CMPDD

PROMOTING REGIONAL EXCELLENCE SINCE 1968

CENTRAL MISSISSIPPI
PLANNING AND DEVELOPMENT DISTRICT

SAFE STREETS & ROADS FOR ALL (SS4A)

SAFETY ACTION PLAN

NEEL-SCHAFFER

"This correspondence and the information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C.407."

This SS4A Safety Action Plan is funded with a grant from the U.S. Department of Transportation and the Federal Highway Administration.

RESOLUTION OF THE
CENTRAL MISSISSIPPI PLANNING
AND DEVELOPMENT DISTRICT
BOARD OF DIRECTORS

WHEREAS, the Central Mississippi Planning and Development District (CMPDD) is a voluntary association of local governments whose intent is to find common solutions to problems and issues that go beyond any one political subdivision; and

WHEREAS, CMPDD is governed by a Board of Directors comprised of political, business, education, workforce development, and minority interests from each of the seven (7) counties in Central Mississippi including Copiah, Hinds, Madison, Rankin, Simpson, Warren, and Yazoo Counties; and

WHEREAS, planning for safe, accessible, and multimodal transportation options in the region is central to CMPDD's mission; and

WHEREAS, CMPDD's region had 549 fatal crashes and 1,825 serious injury crashes between 2018-2022; and

WHEREAS, among the 2,374 total fatal and serious injury crashes there were 235 pedestrian crashes and 22 bicycle crashes; and

WHEREAS, CMPDD received a planning grant through the U.S. Department of Transportation's Safe Streets and Roads for All discretionary grant program to develop a comprehensive Safety Action Plan for CMPDD's seven-county region; and

WHEREAS, the goal of the Safety Action Plan is to develop a holistic well-defined strategy to prevent roadway deaths and serious injuries; and

WHEREAS, CMPDD's Safety Action Plan is a data-driven, comprehensive, and actionable strategy developed utilizing the Safe System approach to assist CMPDD's region in considering a broader approach to improving transportation safety throughout the entire transportation network for all users; and

WHEREAS, the Safe System approach prioritizes the elimination of crashes that result in death and serious injuries by incorporating six key principles: Death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared among all stakeholders, safety is proactive, and redundancy is crucial in the transportation system; and

WHEREAS, the implementation of strategies identified in CMPDD's Safety Action Plan by its member jurisdictions will assist not only the U.S. Department of Transportation's vision of zero deaths and serious injuries on the nation's roadways, but the State of Mississippi's goal toward zero deaths and serious injuries by the year 2050; and

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors for the Central Mississippi Planning and Development District does hereby adopt the Central Mississippi Safety Action Plan and commits to a systematic approach to reducing transportation related serious injuries and deaths throughout CMPDD's seven-county region with a goal toward zero deaths and serious injuries on the region's transportation network by the year 2050.

THE FOREGOING RESOLUTION WAS ADOPTED BY THE BOARD OF DIRECTORS OF THE CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT ON MAY 8, 2024.

ATTEST:

Les Childress, Secretary Treasurer
CMPDD Board of Directors

William Banks, President,
CMPDD Board of Directors

Table of Contents

List of Tables

List of Figures

1.0 Introduction

The Central Mississippi Planning & Development District (CMPDD) was created in 1968 with the stated purpose "to assist with creative regional solutions to relevant and emerging issues for our participating governments".[1]

The CMPDD serves the governments within:

- Copiah County
- Hinds County
- Madison County
- Rankin County
- Simpson County
- Warren County
- Yazoo County

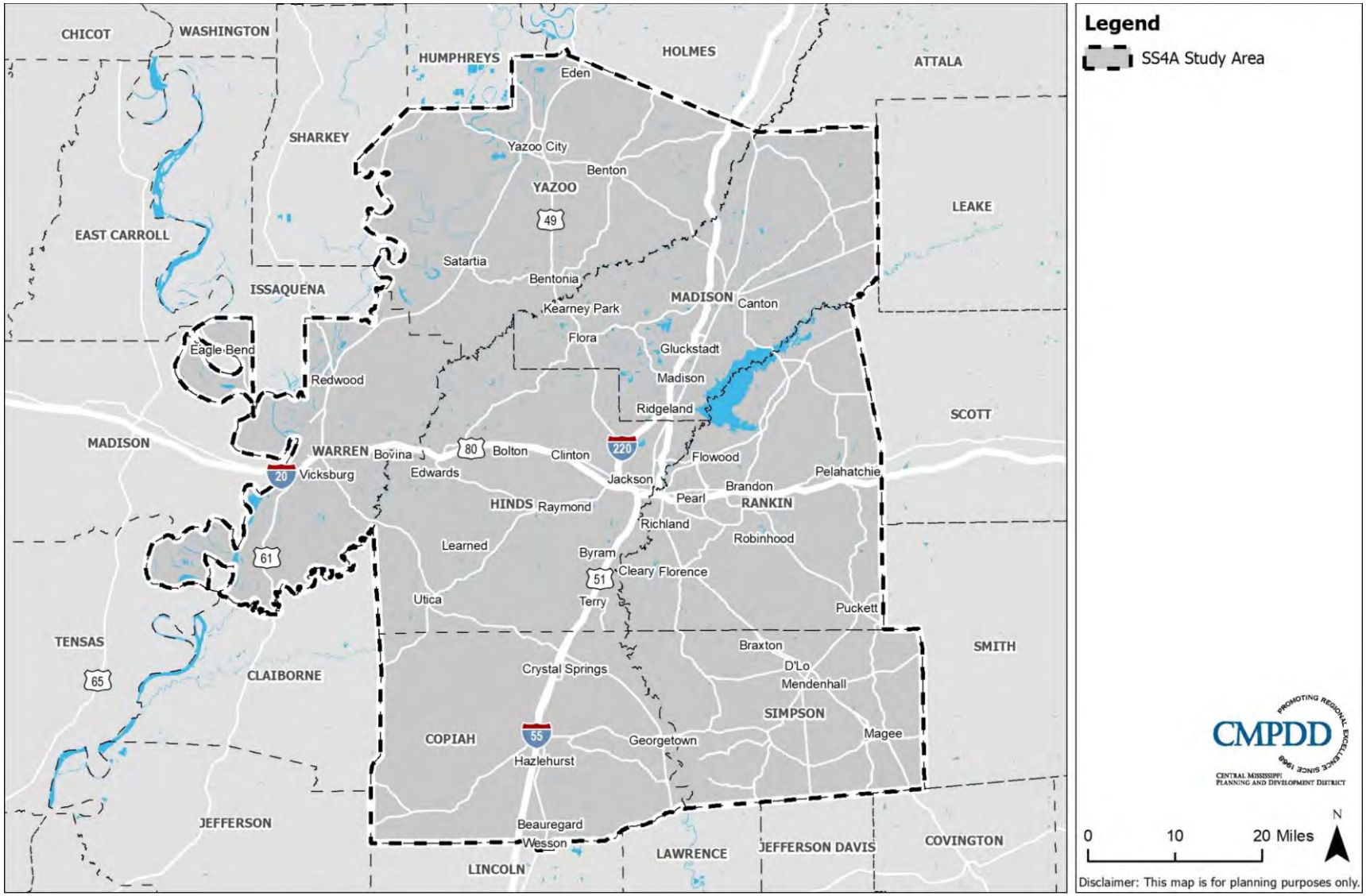
In September 2023, CMPDD began development of a comprehensive Safety Action Plan for safer streets and roadways across the member counties.

> "Development of the Safety Action Plan is the first step in identifying challenges and solutions to help make our roadways safer for everyone. The Safety Action Plan's purpose is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and project implementation focused on all users. This includes pedestrians, bicyclists, public transit users, and motorists."[2]

[1] CMPDD | Central Mississippi Planning & Development District

[2] Safety Action Plan (SS4A) | CMPDD

Figure 1.1: CMPDD Study Area Map



Source: Neel-Schaffer

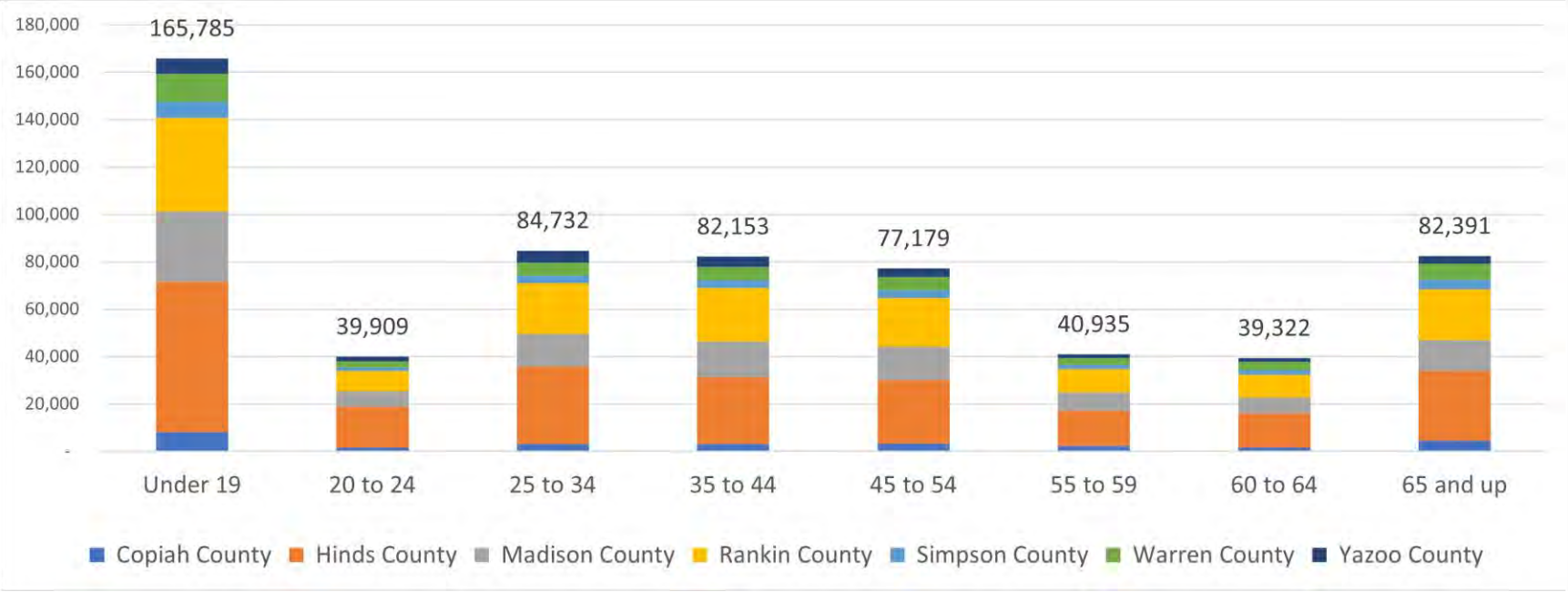
1.1 Demographic Profile

The Safety Action Plan (SAP) considers the needs of Transportation Disadvantaged Communities (TDC) and Areas of Persistent Poverty (APP), as required by the Federal Highway Administration (FHWA). It also incorporates an analysis of Environmental Justice (EJ) areas by analyzing 5-year American Community Survey (ACS) 2021 data to determine equity needs within the region, consistent with the data provided in the APP areas. This section displays the existing demographic makeup of the CMPDD counties.

Age/Race

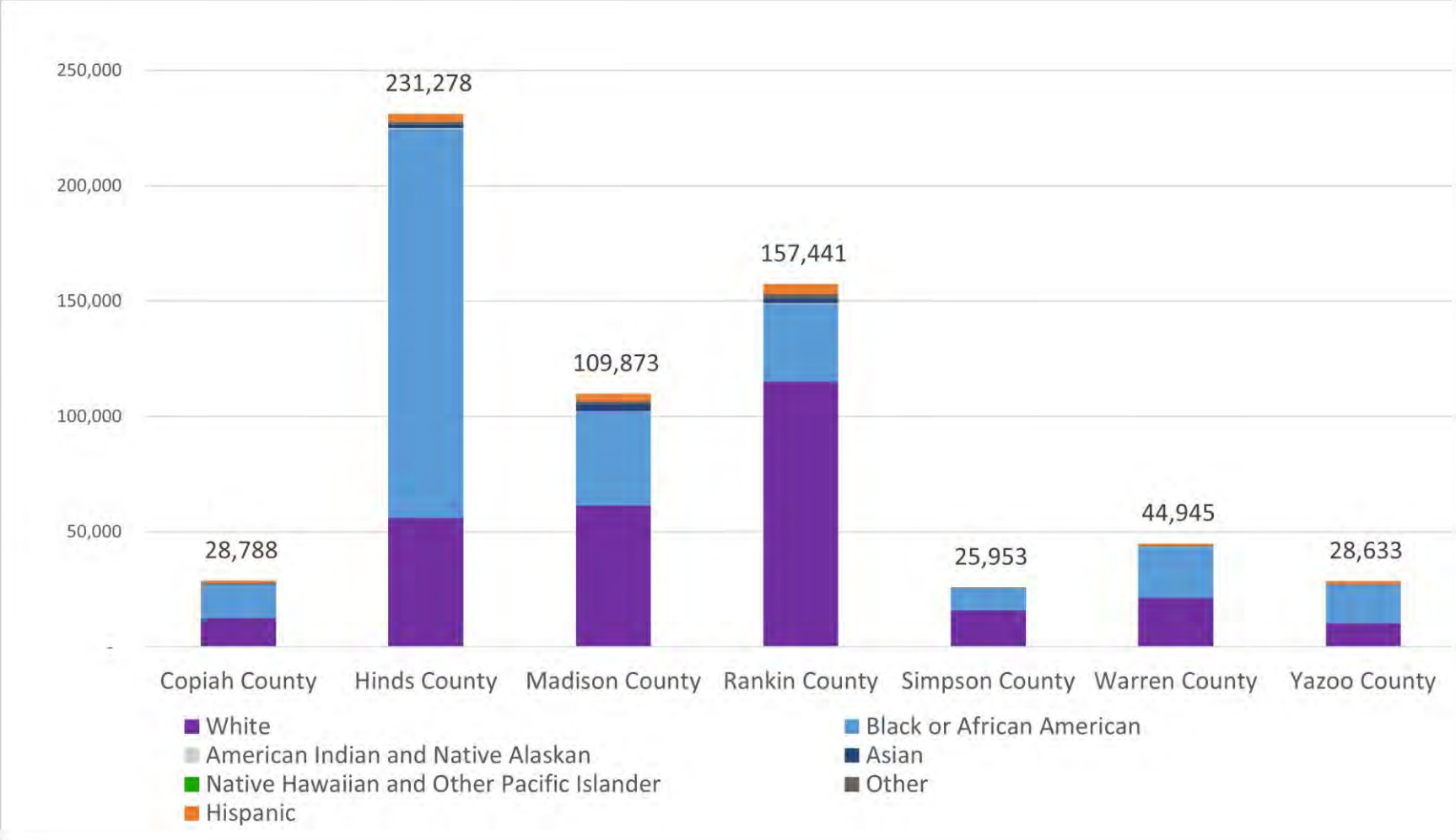
Within the CMPDD region, most residents are under 19 years old, as shown in **Figure 1.2**. **Figure 1.3** displays the counties mix of racial backgrounds.

Figure 1.2: Population by County and Age Group



Source: ACS 5-Year Estimates, 2021

Figure 1.3: Race by County and Age Group



Source: ACS 5-Year Estimates, 2021

Existing Travel Patterns

While only a portion of the total travel within the region, commuting patterns can provide insight into overall travel patterns. Data obtained from the ACS 2021 5-Year estimates shows that the travel time to work is relatively short within the planning area, with an average commute time of less than 30 minutes.

Most commuters in each county drove alone to work and an average of ten (10) percent carpooled. Walking, biking, or using public transit to commute to work was uncommon. All counties had a high level of commuters who drive alone. **Table 1.1** displays the commuting modes within the CMPDD.

These commuting trends carry significance as they can offer insights into possible equity and equality imbalances in transportation access and job opportunities in each county. Many residents within the counties choose to drive alone to work, with less utilization of carpooling, transit, or non-motorized transportation. This highlights that there may be potential difficulties faced by those without vehicle access or experiencing restrictions. It could result in unequal employment access, particularly for low-income people who depend more on public transit or shared transportation alternatives.

Recognizing the causes of differences in travel patterns can be vital for equity and equality analysis, as it can guide efforts to create a safer, inclusive, accessible transportation system.

Table 1.1: Commuting Modes within CMPDD

Mode	Copiah County	Hinds County	Madison County	Rankin County	Simpson County	Warren County	Yazoo County	CMPDD Region
Drive Alone	89%	81%	83%	85%	81%	89%	78%	230,548
Carpool	8%	11%	9%	8%	11%	6%	16%	26,602
Public Transportation	0%	1%	0%	0%	0%	1%	0%	995
Walk	1%	1%	1%	1%	2%	1%	0%	2,504
Work at Home	2%	5%	6%	5%	2%	2%	4%	12,883
Other	0%	1%	1%	1%	4%	1%	2%	2,429

Source: ACS 2021 5-Year Estimates

2.0 Existing Conditions Safety Data Review

2.1 Current Policies, Programs, and Activities

Existing Plans

The following plans were reviewed to determine their current impact on safety within the CMPDD region:

- I-55 Pedestrian Interstate Mobility Plan (2023)
- Central Mississippi Planning and Development District Work Program (2023-2024)
- 2045 Metropolitan Transportation Plan (2020), including the Executive Summary and 7 Technical Reports

I-55 PEDESTRIAN INTERSTATE MOBILITY PLAN (2023)

Plan Overview

The I-55 Pedestrian Interstate Mobility Plan evaluated the existing conditions and needs of pedestrians by identifying factors contributing to pedestrian activity along I-55 and assessing the existing pedestrian infrastructure in the area.

Goals and Objectives

The overall goal of the plan is to provide safe facilities for pedestrian movements along the corridor while deterring pedestrians crossing I-55 at grade.

Key Findings

- A prioritization process ranked the recommended improvements for each location for the purpose of strategically implementing safety and mobility improvements for vulnerable road users.
- A review of the Central Mississippi Planning and Development District's 2023-2026 Transportation Improvement Plan and 2045 Metropolitan Transportation Plan was conducted to identify proposed projects near or within the study area.

Recommendations for Transportation Safety

- Avoiding placement of crosswalks adjacent to the interstate may deter pedestrian activity in areas that are unsafe for pedestrians.
- The monetized value for roadway improvements does not include cost estimates for maintenance. Maintenance has a long-term effect on short-term improvements.
- The plan recommends coordinating short-term improvements with planned projects. This can take place as an interagency initiative.

CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT WORK PROGRAM (2023-2024)

Plan Overview

The CMPDD Work Program is a working document used to track activities, measure progress, and accumulate costs. It lists staff roles and programs, annual expenses, and sources of income.

Goals and Objectives

There are no identified goals in the document. However, the document outlines the general scope of work that will be performed by the staff of CMPDD for the fiscal year.

Key Findings

There is a dedicated budget for transportation planning.

Recommendations for Transportation Safety

- Maintain and update the SS4A Safety Action Plan

2045 METROPOLITAN TRANSPORTATION PLAN

Plan Overview

The 2045 Metropolitan Transportation Plan provides a background of the Metropolitan Transportation Plan and the regional Metropolitan Planning Organization that develops the plan, including an overview of existing conditions, future needs, and fiscally constrained projects to be implemented.

Goals and Objectives

The vision of the plan is for the Jackson region to have a seamlessly integrated transportation system that supports the sustainability and resilience of the region and connects residents, workers, and visitors to their desired destinations safely, conveniently, and efficiently regardless of their circumstances or abilities. The goals are to:

- Improve and expand transportation choices
- Improve safety and security
- Provide a reliable and high performing transportation system
- Support the economic vitality of the region
- Manage the relationship of transportation, community, and environment

Key Findings

- The Metropolitan Transportation Plan identifies goals, priorities, and projects for all modes of transportation. A project must be in this plan to receive federal funding.
- All urban areas with a population of 50,000 or greater are required to have a Metropolitan Planning Organization to conduct regional transportation planning.
- The planning process involves visioning, needs assessment, strategies and projects, a financial plan, and finalizing the plan.
- Roadway capacity projects are prioritized through project scoring based on congestion reduction, benefit cost ratio, safety benefits, bicycle and pedestrian benefits, freight benefits, and whether the project supports existing plans and protects the environment.
- The plan includes an implementation timeline and a goal to update the plan in the next 5 years.
- Future year models through 2045 were developed to forecast traffic and future transportation system needs.

Recommendations for Transportation Safety

- Collaborate across agencies to plan projects and stakeholder engagement

Existing Policies and Procedures

Access Management:

Access Management regulations are necessary in managing state highway and local roadway systems. These regulations promote safe and efficient movements for vehicles entering and exiting sites onto state or local roadway systems. Coordination between state and local access regulations is a vital component of ensuring efficient and safe operations between state-maintained highways and county/city-maintained roadways.

The Central Mississippi Planning & Development District (CMPDD) has no existing policies or procedures that address concerns of access management. As previously mentioned, coordination between state and local entities is a crucial component of creating a cohesive and safe roadway system. CMPDD should consider implementation of policies and procedures in the region to create a consistent access management system among the seven counties, ultimately improving safety and efficiency.

The Mississippi Department of Transportation (MDOT) has published the *Access Management Manual – Version 2.0 (February 2022)*, which highlights the importance of access management to control the

- location;
- spacing;
- design; and
- operation of driveways, median openings, interchanges, and street connections to roadways.

The manual seeks to do so for the purpose of maintaining the overall safety of the transportation system, minimize congestion, and minimize the number of crashes. MDOT's access management policy/program includes functional roadway classification, geometric design criteria, and traffic engineering analysis. The MDOT manual can be used as a guide for the CMPDD and component counties to create a cohesive access management policy throughout Central Mississippi.

Complete Streets:

The U.S. Department of Transportation describes Complete Streets as streets that are designed and operated to enable and support safe mobility for all users. This includes the consideration of multiple forms of transportation including roadways, sidewalks, bicycle paths, or public forms or transportation. Complete Street policies can be set at state, regional, and local levels and are usually supported using roadway design guidelines.

The CMPDD does not currently have a Complete Streets policy and most of the existing Complete Streets policies within the region have been created by individual cities. CMPDD can consider publishing a set of guidelines or ideals on what encompasses a Complete Streets policy for the counties in the region. This will provide local jurisdictions with a framework to build from, ultimately creating a system that benefits all Central Mississippi.

MDOT has published a fact sheet pertaining to the "Complete Streets" policy. The *Mississippi SRTS State Network Complete Streets Fact Sheet* encourages local, regional, or state level agencies to adopt a Complete Streets policy to ensure the design and implementation of safe and convenient

transportation systems for everyone, including pedestrians, bicyclists, drivers, and transit users. The document highlights safety, health, quality of life, access, and fiscal responsibility components that all play a major role in creating a cohesive transportation system outlined by the complete streets policy. The document can be used as a guide for the CMPDD in the creation of their own Complete Streets policy to encourage all counties/cities involved to be included in the process.

Subdivision Sidewalk Regulations:

Development of subdivisions within a community should include the implementation of pedestrian facilities to promote connectivity and safety within the development. This warrants well thought out standards and regulations for planning to encourage the production of cohesive sidewalk networks within the proposed subdivisions as well as to existing and proposed networks.

There are currently design requirements in place within the CMPDD region related to sidewalk placement and design as it pertains to subdivision development. Most of the member counties either have their own set of regulations in place or the individual cities have their own design standards in the form of ordinances regulating development of subdivisions. To promote connectivity and improve safety for all pedestrians it is encouraged that the CMPDD consider production of a set of regulations that can be used to unify the existing policies and serve as a guide for those counties and cities without a policy.

MDOT mentions certain criteria for sidewalk placement during various types of roadway projects in their published *Roadway Design Manual (2020)*. The manual does not specifically have a section dedicated to the design of sidewalks; however, it is mentioned throughout the manual. MDOT also provides links to the most current ADA standards for pedestrian facilities on their website for ease of access to design professionals and the public.

Work Zone Management/Requirements of Traffic Management Plans

As work zones often contribute to highway congestion it is important to establish work zone management plans at the local level to ensure efficient operations continue while work is taking place. While reviewing the existing policies and procedures it was noticed that some counties/cities within the region require the submittal of traffic control plans for review and approval. While this is beneficial to the individual cities and counties who implement this policy, it is encouraged that the CMPDD work with member counties to implement similar policies regarding work zone management to promote a more cohesive form of work zone management throughout Central Mississippi.

Additionally, MDOT does not have specific published policies or procedures related to work zone management but has a blog site called "drive smart". On the blog there is an informational piece on the importance of work zone safety. This blog gives an overview of some historic crash data pertaining to work zone incidents.

Emergency Response Time Goals vs. Actual

A crucial part of emergency response is the time that it takes for emergency responders to reach the call they are responding to. During the review of the Central Mississippi Planning & Development District's (CMPDD) policies and procedures there was no information given about emergency response times as far as goal times they would like to meet or historical actual times of emergency responders to arrive on scene. Upon review of the counties involved with the CMPDD it was mentioned that most time goals regarding emergency response were included in contracts with each individual department (i.e. fire, police, ambulance, etc.) and that the information of actual response times were not shared amongst the individual departments. It is encouraged that all emergency responders including the fire department, police department, and EMS, coordinate amongst their organizations to identify deficiencies in response time and develop strategies/policies to improve efficiency where necessary.

Incident Management/Traveler Information System

Incident Management pertains to protocols and procedures put in place to restore roadway capacity as quickly and efficiently as possible after traffic incidents occur. A well-established plan benefits not only emergency responders during traffic incidents, but also vehicle operators as the plans assist in reducing delays and improving safety. There is no specific mention of incident management protocols and procedures outlined by the region. Some of the member counties and cities within the region utilize a mass notification system for residents during emergencies such as road closures or severe weather. Implementation of an Incident Management Plan could greatly improve operations and safety for roadway users in Central Mississippi. Implementing the use of emergency alert systems and dynamic message signs through the CMPDD region would have the potential to reach a larger number of the population so that users remain well informed and can plan accordingly.

MDOT has mentioned incident management within their published *Intelligent Transportation System (ITS) Design Manual (2019)*. Incident management will be supported and improved upon through the implementation of "Video Detection Systems" (VDS), which is the use of mounted cameras above or along a roadway that is angled towards travel lanes configured to collect data. Incident management is also stated as an integral component of integrated corridor management and in maintaining public-private partnerships. As part of this design manual, dynamic message signs are encouraged for use to improve active traffic management. The manual also spells out specific functions required of the Dynamic Message Signs (DMS) to ensure ease of use in relaying information to the public. To ensure the DMS is implemented in the correct manner, MDOT has attached a checklist for "Dynamic Message Boards (DMS) Field Review". The checklist includes general placement criteria, placement on urban freeways, arterials, and highways, rural freeways and roadways, as well as vertical placement, sign view angle, and maintenance/sign access.

2.2 Crash Analysis

Within the CMPDD region, there were 549 fatal crashes and 1,825 serious injury crashes reported during the five-year analysis period. **Table 2.1** displays the fatal and serious crashes reported by year within the seven-county region.

The number of "suspected serious injury" crashes significantly increased from September 2019 onwards due to a revised definition of what constitutes a serious injury. The new definition, created to conform with the new criteria definitions set forth in the *National Highway Traffic Safety Administration's Model Minimum Uniform Crash Criteria* (MMUCC), 4th edition. The new definition was broadened to include injuries such as:

- severe lacerations;
- significant blood loss;
- broken or distorted extremities;
- crush injuries;
- significant burns;
- unconsciousness;
- paralysis; and/or
- suspected skull, chest, or abdominal injuries (excluding bruises or minor lacerations).

Crash Types

The most common crash types among the fatal and serious injury crashes reported in the five-year analysis period were run-off-road (36 percent), angle (14 percent), and rear-end (12 percent) crashes. **Table 2.1** presents the fatal and serious injury crashes reported during the five-year analysis window by crash type.

Table 2.1: Fatal and Suspected Serious Injury by Crash Type and Year

Crash Type	Year					Total (%)
	2018	2019	2020	2021	2022	
Run off Road - Right	40	75	125	115	145	**500 (21.0%)**
Run off Road - Left	32	33	96	94	100	**355 (14.9%)**
Angle	7	31	103	102	95	**338 (14.2%)**
Rear end slow or stop	22	55	79	75	65	**296 (12.5%)**
Pedestrian	29	39	60	59	48	**235 (9.9%)**
Left turn same roadway	14	19	52	64	37	**186 (7.8%)**
Head on	13	16	41	36	29	**135 (5.7%)**
Sideswipe	6	16	30	23	29	**104 (4.4%)**
Opposite Direction Sideswipe	3	8	19	16	16	**62 (2.6%)**
Run off Road - Straight	1	5	11	7	2	**26 (1.1%)**
Overturn	3	3	6	10	4	**26 (1.1%)**
Bicycle	2	4	6	5	5	**22 (0.9%)**
Parked vehicle	0	2	7	9	3	**21 (0.9%)**
Fell from vehicle	1	1	1	6	2	**11 (0.5%)**
Deer	2	4	2	0	3	**11 (0.5%)**
Other in road	1	2	2	1	5	**11 (0.5%)**
Unknown	0	0	1	4	3	**8 (0.3%)**
Train	1	2	2	2	1	**8 (0.3%)**
Fixed Object	0	1	0	2	4	**7 (0.3%)**
Animal	0	1	1	2	0	**4 (0.2%)**
Rear end turn	0	0	1	0	2	**3 (0.1%)**
Other	0	0	0	0	3	**3 (0.1%)**
Other Object	0	0	0	2	0	**2 (0.1%)**
Total	**177**	**317**	**645**	**634**	**601**	**2,374**

Source: MDOT, 2023

Environmental Circumstances

The environmental circumstances contributing to crashes can be helpful in determining potential areas for improvement within the roadway network. Environmental circumstances such as lighting and weather/surface conditions were evaluated for the fatal and serious crashes reported during the analysis period.

Approximately 22 percent of fatal and serious injury crashes were identified as 'dark-not lighted' indicating that there was no street or intersection lighting present at the time of the crash. Additionally, about 15 percent of fatal and serious injury crashes reported in the region occurred with wet surface conditions. **Table 2.2** presents the contributing circumstances as reported during the five-year analysis period.

Table 2.2: Fatal and Suspected Serious Injury Crashes by Contributing Circumstances

Lighted Conditions	Year					Total (%)
	2018	2019	2020	2021	2022	
Daylight	90	140	333	336	328	**1,227 (51.7%)**
Dark - Not lighted	45	88	134	120	127	**514 (21.6%)**
Dark - Lighted	36	74	134	138	122	**504 (21.2%)**
Dawn/Dusk	3	9	27	33	18	**90 (3.8%)**
Dark - Unknown Lighting	0	3	15	6	5	**29 (1.2%)**
Undefined	3	3	0	0	0	**6 (0.3%)**
Unknown	0	0	2	1	1	**4 (0.2%)**
Total	**177**	**317**	**645**	**634**	**601**	**2,374**
Surface Conditions	**Year**					**Total (%)**
	2018	**2019**	**2020**	**2021**	**2022**	
Dry	138	263	536	532	513	**1,982 (83.5%)**
Wet	38	49	97	90	83	**357 (15.0%)**
Ice/Frost	1	1	0	7	1	**10 (0.4%)**
Mud, Dirt, Gravel	0	2	2	3	1	**8 (0.3%)**
Water (Standing, Moving)	0	1	5	0	2	**8 (0.3%)**
Unknown	0	1	2	0	1	**4 (0.2%)**
Other	0	0	3	0	0	**3 (0.1%)**
Snow	0	0	0	1	0	**1 (<0.1%)**
Slush	0	0	0	1	0	**1 (<0.1%)**
Total	**177**	**317**	**645**	**634**	**601**	**2,374**

Source: MDOT, 2023

Temporal Patterns

The fatal and serious injury crashes in the CMPDD region were also evaluated for temporal patterns. Crashes were compared by month of the year, day of the week, and hour of the day.

Figure 2.1 illustrates the monthly trends in crashes across the seven-county region. The spring and late fall months, particularly October, were the most common times of year for crashes. In contrast, the winter and summer months, especially January and February, have historically seen fewer crashes compared to the rest of the year.

Figure 2.2 presents the number of fatal and severe crashes that occurred within the CMPDD for each day of the week. The data indicates that, in general, more crashes occur on Fridays and Saturdays with fewer crashes occuring Monday through Wednesday. While this trend holds true for the overall CMPDD, Mondays in Hinds County have the second highest number of fatal and severe crashes per week.

Figure 2.1: Fatal and Suspected Serious Injury Crashes by Month, 2018-2022

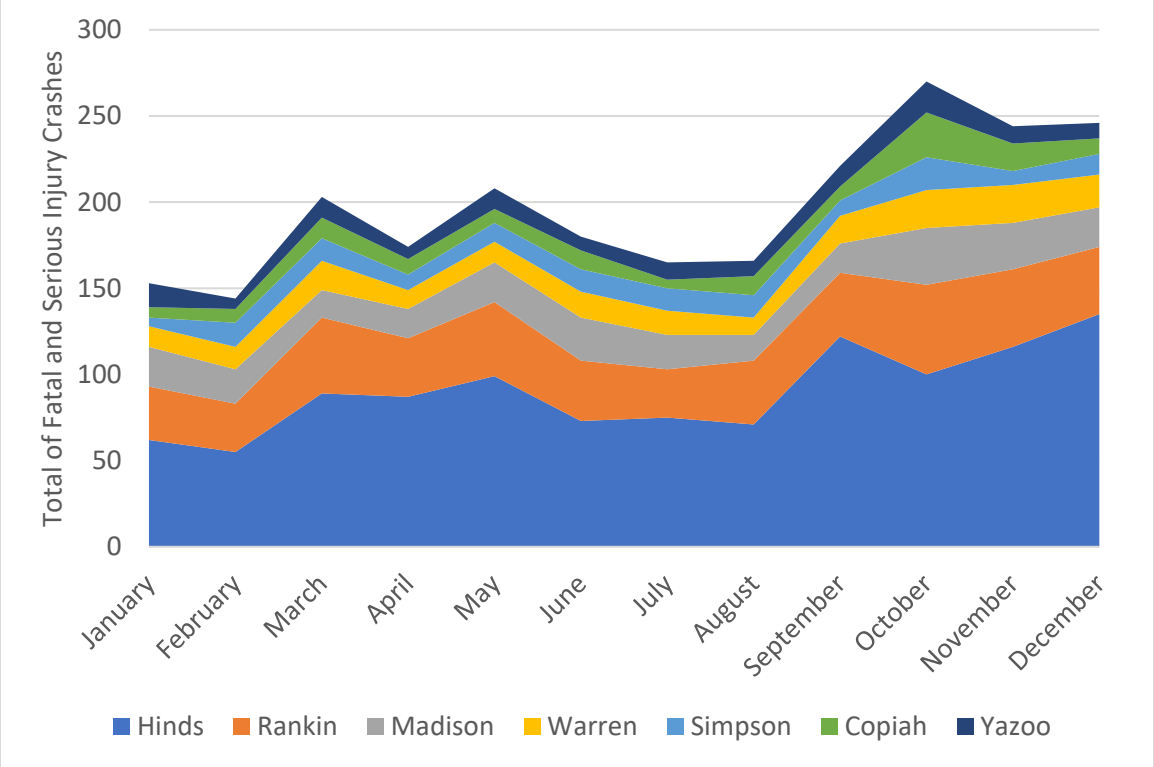


Figure 2.2: Fatal and Suspected Serious Injury Crashes by Day of Week

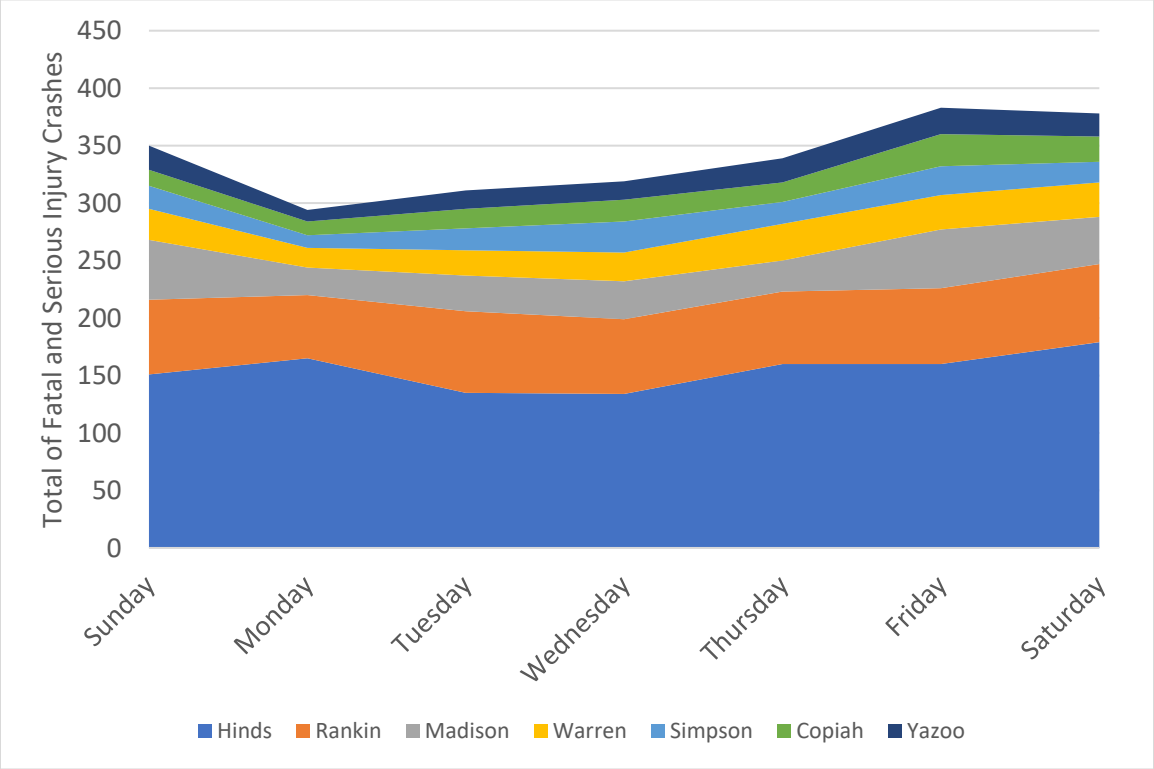
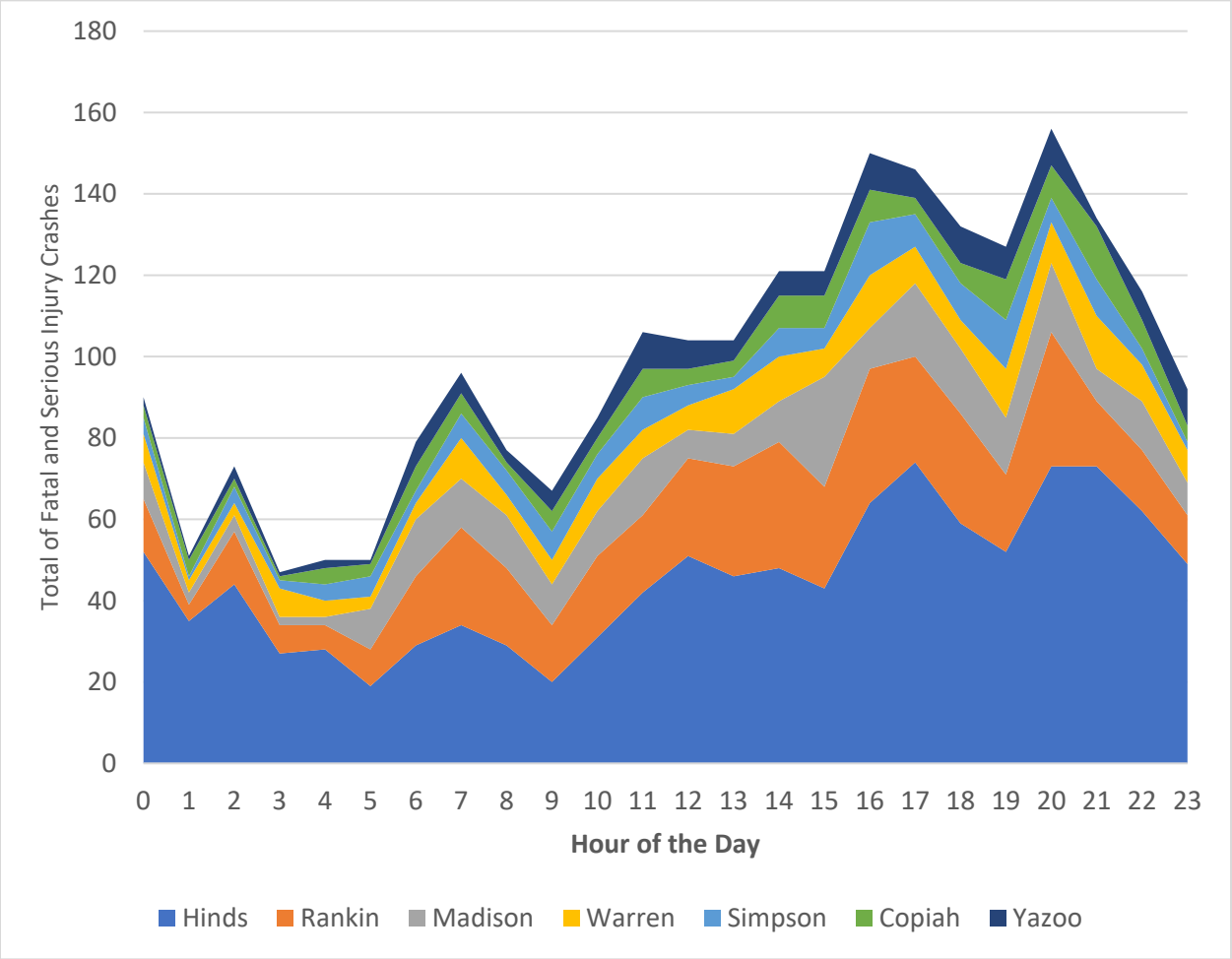


Figure 2.3 presents the number of crashes that occur per hour of the day. More crashes tend to occur in the late afternoon and early evening hours of the day. The 8 p.m. to 9 p.m. interval saw the highest crash occurrence. The next highest period occurs between 4 p.m. and 6 p.m., which roughly corresponds with the evening peak hour period.

Figure 2.3: Fatal and Suspected Serious Injury Crashes by Time of Day, 2018-2022



DUI

Of the 2,374 reported fatal and serious injury crashes in the CMPDD region, 254 crashes were DUI involved crashes. The most populous counties, Hinds and Rankin, saw the highest number of DUI crashes. **Table 2.3** displays the DUI involved crashes over the five-year period.

Table 2.3: All Crashes Involving DUI, 2018-2022

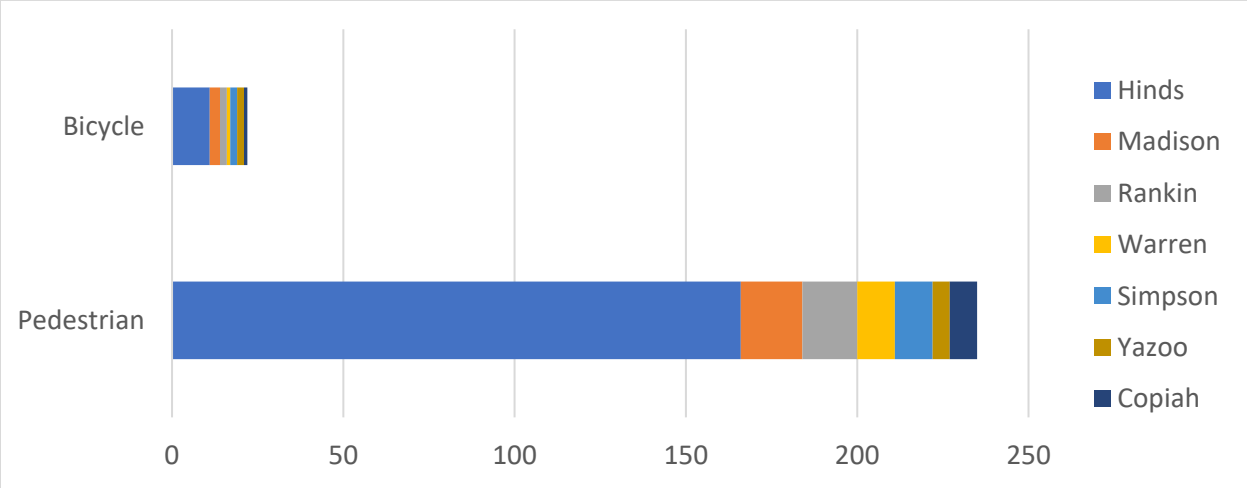
County	Population (2020 Census)	Alcohol Sales	Medical Cannabis	DUI Fatal and Serious Injury Crashes					
				2018	2019	2020	2021	2022	Total
Hinds	227,742	Countywide Yes	County Yes Some Cities No	1	13	29	36	32	**111**
Rankin	157,031	Countywide Yes	County Yes Some Cities No	4	3	7	15	20	**49**
Warren	44,722	Countywide Yes	Countywide Yes	2	0	14	6	5	**27**
Madison	109,145	Countywide Yes	County No Some Cities Yes	3	2	4	5	9	**23**
Simpson	25,949	County No Some Cities Yes	Countywide Yes	4	2	4	3	3	**16**
Copiah	28,368	County No Some Cities Yes	County Yes Some Cities No	0	3	2	3	7	**15**
Yazoo	26,743	Countywide Yes	Countywide Yes	0	0	2	4	7	**13**
Total				**14**	**23**	**62**	**72**	**83**	**254**

Source: MDOT, 2023

Pedestrian and Bicycle Crash Summary

During the five-year analysis period, there were 235 fatal or serious injury pedestrian crashes and 22 fatal or serious injury bicycle crashes recorded within the CMPDD region. Among pedestrian-involved crashes, there were 97 fatal crashes and 138 suspected serious injury crashes. Bicycle-involved crashes included 9 fatal crashes and 13 suspected serious injury crashes. Very few of the fatal or serious injury pedestrian crashes and bicycle crashes within the region were attributed to the involvement of alcohol: 25 pedestrian crashes and no bicycle crashes. **Figure 2.4** provides a breakdown of pedestrian and bicycle crashes by county.

Figure 2.4: Bicycle/Pedestrian Fatal and Suspected Serious Injury Crashes, 2018-2022



The highest number of pedestrian-involved crashes resulting in fatalities or suspected serious-injuries occurred along:

- I-55 in Hinds County, 16 fatalities and 8 suspected serious injuries.
- I-55 Frontage Roads in Hinds County, 6 fatalities and 8 suspected serious-injuries.

Along the I-55 corridor, an additional 2 crashes were reported in Madison County and another 3 in Copiah County. Other routes of note included US 80 in Hinds County (17 pedestrian and 1 bicycle severe/fatal crashes) and US 49 in Hinds, Simpson, and Yazoo counties (10 pedestrian and 2 bicycle severe/fatal crashes).

Many of the pedestrian crashes, approximately two-thirds occurred under dark conditions, whereas only 48 percent of the bicycle crashes occurred under dark conditions. **Table 2.4** summarizes the lighting and surface conditions for fatal and suspected serious injury pedestrian and bicycle crashes.

Table 2.4: Pedestrian/Bicycle Fatal and Suspected Serious Injury Crashes, 2018-2022- Lighting and Surface Conditions

	Dry	Wet	Ice	Water Standing/ Moving	Snow	Mud, Dirt, Gravel	Total
Pedestrians							
Daylight	62	4	0	0	1	1	**68**
Dawn/Dusk	5	2	0	0	0	0	**7**
Dark – Not Lighted	54	10	1	1	0	0	**66**
Dark – Lighted	76	10	1	0	0	0	**87**
Dark – Unknown Lighting	5	1	0	0	0	0	**6**
Undefined	1	0	0	0	0	0	**1**
Total	**203**	**27**	**2**	**1**	**1**	**1**	**235**
Bicycles							
Daylight	6	1	0	0	0	0	**7**
Dawn/Dusk	3	1	0	0	0	0	**4**
Dark – Not Lighted	5	1	0	0	0	0	**6**
Dark – Lighted	3	1	0	0	0	0	**4**
Dark – Unknown Lighting	0	0	0	0	0	0	**0**
Undefined	1	0	0	0	0	0	**1**
Total	**18**	**4**	**0**	**0**	**0**	**0**	**22**

Source: MDOT, 2023

County Crash Summaries

The historical crash data for each of the CMPDD's seven counties was reviewed to identify crash trends and patterns specific to each county.

Copiah County

Of the fatal and serious injury crashes in the CMPDD region, 129 were reported in Copiah County. The most common crash types within the county were run-off road crashes, 40 to the right and 35 to the left. Nearly half of the fatal and serious injury crashes in Copiah County occurred under dark conditions, including dawn and dusk, and only six percent were coded as 'dark–lighted,' indicating that lighting was present for most crashes that occurred under dark conditions. Twelve percent were DUIs, and twenty percent of crashes occurred with wet surface conditions.

Table 2.5: Copiah County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Run off Road - Right	4	10	7	9	10	**40**
Run off Road - Left	2	2	6	8	17	**35**
Angle	0	2	5	3	1	**11**
Rear end slow or stop	2	0	4	2	1	**9**
Pedestrian	1	1	0	3	3	**8**
Opposite Direction Sideswipe	0	1	2	3	2	**8**
Left turn same roadway	0	0	2	1	3	**6**
Head on	2	1	1	0	0	**4**
Sideswipe	1	1	0	0	0	**2**
Train	0	1	1	0	0	**2**
Overturn	0	0	0	1	1	**2**
Deer	0	1	0	0	0	**1**
Bicycle	0	1	0	0	0	**1**
Total	**12**	**21**	**28**	**30**	**38**	**129**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	10	10	12	13	19	**64**
Dawn/Dusk	0	0	3	1	2	**6**
Dark – Lighted	1	2	2	1	2	**8**
Dark – Not Lighted	1	8	11	14	14	**48**
Dark – Unknown Lighted	0	0	0	0	1	**1**
Unknown	0	1	0	1	0	**2**
Total	**12**	**21**	**28**	**30**	**38**	**129**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	0	3	2	3	7	**15**
No	12	11	25	27	31	**106**
Unknown	0	7	1	0	0	**8**
Total	**12**	**21**	**28**	**30**	**38**	**129**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	7	20	22	25	28	**102**
Wet	5	1	5	5	10	**26**
Ice/Frost	0	0	0	0	0	**0**
Water (standing/moving)	0	0	0	0	0	**0**
Mud/Dirt/Gravel	0	0	0	0	0	**0**
Slush/Snow	0	0	0	0	0	**0**
Other	0	0	1	0	0	**1**
Unknown	0	0	0	0	0	**0**
Total	**12**	**21**	**28**	**30**	**38**	**129**

Source: MDOT, 2023

Hinds County

Of the fatal and serious injury crashes in the CMPDD region, over 45 percent occurred in Hinds County. The 1,084 crashes in Hinds County saw a prevalence, in terms of crash types, of "Run off Road-Right" (174 crashes), "Angle" (168 crashes), and "Pedestrian" (166 crashes). Over half of crashes (589 incidents) occurred under dark-lighted, dark-unlighted, dark – unknown lighted or dawn/dusk conditions. Most of these crashes, 371, happened in areas with lighting.

Table 2.6: Hinds County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Run off Road – Right	10	32	42	31	59	**174**
Angle	4	13	45	54	52	**168**
Pedestrian	20	27	47	41	31	**166**
Rear end slow or stop	8	27	41	46	25	**147**
Run off Road – Left	11	10	33	36	34	**124**
Left-turn Same Roadway	5	6	25	29	14	**79**
Head on	3	12	20	13	11	**59**
Sideswipe	4	11	18	14	12	**59**
Opposite Direction Sideswipe	2	2	7	6	6	**23**
Parked Vehicle	0	2	7	6	3	**18**
Run off Road – Straight	0	5	7	2	2	**16**
Bicycle	0	2	3	3	3	**11**
Overturn	1	0	4	2	2	**9**
Fell from Vehicle	0	1	1	3	0	**5**
Train	1	0	1	2	1	**5**
Unknown	0	0	0	3	2	**5**
Other in Road	1	2	1	0	0	**4**
Fixed Object	0	0	0	1	2	**3**
Deer	0	2	1	0	0	**3**
Rear-end turn	0	0	1	0	1	**2**
Other Object	0	0	0	2	0	**2**
Animal	0	0	1	0	0	**1**
Other	0	0	0	0	1	**1**
Total	**70**	**154**	**305**	**294**	**261**	**1,084**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	1	13	29	36	32	**111**
No	69	88	271	257	228	**913**
Unknown	0	53	5	1	1	**60**
Total	**70**	**154**	**305**	**294**	**261**	**1,084**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	31	56	137	132	136	**492**
Dawn/Dusk	1	3	10	18	7	**39**
Dark – Lighted	24	57	106	103	81	**371**
Dark – Not Lighted	13	34	41	37	34	**159**
Dark – Unknown Lighted	0	2	11	4	3	**20**
Unknown	1	2	0	0	0	**3**
Total	**70**	**154**	**305**	**294**	**261**	**1,084**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	55	130	261	251	225	**922**
Wet	15	22	40	36	34	**147**
Ice/Frost	0	1	0	3	0	**4**
Water (standing/moving)	0	0	1	0	1	**2**
Mud/Dirt/Gravel	0	1	1	3	0	**5**
Slush/Snow	0	0	0	1	0	**1**
Other	0	0	2	0	0	**2**
Unknown	0	0	0	0	1	**1**
Total	**70**	**154**	**305**	**294**	**261**	**1,084**

Source: MDOT, 2023

Madison County

There were 259 fatal and suspected serious injury crashes within Madison County during the five-year analysis period. The most common crash types in Madison County were run-off road crashes, with 66 cases involving vehicles running off the road to the right and 54 cases involving vehicles running off to the left. Rear-end slow or stop crashes and angle crashes accounted for 26 incidents each. Approximately 41 percent of these fatal and serious injury crashes occurred under dark conditions, including dawn and dusk, with a total of 107 incidents. Only 33 crashes were coded as 'dark–lighted,' indicating that lighting was present.

Table 2.7: Madison County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Run off Road – Right	7	10	21	9	19	**66**
Run off Road – Left	7	5	11	19	12	**54**
Rear end slow or stop	4	4	5	4	9	**26**
Angle	0	1	8	7	10	**26**
Left-turn Same Roadway	2	4	6	5	4	**21**
Pedestrian	2	6	1	5	4	**18**
Head on	1	1	5	3	4	**14**
Sideswipe	0	1	3	1	6	**11**
Opposite Direction Sideswipe	1	1	2	1	3	**8**
Overturn	0	1	0	3	0	**4**
Bicycle	1	0	1	1	0	**3**
Deer	1	0	0	0	1	**2**
Run off Road – Straight	0	0	1	0	0	**1**
Unknown	0	0	0	1	0	**1**
Fell from Vehicle	0	0	0	1	0	**1**
Animal	0	0	0	1	0	**1**
Parked Vehicle	0	0	0	1	0	**1**
Other	0	0	0	0	1	**1**
Total	**26**	**34**	**64**	**62**	**73**	**259**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	3	2	4	5	9	**23**
No	23	25	59	57	64	**228**
Unknown	0	7	1	0	0	**8**
Total	**26**	**34**	**64**	**62**	**73**	**259**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	13	16	39	41	41	**150**
Dawn/Dusk	1	2	5	4	4	**16**
Dark – Lighted	5	4	3	9	12	**33**
Dark – Not Lighted	5	12	16	8	16	**57**
Dark – Unknown Lighted	0	0	1	0	0	**1**
Unknown	2	0	0	0	0	**2**
Total	**26**	**34**	**64**	**62**	**73**	**259**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	19	22	54	53	66	**214**
Wet	7	12	8	9	6	**42**
Ice/Frost	0	0	0	0	0	**0**
Water (standing/moving)	0	0	2	0	1	**3**
Mud/Dirt/Gravel	0	0	0	0	0	**0**
Slush/Snow	0	0	0	0	0	**0**
Other	0	0	0	0	0	**0**
Unknown	0	0	0	0	0	**0**
Total	**26**	**34**	**64**	**62**	**73**	**259**

Source: MDOT, 2023

Rankin County

There were 453 reported fatal and suspected serious injury crashes in Rankin County for the years 2018 through 2022. Among these, run off the road crashes, right, left, and straight, represented approximately 39 percent of these crashes. Angle, rear-end slow/stop, and left-turn same roadway crashes accounted for an additional 41 percent of the reported crashes. Approximately 39% of the fatal and serious injury crashes occurred under dark conditions, including dawn and dusk, with a total of 177 crashes.

Table 2.8: Rankin County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Run off Road – Right	9	12	22	28	27	**98**
Run off Road – Left	6	8	24	14	23	**75**
Angle	1	8	25	20	15	**69**
Rear end slow or stop	4	13	14	14	20	**65**
Left-turn Same Roadway	5	6	13	21	9	**54**
Head on	3	1	6	9	3	**22**
Sideswipe	0	3	5	7	7	**22**
Pedestrian	2	1	5	4	4	**16**
Opposite Direction Sideswipe	0	1	2	3	4	**10**
Run off Road – Straight	0	0	2	2	0	**4**
Overturn	1	1	1	1	0	**4**
Fixed Object	0	0	0	1	2	**3**
Fell from Vehicle	1	0	0	0	1	**2**
Unknown	0	0	1	0	1	**2**
Bicycle	1	0	1	0	0	**2**
Parked Vehicle	0	0	0	2	0	**2**
Other in Road	0	0	1	1	0	**2**
Other	0	0	0	0	1	**1**
Total	**33**	**54**	**122**	**127**	**117**	**453**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	4	3	7	15	20	**49**
No	29	37	115	112	95	**388**
Unknown	0	14	0	0	2	**16**
Total	**33**	**54**	**122**	**127**	**117**	**453**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	18	32	79	80	67	**276**
Dawn/Dusk	0	3	5	7	2	**17**
Dark – Lighted	2	6	9	11	14	**42**
Dark – Not Lighted	13	12	27	28	34	**114**
Dark – Unknown Lighted	0	1	2	1	0	**4**
Unknown	0	0	0	0	0	**0**
Total	**33**	**54**	**122**	**127**	**117**	**453**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	29	48	95	106	94	**372**
Wet	4	5	27	20	22	**78**
Ice/Frost	0	0	0	0	1	**1**
Water (standing/moving)	0	0	0	0	0	**0**
Mud/Dirt/Gravel	0	1	0	0	0	**1**
Slush/Snow	0	0	0	1	0	**1**
Other	0	0	0	0	0	**0**
Unknown	0	0	0	0	0	**0**
Total	**33**	**54**	**122**	**127**	**117**	**453**

Source: MDOT, 2023

Simpson County

There were 139 fatal and suspected serious injury crashes in Simpson County during the five-year analysis period. The most common crashes in Simpson County were run-off road right and angle crashes, or approximately 27 and 22 percent, respectively. There were 42 reported crashes in dark, not-lighted conditions compared to 10 crashes having occurred under dark, lighted conditions.

Table 2.9: Simpson County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Run off Road – Right	2	7	11	11	7	**38**
Angle	2	5	10	6	7	**30**
Rear end slow or stop	2	4	6	2	3	**17**
Left-turn Same Roadway	2	1	8	3	2	**16**
Pedestrian	3	1	2	2	3	**11**
Head on	1	0	1	6	1	**9**
Left-turn Same Roadway	0	0	2	2	3	**7**
Bicycle	0	0	0	1	1	**2**
Run off Road – Straight	1	0	0	1	0	**2**
Fell from Vehicle	0	0	0	0	1	**1**
Rear-end Turn	0	0	0	0	1	**1**
Fixed Object	0	1	0	0	0	**1**
Animal	0	1	0	0	0	**1**
Sideswipe	1	0	0	0	0	**1**
Other in Road	0	0	0	0	1	**1**
Opposite Direction Sideswipe	0	1	0	0	0	**1**
Total	**14**	**21**	**40**	**34**	**30**	**139**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	4	2	4	3	3	**16**
No	10	13	35	30	27	**115**
Unknown	0	6	1	1	0	**8**
Total	**14**	**21**	**40**	**34**	**30**	**139**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	6	12	24	21	18	**81**
Dawn/Dusk	0	0	1	2	0	**3**
Dark – Lighted	3	1	3	0	3	**10**
Dark – Not Lighted	5	8	11	10	8	**42**
Dark – Unknown Lighted	0	0	0	1	1	**2**
Unknown	0	0	1	0	0	**1**
Total	**14**	**21**	**40**	**34**	**30**	**139**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	11	14	33	25	24	**107**
Wet	3	6	6	8	5	**28**
Ice/Frost	0	0	0	1	0	**1**
Water (standing/moving)	0	1	0	0	0	**1**
Mud/Dirt/Gravel	0	0	0	0	1	**1**
Slush/Snow	0	0	0	0	0	**0**
Other	0	0	0	0	0	**0**
Unknown	0	0	1	0	0	**1**
Total	**14**	**21**	**40**	**34**	**30**	**139**

Source: MDOT, 2023

Warren County

There were 183 reported fatal and suspected serious injury crashes in Warren County from 2018 through 2022. The most common crash type was run-off the road with 49 crashes departing to the right and 32 crashes departing to the left. These crashes represent approximately 44 percent of all crashes. Nearly 30 percent of all crashes occurred under dark, not lighted conditions.

Table 2.10: Warren County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Run off Road – Right	7	3	13	16	10	**49**
Run off Road – Left	2	3	10	9	8	**32**
Rear-end Slow or Stop	1	3	6	4	4	**18**
Angle	0	1	4	5	8	**18**
Left-turn Same Roadway	0	3	1	5	4	**13**
Head-on	2	0	4	1	5	**12**
Pedestrian	1	1	4	3	2	**11**
Sideswipe	0	0	4	1	2	**7**
Opposite Direction Sideswipe	0	1	4	1	1	**7**
Deer	1	0	1	0	2	**4**
Overturn	1	0	0	2	0	**3**
Other in Road	0	0	0	0	3	**3**
Run off Road – Straight	0	0	1	1	0	**2**
Fell from Vehicle	0	0	0	2	0	**2**
Animal	0	0	0	1	0	**1**
Bicycle	0	0	1	0	0	**1**
Total	**15**	**15**	**53**	**51**	**49**	**183**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	2	0	14	6	5	**27**
No	13	7	39	44	44	**147**
Unknown	0	8	0	1	0	**9**
Total	**15**	**15**	**53**	**51**	**49**	**183**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	9	6	22	27	28	**92**
Dawn/Dusk	1	0	2	1	1	**5**
Dark – Lighted	1	3	9	8	8	**29**
Dark – Not Lighted	4	6	18	15	11	**54**
Dark – Unknown Lighted	0	0	1	0	0	**1**
Unknown	0	0	1	0	1	**2**
Total	**15**	**15**	**53**	**51**	**49**	**183**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	11	13	43	43	43	**153**
Wet	3	2	7	7	6	**25**
Ice/Frost	1	0	0	1	0	**2**
Water (standing/moving)	0	0	1	0	0	**1**
Mud/Dirt/Gravel	0	0	1	0	0	**1**
Slush/Snow	0	0	0	0	0	**0**
Other	0	0	0	0	0	**0**
Unknown	0	0	1	0	0	**1**
Total	**15**	**15**	**53**	**51**	**49**	**183**

Source: MDOT, 2023

Yazoo County

Within Yazoo County, 127 fatal and serious injury crashes occurred during the five-year analysis period. Most of these crashes were run off the road and angle crashes. Run off the road crashes accounted for about 43 percent of crashes with 35 departures to the right and 19 departures to the left. Angle crashes accounted for an additional 13 percent of fatal and serious crashes. Additionally, nearly a third of crashes occurred under dark, not lighted conditions.

Table 2.11: Yazoo County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Run off Road – Right	1	1	9	11	13	**35**
Run off Road – Left	2	4	4	5	4	**19**
Angle	0	1	6	7	2	**16**
Head-on	1	1	4	4	5	**15**
Rear-end Slow or Stop	1	4	3	3	3	**14**
Left-turn Same Roadway	2	0	3	1	0	**6**
Pedestrian	0	2	1	1	1	**5**
Opposite Direction Sideswipe	0	1	2	2	0	**5**
Overturn	0	1	1	1	1	**4**
Sideswipe	0	0	0	0	2	**2**
Bicycle	0	1	0	0	1	**2**
Train	0	1	0	0	0	**1**
Deer	0	1	0	0	0	**1**
Other in Road	0	0	0	0	1	**0**
Run off Road - Straight	0	0	0	1	0	**1**
Total	**7**	**18**	**33**	**36**	**33**	**127**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	0	0	2	4	7	**13**
No	7	9	29	32	26	**103**
Unknown	0	9	2	0	0	**11**
Total	**7**	**18**	**33**	**36**	**33**	**127**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	3	8	20	22	19	**72**
Dawn/Dusk	0	1	1	0	2	**4**
Dark – Lighted	0	1	2	6	2	**11**
Dark – Not Lighted	4	8	10	8	10	**40**
Dark – Unknown Lighted	0	0	0	0	0	**0**
Unknown	0	0	0	0	0	**0**
Total	**7**	**18**	**33**	**36**	**33**	**127**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	6	16	28	29	33	**112**
Wet	1	1	4	5	0	**11**
Ice/Frost	0	0	0	2	0	**2**
Water (standing/moving)	0	0	1	0	0	**1**
Mud/Dirt/Gravel	0	0	0	0	0	**0**
Slush/Snow	0	0	0	0	0	**0**
Other	0	0	0	0	0	**0**
Unknown	0	1	0	0	0	**1**
Total	**7**	**18**	**33**	**36**	**33**	**127**

Source: MDOT, 2023

2.3 High Injury Network

The High-Injury Network (HIN) analysis identifies locations with historical safety concerns to guide local investments in infrastructure and safety programming. Two separate HINs were developed for each county and region:

- one focused on all roadway users
- one focused on vulnerable road users (bicyclists and pedestrians).

Each HIN consists of roadway segments and intersections that experience the highest crash frequency of fatal and serious injury crashes. **Figure 2.5** through **Figure 2.20** display the HINs within the CMPDD region.

Segment Analysis

The segment analysis identified the top 25 segments, in each county, within the study area with the highest frequency of fatal and serious injury crashes. The following process was used to determine those segments:

1. Segments with at least one fatal and/or serious injury crash were sorted based on the number of fatal and/or serious injury crashes.
2. While maintaining the order of fatal and serious injury crash frequencies, segments were then sorted based on the number of total injury crashes (this included all injury classifications).
3. Segments were then sorted based on the total number of crashes, while maintaining the order established in the prior steps.

Intersection Analysis

The intersections analysis identified the top 25 intersections in each county with the highest frequency of fatal and serious injury crashes, using the same process discussed for segment crashes.

Table 2.12 through **Table 2.39** show the top segment and intersection locations for each county. There are four tables per county, which include:

- Top segments for all roadway users.
- Top intersections for all roadway users.
- Top segments for vulnerable (bicycle and pedestrian) users.
- Top intersections for vulnerable users.

Figure 2.5: All Injury Crashes on the High Injury Network

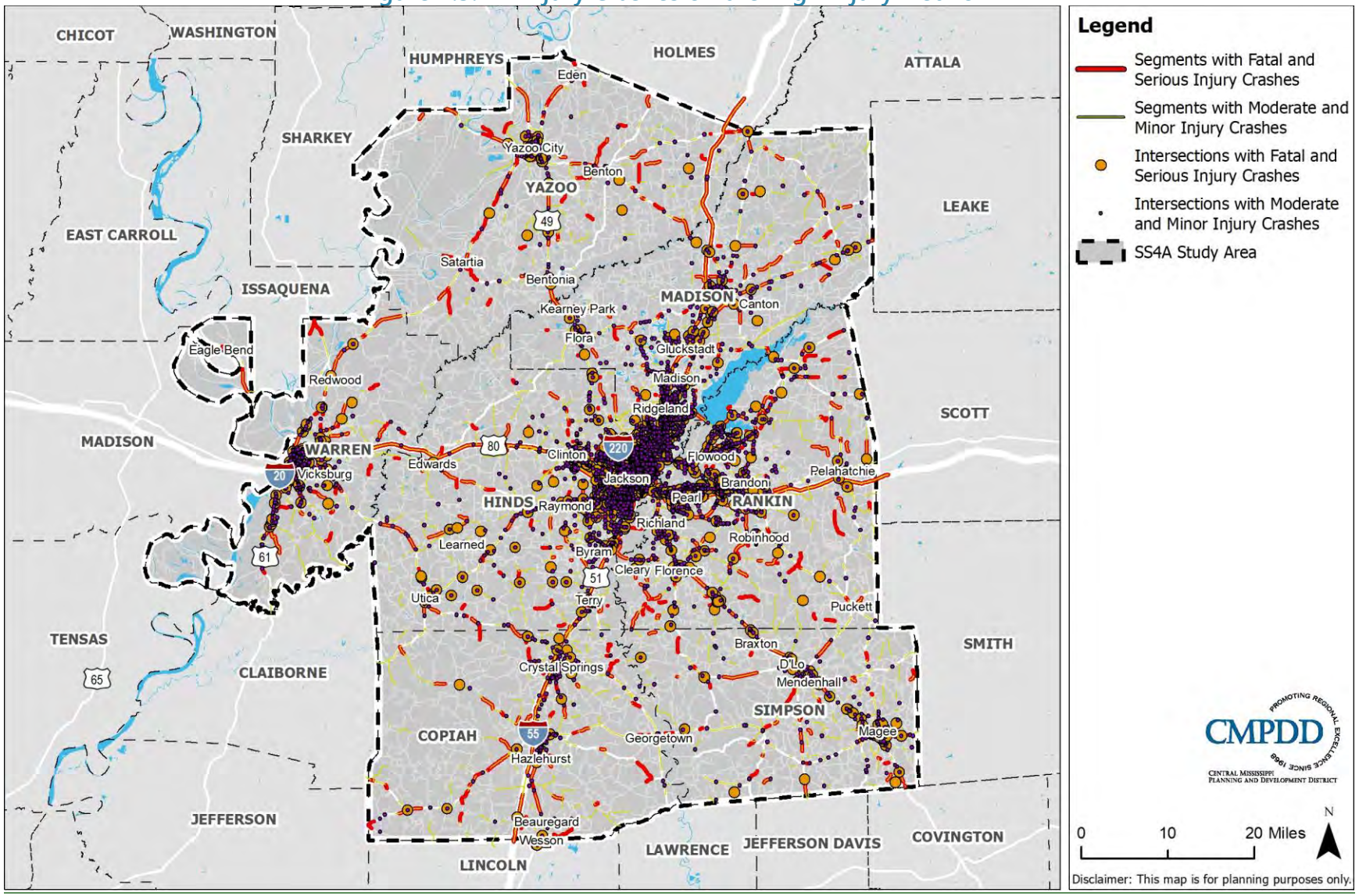


Figure 2.6: All Crashes Involving Vulnerable Users (Bicyclists and Pedestrians) on the High Injury Network

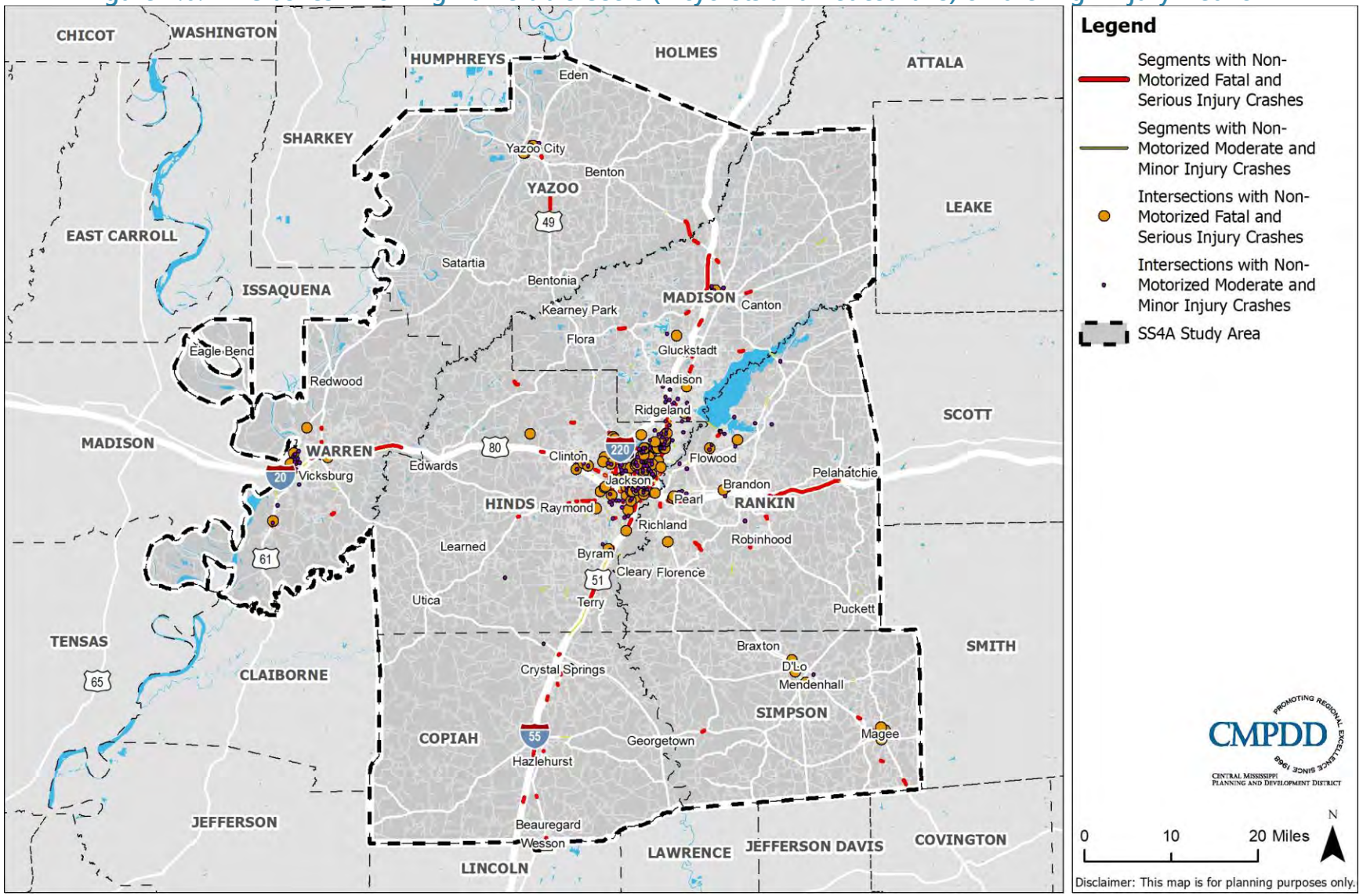
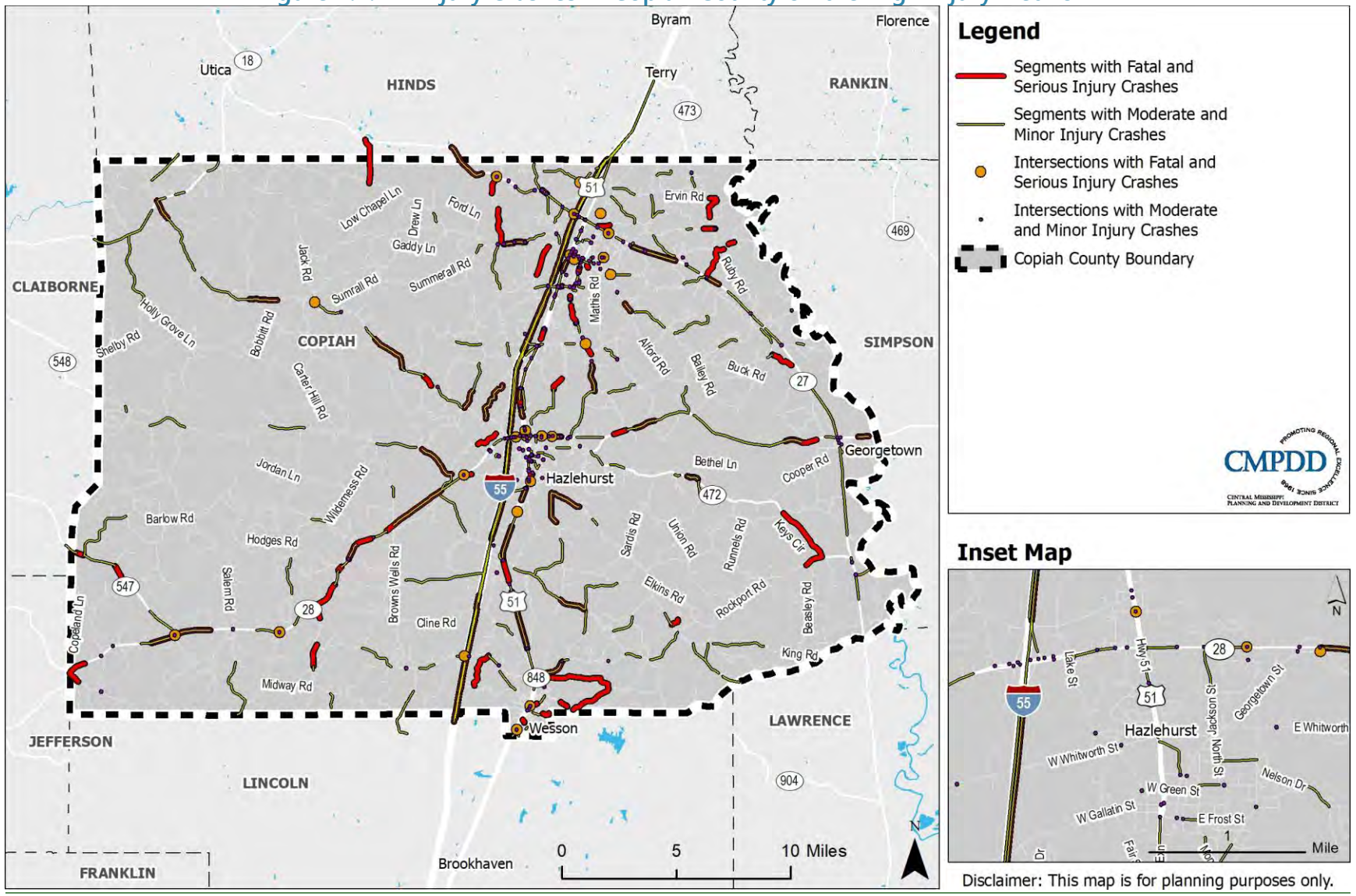


Figure 2.7: All Injury Crashes in Copiah County on the High Injury Network



Disclaimer: This map is for planning purposes only.

Figure 2.8: All Injury Crashes in Copiah County Involving Vulnerable Users (Bicyclists and Pedestrians) on the High Injury Network

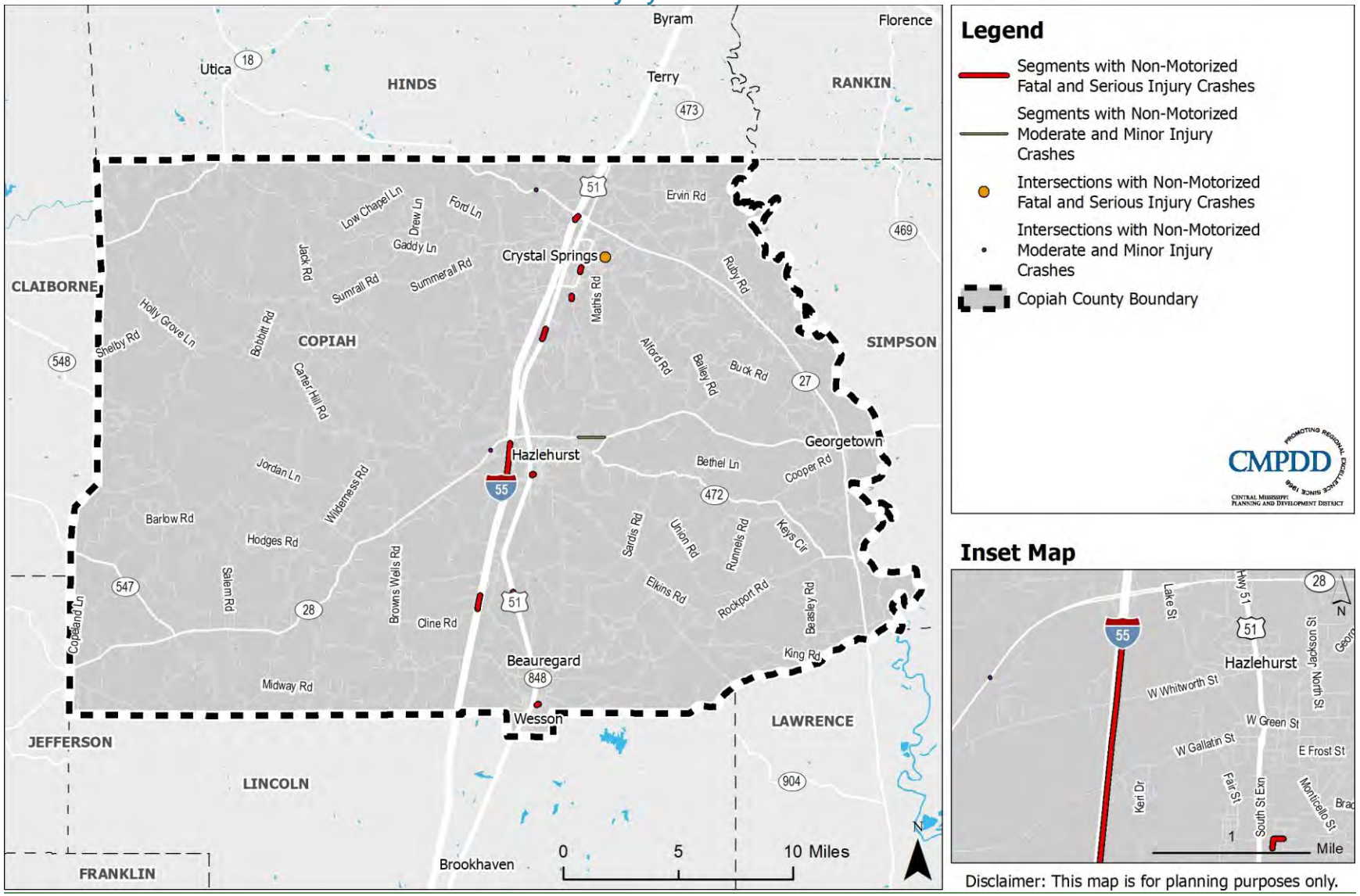
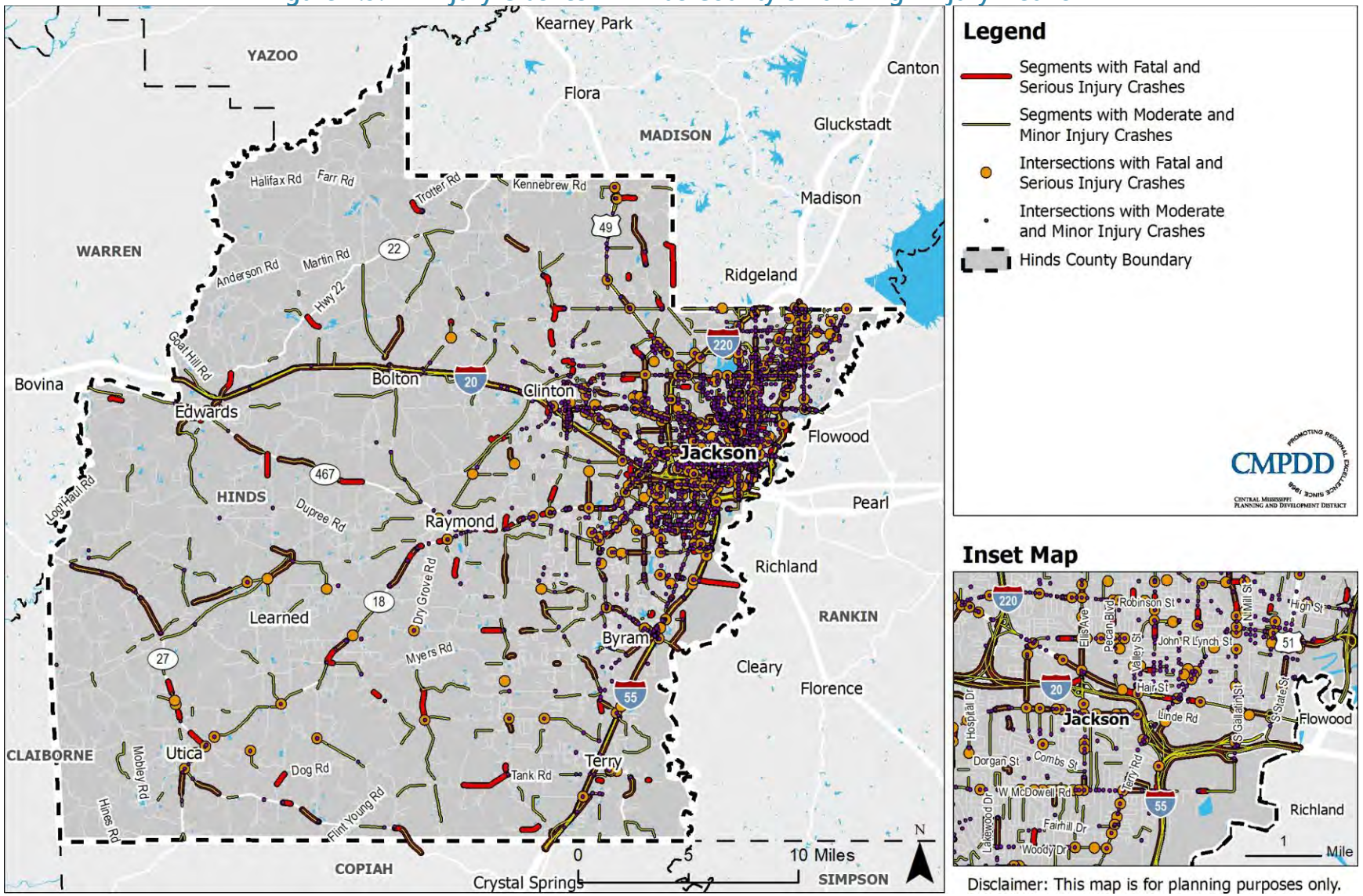
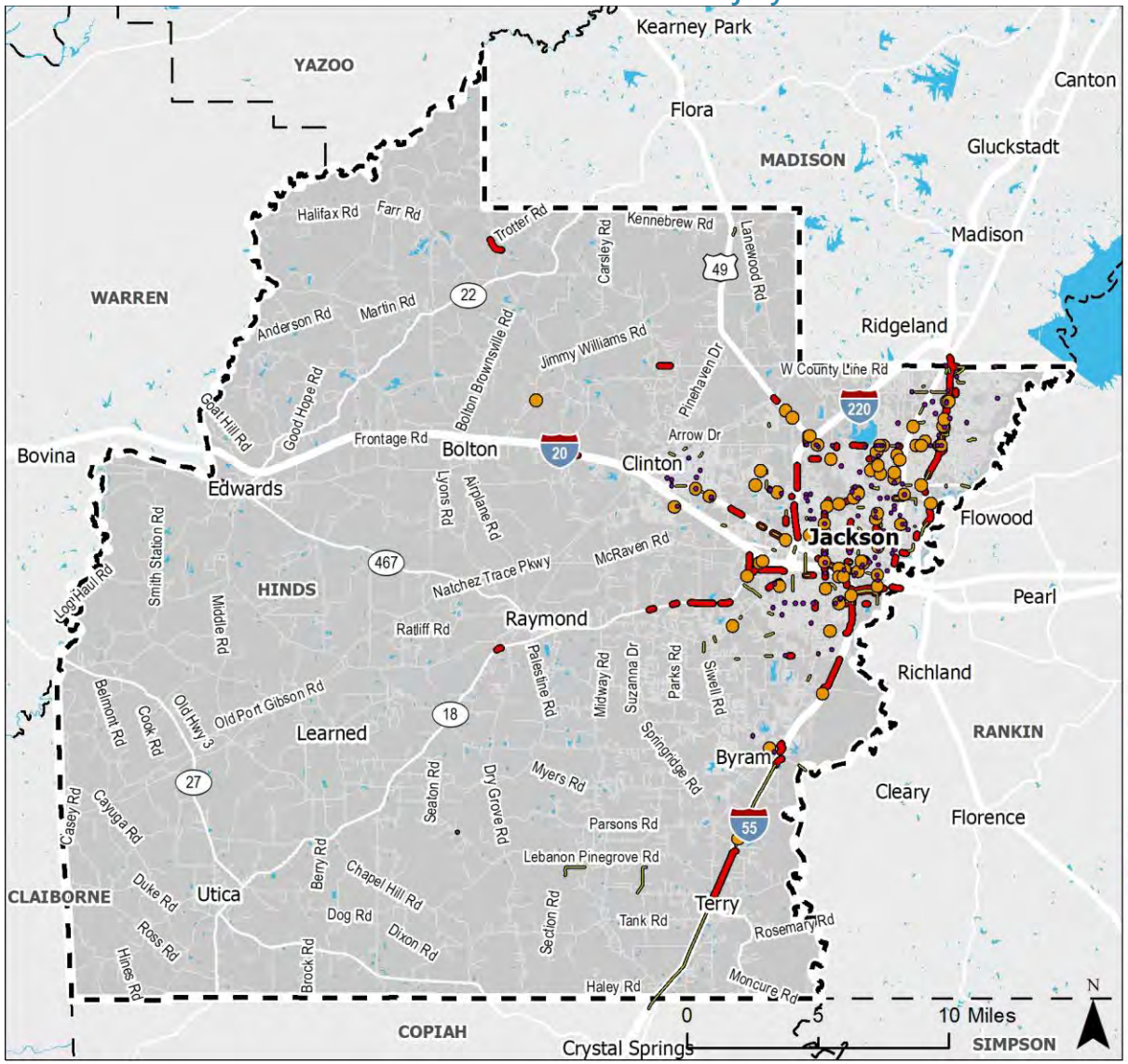


Figure 2.9: All Injury Crashes in Hinds County on the High Injury Network



Disclaimer: This map is for planning purposes only.

Figure 2.10: All Injury Crashes in Hinds County Involving Vulnerable Users (Bicyclists and Pedestrians) on the High Injury Network



Legend

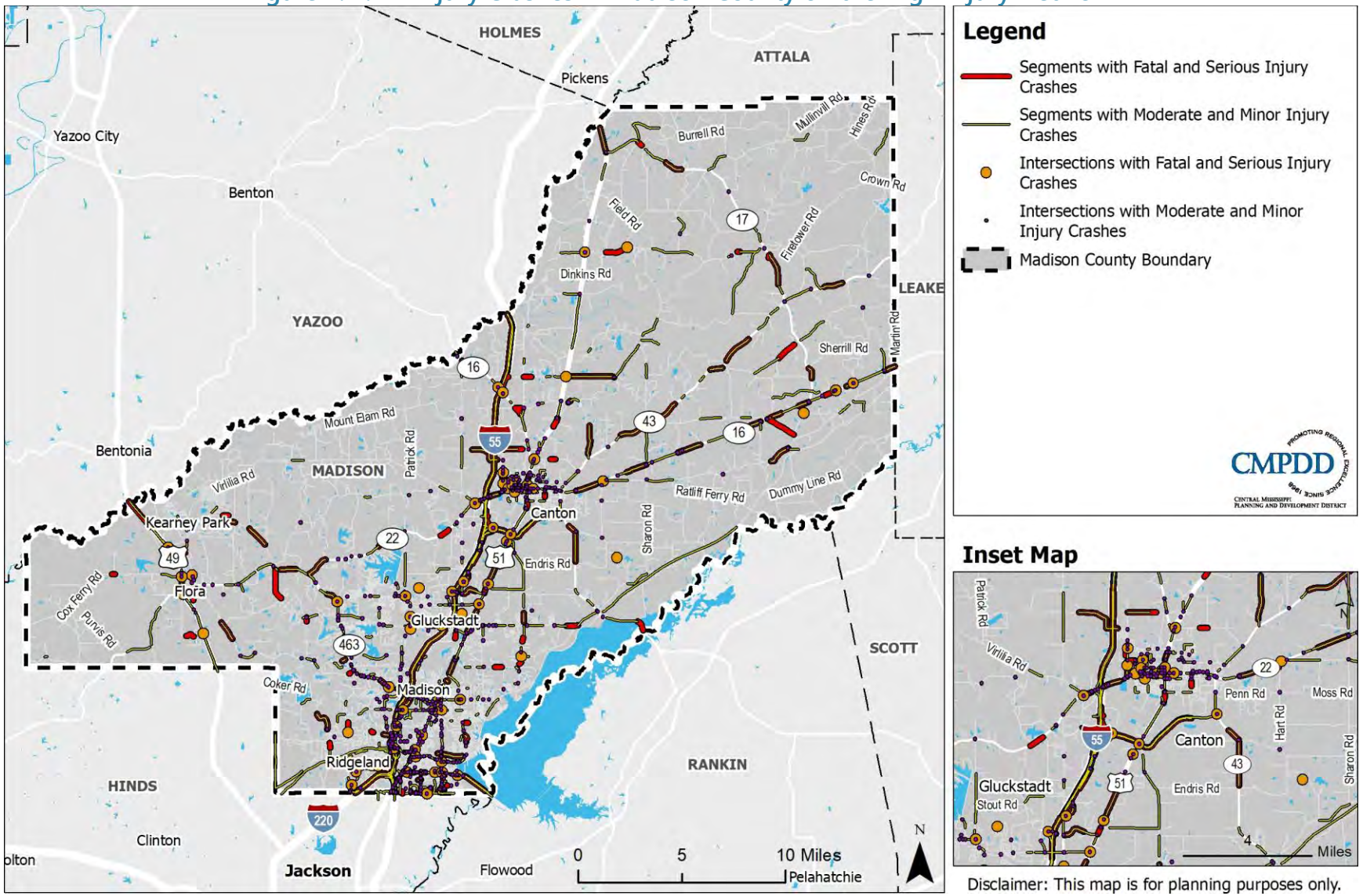
- Segments with Non-Motorized Fatal and Serious Injury Crashes
- Segments with Non-Motorized Moderate and Minor Injury Crashes
- Intersections with Non-Motorized Fatal and Serious Injury Crashes
- Intersections with Non-Motorized Moderate and Minor Injury Crashes
- Hinds County Boundary

CMPDD
PROMOTING REGIONAL EXCELLENCE SINCE 1968
CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT

Inset Map

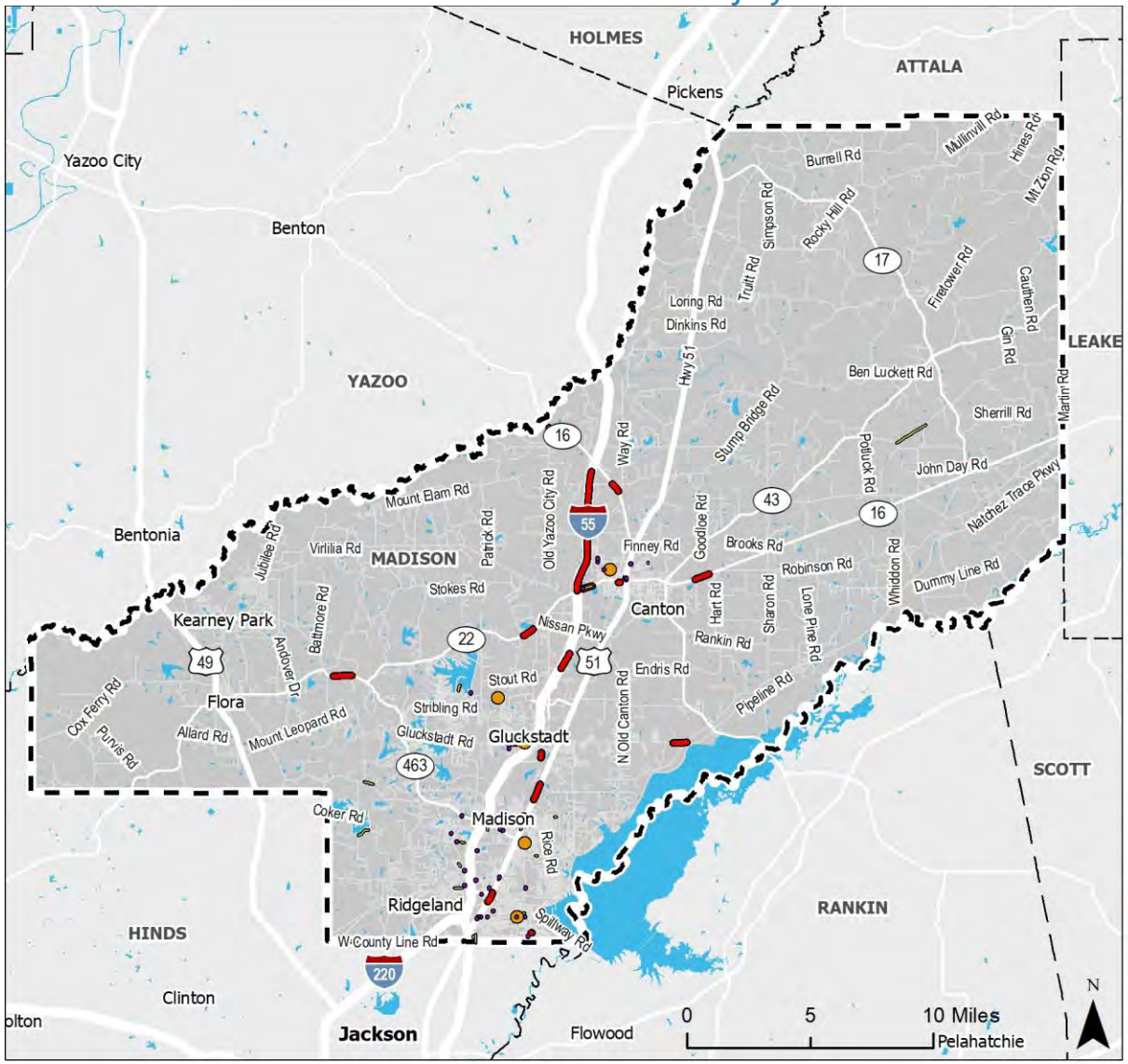
Disclaimer: This map is for planning purposes only.

Figure 2.11: All Injury Crashes in Madison County on the High Injury Network



Disclaimer: This map is for planning purposes only.

Figure 2.12: All Injury Crashes in Madison County Involving Vulnerable Users (Bicyclists and Pedestrians) on the High Injury Network

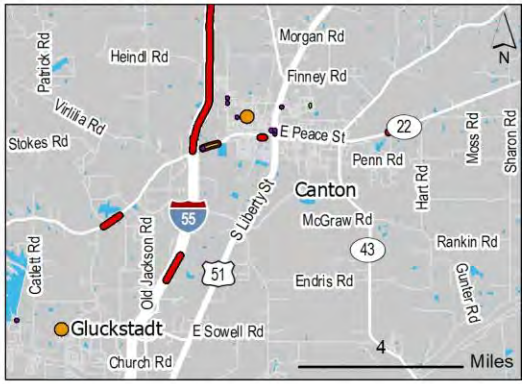


Legend

- Segments with Non-Motorized Fatal and Serious Injury Crashes
- Segments with Non-Motorized Moderate and Minor Injury Crashes
- Intersections with Non-Motorized Fatal and Serious Injury Crashes
- Intersections with Non-Motorized Moderate and Minor Injury Crashes
- Madison County Boundary

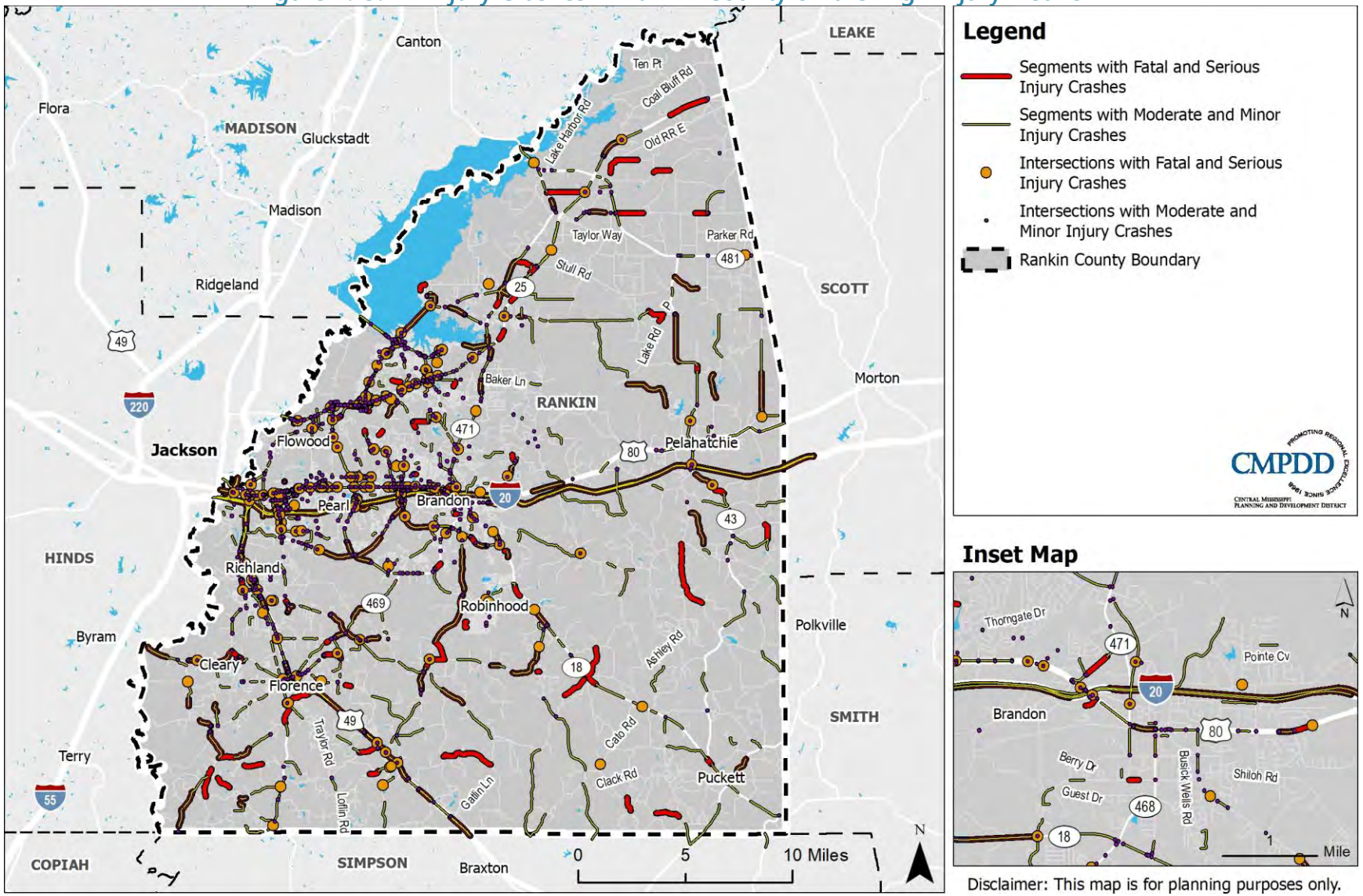
CMPDD
PROMOTING REGIONAL EXCELLENCE SINCE 1968
CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT

Inset Map



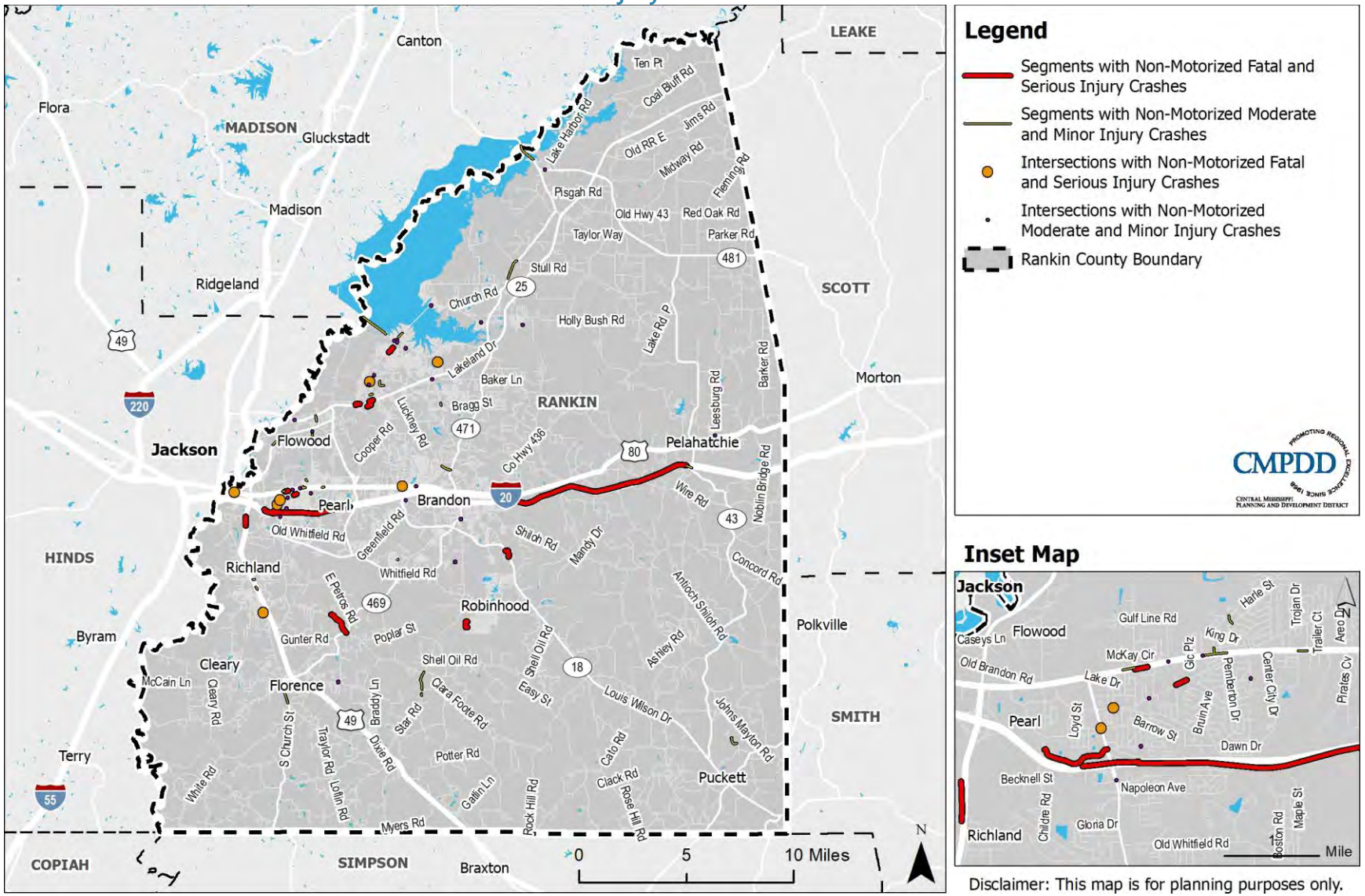
Disclaimer: This map is for planning purposes only.

Figure 2.13: All Injury Crashes in Rankin County on the High Injury Network



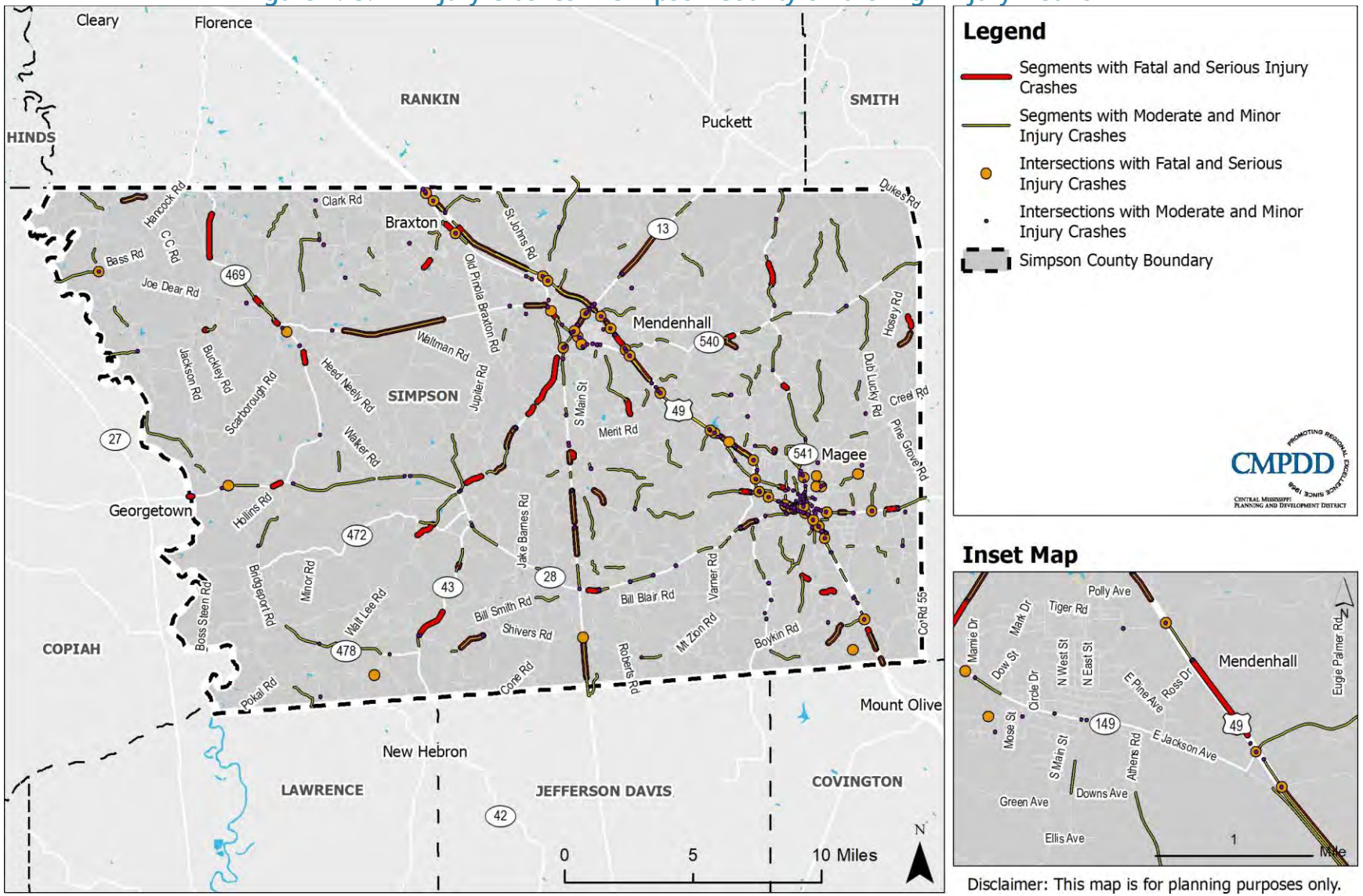
Disclaimer: This map is for planning purposes only.

Figure 2.14: All Injury Crashes in Rankin County Involving Vulnerable Users (Bicyclists and Pedestrians) on the High Injury Network



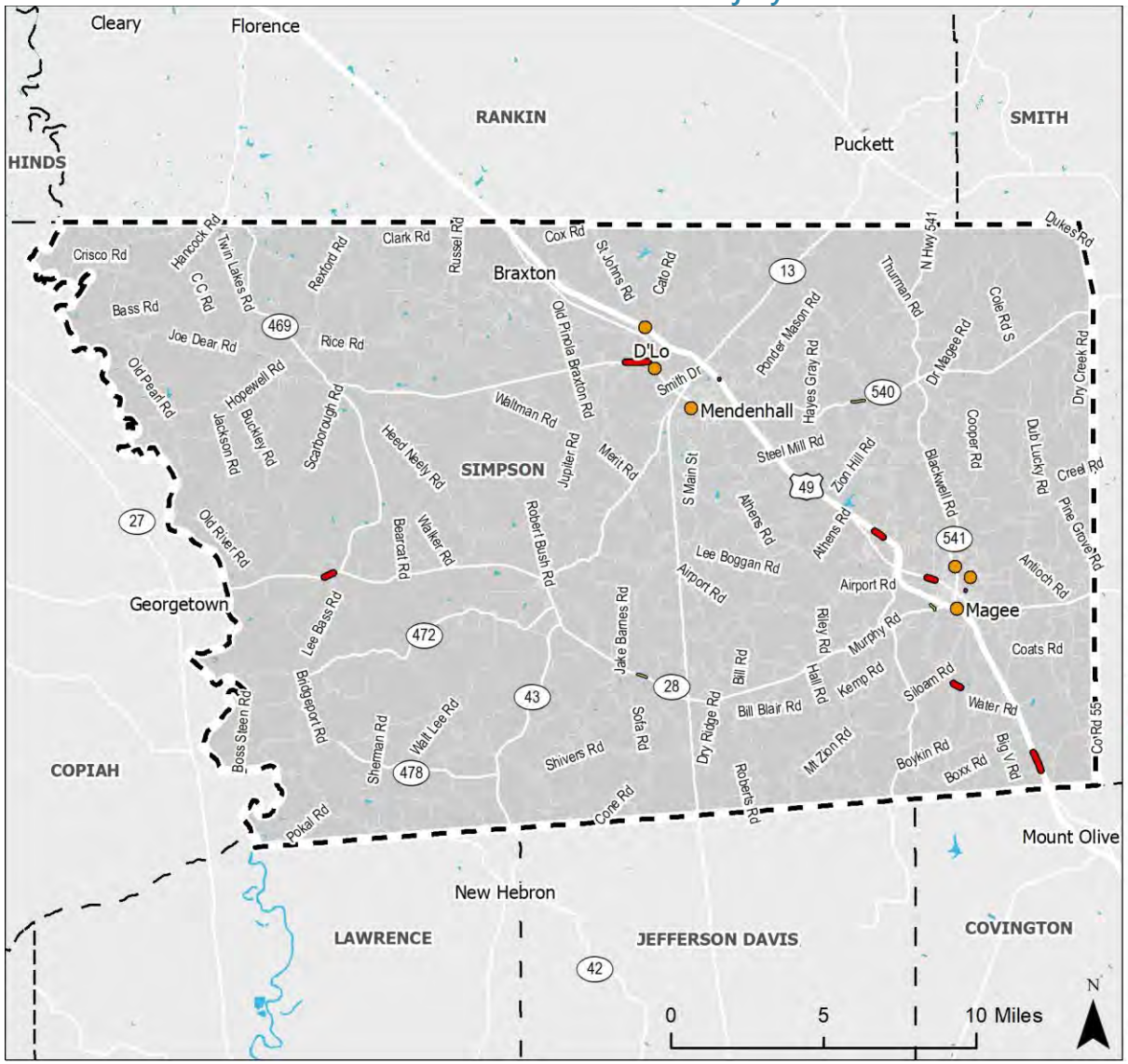
Disclaimer: This map is for planning purposes only.

Figure 2.15: All Injury Crashes in Simpson County on the High Injury Network



Disclaimer: This map is for planning purposes only.

Figure 2.16: All Injury Crashes in Simpson County Involving Vulnerable Users (Bicyclists and Pedestrians) on the High Injury Network



Legend

- Segments with Non-Motorized Fatal and Serious Injury Crashes
- Segments with Non-Motorized Moderate and Minor Injury Crashes
- Intersections with Non-Motorized Fatal and Serious Injury Crashes
- Intersections with Non-Motorized Moderate and Minor Injury Crashes
- Simpson County Boundary

CMPDD
Central Mississippi Planning and Development District

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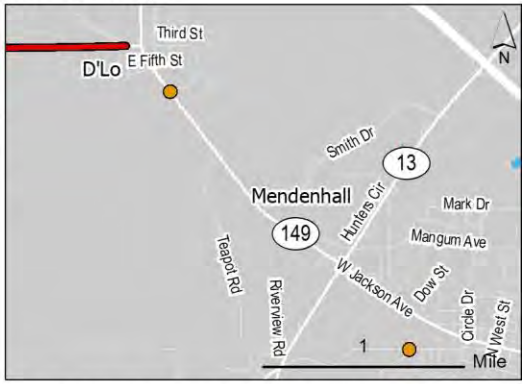


Disclaimer: This map is for planning purposes only.

Figure 2.17: All Injury Crashes in Warren County on the High Injury Network

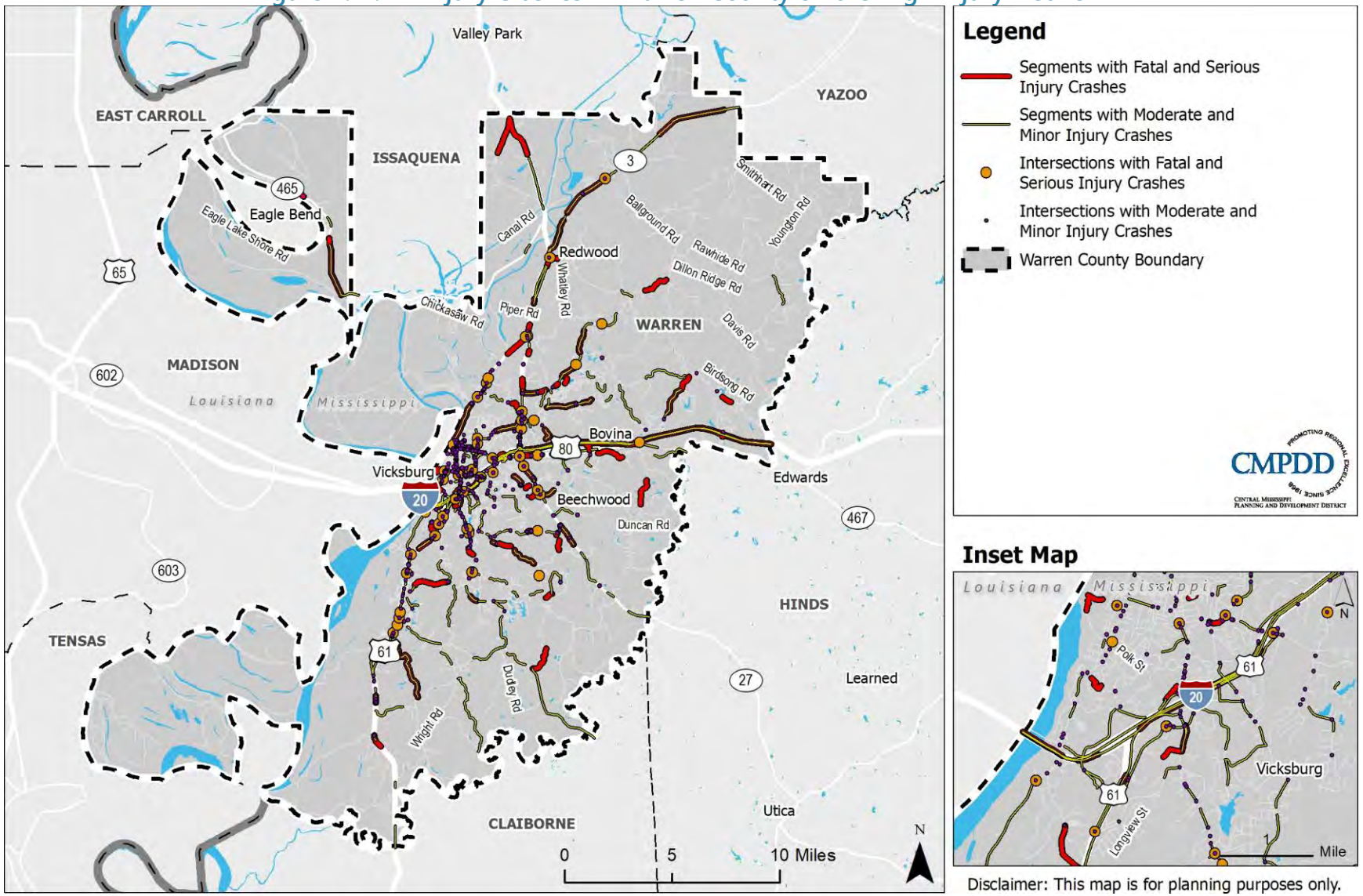
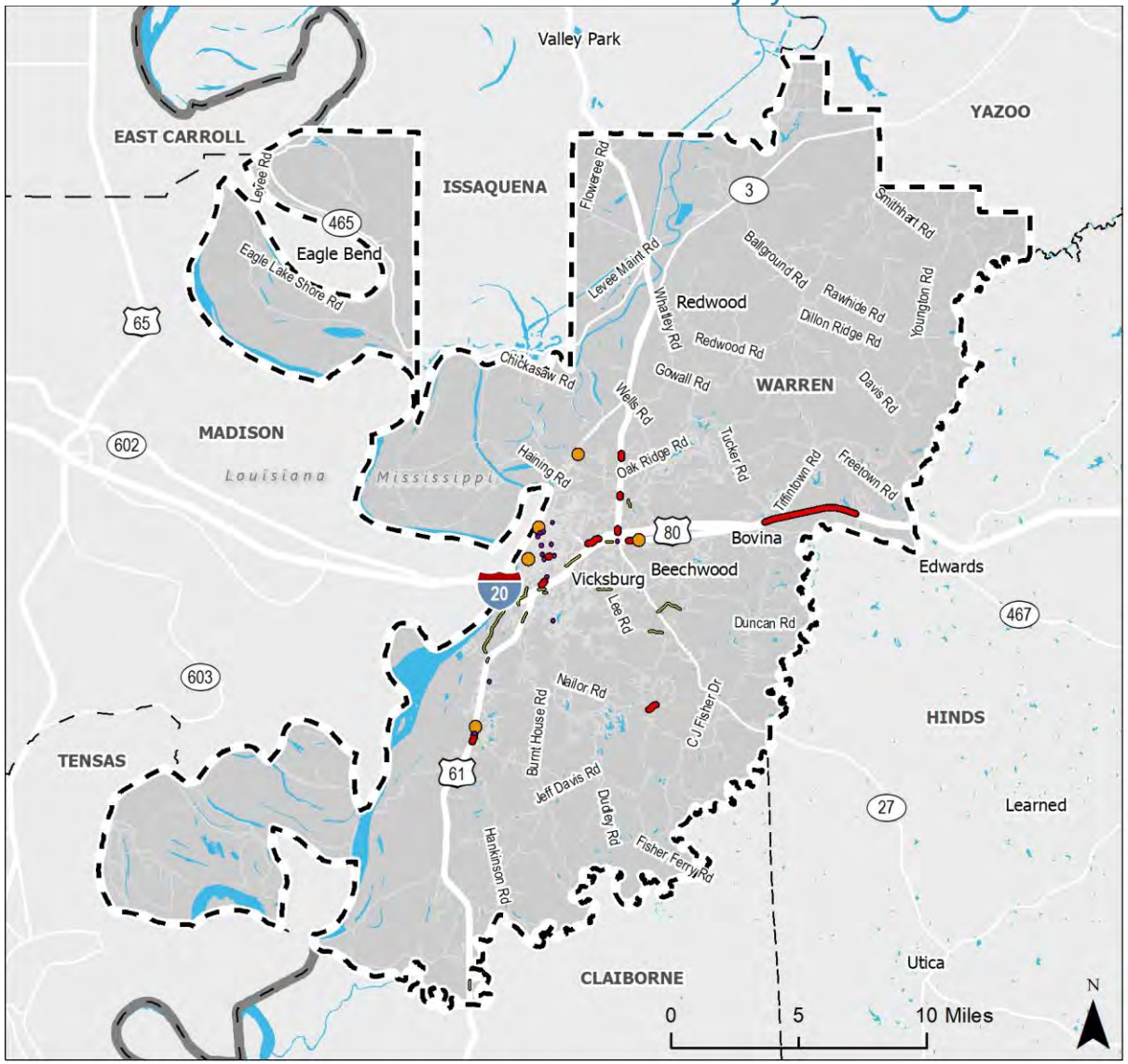


Figure 2.18: All Injury Crashes in Warren County Involving Vulnerable Users (Bicyclists and Pedestrians) on the High Injury Network

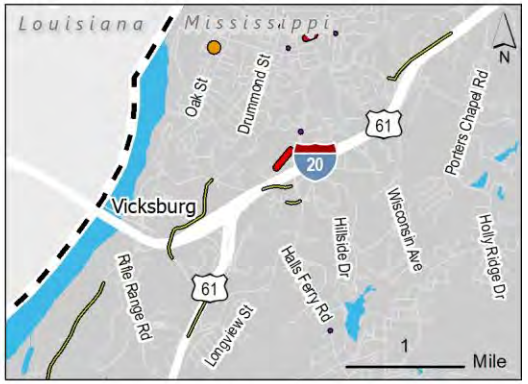


Legend

- Segments with Non-Motorized Fatal and Serious Injury Crashes
- Segments with Non-Motorized Moderate and Minor Injury Crashes
- Intersections with Non-Motorized Fatal and Serious Injury Crashes
- Intersections with Non-Motorized Moderate and Minor Injury Crashes
- Warren County Boundary

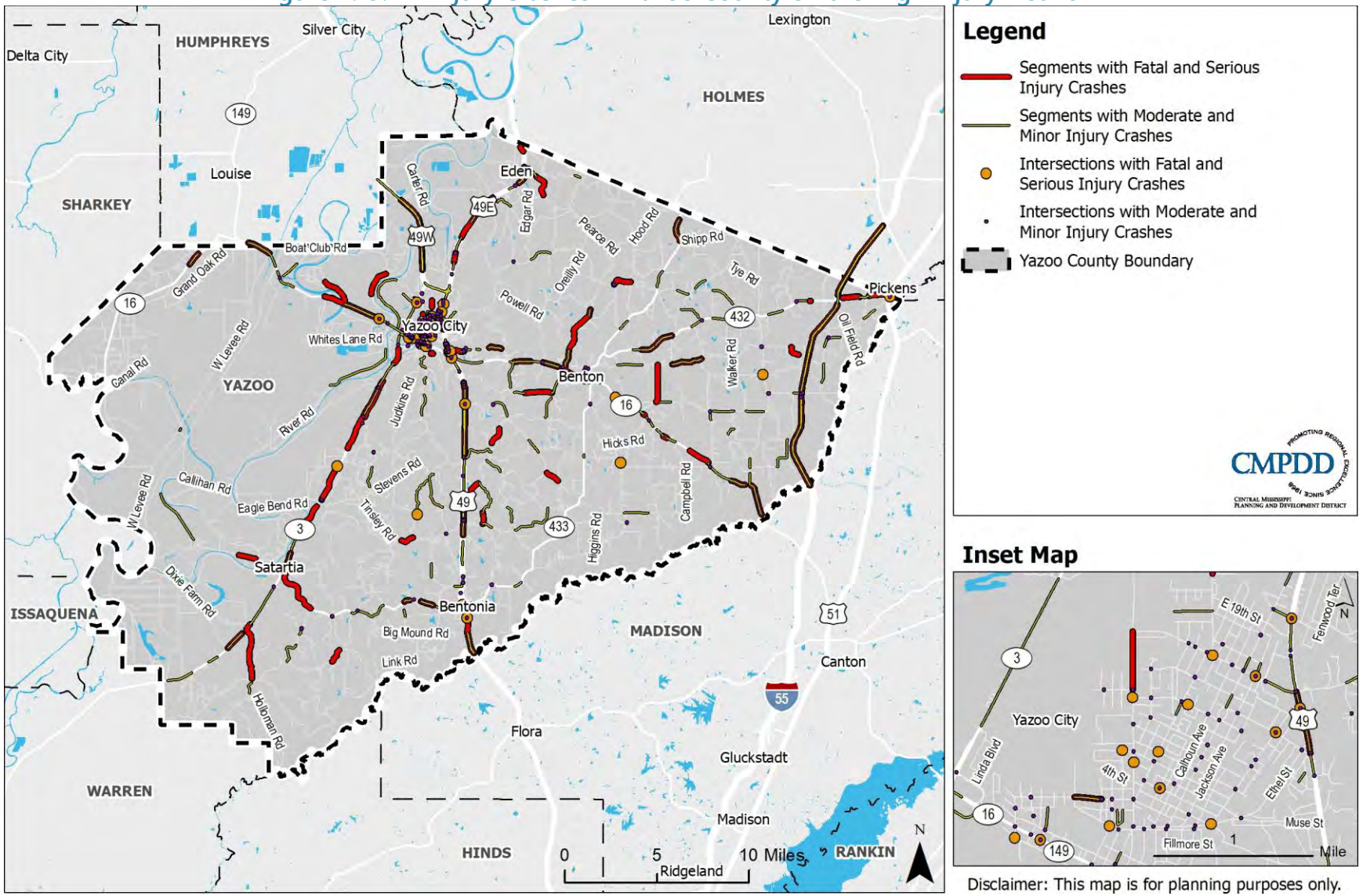
CMPDD
PROMOTING REGIONAL EXCELLENCE SINCE 1968
CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT

Inset Map



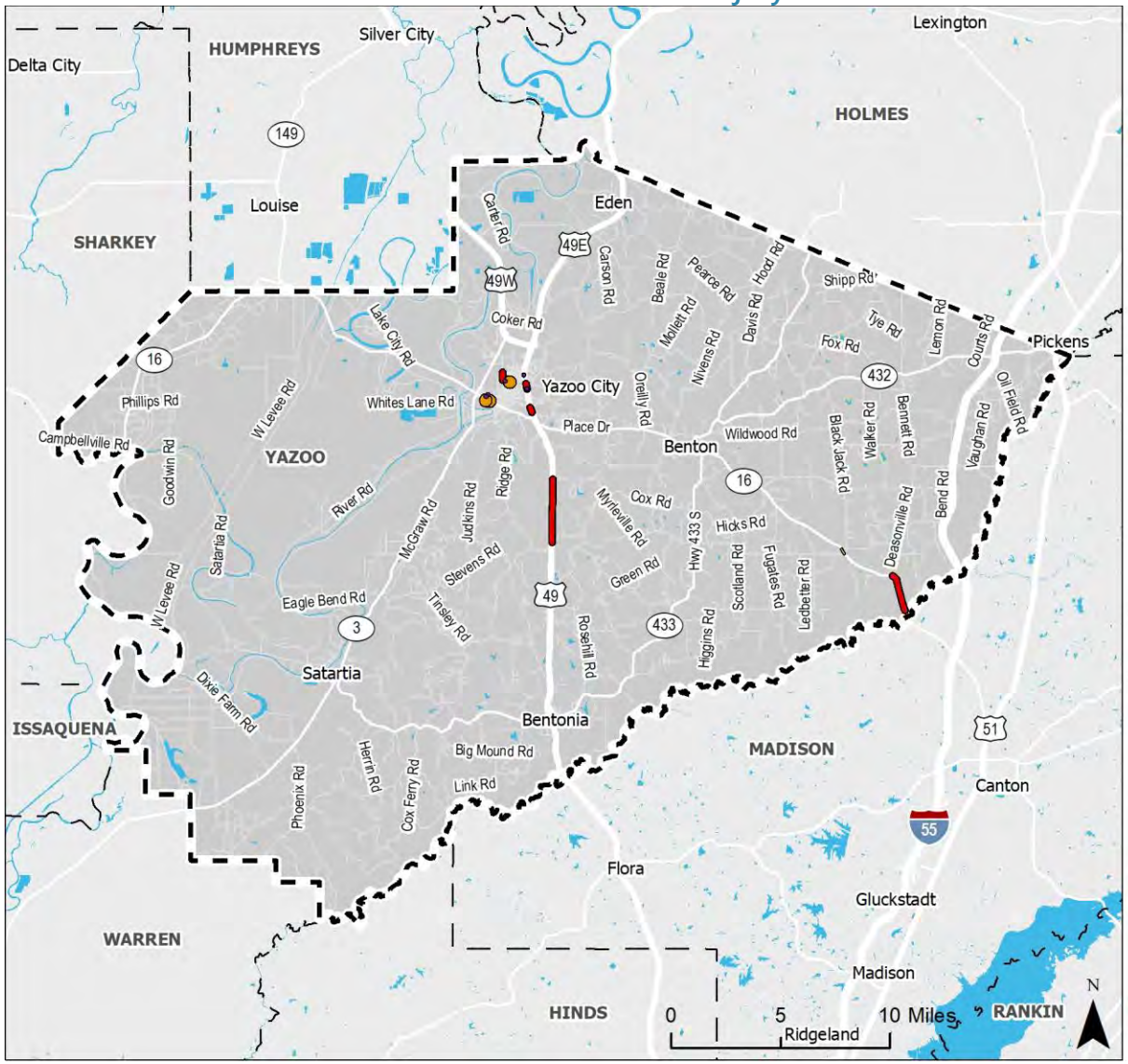
Disclaimer: This map is for planning purposes only.

Figure 2.19: All Injury Crashes in Yazoo County on the High Injury Network



Disclaimer: This map is for planning purposes only.

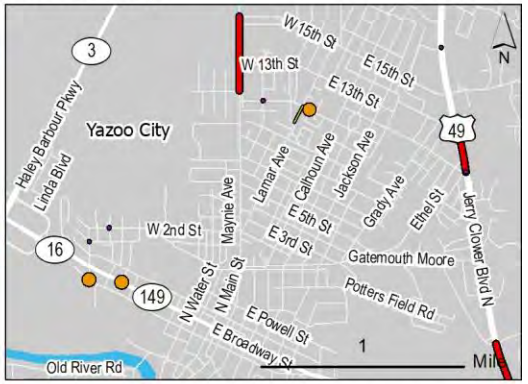
Figure 2.20: All Injury Crashes in Yazoo County Involving Vulnerable Users (Bicyclists and Pedestrians) on the High Injury Network



Legend

- Segments with Non-Motorized Fatal and Serious Injury Crashes
- Segments with Non-Motorized Moderate and Minor Injury Crashes
- Intersections with Non-Motorized Fatal and Serious Injury Crashes
- Intersections with Non-Motorized Moderate and Minor Injury Crashes
- Yazoo County Boundary

Inset Map



Disclaimer: This map is for planning purposes only.

Table 2.12: Top Fatal and Serious Injury Crash Segments, 2018-2022, Copiah County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
I-55 SB	West Gallman Road	MS 844 (Pat Harrison Dr)	2.8	2	3
I-55 NB	County Farm Road	MS 28	1.9	2	3
I-55 SB	MS 844 (Pat Harrison Dr)	US 51/MS 27	2.9	1	3
US 51	Lewis Lane	Martinsville Road	0.9	1	3
I-55 NB	MS 844 (Pat Harrison Dr)	US 51/MS 27	2.8	1	2
I-55 NB	West Gallman Road	MS 844 (Pat Harrison Dr)	2.8	0	2
I-55 NB	MS 28	West Gallman Road	3.1	1	2
I-55 NB	Sylvarena Road	1.8 miles north of Sylvarena Road	1.8	1	2
Martinsville Road	James Lane	Broome Road	1.1	0	2
Bear Creek Road	New Zion Road	MS 27	2.0	1	2
MS 28	McBride Road	Copeland Lane	1.3	1	2
I-55 SB	US 51/MS 27	0.5 miles north of Rhymes Road	2.5	0	1
I-55 NB	Tower Road	County Farm Road	1.9	0	1
US 51	Adams Street	Horne Street	0.4	0	1
I-55 NB	Mount Zion Road Northeast	Sylvarena Road	2.4	0	1
I-55 SB	Mount Zion Road Northeast	Sylvarena Road	2.6	0	1
US 51	Marion Avenue	West Georgetown Street	0.1	0	1
MS 28	Smyrna Road	Old Natchez Road	2.6	0	1
US 51	Barner Road	Belton Lane	1.7	0	1
I-55 SB	2.1 miles north of Sylvarena Road	2.7 miles north of Sylvarena Road	0.6	1	1
MS 27	Blocker Road	Crews Lane	1.4	0	1
MS 28	Mary Street	Water Park Lane	0.5	1	1
MS 28	Crystal Springs Road	New Life Church Road	0.4	0	1
Thomas Road	Bethesda Road	Enoch Lane	1.2	0	1
MS 28	Ridgewood Lane	Ferguson Lane	1.6	0	1

Source: MDOT, 2023

Table 2.13: Top Fatal and Serious Injury Crash Intersections, 2018-2022, Copiah County

Intersection	Fatal Crashes	Serious Injury Crashes
MS 27/US 51 at I-55 SB	0	3
US 51 at MS 28	0	2
Hartley Lane at Railroad Lane	0	2
MS 28 at Lake Street	0	1
US 51 at West Marion Avenue	0	1
MS 28 at Old Port Gibson Road	0	1
US 51 at East Damascus Street	0	1
MS 28 at Mercy Seat Road	0	1
MS 28 at Pineview Drive	0	1
MS 547 at MS 28	0	1
MS 27 at Bankhead Lane	0	1
US 51 at Sylvarena Road	0	1
US 51 at Lester Furr Drive	0	1
MS 27 at Gallatin Road	0	1
Lee Avenue at Cumberland Drive	0	1
Thomas Road at East Gallman Road	0	1
US 51 at Beall Road	0	1
Six Mile Road at Harmony Road	0	1
Rhymes Road at Taylor Grove Lane	0	1
Sylvarena Road at I-55 SB	0	1
Dentville Road at Jack Road	0	1
Monticello Road at Bud Lane	0	1
Georgetown Street at Crystal Springs Road	0	1
West Cayuga Street at Liberty Street	0	1

Source: MDOT, 2023

Table 2.14: Top Fatal and Serious Injury Vulnerable User Crash Segments, 2018-2022, Copiah County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
East Railroad	7th Street	6th Street	0.1	1	1
I-55 NB	County Farm Road	MS 28	1.9	1	1
Stowell Street/ Washington Street	End of Washington Street	Mill Street	0.1	0	1
I-55 SB	2.1 miles north of Sylvarena Road	2.7 miles north of Sylvarena Road	0.6	1	1
US 51	0.5 miles north of Thompson Lane	0.07 miles north of Thompson Lane	0.2	0	1
US 51	Experiment Station Road	Eubanks Road	0.5	1	1
Thomas Road	Franklin Lane	Young Road	0.1	0	1
South Jackson Street	Sibbie Street	South Avenue	0.2	0	1
I-55 NB Ramp	I-55 Where Exit 72 Starts	US 51 Where Exit 72 Ends	0.2	1	1

Source: MDOT, 2023

Table 2.15: Top Fatal and Serious Injury Vulnerable User Crash Intersections, 2018-2022, Copiah County

Intersection	Fatal Crashes	Serious Injury Crashes
Lee Avenue at Cumberland Drive	0	1

Source: MDOT, 2023

Table 2.16: Top Fatal and Serious Injury Crash Segments, 2018-2022, Hinds County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
I-55 SB	Fortification Street	Riverside Drive	0.9	1	8
I-20 EB	Springridge Road	MS 18	3.5	1	8
I-55 SB	Wynndale Road	South Siwell Road	3.6	2	8
I-220 NB	US 49	Watkins Drive	2.6	2	6
I-20 EB	MS 22	Bolton Brownsville Road	7.5	3	6
I-220 NB	US 80	West Capitol Street	1.3	3	6
I-55 NB	McDowell Road	South Gallatin Street	0.8	1	5
I-20 EB	Bolton Brownsville Road	Norrell Road	3.5	3	5
I-20 WB	MS 18	Springridge Road	3.5	1	5
US 80	Frontage Road	0.2 miles west of Valley Street	0.6	1	5
I-20 Frontage Road	East McDowell Road	South Gallatin Street	1.3	3	5
US 80	Gibralter Drive	Ellis Avenue	0.3	0	5
I-55 NB	Fortification Street	Riverside Drive	0.8	0	4
I-220 SB	US 49	Watkins Drive	2.7	1	4
I-20 WB	MS 22	Bolton Brownsville Road	7.5	3	4
I-220 SB	US 80	West Capitol Street	1.3	2	4
Ellis Avenue	US 80	Utica Avenue	0.3	0	4
I-55 SB	MS 25	Meadowbrook Road	0.4	1	4
US 80	Morson Road	Carter Circle	0.3	1	4
Terry Road	Gary Road	Byram Parkway	0.6	0	3
MS 18	Neil Collins Road	Pardue Road	0.6	1	4
John R. Lynch Street	West Highland Drive	US 80	0.1	2	4
West Northside Drive	Medgar Evers Boulevard	Methodist Home Road	0.5	0	3
I-220 NB	Welota Drive	0.3 miles north of Industrial Drive	0.7	1	3
West Northside Drive	California Avenue	Livingston Road	0.5	1	3

Source: MDOT, 2023

Table 2.17: Top Fatal and Serious Injury Crash Intersections, 2018-2022, Hinds County

Intersection	Fatal Crashes	Serious Injury Crashes
US 80 at Terry Road	2	9
US 80 at Ellis Avenue	0	7
MS 18 at Springridge Road	2	6
Medgar Evers Boulevard at West Northside Drive	0	5
West Northside Drive at Northbrook Drive	2	5
I-55 NB at Briarwood Drive	0	5
West Pearl Street at North Gallatin Street	0	5
Robinson Road at Ellis Avenue	0	5
Adkins Boulevard at I-55 North Frontage Road	0	4
Raymond Road at Belvedere Drive	0	4
I-55 NB at East Northside Drive	1	4
West Northside Drive at Watkins Drive	2	4
I-55 SB at East Northside Drive	0	4
MS 18 at Maddox Road	1	4
I-220 SB at Clinton Boulevard	0	4
John R. Lynch Street at Ellis Avenue	0	4
US 80 at Lakeview Drive	0	4
I-55 SB at Lakeland Drive	0	4
I-55 South Frontage Road at Canton Mart Road	1	4
I-55 NB at East County Line Road	0	3
MS 18 at Greenway Drive	1	3
I-55 North Frontage Road at Canton Mart Road	1	3
I-55 South Frontage Road at Briarwood Road	0	3
MS 18 at Chadwick Drive	0	3
Adkins Boulevard at Ridgewood Road	0	3

Source: MDOT, 2023

Table 2.18: Top Fatal and Serious Injury Vulnerable User Crash Segments, 2018-2022, Hinds County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
I-20 Frontage Road	East McDowell Road	South Gallatin Street	1.3	3	5
I-55 EB	East McDowell Road	South Gallatin Street	0.8	1	5
Bailey Avenue	Rockdale Drive	West Northside Drive	0.3	0	2
I-55 SB	Daniel Lake Boulevard	East McDowell Road	0.8	2	2
US 80	Gibralter Drive	Ellis Avenue	0.3	0	5
West Northside Drive	California Avenue	Livingston Road	0.5	1	3
I-55 NB	East Northside Drive	Culley Drive	1.0	2	3
I-55 SB	Cedars of Lebanon Road	Briarwood Drive	0.4	2	3
I-55 NB	Briarwood Drive	White Oak Creek	0.7	1	2
Ridgewood Road	Adkins Boulevard	Ridgewood Road	0.1	0	2

Source: MDOT, 2023

Table 2.19: Top Fatal and Serious Injury Vulnerable User Crash Intersections, 2018-2022, Hinds County

Intersection	Fatal Crashes	Serious Injury Crashes
I-55 North Frontage Road at East Northside Drive	1	4
West Northside Drive at Bishop Avenue	0	2
US 80 at Ellis Avenue	0	7
US 80 at Terry Road	2	9
US 80 at Lakeview Drive	0	4
I-55 South Frontage Road at Briarwood Drive	0	3
US 80 at Valley Street	0	3
Saint Charles Street at Ellis Avenue	1	1
State Street at East Stadium Drive	0	1
West Northside Drive at Newman Avenue	0	1

Source: MDOT, 2023

Table 2.20: Top Fatal and Serious Injury Crash Segments, 2018-2022, Madison County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
I-55 SB	MS 22	MS 16	4.7	3	7
I-220 NB	Highland Colony Parkway	I-55 Interchange Ramp	1.8	0	5
I-55 NB	MS 463	Gluckstadt Road	3.3	1	4
I-220 SB	Highland Colony Parkway	I-55 merging ramps at I-220	1.8	1	4
I-55 SB	MS 16	Big Black River	3.4	0	4
I-55 NB	MS 22	MS 16	4.6	3	4
I-55/I-220 Interchange Ramp	I-220	I-55	0.7	1	4
I-55 SB	.25 miles south of Church Road	I-55 Off-Ramp at W Sowell Road	1.3	0	4
I-55 SB	Madison Parkway	Gluckstadt Road	3.2	1	3
I-55 NB	West Sowell Road	I-55 NB Off-Ramp at Nissan Parkway	2.5	1	3
I-55 NB	I-55 NB Off-Ramp at MS 463	I-55 NB On-Ramp at MS 463	0.8	1	3
I-55 SB	Steed Road	0.4 miles north of Lake Castle Road	1.5	0	2
I-55 SB	I-55/I-220 Interchange Ramp	I-55 SB On-Ramp at Natchez Trace Parkway	0.4	0	2
MS 51	Hard Times Road	Nichols Road	1.1	1	2
I-55 NB	I-55 NB Off-Ramp at Nissan Parkway	I-55 NB On-Ramp at Nissan Parkway	1.5	1	2
MS 22	MS 463	0.5 miles west of Noah's Mill Road	1.1	2	2
MS 463	Stribling Road	Mannsdale Upper Elementary School Entrance Driveway	0.6	0	2
MS 17	0.9 miles north of MS 43	McCarty Road	1.5	0	2
MS 22	0.3 miles east of Cedar Hill Road	1.0 miles east of Cedar Hill Road	0.8	0	2
MS 16	0.2 miles east of Luckett Lane	Garrett Drive	0.5	0	2
US 51	Branscomb Road	Stump Bridge Road	0.4	0	2
I-55 Off-Ramp	Natchez Trace Parkway	W Jackson Street	0.2	0	1
I-55 NB	I-55/I-220 Interchange Ramp	Lake Harbor Drive Ext	0.8	0	1

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
MS 22	Soldiers Colony Road	Sidney Runnels Drive	0.2	0	1
I-55 SB	West County Line Road	McLaurin Road	0.4	0	1

Source: MDOT, 2023

Table 2.21: Top Fatal and Serious Injury Crash Intersections, 2018-2022, Madison County

Intersection	Fatal Crashes	Serious Injury Crashes
US 51 at Nissan Parkway	0	7
Nissan Parkway at Nissan Drive	0	3
Old Canton Road at Rice Road	0	2
US 51 at Hoy Road	1	2
US 49 at Cox Ferry Road	0	2
US 51 at Jackson Ridge Road	1	2
Old Canton Road at Lake Harbour Drive	0	1
I-55 at MS 463	0	1
Madison Avenue at Cotton Hill Road	0	1
I-55 SB at Old Agency Road	0	1
I-55 NB at Colony Park Boulevard	0	1
Spillway Road at Harbour Drive	0	1
US 51 at Colony Park Boulevard	0	1
US 51 at Church Road	0	1
Madison Avenue at Old Canton Road	0	1
Northpark Drive at Lake Harbour Drive	0	1
MS 463 at Park Place Boulevard	1	1
US 51 at Links Drive	0	1
US 49 at MS 22	1	1
US 51 at Madison Avenue	0	1
Catlett Road at Stribling Road	0	1
US 43 at Canton Parkway	0	1
North Liberty Street at West North Street	0	1
MS 463 at Stribling Road	0	1
East County Line Road at Northpointe Parkway	0	1

Source: MDOT, 2023

Table 2.22: Top Fatal and Serious Injury Vulnerable User Crash Segments, 2018-2022, Madison County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
MS 22	Sidney Runnels Drive	Plummer Drive	0.4	0	1
I-55 NB	MS 22	MS 16	4.6	3	1
MS 22	0.3 miles east of Cedar Hill Road	1.0 miles east of Cedar Hill Road	0.8	0	1
US 51	Tisdale Road	Green Oak Lane	0.7	0	1
Gluckstadt Road	Planters Row	Lexington Drive	0.3	1	1
US 51	Rice Road	West Jackson Street	0.3	0	1
US 51	W. Moon Street	Rice Road	0.1	0	1
Nissan Drive	Ragsdale Road	0.7 miles north of Ragsdale Road	0.7	1	1
MS 16	Avondale Road	Anderson Road	0.6	1	1
MS 16	Old Yazoo City Road	0.6 miles east of Old Yazoo City Road	0.6	1	1

Source: MDOT, 2023

Table 2.23: Top Fatal and Serious Injury Vulnerable User Crash Intersections, 2018-2022, Madison County

Intersection	Fatal Crashes	Serious Injury Crashes
Northpark Drive at Lake Harbour Drive	0	1
Old Canton Road at Madison Avenue	0	1
Boyd Street at Lutz Avenue	0	1
Grayhawk Drive at Wingspan Way	0	1
Gluckstadt Road at Calhoun Station Parkway	1	1

Source: MDOT, 2023

Table 2.24: Top Fatal and Serious Injury Crash Segments, 2018-2022, Rankin County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
I-20 WB	US 80	MS 43	8.4	1	7
I-20 EB	South Pearson Road	MS 475	3.0	2	6
I-20 EB	Airport Road South	MS 18	1.5	1	5
I-55 SB	I-20	Old Brandon Road	0.7	4	5
I-20 WB	MS 43	County Line	4.0	0	5
I-20 EB	US 80	US 80	2.5	1	5
I-20 EB	US 80	MS 43	8.4	1	3
MS 468	Manor Street	MS 475	1.6	0	3
Star Road	Jerusalem Church Road	Garth Farm Road	2.2	1	3
Star Road	Possum Track Road	Tara Road	1.3	0	3
MS 25	Bee Summers Road	North Sandhill Road	1.2	2	3
I-20 WB	I-20/I-55 Interchange Ramp	I-20 WB Off-Ramp at US 49	0.6	0	2
I-55 NB	MS 18	Pearl River	0.8	1	2
I-20 EB	MS 43	County Line	4.0	0	2
I-20 WB	MS 475	MS 18	1.6	0	2
I-20 WB	I-20 WB Off-Ramp at South Pearson Road	I-20 WB On-Ramp at South Pearson Road	0.6	0	2
I-20 EB	I-20 EB On-Ramp at US 49	MS 468	0.7	0	2
I-20 EB	MS 18	US 80	1.5	2	2
I-20 WB	I-55/I-20 Interchange Ramp	Old Highway 49 South	0.3	1	2
Monterey Road	Berry Drive	Highway 469 North	1.2	0	2
Greenfield Road	Greenfield Lane	MS 18	0.7	0	2
Old Pearson Road	Pine Park Drive	Monterey Road	0.3	0	2
US 49 NB	Interstate Drive	0.5 miles south I-20	0.8	0	2
Florence Byram Road	Swinging Bridge Road	Beggerly Place	1.0	1	2
I-20 EB	US 49	I-20 EB On-Ramp at US 49	0.5	1	2

Source: MDOT, 2023

Table 2.25: Top Fatal and Serious Injury Crash Intersections, 2018-2022, Rankin County

Intersection	Fatal Crashes	Serious Injury Crashes
US 80 at MS 468	1	6
MS 471 at North College Street	2	5
MS 18 at Elizabeth Lane	0	4
US 49 at McBride Street	0	4
US 80 at Park Place Drive	0	4
US 80 at Woodgate Drive Street	0	3
US 80 at MS 475	0	3
US 49 at Scarbrough Street	1	3
US 49 at Eagle Post Road	0	3
US 80 at Mary Ann Drive	0	3
MS 18 at West Sunset Drive	0	3
US 80 at Excell Drive	0	3
MS 25 at MS 475	0	2
MS 25 at Castlewoods Boulevard	0	2
I-20 EB at MS 468	0	2
I-20 WB at MS 475	0	2
I-20 WB at MS 468	0	2
MS 468 at Riverwind Drive	0	2
MS 25 at Cooper Road	0	2
MS 18 at Gray Daniels Boulevard	0	2
I-20 EB at MS 475	0	2
US 80 at Belvedere Drive	0	2
Hugh Ward Boulevard at MS 25	1	2
I-20 EB at US 80 (W Government Street)	0	2
MS 25 at Vine Drive	0	2

Source: MDOT, 2023

Table 2.26: Top Fatal and Serious Injury Vulnerable User Crash Segments, 2018-2022, Rankin County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
I-20 WB	US 80	MS 43	8.4	1	7
I-20 EB	MS 468	MS 475	3.0	0	2
I-20 WB	I-20 WB Off-Ramp at MS 468	I-20 WB On-Ramp at MS 468	0.6	0	1
Monterey Road	Berry Drive	Highway 469 North	1.2	2	6
Riverwind Drive	Childre Road	MS 468	0.8	0	1
Dogwood Boulevard	East Metro Parkway	0.2 miles east of East Metro Parkway	0.2	0	1
Ridge Way	Daughdrill Station	Lakeland Commons Drive	0.2	0	2
US 49 Frontage Road	Lake Drive	Carrier Boulevard	0.4	0	1
Rosewood Lane	MS 18	Read Road	0.3	0	1
Old Fannin Road	Avalon Court	Regatta Drive	0.3	1	1

Source: MDOT, 2023

Table 2.27: Top Fatal and Serious Injury Vulnerable User Crash Intersections, 2018-2022, Rankin County

Intersection	Fatal Crashes	Serious Injury Crashes
North Church Street at Duffey Drive	1	2
MS 468 at Loyd Street	0	1
Old Brandon Road at Valentour Road	0	1
Old Fannin Road at Jack's Place	1	1
Gladeview Place at Northdale Place	0	1
MS 80 at Old Highway 49 South	1	1
US 80 at MS 18	0	1

Source: MDOT, 2023

Table 2.28: Top Fatal and Serious Injury Crash Segments, 2018-2022, Simpson County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
US 49	MS 13	Campbell Creek Road	1.4	0	3
US 49 NB	0.7 miles south of Old Gravel Road 49	Old Gravel Road 49	0.7	0	2
US 49 NB	Sawmill Road	French Road	0.6	0	2
MS 28	MS 545	MS 541	0.7	2	2
US 49 EB	Daniel Bowen Road	Agnes Windham Road	0.3	0	2
MS 13	Doris McCallum Road	Hawpond Church Road	1.0	0	2
MS 13	Boggan Ridge Road	Blueberry Hill Road	0.4	1	2
Airport Road	Jerry Kemp Drive	Boggan Ridge Road	0.6	1	2
MS 28	New Hymn Road	Lee Bass Road	0.3	1	2
MS 13	Martin Circle	Smith Drive	0.5	0	1
MS 43	Coke Road	Boggan Ridge Road	0.4	0	1
US 49	Sawmill Road	Charlie Newsome Road	2.2	0	1
MS 13	0.9 miles north of Henry Thurman Road	Mount Zion Road	1.6	0	1
US 49 WB	Daniel Bowen Road	Charlie James Road	0.2	0	1
US 49 WB	11th Avenue Northwest	8th Avenue	0.1	0	1
MS 28	Ferrell Drive	Beulah Road	0.2	0	1
MS 13	Strong River Road	Moody Wallace Road	2.4	1	1
MS 540	Woodrow Barnes Road	South Oak Street	0.7	0	1
US 49 WB	0.2 miles north of Cox Road	Taylor Hill Road	0.5	0	1
MS 43	0.6 miles north of Brandi Lane	0.8 miles north of Brandi Lane	0.2	0	1
MS 43	Brandi Lane	0.5 miles north of Brandi Lane	0.5	0	1
New Hope Road	Zionell Rd	Cecil Sullivan Road	0.9	0	1
US 49 SB	Taylor Hill Road	MS 149	0.4	0	1
US 49 NB On-Ramp	MS 13	US 49	0.2	0	1
Old Pearl Road	Kelly Road	Dan Keys Road	0.9	0	1

Source: MDOT, 2023

Table 2.29: Top Fatal and Serious Injury Crash Intersections, 2018-2022, Simpson County

Intersection	Fatal Crashes	Serious Injury Crashes
US 49 at MS 540	2	5
US 49 at MS 28	0	3
US 49 at Siloam Avenue Southeast	0	2
US 49 at North East Street	0	2
US 49 at MS 545	0	2
US 49 at Brandon and Westville Road	1	2
US 49 at 1st Avenue Southeast	2	2
US 49 WB at St John Road	1	2
MS 13 at Smith Drive	0	2
MS 28 at Stubbs Road	1	2
US 49 at 11th Avenue Northwest	0	1
US 49 at US 49 Frontage Road near Love's Truck Stop	0	1
US 49 at Frontage Road Near CEFCO	0	1
US 49 at Old Gravel Road 49	0	1
US 49 at MS 149 Near Simpson County Achievement Center	1	1
US 49 at New Hope Road	0	1
US 49 Frontage Road at 11th Avenue Northwest	0	1
US 49 EB at 8th Avenue	0	1
US 49 at MS 149 Near Taylor Hill Church	0	1
US 49 at Goodwater Road Northwest	0	1
US 49 at Pinewood Drive Southeast	0	1
US 49 EB at Richard Joiner Road	0	1
Raleigh Drive at Lamar Road	1	1
US 49 at Athens Road	0	1
US 49 at Cliff Sheppard Road	0	1

Source: MDOT, 2023

Table 2.30: Top Fatal and Serious Injury Vulnerable User Crash Segments, 2018-2022, Simpson County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
MS 28	New Hymn Road	Lee Bass Road	0.3	1	2
Siloam Church Road	Berry Lott Road	Brooks Road	0.3	0	1
US 49 SB	Craft Road	Circle Road	0.6	1	1
US 49 EB	Daniel Bowen Road	Agnes Windham Road	0.3	0	1
MS 149	Stuard Drive	11th Avenue Northwest	0.3	0	1
MS 540	Woodrow Barnes Road	South Oak Street	0.7	0	1

Source: MDOT, 2023

Table 2.31: Top Fatal and Serious Injury Vulnerable User Crash Intersections, 2018-2022, Simpson County

Intersection	Fatal Crashes	Serious Injury Crashes
US 49 at 1st Avenue Southeast	2	2
Dixie Avenue at Harper Street	0	1
MS 149 at D'Lo Park Road	1	1
Raleigh Drive at Hilton Road Northeast	0	1
MS 541 at Center Street Northwest	0	1
US 49 EB at Dallas Street	0	0
US 49 WB at St John Road	1	2

Source: MDOT, 2023

Table 2.32: Top Fatal and Serious Injury Crash Segments, 2018-2022, Warren County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
I-20 WB	US 61	MDOT WB Weigh Station	4.0	1	9
I-20 EB	Tiffentown Road	Ceres Boulevard	3.7	0	8
I-20 EB	Ceres Boulevard	Big Black River	2.2	0	4
I-20 EB	MDOT EB Weigh Station	Tiffentown Road	2.9	0	3
US 61 Bus.	1st East Street	Haining Road	1.9	1	3
Oak Ridge Road	Plantation Drive	Henry Road	0.9	1	3
I-20 WB	Tiffentown Road	Ceres Boulevard	3.6	2	2
I-20 WB	Ceres Boulevard	Big Black River	2.2	1	2
I-20 EB	Halls Ferry Road	Indiana Avenue	0.8	0	2
MS 3	Old Highway 3	Mary Hearn Lane	1.3	0	2
Mission 66	Rosa A Temple Drive	Clay Street	0.3	0	2
Freetown Road	Blanchie Lane	0.4 miles west of Jennifer Drive	0.5	1	2
Tiffentown Road	Windham Drive	Dogwood Lake Drive	1.3	1	2
I-20 EB	US 61	1 mile east of US 61	0.7	0	2
Grange Hall Road	Stillwater Drive	Dana Road	1.6	0	2
MS 27	McKenzie Drive	0.7 miles north of McKenzie Drive	0.7	1	1
Halls Ferry Road	Williams Road	0.2 miles north of Williams Road	0.2	0	1
I-20 WB	Halls Ferry Road	Indiana Avenue	0.7	0	1
Jackson Road	Martin Luther King Jr Boulevard	Culkin Road	1.2	0	1
MS 3	Belle Bottom Road	4.8 miles northeast of Belle Bottom Road	3.3	0	1
I-20 WB	MDOT EB Weigh Station	Tiffentown Road	0.9	0	1
I-20 WB	I-20/US 61 Interchange Ramp	Halls Ferry Road	0.2	1	1
Oak Ridge Road	US 61	Camden Drive	0.7	0	1
I-20 WB	MS/LA State line	Warrenton Road	0.5	0	1
MS 27	Paxton Road	US 80	0.1	0	1

Source: MDOT, 2023

Table 2.33: Top Fatal and Serious Injury Crash Intersections, 2018-2022, Warren County

Intersection	Fatal Crashes	Serious Injury Crashes
MS 27 at Old Highway 80	0	4
MS 27 at Warriors Trail	0	3
US 61 at Warrenton Road	0	2
US 61 at Iowa Boulevard	0	2
US 61 at River Region Drive	0	2
Fisher Ferry Road at Halls Ferry Road	0	2
Confederate Avenue at Military Avenue	0	2
US 61 at Redwood Road	1	2
US 61 Bus. at North Washington Street	1	2
US 61 at Cain Ridge Road	0	1
US 61 at Dana Road	1	1
Confederate Avenue at Indiana Avenue	0	1
Clay Street at Old Highway 27	0	1
MS 27 at Paxton Road	1	1
US 61 at Old Culkin Road	0	1
I-20 EB at Indiana Avenue	0	1
US 61 at US 61 Bus.	0	1
Halls Ferry Road at Melrose Avenue	0	1
Pemberton Square Boulevard at Orme Drive	0	1
US 61 at Redbone Road	0	1
Halls Ferry Road at Division Street	0	1
Fisher Ferry Road at Nailor Road	0	1
US 61 at Buford Drive	0	1
US 61 at Willow Drive	0	1
South Frontage Road at Cypress Centre Drive	0	1

Source: MDOT, 2023

Table 2.34: Top Fatal and Serious Injury Vulnerable User Crash Segments, 2018-2022, Warren County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
I-20 WB	Tiffentown Road	Ceres Boulevard	3.6	2	2
US 61	Demby Drive	Redbone Road	0.3	0	1
North Frontage Road	Knox Drive	Halls Ferry Road	0.2	1	1
Military Avenue	Dot Street	Cedar Street	0.1	0	1
I-20 Frontage Road	Clay Street	Honeysuckle Lane	0.5	0	1
Timberland Drive	Halls Ferry Road	Sweetgum Lane	0.3	0	1
US 61	I-20	Riley Road	0.2	1	1
US 80	Rebecca Evans Road	Anderson Road	0.1	0	1
US 61	Old Culkin Road	River Region Circle	0.1	0	0
US 61 NB	0.3 miles north of Oak Ridge Road	0.5 miles north of Oak Ridge Road	0.2	1	1

Source: MDOT, 2023

Table 2.35: Top Fatal and Serious Injury Vulnerable User Crash Intersections, 2018-2022, Warren County

Intersection	Fatal Crashes	Serious Injury Crashes
Intersection near Vicksburg Community Garden Park and US 61	1	1
Oak Street at Egan Avenue	0	1
US 61 Bus. at Grove Street	1	1
US 61 Bus. At Hutson Street	1	1
US 80 at Rancho Road	0	1

Source: MDOT, 2023

Table 2.36: Top Fatal and Serious Injury Crash Segments, 2018-2022, Yazoo County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
US 49	0.09 miles north of County Barn Road	Enchanted Drive	0.2	0	3
I-55 SB	Big Black River	Vaughan Road	5.0	1	2
US 49	Grady Avenue	Graball Freerun Road	0.1	0	2
US 49	Carter Hill Road	Zelleria Hill Road	1.8	1	2
I-55 NB	Big Black River	Vaughan Road	5.1	1	2
US 49	Coker Road	Carter Road	2.6	0	2
Niven Road	Old Highway 16	Bunch Lane	0.9	0	2
US 49 SB	Myrleville Road	US 49 Frontage Road	1.2	0	2
MS 433	Lucious Turner Road	0.2 miles east of Davis Rucker Lane	0.3	0	2
US 49 NB	Big Mound Road	Pritchard Avenue	0.7	0	2
MS 432	0.6 miles east of Bear Creek	Yazoo Street	0.8	0	2
Anding Oil City Road	0.2 miles east of Virginia Street	Cessna Road	0.7	1	2
Fletchers Chapel Road	0.4 miles north of Neely Road	Kirk Road	1.0	1	2
I-55 NB	Vaughan Road	MS 432	5.1	0	1
I-55 SB	Vaughan Road	MS 432	5.0	1	1
I-55 SB	MS 432	4.5 miles north of MS 432	4.5	0	1
MS 16	Sunny Lane Road	0.9 miles east of Sunny Lane Road	0.9	0	1
US 49	Castle Chapel Road	Myrleville Road	2.9	1	1
MS 16	Schaeffer Road	River Road	2.0	0	1
MS 16	0.3 miles north of Big Black River	Deasonville Road	1.7	1	1
US 49 NB	Big Black River	Big Mound Road	1.2	1	1
US 49 NB	Myrleville Road	0.3 miles south of US 49 Frontage Road	0.9	0	1
MS 16	0.7 miles east of MS 149	West Levee Road	1.3	1	1

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
MS 16	Mollett Road	Redbud Drive	0.9	0	1
US 49 NB	Dover Road	Fletchers Chapel Road	0.7	0	1

Source: MDOT, 2023

Table 2.37: Top Fatal and Serious Injury Crash Intersections, 2018-2022, Yazoo County

Intersection	Fatal Crashes	Serious Injury Crashes
MS 3 at Gordon Avenue	2	5
US 49 at MS 16W	0	3
US 49 at 20th Street	2	3
US 49 at Willie Morris Parkway	1	2
US 49 at MS 16	1	2
US 49 at MS 433	0	2
South Wise Street at West Jefferson Street	1	2
MS 16 at River Road	0	1
US 49 at Myrleville Road	0	1
US 49 at Grady Avenue	1	1
US 51 at MS 432	0	1
US 49 at Fletchers Chapel Road	0	1
Clay Avenue at East 4th Street	0	1
US 49 at Pritchard Avenue	0	1
Grady Avenue at Twelfth Street	0	1
Jackson Avenue at East Fifteenth Street	0	1
South Washington Street at East Jefferson Street	0	1
South Locust Street at MS 16 (Broadway Street)	1	1
Gordon Avenue at West 15th Street	0	1
Charles Street at Levee Street	0	1
East 11th Street at Lindsey Drive east driveway	0	1
West 7th Street at Lamar Avenue	0	1
Old Benton Road at Bus Station Drive	0	1
MS 16 at Cedar Grove Road	1	1
MS 3 at Eagle Bend Road	1	1

Source: MDOT, 2023

Table 2.38: Top Fatal and Serious Injury Vulnerable User Crash Segments, 2018-2022, Yazoo County

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
Dr Martin Luther King Jr Drive	Shady Drive	West 15th Street	0.4	0	1
US 49	Twelfth Street	East 14th Street Extension	0.2	1	1
US 49	0.09 miles north of County Barn Road	Enchanted Drive	0.2	0	3
US 49	Castle Chapel Road	Myrleville Road	2.9	1	1
MS 16	0.3 miles north of Big Black River	Deasonville Road	1.7	1	1

Source: MDOT, 2023

Table 2.39: Top Fatal and Serious Injury Vulnerable User Crash Intersections, 2018-2022, Yazoo County

Intersection	Fatal Crashes	Serious Injury Crashes
MS 16 at South Locust Street	1	1
South Wise Street at West Jefferson Street	1	2
East 11th Street at Lindsey Drive east driveway	0	1

Source: MDOT, 2023

3.0 Equity Considerations

Equity is a central guiding principle of the process to identifying the High Injury Network (HIN), engaging stakeholders, and determining project priorities within the SS4A program. The program strongly emphasizes inclusive public outreach and input gathering and makes use of datasets provided by the FHWA and Census Bureau to determine and locate equity populations for the purposes of ensuring fairness and equity in safety solutions. The equity analysis employed in this effort incorporates the communities required by the FHWA through TDCs and APPs. Additionally, the plan incorporates an EJ element, using the same ACS data used to determine APPs, to identify communities of concern and specific, equitable safety strategies tailored to their needs.

This section displays the methodology used to identify the TDCs, APPs, and communities of concern within the counties, with an emphasis on an inclusive and equitable process.

3.1 Transportation Disadvantaged Communities

Transportation is a vital aspect of society, enabling individuals to access essential services, education, employment, and social opportunities.

Determining TDCs

Despite this need, there are communities that face significant challenges in accessing reliable and affordable transportation options, leading to isolation, limited economic opportunities, and decreased quality of life. These communities are known as Transportation Disadvantaged Communities and are defined by the criteria laid out by FHWA[3].

TDCs are typically characterized by limited access to affordable transportation options, including:

- public transit services
- sidewalks
- bike lanes
- safe pedestrian infrastructure

These communities are often comprised of:

- low-income individuals
- older adults, aged 65 and older
- minority populations
- persons with disabilities
- persons living in geographically isolated or underserved areas

The lack of accessible transportation options in these communities adds to the existing social and economic disparities.

3 https://www.transportation.gov/grants/dot-navigator/equity-and-justice40-analysis-tools

Issues Faced by TDCs

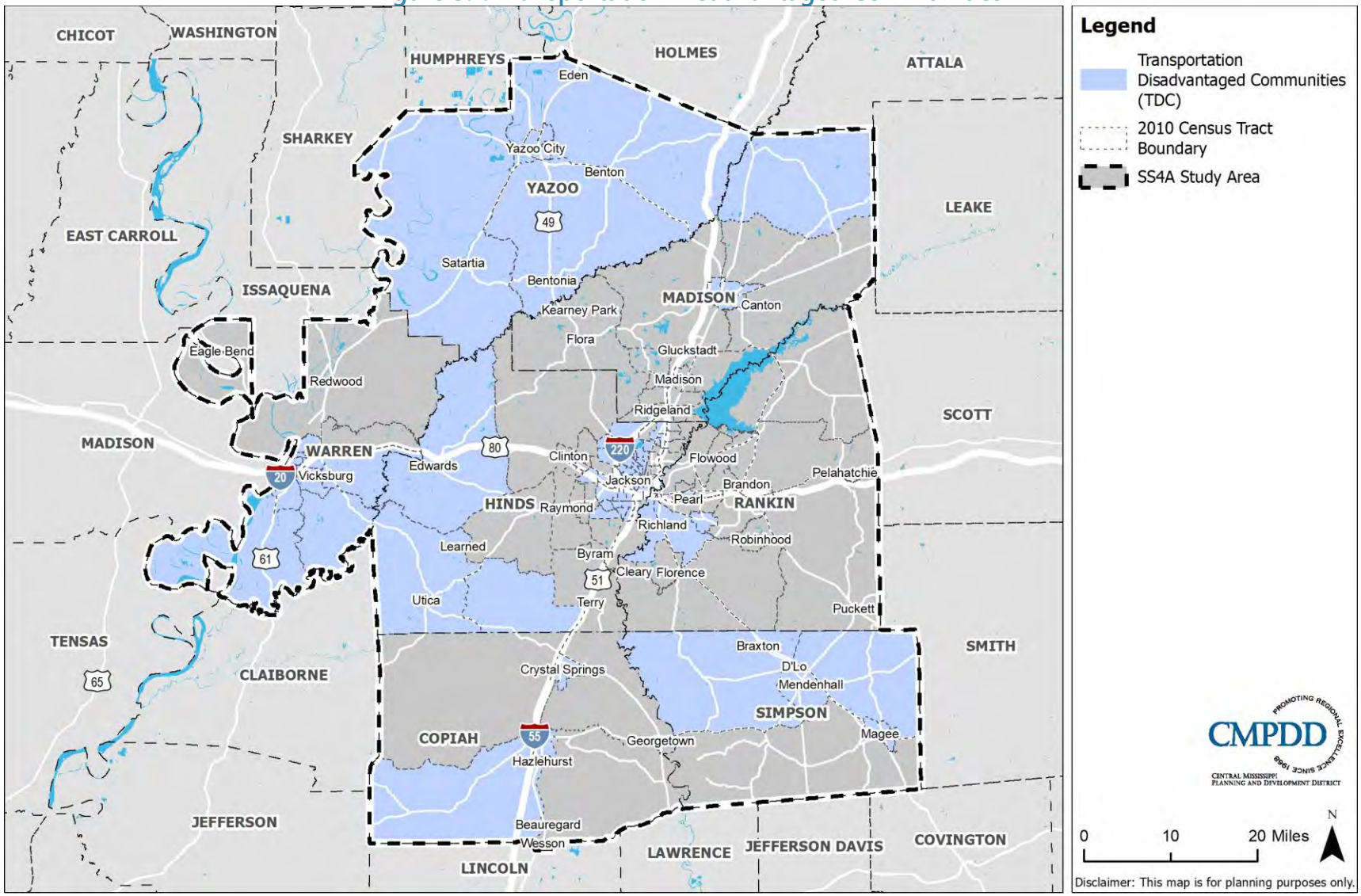
- **Limited Access to Essential Services:** Lack of transportation options hinders access to healthcare facilities, grocery stores, educational institutions, and employment opportunities, leading to reduced quality of life and potential economic hardships.
- **Social Isolation:** Inadequate transportation prevents community members from participating in social and recreational activities, leading to feelings of isolation and exclusion.
- **Health Disparities:** Limited transportation options contribute to poor health outcomes as individuals struggle to reach medical appointments, engage in physical activities, or access healthy food options.
- **Environmental Impact:** Inadequate public transportation infrastructure may lead to increased reliance on private vehicles, resulting in traffic congestion, air pollution, and negative environmental consequences.

Location of TDCs

Within the CMPDD, several regions make up TDCs, as shown in **Figure 3.1**.

- Northeastern Copiah County includes several rural communities with limited transportation infrastructure. Residents in these areas often face challenges in accessing essential services, such as healthcare, education, and employment opportunities due to a lack of reliable public transportation. The absence of robust transit systems and limited bicyle and pedestrian options make it difficult for individuals in these communities to travel to nearby towns or cities.
- The southwestern CMPDD regions show pockets of disadvantaged communities that struggle with transportation accessibility. These communities may be in low-income neighborhoods or rural areas with limited transportation options. Residents often face difficulties traveling to grocery stores, medical facilities, and other essential services due to inadequate public transit coverage and a lack of affordable private transportation alternatives.
- Several rural communities situated along the Pearl River, both to the north and south of Madison, encounter transportation disadvantages. Limited connectivity to major roads and highways further exacerbates the transportation barriers faced by these communities.
- The Mississippi Delta region, located in the western part of CMPDD, comprises numerous transportation disadvantaged communities. These areas are characterized by high poverty rates and limited access to transportation infrastructure. Residents in the Mississippi Delta often face transportation challenges due to the rural nature of the region, limited public transit options, and long distances to essential services.

Figure 3.1: Transportation Disadvantaged Communities



Source: Neel-Schaffer; FHWA

Addressing Challenges for TDCs

To address the challenges faced by TDCs, a comprehensive and multi-faceted approach is necessary. Some potential strategies include:

- **Enhancing Public Transportation:** Expanding and improving public transit services, including increased frequency, extended operating hours, and improved accessibility for individuals with disabilities.
- **Rideshare Programs:** Developing subsidized or on-demand transportation services tailored to the specific needs of transportation disadvantaged communities.
- **Infrastructure Improvements:** Investing in safe and accessible sidewalks, bike lanes, and pedestrian-friendly infrastructure to promote active transportation options.
- **Community Partnerships:** Collaborating with community organizations, social service agencies, and educational institutions to identify transportation needs and develop solutions.

3.2 Areas of Persistent Poverty

Determining APPs

APPs within the study area were defined and identified by the FHWA through the Bipartisan Infrastructure Law (BIL). These communities are also in need of receiving targeted strategies to foster equitable and sustainable development while providing access to jobs and social opportunities.

According to the U.S. Department of Transportation, the Bipartisan Infrastructure Law defines an "Area of Persistent Poverty" based on the location of a project. A project falls within an Area of Persistent Poverty if it meets one of the following criteria:

- The county in which the project is situated has consistently had a poverty rate of 20 percent or higher in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the most recent Small Area Income Poverty Estimates available as of 2021.
- The project is located in a Census Tract where the poverty rate is at least 20 percent, as determined by the 2014-2018 5-year data series from the American Community Survey conducted by the Bureau of the Census.
- The project is situated in any territory or possession of the United States. The identification process for Areas of Persistent Poverty involves a comprehensive analysis of various socio-economic indicators, including income levels, educational attainment, employment rates, and access to essential services. Valuable insights are gathered from data sources such as the U.S. Census Bureau, the American Community Survey, and local government reports, offering a clear understanding of the spatial distribution of poverty and its persistence over time.

Issues Faced by APPs

The enduring poverty within APPs can be attributed to a combination of factors, including:

- **Limited Economic Opportunities:** A shortage of diverse industries, initiatives for job creation, and access to quality employment opportunities hampers economic mobility and the residents' capacity to enhance their socio-economic conditions.

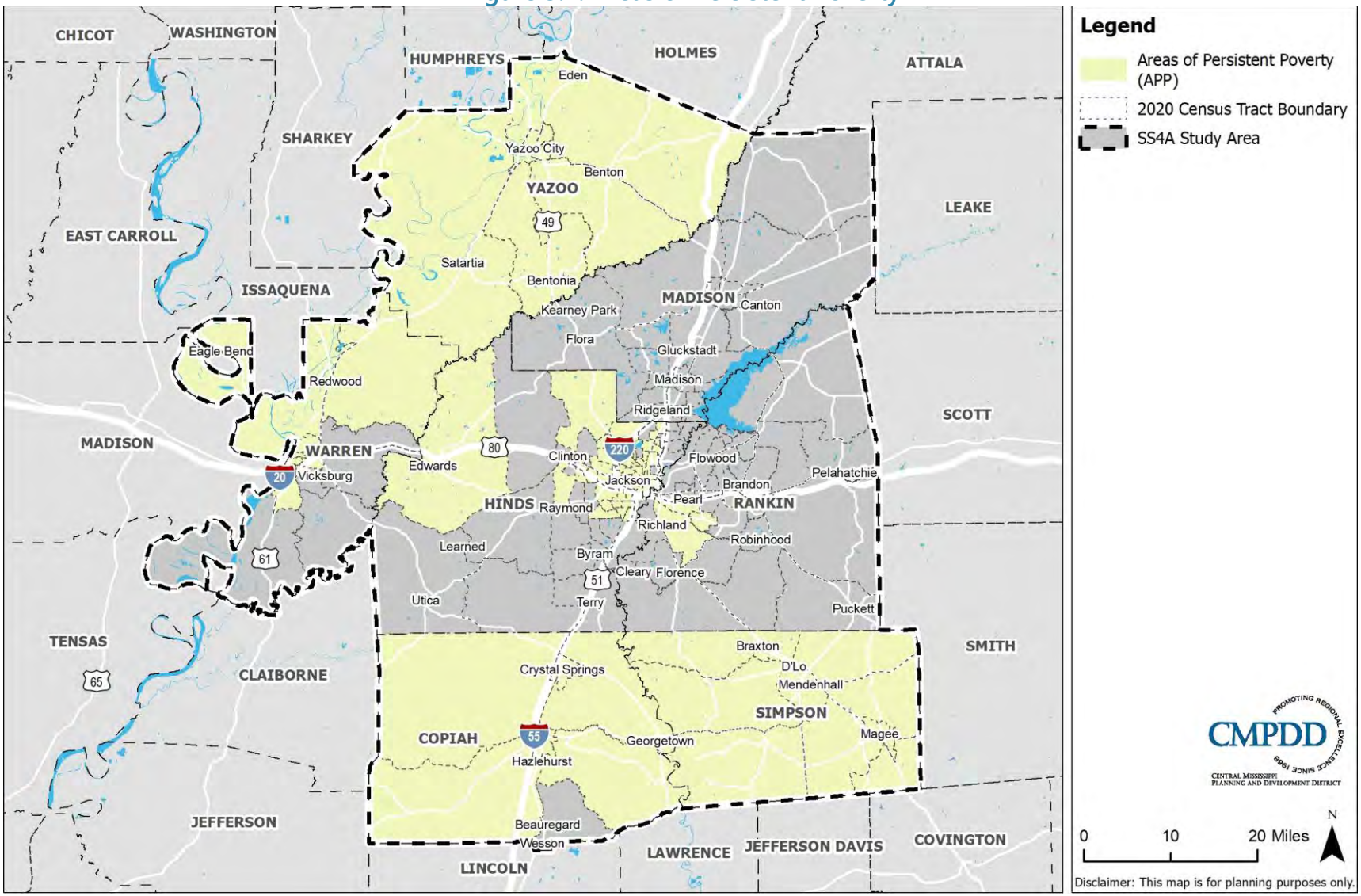
- **Education Disparities:** Inequalities in accessing quality education, spanning from early childhood to vocational training, can limit residents' acquisition of skills and qualifications necessary for improved employment prospects.
- **Inadequate Infrastructure:** Insufficient infrastructure, including transportation networks and community facilities, can impede economic growth and limit access to essential services, contributing to the perpetuation of poverty.
- **Social and Racial Inequities:** Persistent poverty often intersects with social and racial inequities, with marginalized communities facing discrimination, limited social capital, and reduced access to resources and opportunities.

Location of APPs

- The northwest portion and southern portion of CMPDD has faced ongoing economic challenges. It is characterized by a high concentration of low-income households, a diverse population, and limited economic opportunities. Residents may encounter difficulties in accessing quality education, healthcare services, and employment opportunities. The lack of economic mobility and resources often contributes to the cycle of poverty in this area.
- The southern portion of the CMPDD region, in Copiah County, and the adjacent areas grapple with persistent poverty. Despite being located near employment opportunities, educational institutions, and healthcare facilities, residents in these areas continue to experience poverty. This is often a result of socioeconomic status and background, in addition to inadequate infrastructure and transportation.

Figure 3.2 displays the APPs in the study area.

Figure 3.2: Areas of Persistent Poverty



Source: Neel-Schaffer; FHWA

Addressing Challenges for APPs

Strategies that can address the needs of TDCs will often be able to address the challenges of APPs as well.

- **Enhancing Public Transportation:** Expanding and improving public transit services, including increased frequency, extended operating hours, and improved accessibility for individuals with disabilities. This strategy offers a lower cost transportation method that persons in poverty can use to commute.
- **Rideshare Programs:** Developing subsidized or on-demand transportation services tailored to the specific needs of those in poverty.
- **Infrastructure Improvements:** Investing in safe and accessible sidewalks, bike lanes, and pedestrian-friendly infrastructure to promote active transportation options and connectivity that allows persons in poverty to reach employment, essential services and recreational areas.
- **Community Partnerships:** Collaborating with community organizations, social service agencies, and educational institutions to identify transportation needs and develop solutions.

3.3 Environmental Justice

While not required by the FHWA as part of the SS4A process, EJ is a critical aspect of any safety planning process. It focuses on providing equitable outcomes for all communities, particularly those that have historically faced disparities in environmental decision-making. These disparities have led to disproportionate environmental impacts on disadvantaged communities from transportation and infrastructure projects. The inclusion of the EJ analysis aligns with the broader goals of the SS4A plan and the Justice40 Initiative, which emphasizes inclusivity and equitable solutions.

Determining EJ Areas and Communities of Concern

To obtain the data for this analysis, consistent with the FHWA's APP data, the American Community Survey (ACS) 2021 5-Year Estimates were used. The EJ analysis considered six (6) populations and used them to create a Communities of Concern indicator.

The populations analyzed during the EJ analysis included:

- **Minority Population:** Persons who are part of one or more racial or ethnic minorities.
- **Households Without a Vehicle:** Households that are heavily reliant on public transportation.
- **Poverty or Low-Income:** Persons facing persistent or increasing poverty rates.
- **Older Adults:** Persons aged 65 and older.
- **Limited English Proficiency (LEP):** Persons who face language barriers and do not speak English well or at all.
- **Persons with Disabilities:** Persons diagnosed as having a disability.

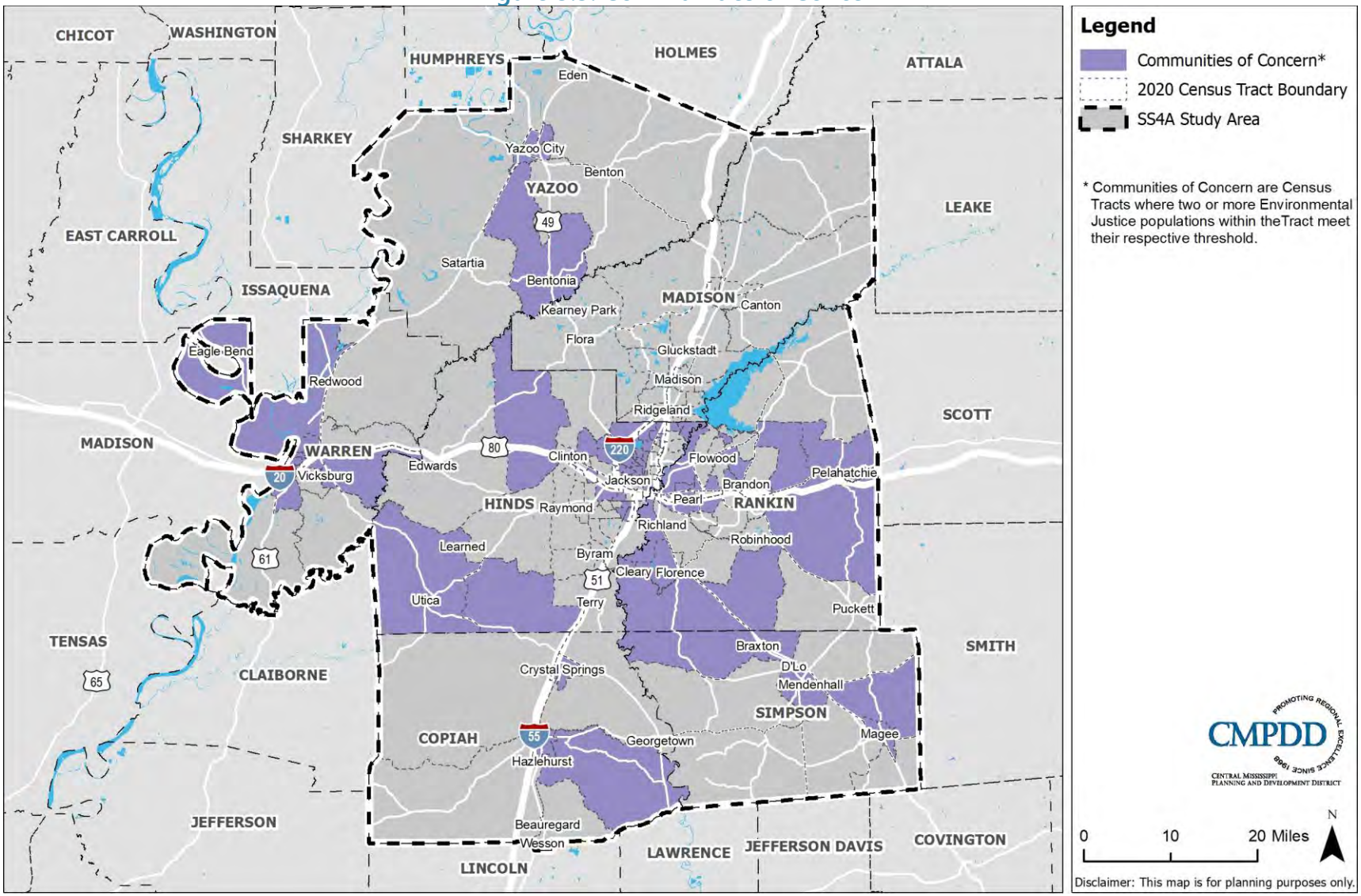
Potential EJ Census Tracts are those where the percentage of the analyzed population that reside in the tract is higher than the county average. Tracts that contain two (2) or more populations that qualify as potential EJ locations are considered Communities of Concern, displayed in **Figure 3.3**. These are specific neighborhoods or populations that would be disproportionately impacted by environmental hazards or lack access to environmental benefits. These communities are often characterized by a high concentration of minority and low-income residents who experience increased exposure to pollution, compromised health outcomes, and limited access to green spaces and other environmental resources.

Location of Communities of Concern

Within the CMPDD, there are several areas that comprise the Communities of Concern:

- Near Jackson, the capital city of Mississippi, there are industrial zones where environmental justice concerns arise. These areas may be home to factories, manufacturing plants, or other industrial facilities that emit pollutants and contribute to air and water pollution. Communities living near these industrial sites may face health risks and environmental degradation, impacting their quality of life.
- Communities located along major transportation corridors, such as highways and railways, often experience environmental justice issues. These areas may face increased air pollution and noise pollution due to heavy traffic and transportation-related activities. Residents living near these corridors may face higher rates of respiratory illnesses and reduced access to clean air and quiet environments.
- Within urban centers of the CMPDD, there are low-income neighborhoods that face environmental justice challenges. These communities may be situated near industrial sites, waste disposal facilities, or other sources of pollution. Lack of resources and political influence often result in inadequate environmental protections, exacerbating health disparities and environmental risks for residents.
- Rural communities within the CMPDD that are located near intensive agricultural operations may be considered environmental justice communities. These areas may experience the impacts of pesticide use, livestock waste, and water contamination from agricultural runoff. Residents in these communities may face health risks and diminished access to clean water and healthy environments.

Figure 3.3: Communities of Concern



Source: Neel-Schaffer; ACS 2021 5-year Estimates Addressing Challenges for Communities of Concern

To address the challenges faced by Communities of Concern, a comprehensive and multi-faceted approach is necessary. Some potential strategies include:

- **Community Engagement and Empowerment**: Foster partnerships between community organizations, advocacy groups, and government agencies to actively involve residents in decision-making processes, provide platforms for community input, and amplify the voices of marginalized communities. This strategy also includes outreach to faith-based organizations and locales where these communities gather or access services.
- **Equitable Policy Development**: Implement policies and regulations that prioritize environmental justice and ensure fair treatment for all communities. This includes stricter pollution control measures, equitable distribution of green spaces, and targeted infrastructure investments in underserved areas.
- **Accessible Transportation:** Improve public transportation infrastructure and services in underserved communities, ensuring affordable, reliable, and accessible transportation options that connect residents to essential services, employment opportunities, and recreational areas.
- **Education and Awareness:** Develop educational programs and initiatives focused on environmental justice, promoting awareness of environmental issues, health impacts, and sustainable practices. These programs can empower communities to advocate for their rights and actively participate.

Equity Focus Groups

While Communities of Concern indicate which areas within the region need the greatest focus, the needs of these communities will vary depending upon their unique challenges. **Figure 3.4** through **Figure 3.9** display the locations of the various EJ communities used to determine the Communities of Concern.

Figure 3.4 shows households without vehicles. This population group faces challenges related to transportation and mobility. Lack of personal vehicles restricts their ability to access essential services, such as healthcare, education, employment, and grocery stores. These households often rely on public transportation, shared mobility services, or walking and cycling.

The older adult population, shown in **Figure 3.5**, often faces challenges related to access to essential services, such as healthcare, social support, and transportation. Ensuring equitable access to these services is crucial for their quality of life. Many of the older population coexists with households without a vehicle.

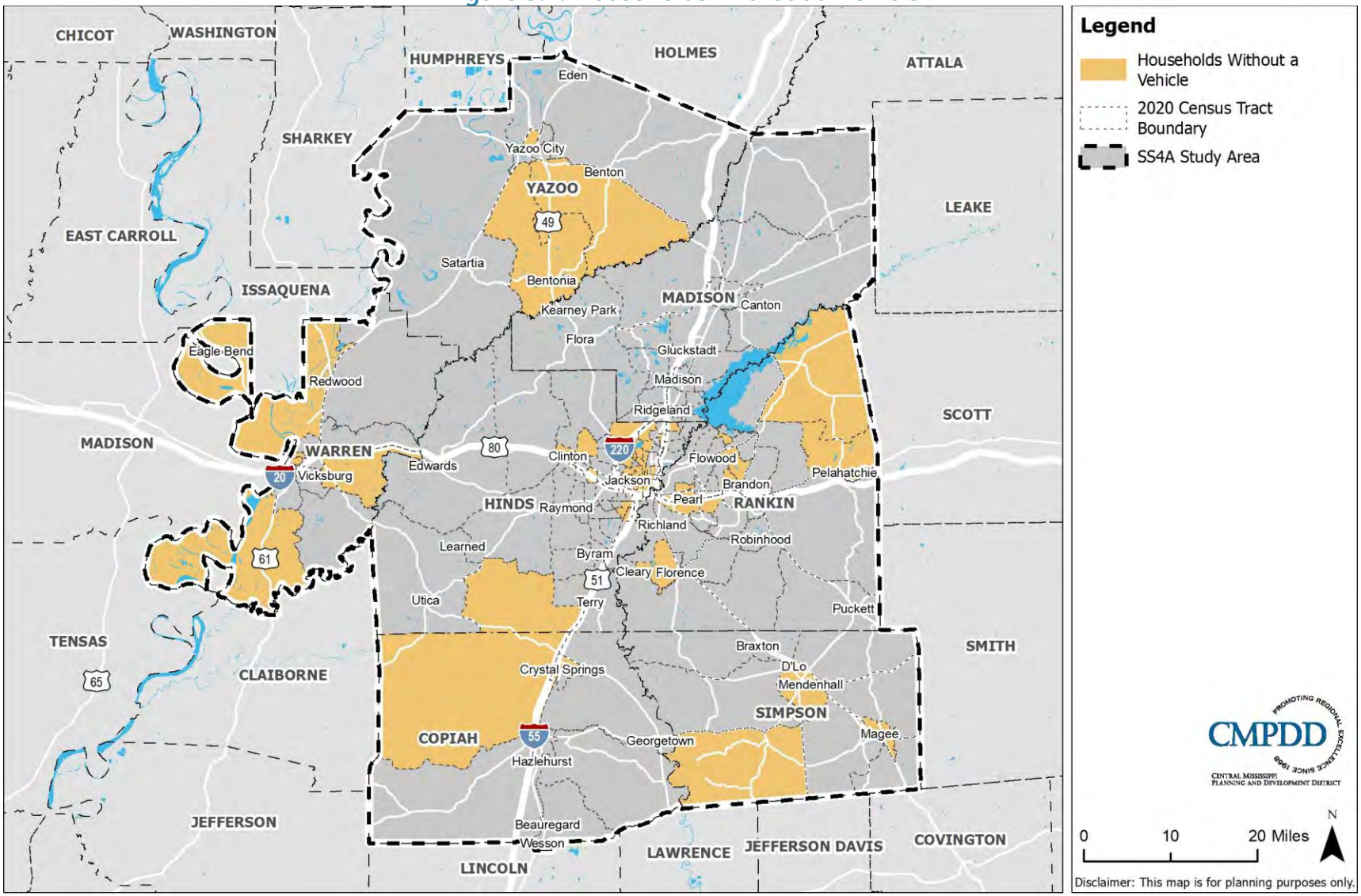
Equitable access to environmental benefits, employment, recreational areas, and public involvement is a vital component of EJ. The LEP population, shown in **Figure 3.6**, in CMPDD should have equal opportunities to enjoy and benefit from these offerings. Many of the LEP populations overlap with the minority and low-income groups.

Minority populations in CMPDD, displayed in **Figure 3.7**, often face a disproportionate burden of environmental hazards and pollution, in addition to racial discrimination. They may reside in areas with higher pollution levels, proximity to industrial sites, or inadequate access to clean air, water, and green spaces.

Transportation costs can be a significant burden for low-income households, particularly if they rely on private vehicles. Most employees within the region use single person vehicle travel with limited transit and non-motorized transportation use. This greatly affects the development of the transportation system and how low-income persons, shown in **Figure 3.8**, can access it.

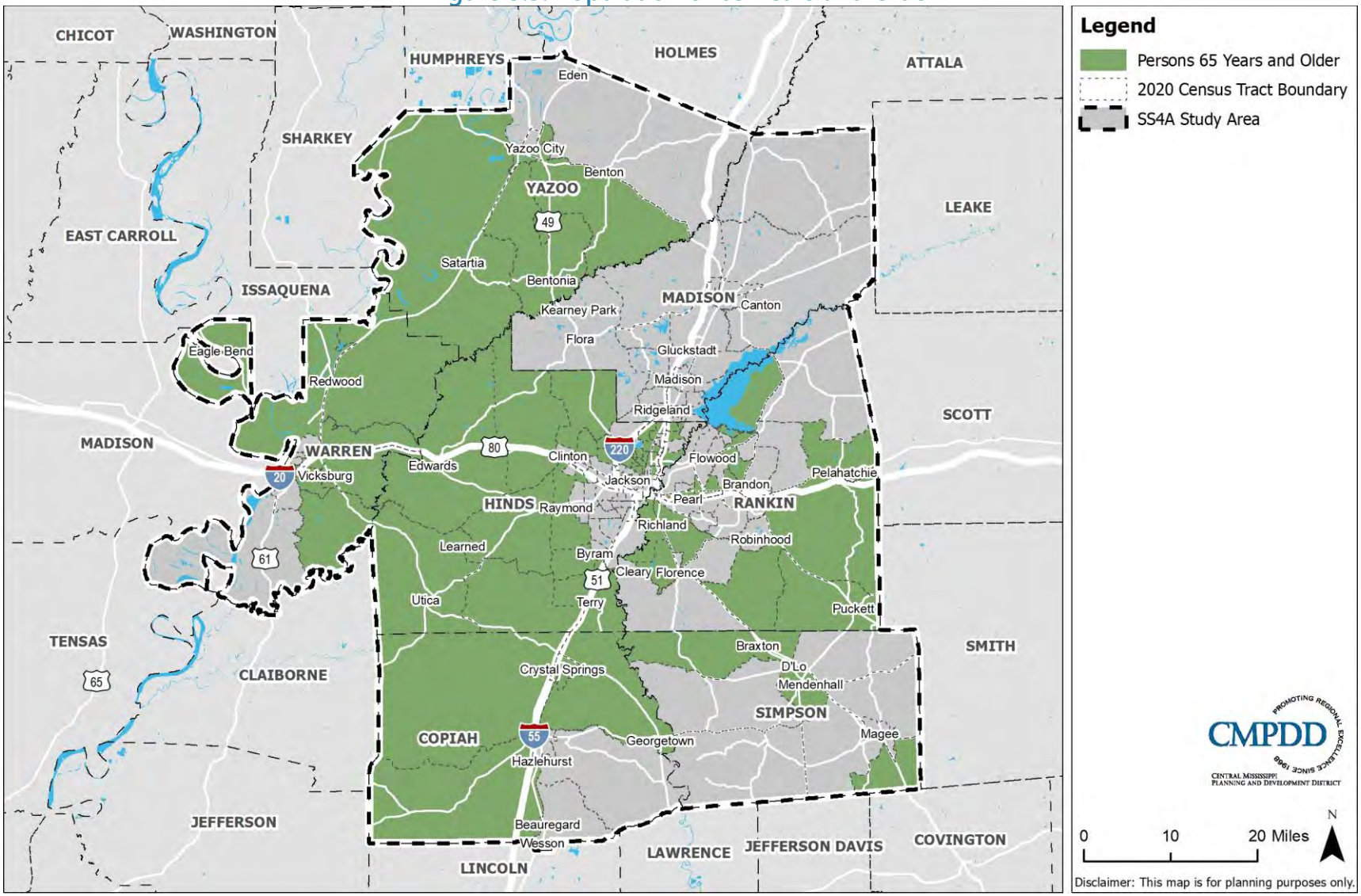
Accessible transportation options are vital for persons with disabilities, shown in **Figure 3.9**. The ability to use the transportation system provides access to education, employment, healthcare, and essential services.

Figure 3.4: Households Without a Vehicle



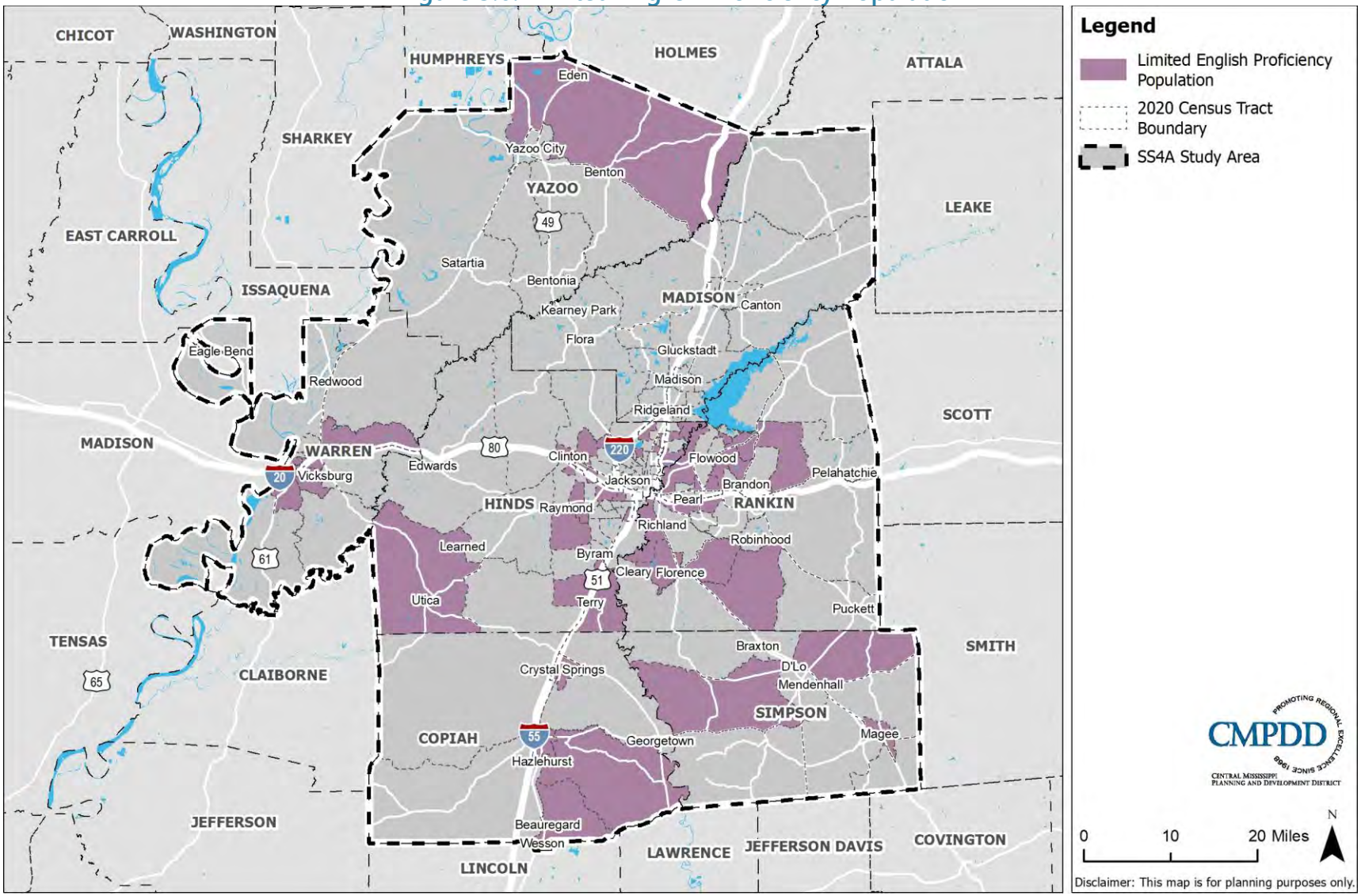
Source: Neel-Schaffer; ACS 2021 5-year estimates

Figure 3.5: Population of 65 Years and Older



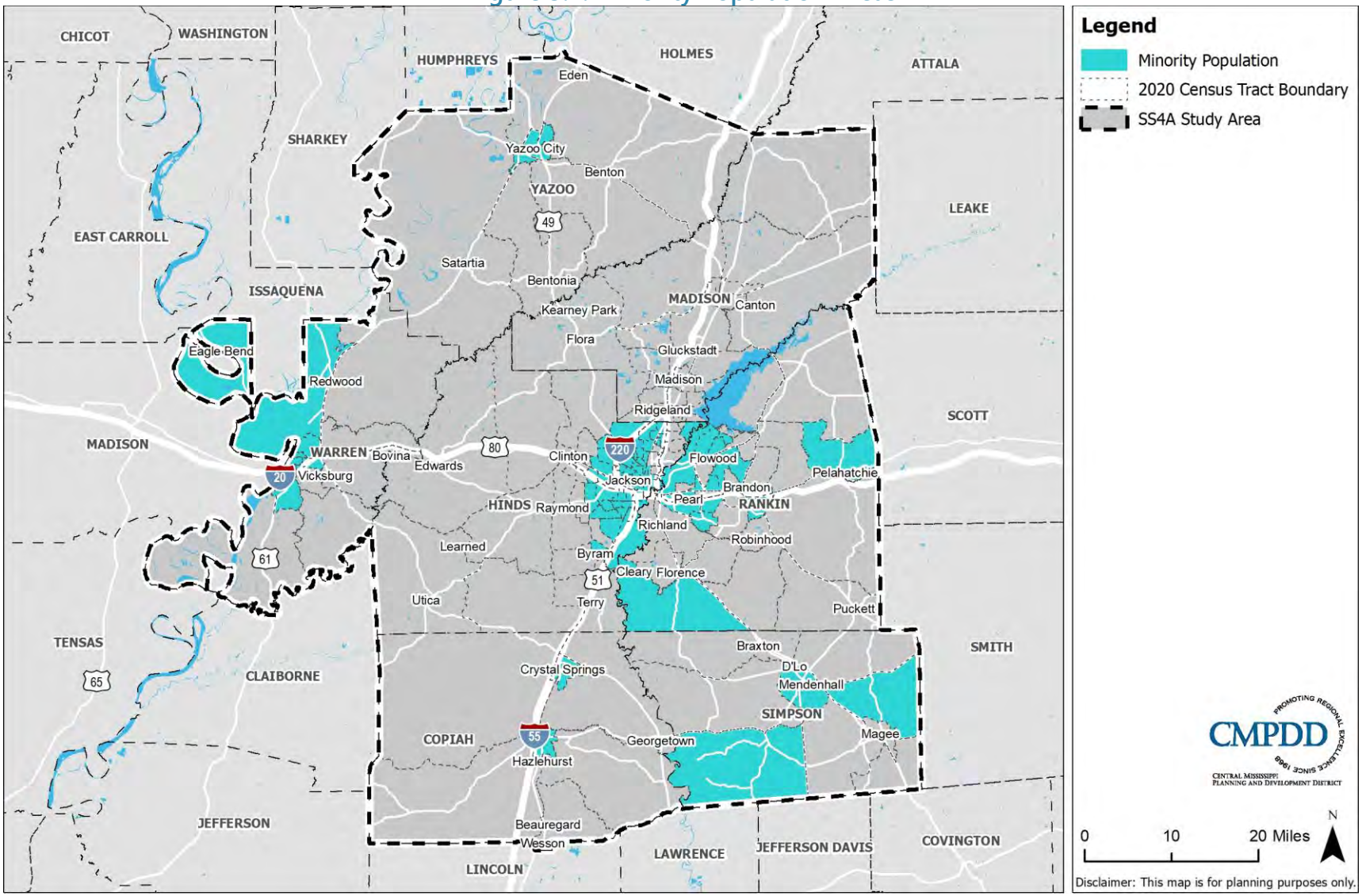
Source: Neel-Schaffer; ACS 2021 5-year estimates

Figure 3.6: Limited English Proficiency Population



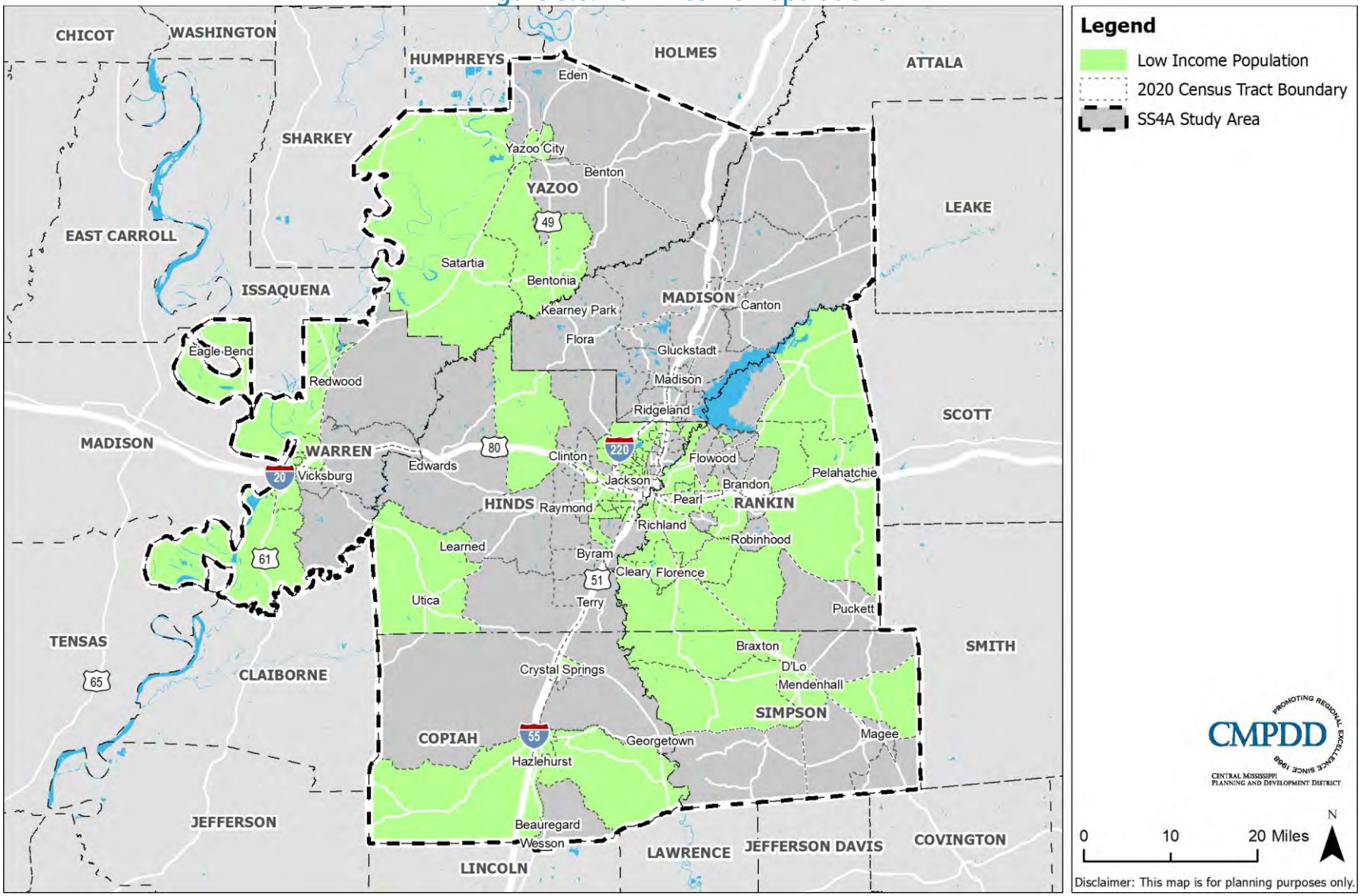
Source: Neel-Schaffer; ACS 2021 5-year estimates

Figure 3.7: Minority Population Areas



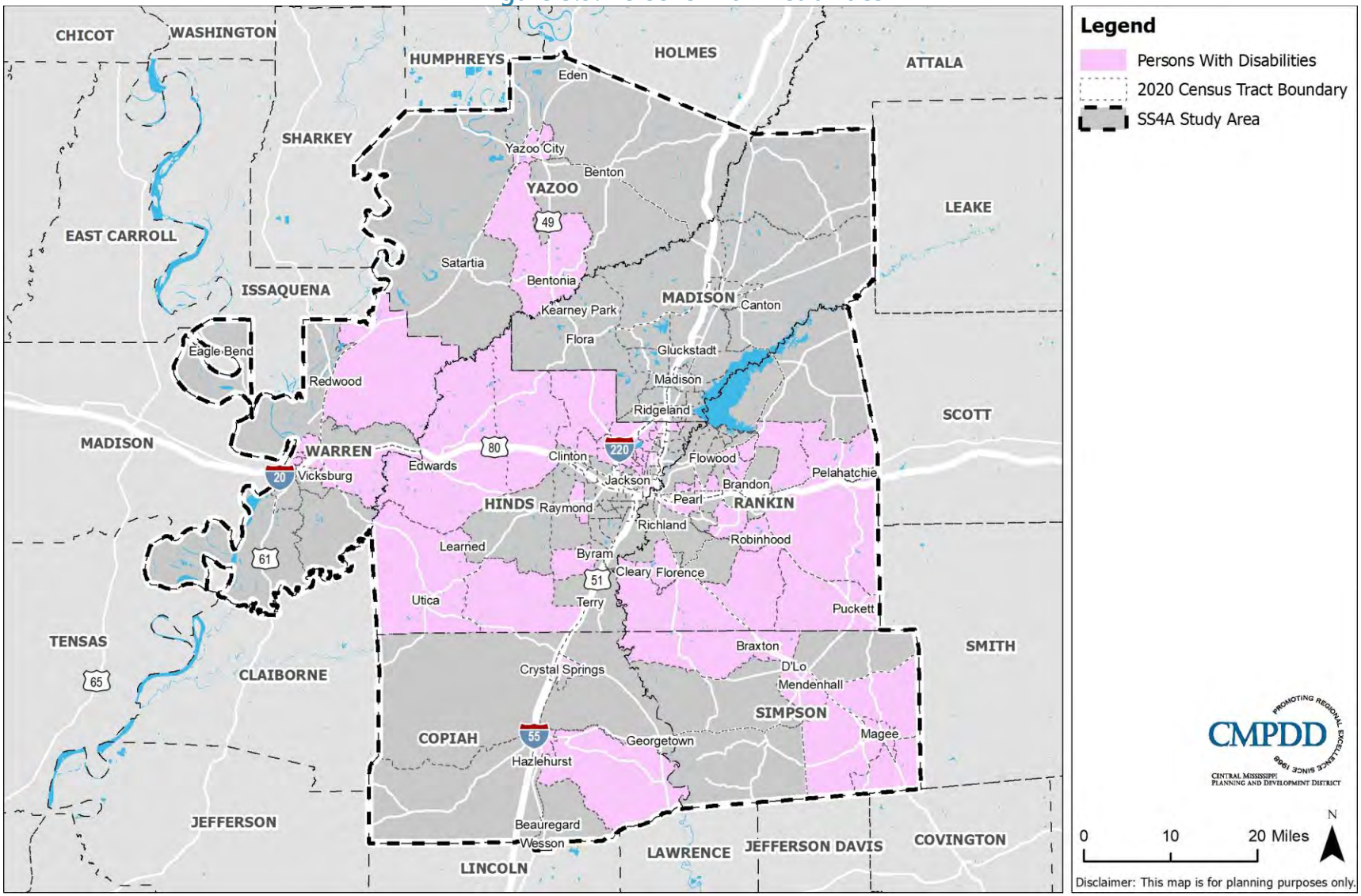
Source: Neel-Schaffer; ACS 2021 5-year estimates

Figure 3.8: Low-Income Populations



Source: Neel-Schaffer; ACS 2021 5-year estimates

Figure 3.9: Persons with Disabilities



Source: Neel-Schaffer; ACS 2021 5-year estimates

3.4 Equity Analysis

As discussed in the previous sections, Equity Areas for the plan included TDCs, APPs, and Communities of Concern (CoCs). This data was used to develop a preliminary assessment of equity concerns in the study area. These equity areas are also used during the project prioritization process which is discussed later in this report. The analysis was conducted for each Equity Area in the study area to determine which areas experience a disproportionate number of specific crash types and/or severities when compared to the overall network within the study area. The results of the Equity Area analysis are displayed in **Table 3.1**

Table 3.1: CMPDD Equity Area Analysis

	Total Crashes	Percent of Crashes	Centerline Miles	Percent of Miles	Are Crashes Disproportionate?
Study Area	96,872	100%	21,655	100%	
TDC Areas	47,120	49%	9,982	46%	Yes
APP Areas	49,874	51%	10,896	50%	Yes
CoC Areas	53,771	56%	8,405	39%	Yes
	Fatal Crashes	**Percent of Crashes**	**Centerline Miles**	**Percent of Miles**	**Are Crashes Disproportionate?**
Study Area	549	100%	21,655	100%	
TDC Areas	340	62%	9,982	46%	Yes
APP Areas	350	64%	10,896	50%	Yes
CoC Areas	302	55%	8,405	39%	Yes
	Serious Injury Crashes	**Percent of Crashes**	**Centerline Miles**	**Percent of Miles**	**Are Crashes Disproportionate?**
Study Area	1,825	100%	21,655	100%	
TDC Areas	1,148	63%	9,982	46%	Yes
APP Areas	1,165	64%	10,896	50%	Yes
CoC Areas	1,117	61%	8,405	39%	Yes

	Motorized Crashes	Percent of Crashes	Centerline Miles	Percent of Miles	Are Crashes Disproportionate?
Study Area	96,150	100%	21,655	100%	
TDC Areas	46,663	49%	9,982	46%	Yes
APP Areas	49,446	51%	10,896	50%	Yes
CoC Areas	53,382	56%	8,405	39%	Yes
	Non-Motorized Crashes	**Percent of Crashes**	**Centerline Miles**	**Percent of Miles**	**Are Crashes Disproportionate?**
Study Area	722	100%	21,655	100%	
TDC Areas	457	63%	9,982	46%	Yes
APP Areas	428	59%	10,896	50%	Yes
CoC Areas	389	54%	8,405	39%	Yes

Source: MDOT Highway Safety Division, 2023; Replica, 2023

Total Crashes

Table 3.1 illustrates that with crashes in general, the CoCs within the CMPDD area experience a disproportionate number of crashes when compared to the overall roadway network.

The disproportionate number of total crashes in the CoCs can be attributed to a variety of factors, such as:

- Higher concentrations of vulnerable road users, such as pedestrians and cyclists, who are more susceptible to accidents due to limited access to safe transportation options.
- Socioeconomic factors, including limited access to quality transportation and higher levels of traffic congestion, can contribute to a higher incidence of crashes in these communities.

Addressing these disparities requires a comprehensive approach that considers infrastructure improvements, access to safe transportation options, and community-specific safety initiatives.

Fatal Crashes

As shown in **Table 3.1**, all the Equity Areas, TDCs, APPs, and CoCs experienced a disproportionate number of fatal crashes within the CMPDD area.

Factors that may contribute to the disproportionate amount of fatal vehicle crashes affecting TDCs, APPs, and CoCs include inadequate infrastructure, such as poorly maintained roads or inadequate traffic signage, elevating the risk of fatal accidents.

Additionally, TDCs, APPs, and CoCs may have higher concentrations of vulnerable road users, such as pedestrians and cyclists, who are more susceptible to fatal incidents. Addressing these disparities is crucial to improving road safety and reducing the number of fatal crashes within these communities.

Serious Injury Crashes

As shown in **Table 3.1**, all the Equity Areas, TDCs, APPs, and CoCs experienced a disproportionate amount of Serious Injury crashes.

The higher occurrence of serious injury crashes in the Equity Areas may be related to factors such as:

- Poorly maintained infrastructure.
- Lack of safety features, such as clear signage or pedestrian crosswalks, which could contribute to a higher risk of accidents with serious injuries.
- A higher presence of pedestrians and cyclists, vulnerable users who lack the protection provided by a vehicle, increasing the risk of serious injuries.
- Economic factors may limit residents' access to newer vehicles with updated safety technology, which could increase the risk in more serious outcomes in the event of a crash.

To reduce serious injury crashes in the Equity Areas, a focused strategy that includes infrastructure upgrades, increased road maintenance, and the introduction of safety measures tailored to the needs of these communities would be beneficial. Educating residents on road safety and promoting

the use of safety features in vehicles could further help in reducing the rate of serious injury crashes.

Motorized Crashes

Table 3.1 presents an overview of crashes within the CMPDD area that involve only motorized vehicles. The data reveals a disproportionate concentration of vehicle-only crashes within CoC areas.

Factors that may contribute to the disproportionate amount of these crashes affecting CoCs include:

- Inadequate road infrastructure, including poorly maintained roads and insufficient traffic control measures
- A higher concentration of vulnerable road users, such as pedestrians and cyclists, which increases the chances for crashes due to limited access to safe transportation options and protective infrastructure

Addressing these crashes requires a multifaceted approach that encompasses infrastructure enhancements, improved access to safe transportation options, and the implementation of community-specific safety initiatives.

Non-Motorized Crashes

Shown in **Table 3.1**, all the Equity Areas, TDCs, APPs, and CoCs experienced a disproportionate amount of non-motorized (bicycle and pedestrian) crashes within the CMPDD area.

Bicyclists and pedestrians are vulnerable users and many residents within the equity areas use bicycling and walking as modes of transportation. Factors that may contribute to non-motorized crashes include:

- Inadequate or poorly maintained pedestrian and bicycle infrastructure, such as sidewalks, crosswalks, bicycle lanes, bicyle and pedestrian crossing signals, or trails
- Socioeconomic factors that restrict access to quality transportation options and heightened levels of non-motorized traffic that increase the likelihood of non-motorized crashes occurring
- Distracted walking

Addressing these disparities requires a comprehensive approach that encompasses infrastructure enhancements, improved access to safe transportation options for non-motorized roadway users, and the implementation of community-specific safety initiatives tailored to the needs of pedestrians and cyclists.

Strategies and Needs

Strategies

- **Targeted Infrastructure Enhancements:** Identify and prioritize projects that improve safety conditions in disproportionately affected Equity Areas. Additional emphasis should be placed on roadways that experience higher crash rates.
    - Example improvements include the addition of safe bicycle and pedestrian infrastructure, wider roadway lanes, improved signage, improved pavement markings, and traffic calming measures.
- **Community Engagement and Education:** Implement community outreach programs to educate residents about safe driving practices and raise awareness about the risks associated with high crash rates. Engaging the community in the improvement process fosters a sense of ownership and responsibility.
- **Collaboration with Local Authorities:** Foster collaboration with local law enforcement agencies to enhance traffic enforcement and implement measures to deter reckless driving behaviors. Increased presence and enforcement can contribute to a safer driving environment.
- **Environmental Justice Impact Assessment:** Conduct an in-depth environmental justice impact assessment to identify specific environmental vulnerabilities and integrate these findings into safety improvement strategies.

Needs for Improvement

- **Data Collection and Monitoring:** Establish a comprehensive data collection and monitoring system to continually assess crash rates, identify emerging patterns, and adapt improvement strategies accordingly.
- **Multi-Agency Collaboration:** Facilitate collaboration between transportation authorities, environmental agencies, and social services to address the multifaceted challenges posed by the elevated crash rates.
- **Public Transportation Options:** Invest in and promote public transportation options as an alternative to personal vehicle usage, reducing overall traffic volume and mitigating crash risks.
- **Equitable Resource Allocation:** Ensure that funding and resources for safety improvements are allocated in an equitable manner, prioritizing areas with the highest need, particularly those characterized by environmental justice concerns, persistent poverty, and transportation disadvantaged communities.

4.0 Public Engagement

CMPDD developed and utilized a three-phase community engagement plan to ensure the public and stakeholders were informed and provided multiple opportunities and methods for collaborating with transportation officials in the development of a holistic SAP. The community engagement plan was developed based on CMPDD's existing Public Involvement Plan and best practices recommended by the FHWA. It was tailored to meet the needs of individuals within CMPDD's seven-county region with special attention given to reaching historically underserved communities. A copy of the plan is available in **Appendix B**.

The public's input helped to increase understanding of safety conditions and concerns within CMPDD's seven-county region. This input was used along with the technical analysis discussed in Chapter 2 to develop potential safety projects and strategies for the SAP.

4.1 Technical Committee

To guide development of the plan and provide equal representation across the region, a Technical Committee was formed. The committee was comprised of transportation professionals from each county within the region and throughout the study area.

Possessing skills that are more technical in nature along with a familiarity of existing roadways and safety concerns within their respective areas, the Technical Committee members brought to the table a wealth of information that positively influenced development of the Safety Action Plan.

The Technical Committee met regularly to discuss plan development, approve outreach materials, review plan findings, and provide input on local priorities and project selection. The Technical Committee is also responsible for plan implementation and monitoring.

4.2 Public and Stakeholder Involvement Phase 1

Phase 1 – Visioning Phase – of community engagement focused on introducing the Safety Action Plan and then listening and learning to gather input on the region's goals, needs, concerns, and priorities for the plan.

Input collected during this phase was used to develop the Vision for the plan.

During Phase 1, input was sought from the following:

- Local officials
- Planners, engineers, and other professionals
- Transportation service providers
- Community leaders
- Nonprofit advocacy organizations targeting underserved communities and bicycle and pedestrian advocates
- The business community
- The general public

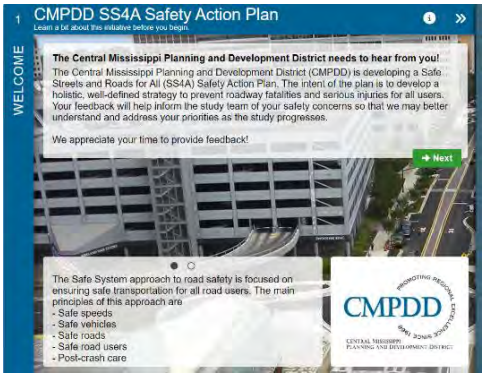
During this timeframe, 241 people took the Phase 1 survey.

The primary goals for Phase 1 were as follows:

PHASE 1 - VISIONING PHASE – Listening and Learning

Goals:

- Introduce the proposed Regional Comprehensive Transportation Safety Action Plan (Safety Action Plan)
- Gather feedback to help identify an overall safety vision, goals, and priority crash locations



An outreach team, comprised of consultants who worked to identify and involve the public and stakeholders, employed MetroQuest, an online survey tool designed for transportation planning, to help inform people, collect meaningful input on priorities, and provide visual preferences and map markers.

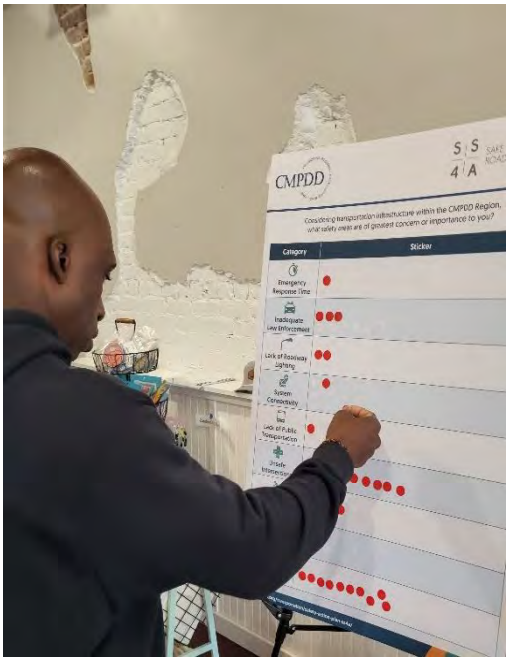
The MetroQuest surveys were promoted in several ways including using informative business cards and posterboards with a QR code, during in-person events, on a project-specific landing page located on CMPDD's existing website, a news release, CMPDD's internal newsletter *Central Update*, emails sent to individuals within the project stakeholder database, and paid social media. Examples of the promotional materials – including photos of the interactive, hands-on poster activities – are in **Appendix B**. During Phase 1, boosted or paid social media reached 6,751 people, received 39 reactions, comments, shares and 249 clicks on the provided link to the project survey.

The team attended in-person events to directly engage with the public. In this way, people were provided with multiple ways to provide input either by participating in the board activities, scanning the QR code and participating online, or filling out a paper survey. In-person events are listed below, and event reports are displayed in **Appendix B.**

- First Saturday at the Shed, Crystal Springs, Copiah County, Nov. 2, 2023
- Winter Wonderland Health Fair & Holiday Market, Jackson, Hinds County, Nov. 10, 2023
- Holiday Sip and Shop - Magee, Simpson County, Nov. 12, 2023
- Brandon City Hall HOA Meeting, Brandon, Rankin County, Nov. 14, 2023
- Walmart Supercenter, Yazoo City, Yazoo County, Dec. 8, 2023
- Vicksburg Library, Warren County, Dec. 8, 2023
- Merry Market Downtown, Madison, Madison County, Dec. 9, 2023
- JTRAN Bus Rides, Jackson, Hinds County, Dec. 20, 2023

Crystal Springs

Vicksburg



Magee

Additionally, several civic-minded community stakeholders shared information about the project including how interested individuals could become involved. Information sharing activities are listed below:

- Madison County Lunch and Line (dance) – a group of 80 retired citizens received business cards and a brief explanation of the project including ways to be involved
- Canton Courthouse – displayed business cards in public locations
- Central Mississippi Regional Library System – displayed business cards in public locations at 20 libraries within Hinds, Madison, and Rankin counties
- Yazoo County Library – displayed business cards in public locations
- The Vicksburg Library – displayed business cards in public locations

PHASE 1 RESULTS:

Behavioral Risk Factor Ranking

During Phase 1, participants were asked to identify their top three (3) roadway user behavior concerns from among the following:

- Speeding
- Distracted driving
- Walking/biking on the wrong side of the roadway
- Improper roadway crossings
- Red light running
- Impaired driving

Figure 4.1 displays the ranking results of the exercise based on age group. **Figure 4.2** displays the ranking results of the exercise based on minority status. **Figure 4.3** displays the ranking results of the exercise based on poverty status.

Madison

Infrastructure Risk Factor Ranking

Participants were asked to identify their top five (5) roadway user behavior concerns from among the following:

- Emergency response time
- Inadequate law enforcement
- Lack of roadway lighting
- System connectivity
- Lack of public transportation
- Unsafe intersections
- Lack of bicycle infrastructure
- Lack of pedestrian infrastructure
- Poor roadway design

Figure 4.4 displays the ranking results of the exercise based on age group. **Figure 4.5** displays the ranking results of the exercise based on minority status. **Figure 4.6** displays the ranking results of the exercise based on poverty status.

Identifying Transportation Challenges

Respondents were asked to display (online survey) or write down (during in-person engagement events) the locations and types of transportation safety challenges experienced during their daily commute or activities. Respondents were also asked to provide suggested improvements. **Figure 4.7** depicts input results by displaying respondents' current concerns and locations as well as proposed solutions. Additionally, heat maps (**Figures 4.8-4.12**) indicating various concerns are included to graphically represent locations of concern.

Figure 4.1: Phase 1 Behavior Risk Factor Rankings by Age Group

Figure 4.2: Phase 1 Behavior Risk Factor Rankings by Minority Status

Figure 4.3: Phase 1 Behavior Risk Factor Rankings by Poverty Status

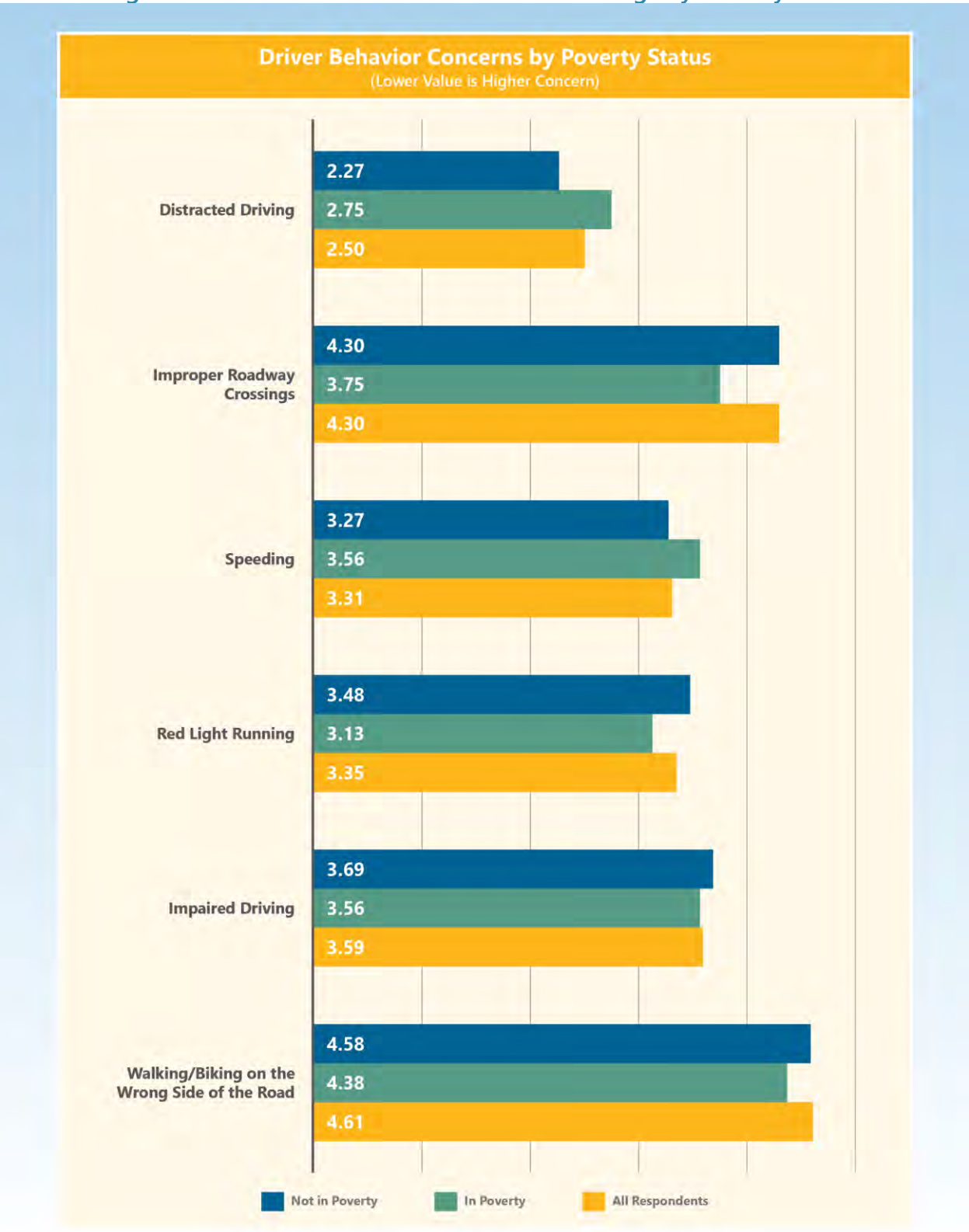


Figure 4.4: Phase 1 Infrastructure Risk Factor Rankings by Age Group

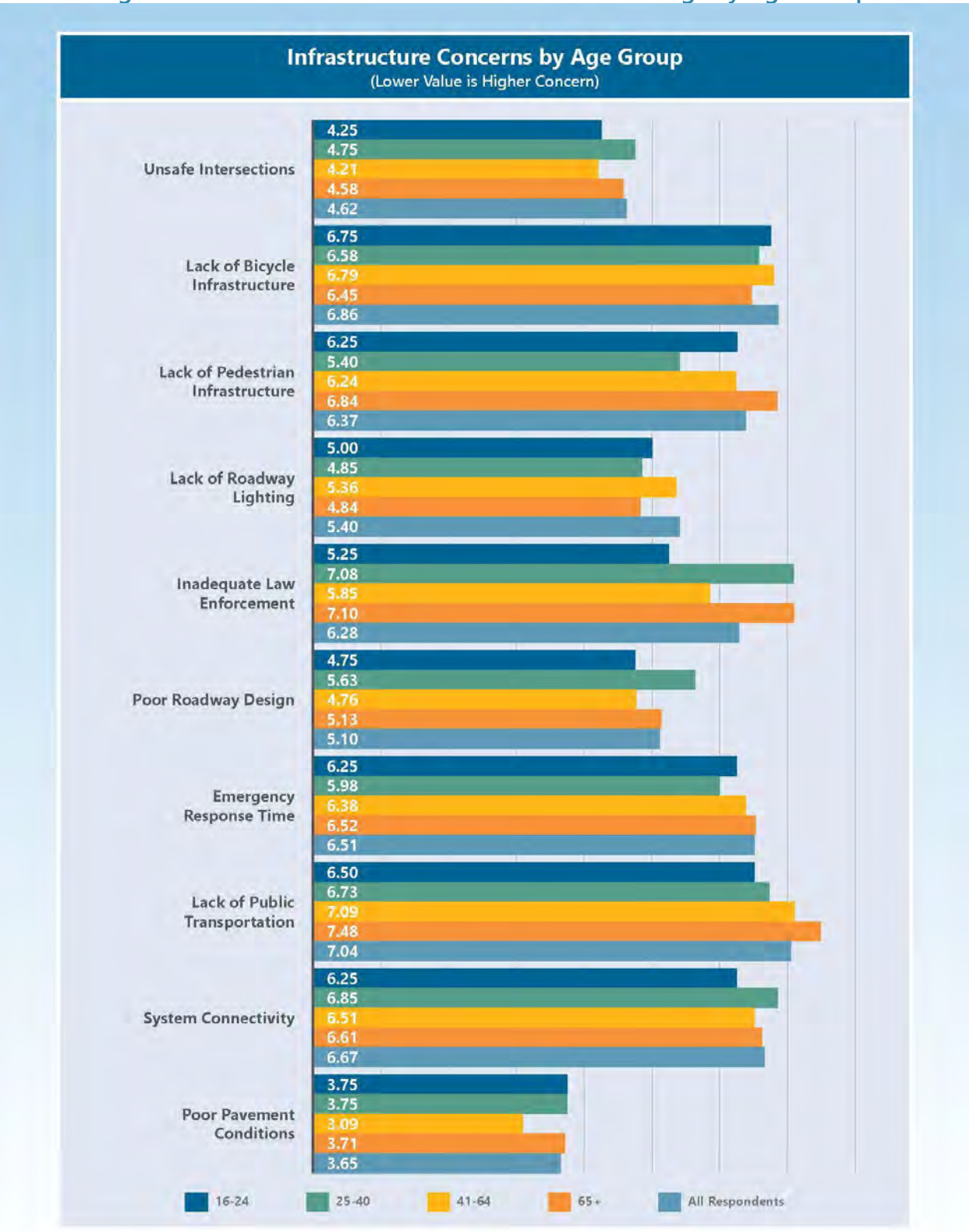


Figure 4.5: Phase 1 Infrastructure Risk Factor Rankings by Minority Status

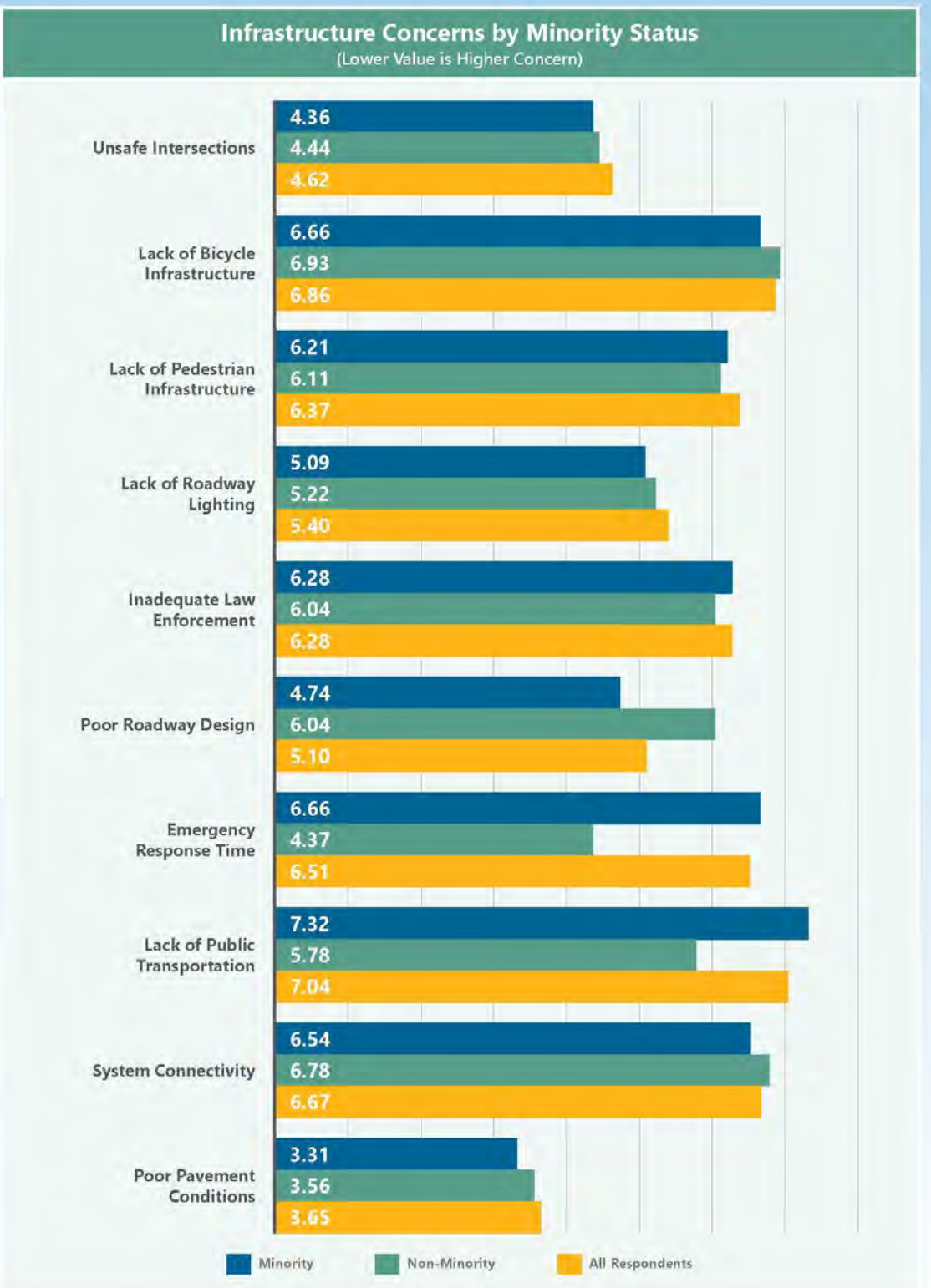


Figure 4.6: Phase 1 Infrastructure Risk Factor Rankings by Poverty Status

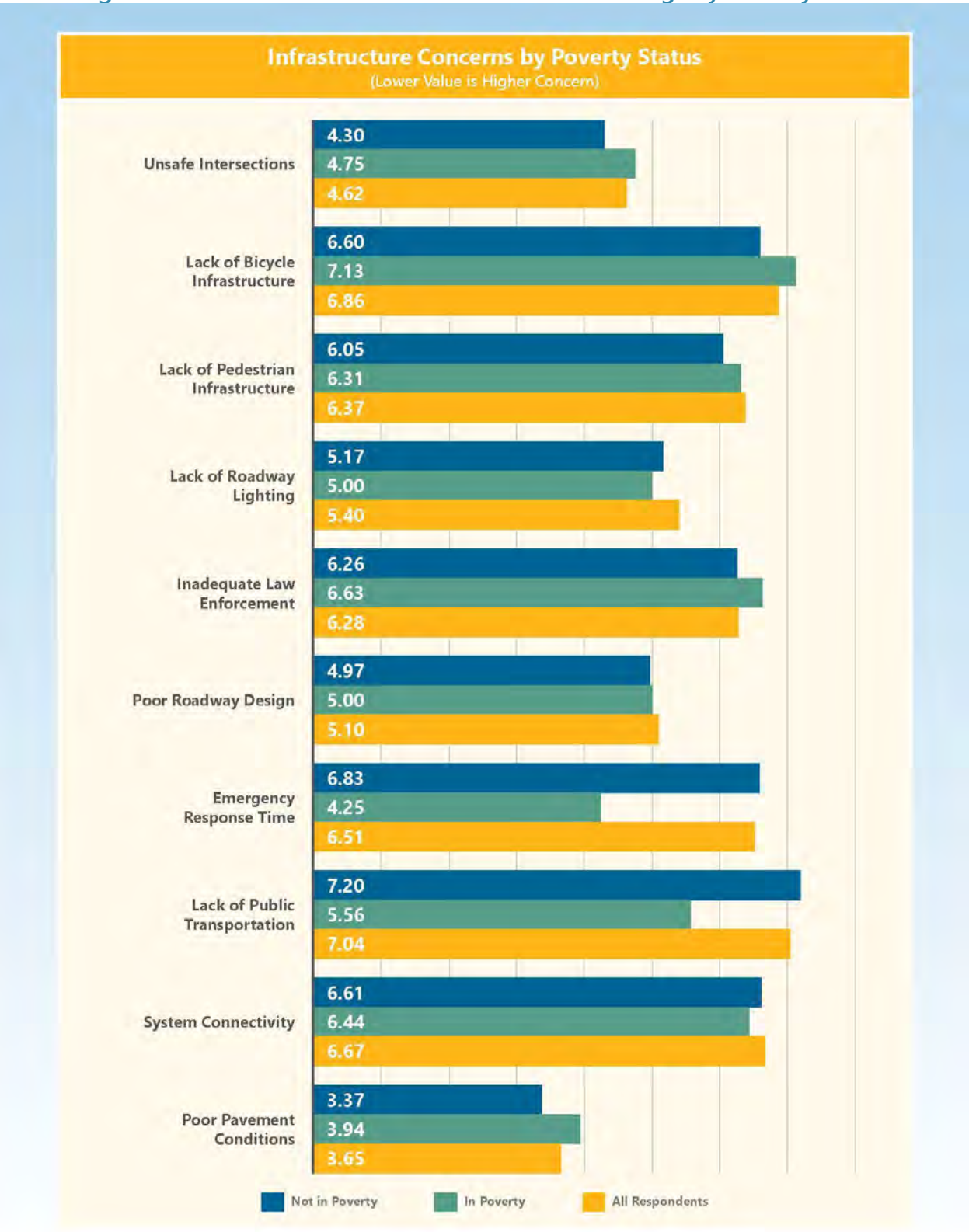


Figure 4.7: Phase 1 Identified Transportation Safety Challenges

Figure 4.8: Home Location of Survey-Participants

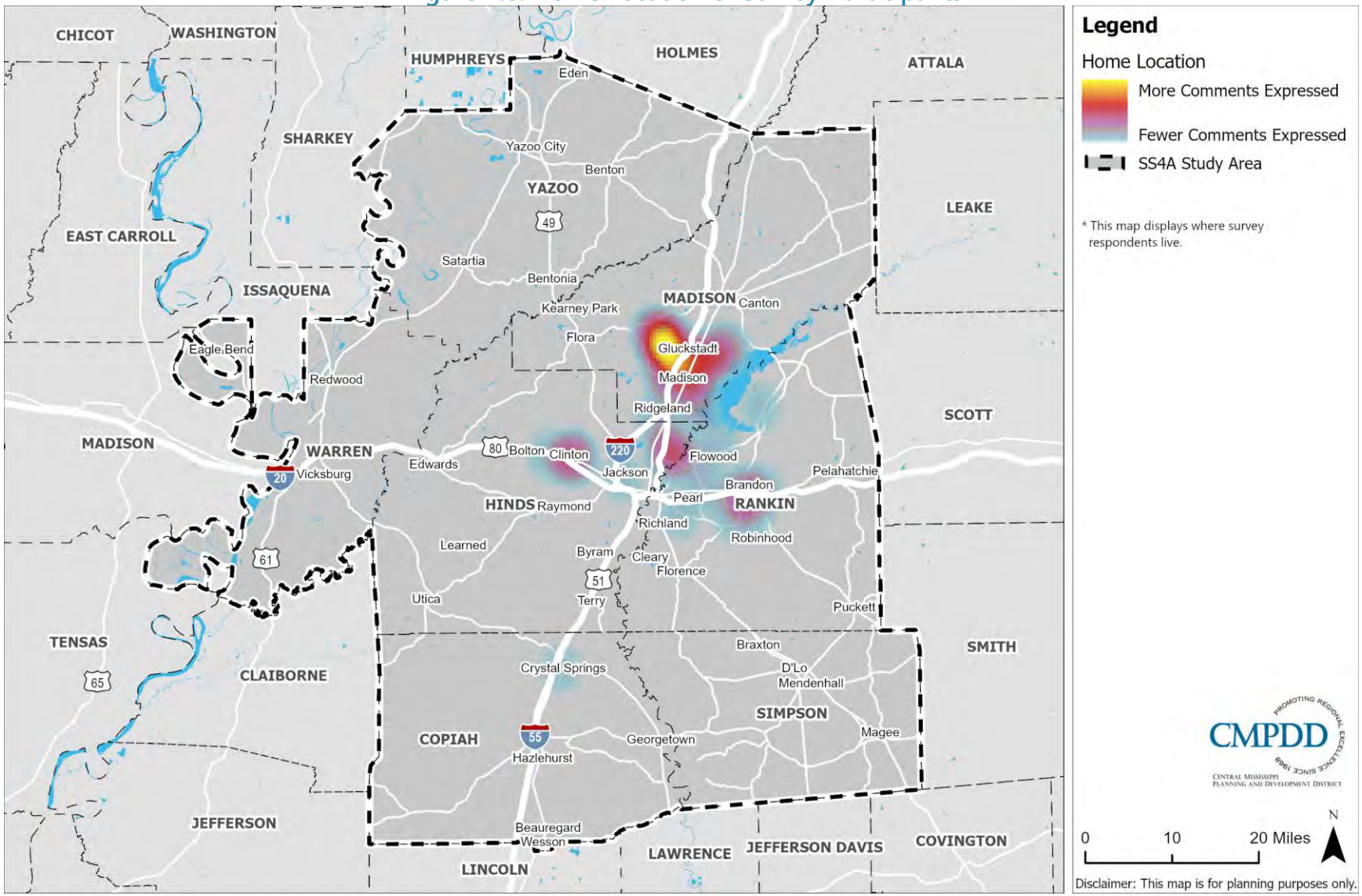


Figure 4.9: Locations of All Safety Concerns

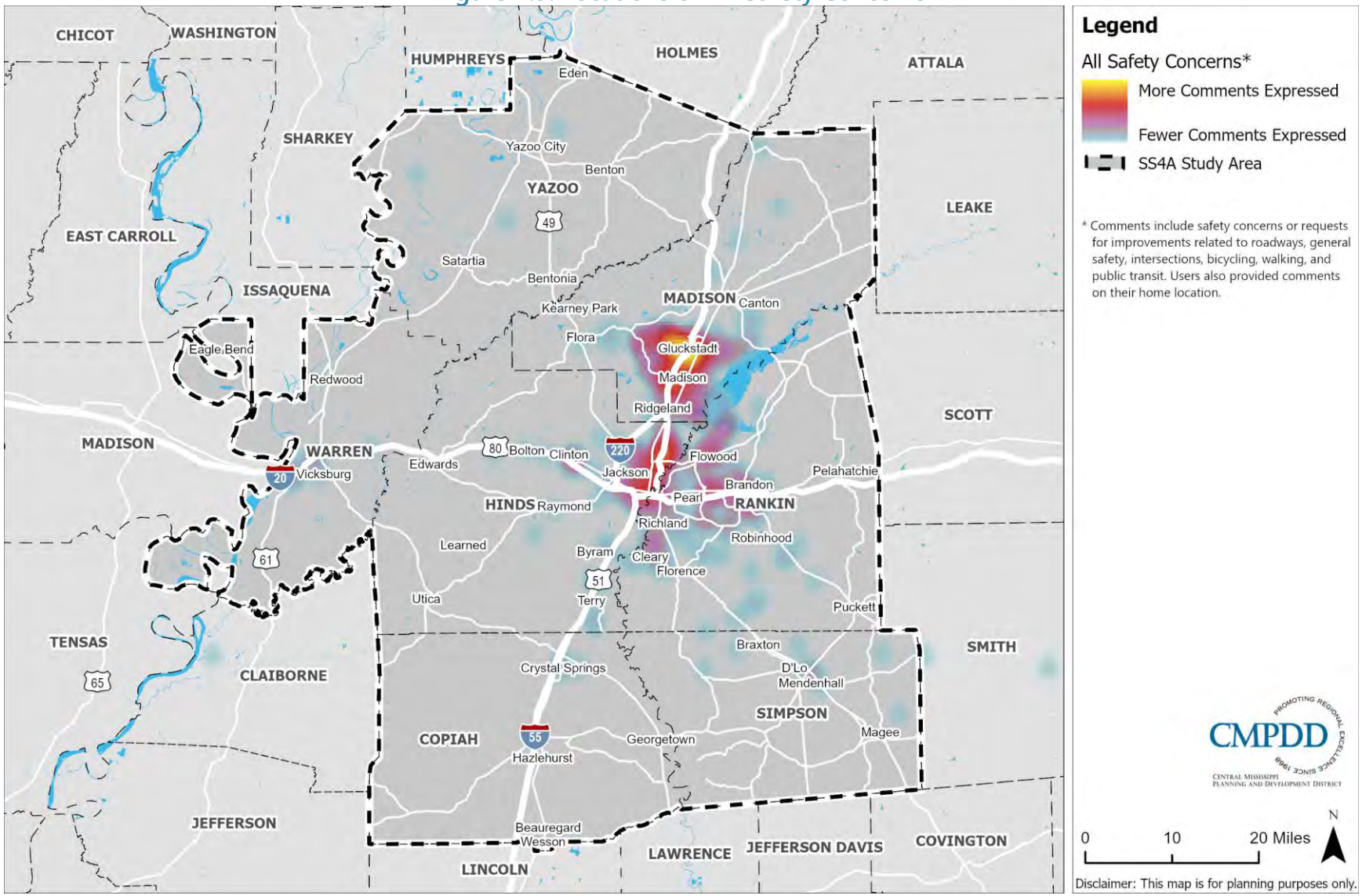


Figure 4.10: Locations of Bicycling Safety Concerns

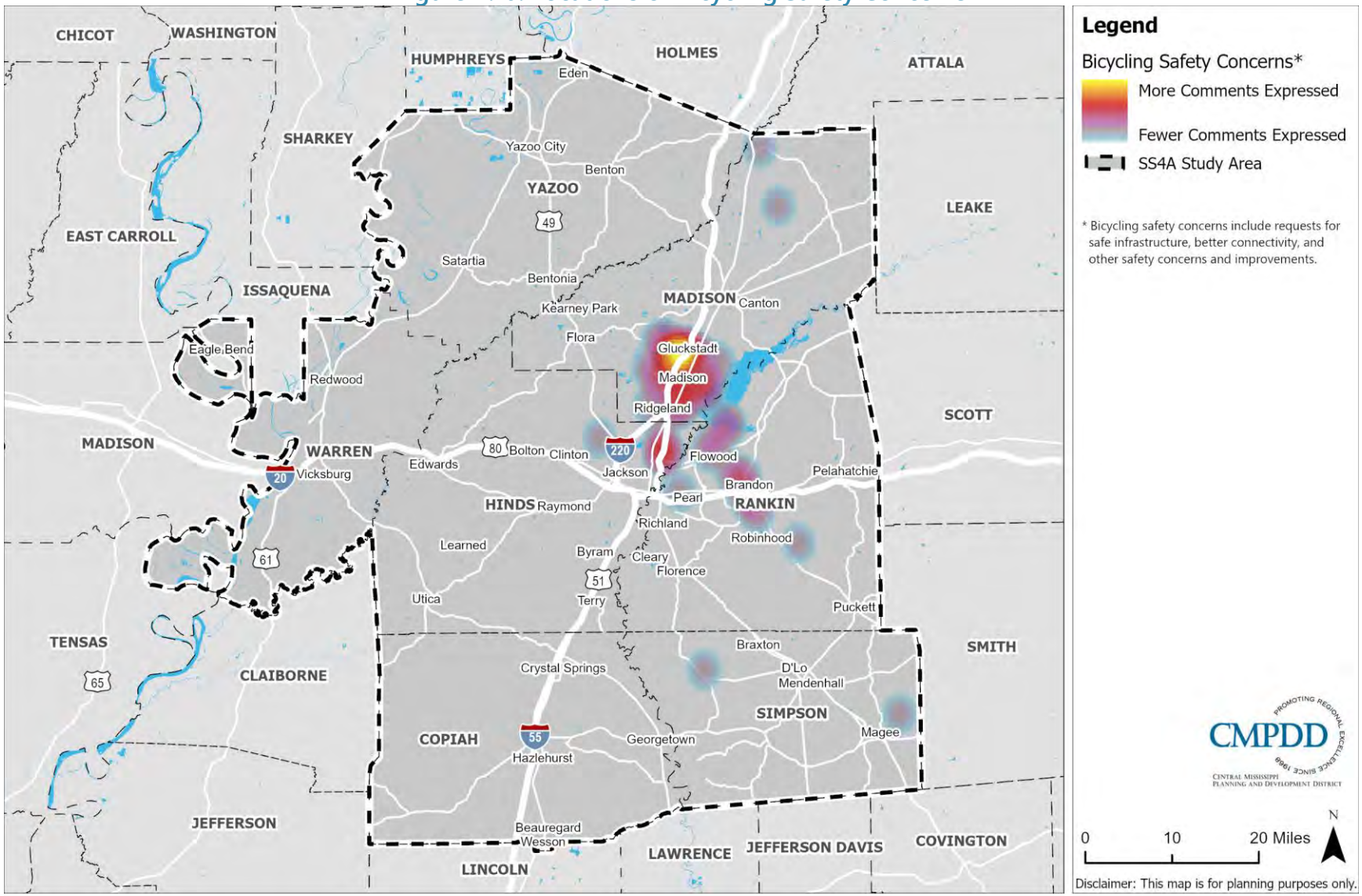


Figure 4.11: Locations of General Safety Concerns

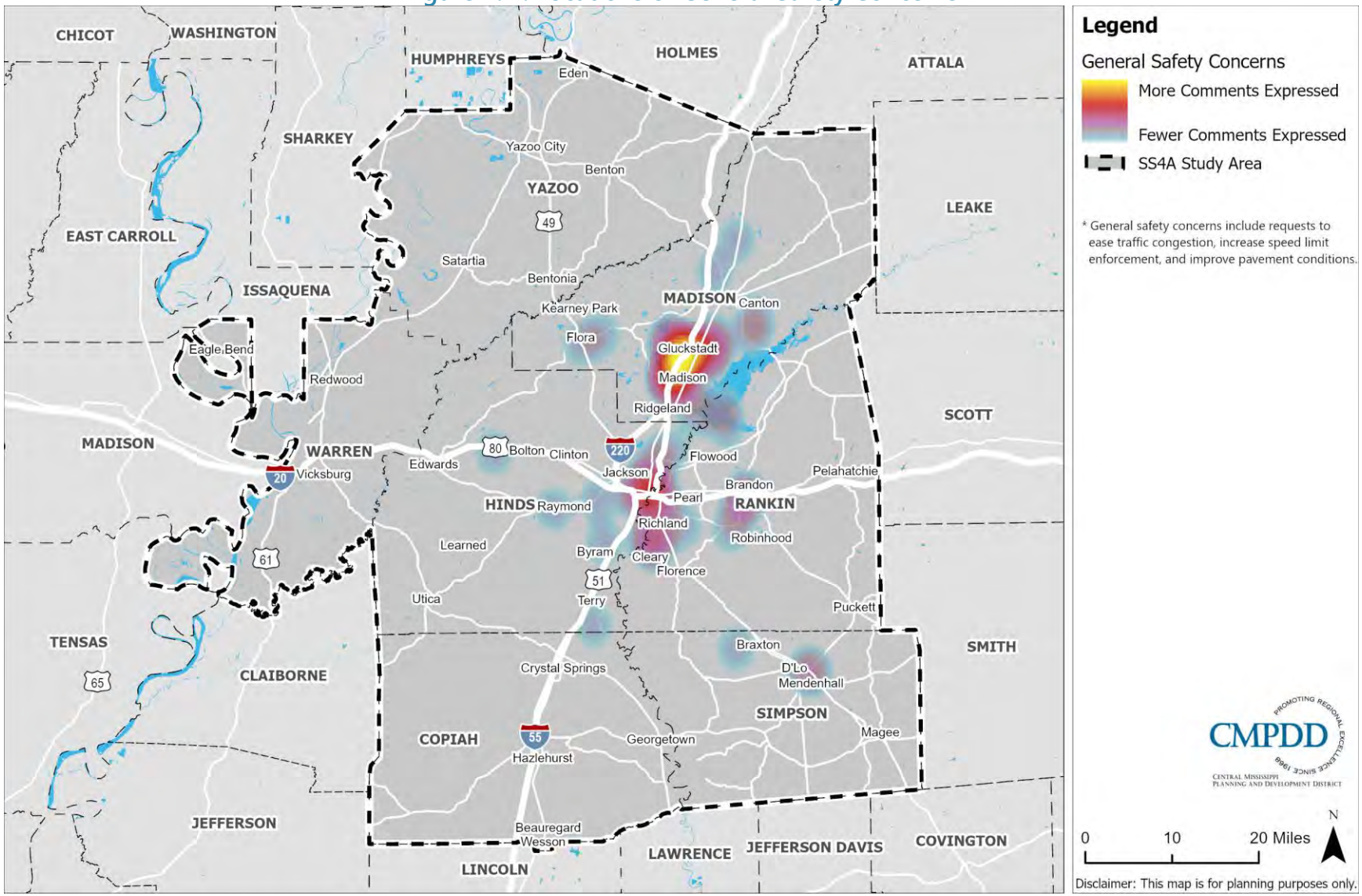


Figure 4.12: Locations of Intersection Safety Concerns

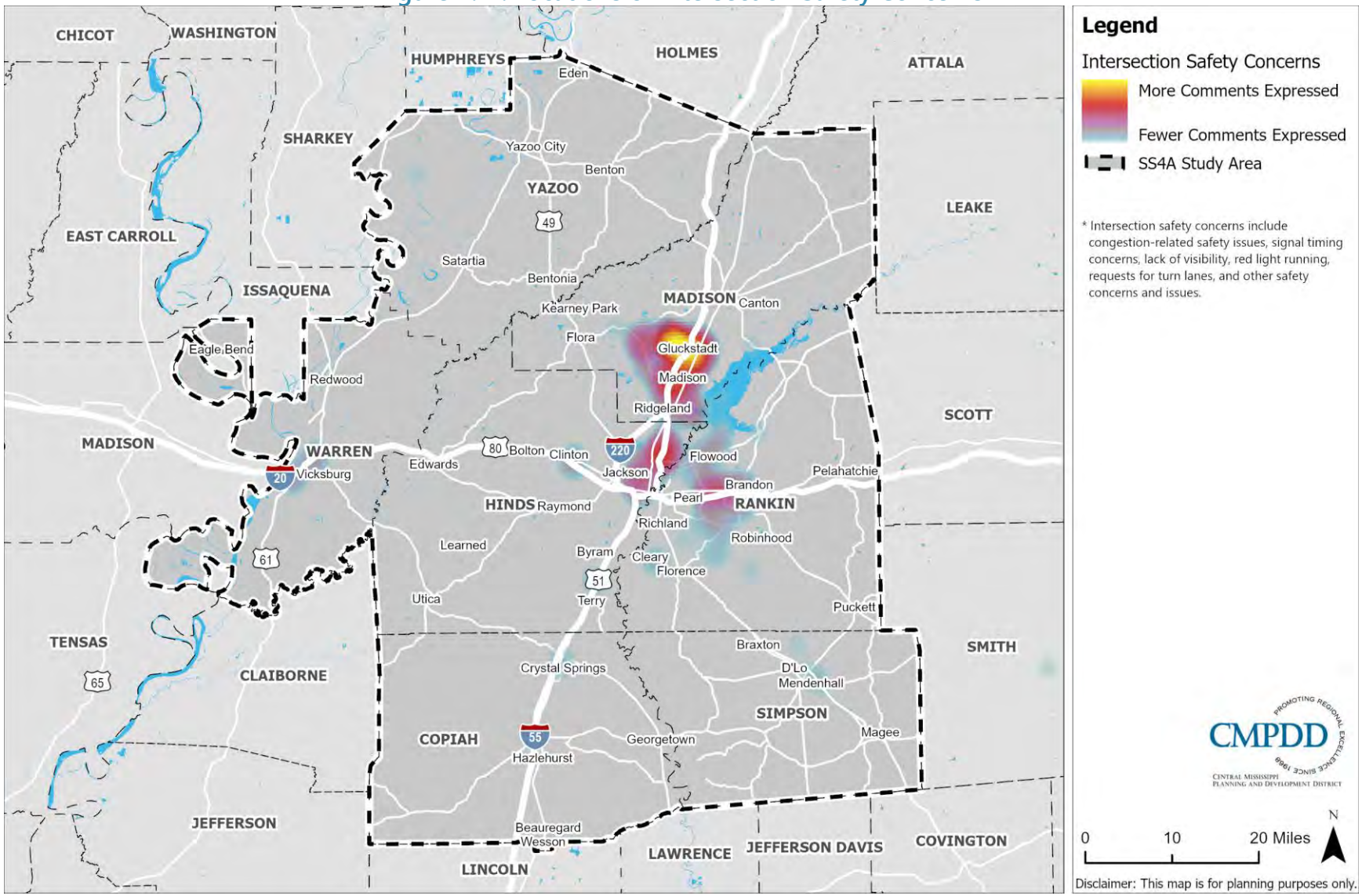


Figure 4.13: Locations of Public Transit Safety Concerns

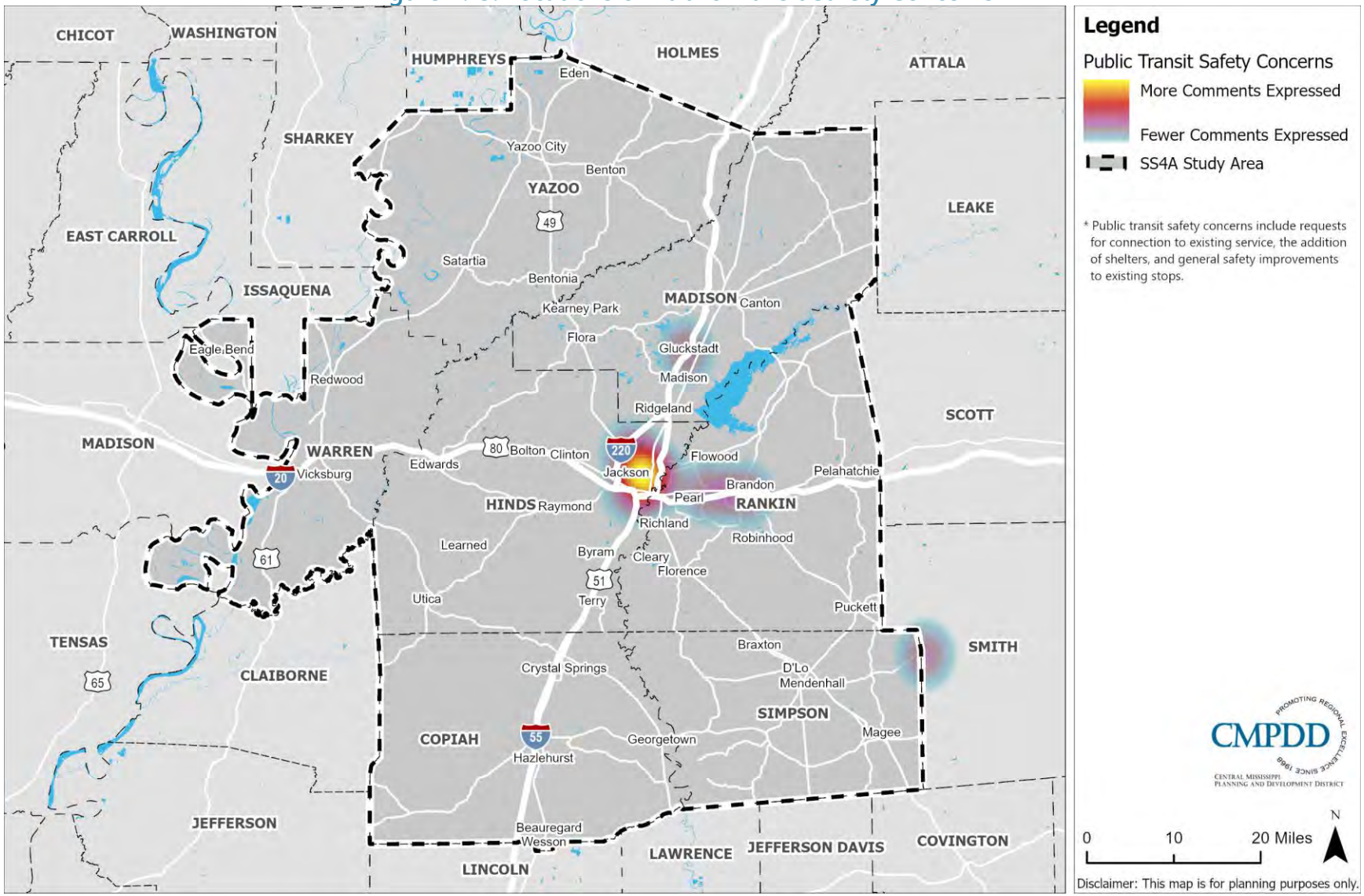


Figure 4.14: Locations of Walking Safety Concerns

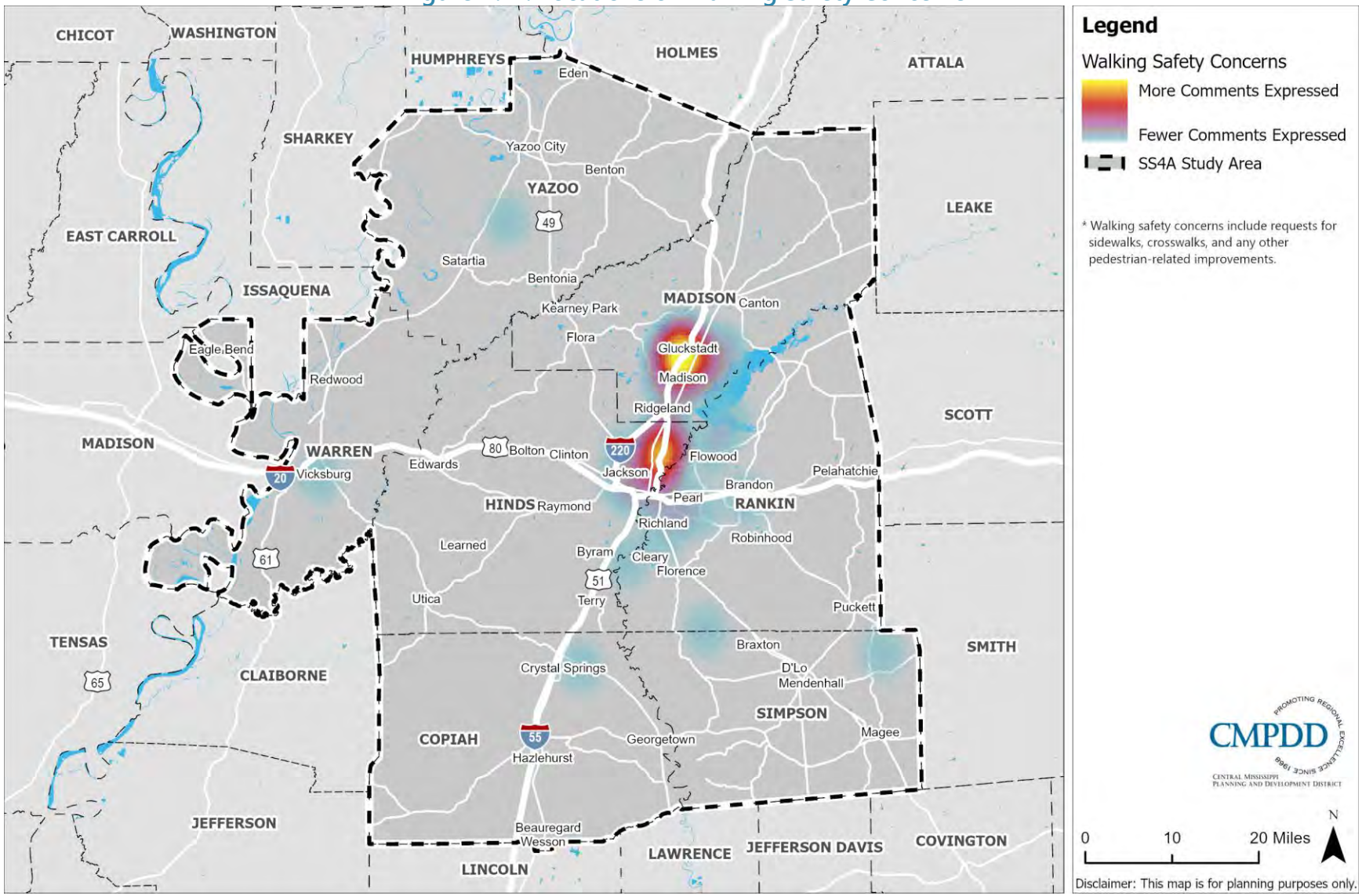
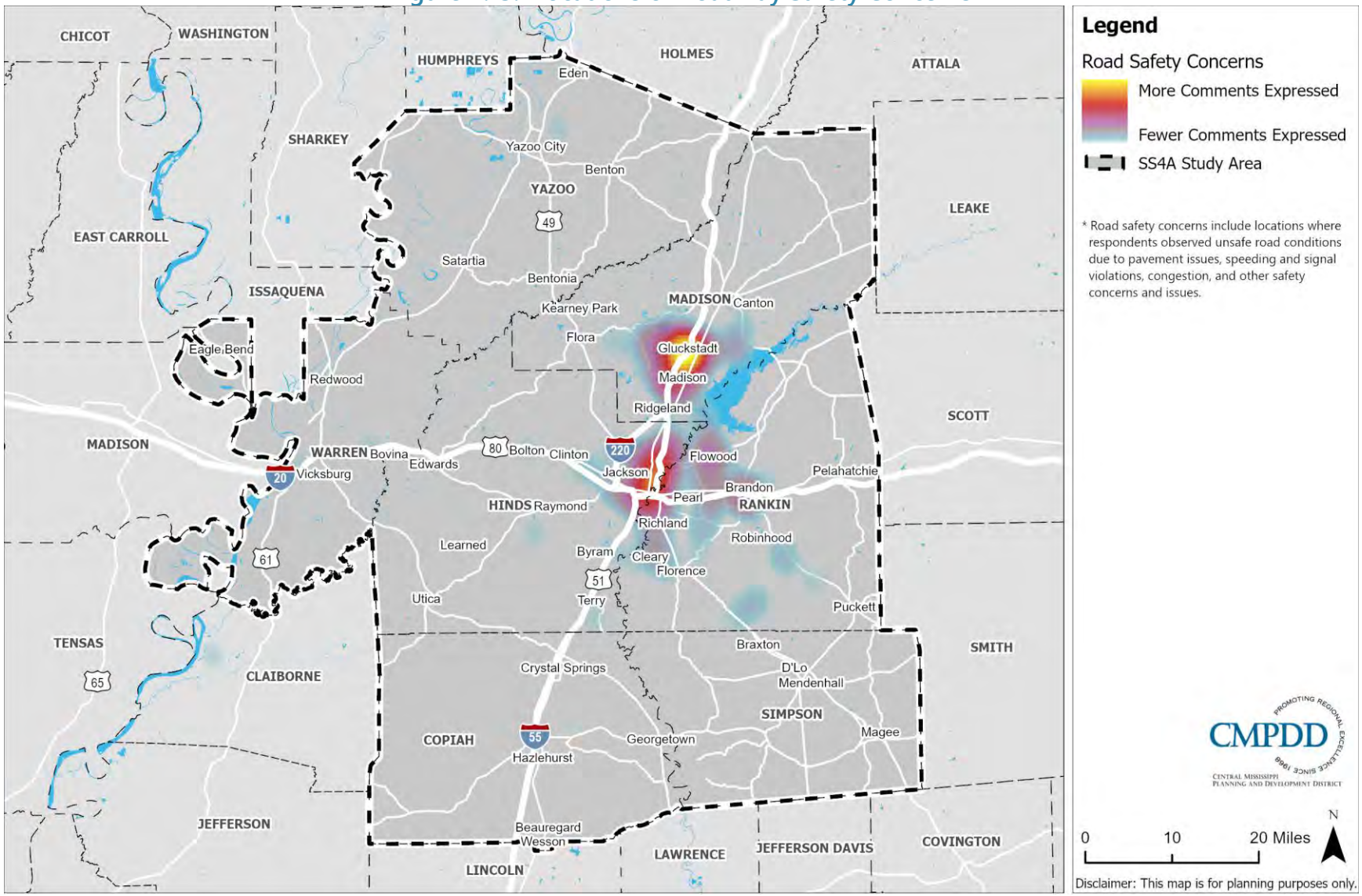


Figure 4.15: Locations of Roadway Safety Concerns



4.3 Public and Stakeholder Involvement Phase 2

Phase 2, known as the Strategies Phase, focused on the evaluation of options and the development of safety strategies that are feasible and applicable for grant funding. Community engagement activities targeted project stakeholders and the public to receive feedback on Phase 1 findings that identified the following:

- Safety improvement priorities
- Top safety focus areas
- Systemwide and behavior trends impacting safety

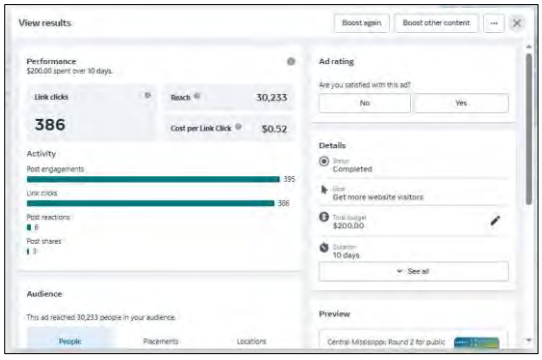
During Phase 2, the team engaged with 223 people.

A Phase 2 MetroQuest survey was developed and promoted using the informative business cards which were disseminated during in-person events. A link to the survey was also provided on the project-specific webpage and a news release disseminated. As in Phase 1, CMPDD's internal newsletter *Central Update* was used to promote the survey, emails were sent to individuals within the stakeholder database, and social media posts were boosted. Copies of the survey, news release, and social media post are included in **Appendix B**.

The primary goals for this phase of engagement were to:

- Identify which safety strategies have public and stakeholder support.
- Identify roadways and intersections that the public and stakeholders determine to be high safety priorities improvements.

Paid social media is an effective, cost-efficient means of informing the public of engagement opportunities as indicated in the graphic to the right. By boosting the social media post during this round of public involvement, 30,233 individuals within CMPDD's seven-county region were reached. A total of 386 people clicked on the link provided, six people interacted by liking the image and three shared it. 291 people were "organically" reached as a direct result of the likes and shares.



During in-person public engagement activities, interested individuals were invited to complete a hard copy of the survey and/or visit the SS4A project landing page to access the survey online.

The team attended the following events to invite feedback from interested individuals:

- First Saturday at the Shed, Crystal Springs, Copiah County, March 2, 2024
- "Touch-A-Truck", Madison, Madison County, March 2, 2024
- The Home Show, Pearl, Rankin County, March 3, 2024
- Library Walk, Yazoo City, Yazoo County, March 8, 2024
- Levee Street Marketplace, Vicksburg, Warren County, March 9, 2024
- Magee Public Library, Magee, Simpson County, March 13, 2024
- Spring Festival at Ella Bess Austin Library, Terry, Hinds County, March 14, 2024

Respondents were asked to provide input on systemwide safety strategies, prioritize safety focus areas, and provide input on bicycle, pedestrian, and transit safety strategies. Each strategy is discussed below. Event reports and completed paper surveys can be found in **Appendix B**.

PHASE 2 RESULTS

Systemwide Safety Strategies

During Phase 2, participants were asked to identify their preference, from low (1 star) to high (5 stars), for strategies that address:

- distracted driving
- speeding
- unsafe intersections
- poor roadway design

Table 4.1 through **Table 4.4** display the ranking results of the exercise based on age group, minority status, and poverty status. Higher values reflect higher rankings.

Table 4.1: Ranking of Strategies to Reduce Distracted Driving

		Continue and Strengthen Graduated Driver Licensing (GDL) Program	High Visibility Cell Phone Enforcement	Communications and Outreach on Distracted Driving	Employer Programs
Age	16-24	4.38	3.38	3.38	2.43
	25-40	4.16	4.00	3.53	3.27
	41-64	4.41	4.33	3.94	3.49
	65+	4.71	4.71	4.12	3.71
Minority	No	4.28	4.08	3.59	3.09
	Yes	4.50	4.58	4.22	4.11
Poverty	No	4.27	4.11	3.63	3.22
	Yes	4.71	4.46	4.39	3.89
Average Ranking (All Respondents)		**4.35**	**4.17**	**3.79**	**3.42**

Table 4.2: Ranking of Strategies to Reduce Speeding

		Modify Speed Limits	Traffic Law Enforcement	Dynamic Speed Display / Feedback Signs	Higher Penalties	Traffic Calming
Age	16-24	2.88	3.63	2.50	2.25	2.75
	25-40	3.06	3.67	3.41	3.14	3.31
	41-64	3.29	4.13	3.51	3.45	3.48
	65+	4.00	5.00	4.35	4.44	3.63
Minority	No	3.00	3.81	3.27	3.22	3.17
	Yes	4.06	4.67	4.17	3.83	4.14
Poverty	No	3.10	3.91	3.45	3.15	3.30
	Yes	4.15	4.46	3.71	4.00	3.86
Average Ranking (All Respondents)		**3.28**	**4.01**	**3.55**	**3.36**	**3.43**

Table 4.3: Ranking of Strategies to Improve Safety at Intersections

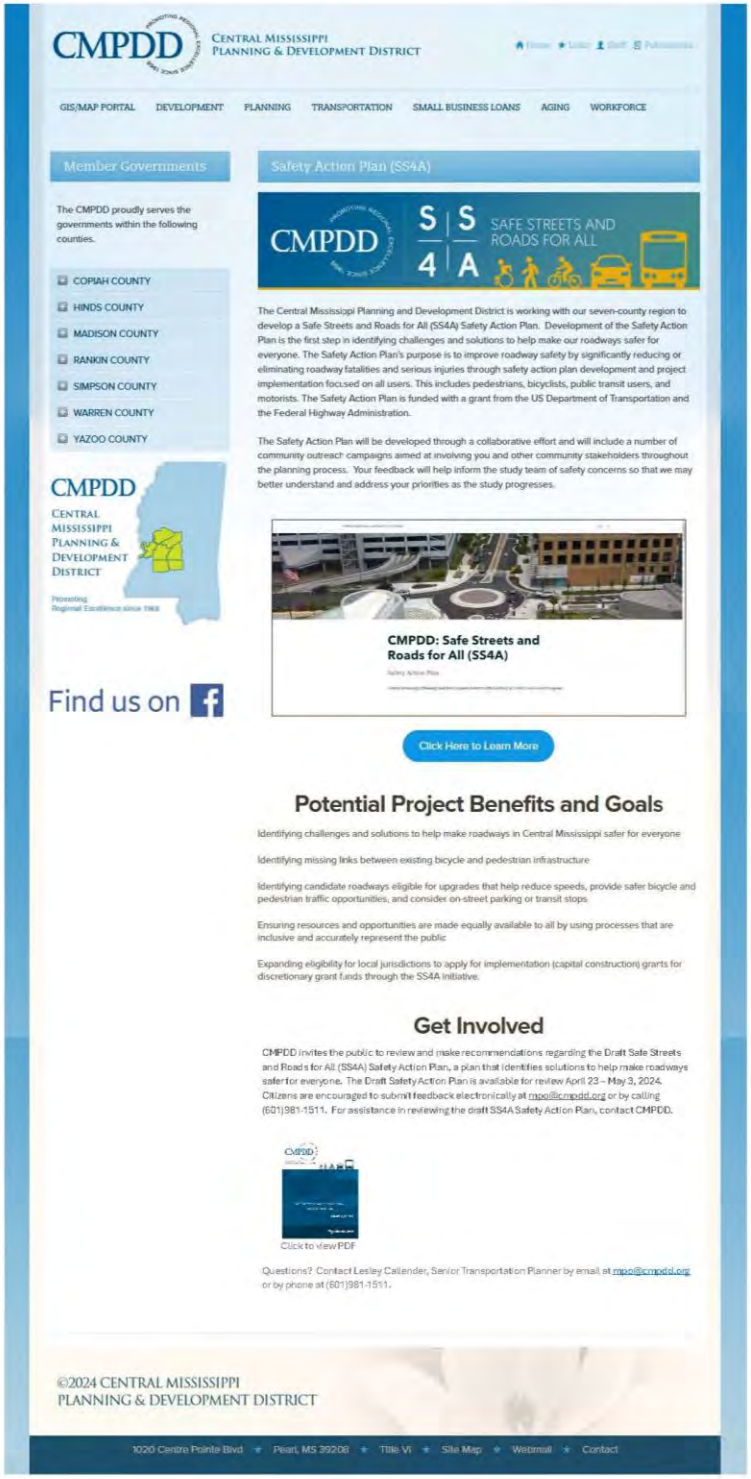
		Corridor Access Management	Dedicated Left and Right Turn Lanes at Intersections	Roundabouts	Low-cost Countermeasures at Stop-Controlled Intersections	Lighting
Age	16-24	4.00	4.75	3.50	4.43	5.00
	25-40	4.24	4.41	3.37	3.88	4.35
	41-64	4.39	4.65	3.58	4.18	4.42
	65+	4.56	4.83	3.33	4.06	4.75
Minority	No	4.27	4.54	3.34	3.85	4.33
	Yes	4.53	4.67	3.97	4.63	4.86
Poverty	No	4.32	4.56	3.34	4.00	4.38
	Yes	4.57	4.79	4.07	4.33	4.86
Average Ranking (All Respondents)		**4.31**	**4.57**	**3.48**	**4.07**	**4.47**

Table 4.4: Ranking of Strategies to Improve Safety of Roadways

		Add Lighting	Roadway Striping and Signage	Roadway Maintenance	Road Diet	Add Multimodal Accommodations
Age	16-24	5.00	4.86	4.43	2.86	3.38
	25-40	4.41	4.49	4.78	3.84	4.02
	41-64	4.51	4.75	4.81	3.59	3.97
	65+	4.82	4.89	4.89	3.59	3.78
Minority	No	4.44	4.65	4.76	3.50	3.79
	Yes	4.86	4.86	4.89	4.08	4.39
Poverty	No	4.43	4.63	4.82	3.66	3.83
	Yes	4.93	4.86	4.79	3.71	4.29
Average Ranking (All Respondents)		**4.53**	**4.68**	**4.75**	**3.65**	**3.94**

4.4 Public and Stakeholder Involvement Phase 3

Phase 3, known as the Review Phase, allowed project stakeholders and the public the opportunity to review the draft CMPDD SS4A Safety Action Plan and to provide comments. The draft document was made available on CMPDD's SS4A website page and was presented to stakeholders at various meetings held May 1, 2024, May 7, 2024, and May 8, 2024.



5.0 Project Prioritization and Recommendations

5.1 Safe System Approach

The FHWA[4] states that:

"Reaching zero deaths requires the implementation of a Safe System approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn't result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.

There are six principles that form the basis of the Safe System approach:

- Deaths and serious injuries are unacceptable,
- Humans make mistakes,
- Humans are vulnerable,
- Responsibility is shared,
- Safety is proactive, and
- Redundancy is crucial."

[4] Zero Deaths and Safe System | FHWA (dot.gov)

Safe System Elements

The FHWA defines five elements that comprise a Safe System Approach. These are:

- Safe Roads
- Safe People
- Safe Speeds
- Safe Vehicles
- Post-Crash Care

Figure 5.1 displays the FHWA definition of each element and how the Safe System approach differs from traditional roadway safety practices.

Figure 5.1: Safe System Approach Elements

Source: FHWA

5.2 Proposed Local Infrastructure Projects

Project Location Development

A preliminary list of safety projects was developed for several modes of transportation. The list included:

- Projects requested through public outreach comments
- Projects requested by CMPDD
- Projects identified based on the results of the crash analysis
- Projects identified in existing plans

The proposed project locations are displayed with the results of the project prioritization process (Section 5.3) beginning with **Table 5.3** on page 123.

Estimating Project Costs

Order of magnitude cost estimates for proposed projects were estimated using average unit cost from various projects bid from 2022-2023. It should be noted that:

- Quantities are based on typical conditions for each improvement type.
- Costs associated with the purchasing of right-of-way, utility relocations, and engineering fees were estimated based on a percentage of the total construction cost.
- An additional contingency amount, 20 percent, was added to the overall improvement cost to account for unexpected costs that arise with projects.

The typical cost estimates for various types of improvements are shown in **Table 5.1**.

Table 5.1: Typical Project Costs

Improvement Type	Unit	Unit Cost
Single Lane Roundabout*	Each	$2,900,000
Left Turn Lane*	Each	$665,000
Right Turn Lane*	Each	$225,000
Rumble Strip (Centerline)	Mile	$2,100
Rumble Strip (Shoulder)	Mile	$1,125
Cable Barrier	Ln-Ft	$450
Cable Barrier	Mile	$2,376,000
Advance Warning Signs	Sq. Ft	$40
Advance Warning Signs	Each	$350
5' Sidewalk (Concrete)	Mile	$450,000
5' Sidewalk (Asphalt)	Mile	$250,000
10' Multiuse Path (Concrete)	Mile	$900,000
10' Multiuse Path (Asphalt)	Mile	$500,000
Bike Lane (Striping Only)	Mile	$80,000
Bike Lane (New Pavement - Concrete)*	Mile	$1,000,000
Bike Lane (New Pavement - Asphalt)*	Mile	$950,000
12' Lane (Concrete)*	Mile	$4,600,000
12' Lane (Asphalt)*	Mile	$3,100,000
Pavement Patching	Sq. Yd	$185
Pavement Markings	Ln-Ft	$8
8' Shoulder (Asphalt)*	Mile	$2,100,000
8' Shoulder (Concrete)*	Mile	$3,100,000
Cross Walk (Striping)	Each	$1,500
Raised Median	Sq. Yd	$215
Traffic Signal (Re-Timing)	Intersection	$5,000
Traffic Signal Installation	Intersection	$200,000
Intersection Lighting	Each	$25,000
ADA Curb Ramp	Each	$5,000
2" Asphalt Milling/Overlay - 2 Lane Road	Mile	$590,000

* Includes Engineering, ROW, and Utility Relocation

5.3 Project Prioritization

Safety projects were prioritized by a variety of factors. **Table 5.2** shows the criteria and weights that were utilized to prioritize the identified projects. This methodology is intended to support the previously stated goals and objectives and was developed using input received during Phase 1 of the public outreach. The full scores of the project prioritization process are displayed in **Appendix C.**

Table 5.2: Project Prioritization Criteria

Criterion	Rationale	Measure	Scoring Scale (Points Possible)					
			0	5	10	15	20	
Crash Severity	Prioritize projects that will address fatalities and serious injuries.	Total number of fatal and serious injuries over a 5-year period.	No fatal or serious injury crashes	1 serious injury crash	2 fatal and serious injury crashes	1 fatality OR 2 fatal and serious injury crashes	2 or more fatal crashes OR 3 or more fatal and serious injury crashes	**20**
Multimodal	Prioritize projects that address safety concerns involving more than one mode of travel.	Total number of non-motorized fatal and serious injuries over a 5-year period.	No fatal or serious injury non-motorized crashes	N/A	N/A	1 or more serious injury non-motorized crashes	1 or more fatal non-motorized crashes	**20**
Focus Areas	Prioritize projects that will address high crash frequency locations.	Annual crash frequency.	Fewer than 5 annual crashes	5>= annual crashes <=19.99	10>= annual crashes <=15	Greater than 15 annual crashes		**15**
Equity	Prioritize projects that benefit disadvantaged communities.	Project is in an Equity Area type, defined TDC, APP, or CoC*	Project is not in any Equity Area type	Project is in a single Equity Area type	Project is in two Equity Area types	Project is in all three Equity Area types		**15**
			*An additional 5 points, not to exceed the maximum, are awarded if the project is located in an Equity Area type that experiences disproportionate crashes compared to the respective network length					
Infrastructure	Prioritize projects that affect concerns regarding infrastructure.	Project has potential to address the ranked infrastructure concerns expressed during public outreach.	Project does not address higher tier infrastructure concerns.	Project improves roadway lighting OR increases law enforcement presence OR adds system connectivity	Project redesigns roadways OR improves intersections OR adds pedestrian infrastructure			**10**
Existing Plans	Prioritize projects that support existing plans or policies.	Project is in an existing plan or policy document.	Project is not in an existing plan or policy document	Project is in an existing plan or policy document	Project is in two or more existing plans or policy documents			**10**
Public Concerns	Prioritize projects that the general public has proposed.	Project was derived from, or seconded by, public input.	Project not derived from public input.	Project derived from public input.	Project came from general public AND is on a Top 10 Focus Area.			**10**
								100

Table 5.3: Copiah County Project Locations and Prioritization Results

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
S-O-02	Segment - Overall	Technical Analysis	I-55	County Farm Road	MS 28	Corridor Safety Study	1.9		Short		70
S-BP-04	Segment- Bike/Ped	Technical Analysis	I-55 SB	2.1 miles north of Sylvarena Road	2.7 miles north of Sylvarena Road	Corridor Safety Study	0.6		Short		65
S-BP-09	Segment- Bike/Ped	Technical Analysis	I-55 NB Ramp	I-55 Where Exit 72 Starts	US 51 Where Exit 72 Ends	Corridor Safety Study	0.0		Short		65
S-O-20	Segment - Overall	Technical Analysis	I-55 SB	2.1 miles north of Sylvarena Road	2.7 miles north of Sylvarena Road	Corridor Safety Study	0.6		Short		60
S-BP-02	Segment- Bike/Ped	Technical Analysis	I-55	County Farm Road	MS 28	Corridor Safety Study	1.9		Short		60
I-O-02	Intersection - Overall	Technical Analysis	US 51	@ MS 28		Intersection Safety Study	0.0	$5,000	Short		55
S-BP-01	Segment- Bike/Ped	Technical Analysis	East Rail Road	7th Street	6th Street	Enforce/Reduce Speeds	0.1	$1,000	Short		55
S-BP-06	Segment- Bike/Ped	Technical Analysis	US 51	Experiment Station Road	Eubanks Road	Corridor Safety Study	0.5	$5,000	Short		55
I-O-01	Intersection - Overall	Technical Analysis	MS 27/US 51	@ I-55 SB		Intersection Safety Study	0.0		Short		50
I-O-25	Intersection - Overall	Public Outreach	MS 27	@ County Line Road		Intersection Safety Study	0.0	$3,000,000	Short		50
S-O-01	Segment - Overall	Technical Analysis	I-55 SB	West Gallman Road	MS 844 (Pat Harrison Dr)	Corridor Safety Study	2.8		Short		50
S-O-03	Segment - Overall	Technical Analysis	I-55 SB	MS 844 (Pat Harrison Dr)	US 51/MS 27	Corridor Safety Study	2.9		Short		50
S-O-07	Segment - Overall	Technical Analysis	I-55 NB	MS 28	West Gallman Road	Corridor Safety Study	3.1		Short		50
S-BP-05	Segment- Bike/Ped	Technical Analysis	US 51	0.5 miles north of Thompson Lane	0.07 miles north of Thompson Lane	Corridor Safety Study	0.2	$5,000	Short		45
S-BP-08	Segment- Bike/Ped	Technical Analysis	South Jackson Street	Sibbie Street	South Avenue	Corridor Safety Study	0.2		Short		45
S-O-05	Segment - Overall	Technical Analysis	I-55 NB	MS 844 (Pat Harrison Dr)	US 51/MS 27	Corridor Safety Study	2.8		Short		45
S-O-06	Segment - Overall	Technical Analysis	I-55 NB	West Gallman Road	MS 844 (Pat Harrison Dr)	Corridor Safety Study	2.8		Short		45
S-O-08	Segment - Overall	Technical Analysis	I-55 NB	Sylvarena Road	1.8 miles north of Sylvarena Road	Corridor Safety Study	1.8		Short		45
I-O-03	Intersection - Overall	Technical Analysis	Hartley Lane	@ Railroad Lane		Intersection Safety Study	0.0		Short		40
I-O-04	Intersection - Overall	Technical Analysis	MS 28	@ Lake Street		Intersection Safety Study	0.0		Short		40
S-BP-03	Segment- Bike/Ped	Technical Analysis	Stowell Street/Washington Street	End of Washington Street	Mill Street	Corridor Safety Study	0.1		Short		40
S-BP-07	Segment- Bike/Ped	Technical Analysis	Thomas Road	Franklin Lane	Young Road	Lower Speed Signage in Advance of Curves and Driveways	0.1		Short		40
S-O-04	Segment - Overall	Technical Analysis	US 51	Lewis Lane	Martinsville Road	Vertical Curve Near Truck Entrance. Signs in Place. Enforce Speed	0.9	$700,000	Medium		40
S-O-10	Segment - Overall	Technical Analysis	Bear Creek Road	New Zion Road	MS 27	Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the channelized Right	2.0	$1,200,000	Medium		40
S-O-11	Segment - Overall	Technical Analysis	MS 28	McBride Road	Copeland Lane	Check vertical curve sight distance "Hill Blocks View" sign	1.3	$5,000	Short		35
S-O-12	Segment - Overall	Technical Analysis	I-55 SB	US 51/MS 27	0.5 miles north of Rhymes Road	Corridor Safety Study	2.5		Short		35
S-O-13	Segment - Overall	Technical Analysis	I-55 NB	Tower Road	County Farm Road	Corridor Safety Study	1.9		Short		35
S-O-15	Segment - Overall	Technical Analysis	I-55 NB	Mount Zion Road Northeast	Sylvarena Road	Corridor Safety Study	2.4		Short		35
S-O-16	Segment - Overall	Technical Analysis	I-55 SB	Mount Zion Road Northeast	Sylvarena Road	Corridor Safety Study	2.6		Short		35
S-O-22	Segment - Overall	Technical Analysis	MS 28	Mary Street	Water Park Lane	Corridor Safety Study	0.5		Short		35
I-O-05	Intersection - Overall	Technical Analysis	US 51	@ West Marion Avenue		Intersection Safety Study	0.0		Short		30
I-O-06	Intersection - Overall	Technical Analysis	MS 28	@ Old Port Gibson Road		Intersection Safety Study	0.0		Short		30

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
I-O-07	Intersection - Overall	Technical Analysis	US 51	@ East Damascus Street		Intersection Safety Study	0.0		Short		30
I-O-08	Intersection - Overall	Technical Analysis	MS 28	@ Mercy Seat Road		Intersection Safety Study	0.0		Short		30
I-O-09	Intersection - Overall	Technical Analysis	MS 28	@ Pineview Drive		Intersection Safety Study	0.0		Short		30
I-O-10	Intersection - Overall	Technical Analysis	MS 547	@ MS 28		Intersection Safety Study	0.0		Short		30
I-O-11	Intersection - Overall	Technical Analysis	MS 27	@ Bankhead Lane		Intersection Safety Study	0.0		Short		30
I-O-14	Intersection - Overall	Technical Analysis	MS 27	@ Gallatin Road		Add Shoulders	0.0		Short		30
I-O-15	Intersection - Overall	Technical Analysis	Lee Avenue	@ Cumberland Drive		Restripe Complete Pedestrian Infrastructure	0.0		Short		30
I-O-17	Intersection - Overall	Technical Analysis	US 51	@ Beall Road		Intersection Safety Study	0.0		Short		30
I-O-18	Intersection - Overall	Technical Analysis	Six Mile Road	@ Harmony Road		Intersection Safety Study	0.0		Short		30
I-O-19	Intersection - Overall	Technical Analysis	Rhymes Road	@ Taylor Grove Lane		Intersection Safety Study	0.0		Short		30
I-O-20	Intersection - Overall	Technical Analysis	Sylvarena Road	@ I-55 SB		Intersection Safety Study	0.0		Short		30
I-O-22	Intersection - Overall	Technical Analysis	Monticello Road	@ Bud Lane		Intersection Safety Study	0.0		Short		30
I-O-23	Intersection - Overall	Technical Analysis	Georgetown Street	@ Crystal Springs Road		Intersection Safety Study	0.0		Short		30
I-O-24	Intersection - Overall	Technical Analysis	West Cayuga Street	@ Liberty Street		Intersection Safety Study	0.0		Short		30
I-O-26	Intersection - Overall	Public Outreach	US 51	@ West Gallman Road		Add Roundabout Or All Way Stop	0.0	$350,000	Short		30
S-O-09	Segment - Overall	Technical Analysis	Martinsville Road	James Lane	Broome Road	Place Signage for Curve	1.1	$5,000	Short		30
I-O-16	Intersection - Overall	Technical Analysis	Thomas Road	@ East Gallman Road		Speed Limit Radar Sign	0.0		Short		25
I-O-21	Intersection - Overall	Technical Analysis	Dentville Road	@ Jack Road		Intersection Safety Study	0.0		Short		25
I-O-27	Intersection - Overall	Public Outreach	US 51	@ Lowery Road		Realign Intersection	0.0	$50,000	Short		25
S-O-14	Segment - Overall	Technical Analysis	US 51	Adams Street	Horne Street	Corridor Safety Study	0.4	$500,000	Medium		25
S-O-17	Segment - Overall	Technical Analysis	US 51	Marion Avenue	West Georgetown Street	Mill and Resurface Signage for Curves and Driveways Add Shoulders	0.1	$400,000	Medium		25
S-O-18	Segment - Overall	Technical Analysis	MS 28	Smyrna Road	Old Natchez Road	Corridor Safety Study	2.6	$10,000	Short		25
S-O-19	Segment - Overall	Technical Analysis	US 51	Barner Road	Belton Lane	Corridor Safety Study	1.7		Short		25
S-O-21	Segment - Overall	Technical Analysis	MS 27	Blocker Road	Crews Lane	Mill and Resurface Add Shoulders	1.4		Short		25
S-O-23	Segment - Overall	Technical Analysis	MS 28	Crystal Springs Road	New Life Church Road	Corridor Safety Study	0.4		Short		25
S-O-25	Segment - Overall	Technical Analysis	MS 28	Ridgewood Lane	Ferguson Lane	Corridor Safety Study	1.6		Short		25
I-O-12	Intersection - Overall	Technical Analysis	US 51	@ Sylvarena Road		Intersection Safety Study	0.0		Short		20
I-O-13	Intersection - Overall	Technical Analysis	US 51	@ Lester Furr Drive		Intersection Safety Study	0.0		Short		20
S-O-24	Segment - Overall	Technical Analysis	Thomas Road	Bethesda Road	Enoch Lane	Corridor Safety Study	1.2		Short		20
I-BP-01	Intersection - Bike/Ped	Technical Analysis	Lee Avenue	@ Cumberland Drive		Add Flashing Caution Signal	0.0	$7,500	Short		15
	*Improvements shown in this table are recommended countermeasures based on planning level technical analysis. This plan recommends final selection of countermeasures during implementation phase.										

Table 5.4: Hinds County Project Locations and Prioritization Results

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
S-O-01	Segment - Overall	Technical Analysis	I-55 SB	Fortification Street	Riverside Drive	Dangerous Curves – Enforce Speed	0.9	$5,000	Short	High	80
I-BP-01	Intersection - Bike/Ped	Technical and Public	I-55 North Frontage Road	@ East Northside Drive		Restripe Pedestrian Crossings in all Directions Add Pedestrian Signage on all Approaches Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the Channelized Right	0.0	$5,000 $15,000 $100,000	Short	High	75
I-BP-03	Intersection - Bike/Ped	Technical Analysis	US 80	@ Ellis Avenue		Mill and Resurface Improve the Angle of the Channelized Right Add Multimodal	0.0	$100,000 $50,000 $100,000	Short	High	70
I-O-01	Intersection - Overall	Technical Analysis	US 80	@ Terry Road		Add Multimodal Facilities on US 80 Corridor Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the Channelized Right	0.0	$300,000 $5,000	Medium	High	70
S-BP-01	Segment- Bike/Ped	Technical Analysis	I-20 Frontage Road	East McDowell Road	South Gallatin Street	Corridor Safety Study	1.3		Short	High	70
S-BP-07	Segment- Bike/Ped	Technical Analysis	I-55 NB	East Northside Drive	Culley Drive	Corridor Safety Study	1.0		Short	High	70
S-BP-08	Segment- Bike/Ped	Technical Analysis	I-55 SB	Cedars of Lebanon Road	Briarwood Drive	Corridor Safety Study	0.4		Short	High	70
I-BP-04	Intersection - Bike/Ped	Technical Analysis	US 80	@ Terry Road		Intersection Safety Study	0.0		Short	High	65
I-O-02	Intersection - Overall	Technical Analysis	US 80	@ Ellis Avenue		Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the Channelized Right Add Multimodal Facilities on US 80 Corridor	0.0	$5,000 $300,000	Short	High	65
I-O-11	Intersection - Overall	Technical Analysis	I-55 NB	@ East Northside Drive		Restripe Crosswalks Right in Right Out on Driveways by Intersection	0.0	$3,000	Short	High	65
I-O-21	Intersection - Overall	Technical Analysis	MS 18	@ Greenway Drive		Intersection Safety Study	0.0		Short	High	65
I-O-27	Intersection - Overall	Public Outreach	I-55 SB	@ Meadowbrook Road		Intersection Safety Study	0.0		Short	High	65
I-O-32	Intersection - Overall	Public Outreach	Springridge Road	@ Broadway Street		Intersection Safety Study	0.0		Short		65
S-BP-02	Segment- Bike/Ped	Technical Analysis	I-55 EB	East McDowell Road	South Gallatin Street	Corridor Safety Study	0.8		Short	High	65
S-BP-04	Segment- Bike/Ped	Technical Analysis	I-55 SB	Daniel Lake Boulevard	East McDowell Road	Corridor Safety Study	0.8		Short	High	65
S-O-07	Segment - Overall	Technical Analysis	I-55 NB	McDowell Road	South Gallatin Street	Corridor Safety Study	0.8		Short	High	65
I-O-05	Intersection - Overall	Technical Analysis	West Northside Drive	@ Northbrook Drive		Intersection Safety Study	0.0		Short	Low	60
I-O-06	Intersection - Overall	Technical and Public	I-55 NB	@ Briarwood Drive		Intersection Safety Study	0.0		Short	High	60
I-O-09	Intersection - Overall	Technical Analysis	Adkins Boulevard	@ I-55 North Frontage Road		Intersection Safety Study	0.0		Short	High	60
I-O-10	Intersection - Overall	Technical Analysis	Raymond Road	@ Belvedere Drive		Intersection Safety Study	0.0		Short	High	60
I-O-12	Intersection - Overall	Technical Analysis	West Northside Drive	@ Watkins Drive		Intersection Safety Study	0.0		Short	Medium	60
I-O-13	Intersection - Overall	Technical Analysis	I-55 SB	@ East Northside Drive		Intersection Safety Study	0.0		Short	High	60
I-O-18	Intersection - Overall	Technical Analysis	I-55 SB	@ Lakeland Drive		Intersection Safety Study	0.0		Short	High	60
I-O-22	Intersection - Overall	Technical Analysis	I-55 North Frontage Road	@ Canton Mart Road		Intersection Safety Study	0.0		Short	Low	60
S-BP-06	Segment- Bike/Ped	Technical Analysis	West Northside Drive	California Avenue	Livingston Road	Corridor Safety Study	0.5		Short	High	60
S-BP-10	Segment- Bike/Ped	Technical and Public	Ridgewood Road	Adkins Boulevard	Ridgewood Road	Corridor Safety Study	0.1		Short	High	60
S-O-02	Segment - Overall	Technical Analysis	I-20 EB	Springridge Road	MS 18	Corridor Safety Study	3.5		Short	High	60
S-O-03	Segment - Overall	Technical Analysis	I-55 SB	Wynndale Road	South Siwell Road	Corridor Safety Study	3.6		Short	High	60
S-O-05	Segment - Overall	Technical Analysis	I-20 EB	MS 22	Bolton Brownsville Road	Corridor Safety Study	7.5		Short	High	60

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
S-O-11	Segment - Overall	Technical Analysis	I-20 Frontage Road	East McDowell Road	South Gallatin Street	Corridor Safety Study	1.3		Short	High	60
S-O-13	Segment - Overall	Technical Analysis	I-55 NB	Fortification Street	Riverside Drive	Corridor Safety Study	0.8		Short	Low	60
I-BP-08	Intersection - Bike/Ped	Technical Analysis	Saint Charles Street	@ Ellis Avenue		Intersection Safety Study	0.0		Short	Low	55
I-O-03	Intersection - Overall	Technical Analysis	MS 18	@ Springridge Road		Intersection Safety Study	0.0		Short	High	55
I-O-04	Intersection - Overall	Technical Analysis	Medgar Evers Boulevard	@ West Northside Drive		Intersection Safety Study	0.0		Short	Low	55
I-O-16	Intersection - Overall	Public Outreach	John R. Lynch Street	@ Ellis Avenue		Intersection Safety Study	0.0		Short	High	55
I-O-19	Intersection - Overall	Technical Analysis	I-55 South Frontage Road	@ Canton Mart Road		Intersection Safety Study	0.0		Short	Low	55
I-O-20	Intersection - Overall	Technical Analysis	I-55 NB	@ East County Line Road		Intersection Safety Study	0.0		Short	High	55
I-O-25	Intersection - Overall	Technical and Public	Adkins Boulevard	@ Ridgewood Road		Intersection Safety Study	0.0		Short	High	55
I-O-33	Intersection - Overall	Public Outreach	Siwell Road	@ Davis Road		Intersection Safety Study	0.0		Short	Low	55
S-BP-05	Segment- Bike/Ped	Technical Analysis	US 80	Gibralter Drive	Ellis Avenue	Corridor Safety Study	0.3		Short	Low	55
S-BP-09	Segment- Bike/Ped	Technical Analysis	I-55 NB	Briarwood Drive	White Oak Creek	Corridor Safety Study	0.7		Short	High	55
S-O-04	Segment - Overall	Technical Analysis	I-220 NB	US 49	Watkins Drive	Corridor Safety Study	2.6		Short	Low	55
S-O-06	Segment - Overall	Technical Analysis	I-220 NB	US 80	West Capitol Street	Corridor Safety Study	1.3		Short	High	55
S-O-08	Segment - Overall	Technical Analysis	I-20 EB	Bolton Brownsville Road	Norrell Road	Corridor Safety Study	3.5		Short	Medium	55
S-O-15	Segment - Overall	Technical Analysis	I-20 WB	MS 22	Bolton Brownsville Road	Corridor Safety Study	7.5		Short	Low	55
S-O-25	Segment - Overall	Technical and Public	West Northside Drive	California Avenue	Livingston Road	Corridor Safety Study	0.5		Short	Low	55
S-O-31	Segment - Overall	Public Outreach	Bolton-Brownsville Road	I-20 WB	MS 22	Corridor Safety Study	7.0		Short	High	55
I-BP-06	Intersection - Bike/Ped	Technical Analysis	I-55 South Frontage Road	@ Briarwood Drive		Intersection Safety Study	0.0		Short	Low	50
I-O-07	Intersection - Overall	Technical Analysis	West Pearl Street	@ North Gallatin Street		Intersection Safety Study	0.0		Short	High	50
I-O-08	Intersection - Overall	Technical Analysis	Robinson Road	@ Ellis Avenue		Intersection Safety Study	0.0		Short	High	50
I-O-14	Intersection - Overall	Technical Analysis	MS 18	@ Maddox Road		Intersection Safety Study	0.0		Short	High	50
I-O-15	Intersection - Overall	Technical Analysis	I-220 SB	@ Clinton Boulevard		Intersection Safety Study	0.0		Short	High	50
I-O-17	Intersection - Overall	Technical Analysis	US 80	@ Lakeview Drive		Intersection Safety Study	0.0		Short	Low	50
I-O-23	Intersection - Overall	Technical Analysis	I-55 South Frontage Road	@ Briarwood Road		Intersection Safety Study	0.0		Short	Low	50
I-O-31	Intersection - Overall	Public Outreach	MS 18	@ MS 27		Intersection Safety Study	0.0		Short	Low	50
S-BP-03	Segment- Bike/Ped	Technical Analysis	Bailey Avenue	Rockdale Drive	West Northside Drive	Corridor Safety Study	0.3		Short	High	50
S-O-09	Segment - Overall	Technical Analysis	I-20 WB	MS 18	Springridge Road	Corridor Safety Study	3.5		Short	High	50
S-O-10	Segment - Overall	Technical Analysis	US 80	Frontage Road	0.2 miles west of Valley Street	Corridor Safety Study	0.6		Short	High	50
S-O-12	Segment - Overall	Technical Analysis	US 80	Gibralter Drive	Ellis Avenue	Corridor Safety Study	0.3		Short	Low	50
S-O-16	Segment - Overall	Technical Analysis	I-220 SB	US 80	West Capitol Street	Corridor Safety Study	1.3		Short	High	50
S-O-24	Segment - Overall	Technical Analysis	I-220 NB	Welota Drive	0.3 miles north of Industrial Drive	Corridor Safety Study	0.7		Short	High	50
S-O-30	Segment - Overall	Public Outreach	S Siwell Rd	Henderson Rd	Terry Rd	Corridor Safety Study	1.5		Short	Medium	50
I-BP-05	Intersection - Bike/Ped	Technical Analysis	US 80	@ Lakeview Drive		Intersection Safety Study	0.0		Short	Low	45
I-BP-07	Intersection - Bike/Ped	Technical Analysis	US 80	@ Valley Street		Intersection Safety Study	0.0		Short	High	45
I-O-24	Intersection - Overall	Technical Analysis	MS 18	@ Chadwick Drive		Intersection Safety Study	0.0		Short	High	45
I-O-26	Intersection - Overall	Public Outreach	MS 18	@ Hinds Boulevard		Intersection Safety Study	0.0		Short	Medium	45
I-O-28	Intersection - Overall	Public Outreach	West Northside Drive	@ I-20 Frontage Road		Intersection Safety Study	0.0		Short	Medium	45

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
I-O-29	Intersection - Overall	Public Outreach	Williams Lake Road	@ Bolton-Brownsville Road		Intersection Safety Study	0.0		Short	High	45
I-O-30	Intersection - Overall	Public Outreach	Old Hwy 80	@ MS 22/Jackson Street		Intersection Safety Study	0.0		Short	High	45
S-O-14	Segment - Overall	Technical Analysis	I-220 SB	US 49	Watkins Drive	Corridor Safety Study	2.7		Short	Low	45
S-O-17	Segment - Overall	Technical Analysis	Ellis Avenue	US 80	Utica Avenue	Corridor Safety Study	0.3		Short	High	45
S-O-18	Segment - Overall	Technical Analysis	I-55 SB	MS 25	Meadowbrook Road	Corridor Safety Study	0.4		Short	Low	45
S-O-22	Segment - Overall	Technical Analysis	John R. Lynch Street	West Highland Drive	US 80	Corridor Safety Study	0.1		Short	High	45
I-BP-02	Intersection - Bike/Ped	Technical Analysis	West Northside Drive	@ Bishop Avenue		Intersection Safety Study	0.0		Short	Medium	40
I-BP-09	Intersection - Bike/Ped	Technical Analysis	State Street	@ East Stadium Drive		Intersection Safety Study	0.0		Short	Low	40
S-O-19	Segment - Overall	Technical Analysis	US 80	Morson Road	Carter Circle	Corridor Safety Study	0.3		Short	Low	40
S-O-21	Segment - Overall	Technical Analysis	MS 18	Neil Collins Road	Pardue Road	Corridor Safety Study	0.6		Short	Low	40
S-O-23	Segment - Overall	Technical Analysis	West Northside Drive	Medgar Evers Boulevard	Methodist Home Road	Corridor Safety Study	0.5		Short	High	40
S-O-26	Segment - Overall	Public Outreach	Old Canton Road	I-55	County Line Road	Corridor Safety Study	5.0		Short	High	40
S-O-27	Segment - Overall	Public Outreach	Meadowbrook Road	I-55	Ridgewood Road	Corridor Safety Study	0.7		Short	High	35
S-O-28	Segment - Overall	Public Outreach	Madison Street	Spengler Street	E Fortification Street	Corridor Safety Study	0.5		Short	Low	35
S-O-29	Segment - Overall	Public Outreach	Ridgeland Drive	Cooper Road	Fallbrook Drive	Corridor Safety Study	0.9		Short	Low	35
I-BP-10	Intersection - Bike/Ped	Technical Analysis	West Northside Drive	@ Newman Avenue		Intersection Safety Study	0.0		Short	Medium	30
S-O-20	Segment - Overall	Technical Analysis	Terry Road	Gary Road	Byram Parkway	Corridor Safety Study	0.6		Short	Low	25
	*Improvements shown in this table are recommended countermeasures based on planning level technical analysis. This plan recommends final selection of countermeasures during implementation phase.										

Table 5.5: Madison County Project Locations and Prioritization Results

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
I-BP-05	Intersection - Bike/Ped	Technical and Public	Gluckstadt Road	@ Calhoun Station Parkway		Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the Channelized Right Add Multimodal Elements	0.0	$5,000 $50,000 $200,000	Short		60
S-BP-10	Segment- Bike/Ped	Technical and Public	MS 16	Old Yazoo City Road	0.6 miles east of Old Yazoo City Road	Enforce Speed	0.6	$5,000	Short		60
S-O-06	Segment - Overall	Technical Analysis	I-55 NB	MS 22	MS 16	Corridor Safety Study	4.6		Short		60
I-O-01	Intersection - Overall	Technical Analysis	US 51	@ Nissan Parkway		Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the Channelized Right	0.0	$50,000	Short		55
S-BP-02	Segment- Bike/Ped	Technical Analysis	I-55	MS 22	MS 16	Corridor Safety Study	4.6				55
S-BP-08	Segment- Bike/Ped	Technical Analysis	Nissan Drive	Ragsdale Road	0.7 miles north of Ragsdale Road	Look at Ponding in Median of Ragsdale Intersection Add Outside Shoulder	0.7	$5,000 $1,000,000	Short		55
S-O-01	Segment - Overall	Technical Analysis	I-55 SB	MS 22	MS 16	Corridor Safety Study	4.7				55
S-BP-09	Segment- Bike/Ped	Technical Analysis	MS 16	Avondale Road	Anderson Road	Enforce speed	0.6	$5,000	Short		50
S-O-02	Segment - Overall	Technical Analysis	I-220 NB	Highland Colony Parkway	I-55 Interchange Ramp	Corridor Safety Study	1.8				50
S-O-28	Segment - Overall	Public Outreach	Gluckstadt Road	MS 463	I-55	Enforce Speed	5.0	$5,000	Short		50
I-O-15	Intersection - Overall	Technical Analysis	Madison Avenue	@ Old Canton Road		Restripe Intersection Add Retroreflective Backplates on Signals Add Pedestrian Crossing Signs	0.0	$5,000	Short		45
S-BP-05	Segment- Bike/Ped	Technical Analysis	Gluckstadt Road	Planters Row	Lexington Drive	Add Sidewalk/Bike Lane/Multiuse Path	0.3	$300,000	Short		45
S-O-03	Segment - Overall	Technical Analysis	I-55 NB	MS 463	Gluckstadt Road	Corridor Safety Study	3.3		Short		45
S-O-09	Segment - Overall	Technical Analysis	I-55 SB	Madison Parkway	Gluckstadt Road	Corridor Safety Study	3.2		Short		45
S-O-10	Segment - Overall	Technical Analysis	I-55 NB	West Sowell Road	I-55 NB Off-Ramp at Nissan Parkway	Corridor Safety Study	2.5		Short		45
I-BP-01	Intersection - Bike/Ped	Technical Analysis	Northpark Drive	@ Lake Harbour Drive		Intersection Safety Study	0.0		Short		40
I-BP-02	Intersection - Bike/Ped	Technical Analysis	Old Canton Road	@ Madison Avenue		Intersection Safety Study	0.0		Short		40
I-O-07	Intersection - Overall	Technical Analysis	Old Canton Road	@ Lake Harbour Drive		Intersection Safety Study	0.0		Short		40
I-O-16	Intersection - Overall	Technical Analysis	Northpark Drive	@ Lake Harbour Drive		Intersection Safety Study	0.0		Short		40
S-BP-07	Segment- Bike/Ped	Technical Analysis	US 51	W Moon Street	Rice Road	Corridor Safety Study	0.1		Short		40
S-O-04	Segment - Overall	Technical Analysis	I-220 SB	Highland Colony Parkway	I-55 merging ramps at I-220	Corridor Safety Study	1.8		Short		40
S-O-07	Segment - Overall	Technical Analysis	I-55/I-220 Interchange Ramp	I-220	I-55	Corridor Safety Study	0.7		Short		40
S-O-11	Segment - Overall	Technical Analysis	I-55 NB	I-55 NB Off-Ramp at MS 463	I-55 NB On-Ramp at MS 463	Corridor Safety Study	0.8		Short		40
S-O-12	Segment - Overall	Technical Analysis	I-55 SB	Steed Road	0.4 miles north of Lake Castle Road	Corridor Safety Study	1.5		Short		40
I-BP-03	Intersection - Bike/Ped	Technical Analysis	Boyd Street	@ Lutz Avenue		Intersection Safety Study	0.0		Short		35
I-BP-04	Intersection - Bike/Ped	Technical Analysis	Grayhawk Drive	@ Wingspan Way		Intersection Safety Study	0.0		Short		35
I-O-02	Intersection - Overall	Technical Analysis	Nissan Parkway	@ Nissan Drive		Intersection Safety Study	0.0		Short		35
I-O-03	Intersection - Overall	Technical Analysis	Old Canton Road	@ Rice Road		Intersection Safety Study	0.0		Short		35
I-O-04	Intersection - Overall	Technical Analysis	US 51	@ Hoy Road		Intersection Safety Study	0.0		Short		35
I-O-05	Intersection - Overall	Technical Analysis	US 49	@ Cox Ferry Road		Intersection Safety Study	0.0		Short		35
I-O-08	Intersection - Overall	Technical Analysis	I-55	@ MS 463		Intersection Safety Study	0.0		Short		35
S-BP-01	Segment- Bike/Ped	Technical Analysis	MS 22	Sidney Runnels Drive	Plummer Drive	Corridor Safety Study	0.4		Short		35

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
S-BP-03	Segment- Bike/Ped	Technical Analysis	MS 22	0.3 miles east of Cedar Hill Road	1.0 miles east of Cedar Hill Road	Corridor Safety Study	0.8		Short		35
S-BP-04	Segment- Bike/Ped	Technical Analysis	US 51	Tisdale Road	Green Oak Lane	Corridor Safety Study	0.7		Short		35
S-BP-06	Segment- Bike/Ped	Technical Analysis	US 51	Rice Road	West Jackson Street	Corridor Safety Study	0.3		Short		35
S-O-05	Segment - Overall	Technical Analysis	I-55 SB	MS 16	Big Black River	Corridor Safety Study	3.4		Short		35
S-O-19	Segment - Overall	Technical Analysis	MS 22	0.3 miles east of Cedar Hill Road	1.0 miles east of Cedar Hill Road	Corridor Safety Study	0.8		Short		35
I-O-17	Intersection - Overall	Technical Analysis	MS 463	@ Park Place Boulevard		Intersection Safety Study	0.0		Short		30
I-O-24	Intersection - Overall	Technical Analysis	MS 463	@ Stribling Road		Intersection Safety Study	0.0		Short		30
S-BP-11	Segment- Bike/Ped	Technical and Public	West Jackson Street	I-55	US 51	Road Diet - Remove Center Turn Lane Add on Street Parking and Dedicated Bike/Ped Facility	1.0	$2,000,000	Medium	High	30
S-O-08	Segment - Overall	Technical Analysis	I-55 SB	.25 miles south of Church Road	I-55 Off-Ramp at W Sowell Road	Corridor Safety Study	1.3		Short		30
S-O-13	Segment - Overall	Technical Analysis	I-55 SB	I-55/I-220 Interchange Ramp	I-55 SB On-Ramp at Natchez Trace Parkway	Corridor Safety Study	0.4		Short		30
I-O-06	Intersection - Overall	Technical Analysis	US 51	@ Jackson Ridge Road		Intersection Safety Study	0.0		Short		25
I-O-09	Intersection - Overall	Technical Analysis	Madison Avenue	@ Cotton Hill Road		Intersection Safety Study	0.0		Short		25
I-O-10	Intersection - Overall	Technical Analysis	I-55 SB	@ Old Agency Road		Intersection Safety Study	0.0		Short		25
I-O-11	Intersection - Overall	Technical Analysis	I-55 NB	@ Colony Park Boulevard		Intersection Safety Study	0.0		Short		25
I-O-12	Intersection - Overall	Technical Analysis	Spillway Road	@ Harbour Drive		Intersection Safety Study	0.0		Short		25
I-O-13	Intersection - Overall	Technical Analysis	US 51	@ Colony Park Boulevard		Intersection Safety Study	0.0		Short		25
I-O-14	Intersection - Overall	Technical Analysis	US 51	@ Church Road		Intersection Safety Study	0.0		Short		25
I-O-19	Intersection - Overall	Technical Analysis	US 49	@ MS 22		Intersection Safety Study	0.0		Short		25
I-O-20	Intersection - Overall	Technical Analysis	US 51	@ Madison Avenue		Intersection Safety Study	0.0		Short		25
I-O-21	Intersection - Overall	Technical Analysis	Catlett Road	@ Stribling Road		Intersection Safety Study	0.0		Short		25
I-O-26	Intersection - Overall	Public Outreach	Gluckstadt Road	@ Calhoun Station Parkway		Intersection Safety Study	0.0		Short		25
I-O-27	Intersection - Overall	Public Outreach	I-55	@ Gluckstadt Road		Intersection Safety Study	0.0		Short		25
I-O-29	Intersection - Overall	Public Outreach	US 51	@ Yandell Road		Intersection Safety Study	0.0		Short		25
I-O-31	Intersection - Overall	Public Outreach	MS 463	@ Bozeman Road		Intersection Safety Study	0.0		Short		25
S-O-15	Segment - Overall	Technical Analysis	I-55 NB	I-55 NB Off-Ramp at Nissan Parkway	I-55 NB On-Ramp at Nissan Parkway	Corridor Safety Study	1.5		Short		25
S-O-16	Segment - Overall	Technical Analysis	MS 22	MS 463	0.5 miles west of Noah's Mill Road	Corridor Safety Study	1.1		Short		25
S-O-17	Segment - Overall	Technical Analysis	MS 463	Stribling Road	Mannsdale Upper Elementary School Entrance Driveway	Corridor Safety Study	0.6		Short		25
S-O-22	Segment - Overall	Technical Analysis	I-55 Off-Ramp	Natchez Trace Parkway	W Jackson Street	Corridor Safety Study	0.2		Short		25
S-O-23	Segment - Overall	Technical Analysis	I-55 NB	I-55/I-220 Interchange Ramp	Lake Harbor Drive Ext	Corridor Safety Study	0.8		Short		25
S-O-24	Segment - Overall	Technical and Public	MS 22	Soldiers Colony Road	Sidney Runnels Drive	Corridor Safety Study	0.2		Short		25
S-O-25	Segment - Overall	Technical Analysis	I-55 SB	West County Line Road	McLaurin Road	Corridor Safety Study	0.4		Short		25
I-O-18	Intersection - Overall	Technical Analysis	US 51	@ Links Drive		Intersection Safety Study	0.0		Short		20
I-O-22	Intersection - Overall	Technical Analysis	US 43	@ Canton Parkway		Intersection Safety Study	0.0		Short		20
I-O-23	Intersection - Overall	Technical Analysis	North Liberty Street	@ West North Street		Intersection Safety Study	0.0		Short		20
I-O-25	Intersection - Overall	Technical Analysis	East County Line Road	@ Northpointe Parkway		Intersection Safety Study	0.0		Short		20

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
I-O-28	Intersection - Overall	Public Outreach	US 51	@ Green Oak Lane		Intersection Safety Study	0.0		Short		20
I-O-30	Intersection - Overall	Public Outreach	Yandell Road	@ Clarkdell Road		Intersection Safety Study	0.0		Short		20
S-O-14	Segment - Overall	Technical Analysis	MS 51	Hard Times Road	Nichols Road	Corridor Safety Study	1.1		Short		20
S-O-18	Segment - Overall	Technical Analysis	MS 17	0.9 miles north of MS 43	McCarty Road	Corridor Safety Study	1.5		Short		20
S-O-20	Segment - Overall	Technical Analysis	MS 16	0.2 miles east of Luckett Lane	Garrett Drive	Corridor Safety Study	0.5		Short		20
S-O-21	Segment - Overall	Technical Analysis	US 51	Branscomb Road	Stump Bridge Road	Corridor Safety Study	0.4		Short		20
S-O-26	Segment - Overall	Public Outreach	Bozeman Road	MS 463	Gluckstadt Road	Corridor Safety Study	3.0		Short		20
S-O-27	Segment - Overall	Public Outreach	Catlett Road	Gluckstadt Road	MS 22	Corridor Safety Study	4.6		Short		15
	*Improvements shown in this table are recommended countermeasures based on planning level technical analysis. This plan recommends final selection of countermeasures during implementation phase.										

Table 5.6: Rankin County Project Locations and Prioritization Results

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
S-O-27	Segment - Overall	Public Outreach	Old Fannin Rd	MS 25	Spillway Rd	Corridor Safety Study	3.4		Short		65
S-BP-01	Segment- Bike/Ped	Technical Analysis	I-20 WB	US 80	MS 43	Corridor Safety Study	8.4		Short		60
S-BP-04	Segment- Bike/Ped	Technical and Public	Monterey Road	Berry Drive	Highway 469 North	Sight Distance Issues and Driveways Add More Signage for Curves and Driveways Decrease Speed	1.2		Short		60
S-O-01	Segment - Overall	Technical Analysis	I-20 WB	US 80	MS 43	Corridor Safety Study	8.4		Short		60
I-BP-06	Intersection - Bike/Ped	Technical Analysis	US 80	@ Old Highway 49 South		Improve the Angle of the Channelized Right Add Stop Control to right Turn from Old Hwy 49 S	0.0	$10,000	Short		55
I-BP-07	Intersection - Bike/Ped	Technical Analysis	US 80	@ MS 18		Add Multimodal Accommodations Add Pedestrian Crosswalks and Signage Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the Channelized Right	0.0	$100,000	Short		55
I-BP-04	Intersection - Bike/Ped	Technical Analysis	Old Fannin Road	@ Jack's Place		Add Raised Medians and RCUT's or Signal Warrant Study and Signal	0.0	$300,000 $10,000	Short		50
I-O-01	Intersection - Overall	Technical Analysis	US 80	@ MS 468		Replace Existing Backplates with Yellow Retroreflective Backplates	0.0	$3,000	Short		50
I-O-08	Intersection - Overall	Technical Analysis	US 49	@ Scarbrough Street		Replace Existing Backplates with Yellow Retroreflective Backplates Improve Angle of Channelized Right Turns Install Pedestrian Bridge	0.0	$50,000	Short		50
S-BP-10	Segment- Bike/Ped	Technical Analysis	Old Fannin Road	Avalon Court	Regatta Drive	Raised Median with Access Management	0.3	$430,000	Short		50
S-O-02	Segment - Overall	Technical Analysis	I-20 EB	South Pearson Road	MS 475	Corridor Safety Study	3.0		Short		50
S-O-04	Segment - Overall	Technical Analysis	I-55 SB	I-20	Old Brandon Road	Corridor Safety Study	0.7		Short		50
I-BP-01	Intersection - Bike/Ped	Technical Analysis	North Church Street	@ Duffey Drive		Intersection Safety Study	0.0		Short		45
I-O-07	Intersection - Overall	Technical Analysis	US 80	@ MS 475		Intersection Safety Study	0.0		Short		45
I-O-15	Intersection - Overall	Technical Analysis	I-20 EB	@ MS 468		Intersection Safety Study	0.0		Short		45
S-BP-06	Segment- Bike/Ped	Technical Analysis	Dogwood Boulevard	East Metro Parkway	0.2 miles east of East Metro Parkway	Corridor Safety Study	0.2		Short		45
S-BP-07	Segment- Bike/Ped	Technical Analysis	Ridge Way	Daughdrill Station	Lakeland Commons Drive	Corridor Safety Study	0.2		Short		45
S-BP-09	Segment- Bike/Ped	Technical Analysis	Rosewood Lane	MS 18	Read Road	Corridor Safety Study	0.3		Short		45
S-O-16	Segment - Overall	Technical Analysis	I-20 WB	I-20 WB Off-Ramp at South Pearson Road	I-20 WB On-Ramp at South Pearson Road	Corridor Safety Study	0.6		Short		45
S-O-26	Segment - Overall	Public Outreach	US 80 WB	I-20	Louis Wilson Dr	Corridor Safety Study	5.6		Short		45
I-BP-02	Intersection - Bike/Ped	Technical Analysis	MS 468	@ Loyd Street		Intersection Safety Study	0.0		Short		40
I-BP-03	Intersection - Bike/Ped	Technical Analysis	Old Brandon Road	@ Valentour Road		Intersection Safety Study	0.0		Short		40
I-BP-05	Intersection - Bike/Ped	Technical Analysis	Gladeview Place	@ Northdale Place		Intersection Safety Study	0.0		Short		40
I-O-02	Intersection - Overall	Technical Analysis	MS 471	@ North College Street		Intersection Safety Study	0.0		Short		40
I-O-04	Intersection - Overall	Technical Analysis	US 49	@ McBride Street		Intersection Safety Study	0.0		Short		40
I-O-06	Intersection - Overall	Technical Analysis	US 80	@ Woodgate Drive		Intersection Safety Study	0.0		Short		40
I-O-10	Intersection - Overall	Technical Analysis	US 80	@ Mary Ann Drive		Intersection Safety Study	0.0		Short		40
I-O-13	Intersection - Overall	Technical Analysis	MS 25	@ MS 475		Intersection Safety Study	0.0		Short		40
I-O-14	Intersection - Overall	Technical Analysis	MS 25	@ Castlewoods Boulevard		Intersection Safety Study	0.0		Short		40
I-O-17	Intersection - Overall	Technical Analysis	I-20 WB	@ MS 468		Intersection Safety Study	0.0		Short		40

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
I-O-18	Intersection - Overall	Technical Analysis	MS 468	@ Riverwind Drive		Intersection Safety Study	0.0		Short		40
S-BP-02	Segment- Bike/Ped	Technical Analysis	I-20 EB	MS 468	MS 475	Corridor Safety Study	3.0		Short		40
S-BP-03	Segment- Bike/Ped	Technical Analysis	I-20 WB	I-20 WB Off-Ramp at MS 468	I-20 WB On-Ramp at MS 468	Corridor Safety Study	0.6		Short		40
S-BP-08	Segment- Bike/Ped	Technical Analysis	US 49 Frontage Road	Lake Drive	Carrier Boulevard	Corridor Safety Study	0.4		Short		40
S-O-13	Segment - Overall	Technical Analysis	I-55 NB	MS 18	Pearl River	Corridor Safety Study	0.8		Short		40
S-O-28	Segment - Overall	Public Outreach	MS 25	Airport Rd	Luckney Rd	Corridor Safety Study	4.9		Short		40
I-O-03	Intersection - Overall	Technical Analysis	MS 18	@ Elizabeth Lane		Intersection Safety Study	0.0		Short		35
I-O-05	Intersection - Overall	Technical Analysis	US 80	@ Park Place Drive		Intersection Safety Study	0.0		Short		35
I-O-09	Intersection - Overall	Technical Analysis	US 49	@ Eagle Post Road		Intersection Safety Study	0.0		Short		35
I-O-11	Intersection - Overall	Technical Analysis	MS 18	@ West Sunset Drive		Intersection Safety Study	0.0		Short		35
I-O-12	Intersection - Overall	Technical Analysis	US 80	@ Excell Drive		Intersection Safety Study	0.0		Short		35
I-O-16	Intersection - Overall	Technical Analysis	I-20 WB	@ MS 475		Intersection Safety Study	0.0		Short		35
I-O-20	Intersection - Overall	Technical Analysis	MS 18	@ Gray Daniels Boulevard		Intersection Safety Study	0.0		Short		35
I-O-23	Intersection - Overall	Technical Analysis	Hugh Ward Boulevard	@ MS 25		Intersection Safety Study	0.0		Short		35
I-O-27	Intersection - Overall	Public Outreach	Old Fannin Rd	@ Spillway Rd		Intersection Safety Study	0.0		Short		35
S-BP-05	Segment- Bike/Ped	Technical Analysis	Riverwind Drive	Childre Road	MS 468	Corridor Safety Study	0.8		Short		35
S-O-03	Segment - Overall	Technical Analysis	I-20 EB	Airport Road South	MS 18	Corridor Safety Study	1.5		Short		35
S-O-05	Segment - Overall	Technical Analysis	I-20 WB	MS 43	County Line	Corridor Safety Study	4.0		Short		35
S-O-06	Segment - Overall	Technical Analysis	I-20 EB	US 80	US 80	Corridor Safety Study	2.5		Short		35
S-O-18	Segment - Overall	Technical Analysis	I-20 EB	MS 18	US 80	Corridor Safety Study	1.5		Short		35
S-O-19	Segment - Overall	Technical Analysis	I-20 WB	I-55/I-20 Interchange Ramp	Old Highway 49 South	Corridor Safety Study	0.3		Short		35
S-O-20	Segment - Overall	Technical Analysis	Monterey Road	Berry Drive	Highway 469 North	Corridor Safety Study	1.2		Short		35
I-O-19	Intersection - Overall	Technical Analysis	MS 25	@ Cooper Road		Intersection Safety Study	0.0		Short		30
I-O-21	Intersection - Overall	Technical Analysis	I-20 EB	@ MS 475		Intersection Safety Study	0.0		Short		30
I-O-22	Intersection - Overall	Technical Analysis	US 80	@ Belvedere Drive		Intersection Safety Study	0.0		Short		30
I-O-24	Intersection - Overall	Technical Analysis	I-20 EB	@ US 80 (W Government Street)		Intersection Safety Study	0.0		Short		30
I-O-25	Intersection - Overall	Technical Analysis	MS 25	@ Vine Drive		Intersection Safety Study	0.0		Short		30
S-O-07	Segment - Overall	Technical Analysis	I-20 EB	US 80	MS 43	Corridor Safety Study	8.4		Short		30
S-O-08	Segment - Overall	Technical Analysis	MS 468	Manor Street	MS 475	Corridor Safety Study	1.6		Short		30
S-O-09	Segment - Overall	Technical Analysis	Star Road	Jerusalem Church Road	Garth Farm Road	Corridor Safety Study	2.2		Short		30
S-O-12	Segment - Overall	Technical Analysis	I-20 WB	I-20/I-55 Interchange Ramp	I-20 WB Off-Ramp at US 49	Corridor Safety Study	0.6		Short		30
S-O-17	Segment - Overall	Technical Analysis	I-20 EB	I-20 EB On-Ramp at US 49	MS 468	Corridor Safety Study	0.7		Short		30
S-O-24	Segment - Overall	Technical and Public	Florence Byram Road	Swinging Bridge Road	Beggerly Place	Corridor Safety Study	1.0		Short		30
I-O-26	Intersection - Overall	Public Outreach	MS 468	@ MS 469		Intersection Safety Study	0.0		Short		25
S-O-11	Segment - Overall	Technical Analysis	MS 25	Bee Summers Road	North Sandhill Road	Corridor Safety Study	1.2		Short		25
S-O-14	Segment - Overall	Technical Analysis	I-20 EB	MS 43	County Line	Corridor Safety Study	4.0		Short		25
S-O-15	Segment - Overall	Technical Analysis	I-20 WB	MS 475	MS 18	Corridor Safety Study	1.6		Short		25
S-O-21	Segment - Overall	Technical Analysis	Greenfield Road	Greenfield Lane	MS 18	Corridor Safety Study	0.7		Short		25
S-O-23	Segment - Overall	Technical Analysis	US 49 NB	Interstate Drive	0.5 miles south I-20	Corridor Safety Study	0.8		Short		25

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
S-O-25	Segment - Overall	Technical Analysis	I-20 EB	US 49	I-20 EB On-Ramp at US 49	Corridor Safety Study	0.5		Short		25
S-O-10	Segment - Overall	Technical Analysis	Star Road	Possum Track Road	Tara Road	Corridor Safety Study	1.3		Short		20
S-O-22	Segment - Overall	Technical Analysis	Old Pearson Road	Pine Park Drive	Monterey Road	Corridor Safety Study	0.3		Short		15
	*Improvements shown in this table are recommended countermeasures based on planning level technical analysis. This plan recommends final selection of countermeasures during implementation phase.										

Table 5.7: Simpson County Project Locations and Prioritization Results

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
I-BP-01	Intersection - Bike/Ped	Technical Analysis	US 49	@ 1st Avenue Southeast		Right Turns Only from MS 28 onto US 49 No Left Turns From US 49 - U Turns and Right Turns Only	0.0	$5,000	Short		65
I-O-07	Intersection - Overall	Technical Analysis	US 49	@ 1st Avenue Southeast		Right Turns Only from MS 28 onto US 49 No Left Turns from US 49 - U Turns and Right Turns Only	0.0	$5,000	Short		65
I-BP-07	Intersection - Bike/Ped	Technical Analysis	US 49 WB	@ St John Road		U-Turn/J-Turns Only	0.0	$5,000	Short		60
I-BP-03	Intersection - Bike/Ped	Technical Analysis	MS 149	@ D'Lo Park Road		Intersection Safety Study	0.0				55
I-O-02	Intersection - Overall	Technical Analysis	US 49	@ MS 28		U-turn and Right Only for Left Turn Movements	0.0	$10,000	Short		55
I-O-08	Intersection - Overall	Technical Analysis	US 49 WB	@ St John Road		U-Turn/J-turns Only	0.0	$5,000	Short		55
I-O-01	Intersection - Overall	Technical Analysis	US 49	@ MS 540		Improve the Angle of the Channelized Right	0.0	$10,000	Short	High	50
S-BP-01	Segment- Bike/Ped	Technical Analysis	MS 28	New Hymn Road	Lee Bass Road	Corridor Safety Study	0.3		Short		50
S-BP-03	Segment- Bike/Ped	Technical Analysis	US 49 SB	Craft Road	Circle Road	Corridor Safety Study	0.6		Short		50
S-O-09	Segment - Overall	Technical Analysis	MS 28	New Hymn Road	Lee Bass Road	Corridor Safety Study	0.3		Short		50
I-BP-02	Intersection - Bike/Ped	Technical Analysis	Dixie Avenue	@ Harper Street		Intersection Safety Study	0.0		Short		45
I-BP-04	Intersection - Bike/Ped	Technical Analysis	Raleigh Drive	@ Hilton Road Northeast		Intersection Safety Study	0.0		Short		45
I-BP-05	Intersection - Bike/Ped	Technical Analysis	MS 541	@ Center Street Northwest		Intersection Safety Study	0.0		Short		45
S-BP-04	Segment- Bike/Ped	Technical and Public	US 49 EB	Daniel Bowen Road	Agnes Windham Road	Corridor Safety Study	0.3		Short		45
I-O-03	Intersection - Overall	Technical Analysis	US 49	@ Siloam Avenue Southeast		Intersection Safety Study	0.0		Short		40
I-O-04	Intersection - Overall	Technical Analysis	US 49	@ North East Street		Improve the Angle of the Channelized Right	0.0	$10,000	Short	High	40
I-O-06	Intersection - Overall	Technical Analysis	US 49	@ Brandon and Westville Road		Intersection Safety Study	0.0		Short		40
I-O-10	Intersection - Overall	Technical Analysis	MS 28	@ Stubbs Road		Intersection Safety Study	0.0		Short		40
I-O-11	Intersection - Overall	Technical Analysis	US 49	@ 11th Avenue Northwest		Right Turns and J-Turns Only from 11th Ave NW onto US 49	0.0	$10,000	Short	High	40
I-O-15	Intersection - Overall	Technical Analysis	US 49	@ MS 149 Near Simpson County Achievement Center		Intersection Safety Study	0.0		Short		40
I-O-23	Intersection - Overall	Technical Analysis	Raleigh Drive	@ Lamar Road		Intersection Safety Study	0.0		Short		40
S-BP-05	Segment- Bike/Ped	Technical Analysis	MS 149	Stuard Drive	11th Avenue Northwest	Corridor Safety Study	0.3		Short		40
S-BP-06	Segment- Bike/Ped	Technical Analysis	MS 540	Woodrow Barnes Road	South Oak Street	Corridor Safety Study	0.7		Short		40
S-O-01	Segment - Overall	Technical Analysis	US 49	MS 13	Campbell Creek Road	Corridor Safety Study	1.4		Short		40
S-O-04	Segment - Overall	Technical Analysis	MS 28	MS 545	MS 541	Corridor Safety Study	0.7		Short		40
I-BP-06	Intersection - Bike/Ped	Technical Analysis	US 49 EB	@ Dallas Street		Intersection Safety Study	0.0		Short		35
I-O-05	Intersection - Overall	Technical Analysis	US 49	@ MS 545		Intersection Safety Study	0.0		Short		35
I-O-09	Intersection - Overall	Technical Analysis	MS 13	@ Smith Drive		Intersection Safety Study	0.0		Short		35
I-O-12	Intersection - Overall	Technical Analysis	US 49	@ US 49 Frontage Road near Love's Truck Stop		Intersection Safety Study	0.0		Short		35
I-O-13	Intersection - Overall	Technical Analysis	US 49	@ Frontage Road Near CEFCO		Intersection Safety Study	0.0		Short		35
I-O-17	Intersection - Overall	Technical Analysis	US 49 Frontage Road	@ 11th Avenue Northwest		Intersection Safety Study	0.0		Short		35
I-O-26	Intersection - Overall	Public Input	US 49	@ Zion Hill Road		Intersection Safety Study	0.0		Short		35
S-BP-02	Segment- Bike/Ped	Technical Analysis	Siloam Church Road	Berry Lott Road	Brooks Road	Corridor Safety Study	0.3		Short		35

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
S-O-02	Segment - Overall	Technical Analysis	US 49 NB	0.7 miles south of Old Gravel Road 49	Old Gravel Road 49	Right Turns and J-Turns Only from 11th Ave NW onto US 49	0.7	$10,000	Short	High	35
S-O-07	Segment - Overall	Technical Analysis	MS 13	Boggan Ridge Road	Blueberry Hill Road	Corridor Safety Study	0.4		Short		35
S-O-17	Segment - Overall	Technical Analysis	MS 13	Strong River Road	Moody Wallace Road	Corridor Safety Study	2.4		Short		35
S-O-18	Segment - Overall	Technical Analysis	MS 540	Woodrow Barnes Road	South Oak Street	Corridor Safety Study	0.7		Short		35
I-O-14	Intersection - Overall	Technical Analysis	US 49	@ Old Gravel Road 49		Right Turns and J-Turns Only from Side Streets onto US 49	0.0	$10,000	Short	High	30
I-O-18	Intersection - Overall	Technical Analysis	US 49 EB	@ 8th Avenue		Intersection Safety Study	0.0		Short		30
I-O-19	Intersection - Overall	Technical Analysis	US 49	@ MS 149 Near Taylor Hill Church		Intersection Safety Study	0.0		Short		30
I-O-20	Intersection - Overall	Technical Analysis	US 49	@ Goodwater Road Northwest		Right Turns and J-Turns Only from Side Streets onto US 49	0.0	$1,000	Short	High	30
I-O-21	Intersection - Overall	Technical Analysis	US 49	@ Pinewood Drive Southeast		Intersection Safety Study	0.0		Short		30
I-O-22	Intersection - Overall	Technical Analysis	US 49 EB	@ Richard Joiner Road		Intersection Safety Study	0.0		Short		30
I-O-24	Intersection - Overall	Technical Analysis	US 49	@ Athens Road		Intersection Safety Study	0.0		Short		30
I-O-25	Intersection - Overall	Technical Analysis	US 49	@ Cliff Sheppard Road		Intersection Safety Study	0.0		Short		30
S-O-03	Segment - Overall	Technical Analysis	US 49 NB	Sawmill Road	French Road	Corridor Safety Study	0.6		Short		30
S-O-05	Segment - Overall	Technical Analysis	US 49 EB	Daniel Bowen Road	Agnes Windham Road	Corridor Safety Study	0.3		Short		30
S-O-08	Segment - Overall	Technical Analysis	Airport Road	Jerry Kemp Drive	Boggan Ridge Road	Corridor Safety Study	0.6		Short		30
S-O-11	Segment - Overall	Technical and Public	MS 43	Coke Road	Boggan Ridge Road	Corridor Safety Study	0.4		Short		30
S-O-24	Segment - Overall	Technical and Public	US 49 NB On-Ramp	MS 13	US 49	Corridor Safety Study	0.2		Short		30
I-O-16	Intersection - Overall	Technical Analysis	US 49	@ New Hope Road		Intersection Safety Study	0.0		Short		25
S-O-06	Segment - Overall	Technical Analysis	MS 13	Doris McCallum Road	Hawpond Church Road	Corridor Safety Study	1.0		Short		25
S-O-10	Segment - Overall	Technical Analysis	MS 13	Martin Circle	Smith Drive	Corridor Safety Study	0.5		Short		25
S-O-12	Segment - Overall	Technical Analysis	US 49	Sawmill Road	Charlie Newsome Road	Corridor Safety Study	2.2		Short		25
S-O-14	Segment - Overall	Technical Analysis	US 49 WB	Daniel Bowen Road	Charlie James Road	Corridor Safety Study	0.2		Short		25
S-O-15	Segment - Overall	Technical Analysis	US 49 WB	11th Avenue Northwest	8th Avenue	Corridor Safety Study	0.1		Short		25
S-O-16	Segment - Overall	Technical Analysis	MS 28	Ferrell Drive	Beulah Road	Corridor Safety Study	0.2		Short		25
S-O-19	Segment - Overall	Technical Analysis	US 49 WB	0.2 miles north of Cox Road	Taylor Hill Road	Corridor Safety Study	0.5		Short		25
S-O-20	Segment - Overall	Technical Analysis	MS 43	0.6 miles north of Brandi Lane	0.8 miles north of Brandi Lane	Reduce and enforce speed	0.2	$5,000	Short	High	25
S-O-21	Segment - Overall	Technical Analysis	MS 43	Brandi Lane	0.5 miles north of Brandi Lane	Reduce and enforce speed	0.5	$5,000	Short	High	25
S-O-22	Segment - Overall	Technical Analysis	New Hope Road	Zionell Drive	Cecil Sullivan Road	Corridor Safety Study	0.9		Short		25
S-O-23	Segment - Overall	Technical Analysis	US 49 SB	Taylor Hill Road	MS 149	Corridor Safety Study	0.4		Short		25
S-O-25	Segment - Overall	Technical Analysis	Old Pearl Road	Kelly Road	Dan Keys Road	Corridor Safety Study	0.9		Short		25
S-O-13	Segment - Overall	Technical Analysis	MS 13	0.9 miles north of Henry Thurman Road	Mount Zion Road	Corridor Safety Study	1.6		Short		20
	*Improvements shown in this table are recommended countermeasures based on planning level technical analysis. This plan recommends final selection of countermeasures during implementation phase.										

Table 5.8: Warren County Project Locations and Prioritization Results

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
I-BP-03	Intersection - Bike/Ped	Technical Analysis	US 61 Bus.	@ Grove Street		Consider Making Two-Lane Road with Raised Median	0.0	$200,000	Short		60
I-BP-04	Intersection - Bike/Ped	Technical Analysis	US 61 Bus.	@ Hutson Street		Intersection Safety Study	0.0		Short		60
S-BP-01	Segment- Bike/Ped	Technical Analysis	I-20 WB	Tiffentown Road	Ceres Boulevard	Corridor Safety Study	3.6		Short		60
S-BP-07	Segment- Bike/Ped	Technical Analysis	US 61	I-20	Riley Road	Merge issue	0.2		Short		60
S-BP-10	Segment- Bike/Ped	Technical Analysis	US 61 NB	0.3 miles north of Oak Ridge Road	0.5 miles north of Oak Ridge Road	Right out Only from Driveway on US 61	0.2	$5,000	Short		60
S-O-07	Segment - Overall	Technical Analysis	I-20 WB	Tiffentown Road	Ceres Boulevard	Corridor Safety Study	3.6		Short		60
I-BP-01	Intersection - Bike/Ped	Technical Analysis	Intersection near Vicksburg Community Garden Park	@ US 61		Right out Only from Side Street	0.0	$5,000	Short		55
I-O-01	Intersection - Overall	Technical Analysis	MS 27	@ Old Highway 80		Improve the Angle of the Channelized Right	0.8	$10,000	Short		50
S-BP-03	Segment- Bike/Ped	Technical Analysis	North Frontage Road	Knox Drive	Halls Ferry Road	Actuated Warning Signal	0.2	$100,000	Short		50
I-BP-02	Intersection - Bike/Ped	Technical Analysis	Oak Street	@ Egan Avenue		Intersection Safety Study	0.0		Short		45
S-BP-04	Segment- Bike/Ped	Technical and Public	Military Avenue	Dot Street	Cedar Street	Corridor Safety Study	0.1		Short		45
S-BP-05	Segment- Bike/Ped	Technical Analysis	I-20 Frontage Road	Clay Street	Honeysuckle Lane	Corridor Safety Study	0.5		Short		45
S-BP-08	Segment- Bike/Ped	Technical Analysis	US 80	Rebecca Evans Road	Anderson Road	Corridor Safety Study	0.1		Short		45
S-O-01	Segment - Overall	Technical Analysis	I-20 WB	US 61	MDOT WB Weigh Station	Corridor Safety Study	4.0		Short		45
I-BP-05	Intersection - Bike/Ped	Technical Analysis	US 80	@ Rancho Road		Intersection Safety Study	0.0		Short		40
I-O-04	Intersection - Overall	Technical Analysis	US 61	@ Iowa Boulevard		Intersection Safety Study	0.0		Short		40
I-O-05	Intersection - Overall	Technical Analysis	US 61	@ River Region Drive		Intersection Safety Study	0.0		Short		40
I-O-06	Intersection - Overall	Technical Analysis	Fisher Ferry Road	@ Halls Ferry Road		Intersection Safety Study	0.0		Short		40
I-O-11	Intersection - Overall	Technical Analysis	US 61	@ Dana Road		Intersection Safety Study	0.0		Short		40
S-BP-06	Segment- Bike/Ped	Technical Analysis	Timberland Drive	Halls Ferry Road	Sweetgum Lane	Corridor Safety Study	0.3		Short		40
S-O-02	Segment - Overall	Technical Analysis	I-20 EB	Tiffentown Road	Ceres Boulevard	Corridor Safety Study	3.7		Short		40
S-O-08	Segment - Overall	Technical Analysis	I-20 WB	Ceres Boulevard	Big Black River	Corridor Safety Study	2.2		Short		40
I-O-02	Intersection - Overall	Technical Analysis	MS 27	@ Warriors Trail		Intersection Safety Study	0.0		Short		35
I-O-03	Intersection - Overall	Technical Analysis	US 61	@ Warrenton Road		Intersection Safety Study	0.0		Short		35
I-O-08	Intersection - Overall	Technical Analysis	US 61	@ Redwood Road		Intersection Safety Study	0.0		Short		35
I-O-09	Intersection - Overall	Technical Analysis	US 61 Bus.	@ North Washington Street		Intersection Safety Study	0.0		Short		35
I-O-14	Intersection - Overall	Technical Analysis	MS 27	@ Paxton Road		Intersection Safety Study	0.0		Short		35
S-BP-02	Segment- Bike/Ped	Technical Analysis	US 61	Demby Drive	Redbone Road	Corridor Safety Study	0.3		Short		35
S-BP-09	Segment- Bike/Ped	Technical Analysis	US 61	Old Culkin Road	River Region Circle	Corridor Safety Study	0.1		Short		35
S-O-03	Segment - Overall	Technical Analysis	I-20 EB	Ceres Boulevard	Big Black River	Corridor Safety Study	2.2		Short		35
S-O-05	Segment - Overall	Technical Analysis	US 61 Bus.	1st East Street	Haining Road	Corridor Safety Study	1.9		Short		35
S-O-06	Segment - Overall	Technical Analysis	Oak Ridge Road	Plantation Drive	Henry Road	Corridor Safety Study	0.9		Short		35
S-O-12	Segment - Overall	Technical Analysis	Freetown Road	Blanchie Lane	0.4 miles west of Jennifer Drive	Corridor Safety Study	0.5		Short		35
S-O-16	Segment - Overall	Technical Analysis	MS 27	McKenzie Drive	0.7 miles north of McKenzie Drive	Corridor Safety Study	0.7		Short		35
I-O-07	Intersection - Overall	Technical Analysis	Confederate Avenue	@ Military Avenue		Intersection Safety Study	0.0		Short		30
I-O-10	Intersection - Overall	Technical Analysis	US 61	@ Cain Ridge Road		Intersection Safety Study	0.0		Short		30

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
I-O-13	Intersection - Overall	Technical Analysis	Clay Street	@ Old Highway 27		Intersection Safety Study	0.0		Short		30
I-O-16	Intersection - Overall	Technical Analysis	I-20 EB	@ Indiana Avenue		Intersection Safety Study	0.0		Short		30
I-O-18	Intersection - Overall	Technical Analysis	Halls Ferry Road	@ Melrose Avenue		Intersection Safety Study	0.0		Short		30
I-O-20	Intersection - Overall	Technical Analysis	US 61	@ Redbone Road		Intersection Safety Study	0.0		Short		30
I-O-21	Intersection - Overall	Technical Analysis	Halls Ferry Road	@ Division Street		Intersection Safety Study	0.0		Short		30
I-O-24	Intersection - Overall	Technical Analysis	US 61	@ Willow Drive		Intersection Safety Study	0.0		Short		30
S-O-04	Segment - Overall	Technical Analysis	I-20 EB	MDOT EB Weigh Station	Tiffentown Road	Corridor Safety Study	2.9		Short		30
S-O-09	Segment - Overall	Technical Analysis	I-20 EB	Halls Ferry Road	Indiana Avenue	Corridor Safety Study	0.8		Short		30
S-O-10	Segment - Overall	Technical Analysis	MS 3	Old Highway 3	Mary Hearn Lane	Corridor Safety Study	1.3		Short		30
S-O-11	Segment - Overall	Technical and Public	Mission 66	Rosa A Temple Drive	Clay Street	Corridor Safety Study	0.3		Short		30
S-O-13	Segment - Overall	Technical Analysis	Tiffentown Road	Windham Drive	Dogwood Lake Drive	Corridor Safety Study	1.3		Short		30
S-O-14	Segment - Overall	Technical Analysis	I-20 EB	US 61	1 mile east of US 61	Corridor Safety Study	0.7		Short		30
S-O-22	Segment - Overall	Technical Analysis	I-20 WB	I-20/US 61 Interchange Ramp	Halls Ferry Road	Corridor Safety Study	0.2		Short		30
S-O-24	Segment - Overall	Technical and Public	I-20 WB	MS/LA stateline	Warrenton Road	Corridor Safety Study	0.5		Short		30
I-O-12	Intersection - Overall	Technical Analysis	Confederate Avenue	@ Indiana Avenue		Intersection Safety Study	0.0		Short		25
I-O-15	Intersection - Overall	Technical Analysis	US 61	@ Old Culkin Road		Intersection Safety Study	0.0		Short		25
I-O-17	Intersection - Overall	Technical Analysis	US 61	@ US 61 Bus.		Intersection Safety Study	0.0		Short		25
I-O-19	Intersection - Overall	Technical Analysis	Pemberton Square Boulevard	@ Orme Drive		Intersection Safety Study	0.0		Short		25
I-O-22	Intersection - Overall	Technical Analysis	Fisher Ferry Road	@ Nailor Road		Intersection Safety Study	0.0		Short		25
I-O-23	Intersection - Overall	Technical Analysis	US 61	@ Buford Drive		Intersection Safety Study	0.0		Short		25
I-O-25	Intersection - Overall	Technical Analysis	South Frontage Road	@ Cypress Centre Drive		Intersection Safety Study	0.0		Short		25
S-O-15	Segment - Overall	Technical Analysis	Grange Hall Road	Stillwater Drive	Dana Road	Corridor Safety Study	1.6		Short		25
S-O-17	Segment - Overall	Technical Analysis	Halls Ferry Road	Williams Road	0.2 miles north of Williams Road	Corridor Safety Study	0.2		Short		25
S-O-18	Segment - Overall	Technical Analysis	I-20 WB	Halls Ferry Road	Indiana Avenue	Corridor Safety Study	0.7		Short		25
S-O-19	Segment - Overall	Technical Analysis	Jackson Road	Martin Luther King Jr Boulevard	Culkin Road	Corridor Safety Study	1.2		Short		20
S-O-20	Segment - Overall	Technical Analysis	MS 3	Dixie Farm Road	3.3 miles east of Dixie Farm Road	Corridor Safety Study	3.3		Short		20
S-O-21	Segment - Overall	Technical Analysis	I-20 WB	MDOT EB Weigh Station	Tiffentown Road	Corridor Safety Study	0.9		Short		20
S-O-23	Segment - Overall	Technical Analysis	Oak Ridge Road	US 61	Camden Drive	Corridor Safety Study	0.7		Short		20
S-O-25	Segment - Overall	Technical Analysis	MS 27	Paxton Road	US 80	Corridor Safety Study	0.1		Short		15
	*Improvements shown in this table are recommended countermeasures based on planning level technical analysis. This plan recommends final selection of countermeasures during implementation phase.										

Table 5.9: Yazoo County Project Locations and Prioritization Results

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
S-BP-04	Segment- Bike/Ped	Technical and Public	US 49	Castle Chapel Road	Myrleville Road	Right turns only from side streets - J turns	2.9	$5,000	Short		65
I-BP-01	Intersection - Bike/Ped	Technical Analysis	MS 16	@ South Locust Street		Improve sight distance	0.0	$5,000	Short		60
I-BP-02	Intersection - Bike/Ped	Technical Analysis	South Wise Street	@ West Jefferson Street		Improve sight distance	0.0	$5,000	Short		60
I-O-07	Intersection - Overall	Technical Analysis	South Wise Street	@ West Jefferson Street		Improve sight distance	0.0	$5,000	Short		60
I-O-18	Intersection - Overall	Technical Analysis	South Locust Street	@ MS 16 (Broadway Street)		Improve sight distance	0.0	$5,000	Short		60
S-BP-05	Segment- Bike/Ped	Technical Analysis	MS 16	0.3 miles north of Big Black River	Deasonville Road	Improve the angle of the channelized right from Deasonville Rd Consolidate driveways in curve	1.7	$10,000	Short		60
S-BP-02	Segment- Bike/Ped	Technical Analysis	US 49	Twelfth Street	East 14th Street Extension	Install raised median	0.2	$200,000	Short		55
S-O-15	Segment - Overall	Technical Analysis	I-55 SB	Vaughan Road	MS 432	Corridor Safety Study	5.0				55
S-O-18	Segment - Overall	Technical Analysis	US 49	Castle Chapel Road	Myrleville Road	Right turns only from side streets - J turns	2.9	$5,000	Short		55
S-O-20	Segment - Overall	Technical Analysis	MS 16	0.3 miles north of Big Black River	Deasonville Road	Improve the angle of the channelized right from Deasonville Rd Consolidate driveways in curve	1.7	$10,000	Short		55
I-O-02	Intersection - Overall	Technical Analysis	US 49	@ MS 16W		Intersection Safety Study	0.0		Short		50
I-O-03	Intersection - Overall	Technical Analysis	US 49	@ 20th Street		Intersection Safety Study	0.0		Short		50
S-BP-03	Segment- Bike/Ped	Technical Analysis	US 49	0.09 miles north of County Barn Road	Enchanted Drive	Corridor Safety Study	0.2		Short		50
S-O-01	Segment - Overall	Technical Analysis	US 49	0.09 miles north of County Barn Road	Enchanted Drive	Corridor Safety Study	0.2		Short		50
S-O-02	Segment - Overall	Technical Analysis	I-55 SB	Big Black River	Vaughan Road	Corridor Safety Study	5.0		Short		50
S-O-05	Segment - Overall	Technical Analysis	I-55 NB	Big Black River	Vaughan Road	Corridor Safety Study	5.1		Short		50
I-BP-03	Intersection - Bike/Ped	Technical Analysis	East 11th Street	@ Lindsey Drive east driveway		Intersection Safety Study	0.0		Short		45
I-O-01	Intersection - Overall	Technical Analysis	MS 3	@ Gordon Avenue		Intersection Safety Study	0.0		Short		45
I-O-04	Intersection - Overall	Technical Analysis	US 49	@ Willie Morris Parkway		Intersection Safety Study	0.0		Short		45
I-O-21	Intersection - Overall	Technical Analysis	East 11th Street	@ Lindsey Drive east driveway		Intersection Safety Study	0.0		Short		45
I-O-05	Intersection - Overall	Technical Analysis	US 49	@ MS 16		Intersection Safety Study	0.0		Short		40
I-O-10	Intersection - Overall	Technical Analysis	US 49	@ Grady Avenue		Intersection Safety Study	0.0		Short		40
I-O-24	Intersection - Overall	Technical Analysis	MS 16	@ Cedar Grove Road		Intersection Safety Study	0.0		Short		40
I-O-25	Intersection - Overall	Technical Analysis	MS 3	@ Eagle Bend Road		Intersection Safety Study	0.0		Short		40
S-BP-01	Segment- Bike/Ped	Technical Analysis	Dr Martin Luther King Jr Drive	Shady Drive	West 15th Street	Corridor Safety Study	0.4		Short		40
I-O-06	Intersection - Overall	Technical Analysis	US 49	@ MS 433		Intersection Safety Study	0.0		Short		35
S-O-03	Segment - Overall	Technical Analysis	US 49	Grady Avenue	Graball Freerun Road	Corridor Safety Study	0.1		Short		35
S-O-04	Segment - Overall	Technical Analysis	US 49	Carter Hill Road	Zelleria Hill Road	Corridor Safety Study	1.8		Short		35
S-O-12	Segment - Overall	Technical Analysis	Anding Oil City Road	0.2 miles east of Virginia Street	Cessna Road	Corridor Safety Study	0.7		Short		35
S-O-13	Segment - Overall	Technical Analysis	Fletchers Chapel Road	0.4 miles north of Neely Road	Kirk Road	Corridor Safety Study	1.0		Short		35
S-O-14	Segment - Overall	Technical Analysis	I-55 NB	Vaughan Road	MS 432	Corridor Safety Study	5.1		Short		35
S-O-21	Segment - Overall	Technical Analysis	US 49 NB	Big Black River	Big Mound Road	Corridor Safety Study	1.2		Short		35
S-O-23	Segment - Overall	Technical Analysis	MS 16	0.7 miles east of MS 149	West Levee Road	Corridor Safety Study	1.3		Short		35
I-O-08	Intersection - Overall	Technical Analysis	MS 16	@ River Road		Intersection Safety Study	0.0		Short		30
I-O-09	Intersection - Overall	Technical Analysis	US 49	@ Myrleville Road		Intersection Safety Study	0.0		Short		30

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time Frame	Local Priority	Total Score
I-O-11	Intersection - Overall	Technical Analysis	US 51	@ MS 432		Intersection Safety Study	0.0		Short		30
I-O-12	Intersection - Overall	Technical Analysis	US 49	@ Fletchers Chapel Road		Intersection Safety Study	0.0		Short		30
I-O-13	Intersection - Overall	Technical Analysis	Clay Avenue	@ East 4th Street		Intersection Safety Study	0.0		Short		30
I-O-14	Intersection - Overall	Technical Analysis	US 49	@ Pritchard Avenue		Intersection Safety Study	0.0		Short		30
I-O-15	Intersection - Overall	Technical Analysis	Grady Avenue	@ Twelfth Street		Intersection Safety Study	0.0		Short		30
I-O-16	Intersection - Overall	Technical Analysis	Jackson Avenue	@ East Fifteenth Street		Intersection Safety Study	0.0		Short		30
I-O-17	Intersection - Overall	Technical Analysis	South Washington Street	@ East Jefferson Street		Intersection Safety Study	0.0		Short		30
I-O-19	Intersection - Overall	Technical Analysis	Gordon Avenue	@ West 15th Street		Intersection Safety Study	0.0		Short		30
I-O-20	Intersection - Overall	Technical Analysis	Charles Street	@ Levee Street		Intersection Safety Study	0.0		Short		30
I-O-22	Intersection - Overall	Technical Analysis	West 7th Street	@ Lamar Avenue		Intersection Safety Study	0.0		Short		30
I-O-23	Intersection - Overall	Technical Analysis	Old Benton Road	@ Bus Station Drive		Intersection Safety Study	0.0		Short		30
S-O-06	Segment - Overall	Technical Analysis	US 49W	Coker Road	Carter Road	Corridor Safety Study	2.6		Short		30
S-O-07	Segment - Overall	Technical Analysis	Niven Road	Old Highway 16	Bunch Lane	Corridor Safety Study	0.9		Short		30
S-O-08	Segment - Overall	Technical Analysis	US 49 SB	Myrleville Road	US 49 Frontage Road	Corridor Safety Study	1.2		Short		30
S-O-09	Segment - Overall	Technical Analysis	MS 433	Lucious Turner Road	0.2 miles east of Davis Rucker Lane	Corridor Safety Study	0.3		Short		30
S-O-10	Segment - Overall	Technical Analysis	US 49 NB	Big Mound Road	Pritchard Avenue	Corridor Safety Study	0.7		Short		30
S-O-11	Segment - Overall	Technical Analysis	MS 432	0.6 miles east of Bear Creek	Yazoo Street	Corridor Safety Study	0.8		Short		30
S-O-16	Segment - Overall	Technical Analysis	I-55 SB	MS 432	4.5 miles north of MS 432	Corridor Safety Study	4.5		Short		30
S-O-24	Segment - Overall	Technical and Public	MS 16	Mollett Road	Redbud Drive	Corridor Safety Study	0.9		Short		30
S-O-17	Segment - Overall	Technical Analysis	MS 16	Sunny Lane Road	0.9 miles east of Sunny Lane Road	Corridor Safety Study	0.9		Short		25
S-O-19	Segment - Overall	Technical Analysis	MS 16	Schaeffer Road	River Road	Corridor Safety Study	2.0		Short		25
S-O-22	Segment - Overall	Technical Analysis	US 49 NB	Myrleville Road	0.3 miles south of US 49 Frontage Road	Corridor Safety Study	0.9		Short		25
S-O-25	Segment - Overall	Technical Analysis	US 49 NB	Dover Road	Fletchers Chapel Road	Corridor Safety Study	0.7		Short		25
	*Improvements shown in this table are recommended countermeasures based on planning level technical analysis. This plan recommends final selection of countermeasures during implementation phase.										

5.4 Countermeasure Toolbox

Table 5.10 displays a toolbox of countermeasures that can be used to improve safety within the CMPDD Region. A safety study should be conducted at a location to determine which countermeasures are appropriate for the type and severity of crashes experienced at that location. Some countermeasures may be inappropriate at one site yet be the best choice for another site. At times, multiple countermeasures may be necessary. Countermeasures displayed in a ***bold italics*** text in **Table 5.10** benefit vulnerable users and equity populations.

Table 5.10: Crash Countermeasure Toolbox

Safety Concern	Countermeasure	Pros	Cons
Speeding	***Select appropriate speed limits***	• ***Low cost*** • ***Reduce crash severities*** • ***Safer for all roadway users*** • ***Traffic calming***	• ***Opposition from regular roadway users*** • ***Excess violations issued if not implemented properly***
	Install speed cameras	• Significant reduction in crashes and severities • Increase driver attentiveness	• Opposition from regular roadway users • Needs additional monitoring and enforcement • May encourage improved behavior only where enforcement exists
	Implement variable speed limits	• Significant reduction in all crashes and severities • Allow drivers to react to ongoing situations • Assist in maintaining speed and flow during congestion periods, incidents, work zones, and inclement weather	• Inconsistent speeds could create confusion for drivers • Requires additional monitoring, equipment, and maintenance
Improve Vulnerable Roadway User (Bicyclist and Pedestrian) Safety	***Add bicycle lanes***	• ***Reduce bicycle related crashes***	• ***Requires additional right-of-way***
	Implement crosswalk visibility enhancements	• ***Increase pedestrian safety*** • ***Encourage pedestrians to cross at designated locations***	• ***Not ideal on high-speed roadways (greater than 45 MPH)*** • ***Lighting options are costly***

Safety Concern	Countermeasure	Pros	Cons
Improve Vulnerable Roadway User (Bicyclist and Pedestrian) Safety	***Retime signals to provide a leading pedestrian interval***	• ***Low Cost*** • ***Increased likelihood of motorists yielding to pedestrians*** • ***Enhanced safety for pedestrians with disabilities***	• ***Additional delays for vehicles***
	Add medians and pedestrian refuge islands	• ***Safer pedestrian crossings***	• ***Median must be at least four feet wide*** • ***Hard to implement at intersections***
	Install pedestrian hybrid beacons	• ***Safer pedestrian crossing option on high-volume, high-speed roadways***	• ***Costly*** • ***Additional delays/stops for vehicles***
	Install Rectangular Rapid Flashing Beacons (RRFB)	• ***Safer pedestrian crossing*** • ***Promote motorist yielding to pedestrians*** • ***Cheaper than traffic signals***	• ***Not recommended for higher speed roadways (>45 MPH)***
	Road Diets	• ***Low Cost*** • ***Reduction in lanes allows for additional bicycle and pedestrian features through Complete Streets.*** • ***Traffic calming***	• ***Not effective on high volume roadways (ADT <20,000)*** • ***Roadway capacity reduction*** • ***Additional right-of-way required***
	Add walkways	• ***Separate pedestrians from the roadway***	• ***Comparatively high cost***

Safety Concern	Countermeasure	Pros	Cons
Roadway Departure	Enhanced delineation for horizontal curves	• Low cost • Reduce night-time crashes • Reduce head-on, run-off-road, and sideswipe crashes. • Reduce fatal and serious injury crashes	• None
	Longitudinal rumble strips or stripes	• Center Line Rumble Strips reduce head-on crashes • Shoulder Rumble Strips reduce run-off-road crashes • Relatively low cost	• Noise concerns
	Median barriers	• Reduce head-on and cross-median crashes	• Cost-effectiveness analysis required
	Roadside design improvements at curves	• Adequate clear zone reduces fixed object crashes • Flatten side slopes reduce single-vehicle crashes	• Not all options are cost effective
	Safety edge	• Low cost • Reduce run-off-road and head-on crashes • Reduce crash severity	• Typically constructed only during overlay projects
	Wider edge lines	• Increase the visibility of curves • Low cost • Reduce roadway departure crashes	• None

Safety Concern	Countermeasure	Pros	Cons
Intersections	Signal backplates with retroreflective borders	• Increase the visibility of traffic signals • Low cost	• Need to consider structural limitations due to wind loads • Additional cost to retrofit existing signals without the backplates
	Corridor Access Management -	• ***Enhance safety for all modes of transportation*** • ***Reduce congestion along the corridor*** • ***Fewer access points reduce overall crashes with all users***	• ***Consolidation of driveways typically experiences opposition from businesses***
	Dedicated turn lanes at intersections	• Address left-turn and rear-end crashes • Provides deceleration lane • Opposing left turns with positive offset increases visibility	• Additional ROW required • Left turns with zero or negative offset result in turning vehicles blocking line of sight
	Reduced left-turn conflict intersections	• Reduce conflict points • Increase traffic flow on the mainline	• Minor movements have to travel longer distance
	Install roundabout	• Reduces total conflict points • Lowers vehicle speeds resulting in a high reduction in serious injury/fatal crashes.	• High cost

Safety Concern	Countermeasure	Pros	Cons
Intersections	Low-Cost countermeasures - Signing, pavement markings, remove sight obstructions	• Low cost • Reduction in serious injury/fatal crashes	• None
	Yellow change intervals	• ***Improves intersection safety*** • ***Reduces red light running violations*** • ***Reduces fatal crashes*** • ***Provides pedestrians additional time to cross intersections***	• ***None***
Crosscutting (Other Safety Focus Areas)	***Add/Improve lighting***	• ***Reduces night-time crashes*** • ***Reduces pedestrian crashes***	• ***Installation and increased maintenance costs***
	Local Road Safety Plans	• ***An effective strategy to increase safety for all users*** • ***Collaboration of local stakeholders***	• ***None***
	Pavement friction management	• Reduce roadway departure crashes at horizontal curves • Reduces crashes at intersection approaches and interchange ramps	• None
	Road Safety Audit	• ***Early identification and mitigation of safety issues***	• ***None***

Safety Concern	Countermeasure	Pros	Cons
Distracted Driving	Graduated Driver Licensing	• Reduce teenage driver crashes and injuries • Low cost	• Requires several months to implement • After implementation, 1-2 years before all provisionally licensed drivers are subject to new restrictions
	High Visibility Cell Phone Enforcement (HVE)	• Reduction in cell phone usage while driving	• Effect of HVE campaigns on crashes is not certain • HVE campaigns are expensive • Enforcement of cell phone use is challenging
Impaired Driving	License revocation and suspension	• Recent study suggests that policy reduces fatal crash involvement by 5 percent or 800 lives • Drivers are less likely to repeat offense	• Requires funds to design, implement, and operate
	Publicized sobriety checkpoints	• Analysis shows that checkpoints reduce alcohol related crashes by 17 percent and all crashes by 10-15 percent • Public generally supports	• Can be costly if paid media is used
	High visibility saturation patrols	• More research is needed, but saturation patrols can be effective in reducing alcohol related fatal crashes	• Can be costly if paid media is used

6.0 Progress and Transparency

The Safety Action Plan serves as a living document that provides a variety of high-level strategies and location-specific safety projects. The plan can be used in coordination with partner agencies and long-range planning efforts. This chapter describes the future actions needed to keep this living document current and relevant to CMPDD's needs.

6.1 Advocacy

The Technical Committee should meet as needed to discuss Safety Action Plan recommendations, projects, and strategies. These meetings should incorporate:

- public concerns and comments,
- additional safety projects that have recently been identified,
- grant application opportunities, and
- ongoing strategy implementation.

Additionally, input obtained during public outreach efforts for transportation planning or public commenting on transportation projects should be discussed during Technical Committee meetings.

6.2 Data Maintenance

The CMPDD should work with MDOT and local jurisdictions to update the crash and equity data associated with the Safety Action Plan each year. This task should include the development of a dashboard for CMPDD to track progress as plan implementation occurs. This dashboard can also be used to share data and the plan's progress with the public.

6.3 Plan Implementation

Activities that the CMPDD can take to implement the plan include:

- Coordination with partner agencies for data collection, public outreach, and analysis.
- Discuss funding opportunities with partner agencies and pursue grant funds when available.
- Use a data-driven process to select projects and strategies.

6.4 Transparency & Reporting

Regular documentation and reporting on the plan's implementation progress is necessary for its success. Documentation should be prepared and reported for funding opportunities, Technical Committee meetings, public outreach, and other appropriate activities.

The Safety Action Plan should be posted on the CMPDD website, along with the dashboard displaying progress towards the plan's goals.

Appendices

Appendix A - All-Crash Statistics

Figure 1: Total Crashes by Year

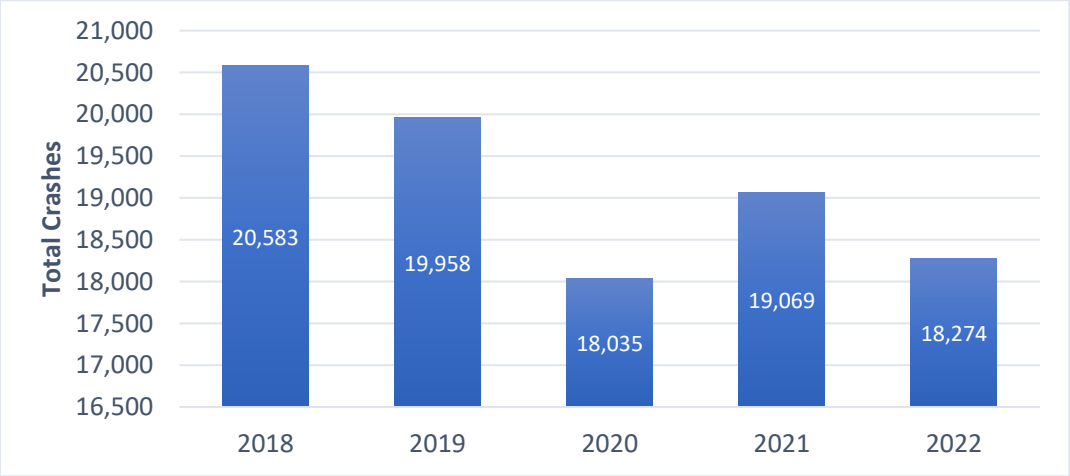


Table 1: Total Crashes by Crash Type and Year

Crash Type	Year					Total (%)
	2018	2019	2020	2021	2022	
Rear End Slow or Stop	7,408	7,027	5,390	6,007	5,645	**31,477(33.0%)**
Angle	3,410	3,132	2,748	2,935	2,915	**15,140 (16.0%)**
Sideswipe	2,782	2,576	2,303	2,412	2,338	**12,411 (13.0%)**
Run off Road - Right	1,544	1,434	1,511	1,397	1,330	**7,216 (7.5%)**
Parked Vehicle	793	1,044	1,320	1,290	1,105	**5,552 (5.8%)**
Run off Road - Left	1,124	941	1,055	1,068	1,020	**5,208 (5.4%)**
Left Turn Same Roadway	1,042	1,030	925	1,074	972	**5,043 (5.3%)**
Deer	618	741	861	827	862	**3,909 (4.1%)**
Unknown	33	228	545	645	684	**2,134 (2.2%)**
Opposite Direction Sideswipe	355	302	352	350	373	**1,732 (1.8%)**
Rear End Turn	221	215	143	109	116	**804 (0.8%)**
Other in Road	207	243	123	126	93	**792 (0.8%)**
Head On	145	152	150	159	135	**741 (0.8%)**
Pedestrian	124	127	125	120	109	**605 (0.6%)**
Other Object	64	171	84	88	125	**532 (0.6%)**
Fixed Object	88	90	102	124	97	**501 (0.5%)**
Animal	88	122	76	84	77	**447 (0.5%)**
Fell from Vehicle	88	113	76	93	72	**442 (0.5%)**
Hit and Run	276	120	1	0	0	**397 (0.4%)**
Run off Road - Straight	70	65	66	54	58	**313 (0.3%)**
Overturn	39	37	49	55	54	**234 (0.2%)**
Bicycle	28	30	20	23	16	**117 (0.1%)**
Other	14	3	6	18	65	**106 (0.1%)**
Train	5	10	2	8	10	**35 (0.04%)**
Jackknife	9	3	2	3	2	**19 (0.02%)**
Left Turn Cross Traffic	4	1	0	0	1	**6 (0.01%)**
Right Turn Cross Traffic	4	2	0	0	0	**6 (0.01%)**
Total	**20,583**	**19,958**	**18,035**	**19,069**	**18,274**	**95,919**

Table 2: Total Crashes by Contributing Circumstances

Lighted Conditions	Year					Total (%)
	2018	2019	2020	2021	2022	
Daylight	15,248	14,584	12,510	13,624	13,147	**69,113 (72.0%)**
Dark - Lighted	2,903	2,789	2,684	2,710	2,533	**13,619 (14.0%)**
Dark - Not Lighted	2,020	1,984	1,979	1,930	1,848	**9,761 (10.0%)**
Dawn/dusk	188	389	571	584	544	**2,276 (2.4%)**
Dark - Unknown Lighting	0	64	173	140	115	**492 (0.5%)**
Undefined	224	120	0	0	0	**344 (0.4%)**
Unknown	0	20	94	72	82	**268 (0.3%)**
Other	0	8	24	9	5	**46 (0.1%)**
Total	**20,583**	**19,958**	**18,035**	**19,069**	**18,274**	**95,919**
Surface Conditions	**Year**					**Total (%)**
	2018	**2019**	**2020**	**2021**	**2022**	
Dry	16,434	16,295	14,496	15,820	15,590	**78,635 (82.0%)**
Wet	3,717	3,442	3,298	2,683	2,426	**15,566 (16.0%)**
Ice/Frost	122	14	12	343	33	**524 (0.5%)**
Unknown	229	123	81	73	98	**604 (0.6%)**
Water (Standing, Moving)	42	52	80	60	90	**324 (0.3%)**
Mud, Dirt, Gravel	7	20	51	35	19	**132 (0.1%)**
Snow	29	2	1	25	5	**62 (0.1%)**
Other	0	9	14	12	12	**47 (<0.1%)**
Slush	3	0	1	18	1	**23 (<0.1%)**
Oil	0	1	0	0	0	**1 (<0.1%)**
Sand	0	0	1	0	0	**1 (<0.1%)**
Total	**20,583**	**19,958**	**18,035**	**19,069**	**18,274**	**95,919**

Figure 2: Total Crashes by Month, 2018-2022

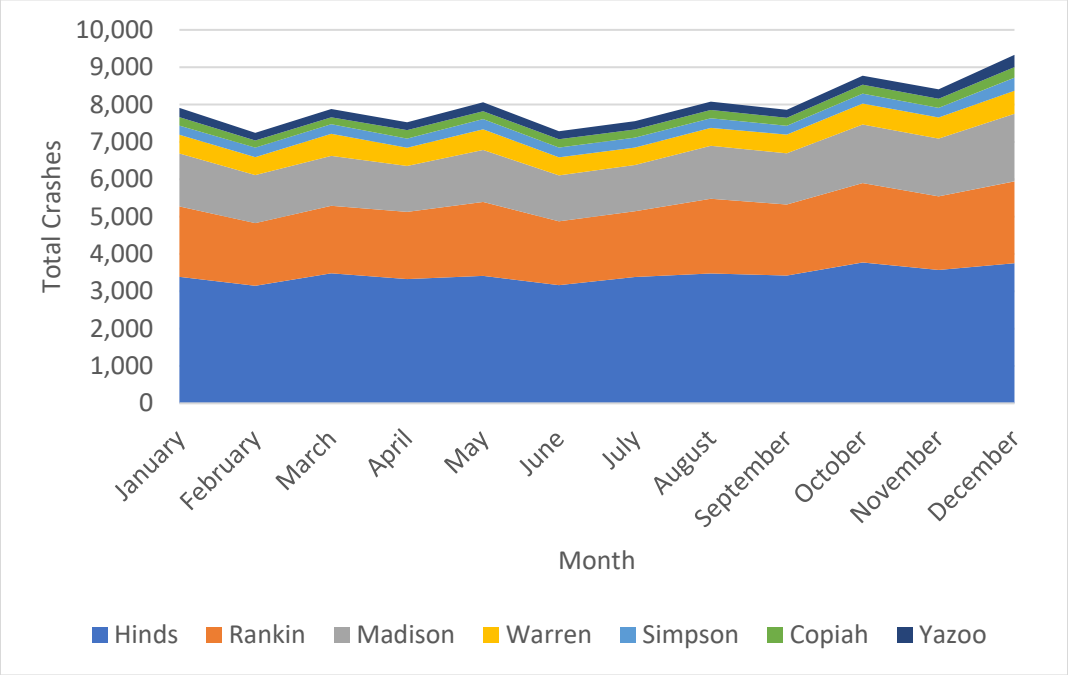


Figure 3: Total Crashes by Day of Week, 2018-2022

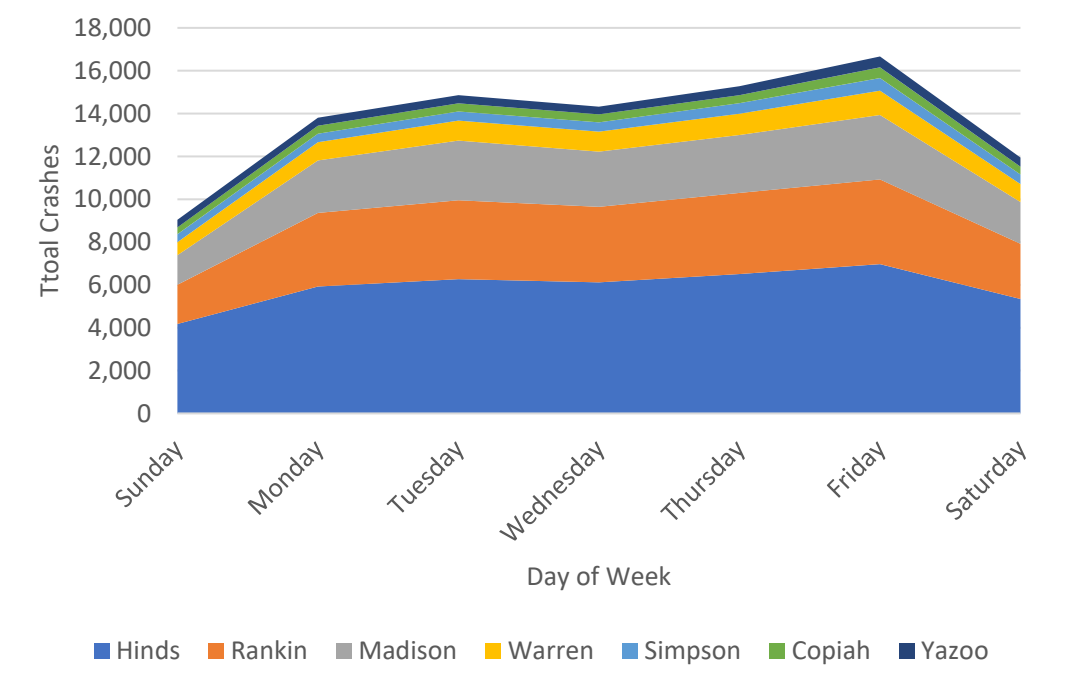


Figure 4: Total Crashes by Time of Day, 2018-2022

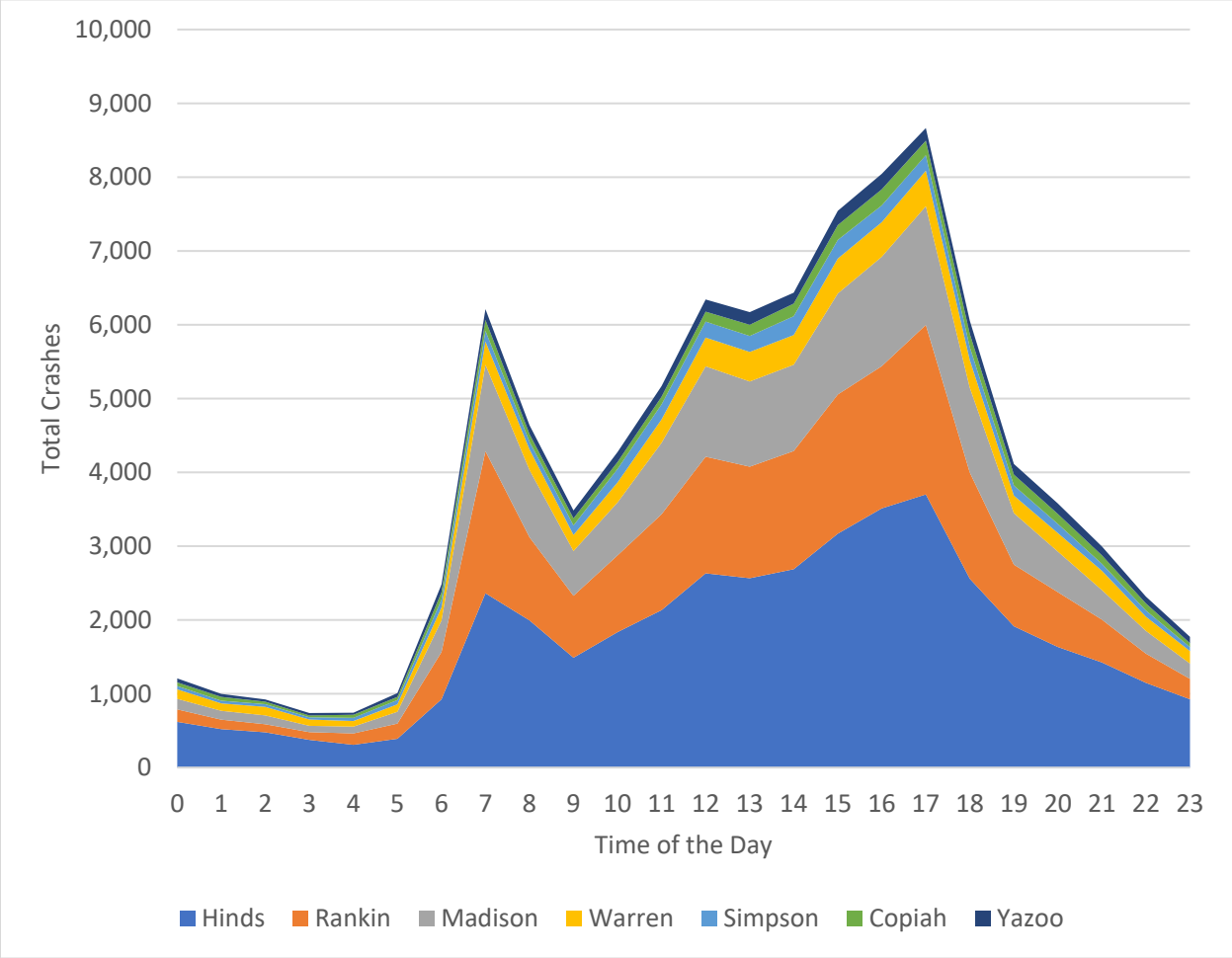


Table 3: DUI Involved Crashes, 2018-2022

County	Population (2020 Census)	Alcohol Sales	Medical Cannabis	DUI Crashes					
				2018	2019	2020	2021	2022	Total
Hinds	227,742	Countywide Yes	County Yes Some Cities No	179	89	233	238	202	**941**
Rankin	157,031	Countywide Yes	County Yes Some Cities No	102	57	88	107	100	**454**
Warren	44,722	Countywide Yes	Countywide Yes	94	34	73	87	96	**384**
Madison	109,145	Countywide Yes	County No Some Cities Yes	44	10	75	48	52	**229**
Simpson	25,949	County No Some Cities Yes	Countywide Yes	13	6	29	22	33	**103**
Copiah	28,368	County No Some Cities Yes	County Yes Some Cities No	31	9	18	12	22	**92**
Yazoo	26,743	Countywide Yes	Countywide Yes	13	3	12	13	16	**57**
Total				**476**	**208**	**528**	**527**	**521**	**2,260**

Figure 5: Bicycle/Pedestrian Crashes, 2018-2022

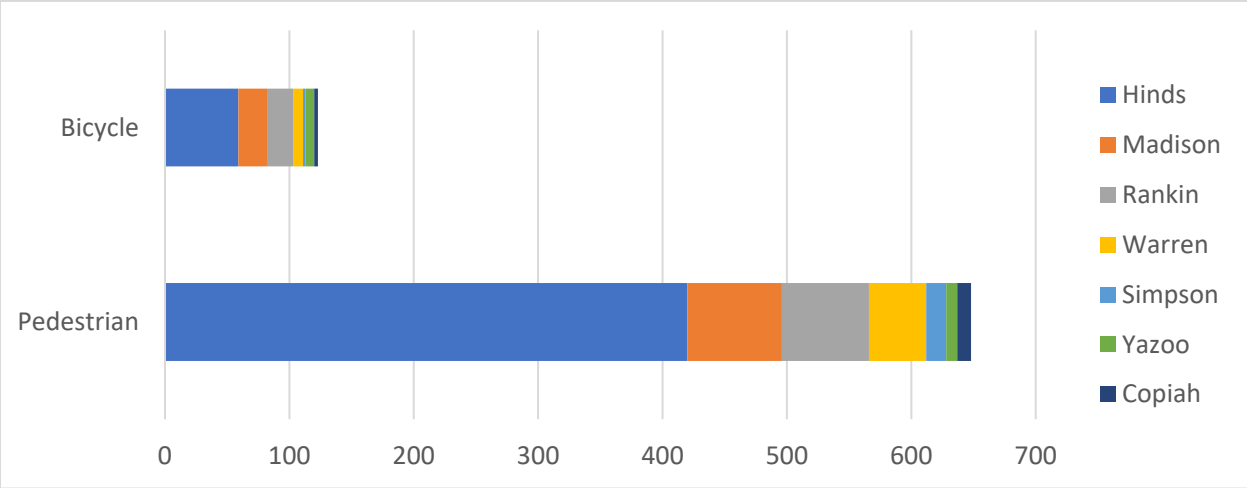


Table 4: Pedestrian/Bicycle Crashes, 2018-2022 – Lighting and Surface Conditions

	Dry	Wet	Ice/ Frost	Water Standing/ Moving	Snow	Mud, Dirt, Gravel	Unknown	Total
Pedestrian								
Daylight	266	20	0	0	1	2	0	**289**
Dawn/Dusk	15	3	0	0	0	0	0	**18**
Dark – Not Lighted	99	14	1	1	0	0	1	**116**
Dark – Lighted	141	24	2	0	0	0	0	**167**
Dark – Unknown Lighting	8	1	0	0	0	0	1	**10**
Undefined	3	0	0	0	0	0	2	**5**
Total	**532**	**62**	**3**	**1**	**1**	**2**	**4**	**605**
Bicycle								
Daylight	68	3	0	0	0	0	0	**71**
Dawn/Dusk	5	1	0	0	0	0	0	**6**
Dark – Not Lighted	13	3	0	0	0	0	0	**16**
Dark – Lighted	18	1	0	0	1	0	0	**20**
Dark – Unknown Lighting	3	0	0	0	0	0	0	**3**
Undefined	1	0	0	0	0	0	0	**1**
Total	**108**	**8**	**0**	**0**	**1**	**0**	**0**	**117**

Table 5: Copiah County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Run off Road - Right	110	102	94	104	113	**523**
Rear End Slow or Stop	99	84	82	104	77	**446**
Run off Road - Left	67	59	71	80	99	**376**
Angle	73	69	66	71	86	**365**
Sideswipe	50	47	35	41	48	**221**
Deer	37	25	42	51	63	**218**
Opposite Direction Sideswipe	26	22	16	16	37	**117**
Left Turn Same Roadway	22	16	23	30	18	**109**
Parked vehicle	13	9	13	15	10	**60**
Other in Road	17	8	11	13	10	**59**
Animal	4	7	10	9	12	**42**
Rear End Turn	7	9	8	6	5	**35**
Head On	8	7	5	4	2	**26**
Fell from Vehicle	3	6	4	2	3	**18**
Run off Road – Straight	7	2	3	1	3	**16**
Unknown	2	1	1	4	2	**10**
Pedestrian	1	2	1	3	3	**10**
Overturn	2	2	0	2	4	**10**
Train	0	3	1	0	2	**6**
Fixed Object	4	0	0	0	2	**6**
Other Object	2	3	0	0	0	**5**
Bicycle	0	2	0	1	0	**3**
Hit and Run	0	2	0	0	0	**2**
Other	0	0	0	0	1	**1**
Total	**554**	**487**	**486**	**557**	**600**	**2,684**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	369	321	279	336	374	**1,679**
Dawn/Dusk	7	10	23	25	13	**78**
Dark – Lighted	50	39	28	30	26	**173**
Dark – Not Lighted	122	108	148	159	183	**720**
Dark – Unknown Lighted	0	4	5	4	4	**17**
Unknown	6	5	3	3	0	**17**
Total	**554**	**487**	**486**	**557**	**600**	**2,684**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	415	367	359	424	469	**2,034**
Wet	117	113	123	109	111	**573**
Ice/Frost	8	0	0	16	2	**26**
Water (Standing/Moving)	2	4	2	2	13	**23**
Mud/Dirt/Gravel	1	0	1	2	1	**5**
Slush/Snow	1	0	0	3	0	**4**
Other	0	0	1	0	3	**4**
Unknown	10	3	0	1	1	**15**
Total	**554**	**487**	**486**	**557**	**600**	**2,684**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	13	6	29	22	33	**103**
No	541	158	456	535	567	**2,257**
Unknown	0	323	1	0	0	**324**
Total	**554**	**487**	**486**	**557**	**600**	**2,684**

Table 6: Hinds County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Rear End Slow or Stop	3,289	3,039	2,233	2,393	2,068	**13,022**
Sideswipe	1,577	1,433	1,264	1,232	1,129	**6,635**
Angle	1,546	1,422	1,255	1,229	1,171	**6,623**
Parked Vehicle	367	594	719	685	559	**2,924**
Run off Road - Right	563	570	562	496	442	**2,633**
Left Turn Same Roadway	453	497	398	389	330	**2,067**
Run off Road - Left	427	370	388	393	347	**1,925**
Deer	136	149	222	219	206	**932**
Unknown	21	76	211	287	301	**896**
Opposite Direction Sideswipe	145	126	158	153	138	**720**
Pedestrian	81	80	89	80	65	**395**
Head On	61	77	90	70	66	**364**
Other Object	35	70	79	84	71	**339**
Rear End Turn	111	90	63	29	35	**328**
Hit and Run	228	97	1	0	0	**326**
Fixed Object	42	46	49	62	44	**243**
Other in Road	86	91	26	24	8	**235**
Fell from Vehicle	36	42	27	28	21	**154**
Animal	18	57	21	29	20	**145**
Run off Road - Straight	25	32	29	26	27	**139**
Overturn	15	13	22	21	27	**98**
Other	1	1	4	14	54	**74**
Bicycle	15	14	9	9	9	**56**
Train	5	5	1	5	4	**20**
Jackknife	4	1	0	0	0	**5**
LT cross traffic	2	1	0	0	0	**3**
RT cross traffic	2	1	0	0	0	**3**
Total	**9,291**	**8,994**	**7,920**	**7,957**	**7,142**	**41,304**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	179	89	233	238	202	941
No	9,112	3,055	7,664	7,699	6,933	34,463
Unknown	0	5,850	23	20	7	5,900
Total	**9,291**	**8,994**	**7,920**	**7,957**	**7,142**	**41,304**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	6,857	6,508	5,339	5,495	4,986	**29,185**
Dawn/Dusk	77	131	207	219	209	**843**
Dark – Lighted	1,635	1,589	1,612	1,558	1,360	**7,754**
Dark – Not Lighted	642	652	584	564	465	**2,907**
Dark – Unknown Lighted	0	30	109	74	55	**268**
Unknown	80	84	69	47	67	**347**
Total	**9,291**	**8,994**	**7,920**	**7,957**	**7,142**	**41,304**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	7,604	7,419	6,399	6,628	6,109	**34,159**
Wet	1,573	1,510	1,417	1,086	904	**6,490**
Ice/Frost	27	11	9	132	14	**193**
Water (Standing/ Moving)	16	12	29	25	28	**110**
Mud/Dirt/Gravel	3	7	8	14	5	**37**
Sand	0	0	1	0	0	**1**
Slush/Snow	17	0	2	26	0	**45**
Other	0	3	7	6	3	**19**
Unknown	51	32	48	40	79	**250**
Total	**9,291**	**8,994**	**7,920**	**7,957**	**7,142**	**41,304**

Table 7: Madison County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Rear end slow or stop	1,402	1,376	942	1,127	1,215	**6,062**
Angle	616	480	341	456	492	**2,385**
Sideswipe	413	309	274	323	393	**1,712**
Parked Vehicle	242	234	232	256	259	**1,223**
Run off Road - Right	226	206	232	198	190	**1,052**
Deer	166	195	194	213	201	**969**
Unknown	2	97	226	238	239	**802**
Left Turn Same Roadway	146	139	120	198	182	**785**
Run off Road - Left	146	140	116	152	151	**705**
Opposite Direction Sideswipe	50	43	43	42	61	**239**
Rear End Turn	42	50	23	22	22	**159**
Other in Road	22	63	23	32	3	**143**
Other Object	15	64	0	1	18	**98**
Head On	24	16	14	12	13	**79**
Fell from Vehicle	11	19	12	22	9	**73**
Pedestrian	21	17	9	12	11	**70**
Animal	12	17	14	11	16	**70**
Fixed Object	3	16	16	22	13	**70**
Run off Road - Straight	15	9	7	10	10	**51**
Overturn	7	8	4	7	4	**30**
Hit and Run	20	5	0	0	0	**25**
Bicycle	5	5	6	4	1	**21**
Other	9	1	0	0	7	**17**
Train	0	0	0	2	0	**2**
Right turn Cross Traffic	1	1	0	0	0	**2**
Left turn Cross Traffic	1	0	0	0	0	**1**
Total	**3,617**	**3,510**	**2,848**	**3,360**	**3,510**	**16,845**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	94	34	73	87	96	**384**
No	3,523	1,463	2,773	3,273	3,414	**14,446**
Unknown	0	2013	2	0	0	**2,015**
Total	**3,617**	**3,510**	**2,848**	**3,360**	**3,510**	**16,845**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	2,779	2,625	2,099	2,540	2,674	**12,717**
Dawn/Dusk	34	75	98	79	95	**381**
Dark – Lighted	451	421	326	399	442	**2,039**
Dark – Not Lighted	311	359	290	320	270	**1,550**
Dark – Unknown Lighted	0	11	21	14	20	**66**
Unknown	42	19	14	8	9	**92**
Total	**3,617**	**3,510**	**2,848**	**3,360**	**3,510**	**16,845**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	2,910	2,900	2,316	2,819	3,031	**13,976**
Wet	603	558	493	455	461	**2,570**
Ice/Frost	27	0	1	62	3	**93**
Water (Standing/ Moving)	3	15	18	11	8	**55**
Mud/Dirt/Gravel	0	2	8	0	0	**10**
Slush/Snow	5	1	0	5	2	**13**
Other	0	1	1	2	0	**4**
Unknown	69	33	11	6	5	**124**
Total	**3,617**	**3,510**	**2,848**	**3,360**	**3,510**	**16,845**

Table 8: Rankin County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Rear End Slow or Stop	2,147	2,064	1,643	1,858	1,805	**9,517**
Angle	784	727	592	666	718	**3,487**
Sideswipe	538	571	495	540	495	**2,639**
Left Turn Same Roadway	323	285	275	333	337	**1,553**
Run off Road - Right	316	313	294	298	284	**1,505**
Run off Road - Left	225	200	225	185	197	**1,032**
Parked Vehicle	102	138	188	178	152	**758**
Deer	80	89	139	104	127	**539**
Unknown	4	41	97	109	104	**355**
Opposite Direction Sideswipe	63	65	63	68	64	**323**
Other in Road	46	43	24	31	30	**174**
Rear End Turn	37	42	26	30	38	**173**
Head On	28	25	18	40	24	**135**
Fell from Vehicle	29	31	21	24	22	**127**
Fixed Object	30	17	21	24	18	**110**
Animal	21	13	13	15	10	**72**
Pedestrian	11	13	11	10	19	**64**
Other Object	10	31	4	2	16	**63**
Run off Road - Straight	13	13	12	9	11	**58**
Hit and Run	27	16	0	0	0	**43**
Overturn	8	4	11	11	9	**43**
Bicycle	5	7	2	3	3	**20**
Jackknife	3	1	1	2	1	**8**
Other	2	1	1	3	2	**9**
Train	0	1	0	0	2	**3**
Left Turn Cross Traffic	1	0	0	0	1	**2**
Total	**4,853**	**4,751**	**4,176**	**4,543**	**4,489**	**22,812**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	102	57	88	107	100	**454**
No	4,751	2,049	4,087	4,435	4,387	**19,709**
Unknown	0	2,645	1	1	2	**2,649**
Total	**4,853**	**4,751**	**4,176**	**4,543**	**4,489**	**22,812**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	18	32	79	80	67	**276**
Dawn/Dusk	0	3	5	7	2	**17**
Dark – Lighted	2	6	9	11	14	**42**
Dark – Not Lighted	13	12	27	28	34	**114**
Dark – Unknown Lighted	0	1	2	1	0	**4**
Unknown	0	0	0	0	0	**0**
Total	**4,853**	**4,751**	**4,176**	**4,543**	**4,489**	**22,812**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	3,824	3,906	3,344	3,805	3,858	**18,737**
Wet	956	810	800	648	591	**3,805**
Ice/Frost	25	2	1	60	10	**98**
Water (Standing/ Moving)	13	9	10	6	22	**60**
Mud/Dirt/Gravel	0	8	11	8	3	**30**
Slush/Snow	3	1	0	6	1	**11**
Other	0	5	3	3	3	**14**
Unknown	32	10	7	7	1	**57**
Total	**4,853**	**4,751**	**4,176**	**4,543**	**4,489**	**22,812**

Table 9: Simpson County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Angle	126	149	152	127	147	**701**
Rear End Slow or Stop	109	132	100	134	101	**576**
Run off Road - Right	112	91	103	94	93	**493**
Run off Road - Left	78	60	65	60	84	**347**
Deer	32	38	55	53	51	**229**
Sideswipe	42	49	39	50	47	**227**
Left Turn Same Roadway	24	18	21	17	19	**99**
Opposite Direction Sideswipe	19	19	15	16	24	**93**
Parked Vehicle	15	16	18	12	25	**86**
Animal	15	13	12	9	12	**61**
Other in Road	11	16	10	5	12	**54**
Unknown	2	4	9	3	18	**36**
Head On	5	4	2	12	6	**29**
Rear End Turn	5	8	8	2	6	**29**
Fell from Vehicle	2	4	6	5	7	**24**
Overturn	3	2	4	5	6	**20**
Run off Road - Straight	4	4	5	3	3	**19**
Pedestrian	3	2	3	4	4	**16**
Other Object	1	1	1	1	11	**15**
Fixed Object	0	3	1	1	3	**8**
Other	2	0	0	0	0	**2**
Bicycle	0	0	0	1	1	**2**
Jackknife	1	0	0	0	0	**1**
Right Turn Cross Traffic	1	0	0	0	0	**1**
Train	0	0	0	0	1	**1**
Total	**612**	**633**	**629**	**614**	**681**	**3,169**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	31	9	18	12	22	**92**
No	581	227	609	601	659	**2,677**
Unknown	0	397	2	1	0	**400**
Total	**612**	**633**	**629**	**614**	**681**	**3,169**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	426	445	420	422	466	**2,179**
Dawn/Dusk	8	12	21	24	25	**90**
Dark – Lighted	39	50	35	44	39	**207**
Dark – Not Lighted	131	115	145	115	145	**651**
Dark – Unknown Lighted	0	8	4	6	4	**22**
Unknown	8	3	4	3	2	**20**
Total	**612**	**633**	**629**	**614**	**681**	**3,169**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	448	482	472	468	559	**2,429**
Wet	140	146	141	115	105	**647**
Ice/Frost	9	0	0	15	2	**26**
Water (Standing/ Moving)	1	3	7	6	6	**23**
Mud/Dirt/Gravel	0	1	5	4	4	**14**
Slush/Snow	2	0	0	1	0	**3**
Other	0	0	1	1	1	**3**
Unknown	12	1	3	4	4	**24**
Total	**612**	**633**	**629**	**614**	**681**	**3,169**

Table 10: Warren County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Rear End Slow or Stop	273	265	304	313	313	**1,468**
Angle	180	177	223	256	200	**1,036**
Sideswipe	128	138	158	190	186	**800**
Run off Road - Right	166	100	162	159	134	**721**
Deer	102	164	128	111	126	**631**
Run off Road - Left	124	69	134	125	95	**547**
Left Turn Same Roadway	59	62	67	91	77	**356**
Parked Vehicle	28	29	39	40	45	**181**
Opposite Direction Sideswipe	32	13	33	33	30	**141**
Other in Road	18	18	19	16	17	**88**
Rear End Turn	14	10	10	16	7	**57**
Head-On	14	11	8	7	13	**53**
Pedestrian	6	10	11	8	6	**41**
Fell from Vehicle	5	11	5	8	9	**38**
Fixed Object	7	7	5	4	10	**33**
Animal	11	7	2	5	2	**27**
Overturn	2	4	6	7	3	**22**
Run off Road - Straight	3	4	5	3	3	**18**
Bicycle	1	0	3	3	1	**8**
Unknown	1	2	0	2	3	**8**
Other Object	0	2	0	0	3	**5**
Jackknife	1	1	0	1	1	**4**
Other	0	0	0	1	0	**1**
Total	**1,175**	**1,104**	**1,322**	**1,399**	**1,284**	**6,284**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	44	10	75	48	52	**229**
No	1131	435	1247	1350	1232	**5,395**
Unknown	0	8	0	1	0	**9**
Total	**1,175**	**1,104**	**1,322**	**1,399**	**1,284**	**6,284**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	796	724	848	919	878	**4,165**
Dawn/Dusk	14	17	36	53	39	**159**
Dark – Lighted	164	171	206	180	168	**889**
Dark – Not Lighted	192	183	213	226	191	**1,005**
Dark – Unknown Lighted	0	2	15	14	4	**35**
Unknown	9	7	4	7	4	**31**
Total	**1,175**	**1,104**	**1,322**	**1,399**	**1,284**	**6,284**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	870	851	1082	1162	1102	**5067**
Wet	232	215	214	185	166	**1012**
Ice/Frost	21	0	1	33	1	**56**
Water (Standing/ Moving)	5	3	8	3	4	**23**
Mud/Dirt/Gravel	3	1	10	4	4	**22**
Slush/Snow	2	0	0	2	0	**4**
Other	0	0	1	0	0	**1**
Unknown	42	34	6	10	7	**99**
Total	**1,175**	**1,104**	**1,322**	**1,399**	**1,284**	**6,284**

Table 11: Yazoo County Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Angle	85	108	119	130	101	**543**
Deer	65	81	81	76	88	**391**
Rear End Slow or Stop	89	67	86	78	66	**386**
Parked Vehicle	26	24	111	104	55	**320**
Run off Road - Right	51	52	64	48	74	**289**
Run off Road - Left	57	43	56	73	47	**276**
Sideswipe	34	29	38	36	40	**177**
Opposite Direction Sideswipe	20	14	24	22	19	**99**
Left Turn Same Roadway	15	13	21	16	9	**74**
Head On	5	12	13	14	11	**55**
Other in Road	7	4	10	5	13	**39**
Fixed Object	2	1	10	11	7	**31**
Animal	7	8	4	6	5	**30**
Unknown	0	7	1	2	17	**27**
Rear End Turn	5	6	5	4	3	**23**
Run off Road - Straight	3	1	5	2	1	**12**
Overturn	2	4	2	2	1	**11**
Fell from Vehicle	2	0	1	4	1	**8**
Pedestrian	1	2	1	3	1	**8**
Bicycle	2	2	0	2	1	**7**
Other Object	1	0	0	0	6	**7**
Train	0	1	0	1	1	**3**
Other	1	0	1	0	1	**3**
Jackknife	0	0	1	0	0	**1**
Hit and Run	1	0	0	0	0	**1**
Total	**481**	**479**	**654**	**639**	**568**	**2,821**

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	13	3	12	13	16	**57**
No	468	181	637	625	551	**2,462**
Unknown	0	295	5	1	1	**302**
Total	**481**	**479**	**654**	**639**	**568**	**2,821**

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Daylight	312	286	409	412	346	**1,765**
Dawn/Dusk	11	22	32	18	16	**99**
Dark – Lighted	28	42	50	81	59	**260**
Dark – Not Lighted	120	124	153	115	140	**652**
Dark – Unknown Lighted	0	1	1	5	6	**13**
Unknown	10	4	9	8	1	**32**
Total	**481**	**479**	**654**	**639**	**568**	**2,821**

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	363	370	524	514	462	**2,233**
Wet	96	90	110	85	88	**469**
Ice/Frost	5	1	0	25	1	**32**
Water (Standing/ Moving)	2	6	6	7	9	**30**
Mud/Dirt/Gravel	0	1	8	3	2	**14**
Oil	0	1	0	0	0	**1**
Slush/Snow	2	0	0	0	3	**5**
Other	0	0	0	0	2	**2**
Unknown	13	10	6	5	1	**35**
Total	**481**	**479**	**654**	**639**	**568**	**2,821**

Appendix B - Public Outreach Documentation

Community Engagement Plan

For the Regional Comprehensive Transportation Safety Action Plan 2023

A living document produced for the Central Mississippi Planning and Development District

TABLE of CONTENTS

This Community Engagement Plan is a living document to be updated and modified as appropriate in collaboration with the Central Mississippi Planning and Development District.

1. COMMUNITY ENGAGEMENT PLAN DEVELOPMENT

The Central Mississippi Planning and Development District (CMPDD) is developing a Regional Comprehensive Transportation Safety Action Plan (Safety Action Plan) for the District's seven-county region. Development of the Safety Action Plan is the first step in identifying challenges and the solutions needed to help make roadways in Central Mississippi safer for everyone. The Safety Action Plan's purpose is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and project implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance, micro-mobility users, and commercial vehicle operators. Once completed, the Safety Action Plan will allow local jurisdictions in CMPDD's region to apply for implementation (capitol construction) of discretionary grant funds through the Safe Streets and Roads for All (SS4A) initiative, a federal discretionary grant program.

CMPDD desires to develop the Safety Action Plan through a collaborative effort with the public and community stakeholders. Collaboration will take place through the proactive public involvement activities identified in this Community Engagement Plan (CEP). The CEP is based upon the CMPDD's Metropolitan Planning Organization Public Participation Plan, which guides all engagement strategies and promotes meaningful public involvement for CMPDD initiatives.

To assist in gaining a thorough representation of all people from within the region's mix of rural and urban citizenry, CMPDD has retained an outreach team consisting of staff members from Neel-Schaffer and Beyond Communication. The outreach team will pay careful attention to providing opportunities for input not only for the stakeholder groups, organizations, and individuals who routinely participate in planning initiatives with CMPDD, but also for stakeholders in marginalized and often under-represented communities. By informing and encouraging participation from all interested individuals, a more sustainable and superior outcome will be realized.

The outreach team will provide educational information that explains the purpose, need, and benefits of the Plan while answering questions and listening to the public's input. The outreach team will also provide information on how individuals may become engaged in the plan-development process. The CEP is dynamic in nature and outreach strategies may change should more relevant information be learned from stakeholders and the citizenry of the region.

Once community and stakeholder input has been received and considered, a draft Safety Action Plan will be developed and made available for public review and comment before final decisions are made.

Following are the identified phases of the CEP outreach effort:

1.1 CEP PHASES

VISIONING PHASE – Listening and Learning

Goal – Introduce the proposed Regional Comprehensive Transportation Safety Action Plan (Safety Action Plan); provide an analysis of existing data focusing on communities that are disproportionately impacted by traffic risks; gather feedback to help identify an overall safety vision, goals, and priority crash locations.

STRATEGIES PHASE – Evaluate Options and Develop Safety Strategies

Goal – Present to stakeholders and the community potential safety projects that are feasible and applicable for grant funding.

REVIEW PHASE – Review Draft Safety Action Plan

GOAL – Present recommendations in the form of a draft Safety Action Plan and provide opportunity for public comment before the Safety Action Plan is finalized.

2. STAKEHOLDER IDENTIFICATION AND ENGAGEMENT

The outreach team will utilize CMPDD's existing master database to assure stakeholders, local officials, and interested parties are identified and kept informed throughout the planning process. The database will be used for providing educational materials and announcing involvement opportunities such as surveys, meetings, and workshops. Opportunities for interested individuals and/or groups to provide contact information for inclusion in the database will be provided throughout the project, thus ensuring the database remains relevant.

Outreach will include a broad range of individuals including, but not limited to, affected public agencies, public transportation representatives, representatives of private transportation providers, and advocates for bicyclists and pedestrians.

2.1 SS4A Technical Committee

Key stakeholders and primary contacts in the development of the Safety Action Plan are members of CMPDD's newly formed SS4A Technical Committee. The Technical Committee is comprised of one appointed representative from each of the jurisdictions within the CMPDD seven-county region. Possessing skills that are more technical in nature along with a familiarity of existing roadways and safety concerns within their respective areas, the Technical Committee members bring to the table a wealth of information that will positively influence development of the Safety Action Plan. As technical advisers, their role will be to assist in making sure the jurisdictions are accurately represented in the Safety Action Plan. Members of the Technical Committee will be invited to attend quarterly meetings at CMPDD's office over the life of the 12-month project.

2.2 Voluntary Ambassadors

The outreach team may invite stakeholders who are highly invested in the project to act as voluntary ambassadors. Only those individuals who exhibit a willingness to serve as project champions and who have been approved to do so by CMPDD will be approached. The outreach team will empower the ambassadors to represent the project by making available educational materials, study outcomes, and draft and final masterplan copies for sharing with colleagues and/or constituents.

The ambassadors' role would be to:

- Work their respective networks in supporting project awareness
- Serve as local "guides" by helping identify and flow project information to the outreach team

3. Collateral Materials

The outreach team will develop printed, easy to understand educational materials that are clearly branded with the CMPDD logo. These graphic-driven materials will quickly explain the Safety Action Plan concept and indicate how people can become involved. The collateral materials will ensure messaging remains on point and citizens are informed.

The collateral materials may be made available on the Internet, during meetings and workshops, and at popup events. If a need is identified, the materials may be placed throughout the region at locations such as CMPDD's office, city halls, county boards of supervisors' offices, libraries, and/or other appropriate public locations that are easily accessible to the general public.

All collateral materials will be designed to be public facing and may be disseminated by the outreach team and volunteer ambassadors. Included in all collateral materials will be information identifying ways for people to become involved. Each item will include the URL and/or a QR code for a project-specific webpage that will be created on the CMPDD website as identified in Section 4.1. Collateral materials will include the following:

Business Card

To quickly engage citizens in non-formal settings by providing basic information about the project and ways to become involved.

Popup Banner/Poster

To inform citizens at a glance. Banners or posters would be used to instantly identify the project during meetings or popup events.

4. ONLINE ENGAGEMENT

The outreach team's desire is to hear from a wide range of people. This is made easier with technology that supports online engagement. For this project, the outreach team will utilize the Internet to help keep interested individuals and stakeholders informed and engaged. People will be informed of the availability of project information online through email notification, social media, and during meetings and workshops.

In addition to providing content suitable for publishing through CMPDD's existing online information tools (i.e., Facebook, mpo@cmpdd.org email, and the *Central Update* quarterly publication), the outreach team will develop and maintain the following engagement tools.

4.1 Project Specific Webpage on CMPDD Website

The outreach team will develop content for a project-specific webpage to be housed on CMPDD's existing website, www.cmpdd.org, and used throughout the study process. This site will greatly enhance accessibility, improve transparency, and support documentation of the public involvement process. It will also provide information on the varied ways individuals may ask questions or provide feedback. The webpage will include the following information:

- A high-level, abbreviated project timeline suitable for public facing
- A brief project introduction and why one should become involved
    - planning objective(s)
    - phases
    - schedule
    - expected outcomes
- Ways to become involved including a link to a comment form, the MPO email mpo@cmpdd.org, and the physical address for CMPDD
- Contact information for the project representative
- Copies of the draft and final Safety Action Plan
- Links to ESRI Story Map and MetroQuest as identified in Section 4.2.

4.2 Web-based Idea Sharing

The outreach team will use and maintain a public engagement platform for idea sharing via an interactive ESRI Story Map. Using GIS, Story Map will apply a map maker, along with text and photos, to help stakeholders and the general public visualize the narrative. In addition to Story Map, the outreach team will employ MetroQuest, an online survey tool designed for transportation planning, to help inform people, collect meaningful input on priorities, and provide visual preferences, map markers, scenarios, trade-offs, and budgeting information.

Story Map and MetroQuest will be accessible through a link on the project webpage located within CMPDD's website. The purpose is for the outreach team to gather feedback on potential safety and accessibility concerns in a highly visual, user-friendly manner.

4.3 Paid Social Media Outreach

To help boost exposure and opportunities for participants to weigh in on Story Map and MetroQuest, the outreach team will place a micro-ad (a paid, geo-targeted ad) on Facebook and Instagram and Messenger. Using geotargeting/geofencing, people within the highest population areas found in the CMPDD seven-county footprint will be targeted. This included Rankin, Hinds, Madison, and Warren counties. Geotargeting is a process that extracts the geographic location from the user's IP address, and geofencing is used around cities and/or zip codes to more closely define the audience. As people in the target area use their phones to browse the internet or to open apps, they would see the ad. The "goal" of this campaign is to direct clicks to the website.

5. PUBLIC ENGAGEMENT

In person interaction is one of the most powerful means of sharing and exchanging information. In addition to engaging people and providing input opportunities for the Safety Action Plan during normally scheduled MPO meetings, such as the Intermodal Technical Committee, and during the SS4A Technical Committee meetings, the outreach team will host in person popup meetings designed to engage individuals from all walks of life.

5.1 Popup Events

Up to seven popup meetings will be held at pivotal times during each of the first two phases of the project – Visioning Phase and Strategies Phase – for a total of 14 events. The outreach team will provide documentation reports of each event that include photographs, a brief report indicating where the event was held, and an estimated number of people engaged.

The outreach team will make a special effort to identify the concerns of traditionally underserved populations. Traditionally underserved populations typically include but may not be limited to low-income, minority, elderly, and disabled populations or those with limited access to the internet. To engage these "hard-to-reach" populations, the outreach team will host popup events at locations and times strategically identified in coordination with CMPDD. These events might coincide with pre-scheduled community events where crowds typically gather or piggyback on existing meetings held within the CMPDD jurisdictions. The outreach team will share information about the project, invite interested individuals to participate in a survey, and let people know how to become engaged in the development of the Safey Action Plan prior to its completion. During each popup event, collateral materials will be made available.

6. VIRTUAL STAKEHOLDER WORKSHOPS AND INTERVIEWS

The outreach team will schedule and host two interactive virtual stakeholder workshops. It is anticipated one workshop along with participant interviews will be held during the first two project phases – Visioning Phase and Strategies Phase – for a total of two. The outreach team will coordinate with CMPDD to identify the workshop dates and times, as well as the virtual meeting platform.

During the workshops, the outreach team will provide educational information about the process and gather input from attendees with online polling and interviews designed to help inform the Safety Action Plan development. All comments will be documented and considered before final decisions are made about the Safety Action Plan. A meeting summary for both workshops will be developed by the outreach team and provided to CMPDD.

Advertisement of Stakeholder Workshops

Email notification via the CMPDD master database

During other meetings (including popup meetings) or workshops as appropriate

Project specific webpage and/or the CMPDD website

Social Media

Content advertising each workshops' time, date and location will be developed by the outreach team for posting on CMPDD's Facebook page.

News Media

To help ensure the Stakeholder Workshops are well publicized, media alerts, or non-paid advertisement in the form of a news release, will be disseminated prior to each. The media contact list is as follows:

TV

- WAPT
- WJTV
- WLBT
- Fox-40
- TV-23 (JSU TV Station)

Radio

- WJSU Radio
- WMPR
- WJMI, WOAD, WKXI (Alpha Media)
- I-Heart Media
- WRBJ - Roberts Broadcasting
- Super Talk Mississippi
- WJDX-AM

- Mike Duke, MS Public Broadcasting ("Reading Radio") for visually impaired individuals

Print

- The Clarion-Ledger
- The Jackson Advocate
- The MS Link
- The Vicksburg Post
- The Yazoo Herald
- Magee Courier
- Copiah County Courier
- Rankin County News
- Northside Sun
- Madison County Journal
- Simpson County News

Phase 1 Documentation

CMPDD — PROMOTING REGIONAL EXCELLENCE SINCE 1968

S|S 4|A SAFE STREETS AND ROADS FOR ALL

Considering behavioral roadway safety issues within the CMPDD Region (which includes Copiah, Hinds, Madison, Rankin, Simpson, Warren, and Yazoo Counties), what safety areas are of greatest concern or importance to you?

Category	Sticker
Impaired Driving	
Improper Roadway Crossings	
Walking/Biking on the Wrong Side	
Red Light Running	
Speeding	
Distracted Driving	

http://cmpdd.org/transportation/safety-action-plan-ss4a/

CMPDD — PROMOTING REGIONAL EXCELLENCE SINCE 1968

S|S 4|A SAFE STREETS AND ROADS FOR ALL

Considering transportation infrastructure within the CMPDD Region, what safety areas are of greatest concern or importance to you?

Category	Sticker
Emergency Response Time	
Inadequate Law Enforcement	
Lack of Roadway Lighting	
System Connectivity	
Lack of Public Transportation	
Unsafe Intersections	
Lack of Bicycle Infrastructure	
Lack of Pedestrian Infrastructure	
Poor Roadway Design	

http://cmpdd.org/transportation/safety-action-plan-ss4a/

CMPDD
PROMOTING REGIONAL EXCELLENCE SINCE 1968

S|S
4|A
SAFE STREETS AND ROADS FOR ALL

During your daily commute or activities, what transportation safety challenges do you encounter when traveling around the CMPDD Region?

What improvements would you suggest?

http://cmpdd.org/transportation/safety-action-plan-ss4a/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CMPDD
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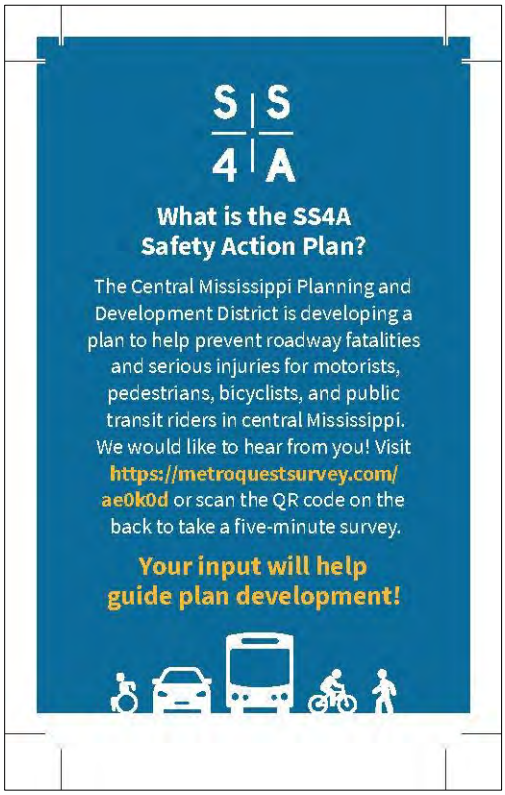
SS4A SAFETY ACTION PLAN
Safe Streets and Roads for All
Help us plan a safer travel experience for all!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What is the SS4A Safety Action Plan?
The Central Mississippi Planning and Development District is developing a plan to help prevent roadway fatalities and serious injuries for motorists, pedestrians, bicyclists, and public transit riders in central Mississippi. We would like to hear from you! Visit https://metroquestsurvey.com/ae0k0d or scan the QR code on the back to take a five-minute survey.
Your input will help guide plan development!


CMPDD
Safety Action Plan (SS4A)
CMPDD S|S 4|A SAFE STREETS AND ROADS FOR ALL
CMPDD: Safe Streets and Roads for All (SS4A)
Potential Project Benefits and Goals
Get Involved
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NEWS RELEASE

FOR IMMEDIATE RELEASE

Oct. 30, 2023

Contact: Lesley Callender, Senior Transportation Planner
lcallender@cmpdd.org
601.981.1511

CMPDD TO DEVELOP SAFETY ACTION PLAN

PUBLIC INVOLVEMENT INVITED

JACKSON, MISSISSIPPI – The Central Mississippi Planning & Development District (CMPDD) is developing a Safe Streets and Roads for All (SS4A) Safety Action Plan to help prevent roadway fatalities and serious injuries for all users including motorists, pedestrians, bicyclists, and public transit riders. The public is invited to participate in this planning initiative.

"The primary objective of the Safety Action Plan is to identify specific projects for creating a safer transportation network system," Callender said. "Understanding and prioritizing the public's needs are the first steps in delivering a plan that provides maximum benefit to the traveling public."

Interested individuals may participate by visiting https://metroquestsurvey.com/ae0k0d and taking a short, five-minute survey. The survey is designed to help individuals quickly identify and prioritize their safety concerns. Public input greatly benefits the SS4A Safety Action Plan research and provides a way for citizens' voices to be heard.

Other ways for people to be involved include participating in interactive popup meetings hosted by CMPDD representatives. During popup meetings, individuals may ask questions and provide information related to transportation safety needs in their area. Popup meetings are scheduled for the following events/locations:

- Saturday, Nov. 4; First Saturday at the Shed, Downtown Railroad Park, E. Railroad Ave., Crystal Springs, MS, from 9 am – 2 pm
- Friday, Nov. 10; Winter Wonderland Health Fair & Holiday Market – Hinds Behavioral Health Services, Large Conference Room, 3450 Hwy 80 W, Jackson, MS, from 10 am – 2 pm
- Sunday, Nov. 12; Holiday Sip and Shop, Hands of Earth Energy, 106 Main Ave. North, Magee, MS , from 11 am – 4 pm

- Saturday, Dec. 9; Merry Market Downtown on Main Street in Madison, MS, from 9 am – 4 pm

The SS4A Safety Action Plan will identify a wide array of risk factors that contribute to transportation fatalities and serious injuries including the following:
- speeding
- impaired driving
- nonuse of motorcycle helmets, seat belts, and child restraints
- distracted driving
- unsafe road infrastructure
- lack of bike-ped infrastructure
- sub-optimal safety policies

The SS4A Safety Action Plan will include the following counties: Copiah, Hinds, Madison, Rankin, Simpson, Warren, and Yazoo.

The CMPDD's SS4A Safety Action Plan is funded by a grant from the US Department of Transportation and the Federal Highway Administration. It is expected to be completed by Summer of 2024. Opportunities for the public to review and make comments on the draft SS4A Safety Action Plan will be provided both online and during in-person meetings before final decisions are made. Times and dates for review opportunities will be published as they become available. The completion of the SS4A Safety Action Plan will allow the cities and counties in CMPDD's region to apply for implementation of capital construction grant funds through the federal discretionary grant program.

###

SS4A Regional Safety Action Plan Development

In June the Central MS Planning and Development District (CMPDD) released a request for proposals seeking assistance from engineers or other qualified firms to partner with CMPDD in developing a Regional Comprehensive Transportation Safety Action Plan. CMPDD was a recipient of U.S. Department of Transportation Safe Streets and Roads for All (SS4A) funding to assist member governments in CMPDD's seven-county region in effectively identifying and addressing transportation safety concerns and readying them for potential implementation.

This grant provides the CMPDD region with the opportunity to take vital steps to improve the region's transportation system by developing a Vision Zero Action Plan for our communities that will serve as a roadmap in leading the region to an ultimate vision of zero fatalities and serious injuries on our transportation system.

The Regional Comprehensive Safety Action Plan will be developed through a collaborative effort and will include a community outreach campaign that involves the public and community stakeholders throughout the process to collect diverse input and ensure equitable representation across CMPDD's seven-county region.

For more information, please contact Lesley Callender at 601-321-2152.

Aging Nutrition Program Café Style Coffee and Conversations

Central Mississippi Planning and Development District/Area Agency on Aging (AAA) Congregate Nutrition Program recently upgraded its image by rebranding and reevaluating the services offered to our seniors. We realize a welcoming atmosphere is the most critical characteristic to recruiting and retaining seniors. Therefore, it was important for the nutrition site managers to create a safe space where seniors would feel comfortable and accepted. With grant funds awarded by the National Association of Nutrition and Aging Services Programs (NANASP), AAA staff purchased items for seniors to enjoy while attending the nutrition sites. Café style sections were set up by the Site Managers with the help of participants; to encourage coffee and conversation among participants. When asked about all the changes, several seniors expressed how the congregate program makes them feel better, less sad, and less anxious, while others shared that the program increases their social connection opportunities. For more information on the Nutrition Program, contact Brenda Knott, Senior Program Coordinator or Chelsea B. Crittle, PhD, Aging Division Director at 601-981-1516.


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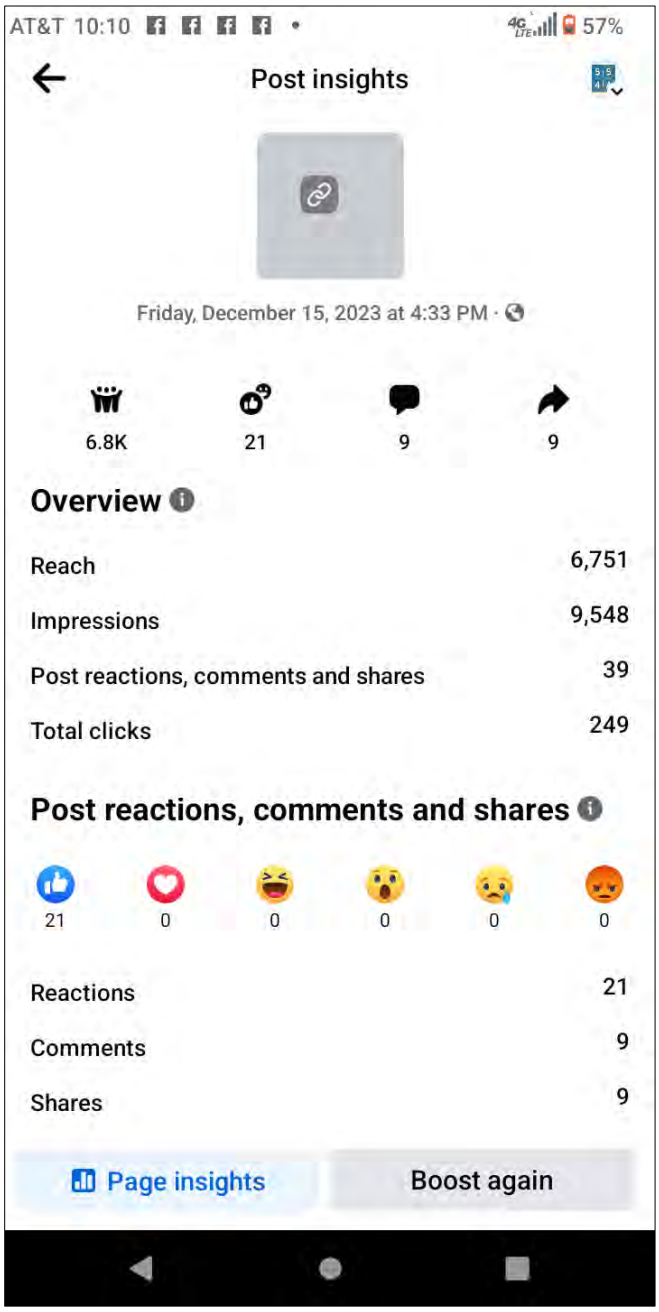
SAFE STREETS AND ROADS FOR ALL
TRANSPORTATION SAFETY BEGINS WITH YOU!
https://metroquestsurvey.com/ae0k0d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Overview
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Impressions 9,548
Post reactions, comments and shares 39
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Reactions 21
Comments 9
Shares 9
Page insights
Boost again

SS4A Safety Action Plan
DOCUMENTATION OF OUTREACH
Warren County, Vicksburg Public Library
Friday, Dec. 8, 2023
Attending: Donna L. Sistrunk, Erica Sittler

Members of Neel-Schaffer's outreach team visited the Vicksburg, MS, Public Library Friday, Dec. 8, 2023, from 1 p.m. – 5 p.m. Library patrons were told about the Safe Streets and Roads for All Safety Action Plan activities and invited to let CMPDD know their transportation safety concerns. An estimated 20 individuals participated by using the boards and stickers to identify the safety areas of greatest concern or importance to them. Three individuals provided comments on sticky notes. Below is a summary of the categories they chose and their comments. Library visitors were also given business-sized cards to take with them.

To reach future library patrons, a stack of cards was also left with the librarians for dissemination. The librarians were provided instructions on how anyone can become involved by giving their input electronically using the QR code and their smart phones or by visiting the CMPDD website. Librarians were also given a brief summary of the purpose and need of the project and how CMPDD will use participants' feedback.

Behavioral roadway safety areas
- Impaired driving: 5- Improper roadway crossing: 6
- Walking/biking on the wrong side: 4
- Red light running: 5
- Speeding: 16
- Distracted Driving: 18

Transportation infrastructure safety areas
- Emergency response time: 2
- Inadequate law enforcement: 2
- Lack of roadway lighting: 8
- System connectivity: 1
- Lack of public transportation: 11
- Unsafe intersections: 5
- Lack of bicycle infrastructure: 8
- Lack of pedestrian infrastructure: 18
- Poor roadway design: 4

Written Comments
- We need bicycle safety information for driver's education
- We need crosswalks with pedestrian lights giving people the right of way
- We need properly maintained streets and roads

SS4A Safety Action Plan
DOCUMENTATION OF OUTREACH
Yazoo County, Yazoo City Ricks Memorial Public Library
Friday, Dec. 8, 2023

Members of Neel-Schaffer's outreach team visited Ricks Memorial Library in Yazoo City, MS, Friday, Dec. 8, 2023. Librarians were happy to assist by displaying the CMPDD Safe Streets and Roads for All Safety Action Plan business cards.

The librarians were given a brief overview of the SS4A activities relating to public involvement and invited to urge library patrons to let CMPDD know their transportation safety concerns by giving their input electronically using the QR code and their smart phones or by visiting the CMPDD website. Librarians were also given a brief summary of the purpose and need of the project and how CMPDD will use participants' feedback.

SS4A Safety Action Plan
DOCUMENTATION OF OUTREACH
First Saturday at the Shed, Crystal Springs, Copiah County
Nov. 4, 2023
Attending: Lance Decuir

Representatives of CMPDD's SS4A Safety Action Plan public engagement team attended the First Saturdays at the Shed held Nov. 4, 2023, in Crysal Sprints, MS. Approximately 25 vendors attended and attracted over 100 marketgoers in downtown Crystal Sprints. An estimated 30 individuals participated in the CMPDD public engagement activity to let their voices be heard concerning safety needs in Copiah County and surrounding counties.

A total of 25 business-sized cards were disseminated. Visitors were provided instructions on how people can become involved by using the QR code and their smart phones or the URL. They were offered a brief summary of the purpose and need of the project and information on how CMPDD will use participants' feedback. People were invited to choose the safety areas of greatest concern or importance to them. Below is a summary of the categories and number of responses:

Behavioral roadway safety areas
- Impaired driving: 13
- Improper roadway crossing: 6
- Walking/biking on the wrong side: 6
- Red light running: 16
- Speeding: 19
- Distracted Driving: 23

Transportation infrastructure safety areas
- Emergency response time: 10
- Inadequate law enforcement: 11
- Lack of roadway lighting: 8
- System connectivity: 2
- Lack of public transportation: 12
- Unsafe intersections: 12
- Lack of bicycle infrastructure: 6
- Lack of pedestrian infrastructure: 7
- Poor roadway design: 13

During your daily commute or activities, what transportation system challenges do you encounter when traveling around CMPDD's region? What improvements would you suggest?
- How to function at a a4-way stop (education)
- Need better stripes on the roads
- Education about not wearing dark clothing when walking at night
- Cut down trees. More lights
- County roads are not striped; can't see at night
- Additional traffic cameras to catch speeders
- Keep bikes and traffic separate
- Lack of white lines on the roadside

SS4A Safety Action Plan
DOCUMENTATION OF OUTREACH
Madison the City Merry Market on Main Street
Saturday, Dec. 9, 2023
Attending: Erica Sittler

Members of Neel-Schaffer's outreach team attended Madison the City's Merry Market held Saturday, Dec. 9, 2023. Booths for the event sold out and even though severe weather threatened, the Market was a success with 118 vendors lining Main Street. An estimated 30 individuals participated in the CMPDD popup activity to let their voices be heard concerning safety needs in Madison and surrounding counties.

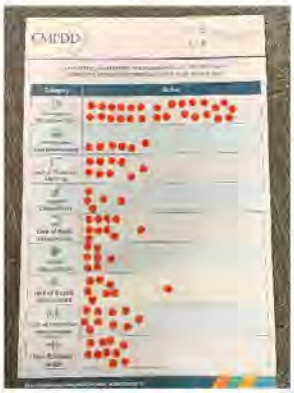
A total of 50 business-sized cards were disseminated. Visitors were provided instructions on how people can become involved by using the QR code and their smart phones or the URL. They were offered a brief summary of the purpose and need of the project and information on how CMPDD will use participants' feedback.

People were invited to choose the safety areas of greatest concern or importance to them. Below is a summary of the categories they chose.

Behavioral roadway safety areas
- Impaired driving: 7
- Improper roadway crossing: 0
- Walking/biking on the wrong side: 1
- Red light running: 10
- Speeding: 12
- Distracted Driving: 19

Transportation infrastructure safety areas
- Emergency response time: 0
- Inadequate law enforcement: 0
- Lack of roadway lighting: 3
- System connectivity: 7
- Lack of public transportation: 6
- Unsafe intersections: 5
- Lack of bicycle infrastructure: 3
- Lack of pedestrian infrastructure: 5
- Poor roadway design: 16

SS4A Safety Action Plan
DOCUMENTATION OF OUTREACH Hinds County
Hinds Behavioral Health Services Health Fair & Holiday Market
Attending: Mark Sorrell



Members of CMPDD's public engagement team attended Hinds Behavioral Health Services' Winter Wonderland Health Fair & Holiday Market held at 3450 Highway 80 W in Jackson, Mississippi, Hinds County. Vendors, food trucks and health resources made the event extremely helpful for Hinds Behavioral Health Services' clients and staff.

Approximately 30 people engaged in the hands-on activities and provided vital feedback, and about 15 business-sized cards were disseminated.

Attendees were provided instructions on how people can become involved by using the QR code and their smart phones or the URL. They were offered a summary of the purpose and need of the project and information on how CMPDD will use participants' feedback.

People were invited to choose the safety areas of greatest concern or importance to them. Below is a summary of the categories they chose.

<u>Behavioral roadway safety areas</u>
- Impaired driving: 11
- Improper roadway crossing: 6
- Walking/biking on the wrong side: 5
- Red light running: 18
- Speeding: 15
- Distracted Driving: 18

<u>Transportation infrastructure safety areas</u>
- Emergency response time: 27
- Inadequate law enforcement: 6
- Lack of roadway lighting: 9
- Lack of system connectivity: 5
- Lack of public transportation: 10
- Unsafe intersections: 7
- Lack of bicycle infrastructure: 8
- Lack of pedestrian infrastructure: 10
- Poor roadway design: 10

<u>During your daily commute or activities, what transportation safety challenges do you encounter when traveling around CMPDD's region? What improvements would you suggest?</u>
- Highway 18 and Seven Springs Road
- Highway 18 from Highway 80 to Midway
- Highway 80 lights out constantly
- Parking on wrong side of the highway
- Potholes on major roads

CMPDD SS4A
Documentation of Outreach Holiday Sip and Shop
Simpson County, Magee, MS
Nov. 12, 2023
Attending: Donna Lum Sistrunk

Ms. Ada Martin, event organizer, provided space within her shop, Hands of Earth Energy, for a holiday event entitled *Sip and Shop*. A food truck, door prizes, photo booth, and media alerts helped generate foot traffic. Approximately 15 vendors participated.

Shoppers were invited to participate in the survey and to take business cards with the QR code with them. Cards were also left with the business at the front register and at the food truck eating area.

Approximately 30 individuals took part in the CMPDD SS4A survey. A brief summary follows:

<u>Behavioral roadway safety areas</u>
- Impaired driving: 11
- Improper roadway crossings: 1
- Walking/biking on the wrong side: 4
- Red light running: 10
- Speeding: 13
- Distracted driving: 25

<u>Transportation infrastructure safety areas</u>
- Emergency response time: 3
- Inadequate law enforcement: 6
- Lack of roadway lighting: 6
-System connectivity: 1
- Lack of public transportation: 8
-Unsafe intersections: 16
- Lack of bicycle infrastructure: 7
- Poor roadway design: 24

<u>During your daily commute or activities, what transportation safety challenges do you encounter when traveling around CMPDD's region? What Improvements would you suggest?</u>
- We need an interstate-type highway from Jackson to the Gulf Coast (2 people agreed)
- People do not know how to "yield" or what that sign means. (4 people agreed)
- Al roads (rural and in the city) need better traffic markings such as raised pavement markers and reflective paint stripes (3 people agreed)
-People do not know how to drive safely through a four-way or five-way stop with stop signs (7 people agreed)
- We need public transit for elderly/disabled individuals (1 person)

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SS4A Safety Action Plan
DOCUMENTATION OF OUTREACH
Walmart, Yazoo City, Yazoo County
Friday, Dec. 8, 2023
Attending: Donna L. Sistrunk; Erica Sittler

Members of Neel-Schaffer's outreach team visited the Yazoo City Walmart on Friday, Dec. 8, 2023, to invite shoppers to learn about and provide input for the CMPDD Safe Streets and Roads for All Safety Action Plan. An estimated 50 individuals participated in the popup activity to let their voices be heard concerning transportation safety needs in Yazoo County and surrounding areas. Each was offered a brief summary of the purpose and need of the project and a CMPDD SS4A business card. They were told how CMPDD will use participants' feedback and then invited to choose the safety areas of greatest concern or importance to them. Below is a summary of the categories they chose.

Behavioral roadway safety areas

- Impaired driving: 23
- Improper roadway crossing: 4
- Walking/biking on the wrong side: 9
- Red light running: 16
- Speeding: 27
- Distracted Driving: 36

Transportation infrastructure safety areas

- Emergency response time: 5
- Inadequate law enforcement: 9
- Lack of roadway lighting: 10
- System connectivity: 3
- Lack of public transportation: 16
- Unsafe intersections: 19
- Lack of bicycle infrastructure: 7
- Lack of pedestrian infrastructure: 9
- Poor roadway design: 36

Public Outreach Phase 2 Documentation

CMPDD — PROMOTING REGIONAL EXCELLENCE SINCE 1968

S S
4 A
SAFE STREETS AND ROADS FOR ALL

NEWS RELEASE

FOR IMMEDIATE RELEASE
February 27, 2024

Contact: Lesley Callender, Senior Transportation Planner
lcallender@cmpdd.org
601.981.1511

PUBLIC INVITED TO GIVE INPUT ON

CENTRAL MISSISSIPPI TRANSPORTATION SAFETY PLAN

Schedule of Outreach Opportunities Released

PEARL, MISSISSIPPI - The Central Mississippi Planning and Development District (CMPDD) will conduct outreach activities within its seven-county region to gather feedback from citizens as CMPDD continues to draft the Safe Streets and Roads for All (SS4A) Safety Action Plan, a plan to identify challenges and solutions that help make roadways safer for everyone.

In this second round of public outreach, transportation officials will be available at various locations throughout the region to receive comments on top focus areas as well as systemwide behavior trends impacting safety.

Citizens are also invited to provide comments by taking a five-minute survey online at www.cmpdd.org/transportation/safety-action-plan-ss4a/ beginning March 2, according to Lesley Callender, CMPDD's senior transportation planner.

Callender says the goal is to improve roadway safety by significantly reducing or eliminating fatalities and serious injuries through safety action plan development and project implementation that focuses on all users. This includes pedestrians, bicyclists, public transit users, and motorists.

Through the first round of public outreach conducted in late 2023, the Safety Action Plan identified community priorities on a wide array of risk factors related to transportation fatalities and injuries. The public will now have an opportunity to provide input on specific locations and strategies identified to address safety concerns.

This SS4A Safety Action Plan is funded with a grant from the US Department of Transportation and the Federal Highway Administration. Once completed, the plan will allow local jurisdictions to apply for implementation of capital construction grant funds through the federal discretionary grant program.

To learn more about the SS4A Safety Action Plan, visit www.cmpdd.org/transportation/safety-action-plan-ss4a/. A schedule of outreach activities by county follows.

CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT
SS4A PLAN PARTICIPATION OPPORTUNITIES

COPIAH COUNTY
Saturday, March 2, 2024
10 am – 1 pm
First Saturday at the Shed
W Railroad Avenue S
Crystal Springs MS 39059

RANKIN COUNTY
Sunday, March 3, 2024
10 am – 2 pm
Home Show (MS Home Builders Association)
Clyde Muse Center
515 Country Place Parkway
Pearl, MS 39208

WARREN COUNTY
Saturday, March 9, 2024
1 pm – 4 pm
Levee Street Marketplace
1001 Levee Street
Vicksburg, MS 39183

HINDS COUNTY
Thursday, March 14, 2024
1 pm – 2:30 pm
"Spring Festival" at Ella Bess Austin Library
420 West Cunningham Avenue
Terry, MS 39170

MADISON COUNTY
Saturday, March 2, 2024
8 am – 10:30
"Touch-a-Truck" Liberty Park
100 Liberty Park Drive
Madison, MS 39110

YAZOO COUNTY
Friday, March 8, 2024
12 noon – 4 pm
The Triangle Cultural Center
332 N Main Street Ste A
Yazoo City, MS 39194

SIMPSON COUNTY
Wednesday, March 13, 2024
10 am – 2 pm
Magee Public Library
120 First Street NW
Magee, MS 39111

###

The CMPDD Needs to Hear from You!

The Central Mississippi Planning and Development District (CMPDD) is developing a Safe Streets and Roads for All (SS4A) Safety Action Plan. The intent of the plan is to develop a strategy to prevent roadway fatalities and serious injuries for all users. Your feedback will help inform the study team of your safety concerns that were shared by stakeholders early in the study.

The study team has developed potential strategies to address systemwide trends discovered during Phase 1. Please provide your input on the potential strategies by rating them from low importance, medium importance, or high importance.

Distracted Driving – Distracted driving was the highest ranked behavioral safety issue in the study area during our first round of public engagement. National Highway Transportation Safety Association defines distracted driving as "anything that takes your attention away from the task of safe driving."

Strategies to Decrease Distracted Driving

1) **Continue and Strengthen Graduated Driver Licensing (GDL) Program** - A system for beginning driving consisting of a learner's permit, a provisional license, and a full license.

Low Importance ☐ Medium Importance ☐ High Importance ☐

2) **High Visibility Cell Phone Enforcement** - Increased and highly visible law enforcement can convince drivers to put down cell phones.

Low Importance ☐ Medium Importance ☐ High Importance ☐

3) **Communications and Outreach on Distracted Driving** - Paid campaigns intended to educate the public on the dangers of distracted driving.

Low Importance ☐ Medium Importance ☐ High Importance ☐

4) **Employer Programs** - In general, after-work culture, and adherence to company safety policies can help address distracted driving.

Low Importance ☐ Medium Importance ☐ High Importance ☐

The CMPDD Needs to Hear from You!

Speeding – Speeding is a contributing factor for 26% of fatalities in motor vehicle crashes in the United States.

Strategies to Decrease Speeding

1) **Modify Speed Limits** - Lower speed limits where speed is considered a cause of crashes.

Low Importance ☐ Medium Importance ☐ High Importance ☐

2) **Traffic Law Enforcement** - Targeted campaigns and increased police presence can make the roads safer for everyone.

Low Importance ☐ Medium Importance ☐ High Importance ☐

3) **Automated (Camera) Enforcement** - Automated system that uses a camera and a speed measurement device to detect and capture images of vehicles speeding.

Low Importance ☐ Medium Importance ☐ High Importance ☐

4) **Higher Penalties** - Stronger penalties for speeding and aggressive driving.

Low Importance ☐ Medium Importance ☐ High Importance ☐

Unsafe Intersections – Intersections are a common location for crashes.

1) **Corridor Access Management** - The design, application, and control of entry and exit points along a roadway.

Low Importance ☐ Medium Importance ☐ High Importance ☐

2) **Dedicated Left and Right Turn Lanes at Intersections** - Turn lanes provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic.

Low Importance ☐ Medium Importance ☐ High Importance ☐

The CMPDD Needs to Hear from You!

3) **Roundabouts** - Roundabouts at intersections can result in lower speeds and reduced conflicts.

Low Importance ☐ Medium Importance ☐ High Importance ☐

4) **Low-Cost Countermeasures at Stop-Controlled Intersections** - Various applications including signage and properly placed stop lines on road.

Low Importance ☐ Medium Importance ☐ High Importance ☐

5) **Lighting** - Lighting can be applied at intersections to reduce the chances of a crash.

Low Importance ☐ Medium Importance ☐ High Importance ☐

Poor Roadway Design/Maintenance- This category can include dangerous curves, no shoulders, inappropriate speeds, and poorly maintained roads, to name a few.

1) **Roadway Striping and Signage** - Clear roadway striping and signage can improve safety.

Low Importance ☐ Medium Importance ☐ High Importance ☐

2) **Roadway Maintenance** - Roadways can be maintained properly by fixing potholes and cracks in the road to help with a smoother ride.

Low Importance ☐ Medium Importance ☐ High Importance ☐

3) **Road Diet** - Reconfigure / repurpose lanes, e.g. 4-lane road can become 2-lane road with center median and multimodal elements.

Low Importance ☐ Medium Importance ☐ High Importance ☐

The CMPDD Needs to Hear from You!

4) **Add Lighting** - Lighting can be applied continuously along segments and at spot locations to reduce the chances of a crash.

Low Importance ☐ Medium Importance ☐ High Importance ☐

5) **Add Multimodal Accommodations** - Sidewalk/Bicycle lanes can be added to accommodate all roadway users.

Low Importance ☐ Medium Importance ☐ High Importance ☐

Multimodal Systemwide Strategies - Multimodal issues were noted throughout the technical analysis and the first engagement phase. Streets and roads should be safe for everyone. There are various applications that can be applied to make the roads safer for bicycles and pedestrians, as well as cars.

1) **Add Bicycle Lanes** – Can be added throughout the transportation system.

Low Importance ☐ Medium Importance ☐ High Importance ☐

2) **Crosswalk Visibility Enhancements** – Can be used to improve visibility at crosswalks.

Low Importance ☐ Medium Importance ☐ High Importance ☐

3) **Add More Walkways (Shared Use Path, Sidewalk, Shoulder)** – Can provide safe space for pedestrians when crossing multiple lanes.

Low Importance ☐ Medium Importance ☐ High Importance ☐

4) **Road Diets (Reconfiguration)** – Reconfigure / Repurpose lanes, e.g. 4-lane road can become 2-lane road with center median and multimodal elements.

Low Importance ☐ Medium Importance ☐ High Importance ☐

5) **Medians and Pedestrian Refuge Islands** – Can provide safe space for pedestrians crossing multiple lanes.

Low Importance ☐ Medium Importance ☐ High Importance ☐

The CMPDD Needs to Hear from You!

6) **Pedestrian Hybrid and Rectangular Rapid Flashing Beacons** – Can flash to let drivers know a pedestrian is trying to cross the road.

Low Importance ☐ Medium Importance ☐ High Importance ☐

7) **Public Transportation Improvements** - Public transportation options added throughout the study area.

Low Importance ☐ Medium Importance ☐ High Importance ☐

All questions below are optional.

1. **Do you have any other general safety concerns?**

2. **How do you primarily commute?** Check ONE below.

   ◯ Automobile
   ◯ Bicycle
   ◯ Motorcycle
   ◯ Public Transportation
   ◯ Walk

3. **How many people live in your household?** _____

4. **What is your home ZIP code?** _____

5. **What is your work or school ZIP code?** _____

6. **What is your age?**

   ◯ Under 15
   ◯ 16 to 24
   ◯ 25 to 40
   ◯ 41 to 54
   ◯ 55 to 64
   ◯ 65 or older

7. **What is your race/ethnicity?** Check ALL that apply.

The CMPDD Needs to Hear from You!

- ☐ White
- ☐ Black or African American
- ☐ American Indian or Alaska Native
- ☐ Other
- ☐ Native Hawaiian or Other Pacific Islander
- ☐ Hispanic or Latino
- ☐ Asian

8. **What is your approximate annual household income?** Check ONE below.

- ◯ $0 - $14,999
- ◯ $15,000 - $20,000
- ◯ $20,001 - $25,000
- ◯ $25,001 - $30,000
- ◯ $30,001 - $35,000
- ◯ $35,001 - $40,000
- ◯ $40,001 - $45,000
- ◯ $45,001 - $50,000
- ◯ Greater than $50,000


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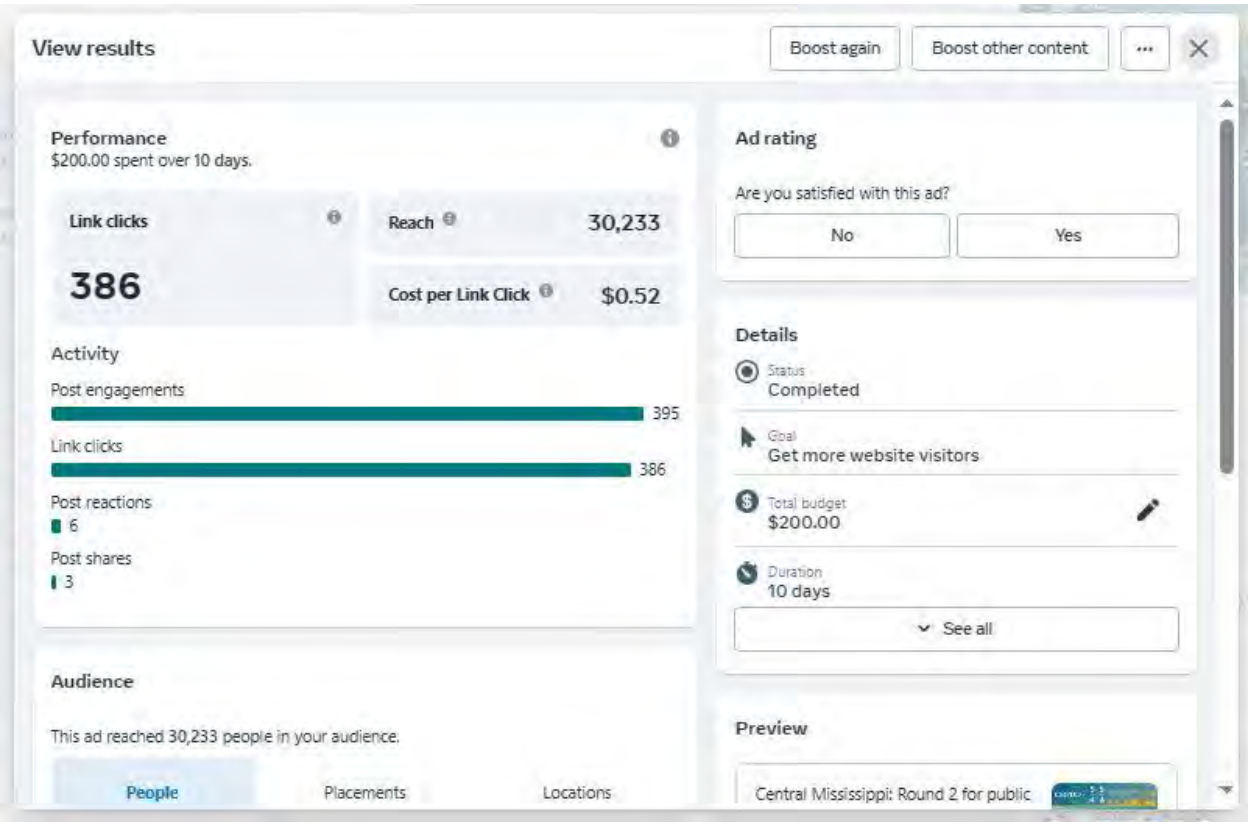
SAFE STREETS AND ROADS FOR ALL
Safety recommendations are in!
Take our survey and let us know if we hit the mark.
http://cmpdd.org/transportation/safety-action-plan-ss4a/

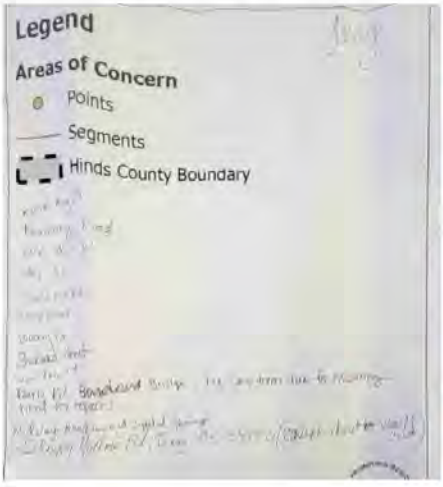

View results
Boost again
Boost other content
Performance
$200.00 spent over 10 days.
Link clicks
386
Reach
30,233
Cost per Link Click
$0.52
Activity
Post engagements
395
Link clicks
386
Post reactions
6
Post shares
3
Audience
This ad reached 30,233 people in your audience.
People
Placements
Locations
Ad rating
Are you satisfied with this ad?
No
Yes
Details
Status
Completed
Goal
Get more website visitors
Total budget
$200.00
Duration
10 days
See all
Preview
Central Mississippi: Round 2 for public

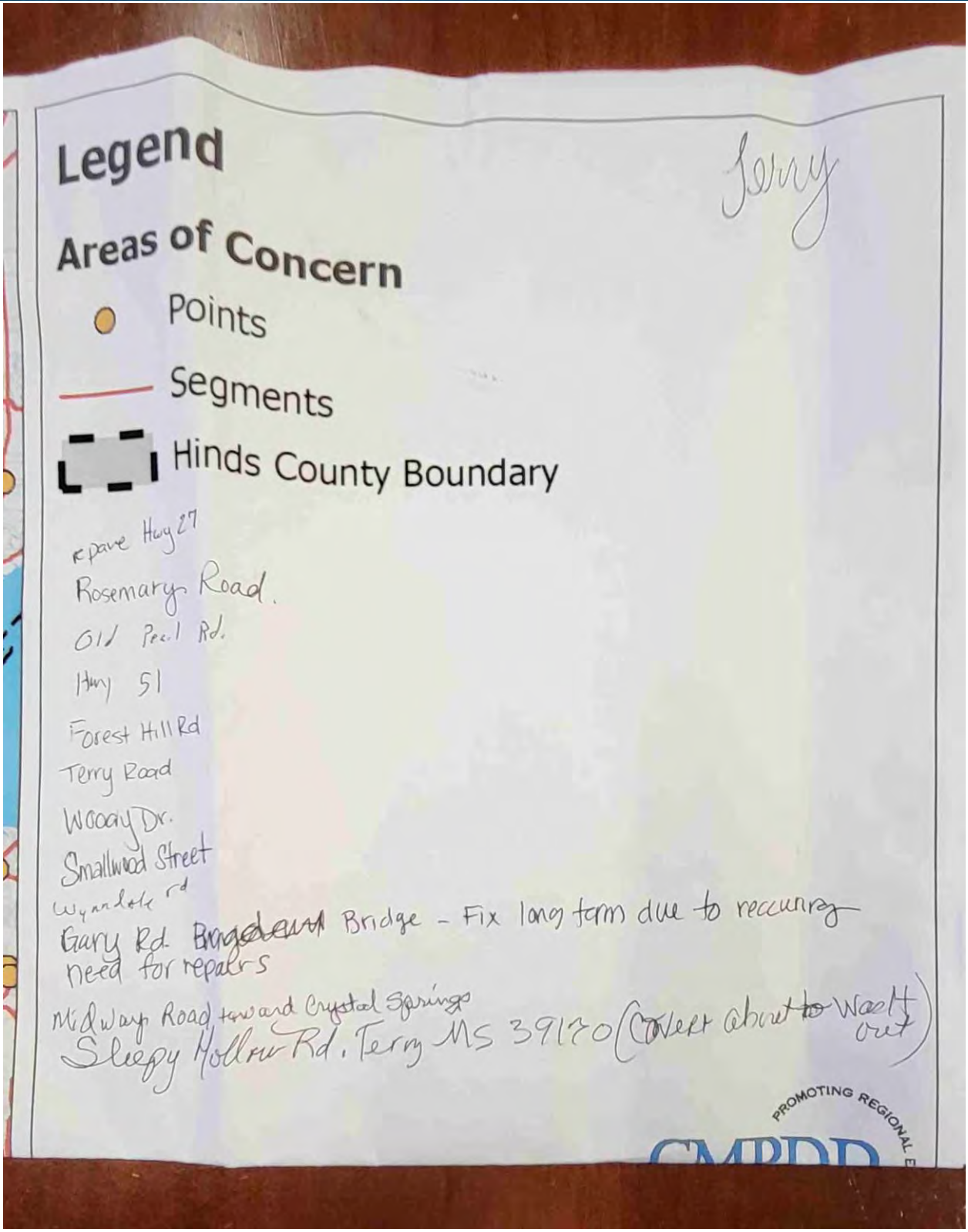
SS4A Safety Action Plan
DOCUMENTATION OF OUTREACH PHASE 2
Hinds County/Spring Festival at Ella Bess Austin Library
Thursday, March 14, 2024
Attending: Erica Sittler

Members of CMPDD's outreach team participated in the Ella Bess Austin Library Spring Festival in Terry, MS on Thursday, March 14, 2024. Participants were invited to learn about and provide input for the CMPDD Safe Streets and Roads for All Safety Action Plan. The purpose of the Phase 2 event was to receive comments on previously identified top focus areas and systemwide behavior trends impacting safety.

An estimated 75 individuals were provided the opportunity to participate in the activity. Each was offered a brief summary of the purpose and need of the project, a CMPDD SS4A business card, and the opportunity to take a survey online or in paper form. A map of the area indicating focus areas identified during Phase 1 was provided and interested individuals were invited to write or otherwise indicate their thoughts about them or identify new locations.

Three surveys and 12 comments were collected during this event and entered into the online MetroQuest survey for review by the planning team.



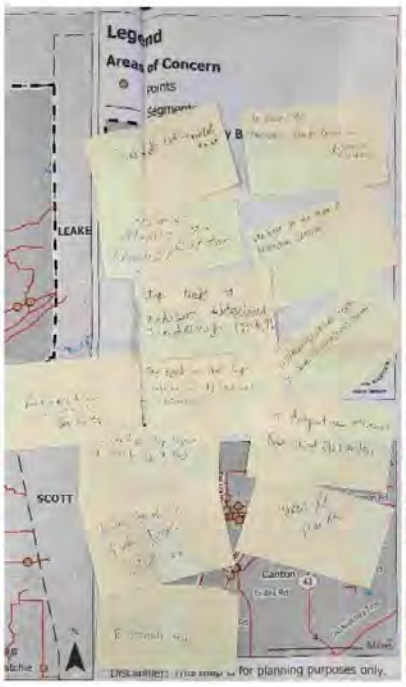

Legend
Terry
Areas of Concern
Points
Segments
Hinds County Boundary
repave Hwy 27
Rosemary Road.
Old Peal Rd.
Hwy 51
Forest Hill Rd
Terry Road
Woody Dr.
Smallwood Street
Wyandotte rd
Gary Rd. Bridge - Fix long term due to reccuring need for repairs
Midway Road toward Crystal Springs
Sleepy Hollow Rd. Terry MS 39170 (Culvert about to wash out)
PROMOTING REGIONAL

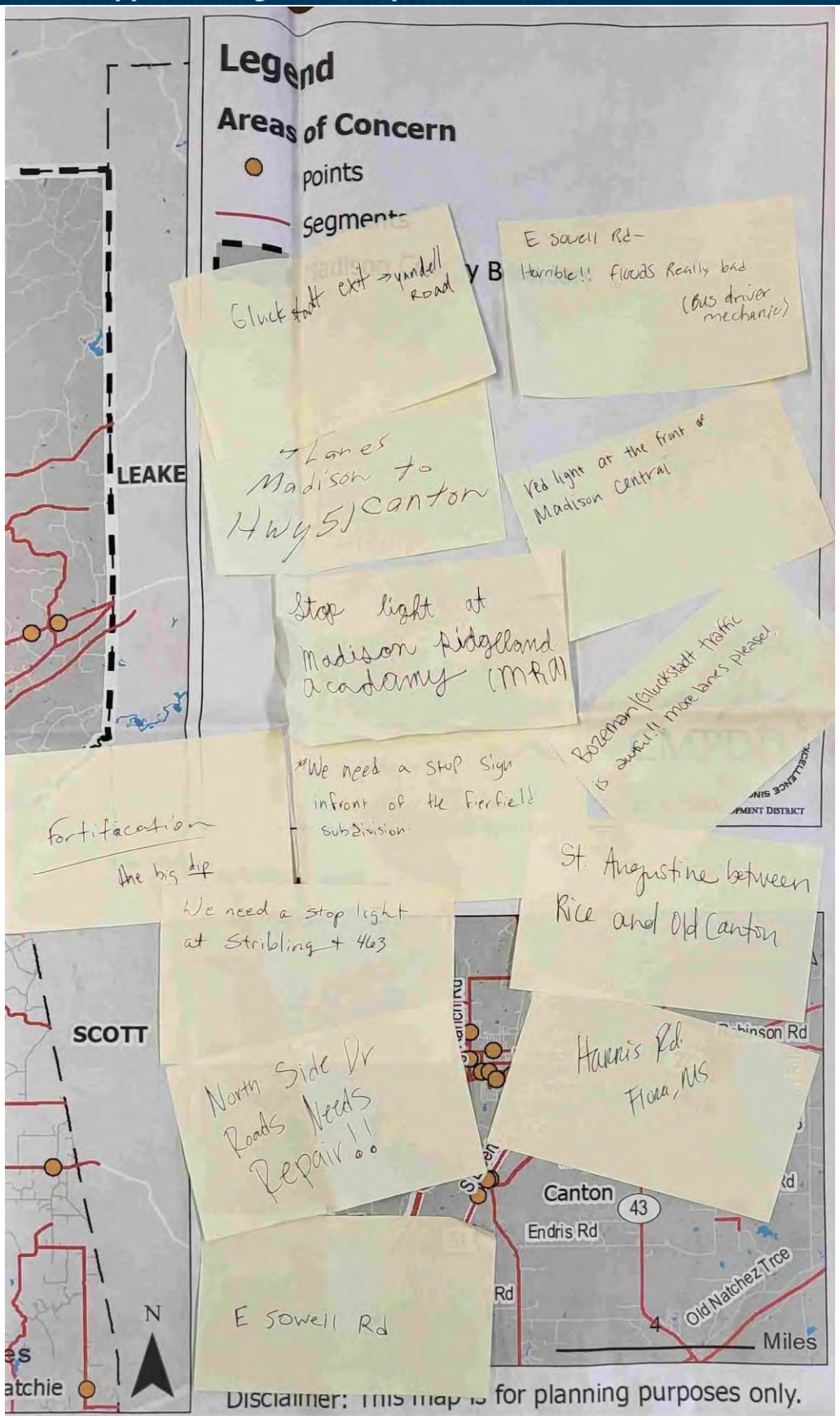
SS4A Safety Action Plan
DOCUMENTATION OF OUTREACH PHASE 2
Madison County/Touch-A-Truck Event, Liberty Park, Madison, MS
Saturday, March 2, 2024
Attending: Erica Sittler

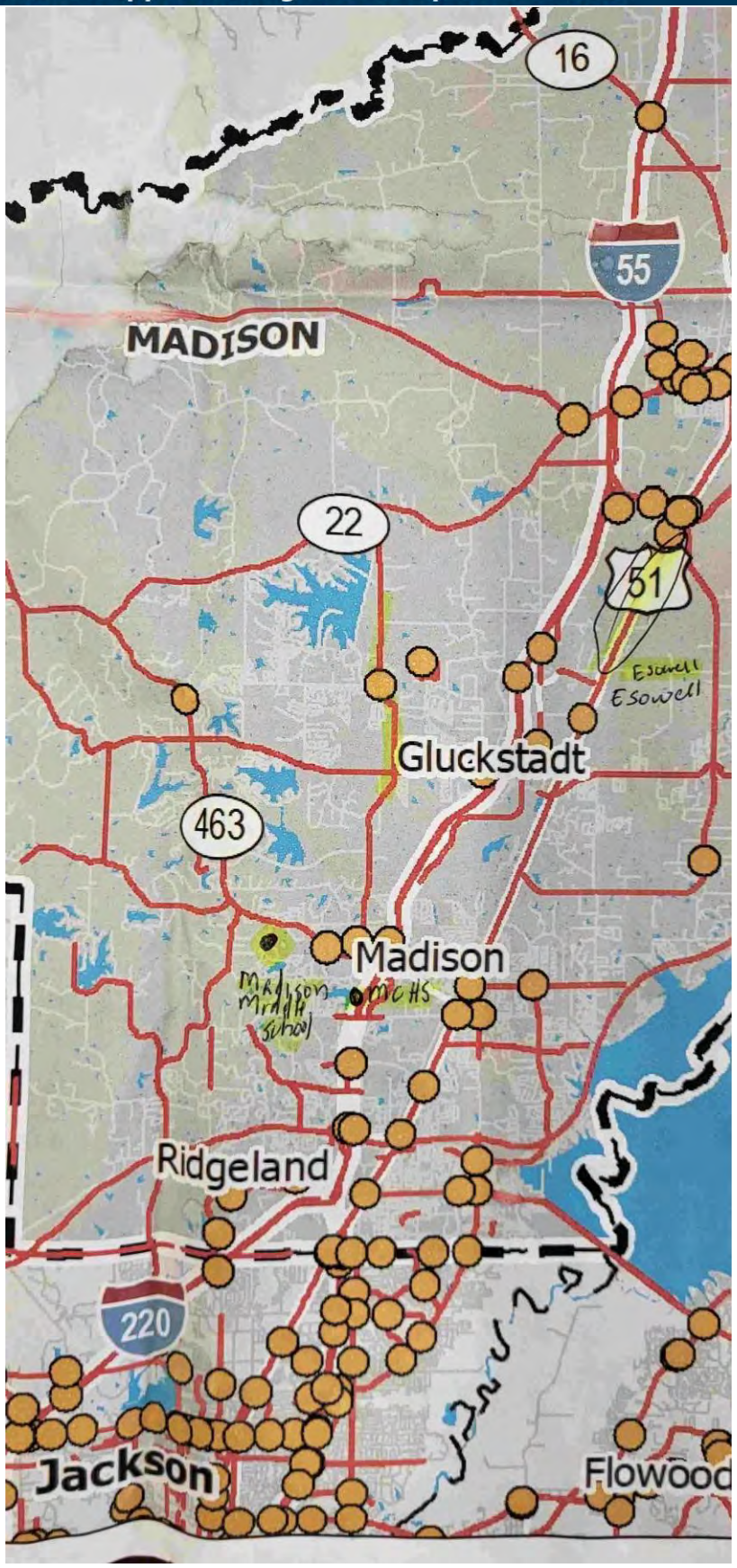
Members of CMPDD's outreach team participated in the Touch-A-Truck Event held in Liberty Park, Madison, MS on Saturday, March 2, 2024. Touch A Truck is a family-friendly event that allows children and sensory deprived individuals to explore different types of vehicles. Also included during the event were live music, food trucks and fun activities for the kids. Situated next to the very popular "tattoo" station, parents were invited to learn about and provide input for the CMPDD Safe Streets and Roads for All Safety Action Plan. The purpose of the Phase 2 event was to receive comments on previously identified top focus areas and systemwide behavior trends impacting safety.

An estimated 60 individuals – including vendors – were provided with a project business card. Each was offered a brief summary of the purpose and need of the project and the opportunity to take a survey online or in paper form. A map of the area indicating focus areas identified during Phase 1 was provided and interested individuals were invited to write or otherwise indicate their thoughts about them or identify new locations.

No paper surveys were collected during this event, but a number of comments were provided to the planning team.




Legend
Areas of Concern
points
LEAKE
SCOTT
Canton
43
Endris Rd
Old Natchez Trce
Miles
N
Gluckstatt exit → yandell Road
E Sowell Rd – Horrible!! floods Really bad (bus driver mechanics)
→ Lanes Madison to Hwy 51 Canton
Red light at the front of Madison Central
Stop light at Madison Ridgeland academy (MRA)
Bozeman/Gluckstatt traffic is awful!! more lanes please!
*We need a stop sign infront of the Fairfield subdivision
fortification the big dip
We need a stop light at Stribling + 463
St. Augustine between Rice and Old Canton
North Side Dr Roads Needs Repair!!
Harris Rd. Flora, MS
E Sowell Rd
Disclaimer: This map is for planning purposes only.

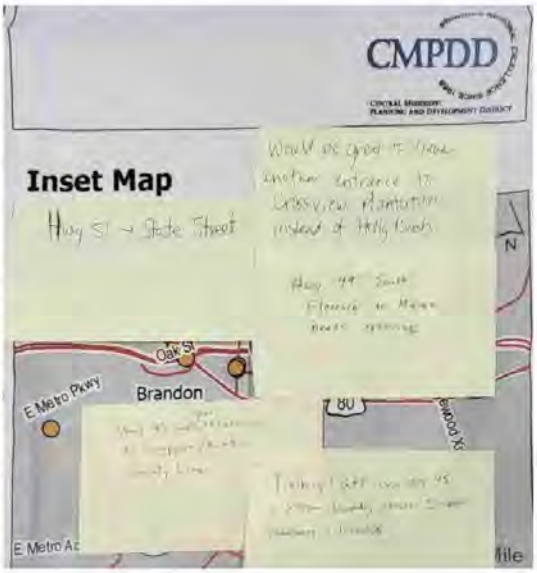

16
55
MADISON
22
51
Gluckstadt
463
Madison
Ridgeland
220
Jackson
Flowood

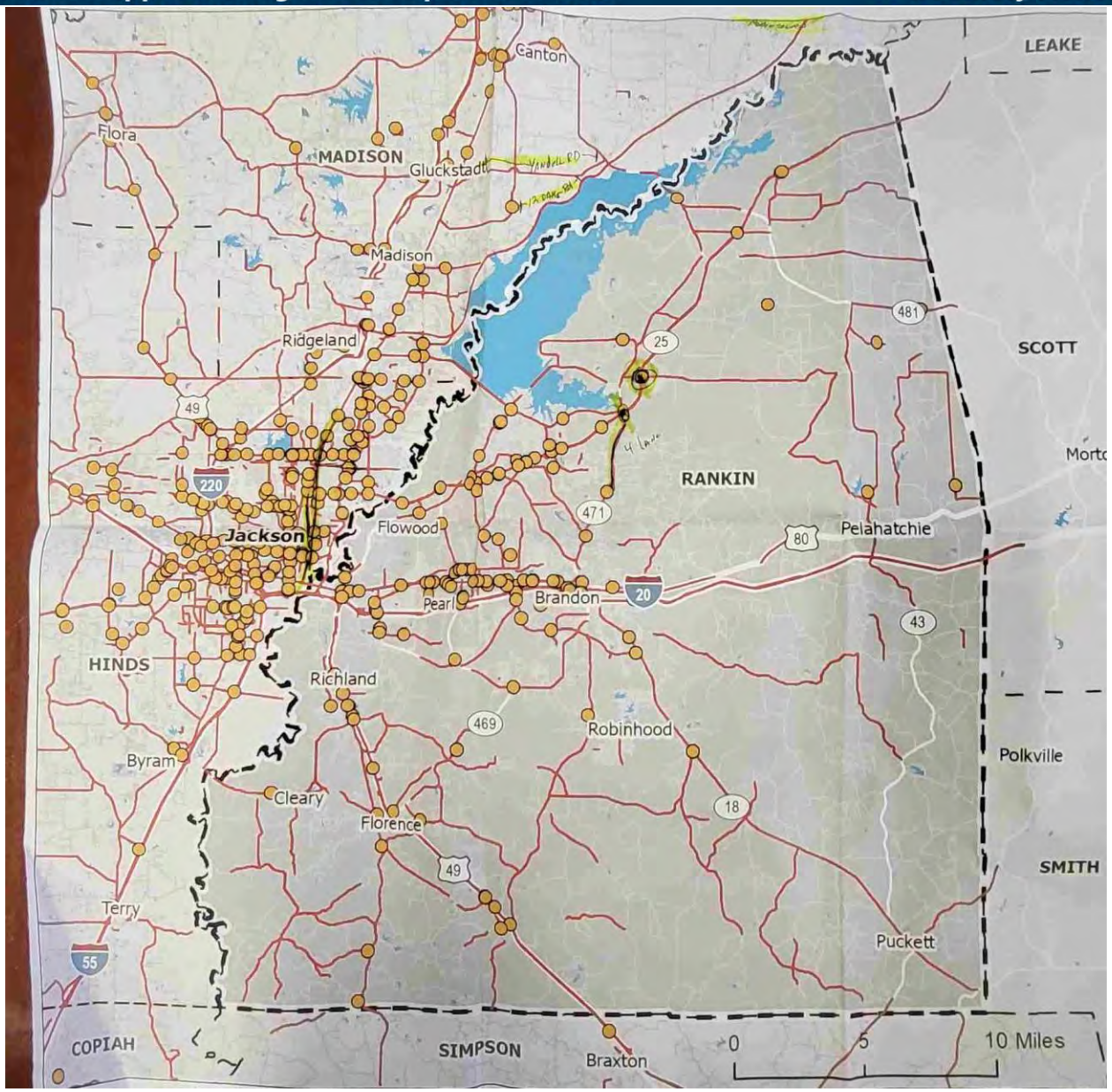
SS4A Safety Action Plan
DOCUMENTATION OF OUTREACH PHASE 2
Rankin County/MS Homebuilders Association Home Show, Pearl, MS
Sunday, March 3, 2024
Attending: Erica Sittler

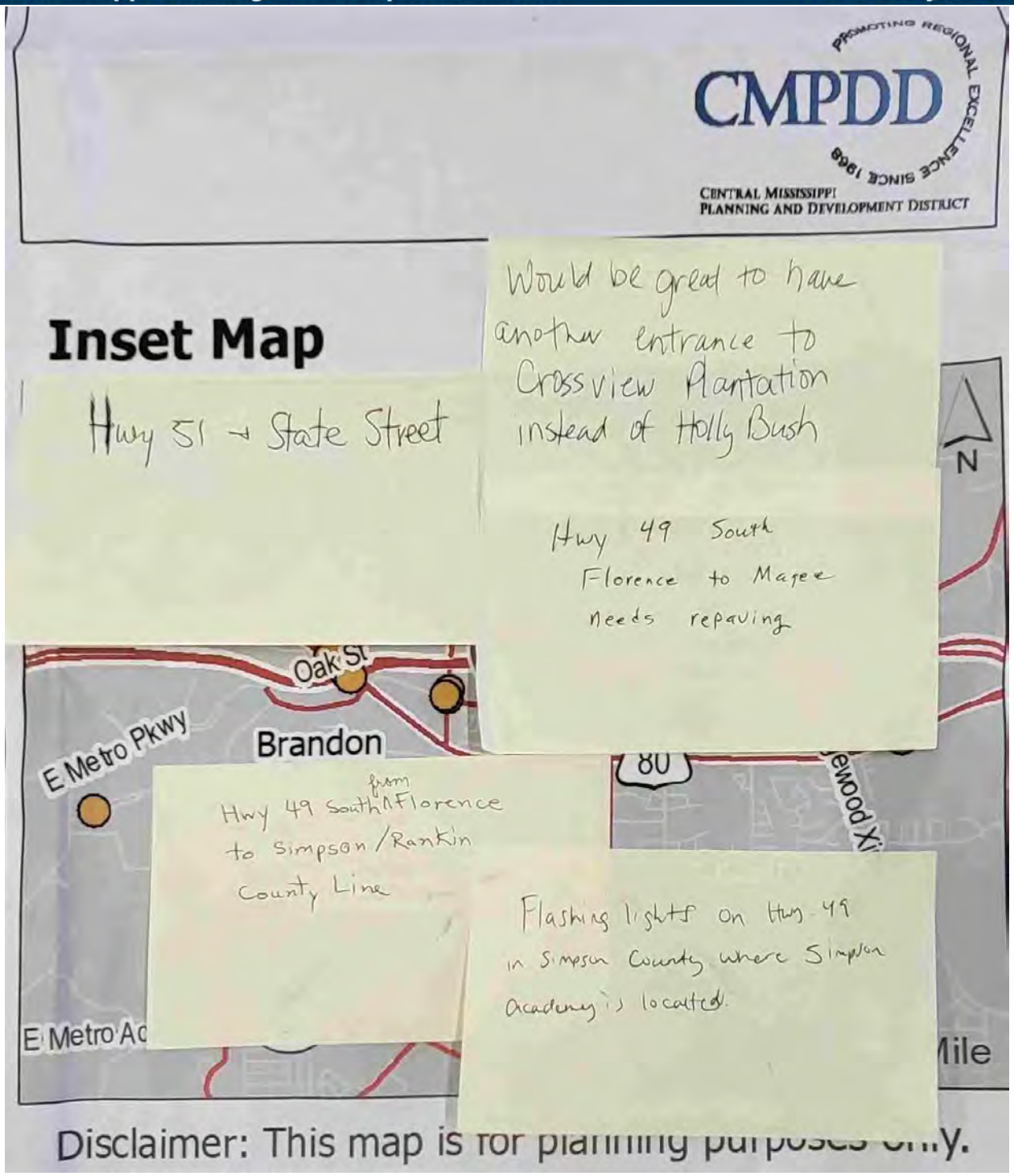
Members of CMPDD's outreach team participated in the Mississippi Homebuilders Association Home Show on Sunday, March 3, 2024, at the Clyde Muse Center, 515 Country Place Parkway, Pearl, MS. Attendees were invited to learn about and provide input for the CMPDD Safe Streets and Roads for All Safety Action Plan. The purpose of the Phase 2 event was to receive comments on previously identified top focus areas and systemwide behavior trends impacting safety.

An estimated 100 individuals were given a brief verbal summary of the purpose and need of the project and invited to be engaged by taking a survey online or in paper form. They were offered business cards with information on how to access the survey and invited to write or otherwise indicate their thoughts relating to transportation safety on a Rankin County map that indicated focus areas identified during Phase 1.

While no surveys were collected during this event, an estimated 100 business cards were given away and several comments received.




Canton
LEAKE
Flora
MADISON
Gluckstadt
Madison
Ridgeland
481
25
SCOTT
49
RANKIN
220
Jackson
Flowood
471
Pelahatchie
80
Pearl
Brandon
20
43
HINDS
Richland
469
Robinhood
Byram
Polkville
Cleary
Florence
18
49
SMITH
Terry
Puckett
55
COPIAH
SIMPSON
Braxton
0
5
10 Miles

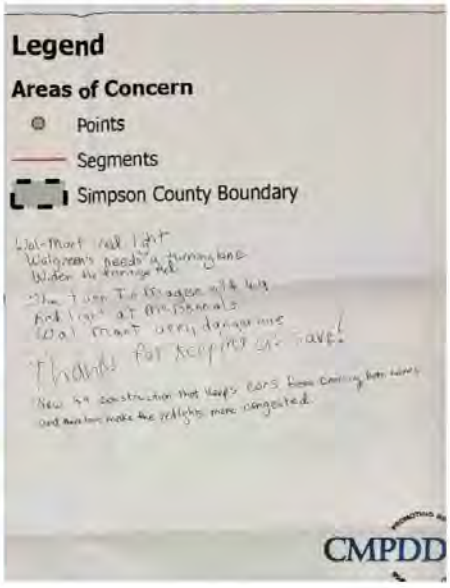

CMPDD
PROMOTING REGIONAL EXCELLENCE SINCE 1968
CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT
Inset Map
Hwy 51 → State Street
Would be great to have another entrance to Crossview Plantation instead of Holly Bush
Hwy 49 South Florence to Magee needs repaving
Oak St
E Metro Pkwy
Brandon
Hwy 49 South from Florence to Simpson/Rankin County Line
Flashing lights on Hwy 49 in Simpson County where Simpson Academy is located.
E Metro Ac
80
N
Mile
Disclaimer: This map is for planning purposes only.

SS4A Safety Action Plan
DOCUMENTATION OF OUTREACH PHASE 2
Simpson County/Magee Public Library, Story Hour +
Wednesday, March 13, 2024
Attending: Erica Sittler

Members of CMPDD's outreach team were in Simpson County on Wednesday, March 13, 2024, from 10 am – 2 pm. Story Hour is a busy day for the library, and parents were invited to learn about and provide input for the CMPDD Safe Streets and Roads for All Safety Action Plan. The purpose of the Phase 2 event was to receive comments on previously identified top focus areas and systemwide behavior trends impacting safety.

Approximately 30 individuals were invited to be engaged in the CMPDD's planning process for safer roads. Each was offered a brief summary of the purpose and need of the project, a CMPDD SS4A business card, and the opportunity to take a survey online or in paper form. A map of Simpson County indicating focus areas identified during Phase 1 was provided, and interested individuals were invited to write or otherwise indicate their thoughts about them or identify new locations of concern.

Only one survey and one comment were collected during this event, and both were entered into the online MetroQuest survey for review by the planning team.

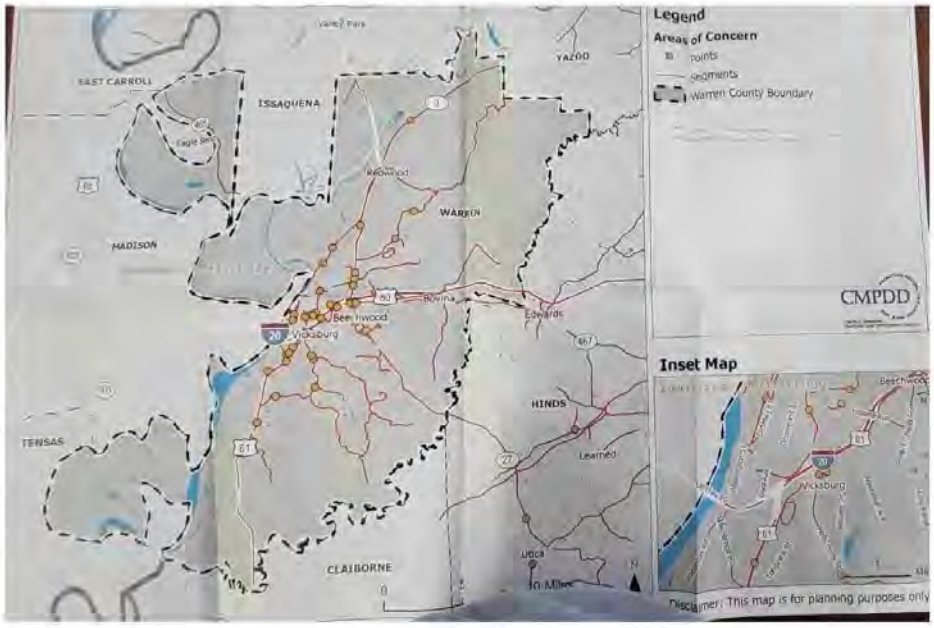


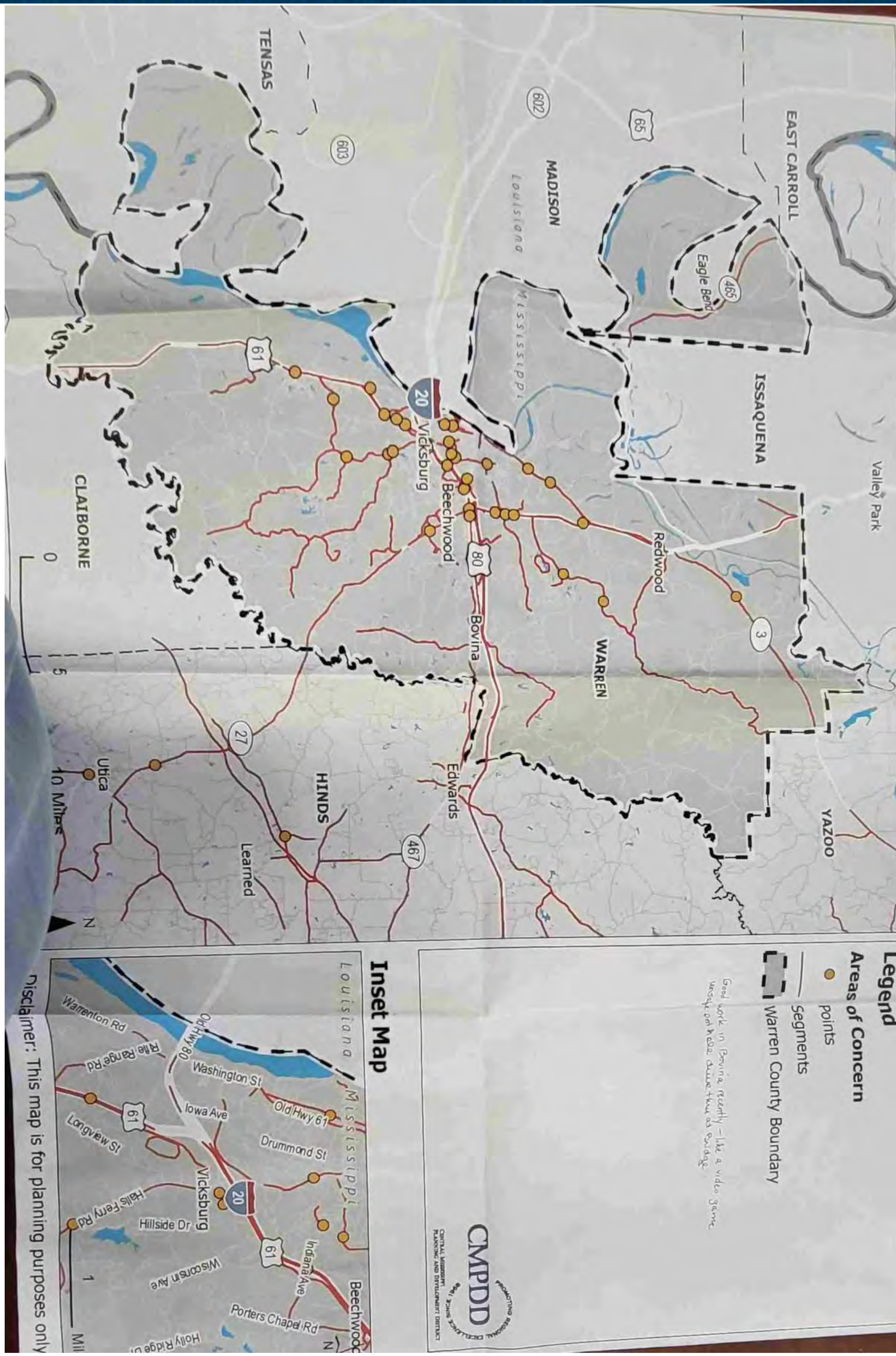
SS4A Safety Action Plan
DOCUMENTATION OF OUTREACH PHASE 2
Warren County/Levee Street Marketplace
Saturday, March 9, 2024
Attending:

Members of CMPDD's outreach team reached out to shoppers in Levee Street Marketplace, Vicksburg, MS on Saturday, March 9, 2024. Shoppers were invited to learn about and provide input for the CMPDD Safe Streets and Roads for All Safety Action Plan. The purpose of the Phase 2 event was to receive comments on previously identified top focus areas and systemwide behavior trends impacting safety.

An estimated 35 individuals were invited to take part in the activity, but heavy rain and wintery temperatures put a damper on the event. Everyone was offered a brief summary of the purpose and need of the project, a CMPDD SS4A business card, and the opportunity to take a survey online or in paper form. A map of Warren County indicating focus areas identified during Phase 1 was made available and interested individuals were invited to write or otherwise indicate their thoughts about them or identify new locations.

One hardy soul completed a paper survey and made a comment on the map. Both were collected and entered into the online MetroQuest survey for review by the planning team.




Legend
Areas of Concern
points
segments
Warren County Boundary
Inset Map
CMPDD
Disclaimer: This map is for planning purposes only
Vicksburg
Beechwood
Bovina
Redwood
Edwards
Utica
Learned
WARREN
HINDS
CLAIBORNE
ISSAQUENA
YAZOO
MADISON
TENSAS
EAST CARROLL
Valley Park
Eagle Bend
Mississippi
Louisiana
Washington St
Warrenton Rd
Iowa Ave
Old Hwy 61
Drummond St
Longview St
Halls Ferry Rd
Hillside Dr
Wisconsin Ave
Indiana Ave
Porters Chapel Rd

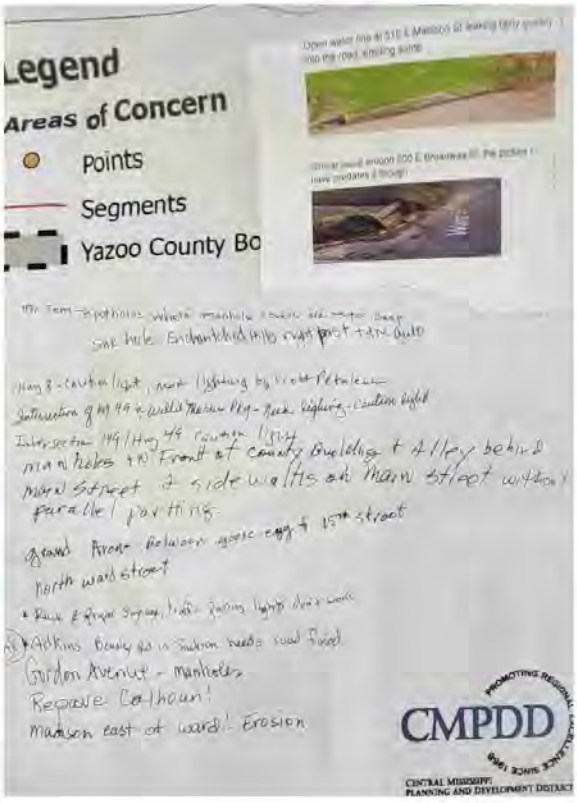
SS4A Safety Action Plan
DOCUMENTATION OF OUTREACH PHASE 2
Yazoo County/Library Walk, The Triangle Cultural Center
Friday, March 8, 2024
Attending: Erica Sittler

Members of CMPDD's outreach team participated in the Triangle Cultural Center Library Walk and visited businesses up and down Main Street on Friday, March 8, 2024. Walkers, restaurant goers, and shoppers were invited to learn about and provide input for the CMPDD Safe Streets and Roads for All Safety Action Plan. The purpose of the Phase 2 event was to receive comments on previously identified top focus areas and systemwide behavior trends impacting safety.

An estimated 30 individuals were engaged in the activity. Each was offered a brief summary of the purpose and need of the project, a CMPDD SS4A business card, and they were invited to take a survey online or in paper form. A map of Yazoo County indicating focus areas identified during Phase 1 was provided and interested individuals were invited to write or otherwise indicate their thoughts about them or identify new locations.

Nine paper surveys and numerous comments were collected during this outing and entered into the online MetroQuest survey for review by the planning team.

we need a light to turn onto willie morris to get to the walmart, especially cause its crossing over a train track so if the train is passing people just build up in the turning lane of the highway



Legend

Areas of Concern

- Points
- Segments
- Yazoo County Bo

Open water line at 519 E Madison St leaking fairly quickly into the road, eroding some

Similar issue around 500 E Broadway St, the picture I have predates it though

Mr Tom → potholes where manhole covers are → too deep
sink hole Enchantched Hills right past T&M auto

Hwy 3 - caution light, more lighting by Scott Petroleum
Intersection of Hwy 49 & Willie Morris Pky - Need lighting - Caution light
Intersection 149 / Hwy 49 caution light
man holes in Front of County Building + Alley behind main Street + sidewalks on main street without parallel parking.

grand Avenue Between goose egg to 15th street
north ward street

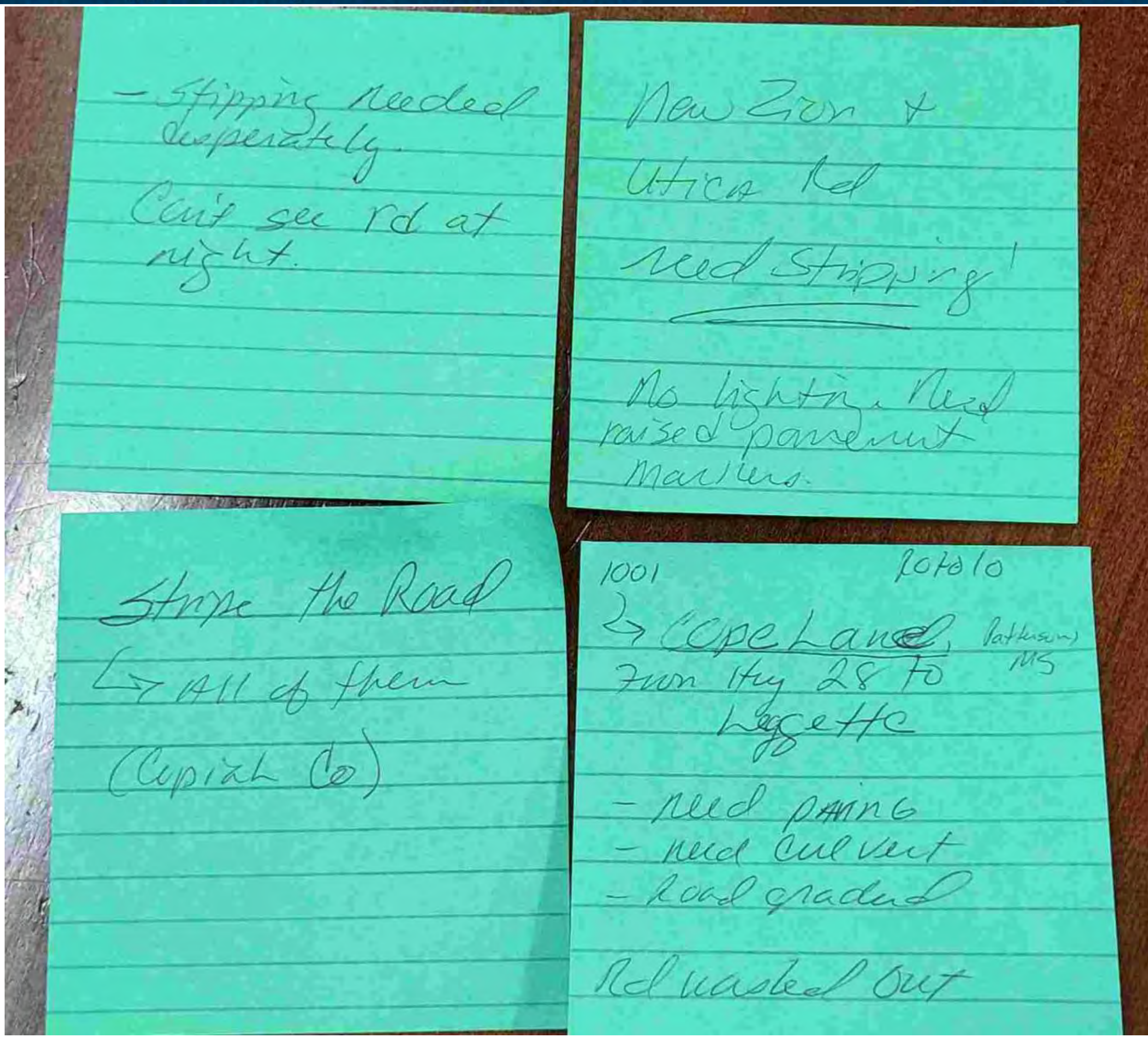
• Rail & Proper Signage, traffic passing lights don't work
(**) Adkins Beasley Rd in Jackson needs road fixed
Gordon Avenue - manholes
Repave Calhoun!
madison east of ward! Erosion

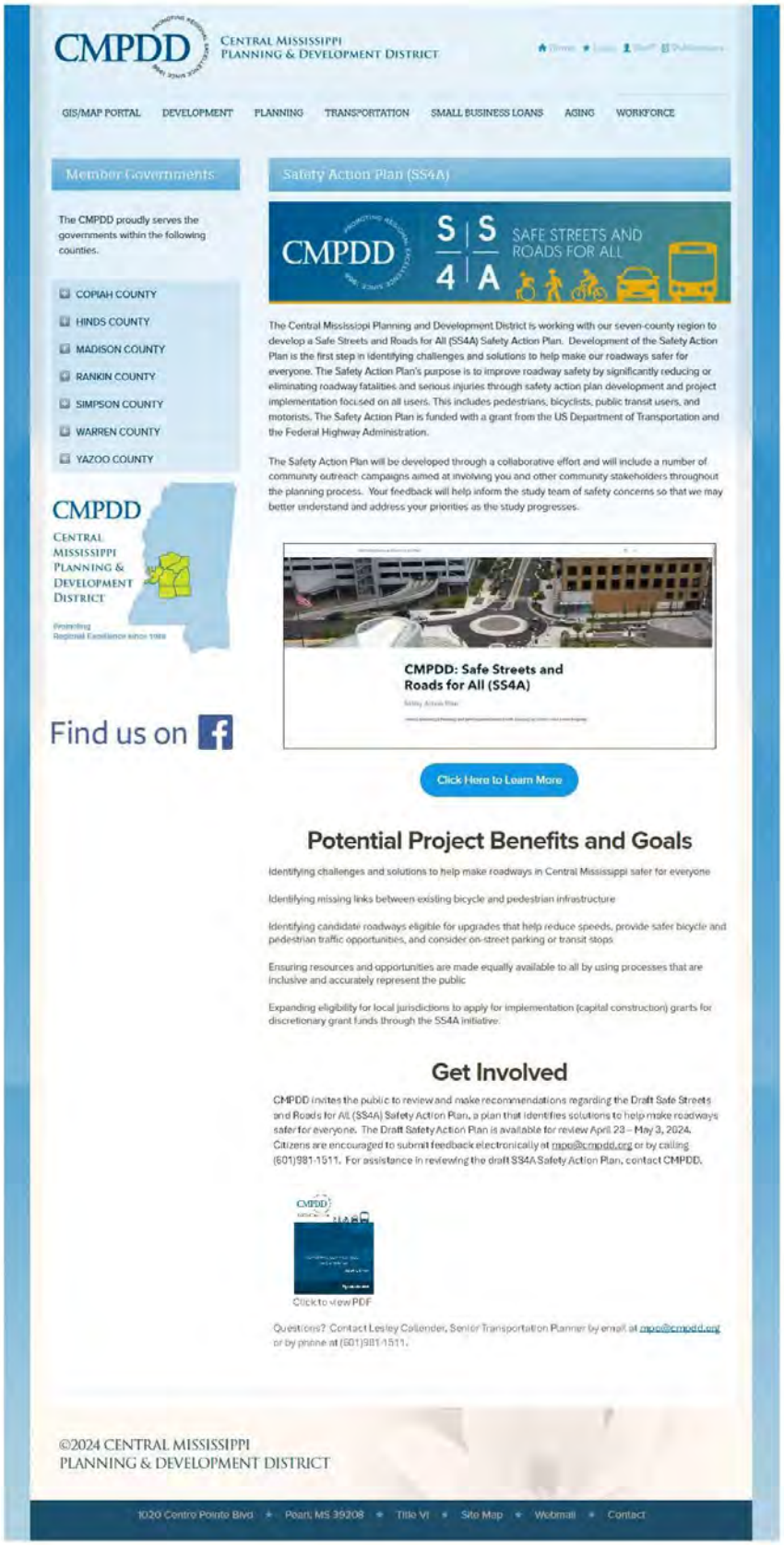
SS4A Safety Action Plan
DOCUMENTATION OF OUTREACH PHASE 2
Copiah County/Crystal Springs First Saturday at the Shed
Saturday, March 2, 2024
Attending: Donna L. Sistrunk

Members of CMPDD's outreach team participated in the Crystal Springs First Saturday at the Shed openair market on Saturday, March 2, 2024. Shoppers were invited to learn about and provide input for the CMPDD Safe Streets and Roads for All Safety Action Plan. The purpose of the Phase 2 event was to receive comments on previously identified top focus areas and systemwide behavior trends impacting safety.

An estimated 50 individuals were engaged in the activity. Each was offered a brief summary of the purpose and need of the project, a CMPDD SS4A business card, and the opportunity to take a survey online or in paper form. A map of the area indicating focus areas identified during Phase 1 was provided and interested individuals were invited to write or otherwise indicate their thoughts about them or identify new locations.

Thirty-two surveys were collected during this event and entered into the online MetroQuest survey for review by the planning team.


- Stipping needed desperately.
Can't see rd at night.
New Zion + Utica Rd
need Stripping!
No lighting. Need raised pavement Markers.
Stripe the Road
All of them
(Copiah Co)
1001
Copeland,
From Hwy 28 to Leggette
- need paving
- need culvert
- road graded
Rd washed Out



CMPDD
CENTRAL MISSISSIPPI PLANNING & DEVELOPMENT DISTRICT

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Promoting Regional Excellence since 1969

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Safety Action Plan (SS4A)

CMPDD S4A SAFE STREETS AND ROADS FOR ALL

The Central Mississippi Planning and Development District is working with our seven-county region to develop a Safe Streets and Roads for All (SS4A) Safety Action Plan. Development of the Safety Action Plan is the first step in identifying challenges and solutions to help make our roadways safer for everyone. The Safety Action Plan's purpose is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and project implementation focused on all users. This includes pedestrians, bicyclists, public transit users, and motorists. The Safety Action Plan is funded with a grant from the US Department of Transportation and the Federal Highway Administration.

The Safety Action Plan will be developed through a collaborative effort and will include a number of community outreach campaigns aimed at involving you and other community stakeholders throughout the planning process. Your feedback will help inform the study team of safety concerns so that we may better understand and address your priorities as the study progresses.

CMPDD: Safe Streets and Roads for All (SS4A)

Click Here to Learn More

Potential Project Benefits and Goals

Identifying challenges and solutions to help make roadways in Central Mississippi safer for everyone

Identifying missing links between existing bicycle and pedestrian infrastructure

Identifying candidate roadways eligible for upgrades that help reduce speeds, provide safer bicycle and pedestrian traffic opportunities, and consider on-street parking or transit stops

Ensuring resources and opportunities are made equally available to all by using processes that are inclusive and accurately represent the public

Expanding eligibility for local jurisdictions to apply for implementation (capital construction) grants for discretionary grant funds through the SS4A initiative.

Get Involved

CMPDD invites the public to review and make recommendations regarding the Draft Safe Streets and Roads for All (SS4A) Safety Action Plan, a plan that identifies solutions to help make roadways safer for everyone. The Draft Safety Action Plan is available for review April 23 – May 3, 2024. Citizens are encouraged to submit feedback electronically at mpo@cmpdd.org or by calling (601)981-1511. For assistance in reviewing the draft SS4A Safety Action Plan, contact CMPDD.

Click to view PDF

Questions? Contact Lesley Callender, Senior Transportation Planner by email at mpo@cmpdd.org or by phone at (601)981-1511.

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Appendix C - Project Prioritization Score

Copiah County

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Pri. Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
S-O-02	Segment - Overall	Technical Analysis	I-55	County Farm Road	MS 28	Corridor Safety Study	1.9				70	20	20	5	15	5	5	0
S-BP-04	Segment-Bike/Ped	Technical Analysis	I-55 SB	2.1 miles north of Sylvarena Road	2.7 miles north of Sylvarena Road	Corridor Safety Study	0.6		Short		65	15	20	0	15	10	5	0
S-BP-09	Segment-Bike/Ped	Technical Analysis	I-55 NB Ramp	I-55 Where Exit 72 Starts	US 51 Where Exit 72 Ends	Corridor Safety Study	0.0		Short		65	15	20	0	15	10	5	0
S-O-20	Segment - Overall	Technical Analysis	I-55 SB	2.1 miles north of Sylvarena Road	2.7 miles north of Sylvarena Road	Corridor Safety Study	0.6				60	15	20	0	15	5	5	0
S-BP-02	Segment-Bike/Ped	Technical Analysis	I-55	County Farm Road	MS 28	Corridor Safety Study	1.9		Short		60	15	20	0	15	5	5	0
I-O-02	Intersection - Overall	Technical Analysis	US 51	@ MS 28		Intersection Safety Study	0.0	$5,000	Short		55	15	0	15	15	10	0	0
S-BP-01	Segment-Bike/Ped	Technical Analysis	East Rail Road	7th Street	6th Street	Enforce/Reduce Speeds	0.1	$1,000	Short		55	15	20	0	10	10	0	0
S-BP-06	Segment-Bike/Ped	Technical Analysis	US 51	Experiment Station Road	Eubanks Road	Corridor Safety Study	0.5	$5,000	Short		55	15	20	0	10	10	0	0
I-O-01	Intersection - Overall	Technical Analysis	MS 27/US 51	@ I-55 SB		Intersection Safety Study	0.0				50	20	0	5	15	10	0	0
I-O-25	Intersection - Overall	Public Outreach	MS 27	@ County Line Road		Intersection Safety Study	0.0	$3,000,000	Short		50	5	15	0	15	10	0	5
S-O-01	Segment - Overall	Technical Analysis	I-55 SB	West Gallman Road	MS 844 (Pat Harrison Dr)	Corridor Safety Study	2.8				50	20	0	5	15	5	5	0
S-O-03	Segment - Overall	Technical Analysis	I-55 SB	MS 844 (Pat Harrison Dr)	US 51/ MS 27	Corridor Safety Study	2.9				50	20	0	5	15	5	5	0
S-O-07	Segment - Overall	Technical Analysis	I-55 NB	MS 28	West Gallman Road	Corridor Safety Study	3.1				50	15	0	10	15	5	5	0
S-BP-05	Segment-Bike/Ped	Technical Analysis	US 51	0.5 miles north of Thompson Lane	0.07 miles north of Thompson Lane	Corridor Safety Study	0.2	$5,000	Short		45	5	15	0	15	10	0	0
S-BP-08	Segment-Bike/Ped	Technical Analysis	South Jackson Street	Sibbie Street	South Avenue	Corridor Safety Study	0.2				45	5	15	0	15	10	0	0
S-O-05	Segment - Overall	Technical Analysis	I-55 NB	MS 844 (Pat Harrison Dr)	US 51/MS 27	Corridor Safety Study	2.8				45	15	0	5	15	5	5	0
S-O-06	Segment - Overall	Technical Analysis	I-55 NB	West Gallman Road	MS 844 (Pat Harrison Dr)	Corridor Safety Study	2.8				45	15	0	5	15	5	5	0
S-O-08	Segment - Overall	Technical Analysis	I-55 NB	Sylvarena Road	1.8 miles north of Sylvarena Road	Corridor Safety Study	1.8				45	15	0	5	15	5	5	0
I-O-03	Intersection - Overall	Technical Analysis	Hartley Lane	@ Railroad Lane		Intersection Safety Study	0.0				40	15	0	0	15	10	0	0
I-O-04	Intersection - Overall	Technical Analysis	MS 28	@ Lake Street		Intersection Safety Study	0.0				40	5	0	10	15	10	0	0
S-BP-03	Segment-Bike/Ped	Technical Analysis	Stowell Street/Washington Street	End of Washington Street	Mill Street	Corridor Safety Study	0.1				40	5	15	0	15	5	0	0

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Pri. Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
S-BP-07	Segment-Bike/Ped	Technical Analysis	Thomas Road	Franklin Lane	Young Road	Lower Speed Signage in Advance of Curves and Driveways	0.1				40	5	15	0	10	10	0	0
S-O-04	Segment - Overall	Technical Analysis	US 51	Lewis Lane	Martinsville Road	Vertical Curve Near Truck Entrance. Signs in Place. Enforce Speed	0.9	$700,000	Medium		40	20	0	0	15	5	0	0
S-O-10	Segment - Overall	Technical Analysis	Bear Creek Road	New Zion Road	MS 27	Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the channelized Right	2.0	$1,200,000	Medium		40	15	0	0	15	10	0	0
S-O-11	Segment - Overall	Technical Analysis	MS 28	McBride Road	Copeland Lane	Check vertical curve sight distance "Hill Blocks View" sign	1.3	$5,000	Short		35	15	0	0	15	5	0	0
S-O-12	Segment - Overall	Technical Analysis	I-55 SB	US 51/MS 27	0.5 miles north of Rhymes Road	Corridor Safety Study	2.5				35	5	0	5	15	5	5	0
S-O-13	Segment - Overall	Technical Analysis	I-55 NB	Tower Road	County Farm Road	Corridor Safety Study	1.9				35	5	0	5	15	5	5	0
S-O-15	Segment - Overall	Technical Analysis	I-55 NB	Mount Zion Road Northeast	Sylvarena Road	Corridor Safety Study	2.4				35	5	0	5	15	5	5	0
S-O-16	Segment - Overall	Technical Analysis	I-55 SB	Mount Zion Road Northeast	Sylvarena Road	Corridor Safety Study	2.6				35	5	0	5	15	5	5	0
S-O-22	Segment - Overall	Technical Analysis	MS 28	Mary Street	Water Park Lane	Corridor Safety Study	0.5				35	15	0	0	15	5	0	0
I-O-05	Intersection - Overall	Technical Analysis	US 51	@ West Marion Avenue		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-06	Intersection - Overall	Technical Analysis	MS 28	@ Old Port Gibson Road		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-07	Intersection - Overall	Technical Analysis	US 51	@ East Damascus Street		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-08	Intersection - Overall	Technical Analysis	MS 28	@ Mercy Seat Road		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-09	Intersection - Overall	Technical Analysis	MS 28	@ Pineview Drive		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-10	Intersection - Overall	Technical Analysis	MS 547	@ MS 28		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-11	Intersection - Overall	Technical Analysis	MS 27	@ Bankhead Lane		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-14	Intersection - Overall	Technical Analysis	MS 27	@ Gallatin Road		Add Shoulders	0.0				30	5	0	0	15	10	0	0
I-O-15	Intersection - Overall	Technical Analysis	Lee Avenue	@ Cumberland Drive		Restripe Complete Pedestrian Infrastructure	0.0				30	5	0	0	15	10	0	0
I-O-17	Intersection - Overall	Technical Analysis	US 51	@ Beall Road		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Pri. Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
I-O-18	Intersection - Overall	Technical Analysis	Six Mile Road	@ Harmony Road		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-19	Intersection - Overall	Technical Analysis	Rhymes Road	@ Taylor Grove Lane		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-20	Intersection - Overall	Technical Analysis	Sylvarena Road	@ I-55 SB		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-22	Intersection - Overall	Technical Analysis	Monticello Road	@ Bud Lane		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-23	Intersection - Overall	Technical Analysis	Georgetown Street	@ Crystal Springs Road		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-24	Intersection - Overall	Technical Analysis	West Cayuga Street	@ Liberty Street		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-26	Intersection - Overall	Public Outreach	US 51	@ West Gallman Road		Add Roundabout Or All Way Stop	0.0	$350,000	Short		30	0	0	0	15	10	0	5
S-O-09	Segment - Overall	Technical Analysis	Martinsville Road	James Lane	Broome Road	Place Signage for Curve	1.1	$5,000	Short		30	15	0	0	10	5	0	0
I-O-16	Intersection - Overall	Technical Analysis	Thomas Road	@ East Gallman Road		Speed Limit Radar Sign	0.0				25	5	0	0	10	10	0	0
I-O-21	Intersection - Overall	Technical Analysis	Dentville Road	@ Jack Road		Intersection Safety Study	0.0				25	5	0	0	10	10	0	0
I-O-27	Intersection - Overall	Public Outreach	US 51	@ Lowery Road		Realign Intersection	0.0	$50,000	Short		25	0	0	0	10	10	0	5
S-O-14	Segment - Overall	Technical Analysis	US 51	Adams Street	Horne Street	Corridor Safety Study	0.4	$500,000	Medium		25	5	0	0	15	5	0	0
S-O-17	Segment - Overall	Technical Analysis	US 51	Marion Avenue	West Georgetown Street	Mill and Resurface Signage for Curves and Driveways Add Shoulders	0.1	$400,000	Medium		25	5	0	0	15	5	0	0
S-O-18	Segment - Overall	Technical Analysis	MS 28	Smyrna Road	Old Natchez Road	Corridor Safety Study	2.6	$10,000	Short		25	5	0	0	15	5	0	0
S-O-19	Segment - Overall	Technical Analysis	US 51	Barner Road	Belton Lane	Corridor Safety Study	1.7				25	5	0	0	15	5	0	0
S-O-21	Segment - Overall	Technical Analysis	MS 27	Blocker Road	Crews Lane	Mill and Resurface Add Shoulders	1.4				25	5	0	0	15	5	0	0
S-O-23	Segment - Overall	Technical Analysis	MS 28	Crystal Springs Road	New Life Church Road	Corridor Safety Study	0.4				25	5	0	0	15	5	0	0
S-O-25	Segment - Overall	Technical Analysis	MS 28	Ridgewood Lane	Ferguson Lane	Corridor Safety Study	1.6				25	5	0	0	15	5	0	0
I-O-12	Intersection - Overall	Technical Analysis	US 51	@ Sylvarena Road		Intersection Safety Study	0.0				20	5	0	0	5	10	0	0
I-O-13	Intersection - Overall	Technical Analysis	US 51	@ Lester Furr Drive		Intersection Safety Study	0.0				20	5	0	0	5	10	0	0
S-O-24	Segment - Overall	Technical Analysis	Thomas Road	Bethesda Road	Enoch Lane	Corridor Safety Study	1.2				20	5	0	0	10	5	0	0
I-BP-01	Intersection - Bike/Ped	Technical Analysis	Lee Avenue	@ Cumberland Drive		Add Flashing Caution Signal	0.0				15	0	0	0	5	10	0	0

Hinds County

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Pri. Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
S-O-01	Segment - Overall	Technical Analysis	I-55 SB	Fortification Street	Riverside Drive	Dangerous Curves – Enforce Speed	0.9	$5,000	Short	High	80	20	15	15	15	10	5	0
I-BP-01	Intersection - Bike/Ped	Technical and Public	I-55 North Frontage Road	@ East Northside Drive		Restripe Pedestrian Crossings in all Directions Add Pedestrian Signage on all Approaches Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the Channelized Right	0.0	$5,000	Short	High	75	10	15	15	15	10	0	10
I-BP-03	Intersection - Bike/Ped	Technical Analysis	US 80	@ Ellis Avenue		Mill and Resurface Improve the Angle of the Channelized Right Add Multimodal	0.0	$100,000 $50,000 $100,000	Short	High	70	15	15	15	15	10	0	0
I-O-01	Intersection - Overall	Technical Analysis	US 80	@ Terry Road		Add Multimodal Facilities on US 80 Corridor Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the Channelized Right	0.0	$300,000 $5,000	Medium	High	70	20	15	10	15	10	0	0
S-BP-01	Segment-Bike/Ped	Technical Analysis	I-20 Frontage Road	East McDowell Road	South Gallatin Street	Corridor Safety Study	1.3			High	70	20	15	5	15	10	5	0
S-BP-07	Segment-Bike/Ped	Technical Analysis	I-55 NB	East Northside Drive	Culley Drive	Corridor Safety Study	1.0			High	70	15	20	5	15	10	5	0
S-BP-08	Segment-Bike/Ped	Technical Analysis	I-55 SB	Cedars of Lebanon Road	Briarwood Drive	Corridor Safety Study	0.4			High	70	15	20	5	15	10	5	0
I-BP-04	Intersection - Bike/Ped	Technical Analysis	US 80	@ Terry Road		Intersection Safety Study	0.0			High	65	20	15	10	10	10	0	0
I-O-02	Intersection - Overall	Technical Analysis	US 80	@ Ellis Avenue		Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the Channelized Right Add Multimodal Facilities on US 80 Corridor	0.0	$5,000 $300,000	Medium	High	65	15	15	15	10	10	0	0
I-O-11	Intersection - Overall	Technical Analysis	I-55 NB	@ East Northside Drive		Restripe Crosswalks Right in Right Out on Driveways by Intersection	0.0	$3,000	Short	High	65	10	15	15	15	10	0	0
I-O-21	Intersection - Overall	Technical Analysis	MS 18	@ Greenway Drive		Intersection Safety Study	0.0			High	65	10	10	15	15	10	5	0
I-O-27	Intersection - Overall	Public Outreach	I-55 SB	@ Meadowbrook Road		Intersection Safety Study	0.0			High	65	5	10	10	15	10	5	10
I-O-32	Intersection - Overall	Public Outreach	Springridge Road	@ Broadway Street		Intersection Safety Study	0.0				65	5	10	10	15	10	5	10

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Pri. Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
S-BP-02	Segment-Bike/Ped	Technical Analysis	I-55 EB	East McDowell Road	South Gallatin Street	Corridor Safety Study	0.8			High	65	10	15	15	15	10	0	0
S-BP-04	Segment-Bike/Ped	Technical Analysis	I-55 SB	Daniel Lake Boulevard	East McDowell Road	Corridor Safety Study	0.8			High	65	15	20	5	15	10	0	0
S-O-07	Segment - Overall	Technical Analysis	I-55 NB	McDowell Road	South Gallatin Street	Corridor Safety Study	0.8			High	65	10	15	15	15	5	5	0
I-O-05	Intersection - Overall	Technical Analysis	West Northside Drive	@ Northbrook Drive		Intersection Safety Study	0.0			Low	60	15	10	5	15	10	5	0
I-O-06	Intersection - Overall	Technical and Public	I-55 NB	@ Briarwood Drive		Intersection Safety Study	0.0			High	60	10	10	5	15	10	0	10
I-O-09	Intersection - Overall	Technical Analysis	Adkins Boulevard	@ I-55 North Frontage Road		Intersection Safety Study	0.0			High	60	10	10	15	15	10	0	0
I-O-10	Intersection - Overall	Technical Analysis	Raymond Road	@ Belvedere Drive		Intersection Safety Study	0.0			High	60	10	10	10	15	10	5	0
I-O-12	Intersection - Overall	Technical Analysis	West Northside Drive	@ Watkins Drive		Intersection Safety Study	0.0			Medium	60	15	10	5	15	10	5	0
I-O-13	Intersection - Overall	Technical Analysis	I-55 SB	@ East Northside Drive		Intersection Safety Study	0.0			High	60	10	10	15	15	10	0	0
I-O-18	Intersection - Overall	Technical Analysis	I-55 SB	@ Lakeland Drive		Intersection Safety Study	0.0			High	60	10	10	10	15	10	5	0
I-O-22	Intersection - Overall	Technical Analysis	I-55 North Frontage Road	@ Canton Mart Road		Intersection Safety Study	0.0			Low	60	10	10	10	15	10	5	0
S-BP-06	Segment-Bike/Ped	Technical Analysis	West Northside Drive	California Avenue	Livingston Road	Corridor Safety Study	0.5			High	60	10	15	5	15	10	5	0
S-BP-10	Segment-Bike/Ped	Technical and Public	Ridgewood Road	Adkins Boulevard	Ridgewood Road	Corridor Safety Study	0.1			High	60	5	15	5	15	10	0	10
S-O-02	Segment - Overall	Technical Analysis	I-20 EB	Springridge Road	MS 18	Corridor Safety Study	3.5			High	60	20	10	10	15	5	0	0
S-O-03	Segment - Overall	Technical Analysis	I-55 SB	Wynndale Road	South Siwell Road	Corridor Safety Study	3.6			High	60	20	10	5	10	10	5	0
S-O-05	Segment - Overall	Technical Analysis	I-20 EB	MS 22	Bolton Brownsville Road	Corridor Safety Study	7.5			High	60	20	10	10	15	5	0	0
S-O-11	Segment - Overall	Technical Analysis	I-20 Frontage Road	East McDowell Road	South Gallatin Street	Corridor Safety Study	1.3			High	60	20	15	5	15	5	0	0
S-O-13	Segment - Overall	Technical Analysis	I-55 NB	Fortification Street	Riverside Drive	Corridor Safety Study	0.8			Low	60	10	10	15	15	5	5	0
I-BP-08	Intersection - Bike/Ped	Technical Analysis	Saint Charles Street	@ Ellis Avenue		Intersection Safety Study	0.0			Low	55	10	15	5	15	10	0	0
I-O-03	Intersection - Overall	Technical Analysis	MS 18	@ Springridge Road		Intersection Safety Study	0.0			High	55	15	10	5	15	10	0	0
I-O-04	Intersection - Overall	Technical Analysis	Medgar Evers Boulevard	@ West Northside Drive		Intersection Safety Study	0.0			Low	55	10	10	10	15	10	0	0
I-O-16	Intersection - Overall	Public Outreach	John R. Lynch Street	@ Ellis Avenue		Intersection Safety Study	0.0			High	55	10	10	10	10	10	0	5
I-O-19	Intersection - Overall	Technical Analysis	I-55 South Frontage Road	@ Canton Mart Road		Intersection Safety Study	0.0			Low	55	10	10	5	15	10	5	0
I-O-20	Intersection - Overall	Technical Analysis	I-55 NB	@ East County Line Road		Intersection Safety Study	0.0			High	55	5	10	15	15	10	0	0

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Pri. Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
I-O-25	Intersection - Overall	Technical and Public	Adkins Boulevard	@ Ridgewood Road		Intersection Safety Study	0.0			High	55	5	10	10	15	10	0	5
I-O-33	Intersection - Overall	Public Outreach	Siwell Road	@ Davis Road		Intersection Safety Study	0.0				55	5	10	5	15	10	0	10
S-BP-05	Segment-Bike/Ped	Technical Analysis	US 80	Gibralter Drive	Ellis Avenue	Corridor Safety Study	0.3			Low	55	10	15	5	15	10	0	0
S-BP-09	Segment-Bike/Ped	Technical Analysis	I-55 NB	Briarwood Drive	White Oak Creek	Corridor Safety Study	0.7			High	55	10	15	5	15	10	0	0
S-O-04	Segment - Overall	Technical Analysis	I-220 NB	US 49	Watkins Drive	Corridor Safety Study	2.6			Low	55	15	10	10	15	5	0	0
S-O-06	Segment - Overall	Technical Analysis	I-220 NB	US 80	West Capitol Street	Corridor Safety Study	1.3			High	55	20	10	5	15	5	0	0
S-O-08	Segment - Overall	Technical Analysis	I-20 EB	Bolton Brownsville Road	Norrell Road	Corridor Safety Study	3.5			Medium	55	20	10	10	10	5	0	0
S-O-15	Segment - Overall	Technical Analysis	I-20 WB	MS 22	Bolton Brownsville Road	Corridor Safety Study	7.5			Low	55	20	10	5	15	5	0	0
S-O-25	Segment - Overall	Technical and Public	West Northside Drive	California Avenue	Livingston Road	Corridor Safety Study	0.5			Low	55	10	15	5	15	5	0	5
S-O-31	Segment - Overall	Public Outreach	Bolton-Brownsville Road	I-20 WB	MS 22	Corridor Safety Study	7.0			High	55	10	10	0	15	10	0	10
I-BP-06	Intersection - Bike/Ped	Technical Analysis	I-55 South Frontage Road	@ Briarwood Drive		Intersection Safety Study	0.0			Low	50	5	10	10	15	10	0	0
I-O-07	Intersection - Overall	Technical Analysis	West Pearl Street	@ North Gallatin Street		Intersection Safety Study	0.0			High	50	10	10	5	15	10	0	0
I-O-08	Intersection - Overall	Technical Analysis	Robinson Road	@ Ellis Avenue		Intersection Safety Study	0.0			High	50	10	10	5	15	10	0	0
I-O-14	Intersection - Overall	Technical Analysis	MS 18	@ Maddox Road		Intersection Safety Study	0.0			High	50	10	10	5	15	10	0	0
I-O-15	Intersection - Overall	Technical Analysis	I-220 SB	@ Clinton Boulevard		Intersection Safety Study	0.0			High	50	10	10	5	15	10	0	0
I-O-17	Intersection - Overall	Technical Analysis	US 80	@ Lakeview Drive		Intersection Safety Study	0.0			Low	50	10	10	5	10	10	5	0
I-O-23	Intersection - Overall	Technical Analysis	I-55 South Frontage Road	@ Briarwood Road		Intersection Safety Study	0.0			Low	50	5	10	10	15	10	0	0
I-O-31	Intersection - Overall	Public Outreach	MS 18	@ MS 27		Intersection Safety Study	0.0				50	5	10	0	15	10	0	10
S-BP-03	Segment-Bike/Ped	Technical Analysis	Bailey Avenue	Rockdale Drive	West Northside Drive	Corridor Safety Study	0.3			High	50	5	15	0	15	10	5	0
S-O-09	Segment - Overall	Technical Analysis	I-20 WB	MS 18	Springridge Road	Corridor Safety Study	3.5			High	50	10	10	10	15	5	0	0
S-O-10	Segment - Overall	Technical Analysis	US 80	Frontage Road	0.2 miles west of Valley Street	Corridor Safety Study	0.6			High	50	10	15	5	15	5	0	0
S-O-12	Segment - Overall	Technical Analysis	US 80	Gibralter Drive	Ellis Avenue	Corridor Safety Study	0.3			Low	50	10	15	5	15	5	0	0
S-O-16	Segment - Overall	Technical Analysis	I-220 SB	US 80	West Capitol Street	Corridor Safety Study	1.3			High	50	15	10	5	15	5	0	0

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Pri. Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
S-O-24	Segment - Overall	Technical Analysis	I-220 NB	Welota Drive	0.3 miles north of Industrial Drive	Corridor Safety Study	0.7			High	50	10	15	5	15	5	0	0
S-O-30	Segment - Overall	Public Outreach	S Siwell Rd	Henderson Rd	Terry Rd	Corridor Safety Study	1.5			Medium	50	5	10	5	15	10	0	5
I-BP-05	Intersection - Bike/Ped	Technical Analysis	US 80	@ Lakeview Drive		Intersection Safety Study	0.0			Low	45	10	10	5	10	10	0	0
I-BP-07	Intersection - Bike/Ped	Technical Analysis	US 80	@ Valley Street		Intersection Safety Study	0.0			High	45	5	10	5	15	10	0	0
I-O-24	Intersection - Overall	Technical Analysis	MS 18	@ Chadwick Drive		Intersection Safety Study	0.0			High	45	5	10	5	15	10	0	0
I-O-26	Intersection - Overall	Public Outreach	MS 18	@ Hinds Boulevard		Intersection Safety Study	0.0			Medium	45	0	10	0	15	10	5	5
I-O-28	Intersection - Overall	Public Outreach	West Northside Drive	@ I-20 Frontage Road		Intersection Safety Study	0.0			Medium	45	0	10	0	15	10	0	10
I-O-29	Intersection - Overall	Public Outreach	Williams Lake Road	@ Bolton-Brownsville Road		Intersection Safety Study	0.0			High	45	0	10	0	15	10	0	10
I-O-30	Intersection - Overall	Public Outreach	Old Hwy 80	@ MS 22/Jackson Street		Intersection Safety Study	0.0			High	45	0	10	0	15	10	0	10
S-O-14	Segment - Overall	Technical Analysis	I-220 SB	US 49	Watkins Drive	Corridor Safety Study	2.7			Low	45	10	10	5	15	5	0	0
S-O-17	Segment - Overall	Technical Analysis	Ellis Avenue	US 80	Utica Avenue	Corridor Safety Study	0.3			High	45	10	10	5	15	5	0	0
S-O-18	Segment - Overall	Technical Analysis	I-55 SB	MS 25	Meadowbrook Road	Corridor Safety Study	0.4			Low	45	10	15	0	10	5	5	0
S-O-22	Segment - Overall	Technical Analysis	John R. Lynch Street	West Highland Drive	US 80	Corridor Safety Study	0.1			High	45	15	10	0	15	5	0	0
I-BP-02	Intersection - Bike/Ped	Technical Analysis	West Northside Drive	@ Bishop Avenue		Intersection Safety Study	0.0			Medium	40	5	15	0	10	10	0	0
I-BP-09	Intersection - Bike/Ped	Technical Analysis	State Street	@ East Stadium Drive		Intersection Safety Study	0.0			Low	40	5	10	5	10	10	0	0
S-O-19	Segment - Overall	Technical Analysis	US 80	Morson Road	Carter Circle	Corridor Safety Study	0.3			Low	40	10	10	0	15	5	0	0
S-O-21	Segment - Overall	Technical Analysis	MS 18	Neil Collins Road	Pardue Road	Corridor Safety Study	0.6			Low	40	10	10	0	15	5	0	0
S-O-23	Segment - Overall	Technical Analysis	West Northside Drive	Medgar Evers Boulevard	Methodist Home Road	Corridor Safety Study	0.5			High	40	5	10	5	15	5	0	0
S-O-26	Segment - Overall	Public Outreach	Old Canton Road	I-55	County Line Road	Corridor Safety Study	5.0			High	40	0	10	5	15	5	0	5
S-O-27	Segment - Overall	Public Outreach	Meadowbrook Road	I-55	Ridgewood Road	Corridor Safety Study	0.7			High	35	0	10	0	15	5	0	5
S-O-28	Segment - Overall	Public Outreach	Madison Street	Spengler Street	E Fortification Street	Corridor Safety Study	0.5			Low	35	0	10	0	15	5	0	5
S-O-29	Segment - Overall	Public Outreach	Ridgeland Drive	Cooper Road	Fallbrook Drive	Corridor Safety Study	0.9			Low	35	0	10	0	15	5	0	5
I-BP-10	Intersection - Bike/Ped	Technical Analysis	West Northside Drive	@ Newman Avenue		Intersection Safety Study	0.0			Medium	30	5	10	0	5	10	0	0
S-O-20	Segment - Overall	Technical Analysis	Terry Road	Gary Road	Byram Parkway	Corridor Safety Study	0.6			Low	25	5	10	0	5	5	0	0

Madison County

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Pri. Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
I-BP-05	Intersection - Bike/Ped	Technical and Public	Gluckstadt Road	@ Calhoun Station Parkway		Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the Channelized Right Add Multimodal Elements	0.0	$5,000 $50,000 $200,000	Short		60	10	20	5	5	10	0	10
S-BP-10	Segment- Bike/Ped	Technical and Public	MS 16	Old Yazoo City Road	0.6 miles east of Old Yazoo City Road	Enforce Speed	0.6	$5,000	Short		60	10	20	0	10	10	0	10
S-O-06	Segment - Overall	Technical Analysis	I-55 NB	MS 22	MS 16	Corridor Safety Study	4.6				60	20	20	5	5	5	5	0
I-O-01	Intersection - Overall	Technical Analysis	US 51	@ Nissan Parkway		Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the Channelized Right	0.0	$50,000	Short		55	20	0	10	15	10	0	0
S-BP-02	Segment- Bike/Ped	Technical Analysis	I-55	MS 22	MS 16	Corridor Safety Study	4.6				55	20	20	0	5	10	0	0
S-BP-08	Segment- Bike/Ped	Technical Analysis	Nissan Drive	Ragsdale Road	0.7 miles north of Ragsdale Road	Look at Ponding in Median of Ragsdale Intersection Add Outside Shoulder	0.7	$5,000 $1,000,000	Short		55	10	20	0	15	10	0	0
S-O-01	Segment - Overall	Technical Analysis	I-55 SB	MS 22	MS 16	Corridor Safety Study	4.7				55	20	0	10	15	5	5	0
S-BP-09	Segment- Bike/Ped	Technical Analysis	MS 16	Avondale Road	Anderson Road	Enforce speed	0.6	$5,000	Short		50	10	20	0	10	10	0	0
S-O-02	Segment - Overall	Technical Analysis	I-220 NB	Highland Colony Parkway	I-55 Interchange Ramp	Corridor Safety Study	1.8				50	15	0	10	15	5	5	0
S-O-28	Segment - Overall	Public Outreach	Gluckstadt Road	MS 463	I-55	Enforce Speed	5.0	$5,000	Short		50	10	20	5	5	5	0	5
I-O-15	Intersection - Overall	Technical Analysis	Madison Avenue	@ Old Canton Road		Restripe Intersection Add Retroreflective Backplates on Signals Add Pedestrian Crossing Signs	0.0	$5,000	Short		45	5	15	5	10	10	0	0
S-BP-05	Segment- Bike/Ped	Technical Analysis	Gluckstadt Road	Planters Row	Lexington Drive	Add Sidewalk/Bike Lane/Multiuse Path	0.3	$300,000	Short		45	10	20	0	5	10	0	0
S-O-03	Segment - Overall	Technical Analysis	I-55 NB	MS 463	Gluckstadt Road	Corridor Safety Study	3.3				45	15	0	10	10	5	5	0
S-O-09	Segment - Overall	Technical Analysis	I-55 SB	Madison Parkway	Gluckstadt Road	Corridor Safety Study	3.2				45	15	0	10	10	5	5	0

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S-O-10	Segment - Overall	Technical Analysis	I-55 NB	West Sowell Road	I-55 NB Off-Ramp at Nissan Parkway	Corridor Safety Study	2.5				45	15	0	5	15	5	5	0
I-BP-01	Intersection - Bike/Ped	Technical Analysis	Northpark Drive	@ Lake Harbour Drive		Intersection Safety Study	0.0				40	5	15	5	5	10	0	0
I-BP-02	Intersection - Bike/Ped	Technical Analysis	Old Canton Road	@ Madison Avenue		Intersection Safety Study	0.0				40	5	15	5	5	10	0	0
I-O-07	Intersection - Overall	Technical Analysis	Old Canton Road	@ Lake Harbour Drive		Intersection Safety Study	0.0				40	5	0	15	5	10	5	0
I-O-16	Intersection - Overall	Technical Analysis	Northpark Drive	@ Lake Harbour Drive		Intersection Safety Study	0.0				40	5	15	5	5	10	0	0
S-BP-07	Segment- Bike/Ped	Technical Analysis	US 51	West Moon Street	Rice Road	Corridor Safety Study	0.1				40	5	15	0	10	10	0	0
S-O-04	Segment - Overall	Technical Analysis	I-220 SB	Highland Colony Parkway	I-55 merging ramps at I-220	Corridor Safety Study	1.8				40	15	0	5	10	5	5	0
S-O-07	Segment - Overall	Technical Analysis	I-55/I-220 Interchange Ramp	I-220	I-55	Corridor Safety Study	0.7				40	15	0	5	5	10	5	0
S-O-11	Segment - Overall	Technical Analysis	I-55 NB	I-55 NB Off-Ramp at MS 463	I-55 NB On-Ramp at MS 463	Corridor Safety Study	0.8				40	15	0	5	10	5	5	0
S-O-12	Segment - Overall	Technical Analysis	I-55 SB	Steed Road	0.4 miles north of Lake Castle Road	Corridor Safety Study	1.5				40	10	0	5	15	5	5	0
I-BP-03	Intersection - Bike/Ped	Technical Analysis	Boyd Street	@ Lutz Avenue		Intersection Safety Study	0.0				35	5	15	0	5	10	0	0
I-BP-04	Intersection - Bike/Ped	Technical Analysis	Grayhawk Drive	@ Wingspan Way		Intersection Safety Study	0.0				35	5	15	0	5	10	0	0
I-O-02	Intersection - Overall	Technical Analysis	Nissan Parkway	@ Nissan Drive		Intersection Safety Study	0.0				35	15	0	5	5	10	0	0
I-O-03	Intersection - Overall	Technical Analysis	Old Canton Road	@ Rice Road		Intersection Safety Study	0.0				35	10	0	10	5	10	0	0
I-O-04	Intersection - Overall	Technical Analysis	US 51	@ Hoy Road		Intersection Safety Study	0.0				35	10	0	10	5	10	0	0
I-O-05	Intersection - Overall	Technical Analysis	US 49	@ Cox Ferry Road		Intersection Safety Study	0.0				35	10	0	5	5	10	5	0
I-O-08	Intersection - Overall	Technical Analysis	I-55	@ MS 463		Intersection Safety Study	0.0				35	5	0	10	5	10	5	0
S-BP-01	Segment- Bike/Ped	Technical Analysis	MS 22	Sidney Runnels Drive	Plummer Drive	Corridor Safety Study	0.4				35	5	15	0	10	5	0	0
S-BP-03	Segment- Bike/Ped	Technical Analysis	MS 22	0.3 miles east of Cedar Hill Road	1.0 miles east of Cedar Hill Road	Corridor Safety Study	0.8				35	5	15	0	5	10	0	0
S-BP-04	Segment- Bike/Ped	Technical Analysis	US 51	Tisdale Road	Green Oak Lane	Corridor Safety Study	0.7				35	5	15	0	5	10	0	0
S-BP-06	Segment- Bike/Ped	Technical Analysis	US 51	Rice Road	West Jackson Street	Corridor Safety Study	0.3				35	5	15	0	5	10	0	0

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S-O-05	Segment - Overall	Technical Analysis	I-55 SB	MS 16	Big Black River	Corridor Safety Study	3.4				35	15	0	5	5	5	5	0
S-O-19	Segment - Overall	Technical Analysis	MS 22	0.3 miles east of Cedar Hill Road	1.0 miles east of Cedar Hill Road	Corridor Safety Study	0.8				35	10	15	0	5	5	0	0
I-O-17	Intersection - Overall	Technical Analysis	MS 463	@ Park Place Boulevard		Intersection Safety Study	0.0				30	10	0	5	5	10	0	0
I-O-24	Intersection - Overall	Technical Analysis	MS 463	@ Stribling Road		Intersection Safety Study	0.0				30	5	0	5	5	10	5	0
S-BP-11	Segment- Bike/Ped	Technical and Public	West Jackson Street	I-55	US 51	Road Diet - Remove Center Turn Lane Add on Street Parking and Dedicated Bike/Ped Facility	1.0	$2,000,000	Medium	High	30	0	0	5	10	10	0	5
S-O-08	Segment - Overall	Technical Analysis	I-55 SB	.25 miles south of Church Road	I-55 Off-Ramp at W Sowell Road	Corridor Safety Study	1.3				30	15	0	0	5	5	5	0
S-O-13	Segment - Overall	Technical Analysis	I-55 SB	I-55/I-220 Interchange Ramp	I-55 SB On-Ramp at Natchez Trace Parkway	Corridor Safety Study	0.4				30	10	0	5	5	5	5	0
I-O-06	Intersection - Overall	Technical Analysis	US 51	@ Jackson Ridge Road		Intersection Safety Study	0.0				25	10	0	0	5	10	0	0
I-O-09	Intersection - Overall	Technical Analysis	Madison Avenue	@ Cotton Hill Road		Intersection Safety Study	0.0				25	5	0	5	5	10	0	0
I-O-10	Intersection - Overall	Technical Analysis	I-55 SB	@ Old Agency Road		Intersection Safety Study	0.0				25	5	0	5	5	10	0	0
I-O-11	Intersection - Overall	Technical Analysis	I-55 NB	@ Colony Park Boulevard		Intersection Safety Study	0.0				25	5	0	5	5	10	0	0
I-O-12	Intersection - Overall	Technical Analysis	Spillway Road	@ Harbour Drive		Intersection Safety Study	0.0				25	5	0	5	5	10	0	0
I-O-13	Intersection - Overall	Technical Analysis	US 51	@ Colony Park Boulevard		Intersection Safety Study	0.0				25	5	0	5	5	10	0	0
I-O-14	Intersection - Overall	Technical Analysis	US 51	@ Church Road		Intersection Safety Study	0.0				25	5	0	5	5	10	0	0
I-O-19	Intersection - Overall	Technical Analysis	US 49	@ MS 22		Intersection Safety Study	0.0				25	10	0	0	5	10	0	0
I-O-20	Intersection - Overall	Technical Analysis	US 51	@ Madison Avenue		Intersection Safety Study	0.0				25	5	0	5	5	10	0	0
I-O-21	Intersection - Overall	Technical Analysis	Catlett Road	@ Stribling Road		Intersection Safety Study	0.0				25	5	0	5	5	10	0	0
I-O-26	Intersection - Overall	Public Outreach	Gluckstadt Road	@ Calhoun Station Parkway		Intersection Safety Study	0.0				25	0	0	5	5	10	0	5
I-O-27	Intersection - Overall	Public Outreach	I-55	@ Gluckstadt Road		Intersection Safety Study	0.0				25	0	0	5	5	10	0	5

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I-O-29	Intersection - Overall	Public Outreach	US 51	@ Yandell Road		Intersection Safety Study	0.0				25	0	0	5	5	10	0	5
I-O-31	Intersection - Overall	Public Outreach	MS 463	@ Bozeman Road		Intersection Safety Study	0.0				25	0	0	5	5	10	0	5
S-O-15	Segment - Overall	Technical Analysis	I-55 NB	I-55 NB Off-Ramp at Nissan Parkway	I-55 NB On-Ramp at Nissan Parkway	Corridor Safety Study	1.5				25	10	0	0	5	5	5	0
S-O-16	Segment - Overall	Technical Analysis	MS 22	MS 463	0.5 miles west of Noah's Mill Road	Corridor Safety Study	1.1				25	15	0	0	5	5	0	0
S-O-17	Segment - Overall	Technical Analysis	MS 463	Stribling Road	Mannsdale Upper Elementary School Entrance Driveway	Corridor Safety Study	0.6				25	10	0	0	10	5	0	0
S-O-22	Segment - Overall	Technical Analysis	I-55 Off-Ramp	Natchez Trace Parkway	W Jackson Street	Corridor Safety Study	0.2				25	5	0	5	5	5	5	0
S-O-23	Segment - Overall	Technical Analysis	I-55 NB	I-55/I-220 Interchange Ramp	Lake Harbor Drive Ext	Corridor Safety Study	0.8				25	5	0	5	5	5	5	0
S-O-24	Segment - Overall	Technical and Public	MS 22	Soldiers Colony Road	Sidney Runnels Drive	Corridor Safety Study	0.2				25	5	0	5	5	5	0	5
S-O-25	Segment - Overall	Technical Analysis	I-55 SB	West County Line Road	McLaurin Road	Corridor Safety Study	0.4				25	5	0	5	5	5	5	0
I-O-18	Intersection - Overall	Technical Analysis	US 51	@ Links Drive		Intersection Safety Study	0.0				20	5	0	0	5	10	0	0
I-O-22	Intersection - Overall	Technical Analysis	US 43	@ Canton Parkway		Intersection Safety Study	0.0				20	5	0	0	5	10	0	0
I-O-23	Intersection - Overall	Technical Analysis	North Liberty Street	@ West North Street		Intersection Safety Study	0.0				20	5	0	0	5	10	0	0
I-O-25	Intersection - Overall	Technical Analysis	East County Line Road	@ Northpointe Parkway		Intersection Safety Study	0.0				20	5	0	0	5	10	0	0
I-O-28	Intersection - Overall	Public Outreach	US 51	@ Green Oak Lane		Intersection Safety Study	0.0				20	0	0	0	5	10	0	5
I-O-30	Intersection - Overall	Public Outreach	Yandell Road	@ Clarkdell Road		Intersection Safety Study	0.0				20	0	0	0	5	10	0	5
S-O-14	Segment - Overall	Technical Analysis	MS 51	Hard Times Road	Nichols Road	Corridor Safety Study	1.1				20	10	0	0	5	5	0	0
S-O-18	Segment - Overall	Technical Analysis	MS 17	0.9 miles north of MS 43	McCarty Road	Corridor Safety Study	1.5				20	10	0	0	5	5	0	0
S-O-20	Segment - Overall	Technical Analysis	MS 16	0.2 miles east of Luckett Lane	Garrett Drive	Corridor Safety Study	0.5				20	10	0	0	5	5	0	0
S-O-21	Segment - Overall	Technical Analysis	US 51	Branscomb Road	Stump Bridge Road	Corridor Safety Study	0.4				20	10	0	0	5	5	0	0
S-O-26	Segment - Overall	Public Outreach	Bozeman Road	MS 463	Gluckstadt Road	Corridor Safety Study	3.0				20	0	0	0	10	5	0	5
S-O-27	Segment - Overall	Public Outreach	Catlett Road	Gluckstadt Road	MS 22	Corridor Safety Study	4.6				15	0	0	0	5	5	0	5

Rankin County

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Pri. Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
S-O-27	Segment - Overall	Public Outreach	Old Fannin Rd	MS 25	Spillway Rd	Corridor Safety Study	3.4				65	10	20	15	10	5	0	5
S-BP-01	Segment-Bike/Ped	Technical Analysis	I-20 WB	US 80	MS 43	Corridor Safety Study	8.4				60	20	15	10	10	5	0	0
S-BP-04	Segment-Bike/Ped	Technical and Public	Monterey Road	Berry Drive	Highway 469 North	Sight Distance Issues and Driveways Add More Signage for Curves and Driveways Decrease Speed	1.2				60	15	15	5	5	10	0	10
S-O-01	Segment - Overall	Technical Analysis	I-20 WB	US 80	MS 43	Corridor Safety Study	8.4				60	20	15	10	10	5	0	0
I-BP-06	Intersection - Bike/Ped	Technical Analysis	US 80	@ Old Highway 49 South		Improve the Angle of the Channelized Right Add Stop Control to right Turn from Old Hwy 49 S	0.0	$10,000	Short		55	10	20	5	10	10	0	0
I-BP-07	Intersection - Bike/Ped	Technical Analysis	US 80	@ MS 18		Add Multimodal Accommodations Add Pedestrian Crosswalks and Signage Replace Existing Backplates with Yellow Retroreflective Backplates Improve the Angle of the Channelized Right	0.0	$100,000	Short		55	5	15	15	10	10	0	0
I-BP-04	Intersection - Bike/Ped	Technical Analysis	Old Fannin Road	@ Jack's Place		Add Raised Medians and RCUT's or Signal Warrant Study and Signal	0.0	$300,000 $10,000	Short		50	10	20	0	10	10	0	0
I-O-01	Intersection - Overall	Technical Analysis	US 80	@ MS 468		Replace Existing Backplates with Yellow Retroreflective Backplates	0.0	$3,000	Short		50	15	0	15	10	10	0	0
I-O-08	Intersection - Overall	Technical Analysis	US 49	@ Scarbrough Street		Replace Existing Backplates with Yellow Retroreflective Backplates Improve Angle of Channelized Right Turns Install Pedestrian Bridge	0.0	$50,000	Short		50	10	0	15	15	10	0	0
S-BP-10	Segment-Bike/Ped	Technical Analysis	Old Fannin Road	Avalon Court	Regatta Drive	Raised Median with Access Management	0.3	$430,000	Short		50	10	20	0	10	10	0	0
S-O-02	Segment - Overall	Technical Analysis	I-20 EB	South Pearson Road	MS 475	Corridor Safety Study	3.0				50	15	15	5	10	5	0	0
S-O-04	Segment - Overall	Technical Analysis	I-55 SB	I-20	Old Brandon Road	Corridor Safety Study	0.7				50	20	0	5	15	5	5	0
I-BP-01	Intersection - Bike/Ped	Technical Analysis	North Church Street	@ Duffey Drive		Intersection Safety Study	0.0				45	10	15	0	10	10	0	0

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I-O-07	Intersection - Overall	Technical Analysis	US 80	@ MS 475		Intersection Safety Study	0.0				45	10	0	15	10	10	0	0
I-O-15	Intersection - Overall	Technical Analysis	I-20 EB	@ MS 468		Intersection Safety Study	0.0				45	5	0	15	15	10	0	0
S-BP-06	Segment-Bike/Ped	Technical Analysis	Dogwood Boulevard	East Metro Parkway	0.2 miles east of East Metro Parkway	Corridor Safety Study	0.2				45	5	15	5	10	10	0	0
S-BP-07	Segment-Bike/Ped	Technical Analysis	Ridge Way	Daughdrill Station	Lakeland Commons Drive	Corridor Safety Study	0.2				45	5	15	5	10	10	0	0
S-BP-09	Segment-Bike/Ped	Technical Analysis	Rosewood Lane	MS 18	Read Road	Corridor Safety Study	0.3				45	5	15	0	15	10	0	0
S-O-16	Segment - Overall	Technical Analysis	I-20 WB	I-20 WB Off-Ramp at South Pearson Road	I-20 WB On-Ramp at South Pearson Road	Corridor Safety Study	0.6				45	5	15	5	15	5	0	0
S-O-26	Segment - Overall	Public Outreach	US 80 WB	I-20	Louis Wilson Dr	Corridor Safety Study	5.6				45	10	0	15	10	5	0	5
I-BP-02	Intersection - Bike/Ped	Technical Analysis	MS 468	@ Loyd Street		Intersection Safety Study	0.0				40	5	15	0	10	10	0	0
I-BP-03	Intersection - Bike/Ped	Technical Analysis	Old Brandon Road	@ Valentour Road		Intersection Safety Study	0.0				40	5	15	0	10	10	0	0
I-BP-05	Intersection - Bike/Ped	Technical Analysis	Gladeview Place	@ Northdale Place		Intersection Safety Study	0.0				40	5	15	0	10	10	0	0
I-O-02	Intersection - Overall	Technical Analysis	MS 471	@ North College Street		Intersection Safety Study	0.0				40	15	0	5	10	10	0	0
I-O-04	Intersection - Overall	Technical Analysis	US 49	@ McBride Street		Intersection Safety Study	0.0				40	10	0	5	15	10	0	0
I-O-06	Intersection - Overall	Technical Analysis	US 80	@ Woodgate Drive		Intersection Safety Study	0.0				40	10	0	10	10	10	0	0
I-O-10	Intersection - Overall	Technical Analysis	US 80	@ Mary Ann Drive		Intersection Safety Study	0.0				40	10	0	5	15	10	0	0
I-O-13	Intersection - Overall	Technical Analysis	MS 25	@ MS 475		Intersection Safety Study	0.0				40	5	0	15	10	10	0	0
I-O-14	Intersection - Overall	Technical Analysis	MS 25	@ Castlewoods Boulevard		Intersection Safety Study	0.0				40	5	0	15	10	10	0	0
I-O-17	Intersection - Overall	Technical Analysis	I-20 WB	@ MS 468		Intersection Safety Study	0.0				40	5	0	10	15	10	0	0
I-O-18	Intersection - Overall	Technical Analysis	MS 468	@ Riverwind Drive		Intersection Safety Study	0.0				40	5	0	10	15	10	0	0
S-BP-02	Segment-Bike/Ped	Technical Analysis	I-20 EB	MS 468	MS 475	Corridor Safety Study	3.0				40	5	15	5	5	10	0	0
S-BP-03	Segment-Bike/Ped	Technical Analysis	I-20 WB	I-20 WB Off-Ramp at MS 468	I-20 WB On-Ramp at MS 468	Corridor Safety Study	0.6				40	5	15	0	10	10	0	0
S-BP-08	Segment-Bike/Ped	Technical Analysis	US 49 Frontage Road	Lake Drive	Carrier Boulevard	Corridor Safety Study	0.4				40	5	15	0	10	10	0	0
S-O-13	Segment - Overall	Technical Analysis	I-55 NB	MS 18	Pearl River	Corridor Safety Study	0.8				40	10	0	5	15	5	5	0
S-O-28	Segment - Overall	Public Outreach	MS 25	Airport Rd	Luckney Rd	Corridor Safety Study	4.9				40	10	0	5	15	5	0	5

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I-O-03	Intersection - Overall	Technical Analysis	MS 18	@ Elizabeth Lane		Intersection Safety Study	0.0				35	10	0	5	10	10	0	0
I-O-05	Intersection - Overall	Technical Analysis	US 80	@ Park Place Drive		Intersection Safety Study	0.0				35	10	0	5	10	10	0	0
I-O-09	Intersection - Overall	Technical Analysis	US 49	@ Eagle Post Road		Intersection Safety Study	0.0				35	10	0	5	10	10	0	0
I-O-11	Intersection - Overall	Technical Analysis	MS 18	@ West Sunset Drive		Intersection Safety Study	0.0				35	10	0	5	10	10	0	0
I-O-12	Intersection - Overall	Technical Analysis	US 80	@ Excell Drive		Intersection Safety Study	0.0				35	10	0	5	10	10	0	0
I-O-16	Intersection - Overall	Technical Analysis	I-20 WB	@ MS 475		Intersection Safety Study	0.0				35	5	0	10	10	10	0	0
I-O-20	Intersection - Overall	Technical Analysis	MS 18	@ Gray Daniels Boulevard		Intersection Safety Study	0.0				35	5	0	10	10	10	0	0
I-O-23	Intersection - Overall	Technical Analysis	Hugh Ward Boulevard	@ MS 25		Intersection Safety Study	0.0				35	10	0	5	10	10	0	0
I-O-27	Intersection - Overall	Public Outreach	Old Fannin Rd	@ Spillway Rd		Intersection Safety Study	0.0				35	0	0	10	10	10	0	5
S-BP-05	Segment-Bike/Ped	Technical Analysis	Riverwind Drive	Childre Road	MS 468	Corridor Safety Study	0.8				35	5	15	0	5	10	0	0
S-O-03	Segment - Overall	Technical Analysis	I-20 EB	Airport Road South	MS 18	Corridor Safety Study	1.5				35	15	0	5	10	5	0	0
S-O-05	Segment - Overall	Technical Analysis	I-20 WB	MS 43	County Line	Corridor Safety Study	4.0				35	15	0	5	10	5	0	0
S-O-06	Segment - Overall	Technical Analysis	I-20 EB	US 80	US 80	Corridor Safety Study	2.5				35	15	0	5	10	5	0	0
S-O-18	Segment - Overall	Technical Analysis	I-20 EB	MS 18	US 80	Corridor Safety Study	1.5				35	15	0	5	10	5	0	0
S-O-19	Segment - Overall	Technical Analysis	I-20 WB	I-55/I-20 Interchange Ramp	Old Highway 49 South	Corridor Safety Study	0.3				35	10	0	5	15	5	0	0
S-O-20	Segment - Overall	Technical Analysis	Monterey Road	Berry Drive	Highway 469 North	Corridor Safety Study	1.2				35	5	15	5	5	5	0	0
I-O-19	Intersection - Overall	Technical Analysis	MS 25	@ Cooper Road		Intersection Safety Study	0.0				30	5	0	5	10	10	0	0
I-O-21	Intersection - Overall	Technical Analysis	I-20 EB	@ MS 475		Intersection Safety Study	0.0				30	5	0	5	10	10	0	0
I-O-22	Intersection - Overall	Technical Analysis	US 80	@ Belvedere Drive		Intersection Safety Study	0.0				30	5	0	5	10	10	0	0
I-O-24	Intersection - Overall	Technical Analysis	I-20 EB	@ US 80 (W Government Street)		Intersection Safety Study	0.0				30	5	0	5	10	10	0	0
I-O-25	Intersection - Overall	Technical Analysis	MS 25	@ Vine Drive		Intersection Safety Study	0.0				30	5	0	5	10	10	0	0
S-O-07	Segment - Overall	Technical Analysis	I-20 EB	US 80	MS 43	Corridor Safety Study	8.4				30	10	0	5	10	5	0	0
S-O-08	Segment - Overall	Technical Analysis	MS 468	Manor Street	MS 475	Corridor Safety Study	1.6				30	10	0	5	10	5	0	0
S-O-09	Segment - Overall	Technical Analysis	Star Road	Jerusalem Church Road	Garth Farm Road	Corridor Safety Study	2.2				30	10	0	5	10	5	0	0
S-O-12	Segment - Overall	Technical Analysis	I-20 WB	I-20/I-55 Interchange Ramp	I-20 WB Off-Ramp at US 49	Corridor Safety Study	0.6				30	5	0	5	15	5	0	0

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S-O-17	Segment - Overall	Technical Analysis	I-20 EB	I-20 EB On-Ramp at US 49	MS 468	Corridor Safety Study	0.7				30	5	0	5	15	5	0	0
S-O-24	Segment - Overall	Technical and Public	Florence Byram Road	Swinging Bridge Road	Beggerly Place	Corridor Safety Study	1.0				30	10	0	0	10	5	0	5
I-O-26	Intersection - Overall	Public Outreach	MS 468	@ MS 469		Intersection Safety Study	0.0				25	0	0	0	10	10	0	0
S-O-11	Segment - Overall	Technical Analysis	MS 25	Bee Summers Road	North Sandhill Road	Corridor Safety Study	1.2				25	15	0	0	5	5	0	0
S-O-14	Segment - Overall	Technical Analysis	I-20 EB	MS 43	County Line	Corridor Safety Study	4.0				25	5	0	5	10	5	0	0
S-O-15	Segment - Overall	Technical Analysis	I-20 WB	MS 475	MS 18	Corridor Safety Study	1.6				25	5	0	5	10	5	0	0
S-O-21	Segment - Overall	Technical Analysis	Greenfield Road	Greenfield Lane	MS 18	Corridor Safety Study	0.7				25	5	0	5	10	5	0	0
S-O-23	Segment - Overall	Technical Analysis	US 49 NB	Interstate Drive	0.5 miles south I-20	Corridor Safety Study	0.8				25	5	0	0	15	5	0	0
S-O-25	Segment - Overall	Technical Analysis	I-20 EB	US 49	I-20 EB On-Ramp at US 49	Corridor Safety Study	0.5				25	10	0	0	10	5	0	0
S-O-10	Segment - Overall	Technical Analysis	Star Road	Possum Track Road	Tara Road	Corridor Safety Study	1.3				20	10	0	0	5	5	0	0
S-O-22	Segment - Overall	Technical Analysis	Old Pearson Road	Pine Park Drive	Monterey Road	Corridor Safety Study	0.3				15	5	0	0	5	5	0	0

Simpson County

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Pri. Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
I-BP-01	Intersection - Bike/Ped	Technical Analysis	US 49	@ 1st Avenue Southeast		Right Turns Only from MS 28 onto US 49 No Left Turns From US 49 - U Turns and Right Turns Only	0.0	$5,000	Short		65	20	20	0	15	10	0	0
I-O-07	Intersection - Overall	Technical Analysis	US 49	@ 1st Avenue Southeast		Right Turns Only from MS 28 onto US 49 No Left Turns from US 49 - U Turns and Right Turns Only	0.0	$5,000	Short		65	20	20	0	15	10	0	0
I-BP-07	Intersection - Bike/Ped	Technical Analysis	US 49 WB	@ St John Road		U-Turn/J-Turns Only	0.0	$5,000	Short		60	15	15	0	15	10	5	0
I-BP-03	Intersection - Bike/Ped	Technical Analysis	MS 149	@ D'Lo Park Road		Intersection Safety Study	0.0				55	15	15	0	15	10	0	0
I-O-02	Intersection - Overall	Technical Analysis	US 49	@ MS 28		U-turn and Right Only for Left Turn Movements	0.0	$10,000	Short		55	15	0	15	15	10	0	0
I-O-08	Intersection - Overall	Technical Analysis	US 49 WB	@ St John Road		U-Turn/J-turns Only	0.0	$5,000	Short		55	15	15	0	15	10	0	0
I-O-01	Intersection - Overall	Technical Analysis	US 49	@ MS 540		Improve the Angle of the Channelized Right	0.0	$10,000	Short	High	50	20	0	5	15	10	0	0
S-BP-01	Segment-Bike/Ped	Technical Analysis	MS 28	New Hymn Road	Lee Bass Road	Corridor Safety Study	0.3				50	15	15	0	15	5	0	0
S-BP-03	Segment-Bike/Ped	Technical Analysis	US 49 SB	Craft Road	Circle Road	Corridor Safety Study	0.6				50	15	15	0	15	5	0	0
S-O-09	Segment - Overall	Technical Analysis	MS 28	New Hymn Road	Lee Bass Road	Corridor Safety Study	0.3				50	15	15	0	15	5	0	0
I-BP-02	Intersection - Bike/Ped	Technical Analysis	Dixie Avenue	@ Harper Street		Intersection Safety Study	0.0				45	5	15	0	15	10	0	0
I-BP-04	Intersection - Bike/Ped	Technical Analysis	Raleigh Drive	@ Hilton Road Northeast		Intersection Safety Study	0.0				45	5	15	0	15	10	0	0
I-BP-05	Intersection - Bike/Ped	Technical Analysis	MS 541	@ Center Street Northwest		Intersection Safety Study	0.0				45	5	15	0	15	10	0	0
S-BP-04	Segment-Bike/Ped	Technical and Public	US 49 EB	Daniel Bowen Road	Agnes Windham Road	Corridor Safety Study	0.3				45	5	10	0	15	5	0	10
I-O-03	Intersection - Overall	Technical Analysis	US 49	@ Siloam Avenue Southeast		Intersection Safety Study	0.0				40	10	0	5	15	10	0	0
I-O-04	Intersection - Overall	Technical Analysis	US 49	@ North East Street		Improve the Angle of the Channelized Right	0.0	$10,000	Short	High	40	10	0	5	15	10	0	0
I-O-06	Intersection - Overall	Technical Analysis	US 49	@ Brandon and Westville Road		Intersection Safety Study	0.0				40	15	0	0	15	10	0	0
I-O-10	Intersection - Overall	Technical Analysis	MS 28	@ Stubbs Road		Intersection Safety Study	0.0				40	15	0	0	15	10	0	0
I-O-11	Intersection - Overall	Technical Analysis	US 49	@ 11th Avenue Northwest		Right Turns and J-Turns Only from 11th Ave NW onto US 49	0.0	$10,000	Short	High	40	5	0	10	15	10	0	0

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I-O-15	Intersection - Overall	Technical Analysis	US 49	@ MS 149 Near Simpson County Achievement Center		Intersection Safety Study	0.0				40	15	0	0	15	10	0	0
I-O-23	Intersection - Overall	Technical Analysis	Raleigh Drive	@ Lamar Road		Intersection Safety Study	0.0				40	15	0	0	15	10	0	0
S-BP-05	Segment-Bike/Ped	Technical Analysis	MS 149	Stuard Drive	11th Avenue Northwest	Corridor Safety Study	0.3				40	5	10	0	15	10	0	0
S-BP-06	Segment-Bike/Ped	Technical Analysis	MS 540	Woodrow Barnes Road	South Oak Street	Corridor Safety Study	0.7				40	5	10	0	15	10	0	0
S-O-01	Segment - Overall	Technical Analysis	US 49	MS 13	Campbell Creek Road	Corridor Safety Study	1.4				40	15	0	5	15	5	0	0
S-O-04	Segment - Overall	Technical Analysis	MS 28	MS 545	MS 541	Corridor Safety Study	0.7				40	20	0	0	15	5	0	0
I-BP-06	Intersection - Bike/Ped	Technical Analysis	US 49 EB	@ Dallas Street		Intersection Safety Study	0.0				35	0	10	0	15	10	0	0
I-O-05	Intersection - Overall	Technical Analysis	US 49	@ MS 545		Intersection Safety Study	0.0				35	10	0	0	15	10	0	0
I-O-09	Intersection - Overall	Technical Analysis	MS 13	@ Smith Drive		Intersection Safety Study	0.0				35	10	0	0	15	10	0	0
I-O-12	Intersection - Overall	Technical Analysis	US 49	@ US 49 Frontage Road near Love's Truck Stop		Intersection Safety Study	0.0				35	5	0	5	15	10	0	0
I-O-13	Intersection - Overall	Technical Analysis	US 49	@ Frontage Road Near CEFCO		Intersection Safety Study	0.0				35	5	0	5	15	10	0	0
I-O-17	Intersection - Overall	Technical Analysis	US 49 Frontage Road	@ 11th Avenue Northwest		Intersection Safety Study	0.0				35	5	0	5	15	10	0	0
I-O-26	Intersection - Overall	Public Input	US 49	@ Zion Hill Road		Intersection Safety Study	0.0				35	0	0	0	15	10	0	10
S-BP-02	Segment-Bike/Ped	Technical Analysis	Siloam Church Road	Berry Lott Road	Brooks Road	Corridor Safety Study	0.3				35	5	10	0	15	5	0	0
S-O-02	Segment - Overall	Technical Analysis	US 49 NB	0.7 miles south of Old Gravel Road 49	Old Gravel Road 49	Right Turns and J-Turns Only from 11th Ave NW onto US 49	0.7	$10,000	Short	High	35	10	0	5	15	5	0	0
S-O-07	Segment - Overall	Technical Analysis	MS 13	Boggan Ridge Road	Blueberry Hill Road	Corridor Safety Study	0.4				35	15	0	0	15	5	0	0
S-O-17	Segment - Overall	Technical Analysis	MS 13	Strong River Road	Moody Wallace Road	Corridor Safety Study	2.4				35	15	0	0	15	5	0	0
S-O-18	Segment - Overall	Technical Analysis	MS 540	Woodrow Barnes Road	South Oak Street	Corridor Safety Study	0.7				35	5	10	0	15	5	0	0
I-O-14	Intersection - Overall	Technical Analysis	US 49	@ Old Gravel Road 49		Right Turns and J-Turns Only from Side Streets onto US 49	0.0	$10,000	Short	High	30	5	0	0	15	10	0	0
I-O-18	Intersection - Overall	Technical Analysis	US 49 EB	@ 8th Avenue		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-19	Intersection - Overall	Technical Analysis	US 49	@ MS 149 Near Taylor Hill Church		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-20	Intersection - Overall	Technical Analysis	US 49	@ Goodwater Road Northwest		Right Turns and J-Turns Only from Side Streets onto US 49	0.0	$1,000	Short	High	30	5	0	0	15	10	0	0

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I-O-21	Intersection - Overall	Technical Analysis	US 49	@ Pinewood Drive Southeast		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-22	Intersection - Overall	Technical Analysis	US 49 EB	@ Richard Joiner Road		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-24	Intersection - Overall	Technical Analysis	US 49	@ Athens Road		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-25	Intersection - Overall	Technical Analysis	US 49	@ Cliff Sheppard Road		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
S-O-03	Segment - Overall	Technical Analysis	US 49 NB	Sawmill Road	French Road	Corridor Safety Study	0.6				30	10	0	0	15	5	0	0
S-O-05	Segment - Overall	Technical Analysis	US 49 EB	Daniel Bowen Road	Agnes Windham Road	Corridor Safety Study	0.3				30	10	0	0	15	5	0	0
S-O-08	Segment - Overall	Technical Analysis	Airport Road	Jerry Kemp Drive	Boggan Ridge Road	Corridor Safety Study	0.6				30	15	0	0	10	5	0	0
S-O-11	Segment - Overall	Technical and Public	MS 43	Coke Road	Boggan Ridge Road	Corridor Safety Study	0.4				30	5	0	0	15	5	0	5
S-O-24	Segment - Overall	Technical and Public	US 49 NB On-Ramp	MS 13	US 49	Corridor Safety Study	0.2				30	5	0	0	15	5	0	5
I-O-16	Intersection - Overall	Technical Analysis	US 49	@ New Hope Road		Intersection Safety Study	0.0				25	5	0	0	10	10	0	0
S-O-06	Segment - Overall	Technical Analysis	MS 13	Doris McCallum Road	Hawpond Church Road	Corridor Safety Study	1.0				25	10	0	0	10	5	0	0
S-O-10	Segment - Overall	Technical Analysis	MS 13	Martin Circle	Smith Drive	Corridor Safety Study	0.5				25	5	0	0	15	5	0	0
S-O-12	Segment - Overall	Technical Analysis	US 49	Sawmill Road	Charlie Newsome Road	Corridor Safety Study	2.2				25	5	0	0	15	5	0	0
S-O-14	Segment - Overall	Technical Analysis	US 49 WB	Daniel Bowen Road	Charlie James Road	Corridor Safety Study	0.2				25	5	0	0	15	5	0	0
S-O-15	Segment - Overall	Technical Analysis	US 49 WB	11th Avenue Northwest	8th Avenue	Corridor Safety Study	0.1				25	5	0	0	15	5	0	0
S-O-16	Segment - Overall	Technical Analysis	MS 28	Ferrell Drive	Beulah Road	Corridor Safety Study	0.2				25	5	0	0	15	5	0	0
S-O-19	Segment - Overall	Technical Analysis	US 49 WB	0.2 miles north of Cox Road	Taylor Hill Road	Corridor Safety Study	0.5				25	5	0	0	15	5	0	0
S-O-20	Segment - Overall	Technical Analysis	MS 43	0.6 miles north of Brandi Lane	0.8 miles north of Brandi Lane	Reduce and Enforce Speed	0.2	$5,000	Short	High	25	5	0	0	15	5	0	0
S-O-21	Segment - Overall	Technical Analysis	MS 43	Brandi Lane	0.5 miles north of Brandi Lane	Reduce and Enforce Speed	0.5	$5,000	Short	High	25	5	0	0	15	5	0	0
S-O-22	Segment - Overall	Technical Analysis	New Hope Road	Zionell Drive	Cecil Sullivan Road	Corridor Safety Study	0.9				25	5	0	0	15	5	0	0
S-O-23	Segment - Overall	Technical Analysis	US 49 SB	Taylor Hill Road	MS 149	Corridor Safety Study	0.4				25	5	0	0	15	5	0	0
S-O-25	Segment - Overall	Technical Analysis	Old Pearl Road	Kelly Road	Dan Keys Road	Corridor Safety Study	0.9				25	5	0	0	15	5	0	0
S-O-13	Segment - Overall	Technical Analysis	MS 13	0.9 miles north of Henry Thurman Road	Mount Zion Road	Corridor Safety Study	1.6				20	5	0	0	10	5	0	0

Warren County

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I-BP-03	Intersection - Bike/Ped	Technical Analysis	US 61 Bus.	@ Grove Street		Consider Making Two-Lane Road with Raised Median	0.0	$200,000	Short		60	15	20	0	15	10	0	0
I-BP-04	Intersection - Bike/Ped	Technical Analysis	US 61 Bus.	@ Hutson Street		Intersection Safety Study	0.0		Short		60	15	20	0	15	10	0	0
S-BP-01	Segment- Bike/Ped	Technical Analysis	I-20 WB	Tiffentown Road	Ceres Boulevard	Corridor Safety Study	3.6		Short		60	20	20	5	10	5	0	0
S-BP-07	Segment- Bike/Ped	Technical Analysis	US 61	I-20	Riley Road	Merge issue	0.2		Short		60	15	20	0	15	10	0	0
S-BP-10	Segment- Bike/Ped	Technical Analysis	US 61 NB	0.3 miles north of Oak Ridge Road	0.5 miles north of Oak Ridge Road	Right out Only from Driveway on US 61	0.2	$5,000	Short		60	15	20	0	15	10	0	0
S-O-07	Segment - Overall	Technical Analysis	I-20 WB	Tiffentown Road	Ceres Boulevard	Corridor Safety Study	3.6		Short		60	20	20	5	10	5	0	0
I-BP-01	Intersection - Bike/Ped	Technical Analysis	Intersection near Vicksburg Community Garden Park	@ US 61		Right out Only from Side Street	0.0	$5,000	Short		55	15	20	0	10	10	0	0
I-O-01	Intersection - Overall	Technical Analysis	MS 27	@ Old Highway 80		Improve the Angle of the Channelized Right	0.8	$10,000	Short		50	15	0	10	15	10	0	0
S-BP-03	Segment- Bike/Ped	Technical Analysis	North Frontage Road	Knox Drive	Halls Ferry Road	Actuated Warning Signal	0.2	$100,000	Short		50	15	20	0	10	5	0	0
I-BP-02	Intersection - Bike/Ped	Technical Analysis	Oak Street	@ Egan Avenue		Intersection Safety Study	0.0		Short		45	5	15	0	15	10	0	0
S-BP-04	Segment- Bike/Ped	Technical and Public	Military Avenue	Dot Street	Cedar Street	Corridor Safety Study	0.1		Short		45	5	15	0	10	5	0	10
S-BP-05	Segment- Bike/Ped	Technical Analysis	I-20 Frontage Road	Clay Street	Honeysuckle Lane	Corridor Safety Study	0.5		Short		45	5	15	0	15	10	0	0
S-BP-08	Segment- Bike/Ped	Technical Analysis	US 80	Rebecca Evans Road	Anderson Road	Corridor Safety Study	0.1		Short		45	5	15	0	15	10	0	0
S-O-01	Segment - Overall	Technical Analysis	I-20 WB	US 61	MDOT WB Weigh Station	Corridor Safety Study	4.0		Short		45	20	0	15	5	5	0	0
I-BP-05	Intersection - Bike/Ped	Technical Analysis	US 80	@ Rancho Road		Intersection Safety Study	0.0		Short		40	5	15	0	10	10	0	0
I-O-04	Intersection - Overall	Technical Analysis	US 61	@ Iowa Boulevard		Intersection Safety Study	0.0		Short		40	10	0	5	15	10	0	0
I-O-05	Intersection - Overall	Technical Analysis	US 61	@ River Region Drive		Intersection Safety Study	0.0		Short		40	10	0	5	15	10	0	0
I-O-06	Intersection - Overall	Technical Analysis	Fisher Ferry Road	@ Halls Ferry Road		Intersection Safety Study	0.0		Short		40	10	0	5	15	10	0	0
I-O-11	Intersection - Overall	Technical Analysis	US 61	@ Dana Road		Intersection Safety Study	0.0		Short		40	15	0	5	10	10	0	0
S-BP-06	Segment- Bike/Ped	Technical Analysis	Timberland Drive	Halls Ferry Road	Sweetgum Lane	Corridor Safety Study	0.3		Short		40	5	15	0	10	10	0	0
S-O-02	Segment - Overall	Technical Analysis	I-20 EB	Tiffentown Road	Ceres Boulevard	Corridor Safety Study	3.7		Short		40	20	0	5	10	5	0	0
S-O-08	Segment - Overall	Technical Analysis	I-20 WB	Ceres Boulevard	Big Black River	Corridor Safety Study	2.2		Short		40	15	0	5	15	5	0	0

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I-O-02	Intersection - Overall	Technical Analysis	MS 27	@ Warriors Trail		Intersection Safety Study	0.0		Short		35	15	0	0	10	10	0	0
I-O-03	Intersection - Overall	Technical Analysis	US 61	@ Warrenton Road		Intersection Safety Study	0.0		Short		35	10	0	5	10	10	0	0
I-O-08	Intersection - Overall	Technical Analysis	US 61	@ Redwood Road		Intersection Safety Study	0.0		Short		35	15	0	0	10	10	0	0
I-O-09	Intersection - Overall	Technical Analysis	US 61 Bus.	@ North Washington Street		Intersection Safety Study	0.0		Short		35	15	0	0	10	10	0	0
I-O-14	Intersection - Overall	Technical Analysis	MS 27	@ Paxton Road		Intersection Safety Study	0.0		Short		35	15	0	0	10	10	0	0
S-BP-02	Segment- Bike/Ped	Technical Analysis	US 61	Demby Drive	Redbone Road	Corridor Safety Study	0.3		Short		35	5	15	0	10	5	0	0
S-BP-09	Segment- Bike/Ped	Technical Analysis	US 61	Old Culkin Road	River Region Circle	Corridor Safety Study	0.1		Short		35	0	15	0	10	10	0	0
S-O-03	Segment - Overall	Technical Analysis	I-20 EB	Ceres Boulevard	Big Black River	Corridor Safety Study	2.2		Short		35	15	0	5	10	5	0	0
S-O-05	Segment - Overall	Technical Analysis	US 61 Bus.	1st East Street	Haining Road	Corridor Safety Study	1.9		Short		35	15	0	5	10	5	0	0
S-O-06	Segment - Overall	Technical Analysis	Oak Ridge Road	Plantation Drive	Henry Road	Corridor Safety Study	0.9		Short		35	15	0	0	15	5	0	0
S-O-12	Segment - Overall	Technical Analysis	Freetown Road	Blanchie Lane	0.4 miles west of Jennifer Drive	Corridor Safety Study	0.5		Short		35	15	0	0	15	5	0	0
S-O-16	Segment - Overall	Technical Analysis	MS 27	McKenzie Drive	0.7 miles north of McKenzie Drive	Corridor Safety Study	0.7		Short		35	15	0	5	10	5	0	0
I-O-07	Intersection - Overall	Technical Analysis	Confederate Avenue	@ Military Avenue		Intersection Safety Study	0.0		Short		30	10	0	0	10	10	0	0
I-O-10	Intersection - Overall	Technical Analysis	US 61	@ Cain Ridge Road		Intersection Safety Study	0.0		Short		30	5	0	5	10	10	0	0
I-O-13	Intersection - Overall	Technical Analysis	Clay Street	@ Old Highway 27		Intersection Safety Study	0.0		Short		30	5	0	5	10	10	0	0
I-O-16	Intersection - Overall	Technical Analysis	I-20 EB	@ Indiana Avenue		Intersection Safety Study	0.0		Short		30	5	0	5	10	10	0	0
I-O-18	Intersection - Overall	Technical Analysis	Halls Ferry Road	@ Melrose Avenue		Intersection Safety Study	0.0		Short		30	5	0	0	15	10	0	0
I-O-20	Intersection - Overall	Technical Analysis	US 61	@ Redbone Road		Intersection Safety Study	0.0		Short		30	5	0	0	15	10	0	0
I-O-21	Intersection - Overall	Technical Analysis	Halls Ferry Road	@ Division Street		Intersection Safety Study	0.0		Short		30	5	0	0	15	10	0	0
I-O-24	Intersection - Overall	Technical Analysis	US 61	@ Willow Drive		Intersection Safety Study	0.0		Short		30	5	0	0	15	10	0	0
S-O-04	Segment - Overall	Technical Analysis	I-20 EB	MDOT EB Weigh Station	Tiffentown Road	Corridor Safety Study	2.9		Short		30	15	0	5	5	5	0	0
S-O-09	Segment - Overall	Technical Analysis	I-20 EB	Halls Ferry Road	Indiana Avenue	Corridor Safety Study	0.8		Short		30	10	0	5	10	5	0	0
S-O-10	Segment - Overall	Technical Analysis	MS 3	Old Highway 3	Mary Hearn Lane	Corridor Safety Study	1.3		Short		30	10	0	0	15	5	0	0
S-O-11	Segment - Overall	Technical and Public	Mission 66	Rosa A Temple Drive	Clay Street	Corridor Safety Study	0.3		Short		30	10	0	0	10	5	0	5
S-O-13	Segment - Overall	Technical Analysis	Tiffentown Road	Windham Drive	Dogwood Lake Drive	Corridor Safety Study	1.3		Short		30	15	0	0	10	5	0	0
S-O-14	Segment - Overall	Technical Analysis	I-20 EB	US 61	1 mile east of US 61	Corridor Safety Study	0.7		Short		30	10	0	0	15	5	0	0
S-O-22	Segment - Overall	Technical Analysis	I-20 WB	I-20/US 61 Interchange Ramp	Halls Ferry Road	Corridor Safety Study	0.2		Short		30	15	0	0	10	5	0	0
S-O-24	Segment - Overall	Technical and Public	I-20 WB	MS/LA stateline	Warrenton Road	Corridor Safety Study	0.5		Short		30	5	0	5	10	5	0	5
I-O-12	Intersection - Overall	Technical Analysis	Confederate Avenue	@ Indiana Avenue		Intersection Safety Study	0.0		Short		25	5	0	5	5	10	0	0
I-O-15	Intersection - Overall	Technical Analysis	US 61	@ Old Culkin Road		Intersection Safety Study	0.0		Short		25	5	0	0	10	10	0	0
I-O-17	Intersection - Overall	Technical Analysis	US 61	@ US 61 Bus.		Intersection Safety Study	0.0		Short		25	5	0	0	10	10	0	0

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I-O-19	Intersection - Overall	Technical Analysis	Pemberton Square Boulevard	@ Orme Drive		Intersection Safety Study	0.0		Short		25	5	0	0	10	10	0	0
I-O-22	Intersection - Overall	Technical Analysis	Fisher Ferry Road	@ Nailor Road		Intersection Safety Study	0.0		Short		25	5	0	0	10	10	0	0
I-O-23	Intersection - Overall	Technical Analysis	US 61	@ Buford Drive		Intersection Safety Study	0.0		Short		25	5	0	0	10	10	0	0
I-O-25	Intersection - Overall	Technical Analysis	South Frontage Road	@ Cypress Centre Drive		Intersection Safety Study	0.0		Short		25	5	0	0	10	10	0	0
S-O-15	Segment - Overall	Technical Analysis	Grange Hall Road	Stillwater Drive	Dana Road	Corridor Safety Study	1.6		Short		25	10	0	0	10	5	0	0
S-O-17	Segment - Overall	Technical Analysis	Halls Ferry Road	Williams Road	0.2 miles north of Williams Road	Corridor Safety Study	0.2		Short		25	5	0	0	15	5	0	0
S-O-18	Segment - Overall	Technical Analysis	I-20 WB	Halls Ferry Road	Indiana Avenue	Corridor Safety Study	0.7		Short		25	5	0	5	10	5	0	0
S-O-19	Segment - Overall	Technical Analysis	Jackson Road	Martin Luther King Jr Boulevard	Culkin Road	Corridor Safety Study	1.2		Short		20	5	0	0	10	5	0	0
S-O-20	Segment - Overall	Technical Analysis	MS 3	Dixie Farm Road	3.3 miles east of Dixie Farm Road	Corridor Safety Study	3.3		Short		20	5	0	0	10	5	0	0
S-O-21	Segment - Overall	Technical Analysis	I-20 WB	MDOT EB Weigh Station	Tiffentown Road	Corridor Safety Study	0.9		Short		20	5	0	5	5	5	0	0
S-O-23	Segment - Overall	Technical Analysis	Oak Ridge Road	US 61	Camden Drive	Corridor Safety Study	0.7		Short		20	5	0	0	10	5	0	0
S-O-25	Segment - Overall	Technical Analysis	MS 27	Paxton Road	US 80	Corridor Safety Study	0.1		Short		15	5	0	0	5	5	0	0

Yazoo County

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S-BP-04	Segment- Bike/Ped	Technical and Public	US 49	Castle Chapel Road	Myrleville Road	Right Turns Only from Side Streets - J Turns	2.9	$5,000	Short		65	15	20	0	15	5	0	10
I-BP-01	Intersection - Bike/Ped	Technical Analysis	MS 16	@ South Locust Street		Improve Sight Distance	0.0	$5,000	Short		60	15	20	0	15	10	0	0
I-BP-02	Intersection - Bike/Ped	Technical Analysis	South Wise Street	@ West Jefferson Street		Improve Sight Distance	0.0	$5,000	Short		60	15	20	0	15	10	0	0
I-O-07	Intersection - Overall	Technical Analysis	South Wise Street	@ West Jefferson Street		Improve Sight Distance	0.0	$5,000	Short		60	15	20	0	15	10	0	0
I-O-18	Intersection - Overall	Technical Analysis	South Locust Street	@ MS 16 (Broadway Street)		Improve Sight Distance	0.0	$5,000	Short		60	15	20	0	15	10	0	0
S-BP-05	Segment- Bike/Ped	Technical Analysis	MS 16	0.3 miles north of Big Black River	Deasonville Road	Improve the Angle of the Channelized Right from Deasonville Rd Consolidate Driveways in Curve	1.7	$10,000	Short		60	15	20	0	15	10	0	0
S-BP-02	Segment- Bike/Ped	Technical Analysis	US 49	Twelfth Street	East 14th Street Extension	Install Raised Median	0.2	$200,000	Short		55	15	20	0	15	5	0	0
S-O-15	Segment - Overall	Technical Analysis	I-55 SB	Vaughan Road	MS 432	Corridor Safety Study	5.0				55	15	0	15	15	5	5	0
S-O-18	Segment - Overall	Technical Analysis	US 49	Castle Chapel Road	Myrleville Road	Right Turns Only from Side Streets - J Turns	2.9	$5,000	Short		55	15	20	0	15	5	0	0
S-O-20	Segment - Overall	Technical Analysis	MS 16	0.3 miles north of Big Black River	Deasonville Road	Improve the Angle of the Channelized Right from Deasonville Rd Consolidate Driveways in Curve	1.7	$10,000	Short		55	15	20	0	15	5	0	0
I-O-02	Intersection - Overall	Technical Analysis	US 49	@ MS 16W		Intersection Safety Study	0.0				50	15	0	10	15	10	0	0
I-O-03	Intersection - Overall	Technical Analysis	US 49	@ 20th Street		Intersection Safety Study	0.0				50	20	0	5	15	10	0	0
S-BP-03	Segment- Bike/Ped	Technical Analysis	US 49	0.09 miles north of County Barn Road	Enchanted Drive	Corridor Safety Study	0.2				50	15	15	0	15	5	0	0
S-O-01	Segment - Overall	Technical Analysis	US 49	0.09 miles north of County Barn Road	Enchanted Drive	Corridor Safety Study	0.2				50	15	15	0	15	5	0	0
S-O-02	Segment - Overall	Technical Analysis	I-55 SB	Big Black River	Vaughan Road	Corridor Safety Study	5.0				50	15	0	10	15	5	5	0
S-O-05	Segment - Overall	Technical Analysis	I-55 NB	Big Black River	Vaughan Road	Corridor Safety Study	5.1				50	15	0	10	15	5	5	0
I-BP-03	Intersection - Bike/Ped	Technical Analysis	East 11th Street	@ Lindsey Drive east driveway		Intersection Safety Study	0.0				45	5	15	0	15	10	0	0
I-O-01	Intersection - Overall	Technical Analysis	MS 3	@ Gordon Avenue		Intersection Safety Study	0.0				45	20	0	0	15	10	0	0

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I-O-04	Intersection - Overall	Technical Analysis	US 49	@ Willie Morris Parkway		Intersection Safety Study	0.0				45	15	0	5	15	10	0	0
I-O-21	Intersection - Overall	Technical Analysis	East 11th Street	@ Lindsey Drive east driveway		Intersection Safety Study	0.0				45	5	15	0	15	10	0	0
I-O-05	Intersection - Overall	Technical Analysis	US 49	@ MS 16		Intersection Safety Study	0.0				40	15	0	0	15	10	0	0
I-O-10	Intersection - Overall	Technical Analysis	US 49	@ Grady Avenue		Intersection Safety Study	0.0				40	15	0	0	15	10	0	0
I-O-24	Intersection - Overall	Technical Analysis	MS 16	@ Cedar Grove Road		Intersection Safety Study	0.0				40	15	0	0	15	10	0	0
I-O-25	Intersection - Overall	Technical Analysis	MS 3	@ Eagle Bend Road		Intersection Safety Study	0.0				40	15	0	0	15	10	0	0
S-BP-01	Segment- Bike/Ped	Technical Analysis	Dr Martin Luther King Jr Drive	Shady Drive	West 15th Street	Corridor Safety Study	0.4				40	5	15	0	15	5	0	0
I-O-06	Intersection - Overall	Technical Analysis	US 49	@ MS 433		Intersection Safety Study	0.0				35	10	0	0	15	10	0	0
S-O-03	Segment - Overall	Technical Analysis	US 49	Grady Avenue	Graball Freerun Road	Corridor Safety Study	0.1				35	10	0	5	15	5	0	0
S-O-04	Segment - Overall	Technical Analysis	US 49	Carter Hill Road	Zelleria Hill Road	Corridor Safety Study	1.8				35	15	0	0	15	5	0	0
S-O-12	Segment - Overall	Technical Analysis	Anding Oil City Road	0.2 miles east of Virginia Street	Cessna Road	Corridor Safety Study	0.7				35	15	0	0	15	5	0	0
S-O-13	Segment - Overall	Technical Analysis	Fletchers Chapel Road	0.4 miles north of Neely Road	Kirk Road	Corridor Safety Study	1.0				35	15	0	0	15	5	0	0
S-O-14	Segment - Overall	Technical Analysis	I-55 NB	Vaughan Road	MS 432	Corridor Safety Study	5.1				35	5	0	5	15	5	5	0
S-O-21	Segment - Overall	Technical Analysis	US 49 NB	Big Black River	Big Mound Road	Corridor Safety Study	1.2				35	15	0	0	15	5	0	0
S-O-23	Segment - Overall	Technical Analysis	MS 16	0.7 miles east of MS 149	West Levee Road	Corridor Safety Study	1.3				35	15	0	0	15	5	0	0
I-O-08	Intersection - Overall	Technical Analysis	MS 16	@ River Road		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-09	Intersection - Overall	Technical Analysis	US 49	@ Myrleville Road		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-11	Intersection - Overall	Technical Analysis	US 51	@ MS 432		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-12	Intersection - Overall	Technical Analysis	US 49	@ Fletchers Chapel Road		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-13	Intersection - Overall	Technical Analysis	Clay Avenue	@ East 4th Street		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-14	Intersection - Overall	Technical Analysis	US 49	@ Pritchard Avenue		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-15	Intersection - Overall	Technical Analysis	Grady Avenue	@ Twelfth Street		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-16	Intersection - Overall	Technical Analysis	Jackson Avenue	@ East Fifteenth Street		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0

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I-O-17	Intersection - Overall	Technical Analysis	South Washington Street	@ East Jefferson Street		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-19	Intersection - Overall	Technical Analysis	Gordon Avenue	@ West 15th Street		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-20	Intersection - Overall	Technical Analysis	Charles Street	@ Levee Street		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-22	Intersection - Overall	Technical Analysis	West 7th Street	@ Lamar Avenue		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
I-O-23	Intersection - Overall	Technical Analysis	Old Benton Road	@ Bus Station Drive		Intersection Safety Study	0.0				30	5	0	0	15	10	0	0
S-O-06	Segment - Overall	Technical Analysis	US 49	Coker Road	Carter Road	Corridor Safety Study	2.6				30	10	0	0	15	5	0	0
S-O-07	Segment - Overall	Technical Analysis	Niven Road	Old Highway 16	Bunch Lane	Corridor Safety Study	0.9				30	10	0	0	15	5	0	0
S-O-08	Segment - Overall	Technical Analysis	US 49 SB	Myrleville Road	US 49 Frontage Road	Corridor Safety Study	1.2				30	10	0	0	15	5	0	0
S-O-09	Segment - Overall	Technical Analysis	MS 433	Lucious Turner Road	0.2 miles east of Davis Rucker Lane	Corridor Safety Study	0.3				30	10	0	0	15	5	0	0
S-O-10	Segment - Overall	Technical Analysis	US 49 NB	Big Mound Road	Pritchard Avenue	Corridor Safety Study	0.7				30	10	0	0	15	5	0	0
S-O-11	Segment - Overall	Technical Analysis	MS 432	0.6 miles east of Bear Creek	Yazoo Street	Corridor Safety Study	0.8				30	10	0	0	15	5	0	0
S-O-16	Segment - Overall	Technical Analysis	I-55 SB	MS 432	4.5 miles north of MS 432	Corridor Safety Study	4.5				30	5	0	0	15	5	5	0
S-O-24	Segment - Overall	Technical and Public	MS 16	Mollett Road	Redbud Drive	Corridor Safety Study	0.9				30	5	0	0	15	5	0	5
S-O-17	Segment - Overall	Technical Analysis	MS 16	Sunny Lane Road	0.9 miles east of Sunny Lane Road	Corridor Safety Study	0.9				25	5	0	0	15	5	0	0
S-O-19	Segment - Overall	Technical Analysis	MS 16	Schaeffer Road	River Road	Corridor Safety Study	2.0				25	5	0	0	15	5	0	0
S-O-22	Segment - Overall	Technical Analysis	US 49 NB	Myrleville Road	0.3 miles south of US 49 Frontage Road	Corridor Safety Study	0.9				25	5	0	0	15	5	0	0
S-O-25	Segment - Overall	Technical Analysis	US 49 NB	Dover Road	Fletchers Chapel Road	Corridor Safety Study	0.7				25	5	0	0	15	5	0	0