

Jackson Metropolitan Planning Organization

SAFETY ANALYSIS 2015-2019 REPORT

2021 Safety Performance Targets



PREPARED BY

CENTRAL MISSISSIPPI PLANNING
AND DEVELOPMENT DISTRICT
1020 Centre Pointe Blvd.
Pearl, MS 39208
Post Office Box 4935
Jackson, MS 39296



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Introduction

This report is designed to provide an analysis of the available crash data for the Jackson Urbanized Area (JUA). It focuses specifically on the number and types of crashes that have occurred and the resulting injuries or deaths. Crash data used by the Jackson Metropolitan Planning Organization (MPO) to develop this 2015-2019 Safety Analysis Report was obtained from the National Highway Traffic Safety Administration (NHTSA) and from data provided to the Mississippi Department of Transportation (MDOT) by the Mississippi Department of Public Safety (MDPS). Though data provided by the MDOT identifies fatal crashes in the Jackson MPO Planning Area, the data provided by the NHTSA is considered the “official” dataset each state will use to assess fatal crashes and to develop performance measures and set targets to reduce those crash types. Therefore, for purposes of this report all fatal crash data comes from the NHTSA. However, the NHTSA dataset does not include and is not considered the “official” dataset for serious injury crashes. Thus, the data provided by the MDOT to the MPO will be used to identify and assess serious injury crashes. Reducing the total amount of fatal and serious injury crashes in the MPO planning area are both considered high priorities by the MPO in aiding the state in meeting its overall goals set forth in the Strategic Highway Safety Plan (SHSP). This report covers a five (5) year analysis period from 2015-2019. This is due to the most recent NHTSA data available for fatal crashes is from 2019, therefore, data provided by the MDOT for serious injury crashes will be used to cover the same time frame as well.

Federal regulations require each MPO to develop a Metropolitan Transportation Plan (MTP). A MTP must provide for consideration and implementation of projects, strategies, and services that address eight (8) planning factors. One of those eight (8) factors specifically addresses improving safety of the transportation system. Title 23 of the United States Code Part 134 (h)(1) states: In general. — The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will — “increase the safety of the transportation system for motorized and non-motorized users.” The 2045 MTP for the Jackson Urbanized Area addresses this safety requirement by including “safety benefits” as part of the project prioritization scoring criteria in the ranking of capacity improvement projects. Additionally, the MTP provides a listing of roadway segments and intersections in the MPO planning area that are known high crash locations. The financial portion of the MTP includes budgeted line-item funding set aside for the duration of the plan specifically to be used for safety improvements to address these identified locations.

The Jackson MPO’s 2015-2019 Safety Analysis Report in no way should be construed to take the place of the findings identified in the 2045 MTP, but rather to serve as a supplement to that plan. The MPO places a priority on supporting the findings and implementation of the 2045 MTP. This report provides an overview of the crash trends affecting the Jackson MPO planning area and does not identify specific high priority crash locations.

In 2006 federal law established the Highway Safety Improvement Program (HSIP) as a core Federal program. The funding for this program is to be used by States to reduce the number of traffic fatalities and serious injuries on all public roads. In order to receive funding under this program, states are required to develop Strategic Highway Safety Plan’s (SHSP’s). A SHSP is a five (5) year, data-driven, comprehensive safety plan that establishes statewide safety goals and provides strategies necessary for reducing traffic related fatalities and serious injuries.

Safety Performance Measures and Targets

The Moving Ahead for Progress in the 21st Century (MAP-21) Act mandated all MPOs, State Departments of Transportation (DOTs) and designated public transit service providers develop a performance-based transportation planning and programming approach which focuses on improved decision making as it relates to federal funding investments in transportation infrastructure. As part of the performance-based planning and programming requirements MPO's, State DOT's and public transit service providers are required to work collectively to set performance targets for designated performance measures that focus on achieving national goals which were initiated under MAP-21 and continued under the Fixing America's Surface Transportation (FAST) Act. The first of the seven (7) national goals are aimed at improving the safety of users of the transportation network, specifically the goal focuses on achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

NATIONAL SAFETY PERFORMANCE GOAL

TO ACHIEVE A SIGNIFICANT REDUCTION IN TRAFFIC FATALITIES AND SERIOUS INJURIES ON ALL PUBLIC ROADS.

In March 2016, the Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule requires targets be set for five (5) safety-related performance measures and for MPO's and State DOT's to report progress toward their achievement annually. Targets are established by examining the five (5) year rolling average for each measure.

FEDERAL SAFETY MEASURES

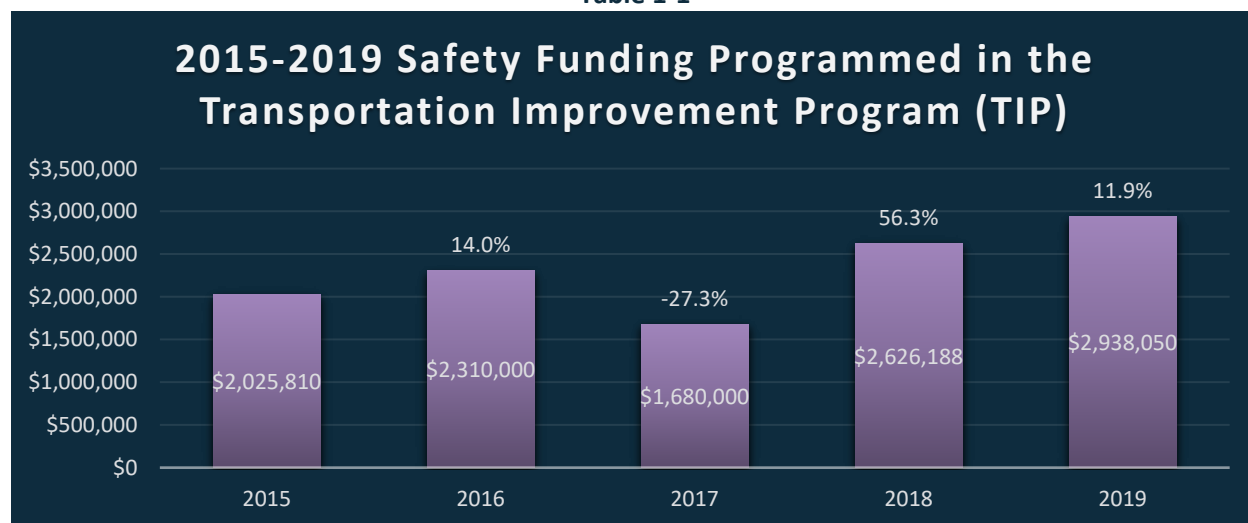
NUMBER OF FATALITIES	<ul style="list-style-type: none">•The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
RATE OF FATALITIES	<ul style="list-style-type: none">•The ratio of total number of fatalities to the number of vehicle miles traveled (in 100 million VMT) in a calendar year.
NUMBER OF SERIOUS INJURIES	<ul style="list-style-type: none">•The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
RATE OF SERIOUS INJURIES	<ul style="list-style-type: none">•The ratio of total number of serious injuries to the number of vehicle miles traveled (in 100 million VMT) in a calendar year.
NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	<ul style="list-style-type: none">•The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

By rule, MPO's may set their own targets for each of the aforementioned Federal Safety Performance Measures or support targets set by their respective State DOT. On February 10, 2021, the MPO elected to support the state targets set by the MDOT.

The Jackson MPO, in order to support the MDOT in achieving these targets, sets aside a portion of its Surface Transportation Block Grant (STBG) funding specifically for safety related projects each time a Call for Projects is issued. After project applications for funding are reviewed following the Call for Projects and funding has been awarded, each funded project must be programmed in an MPO's Transportation Improvement Program (TIP). Similarly, the MDOT must program all projects selected for funding statewide, including those identified in each MPO's TIP, in its Statewide Transportation Improvement Program (STIP).

Each MPO's TIP and the MDOT's STIP provides a listing of the amount of funding programmed for safety related projects for each Fiscal Year the TIP/STIP covers. The table below shows the total amount of funding programmed by both the MPO and the MDOT for safety projects for Fiscal Years 2015-2019. It should be noted that though these funds are specifically shown for safety related projects, this is not the total amount of transportation funding programmed each year for safety improvements in the Jackson MPO planning area. Additional projects included in the TIP for capacity improvements, roadway resurfacing/reconstruction, bridge repair and transportation alternatives each include safety features in the overall project scope. These features can include restriping of roadways and bridges, new traffic signals, improved signage or geometric design improvements. Though safety features are included as components of larger projects, the TIP reflects the total amount of funding programmed for each overall project, not a breakdown of how all funding for the project shall be spent. For this reason, Table 1-1 only reflects the amount of transportation funding included in the TIP specifically programmed for safety improvement projects.

Table 1-1



The tables on the following page show the five (5) year rolling average for each safety measure for the 2015-2019 performance period for both the State and the MPO and also includes the State of Mississippi's safety performance targets for the 2017-2021 performance period.

Safety Performance

Fatalities	2015	2016	2017	2018	2019	5-yr Average
Mississippi	677	687	685	663	643	671
Jackson MPO	71	76	72	64	73	71.2

Fatality Rate	2015	2016	2017	2018	2019	5-yr Average
Mississippi	1.697	1.690	1.676	1.628	1.565	1.651
Jackson MPO	1.188	1.278	1.339	1.196	1.338	1.268

Serious Injuries	2015	2016	2017	2018	2019*	5-yr Average
Mississippi	506	627	540	546	1,618	767.4
Jackson MPO	77	93	69	102	307	129.6

*See page 8 for more details

Serious Injury Rate	2015	2016	2017	2018	2019*	5-yr Average
Mississippi	1.269	1.543	1.321	1.340	3.940	1.883
Jackson MPO	1.289	1.564	1.284	1.905	5.627	2.334

*See page 8 for more details

Non-Motorized Fatalities and Serious Injuries	2015	2016	2017	2018	2019	5-yr Average
Mississippi	110	124	138	143	187	140.4
Jackson MPO	20	20	17	18	17	18.4

A **Measure** is a statement of what is being assessed, and a **Target** is a quantifiable level of performance or what you hope to achieve within an identified time period.



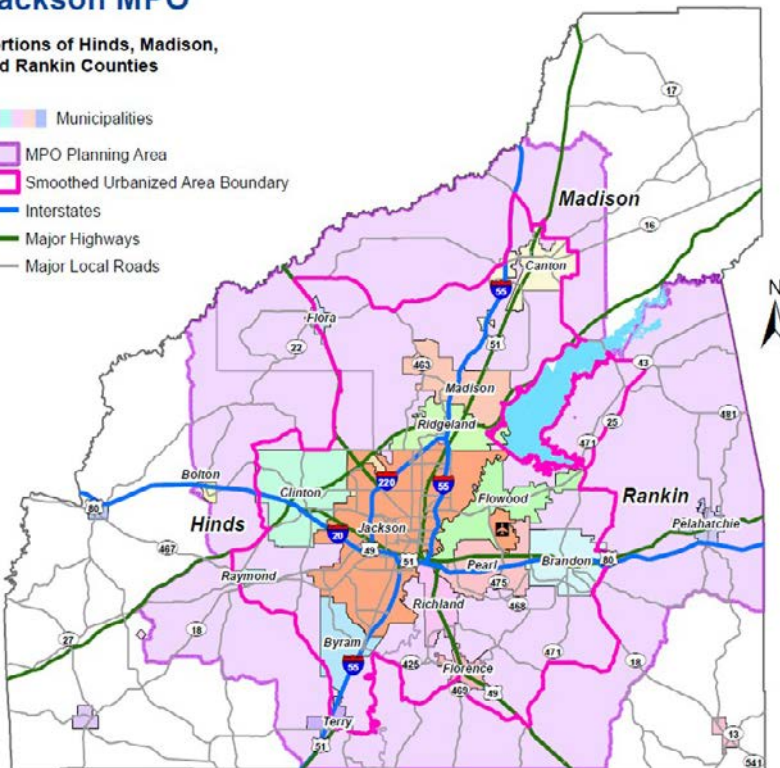
2017-2021 State of Mississippi Safety Targets	
Measure	Target
Number of Fatalities	685.4
Rate of Fatalities per 100 million VMT	1.690
Number of Serious Injuries	2,178.4
Rate of Serious Injuries per 100 million VMT	5.410
Number of Non-Motorized and Non-Motorized serious Injuries	181.7

Jackson MPO

Jackson MPO

Portions of Hinds, Madison, and Rankin Counties

-  Municipalities
-  MPO Planning Area
-  Smoothed Urbanized Area Boundary
-  Interstates
-  Major Highways
-  Major Local Roads



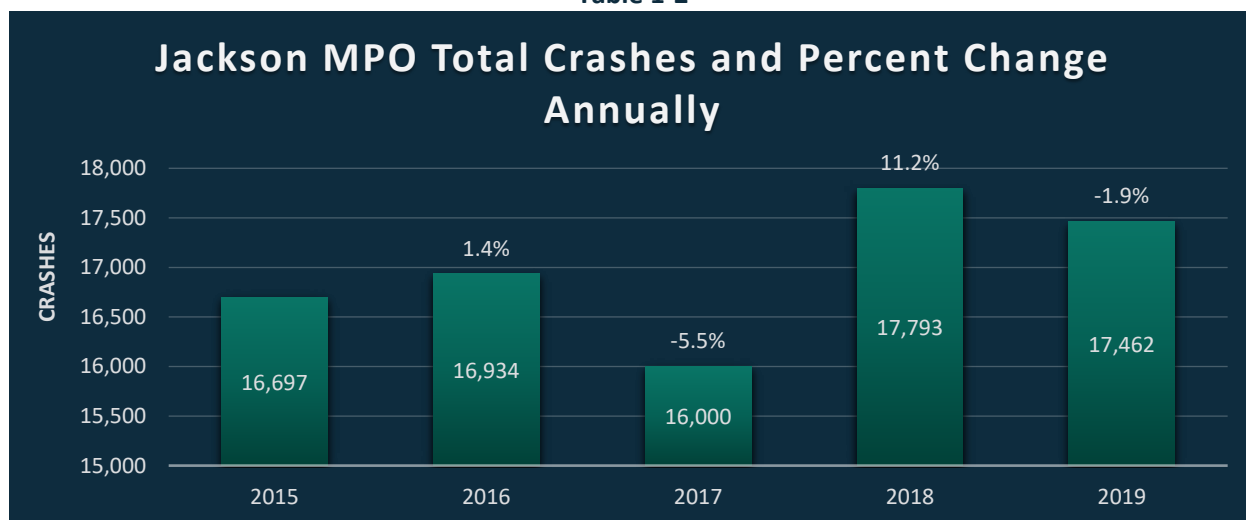
The Jackson MPO Planning Area includes portions of Hinds, Madison and Rankin Counties and the municipalities within those counties. Based on the 2010 Census, the total population for the MPO Planning Area is approximately 457,000. This is roughly 15% of the state of Mississippi's total population. However, over the five (5) year analysis period of this report (2015-2019) the Jackson MPO has 21.9% of the state's total crashes, 16.9% of crashes with serious injuries and, according to the National Highway Traffic Safety Administration (NHTSA), 10.6% of the state's fatalities that are a result of traffic crashes.

From 2015 to 2019 the number of crashes in the Jackson MPO increased by 765 or 4.6% (See Table 1-2). During that same time period the annual vehicle miles traveled decreased by 520,000 or 8.7% (See Table 1-3). With a decrease in the amount of annual vehicle miles traveled it would seem natural that the number of crashes would decrease as well; however, this was not the case. Over the past two (2) years the Jackson MPO has seen a higher-than-average amount of total crashes from the previous three (3) years, while fatal crashes for the most part have remained steady over the five (5) year period.



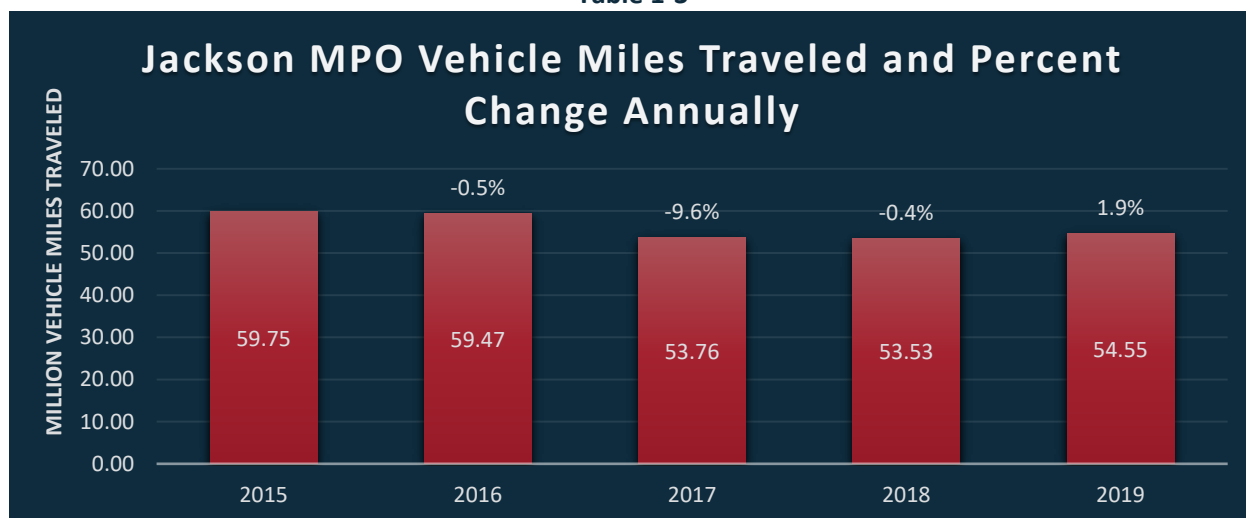
*Source: MDOT

Table 1-2



*Data provided by the Mississippi Department of Transportation (MDOT) and the Mississippi Department of Public Safety (MDPS)

Table 1-3



*Data provided by the MDOT

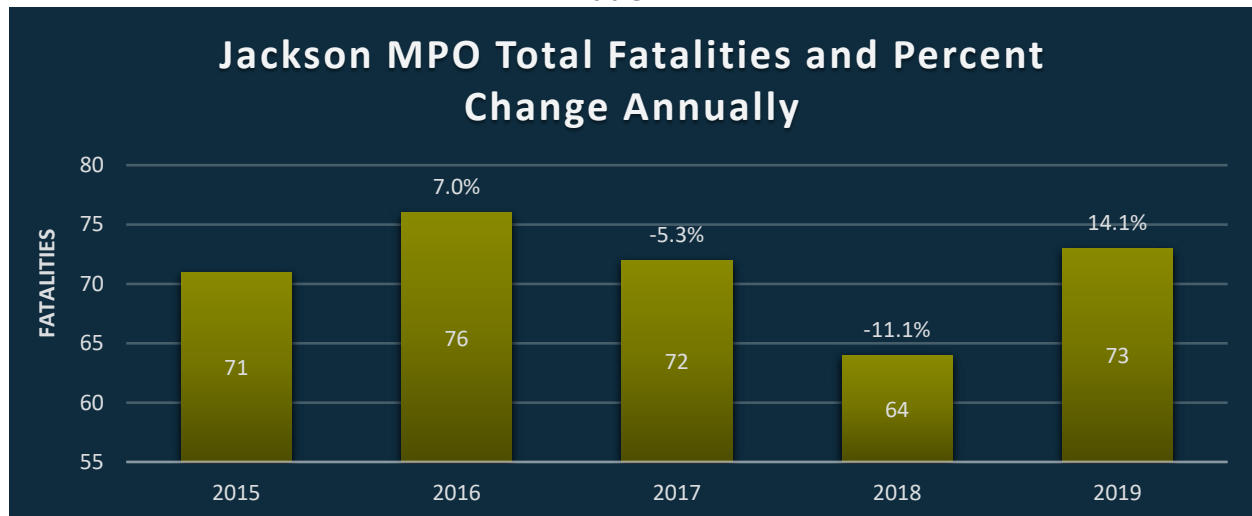
The top five crash types in the Jackson MPO make up 78.7% of all crashes with 38.5% involving automobiles being rear ended while moving slowly or at a complete stop.

Most Common Crash Types in the Jackson MPO

Rear End	38.5%
Angle	15.9%
Sideswipe	13.8%
Run Off Road - Right	5.5%
Parked Vehicle	5.0%

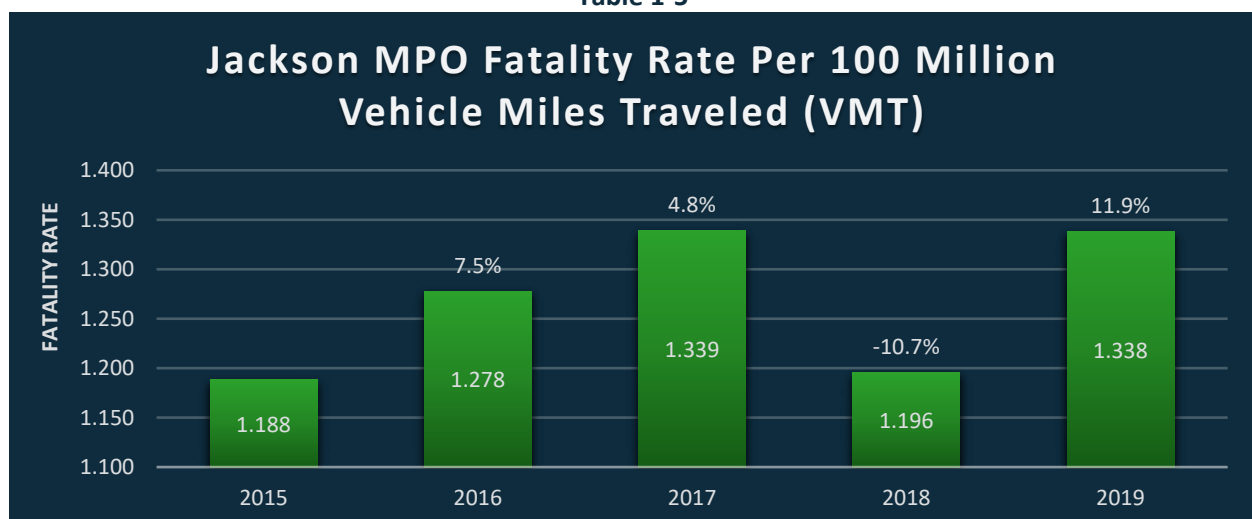
While a goal of the Jackson MPO is to reduce crashes as a whole, the major focus is to find ways to reduce crashes that result in serious injury or even worse death. Tables 1-4 and 1-6, respectively, show the amount of fatalities and serious injuries that occurred due to crashes in the Jackson MPO between 2015-2019. For the five (5) year period there was an average of 71.2 fatalities per year with the highest total being 76 fatalities in 2016. There was a significant jump between 2018 and 2019 showing a 14.1% increase. For the five (5) year period as a whole the number of fatalities caused by crashes increased by 2.8% from 71 to 73. However, between 2017 and 2018 there was an 11.1% decrease in fatalities which may coincide with the fact there was a 0.4% reduction in Annual Vehicle Miles Traveled (Table 1-3) during that time period as well.

Table 1-4



*Data provided by the National Highway Traffic Safety Administration (NHTSA)

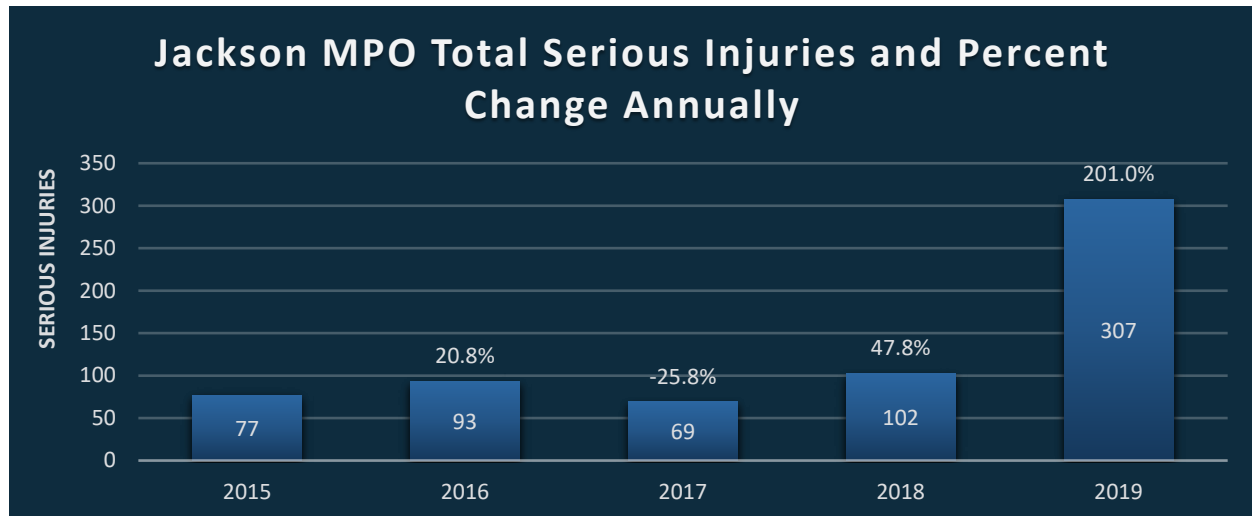
Table 1-5



*Data provided by the National Highway Traffic Safety Administration (NHTSA) and the Mississippi Department of Transportation (MDOT)

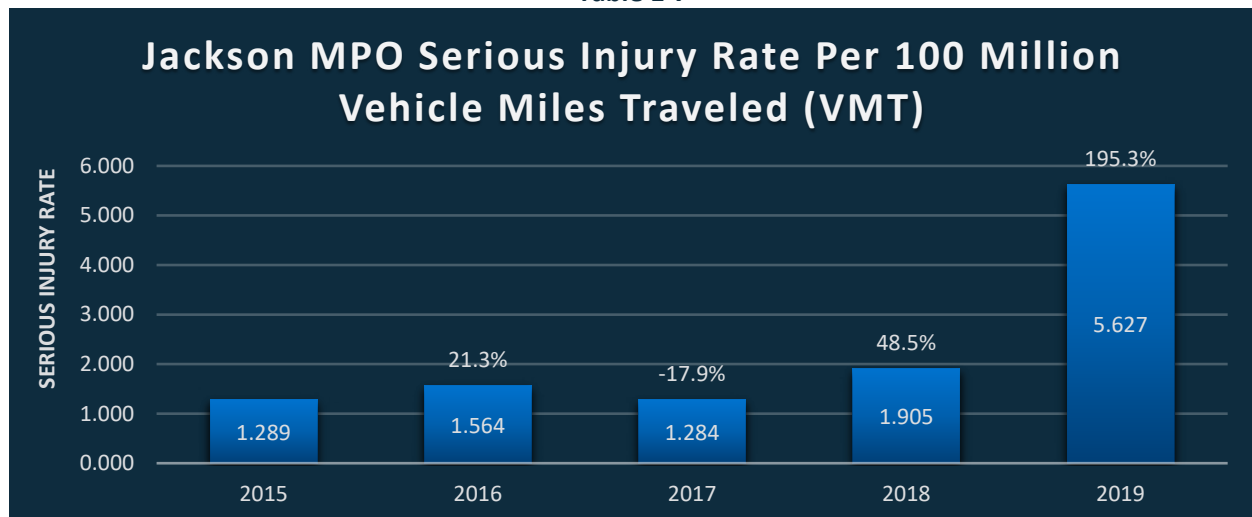
The average amount of serious injuries resulting from crashes for the five (5) year period was 129.6 per year with the highest total being 307 in 2019. The significant increase seen between 2018 and 2019 is due to a change in the way serious injury crashes are now reported. In previous years, serious injury crashes were those where the injury was reported as a “Life Threatening Injury”. In 2019 the definition of serious injury crashes changed to include not only “Life Threatening Injury”, but also those identified as “Suspected Serious Injury”.

Table 1-6



*Data provided by the MDOT and the MDPS

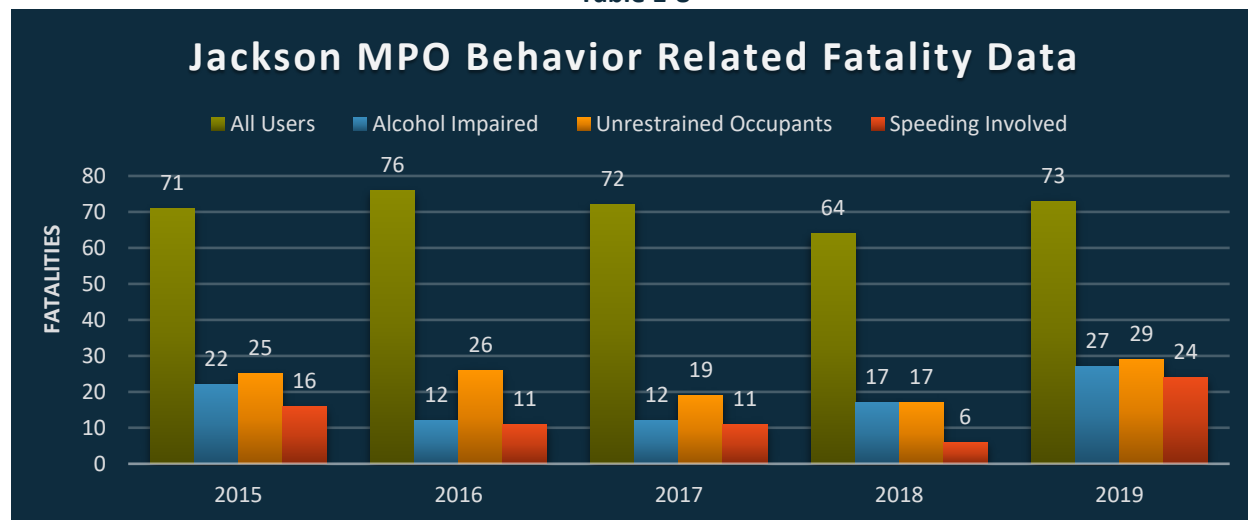
Table 1-7



*Data provided by the MDOT and the MDPS

As can be seen in Table 1-8, driver behavior plays a significant role in traffic accidents resulting in death. On average, people driving under the influence of alcohol were involved in 25.3% of all fatal crashes in the Jackson MPO. The data also reveals that 32.6% of all fatal crashes were a result of motorists or their passengers not using a safety belt or restraint device and speeding was involved in 19.1%. As noted, 32.6% of all fatal crashes were a result of motorists or their passengers not using a safety belt or restraint device, though wearing a restraint device does not guarantee a fatality will not occur, it does reduce the probability of it occurring. *(Note: Behavior related fatality data is provided by the NHTSA. Behavior related serious injury crash data is not available through the NHTSA, but is provided by the MDOT. The data provided by the MDOT does not cover each of the categories seen in Table 1-8. Therefore, there is no corresponding table for behavior related crashes resulting in serious injury. It should also be noted that the data provided by the NHTSA does not include if the crash was caused by distracted driving or if the driver was drowsy.)*

Table 1-8



*Data provided by the NHTSA



It is believed that improving the presence of law enforcement at times of day when there are higher rates of crash occurrences can aid in reducing total crashes due to improved driver behavior. As can be seen from Table 1-9, 47.2% of all crashes in the MPO planning area take place during six hours of the day. The highest amount of crashes take place from 5:00 – 5:59 P.M., which is a peak travel hour during the day for people leaving work headed home. The top three time periods range from 3:00 – 5:59 P.M. and make up 26.2% of all crashes.

Table 1-9

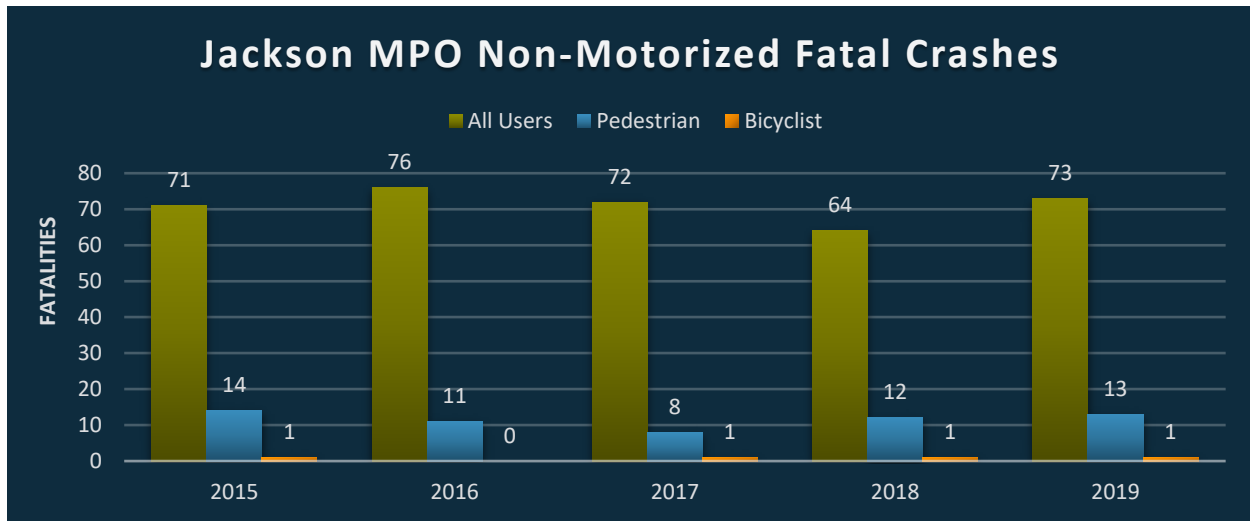
Highest Crash Occurrences by Hour of Day in the MPO Planning Area	Percentage of Total Crashes
05:00 - 05:59 PM	9.8%
04:00 - 04:59 PM	8.5%
03:00 - 03:59 PM	7.9%
07:00 - 07:59 AM	7.4%
02:00 - 02:59 PM	6.9%
12:00 - 12:59 PM	6.7%
TOTAL	47.2%

*Data provided by the MDOT and the MDPS

Reducing the amount of non-motorized fatalities and serious injuries involving a motor vehicle is one of the five federal safety performance measures States and MPO's must set targets for. Table's 1-10 and 1-11 show the total amount of fatalities and serious injuries for both bicyclists and pedestrians compared to the total amount of fatalities for all users of the transportation system in the MPO planning area.

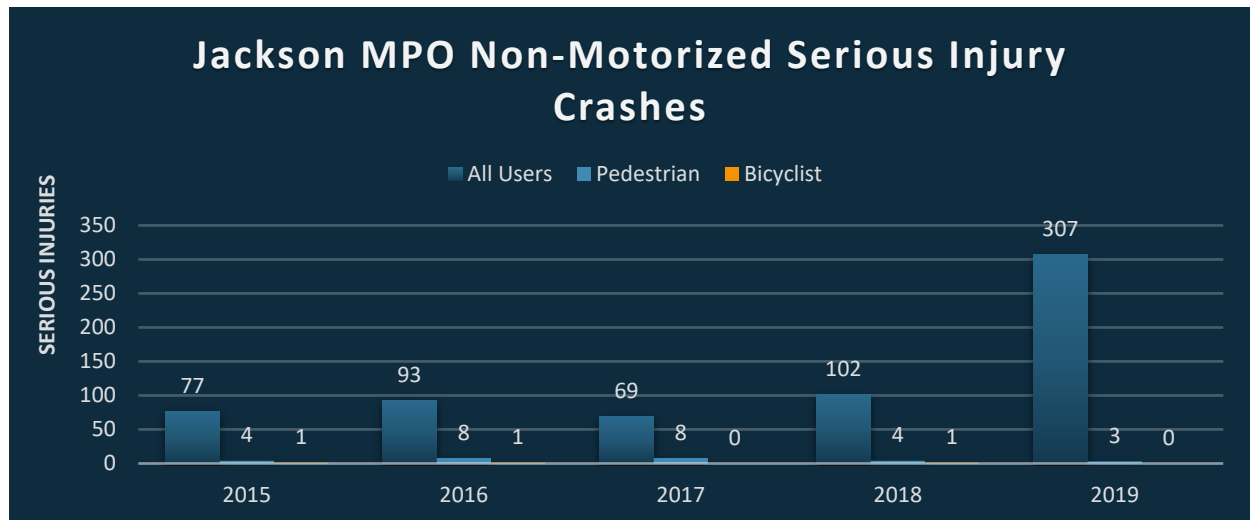


Table 1-10



*Data provided by the NHTSA

Table 1-11



*Data provided by the MDOT and the MDPS

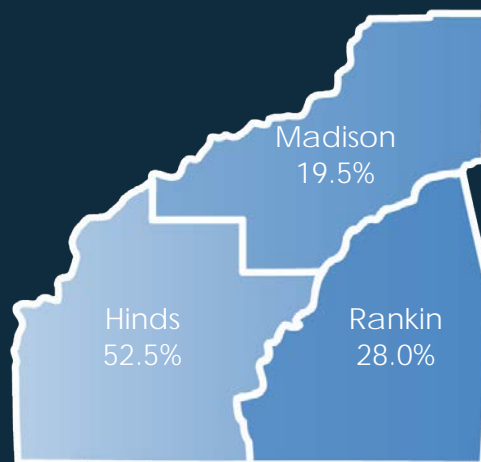
General Crash Statistics for the Jackson MPO

- 81.4% of all crashes in the Jackson MPO occurred during dry conditions
- 74.8% of all crashes occurred during daylight conditions
- 43.5% of all crashes occurred at intersections
- 47.6% of intersection crashes involve a car being rear ended

Individual County Reports

The previous section provided crash data and statistics for the Jackson MPO as a whole, which includes portions of Hinds, Madison and Rankin Counties. The following sections provide crash data and statistics broken down for each of the three (3) counties which provides a snapshot of how each county is trending compared to the MPO as a whole. As mentioned in the introduction, this report does not identify specific high priority crash locations, but rather provides an overview of the crash trends affecting the Jackson MPO planning area.

Percentage of Jackson MPO Total Crashes from 2015-2019

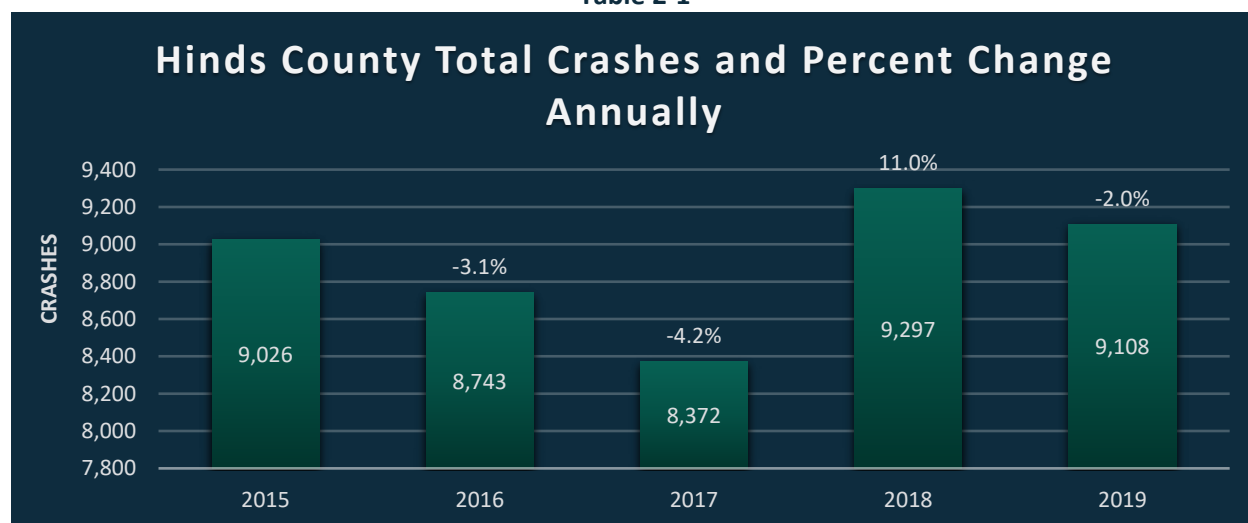


Hinds County

Based on the 2010 Census, Hinds County's total population within the Jackson MPO is 233,706 which is roughly 51% of the Jackson MPO Planning Area's total population. However, Hinds County has 52.5% of the total crashes, 59.5% of crashes with serious injuries and 59.8% of the fatal crashes that occur in the planning area.

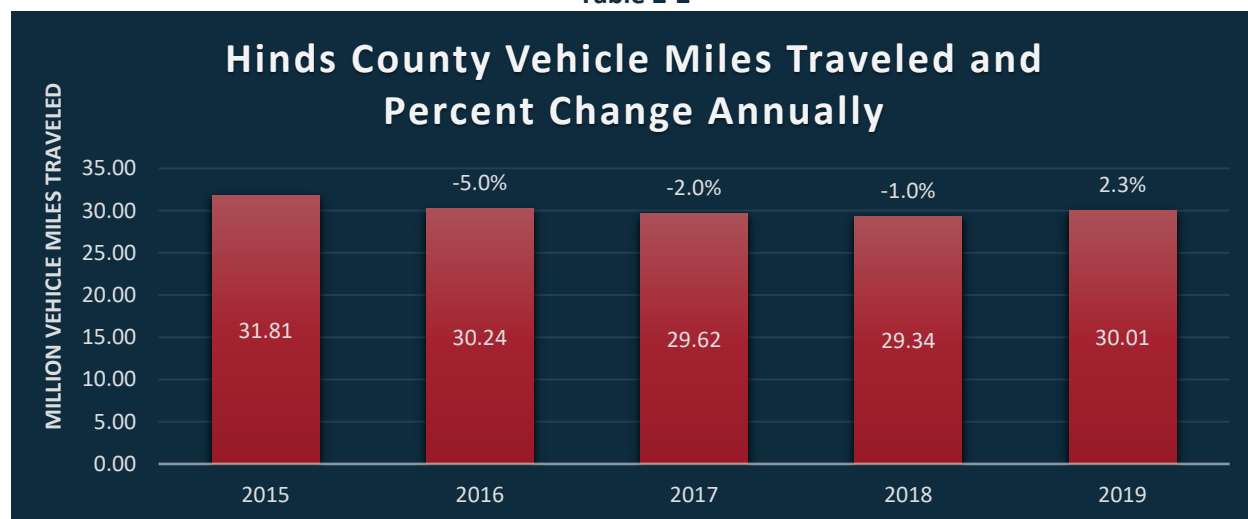
From 2015 to 2019 the number of crashes in Hinds County increased by 0.9% (See Table 2-1). During that same time period, the annual vehicle miles traveled decreased by 5.7% (See Table 2-2).

Table 2-1



*Data provided by the MDOT and the MDPS

Table 2-2



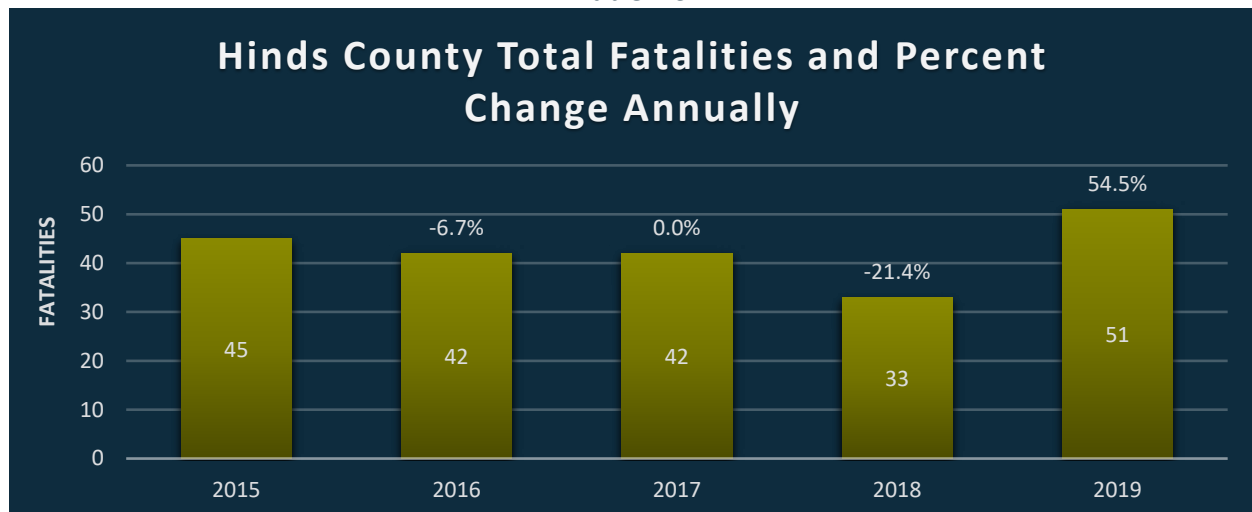
*Data provided by the MDOT

The top five crash types in Hinds County make up 78.2% of all crashes in the county while 35.6% of all crashes involve automobiles being rear ended while moving slowly or at a complete stop.

Most Common Crash Types in Hinds County

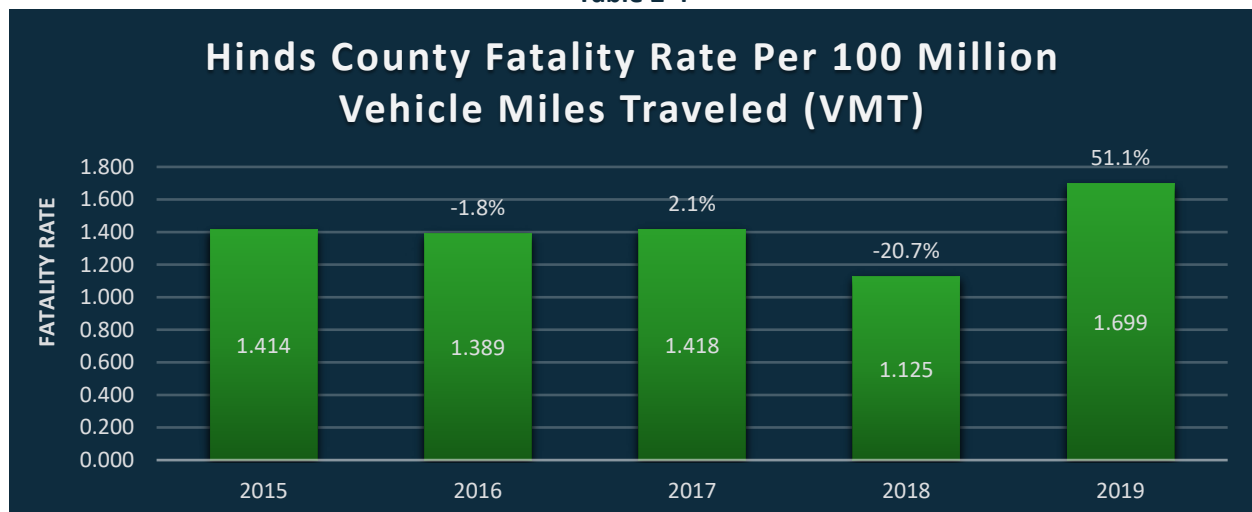
Rear End	35.6%
Sideswipe	16.3%
Angle	15.2%
Parked Vehicle	5.9%
Run Off Road-Right	5.2%

Table 2-3



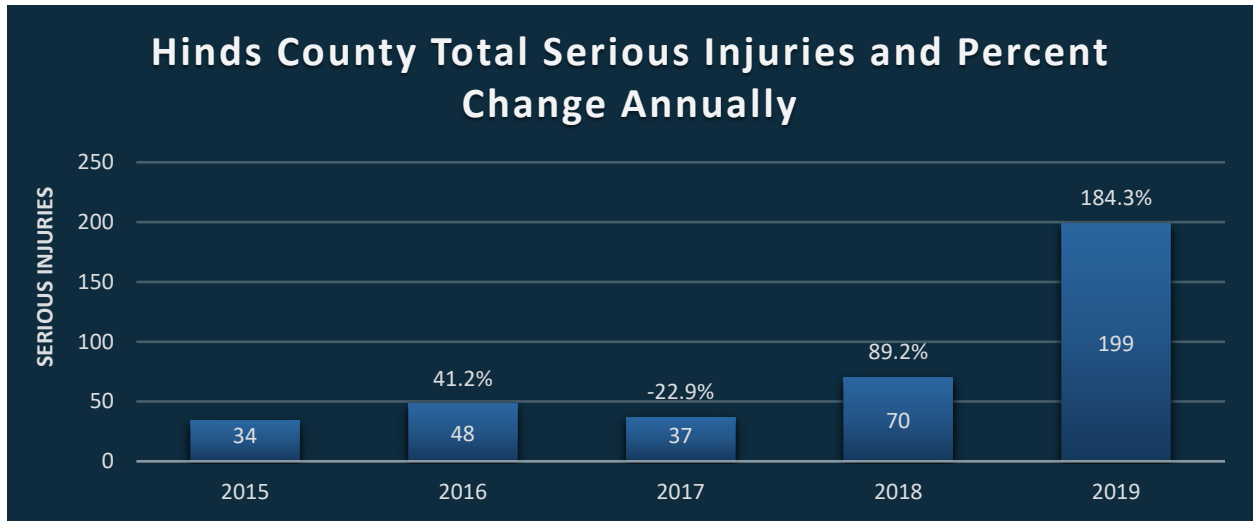
*Data provided by the NHTSA

Table 2-4



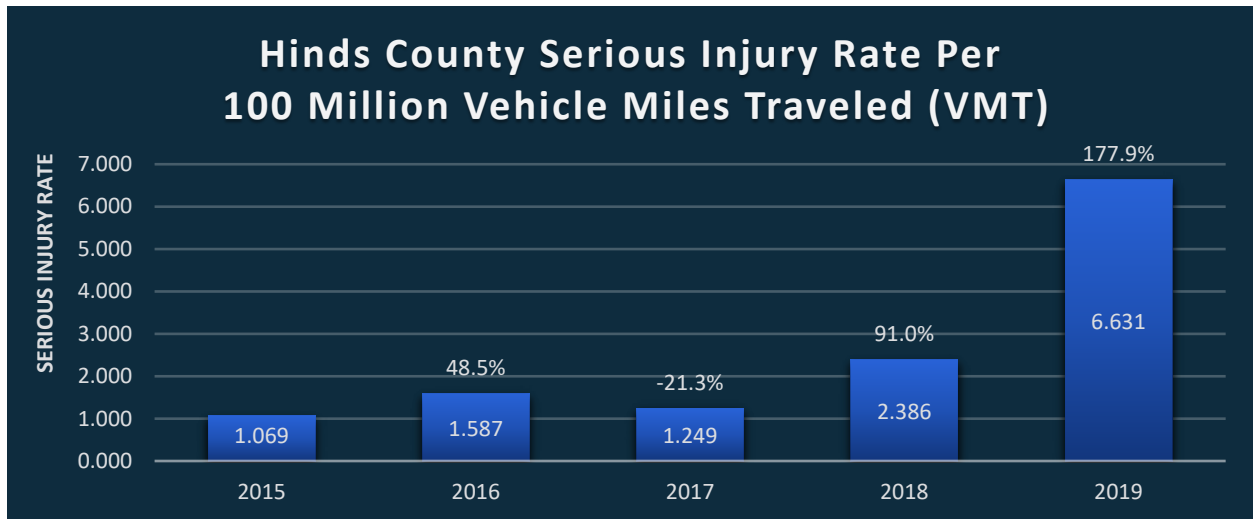
*Data provided by the NHTSA and the MDOT

Table 2-5



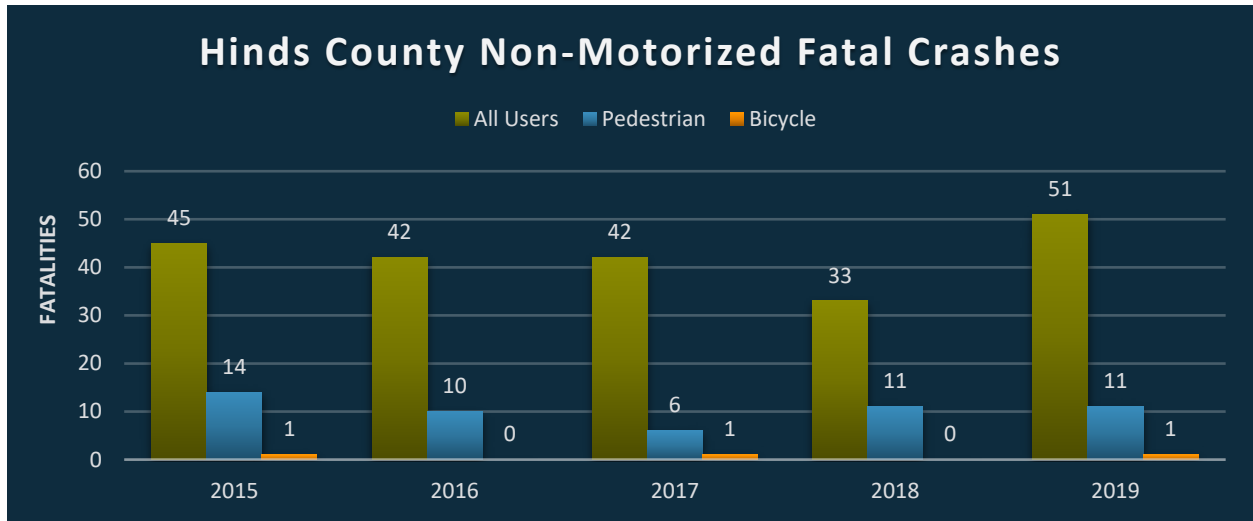
*Data provided by the MDOT and the MDPS

Table 2-6



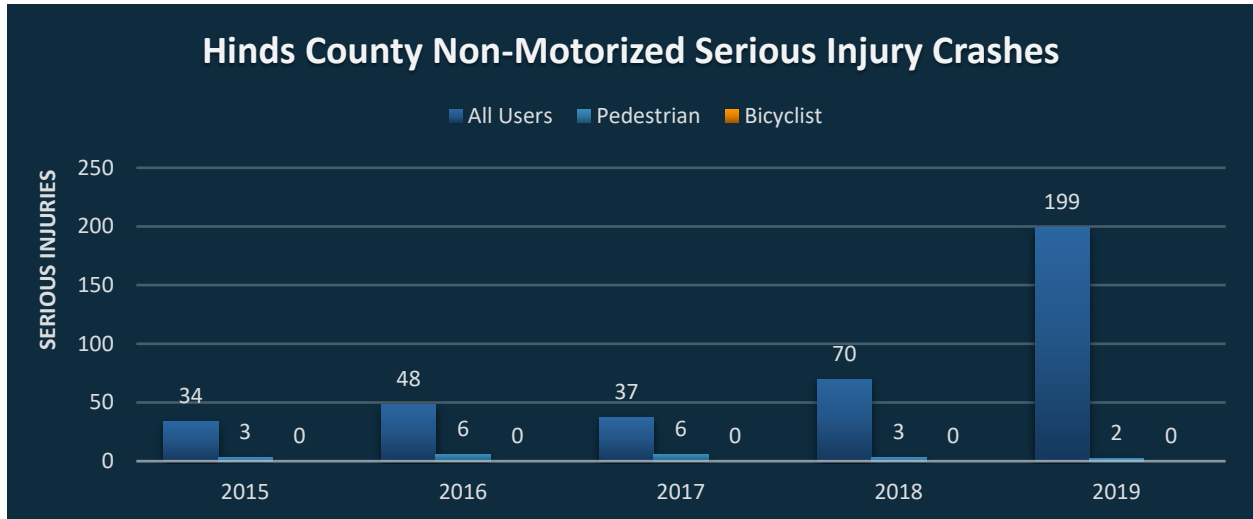
*Data provided by the MDOT and the MDPS

Table 2-7



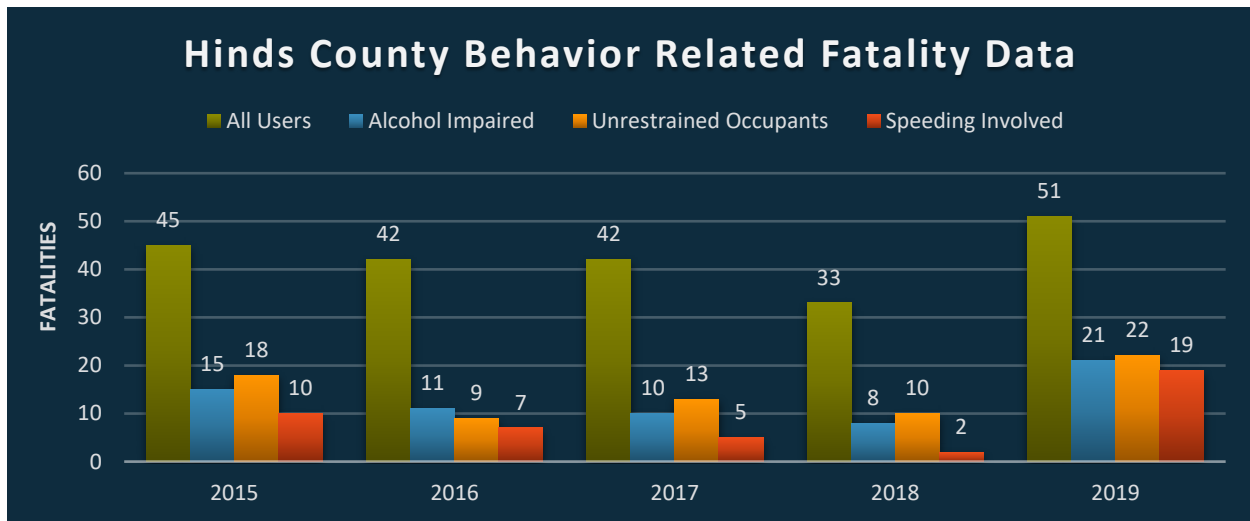
*Data provided by the NHTSA

Table 2-8



*Data provided by the MDOT and the MDPS

Table 2-9



*Data provided by the NHTSA

Table 2-10

Highest Crash Occurrences by Hour of Day in Hinds County	Percentage of Total Crashes
05:00 - 05:59 PM	9.4%
04:00 - 04:59 PM	8.3%
03:00 - 03:59 PM	7.8%
02:00 - 02:59 PM	6.9%
12:00 - 12:59 PM	6.5%
01:00 - 01:59 PM	6.4%
TOTAL	45.3%

*Data provided by the MDOT and the MDPS

General Crash Statistics for Hinds County

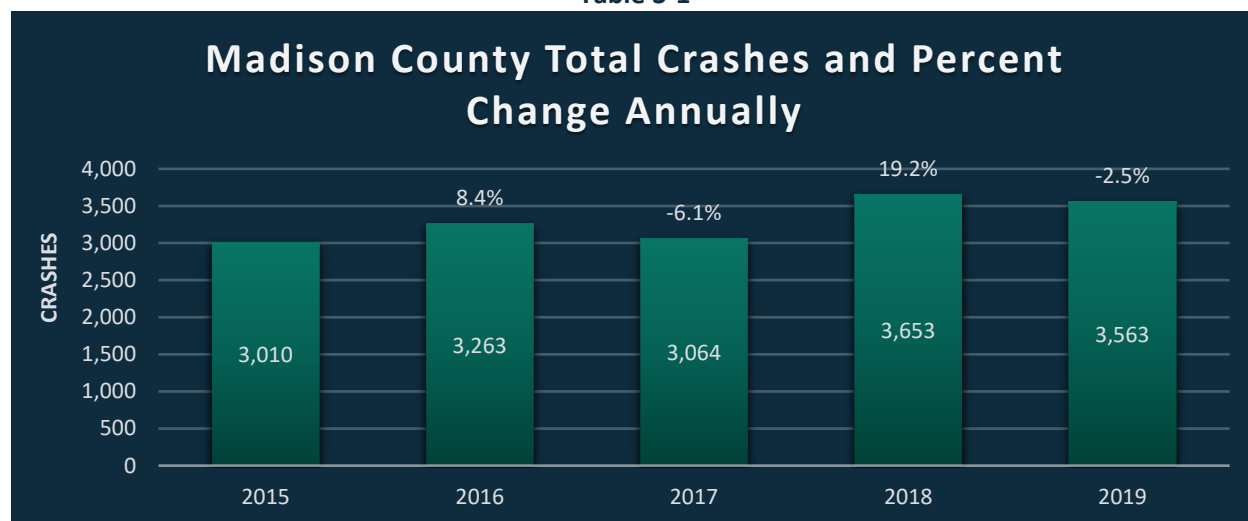
82.1% of all crashes occurred under dry conditions
 73.3% of all crashes occurred under daylight conditions
 43.9% of all crashes occurred at intersections
 43.2% of intersection crashes involve a car being rear ended

Madison County

Based on the 2010 Census, Madison County's total population within the Jackson MPO is 89,496 which is roughly 20% of the Jackson MPO Planning Area's total population. However, Madison County has 19.5% of the total crashes, 11.6% of crashes with serious injuries and 16.9% of the fatal crashes that occur in the planning area.

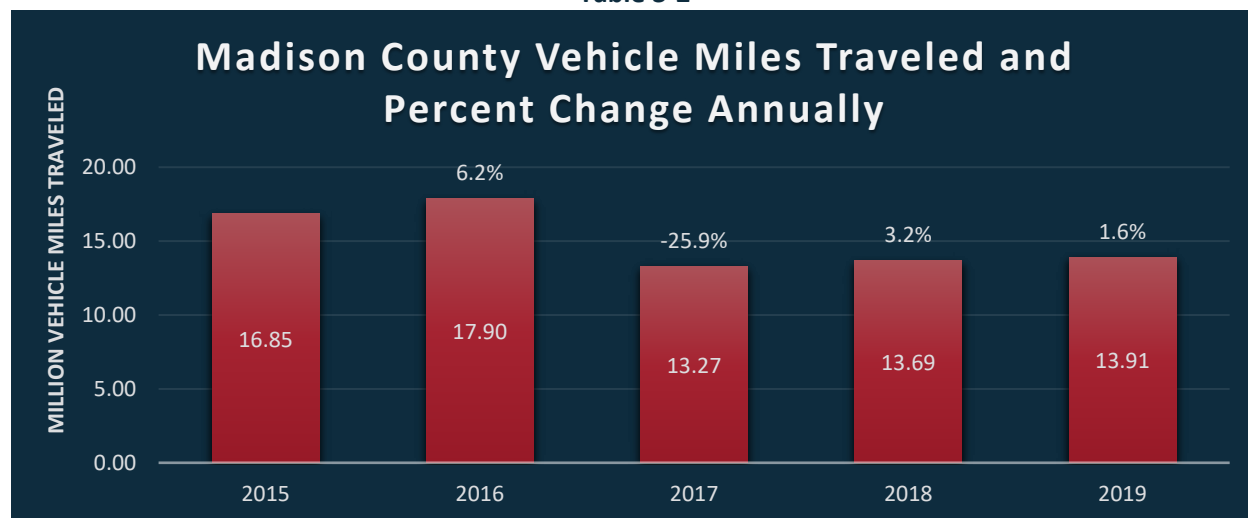
From 2015 to 2019 the number of crashes in Madison County increased by 18.4% (See Table 3-1). During that same time period, the annual vehicle miles traveled decreased by 17.4% (See Table 3-2).

Table 3-1



*Data provided by the MDOT and the MDPS

Table 3-2



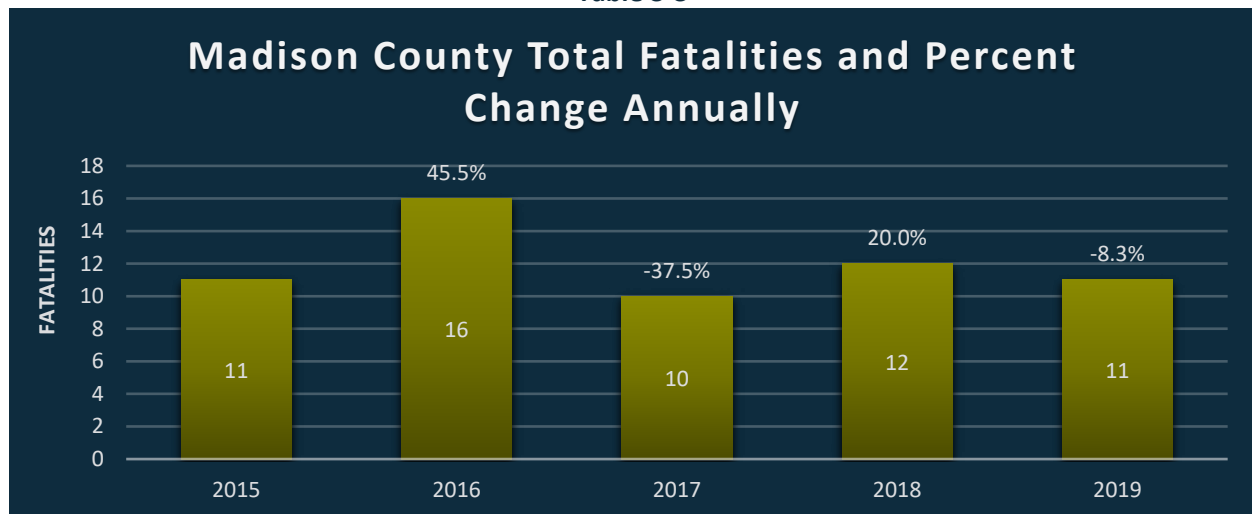
*Data provided by the MDOT

The top five crash types in Madison County make up 78.7% of all crashes in the county while 38.1% of all crashes involve automobiles being rear ended while moving slowly or at a complete stop.

Most Common Crash Types in Madison County

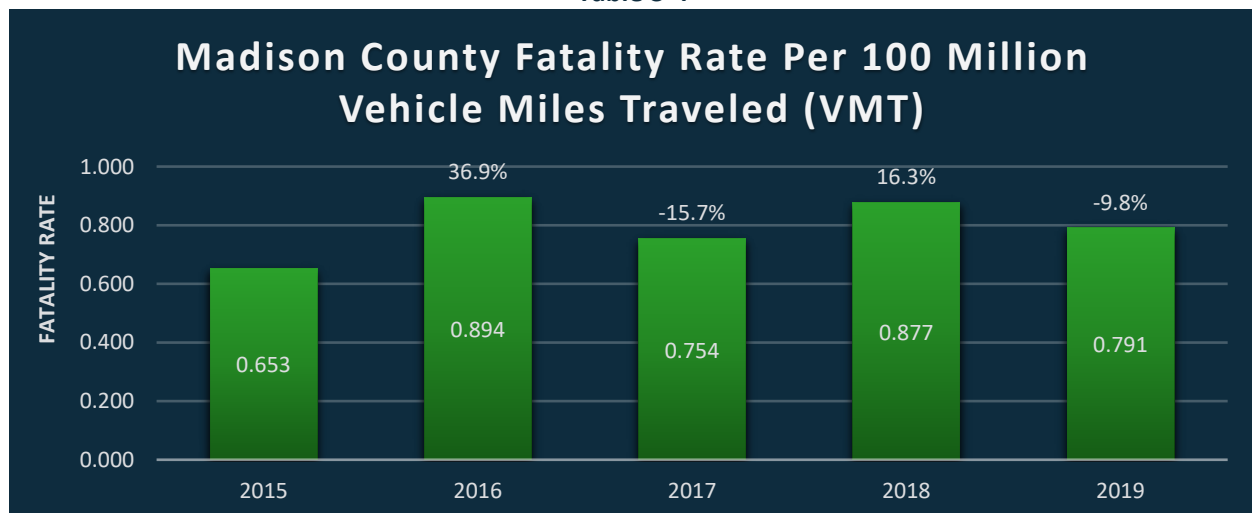
Rear End	38.1%
Angle	17.8%
Sideswipe	10.4%
Deer	6.4%
Run Off Road – Right	6.0%

Table 3-3



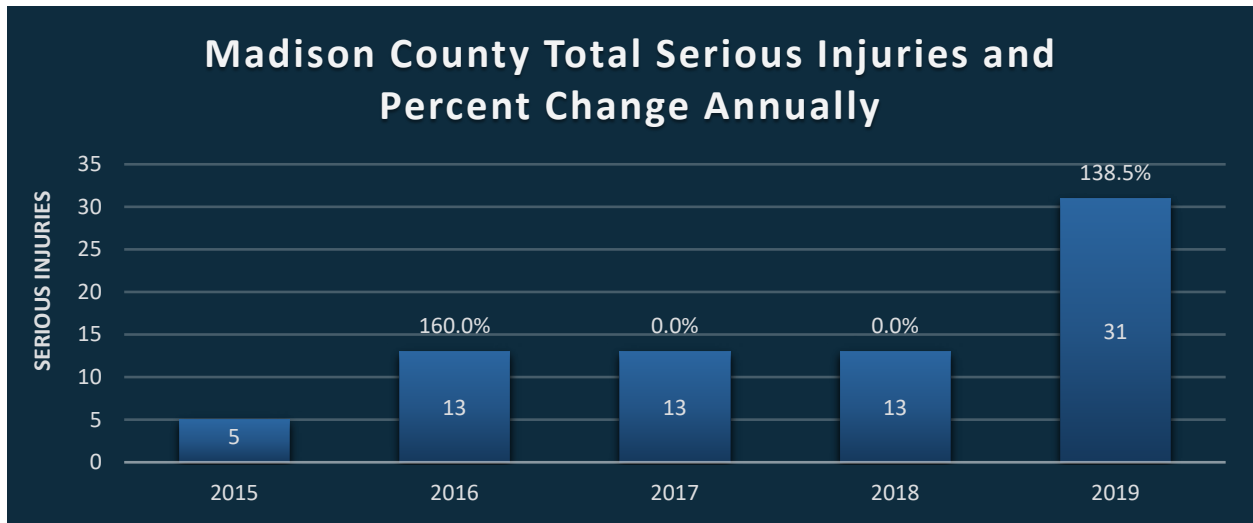
*Data provided by the NHTSA

Table 3-4



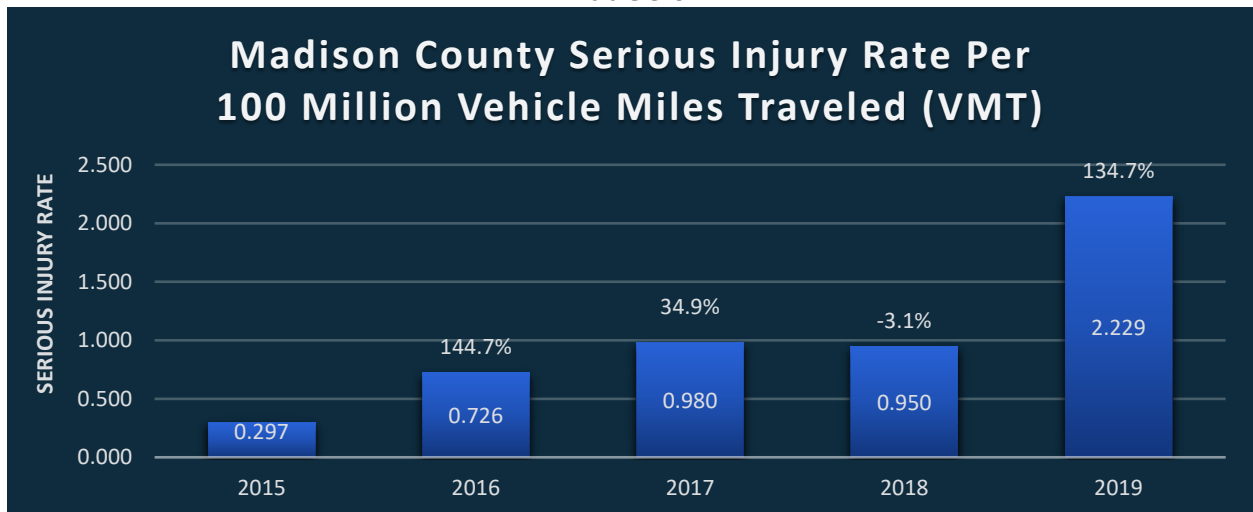
*Data provided by the NHTSA and the MDOT

Table 3-5



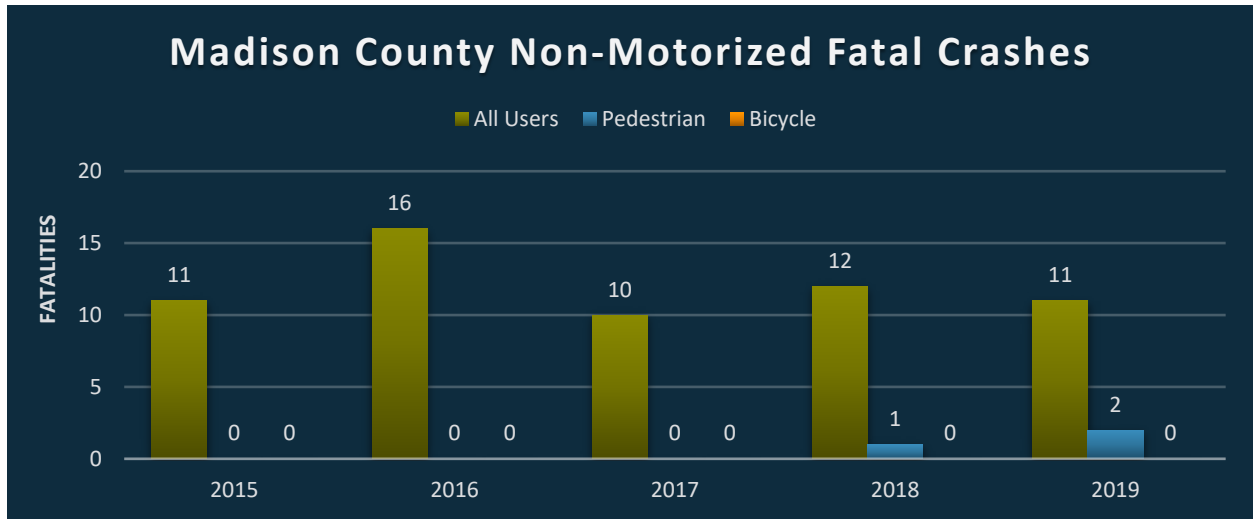
*Data provided by the MDOT and the MDPS

Table 3-6



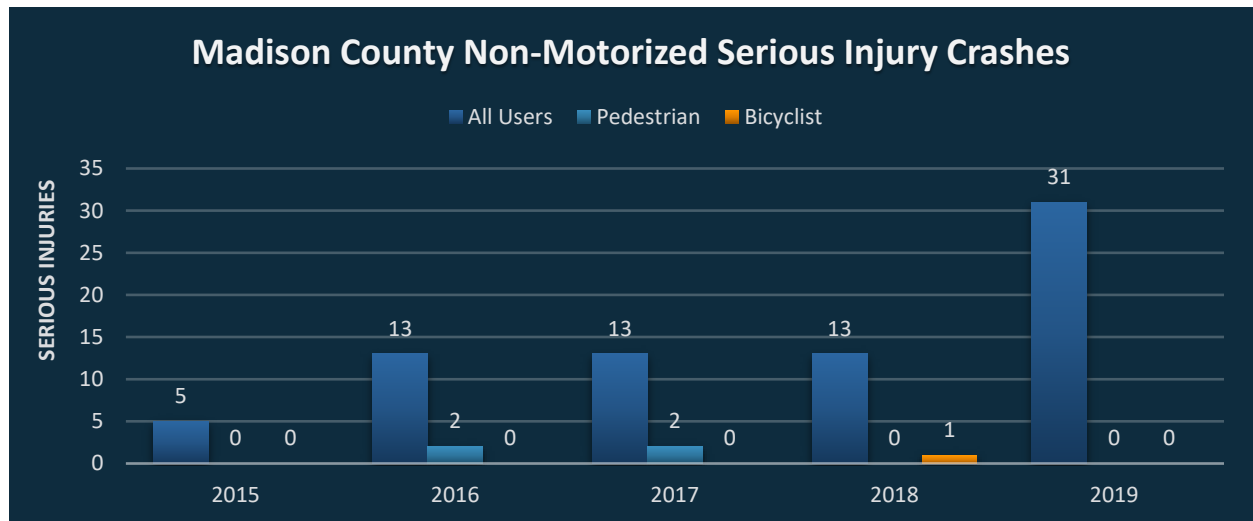
*Data provided by the MDOT and the MDPS

Table 3-7



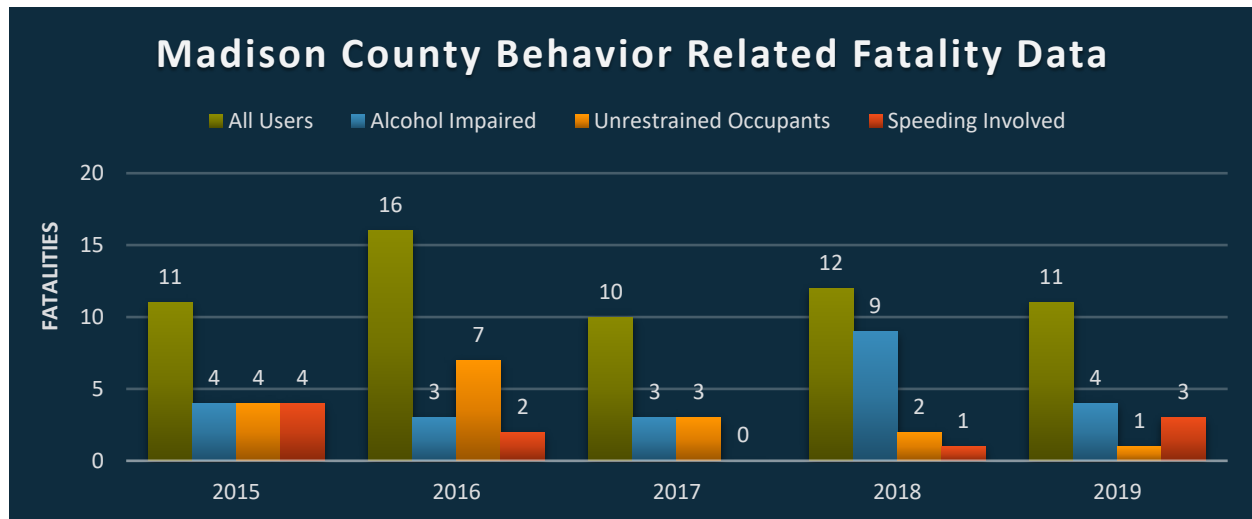
*Data provided by the NHTSA

Table 3-8



*Data provided by the MDOT and the MDPS

Table 3-9



*Data provided by the NHTSA

Table 3-10

Highest Crash Occurrences by Hour of Day in Madison County	Percentage of Total Crashes
05:00 - 05:59 PM	9.6%
04:00 - 04:59 PM	8.8%
07:00 - 07:59 AM	8.3%
03:00 - 03:59 PM	8.2%
02:00 - 02:59 PM	7.2%
01:00 - 01:59 PM	6.7%
TOTAL	48.8%

*Data provided by the MDOT and the MDPS

General Crash Statistics for Madison County

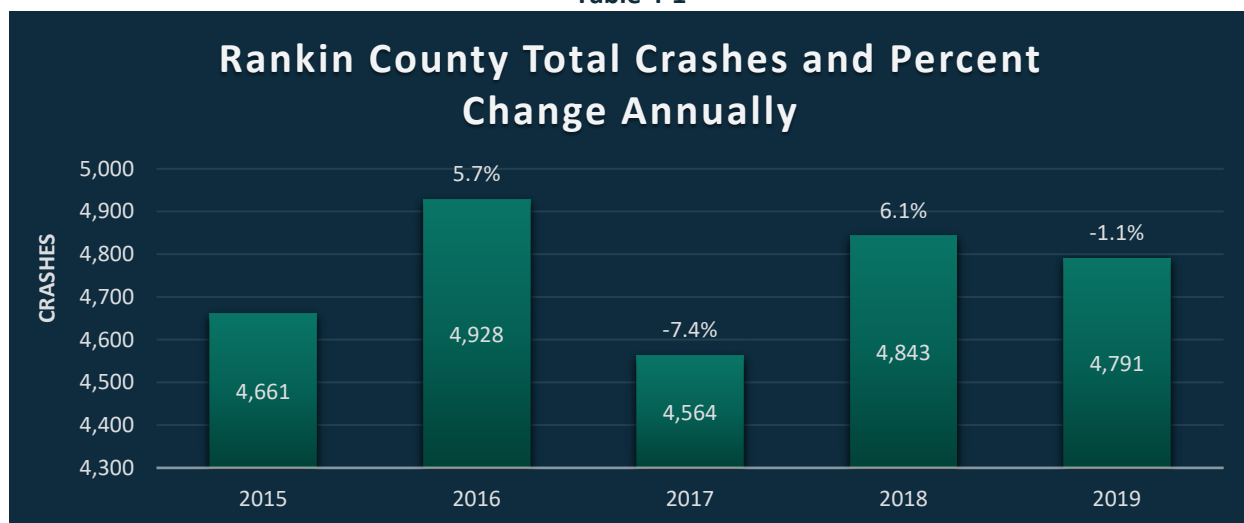
80.5% of all crashes occurred under dry conditions
 75.3% of all crashes occurred under daylight conditions
 38.0% of all crashes occurred at intersections
 50.9% of intersection crashes involve a car being rear ended

Rankin County

Based on the 2010 Census, Rankin County's total population within the Jackson MPO is 133,881 which is roughly 29% of the Jackson MPO Planning Area's total population. However, Rankin County has 28% of the total crashes, 28.5% of crashes with serious injuries and 23.3% of the fatal crashes that occur in the planning area.

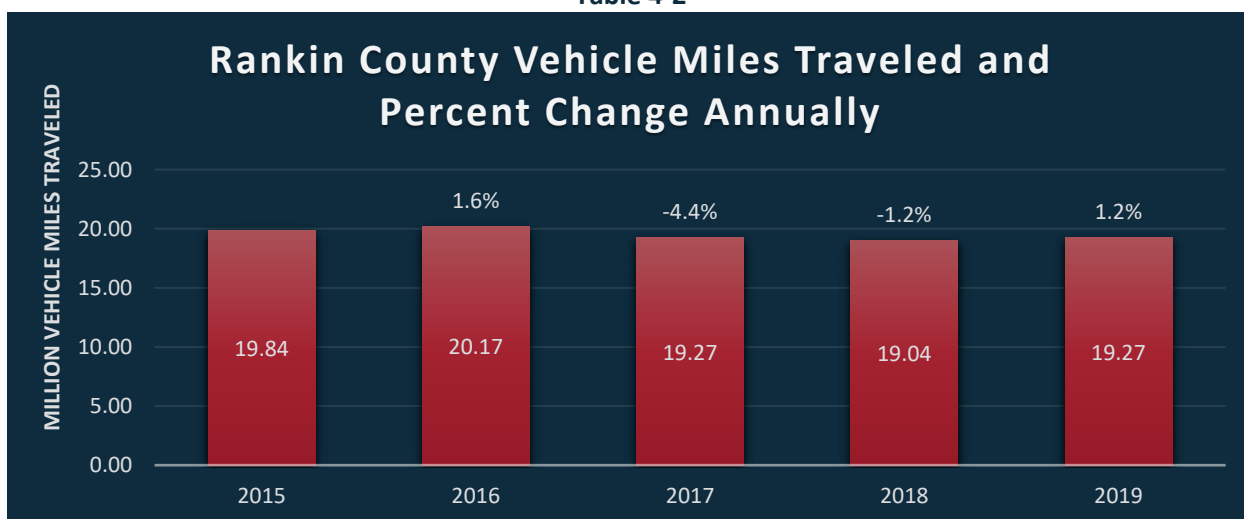
From 2015 to 2019 the number of crashes in Rankin County increased by 2.8% (See Table 4-1). During that same time period, the annual vehicle miles traveled decreased by 2.9% (See Table 4-2).

Table 4-1



*Data provided by the MDOT and the MDPS

Table 4-2



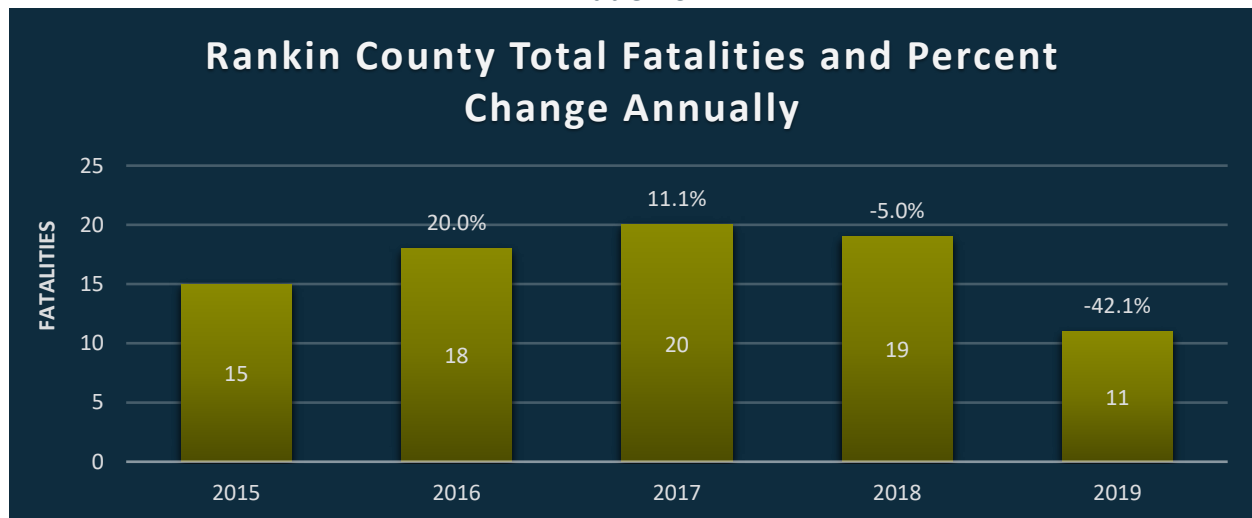
*Data provided by the MDOT

The top five crash types in Rankin County make up 82.6% of all crashes in the county while 44.1% of all crashes involve automobiles being rear ended while moving slowly or at a complete stop.

Most Common Crash Types in Rankin County

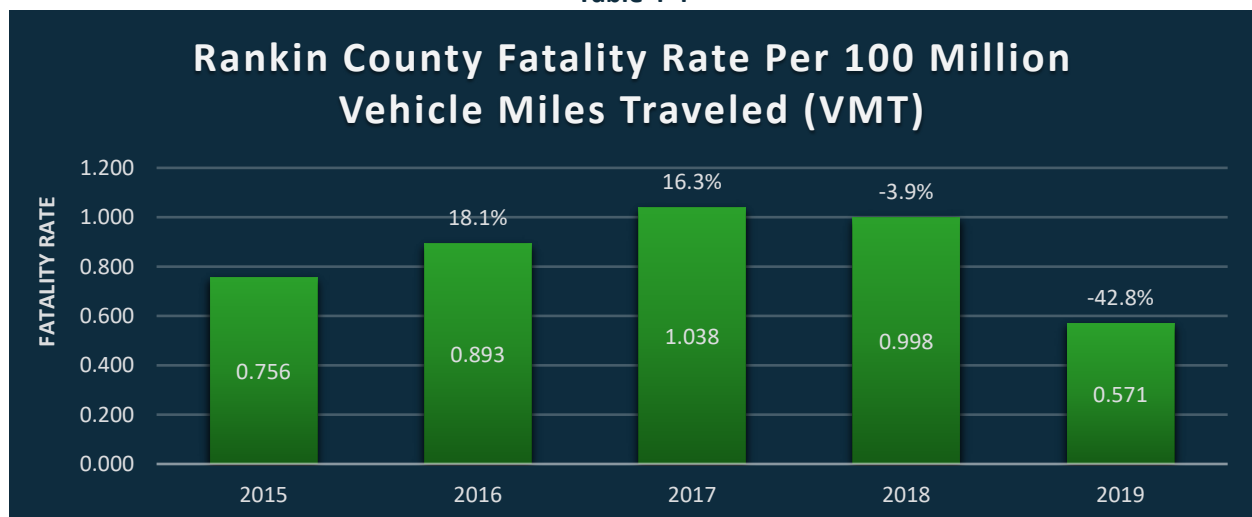
Rear End	44.1%
Angle	15.9%
Sideswipe	11.4%
Run Off Road – Right	5.7%
Left turn same roadway	5.5%

Table 4-3



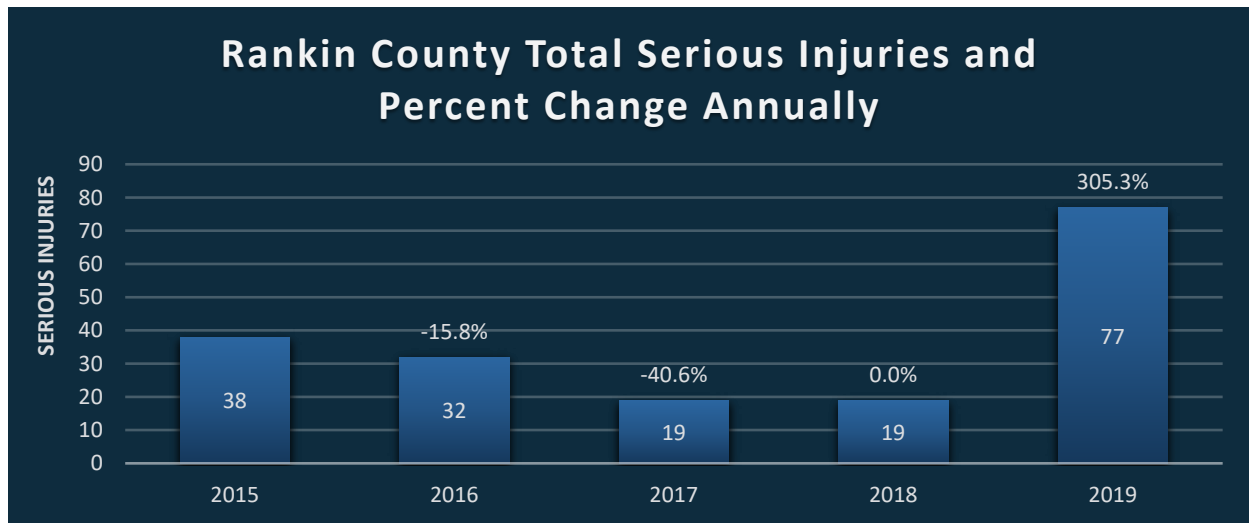
*Data provided by the NHTSA

Table 4-4



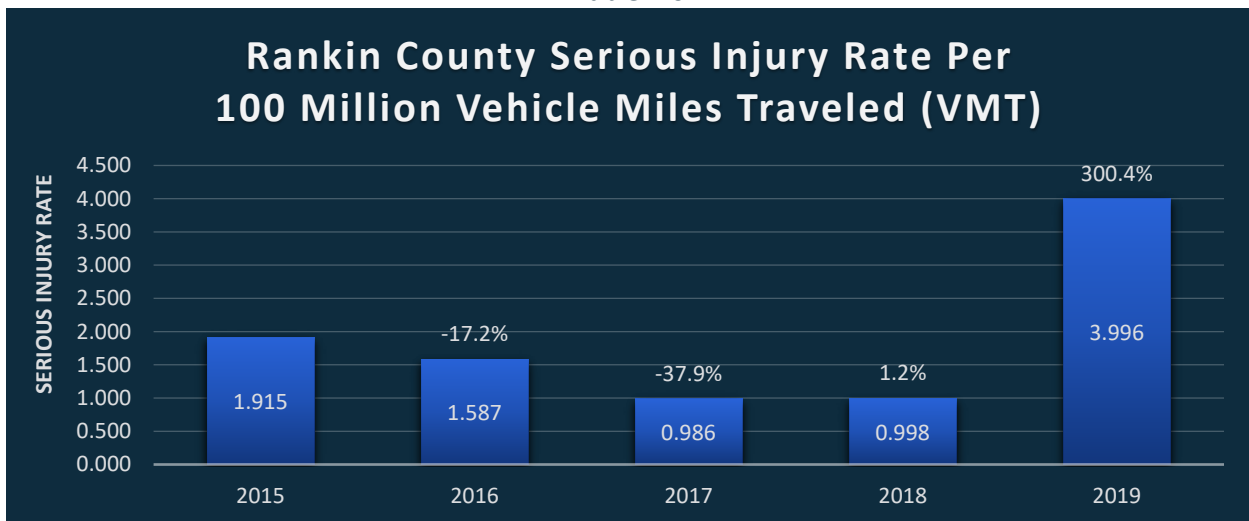
*Data provided by the NHTSA and the MDOT

Table 4-5



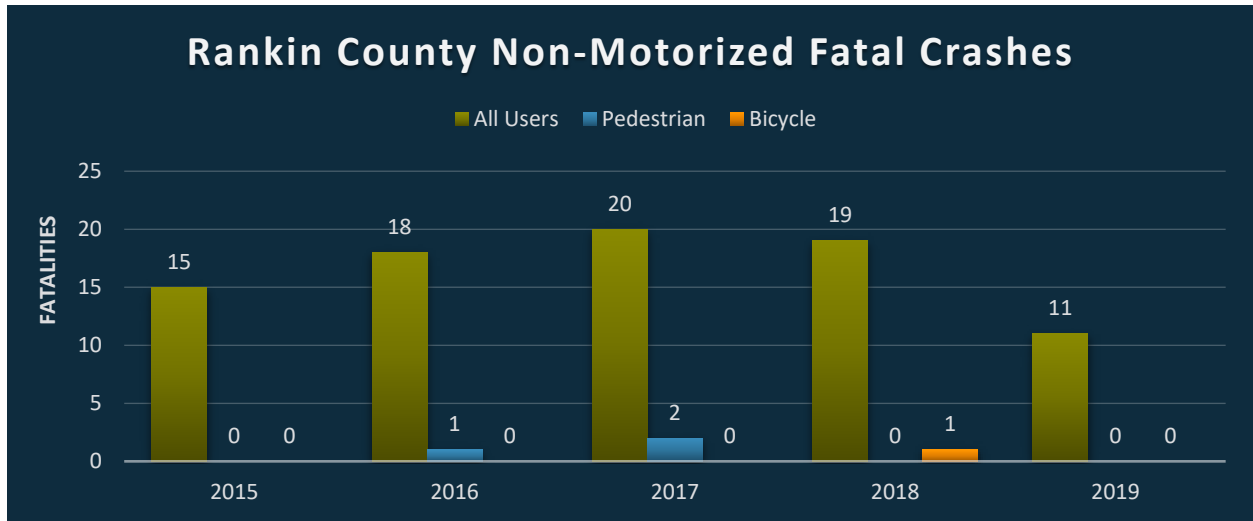
*Data provided by the MDOT and the MDPS

Table 4-6



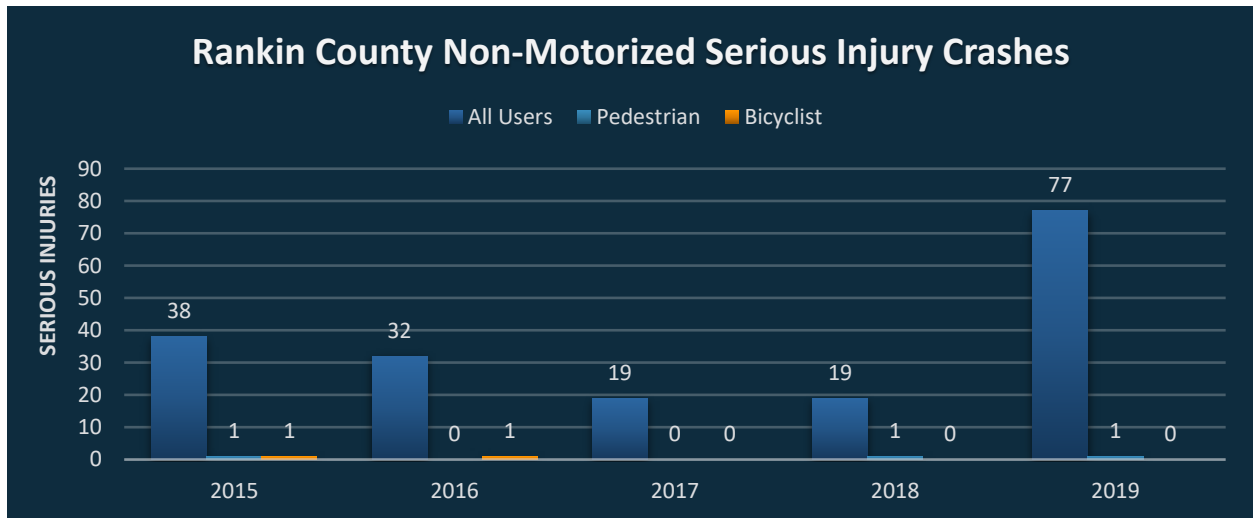
*Data provided by the MDOT and the MDPS

Table 4-7



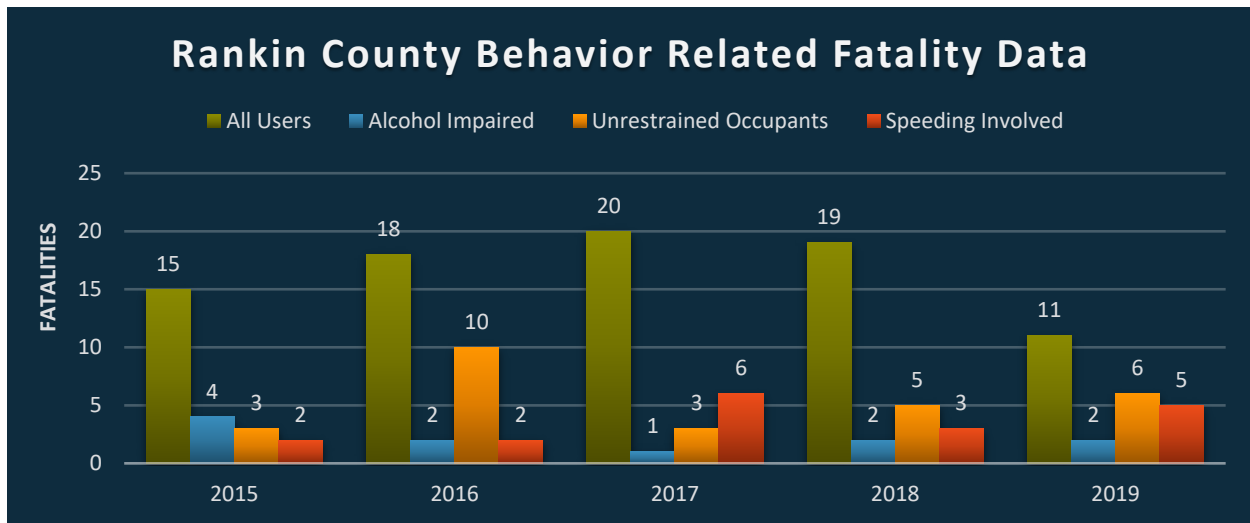
*Data provided by the NHTSA

Table 4-8



*Data provided by the MDOT and the MDPS

Table 4-9



*Data provided by the NHTSA

Table 4-10

Highest Crash Occurrences by Hour of Day in Rankin County	Percentage of Total Crashes
05:00 - 05:59 PM	10.6%
07:00 - 07:59 AM	8.9%
04:00 - 04:59 PM	8.8%
03:00 - 03:59 PM	8.1%
12:00 - 12:59 PM	7.3%
02:00 - 02:59 PM	6.8%
TOTAL	50.5%

*Data provided by the MDOT and the MDPS

General Crash Statistics for Rankin County

80.8% of all crashes occurred under dry conditions
 77.4% of all crashes occurred under daylight conditions
 46.6% of all crashes occurred at intersections
 53.3% of intersection crashes involve a car being rear ended

Resources

Mississippi Department of Transportation (MDOT) – Mississippi Strategic Highway Safety Plan (SHSP)

Mississippi Department of Transportation (MDOT) – Safety Analysis Management System (SAMS)

Mississippi Department of Public Safety (MDPS) – Mississippi Traffic Safety Data Book - 2014

Federal Highway Administration (FHWA)

National Highway Traffic Safety Administration (NHTSA)

Mississippi Office of Highway Safety (MOHS)



**Central Mississippi Planning
& Development District**

1020 Centre Pointe Boulevard, Pearl, MS 39208
Post Office Box 4935, Jackson, MS 39296

Phone: 601-981-1511 Fax: 601-981-1515

www.cmpdd.org