

Jackson Metropolitan Planning Organization

SAFETY ANALYSIS 2017-2021 REPORT

2023 Safety Performance Targets



PREPARED BY

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Introduction

The CMPDD Metropolitan Planning Organization's (MPO's) Safety Analysis Report is produced annually as a way to track the progress being made as it relates to reducing crashes in the MPO planning area. The report primarily focuses on the number and types of crashes that have occurred and the resulting injuries or fatalities. The crash data used to develop this 2017-2021 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 MPO Planning Area, the data provided by the NHTSA is considered the "official" dataset each state will use to assess fatal crashes. State DOT's will use this data to develop safety performance measures and set targets that focus on reducing those crash types. Therefore, all fatal crash data included in this report 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 safety goals set forth in the Strategic Highway Safety Plan (SHSP). This report covers a five-year analysis period from 2017-2021.



Safety Performance Measures and Targets

Federal regulations mandate 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. The first of the seven national goals focus on 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 safety-related performance measures and for MPO's and State DOTs to report progress toward their achievement annually. Targets are established by examining the five-year rolling average for each measure.

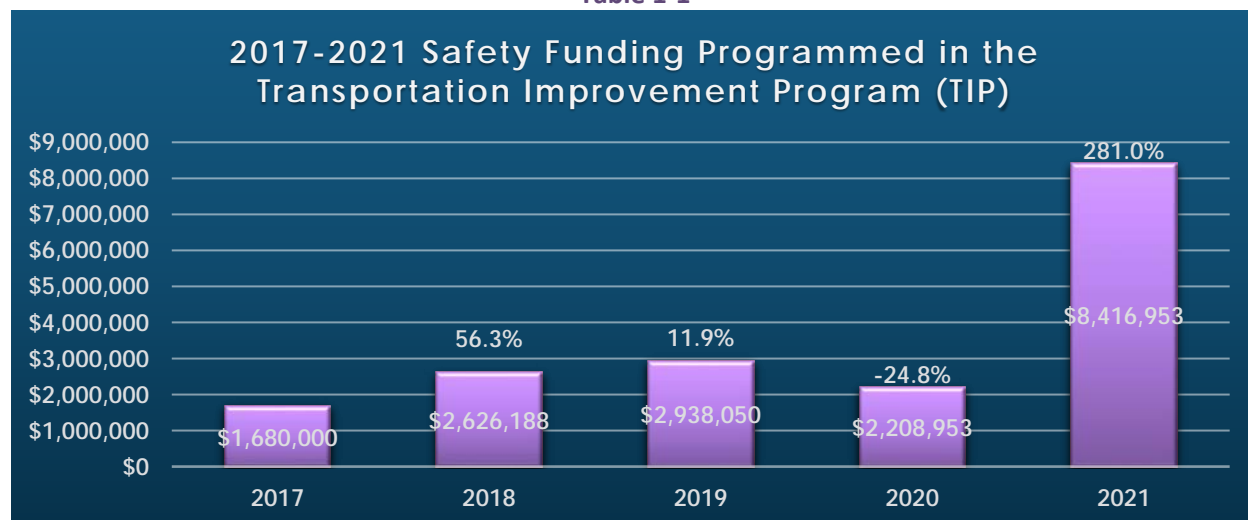
FEDERAL SAFETY MEASURES

NUMBER OF FATALITIES	•The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
RATE OF FATALITIES	•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	•The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
RATE OF SERIOUS INJURIES	•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	•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 Federal Safety Performance Measures or support targets set by their respective State DOT. On February 8, 2023, the MPO elected to support the state targets set by the MDOT. The Jackson MPO, in order to aid 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.

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 2017-2021. 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 MPO planning area. Additional projects included in the TIP for capacity improvements, roadway resurfacing/reconstruction, bridge repair and transportation alternatives may also 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 table on the following page shows the five-year rolling average for each safety measure for the 2017-2021 performance period for both the State and the MPO and also includes the State of Mississippi's safety performance targets for the 2019-2023 performance period.

SAFETY TARGETS



2019-2023 State of Mississippi Safety Targets

Measure	Target
Number of Fatalities	761
Rate of Fatalities per 100 million VMT	1.870
Number of Serious Injuries	3,098
Rate of Serious Injuries per 100 million VMT	7.640
Number of Non-Motorized Fatalities and Serious Injuries	258

State and MPO Safety Performance Trends

Fatalities	2017	2018	2019	2020	2021	5-yr Average
Mississippi	685	663	642	748	772	702
CMPDD MPO	72	64	73	104	77	78

Fatality Rate	2017	2018	2019	2020	2021	5-yr Average
Mississippi	1.680	1.630	1.560	1.890	1.890	1.730
CMPDD MPO	1.339	1.196	1.338	2.028	1.479	1.476

Serious Injuries	2017	2018	2019*	2020*	2021*	5-yr Average
Mississippi	686	587	1,579	3,630	3,562	2,008.8
CMPDD MPO	69	102	307	659	696	366.6

*See page 8 for more details

Serious Injury Rate	2017	2018	2019*	2020*	2021*	5-yr Average
Mississippi	1.680	1.440	3.840	9.180	8.630	4.954
CMPDD MPO	1.284	1.905	5.627	12.849	13.372	7.007

*See page 8 for more details

Non-Motorized Fatalities and Serious Injuries	2017	2018	2019	2020	2021	5-yr Average
Mississippi	139	146	187	325	287	216.8
CMPDD MPO	17	18	17	60	62	34.8

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.

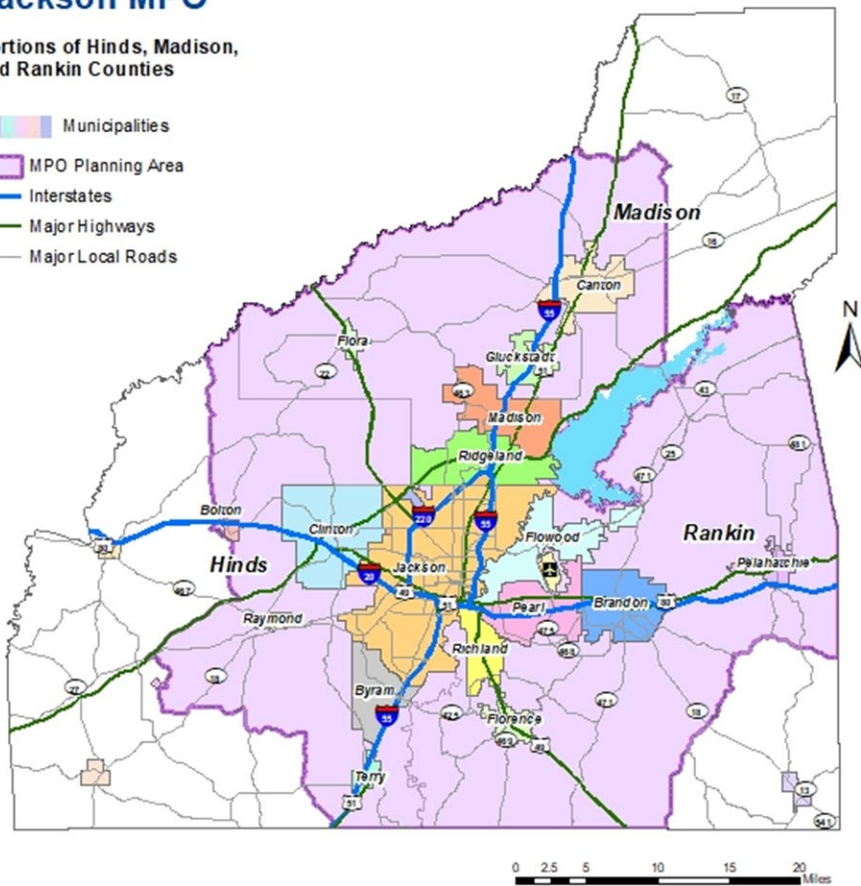


Jackson MPO

Jackson MPO

Portions of Hinds, Madison, and Rankin Counties

- Municipalities
- MPO Planning Area
- Interstates
- Major Highways
- Major Local Roads



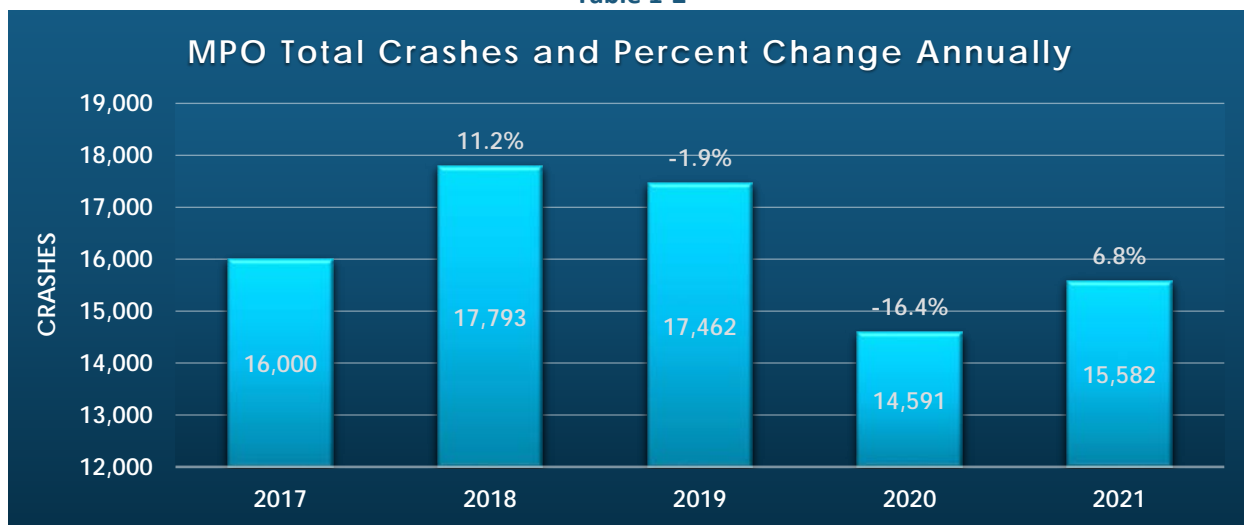
The CMPDD MPO Planning Area includes portions of Hinds, Madison and Rankin Counties and the municipalities within those counties. Based on the 2020 Census, the total population for the MPO Planning Area is approximately 488,700. This is roughly 16.5% of the state of Mississippi's total population. However, over the five (5) year analysis period of this report (2017-2021) the MPO has 20.4% of the state's total crashes, 18.2% of crashes with serious injuries and, according to the National Highway

Traffic Safety Administration (NHTSA), 11.1% of the state's total fatalities that are a result of motor vehicle crashes.

From 2017 to 2021 the number of crashes in the Jackson MPO decreased by 418 or 2.6% (See Table 1-2). During that same time period the average annual vehicle miles traveled decreased by 170,000 or 3.2% (See Table 1-3).

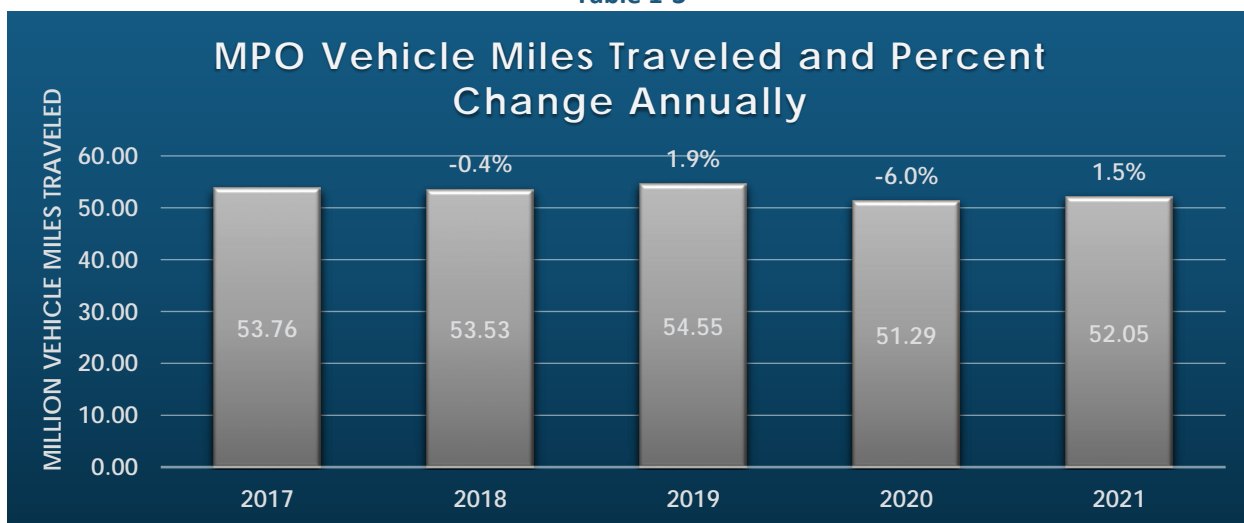
BuZZed Driving
is
DrUNK DRIVING

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

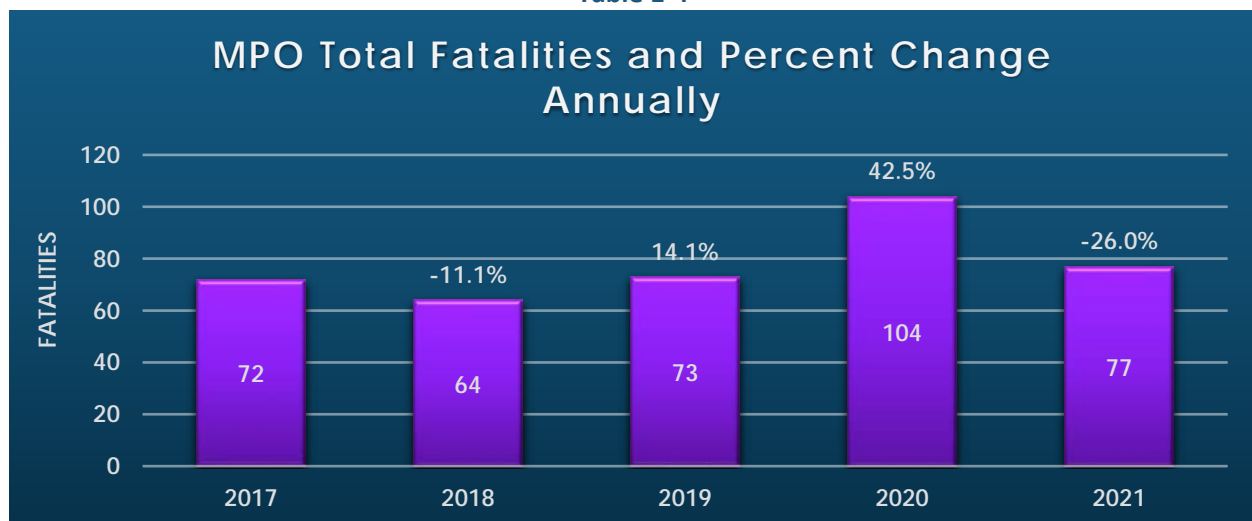
The top five crash types in the MPO make up 77.4% of all crashes with 36.3% involving automobiles being rear ended while moving slowly or at a complete stop.

Most Common Crash Types in the MPO

Rear End	36.3%
Angle	15.5%
Sideswipe	13.9%
Run Off Road - Right	5.9%
Parked Vehicle	5.8%

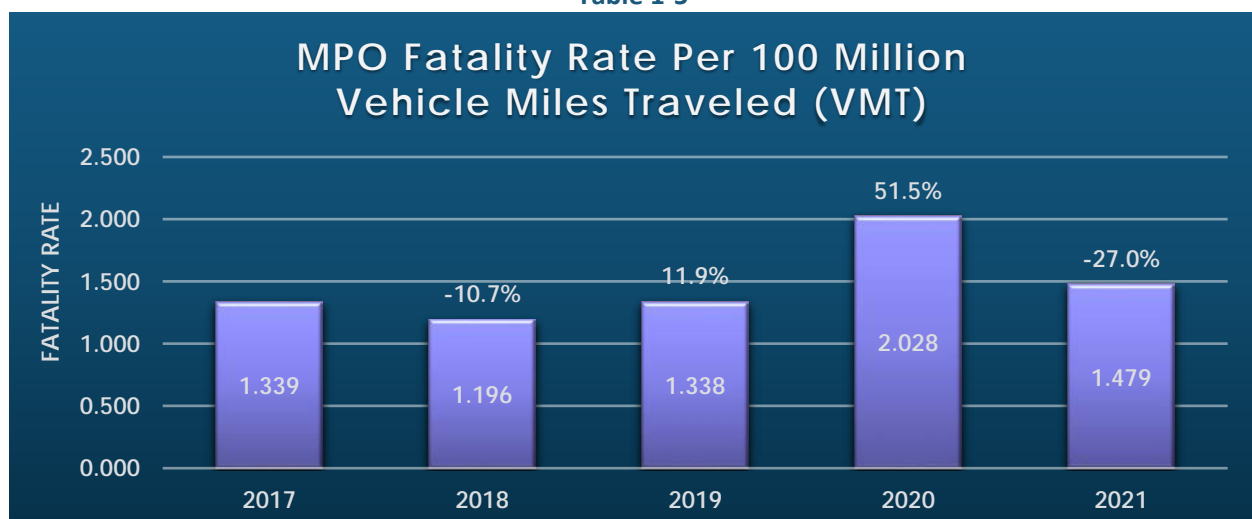
As referenced in the 2016-2020 Safety Analysis Report, the COVID-19 shutdown significantly impacted travel characteristics nationwide during 2020. Though travel patterns in 2021 started to resemble typical travel patterns, the annual amount of vehicle miles traveled was still relatively low when compared to the years prior to 2020. This could also be seen as a factor in the total amount of crashes also still remaining relatively low. Though vehicle miles traveled and total crashes were both still low, the amount of serious injuries sustained as a result of serious injury crashes and the serious injury rate both increased in 2021 by 5.6% and 4.1% respectively (Tables 1-6 and 1-7). Tables 1-4 and 1-6 show the number of fatalities and serious injuries that occurred due to motor vehicle crashes in the MPO Planning Area between 2017-2021. For the five-year period there was an average of 78 fatalities per year with the highest total being 104 fatalities in 2020. The largest increase in fatalities during the analysis period comes as no surprise as there was a 42.5% increase between 2019 and 2020. For the five-year period the number of fatalities caused by crashes increased by 6.9% from 72 to 77.

Table 1-4



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

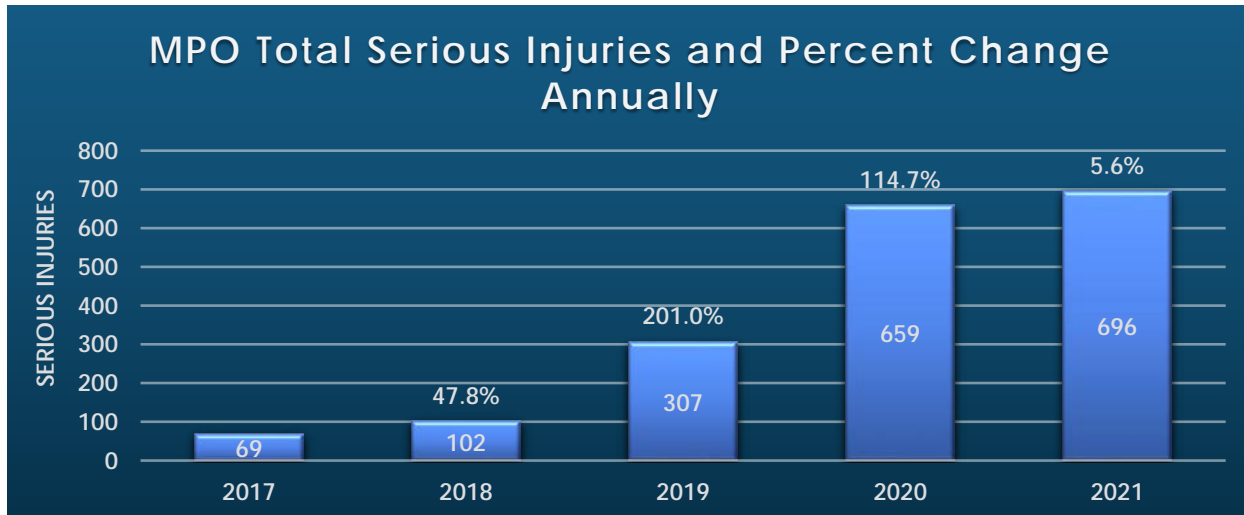
Table 1-5



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

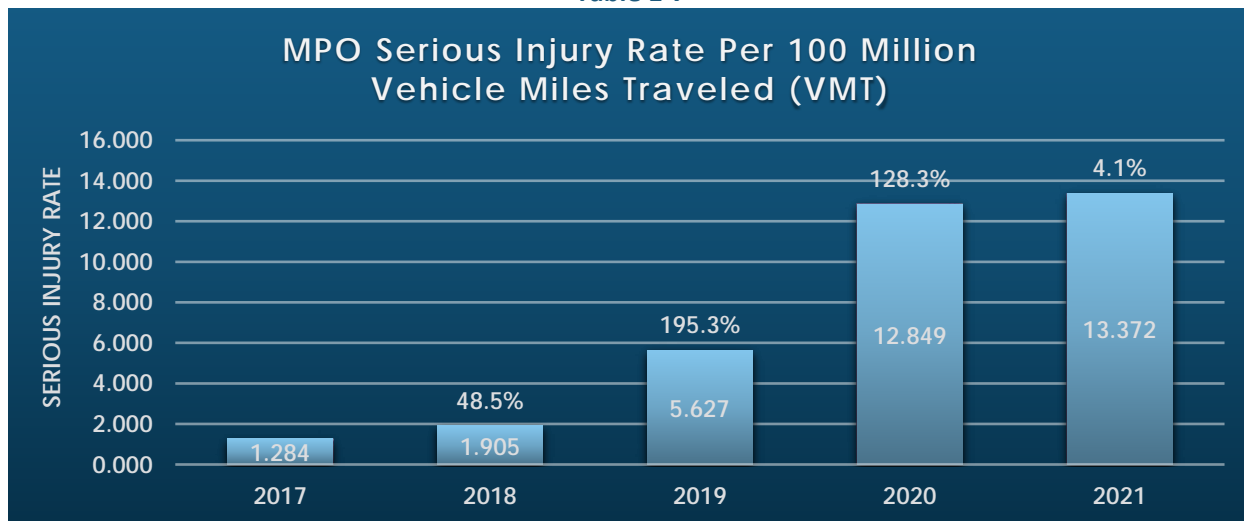
The average amount of serious injuries resulting from crashes for the five-year period was 367 per year with the highest total being 696 in 2021. Of note, between 2018 and 2019 there was a substantial increase in the amount of reported serious injuries resulting from automobile crashes due to a change in the way serious injury crashes were being 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

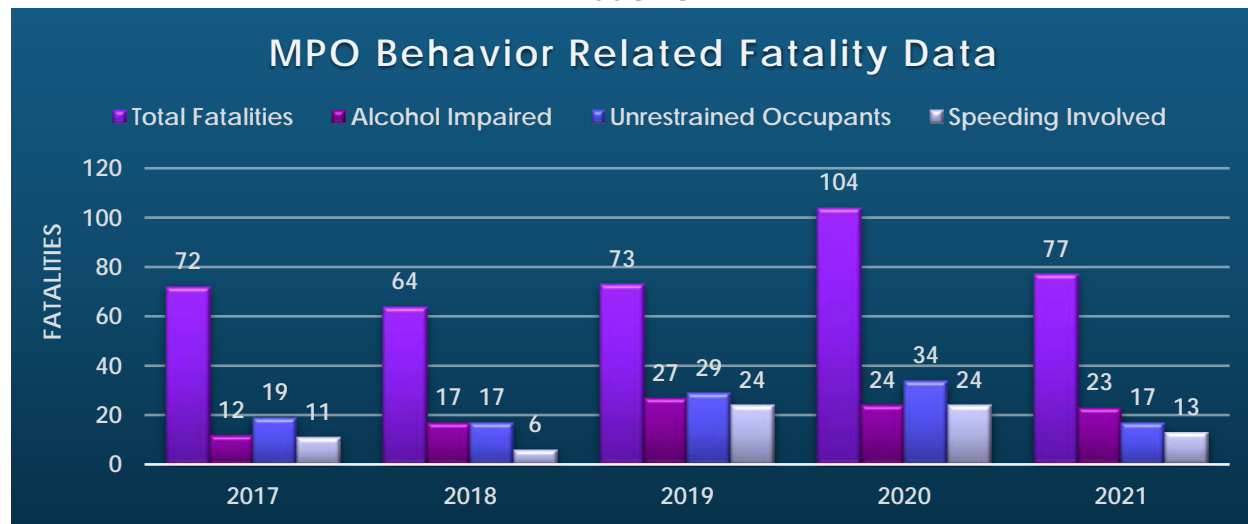


*Data provided by the MDOT and the MDPS

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 26.4% of all fatal crashes in the MPO Planning Area. The data also reveals that 29.7% of all fatalities resulting from fatal crashes were a result of motorists or their passengers not using a safety belt or restraint device and speeding was involved in 20%. As noted, 29.7% of all fatal crashes were a result of motorists or their passengers not using a safety belt or restraint device, though

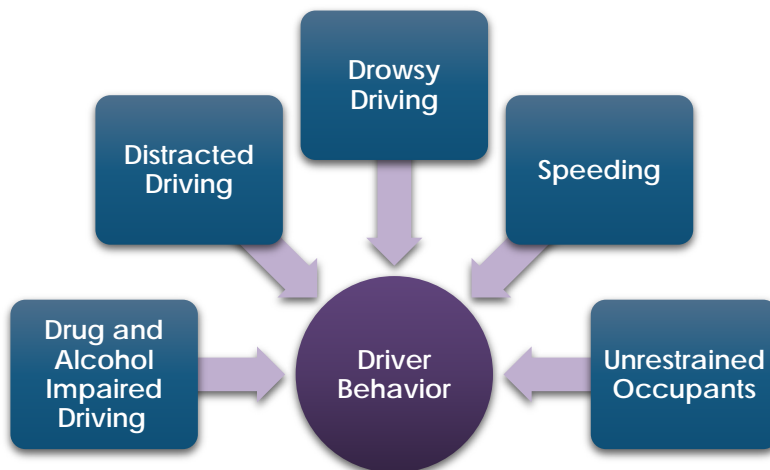
wearing a restraint device does not guarantee a fatality will not occur, it does reduce the probability of it occurring. (Note: Behavior related fatality data is provided by the NHTSA. Behavior related serious injury crash data is not available through the NHTSA, but is provided by the MDOT. The data 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

DRIVER BEHAVIOR CONTRIBUTES TO 94% OF ALL CRASHES



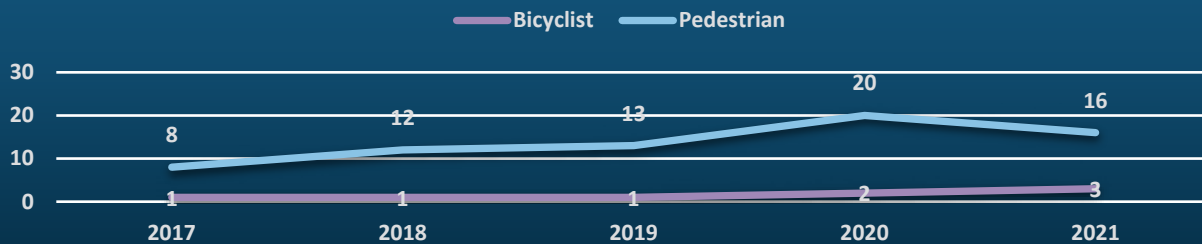
Reducing the amount of non-motorized fatalities and serious injuries involving a motor vehicle is one of the five federal safety performance measures States and MPO's must set targets for. Table's 1-9 and 1-10 show the amount of fatalities and serious injuries for both bicyclists and pedestrians that occurred between 2017 and 2021.

MPO Bicycle and Pedestrian Fatalities and Serious Injuries

By the Numbers

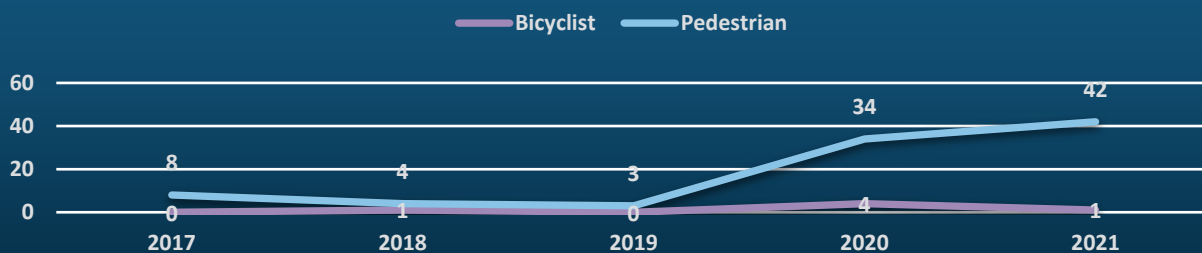
Fatalities	2017	2018	2019	2020	2021	5-yr Average
Bicyclist	1	1	1	2	3	1.6
Pedestrian	8	12	13	20	16	13.8
Combined	9	13	14	22	19	15.4

Table 1-9
MPO Non-Motorized Fatalities



Serious Injuries	2017	2018	2019	2020	2021	5-yr Average
Bicyclist	0	1	0	4	1	1.2
Pedestrian	8	4	3	34	42	18.2
Combined	8	5	3	38	43	19.4

Table 1-10
MPO Non-Motorized Serious Injuries



*Data provided by the NHTSA, MDOT and the MDPS



As can be seen in Table 1-11, over a third of all crashes in the MPO Planning Area occur during six hours of the day. The data shown in Table 1-11 has changed somewhat from previous years this report was developed. In past years, the top three time periods for reported crashes always ranged from 3:00 – 5:59 P.M. As can be seen, those time periods are still in the top six reported times, but are not listed as the top three highest time periods. This slight change is also related to the change in traffic patterns experienced during 2020 due to the COVID-19 shutdown. For the 2017-2021 reporting period, the highest number of crashes in the planning area occurred between 5:00 P.M. and 5:59 P.M., which is a peak travel period during the day as this is typically when the largest amount of commuters are leaving work.

Table 1-11

Highest Crash Occurrences by Hour of Day in the MPO Planning Area	Percentage of Total Crashes
05:00 - 05:59 PM	7.0%
07:00 - 07:59 AM	6.9%
12:00 - 12:59 PM	6.5%
04:00 - 04:59 PM	6.3%
03:00 - 03:59 PM	5.5%
08:00 - 08:59 AM	5.2%
TOTAL	37.4%

*Data provided by the MDOT and the MDPS

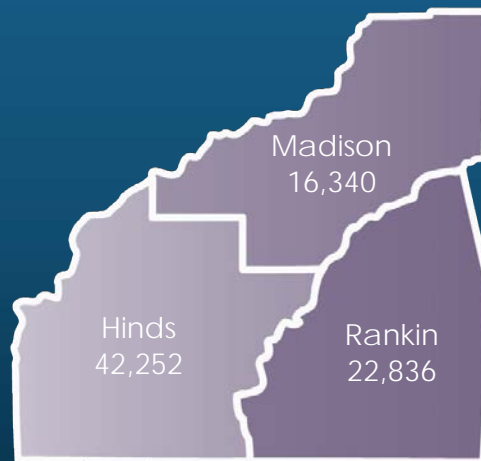
General Crash Statistics for the MPO

81.6% of all crashes in the MPO occurred during dry conditions
 73.7% of all crashes occurred during daylight conditions
 44.6% of all crashes occurred at intersections
 47.1% of intersection crashes involve a car being rear ended

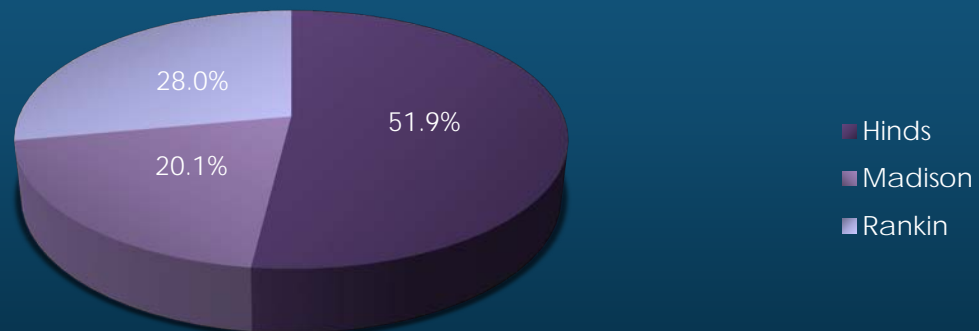
Individual County Reports

The previous section provided crash data and statistics for the MPO Planning Area 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 counties which provides a snapshot of how each county is trending compared to the MPO Planning Area 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 MPO planning area.

MPO Total Crashes from 2017-2021



Percentage of MPO Total Crashes from 2017-2021

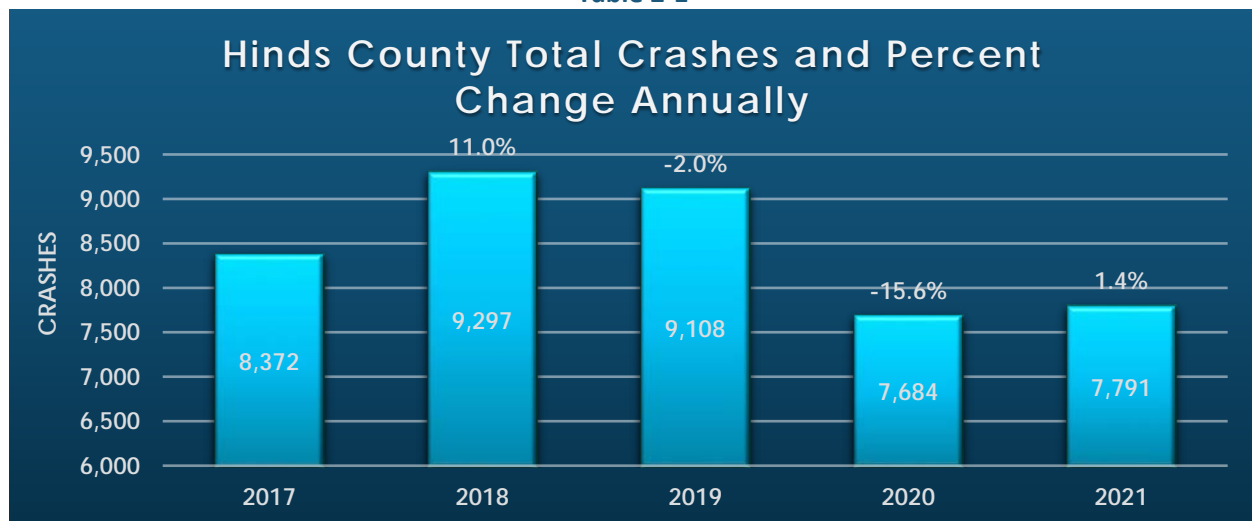


Hinds County

Based on the 2020 Census, Hinds County's total population within the MPO is 224,341 which is 46.4% of the MPO Planning Area's total population. However, Hinds County has 51.9% of the total crashes, 60.9% of crashes with serious injuries and 64.4% of the fatal crashes that occur in the planning area.

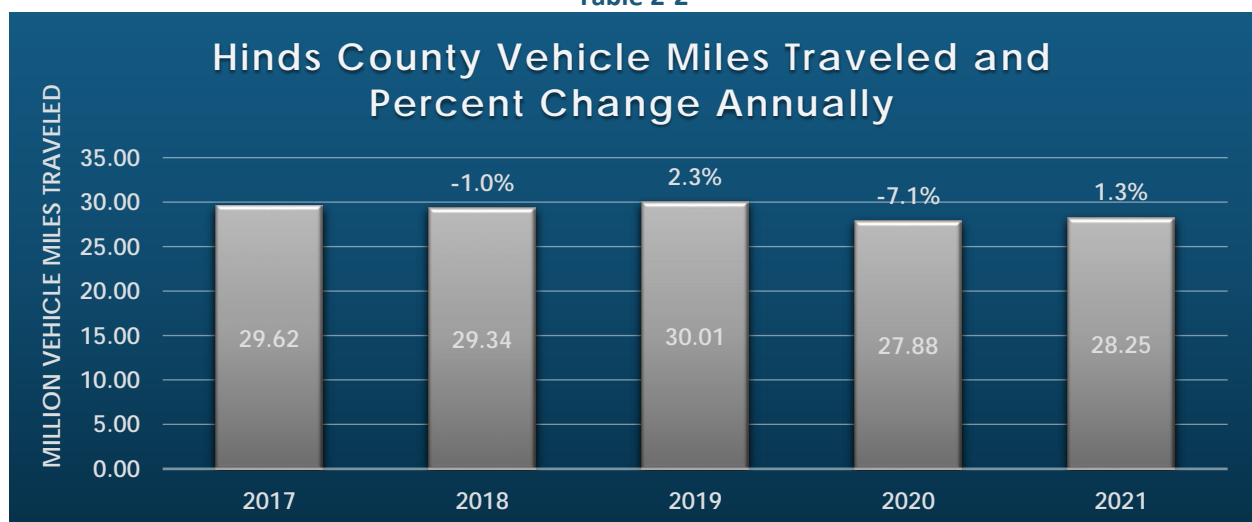
From 2017 to 2021 the number of crashes in Hinds County decreased by 6.9% (Table 2-1). During that same time period, the annual vehicle miles traveled decreased by 4.6% (Table 2-2).

Table 2-1



*Data provided by the MDOT and the MDPS

Table 2-2



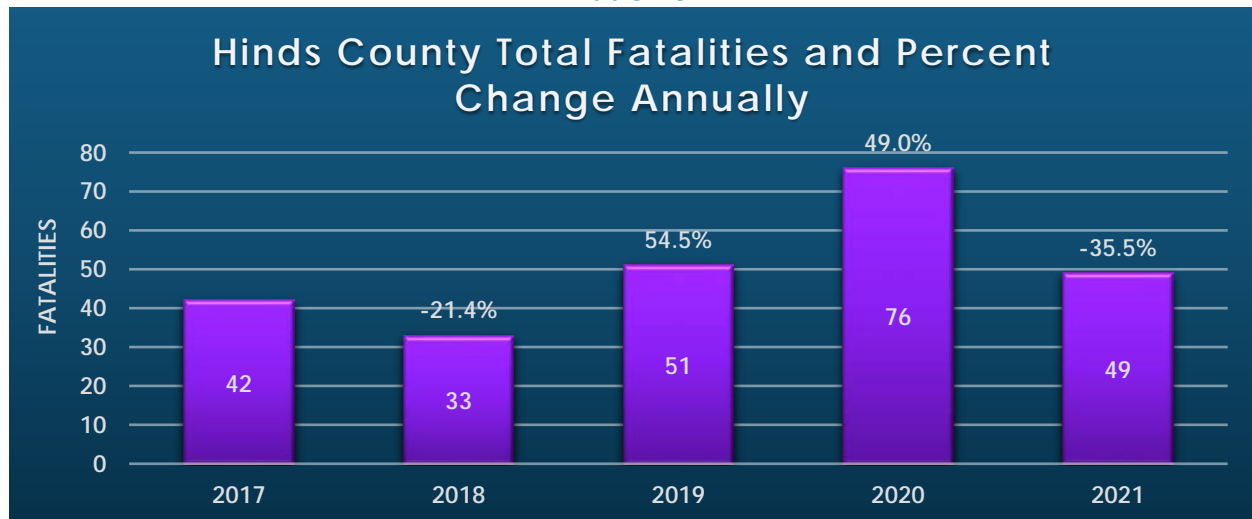
*Data provided by the MDOT

The top five crash types in Hinds County make up 77.1% of all crashes in the county while 32.7% of all crashes involve automobiles being rear ended while moving slowly or at a complete stop.

Most Common Crash Types in Hinds County

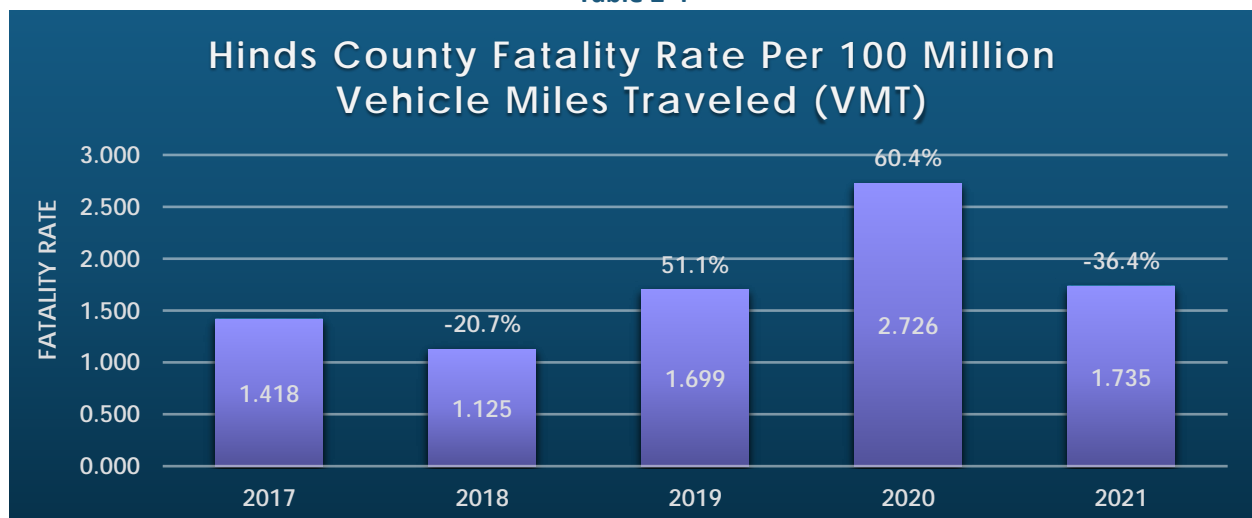
Rear End	32.7%
Sideswipe	16.3%
Angle	15.5%
Parked Vehicle	6.8%
Run Off Road-Right	5.8%

Table 2-3



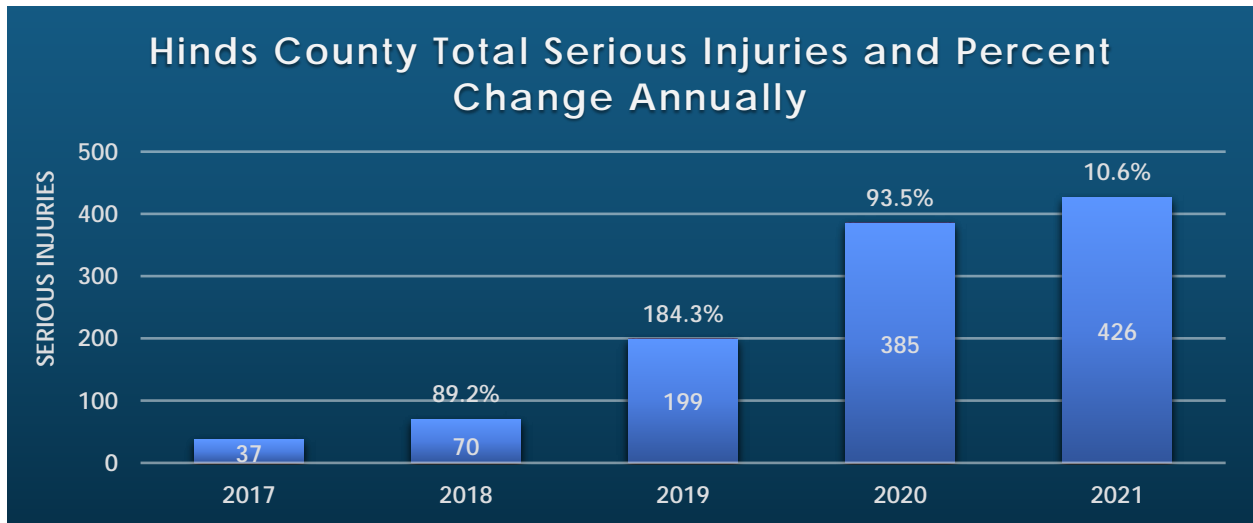
*Data provided by the NHTSA

Table 2-4



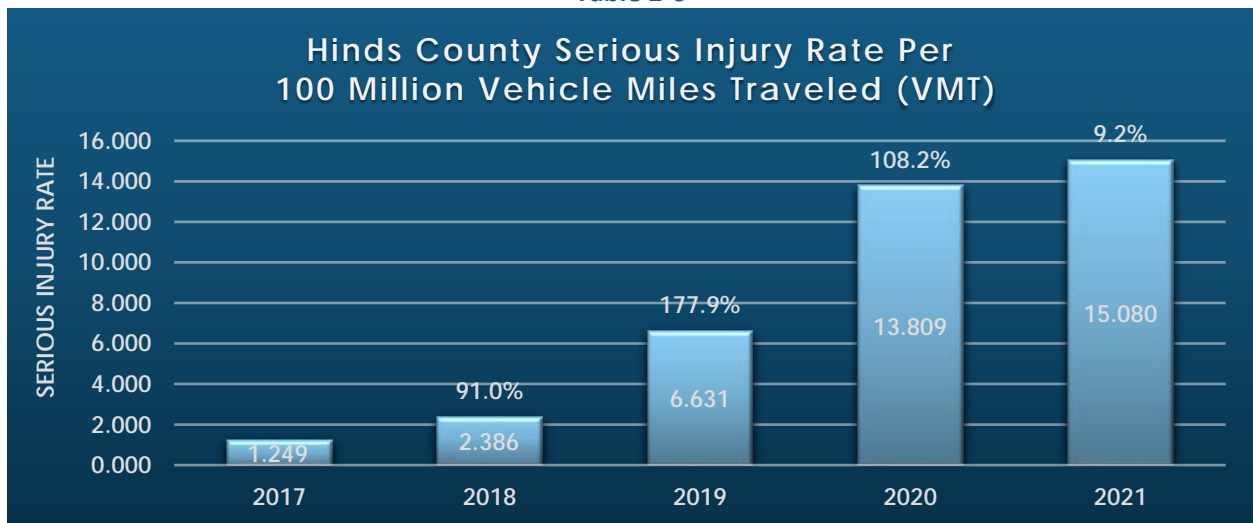
*Data provided by the NHTSA and the MDOT

Table 2-5



*Data provided by the MDOT and the MDPS.

Table 2-6



*Data provided by the MDOT and the MDPS.

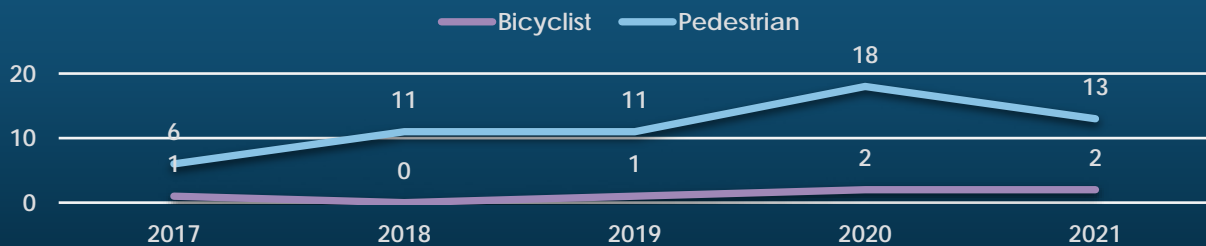
(Note: In previous years, serious injury crashes were those where the injury was reported as a “Life Threatening Injury”. In 2019, the definition of serious injury crashes changed to include not only “Life Threatening Injury”, but also those identified as “Suspected Serious Injury”.)

Hinds County Bicycle and Pedestrian Fatalities and Serious Injuries

By the Numbers

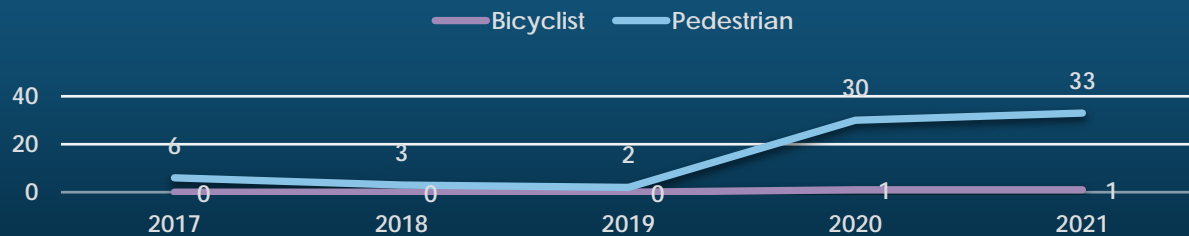
Fatalities	2017	2018	2019	2020	2021	5-yr Average
Bicyclist	1	0	1	2	2	1.2
Pedestrian	6	11	11	18	13	11.8
Combined	9	13	14	22	19	13.0

Table 2-7
Hinds County Non-Motorized Fatalities



Serious Injuries	2017	2018	2019	2020	2021	5-yr Average
Bicyclist	0	0	0	1	1	0.4
Pedestrian	6	3	2	30	33	14.8
Combined	6	3	2	31	34	15.2

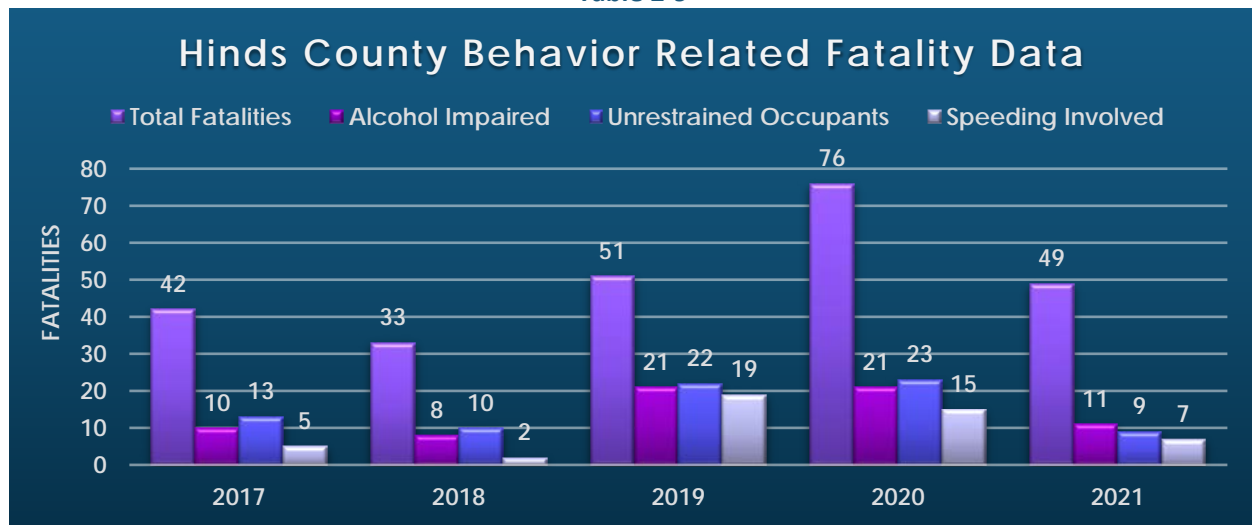
Table 2-8
Hinds County Non-Motorized Serious Injuries



*Data provided by the NHTSA, 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	6.7%
04:00 - 04:59 PM	6.2%
12:00 - 12:59 PM	6.2%
07:00 - 07:59 AM	6.0%
08:00 - 08:59 AM	5.3%
03:00 - 03:59 PM	5.3%
TOTAL	35.7%

*Data provided by the MDOT and the MDPS

General Crash Statistics for Hinds County

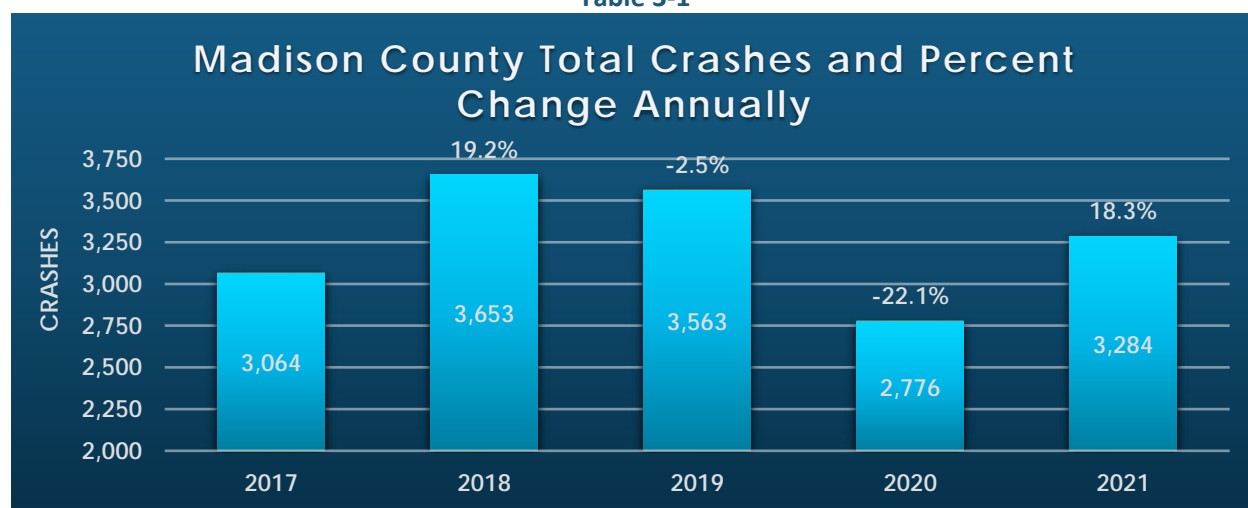
82.0% of all crashes occurred under dry conditions
 71.6% of all crashes occurred under daylight conditions
 44.5% of all crashes occurred at intersections
 41.3% of intersection crashes involved a car being rear ended

Madison County

Based on the 2020 Census, Madison County's total population within the MPO is 103,733 which is 21.5% of the Jackson MPO Planning Area's total population. However, Madison County has 20.1% of the total crashes, 12.2% of crashes with serious injuries and 14.1% of the fatal crashes that occur in the planning area.

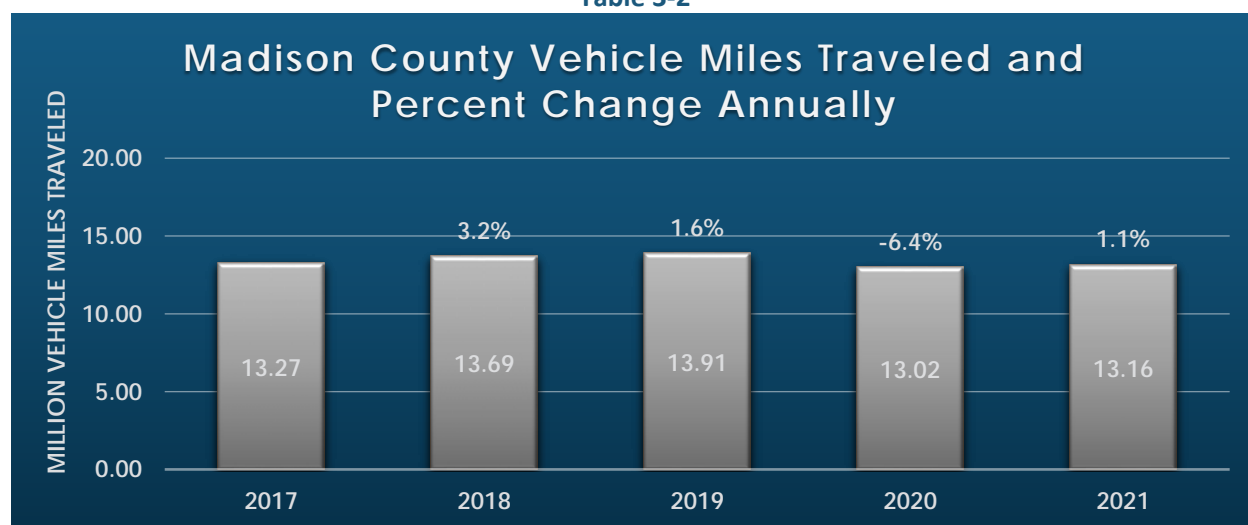
From 2017 to 2021 the number of crashes in Madison County increased by 7.2% (Table 3-1). During that same time period, the annual vehicle miles traveled decreased by 11.3% (Table 3-2).

Table 3-1



*Data provided by the MDOT and the MDPS

Table 3-2



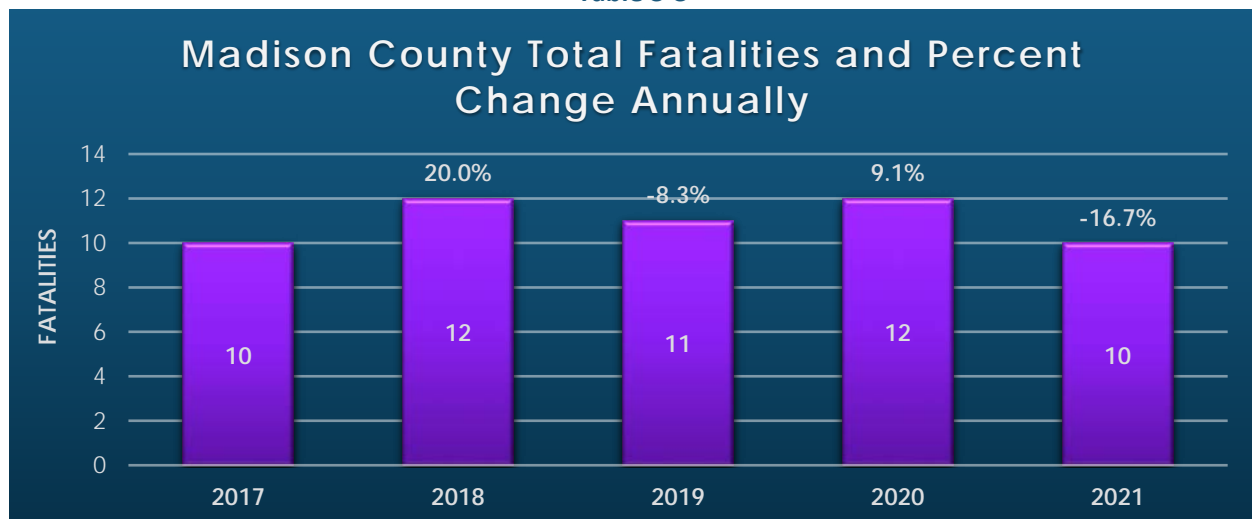
*Data provided by the MDOT

The top five crash types in Madison County make up 75.2% of all crashes in the county while 36.4% of all crashes involve automobiles being rear ended while moving slowly or at a complete stop.

Most Common Crash Types in Madison County

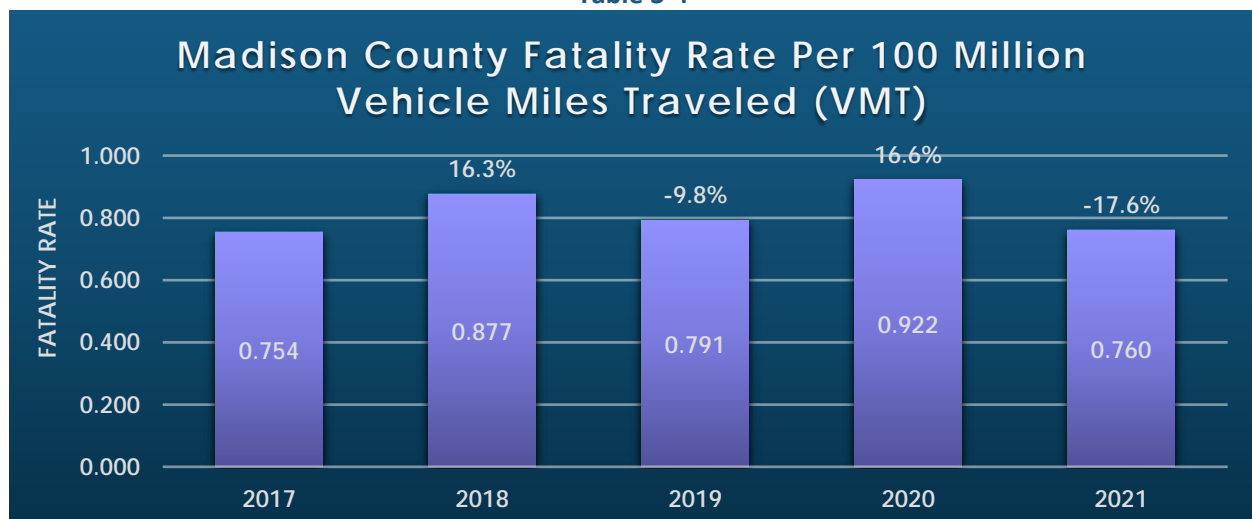
Rear End	36.4%
Angle	16.0%
Sideswipe	10.0%
Parked Vehicle	6.7%
Run Off Road – Right	6.1%

Table 3-3



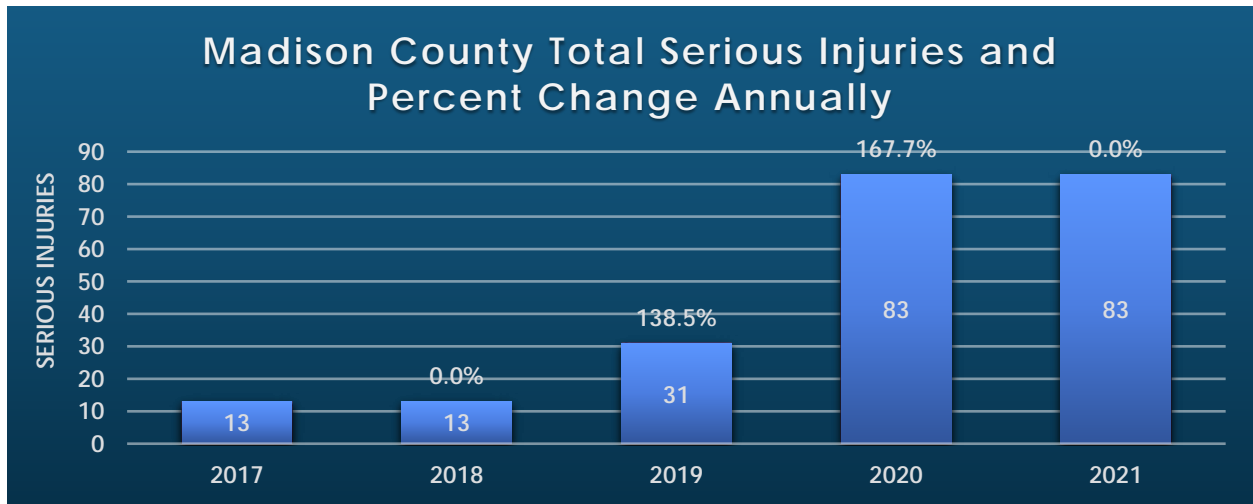
*Data provided by the NHTSA

Table 3-4



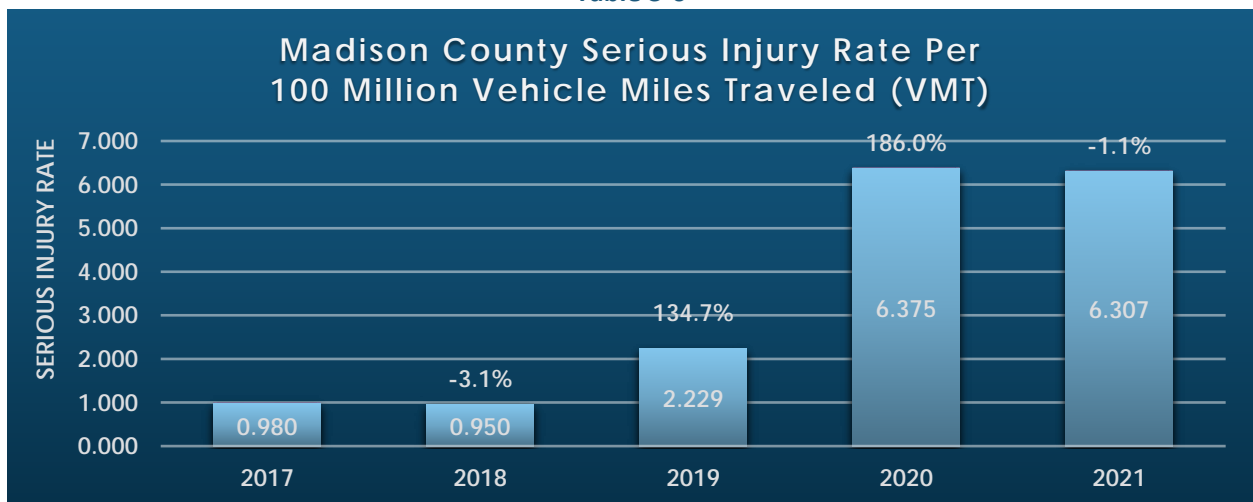
*Data provided by the NHTSA and the MDOT

Table 3-5



*Data provided by the MDOT and the MDPS.

Table 3-6



*Data provided by the MDOT and the MDPS.

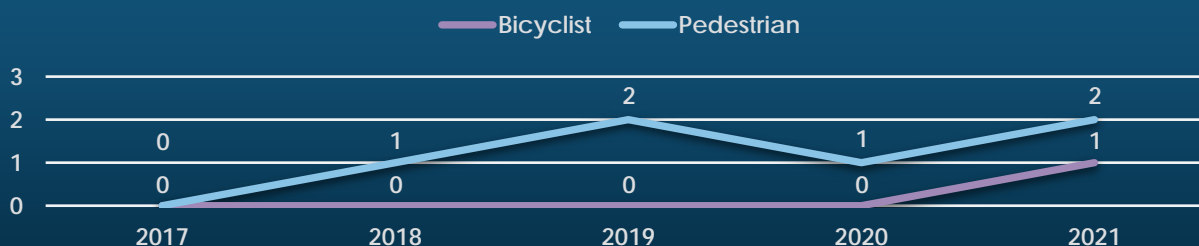
(Note: In previous years, serious injury crashes were those where the injury was reported as a “Life Threatening Injury”. In 2019, the definition of serious injury crashes changed to include not only “Life Threatening Injury”, but also those identified as “Suspected Serious Injury”.)

Madison County Bicycle and Pedestrian Fatalities and Serious Injuries

By the Numbers

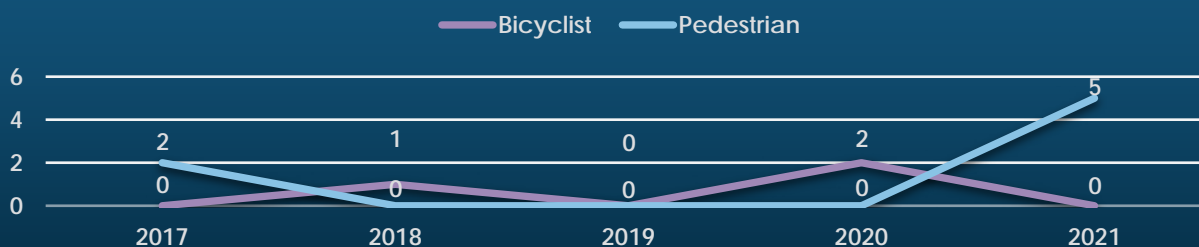
Fatalities	2017	2018	2019	2020	2021	5-yr Average
Bicyclist	0	0	0	0	1	0.2
Pedestrian	0	1	2	1	2	1.2
Combined	0	1	2	1	3	1.4

Table 3-7
Madison County Non-Motorized Fatalities



Serious Injuries	2017	2018	2019	2020	2021	5-yr Average
Bicyclist	0	1	0	2	0	0.6
Pedestrian	2	0	0	0	5	1.4
Combined	2	1	0	2	5	2.0

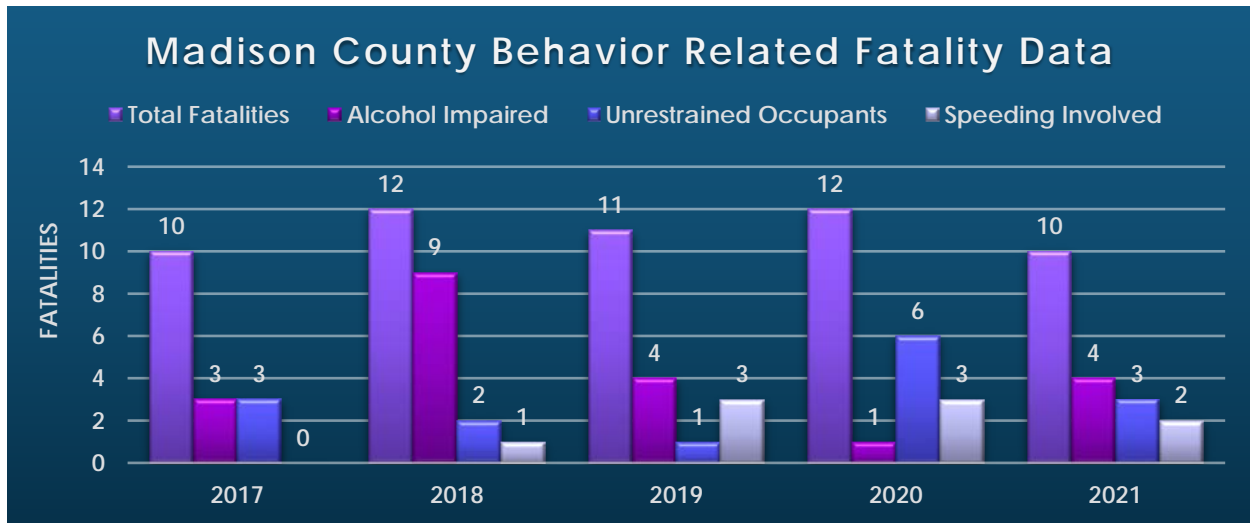
Table 3-8
Madison County Non-Motorized Serious Injuries



*Data provided by the NHTSA, 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	7.1%
07:00 - 07:59 AM	7.1%
12:00 - 12:59 PM	6.8%
04:00 - 04:59 PM	6.4%
03:00 - 03:59 PM	5.7%
08:00 - 08:59 AM	5.4%
TOTAL	38.5%

*Data provided by the MDOT and the MDPS

General Crash Statistics for Madison County

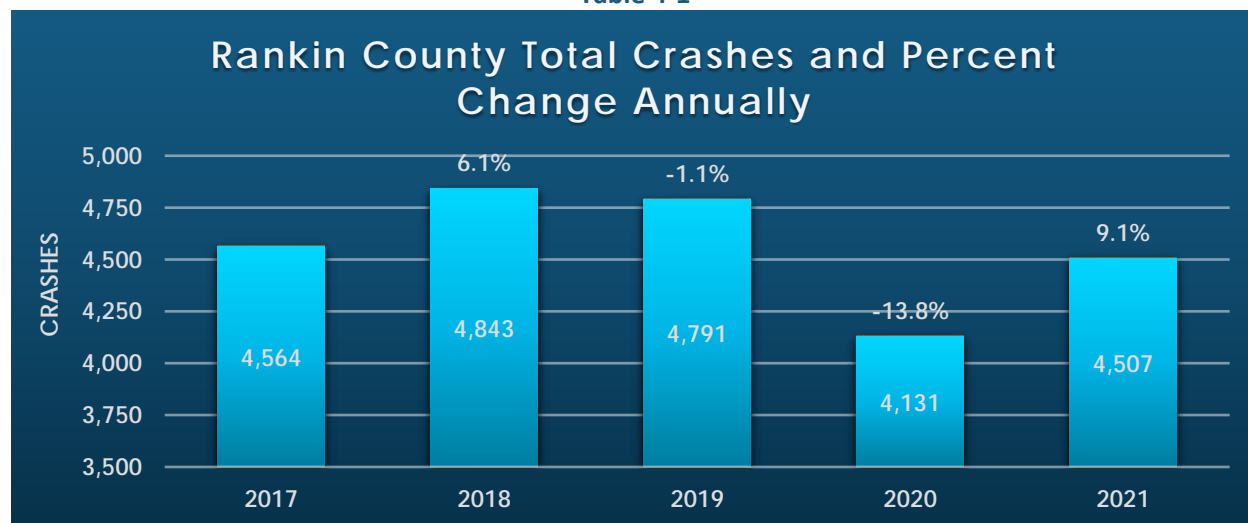
81.4% of all crashes occurred under dry conditions
 75.3% of all crashes occurred under daylight conditions
 39.8% of all crashes occurred at intersections
 52.4% of intersection crashes involved a car being rear ended

Rankin County

Based on the 2020 Census, Rankin County's total population within the MPO is 155,250 which is 32.1% of the Jackson MPO Planning Area's total population. However, Rankin County has 28% of the total crashes, 26.9% of crashes with serious injuries and 21.5% of the fatal crashes that occur in the planning area.

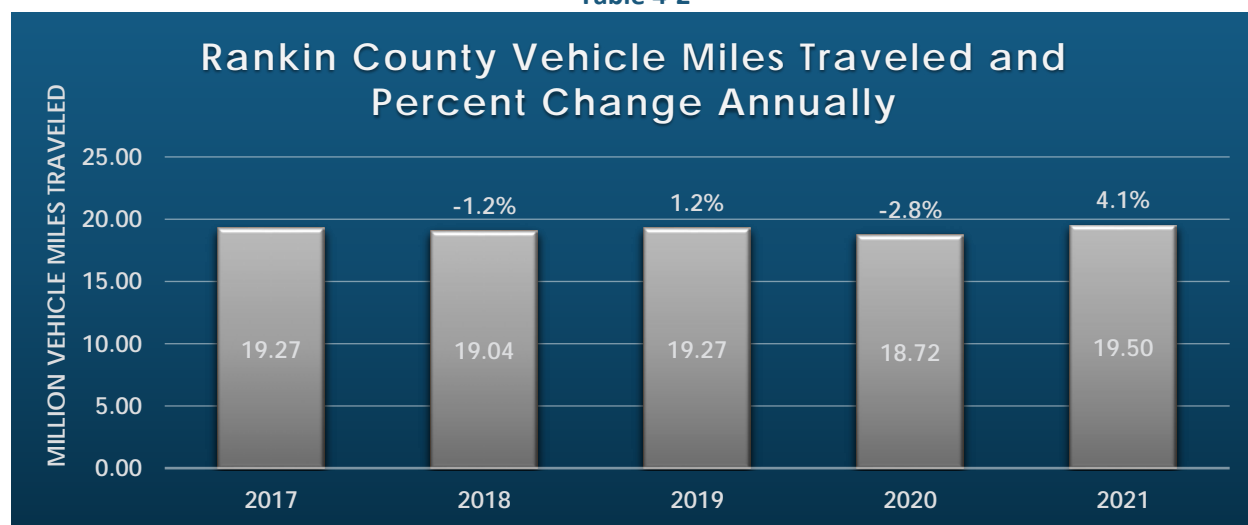
From 2017 to 2021 the number of crashes in Rankin County decreased by 1.2% (Table 4-1). During that same time period, the annual vehicle miles traveled increased by 1.2% (Table 4-2).

Table 4-1



*Data provided by the MDOT and the MDPS

Table 4-2



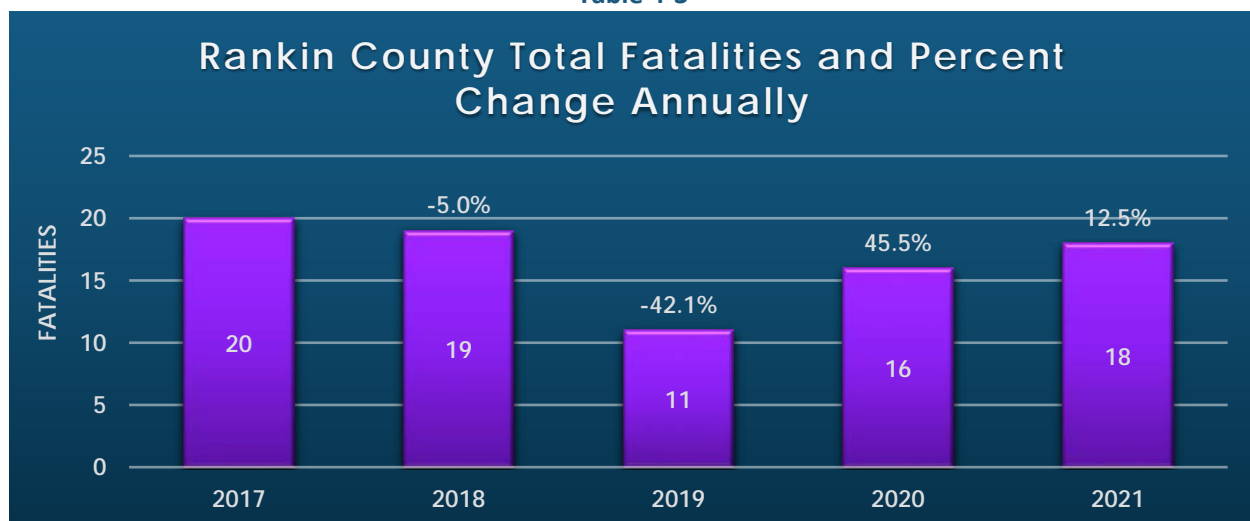
*Data provided by the MDOT

The top five crash types in Rankin County make up 82% of all crashes in the county while 42.6% of all crashes involve automobiles being rear ended while moving slowly or at a complete stop.

Most Common Crash Types in Rankin County

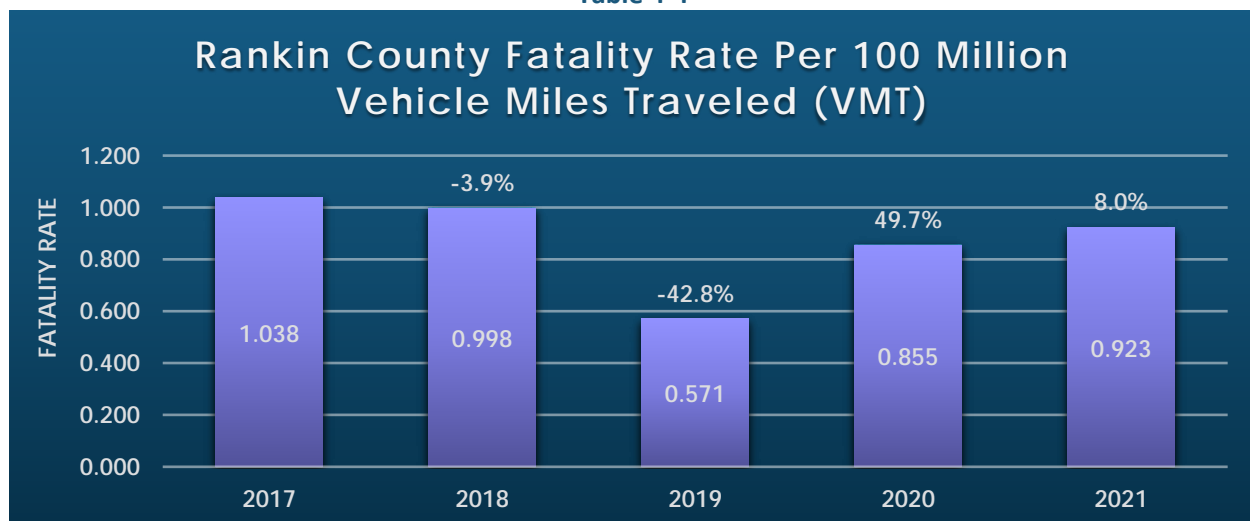
Rear End	42.6%
Angle	15.2%
Sideswipe	12.2%
Left turn same roadway	6.1%
Run Off Road – Right	5.9%

Table 4-3



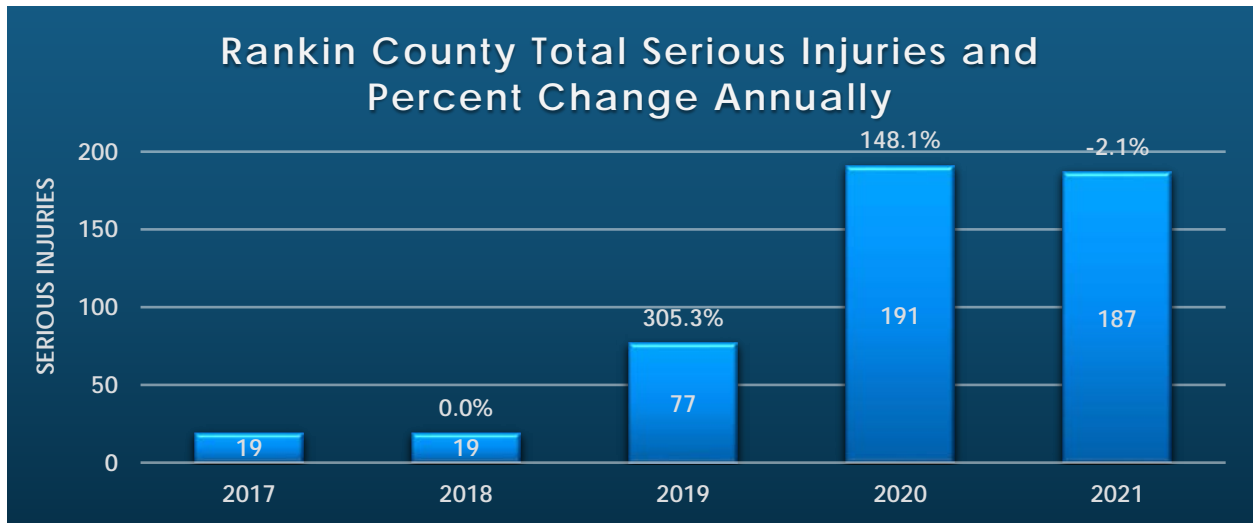
*Data provided by the NHTSA

Table 4-4



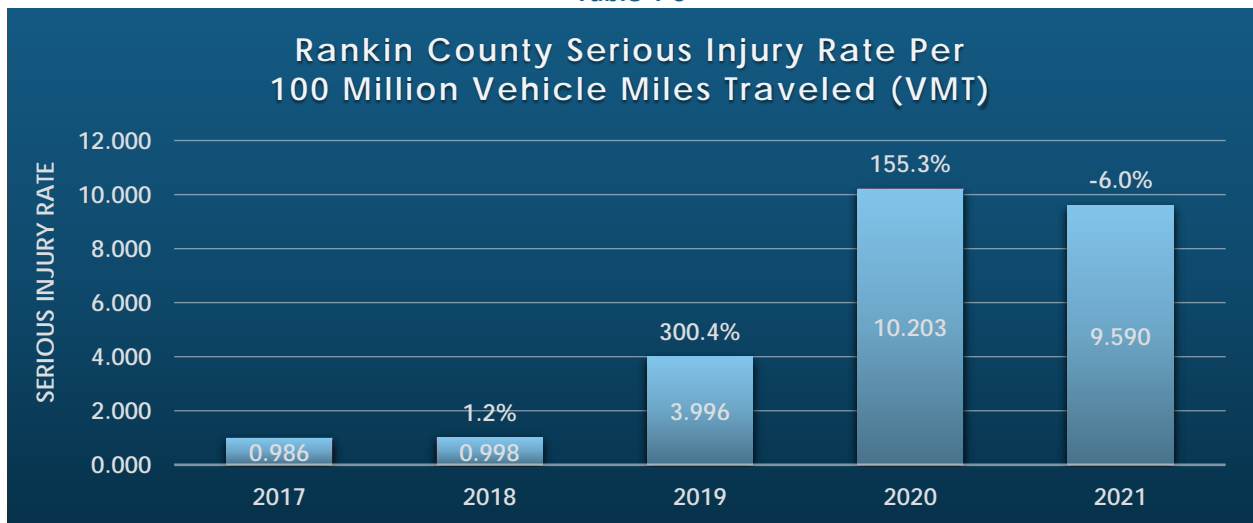
*Data provided by the NHTSA and the MDOT

Table 4-5



*Data provided by the MDOT and the MDPS.

Table 4-6



*Data provided by the MDOT and the MDPS.

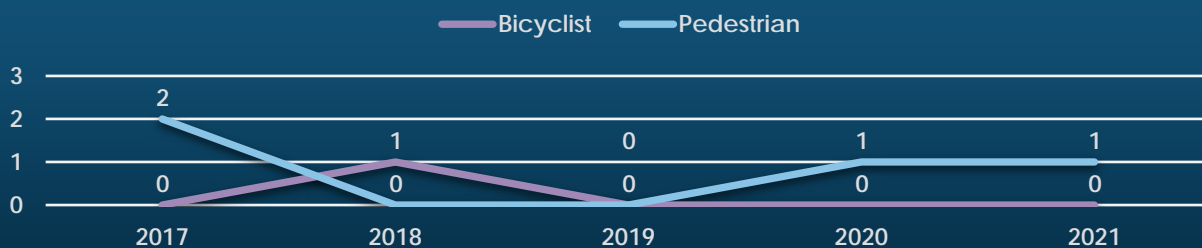
(Note: In previous years, serious injury crashes were those where the injury was reported as a “Life Threatening Injury”. In 2019, the definition of serious injury crashes changed to include not only “Life Threatening Injury”, but also those identified as “Suspected Serious Injury”.)

Rankin County Bicycle and Pedestrian Fatalities and Serious Injuries

By the Numbers

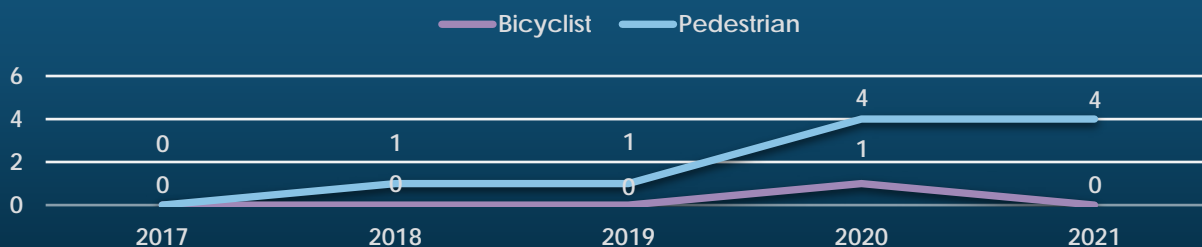
Fatalities	2017	2018	2019	2020	2021	5-yr Average
Bicyclist	0	1	0	0	0	0.2
Pedestrian	2	0	0	1	1	0.8
Combined	2	1	0	1	1	1.0

Table 4-7
Rankin County Non-Motorized Fatalities



Serious Injuries	2017	2018	2019	2020	2021	5-yr Average
Bicyclist	0	0	0	1	0	0.2
Pedestrian	0	1	1	4	4	2.0
Combined	0	1	1	5	4	2.2

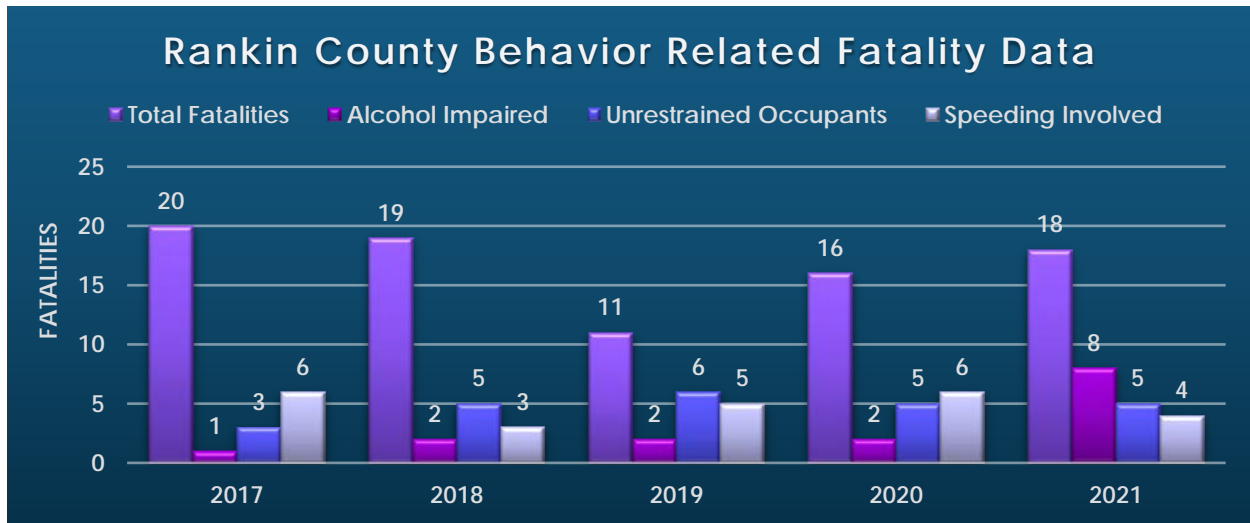
Table 4-8
Rankin County Non-Motorized Serious Injuries



*Data provided by the NHTSA, 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
07:00 - 07:59 AM	8.3%
05:00 - 05:59 PM	7.6%
12:00 - 12:59 PM	6.7%
04:00 - 04:59 PM	6.6%
03:00 - 03:59 PM	5.7%
06:00 - 06:59 PM	5.4%
TOTAL	40.3%

*Data provided by the MDOT and the MDPS

General Crash Statistics for Rankin County

80.8% of all crashes occurred under dry conditions
 76.6% of all crashes occurred under daylight conditions
 47.9% of all crashes occurred at intersections
 54.1% of intersection crashes involved a car being rear ended

Resources

Federal Highway Administration (FHWA)

Mississippi Department of Transportation (MDOT)

Mississippi Department of Public Safety (MDPS)

Mississippi Office of Highway Safety (MOHS)

National Highway Traffic Safety Administration (NHTSA)



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