




**CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT**

1020 Centre Pointe Boulevard • Pearl, Mississippi 39208 • (601) 981-1511 • Fax: (601) 981-1515

Sally Garland, President  
Les Childress, Vice President  
Dan Hart, Secretary-Treasurer  
Michael Monk, Chief Executive Officer

**MEMORANDUM**

**TO: METROPOLITAN PLANNING POLICY COMMITTEE**

**FROM: MIKE MONK** 

**DATE: JANUARY 29, 2025**

**SUBJECT: MEETING SCHEDULED FOR WEDNESDAY, FEBRUARY 12<sup>TH</sup>**

A luncheon meeting of the Metropolitan Planning Policy Committee will be held at **11:30 A.M.** on **Wednesday, February 12, 2025**. The meeting will take place in the conference room of CMPDD's main office building located at 1020 Centre Pointe Boulevard in Pearl. Items on the agenda for the quarterly meeting will include:

1. Consideration of Minutes from the November 13, 2024 meeting (enclosed).
2. Status reports on the Surface Transportation Block Grant (STBG) Program, Transportation Alternatives (TA) Program, Earmarks, and other State sponsored projects, included in the 2025-2028 Transportation Improvement Program (TIP).
3. Consideration of proposed amendments to the Transportation Improvement Program for Fiscal Years 2025-2028 (enclosed).
4. Consideration of proposed project timeline extensions and scope of work requests.
5. Presentation of the 2019-2023 Safety Analysis Report and consideration of the proposed 2025 Safety Performance Measure Targets (enclosed).
6. Consideration of proposed changes to the Unified Planning Work Program for Fiscal Years 2025-2026 (enclosed).
7. Consideration of proposed changes to the functional classification map (enclosed).
8. Planning updates regarding the 2050 Metropolitan Transportation Plan.
9. Discussion by MDOT concerning the Local Public Agency (LPA) process.
10. Other Business

As always, we look forward to seeing you on **Wednesday, February 12, 2025**, and would like to ask that you make every effort to attend the meeting to ensure a quorum is present to conduct business. Please notify Lesley Callender if you or your alternate will not be attending the meeting so the appropriate luncheon arrangements can be made. If you are unable to be with us that day and have not already done so, please notify us in writing who you wish to designate as your alternate. This may be emailed to [mpo@cmpdd.org](mailto:mpo@cmpdd.org) or faxed to 601-981-1515 prior to the meeting.

## **MINUTES**

### **METROPOLITAN PLANNING POLICY COMMITTEE CENTRAL MISSISSIPPI PLANNING AND DEVELOPMENT DISTRICT (CMPDD) 1020 CENTRE POINTE BLVD.**

**PEARL, MS**

**WEDNESDAY, NOVEMBER 13, 2024, 11:30 A.M.**

The Metropolitan Planning Policy Committee (Policy Committee) of the Central Mississippi Planning and Development District met on Wednesday, November 13, 2024, at 11:30 a.m. at CMPDD's headquarters.

The following Members, Alternates, and Guests of the Policy Committee were in attendance:

Mayor Butch Lee  
Mayor Les Childress  
Mayor Jake Windham  
Supervisor Scott Berry, Rankin County  
Supervisor Brad Calhoun, Rankin County  
Mayor Clay Burns  
Supervisor Gerald Steen, Madison County  
Mr. Dan Hart, Madison County  
Mr. Jeff Good, guest of Mr. Dan Hart  
Mayor William Truly represented by designated alternate Mr. John Greer  
Mayor Bob Morris  
Mayor Gene McGee represented by designated alternate Mr. Alan Hart  
Mr. Chris Bryson, guest of Mayor Gene McGee  
Mayor Mary Hawkins Butler represented by designated alternate Mr. Pete Vozzo  
Mayor Chokwe Lumumba represented by designated alternate Mr. Imad Aleithawe  
Mayor Walter Morrison represented by designated alternate Mr. Chris Buckner  
Mayor Isla Tullos  
Mr. Simon Taylor, Rankin County  
Mayor Gary Rhoads represented by designated alternate Mr. Paul Forster  
Mr. Brad White  
Mayor Phil Fisher  
Mr. Mitchell Young, guest of the Policy Committee  
Mr. Perry Brown, guest of the Policy Committee  
Mr. Neil Patterson, guest of the Policy Committee  
Mr. Lee Frederick, guest of the Policy Committee  
Ms. Necole Baker, guest of the Policy Committee  
Ms. Lindsey Killebrew, guest of the Policy Committee  
Ms. Amanda Clark, guest of the Policy Committee  
Ms. April Fairley, guest of the Policy Committee

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CMPDD Staff present included:

Mr. Mike Monk	Mr. David Wade
Ms. Lesley Callender	Mr. Robby Burt
Mr. Scott Burge	Ms. Ashley Rowells

**I. Call to Order**

Chairman Butch Lee began by welcoming everyone to the meeting and asked Mayor Clay Burns to give the invocation.

**II. Action: Consideration of Minutes from the August 14, 2024, Metropolitan Planning Policy Committee Meeting**

The first order of business was a review of the August 14, 2024, minutes, which had been mailed or emailed to the Policy Committee for their review prior to the meeting. There being no questions about the minutes, Chairman Lee asked if there was a motion to approve the minutes as written.

**MOTION: To approve the minutes of the August 14, 2024, Policy Committee meeting, by Mr. Dan Hart**

**SECOND: By Mr. Brad Calhoun**

**VOTE: Unanimous in favor of the motion**

**III. Remarks**

Chairman Lee introduced Mr. Brad White, Executive Director of MDOT to speak to the committee. Mr. White called attention to a handout that was provided in the meeting packet (Policy Attachment B) which provided updates on all local projects within District 5. He then spoke on the importance of MDOT having adequate funding resources to not only maintain the existing transportation system but to expand needed infrastructure components. He stated the department is currently experiencing a \$485 million annual deficit in maintenance and a \$100 million annual deficit in capacity program funding. He discussed how significant efforts have been made to engage with legislative leadership to rebuild the relationship between legislators and MDOT officials. Mr. White also explained the need to modernize and diversify the state's funding model for transportation to help erase the funding deficits. After Mr. White answered a few questions from committee members Chairman Lee thanked Mr. White for addressing the group.

**IV. Report: Status Reports on the Federal Surface Transportation Block Grant (STBG) Program, Transportation Alternatives (TA) Program, Earmarks, and Other State Sponsored Projects**

Chairman Lee asked Mr. Robby Burt to present the next item on the agenda. Mr. Burt briefly reviewed the status of a few selected projects (Technical Attachment A) from each category and asked if there were any questions or comments about other project updates that were not discussed.

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There being no questions, Chairman Lee then asked Mrs. Callender to continue to the next agenda item.

#### **V. Action: Consideration of Proposed Amendments to the Transportation Improvement Program for Fiscal Years 2025-2028**

Mrs. Callender then directed the committee's attention to the screen (Policy Attachment A) to view the proposed amendments to the Transportation Improvement Program. The TIP amendments include the addition of four new transit projects for JTRAN related to discretionary grant funding the City of Jackson received. Mrs. Callender informed the committee that the proposed amendments were advertised for the required comment period, and no comments were received. Mrs. Callender asked if there were any questions. There being none, Chairman Lee asked if there was a motion to approve the proposed amendments to the Transportation Improvement Program for Fiscal Years 2025-2028.

**MOTION: To approve the Proposed Amendments to the Transportation Improvement Program for Fiscal Years 2025-2028, by Mayor Jake Windham**

**SECOND: By Mr. Scott Berry**

**VOTE: Unanimous in favor of the motion**

#### **VI. Action: Review and Consideration of Proposed Changes to the Performance Measure Targets**

Chairman Lee asked Mrs. Callender to move on to the next item on the agenda. Mrs. Callender reminded committee members that Mr. Sammy Holcomb with MDOT spoke to the group in February 2023 and presented the two-year and four-year performance targets the state set for infrastructure performance areas which includes bridges and pavement; the system performance measure area which includes interstate and non-interstate National Highway System travel time reliability; and the freight performance measure area that deals with truck travel time reliability on the interstate system. Mrs. Callender explained in August, MDOT amended its four-year targets for a select number of performance targets at the mid performance period. The percentage of pavement on the non-interstate NHS system in good condition was adjusted from greater than or equal to 25% to greater than or equal to 20%. The percentage of NHS bridges classified as in good condition was adjusted from greater than or equal to 50% to greater than or equal to 45%. She noted in the past the MPO has always elected to support the state's established targets because there is no penalty to the MPO if the target is not met. Mrs. Callender directed everyone to the meeting handouts to review the proposed resolution supporting the state's revised targets (Policy Attachment B). There being no questions, Chairman Lee asked for a motion to approve the resolution supporting the Performance Measure Targets.

**MOTION: To approve the resolution supporting the state's revised performance measure targets, by Mr. Dan Hart**

**SECOND: By Mayor Phil Fisher**

**VOTE: Unanimous in favor of the motion.**

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#### **VII. Report: 2050 Metropolitan Transportation Plan Update**

Chairman Lee asked Mrs. Callender to present the next item on the agenda. Mrs. Callender informed the group that development of the 2050 Metropolitan Transportation Plan had begun and there had been a total of six “popup” public input opportunities, including a public kickoff meeting, that had taken place since the last time the group had met. These six “popup” events were spread throughout each of the three counties in the MPO planning area to solicit public input on existing and future transportation system priorities. Mrs. Callender also explained an online survey seeking additional public input began on October 1st and would be available through November 15th. Mrs. Callender noted that there have been over 400 responses to the online survey to date. Mrs. Callender reviewed the project’s timeline explaining the plan is required to be completed by December 2025. A draft copy is expected to be available by September 2025 in order to be reviewed by the public so that the final document may be presented to the Policy Committee for consideration in November 2025 to meet the federal guidelines.

#### **VIII. Report: 2025 Meeting Schedule**

Chairman Lee asked Mrs. Callender to continue to the next agenda item. Mrs. Callender informed the committee that a copy of the upcoming year’s meeting schedule had been mailed or emailed to them in the meeting announcement for today’s meeting. She highlighted the Policy Committee dates as February 12<sup>th</sup>, May 14<sup>th</sup>, August 13<sup>th</sup>, and November 12<sup>th</sup>.

#### **IX. Report: Discussion concerning the Local Public Agency (LPA) process.**

Chairman Lee asked Mr. Mitchell Young to provide an update from the MDOT-LPA Division. Mr. Young asked that everyone keep MDOT-LPA Division updated with their monthly project status reports that they should be receiving from their contractors. Mr. Young encouraged the committee members to bring forward projects if they are ready as soon as possible due to additional obligating authority being available. Mr. Young reminded the group that current audits are required to activate projects. MDOT is currently accepting the past two fiscal years audits, but this could change. He also asked that the committee members close out their projects within the 95 days that are allowed by the guidelines. Mr. Young reminded the committee that if they are on non-compliance or audit suspension, they must get off those lists before they are able to activate new projects. He also mentioned several competitive grant opportunities that are available and noted information about the grant opportunities is available on the LPA Division website page. Finally, he informed the group MDOT was reviewing the applications they received for Transportation Alternatives funding and site visits would be conducted soon. He stated MDOT expected to announce the grant awards early next year.

#### **X. Other Business**

There being no further business, Chairman Lee asked for a motion to adjourn.

**MOTION: To adjourn the meeting, by Mayor Les Childress**

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**SECOND: By Mayor Phil Fisher**  
**VOTE: Unanimous in favor of the motion.**

The meeting was adjourned at approximately 12:59 p.m.

Respectfully submitted,

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Butch Lee, Chairman

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**Attachments**

**Policy Attachment A: November 13, 2024, PowerPoint Presentation**

**Policy Attachment B: Meeting Handouts:**

**Agenda**

**MDOT Current Status of District 5 Projects**

**Technical Committee Minutes, November 6, 2024**

**Technical Committee Attachment A: Status Reports**

**Technical Committee Attachment B: PowerPoint Presentation**

**Technical Committee Attachment C: Performance Target Resolution**

**Transit Working Group Minutes, November 6, 2024**





## PUBLIC NOTICE CMPDD SEEKS COMMENTS REGARDING PROPOSED CHANGES TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

The Central Mississippi Planning & Development District (CMPDD) invites all interested citizens to review and provide comments regarding proposed changes to the 2025-2028 Transportation Improvement Program (TIP) for the Jackson Metropolitan Planning Organization. The TIP is a federally required document that contains a multi-year listing of planned transportation improvements that have received a commitment of funding from a combination of federal, state, and/or local sources. **Comments related to the proposed changes will be accepted from Wednesday, January 22, 2025 through Tuesday, February 4, 2025 at 5:00 pm.** Comments may be submitted by using any of the methods listed below. The proposed changes to the TIP are attached to this notice or can be viewed by visiting our website at [www.cmpdd.org/public-notices/](http://www.cmpdd.org/public-notices/).

### WAYS TO PROVIDE YOUR COMMENTS:

- Use the Transportation Comments link provided on CMPDD's website: [www.cmpdd.org/public-notices/](http://www.cmpdd.org/public-notices/)
- Email CMPDD Staff: [mpo@cmpdd.org](mailto:mpo@cmpdd.org)
- Mail written comments: 1020 Centre Pointe Blvd. Pearl, MS 39208
- Deliver comments in person during the Intermodal Technical Committee meeting

The Intermodal Technical Committee will review all comments received and consider approval of the proposed amendments during its regularly scheduled meeting on February 5, 2025 at 11:00 am. All interested individuals are encouraged to review the proposed changes and to provide comments. Public participation is solicited without regard to race, color, or national origin. Persons who require special accommodations under the American with Disabilities Act or persons who require translation services should contact CMPDD at 601.981.1511 at least seven days prior to the scheduled meeting.

For additional information or assistance submitting comments, contact CMPDD at 601.981.1511 or by email at [mpo@cmpdd.org](mailto:mpo@cmpdd.org). The public comment period for the proposed changes is being conducted in accordance with the MPO's Public Participation Plan and applicable Federal and State program regulations. The TIP contains the Federal Transit Administration's Program of Projects (POP) for Section 5307 funding used to provide fixed route transit service for the City of Jackson (JTRAN). The development of the TIP satisfies the federal public participation requirements for the POP.

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**MISSISSIPPI DEPARTMENT OF TRANSPORTATION  
2025 - 2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

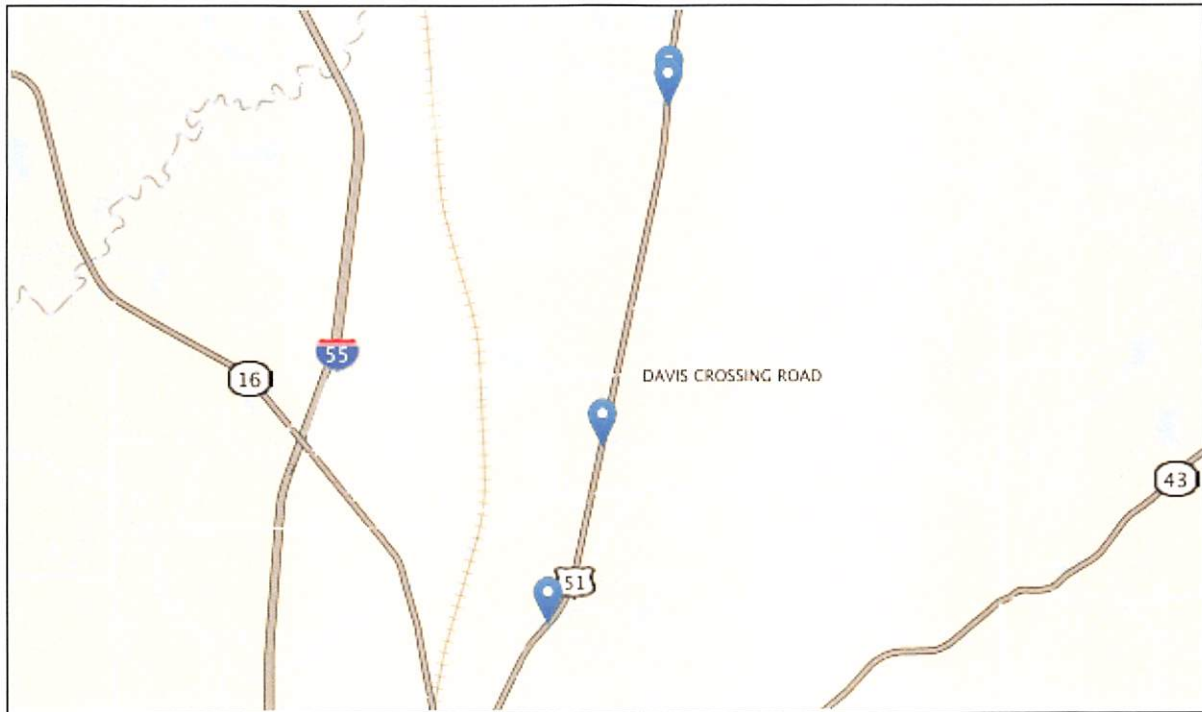
**ALL STIP PROJECTS FOR JACKSON MPO**

**County: Madison**

**Proposed New Project**

**STIP ID: 240303**      **Project Title:** US 80 & US 51 - Bridge Investment Program      **Total Project Cost:** \$85,000,000  
**Route:** 80 & 51      **Project Length:** Miles      **Fund Source:** Discretionary, Earmark, STBG, NHPP,  
**Project Spans Multiple Counties:**      **Lauderdale, Madison, Newton**      **State**

Project #	FY	Scope of Work	Resp Agcy	Phase	Fed	State/Local	Total Cost Est
106112/301000	2025	Bridge Replacement	MDOT	CON	\$27,040,000	\$6,760,000	\$33,800,000
<b>Termini:</b> US 51 Bridge Replacement [Bridge #s 124.7, 126.6, 130.0 and 130.1 and 130.4]							
<b>SUB-TOTAL FOR STIP ID 240303 :</b>					<b>\$27,040,000</b>	<b>\$6,760,000</b>	<b>\$33,800,000</b>



# Unified Planning Work Program

Draft Fiscal Years  
2025 and 2026

(October 1, 2024-September 30, 2026)

Proposed changes  
are listed in red



PREPARED BY

CENTRAL MISSISSIPPI  
PLANNING AND  
DEVELOPMENT DISTRICT  
1020 Centre Pointe Blvd.  
Pearl, MS 39208

CITY OF JACKSON  
DEPARTMENT OF  
PLANNING & DEVELOPMENT  
Transit Services Division  
1785 Highway 80 West  
Jackson, MS 39204

in cooperation with

MS Department of  
Transportation  
Federal Highway  
Administration  
Federal Transit  
Administration

## **SUBTASK: 300.01      Pavement Management System**

### **Responsible Party and Contact Information:**

Name/Title:                 David Wade, Planning and Management Director  
 Telephone Number:       601-981-1511  
 Email:                         [dewade@cmpdd.org](mailto:dewade@cmpdd.org)

### **Purpose and Scope:**

23 CFR 450.306 states: The metropolitan planning process for a metropolitan area under this section shall provide for consideration of projects and strategies that will---- (8) **emphasize the preservation of the existing transportation system.** Accordingly, the purpose of this subtask is for the MPO to continue to monitor the condition of arterial and collector roadways in the MPO study area and prioritize maintenance activities.

### **Accomplishments During Previous Work Program Period:**

Examples of activities performed related to the pavement management system process by the CMPDD during Fiscal Years 2023 and 2024 include:

- (1) Reassessment of pavement conditions in Hinds County during Fiscal Year 2023.
- (2) Reassessment of pavement conditions in Rankin County during Fiscal Year 2024.
- (3) Revisions to the scoring priorities used to determine the Pavement Management System Index Rating for each pavement segment.
- (4) Published 2021-2023 pavement Management System Index Ratings.
- (5) Maintaining and updating the pavement management software from Deighton Associates called Deighton Total Infrastructure Management System or dTIMS to manage the data collected for each county.
- (6) Revisions to the MPO's maps, interactive viewers, and the pavement management software system to reflect the changes approved to the functional classification system.

### **Planned Activities for the Proposed Work Program:**

CMPDD staff will complete a re-inventory of all non-State maintained arterial and collector facilities in Madison (FY 2025) and Hinds (FY 2026) Counties. Thus, continuing the data collection of road conditions on a three-year cyclical basis i.e., one county each year for Hinds, Madison and Rankin counties.

Each year a new prioritized list of management needs will be developed based upon the latest available data from each county. Once data collection for each county is complete, the MPO will use the dTIMS software to analyze and evaluate the condition of the pavement on the arterial and collector roadways to determine those most in need of repairs.

The data is currently collected using a windshield survey method in which MPO staff complete a visual inspection of the arterial and collector facilities and the data is then input into the dTIMS software.

In addition, during Fiscal Years 2025 and 2026 CMPDD will coordinate and execute an agreement with MDOT to piggyback on their statewide contract for pavement condition data collection. The agreement will transition CMPDD away from its current windshield survey data collection process to a system that uses certified data collection vehicles. CMPDD anticipates the first set of data collected using the new system will occur in FY 2026. However, until the pavement management process is fully transitioned to the new process CMPDD anticipates continuing to collect windshield survey data in the interim. Once the process has fully transitioned, data for all three counties will be collected in the same year by the collection vehicles on a bi-annual basis. ~~the CMPDD anticipates revising the method used to collect pavement condition data by purchasing equipment to aid in the data collection process or by contracting with a consultant to assist with data collection to improve the accuracy of the MPO's pavement condition data.~~

**Products of this subtask will include but may not be limited to:**

- (1) Inventory of pavement conditions in Hinds, Madison, and Rankin Counties.
- (2) Pavement Management System Index Ratings.
- (3) Database of historical pavement conditions.

**Project Costs for Subtask 300.01: Pavement Management System**

<b>Proposed Funds FY 2025 &amp; FY 2026</b>	<b>FHWA Funds</b>	<b>FTA Funds</b>	<b>MDOT Funds</b>	<b>CMPDD Funds</b>	<b>Total Funds</b>
FHWA, Section 104(f) Title 23, U.S.C. funds (80%) and CMPDD match (20%) (1)	\$360,000			\$90,000	\$450,000
CMPDD FTA Flex Funds (80%) and MDOT Match (20%) (1)		\$120,000	\$30,000		\$150,000
<b>Total Funds Subtask 300.01</b>	<b>\$360,000</b>	<b>\$120,000</b>	<b>\$30,000</b>	<b>\$90,000</b>	<b>\$600,000</b>

(1) Includes MPO personnel salaries, fringe benefits and indirect costs, local travel, computer software upgrades and equipment supplies associated with maintenance of the Pavement Management System and *if necessary*, consultant services fees for data collection and processing.

## **SUBTASK: 300.03      Metropolitan Area Traffic Counting Program**

### **Responsible Party and Contact Information:**

Name/Title:                 David Wade, Planning and Management Director  
 Telephone Number:       601-981-1511  
 Email:                         [dewade@cmpdd.org](mailto:dewade@cmpdd.org)

### **Purpose and Scope:**

The purpose of this subtask is to continue a coordinated traffic count program for the Jackson Metropolitan Area **including counting bicycle and pedestrian users.**

### **Accomplishments During Previous Work Program Period:**

Examples of traffic counting program activities performed by the CMPDD during Fiscal Years 2023 and 2024 include:

- (1) Traffic count data collected.
- (2) Traffic count data regularly updated on CMPDD's website.
- (3) Acquisition and maintenance of new traffic counters and other equipment and tools necessary to collect traffic count data.

### **Planned Activities for the Proposed Work Program:**

During Fiscal Years 2025 and 2026 the CMPDD staff will continue the Metropolitan Traffic Counting Program. Traffic counters will be deployed by the CMPDD staff on selected arterial and collector streets and roads in the entire Metropolitan Planning Area, including Hinds, Madison, and Rankin counties, and *on an as-requested only basis* in Copiah, Simpson, and Yazoo counties. **Furthermore, CMPDD will purchase and maintain bicycle and pedestrian counters to collect bicycle and pedestrian specific data on MPO grant sponsored facilities and on an as-requested basis on other bicycle and pedestrian facilities throughout the MPO's planning area including the advanced planning area.**

CMPDD will continue to coordinate these traffic counts with counts performed by the MS Department of Transportation and local governments in order to avoid a duplication of effort. CMPDD will place the traffic counts on the CMPDD website. This traffic count data will be available to the public and will list not only recent traffic count data, but also historical data and traffic projections for each traffic count location. This historical data will be used in the planning process to determine transportation needs based off of the historic and current traffic volume trends.

Traffic counts performed through this program will provide supporting data for each subtask outlined under Task 200 and Task 300.

**Products of this subtask will include but may not be limited to:**

- (1) Traffic count data collected on selected arterial and collector streets and roads in Hinds, Madison, and Rankin Counties as well as in Copiah, Simpson, and Yazoo Counties on an as-requested basis.
- (2) Interactive traffic count data displayed on CMPDD's website.
- (3) Maintenance and or acquisition of traffic counters and associated equipment needed to perform the counts.



**Project Costs for Subtask 300.03: Metropolitan Area Traffic Counting Program**

<b>Proposed Funds FY 2025 &amp; FY 2026</b>	<b>FHWA Funds</b>	<b>FTA Funds</b>	<b>MDOT Funds</b>	<b>CMPDD Funds</b>	<b>Total Funds</b>
FHWA, State Planning and Research Funds (80%) and MDOT match (20%) (1)	\$152,000		\$38,000		\$190,000
<b>Total Funds Subtask 300.03</b>	<b>\$152,000</b>		<b>\$38,000</b>		<b>\$190,000</b>

*(1) Includes MPO personnel salaries, fringe benefits and indirect costs, local travel, plus the estimated cost of purchasing traffic counters and associated equipment maintenance and supplies.*

# FUNCTIONAL CLASSIFICATION PROPOSED PROJECT REMOVAL



- Interstate
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Collector
- Proposed Collector

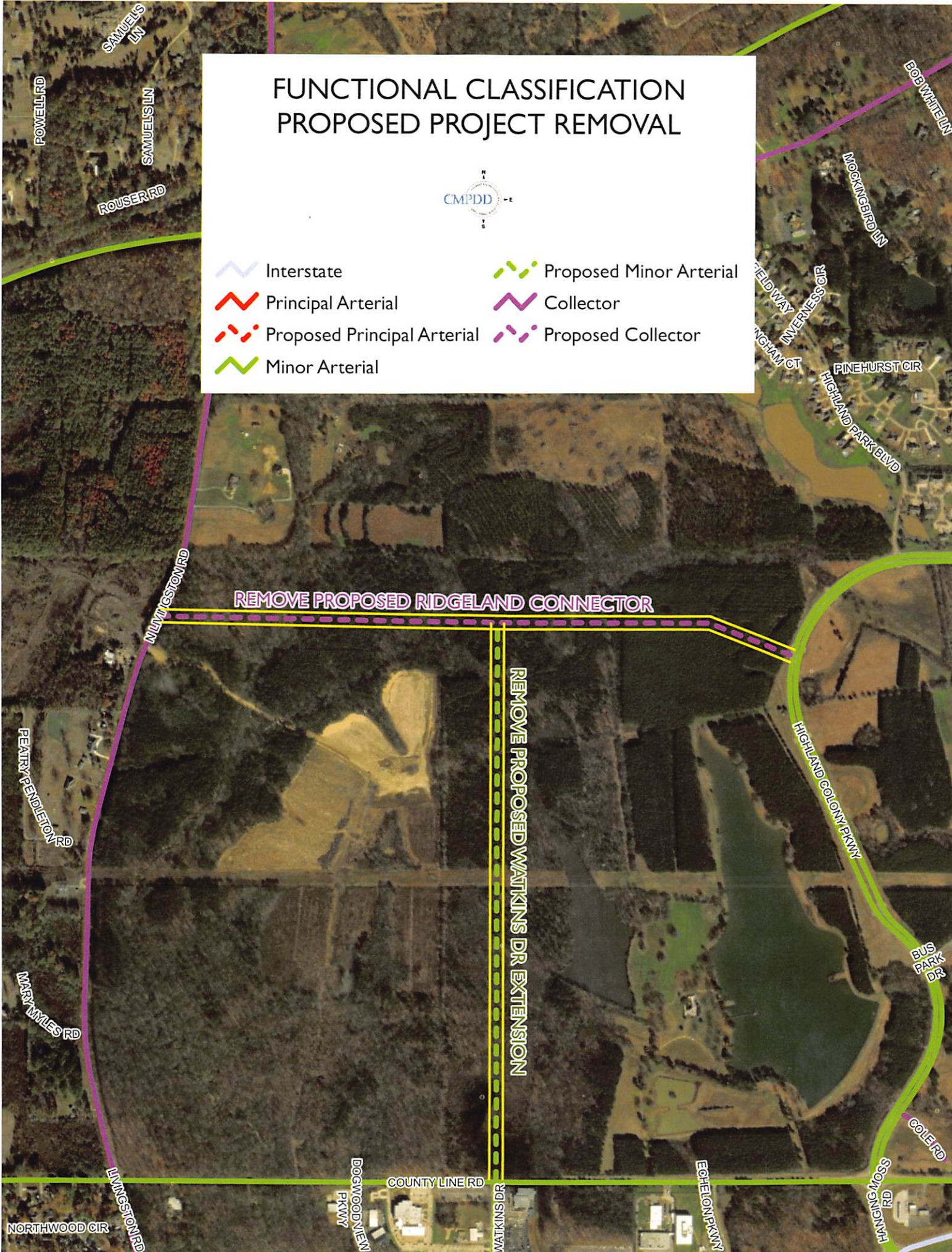
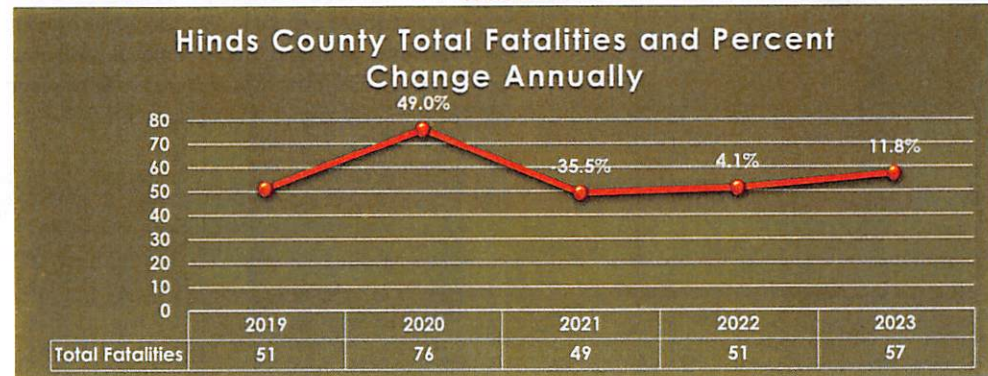
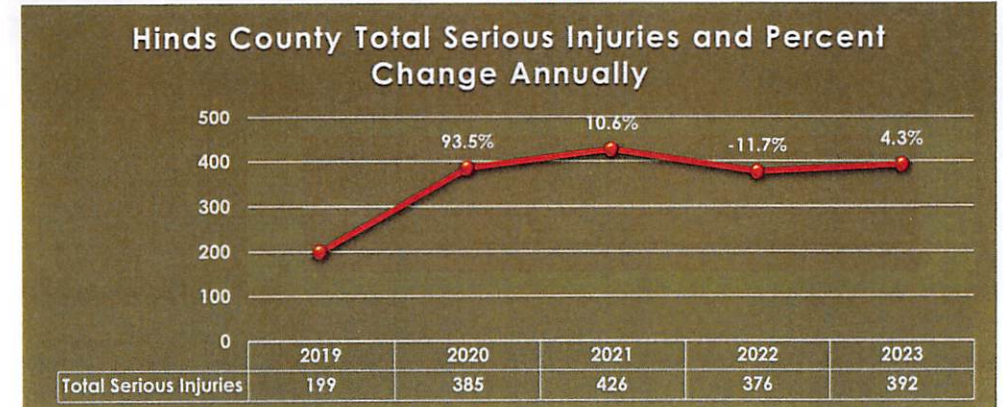


Table 2-3



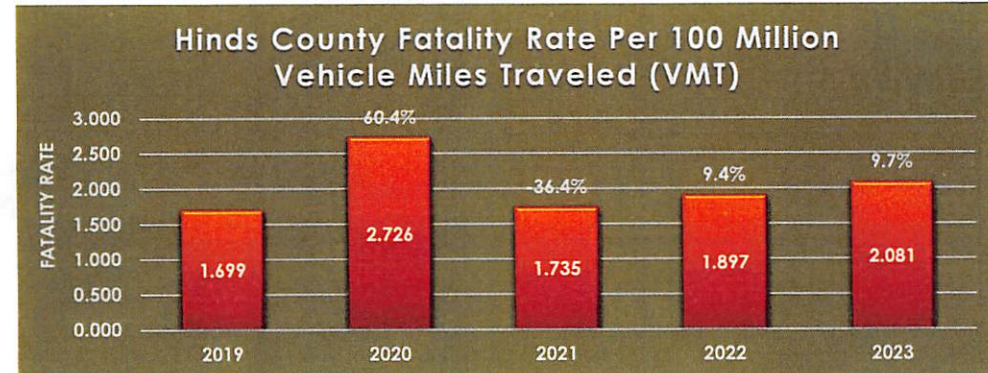
\*Data provided by the NHTSA

Table 2-5



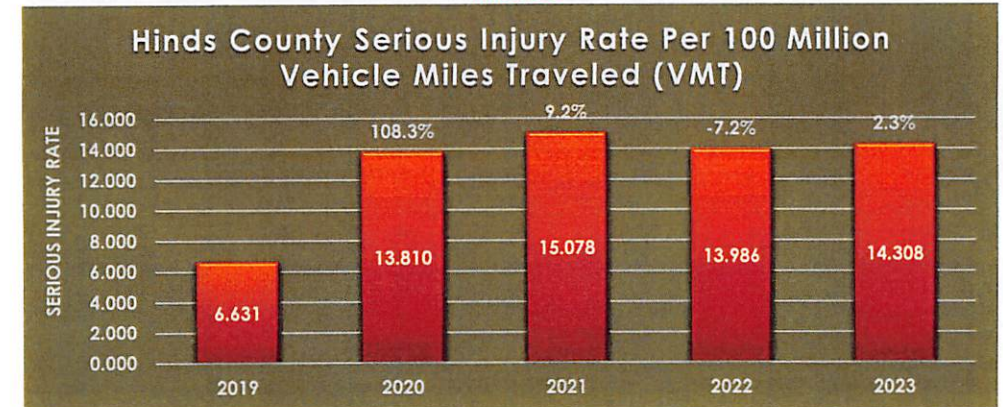
\*Data provided by the MDOT and the MDPS.

Table 2-4



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

Table 2-6



\*Data provided by the MDOT and the MDPS.

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



# Hinds County Bicycle and Pedestrian Fatalities and Serious Injuries

## By the Numbers

Fatalities	2019	2020	2021	2022	2023	5-yr Average
Bicyclist	1	2	2	0	2	1.4
Pedestrian	11	18	13	11	19	14.4
Combined	12	20	15	11	21	15.8

Table 2-7  
Hinds County Non-Motorized Fatalities



Serious Injuries	2019	2020	2021	2022	2023	5-yr Average
Bicyclist	0	1	1	3	1	1.2
Pedestrian	2	30	33	27	34	25.2
Combined	2	31	34	30	35	26.4

Table 2-8  
Hinds County Non-Motorized Serious Injuries



\*Data provided by the NHTSA, MDOT and the MDPS



Crash Type	Total Crashes	% of Total
Rear end slow or stop	11,677	30.2%
Sideswipe	6,253	16.1%
Angle	6,062	15.7%
Parked Vehicle	3,069	7.9%
Run off Road - Right	2,389	6.2%
Left turn same roadway	1,931	5.0%
Run off Road - Left	1,802	4.7%
Unknown	1,279	3.3%
Deer	1,012	2.6%
Opposite Direction Sideswipe	696	1.8%
Pedestrian	370	1.0%
Head on	346	0.9%
Other Object	290	0.7%
Rear end turn	279	0.7%
Fixed Object	251	0.6%
Other in road	201	0.5%
Fell from vehicle	151	0.4%
Other	144	0.4%
Run off Road - Straight	137	0.4%
Animal	128	0.3%
Overturn	97	0.3%
Hit and Run	84	0.2%
Bicycle	44	0.1%
Train	15	0.04%
Left turn cross traffic	10	0.03%
Jackknife	2	0.01%
Right turn cross traffic	1	0.0%

As can be seen, the top five crash types in Hinds County between 2019 and 2023 make up 76.1% of all crashes with 30.2% involving automobiles being rear ended while moving slowly or at a stop. Additionally, 83.5% of all crashes occurred during dry conditions and 69.1% occurred during daylight hours.

Surface Conditions	Total Crashes	% of Total
Dry	32,313	83.5%
Wet	5,732	14.8%
Unknown	320	0.8%
Ice	167	0.4%
Water	107	0.3%
Sand/Mud/Dirt/Oil/Gravel	43	0.1%
Snow	16	0.04%
Slush	12	0.03%
Other	10	0.03%

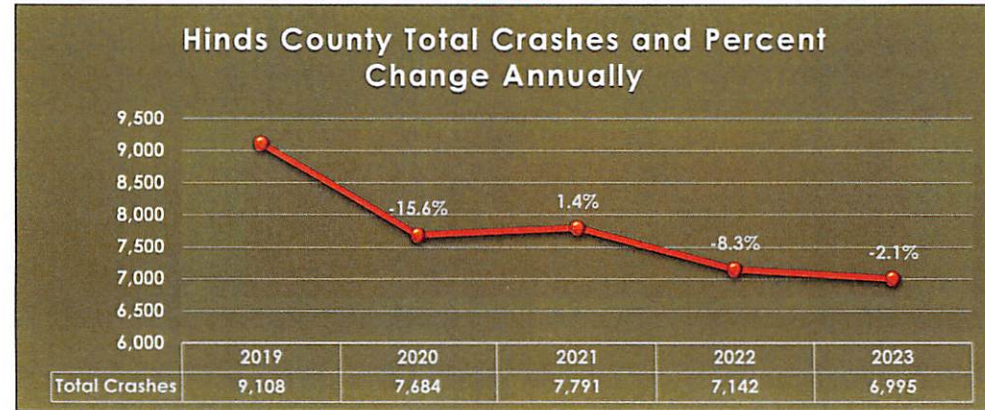
Light Conditions	Total Crashes	% of Total
Daylight	26,750	69.1%
Dark-Lit	7,505	19.4%
Dark-Unlit	2,823	7.3%
Dusk	793	2.0%
Dawn	480	1.2%
Unknown	363	0.9%
Other	6	0.02%

## Hinds County

Based on the 2020 Census, Hinds County's total population within the MPO is 224,341 which is 46.4% of the MPO Planning Area's total population. However, Hinds County has 50% of the total crashes, 60.4% of crashes with serious injuries and 68.3% of the fatal crashes that occur in the planning area.

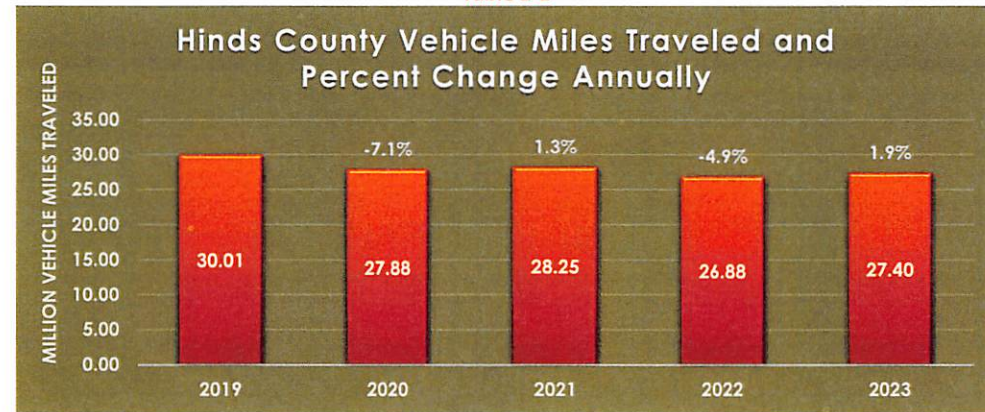
From 2019 to 2023 the number of crashes in Hinds County decreased by 23.2% (Table 2-1). During that same time period, the annual vehicle miles traveled decreased by 8.7% (Table 2-2).

Table 2-1



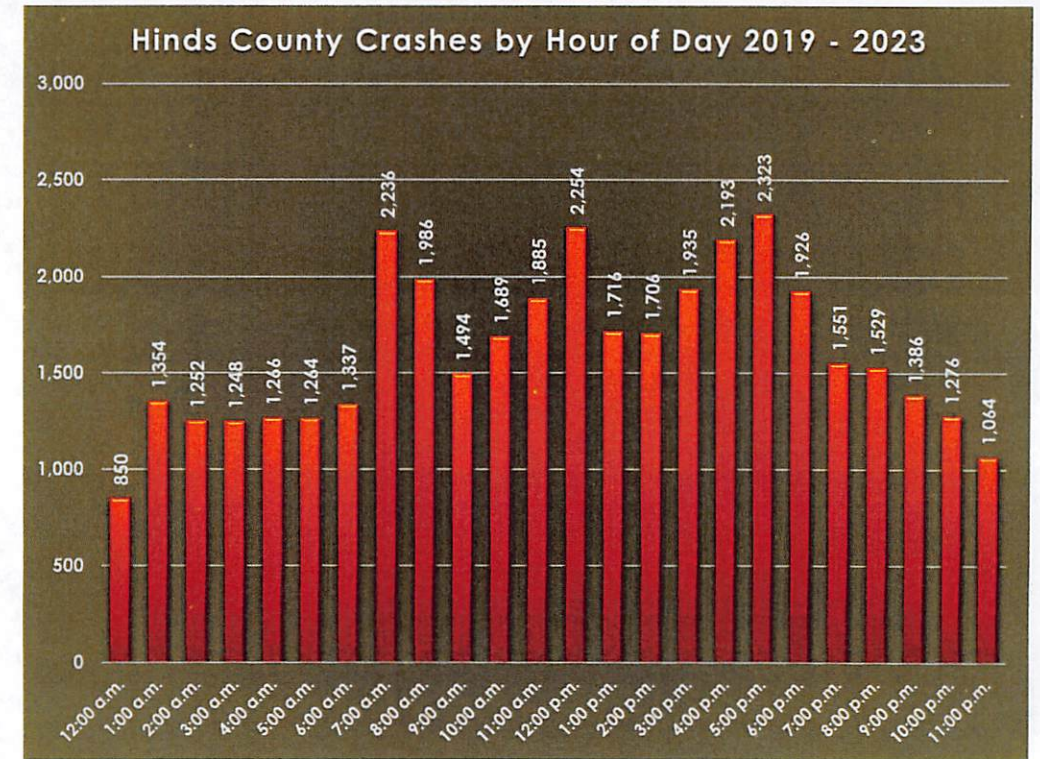
\*Data provided by the MDOT and the MDPS

Table 2-2



\*Data provided by the MDOT

Table 2-9



\*Data provided by the MDOT and the MDPS



## General Crash Statistics

**44.8%**  
of all crashes occurred at intersections

**37.9%**  
of intersection crashes involved a car being rear ended

**7.4%**  
of all serious injuries resulting from auto crashes involve bicyclists and pedestrians

**27.8%**  
of all fatalities resulting from auto crashes involve bicyclists and pedestrians

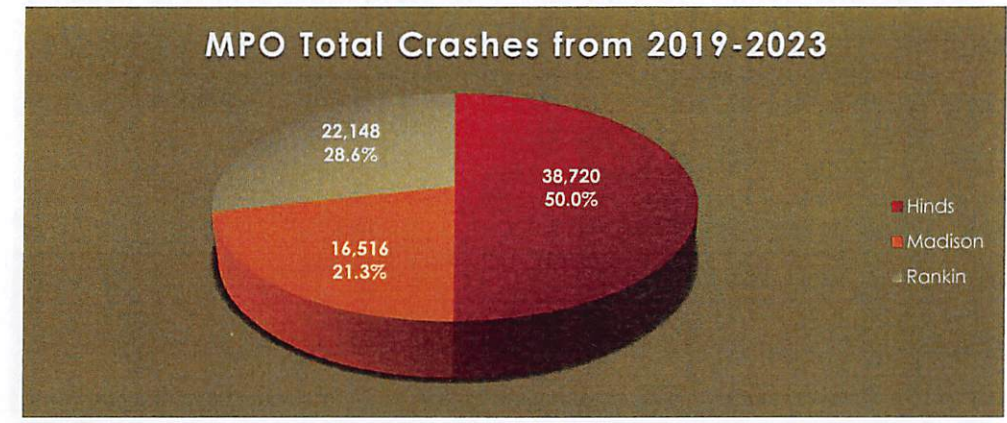
## Hinds County Overview

Over the years there has been a steady decline in the total amount of crashes in Hinds County. Between 2019-2023 the total amount decreased by 2,113 or 23.2%. During that same time period, the total amount of fatalities showed a sharp increase between 2019 and 2020 but has remained somewhat steady between 2020 and 2023. The sharp increase between 2019 and 2020 can be attributed to the COVID-19 shutdown, which saw a drastic increase in fatal crashes nationwide. Comparatively speaking, Hinds County has a significantly higher amount of bicyclist and pedestrian crashes than Madison and Rankin counties. This is not unexpected as Hinds County also has a larger population, higher traffic volumes, greater amount of people who commute into the county for work and a higher percentage of its population that is transit dependent than the other two counties. Between 2022 and 2023 Hinds County experienced an increase in the amount of both pedestrian fatalities and serious injuries. Over the five-year period 2023 had the highest amount for both at 19 and 34 respectively (Tables 2-7 & 2-8).



## Individual County Reports

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



## General Crash Statistics

**45.2%**  
of all crashes occurred at intersections

**44.4%**  
of intersection crashes involved a car being rear ended

**6.0%**  
of all serious injuries resulting from auto crashes involve bicyclists and pedestrians

**21.9%**  
of all fatalities resulting from auto crashes involve bicyclists and pedestrians

## Driver Behavior

Improving driver behavior plays a significant role in reducing traffic accidents resulting in death. On average, people driving under the influence of alcohol were involved in 28.7% of all fatal crashes in the MPO Planning Area. Additionally, 32.7% of all fatalities resulting from automobile crashes were a result of motorists or their passengers not using a safety belt or restraint device and speeding was involved in 28.5%. As noted, 32.7% of all fatal crashes were a result of motorists or their passengers not using a safety belt or restraint device, though wearing a restraint device does not guarantee a fatality will not occur, it does reduce the probability of it occurring.

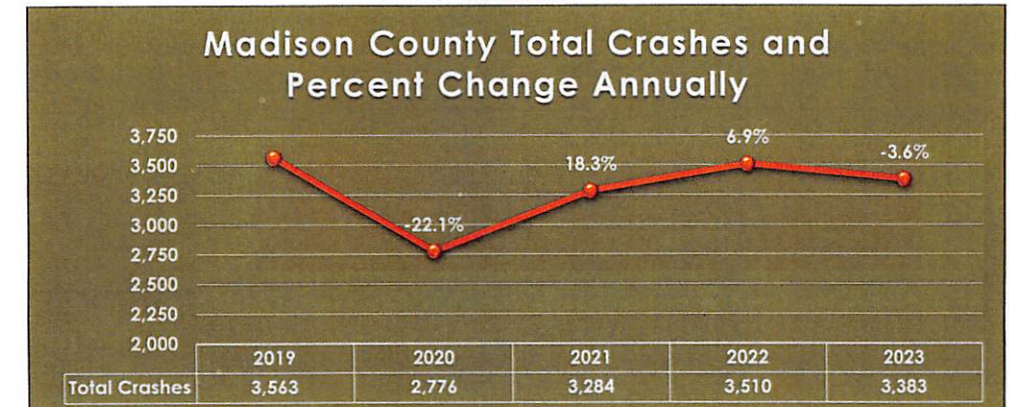


## Madison County

Based on the 2020 Census, Madison County's total population within the MPO is 103,733 which is 21.5% of the MPO Planning Area's total population. However, Madison County has 21.3% of the total crashes, 12.9% of crashes with serious injuries and 12.3% of the fatal crashes that occur in the planning area.

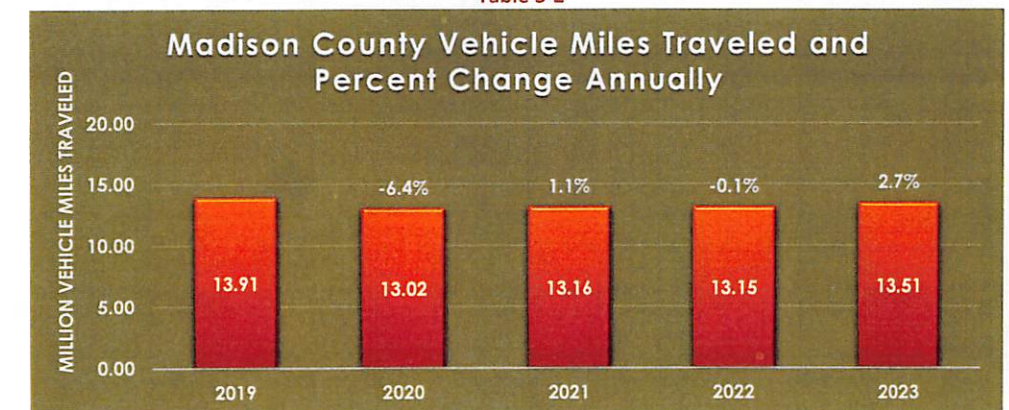
From 2019 to 2023 the number of crashes in Madison County decreased by 5.1% (Table 3-1). During that same time period, the annual vehicle miles traveled decreased by 2.9% (Table 3-2).

Table 3-1



\*Data provided by the MDOT and the MDPS

Table 3-2



\*Data provided by the MDOT

Crash Type	Total Crashes	% of Total
Rear end slow or stop	5,648	34.2%
Angle	2,266	13.7%
Sideswipe	1,638	9.9%
Parked Vehicle	1,340	8.1%
Unknown	1,141	6.9%
Deer	979	5.9%
Run off Road - Right	939	5.7%
Left turn same roadway	811	4.9%
Run off Road - Left	628	3.8%
Opposite Direction Sideswipe	227	1.4%
Other in road	140	0.8%
Rear end turn	116	0.7%
Fixed Object	98	0.6%
Fell from vehicle	88	0.5%
Other Object	76	0.5%
Head on	70	0.4%
Animal	70	0.4%
Pedestrian	67	0.4%
Run off Road - Straight	51	0.3%
Hit and Run	39	0.2%
Overturn	28	0.2%
Bicycle	27	0.2%
Other	19	0.1%
Left turn cross traffic	5	0.03%
Train	4	0.02%
Right turn cross traffic	1	0.01%

As can be seen, the top five crash types in Madison County between 2019 and 2023 make up 72.9% of all crashes with 34.2% involving automobiles being rear ended while moving slowly or at a stop. Additionally, 84.5% of all crashes occurred during dry conditions and 74.8% occurred during daylight hours.

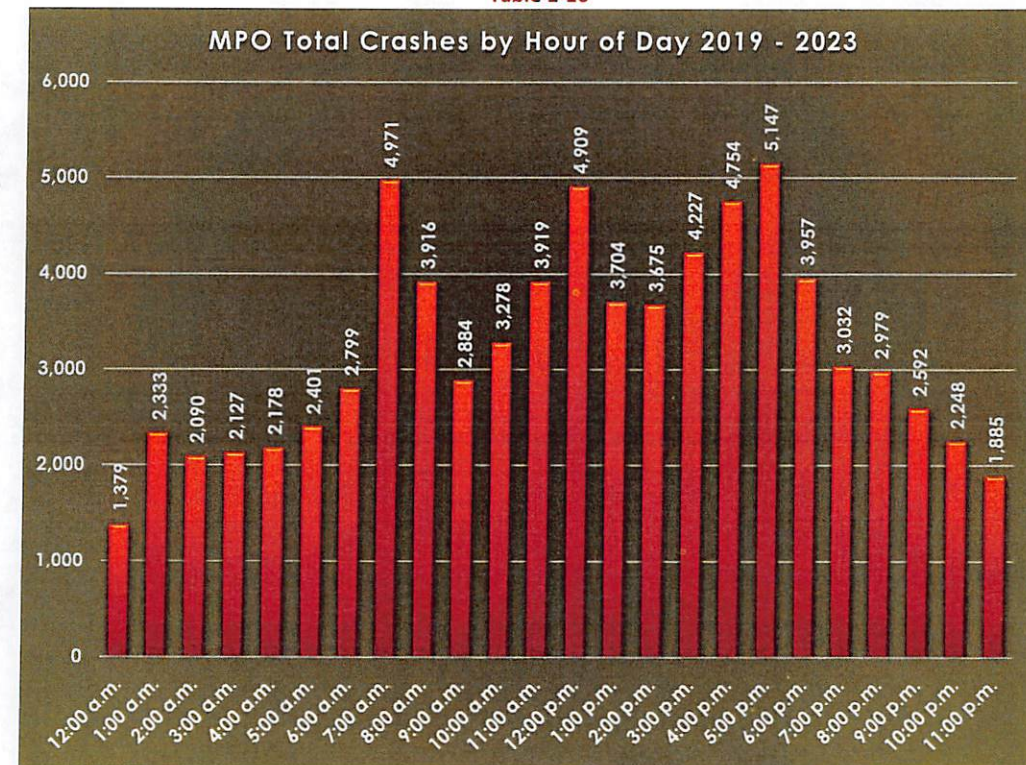
Surface Conditions	Total Crashes	% of Total
Dry	13,961	84.5%
Wet	2,293	13.9%
Unknown	123	0.7%
Ice	62	0.4%
Water	56	0.3%
Sand/Mud/Dirt/Oil/Gravel	10	0.1%
Snow	6	0.04%
Slush	4	0.02%
Other	1	0.01%

Light Conditions	Total Crashes	% of Total
Daylight	12,356	74.8%
Dark-Lit	2,034	12.3%
Dark-Unlit	1,488	9.0%
Dusk	335	2.0%
Dawn	223	1.4%
Unknown	77	0.5%
Other	3	0.0%

Reducing the amount of non-motorized fatalities and serious injuries involving a motor vehicle is one of the five federal safety performance measures States and MPO's must set targets for. Table's 1-8 and 1-9 show the number of fatalities and serious injuries for both bicyclists and pedestrians that occurred between 2019 and 2023.

Almost a third of all crashes (31%) in the MPO Planning Area for the five-year reporting period occur over five hours of the day. Of these five, the time period with the highest number of crashes is between 5:00 P.M. and 5:59 P.M. This is considered a peak travel time during a typical day as this is typically when the largest amount of commuters are on the roadway leaving work headed home. Increasing law enforcement presence during the identified time frames shown in Table 1-10 could have a significant impact in reducing total crashes. It is believed that increased law enforcement presence improves overall driver behavior. Driver behavior plays a significant role in reducing the severity and total amount of crashes through a reduction in travel speeds, increasing seat belt usage and less distracted driving.

Table 1-10



\*Data provided by the MDOT and the MDPS



# MPO Bicycle and Pedestrian Fatalities and Serious Injuries

## By the Numbers

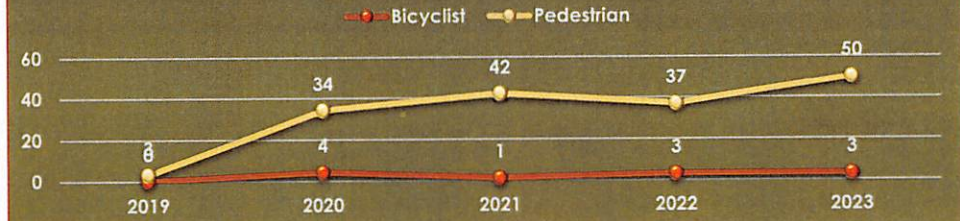
Fatalities	2019	2020	2021	2022	2023	5-yr Average
Bicyclist	1	2	3	0	3	1.8
Pedestrian	13	20	16	11	22	16.4
Combined	14	22	19	11	25	18.2

Table 1-8  
MPO Non-Motorized Fatalities



Serious Injuries	2019	2020	2021	2022	2023	5-yr Average
Bicyclist	0	4	1	3	3	2.2
Pedestrian	3	34	42	37	50	33.2
Combined	3	38	43	40	53	35.4

Table 1-9  
MPO Non-Motorized Serious Injuries



\*Data provided by the NHTSA, MDOT and the MDPS



Table 3-3

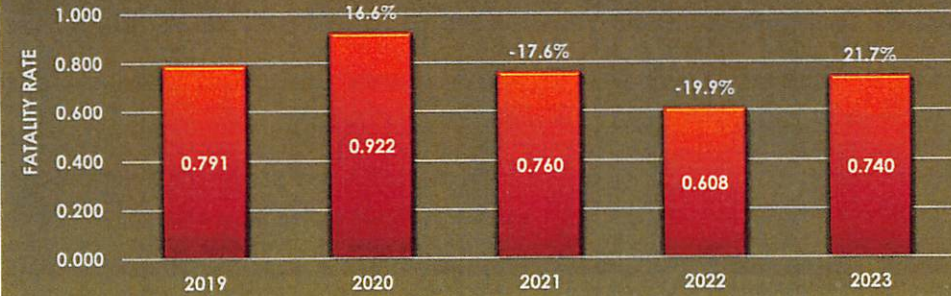
## Madison County Total Fatalities and Percent Change Annually



\*Data provided by the NHTSA

Table 3-4

## Madison County Fatality Rate Per 100 Million Vehicle Miles Traveled (VMT)



\*Data provided by the NHTSA and the MDOT



Table 3-5

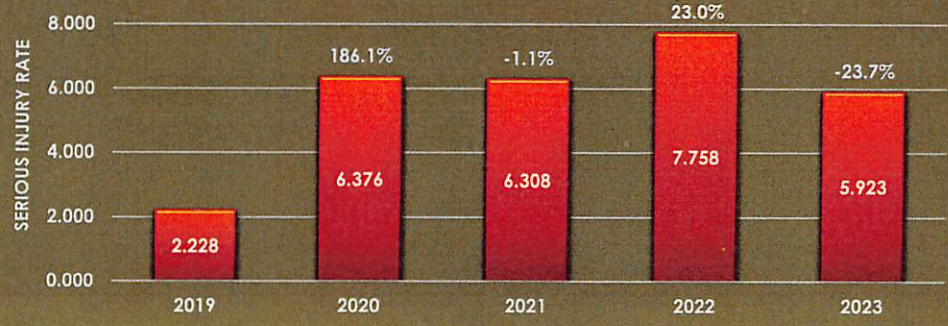
### Madison County Total Serious Injuries and Percent Change Annually



\*Data provided by the MDOT and the MDPS.

Table 3-6

### Madison County Serious Injury Rate Per 100 Million Vehicle Miles Traveled (VMT)



\*Data provided by the MDOT and the MDPS.

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

The average amount of serious injuries resulting from crashes for the five-year period was 589 per year with the highest total being 696 in 2021.

Table 1-6

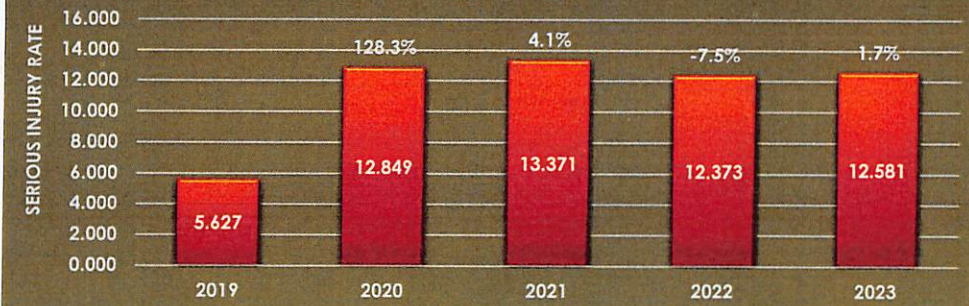
### MPO Total Serious Injuries and Percent Change Annually



\*Data provided by the MDOT and the MDPS.

Table 1-7

### MPO Serious Injury Rate Per 100 Million Vehicle Miles Traveled (VMT)

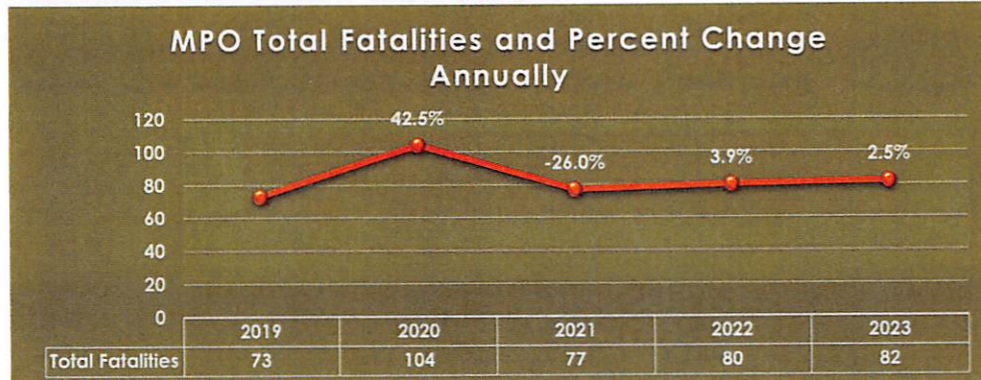


\*Data provided by the MDOT and the MDPS.



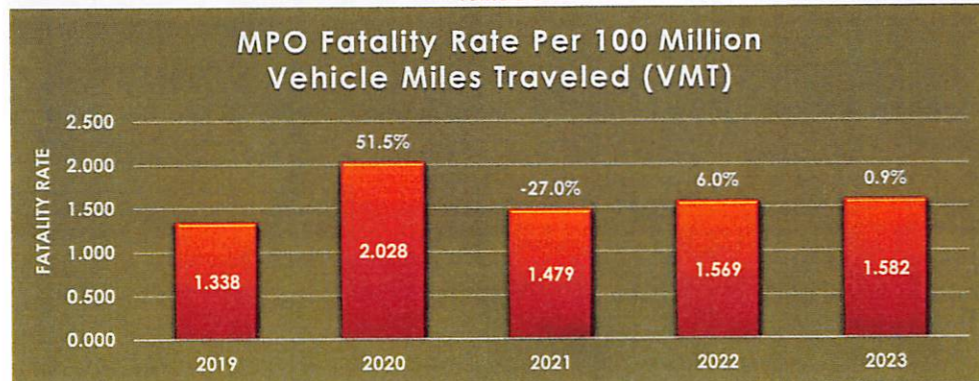
remained fairly steady over the past four years as can be seen in Tables 1-6 and 1-7. Tables 1-4 and 1-6 show the number of fatalities and serious injuries that occurred due to motor vehicle crashes in the MPO Planning Area between 2019-2023. For the five-year period there was an average of 83.2 fatalities per year with the highest total being 104 fatalities in 2020. The largest increase in fatalities during the analysis period was at 42.5% between 2019 and 2020. For the five-year period the number of fatalities caused by crashes increased by 12.3% from 73 to 82.

Table 1-4



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

Table 1-5



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

## Madison County Bicycle and Pedestrian Fatalities and Serious Injuries

### By the Numbers

Fatalities	2019	2020	2021	2022	2023	5-yr Average
Bicyclist	0	0	1	0	0	0.2
Pedestrian	2	1	2	0	2	1.4
Combined	2	1	3	0	2	1.6

Table 3-7  
Madison County Non-Motorized Fatalities



Serious Injuries	2019	2020	2021	2022	2023	5-yr Average
Bicyclist	0	2	0	0	0	0.4
Pedestrian	0	0	5	5	5	3.0
Combined	0	2	5	5	5	3.4

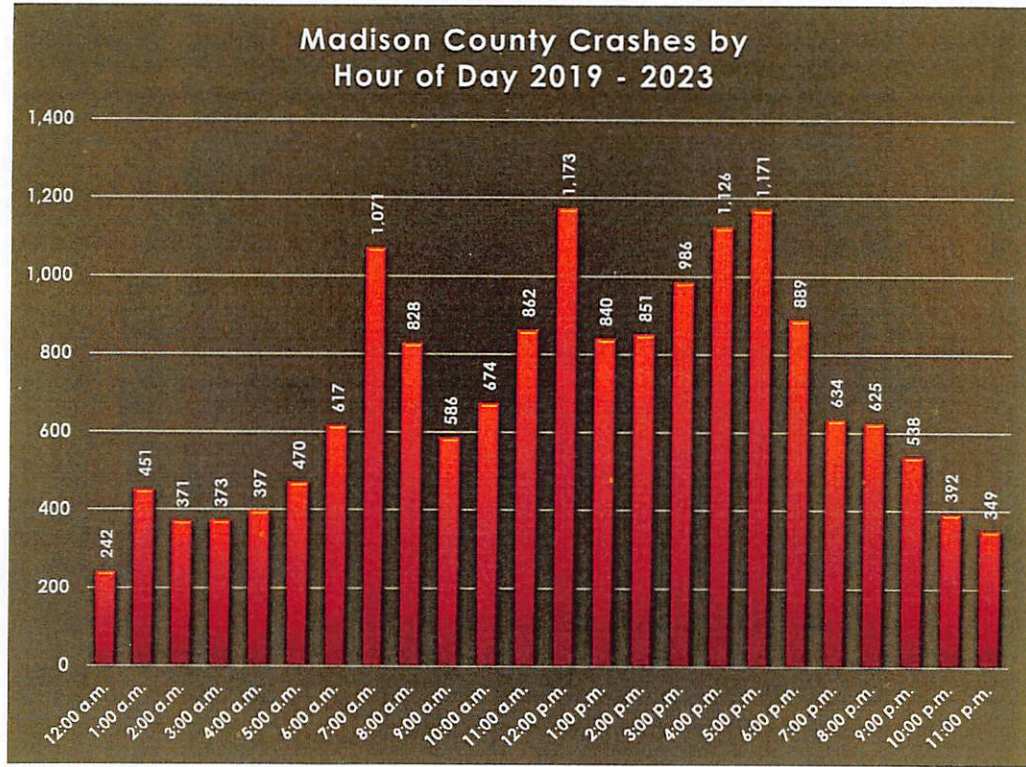
Table 3-8  
Madison County Non-Motorized Serious Injuries



\*Data provided by the NHTSA, MDOT and the MDPS



Table 3-9



\*Data provided by the MDOT and the MDPS

Crash Type	Total Crashes	% of Total
Rear end slow or stop	26,341	34.0%
Angle	11,668	15.1%
Sideswipe	10,524	13.6%
Parked Vehicle	5,238	6.8%
Run off Road - Right	4,716	6.1%
Left turn same roadway	4,262	5.5%
Run off Road - Left	3,374	4.4%
Unknown	2,892	3.7%
Deer	2,607	3.4%
Opposite Direction Sideswipe	1,216	1.6%
Rear end turn	588	0.8%
Head on	546	0.7%
Pedestrian	514	0.7%
Other in road	494	0.6%
Fixed Object	454	0.6%
Other Object	409	0.5%
Fell from vehicle	357	0.5%
Animal	263	0.3%
Run off Road - Straight	250	0.3%
Other	201	0.3%
Overturn	173	0.2%
Hit and Run	152	0.2%
Bicycle	87	0.1%
Train	25	0.03%
Left turn cross traffic	22	0.03%
Jackknife	9	0.01%
Right turn cross traffic	2	0.00%

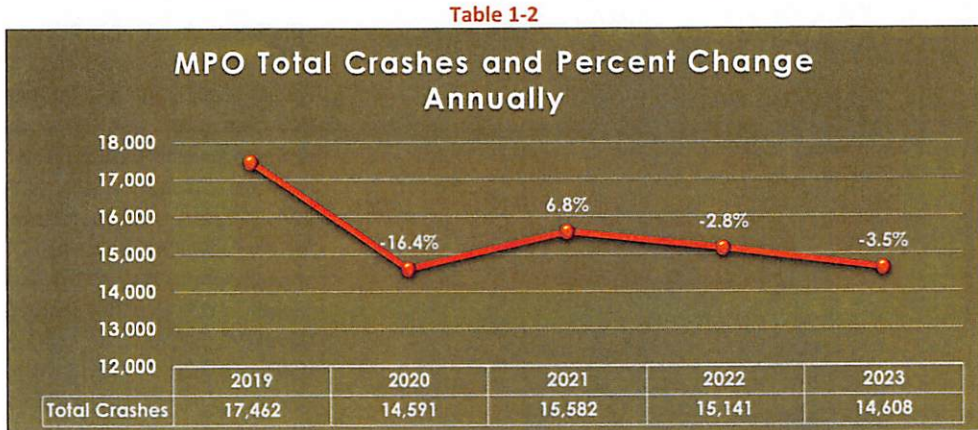
The top five crash types in the MPO between 2019 and 2023 make up 75.6% of all crashes with 34% involving automobiles being rear ended while moving slowly or at a stop. Additionally, 83.7% of all crashes occurred during dry conditions and 68.9% occurred during daylight hours.

Surface Conditions	Total Crashes	% of Total
Dry	64,808	83.7%
Wet	11,403	14.7%
Unknown	508	0.7%
Ice	304	0.4%
Water	221	0.3%
Sand/Mud/Dirt/Oil/Gravel	85	0.1%
Snow	28	0.04%
Slush	18	0.02%
Other	9	0.01%

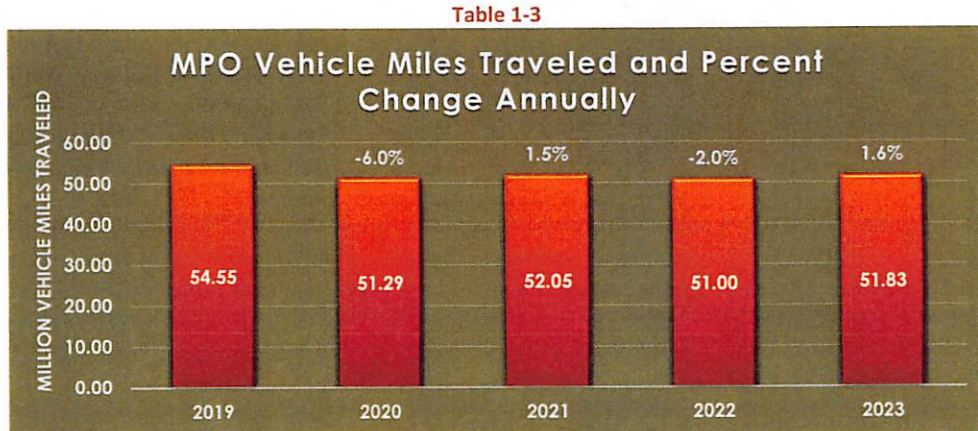
Light Conditions	Total Crashes	% of Total
Daylight	53,340	68.9%
Dark-Lit	11,077	14.3%
Dark-Unlit	6,158	8.0%
Dawn	4,339	5.6%
Dusk	1,997	2.6%
Undefined	462	0.6%
Other	11	0.01%

The annual amount of vehicle miles traveled has remained fairly steady over the past four years, but still remains low compared to 2019 which was prior to the COVID-19 shutdown in 2020. This can be seen as a factor in the total amount of crashes also still remaining relatively low over the same period. It should also be noted that the total amount of serious injuries sustained as a result of serious injury crashes and the serious injury rate have also both





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



\*Data provided by the MDOT



## General Crash Statistics

**41.4%**  
of all crashes occurred at intersections

**50.3%**  
of intersection crashes involved a car being rear ended

**4.5%**  
of all serious injuries resulting from auto crashes involve bicyclists and pedestrians

**15.7%**  
of all fatalities resulting from auto crashes involve bicyclists and pedestrians

## Madison County Overview

From 2020 to 2022, Madison County experienced a noticeable increase in total crashes year to year; however, from 2022 to 2023 the county saw a slight decrease at 3.6%. Between 2019 and 2023 the total amount decreased by 180 or 5.1%. During that same time period, the total amount of fatalities has remained fairly consistent year after year ranging between 8 and 12 fatalities each year. The total amount of serious injuries resulting from auto crashes saw a noticeable spike between 2021 and 2022 with a 22.9% increase. That being said, the following year between 2022 and 2023 the total amount decreased drastically by 21.6%. The total amount of bicyclist and pedestrian fatalities and serious injuries resulting from automobile crashes is consistently low throughout Madison County averaging 1.6 fatalities and 3.4 serious injuries per year for the five-year planning period.

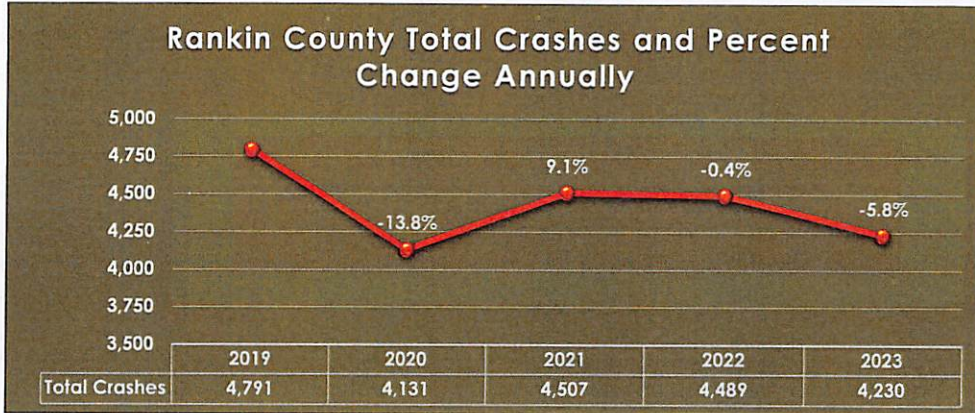


## Rankin County

Based on the 2020 Census, Rankin County's total population within the MPO is 155,250 which is 32.1% of the MPO Planning Area's total population. However, Rankin County has 28.6% of the total crashes, 26.8% of crashes with serious injuries and 19.5% of the fatal crashes that occur in the planning area.

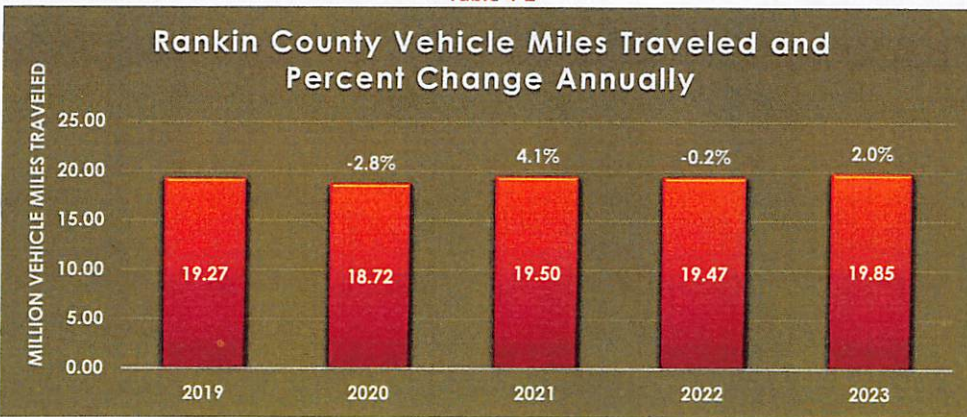
From 2019 to 2023 the number of crashes in Rankin County decreased by 11.7% (Table 4-1). During that same time period, the annual vehicle miles traveled increased by 3.0% (Table 4-2).

Table 4-1



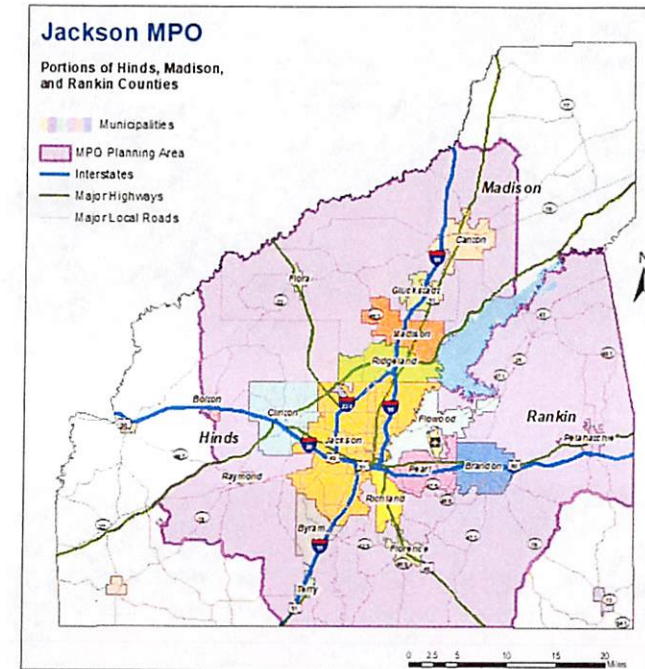
\*Data provided by the MDOT and the MDPS

Table 4-2



\*Data provided by the MDOT

## MPO at CMPDD



The MPO at CMPDD Planning Area includes portions of Hinds, Madison and Rankin Counties and the municipalities within those counties. Based on the 2020 Census, the total population for the MPO Planning Area is approximately 488,700. This is roughly 16.5% of the state of Mississippi's total population. However, over the five (5) year analysis period of this report (2019-2023) the MPO has 19.1% of the state's total crashes, 19.2% of crashes with serious injuries and, according to the National Highway Traffic Safety Administration (NHTSA), 11.6% of the state's total fatalities that are a result of motor vehicle crashes.

From 2019 to 2023 the total number of crashes in the Jackson MPO Planning area decreased by 16.3% (See Table 1-2). During that same time period the average annual vehicle miles traveled decreased by 5% (See Table 1-3).



# SAFETY TARGETS



## 2025 State of Mississippi Safety Targets

Measure	Target
Number of Fatalities	757
Rate of Fatalities per 100 million VMT	1.860
Number of Serious Injuries	3,217
Rate of Serious Injuries per 100 million VMT	7.920
Number of Non-Motorized Fatalities and Serious Injuries	271

## State and MPO Safety Performance Trends

Fatalities	2019	2020	2021	2022	2023	5-yr Average
Mississippi	642	748	766	703	737	719.2
CMPDD MPO	73	104	77	80	82	83.2
Fatality Rate	2019	2020	2021	2022	2023	5-yr Average
Mississippi	1.560	1.890	1.880	1.760	1.808	1.780
CMPDD MPO	1.338	2.028	1.479	1.569	1.582	1.599
Serious Injuries	2019	2020	2021	2022	2023	5-yr Average
Mississippi	1,579	3,630	3,562	3,344	3,205	3,064
CMPDD MPO	307	659	696	631	652	589
Serious Injury Rate	2019	2020	2021	2022	2023	5-yr Average
Mississippi	3.840	9.180	8.630	8.370	7.863	7.577
CMPDD MPO	5.627	12.849	13.371	12.373	12.581	11.360
Non-Motorized Fatalities and Serious Injuries	2019	2020	2021	2022	2023	5-yr Average
Mississippi	187	325	287	325	285	281.8
CMPDD MPO	17	60	62	60	62	52.2

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



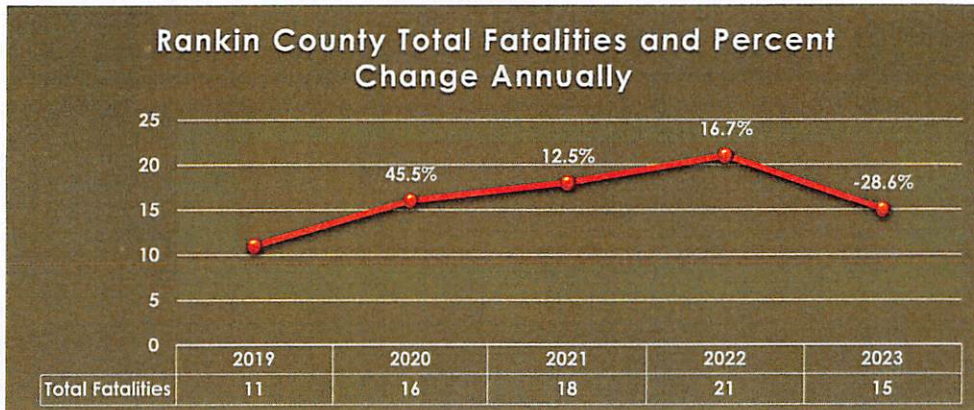
Crash Type	Total Crashes	% of Total
Rear end slow or stop	11,677	30.2%
Sideswipe	6,253	16.1%
Angle	6,062	15.7%
Parked Vehicle	3,069	7.9%
Run off Road - Right	2,389	6.2%
Left turn same roadway	1,931	5.0%
Run off Road - Left	1,802	4.7%
Unknown	1,279	3.3%
Deer	1,012	2.6%
Opposite Direction Sideswipe	696	1.8%
Pedestrian	370	1.0%
Head on	346	0.9%
Other Object	290	0.7%
Rear end turn	279	0.7%
Fixed Object	251	0.6%
Other in road	201	0.5%
Fell from vehicle	151	0.4%
Other	144	0.4%
Run off Road - Straight	137	0.4%
Animal	128	0.3%
Overturn	97	0.3%
Hit and Run	84	0.2%
Bicycle	44	0.1%
Train	15	0.04%
Left turn cross traffic	10	0.03%
Jackknife	2	0.01%
Right turn cross traffic	1	0.0%

As can be seen, the top five crash types in Rankin County between 2019 and 2023 make up 80.8% of all crashes with 30.2% involving automobiles being rear ended while moving slowly or at a stop. Additionally, 83.5% of all crashes occurred during dry conditions and 69.1% occurred during daylight hours.

Surface Conditions	Total Crashes	% of Total
Dry	32,313	83.5%
Wet	5,732	14.8%
Unknown	320	0.8%
Ice	167	0.4%
Water	107	0.3%
Sand/Mud/Dirt/Oil/Gravel	43	0.1%
Snow	16	0.04%
Slush	12	0.03%
Other	10	0.03%

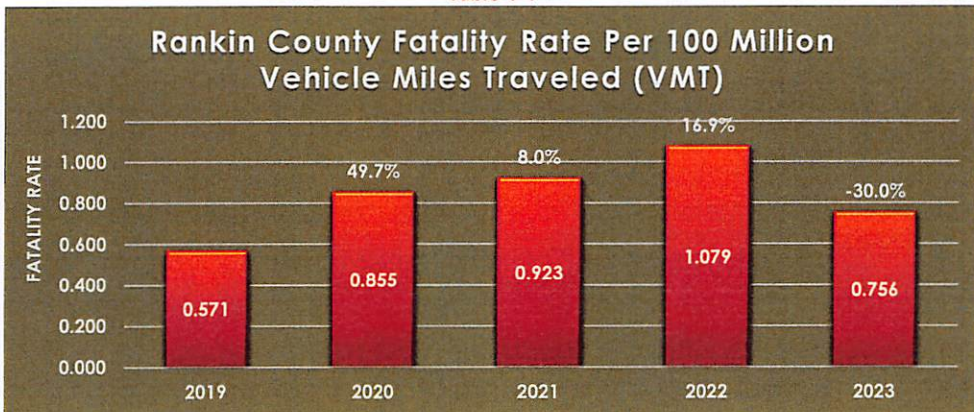
Light Conditions	Total Crashes	% of Total
Daylight	26,750	69.1%
Dark-Lit	7,505	19.4%
Dark-Unlit	2,823	7.3%
Dusk	793	2.0%
Dawn	480	1.2%
Unknown	363	0.9%
Other	6	0.02%

Table 4-3



\*Data provided by the NHTSA

Table 4-4



\*Data provided by the NHTSA and the MDOT

Legislation states MPO's may set their own targets for each of the Federal Safety Performance Measures or support targets set by their respective State DOT. Since the implementation of performance measures the MPO has elected to support the state targets set by the MDOT. The Jackson MPO, in order to aid the MDOT in achieving these targets, sets aside a portion of its Surface Transportation Block Grant (STBG) funding specifically for safety related projects each time a Call for Projects is issued.

Each MPO's TIP provides a listing of the amount of funding programmed for safety related projects for each Fiscal Year the TIP covers. The table below shows the total amount of federal funding programmed by both the MPO and the MDOT for safety projects for Fiscal Years 2019-2023. It should be noted that though these funds are specifically shown for safety related projects, this is not the total amount of transportation funding programmed each year for safety improvements in the MPO planning area. Additional projects included in the TIP for capacity improvements, roadway resurfacing/reconstruction, bridge repair and transportation alternatives may also include safety features in the overall project scope. These features can include restriping of roadways and bridges, new traffic signals, improved signage or geometric design improvements. Though safety features are included as components of larger projects, the TIP reflects the total amount of funding programmed for each overall project, not a breakdown of how all funding for the project shall be spent. For this reason, Table 1-1 only reflects the amount of federal transportation funding included in the TIP specifically programmed for safety improvement projects.

Table 1-1



The table on the following page shows the five-year rolling average for each safety measure for the 2019-2023 performance period for both the State and the MPO and also includes the State of Mississippi's 2025 Safety Performance Targets as outlined in the Mississippi Highway Safety Improvement Program 2024 Annual Report.





## Safety Performance Measures and Targets

Federal regulations mandate all MPOs, State Departments of Transportation (DOTs) and designated public transit service providers develop a performance-based transportation planning and programming approach which focuses on improved decision making as it relates to federal funding investments in transportation infrastructure. As part of the performance-based planning and programming requirements MPO's, State DOT's and public transit service providers are required to work collectively to set performance targets for designated performance measures that focus on achieving national goals which were initiated in 2012 under MAP-21 legislation. The first of the seven national goals focuses on improving the safety of users of the transportation system, specifically the goal focuses on achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

### NATIONAL SAFETY PERFORMANCE GOAL

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

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

### FEDERAL SAFETY MEASURES

- NUMBER OF FATALITIES

- The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
- RATE OF FATALITIES

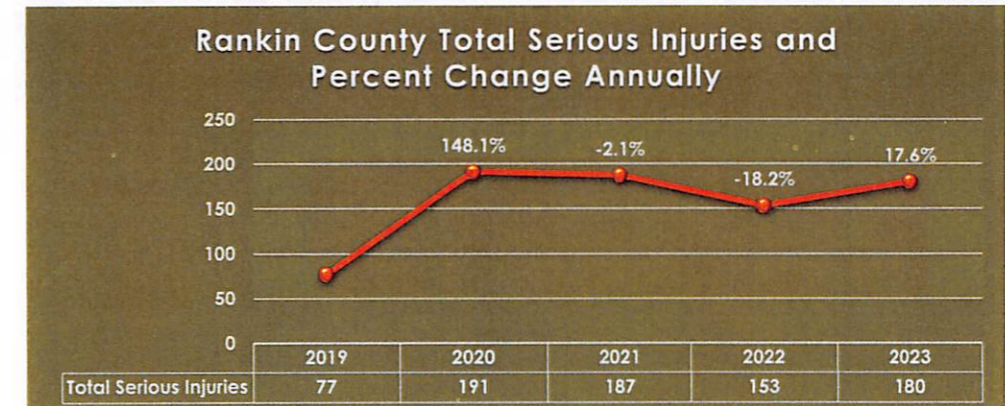
- The ratio of total number of fatalities to the number of vehicle miles traveled (in 100 million VMT) in a calendar year.
- NUMBER OF SERIOUS INJURIES

- The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
- RATE OF SERIOUS INJURIES

- The ratio of total number of serious injuries to the number of vehicle miles traveled (in 100 million VMT) in a calendar year.
- NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES

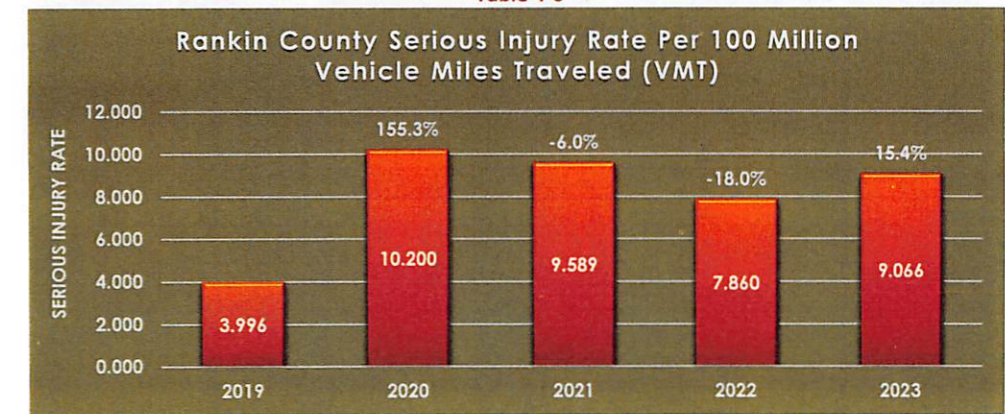
- The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Table 4-5



\*Data provided by the MDOT and the MDPS.

Table 4-6



\*Data provided by the MDOT and the MDPS.

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

# Rankin County Bicycle and Pedestrian Fatalities and Serious Injuries

## By the Numbers

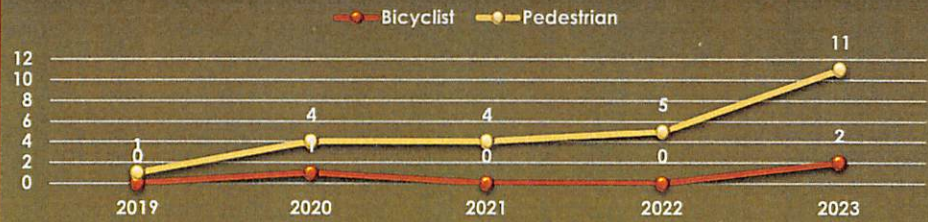
Fatalities	2019	2020	2021	2022	2023	5-yr Average
Bicyclist	0	0	0	0	1	0.2
Pedestrian	0	1	1	0	1	0.6
Combined	0	1	1	0	2	0.8

**Table 4-7  
Rankin County Non-Motorized Fatalities**

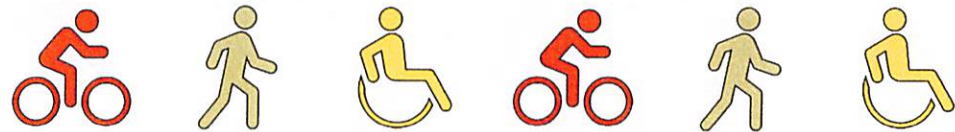


Serious Injuries	2019	2020	2021	2022	2023	5-yr Average
Bicyclist	0	1	0	0	2	0.6
Pedestrian	1	4	4	5	11	5.0
Combined	1	5	4	5	13	5.6

**Table 4-8  
Rankin County Non-Motorized Serious Injuries**



\*Data provided by the NHTSA, MDOT and the MDPS

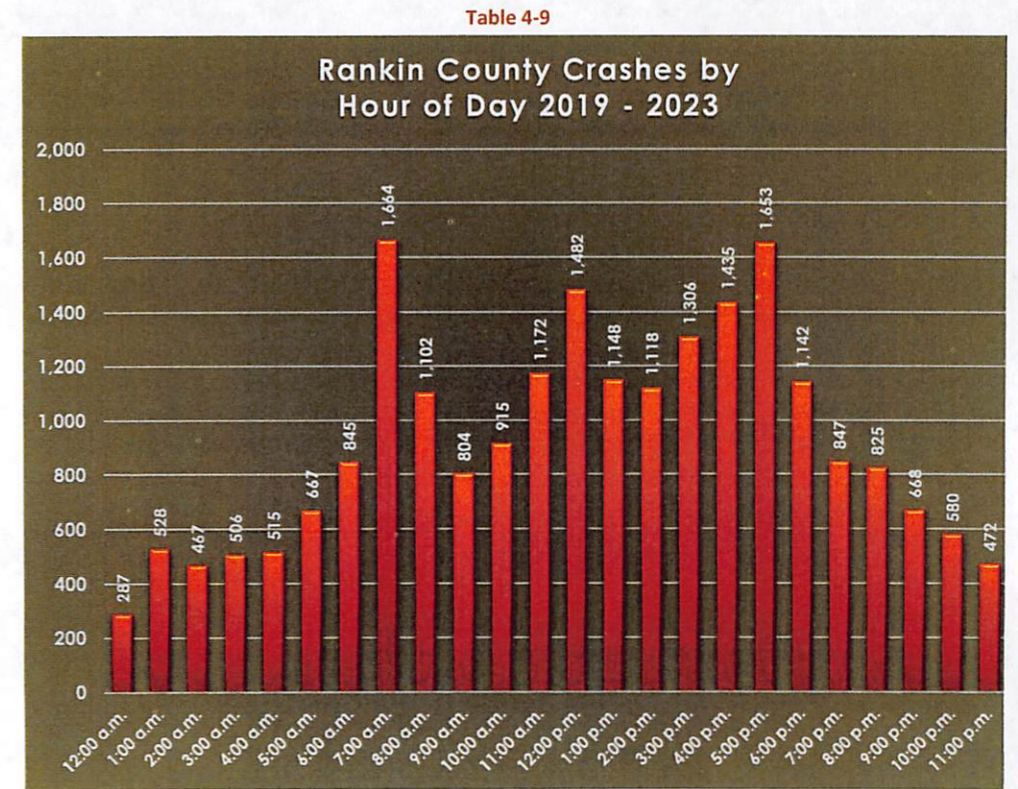


## Introduction

This Safety Analysis Report is produced annually by the Central Mississippi Planning and Development District (CMPDD) for the Metropolitan Planning Organization (MPO) as a way to track the progress being made as it relates to reducing crashes in the MPO planning area. The report primarily focuses on the number and types of crashes that have occurred and the resulting injuries or fatalities. The crash data used to develop this 2019-2023 Safety Analysis Report was obtained from the National Highway Traffic Safety Administration (NHTSA) and from data provided to the Mississippi Department of Transportation (MDOT) by the Mississippi Department of Public Safety (MDPS). Though data provided by the MDOT identifies fatal crashes in the MPO Planning Area, the data provided by the NHTSA is considered the "official" dataset each state will use to assess fatal crashes. State DOT's will use this data to develop safety performance measures and set targets that focus on reducing those crash types. Therefore, all fatal crash data included in this report comes from the NHTSA. However, the NHTSA dataset does not include and is not considered the "official" dataset for serious injury crashes. Thus, the data provided by the MDOT to the MPO will be used to identify and assess serious injury crashes. Reducing the total amount of fatal and serious injury crashes in the MPO Planning Area are both considered high priorities by the MPO in aiding the state in meeting its overall safety goals set forth in the Strategic Highway Safety Plan (SHSP). This report covers a five-year analysis period from 2019-2023.



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Data provided by the MDOT and the MDPS



**Rankin County Overview**

Similarly to both Hinds and Madison Counties, Rankin County had a noticeable decrease in total crashes from 2019 to 2020 due to the COVID-19 shutdown by almost 14%. There was a slight increase between 2020 and 2021 at 9.1%, but there has been a downward trend since that time. There was a steady increase in total fatalities from 2019 to 2022, but 2023 saw the county's first decrease for the five-year planning period at 28.6%. The total amount of serious injuries resulting from automobile crashes hit its peak in 2020 with 191. There were decreases the following two years only to see a 17.6% increase in 2023. The total amount of bicyclist and pedestrian fatalities has remained low throughout the 2019-2023 study period with the county experiencing only one bicyclist fatality which occurred in 2023 and three total pedestrian fatalities during the same time frame. In 2023 the county experienced a noticeable increase in the amount of serious injuries resulting from automobile crashes for both bicyclists and pedestrians at 2 and 11 respectively. Prior to 2023 these numbers had remained relatively low.



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## **Resources**

Federal Highway Administration (FHWA)

Mississippi Department of Transportation (MDOT)

Mississippi Department of Public Safety (MDPS)

Mississippi Office of Highway Safety (MOHS)

National Highway Traffic Safety Administration (NHTSA)



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# SAFETY ANALYSIS 2019-2023 REPORT

## 2025 Safety Performance Targets

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