-2018 are contained in Appendices B and C.

Additional data may also be found at: <https://www-fars.nhtsa.dot.gov/Main/index.aspx>

Accident data for 2015 through 2019 from LADOTD, specific to each of the parishes and for the immediate vicinities of each of the Tribe's developments is summarized in the following table. The highway surface conditions (wet/dry) and the general time of day of the occurrences are noted. It is notable that no fatalities occurred in the vicinities of any of the Tribe's developments during this 5-year period, as reported by LADOTD.

| Location | Highway | Accidents | | Surface Condition | | Time | | | |
|------------------------|--------------|---------------|-----------|-------------------|-----|------------|-----------|------------|-----------|
| | | Non-collision | Collision | Dry | Wet | Early A.M. | Late A.M. | Early P.M. | Late P.M. |
| Trout, LaSalle Parish | US Hwy. 84 | 1 | 1 | 2 | | 1 | 1 | | |
| Midway, LaSalle Parish | US Hwy. 84 | 2 | 1 | 3 | | 1 | 1 | | 1 |
| | LA Hwy. 3104 | 1 | | 1 | | | | 1 | |
| Creola, Grant Parish | US Hwy. 167 | 1 | 3 | 3 | 1 | | 1 | 1 | 2 |

Emphasis Areas – Objectives and Implementation

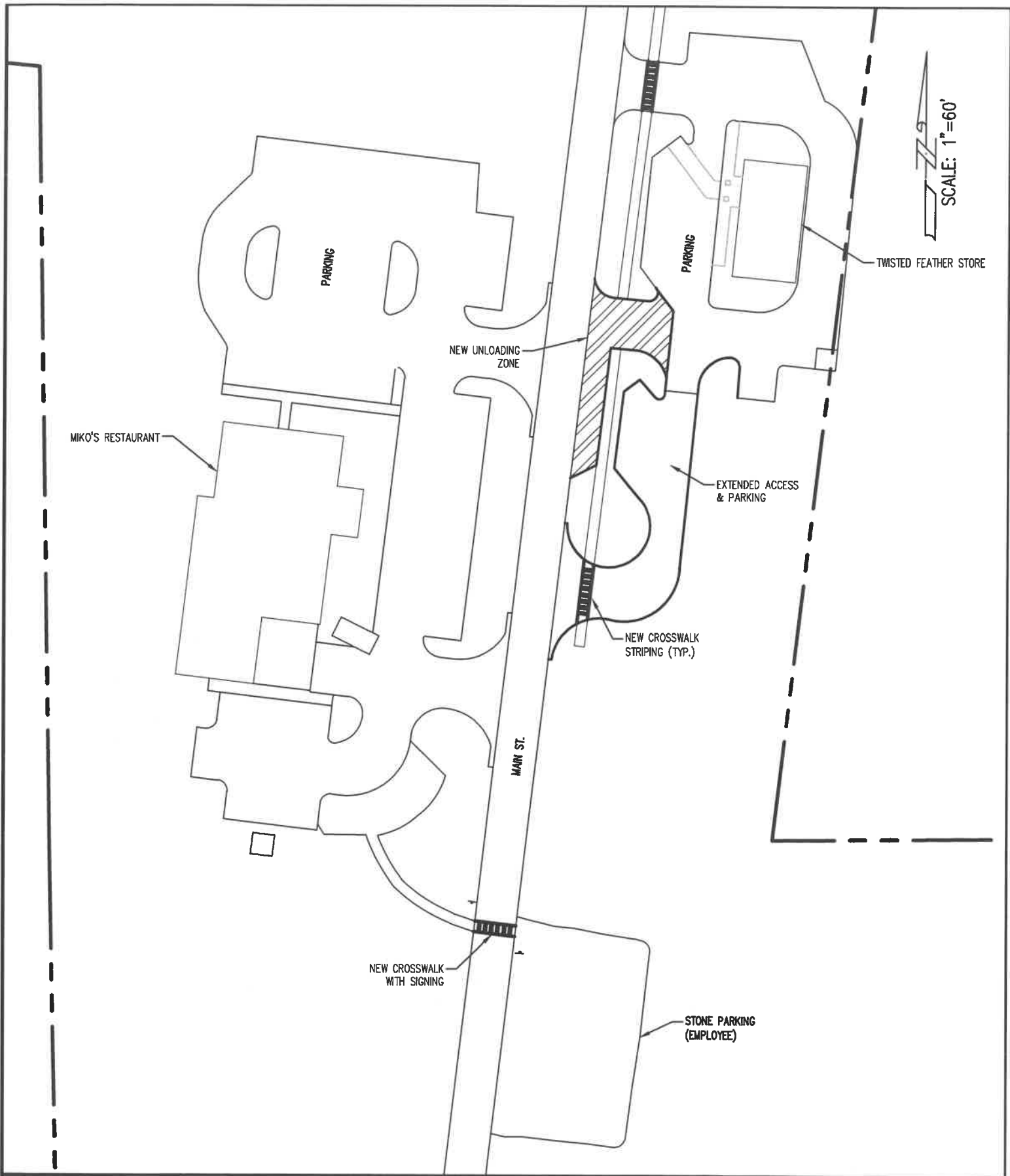
Locations or portions of the transportation system, both Tribal and Public, where accidents have resulted in serious injuries are generally considered "Strategic Emphasis Areas". Other areas of concern where minor accidents or "near-misses" have occurred or where traffic congestion is increasing, are considered "Proactive Emphasis Areas".

The primary transportation mode is vehicular-driving but pedestrian and cycling are becoming more prevalent, requiring consideration in planning and accommodation.

The Tribe has established transportation safety emphasis areas at their commercial and residential developments in Midway (Figure 3) and the Tribal Center (Figure 4) development in Trout, LA. Each of the emphasis areas are classified as Proactive, representing no fatalities to date on Tribal or Louisiana roadways.

Area 1

Description: Area 1 encompasses the northern portion of Main Street from the intersection with US Highway 84, south for approximately 750 lineal feet as shown on Figure 5. The Tribe's retail store, Twisted Feather, restaurant, Miko's Steak and Spirits, and overflow employee parking are located in this area diagonally across from each other along Main Street. Main Street extends to Tong Road and



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JENA BAND OF CHOCTAW INDIANS
 MIDWAY PROPERTY

EMPHASIS AREA 1

FIGURE NO.

5

the residential area along LP-27 to the south and serves as a connector between King Street (LaSalle Parish road) and US Highway 84.

During peak AM travel periods, Main Street becomes congested with vehicles exiting the LP-27 residential area and morning deliveries and staff arrivals to the store and restaurant. On occasion, one lane of Main Street will be blocked by delivery trucks unloading for the businesses.

The parking area for the restaurant staff is located diagonally across the road from the rear of the restaurant.

Objective: The objective for Area 1 is to reduce the roadway congestion during the peak AM travel periods and implement greater safety for the employees as they traverse across Main Street.

Action Plan: Develop preliminary plans for MUTCD compliant truck delivery areas and pedestrian cross walks and pursue funding for construction of the improvements.

Area 2

Description: Area 2 encompasses Tong Road between Main Street to the north and King Street to the south as shown on Figure 3. An existing concrete sidewalk extends along the east side of Main Street from US Highway 84 south for approximately 400 lineal feet. Pedestrians regularly walk along the east side of Tong Road from the end of the sidewalk on Main Street to King Street. The area of the intersection of Tong Road and King Street is lightly wooded limiting driver's sight distance along King Street. Minor roadway flooding occurs periodically at the intersections of Tong Road with King Street and LP-27.

Objective: The objective for Area 2 is to clear the area at the intersection of Tong Road and King Street to improve the driver's sight distance and allow for drainage improvements necessary to reduce the periodic lane flooding. These improvements will provide a path suitable to construct approximately 1,700 lineal feet of concrete sidewalk between King Street and the existing sidewalk along Main Street.

Action Plan: Develop preliminary plans for a MUTCD compliant pedestrian sidewalk and cross walks and pursue funding for construction of the improvements. Improvements may be phased beginning with clearing and improving the sight distance at the intersection of Tong Road and King Street. Drainage improvements may be constructed independently of the sidewalk along Tong Road.

Area 3

Description: Area 3 encompasses the Tribe's property in Trout, LA as shown on Figure 4 where the Tribal Center, the Administration Building, the Health Department and the Tribe's Powwow grounds are permanently located. Future area developments may include a Tribal Fire Station, Police Station, Justice Center and Museum. A permanent parking area and an RV park are being considered for the areas adjacent to the Powwow grounds. As the property continues to develop, parking, pedestrian safety and vehicle circulation should be addressed.

Objective: The objective for Area 3 is to update the master land use plan for the expanded Tribal Center property and address overall pedestrian and vehicular circulation throughout the property as well as develop a comprehensive parking plan.

Action Plan: Update the master land use plan to include sidewalks, parking areas and the RV park area, and pursue funding for phased plan developments.

APPENDIX A

NHTSA
TRAFFIC SAFETY FACTS
LOUISIANA
2014-2018



U.S. Department of Transportation

National Highway Traffic Safety Administration

Traffic Safety Facts
Louisiana
2014-2018



This Report Contains Data From the Following Sources:

Fatality Data - NCSA Fatality Analysis Reporting System (FARS): 2014-2017 Final File and 2018 Annual Report File (ARF)

Observed Safety Belt Data - NCSA National Occupant Protection Use Survey (NOPUS) and the Louisiana State Survey

Vehicle Miles of Travel Data and Motorcycle Registrations - Federal Highway Administration (FHWA)

Population Data - U.S. Bureau of the Census

APPENDIX B

NHTSA TRAFFIC SAFETY FACTS LASALLE PARISH, LOUISIANA 2014-2018



Traffic Safety Facts
La Salle Parish, Louisiana
2014-2018



This Report Contains Data From the Following Sources:
Fatality Data - NCSA Fatality Analysis Reporting System (FARS): 2014-2017 Final File and 2018 Annual Report File (ARF)
Population Data - U.S. Bureau of the Census

APPENDIX C

NHTSA TRAFFIC SAFETY FACTS GRANT PARISH, LOUISIANA 2014-2018



U.S. Department of Transportation

National Highway Traffic Safety Administration

Traffic Safety Facts Grant Parish, Louisiana 2014-2018



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Population Data - U.S. Bureau of the Census