

Appendix

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Appendix A-1: Crash Matrices & Emphasis Areas

HANCOCK, HARRISON, & JACKSON COUNTY SUMMARY COASTAL COUNTY LOCAL ROAD SAFETY PLAN

Reported Time	Totals	Crash Type													Crash Location					Light Conditions			Road Conditions				SAMS Injury Severity						
		No. of Crashes	No. of Vehicles Involved	No. of Injuries (SAMS)	No. of Fatalities	DUI Involved	Located at Intersection	Angle	Bicycle	Left Turn Same Roadway	Overtum	Pedestrian	Rear End Slow or Stop	Train	Lane Departures	Miscellaneous	Roadway	Roadside	Off Roadway	Median	Shoulder	Gore	Daylight	Dark-Unlit	Dark-Lit	Dawn/Dusk	Dry	Wet/Water	Slush/Snow/Ice	Mud/Dirt/Oil	1	2	3
		469	80	303	71	251	547	11	1,473	80	2,281	93	766	111	32	2	1,970	638	590	87	2,710	552	16	8	292	230	2,763						
12am-5am	444	674	516	69	143	115	19	4	17	7	46	56	0	290	15	240	18	146	25	11	2	16	215	198	15	357	84	1	2	59	40	345	
5am-8pm	1,950	3,559	3,273	141	118	834	355	60	181	49	98	367	7	603	40	1,429	50	404	57	10	0	1,816	47	35	50	1,807	330	9	4	124	117	1,709	
8pm-12am	891	1,508	1,447	122	180	362	95	16	105	15	117	124	4	390	25	612	25	214	29	11	0	136	376	357	22	746	138	5	2	106	73	709	
Reported Date (January 1, 2014 – December 31, 2018)																																	
Jan	232	399	362	23	34	93	30	1	20	2	20	40	1	112	6	150	7	84	8	3	0	103	65	60	4	180	42	10	0	23	18	191	
Feb	244	420	359	38	40	96	29	7	22	9	18	36	1	116	6	165	7	81	7	4	0	137	63	39	5	209	33	0	2	32	17	185	
Mar	283	487	478	29	36	117	40	8	27	6	25	36	2	128	11	193	5	73	8	3	1	175	50	62	6	225	57	0	1	24	28	231	
April	290	524	467	23	28	120	51	7	33	7	12	48	2	127	3	207	10	64	7	2	0	198	43	43	6	241	48	0	0	22	20	248	
May	295	513	483	32	41	123	46	7	27	11	23	48	0	126	7	208	5	65	15	2	0	198	38	52	7	251	42	0	2	26	21	249	
June	263	525	469	25	45	116	36	11	25	6	16	48	1	141	9	195	13	67	12	5	1	196	39	60	8	226	65	0	2	23	19	251	
July	320	583	583	19	41	130	51	8	25	5	15	55	1	151	9	227	8	66	14	5	0	227	40	42	11	263	57	0	0	18	27	275	
Aug	274	479	451	21	34	106	39	3	20	8	26	52	0	120	6	195	6	66	6	1	0	186	46	39	3	220	54	0	0	19	17	238	
Sept	236	430	398	27	31	107	32	6	31	4	18	52	0	91	4	172	11	49	5	1	0	140	46	46	6	201	37	0	0	23	14	201	
Oct	309	557	487	41	38	124	44	11	31	4	28	50	0	128	12	215	7	71	11	5	0	158	74	68	9	281	28	0	0	37	19	253	
Nov	259	448	398	24	37	92	35	5	18	9	25	40	0	122	5	180	10	59	10	0	0	133	61	52	13	229	29	0	1	22	17	220	
Dec	248	457	413	30	36	87	36	6	24	0	25	42	3	110	2	174	4	61	8	1	0	119	73	47	9	184	59	5	0	24	13	211	
Injury Severity																																	
1	292	546	198	332	45	64	30	5	11	2	65	29	6	141	2	198	5	79	9	1	0	121	123	43	5	252	39	0	1				
2	230	375	375	0	48	76	24	9	15	1	27	20	0	128	6	143	8	69	11	1	0	119	80	45	6	202	25	2	0				
3	2,763	4,880	4,765	0	348	1,171	415	65	277	68	159	498	5	1,204	72	1,940	82	618	91	30	2	1,730	455	502	76	2,256	487	13	7				
Road Condition																																	
Dry	2,710	4,814	4,387	289	371	1,114	402	73	253	61	225	451	9	1,164	72	1,909	76	614	83	27	2	1,646	518	475	71								
Mud/Dirt/Oil	8	11	13	1	2	2	0	0	0	1	0	0	0	5	2	4	1	3	0	0	0	5	2	1	0								
Slush/Snow/Ice	15	24	32	0	2	2	0	0	0	0	0	0	0	15	0	7	0	7	1	0	0	7	4	4	0								
Wet/Water	552	952	906	42	66	193	67	7	50	9	26	96	2	289	6	361	16	143	27	5	0	312	114	110	16								
Light Condition																																	
Daylight	1,972	3,572	3,350	139	127	859	356	59	189	55	73	361	7	822	48	1,430	50	416	64	10	0												
Dark-Unlit	638	1,059	912	137	154	142	40	10	26	5	99	98	4	347	9	380	15	205	23	15	0												
Dark-Lit	590	1,024	950	51	145	283	81	9	82	10	72	75	0	259	22	415	23	124	21	6	2												
Dawn/Dusk	87	146	126	5	15	27	12	2	6	1	7	13	0	45	1	56	5	21	3	2	0												
Crash Location																																	
Roadway	2,281	4,687	4,074	231	252	1,142	469	74	303	67	233	544	8	511	72																		
Roadside	93	107	119	6	20	18	0	2	0	1	5	0	0	84	1																		
Off Roadway	766	833	935	85	142	133	0	0	0	2	10	0	3	746	5																		
Median	111	120	170	9	22	12	0	0	0	0	1	1	0	107	2																		
Shoulder	32	52	38	1	5	4	0	4	0	1	2	2	0	23	0																		
Gore	2	2	2	0	0	2	0	0	0	0	0	0	0	2	0																		
Crash Type																																	
Angle	469	976	954	37	26	412																											
Bicycle	80	162	76	6	4	35																											
Left Turn Same Roadway	303	539	684	11	15	250																											
Overtum	71	80	98	2	1	25																											
Pedestrian	251	536	216	68	52	80																											
Rear End Slow or Stop	547	1,329	1,122	40	66	204																											
Train	11	20	46	9	1	0																											
Lane Departure	1,473	1,937	2,038	157	269	267																											
Miscellaneous	80	122	104	2	7	35																											
Located at Intersection	1,311	2,602	2,450	73	149																												

Jackson, Harrison, & Hancock County Fatalities and Serious Injuries by Emphasis Area

Emphasis Area	3-County Total (All Roads)		State Roads (Interstate, US, & State Rtes)		County Roads		City Streets		
	Percent	No.	Percent	No.	Percent	No.	Percent	No.	
Drivers	Young Drivers (under 21)	16.03%	737	6.98%	321	3.76%	173	4.28%	197
	Unlicensed Drivers	7.89%	363	4.15%	191	0.67%	31	2.72%	125
	Older Drivers (65 and older)	12.70%	584	7.46%	343	1.24%	57	2.91%	134
	Aggressive Driving and Speed Related	24.40%	1,122	14.18%	652	4.61%	212	5.18%	238
	Impaired Driving (drug and alcohol)	7.29%	335	3.96%	182	1.46%	67	1.63%	75
	Inattentive, Distracted, Asleep Drivers	1.98%	91	0.80%	37	0.57%	26	0.59%	27
Unbelted Occupants	8.57%	394	4.48%	206	1.54%	71	2.44%	112	
Special Users	Pedestrian Fatalities and Injuries	7.64%	251	3.32%	109	0.73%	24	3.69%	118
	Bicycle Fatalities and Injuries	2.44%	80	0.73%	24	0.24%	8	1.46%	48
Vehicles	Motorcycle Crashes	10.20%	425	5.35%	223	1.92%	80	2.74%	114
	Train Crashes	0.33%	11						

**HANCOCK COUNTY SUMMARY
COASTAL COUNTY LOCAL ROAD SAFETY PLAN**

	No. of Crashes	No. of Vehicles Involved	No. of Injuries (SAMS)	No. of Injuries (MUCR)	No. of Fatalities	DUI Involved	Located at Intersection (within 1,000')	Crash Type													Crash Location					Light Conditions				Road Conditions				SAMS Injury Severity		
								Angle	Bicycle	Left Turn Same Roadway	Overturn	Pedestrian	Rear End Slow or Stop	Train	Lane Departure	Miscellaneous	Roadway	Roadside	Off Roadway	Median	Shoulder	Core	Daylight	Dark-Unit	Dark-Lit	Dawn/Dusk	Dry	Wet/Water	Slush/Snow/Ice	Mud/Dirt/Oil	1	2	3			
Totals	466	778	782	793	48	72	169	62	8	40	6	19	83	1	235	12	286	9	139	26	6	0	323	95	43	5	392	73	0	1	45	35	386			
Reported Time																																				
12am-6am	55	81	74	74	5	26	11	1	0	0	0	3	13	0	37	1	27	2	23	2	1	0	3	34	17	1	46	7	0	0	5	6	44			
6am-5pm	310	531	533	539	25	21	115	49	7	31	5	9	54	1	145	9	201	6	78	22	3	0	298	5	4	3	266	44	0	0	25	24	261			
6pm-12am	101	166	175	180	18	25	43	12	1	9	1	7	16	0	53	2	58	1	38	2	2	0	22	56	22	1	78	22	0	1	15	5	81			
Reported Date (January 1, 2014 - December 31, 2018)																																				
Jan	35	58	59	59	0	2	21	7	0	3	0	0	6	0	17	0	23	1	11	0	0	0	22	9	4	0	27	8	0	0	0	3	32			
Feb	37	63	62	62	3	9	10	5	1	3	1	2	6	0	19	0	25	0	10	2	0	0	25	10	1	0	30	7	0	0	3	3	31			
Mar	43	67	65	66	2	3	13	7	0	2	1	1	5	0	26	1	24	0	18	1	0	0	32	6	4	1	33	10	0	0	2	4	37			
Apr	32	47	50	50	2	6	8	5	0	1	0	1	5	0	20	0	18	0	13	3	0	0	24	4	4	0	27	5	0	0	2	2	28			
May	47	79	92	94	8	9	14	5	1	3	3	1	6	0	26	0	28	1	15	3	0	0	36	9	2	0	39	6	0	0	7	4	36			
June	45	79	66	69	5	9	17	8	0	3	0	1	6	0	21	1	29	2	11	1	2	0	29	10	6	0	37	7	0	1	5	3	37			
July	48	78	96	96	2	7	20	9	1	2	0	1	8	0	25	2	27	3	15	3	0	0	38	4	5	1	40	8	0	0	2	7	39			
Aug	35	65	54	55	7	2	14	3	0	4	0	4	8	0	15	1	25	0	9	0	1	0	24	7	3	1	31	4	0	0	7	2	26			
Sept	37	55	56	57	3	6	17	3	1	5	1	0	5	0	20	1	19	2	12	3	1	0	30	6	1	0	34	3	0	0	3	0	34			
Oct	51	93	84	86	11	9	18	2	3	8	0	3	11	0	20	4	33	0	11	5	2	0	27	16	8	0	47	4	0	0	9	6	36			
Nov	28	43	42	42	1	7	10	3	1	1	0	0	9	0	11	1	16	0	8	2	0	0	16	7	2	1	23	3	0	0	1	1	24			
Dec	30	51	44	47	4	4	7	6	0	2	0	2	4	1	15	1	21	0	6	3	0	0	19	7	3	1	24	6	0	0	4	0	25			
Injury Severity																																				
1	45	81	28	39	48	8	7	4	0	2	0	8	5	0	26	0	27	0	14	4	0	0	22	18	5	0	41	4	0	0	0	0	0			
2	35	55	63	63	0	6	12	5	3	1	0	4	3	0	19	0	21	2	12	0	0	0	23	9	3	0	34	1	0	0	0	0	0			
3	388	642	701	701	0	58	150	53	6	37	6	7	75	1	190	12	238	7	113	22	6	0	278	68	35	6	317	68	0	1	0	0	0			
Road Condition																																				
Dry	392	668	644	652	44	65	143	52	7	31	6	19	75	0	191	11	248	8	109	21	6	0	278	76	34	4	0	0	0	0	0	0	0			
Mud/Dirt/Oil	1	1	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0			
Slush/Snow/Ice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Wet/Water	73	109	136	139	4	7	26	10	1	9	0	0	8	1	43	1	38	1	29	5	0	0	45	16	9	1	0	0	0	0	0	0	0			
Light Condition																																				
Daylight	323	545	582	568	22	24	126	50	5	33	6	7	55	1	156	10	205	6	86	23	3	0	0	0	0	0	0	0	0	0	0	0	0			
Dark-Unit	95	150	141	146	20	31	19	7	2	2	0	7	22	0	55	0	50	2	38	2	3	0	0	0	0	0	0	0	0	0	0	0	0			
Dark-Lit	43	75	70	70	5	16	21	3	1	5	0	5	6	0	21	2	28	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
Dawn/Dusk	5	8	9	9	0	1	3	2	0	0	0	0	0	0	3	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Crash Location																																				
Roadway	286	583	543	554	29	37	146	62	7	40	5	18	62	1	71	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Roadside	5	10	19	19	0	4	1	0	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Off Roadway	139	144	167	167	15	28	19	0	0	0	0	0	0	0	139	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Median	26	30	46	46	4	3	3	0	0	0	0	0	0	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Shoulder	6	11	7	7	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Core	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Crash Type																																				
Angle	62	124	130	132	4	4	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Bicycle	8	16	8	8	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Left Turn Same Roadway	40	83	87	87	2	1	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Overturn	6	6	15	15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Pedestrian	19	42	16	16	8	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Rear End Slow or Stop	83	187	176	178	6	13	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Train	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Lane Departure	235	300	329	336	28	48	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Miscellaneous	12	18	20	20	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Located at Intersection	169	321	330	333	8	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Hancock County Fatalities and Serious Injuries by Emphasis Area

Emphasis Area	Hancock County Total		State Roads Hancock County		County Roads Hancock County		City Street Hancock County		
	Percent	No.	Percent	No.	Percent	No.	Percent	No.	
Drivers	Young Drivers (under 21)	17.37%	115	9.37%	62	5.44%	36	2.42%	16
	Unlicensed Drivers	5.14%	34	3.63%	24	0.76%	5	0.76%	5
	Older Drivers (65 and older)								

**HARRISON COUNTY SUMMARY
COASTAL COUNTY LOCAL ROAD SAFETY PLAN**

	No. of Crashes	No. of Vehicles Involved	No. of Injuries (SAMS)	No. of Injuries (MUCR)	No. of Fatalities	DU Involved	Located at Intersection	Crash Type														Crash Location						Light Conditions			Road Conditions				SAMS Injury Severity		
								Angle	Bicycle	Left Turn Same Roadway	Overturn	Pedestrian	Rear End Slow or Stop	Train	Lane Departure	Miscellaneous	Roadway	Roadside	Off Roadway	Median	Shoulder	Edge	Daylight	Dark-Unit	Dark-Lit	Dawn/Dusk	Dry	Wet/Water	Slush/Snow/Ice	Mud/Oil/Oil	1	2	3				
Totals	1,649	2,933	2,694	2,737	150	208	696	252	41	159	49	156	228	8	707	47	1,195	45	348	46	14	1	982	272	354	41	1,347	289	7	6	133	107	1,408				
Reported Time																																					
12am-5am	213	329	285	296	30	73	69	10	1	12	3	33	14	0	131	9	128	4	63	11	6	1	6	85	116	6	170	41	0	2	26	19	168				
5am-6pm	973	1,783	1,655	1,677	64	50	443	192	33	81	35	55	164	6	388	21	744	25	183	17	4	0	903	26	21	23	786	179	5	3	54	57	862				
6pm-12am	463	821	754	764	56	85	194	50	7	66	11	70	50	2	190	17	323	16	102	18	4	0	73	161	217	12	391	69	2	1	53	31	379				
Reported Date (January 1, 2014 – December 31, 2018)																																					
Jan	113	200	162	167	16	16	43	16	1	10	1	14	15	1	51	4	78	2	26	5	2	0	48	28	35	2	86	22	5	0	16	7	90				
Feb	113	194	176	181	18	14	49	13	2	11	6	10	14	0	51	6	82	5	25	0	1	0	64	24	22	3	95	16	0	2	12	5	86				
Mar	140	241	247	251	17	19	61	18	4	13	5	18	16	2	56	8	102	4	27	6	1	0	83	23	31	3	113	26	0	1	13	14	113				
Apr	150	279	249	258	13	13	66	30	1	13	6	7	26	2	63	2	111	5	30	2	2	0	99	19	29	3	121	29	0	0	13	8	131				
May	151	267	230	233	13	14	71	34	4	16	7	17	19	0	49	6	117	0	24	8	2	0	98	16	33	4	131	19	0	1	11	10	130				
June	147	261	260	250	8	23	66	21	7	14	4	8	18	1	68	6	102	5	32	6	1	1	102	13	29	3	110	36	0	1	6	9	132				
July	162	284	275	284	7	22	65	23	4	14	4	10	23	1	80	3	115	3	34	7	0	0	114	21	22	5	129	33	0	0	7	19	136				
Aug	148	246	242	243	7	22	60	24	0	11	6	18	18	0	89	4	104	3	37	4	0	0	102	18	27	1	118	30	0	0	6	10	122				
Sept	115	220	200	201	11	14	67	19	4	17	1	13	24	0	35	2	89	6	19	1	0	0	84	20	28	3	92	23	0	0	11	8	86				
Oct	142	251	226	228	15	18	62	16	7	17	3	15	18	0	62	2	102	3	33	3	1	0	70	29	39	4	127	15	0	0	14	6	122				
Nov	144	255	219	221	13	19	47	17	3	11	6	18	17	0	89	3	104	7	30	3	0	0	75	29	35	5	129	14	0	1	12	7	125				
Dec	124	235	218	220	17	14	49	19	4	13	0	12	20	1	54	1	89	2	31	1	1	0	63	32	24	6	96	25	2	0	12	6	106				
Injury Severity																																					
1	133	258	118	161	150	21	41	19	2	6	2	37	12	4	48	2	99	1	32	1	0	0	52	48	29	4	108	24	0	1							
2	107	177	183	183	0	21	37	12	4	8	0	14	7	0	57	5	71	1	28	6	1	0	57	22	26	2	94	12	1	0							
3	1,409	2,498	2,393	2,353	0	166	616	221	35	145	47	107	209	4	601	49	1,025	43	288	39	13	1	873	202	299	35	1,145	253	6	5							
Road Condition																																					
Dry	1,347	2,402	2,212	2,242	123	177	598	219	37	135	40	137	183	7	649	40	986	36	280	34	10	1	806	218	269	34											
Mud/Dirt/Oil	6	9	8	9	1	2	1	0	0	0	1	0	0	3	2	4	1	1	1	0	0	0	4	1	1	0											
Slush/Snow/Ice	7	14	16	16	0	0	0	0	0	0	0	0	0	7	0	4	0	2	1	0	0	0	4	1	2	0											
Wet/Water	289	508	457	470	26	29	97	33	4	24	8	21	45	1	148	5	201	8	65	11	4	0	168	52	62	7											
Light Condition																																					
Daylight	982	1,790	1,702	1,722	62	53	456	196	34	80	38	46	155	6	396	28	745	25	187	21	4	0															
Dark-Unit	272	467	391	407	53	57	83	20	1	13	1	53	35	2	142	4	189	5	79	15	4	0															
Dark-Lit	354	610	546	552	31	90	163	31	5	54	9	55	32	0	154	14	257	12	70	9	5	1															
Dawn/Dusk	41	66	55	56	4	8	14	5	1	2	1	4	5	0	22	1	24	3	12	1	1	0															
Crash Location																																					
Roadway	1,195	2,422	2,118	2,152	113	129	620	252	40	159	46	149	228	7	272	42																					
Roadside	45	53	60	60	1	7	8	0	1	0	0	3	0	0	40	1																					
Off Roadway	348	388	426	435	35	62	60	0	0	2	5	0	1	337	3																						
Median	45	50	74	74	1	8	5	0	0	0	0	1	0	44	1																						
Shoulder	14	19	15	15	0	2	2	0	0	0	1	0	0	13	0																						
Edge	1	1	1	1	0	0	1	0	0	0	0	0	0	1	0																						
Crash Type																																					
Angle	252	535	527	543	24	14	227																														
Bicycle	41	83	40	40	2	1	21																														
Left Turn Same Roadway	159	335	378	390	6	11	130																														
Overturn	49	56	59	59	2	1	19																														
Pedestrian	158	338	138	144	39	36	55																														
Rear End Slow or Stop	228	551	438	442	16	19	88																														
Train	8	14	45	45	7	0	0																														
Lane Departure	707	847	1,010	1,026	52	121	134																														
Miscellaneous	47	74	55	56	2	5	22																														
Located at Intersection	696	1,408	1,356	1,326	45	78																															

Harrison County Fatalities and Serious Injuries by Emphasis Area

Emphasis Area	Harrison County Total		State Roads (Interstate, US, & State Rtes)		County Roads		City Street		
	Percent	No.	Percent	No.	Percent	No.	Percent	No.	
Drivers	Young Drivers (under 21)	15.64%	367	6.31%	148	2.51%	59	5.71%	134
	Unlicensed Drivers	8.82%	207	4.05%	95	0.43%	10	3.96%	93
	Older Drivers (65 and older)	13.04%	306	5.88%	138	1.24%	29	4.39%	103
	Aggressive Driving and Speed Related	23.57%	553	11.98%	281	4.39%	103	6.69%	157
	Impaired Driving (drug and alcohol)	6.52%	153	3.32%	78	1.02%	24	1.96%	46
	Inattentive, Distracted, Asleep Drivers	1.79%	42	0.60%	14	0.43%	10	0.72%	17
Unbelted Occupants									

JACKSON COUNTY SUMMARY
COASTAL COUNTY LOCAL ROAD SAFETY PLAN

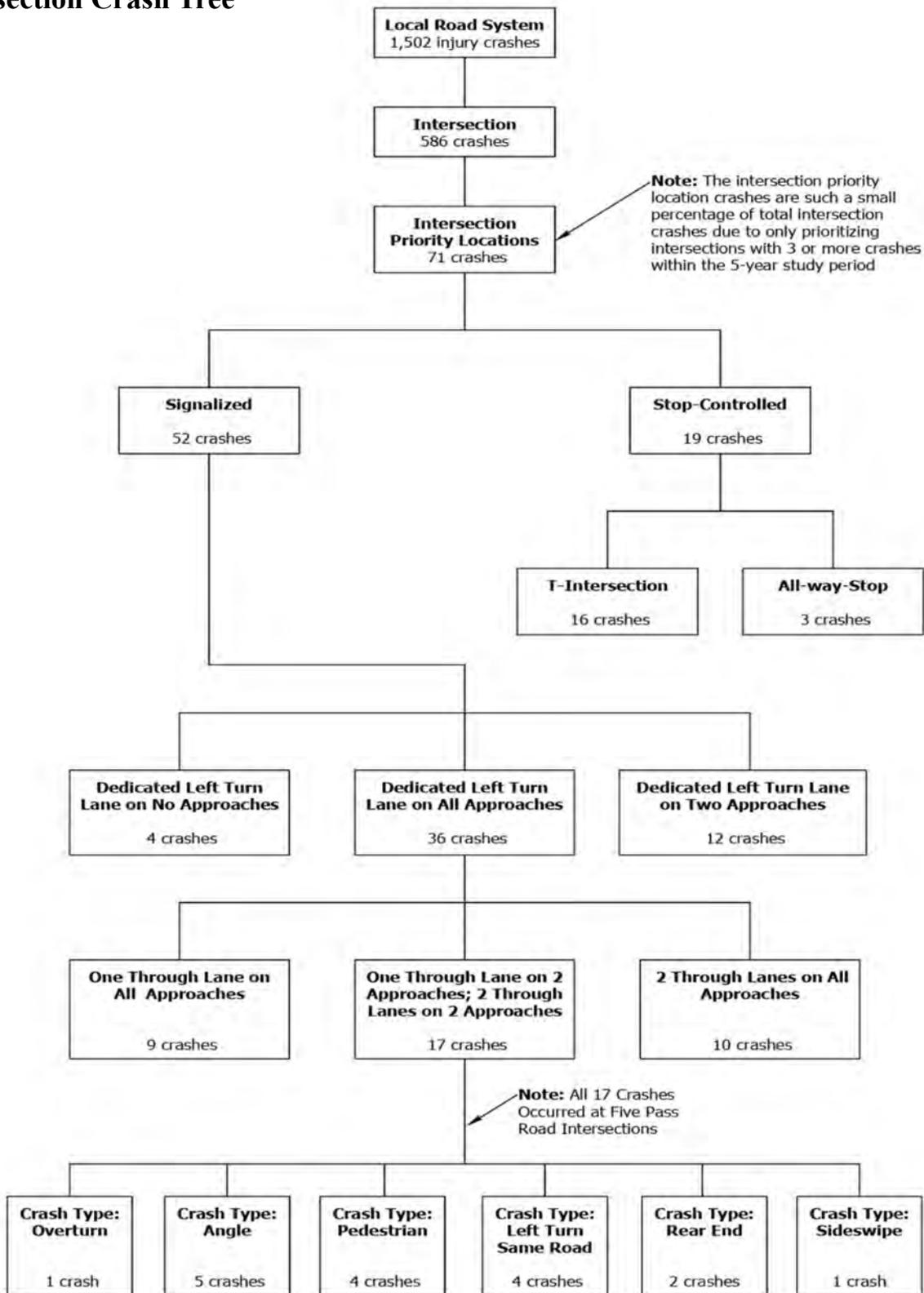
	No. of Crashes	No. of Vehicles Involved	No. of Injuries (SAMS)	No. of Injuries (MUCR)	No. of Fatalities	DUI Involved	Located at Intersection	Crash Type										Crash Location					Light Conditions			Road Conditions			SAMS Injury Severity						
								Angle	Bicycle	Left Turn Same Roadway	Overturn	Pedestrian	Rear End Slow or Stop	Train	Lane Departure	Miscellaneous	Roadway	Roadside	Off Roadway	Median	Shoulder	Gore	Daylight	Dark-Unit	Dark-Lit	Dawn/Dusk	Dry	Wet/Water	Slush/Snow/Ice	Mud/Dirt/Oil	1	2	3		
Totals	1,170	2,090	1,662	1,694	134	161	446	155	31	104	16	74	236	2	531	21	800	39	279	39	12	1	666	271	193	41	971	150	8	1	114	88	968		
Reported Time																																			
12am-6am	176	264	259	268	34	44	45	6	3	5	4	10	29	0	112	5	85	12	62	12	4	1	7	96	65	8	139	36	1	0	28	15	133		
6am-6pm	667	1,245	1,085	1,094	52	47	276	114	20	69	9	24	149	0	272	10	464	19	143	18	3	0	617	16	10	24	555	107	4	1	45	36	586		
6pm-12am	327	581	518	532	46	70	125	33	8	30	3	40	58	2	147	6	231	8	74	9	5	0	41	159	116	9	277	47	3	0	41	37	249		
Reported Date (January 1, 2014 – December 31, 2015)																																			
Jan	84	141	131	132	7	16	29	7	0	7	1	6	17	0	44	2	49	4	27	3	1	0	33	28	21	2	67	12	5	0	7	8	68		
Feb	94	163	131	135	20	17	37	11	4	6	2	6	16	1	46	0	56	2	29	5	3	0	47	29	16	2	84	10	0	0	17	9	68		
Mar	100	179	146	148	10	14	43	15	4	12	0	6	15	0	45	2	67	1	28	1	2	1	60	21	17	2	79	21	0	0	8	10	81		
April	108	198	168	169	9	9	46	16	6	19	1	4	17	0	44	1	80	5	21	2	0	0	75	20	10	3	93	15	0	0	7	12	89		
May	97	167	161	166	11	19	38	7	2	9	1	5	21	0	51	1	83	4	26	4	0	0	64	13	17	3	81	15	0	1	7	7	83		
June	101	185	151	156	14	13	33	7	4	8	2	4	24	0	52	2	84	6	24	5	2	0	65	16	15	5	79	22	0	0	12	7	82		
July	110	201	212	214	10	12	45	19	3	9	1	4	24	0	46	4	95	2	17	4	2	0	75	15	15	5	94	16	0	0	9	1	100		
Aug	81	168	155	159	7	10	32	12	3	5	2	6	26	0	38	1	86	3	20	2	0	0	60	21	9	1	71	20	0	0	6	5	80		
Sept	86	155	142	144	13	11	33	10	1	8	2	5	23	0	36	1	84	3	18	1	0	0	46	20	17	3	75	11	0	0	9	6	71		
Oct	116	213	177	182	15	11	44	24	1	6	1	10	21	0	47	6	90	4	27	3	2	0	81	29	17	5	107	9	0	0	14	7	95		
Nov	89	150	137	137	10	11	35	15	1	6	3	7	14	0	42	1	60	3	21	5	0	0	42	25	15	7	77	12	0	0	8	9	71		
Dec	94	171	151	152	9	18	31	12	2	9	0	11	18	1	41	0	84	2	24	4	0	0	37	34	20	3	84	27	3	0	9	7	79		
Injury Severity																																			
1	114	207	52	84	134	16	16	7	4	3	0	20	12	2	66	0	72	4	33	4	1	0	47	57	9	1	103	11	0	0					
2	88	143	139	139	0	21	27	7	2	6	1	9	10	0	52	1	51	3	29	5	0	0	39	29	16	4	74	13	1	0					
3	968	1,740	1,671	1,671	0	124	403	141	25	95	15	45	214	0	413	20	677	32	217	30	11	1	579	185	168	36	794	166	7	1					
Road Condition																																			
Dry	971	1,744	1,531	1,559	122	129	373	131	29	87	15	69	193	2	424	21	675	32	225	28	11	1	652	224	152	33									
Mud/Dirt/Oil	1	1	2	2	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0									
Slush/Snow/Ice	8	10	16	16	0	2	2	0	0	0	0	0	0	0	5	0	3	0	5	0	0	0	3	3	2	0									
Wet/Water	190	335	313	317	12	30	70	24	2	17	1	5	43	0	98	0	122	7	49	11	1	0	89	44	39	8									
Light Condition																																			
Daylight	667	1,237	1,066	1,096	55	50	277	110	20	68	11	20	151	0	277	10	480	19	143	20	3	0													
Dark-Unit	271	442	380	399	84	86	60	13	7	11	4	39	40	2	150	5	161	8	88	6	8	0													
Dark-Lit	193	339	334	337	14	39	99	27	3	23	1	12	37	0	84	5	130	11	40	11	0	1													
Dawn/Dusk	41	72	62	62	1	6	10	5	1	4	0	3	8	0	20	0	29	1	8	2	1	0													
Crash Location																																			
Roadway	800	1,682	1,413	1,439	89	86	376	155	27	104	16	66	234	0	178	20	675	32	225	28	11	1	652	224	152	33									
Roadside	39	44	40	44	5	9	9	0	1	0	0	2	0	0	36	0	0	0	1	0	0	0	1	0	0	0									
Off Roadway	279	301	342	343	35	52	54	0	0	0	0	5	0	2	271	1	0	0	0	0	0	0	0	0	0	0									
Median	39	40	50	51	4	11	4	0	0	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0									
Shoulder	12	22	16	16	1	3	2	0	3	0	0	1	2	0	6	0	0	0	0	0	0	0	0	0	0	0									
Gore	1	1	1	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0									
Crash Type																																			
Angle	155	317	297	297	9	6	134																												
Bicycle	31	63	28	28	4	2	13																												
Left Turn Same Roadway	104	221	218	223	3	3	87																												
Overturn	16	18	24	24	0	0	5																												
Pedestrian	74	156	61	61	21	13	18																												
Rear End Slow or Stop	236	591	508	513	18	34	86																												
Train	2	4	0	0	2	1	0																												
Lane Departure	531	890	898	722	77	100	97																												
Miscellaneous	21	30	26	26	0	0	6																												
Located at Intersection	446	873	814	817	20	52																													

Jackson County Fatalities and Serious Injuries by Emphasis Area

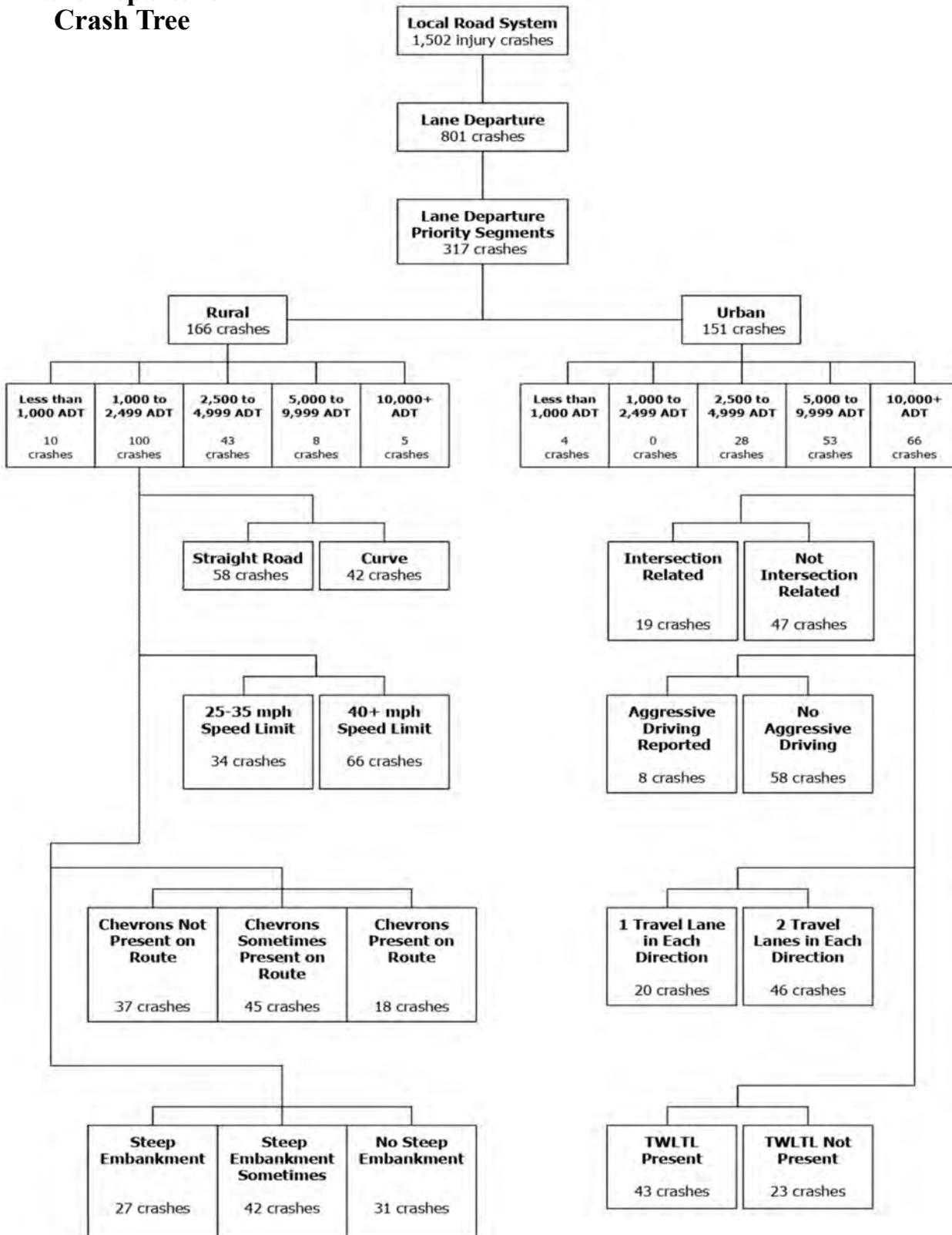
Emphasis Area	Jackson County Total		State Roads (Interstate, US, & State Rtes)		County Roads		City Street		
	Percent	No.	Percent	No.	Percent	No.	Percent	No.	
Drivers	Young Drivers (under 21)	16.04%	255	6.98%	111	4.91%	78	2.96%	47
	Unlicensed Drivers	7.67%	122	4.53%	72	1.01%	16	1.70%	27
	Older Drivers (65 and older)	11.38%	181	8.11%	129	1.32%	21	1.32%	21
	Aggressive Driving and Speed Related	26.16%	416	16.48%	262	5.66%	90	3.71%	59
	Impaired Driving (drug and alcohol)	8.24%	131	4.53%	72	2.14%	34	1.19%	19
	Inattentive, Distracted, Asleep Drivers	2.01%	32	0.75%	12	0.82%	13	0.44%	7

Appendix A-2: Priority Crash Analysis

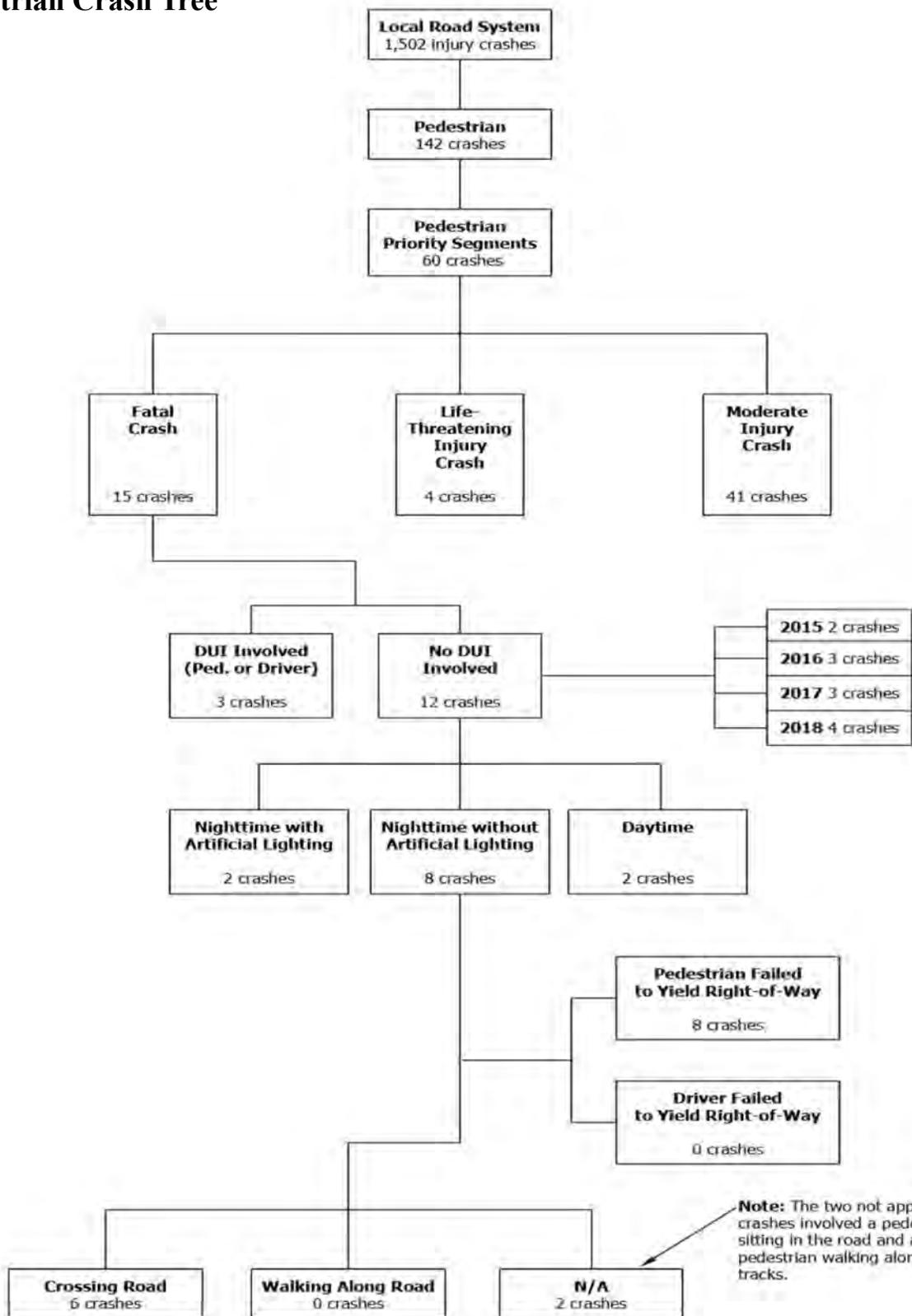
Intersection Crash Tree



Lane Departure Crash Tree



Pedestrian Crash Tree



Appendix A-3: Priority Location Analysis - Intersection Crashes

Pass Road & Popp’s Ferry Road	A-11
Pass Road & 8th Avenue.....	A-12
Pass Road & Gulf Avenue.....	A-13
Three Rivers Road & Dedeaux Road	A-14
Jefferson Avenue & Macphelah Street.....	A-15
Popp’s Ferry Road & Atkinson Road/Old Bay Road.....	A-16
Pass Road & Eisenhower Drive/Goose Pointe Boulevard	A-17
Pass Road & Big Lake Road	A-18
Pass Road & Cowan Road (MS 605).....	A-19
Pass Road & Veterans Avenue.....	A-20
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Lamey Bridge Road & Mallet Road/Sangani Boulevard.....	A-24
Government Street & Halstead Road	A-25
Ingalls Avenue & Chicot Street.....	A-26
Vidalia Road & 16th Section Road.....	A-27
Caillavet Street & Division Street.....	A-28
Trucker Road/Washington Avenue & Cook Road/Seaman Road.....	A-29
Old Mobile Avenue & Chicot Street.....	A-30
Old Highway 67 & Old Highway 15.....	A-31

Pass Road & Popp's Ferry Road

Biloxi, Harrison County

Land Use & Intersection Configuration

Pass Road and Popp's Ferry Road are two principal arterials that intersect in Biloxi. The intersection is highly commercialized with existing shopping centers and outparcel developments on the north side and commercial and outparcel development on the south side of the roadway. Both corridors are primarily commercial beyond the intersection. At this intersection, the Pass Road approaches consist of two through lanes and a left turn lane, with the right turn movement sharing the outside through

lane. The Popp's Ferry Road approaches consist of a right turn lane, a left turn lane, and a third lane that is shared by an additional left run movement and a through movement. The signal control for the Popp's Ferry Road approaches operates as a split phase; Popp's Ferry Road to the south of this intersection is lightly traveled and drops down to one lane in each direction. There are sidewalks and painted pedestrian crosswalks for all approaches of this intersection, but there are no pedestrian signals.



Crash Analysis

Pass Road and Popp's Ferry Road saw the highest and second highest crash frequency, respectively, of all local roadways in the study. At this particular intersection, five crashes occurred in the 5-year study period. Three out of five occurred in dark-lit conditions, one in dark-unlit and the remaining crash was in daylight. Two of the five crashes were left turn same roadway, one sideswipe crash related to a medical emergency, one pedestrian crash outside the painted crosswalk, and one angle crash.

Possible Countermeasures

- Upgrade signal to a flashing yellow arrow with required signage to reiterate the need for the left turn movement to yield to opposing traffic.

Pass Road & 8th Avenue

Gulfport, Harrison County

Land Use & Intersection Configuration

The Pass Road and 8th Avenue intersection is commercialized with small commercial businesses at to the north and southeast. Central Elementary School is located in the southwest corner of the intersection. The intersection is signalized and contains a striped crosswalk and pedestrian signal on the west side connecting the elementary

school to the north side of Pass Road. The intersection is skewed which can create complications for users. Pass Road is four lanes at this intersection and 8th Avenue is two lanes. 8th Avenue is primarily residential with the exception of its intersection with Pass Road.



Crash Analysis

Five crashes occurred at this intersection in the 5-year study period. Three crashes were categorized as angle crashes, one was a rear end slow or stop crash and one was a left turn same roadway crash. While three of the crashes occurred in daylight, two of the crashes specifically noted setting sun conditions as a contributing factor of the crash. Of special note, the five crashes that occurred at this intersection included one younger driver, three older drivers, two unlicensed drivers, one unbelted driver, one aggressive driver, and one DUI. No other crashes occurred on 8th Avenue within the study period.

Possible Countermeasures

- Upgrade signals to include backplates with retroreflective yellow boarder strip to counteract glare from rising and setting sun.

Pass Road & Gulf Avenue

Gulfport, Harrison County

Land Use & Intersection Configuration

The Pass Road and Gulf Avenue intersection is commercialized with small commercial land uses at each corner of the intersection and a private student bus transportation business (First Student, Inc.) on the northeast side of the intersection. The intersection is not signalized and does not provide any marked crosswalks or pedestrian signals.

Pass Road is four lanes at this intersection and Gulf Avenue is two lanes. Gulf Avenue is primarily residential to the south and dead ends to the north just beyond First Student, Inc. No other crashes occurred on Gulf Avenue within the study period.



Crash Analysis

Four crashes occurred at this intersection in the 5-year study period. The four crashes were categorized as pedestrian, bicycle, angle, and rear end, slow or stop. Three of the four crashes occurred in daylight, with the rear end, slow, or stop crash occurring in dark-lit conditions. Three of the four accidents occurred when a westbound vehicle impacted another vehicle/bicycle attempting to go northbound on Gulf Avenue.

Possible Countermeasures

- Implementation of a left turn lane may have prevented these crashes, but may not be cost effective based on the crash frequency and severity.
- Construction of a sidewalk along Gulf Avenue south of Pass Road may have prevented the pedestrian crash, but pedestrian traffic volumes are unknown and may not warrant the construction cost.

Three Rivers Road & Dedeaux Road

Gulfport, Harrison County

Land Use & Intersection Configuration

The Three Rivers Road and Dedeaux Road intersection is commercialized with a church to the northwest, a gas station to the southwest, a branch bank to the southeast, and a small strip center to the northeast. The intersection is skewed which can create complications for users. It is also signalized but contains no striped crosswalks or pedestrian signals. Three Rivers

Road is four lanes at this intersection with a dedicated right turn lane and dedicated left turn lane. Dedeaux Road is five lane with a channelized right turn and dedicated left turn lane. Both Three Rivers Road and Dedeaux Road have a mix of commercial, high-density residential, and single family residential beyond the intersection.



Crash Analysis

Four crashes occurred at this intersection in the 5-year study period. The crashes represent about a quarter of the total accidents on both roadways. All four of the crashes resulted in moderate injuries and all occurred after 3:30 p.m. Two of the crashes were angle crashes, which occurred during the day. One was left turn same roadway, dark-lit conditions, and the other was left turn cross traffic, dark-unlit conditions.

Possible Countermeasures

- Dedeaux Road was widened after February 2017. The intersection should be re-evaluated to determine if the improvements have reduced moderate injury crashes.

Jefferson Avenue & Macphelah Road

Moss Point, Jackson County

Land Use & Intersection Configuration

The Jefferson Avenue and Macphelah Road intersection is residential to the east, has a church to the southwest, and a wooded lot on the northwest. The intersection is signalized with no pedestrian protections. Jefferson Avenue is a divided four lane road and Macphelah is a two

lane road at the intersection. Jefferson Avenue serves as a connector road between Highway 613 and Shortcut Road, which connects to Highway 63. Macphelah remains primarily residential to the north and connects to Shortcut Road to the south.



Crash Analysis

Four crashes occurred at this intersection in the 5-year study period, which represents half of the crashes on Macphelah Street and 40% of the crashes on Jefferson Avenue. Three of the crashes were moderate injury and one crash resulted in a fatality. Two of the crashes were categorized as angle crashes and were caused by failure to yield right-of-way. The other two crashes were left turn same roadway. The moderate injury left turn same roadway crash was a failure to yield right-of-way as the light was turning yellow. The fatal left turn same roadway involved a motorcycle traveling at a high rate of speed hitting a car turning across traffic.

Possible Countermeasures

- Install signage on Jefferson Avenue to indicate that left turns are prohibited or left turns should yield on green to reinforce the yield requirement for left turn movements.

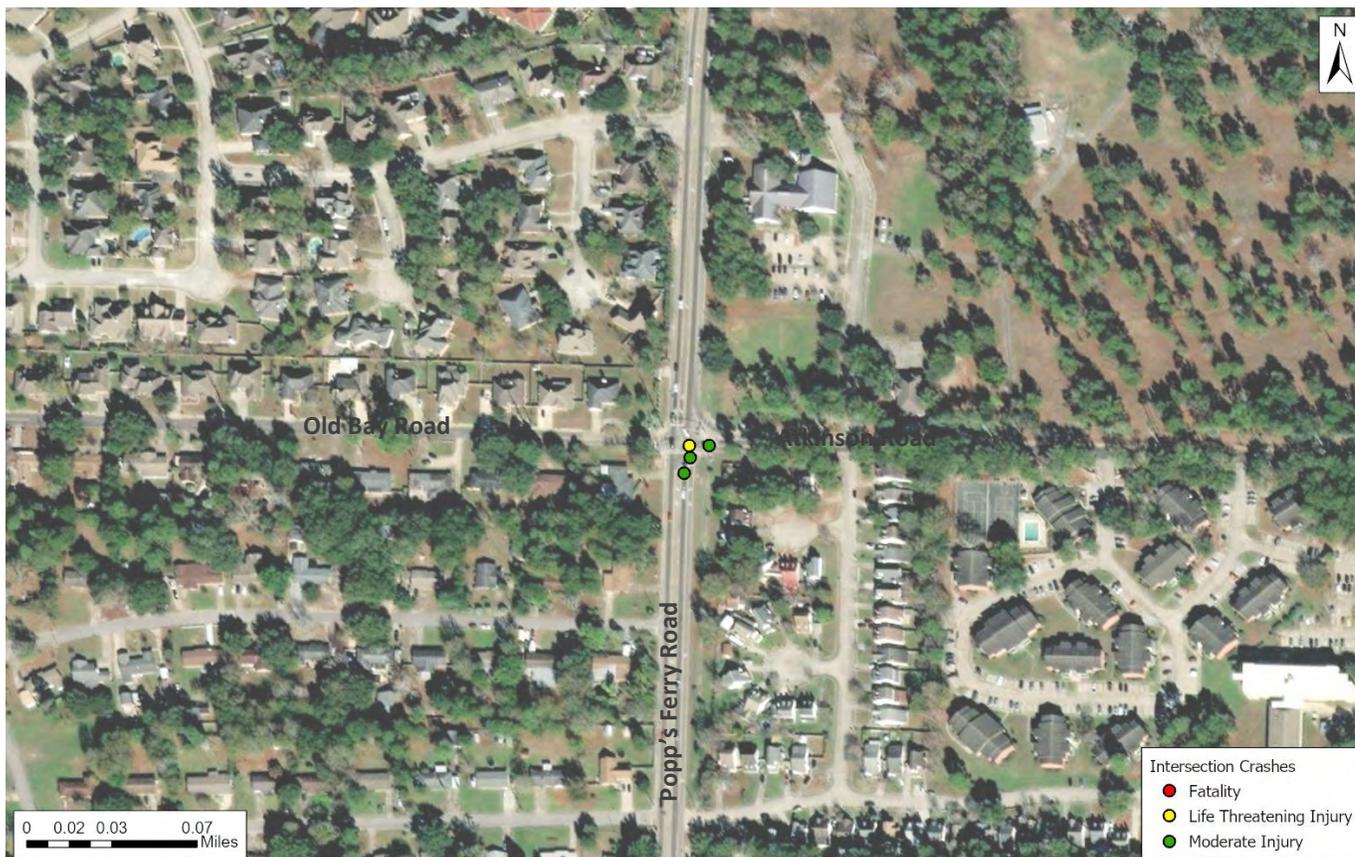
Popp's Ferry Road & Atkinson Road/Old Bay Road

Biloxi, Harrison County

Land Use & Intersection Configuration

The Popp's Ferry Road and Atkinson Road/Old Bay Road intersection is primarily residential. The intersection is signalized and contains a striped crosswalks and pedestrian signal on the south, east, and west side of the intersection.

Popp's Ferry Road is four lane at the intersection with a dedicated right turn and left turn lanes. Atkinson Road is two lanes with a channelized right turn to the north Old Bay Road is two lanes.



Crash Analysis

Four crashes occurred at this intersection in the 5-year study period. One crash was a head-on collision on Popp's Ferry due to a driver falling asleep. A rear end, slow, or stop crash occurred on northbound Popp's Ferry at a red light. The other two crashes occurred when a southbound vehicle turned left in front of a motorcycle traveling northbound.

Possible Countermeasures

Evaluate left turn signals at intersection. Upgrade signal, as needed, with flashing yellow arrow.

Pass Road & Eisenhower Drive/Goose Pointe Boulevard

Biloxi, Harrison County

Land Use & Intersection Configuration

The Pass Road and Eisenhower Dr/Goose Pointe Blvd intersection is commercial to the south and residential to the north. A large commercial strip mall is located to the southeast of the intersection with outparcel commercial development. The intersection is signalized and contains a striped crosswalks and pedestrian signals at each corner. Pass Road consists of two through lanes in each direction and a left turn lane for both approaches. The eastbound approach to Pass Road has a right

turn storage lane for vehicles turning southbound onto Eisenhower Drive. Goose Pointe Boulevard, to the north, serves as the sole access road for the gated community. Goose Pointe Boulevard has one northbound lane and two southbound lanes, which has a left turn lane and one lane for through or right turn. Eisenhower Drive, to the south, is four lanes with a dedicated right turn lane and dedicated left turn lane.



Crash Analysis

Three moderate crashes occurred at this intersection in the 5-year study period. These crashes represent all the crashes on Goose Point Boulevard, 67% of the crashes on Eisenhower Drive, and only 5% of the crashes on Pass Road. All three crashes occurred between 4:30 p.m. and 5:45 p.m. and involved a driver going westbound on Pass Road. The first crash involved a pedestrian crossing who did not yield to the pedestrian signal. The second crash was a rear end slow or stop in which a vehicle stopped at a red light was rear-ended by a vehicle failing to stop. The last accident was categorized as a left turn same roadway crash in which the westbound driver failed to yield right-of-way while turning left.

Possible Countermeasures

- Implement a flashing yellow arrow to reduce confusion over yielding right-of-way during left turn movements.

Pass Road & Big Lake Road

Biloxi, Harrison County

Land Use & Intersection Configuration

The Pass Road and Big Lake Road is commercialized, with Big Lake Road serving as a connector road between single-family residential and the Pass Road commercial corridor. The intersection is signalized and contains a striped crosswalks

and pedestrian signals all four corners. Pass Road is five lanes at this intersection with a dedicated center turn lane. Big Lake Road is three lane with a dedicated left turn lane.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. Two of the accidents were categorized as angle crashes. One involved an aggressive driver who ran a red light and the other involved a driver who had a seizure. The third crash was a left turn same roadway crash involving a DUI driver who failed to yield right-of-way.

Based on the crash data, all crashes at this intersection were due to driver error.

Possible Countermeasures

- Increase police presence at intersections where aggressive driving and failure to obey traffic signals continues to be significant contributing factors to crashes.

Pass Road & Cowan Road (MS 605)

Gulfport, Harrison County

Land Use & Intersection Configuration

The Pass Road and Cowan Road is heavily commercialized. The intersection is signalized and contains a striped crosswalks, pedestrian signals and pedestrian refuge medians in the channelized turn lanes. Pass Road is six lanes to the west with a channelized right turn lane and two dedicated left turn lanes. It is seven lanes to

the east with a dedicated right turn lane with channelization and two dedicated left turn lanes. Cowan Road is seven lanes with a dedicated right turn lane and two dedicated left turn lanes. Cowan Road widens just beyond the intersection to include a dedicated bike lane.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. The first crash was an older driver who experienced a medical emergency, the second crash involved a head on DUI, and the third crash was a westbound driver on Pass Road running a red light hitting a eastbound driver turning left onto Cowan-Lorraine Road.

Based on the crash data, all crashes at this intersection were due to driver error.

Possible Countermeasures

- Increase police presence at intersections where aggressive driving and failure to obey traffic signals continues to be significant contributing factors to crashes.

Pass Road & Veterans Avenue

Biloxi, Harrison County

Land Use & Intersection Configuration

The Pass Road and Veterans Avenue intersection has some small commercial and office land uses to the south and has the Biloxi National Cemetery to the north. The intersection is signalized and contains a striped crosswalk to the north and east and pedestrian signals at each corner, except the southwest. Pass Road is five lanes at this inter-

section with a dedicated center turn lane. Veterans Avenue is three lane with a dedicated right turn lane on the north and a dedicated left turn lane on the south. Veterans Avenue is largely undeveloped to the south but does provide connectivity to US Highway 90.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. The first crash was a rear end slow or stop crash where a vehicle rear ended a vehicle stopped at a red light on a wet roadway. The second crash involved a motorcycle skidding out from under the driver as they were turning left from Veterans Avenue to westbound Pass Road. The third crash occurred when an aggressive driver used the left turn lane to go around stopped traffic, ran a red light and struck another vehicle who had the right-of-way.

Based on the crash data, all crashes at this intersection were due to driver error.

Possible Countermeasures

- Increase police presence at intersections where aggressive driving and failure to obey traffic signals continues to be significant contributing factors to crashes.

Pass Road & Courthouse Road

Gulfport, Harrison County

Land Use & Intersection Configuration

The Pass Road and Courthouse Road intersection is heavily commercialized. The intersection is skewed which can cause some confusion for the user. It is also signalized with crosswalks and pedestrian signals on each corner. Pass Road is five lanes at this intersection with a dedicated center turn lane. Courthouse Road is three lanes

to the north with a dedicated left turn lane and four lanes on the south with a dedicated right and left turn lanes. Courthouse is residential to the north and primarily commercialized to the south. Gulfport High School is located on Courthouse Road south of Pass Road.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. The first crash occurred when a vehicle attempted to cross Courthouse Road south of Pass Road from one driveway and enter a driveway on the opposite side of the road. The second crash involved a DUI pedestrian and a vehicle leaving a parking lot on Courthouse Drive north of Pass Road. The driver blamed the sun for not seeing the pedestrian. The third crash involved a pedestrian crossing Pass Road mid block.

Possible Countermeasures

- Refresh striping including crosswalks.
- Construct a sidewalk on Courthouse Road north of Pass Road.
- Reduce speed through this intersection.

Popp's Ferry Road & Vee Street

Biloxi, Harrison County

Land Use & Intersection Configuration

The Popp's Ferry Road and Vee Street intersection is a mixture of residential and small commercial. The intersection is stop-controlled with a crosswalk across Vee Street only. Popp's Ferry

Road is five lanes with a dedicated center turn lane and Vee Street is two lanes. Vee Street T's into Popp's Ferry on the south side for a single family residential development.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. The first crash was an angle crash in which the driver on Vee Street pulled out in front of a driver on Popp's Ferry Road in the left eastbound lane. The second crash involved an older driver on Popp's Ferry turning left onto Vee Street in front of a motorcycle. The third crash involved a driver who was aggressive and unbelted; the driver was t-boned at the intersection.

Based on the information provided in the crash reports, a majority of these crashes were driver error.

Possible Countermeasures

- Refreshing the existing striping and add raised pavement markers to alert drivers when they leave their travel lane.
- Increase police presence at intersections where aggressive driving and failure to obey traffic signals continues to be significant contributing factors to crashes.

Three Rivers Road & O'Neal Road

Gulfport, Harrison County

Land Use & Intersection Configuration

The Three Rivers Road and O'Neal Road intersection is primarily small community commercial. The intersection is signalized and does not have any pedestrian protection. Three Rivers Road is two lanes to the north and three lanes to the south with a dedicated right turn lane. O'Neal Road is

two lanes. Both roads are predominately residential in the area with O'Neal Road providing a connection between Highway 40 and Highway 605. Three Rivers Elementary School is located approximately a mile north of the intersection.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. The first accident involved a motorcycle traveling eastbound on O'Neal Road ran a red light, striking a vehicle driving northbound on Three Rivers Road. The second accident was a run off road right that occurred south of the intersection; the vehicle struck a concrete culvert in the ditch. The third accident involved a motorcycle that ran off the road on the right while turning left from O'Neal road (westbound) onto Three Rivers Road (southbound).

Possible Countermeasures

- Evaluate crashes along Three Rivers Road to determine if the frequency and severity of run-off road crashes warrant the cost of closing in the drainage ditches along the road or a segment of the road to provide an adequate roadway shoulder.
- Evaluate safety edge of roadway.
- Evaluate sight lines at intersection.

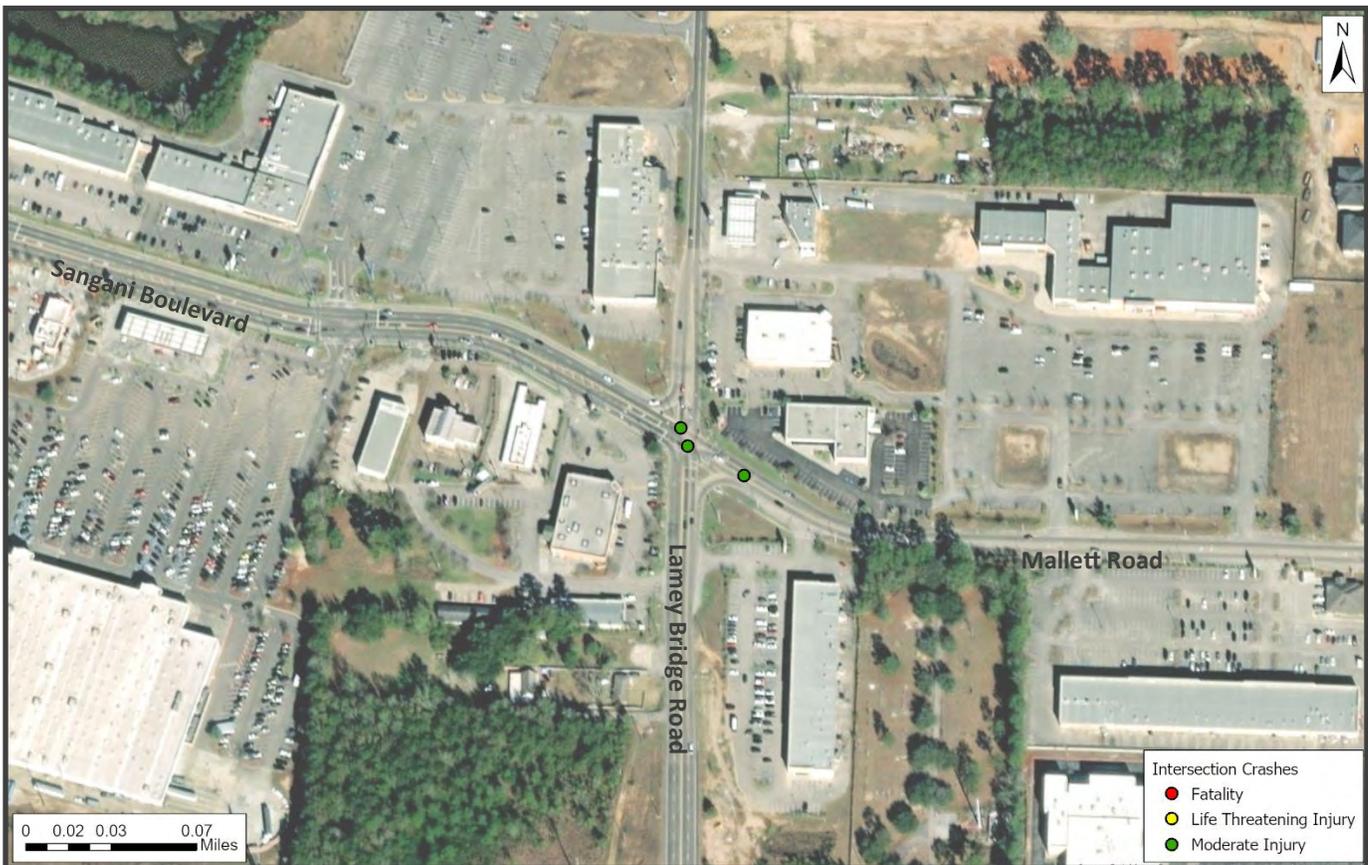
Lamey Bridge Road & Mallet Road/Sangani Boulevard

D'Iberville, Harrison County

Land Use & Intersection Configuration

The Lamey Bridge Road and Mallet Rd/Sangani Boulevard intersection is heavily commercialized with medium and large strip commercial developments and “big box” stores directly feeding the transportation network. The intersection is signalized and contains striped crosswalks and pedestrian signals on the south and east sides of the intersection. Sangani Boulevard, on the west side of the intersection, is five lanes with a

dedicated right turn lane and left turn lane. Mallett Road, on the east side of the intersection, is three lanes with a dedicated left turn lane. Lamey Bridge Road is four lanes on the north side with a dedicated left turn lane and a channelized right turn lane. Lamey Bridge Road is five lanes on the south with a dedicated left turn lane and a dedicated right turn lane into a channelized right turn.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. The first accident occurred when a westbound driver on Mallet Road failed to yield right-of-way while turning left onto southbound Lamey Bridge Road. The second accident involved a vehicle on Lamey Bridge Road whose brakes went out, causing the driver to run a red light and hit a westbound vehicle on Mallet Road. The last accident was the result of an unsecured dog riding in the vehicle stepping on the driver’s gas pedal.

Based on the crash data, all crashes at this intersection were due to driver error.

Possible Countermeasures

- Increase police presence at intersections where aggressive driving and failure to obey traffic signals continues to be significant contributing factors to crashes.

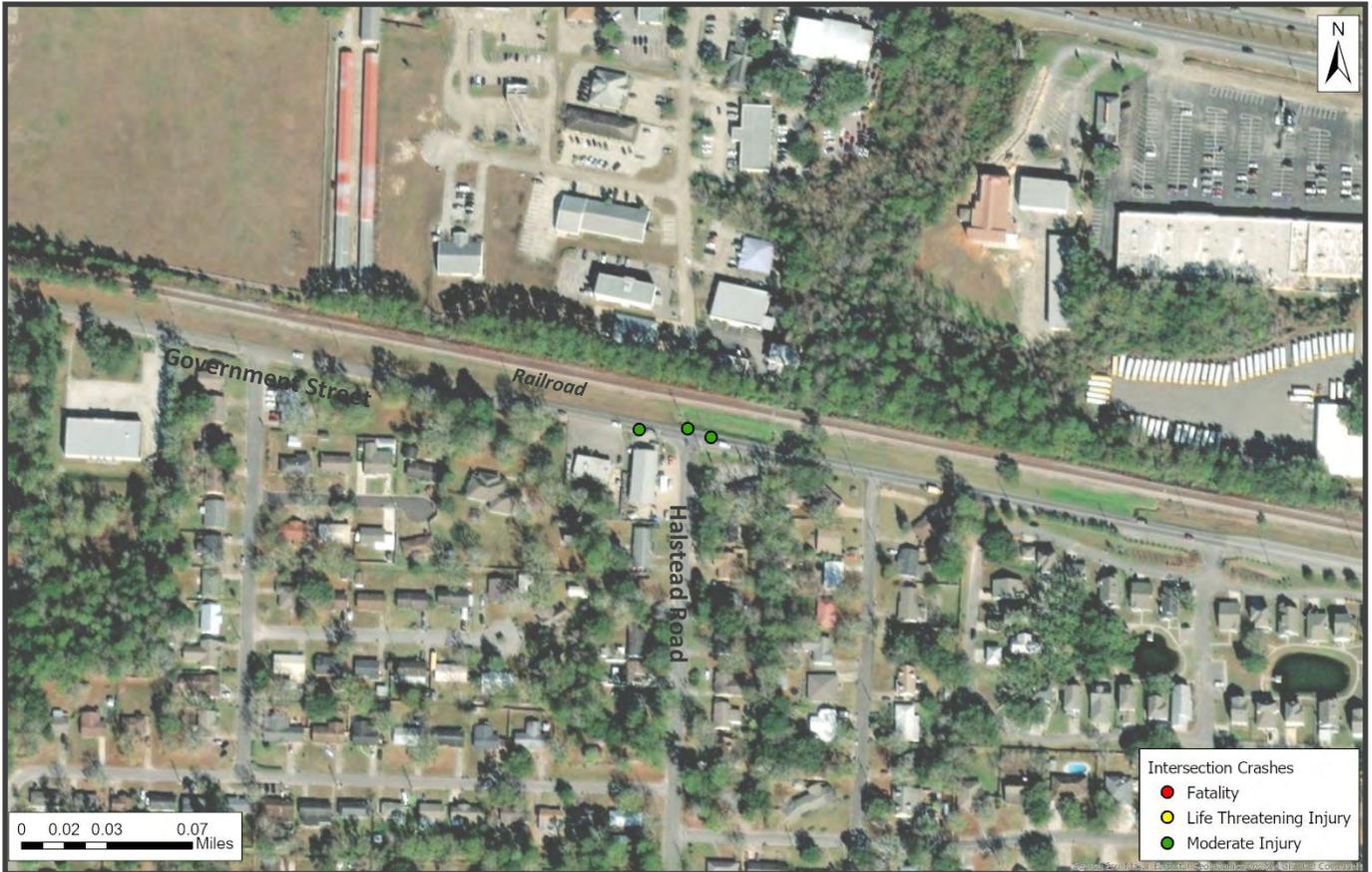
Government Street & Halstead Road

Ocean Springs, Jackson County

Land Use & Intersection Configuration

The Government Street and Halstead Road intersection is light office commercial and residential use. The intersection is not signalized and does not have any pedestrian accommodations. Government Street and Halstead Road are both two lanes at the intersection. Government

Street serves as an east-west corridor south of the railroad, connecting commercial developments, schools, and residential neighborhoods. Halstead Road is a north-south road that terminates at Government Street on the north and East Beach Drive on the South.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. Two of the accidents at this intersection involved a DUI. The first was a young driver who rear ended another vehicle in the westbound lane of Government Street. The second DUI crash was a run-off road straight. The third crash reported at this intersection was an aggressive, unlicensed driver who reported blacking out prior to rear-ending another vehicle in the eastbound lane of Government Street.

Based on the crash data, all crashes at this intersection were due to driver error.

Possible Countermeasures

- Increase police presence at intersections where aggressive driving and failure to obey traffic signals continues to be significant contributing factors to crashes.

Ingalls Avenue & Chicot Street

Pascagoula, Jackson County

Land Use & Intersection Configuration

Ingalls Avenue and Chicot Street is a T-intersection that is stop-controlled at Chicot Street. The intersection is surrounded by community commercial businesses and residential beyond the intersection. Ingalls Avenue runs east-west and has two through lanes in either direc-

tion. Chicot Street runs north-south and has two lanes going north and two lanes going south, one a dedicated right turn lane and the other a dedicated left turn lane. Directly south of the Chicot Street and Ingalls Avenue intersection is a gas station and discount liquor and wine store.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. Two of the accidents were run off road straight crashes that involved DUI. The third crash was a pedestrian fatality crossing Ingalls Avenue from Chicot Street.

Possible Countermeasures

- Install advance warning for the T-intersection and stop sign on Chicot Street to alert drivers to prepare to stop.
- Evaluate the pedestrian activity at the intersection to determine if construction of sidewalks along Chicot Street is justified as well as a crosswalk on Chicot Street and Ingalls Avenue to allow residents to safely access local businesses.

Vidalia Road & 16th Section Road

Harrison County

Land Use & Intersection Configuration

Vidalia Road and 16th Section Road is a T-intersection that is stop-controlled at 16th Section Road. Land use surrounding the intersec-

tion is categorized as undeveloped. 16th Section Road is two-lane and runs east-west. Vidalia Road runs north-south and is two-lane.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. Two of the crashes were DUIs on 16th Section Road that ran-off road straight. The third crash was a run-off road right in which two southbound drivers on Vidalia Road attempted to turn right onto 16th Section Road at a high rate of speed on wet pavement.

Possible Countermeasures

- Increase/enhance intersection warning signage and install transverse rumble strips

Caillavet Street & Division Street

Biloxi, Harrison County

Land Use & Intersection Configuration

Caillavet Street and Division Street is a signalized intersection with pedestrian crosswalks and signals. The intersection is primarily commercial with the I-110/Highway 15 interchange 500 feet to the west. Caillavet Street runs north-south connecting Highway 90 at MGM Stadium to Biloxi Back Bay. It is two lanes in either direction with an additional left turn storage at the approaches. Division Street runs east-west

connecting residential and commercial development to the interstate. East of Caillavet, Division Street has a right turn only and through lane and has a left turn storage lane entering the intersection and a single lane exiting the intersection. On the West side of Caillavet, Division Street has a left turn only and a shared through and right turn lane entering the intersection and a single lane exiting the intersection.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. Two of the crashes were left turn same roadway. One accident occurred with a vehicle traveling southbound on Caillavet Street turning left onto Division Street and the other occurred with a vehicle traveling northbound and turning left onto Division Street. The third accident was an angle crash involving a DUI that ran a red light.

Possible Countermeasures

- Division Street was under construction during a portion of the study area and was subsequently widened. The intersection should be re-evaluated to determine if the improvements have reduced moderate injury crashes.

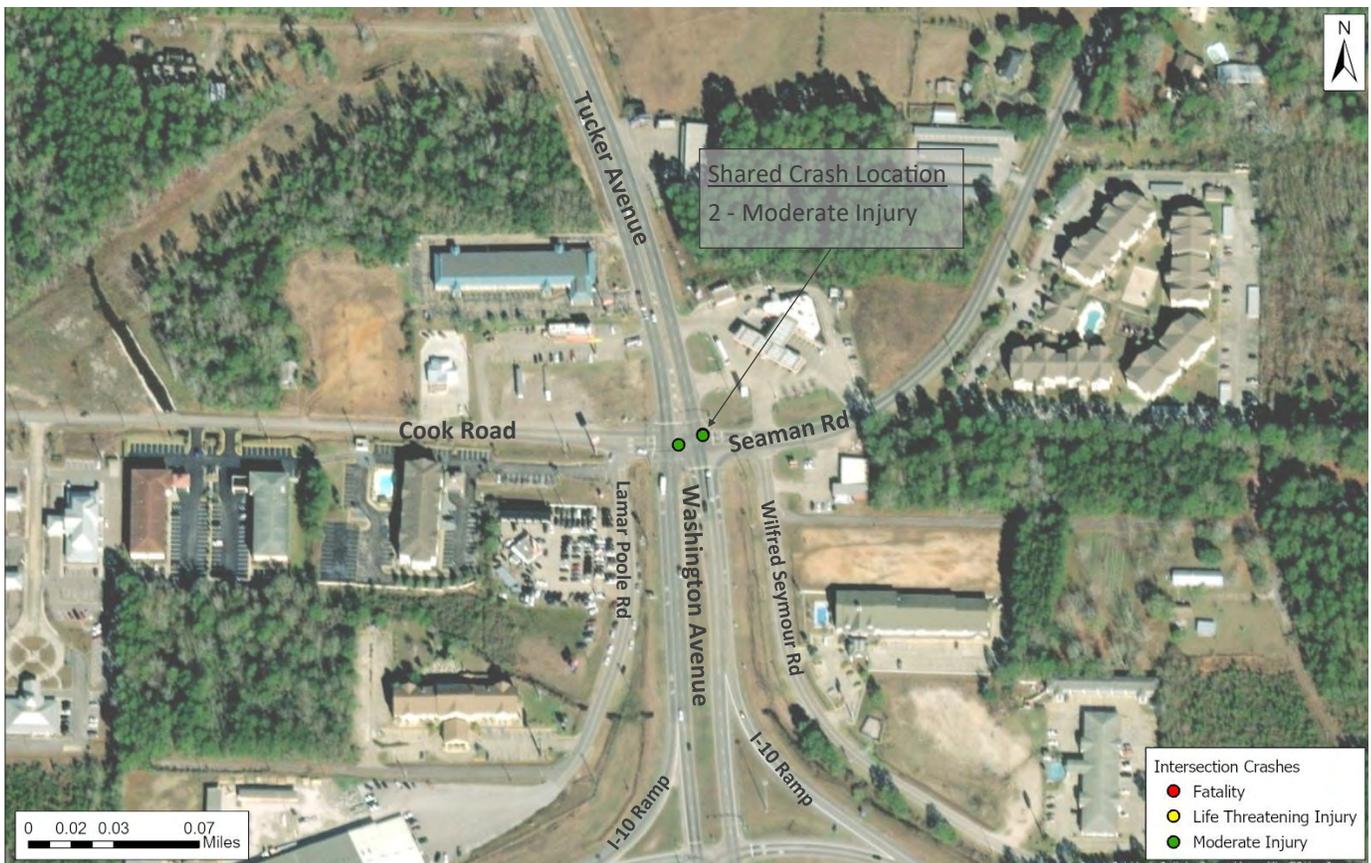
Tucker Road/Washington Avenue & Cook Road/Seaman Road

Jackson County

Land Use & Intersection Configuration

Land use at this intersection is highway commercial providing access to several hotels, restaurants, and a gas station. Beyond the intersection, Tucker Road (north), Cook Road (west), and Seaman Road (east) are primarily large lot residential or vacant. Washington Avenue (south) provides access to I-10 and a commercial corridor in Ocean Springs. The intersection is signalized and contains no pedestrian facilities or signals. Tucker Road (north) is four lanes with a left turn storage lane at the intersection. Cook Road (west) is two lanes and expands to include a left turn

only lane, through lane, and right turn only lane at the intersection. Seaman Road is two lanes, but expands to include a left turn only and a shared left turn, through, and right turn lane at the intersection. Washington Avenue is a divided four-lane roadway with a left turn storage lane and a right turn lane from the westbound off ramp to the intersection going northbound and a right turn lane from the intersection to the I-10 westbound on ramp going southbound.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. Two of the crashes occurred as a vehicle westbound from Seaman Road was struck by a northbound vehicle who ran a red light. One driver was reported as an older driver. The third crash involved a motorcycle traveling northbound on Tucker Avenue striking a vehicle leaving a gas station to go southbound which did not yield right-of-way.

Based on the crash data, all crashes at this intersection were due to driver error.

Possible Countermeasures

- Increase police presence at intersections where aggressive driving and failure to obey traffic signals continues to be significant contributing factors to crashes.

Old Mobile Avenue & Chicot Street

Pascagoula, Jackson County

Land Use & Intersection Configuration

The Old Mobile Avenue and Chicot Street intersection is commercialized with a signal. The signals at the northeast and southwest corner of the intersection include a push button for pedestrian crossing, but no pedestrian walk signal. The intersection does not have crosswalks, but does have an ADA accessible ramp on the southwest

for the sidewalk extending west down Old Mobile Avenue and a ramp and sidewalk extending north on the east side of Chicot Street. Old Mobile Avenue runs east-west and is three lanes with a left only turn lane. Chicot Street runs north-south and is four lanes.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. The first crash involved a vehicle eastbound on Old Mobile Avenue traveling at a high rate of speed that ran the red light and hit a turning vehicle. The other two crashes involved a vehicle southbound on Chicot Street turning left who struck a northbound vehicle. The three crashes resulted in three moderate injuries.

Possible Countermeasures

- Upgrade Chicot Street at the intersection to include a dedicated left turn lane with yellow flashing arrow and signage.

Old Highway 67 & Old Highway 15

Biloxi, Harrison County

Land Use & Intersection Configuration

The intersection of Old Highway 67 and Old Highway 15 is undeveloped, but serve as major arterials connecting to commercial areas. Old Highway 67 runs east-west and is two lanes. Old

Highway 15 runs north-south and is two lanes and is channelized at its intersection with Old Highway 67.



Crash Analysis

Three crashes occurred at this intersection in the 5-year study period. The first crash occurred when a northbound driver sideswiped another northbound driver on Old Highway 15. The driver of the offending vehicle was reported with erratic behavior before overturning in a separate crash. No follow-up was provided in the crash report for the behavior. The second crash was a vehicle fleeing from the police. The third crash was a miscalculation of timing when a northbound driver turning left on Old Highway 15 pulled out in front of a eastbound driver on Old Highway 67.

Based on the crash data, all crashes at this intersection were due to driver error.

Possible Countermeasures

- Increase police presence at intersections where aggressive driving and failure to obey traffic signals continues to be significant contributing factors to crashes.

Appendix A-4: Priority Location Analysis - Rural Lane Departure

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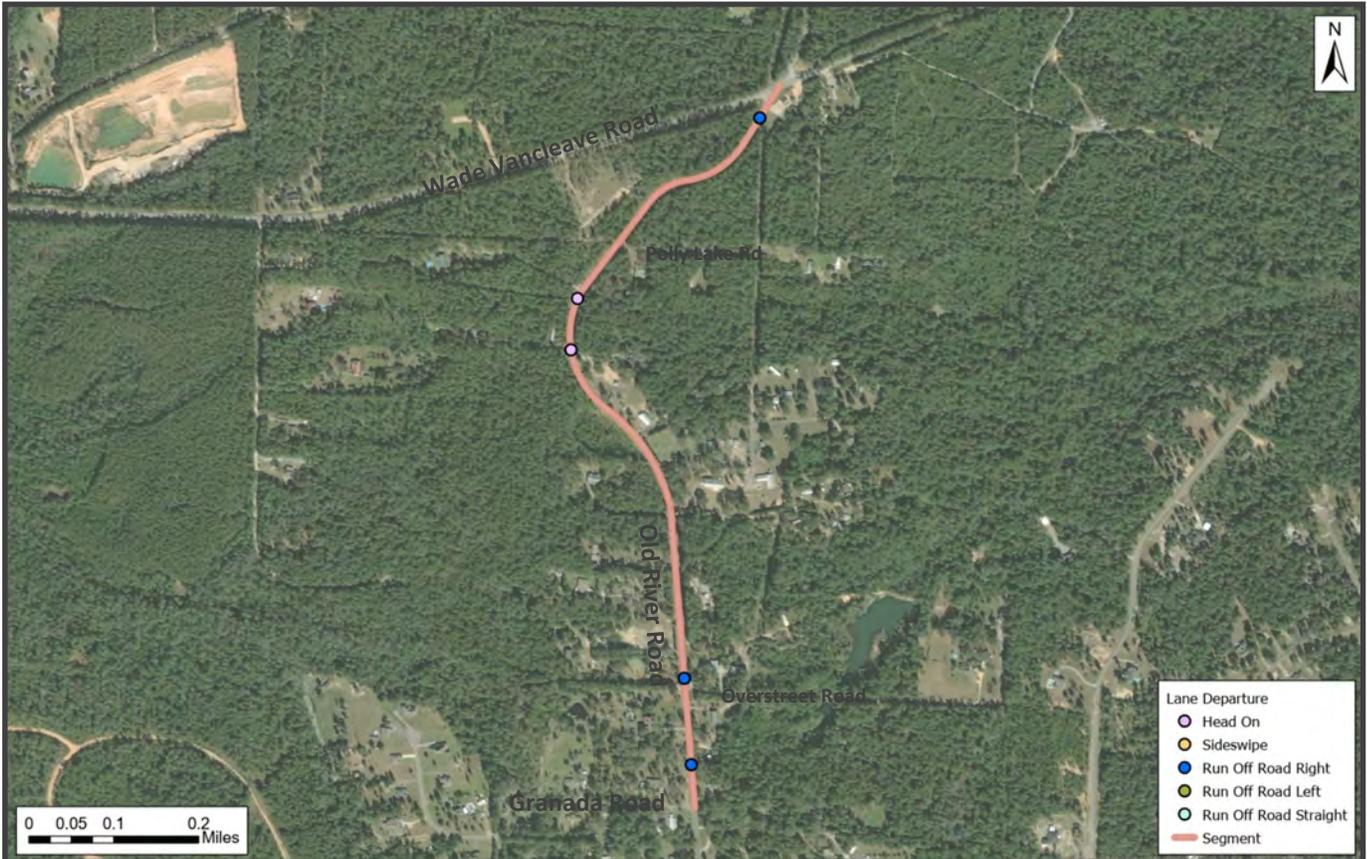
Old River Road - Segment 1

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally estate residential lots. Intersecting roads within this segment are generally for access to residential development and do not loop or provide access to other roadways. Between Wade

Vanceleave Road and Granada Road, Old River Road is a two lane road segment with a continuous double yellow centerline and a continuous white edge stripe on both sides of the road.



Crash Analysis

Five lane departure crashes occurred on this 0.9-mile segment within the study period. One crash resulted in two fatalities related to a DUI and aggressive driving. All other crashes resulted in moderate injuries. Three of the crashes, including the fatality, were related to the vehicle running off the road to the right. There were two head on crashes associated with the curves south of Polly Lake Road.

Possible Countermeasures

- Old River Road has received some improvements since the reported crashes occurred. The roadway should be reevaluated to determine if the improvements have reduced injury related crashes.

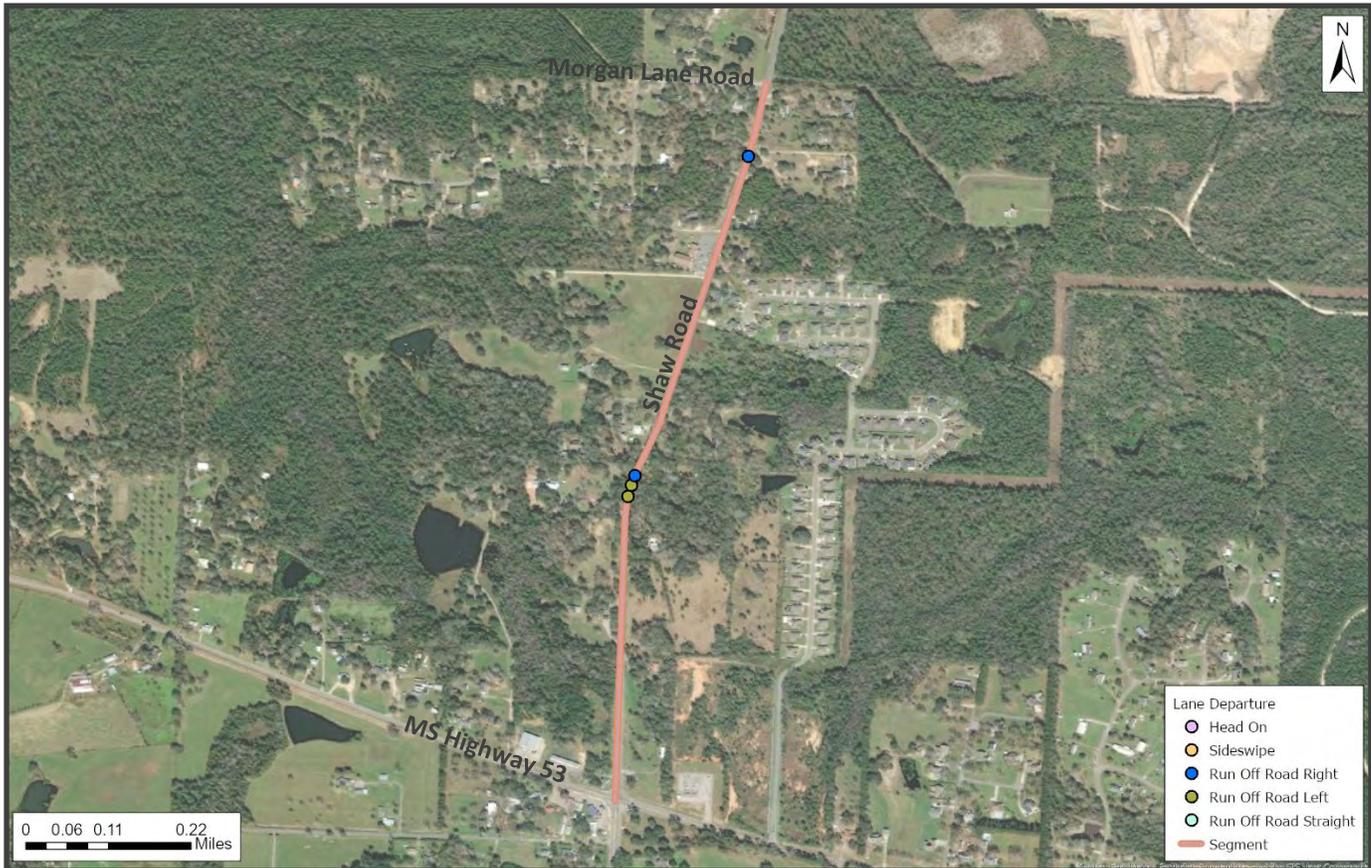
Shaw Road

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally estate residential lots. There are no other intersecting roadways between MS Highway 53 and Morgan Lane Road. Between MS Highway 53 and Morgan Lane Road, Shaw Road

is a two lane road segment with a continuous white edge stripe on both sides of the road and a double yellow line in the center. Raised pavement markers are also found along this segment in the centerline of the roadway.



Crash Analysis

Four lane departure crashes occurred on this 1.0-mile segment during the study period. One run off road right crash occurred just south of Morgan Lane Road when an aggressive driver ran off the road and hit a tree and resulted in a fatality.

Three crashes occurred within 500 feet of each other, and included two run off road left crashes and one run off road right crash. The two run off road left crashes involved younger drivers on wet pavement losing control of their vehicle in the curve. One hit a tree and the other hit a fence. The run off road right crash at the clustered location was an older driver who lost control in the curve. They initially ran off the road on the right, overcorrected and left the road on the left before striking a tree and fence.

Possible Countermeasures

- The clustered crash site on Shaw Road has received some improvements since the reported crashes occurred. The roadway should be reevaluated to determine if the improvements have reduced moderate injury crashes.

Kenneth Cole Road

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is undeveloped with a commercial node near MS Highway 57 and some residential near Blue Grass Lane. Old River Road is the only intersection road within this segment and connects north to

Poticaw Bayou Road. Between MS Highway 57 and Blue Grass Lane, Kenneth Cole Road is a two lane road segment with a double yellow or skip stripe centerline with raised pavement markers and a continuous white edge stripe.



Crash Analysis

Three lane departure crashes occurred on this 0.8-mile segment during the study period, which included one run off road right crash, one run off road left crash and one head on crash.

The run off road right crash occurred on a curve; the driver crossed the center line, overcorrected and ran off the right side of the road before rolling over. This resulted in three moderate injuries. The run off road right crash occurred when the driver ran off the road to the right, overcorrected and then ran off the road to the left hitting several trees. The head on crash occurred around 3:00 a.m. with a younger westbound driver crossed the centerline of the road and hit another vehicle. This resulted in the only fatality on this segment.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips.
- Install curve warning delineation.

Lower Bay Road - Segment 2

Hancock County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential. Intersecting roads within this segment are generally for access to residential development and do not loop or provide access to other roadways, with the exception of Old

Gainsville Road which provides connection to US Highway 90. Between US Highway 90 and Clermont Road, Lower Bay Road is a two lane road segment with a double yellow or skip stripe centerline and a continuous white edge stripe.



Crash Analysis

Seven lane departure crashes occurred on this 1.9-mile segment during the study period. This accounts for half of the crashes that occurred on Lower Bay Road during the study period. Five of the seven were single vehicle crashes. Six crashes were evenly split between run off road left and run off road right and one crash was a sideswipe. The single sideswipe crash involved a distracted driver crossing the centerline and striking a motorcycle. Two of the run off road left crashes involved aggressive drivers and the third lost control of their vehicle in a curve near Holly Street when they saw a garbage truck stopped in the road. One of the run off road right crashes was a motorcycle that left the roadway in a

straight-a-way, the other two crashes involved DUIs. Based on crash data, a majority of crashes reported were driver error.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.
- Install curve warning delineation.

County Farm Road - Segment 2

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is commercial uses that rely on access to the interstate, including travel centers, small industrial uses (i.e., warehouses and distribution centers). Intersecting roads within this segment are generally for access to commercial/industrial development and do not loop or provide access to other roadways. Between I-10 and Wildflower

Road, County Farm Road is primarily a two lane road segment with good pavement markings. Pavement markings begin to fade near to Wildflower Road. Dedicated turn lanes are provided both north and south of the truck stop/travel center.



Crash Analysis

Two lane departure crashes occurred on this 0.6-mile segment during the study period. The head on crash resulted in a fatality and was caused when a southbound vehicle crossed the roadway centerline and hit a northbound vehicle. The other crash along this roadway segment was a single-vehicle run off road right crash caused by the driver's medical emergency.

Possible Countermeasures

- Since the data was collected, the road segment has been modified to include a stripped yellow buffer to provide separation between northbound and southbound lanes at the location of the fatality. The roadway should be re-evaluated to determine if the improvements have reduced crashes in this area.

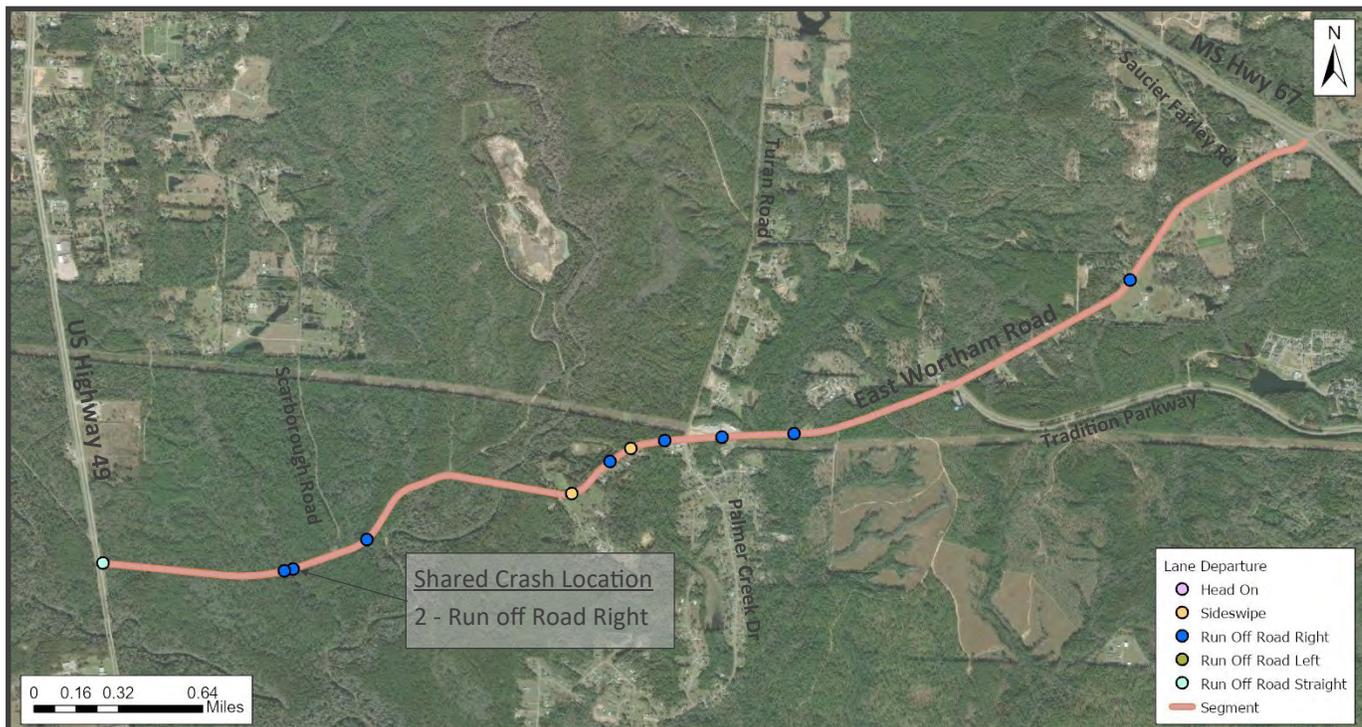
East Wortham Road

Harrison County

Land Use & Roadway Configuration

Land use along East Wortham Road between US Highway 49 and MS Highway 67 is primarily low density residential. The intersection of East Wortham Road and Turan Road/Palmer Creek Drive is community commercial. The other major road intersection is at Tradition Parkway.

This portion of East Wortham Road is a two lane road segment with a double yellow centerline or skip stripe with raised pavement markers and a continuous white edge stripe.



Crash Analysis

Twelve lane departure crashes occurred on this 4.2-mile segment during the study period. This accounts for all of the crashes that occurred on East Wortham Road during the study period. Eleven of the crashes resulted in moderate injuries while the twelfth crash resulted in a fatality.

Nine of the lane departure crashes were categorized as run off road right. Three of these crashes, including the fatality occurred at the Laya Branch bridge crossing west of Scarborough Road. The fatal crash involved an aggressive driver. Four run off road right crashes occurred with 2,000 feet east and west of Turan Road.

The two sideswipe crashes were located within 1,500 feet of each other and were the result of the vehicle crossing the centerline in a curve east of Turan Road. One driver was noted in the police report as being distracted.

The run off road straight crash was at the intersection of US Highway 49 and was the result of the driver not seeing the stop sign due to fog.

Possible Countermeasures

- From aerial imagery, East Wortham Road has received some improvements since the reported crashes occurred. The roadway should be reevaluated to determine if the improvements have reduced moderate injury crashes.

Saracennia Road - Segment 2

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally estate residential lots. There are no major intersecting roads within this segment. All connections are generally for access to residential development. Between Kings Road and Coda

Road, Saracennia is a two lane road segment with a double yellow or skip centerline with raised pavement markers and a continuous white edge stripe.



Crash Analysis

Three single vehicle lane departure crashes occurred on this 1.1-mile segment during the study period.

The first crash was categorized as run off road left. The driver crossed the centerline on a straight section of road before leaving the road for unknown reasons and striking a fence, culvert and tree.

The other two crashes were run off road right. One was the result of the driver crossing the centerline, overcorrecting and running off the road, overturning, and then being ejected. This resulted in a moderate injury. The other run off road right involved a younger driver who over-

turned in a ditch at Tammy Lane when they ran off the road to avoid a car stopped in the road without brake lights. Based on crash data, a majority of crashes reported were driver error.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.
- Install curve warning delineation.

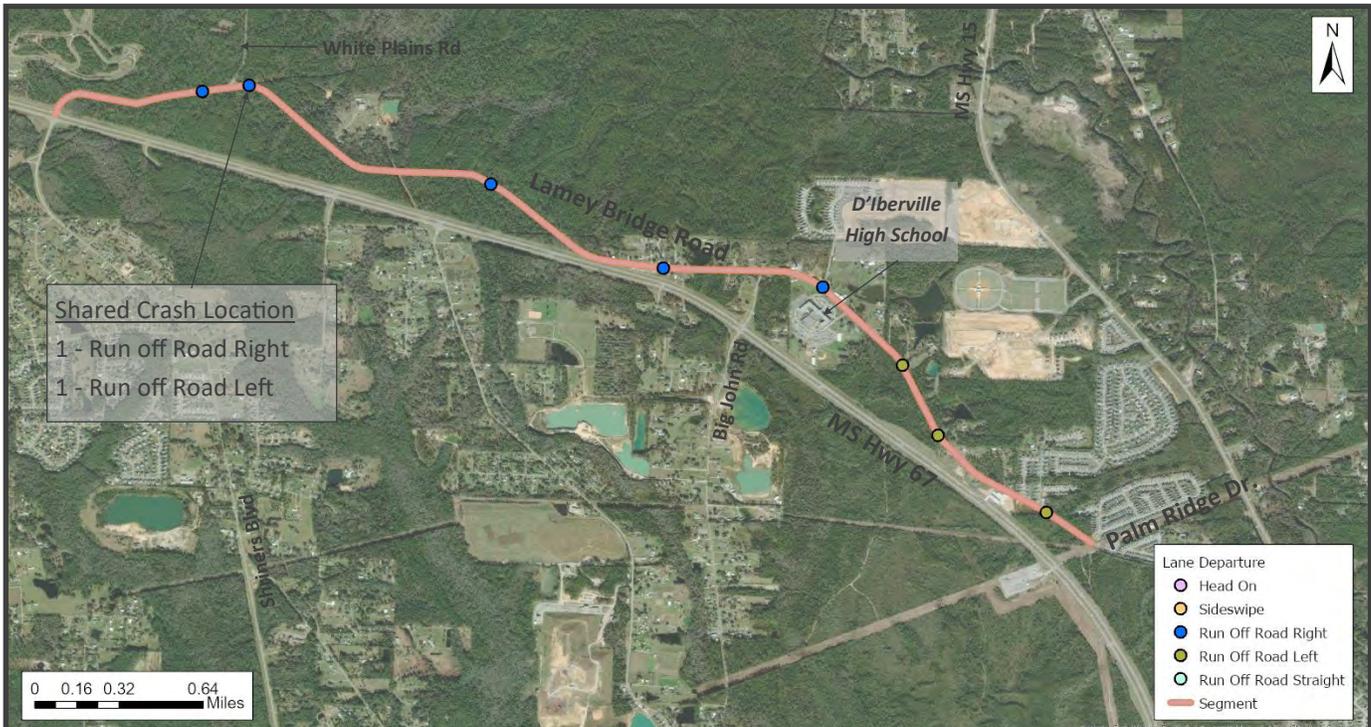
Lamey Bridge Road - Segment 2

Harrison County

Land Use & Roadway Configuration

This portion of Lamey Bridge Road has some residential development, but primarily serves as a connector for dense residential developments and larger roads and commercial areas. This portion of Lamey Bridge Road also provides direct access to D'Iberville High School. Major intersecting roads include White Plains Road which connects to MS Highway 15, Big John Road which

connects to MS Highway 67. Between MS Highway 67 and Palm Ridge Drive, Lamey Bridge Road is a two lane road segment with a double yellow or skip centerline with raised pavement markers and a continuous white edge stripe. Turn lanes are provided at D'Iberville High School and at the intersection of Lamey Bridge Road and MS Highway 67.



Crash Analysis

Nine single vehicle lane departure crashes occurred on this 3.8-mile segment during the study period. Five were moderate injury, two were life-threatening, and two were fatal, resulting in three fatalities.

Four of the crashes were run off road left. The first crash involved a DUI and the second crash involved a younger, aggressive driver who lost control of their vehicle in a curve on wet road conditions. The third involved a driver that crossed the centerline before leaving the road and hitting a culvert. The fourth crash resulted in a fatality when the driver ran off the end of a curve and struck a tree.

Five crashes were run off road right. The first was a motorcycle that lost control in a curve, two crashes involved a distracted driver who blacked out, and a fourth crash involved a DUI. The last crash resulted in a fatality and involved a motorcycle leaving the roadway and the driver being thrown from the vehicle when attempting to recover.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.
- Install curve warning delineation.

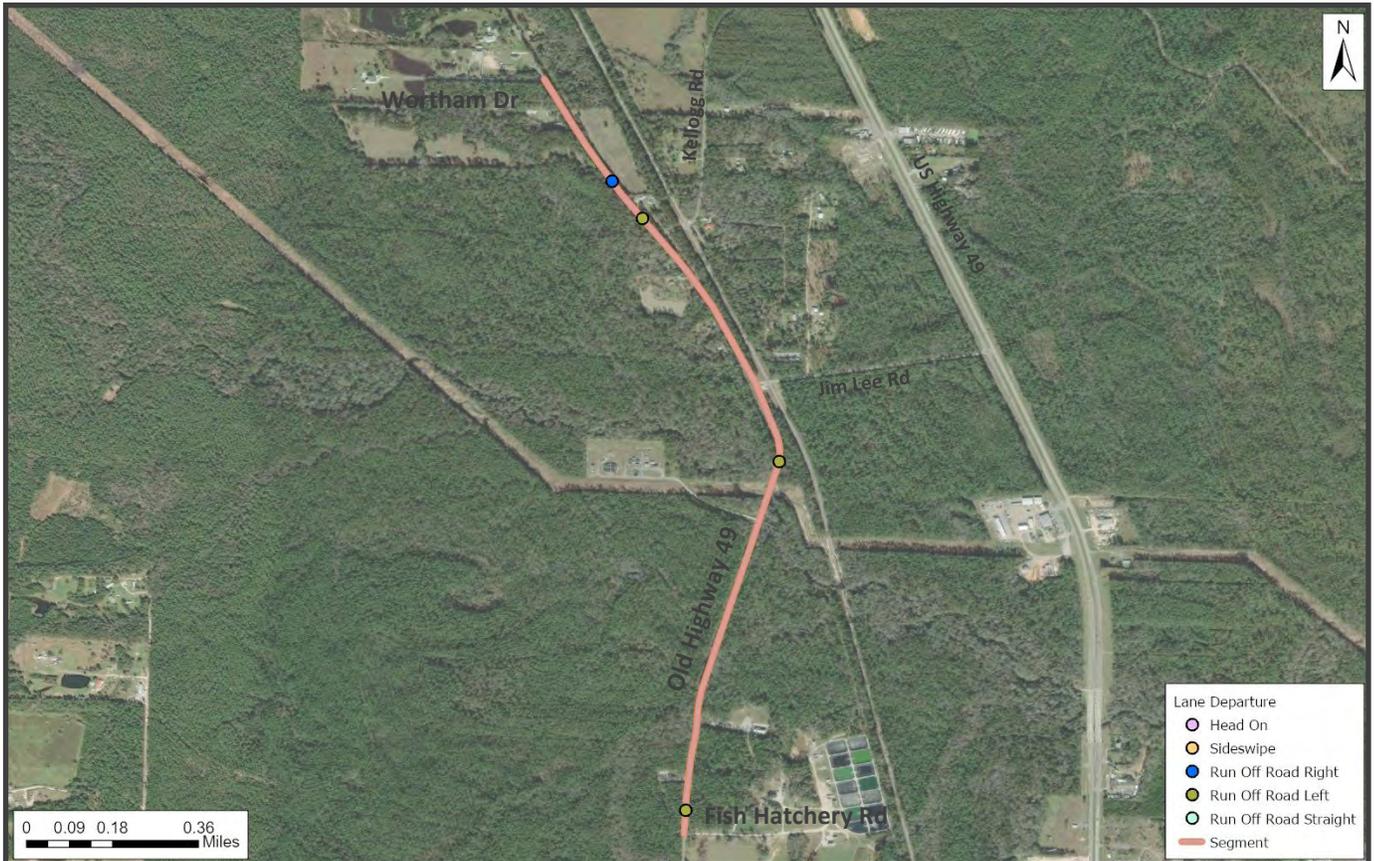
Old US Highway 49 - Segment 2

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally undeveloped with a sparse residential and a few light industrial uses. Intersecting roads within this segment generally provide connection to US Highway 49. Between Wortham Road and

Fish Hatchery Road, Old Highway 49 is a two lane road segment with a double yellow or skip stripe centerline and a continuous white edge stripe.



Crash Analysis

Four single vehicle lane departure crashes occurred on this 1.7-mile segment during the study period. All were moderate injury crashes.

Three crashes were categorized as run off road left. One was a DUI and another was a younger driver that lost control in a curve. The third crash was a driver who lost control on a straight section of roadway and ran off the road, hitting fences and a power pole.

One crash was categorized as a run off road right. The younger driver ran off the road to the right in a straight section, over corrected twice before running off the road again and over turned.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.
- Install curve warning delineation.

West Wortham Road - Segment 2

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is single family residential. Intersecting roads within this segment are generally for access to residential development and do not loop or provide access to other roadways. Between Borzick Road and Sky Lane, West Wortham Road

is a two lane road segment with a continuous double yellow centerline with raised pavement markers and a continuous white edge stripe. Between 2015 and 2017, West Wortham Road between Borzick Road and Northrop Drive was repaved and edge rumble strips were added.



Crash Analysis

Three lane departure crashes occurred on this 1.3-mile segment during the study period. Two were DUI-related.

A single run off road left crash involved a DUI and aggressive driving. The two other crashes were categorized as head on. One involved a DUI driver attempting to pass another vehicle in a no passing zone and the other involved a westbound driver crossing the centerline in a curve east of Longwood Drive. Based on crash data, a majority of the crashes reported were driver error.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers east of Northrop Drive.
- Install curve warning delineation.

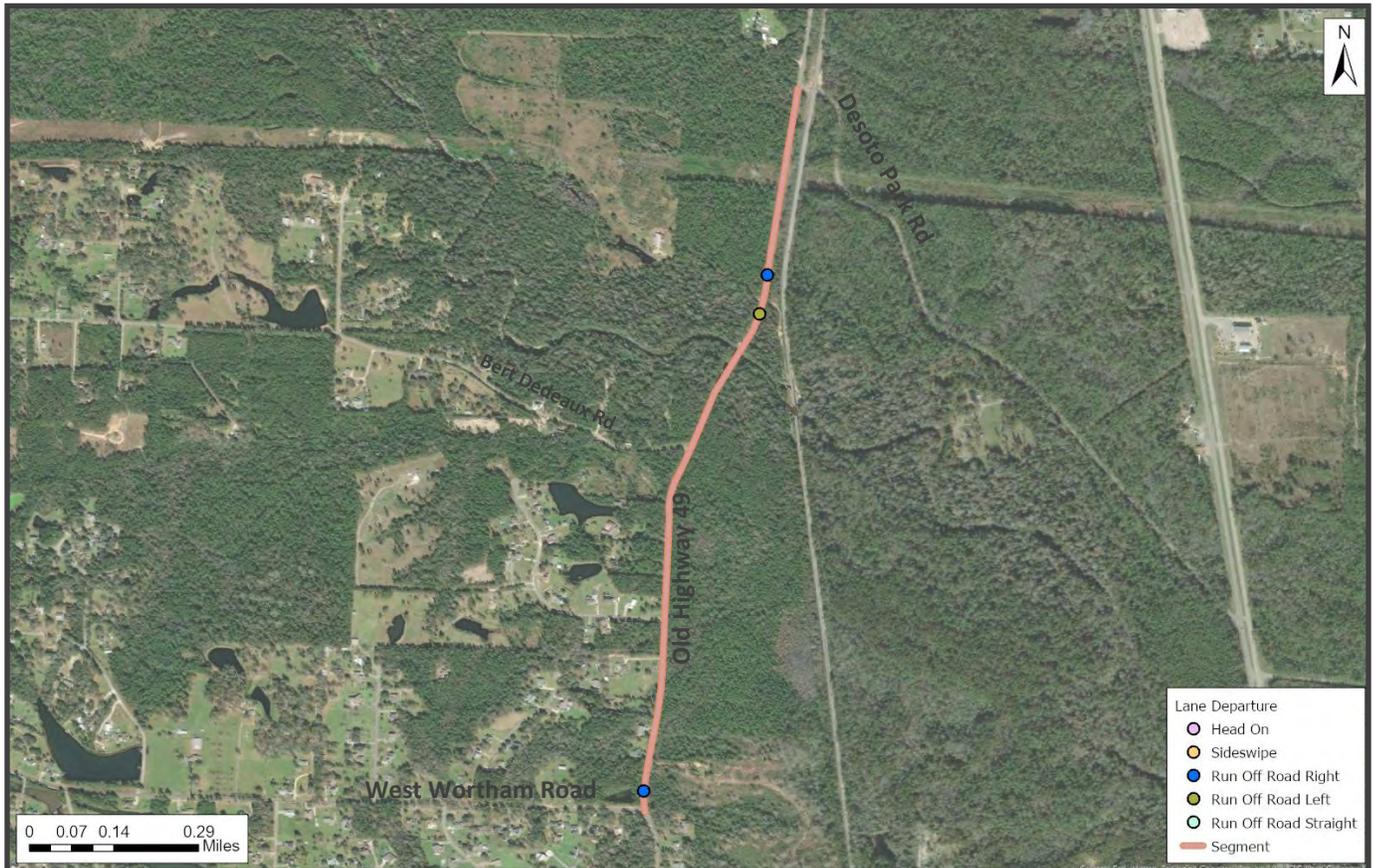
Old US Highway 49 - Segment 1

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally undeveloped to the east and residential on to the west. Intersecting roads within this segment are generally for access to residential development and do not loop or provide access to

other roadways. Between Desoto Park Road and West Wortham Road, Old Highway 49 is a two lane road segment with a double yellow or skip stripe centerline.



Crash Analysis

Three single vehicle lane departure crashes occurred on this 1.3-mile segment during the study period. All were moderate injury crashes.

One crash was categorized as run off road left and occurred on wet roads at night when the driver ran off the road in a curve south of Desoto Park Road. Two of the crashes were categorized as run off road right. One was an aggressive driver in a curve and the other was a driver just north of West Wortham that ran off the road for unknown reasons before impact.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.
- Install curve warning delineation.

Saucier Lizana Road - Segment 1

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally estate residential or agricultural residential. Two major intersecting roads within this segment are Herman Ladner Road which connects to MS Highway 53 and Houston Ladner Road

which connects to West Wortham Road. Between West Wortham Road and MS Highway 53, Saucier Lizana Road is a two lane road segment with a double yellow or skip stripe centerline with raised pavement markers and a white edge stripe.



Crash Analysis

Nine single vehicle lane departure crashes occurred on this 4.2-mile segment during the study period. All were moderate injury crashes with the exception of one fatal crash.

Three of the crashes were categorized as run off road left. Two were distracted and one was an aggressive driver who lost control of their vehicle in a curve.

Six of the crashes were categorized as run off road right. One was a DUI, another involved a driver swerving to avoid hitting a dog, two were aggressive (one older and one younger driver), and the fatal crash was a motorcycle fleeing police. The last run off road right crash involved a vehicle running off the road and hitting a tree.

Based on the crash data provided, a majority of the crashes were driver error.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.
- Install curve warning delineation.

Lily Orchard Road

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally estate residential lots. Intersecting roads within this segment are generally for access to residential development and do not loop or provide access to other roadways. Between

Nutbank Road and Dunn Road, Lily Orchard Road is a two lane road segment with a double yellow centerline or skip stripe and raised pavement markers. No edge stripe is provided.



Crash Analysis

Three single vehicle lane departure crashes occurred on this 1.5-mile segment during the study period. All were moderate injury crashes.

The single run off road left crash involved a northbound motorcycle just north of Augusta Road.

One of the run off road right crashes involved a dog in the vehicle distracting the driver and the other one involved a driver running off the road in a straight section of road, losing control of the vehicle, and overturning.

Possible Countermeasures

- Evaluate roadside ditch which may promote overturning.
- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.
- Install curve warning delineation.

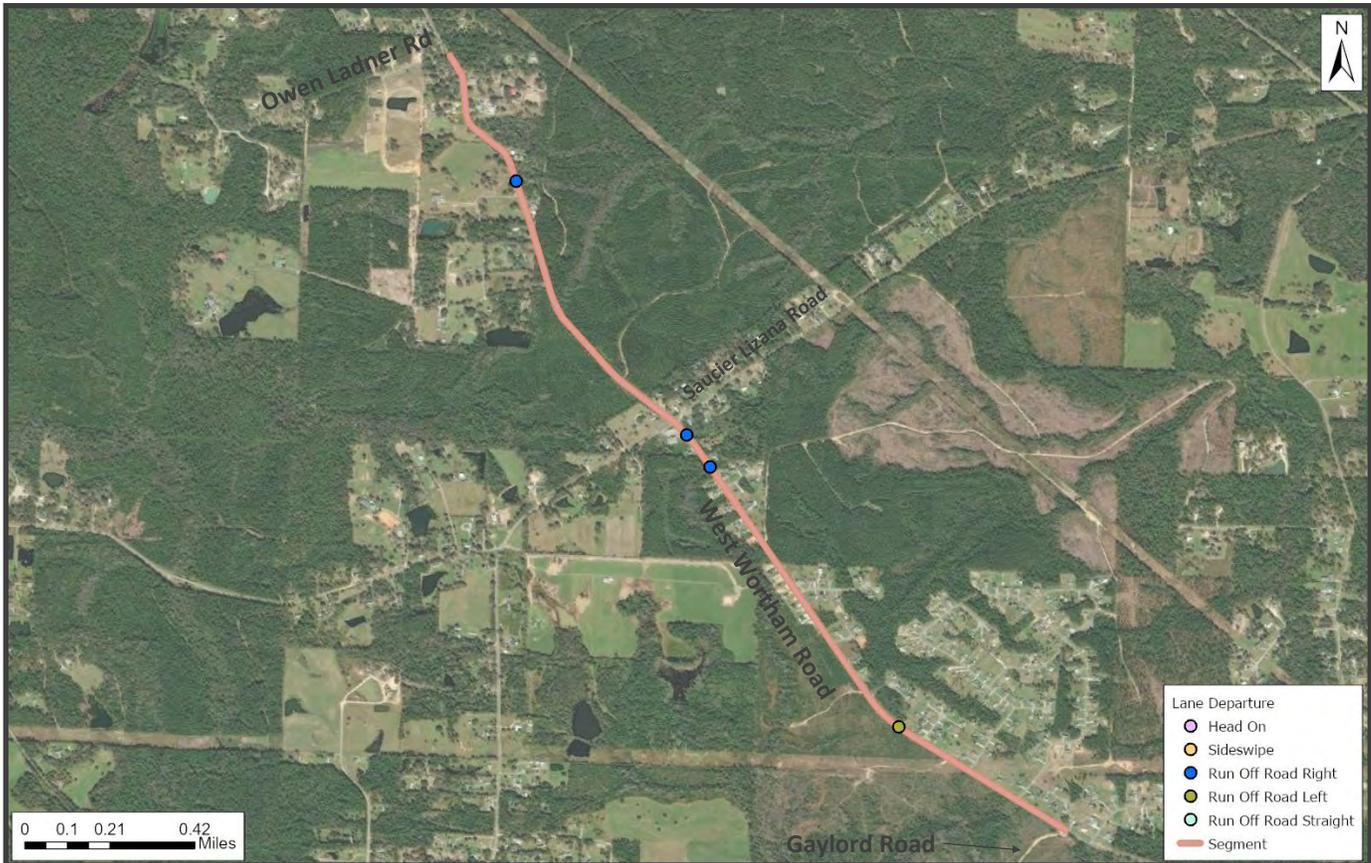
West Wortham Road - Segment 1

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential. There is only one major intersecting road in this segment, Saucier Lizana Road, the other roads are used for accessing residential development and do not loop or provide access to other roadways. Between Owen Ladner Road and Gaylord Road, West Wortham

Road is a two lane road. In 2015, this portion of West Wortham Road appeared to only have a centerline stripe. Between 2015 and 2017, West Wortham Road was restriped. The improvements may have added a edge rumble strip, but it is not visible in aerial imagery.



Crash Analysis

Four single vehicle lane departure crashes occurred on this 2.4-mile segment during the study period. All were moderate injury crashes with the exception of one life-threatening crash.

The single run off road left crash was a DUI and two of the three run off road right crashes were DUIs. The only non-DUI crash on this segment occurred with an older driver left the road on a straight section for unknown reasons and hit a tree.

Possible Countermeasures

- From aerial imagery, West Wortham Road has received some improvements since the reported crashes occurred. The roadway should be reevaluated to determine if the improvements have reduced moderate injury crashes.

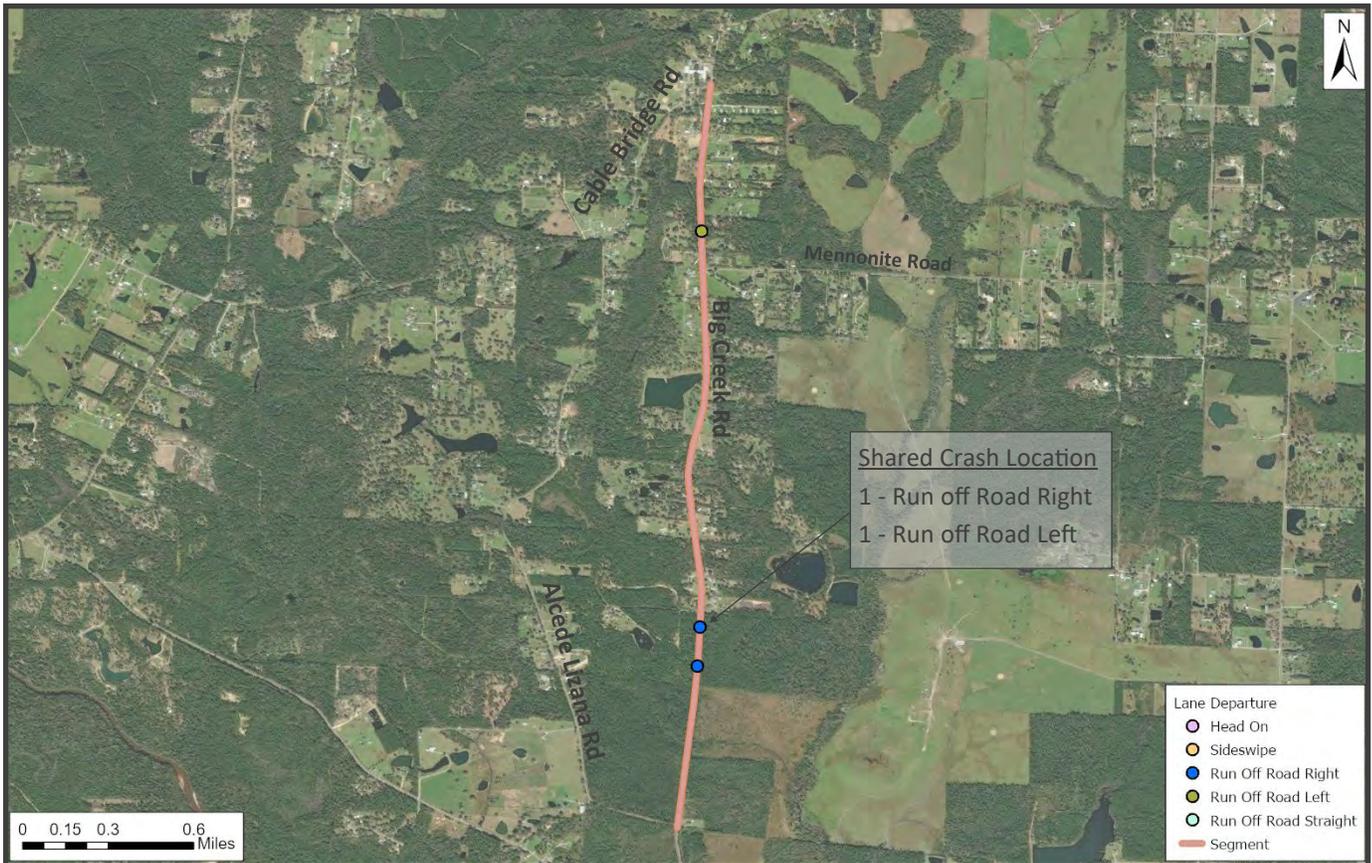
Big Creek Road

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is residential. The only other major road that intersects Big Creek Road in this segment is Mennonite Road which connects to County Farm Road. Between Alcede Lizana Road and Cable

Bridge Road, Big Creek Road is a two lane road segment with a double yellow centerline or skip stripe with raised pavement markers and a continuous white edge stripe.



Crash Analysis

Four single vehicle lane departure crashes occurred on this 2.6-mile segment during the study period. All were moderate injury crashes with the exception of one life-threatening crash.

There were two run off road left crashes and two run off road right crashes. The first crash involved a younger driver passing a vehicle when they ran off the road on the left side; they overcorrected, lost control of the vehicle, and overturned. The second run off road left crash was life threatening after the driver crossed the centerline and hit a tree. The two run off road right crashes occurred when a vehicle ran off a straight segment of the road, overcorrected and ran off the left side of the road. Both of these

crashes occurred at the same point with the drivers going in opposite directions.

Possible Countermeasures

- Evaluate roadside ditches, steep with very small shoulder, which may cause recovery issue.
- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.
- Install curve warning delineation.

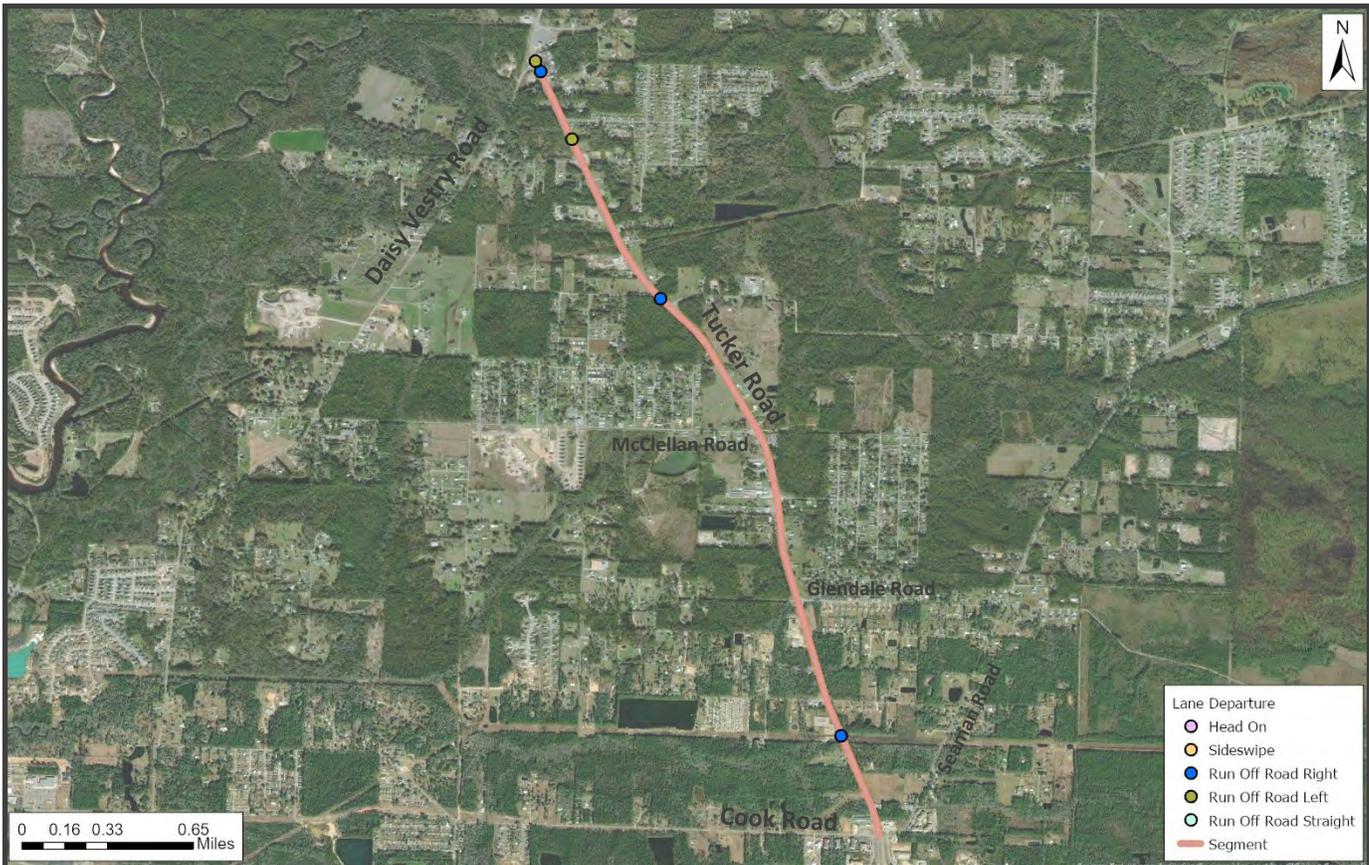
Tucker Road

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential with some commercial uses. Major intersecting roads within this segment are McClellan Road which connects to Daisy Vestry Road, Glendale Road which connects to Seaman

Road. Between Cook Road and McClellan Road, Tucker Road is a five lane road with a dedicated center turn lane. From McClellan Road to Daisy Vestry Road, Tucker Road is a three lane road with a dedicated center turn lane.



Crash Analysis

Five single vehicle lane departure crashes occurred on this 3.3-mile segment during the study period.

Three of the crashes were categorized as run off road right. One was a DUI, one was a distracted driver that had a medical issue, and the third involved an aggressive driver in a curve at Daisy Vestry Road and Tucker Road.

Two of the crashes were categorized as run off road left. The first was a northbound driver who crossed the continuous two-way left turn lane and continued off the road and hit a culvert. The second crash involved a younger, unlicensed driver that lost control of the vehicle just south of the Daisy Vestry Road intersection and hit a guard rail before overturning.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.
- Install curve warning delineation.

Saracennia Road - Segment 1

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is largely undeveloped with some residential and industrial uses. Intersecting roads within this segment are generally for access to residential development and do not loop or provide access to

other major roadways. Between Greenfield Road and MS Highway 613, Saracennia Road is a two lane road segment with a double yellow or skip stripe centerline and a continuous white edge stripe.



Crash Analysis

Five single vehicle lane departure crashes occurred on this 3.4-mile segment during the study period. All were moderate injury crashes.

Two crashes were run off road left and three were run off road right. Three crashes (1 left and 2 right) were drivers reaching for items in the car or attempting to avoid an animal in the road. One run off road left crash occurred with a southbound driver lost control in a curve and overturned. One run off road right crash occurred on a straight section of roadway when the driver overcorrected, ran off the road, and hit a tree.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.
- Install curve warning delineation.

Wolf River Road

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally estate residential or agricultural residential. Big Creek Road is the only major intersecting road within this segment and connects to Highway 53. Between Cable Bridge Road and

Jake Bell Road, Wolf River Road is a two lane road segment with a double yellow or skip stripe centerline and a continuous white edge stripe and rumble strips.



Crash Analysis

Six lane departure crashes occurred on this 4.6-mile segment during the study period. Three crashes resulted in moderate injuries and the other three crashes resulted in 4 fatalities.

The single run off road left crash involved a motorcycle that lost control in a curve. The single head on crash involved a younger driver fatality and occurred when the driver lost visual of the roadway due to dust tracked onto the road from the adjacent dirt pit's unpaved driveway.

There were four run off road right crashes which were associated with driver error. The first was due to a driver avoiding an oncoming vehicle crossing the centerline, the second occurred when a vehicle towing another vehicle lost control (fatality), the third involved a mechanical issue with a car, and the final crash resulted in two fatalities when the unbelted occupants crashed while fleeing from the police.

Possible Countermeasures

- Add centerline raised pavement markers.
- Install curve warning delineation.
- Consider adopting standards for unpaved commercial/industrial driveways that would limit tracking of debris onto paved roadways.

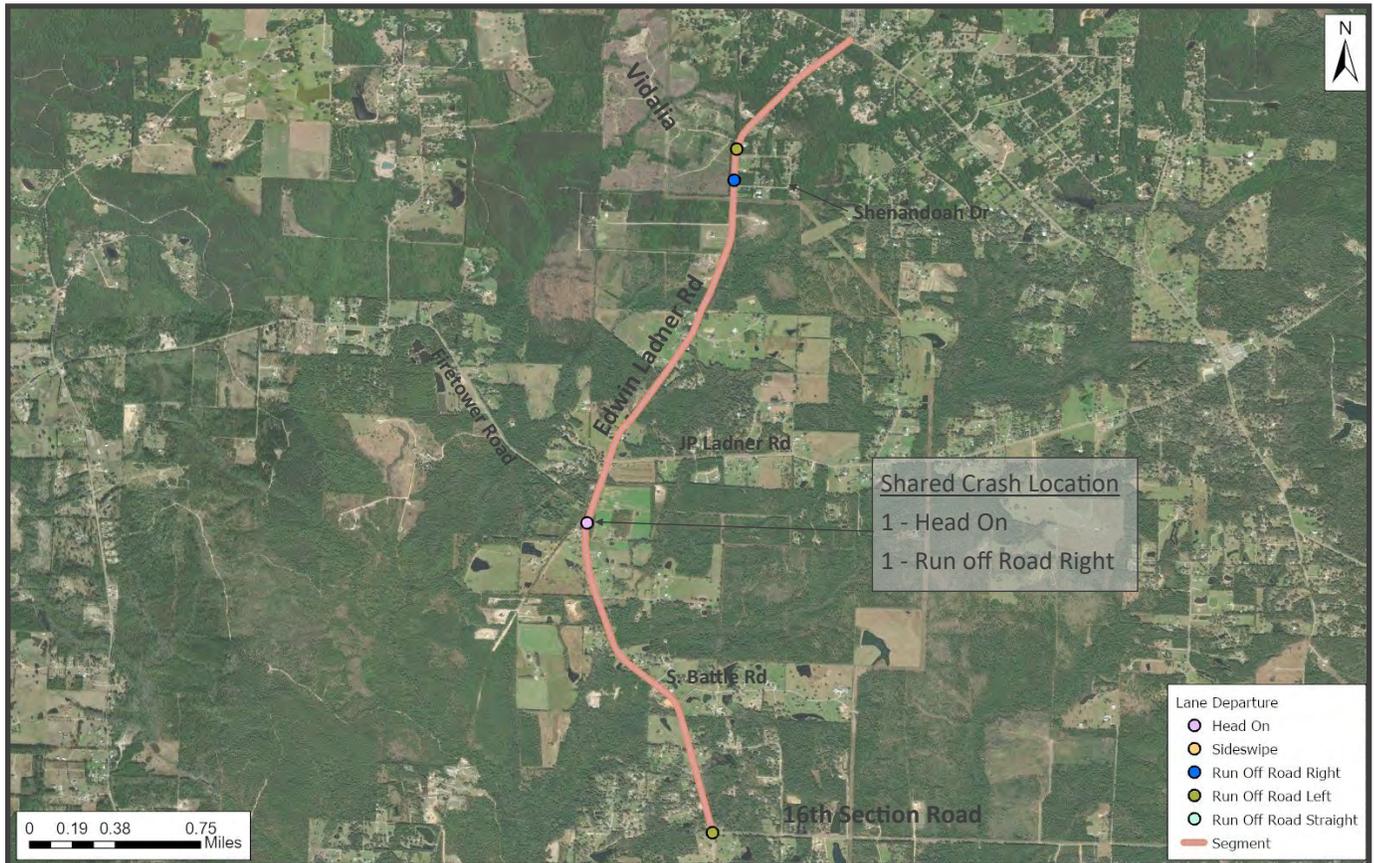
Edwin Ladner Road

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally estate residential or agricultural residential. Major intersecting roads within this segment are JP Ladner Road which connects to Vidalia Road and Cable Bridge Road as well as Firetower Road which connects to MS Highway 603.

Between Vidalia Road and 16th Section Road, Edwin Ladner Road is a two lane road segment with double yellow or skip stripe centerline and a continuous white edge stripe. Between 2015 and 2017, approximately 800 feet on either side of S. Battle Road was repaved and striped.



Crash Analysis

Five lane departure crashes occurred on this 3.9-mile segment during the study period. All crashes resulted in moderate injuries.

Two of the crashes were categorized as run off road left. One was the result of the driver reaching for something before overcorrecting. The second was a driver swerving to avoid an oncoming vehicle in their lane.

Two of the crashes were categorized as run off road right, one in which the driver of the single vehicle attempting to cause harm to themselves. The second run off road right crash was caused by the driver losing control in a curve.

The final crash was a head on collision involving an aggressive DUI driver.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.
- Install curve warning delineation.

Tanner Williams Road

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is primarily agricultural residential. The only major intersecting road with Tanner Williams Road is Tanner Chapel Road which connects to MS Highway 612. Between MS Highway 613 and the

state line, Tanner Williams Road is a two lane road segment with a double yellow or skip stripe centerline with raised pavement markers and a continuous white edge stripe.



Crash Analysis

Eight lane departure crashes occurred on this 6.3-mile segment during the study period. All crashes resulted in moderate injuries, except for one crash which resulted in two fatalities.

Only one crash was categorized as run off road left which was caused by an oily substance on the road. Seven crashes were categorized as run off road right. Two involved a DUI, one was due to ice on the roadway, and two (including one of the DUIs) were related to vehicles avoiding a head on collision with vehicles in their lane. One of the crashes involved a vehicle losing control in a curve on wet pavement and the only fatal crash was a westbound vehicle running off the road in a curve. The vehicle was estimated to be speeding.

Possible Countermeasures

- From aerial imagery, Tanner Williams Road has received some improvements since the reported crashes occurred. The roadway should be reevaluated to determine if the improvements have reduced moderate injury crashes.

Firetower Road - Segment 2

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential with some industrial and commercial uses. There are no major intersecting roadways within this segment of Firetower Road. However, Firetower Road does provide access to

Waste Management's Pecan Grove Subtitle D landfill. Between Vidalia Road and I-10, Firetower Road is a two lane road segment with a centerline with raised pavement markers and an edge stripe.



Crash Analysis

Six lane departure crashes occurred on this 4.8-mile segment during the study period.

One crash was a run off road straight in which an older driver didn't stop and continued straight at Vidalia Road. One crash was run off road right in which a southbound driver ran off the road in a curve. Two crashes were categorized as run off road left and both involved aggressive driving and one resulted in a fatality; both were in a curve and one was on wet pavement. Two crashes were categorized as sideswipe; both occurred on straight sections of roadway and one involved an older driver.

Possible Countermeasures

- From aerial imagery, Firetower Road has received some improvements since the reported crashes occurred. The roadway should be reevaluated to determine if the improvements have reduced moderate injury crashes.

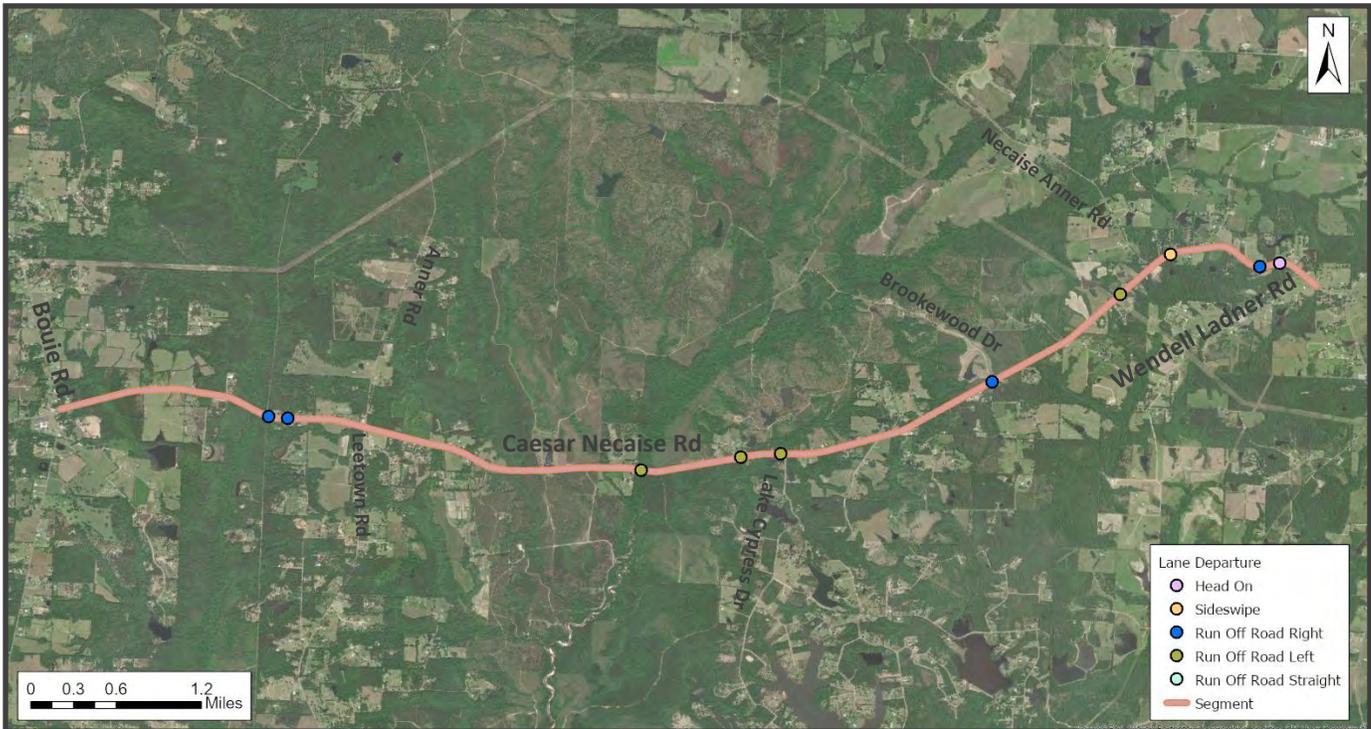
Caesar Necaize Road

Hancock County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential and agricultural residential. Anner Road, Necaize Anner Road, and Leetown Road intersect this roadway segment, but do not provide any connections to other major roadways. Other intersecting roads within this segment are generally for access to residential development.

Between Wendell Ladner Road and Hancock County Line just east of Bouie Road, Caesar Necaize Road is a two lane road segment with a double yellow or skip stripe centerline and a continuous white edge stripe. Some curves have edge raised pavement markers.



Crash Analysis

Ten lane departure crashes occurred on this 8.0-mile segment during the study period. All crashes resulted in moderate injuries except for one life-threatening crash.

The single sideswipe crash was caused by a distracted driver. The single head on crash was the result of a younger driver losing control of their vehicle in a curve on wet pavement.

Four crashes were categorized as run off road right. Three of the crashes involved driver error, including two medical emergencies (one unlicensed) and one aggressive driver. The fourth crash was a younger driver swerving to avoid a car in their lane.

Four crashes were categorized as run off road left. Two were noted as distracted or aggressive drivers. The third was a younger driver who left

the road for unknown reasons and the fourth crash resulted in life threatening injuries when an eastbound cement truck crossed the centerline, struck the bridge guardrail, and flipped over the bridge.

Possible Countermeasures

- From aerial imagery, Caesar Necaize Road has received some improvements since the reported crashes occurred. The roadway should be reevaluated to determine if the improvements have reduced moderate injury crashes.

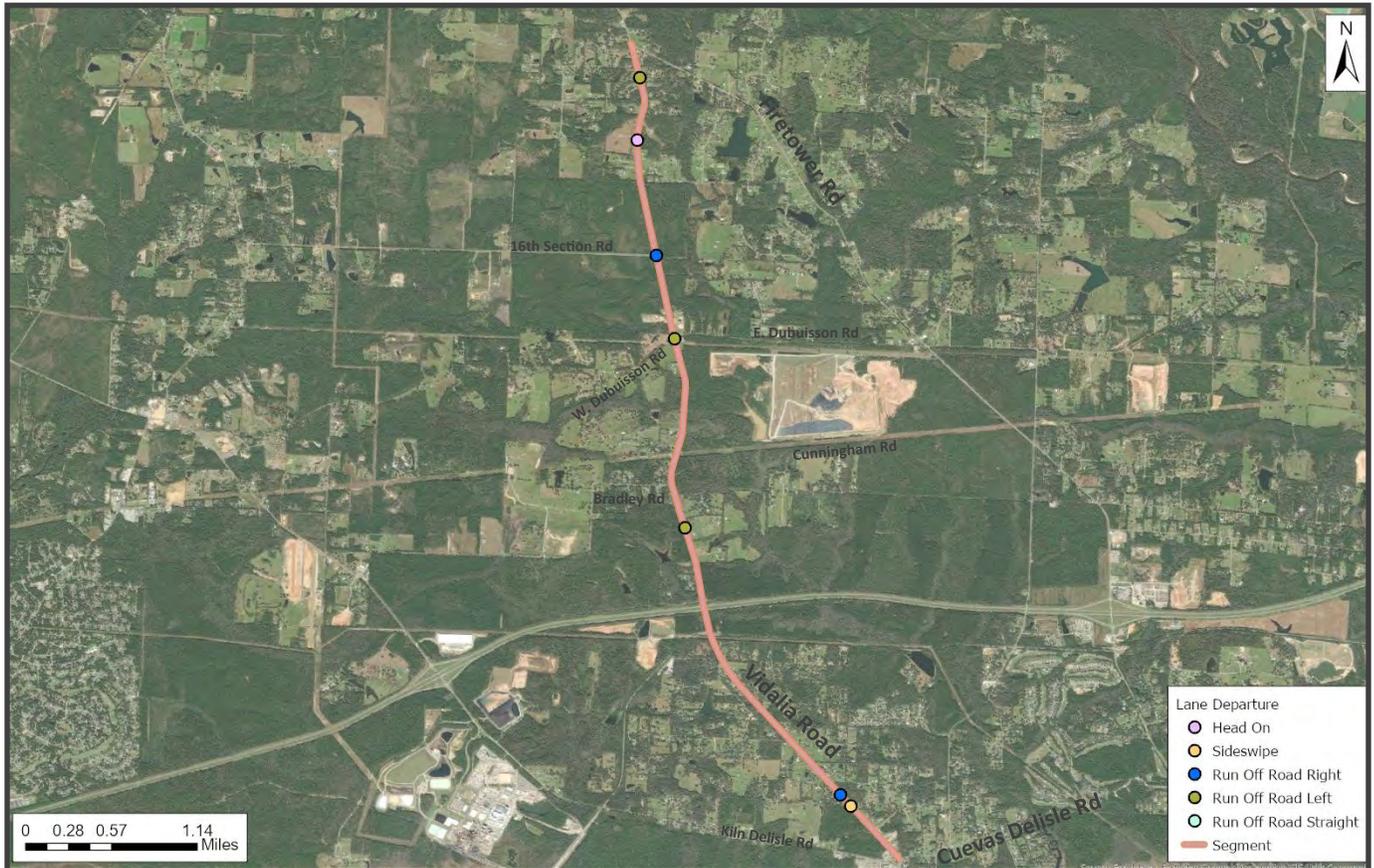
Vidalia Road - Segment 1

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential with some commercial and recreational uses. Intersecting roads within this segment include 16th Section Road, East and West Dubuissou Road, Bradley Road, Cunning-

ham Road, and Kiln Delisle Road. Between Firetower Road and Cuevas Delisle Road, Vidalia Road is a two lane road segment with a double yellow or skip stripe centerline and a continuous white edge stripe.



Crash Analysis

Seven lane departure crashes occurred on this 5.8-mile segment during the study period. Five were moderate injury and two were life threatening.

One crash resulted in 2 life threatening injuries when an older driver hit another vehicle head on. Another crash was categorized as sideswipe and involved a younger driver passing a turning ATV. Two crashes were categorized as run off road right. One involved an aggressive driver on wet pavement and the second involved a younger driver who lost control of their vehicle and overturned. Three crashes were categorized as run off road left. One involved a mechanical issue with the vehicle, a second involved an aggressive DUI driver, and the third crash

involved a driver who crossed the centerline, overcorrected, left the road again and overturned.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.
- Install curve warning delineation.

Forts Lake Road

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential, with large areas of undeveloped land. Intersecting roads within this segment are generally for access to residential development and do not loop or provide access to other roadways. Valley Forge Road intersects with this segment and leads into Alabama Old Pascagoula

Road (AL Highway 28). Between the AL/MS state line and Independence Road, Forts Lake Road is a two lane road segment with a double yellow or skip stripe centerline with raised pavement markers and a continuous white edge stripe with rumble strip.



Crash Analysis

Six lane departure crashes occurred on this 5.3-mile segment during the study period.

The first crash was fatal and involved a vehicle hitting an 18-wheeler head on. Two crashes were categorized as run off road left. One involved an aggressive driver that sustained life threatening injuries and the second resulted in a fatality when the southbound driver hit a private driveway embankment, overturned, and was ejected.

Three crashes were categorized as run off road right. One involved a mechanical failure, one involved an aggressive driver, and the third involved a driver that hit several signs and off road objects.

Possible Countermeasures

- From aerial imagery, Forts Lake Road has received some improvements since the reported crashes occurred. The roadway should be reevaluated to determine if the improvements have reduced moderate injury crashes.

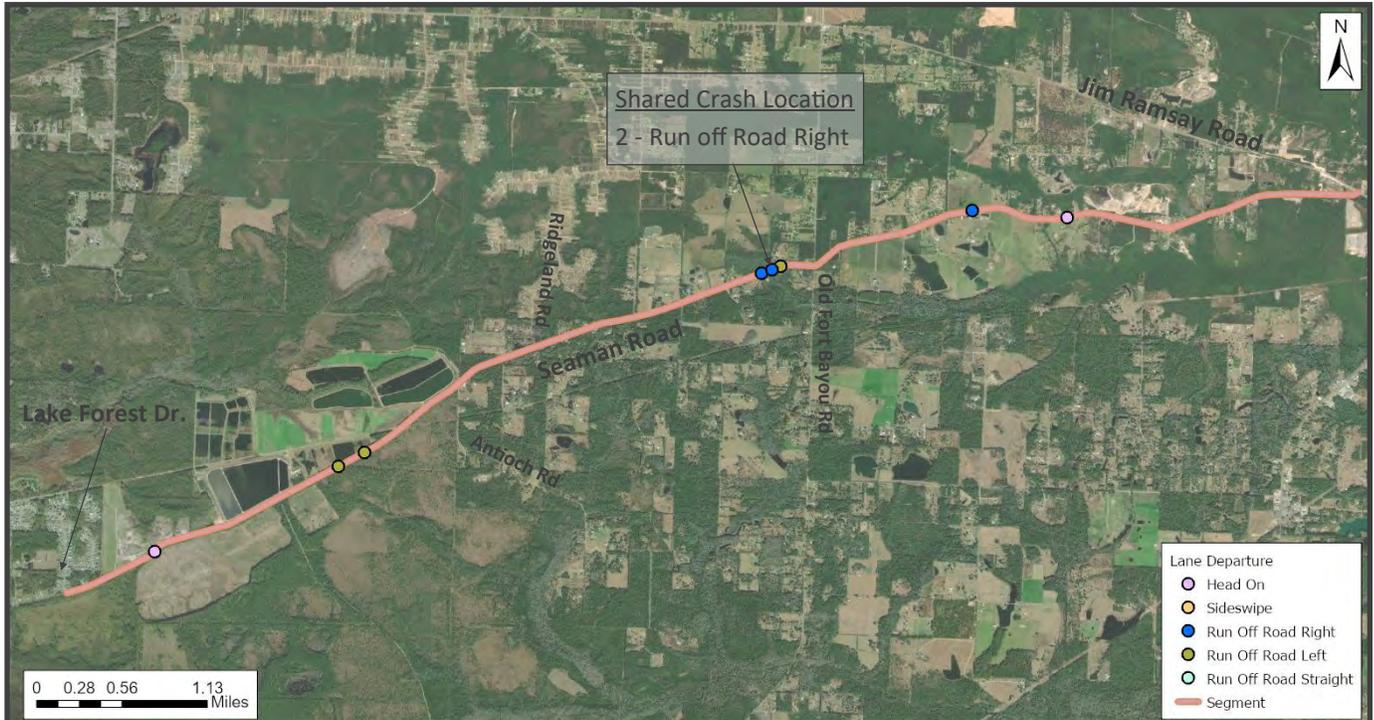
Seaman Road - Segment 2

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally estate residential or agricultural residential with some industrial uses. Seaman Road provides direct access to the Jackson County Rubbish Landfill, the Jackson County Solid Waste Department, and the Jackson County Utility Authority wastewater treatment facility. Intersecting roads include Ridgeland Road and

Antioch Road that provide minor connections and Old Fort Bayou Road that connects to Jim Ramsay Road to the north and Washington Avenue (MS Hwy 609) to the south. Between Jim Ramsay Road and Lake Forest Drive, Seaman Road is a two lane road segment with a double yellow or skip stripe centerline with raised pavement markers and a continuous white edge stripe.



Crash Analysis

Nine lane departure crashes occurred on this 8.1-mile segment during the study period. All crashes resulted in moderate injuries except the one fatal crash.

Two crashes were categorized as head on. One was caused by a dog in the vehicle and the other occurred when a driver ran off the road to the right, over-corrected, crossed the centerline, and hit an opposing vehicle.

Three crashes were categorized as run off road left. One was an eastbound driver leaving the road in a curve, one was a westbound driver crossing the centerline, and the third was a fatal DUI.

Four crashes were categorized as run off road right. Two were associated with drivers that fell asleep, one was an aggressive driver, and the fourth was a garbage truck that ran off the road.

Possible Countermeasures

- From aerial imagery, Seaman Road has received some improvements since the reported crashes occurred. The roadway should be reevaluated to determine if the improvements have reduced moderate injury crashes.

Kiln Delisle Rd - Segment 1

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is industrial near I-10 and generally residential along the remaining segment. The Delisle Elementary School, the district school building, and some commercial businesses are located at the intersection of Kiln Delisle Rd and Vidalia Rd. Intersecting roads within this segment are generally for access to residential or industrial development and do not loop or provide access to other roadways, except for Vidalia Rd/W Wittman Rd and Lobouy

Road. Between I-10 and Menge Avenue, Kiln Delisle Road is a two lane road segment with a double yellow or skip stripe centerline and a continuous white edge stripe. The road does divide into a boulevard with a truck crossing at the Chemours Company near I-10. The striping east of Vidalia Rd was updated between 2015 and 2016 and the geometrics of the Vidalia Rd/Kiln Delisle Road intersection geometry were upgraded between 2013 and 2015.



Crash Analysis

Five lane departure crashes occurred on this 4.6-mile segment during the study period.

A single sideswipe crash involved an aggressive motorcycle driver in a curve. Four run off road right crashes included aggressive drivers. One older aggressive driver lost control in a curve and was unable to recover due to the gravel shoulder. All other crashes occurred in straight sections of the road.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips.
- Install curve warning delineation.

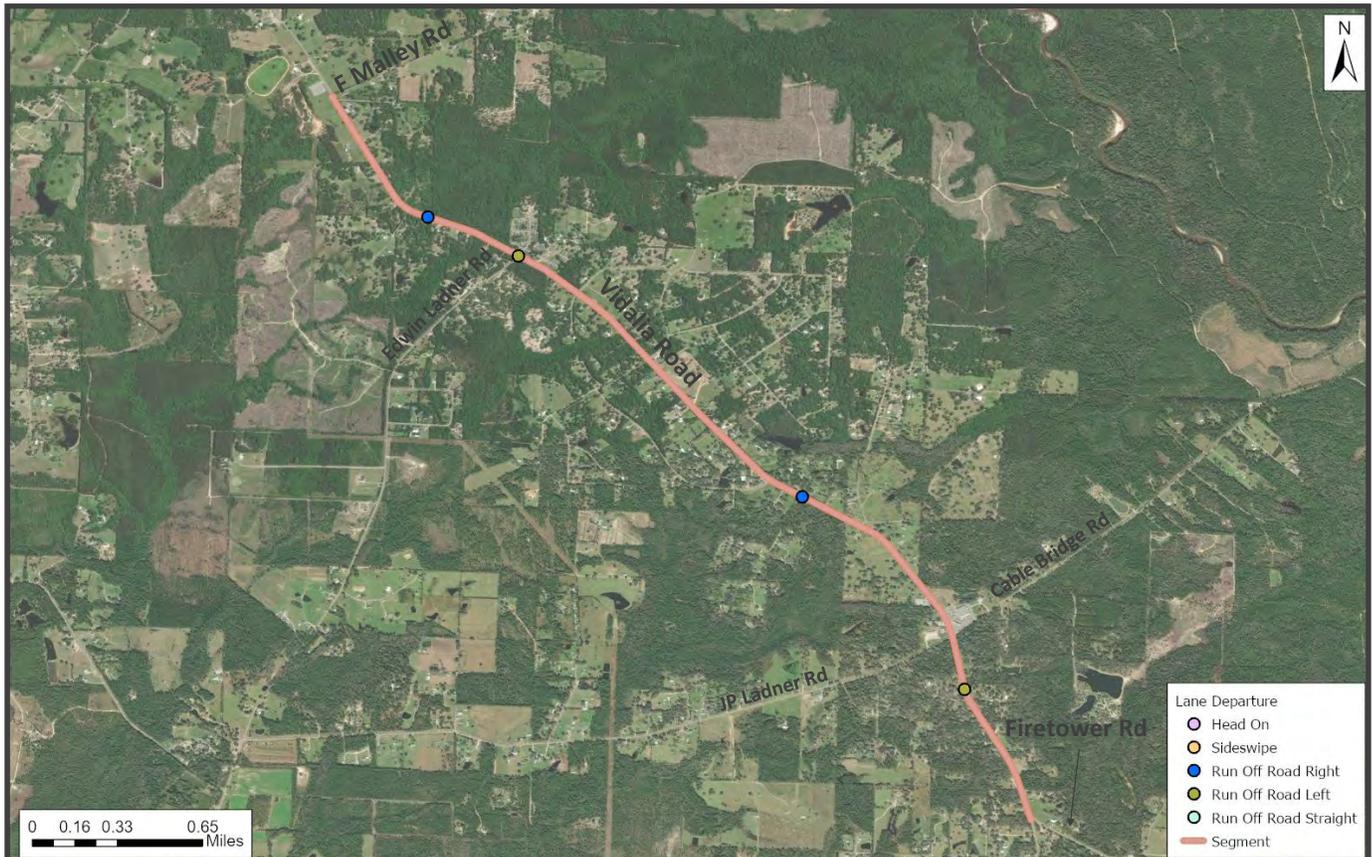
Vidalia Rd - Segment 2

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally estate residential lots with commercial nodes. Intersecting roads within this segment are generally for access to residential development and do not loop or provide access to other

roadways. Between F. Malley Road and Firetower Road, Vidalia Road is a two lane road segment with a double yellow or skip stripe centerline with raised pavement markers and a continuous white edge stripe.



Crash Analysis

Four lane departure crashes occurred on this 3.7-mile segment during the study period.

Two of the crashes were categorized as run off road left. One was the result of an animal in the road and the other involved an aggressive driver.

Two of the crashes were categorized as run off road right and both were on wet pavement. A life threatening injury was sustained when an aggressive and unlicensed driver hit a tree. The second crash included an unbelted driver in a curve that swerved to avoid a vehicle in their lane.

Possible Countermeasures

- From aerial imagery, Vidalia Road has received some improvements since the reported crashes occurred. The roadway should be reevaluated to determine if the improvements have reduced moderate injury crashes.

Gautier Vancleave Rd - Segment 2

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally undeveloped with residential and small commercial nodes at each end. The Mississippi Sandhill Crane National Refuge has direct access from this segment. Interstate 10 is the only major intersecting roadway within this segment. Between Martin Bluff Road and I-10, Gautier Vancleave Road begins as a 5-lane road and

quickly tapers to a 4-lane road. This section of roadway features yellow skip stripes and a continuous white edge stripe. Between I-10 and MS Highway 57, Gautier Vancleave Road tapers to a two lane road segment with a double yellow centerline or skip stripe with raised pavement markers and a continuous white edge stripe and rumble strip.



Crash Analysis

Six single vehicle lane departure crashes occurred on this 5.9-mile segment during the study period.

One crash was categorized as run off road straight and involved a driver running a stop sign. One crash was categorized as run off road left and involved a southeast driver losing control of their vehicle and overturning. The remaining four crashes were run off road right. One involved a distracted driver, two involved vehicles in a curve, and the fourth crash involved an unlicensed and aggressive driver in a curve that impacted a tree and had a life threatening injury.

Possible Countermeasures

- From aerial imagery, Gautier Vancleave Road has received some improvements since the reported crashes occurred. The roadway should be reevaluated to determine if the improvements have reduced moderate injury crashes.

Wade Vancleave Road

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally undeveloped land. There are no major intersecting roads within this segment. Between Fish Lake Road and MS Highway 63, Wade

Vancleave Road is a two lane road segment with a double yellow or skip stripe centerline and a continuous white edge stripe.



Crash Analysis

Four single vehicle lane departure crashes occurred on this 4.0-mile segment during the study period. All crashes resulted in moderate injuries, except for one fatality.

All four crashes were categorized as run off road left. The fatal crash involved a DUI driver hitting a guardrail before coming to rest in a lake. A second DUI crash occurred on wet pavement. The other two crashes involved younger drivers. One was attempting to pass another vehicle in a no passing zone when they lost control of their vehicle. The other was driving aggressively in a curve.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips.
- Install curve warning delineation.

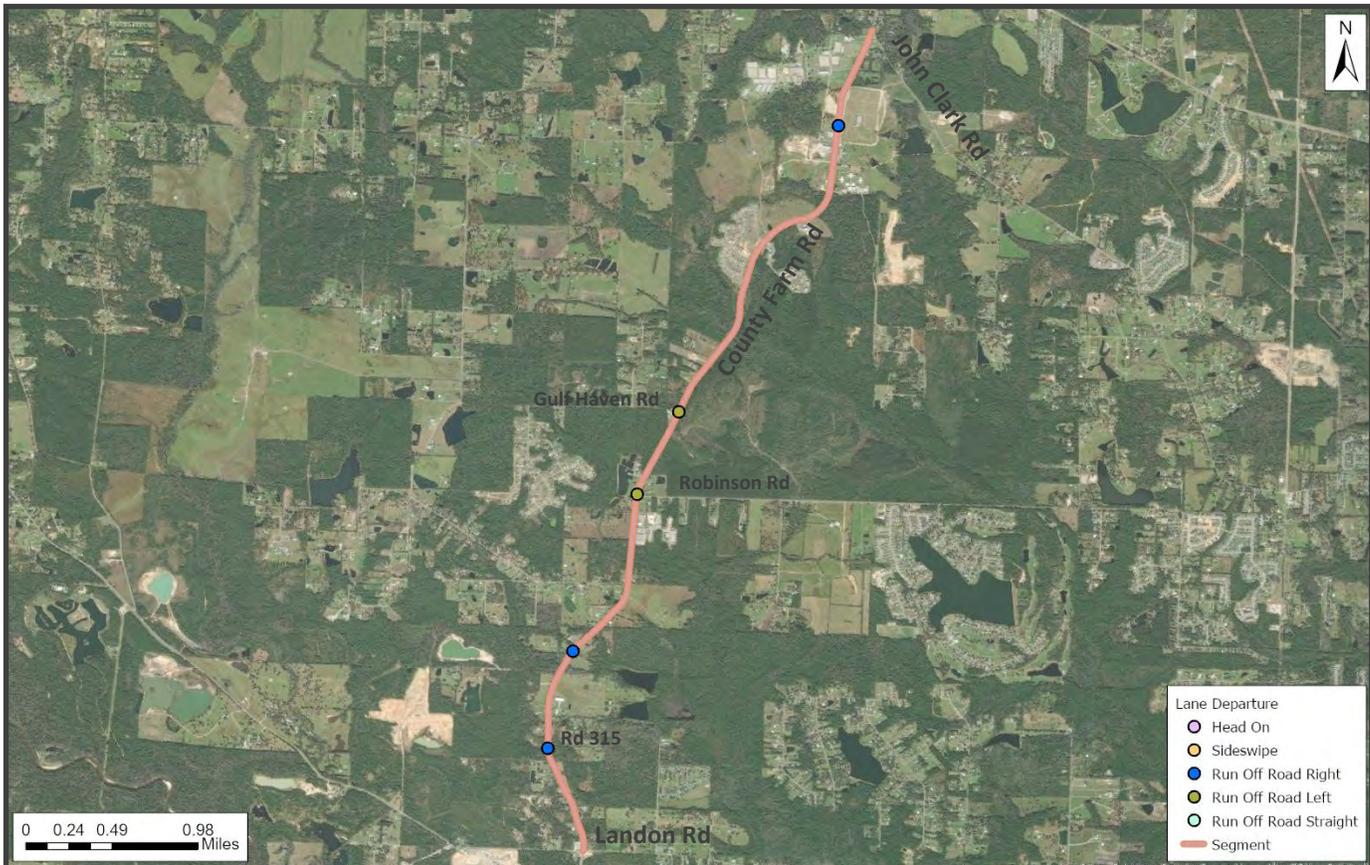
County Farm Road - Segment 1

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally estate or agricultural residential. Several community facilities are located on the north end of this segment including the Harrison County Fairgrounds, a soccer complex, senior center, and emergency shelter. A community commercial node is located at Landon Road and some light industrial uses can be found along the

roadway. Intersecting roads within this segment are generally for access to residential development and do not loop or provide access to other roadways with the exception of Robinson Road which connects to Canal Road. Between Landon Road and John Clark Road, County Farm Road is a two lane road segment with centerline edge stripe.



Crash Analysis

Five single vehicle lane departure crashes occurred on this 5.1-mile segment during the study period. All crashes resulted in moderate injuries.

Two of the crashes were categorized as run off road left. One was the result of an aggressive driver and the second was caused by a vehicle pulling out in front of a southbound driver.

Three of the crashes were categorized as run off road right. Two were caused by aggressive drivers, one younger and unlicensed and the other a DUI. The third crash was a vehicle ran off the road in a curve and lost control of the vehicle.

Possible Countermeasures

- From aerial imagery, County Farm Road has received some improvements since the reported crashes occurred. The roadway should be reevaluated to determine if the improvements have reduced moderate injury crashes.

Appendix A-5: Priority Location Analysis-Urban Lane Departure

Three Rivers Road - Segment 2	A-67
Macphelah Road.....	A-68
Jordan Road.....	A-69
Popp’s Ferry Road - Segment 1	A-70
Pass Road - Segment 3	A-71
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Menge Avenue	A-92
Canal Road - Segment 2.....	A-93
Ocean Springs Road	A-94
Old Spanish Trail.....	A-95
Canal Road - Segment 1	A-96

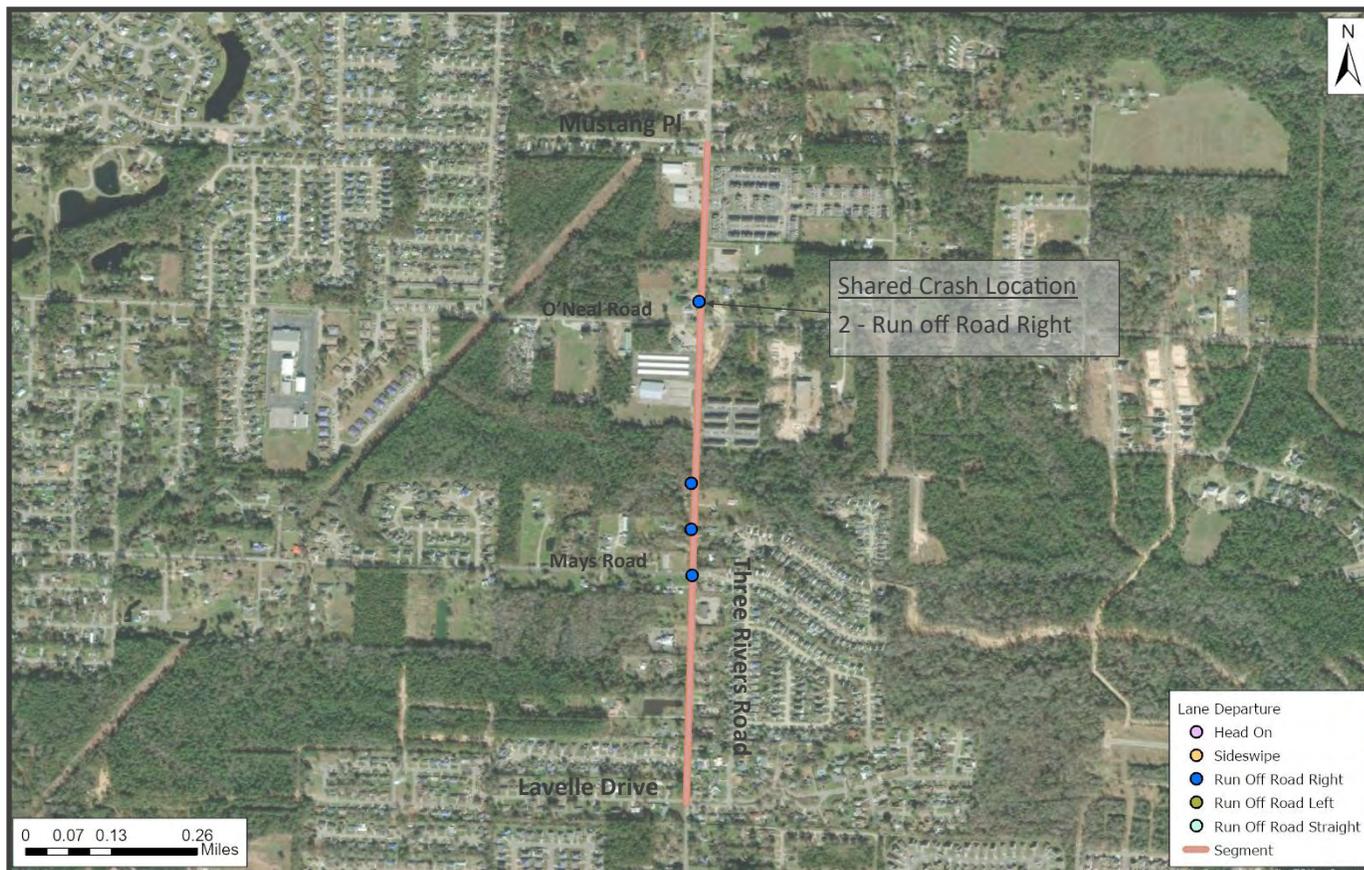
Three Rivers Road - Segment 2

Gulfport, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mix between residential and commercial. Intersecting roads within this segment generally provide access to residential development; however, O'Neal Road does serve as an east-west

connector for US Highway 49 and MS Highway 605. Between Dedeaux Road and Mays Road, Three Rivers Road is a three lane road segment with a continuous center turn lane. North of Mays Road, Three Rivers Road reduces to two lanes.



Crash Analysis

Five single vehicle lane departure crashes occurred on this 1.0-mile segment. All five crashes were categorized as run off road right. The first crash involved a driver avoiding an animal in the road. Two crashes involved motorcycles who lost control prior to leaving the roadway at night. The last two crashes involved drivers who lost control of their vehicles before leaving the roadway and striking a culvert, one experienced mechanical failure.

Based on the crash data, a majority of the crashes on this segment of Three Rivers Road were associated with driver error.

Possible Countermeasures

- Evaluate crashes along Three Rivers Road to determine if the frequency and severity of run-off road crashes warrants the cost of closing in the drainage ditches along the road or a segment of the road to provide an adequate roadway shoulder.

Macphelah Street

Moss Point & Pascagoula, Jackson Co.

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential with commercial uses near Shortcut Road. Intersecting roads within this segment connect to residential development, except Jefferson Avenue which connects to

commercial development along Highway 613. Between Shortcut Road and Meridian Street, Macphelah Street is a two lane road segment with a continuous centerline and edge stripe.



Crash Analysis

Four lane departure crashes occurred on this 1.0-mile segment. Two crashes were categorized as run off road left, one sideswipe, and one head on.

The first run off road left was the result of the driver turning off of Shortcut Road onto Macphelah Road too sharply and losing control of the vehicle. This is a channelized right turn and witnesses reported the driver speeding. The second run off road left has no apparent cause, no witnesses, and the driver was unable to report due to injuries. The sideswipe crash occurred when a younger driver was attempting to pass two vehicles, one of which was turning left. The head on crash caused life threatening injuries and involved an older driver.

Possible Countermeasures

- Based on aerial imagery, from 2013 to 2017, Macphelah Road was unstriped and was striped between 2019 and 2022. The roadway should be re-evaluated to determine if these improvements have reduced moderate injury crashes.

Jordan Road

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is residential. Intersecting roads within this segment generally provide access to residential development and do not loop or provide access to other roadways, with the exception of Seaman Road.

Between Seaman Road and Georgia Street, Jordan Road is a two lane road segment with a continuous double yellow centerline and a continuous white edge stripe on both sides of the road.



Crash Analysis

Four lane departure crashes occurred on this 1.0-mile segment. Three crashes were reported as head on and the fourth crash was reported as run off road left.

One of the head on occurred in the curve near the intersection of Georgia Street and was reported as a DUI. The other two head on crashes occurred in the curve near Lake Forest Drive, one of which was reported as a DUI. The run off road left was also in the same curve as the two head on crashes and was the result of the driver swerving to avoid a vehicle that had crossed into their lane.

Possible Countermeasures

- Based on aerial imagery, from 2013 to 2017, Jordan Road was unstriped. Jordan Road was overlaid and striped between 2017 and 2019. The roadway should be reevaluated to determine if the improvements have reduced moderate injury crashes.

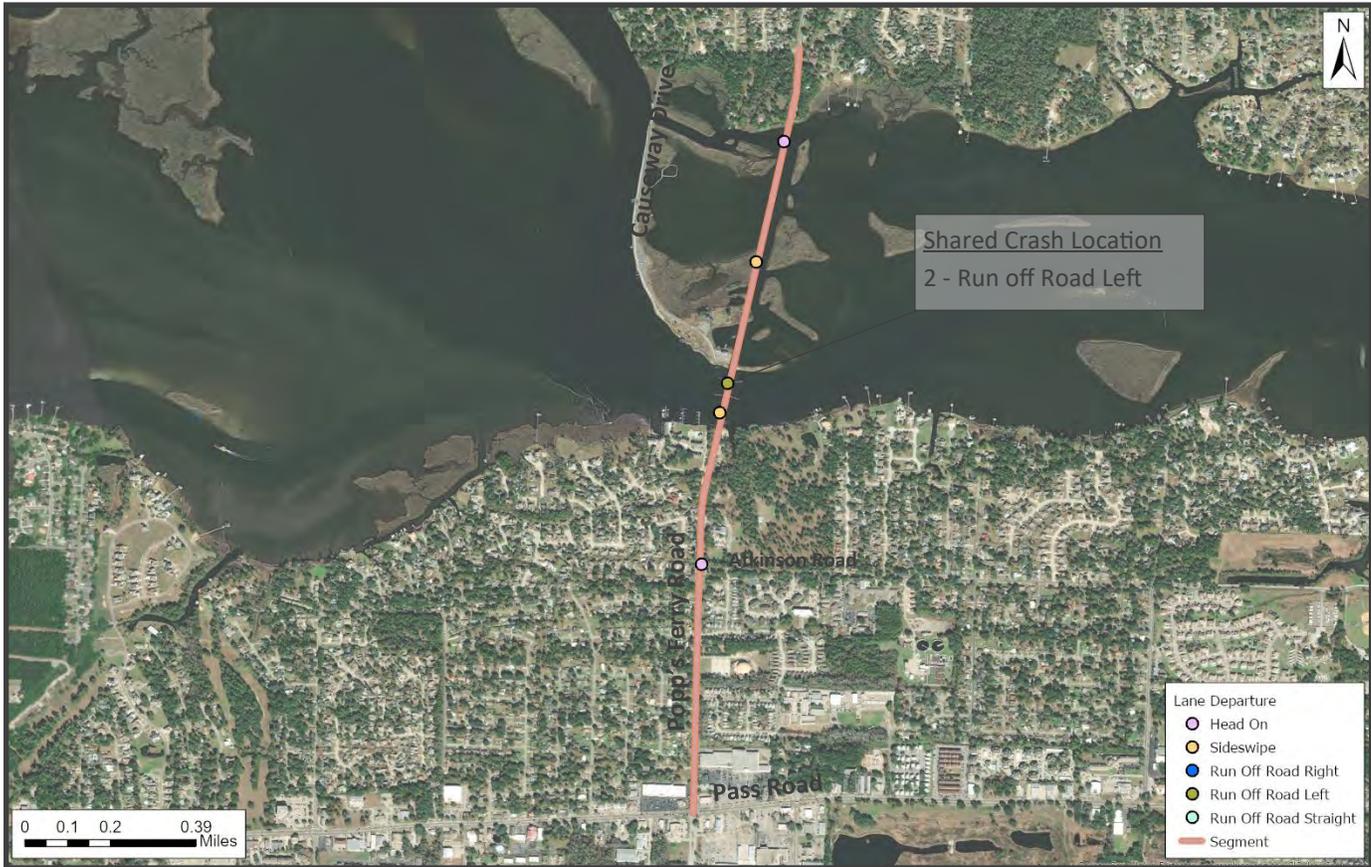
Popp's Ferry Road - Segment 1

Biloxi, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential with commercial uses at the intersection with Pass Road. Intersecting roads within this segment generally connect to more residential development. This roadway includes the Popp's Ferry Bridge which has a metal grate drawbridge section for boat passage. At Pass Road, Popp's Ferry Road is four lanes, including two through lanes, a continuous center turn lane, a

continuous right turn lane on the east side. Popp's Ferry reduces to two lanes over the bridge and widens again to three lanes past Causeway Drive. Popp's Ferry Road has curb and gutter and a sidewalk on both sides of the road from Pass Road north to the Popp's Ferry Bridge. At the bridge, the sidewalk is restricted to the east side and remains on the east side north of the bridge to Causeway Drive.



Crash Analysis

Six lane departure crashes occurred on this 1.7-mile segment. Two crashes were categorized as sideswipe, two were categorized as head on, and two were categorized as run off road left.

Three crashes were directly related to the metal bridge grating during wet driving conditions at night. The first was a sideswipe and the other two were run off road left, one with a DUI and the other with a younger driver. The second sideswipe occurred on the north side of the bridge, when a northbound vehicle with an older driver drifted into the southbound lane. The two head

on crashes were related to a DUI and a driver falling asleep at the wheel.

Based on the crash data, a majority of the crashes on Pass Road were associated with driver error.

Possible Countermeasures

- Alternatives are currently being considered for the bridge.

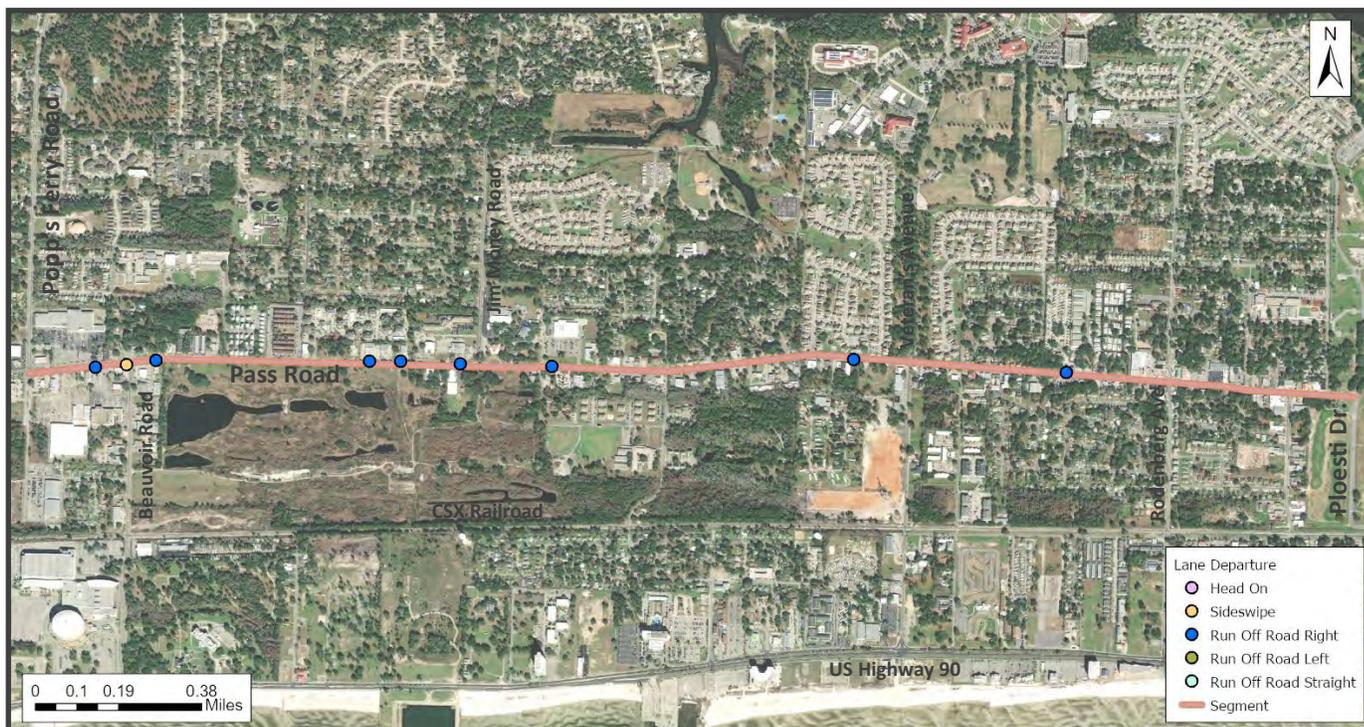
Pass Road - Segment 3

Biloxi, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally small commercial. Intersecting roads to the north are generally for access to residential development. Intersecting roads to the south connect to US Highway 90 along the beach. Pass Road dead ends at Ploesti Drive which is located on Keesler Air Force Base. Between Popp's Ferry Road and Ploesti Drive, Pass Road is five lanes with four through lanes and a continuous

center turn lane. Pass Road has edge and travel lane pavement markings. This segment of Pass Road has curb and gutter for the entire segment. Sidewalks appear on both the north and south side of the street from Popp's Ferry Road to Jim Money Road. From Jim Money Road to Ploesti Drive the sidewalk shifts primarily to the north side with sporadic segments along the south side.



Crash Analysis

Nine lane departure crashes occurred on this 2.6-mile segment. Eight crashes were reported as run off road right and the other as a sideswipe.

Five of the run off road right were caused by a medical emergency, mechanical failure, or the driver being asleep at the wheel. Two additional run off road crashes had no obvious cause. The final run off road crash resulted in a fatality which was caused by an aggressive and unlicensed driver. The sideswipe crash involved a driver under 21 and a DUI.

Based on the crash data, a majority of the crashes on Pass Road were associated with driver error.

Possible Countermeasures

- Install center and longitudinal rumble strips, raised medians, or delineators to alert drivers leaving their travel lane.

Jefferson Avenue

Moss Point, Jackson County

Land Use & Roadway Configuration

Jefferson Avenue is a mixture of residential, small commercial, government, and light industrial uses. Intersecting roads within this segment generally provide access to residential development, with the exception of Highway 613 and Veterans Boulevard which connect to commercial

development. Between River Road and Highway 613, Jefferson Avenue is two lane with a continuous double yellow centerline and a continuous white edge stripe. Between Highway 613 and 2nd Street, Jefferson Avenue widens to a four lane boulevard with edge center lane striping.



Crash Analysis

Five lane departure crashes occurred on this 1.5-mile segment. Four of the crashes involved a single-vehicle and were categorized as run off road right. One was run off road left which involved two vehicles. All resulted in moderate injuries.

All five crashes occurred in darkly lit conditions (dusk, dawn, or dark-lit). Of the four run off road right crashes, one was distracted, one was speeding, and one had a DUI and suspended license. The run off road left crash driver lost control of their vehicle prior to overturning.

Based on the crash data, a majority of the crashes on Pass Road were associated with driver error.

Possible Countermeasures

- Install center and longitudinal rumble strips, raised medians, or delineators to alert drivers leaving their travel lane.

Martin Bluff Road - Segment 1

Gautier, Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is residential. Intersecting roads within this segment generally provide access to residential development and do not loop or provide access to other roadways. Martin Bluff Road provides the only entrance and exit for approximately 2,000 acres of residential homes, recreation, and community

commercial businesses. Between Brookside Drive and Stanfield Point Road, Martin Bluff Road is a two lane road segment with a continuous double yellow centerline and a continuous white edge stripe. A sidewalk was constructed in 2021 along Martin Bluff Road from Stanfield Point Road to Little Bend Place.



Crash Analysis

Five single vehicle lane departure crashes occurred on this 1.5-mile segment. All five crashes were categorized as run off road right and resulted in moderate injuries. Two crashes occurred near Rosemont Drive, with one avoiding a pedestrian in the road and the other resulting in an overturned vehicle. Two crashes occurred near Broadmoor Drive, with one being related to a distracted driver and the other reported swerving to avoid an oncoming vehicle in their lane. The final crash was near Hastings Road in which a driver ran into the ditch and hit a manhole.

Possible Countermeasures

- A new sidewalk was constructed in 2021 for a portion of this segment. The roadway should be re-evaluated to determine if this improved pedestrian-vehicle interactions.
- Install longitudinal rumble strips to alert drivers leaving their travel lane.
- Install curve warning delineation.
- Reduce speed limit.

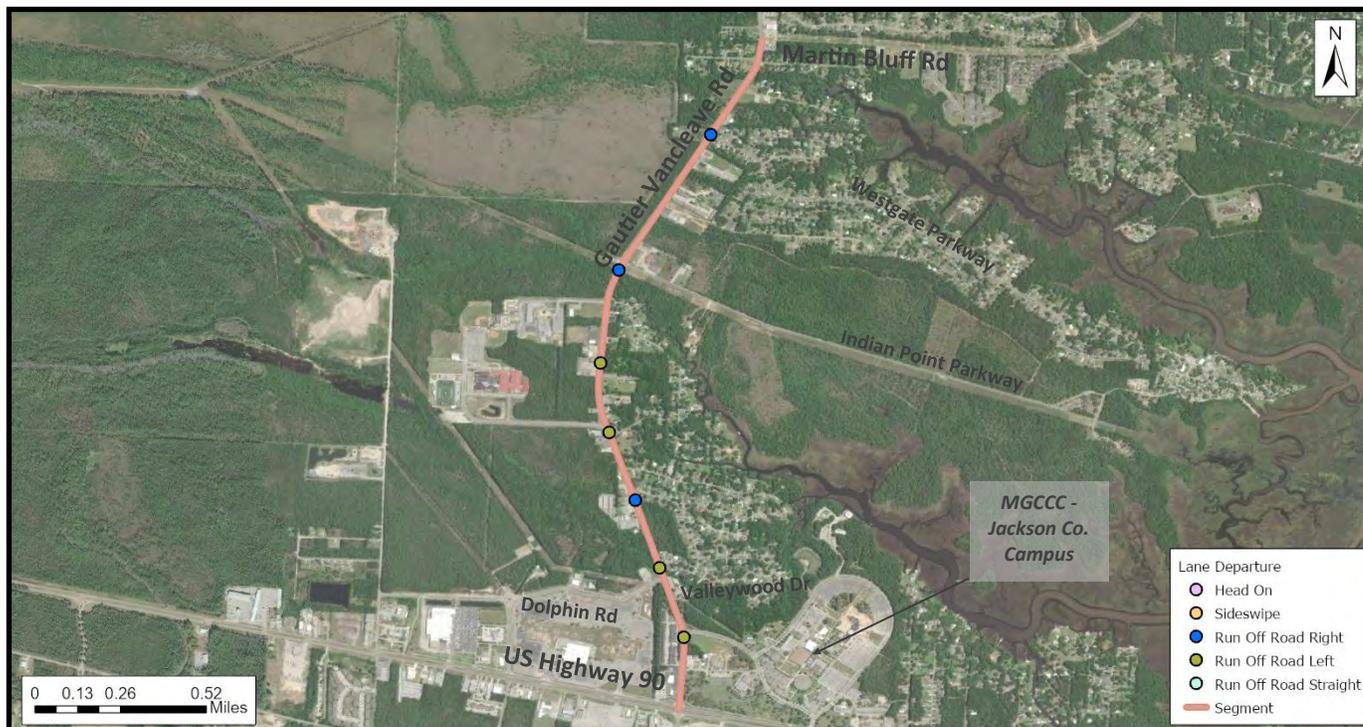
Gautier Vanleave Rd - Segment 1

Gautier, Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of commercial, educational, and residential uses. Intersecting roads within this segment generally provide access to residential development, with the exception of roads accessing Gautier High School, Singing River Elementary School, the Jackson County Campus of MGCCC, and Dolphin Road that provide

access to commercial development. Between US Highway 90 and Martin Bluff Road, Gautier Vanleave Road is five lane roadway with a continuous center turn lane. A sidewalk is provided from Valleywood Drive to Martin Bluff Road on the east side of the roadway. The roadway has curb and gutter with continuous edge striping and center lane striping.



Crash Analysis

Seven lane departure crashes occurred on this 2.1-mile segment. Four crashes were categorized as run off road left and three were categorized as run off road right.

The first run off road left crash involved a driver thought to be unconscious before the crash. The second was a motorcycle driving southbound in a northbound lane prior to running off the road, striking a utility pole and being ejected. The third involved a driver with a medical issue. The fourth involved a driver with a DUI who lost control of their vehicle on wet pavement while turning onto Gautier Vanleave Road.

The first run off road right crash was a vehicle avoiding another vehicle who ran a red light. The second was a driver that ran off the road, struck

two trees and was ejected. The driver had life threatening injuries. The third was a southbound vehicle that left the roadway for unknown reasons and resulted in a fatality.

Based on the crash data, a majority of the crashes on the segment of Gautier Vanleave Road were associated with driver error.

Possible Countermeasures

- Install center and longitudinal rumble strips, raised medians, or delineators to alert drivers leaving their travel lane.

Cook Road

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential with highway commercial uses near Tucker Road. Mallett Road and Tucker Road are the only major intersections within this segment. At the time of the reported crashes,

Cook Road was a two lane road with continuous center and edge stripes. Since 2018, the road has been reconstructed to connect to the new Mallett Road alignment.



Crash Analysis

Four lane departure crashes occurred on this 1.4-mile segment.

Two crashes were categorized as run off road left; one involved a driver falling asleep at the wheel and the other involved a driver hydroplaning on wet pavement. One crash was categorized as run off road right with no explanation of the cause and the final crash was a sideswipe crash. All crashes resulted in moderate injuries.

Possible Countermeasures

- From aerial imagery, a segment of Cook Road appears to have been reconstructed to a boulevard that connects to the new Mallett Road alignment. All of the reported crashes occurred in this reconstructed area. The roadway should be reevaluated to determine if the improvements have reduced moderate injury crashes.

Pass Road - Segment 2

Gulfport & Biloxi, Harrison County

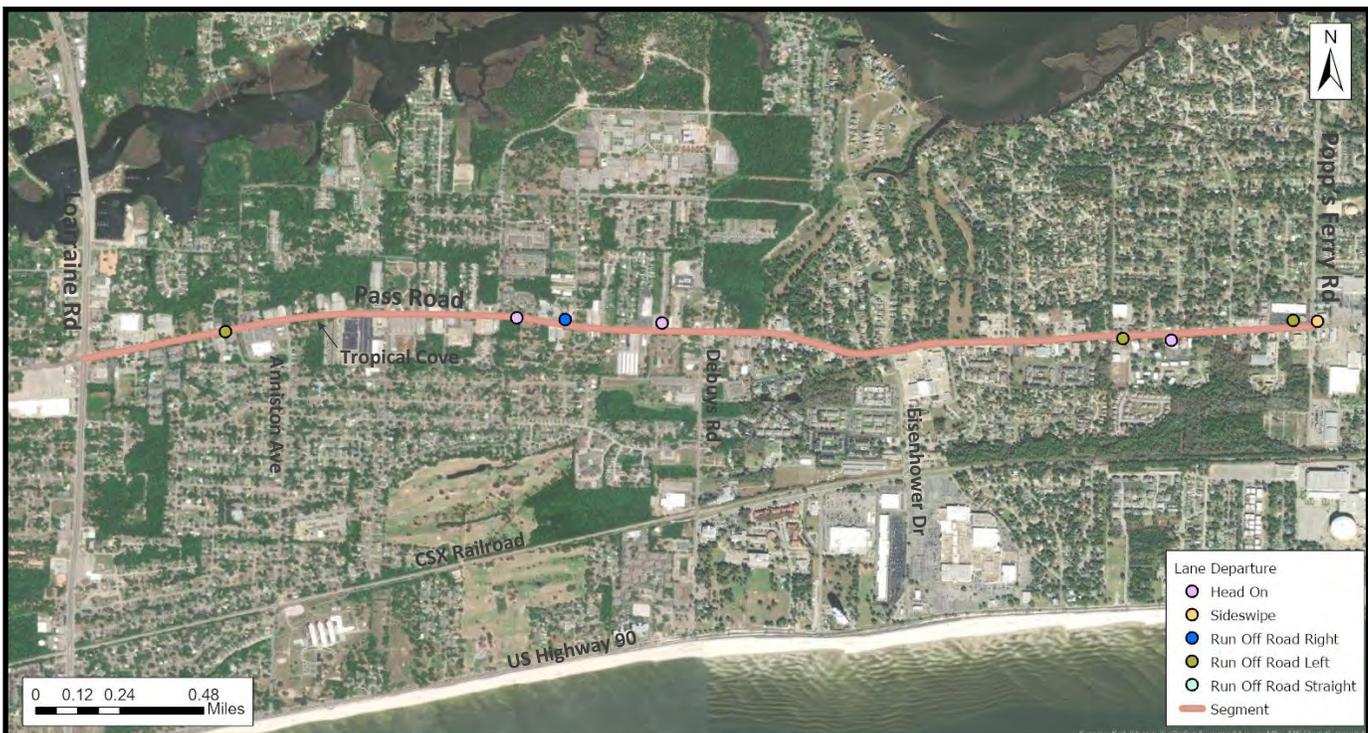
Land Use & Roadway Configuration

Land use along this portion of the roadway is commercial. Intersecting roads on the north side of this segment generally provide access to residential development. Major intersecting roads on the south side of this segment connect to US Highway 90.

Between Lorraine Road and Tropical Cove, Pass Road is four lanes with the exception of the intersections at Lorraine Road and Anniston

Avenue. Between Tropical Cove and Popp's Ferry Road, Pass Road is a five lanes with a continuous center turn lane with edge striping and center lane striping.

Pass Road has curb and gutter and sidewalks on both the north and south side of the roadway from approximately Debuys Road to Popp's Ferry Road. Segments of sidewalk are provided by new development west of Debuys Road.



Crash Analysis

Eight lane departure crashes occurred on this 3.0-mile segment. Three crashes were categorized as head on, three were run off road left, one was run off road right, and one was a sideswipe. Four of the crashes were related to medical emergencies and one was a DUI. One run off road left crash was the result of a car hydroplaning on wet roads and another was an unlicensed driver. The final crash was a head on crash that resulted in a fatality when the vehicle drifted into oncoming traffic.

Based on the crash data, a majority of the crashes on this segment of Pass Road were associated with driver error.

Possible Countermeasures

- Install center and longitudinal rumble strips, raised medians, or delineators to alert drivers leaving their travel lane.

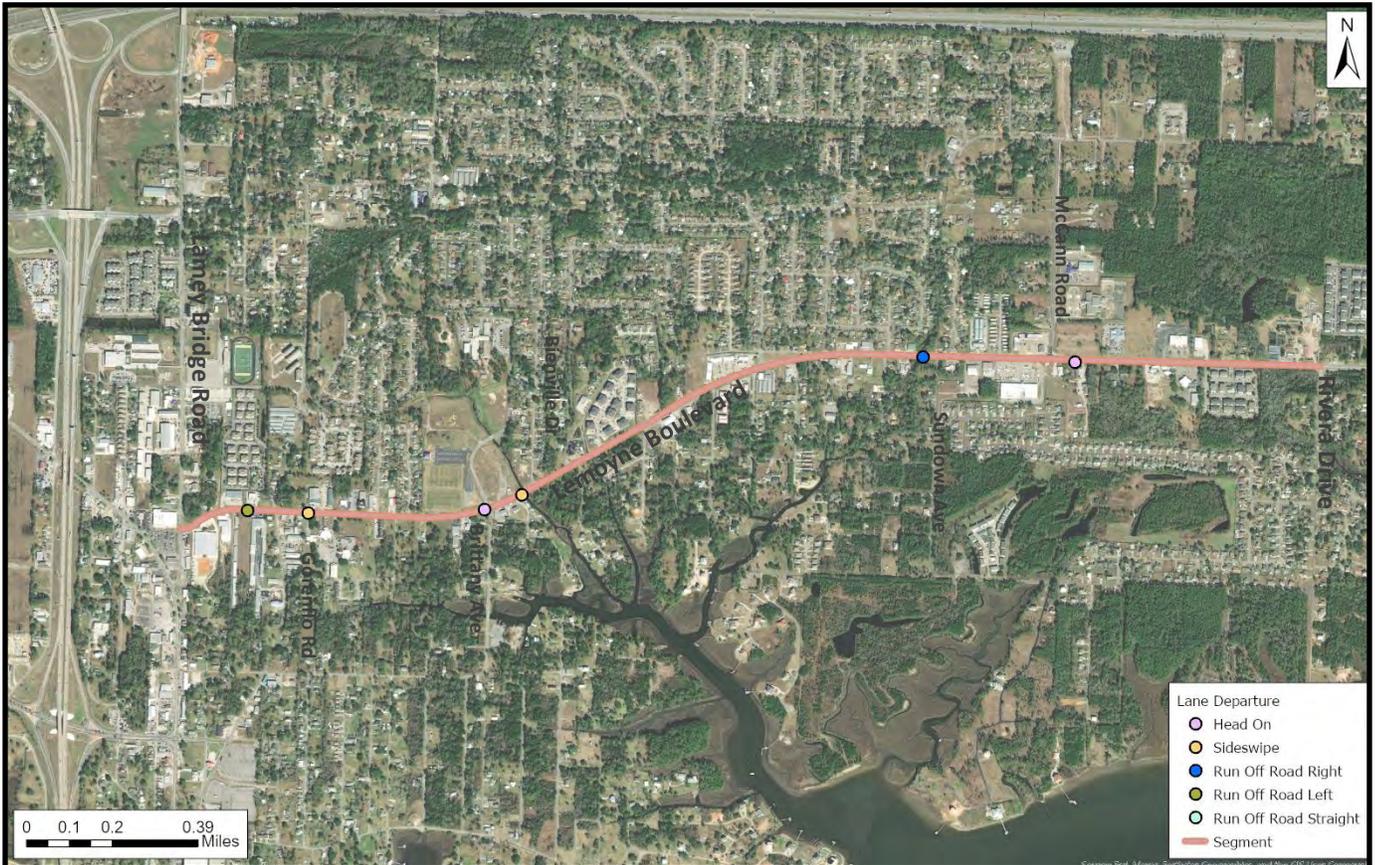
Lemoyne Boulevard

D'Iberville, Harrison County & Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is commercial. Intersecting roads within this segment generally provide access to residential development. Between Lamey Bridge Road and Brittany Avenue, Lemoyne Boulevard is a four lane road segment. From Brittany Avenue to Rivera Drive, Lemoyne Boulevard is to five lanes

with a continuous center turn lane. Lemoyne Boulevard has curb and gutter and a sidewalk on the north side of the road from the Public Library (east of McCann Road) to the Soccer Complex at Brittany Avenue. The roadway also has a continuous edge striping and center lane striping.



Crash Analysis

Six lane departure crashes occurred on this 2.3-mile segment resulting in all moderate injuries. Three crashes involved DUIs, including a head on, a run off road left, and a run off road right. The second head on crash involved a distracted younger driver who crossed the centerline for unknown reasons. The two remaining crashes were categorized as sideswipes; one involved an eastbound driver hitting another eastbound vehicle while trying to turn and one involved an older driver who lost control of their vehicle on the wet road before crossing the roadway centerline.

Based on the crash data, a majority of the crashes on Lemoyne Boulevard were associated with driver error.

Possible Countermeasures

- Install center and longitudinal rumble strips, raised medians, or delineators to alert drivers leaving their travel lane.

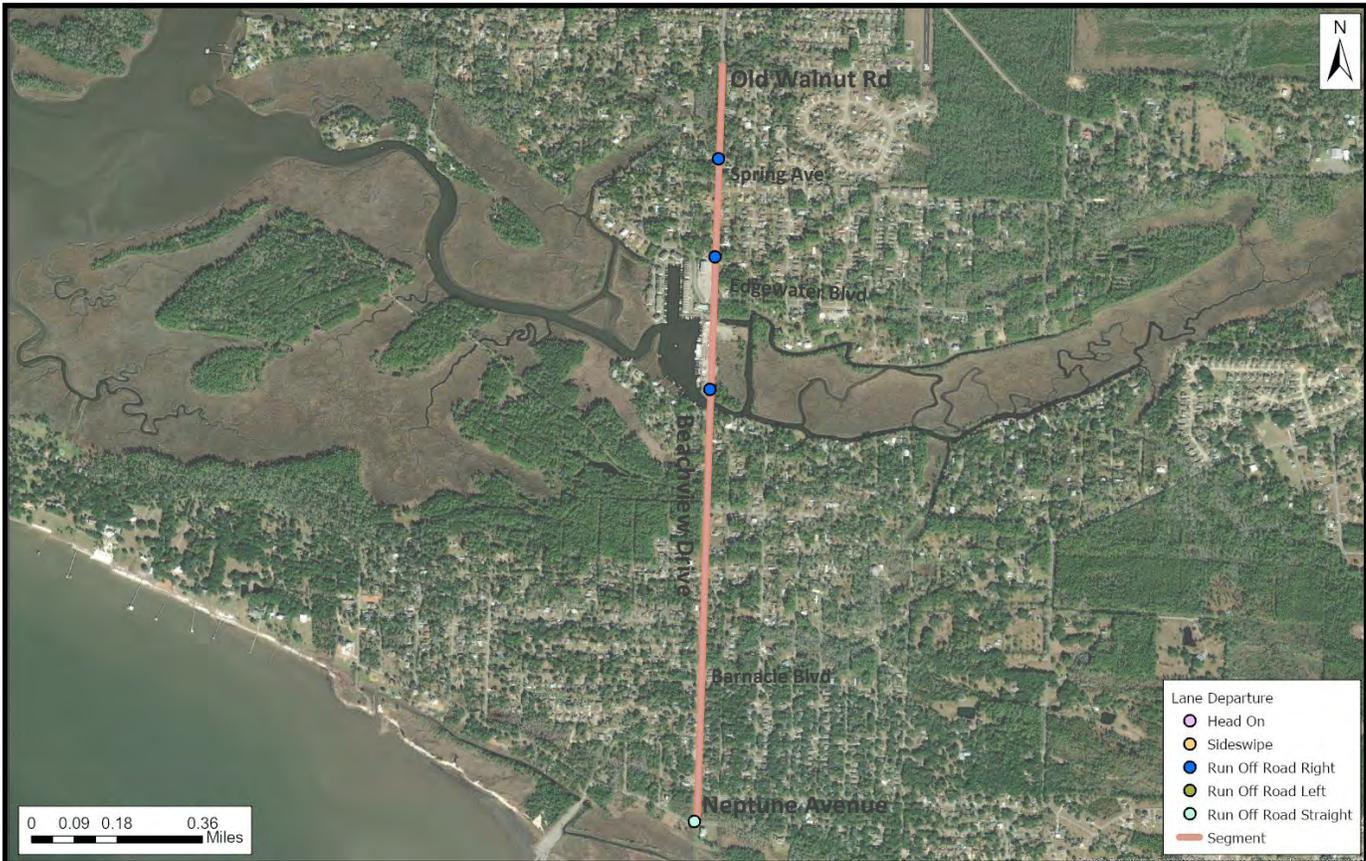
Beachview Drive

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is residential lots. Intersecting roads within this segment generally provide access to additional residential development. Between Old Walnut

Road and Neptune Avenue, Beachview Drive is a two lane road segment with a continuous double yellow centerline and a continuous white edge stripe.



Crash Analysis

Four lane departure crashes occurred on this 1.6-mile segment. One crash was categorized as run off road straight and the other three were run off road right. The head on crash involved a younger driver who crossed the center line. One of the run off road right involved a DUI, the second was a driver who lost control of their vehicle on a wet road and overturned. The final run off road right crash resulted in a fatality when the driver hit a bridge guardrail head on.

Possible Countermeasures

- Install center and longitudinal rumble strips to alert drivers leaving their travel lane.
- Evaluate bridge guardrails to ensure they meet current standards.

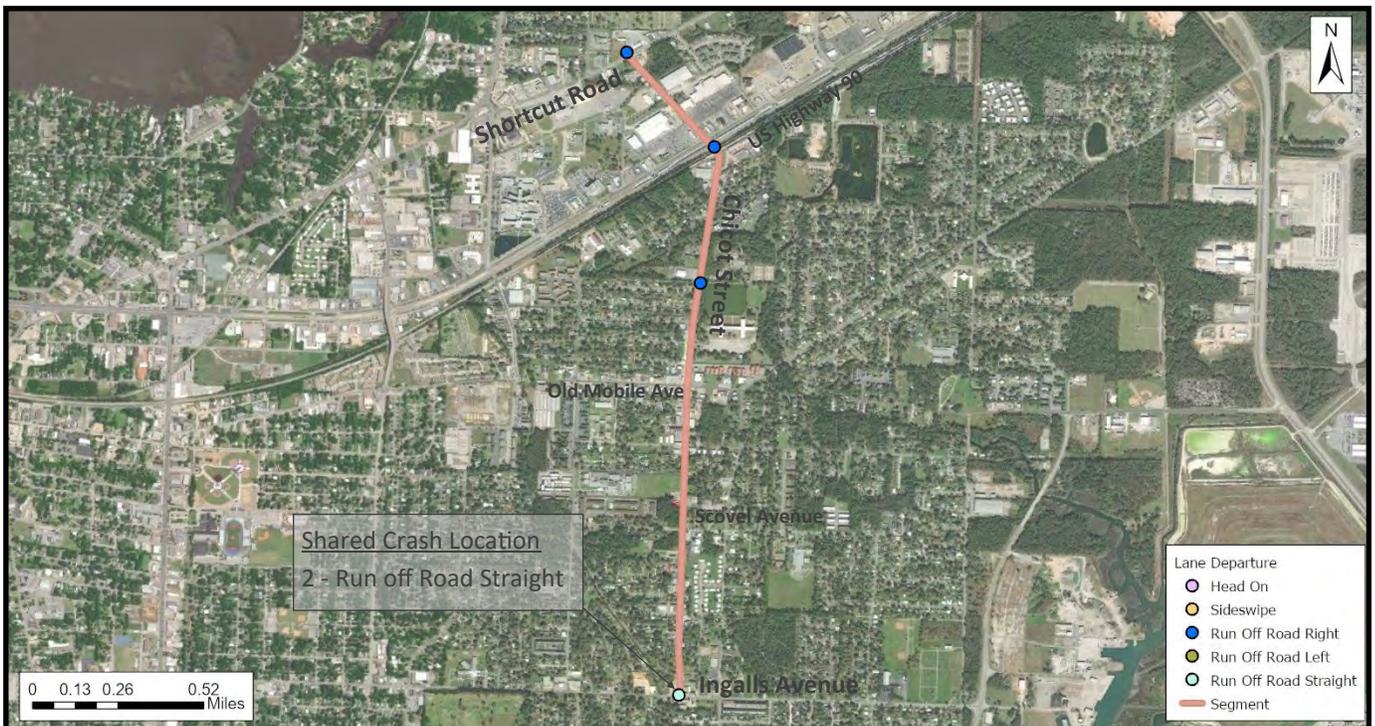
Chicot Street

Pascagoula, Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of commercial and residential, with commercial uses concentrated at intersections. Intersecting roads within this segment generally provide access to residential development, with the exception of Old Mobile Avenue which serves as an east-west connector between Market Street and Highway 611. Between Shortcut Road and US Highway 90, Chicot Street is three lane with a

continuous center turn lane and striping. From US Highway 90 to Ingalls Avenue, Chicot Street is a four lane road segment with a continuous center-line markings and a continuous white edge stripe. Chicot Street has curb and gutter and a relatively continuous sidewalk primarily on the east side of the road, but shifting to the west side of the road south of Old Mobile Highway and terminating at Scovel Avenue.



Crash Analysis

Five single vehicle crashes occurred on this 2.0-mile segment. Three crashes were categorized as run off road right and two were run off road straight. Three crashes involved DUIs, including the two run off road straight crashes which occurred at the intersection of Chicot Street and Ingalls Avenue. One of the run off road right crashes involved a distracted driver who was driving aggressively. The final run off road right crash involved a driver who passed out.

Based on the crash data, all of the crashes on Chicot Street were associated with driver error.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.
- Add advance warning signs and transverse rumble strips prior to stop sign at Chicot Street and Ingalls Avenue.

Popp's Ferry Road - Segment 3

Biloxi & D'Iberville, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of commercial and residential. West of D'Iberville Boulevard, intersecting roads generally provide access to residential development. D'Iberville Boulevard, Lamey Bridge Road and I-110 are generally commercial. Between Cedar Lake Road and Lamey Street, Popp's Ferry Road is a four lane road with a continuous center turn lane. This section of roadway includes curb

and gutter and a continuous sidewalk on the north and south sides of the road. Between Lamey Street and D'Iberville Boulevard, Popp's Ferry Road is three lanes with a continuous center turn lane. This segment also has curb and gutter; however, no sidewalks. East of D'Iberville Boulevard, Popp's Ferry Road transitions from five to seven lanes of traffic with curb and gutter and limited sidewalks.



Crash Analysis

Six lane departure crashes occurred on this 2.6-mile segment. Three crashes were categorized as run off road left, one was run off road right, and two were head on. Two of the run off road left crashes involved DUIs and the third involved a driver asleep at the wheel. The run off road right crash involved a driver veering off the road onto a steep slope, hitting a fence and ultimately a tree. The two head on crashes resulted in life threatening injuries and a fatality.

Based on the crash data, several of the crashes on this segment of Popp's Ferry Road were associated with driver error.

Possible Countermeasures

- A section of Popp's Ferry was widened from a two-lane road to a four-lane boulevard after one of the run off road right crashes. This section of roadway should be re-evaluated to determine if it has reduced crash severity.
- Install center and longitudinal rumble strips, raised medians, or delineators to alert drivers leaving their travel lane.

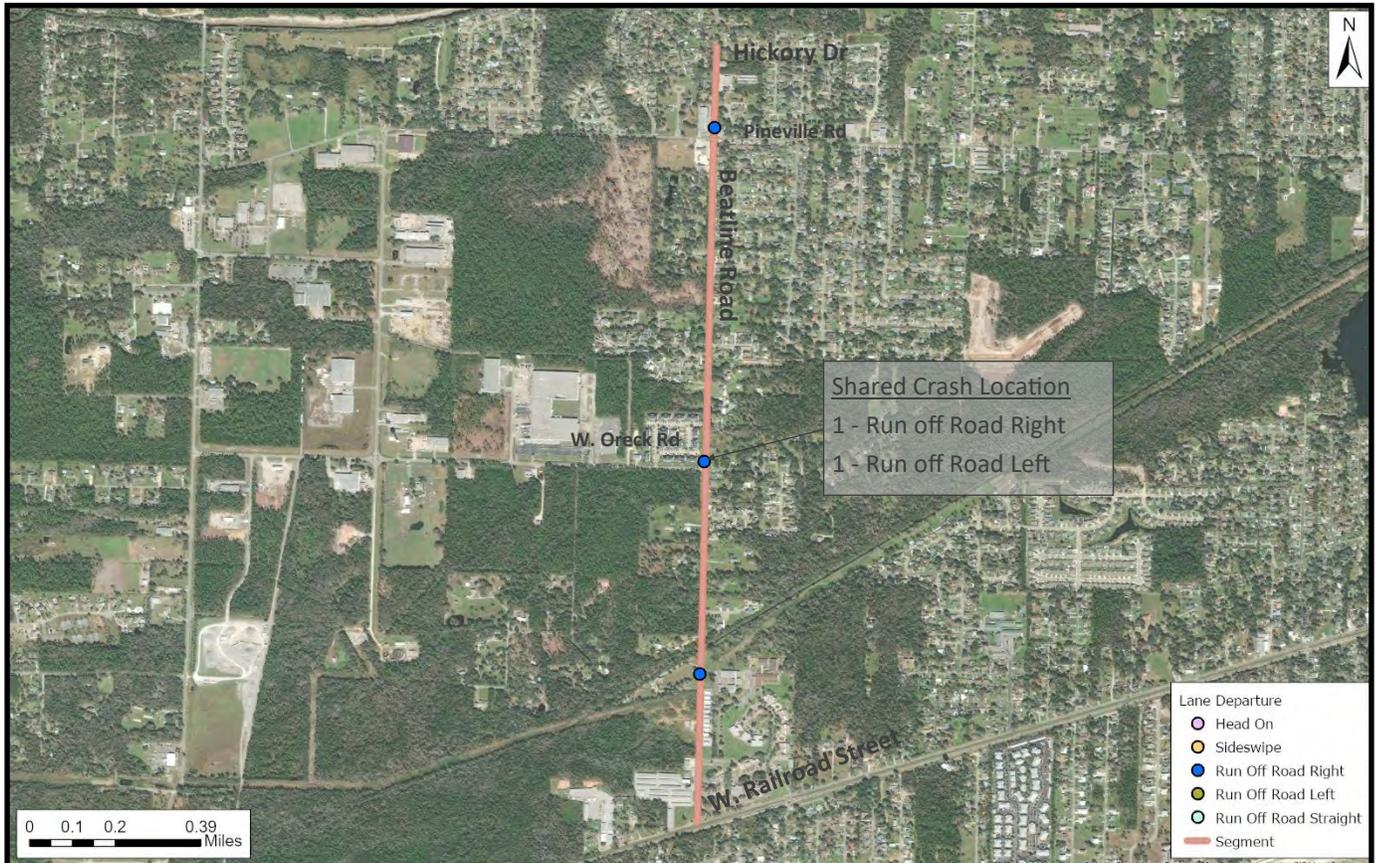
Beatline Road

Long Beach, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway primarily residential with commercial nodes at either end. Intersecting roads within this segment generally provide access to additional residential

development. Between Hickory Drive and W. Railroad Street, Beatline Road is a two lane road segment with a continuous centerline and edge stripes.



Crash Analysis

Four single vehicle lane departure crashes occurred on this 1.8-mile segment and all resulted in moderate injuries. Three crashes were run off road right and one was run off road left. The first run off road right crash involved an aggressive driver who overturned their vehicle. The second crash involved a texting driver who was unbelted and overturned their vehicle. The third crash involved a driver who struck a utility pole, continued driving again and then ran off the road a second time in a ditch. The run off road left crash involved a driver with a medical emergency.

Based on the crash data, a majority of the crashes on Beatline Road were associated with driver error.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.

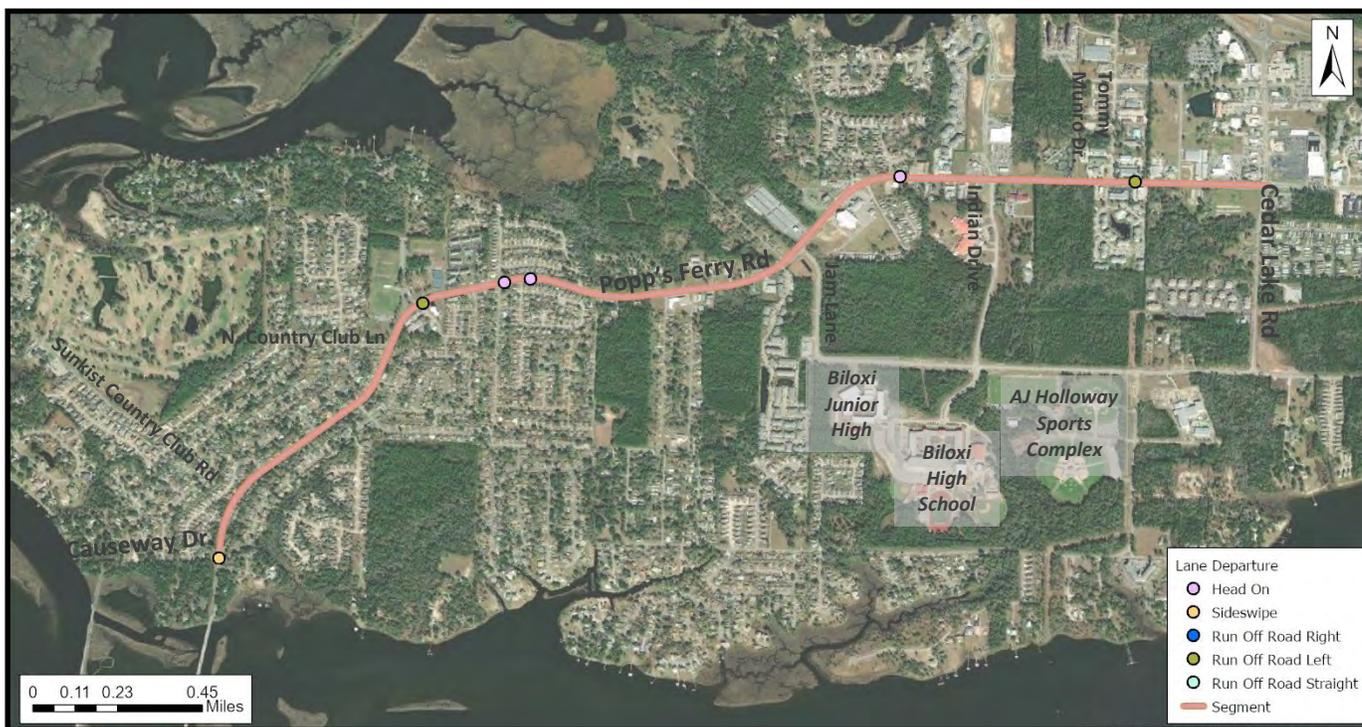
Popp's Ferry Road - Segment 2

Biloxi, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential and commercial with most residential occurring west of Jam Lane and the most commercial occurring east of Jam Lane. Intersecting roads west of Jam Lane primarily provide access to residential developments. Jam Lane, Indian Drive, and Cedar Lake Road are major intersecting roads in this segment and provide access to Biloxi High School, Biloxi Junior High School, and the AJ Holloway Sports

Complex. Between Causeway Drive and North County Club Lane, Popp's Ferry Road is a three lane road segment with a continuous center turn lane. At North County Club Lane, Popp's Ferry Road widens to five lanes with a continuous center lane. This segment of Popp's Ferry Road has curb and gutter and sidewalks on both sides of the road, except for a 2,000' gap on the north side of the road near Tommy Munro Drive.



Crash Analysis

Six lane departure crashes occurred on this 2.9-mile segment. One crash was categorized as sideswipe, two were categorized as run off road left and the other three were head on crashes. The sideswipe crash involved a driver with a medical condition. Both run off road left crashes involved an unbelted driver; the first was driving aggressively and the second lost control of their vehicle before striking a curb and a tree. The three head on crashes included a texting driver texting, an aggressive and unbelted driver, and a driver in a vehicle experiencing mechanical problems.

Based on the crash data, a majority of the crashes on this segment of Popp's Ferry Road were associated with driver error.

Possible Countermeasures

- Install center and longitudinal rumble strips, raised medians, or delineators to alert drivers leaving their travel lane.

Martin Bluff Road - Segment 2

Gautier, Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential. Intersecting roads within this segment generally provide access to residential development and do not loop or provide access to other roadways. Between Gautier

Vancleave Road and I-10, Martin Bluff Road is a two lane road segment, with the exception of a 500 foot segment near Martin Bluff Elementary School which widens to three lanes with a continuous center turn lane.



Crash Analysis

Four lane departure crashes occurred on this 2.0-mile segment. Two crashes were categorized as run off road left and the other two were categorized as run off road right. Two crashes involved DUIs, one involved a driver avoiding an animal in the roadway, and the last crash involved a younger, aggressive driver who lost control of their vehicle.

Based on the crash data, all of the crashes on this segment of Martin Bluff Road were associated with driver error.

Possible Countermeasures

- Install center and longitudinal rumble strips, raised medians, or delineators to alert drivers leaving their travel lane.

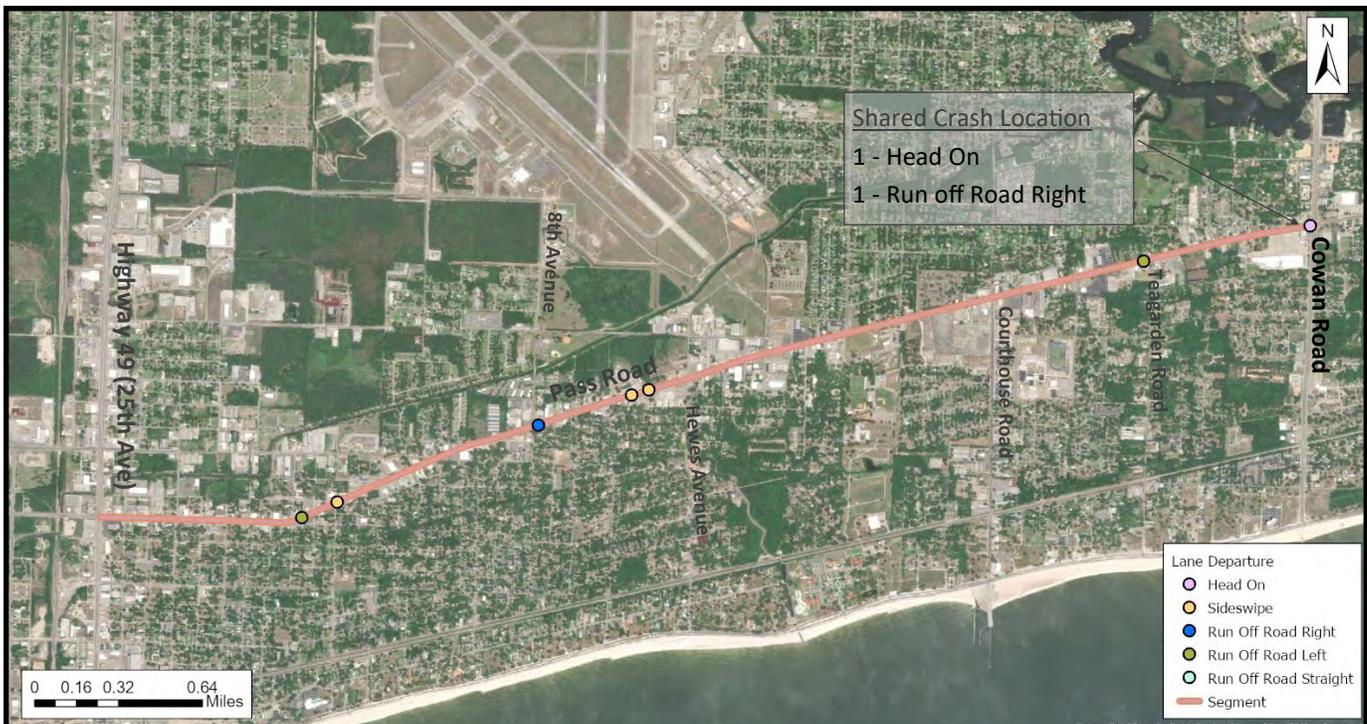
Pass Road - Segment 1

Gulfport, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is commercial. Major intersection roads include Hewes Avenue, Courthouse Road, Teagarden Road, and Cowan Road which all provide access to commercial development, US Highway 90 and the beach. Other intersecting roads within this segment generally provide access to residential development. Between US Highway 49 and Courthouse Road, Pass Road is a four lane road

with no median. From Courthouse Road to Teagarden Road, Pass Road widens to five lanes with a continuous center turn lane. From Teagarden Road to Cowan Road, Pass Road is again four lanes. Pass Road has a mixture of areas with curb and gutter and those without. Sidewalks are intermixed along the roadway in front of businesses.



Crash Analysis

Eight lane departure crashes occurred on this 4.2-mile segment. Three crashes were categorized as sideswipe, two were run off road left, two were run off road right, and one was a head on crash.

The first sideswipe involved an elderly driver pulling over because of foggy windows and struck the vehicle in the next lane. The second was related to a mid-block U-turn. The third was a westbound driver who crossed the center line in icy conditions. The first run off road left crash involved a vehicle avoiding a sideswipe and the second was an aggressive driver losing control of their vehicle. Both run off road right crashes were medical emergencies and the head on crash involved a DUI. Based on the crash data, all of

the crashes on this segment of Pass Road were associated with driver error.

Possible Countermeasures

- Install center and longitudinal rumble strips, raised medians, or delineators to alert drivers leaving their travel lane.

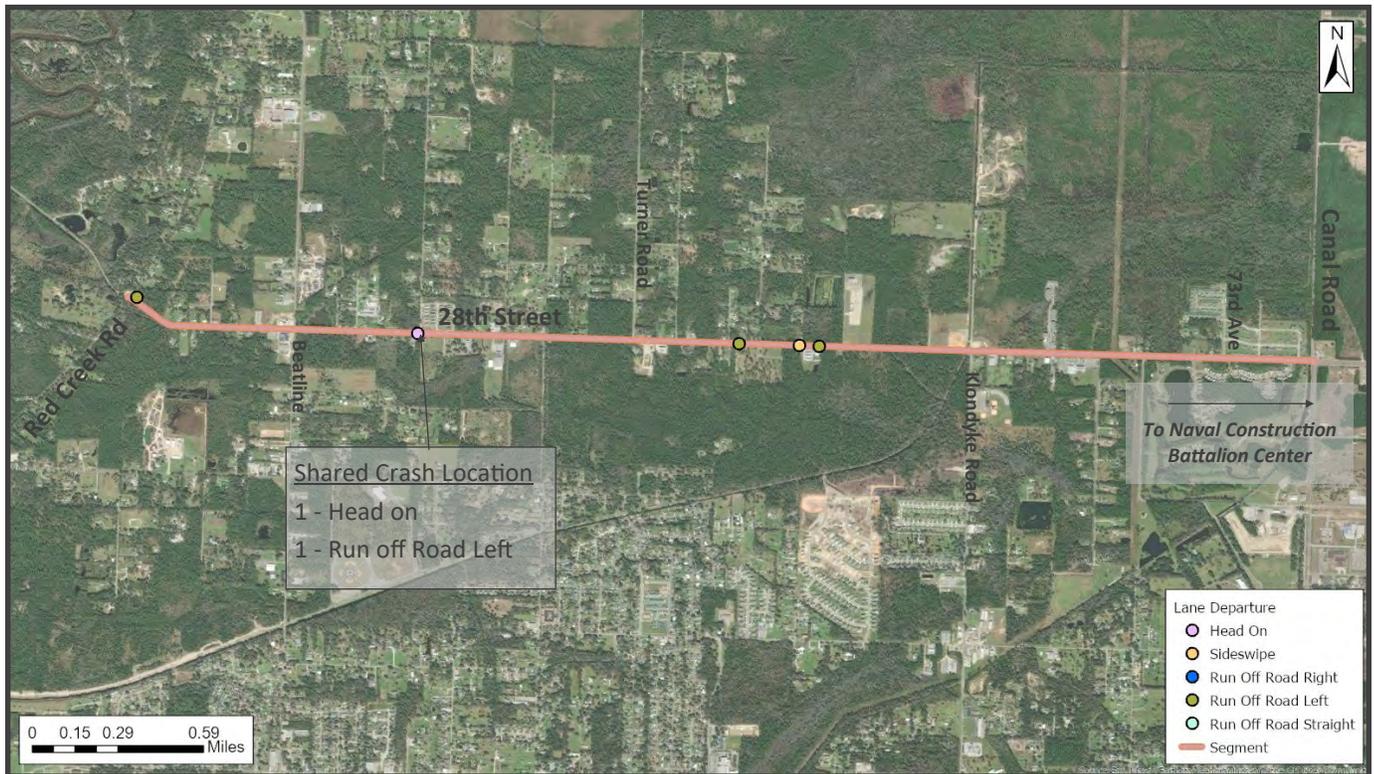
28th Street - Segment 1

Long Beach, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential and commercial uses. Intersecting roads within this segment generally provide access to additional residential develop-

ment. Between Red Creek Road and Canal Road, 28th Street is a two lane road segment with a continuous centerline and edge stripe.



Crash Analysis

Six lane departure crashes occurred on this 3.5-mile segment. Four crashes were categorized as run off road left, one was sideswipe, and one was head on.

The first run off road left crash was a medical emergency, the second was a DUI, and the third was the result of a vehicle avoiding an accident with another vehicle. The fourth run off road left crash resulted in a fatality after the vehicle crossed the centerline and went off the road. The sideswipe crash occurred when a vehicle was passing several vehicles and hit a vehicle making a left turn. The head on crash was the result of a younger, distracted driver. Based on the crash data, a majority of the crashes on this segment of 28th Street were associated with driver error.

Possible Countermeasures

- Install center and longitudinal rumble strips or raised pavement markers to alert drivers leaving their travel lane.

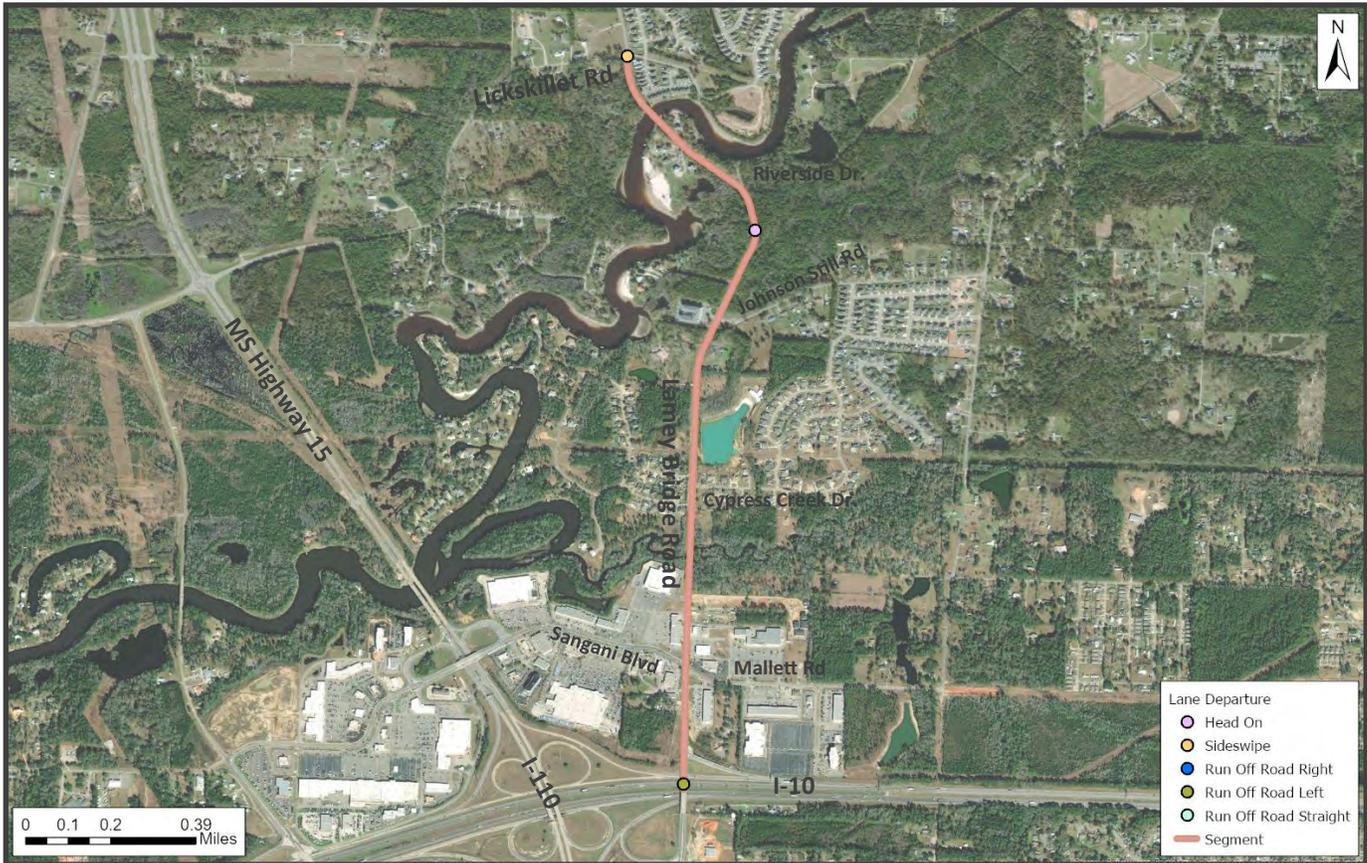
Lamey Bridge Road - Segment 1

D'Iberville, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is primarily residential to the north and primarily heavy commercial to the south. Intersecting roads north of Cypress Creek Drive generally provide access to residential development. Sangani Boulevard and Mallett Road provide access to the

interstate and more commercial development. Between I-10 and Sangani Boulevard, Lamey Bridge Road is four lanes. North of Sangani Boulevard, Lamey Bridge Road narrows to two lanes providing turn lanes at major intersections.



Crash Analysis

Three lane departure crashes occurred on this 1.8-mile segment. The first crash was categorized as run off road left in which a northbound driver crossed the centerline and hit a bridge railing. The driver was unconscious and there were not witnesses to the accident. The second crash was a head on crash in which the driver lost control in a curve. The final crash was a sideswipe in which a driver was passing vehicles in a no passing zone when it hit a vehicle turning left.

Possible Countermeasures

- Install center and longitudinal rumble strips, raised medians, or delineators to alert drivers leaving their travel lane.
- Install curve warning delineation.

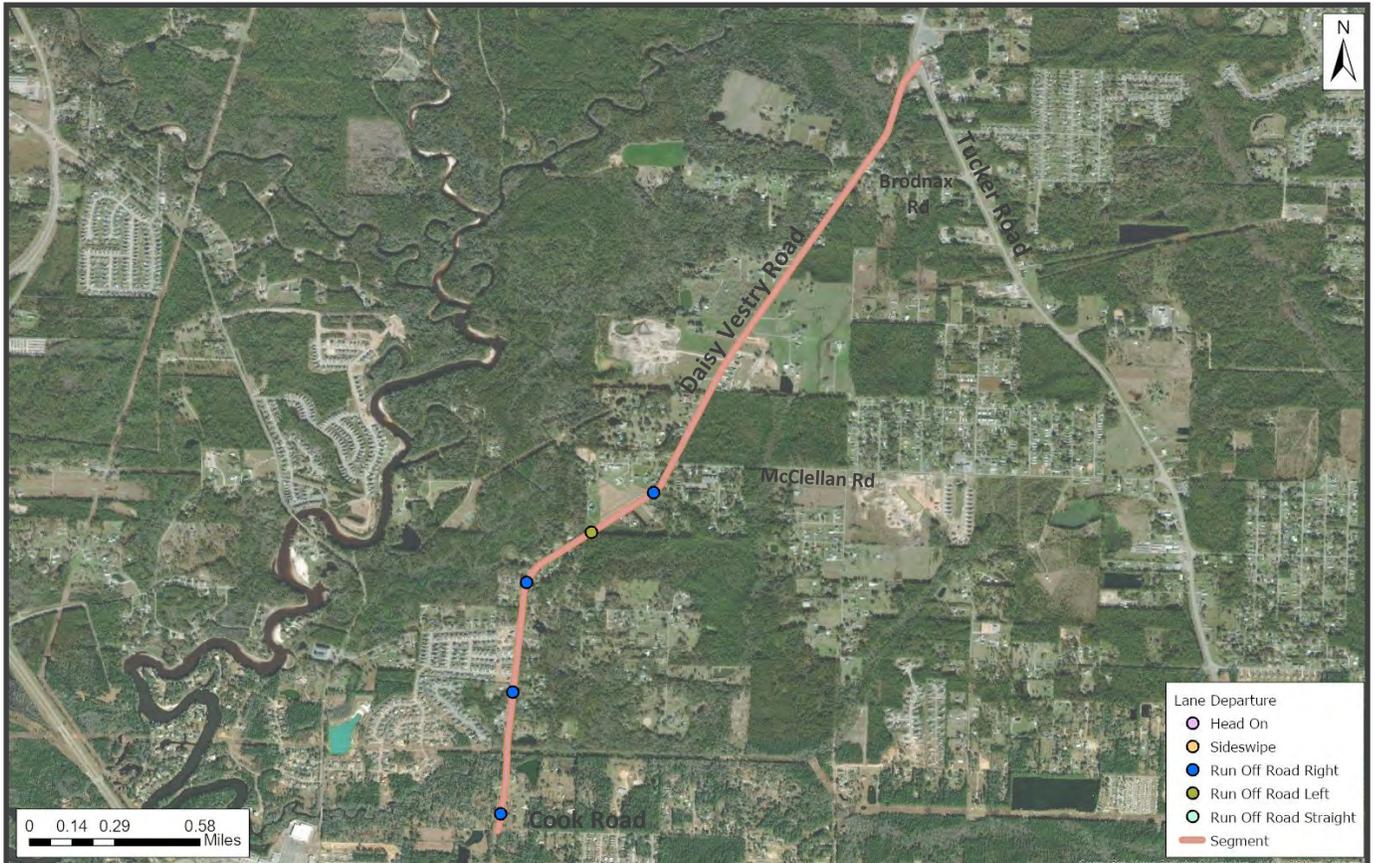
Daisy Vestry Road

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential. Intersecting roads within this segment generally provide access to residential development. Between Cook Road and

Tucker Road, Daisy Vestry Road is a two lane road segment with a continuous centerline and edge striping.



Crash Analysis

Five lane departure crashes occurred on this 3.1-mile segment. Four crashes were categorized as run off road right and the fifth crash was run off road left.

Three of the run off road right crashes involved a DUI, one of which resulted in two fatalities. The fourth run off road right crash involved a southbound driver avoiding a northbound driver who crossed into their lane. The single run off road left crash was the result of the driver crossing the centerline, left the roadway, and struck a tree.

Based on the crash data, a majority of the crashes on Daisy Vestry Road were associated with driver error.

Possible Countermeasures

- Install center and longitudinal rumble strips or raised pavement markers to alert drivers leaving their travel lane.

Seaman Road - Segment 1

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential with highway commercial uses near Tucker Road. Intersecting roads within this segment provide access to residential

development. Between Tucker Road and Lake Forrest Drive, Seaman Road is a two lane road segment with a continuous centerline and edge stripe.



Crash Analysis

Four lane departure crashes occurred on this 2.7-mile segment. Two crashes were categorized as run off road right, one was a sideswipe, and one was a head on. Three of the crashes on this road segment involved motorcycles.

The first run off road right crash involved a motorcycle that lost control in a curve near Cypress Avenue. The second was a northbound motorcycle driving aggressively near South Street and resulted in a fatality. The sideswipe involved an older motorcycle driver who lost control in a curve near Cypress Avenue and crossed the centerline. The head on crash involved a DUI.

Based on the crash data, several of the crashes on this segment were associated with driver error.

Possible Countermeasures

- Seaman Road appears to have been overlaid after 2017. The roadway should be re-evaluated to see if the improvements have improved roadway safety.
- Advanced warning and chevrons were placed in the curve near Cypress Avenue in 2017. The curve should be re-evaluated to see if the improvements have reduced similar crashes.

Three Rivers Road - Segment 1

Gulfport, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential, commercial and light industrial uses. Major intersecting roads include Crossroads Parkway, Seaway Road, and Creosote Road which provide direct access to more commercial and industrial businesses. Three Rivers Road begins as a four lane boulevard at Airport Road before quickly transitioning to a five lane road with a continuous center turn lane to

Creosote Road. North of Creosote Road, Three Rivers Road is four lane with turn lanes provided at intersections as needed to Crossroads Parkway. From Crossroads Parkway to Dedeaux Road, Three Rivers Road is two lane, widening at the intersection to provide turn lanes. The roadway has curb and gutter from Airport Road to Crossroads Parkway and sidewalks from Airport Road to Creosote Road.



Crash Analysis

Three lane departure crashes occurred on this 2.2-mile segment. Two crashes were categorized as head on and the third crash was a sideswipe.

The first head on involved an older driver who crossed the centerline. The second involved a DUI. The sideswipe crash was a vehicle attempting a mid-block U-turn when it struck a motorcycle.

Based on the crash data, a majority of the crashes that occurred on this segment of Three Rivers Road were associated with driver error.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.

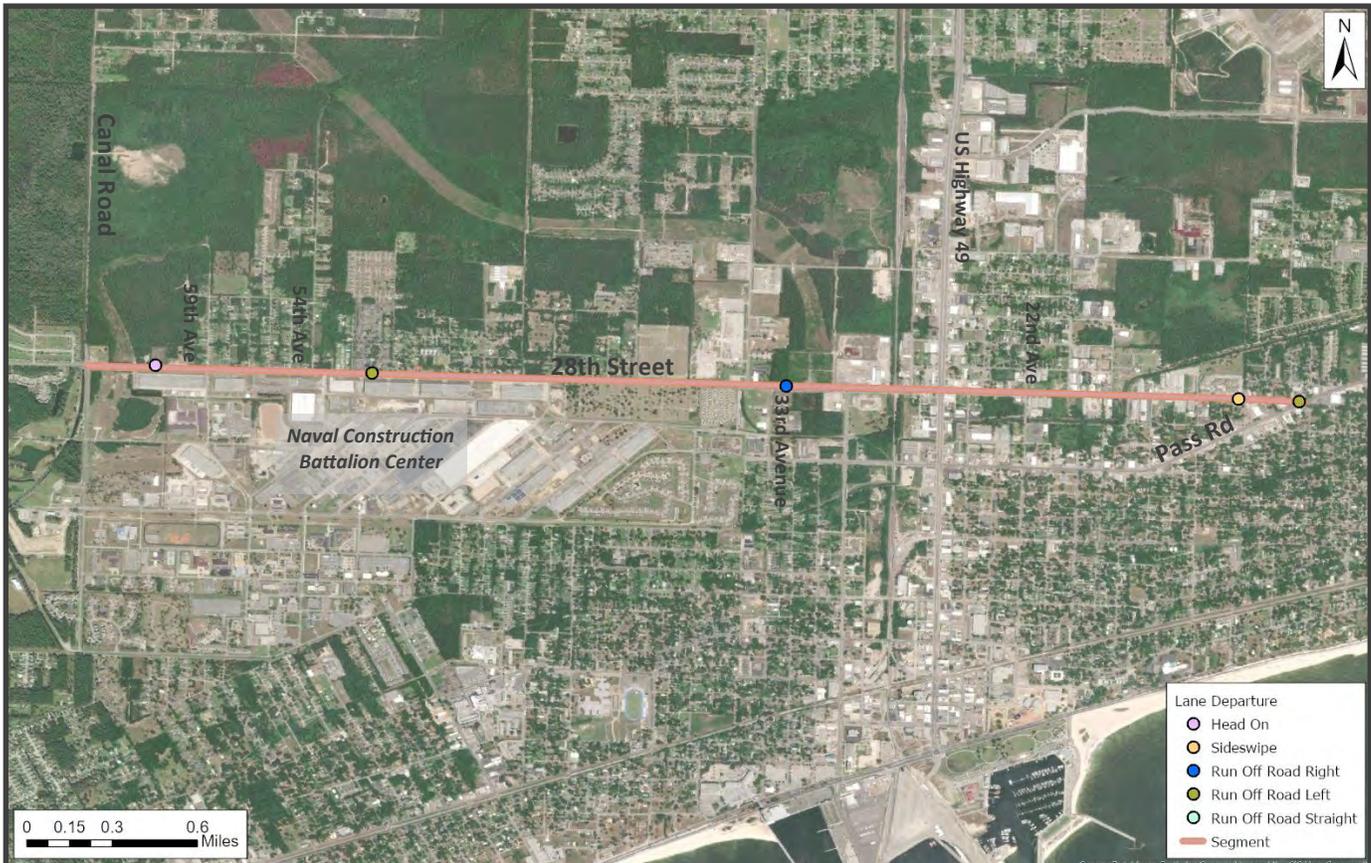
28th Street - Segment 2

Gulfport, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is primarily commercial with some residential, light industrial, and government uses intermixed. Intersecting roads within this segment provide access to residential development. Between Canal Road and 33rd Avenue, 28th Street is a two lane road segment which widens to include turn lanes for access to the Naval Construction Battalion

Center. From 33rd Avenue to 22nd Avenue, 28th Street widens to five lanes with a continuous center turn lane. Between 22nd Avenue and Pass Road, 28th Street returns to a two lane road. 28th Street has sidewalk almost the entire length of this segment and areas with curb and gutter and areas without.



Crash Analysis

Five lane departure crashes occurred on this 3.7-mile segment. Two crashes were categorized as run off road left, one run off road right, one sideswipe, and one head on crash.

The first run off road left crashes involved an aggressive younger driver and the second involved a driver who blacked out. The run off road right crash involved a DUI. The sideswipe crash involved a motorcycle which hit a left turning vehicle while passing. The head on crash involved an unlicensed driver crossing the centerline near 59th Avenue.

Based on the crash data, a majority of the crashes on this segment of 28th Street were associated with driver error.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.

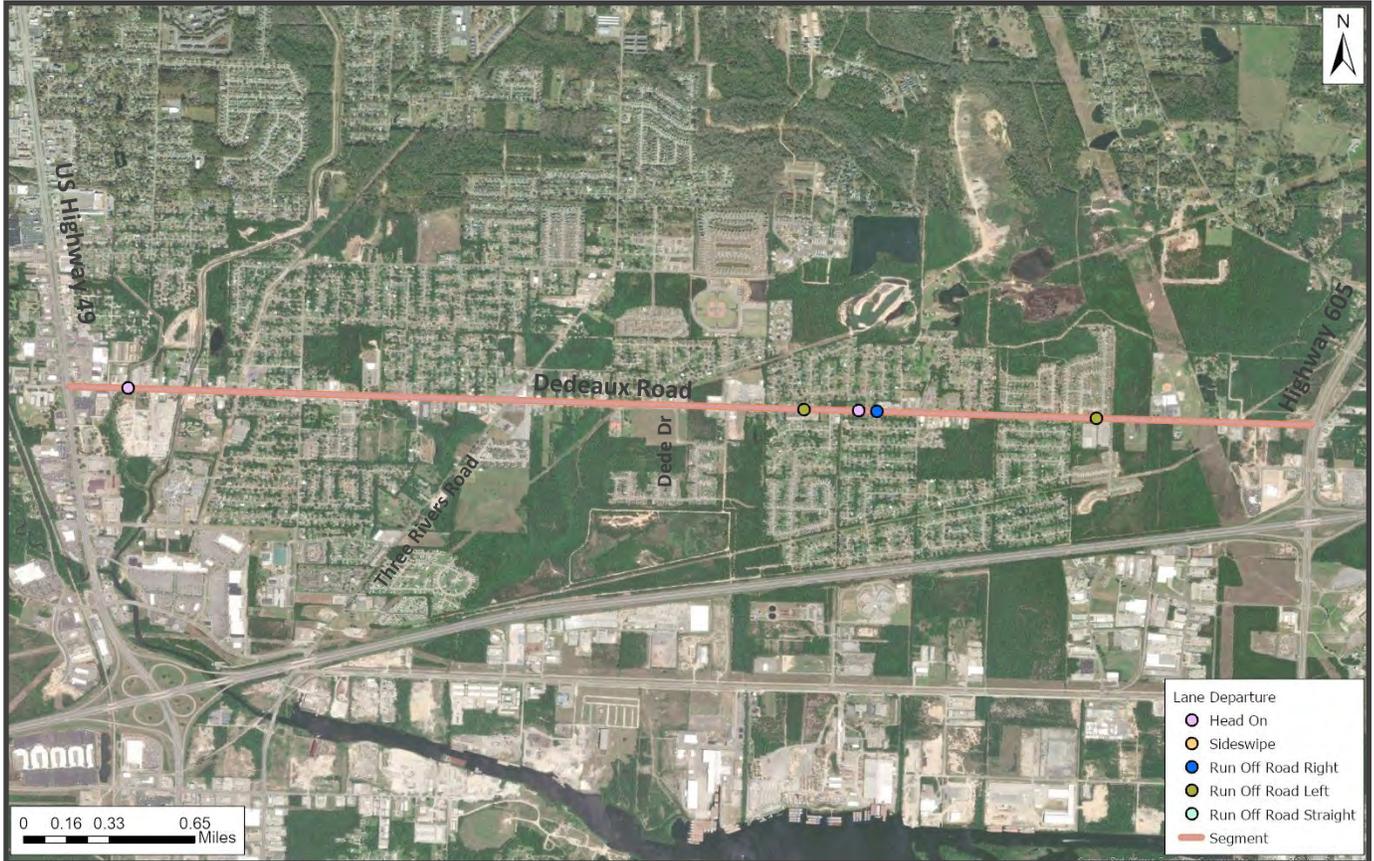
Dedeaux Road

Gulfport, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential, commercial, and light industrial. Intersecting roads within this segment generally provide access to residential development. Between US Highway 49 and Dede Drive, Dedeaux Road is five lanes with a continuous

center turn lane. This section also includes curb and gutter and sidewalks, with a bike lane added from Three Rivers Road to Dede Drive. From Dede Drive to Highway 605, Dedeaux Road is two lanes with no curb and gutter.



Crash Analysis

Five lane departure crashes occurred on this 4.1-mile segment. Two crashes were categorized as head on, two were run off road left, and one was run off road right.

The first head on crash involved an unbelted driver that crossed the centerline of the road. The second crash involved a vehicle being pushed in the turn lane without hazard lights flashing that crossed into the opposing travel lane. The first run off road left crash involved a driver that fell asleep at the wheel and the other involved a driver that was avoiding a rear end crash. The run off road right crash occurred when a vehicle was attempting to avoid striking another vehicle that pulled out in front of them.

Based on the crash data, a majority of the crashes on Dedeaux Road were associated with driver error.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.

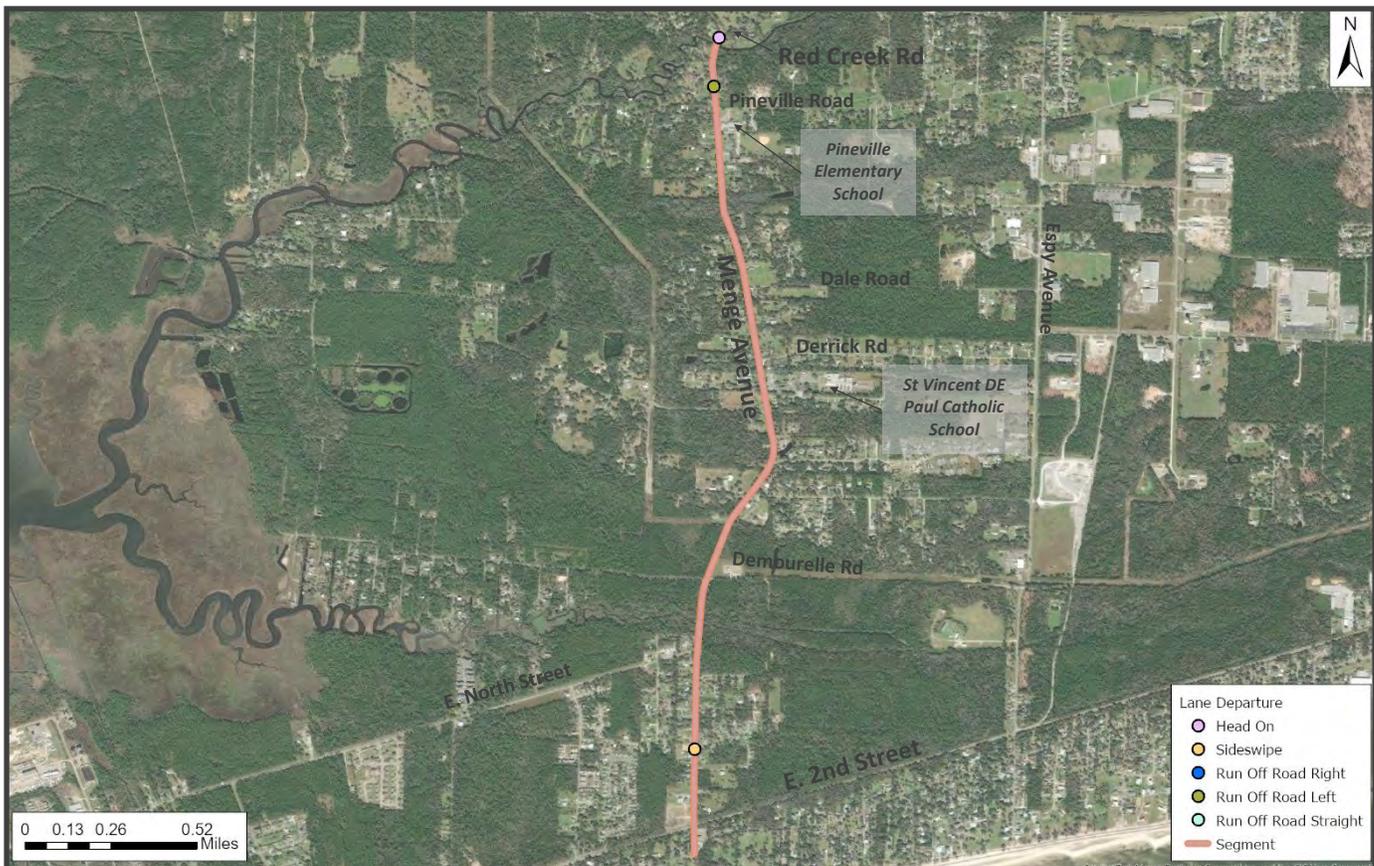
Menge Avenue

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally residential with some commercial uses. Several roads intersecting Menge Avenue also intersect with Espy Avenue. All other roads

provide access to residential development. Between East 2nd Street and Red Creek Road, Menge Avenue is a two lane road segment with a continuous centerline and edge stripes.



Crash Analysis

Three lane departure crashes occurred on this 2.5-mile segment. One crash was categorized as sideswipe, one run off road left, and one head on.

The sideswipe crash involved an emergency vehicle with lights and sirens passing vehicles and striking a car turning left. The run off road left crash involved a medical emergency. The head on crash involved a vehicle running a stop sign due to mechanical failures.

Based on the crash data, all of the crashes on Menge Avenue were associated with driver error.

Possible Countermeasures

- The crashes encountered during this study period were due to events not related to the roadway. The roadway should be re-evaluated to determine if crash frequency and severity warrant Menge Avenue as a priority roadway.

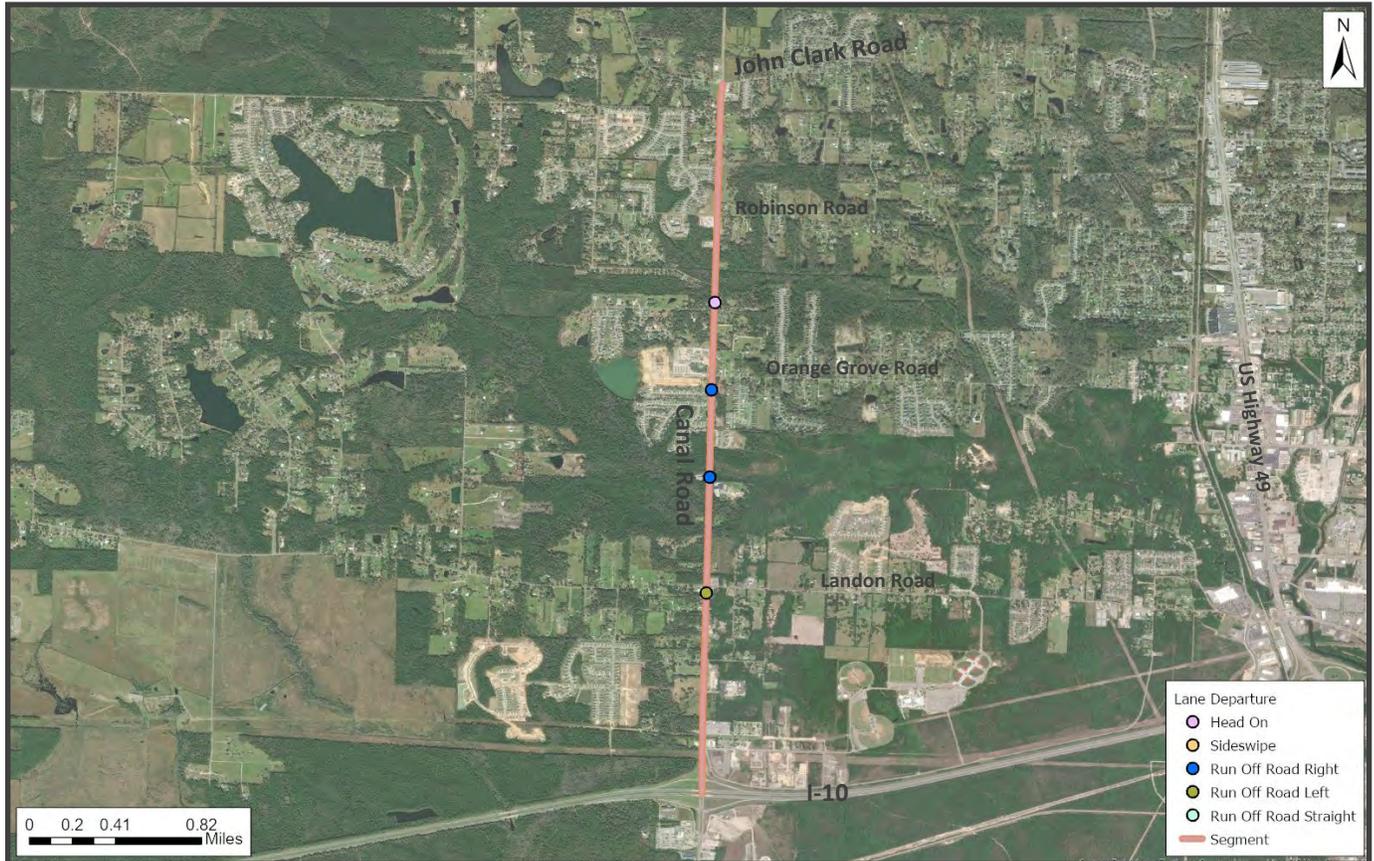
Canal Road - Segment 2

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential and commercial uses with some light industrial uses near I-10. Several roads intersecting Canal Road also intersect with Old Highway 49. The remaining intersecting roads

generally provide access to residential development. Between Interstate 10 and John Clark Road, Canal Road is a two lane road segment with a continuous centerline and edge.



Crash Analysis

Four lane departure crashes occurred on this 3.4-mile segment. Two crashes were categorized as run off road right, one was run off road left, and one was a head on crash.

The first run off road right crash involved a driver that veered off the road, overcorrected, and crossed the centerline hitting a second vehicle head on. The second run off road right crash involved a younger driver overcorrecting while merging back into the right lane after passing. The run off road left involved an unlicensed driver running a red light due to mechanical failures. The head on crash involved a vehicle that crossed the centerline for unknown reasons.

Based on the crash data, a majority of the crashes on this segment of Canal Road were associated with driver error.

Possible Countermeasures

- A majority of this segment of Canal Road has been overlaid and restriped. The road should be re-evaluated to see if the improvements have reduced moderate injury crashes.

Ocean Springs Road

Ocean Springs, Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential and commercial, with heavier commercial uses near US Highway 90. Intersecting roads within this segment provide access to residential development with a few

connecting to US Highway 90. Between US Highway 90 and MS Highway 57, Ocean Springs Road is a two lane road segment widening at both highways to accommodate turn lanes.



Crash Analysis

Five lane departure crashes occurred on this 4.5-mile segment. Two crashes were categorized as run off road right, two were run off road left, and one was a head on crash.

The first run off road right crash involved a DUI, and the second involved an older driver that hydroplaned on wet pavement. The run off road left crashes involved either a DUI or a driver that fell asleep at the wheel. The head on crash involved a vehicle that lost control while merging into the travel lane from the center turn lane.

Based on the crash data, the crashes on Ocean Springs Road were associated with driver error.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.

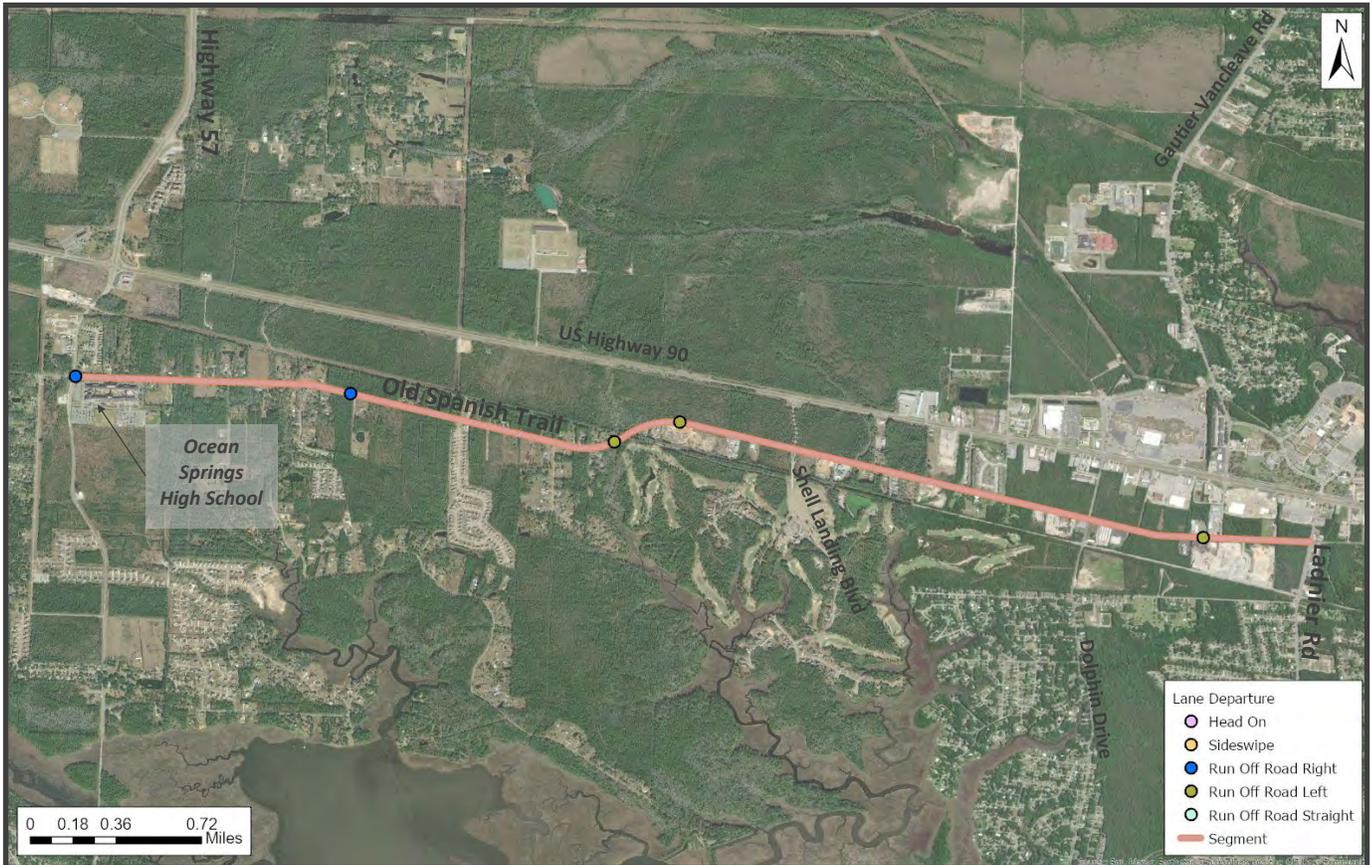
Old Spanish Trail

Ocean Springs, Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential, commercial and light industrial. Intersecting roads within this segment generally provide access to residential develop-

ment, but a few connect to US Highway 90. Between MS Highway 57 and Ladnier Road, Old Spanish Trail is a two lane road segment with a continuous centerline and edge stripe.



Crash Analysis

Five lane departure crashes occurred on this 3.7-mile segment. Three crashes were categorized as run off road left and two were run off road right.

The first run off road left crash involved a younger driver who ran off the road near Gautier Vancleave Road due to poor visibility. The second involved an aggressive driver that lost control of their vehicle before hitting a utility pole. The third crash involved a police pursuit and resulted in a fatality.

The first run off road right crash involved a younger, aggressive driver that overturned near Shell Landing Blvd. The second involved an eastbound driver who lost control of their vehicle before striking a utility pole and two trees.

Based on the crash data, a majority of the crashes on Old Spanish Trail were associated with driver error.

Possible Countermeasures

- Refresh striping and add longitudinal rumble strips and centerline raised pavement markers.

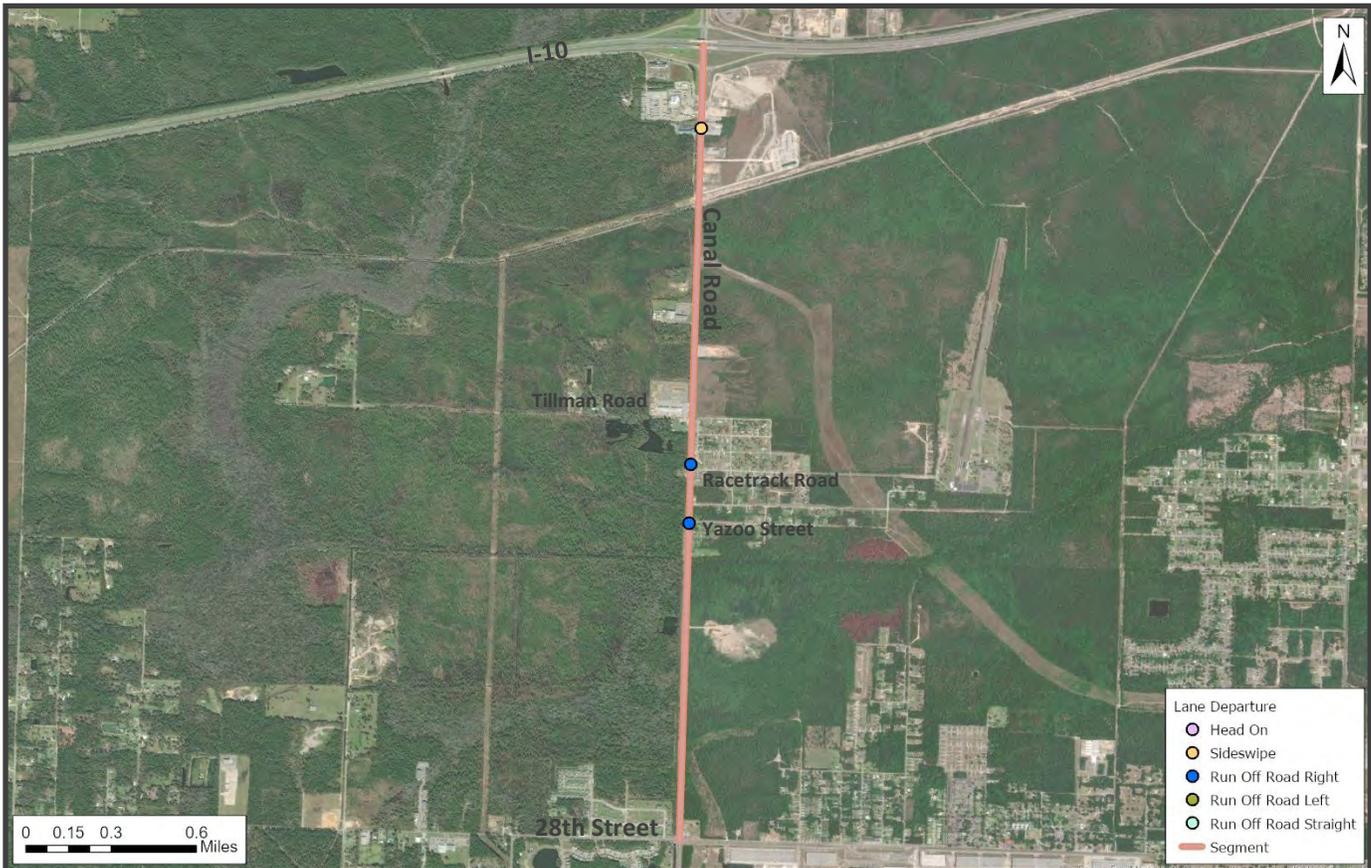
Canal Road - Segment 1

Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mix of residential, commercial, and light industrial. Intersecting roads within this segment provide access to residential development. Between 28th Street and Interstate 10, Canal Road

is a two lane road segment with a continuous centerline and edge stripe. The roadway widens approximately 1,000 feet before the interstate ramps to provide for turn lanes for the highway commercial developments and interstate access.



Crash Analysis

Three lane departure crashes occurred on this 2.8-mile segment. Two crashes were categorized as run off road right and the third as a sideswipe.

The first run off road right crash involved a northbound driver near Yazoo Street who began veering out of their lane, overcorrected, and lost control of their vehicle. The second involved an aggressive driver near Racetrack Road who lost control of their vehicle. The sideswipe crash involved a DUI.

Based on the crash data, all of the crashes on this segment of Canal Road were associated with driver error.

Possible Countermeasures

- The north portion of this segment was overlaid and restriped prior 2017. Continue improvements south of Tillman Road. Add edge rumble strips and centerline raised pavement markers to alert drivers when they leave their travel lane.

Appendix A-6: Priority Location Analysis - Pedestrian Crashes

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Pass Road - Segment 2

Gulfport, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is small commercial and office. Developments include a retail strip center, wholesale retail, service retail, small commercial, restaurants, banks, and small office. High density residential development can be found on the north side of

Pass Road behind commercial development and single family residential borders commercial to the south. This segment of Pass Road is five lanes with a continuous turn lane and curb and gutter. There are no sidewalks along this segment.



Crash Analysis

Four pedestrian crashes occurred within this 0.2-mile segment, three of which resulted in a fatality. All of the accidents occurred between 6:30 p.m. and 8:00 p.m. In most of the crashes the vehicle was eastbound in the right lane and the pedestrian was traveling north to south crossing Pass Road.

The first crash occurred west of Ford Street and was a mid-block crossing and resulted in a moderate injury. The second crash occurred at the intersection of Ford Street when a pedestrian failed to yield right-of-way to a vehicle with a green light. This crash resulted in a fatality. The third crash was mid-block crossing and resulted in a fatality. The last crash was a mid-block crossing which involved a DUI driver who was turning west out of the Dollar General parking lot and struck a pedestrian crossing north to south. This crash also resulted in a fatality.

Possible Countermeasures

- Improve street lighting.
- Break up continuous center turn lane with raised medians to serve as refuge islands for pedestrians crossing wide corridors or consider mid-block crossing islands.
- Evaluate the feasibility of a road diet.
- Install pedestrian warning signs in high pedestrian traffic areas and bus stops.

Veterans Boulevard

Pascagoula, Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is large commercial and small commercial. Developments include a Walmart supercenter and several service retail shops. Single family residential neighborhoods can be found along Jefferson Avenue north of this segment, as well as community facilities. South of this segment is

more commercial development along US Highway 90.

This segment of Veterans Boulevard is four lanes. There is a small sidewalk that extends from Shortcut Road to the truck entrance of Walmart. This sidewalk extends down Shortcut Road east of Veterans Boulevard.



Crash Analysis

Three pedestrian crashes occurred within this 0.15-mile segment, two of which resulted in moderate injuries and the other was a life threatening injury. All of the accidents occurred between 5:00 p.m. and 10:00 p.m.

The first crash occurred south of Shortcut Road in which the pedestrian was walking southbound along the southbound traffic lane, pulling a shopping cart, when struck by a vehicle. The second crash occurred north of Shortcut Road. The pedestrian was standing in the travel lane in dark clothing. The vehicle driver swerved in an attempt to avoid hitting the pedestrian. The third crash resulted in a life-threatening injury and involved a pedestrian crossing Shortcut Road from north to south when they were hit by a westbound driver on Shortcut Road. The driver fled.

Possible Countermeasures

- Improve street lighting.
- Evaluate pedestrian traffic along this corridor to determine the cost effectiveness of constructing a sidewalk.
- Install pedestrian warning signs in high pedestrian traffic areas without sidewalks.

Central Avenue

D'Iberville, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is heavy commercial and light industrial. Developments include the delivery area for the Scarlet Pearl Casino Resort, cold storage warehouse, and seafood processing. There are some scattered

single family residential lots northwest of this segment and residential and small commercial to the north. This segment of Central Avenue is two lanes with no sidewalks.



Crash Analysis

Two pedestrian crashes occurred within this 0.1-mile segment near the intersection of Bay Shore Drive and Central Avenue.

The first crash was the result of the pedestrian holding onto the vehicle while it was attempting to drive northbound on Central Avenue. The second crash involved a truck with boat trailer striking a pedestrian worker directing traffic. The second crash involved a DUI, but both crashes resulted in moderate injuries.

Possible Countermeasures

- The crashes encountered during this study period were due to events not related to the roadway. The roadway should be re-evaluated to determine if crash frequency and severity warrant Central Avenue as a priority roadway.

14th Street Service Road

Pascagoula, Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is commercial. High density residential uses can be found south of the segment and more commercial to the north.

This segment serves as a service drive for development along the original 14th Street alignment.

The street dead ends to the south and provides no direct access to the 14th Street overpass. The roadway provides a deteriorating sidewalk on the west side of the road. From aerial imagery, trails can be seen through the grassed lot beneath the overpass where pedestrians have been traveling to Old Mobile Avenue.



Crash Analysis

Two pedestrian crashes occurred within this 0.10-mile segment with two fatalities. Both fatalities involved trains, one in daylight and one in dark unlit conditions.

In the first train-pedestrian crash, the engineer and conductor saw the pedestrian step onto the train tracks behind Little Caesar's Pizza and head west between the rails of the track. The engineer sounded the horn, but it was not acknowledged by the pedestrian.

The report for the second train-pedestrian crash did not provide any details regarding warnings provided to the pedestrian.

Possible Countermeasures

- After 2019, a small fence has been constructed from behind Little Caesar's Pizza west to the ATM in an effort to deter pedestrians from walking along the tracks. This road segment should be re-evaluated to determine if the fence has improved pedestrian safety.
- Determine the feasibility of extending a sidewalk or multi-use pathway between the existing sidewalks on Old Mobile Avenue to the existing sidewalks on Denny Avenue.

Irish Hill Drive

Biloxi, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is high density residential with small commercial. Developments include a small grocery store at Rodenberg Avenue, storage units, and apartment complexes. North of this segment is a railroad track and more residential development. To the east, high density residential uses continue, while

to the west single family residential transitions to commercial uses. To the south is commercial development along the beach and US Highway 90.

In this segment, Irish Hill Drive is a two lane roadway with curb and sidewalk along the south side of the road with the exception of approximately 70 feet across a vacant lot.



Crash Analysis

Two pedestrian crashes occurred within this 0.19-mile segment. Both crashes occurred at night in unlit conditions.

The first crash was the result of the pedestrian searching for a lost dog and kneeling in the middle of the road. The second was a pedestrian crossing mid-block from south to north and being struck by a westbound vehicle.

Possible Countermeasures

- Improve street lighting.
- Install pedestrian warning signs.

Lamey Bridge Road - Segment 1

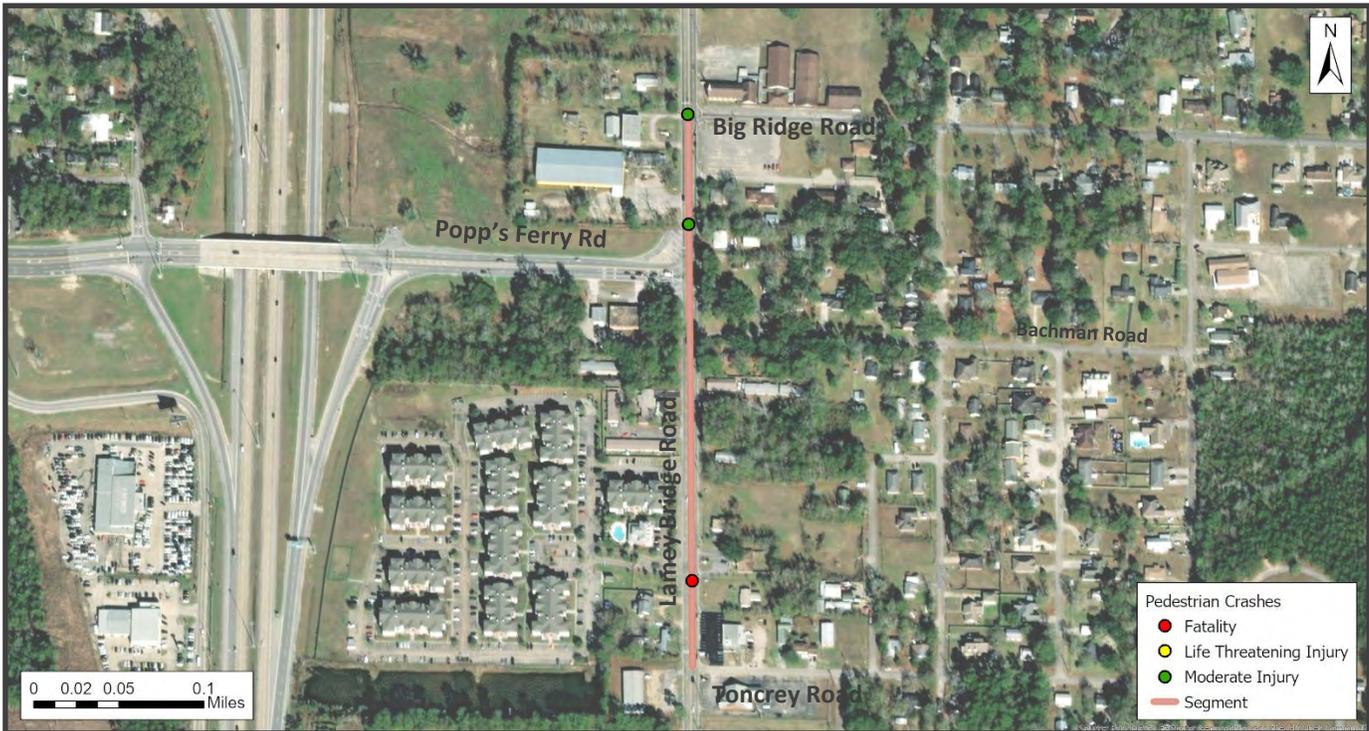
D'Iberville, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mix of single-family and high-density residential and commercial. North and west of this segment is interstate, east is more residential development, and south transitions to commercial. The

D'Iberville Middle School and High School football stadium is located just south of this segment.

This segment of Lamey Bridge Road is a four lane, curb and gutter roadway with no sidewalks.



Crash Analysis

Three pedestrian crashes occurred within this 0.32 -mile segment with one fatality and two moderate injuries. All three crashes occurred after 8:30 p.m.

The first crash involved a pedestrian looking for lost raffle tickets near Toncrey Road which resulted in the only fatality. The second crash involved a pedestrian under the influence of alcohol that fell into the road near Popp's Ferry Road. The third crash was a distracted pedestrian (texting) crossing Big Ridge Road north to south being struck by a southbound vehicle turning left onto Big Ridge Road. The vehicle had a green light and no crosswalk is located at this intersection.

Possible Countermeasures

- Improve street lighting.
- Evaluate the feasibility of constructing a sidewalk along this segment.
- Stripe crosswalks at intersections to encourage pedestrian crossings at designated locations and to alert drivers to potential pedestrian activity.
- Install pedestrian warning signs in high pedestrian traffic areas without sidewalks.

Three Rivers Road - Segment 1

Gulfport, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential, commercial and light industrial uses. The Crossroads Mall is west of this segment and the industrial Seaway Road is south of this segment.

This segment begins as a four-lane curb and gutter roadway at Seaway Road and reduces to two lanes with open ditches just north of Crossroads Parkway.



Crash Analysis

Four pedestrian crashes occurred within this 0.7-mile segment with one fatality and three moderate injuries. All three crashes occurred at night.

The first crash involved an older pedestrian who was walking back to a parked vehicle near Seaway Road when they were struck by a vehicle traveling southbound on Three Rivers Road. This crash resulted in the only fatality. The three moderate crashes involved pedestrians walking south on the edge of the southbound lane when they were struck by the mirror of a southbound vehicle. One was near Crossroads Parkway and the other two were near Angela Drive.

Possible Countermeasures

- Improve roadway lighting.
- Evaluate pedestrian traffic along this corridor to determine the cost effectiveness of constructing a sidewalk on the west side of the roadway.
- Install pedestrian warning signs in high pedestrian traffic areas without sidewalks.

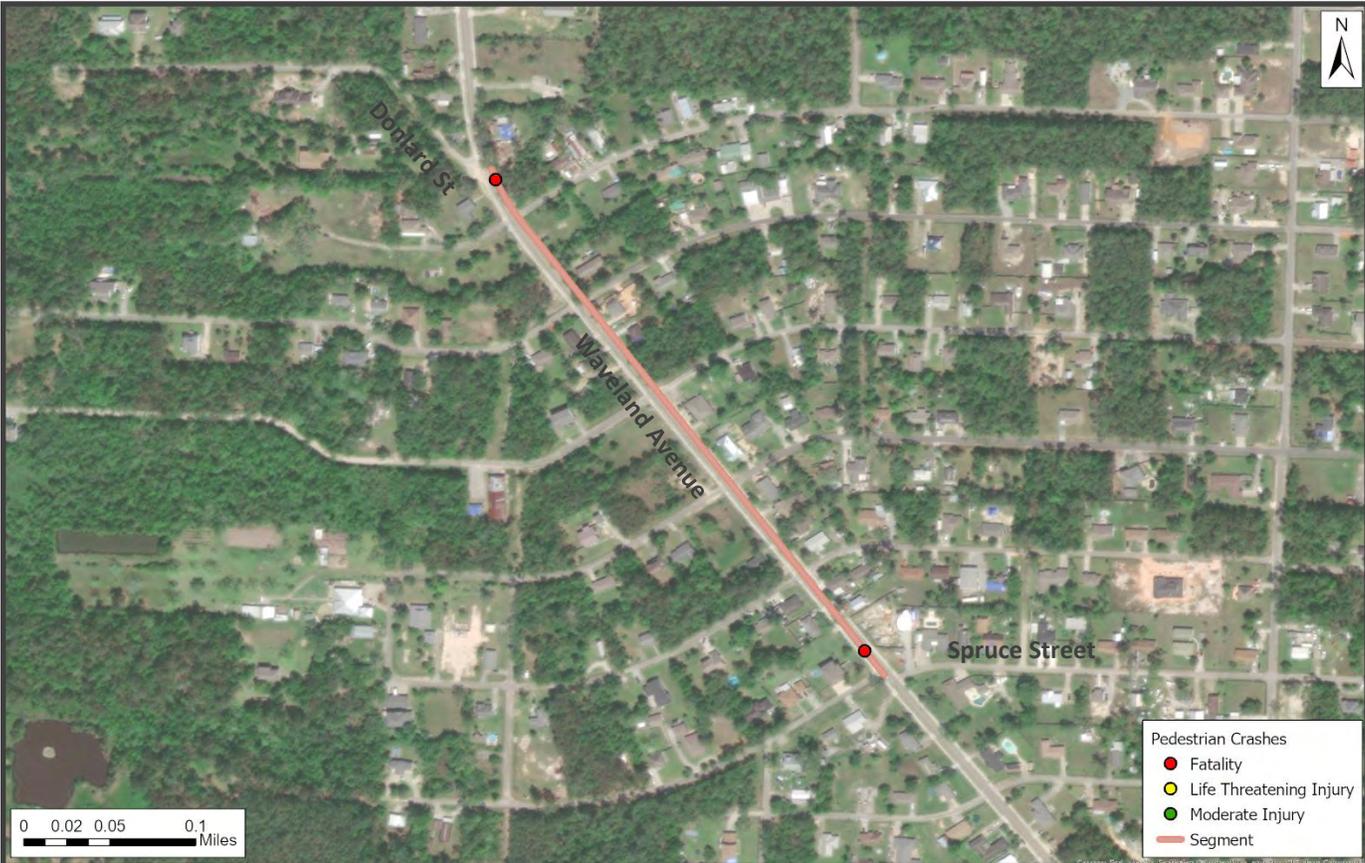
Waveland Avenue

Waveland, Hancock County

Land Use & Roadway Configuration

Land use along this portion of the roadway is residential. No commercial developments are found in the immediate area. This segment of

Waveland Avenue is a two lane road with open drainage ditches and no sidewalks.



Crash Analysis

Two fatal pedestrian crashes occurred within this 0.35-mile segment. Both occurred in dark-lit conditions.

The first crash was near Spruce Street and was a hit and run. There were no witnesses to the crash.

The second crash was near Donlard Street and involved a pedestrian that laid down in the street and was struck by a vehicle driving below the speed limit.

Possible Countermeasures

- The steepness of the roadway ditches deter pedestrians from walking in the grass, evaluate the volume of pedestrian traffic on the roadway to determine if it warrants a sidewalk or if the ditches can be closed in to provide a better shoulder for pedestrian traffic.

Courthouse Road - Segment 1

Gulfport, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway primarily commercial with some single family residential south of 33rd Street. Development along this segment includes the Hardy Court Shopping Center and Gulfport High School.

This segment begins as four lanes at Pass Road and quickly widens to five lanes with a continuous center turn lane. This segment included curb and gutter and no sidewalks in 2017.



Crash Analysis

Two pedestrian crashes occurred within this 0.84-mile segment and resulted in moderate injuries. Both crashes occurred at night.

The first crash occurred north of Pass Road and involved a vehicle exiting a parking lot and striking a pedestrian under the influence of alcohol. The second crash occurred at the intersection of Perry Street as a vehicle was turning eastbound from Courthouse Road and the pedestrian was crossing Perry Street from north to south while texting.

Possible Countermeasures

- Courthouse Road south of Pass Road was repaved between 2018 and 2019 which included an overlay with striping, sidewalks, multi-use pathways, lighting, crosswalks, and medians south of Perry Street. The roadway should be re-evaluated to determine if the improvements reduced pedestrian crashes.

33rd Street

Gulfport, Harrison County

Land Use & Roadway Configuration

Land use along this roadway segment is primarily undeveloped with two data storage warehouses on the west end and two commercial businesses on

east end. The roadway segment is two lanes with no sidewalk and open ditches.



Crash Analysis

Two pedestrian crashes occurred within this 0.5-mile segment at night and resulted in one life-threatening injury and one moderate injury. These two pedestrian crashes accounted for all the crashes on this roadway during the study period.

The first crash was a moderate injury crash in which two pedestrians were walking west on the shoulder of the right lane of 33rd Street near 34th Avenue. The vehicle was also westbound when it hit the pedestrian.

The second crash was a life-threatening injury involved an aggressive driver and a pedestrian almost in the center of the westbound travel lane.

Possible Countermeasures

- Improve roadway lighting.
- Evaluate the feasibility of constructing a sidewalk connecting residential developments northwest of this segment with commercial development east of this segment.

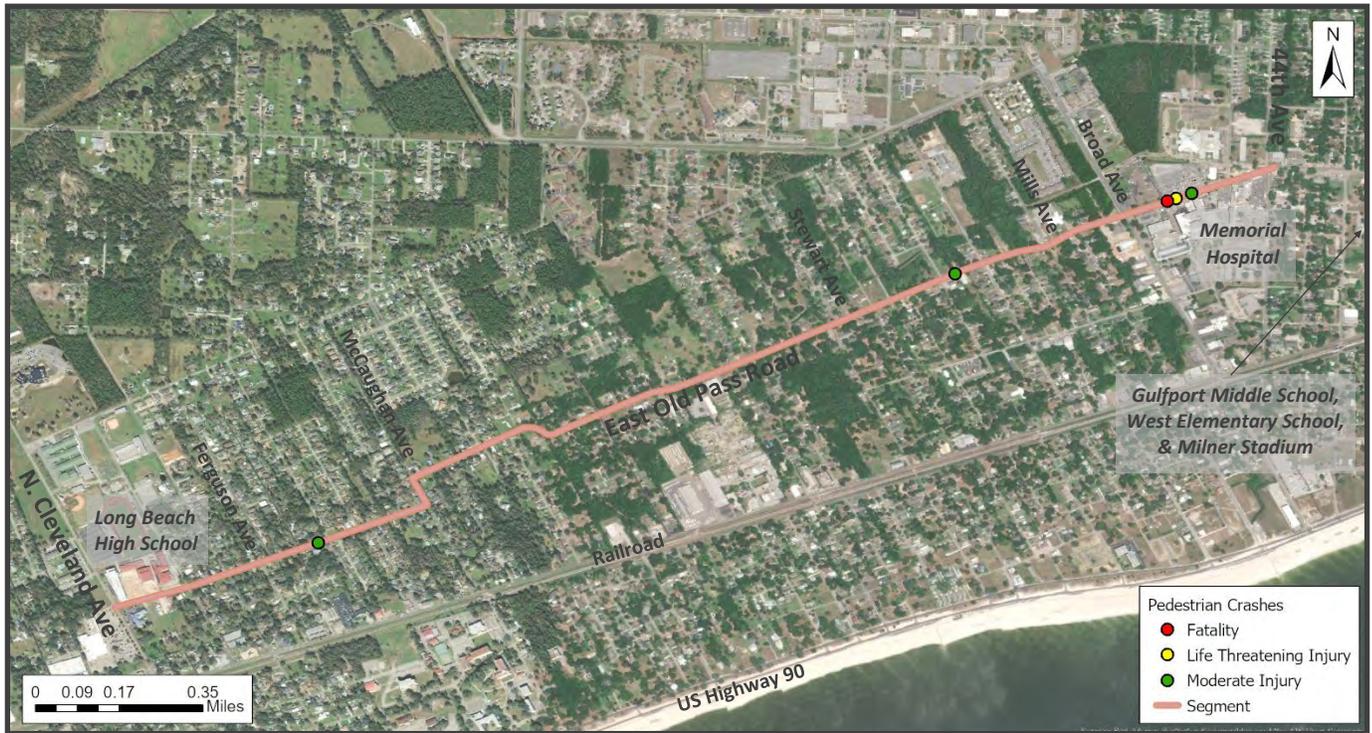
East Old Pass Road

Long Beach & Gulfport, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is primarily residential with some commercial intermixed. Developments along this segment include Long Beach High School and Memorial Hospital. Gulfport Central Middle School, West Elementary School, and Milner Stadium are located two blocks east of this segment.

This segment of East Old Pass Road is a two lane road. A sidewalk begins on the south side of the road east of Stewart Avenue and extends to 44th Avenue. Curb and Gutter begins at Mills Avenue on the south side of the road and continues, picking up the north side of the road at Broad Avenue, until 44th Avenue.



Crash Analysis

Five pedestrian crashes occurred within this 1.75-mile segment which resulted in three moderate injuries, one life-threatening injury, and one fatality. All crashes occurred between 2:30 p.m. and 8:00 p.m.

The first crash occurred in the eastbound lane in which the pedestrian admitted to stepping in front of the vehicle. The second crash occurred when a westbound vehicle clipped a pedestrian walking westbound on the road edge near Ferguson Avenue. The third crash involved a vehicle eastbound which did not yield to a pedestrian on the crosswalk at Memorial Hospital. The fourth crash was life-threatening and involved a driver westbound near Broad Avenue that stopped for the pedestrian crossing, and after the light turned

green struck a pedestrian in dark clothing beginning to cross. The fifth crash involved a westbound vehicle near Broad Avenue who struck a pedestrian sitting in the roadway causing the only fatality.

Possible Countermeasures

- Improve advanced warning of pedestrian crosswalk at Memorial Hospital.
- Add enhanced signing and pavement markings at crosswalk at Memorial Hospital.
- Reduce speed limit near the hospital.
- Evaluate the cost effectiveness of constructing sidewalk connections along this segment.

Tucker Road

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is primarily residential on the east side and primarily commercial on the west side. I-10 is south of this segment.

This segment of Tucker Avenue is five lane with a continuous center turn lane. There are no sidewalks along this segment, but there is a wide grassed shoulder.



Crash Analysis

Three pedestrian crashes occurred within this 1.13 - mile segment which resulted in one moderate injury, one life-threatening injury, and one fatality. All crashes occurred in dark-unlit conditions.

The first crash occurred near McClellan Road and involved a pedestrian that walked out into traffic from a nearby residence in an attempt to cross the road from east to west and was struck by a northbound vehicle in the right lane. The crash resulted in a life-threatening injury. The second crash involved a southbound vehicle striking an intoxicated pedestrian walking in the middle of the roadway and resulted in a moderate injury. The third crash involved a southbound vehicle that fatally hit a pedestrian in the center of the southbound lanes. The pedestrian was previously almost hit by another car that turned around to insure the pedestrian was moving out of the roadway when they were hit by the second car.

Three bicycle crashes also occurred in this segment and are analyzed in the bicycle crash analysis section.

Possible Countermeasures

- Improve roadway lighting.
- Evaluate the bicycle and pedestrian traffic along this corridor to determine if the construction of a separated multiuse pathway would be economically feasible.
- Install pedestrian/bicycle warning signs in high traffic areas without sidewalks or bike lanes.

Ingalls Avenue

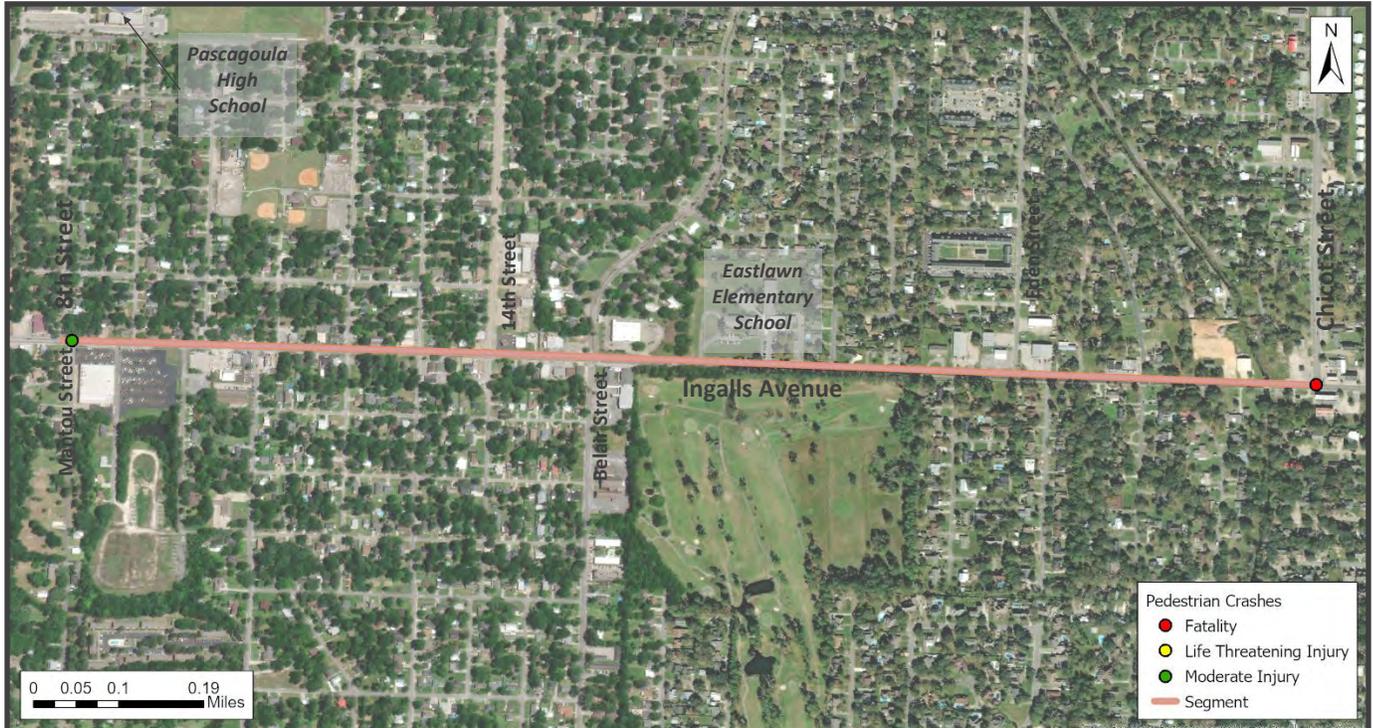
Pascagoula, Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential and commercial development with Eastlawn Elementary School located in the middle of the segment. Pascagoula High School is north of this segment.

From 8th Street to Belair Street, Ingalls Avenue is three lanes with a continuous center turn lane.

From Belair Street to Chicot Street, Ingalls Avenue is four lanes. The entire segment is curb and gutter, with sections of sidewalk on the north and south side of the street. The longest continuous sidewalk is from east of 14th Street to east of Eden Street.



Crash Analysis

Two pedestrian crashes occurred within this 1.23-mile segment and resulted in one moderate injuries and one fatality. Both occurred in 2018, with one at night and the other early morning.

The first crash occurred near Mantou Street. The driver was turning left from Montou onto Ingalls (westbound) when they struck the pedestrian crossing Ingalls north to south at a low speed resulting in a moderate injury. The fatal crash was located near Chicot Street in which a pedestrian was crossing north to south. An eastbound vehicle passed a turning vehicle and struck the pedestrian.

Three bicycle crashes also occurred between Belair Street and Chicot Street and are analyzed in the bicycle crash analysis section.

Possible Countermeasures

- Complete sidewalk from 8th Street to Chicot Street and provide crosswalks across Ingalls Avenue where appropriate.
- Upgrade existing intersections with crosswalks to include curb ramps
- Install pedestrian/bicycle warning signs in high traffic areas without sidewalks or bike lanes.

Pineville Road

Long Beach, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential and commercial development with most of the commercial development centralized east of Willow Creek Drive. Harper McCaughan Elementary School is located along this segment.

This segment of Pineville Road is primarily two lanes, widening to include a center left turn lane at Willow Creek Drive and the commercial area west of Seal Avenue. In 2018, a sidewalk was constructed from Ashley Lane to Willow Creek Drive and connects to the elementary school.



Crash Analysis

Two pedestrian crashes occurred within this 1.43-mile segment which were both moderate injury and both occurred mid-day.

The first crash involved a 5-year old pedestrian running into the road near Seal Avenue. The southbound vehicle was unable to stop before striking the child. The second crash involved a vehicle running off the road, striking a forklift, which in turn struck a pedestrian working at the construction site.

Possible Countermeasures

- Install pedestrian warning signs in high pedestrian traffic areas without sidewalks.

Pass Road - Segment 3

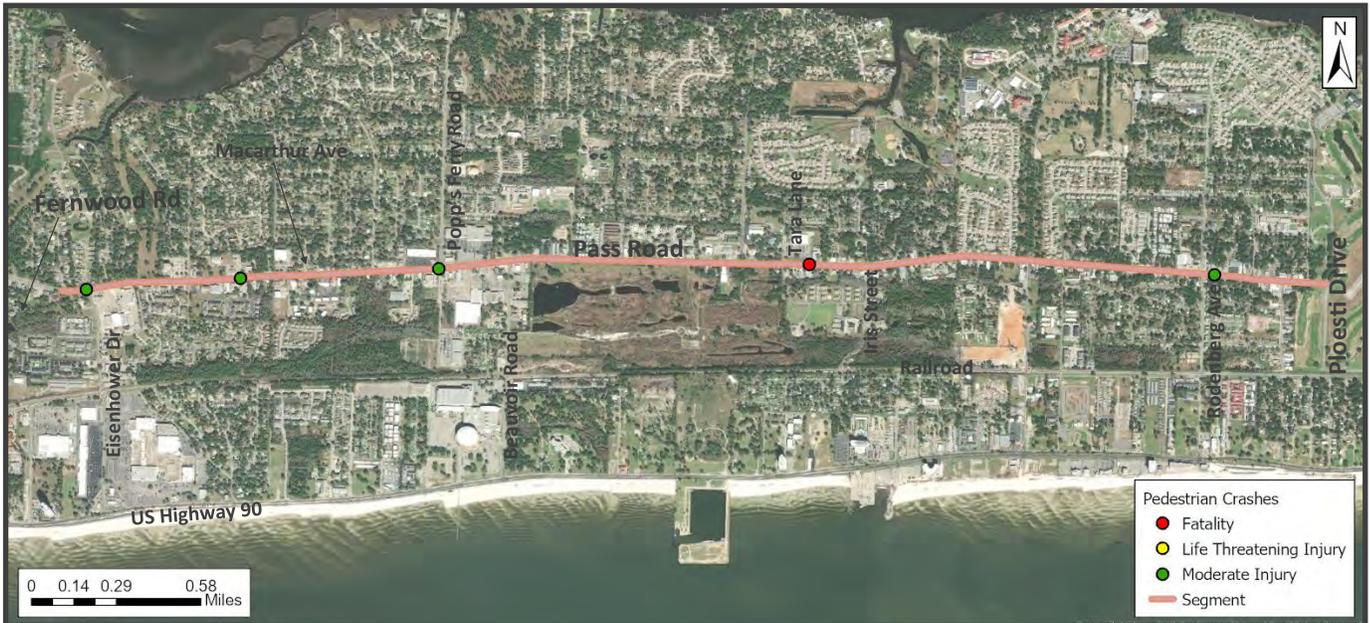
Biloxi, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is generally commercial with high density residential and some single-family residential intermixed.

The entire segment is five lanes with a continuous center turn lane. The roadway has curb and

gutter with a continuous sidewalk on the north and south side of the road from Fernwood Road to just east of Iris Street. The sidewalk continues on the north side from Iris Street until Rodenberg Avenue. Segments of sidewalk are along the remainder of the road but do not interconnect.



Crash Analysis

Five pedestrian crashes occurred within this 3.7-mile segment and resulted in four moderate injuries and one fatality.

The first crash occurred at Eisenhower Drive in which a pedestrian, crossing north to south, ran out in front of a vehicle traveling westbound with right-of-way. The second crash involved an eastbound vehicle near Rodenburg Avenue striking a pedestrian who was under the influence of alcohol and had stepped into the roadway. The third crash occurred at night near in the turn lane of Popp's Ferry Road. The eastbound vehicle was entering the turn lane when they saw a pedestrian standing in the turn lane wearing dark clothing. The vehicle swerved, but was unable to avoid striking the pedestrian. The fourth crash involved a pedestrian in a motorized wheelchair crossing Pass Road and was struck in the center turn lane by a vehicle turning eastbound from a

local business parking lot. The fifth crash involved a car turning eastbound from a parking lot near Tara Lane and struck a pedestrian crossing north to south in the center turn lane.

One life-threatening bicycle crash also occurred near Macarthur Avenue and is analyzed in the bicycle crash analysis section.

Possible Countermeasures

- Break up continuous center turn lane with raised medians to serve as refuge islands for pedestrians crossing wide corridors or consider mid-block crossing islands.
- Evaluate the feasibility of a road diet.
- Provide crosswalks and pedestrian signals at signalized intersections.
- Install pedestrian warning signs in high pedestrian traffic areas.

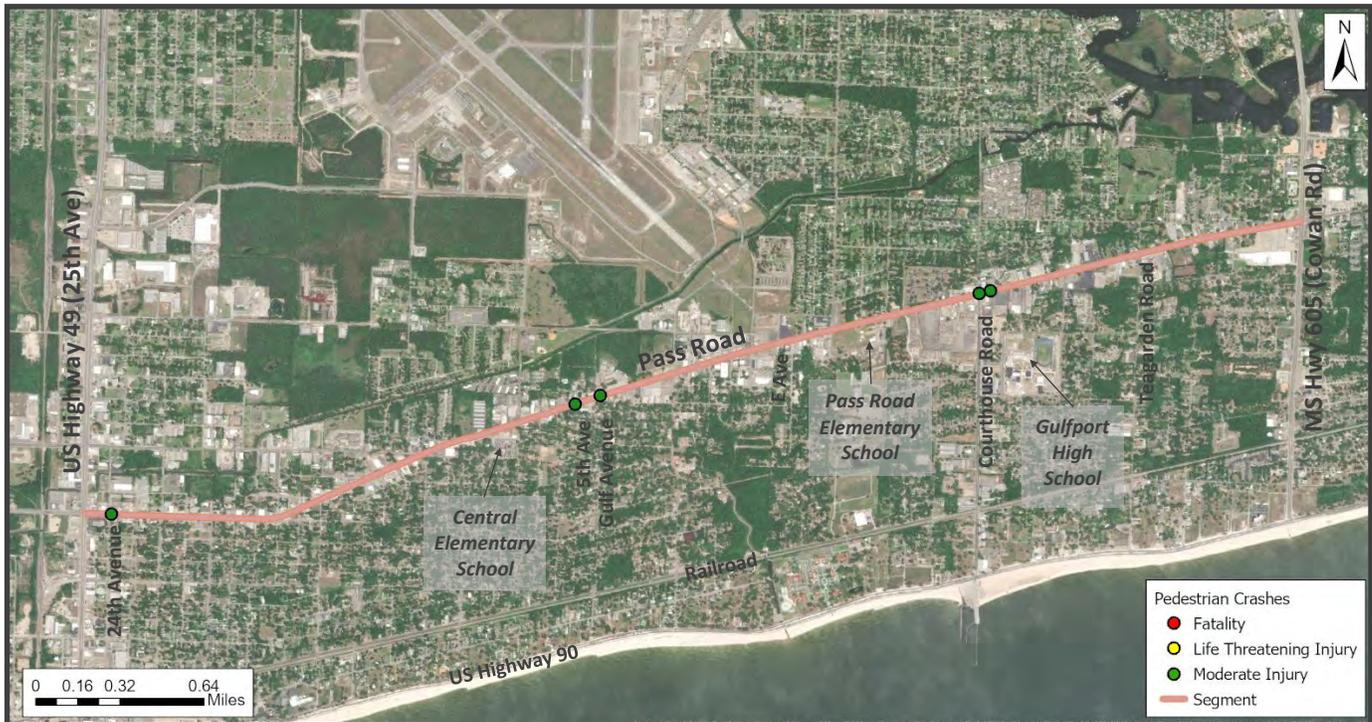
Pass Road - Segment 1

Gulfport, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is commercial. The majority of the segment is four lane with a section between Courthouse Road and Teagarden Road widening to five lanes with a

continuous center turn lane. The roadway has several segments of sidewalk, but the sidewalk is not continuous and mostly occurs near schools.



Crash Analysis

Five pedestrian crashes occurred within this 4.2-mile segment and all resulted in moderate injuries.

The first crash occurred at Courthouse Road when a pedestrian crossed north to south perpendicular to traffic when a vehicle traveling westbound had a green light. The second crash occurred near Courthouse Road when a vehicle traveling eastbound struck a pedestrian crossing north to south mid-block. The third crash involved a pedestrian running across the road (south to north) near 5th Avenue and was struck by a vehicle traveling eastbound. The fourth crash involved a pedestrian failing to yield right-of-way to a vehicle during a mid-block crossing at night wearing dark clothing. The fifth crash was near 24th Avenue when a pedestrian was struck on the north side of the road by a vehicle turning left from a restaurant onto westbound Pass Road; the pedestrian was intoxicated.

Two moderate injury bicycle crashes also occurred in this segment. One was near Gulf Avenue and the other near E Avenue. Both are analyzed in the bicycle crash analysis section.

Possible Countermeasures

- Break up continuous center turn lane with raised medians to serve as refuge islands for pedestrians crossing wide corridors or consider mid-block crossing islands.
- Evaluate the feasibility of a road diet.
- Provided crosswalks and pedestrian signals at signalized intersections.
- Install pedestrian warning signs in high pedestrian traffic areas.

Dedeaux Road

Gulfport, Harrison County

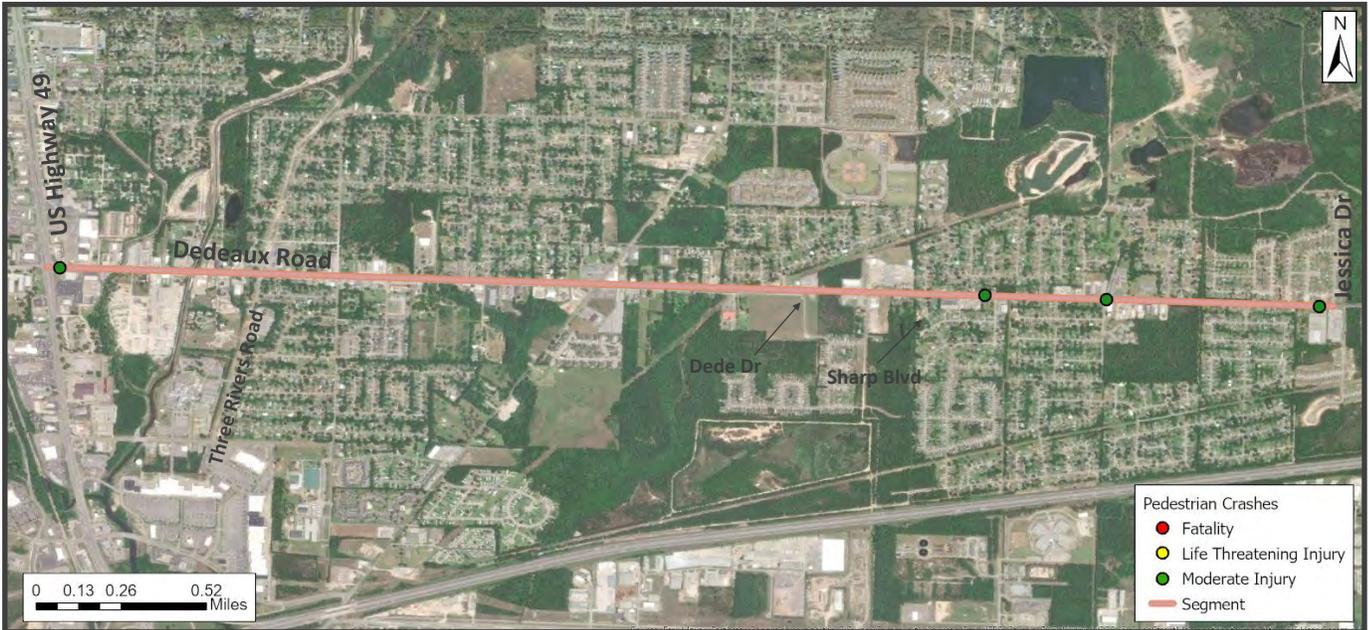
Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential and commercial, with heavier commercial uses towards US Highway 49 and transitioning to more residential uses towards Jessica Drive.

Prior to 2019, this segment was five lanes from US Highway 49 to Three Rivers Road and narrowed to two lanes for the remainder of the

segment. By 2019, the road was being reconstructed between Three Rivers Road and Dede Drive.

Dedeaux Road is a mixture of curb and gutter and open ditches with sidewalks mainly found with curb and gutter on the west side of Dedeaux Road and open ditches and no sidewalks towards the east side.



Crash Analysis

Four pedestrian crashes occurred within this 3.4-mile segment and all resulted in moderate injuries. Three of the crashes occurred east of Sharp Boulevard.

The first crash involved a pedestrian attempting to push their vehicle off the roadway when they were struck by another vehicle. The stopped vehicle did not have hazard lights flashing. The second crash involved a younger pedestrian who missed the school bus and attempted to cross Dedeaux Road without yielding to oncoming traffic. The third crash was the only evening crash and it involved a pedestrian walking on the road shoulder with the flow of traffic when they were struck by a vehicle who left the scene. The fourth crash involved two pedestrians crossing the road in the middle right lane being hit by a westbound vehicle; the vehicle was turning left out of a parking lot.

Possible Countermeasures

- Extend existing center line delineators to the end of the turn lane to restrict left turning movement from businesses at the intersection of Dedeaux Road and US Highway 49.
- Install sidewalks leading to pedestrian signals and crosswalks at signalized intersections.
- Extend sidewalks from Dede Drive to Jessica Lane to provide residential development along the roadway access to community businesses.
- Install pedestrian warning signs in high pedestrian traffic areas without sidewalks.

Lemoyne Boulevard

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is primarily high-density residential and commercial uses with some single-family uses intermixed.

This segment of Lemoyne Boulevard is a five lane curb and gutter roadway with a continuous center turn lane. A continuous sidewalk on the north side of the road extends from Bienville Drive to



Crash Analysis

Two pedestrian crashes occurred within this 2.2-mile segment and resulted in one moderate injury and one fatality. Both were in dark lighting conditions.

The moderate injury crash involved a vehicle striking a pedestrian in the south westbound lane near Laura Acres Drive. The fatal crash involved an eastbound vehicle that struck a pedestrian wearing dark clothing that stepped in front of the vehicle. Officers were already in route to the scene of the accident due to previous reports of the pedestrian being in the road.

Possible Countermeasures

- Improve roadway lighting.
- Break up continuous center turn lane with raised medians to serve as refuge islands for pedestrians crossing wide corridors or consider mid-block crossing islands.
- Evaluate the pedestrian traffic volume along this corridor to determine the feasibility of extending the sidewalk on the north side of the roadway or providing crosswalks and a sidewalk on the south side of the roadway.
- Install pedestrian warning signs in high pedestrian traffic areas.

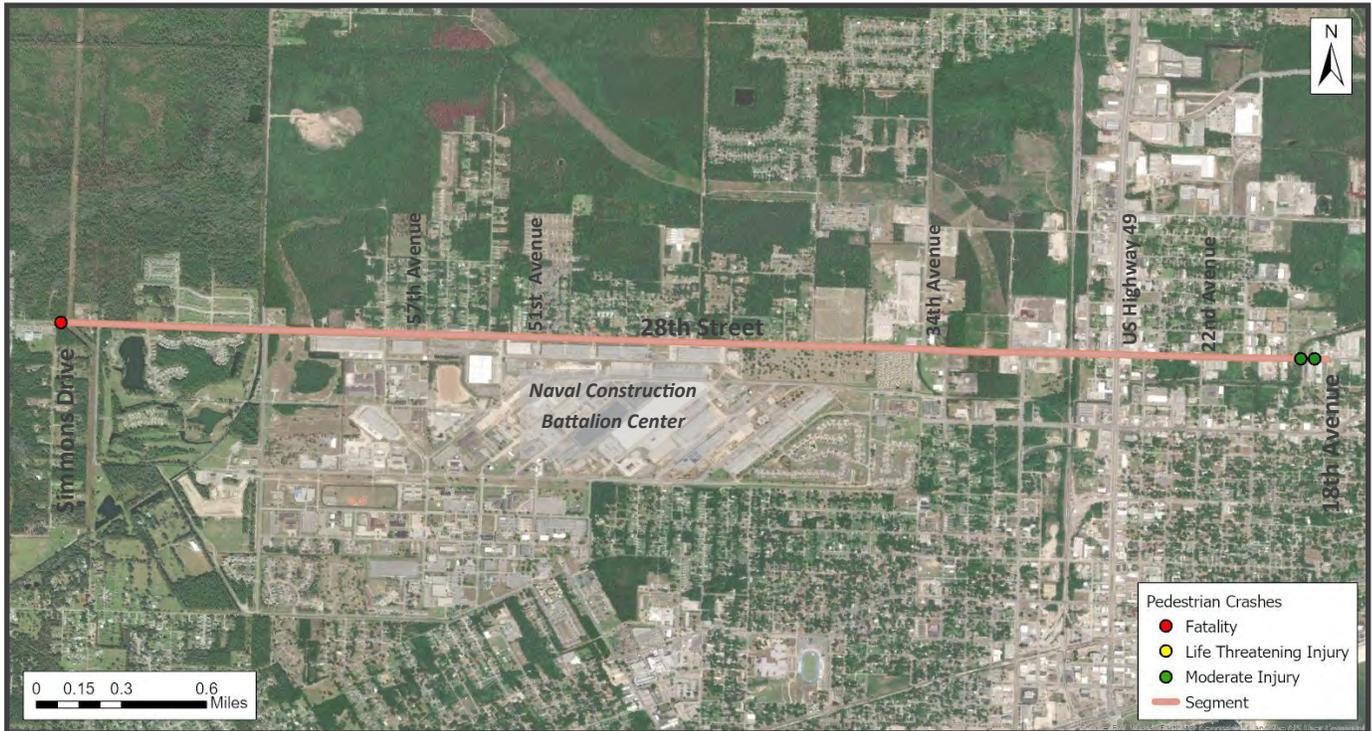
28th Street

Long Beach & Gulfport, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential, commercial and light industrial. The Naval Construction Battalion Center (NCBC) is the largest development along this segment.

In 2013, 28th Avenue was primarily a two lane road. By 2019, the roadway was expanded between 34th Avenue and 22nd Avenue to be five lanes with a continuous center turn lane. These improvements also expanded the sidewalk network along the roadway.



Crash Analysis

Three pedestrian crashes occurred within this 3.86-mile segment and resulted in three moderate injuries and two fatalities. The two moderate crashes occurred within 500 feet of each other.

The first crash occurred at night and involved two pedestrians crossing south to north just east of 18th Avenue and were struck by westbound driver. This crash included a DUI, but there is no indication if it was the driver or one of the pedestrians. The second crash involved a westbound vehicle just west of 18th Avenue that struck a pedestrian crossing the road south to north. Witness and video evidence showed the pedestrian did not look in the direction of the vehicle prior to stepping into the road. The third crash involved a vehicle eastbound at night on 28th Street near Simmons Drive which struck and

killed two pedestrians walking westbound in the eastbound lane. The pedestrians were wearing dark colored clothing and the driver was arrested for a DUI.

Possible Countermeasures

- Improve roadway lighting.
- Extend sidewalks to complete connections on north sides of the roadway.
- Install pedestrian warning signs in high traffic areas without sidewalks.

Government Street

Ocean Springs, Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential and commercial with commercial uses concentrated more on the west side of the segment and residential concentrated on the east side. Major developments along this road segment include a central business district and three schools. A railroad separates Government Street from US Highway 90 on the north. The Ocean Springs High School football stadium

is not accessible from Government Street but is immediately north of the segment.

Government Street is predominately a two lane roadway widening to three lanes between Denny Avenue and Bechtel Boulevard. West of Denny Avenue, the street has sidewalks on both sides of the road. East of Denny Avenue at least one side of the road typically has a sidewalk.



Crash Analysis

Three pedestrian crashes occurred within this 4.51-mile segment and resulted in three moderate injuries and involved two older drivers/pedestrians and two younger pedestrians.

The first crash occurred at the Washington Avenue intersection and involved a westbound vehicle turning right and striking a pedestrian in a wheelchair using the crosswalk and ramp on the north side of Government Street. The second crash involved a juvenile pedestrian that was struck while crossing the street near Tara Lane. The third crash occurred on the Davis Bayou Bridge and involved an eastbound older driver that struck a younger pedestrian skateboarding in the eastbound lane at night.

Possible Countermeasures

- Refresh striping at Washington Avenue intersection to reinforce crosswalk and travel lane limits.
- In 2017, a signalized crosswalk was constructed near Tara Lane. The intersection should be reevaluated to determine if the improvements have reduced moderate injury crashes.
- In 2019, a sidewalk was extended from the Davis Bayou Bridge approximately 100' to improve access to the bridge pedestrian path. This location should be reevaluated to determine if the improvements have reduced moderate injury crashes.
- Improve lighting over the Davis Bayou Bridge.

Appendix A-7: Priority Location Analysis - Bicycle Crashes

Ingalls Avenue.....	A-121
Tucker Road	A-122
Howard Avenue.....	A-123
Pass Road	A-124

Ingalls Avenue

Pascagoula, Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential and commercial development with Eastlawn Elementary School located along the segment. Colmer Middle School is north of this segment along Eden Street.

From Belair Street to Chicot Street, Ingalls Avenue is four lanes. The entire segment is curb and gutter, with sections of sidewalk on the north and south side of the street.



Crash Analysis

Three bicycle crashes occurred within this 0.7-mile segment and resulted in three moderate injuries.

The first crash occurred near Chicot Street as an eastbound vehicle struck an eastbound cyclist who turned left without warning. The accident occurred at night and the cyclist reported not seeing the vehicle and the bicycle contained no reflective devices. The second crash was an early morning crash that occurred near Belair Street when a vehicle struck a cyclist and drove off. No details were provided on the direction of travel of either vehicle. The third accident occurred at the Belair Street intersection when a northbound cyclist ran a red light and was struck by a westbound vehicle.

Possible Countermeasures

- Host bicycle safety educational workshops at neighborhood meetings or in areas that have a higher occurrence of bicycle accidents.
- Evaluate the bicycle and pedestrian traffic along this corridor to determine if the construction of a separated multiuse pathway would be economically feasible.

Tucker Road

Jackson County

Land Use & Roadway Configuration

Land use along this portion of the roadway primarily residential on the east side and primarily commercial on the west side. I-10 is south of this segment.

This segment of Tucker Avenue is five lane with a continuous center turn lane. There are no sidewalks along this segment, but there is a wide grassed shoulder.



Crash Analysis

Three bicycle crashes occurred within this 1.0-mile segment and resulted in two moderate injuries and one fatality.

The first crash occurred when a northbound vehicle struck a northbound bicycle in the center turn lane at Pine Ridge Road. The accident occurred at night and resulted in a fatality. The second crash occurred when a southbound vehicle struck a bicycle stopped in the same lane north of Suburban Drive. This crash also occurred at night, but only resulted in moderate injuries. The third crash occurred just south of McClelland Road during daylight hours. A bicycle traveling southbound in the center turn lane crossed in front of a southbound vehicle in the far right lane.

Possible Countermeasures

- Host bicycle safety educational workshops at neighborhood meetings or in areas that have a higher occurrence of bicycle accidents.
- Improve roadway lighting.
- Install pedestrian/bicycle warning signs in high traffic areas without sidewalks or bike lanes.
- Evaluate the bicycle and pedestrian traffic along this corridor to determine if the construction of a separated multiuse pathway would be economically feasible.

Howard Avenue

Biloxi, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is a mixture of residential and commercial with commercial uses concentrated more on the west side of the segment and residential concentrated on the east side. Major developments along this road segment include MGM Stadium directly south, Merit Health hospital, and the Biloxi Civic Center and Public Library.

In 2015, Howard Avenue was predominately two lanes with on-street parking and sidewalks on both sides of the road. There was a one-way segment of road between Reynoir Street and Lameuse Street. In 2019, the roadway has been redeveloped to include a bike lane from Couevas Street west. Currently, construction is occurring on Howard Avenue east of Crawford Street.



Crash Analysis

Four bicycle crashes occurred within this 1.6-mile segment. All four of the crashes occurred during daylight hours and resulted in moderate injuries.

The first crash occurred when an eastbound cyclist traveling in the westbound bike lane struck a vehicle turning left onto Bohn Street from Howard Avenue. The bike lane had directional arrows to show correct traffic flow. The second crash occurred when a vehicle was turning westbound onto Howard Avenue from Crawford Street and struck a westbound cyclist. The vehicle failed to stop at the stop sign. The third crash occurred at the intersection of Nixon Street and fourth at Holley Street. Both crashes were the result of a vehicle not yielding right-of-way to a westbound bicycle.

Possible Countermeasures

- Several segments of Howard Avenue have been reconstructed since these crashes occurred. Howard Avenue should be re-evaluated to determine if the improvements have reduced bicycle crashes.

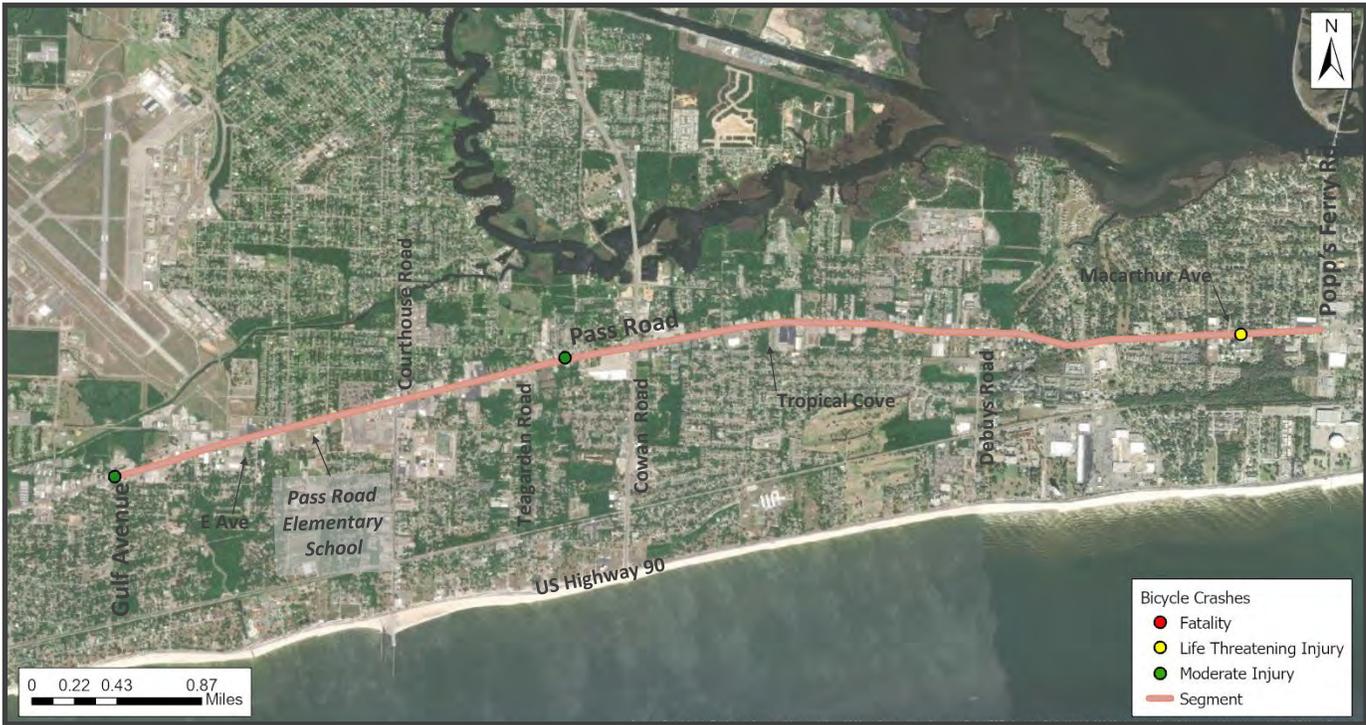
Pass Road

Gulfport & Biloxi, Harrison County

Land Use & Roadway Configuration

Land use along this portion of the roadway is commercial. Between Gulf Avenue and Courthouse Road, Pass Road is a four lane road with no median. From Courthouse Road to Teagarden Road, Pass Road widens to five lanes

with a continuous center turn lane. From Teagarden Road to Tropical Cove, Pass Road is again four lanes and widens east of Tropical Cove to the end of the segment to five lanes. Pass Road does not have any dedicated bike facilities.



Crash Analysis

Three bicycle crashes occurred within this 5.5-mile segment and resulted in two moderate injuries and one life threatening injury.

The first moderate injury crash occurred when a bicycle traveling eastbound on Pass Road near E Avenue pulled in front of a vehicle traveling eastbound on Pass Road. The second moderate injury crash occurred at Gulf Avenue when a bicycle crossing Pass Road did not yield right-of-way to a westbound vehicle. Rain made it difficult for the driver to see the bicycle in time to stop. The final crash occurred at night and resulted in the life threatening injury. A bicycle was traveling eastbound on Pass Road near Macarthur Avenue when it was struck by an eastbound vehicle who fled the scene.

Possible Countermeasures

- Host bicycle safety educational workshops at neighborhood meetings or in areas that have a higher occurrence of bicycle accidents.
- Improve roadway lighting.
- Install pedestrian/bicycle warning signs in high traffic areas without sidewalks or bike lanes.
- Evaluate the bicycle and pedestrian traffic along this corridor to determine if the construction of a separated multiuse pathway would be economically feasible.

Local Road Safety Plan

Hancock, Harrison, and Jackson Counties

Lane Departure

Reducing Fatal And Serious Injury Crashes

LANE DEPARTURE CRASHES

are defined as a crash which occurs after a vehicle crosses an edge line or center line, or otherwise leaves the traveled way. This category encompasses all crashes reported as runoff road (right, left, and straight), head-on, and sideswipe. Lane Departure crashes accounted for 45% of all reported crashes in Hancock, Harrison, and Jackson Counties from 2014 - 2018.

9% of lane departure crashes resulted in a fatality. Approximately 49% of those fatalities occurred in Jackson County.

79% of lane departure accidents involved only one vehicle with another 19% involving 2 vehicles.

49% of lane departure crashes were reported as run off road right.

23% of lane departure crashes on local roads occurred at intersections.

19% of lane departure crashes also reported aggressive driving behavior.

19% of lane departure crashes also had reported DUIs.

83% of lane departure crashes occurred on dry roadways, while approximate 16% occurred on wet roadways.

55% of lane departure accidents occurred during daylight hours.

16% of lane departure crashes occurred in drivers under 21 years of age

Lane Departure crashes are the largest crash type reported in the study area between 2014-2018. This type was more than two times higher than the next largest category.

The Federal Highway Administration has determined three basic strategies for reducing lane departure crash frequency and severity. These categories are general and should prompt more area specific countermeasures.

Strategy #1: Keep vehicles on roadway

Keeping vehicles in their lane of travel through the implementation of strategies to improve roadway conditions, visibility, and safety.

Ex., rumble strips, reflective signage on curves, etc.

Strategy #2: Provide for safe recovery

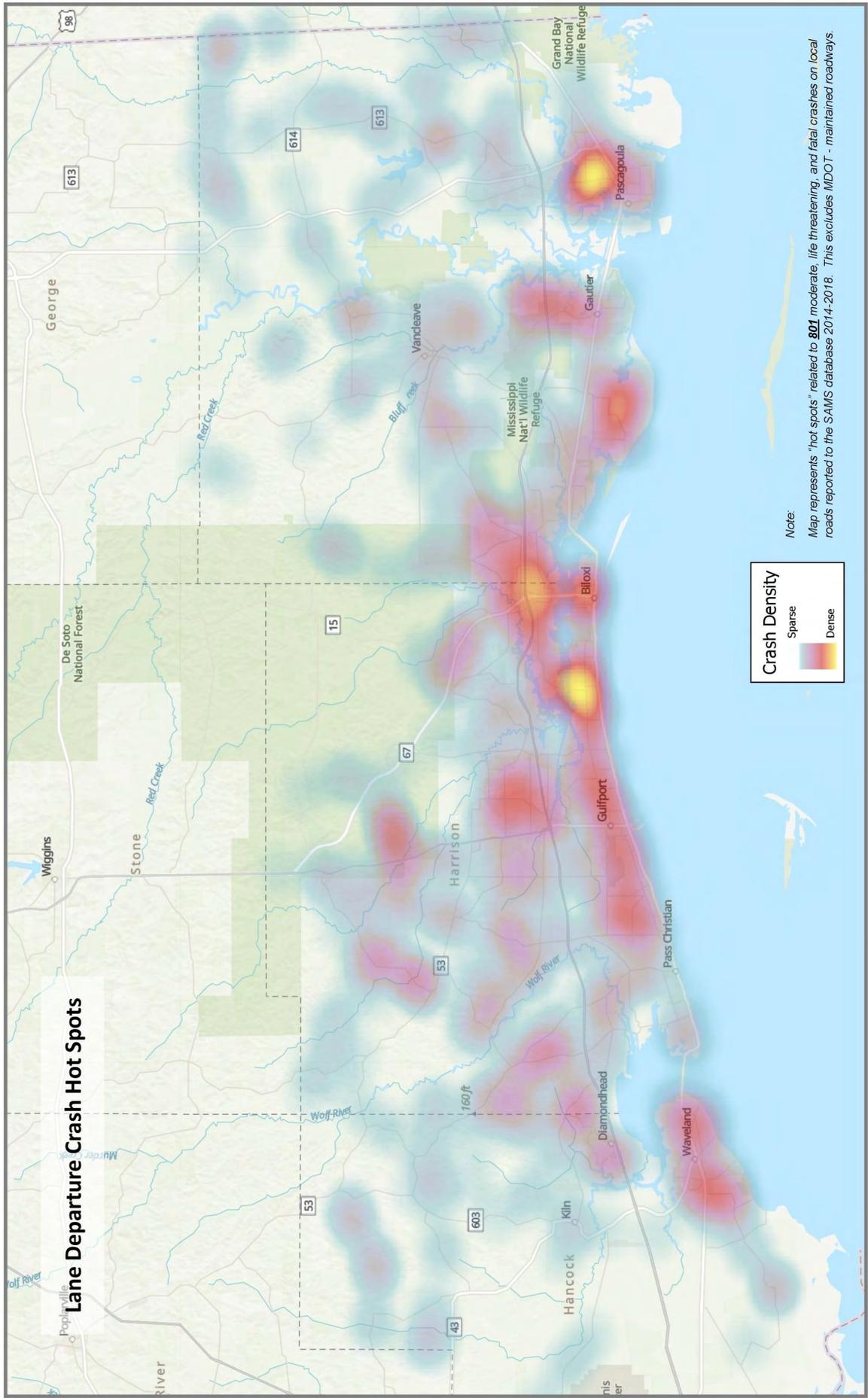
Providing opportunities for vehicles that leave their designated travel lane an opportunity to recover and return to the lane of travel.

Ex., roadway safety edge, clear zone, etc.

Strategy #3: Reduce crash severity

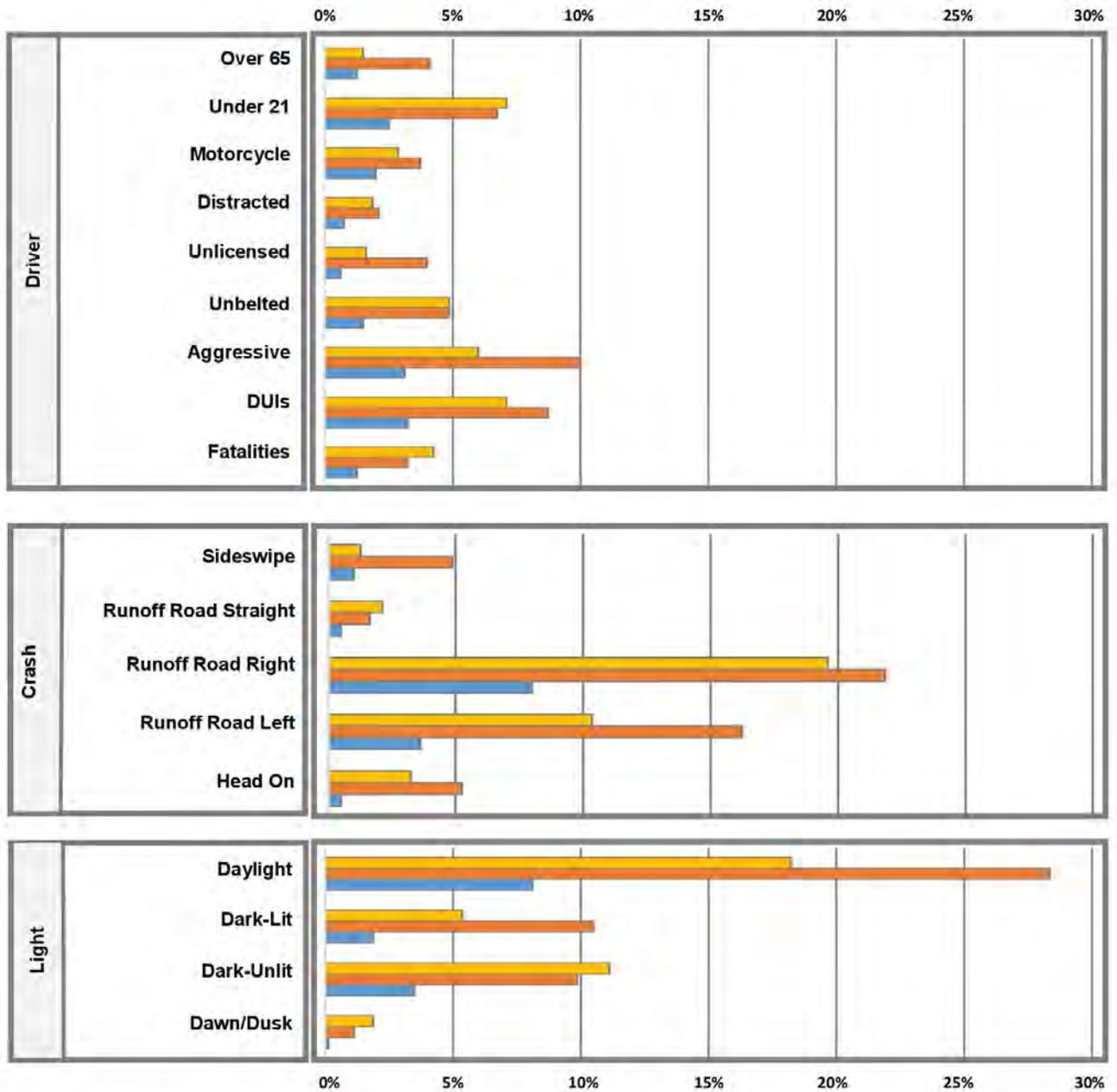
Providing measures to limit the severity of accidents where vehicles leave the roadway and cannot recover.

Ex., guardrail, traversable drainage structures, clear zones, etc.



Lane Departure Totals

Jackson Harrison Hancock



Local Road Safety Plan

Hancock, Harrison, and Jackson Counties

Intersection & Angle

Reducing Fatal And Serious Injury Crashes

INTERSECTION CRASHES

are defined as crashes that occur within the intersection of two roadways. Intersection crashes accounted for approximately 14% of all reported crashes in Hancock, Harrison, and Jackson Counties from 2014 - 2018.

3% of intersection crashes resulted in fatalities.

31% of intersection crashes were categorized as lane departure followed closely by 28% categorized as angle crashes.

67% of intersection crashes occurred in daylight hours. Approximately 30% occurred at night with 20% of these in lit areas and 11% in unlit areas.

13% of intersection accidents involved a pedestrian or bicycle.

13% of intersections crashes also reported a DUI.

31% of intersection crashes involved a person under 21 (15%) or over 65 (16%).

45% of intersection accidents occurred between 12pm and 6pm, with peak accident time between 4pm and 5pm.

12% of intersection crashes involved aggressive driving behaviors.

14% of intersection crashes involved a motorcycle.

ANGLE CRASHES

are defined as a collision most often resulting in the vehicles hitting at or near right angles. Angle crashes accounted for just over 14% of all reported crashes in Hancock, Harrison, and Jackson Counties from 2014 - 2018.

5% of angle crashes resulted in fatalities.

81% of angle crashes occurred in daylight hours.

55% of angle crashes occurred between noon and 6 pm, with the peak hour of accidents occurring between 3pm and 4pm.

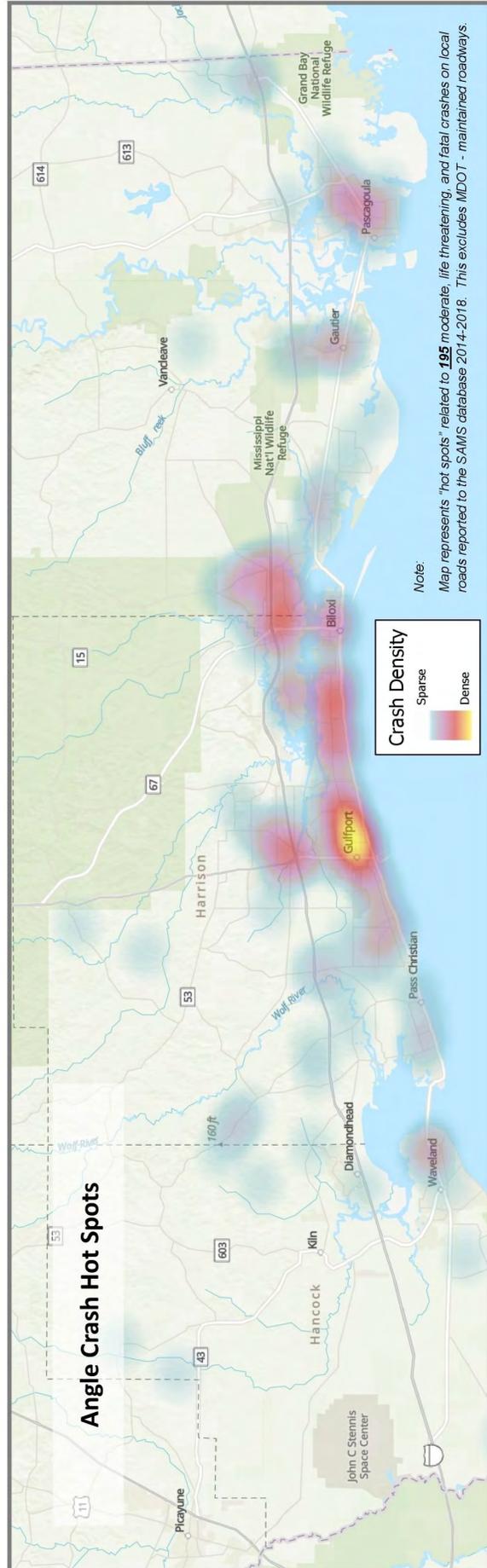
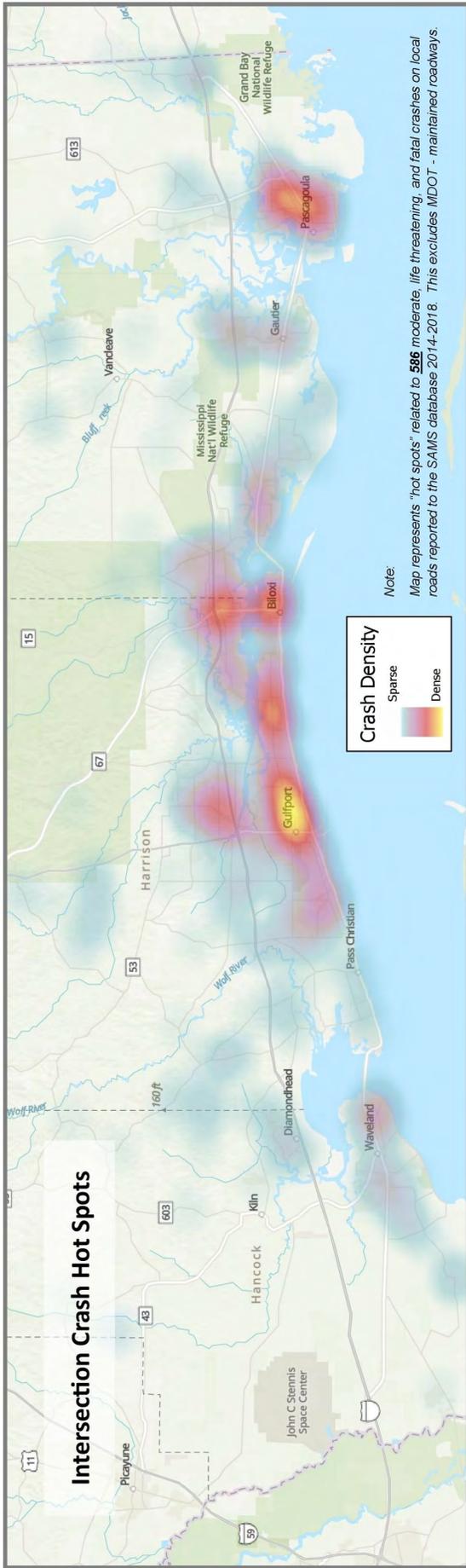
85% of angle crashes occurred at intersections.

33% of angle crashes involved an individual under 21 (15%) or over 65 (18%).

GENERAL COUNTERMEASURES

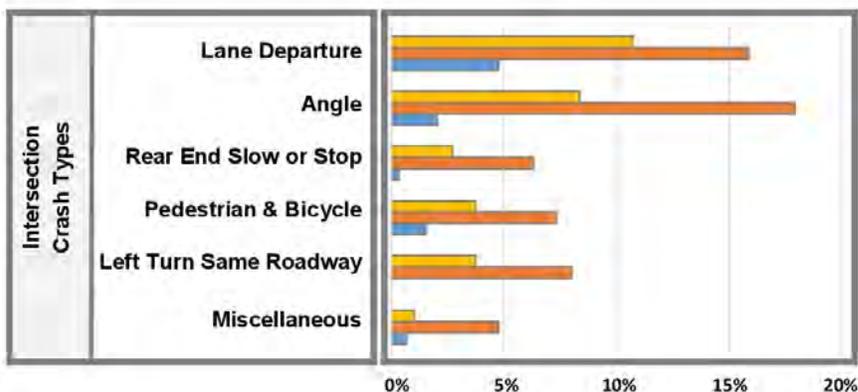
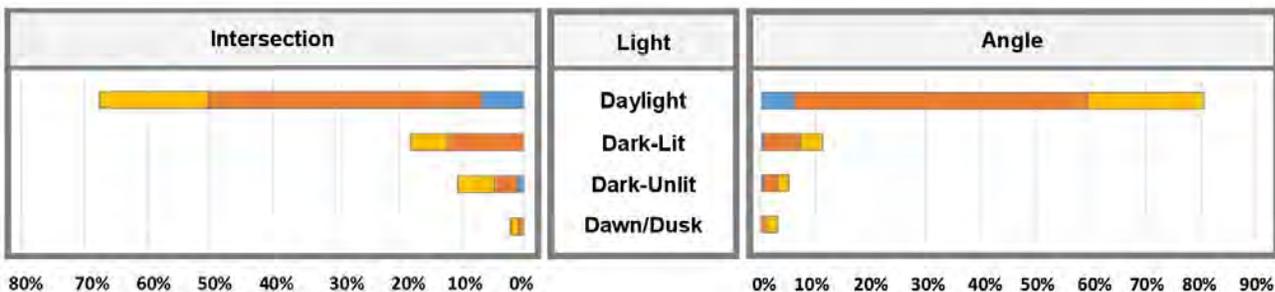
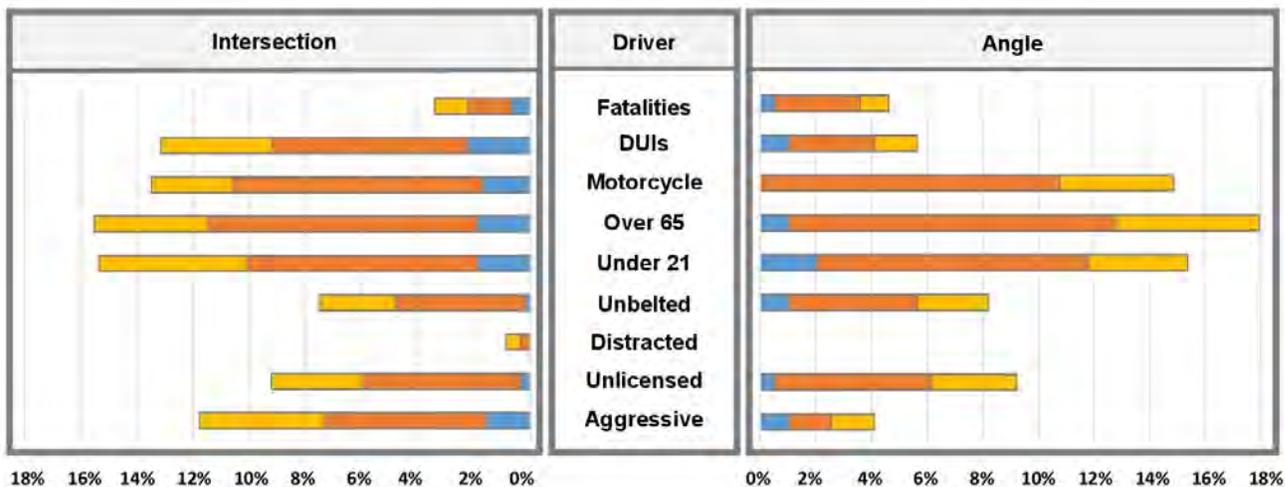
Enforcement - Photo Enforced Red-Light Running

Engineering - Add Turn Lanes/Left Turn Signals
Advanced Warning Signs
Add Stop Bars and Pavement Markings
Remove Sight Obstructions
Roundabout
Enhanced Crosswalks
Raised Intersections
Controlled Access on Major Roadways



Intersection vs. Angle

■ Jackson
 ■ Harrison
 ■ Hancock



Local Road Safety Plan

Hancock, Harrison, and Jackson Counties

Aggressive & Speeding

Reducing Fatal and Serious Injury Crashes

AGGRESSIVE & SPEEDING CRASHES

are defined as crashes that occur when driving or attempting to drive at speeds over the posted speed limit, directing verbal or non-verbal expressions of anger toward other drivers, deliberately ignoring traffic controls, or driving in a way that attempts to gain advantage over other drivers. Essentially, the driver is operating a vehicle in a selfish, pushy, or impatient manner that directly affects other drivers. This category accounted for 13% of all reported crashes in Hancock, Harrison, and Jackson Counties from 2014 - 2018.

According to NHTSA, the largest single contributor to aggressive driving is frustration. Aggressive driving behaviors are not always the result of the physical roadway environment, but may be triggered by traffic delays, restricted traffic flow, uncoordinated traffic signals, etc.

Some general countermeasures for Aggressive Driving and Speeding include:

- Police visibility
- Signage, marking, & traffic control measures
- Speed limits
- Speed trailers
- Penalties for aggressive driving behavior
- Roadway improvements
- Driver training
- Public education initiatives

10% of aggressive driving accidents resulted in fatalities within the three counties from 2014 to 2018.

33% of aggressive driving accidents occurred at intersections between 2014 and 2018.

64% of aggressive driver accidents involved only one vehicle, while an additional 29% involved two vehicles.

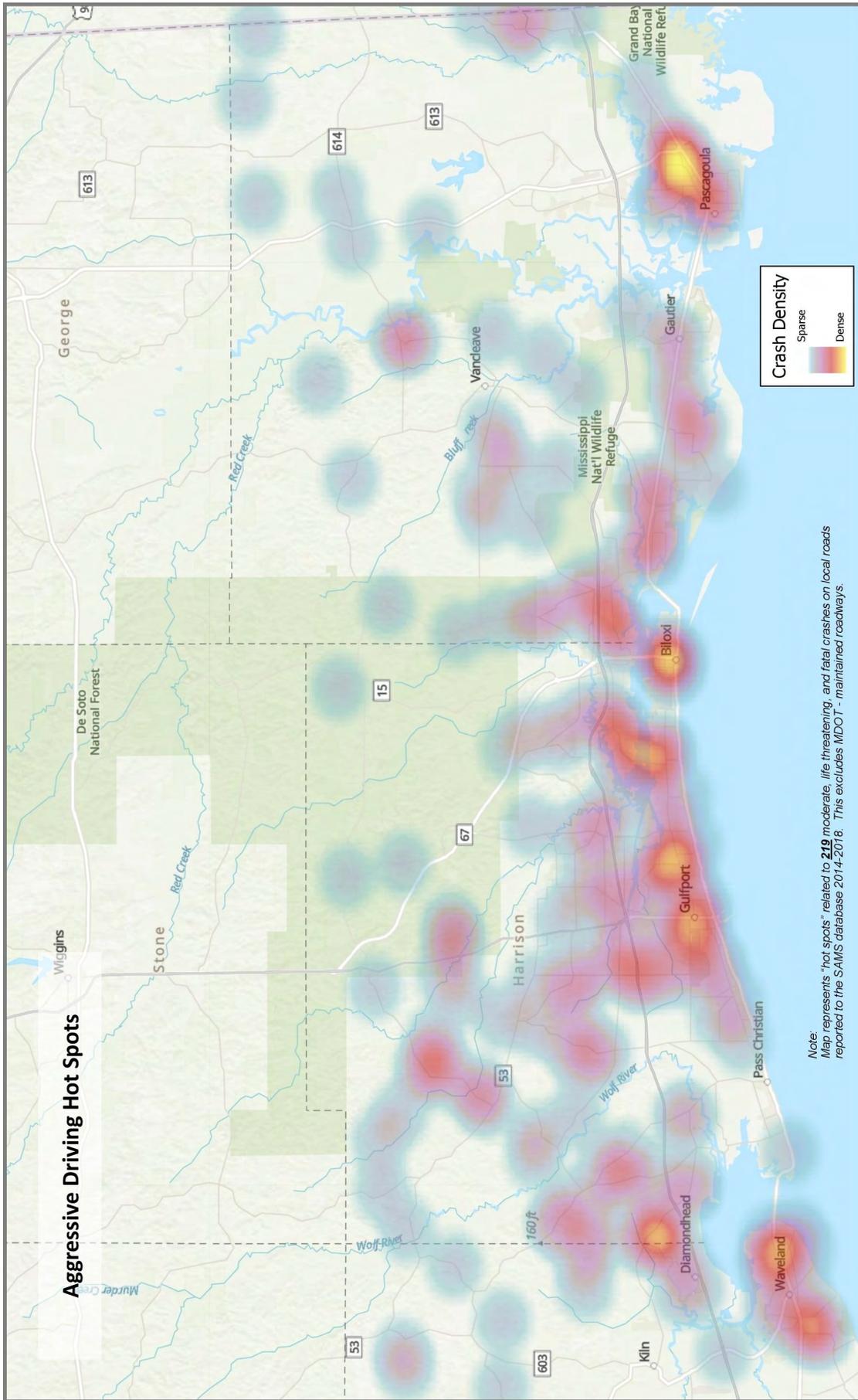
69% of all aggressive driver crashes were the result of a lane departure. An additional 14% resulted in a rear end slow or stop crash.

23% of aggressive drivers were Under 21 and an equal amount were Over 65 years of age.

26% of aggressive driver crashes occurred between 4 p.m. and 7 p.m. with the peak crash time between 4 p.m. and 5 p.m. (9.6% of crashes).

18% of aggressive driving crashes also involved DUIs.

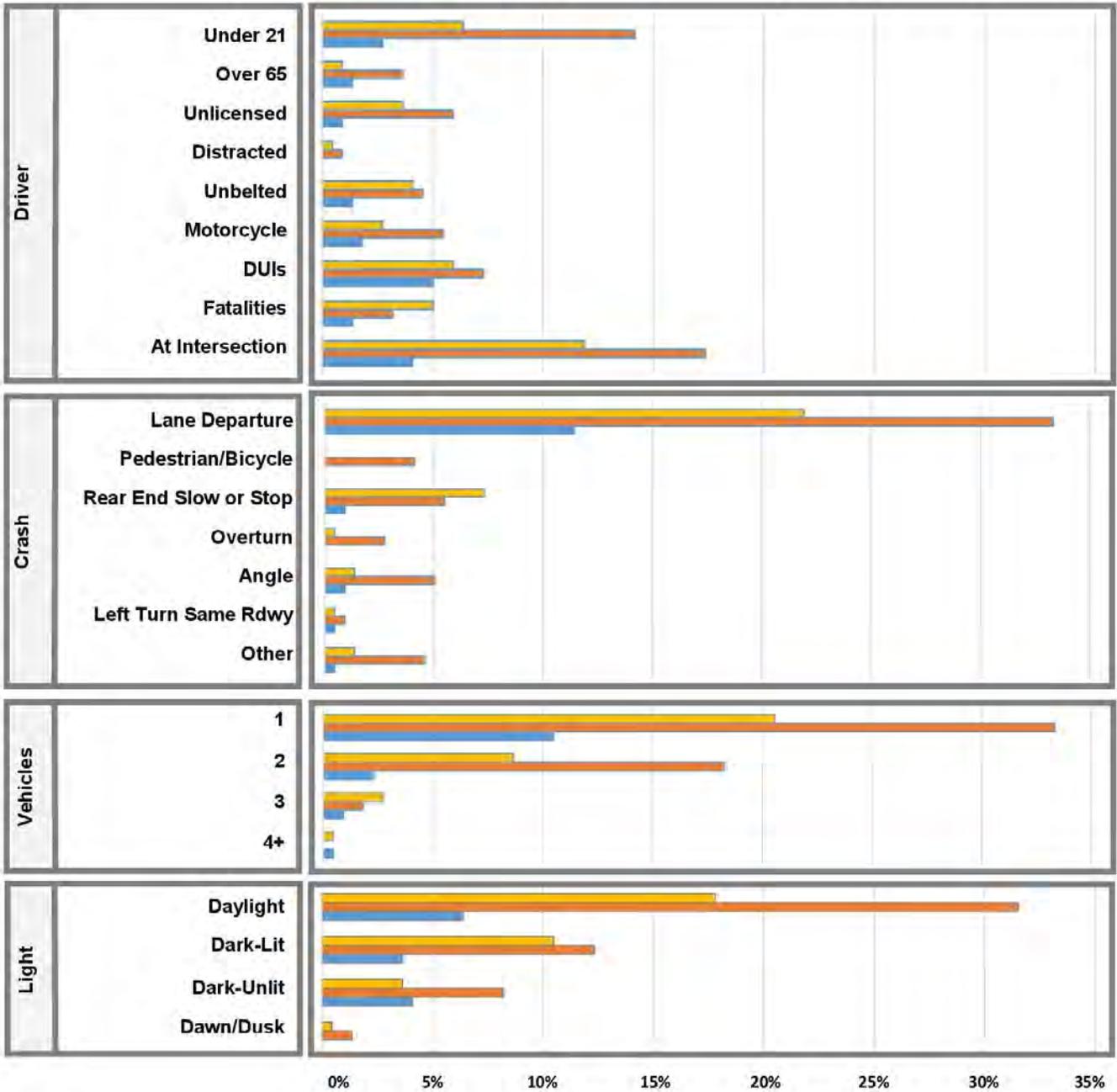
A majority of aggressive crashes occurred on the roadway during daylight hours in dry conditions.



Aggressive Driving Totals

Jackson Harrison Hancock

0% 5% 10% 15% 20% 25% 30% 35%



Local Road Safety Plan

Hancock, Harrison, and Jackson Counties

Rear End Slow or Stop Reducing Fatal And Serious Injury Crashes

REAR END SLOW OR STOP CRASHES

are defined as a rear end collision with one vehicle going at a slower speed, slowing down, or stopping in traffic. This category accounted for almost 17% of all reported crashes in Hancock, Harrison, and Jackson Counties from 2014 - 2018.

44% of rear end slow or stop crashes occurred at intersections within the study area.

51% of rear end slow or stop crashes occurred between noon and 6pm with the peak hour for accidents occurring between 4pm and 5pm.

75% of all rear end slow or stop accidents involve 2 vehicles, with almost 20% involving 3 vehicles.

35% of rear end slow or stop crashes involved someone under 21 (22%) or over 65 (13%).

34% of rear end slow or stop crashes were categorized as a result of aggressive driving.

30% of rear end slow or stop crashes with aggressive drivers were reported between 4pm and 5pm.

<1% of fatalities occur as a result of rear end slow or stop crashes.

78% of rear end slow or stop crashes occurred in daylight hours.

Rear End Slow or Stop Crashes are more difficult to assess than other crash types, because the cause of these crashes vary for each type of roadway and have a large number of contributing factors.

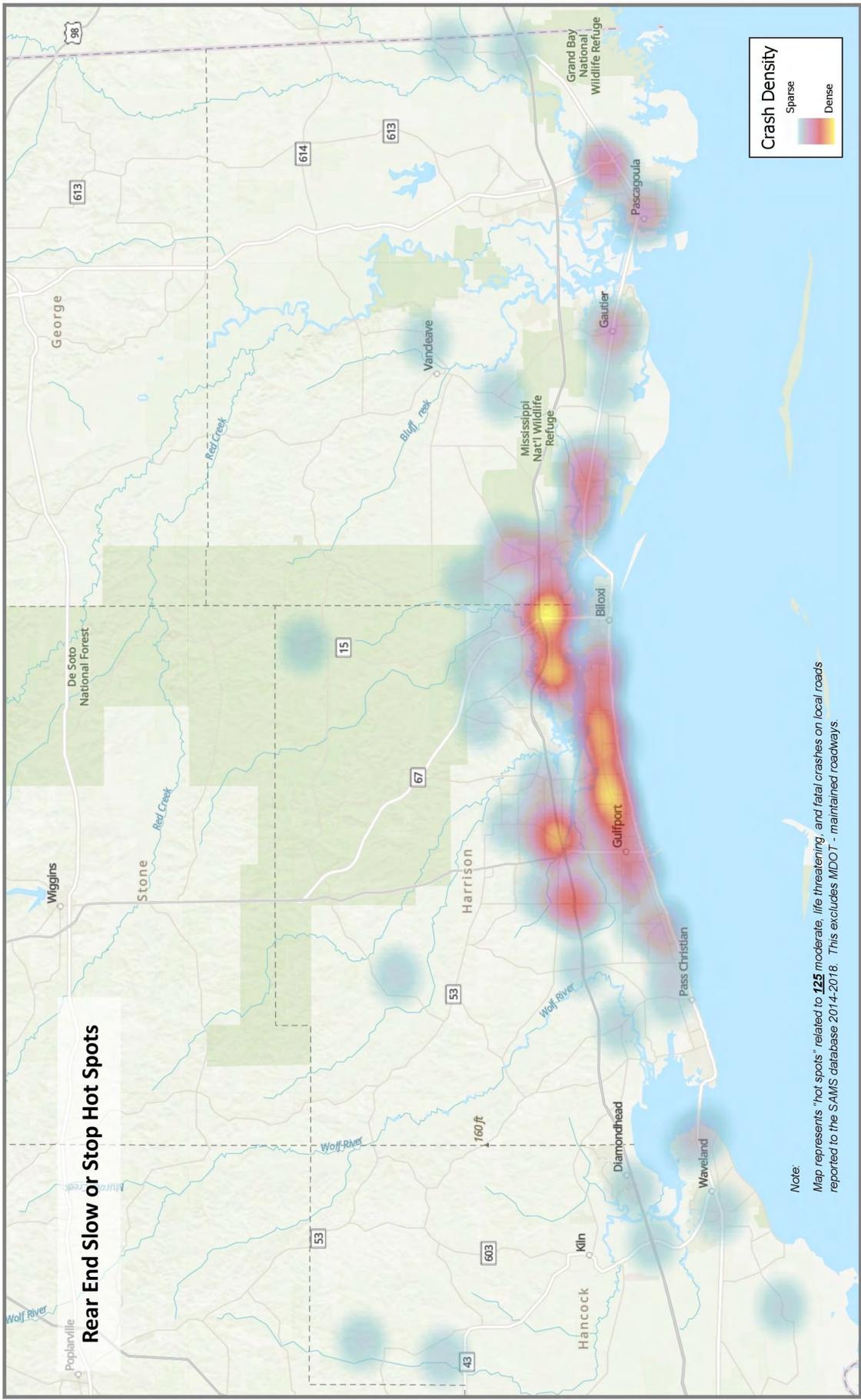
Reasons for Rear End Slow or Stop crashes could be the result of roadway design. In those instances, potential causes would be:

- Absence of Turn Lanes
- Insufficient Advance Warning Signage
- Roadway Capacity/Signal Timing
- Obstructions/Restricted Sight Distance
- Parking Too Close to Intersection
- Inadequately Marked Pedestrian Crossing

Driver behavior can also be a significant contributor to Rear End Slow or Stop Crashes. In those instances, potential causes would be:

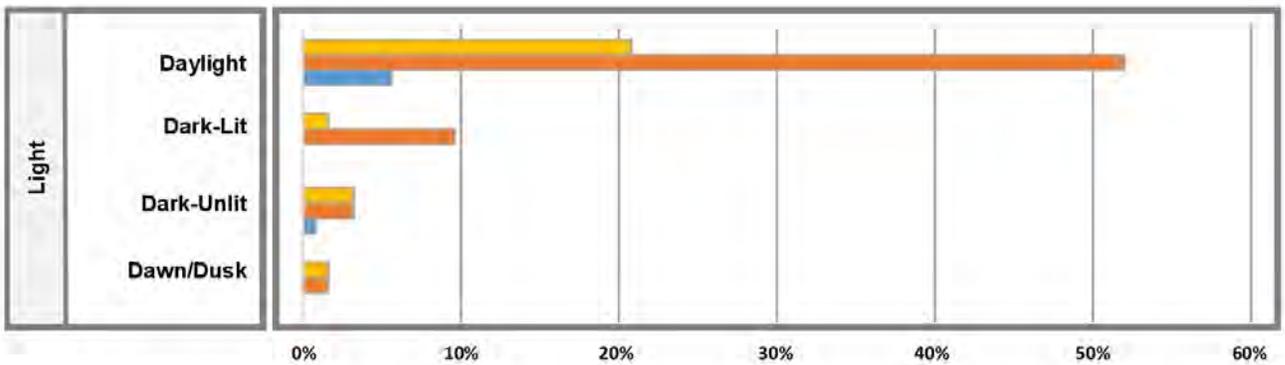
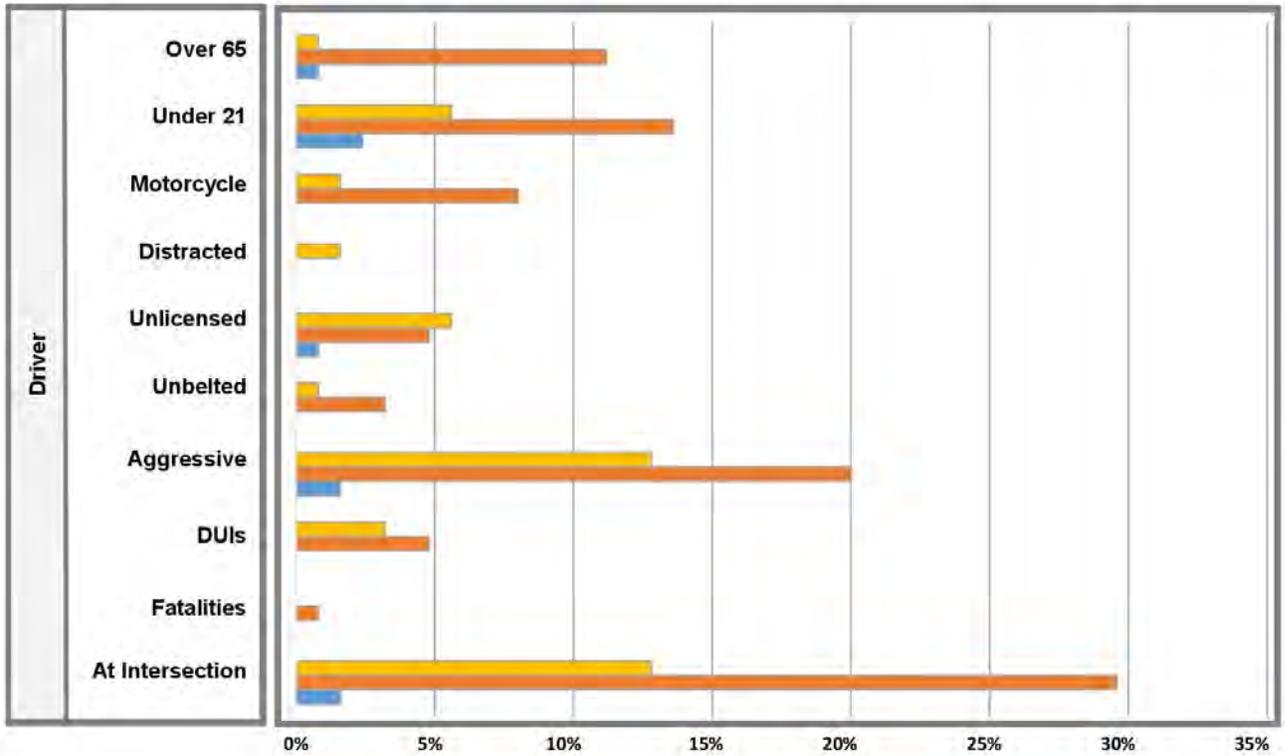
- Following Too Closely
- Improper Passing Maneuver
- Perception of Vehicle Speed
- Distracted Driving
- Confusion on Roadway Markings/Signage





Rear End Slow or Stop Totals

■ Jackson
 ■ Harrison
 ■ Hancock



Local Road Safety Plan

Hancock, Harrison, and Jackson Counties

Older Drivers (65+) & Young Drivers (Under 21) Preventing Individual Fatalities and Serious Injuries

OLDER DRIVERS

are defined as older than 65 years of age. This group accounted for 15% of all reported crashes in Hancock, Harrison, and Jackson Counties from 2014 - 2018.

- 11%** of older driver crashes resulted in a fatality.
- 47%** of older driver accidents occurred at intersections.
- 50%** of older driver crashes were between noon and 6pm, with the peak hour between 4pm and 5pm.
- 34%** of older driver accidents involved a motorcycle (10%), pedestrian (14%), or bicycle (10%).
- 33%** of older driver crashes were categorized as lane departure, with 61% of those being single vehicle crashes.
- 74%** of older driver crashes occurred during daylight hours and approximately 13% occurred at night in an unlit area.

YOUNG DRIVERS

are defined as age 16 through 20. This demographic accounted for 15% of all reported crashes in Hancock, Harrison, and Jackson Counties from 2014 - 2018.

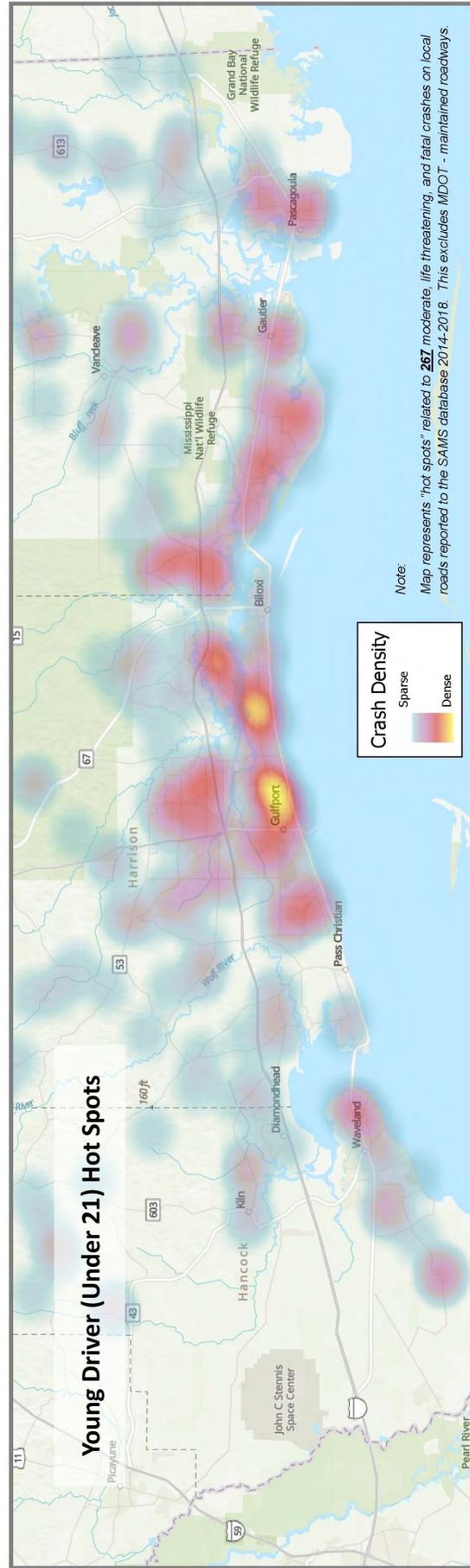
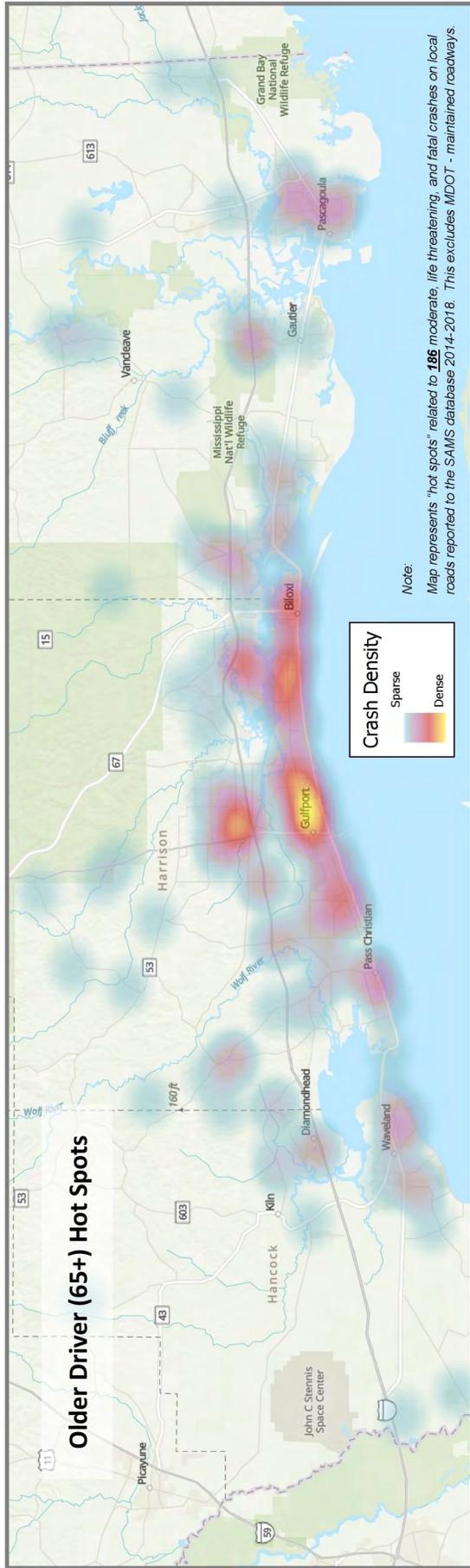
- 8%** of young driver crashes resulted in a fatality.
- 34%** of young driver accidents occurred at intersections.
- 56%** of young driver accidents involved 2 vehicles, while 37% were single vehicle accidents.
- 44%** of young driver crashes were between noon and 6pm, with the peak hour between 4pm and 5pm.
- 28%** of young driver accidents involved a motorcycle (8%), pedestrian (14%), or bicycle (6%).
- 48%** of young driver crashes were categorized as lane departure, with 74% of those being single vehicle crashes.

GENERAL COUNTERMEASURES

Education - Community Programs (i.e., mock crashes)
Reinforce Safe Driving Skills

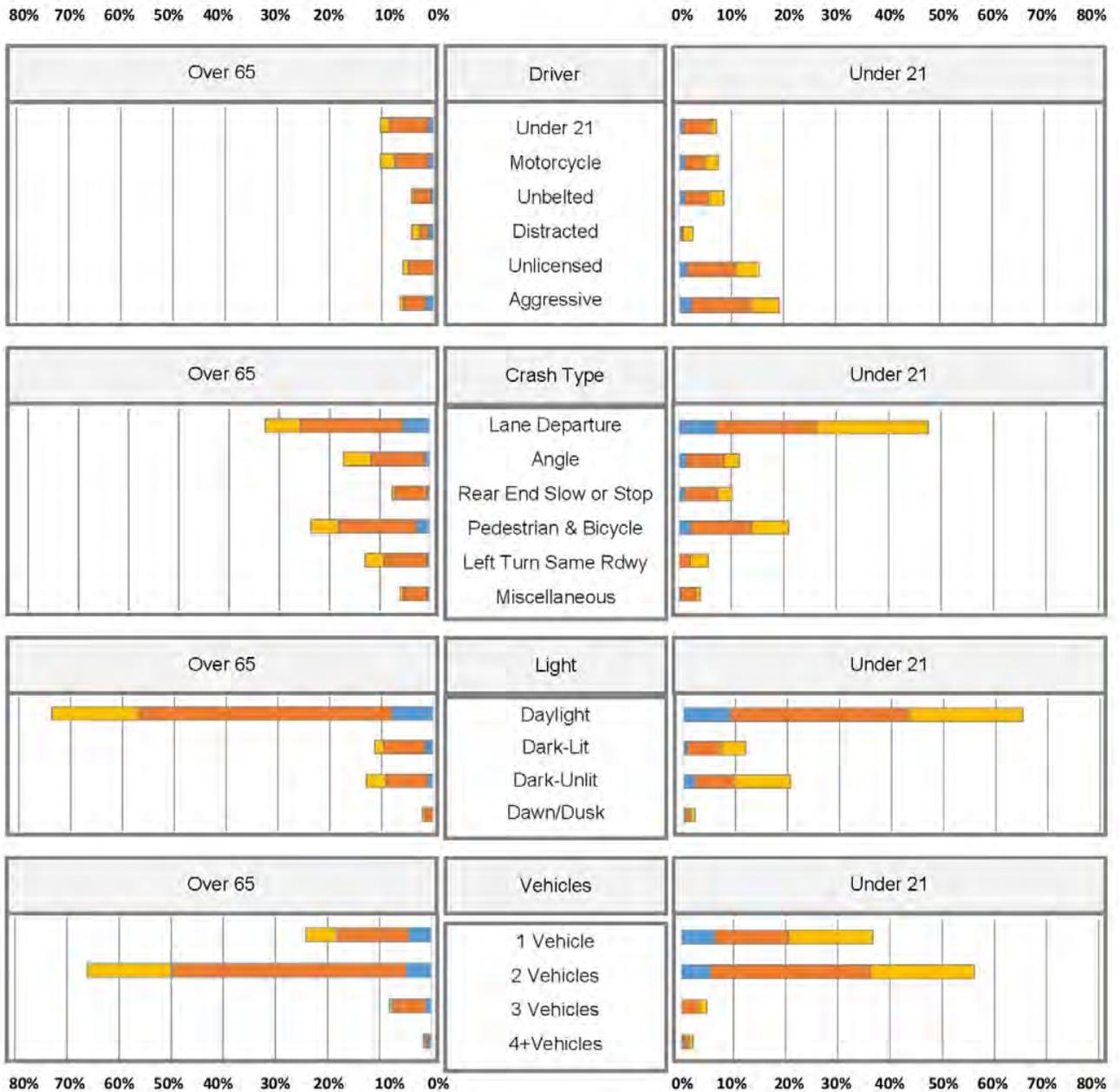
Enforcement - Police Visibility
Enhance Penalties for Aggressive Driving & Repeat Offenders

Engineering - Improve Roadway Lighting
Improve Intersection Signage/Advance Warning Signage
Raised Crosswalks/Intersections



Older Driver vs. Young Driver Comparison

Jackson Harrison Hancock



Local Road Safety Plan

Hancock, Harrison, and Jackson Counties

Pedestrian & Bicycle

Preventing Individual Fatalities and Serious Injuries

PEDESTRIAN CRASHES

made up almost 10% of all reported crashes in Hancock, Harrison, and Jackson Counties from 2014 - 2018.

- 21%** of pedestrian crashes resulted in a fatality, with 63% of these occurring in dark-unlit roadway light conditions and 67% of these occurring after 6pm.
- 32%** of pedestrian crashes occurred at intersections.
- 25%** of pedestrian crashes involved an individual under 21, whether driver or pedestrian.
- 19%** of pedestrian crashes involved an individual over 65, whether driver or pedestrian.
- 63%** of pedestrian crashes occurred at night. Unlit areas accounted for 41% of these crashes and Lit areas accounted for 22%.
- 30%** of pedestrian crashes occurred between 7pm and 10pm, with the peak crash time between 8pm and 9pm.
- 18%** of pedestrian crash involved an individual under the influence
- 56%** of pedestrian crash DUIs occurred between 6pm and midnight.

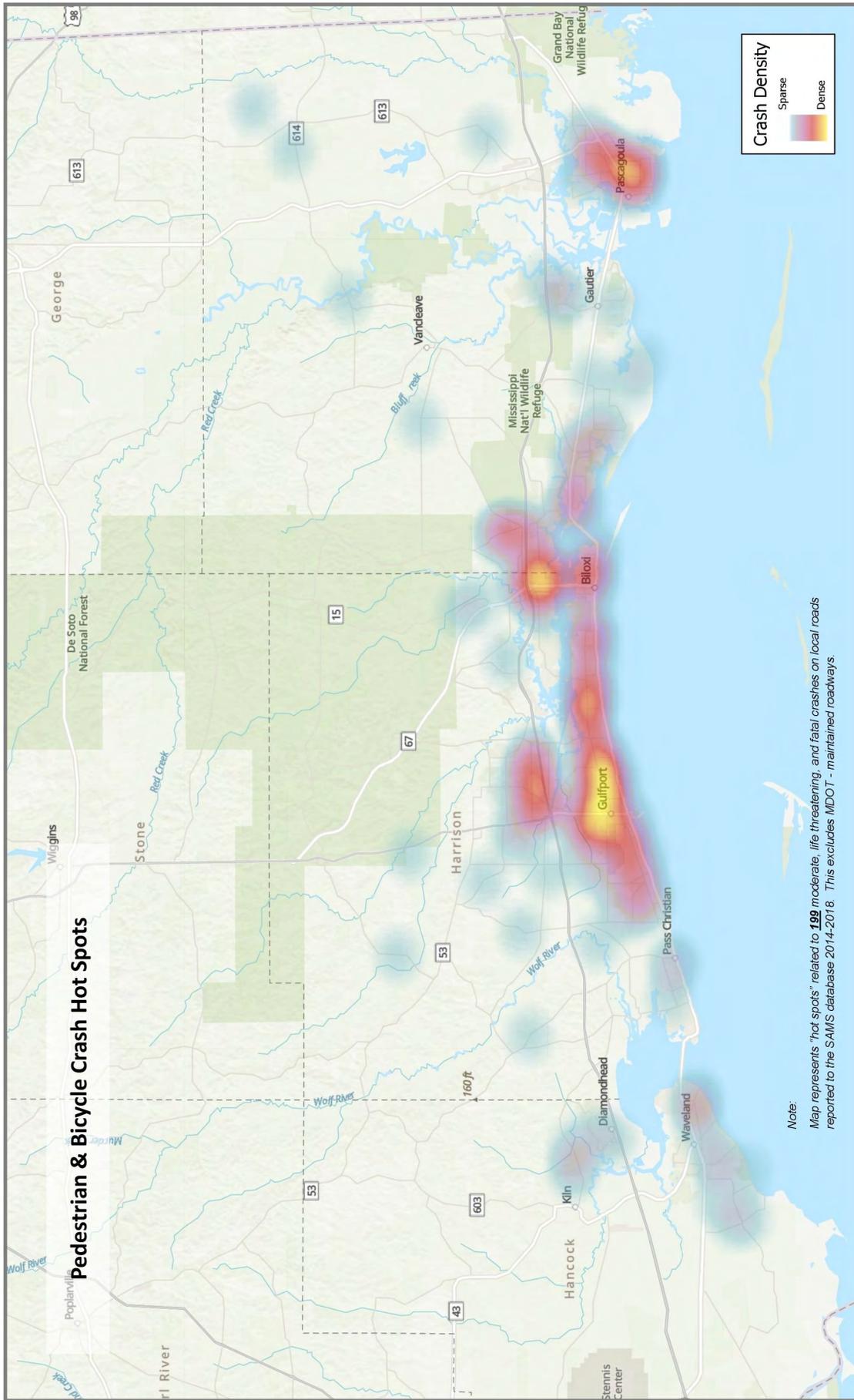
BICYCLE CRASHES

made up less than 4% of all reported crashes in Hancock, Harrison, and Jackson Counties from 2014-2018.

- 2%** of bicycle crashes resulted in fatalities.
- 52%** of bicycle crashes occurred at intersections.
- 36%** of bicycle accidents involved an individual under 21, whether the driver or cyclist.
- 32%** of bicycle crashes involved an individual over 65, whether the driver or cyclist.
- 75%** of bicycle accidents occurred during daylight hours.
- 57%** of bicycle accidents occurred between noon and 6 pm, with most occurring from 12pm - 1pm and 5pm - 6pm.

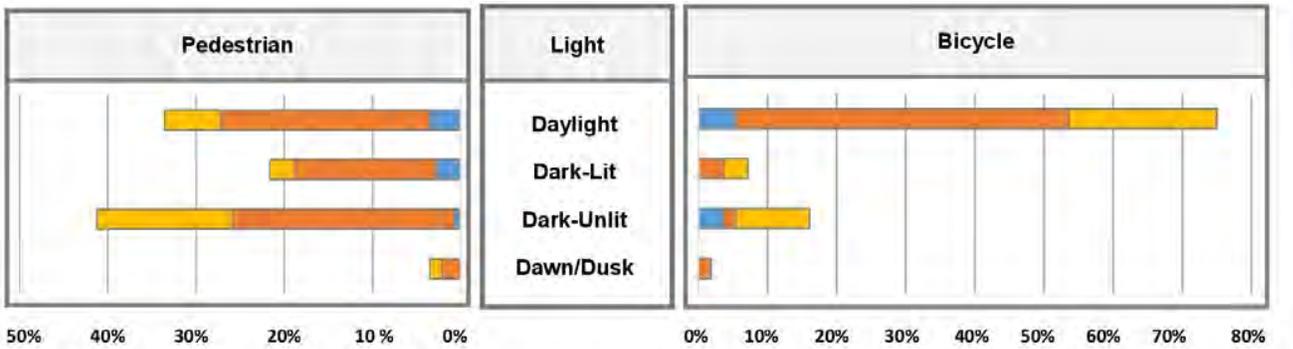
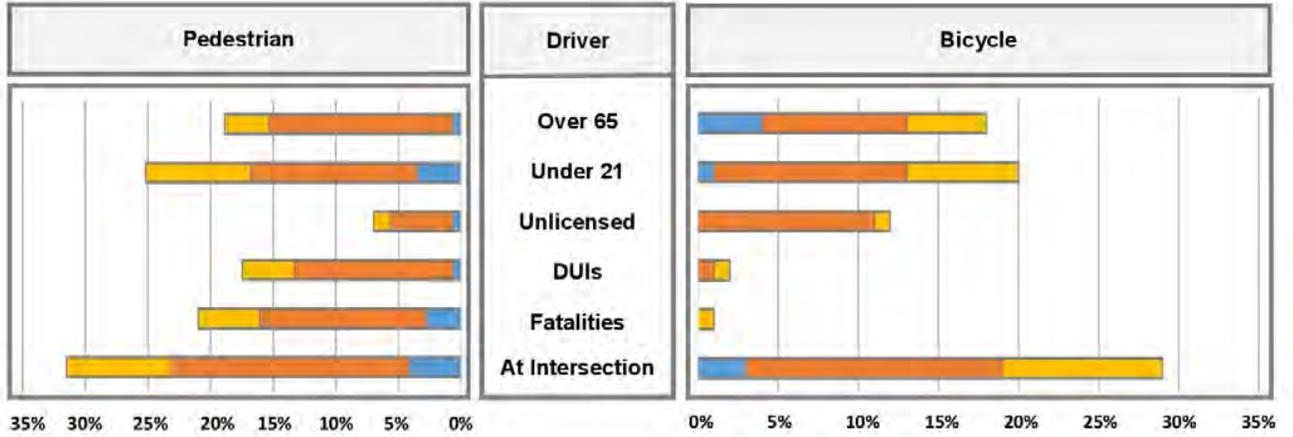
GENERAL COUNTERMEASURES

- Education - Road Rules Education/Refresher Safety Education (i.e., reflective clothing) Discourage Distracted Walking Community Events (i.e., bicycle rodeos)
- Enforcement - Reduce Walking/Biking Under the Influence Deter Distracted Driving
- Engineering - Raised Crosswalks/Intersections Pavement Marking/Warning Sign Upgrades Pedestrian Median Fencing Intersection Lighting



Pedestrian & Bicycle Totals

■ Jackson
 ■ Harrison
 ■ Hancock



Local Road Safety Plan

Hancock, Harrison, and Jackson Counties

Motorcycle

Preventing Individual Fatalities and Serious Injuries

MOTORCYCLE CRASHES

made up approximately 12% of all reported crashes in Hancock, Harrison, and Jackson Counties from 2014-2018.

7% of motorcycle crashes resulted in a fatality.

43% of motorcycle accidents occurred at intersections.

11% of motorcycle crashes involved an individual under 21.

11% of motorcycle crashes involved an individual over 65.

74% of motorcycle accidents occurred during daylight hours.

74% of motorcycle accidents occurred between 12pm and 6pm, with peak hour of 4pm to 5pm.

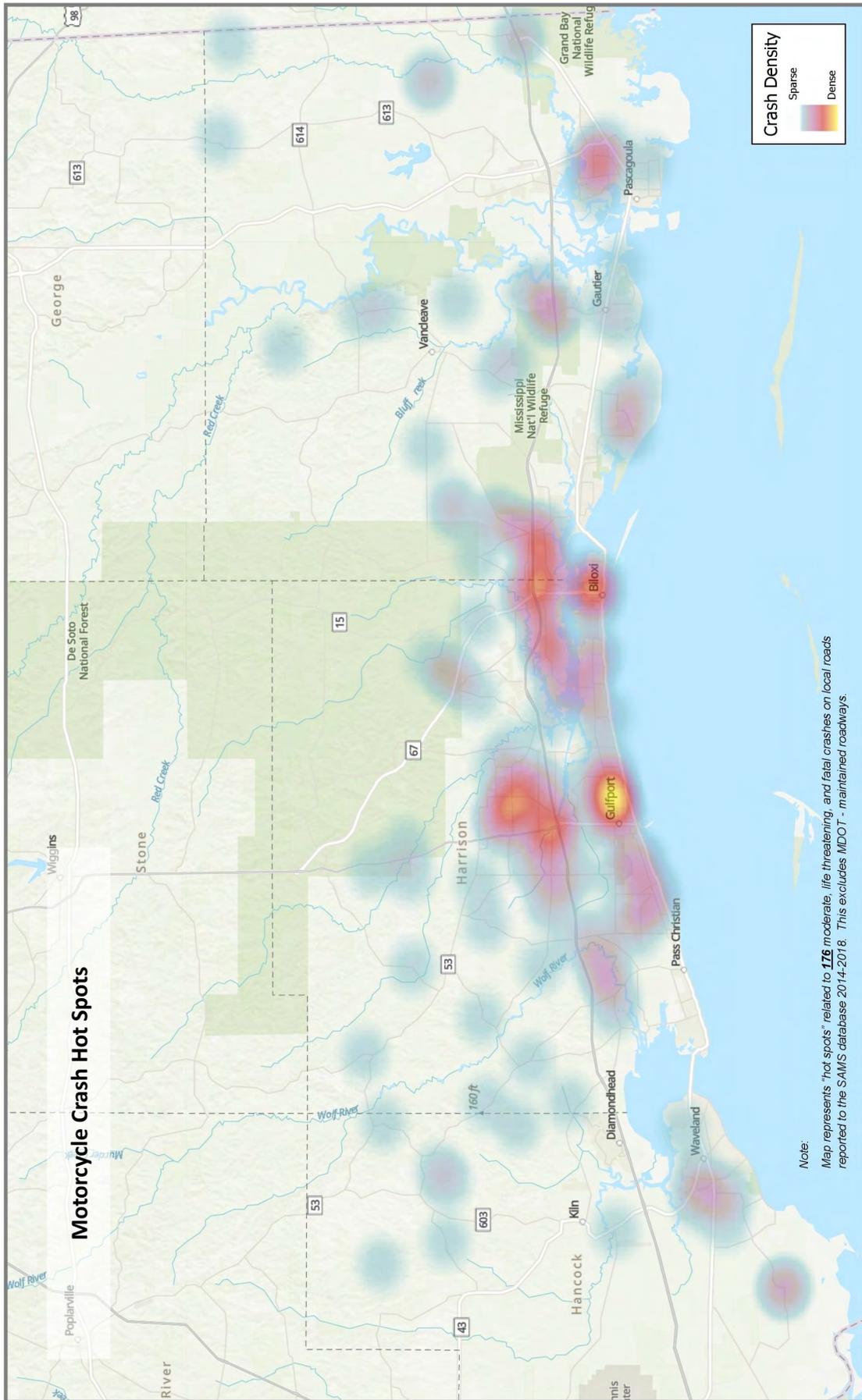
Motorcycle crashes are broken into the following crash types:



GENERAL COUNTERMEASURES

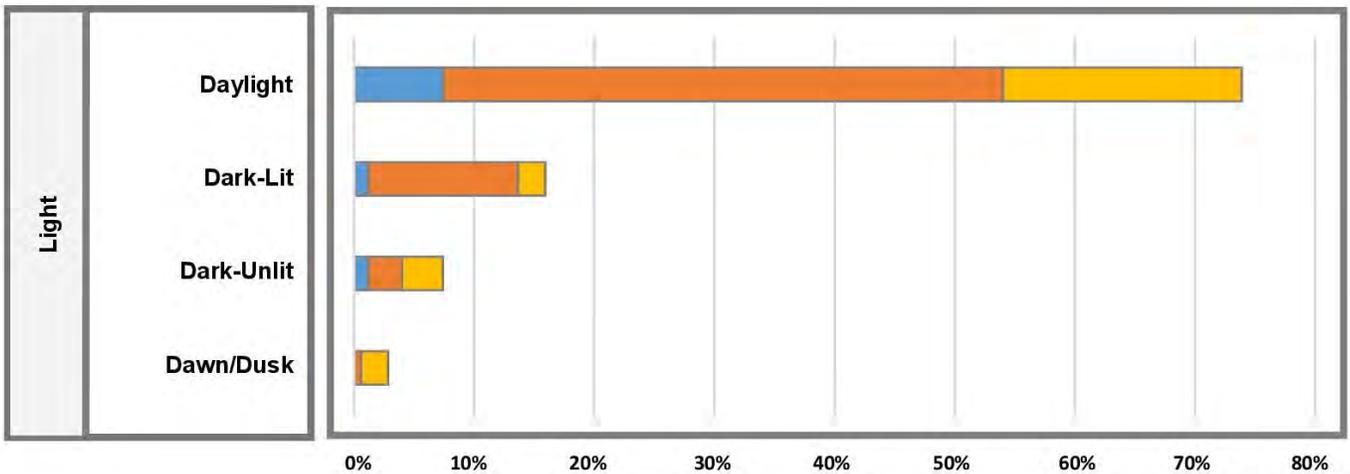
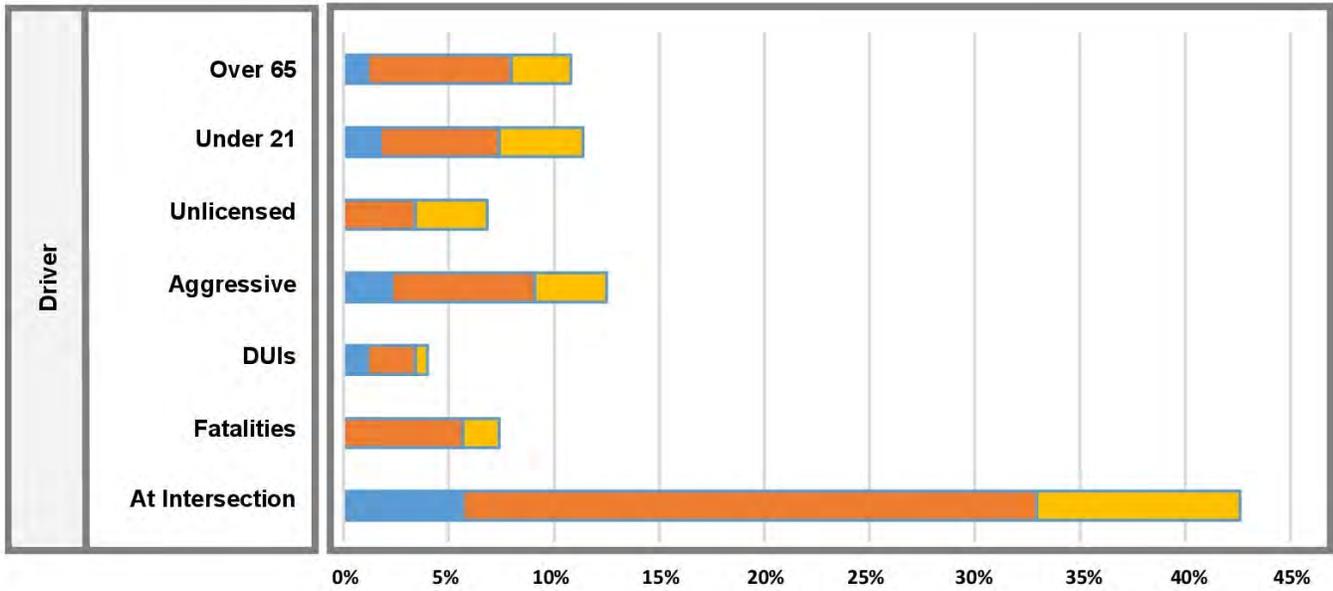
Education - Reinforce Safe Motorcycle Operating Skills
 Increase Community Education (i.e., Look Twice, Save a Life)
 Deter Distracted Driving
 Increase Roadway Maintenance

Enforcement - Increase Police Visibility
 Aggressive Motorcycle Driving Enforcement
 Engineering - Intersection Lighting
 Warning Signs/Advanced Warning in Curves
 Roadway Improvements



Motorcycle Crash Totals

■ Jackson
 ■ Harrison
 ■ Hancock



Local Road Safety Plan

Hancock, Harrison, and Jackson Counties

Stakeholder Meeting Feedback

Over three days from June 22nd to June 24th, four meetings were hosted to discuss the six emphasis areas:

- Lane Departure Crashes
- Young & Old Drivers
- Aggressive Driving & Speeding
- Rear End Slow and Stop Crashes
- Motorcycle Users
- Pedestrian & Bicycle Users

We heard from law enforcement officers, city and county officials, and concerned citizen groups. Because most of the meetings covered a wide variety of transportation topics, including those covered in other meetings, all of the stakeholder feedback is provided in one document which represents everything heard at all four meetings. The feedback is broken down into enforcement, engineering, and education countermeasures.

Enforcement:

- Law enforcement officers (both state and local) are frustrated by crash reporting.
 - ⇒ Uniformity across jurisdictions for how reports are completed.
 - ⇒ Communication from state down on the importance of information collected.
 - ⇒ Reporting is time consuming. Reduces police visibility and officer response time for other emergencies.
- Officers are limited by the law.
 - ⇒ MS Highway Patrol (MHP) limited to 650 officers by legislation. With only 180 dedicated to patrol, MHP averages 1-2 officers per county each shift.
 - ⇒ MS law requires all accidents with \$500.00 or more in damage be reported.

Increasing this limit would eliminate minor crash reporting.

- ⇒ Harder to enforce speeding where no speed limit signs are posted.
- ⇒ No technology to identify distracted driving. Rely on honesty of driver.
- Mississippi does not have an aggressive driving law.
- Mississippi does not have a distracted driving law for standard driver's licenses.
- Increase police visibility in high speed areas with an empty patrol car.
- Slow down motorcycles.
- Mississippi needs a jaywalking statue in order to ticket mid-block crossings and enforce the use of crosswalks.

Engineering:

- Improve roadway maintenance on local roads. Aging roads, poor drainage, and limited signage can lead to accidents.
- Consider roadway materials in design (e.g., cold mix asphalt is slick when wet).
- Provide clear zones. Most county roads have limited clear zones and many city roads have obstructions in the clear zones that can make crashes more severe.
- Speed limit signs should be placed at each highway exit and after each major intersection on local roads.
- Add advance warning signs and pavement markings for curves and/or signs attenuated to speed.
- Utilize audible stripe to notify driver of lane departure.
- Continue to utilize edge rumble strips on roadways. Be careful with double center rumble strips which tend to pull vehicle.
- Many local streets lack pedestrian refuges (e.g., parking lots that are adjacent to roadways with no medians).
- Use traffic calming methods on older roadways, like Pass Road, which have high pedestrian/bicycle accident counts, and limited right-of-way.
 - ⇒ Roundabouts to reduce conflicts at intersections.
 - ⇒ Road “diets”.
- Full lane separation or physical barrier between pedestrian/cyclist and vehicles where right-of-way is available and obtainable.
- Roadway design should center around keeping traffic flowing. Traffic backups lead to accidents.
- Design for all users, including bicyclist and pedestrians.
- Direct pedestrians to crosswalks

- ⇒ Utilize median barriers or pedestrian fences to deter mid-block crossings.
- ⇒ Provide more overhead crosswalks on Hwy 90 where pedestrians are crossing between the beach and businesses.
- ⇒ Utilize art at intersections to draw pedestrians to crosswalks.
- ⇒ Remove art/obstructions from highway medians to deter mid-block crossings for photo opportunities (e.g., Hurricane Katrina tree carvings).
- ⇒ Look at reasons pedestrians cross when planning crosswalks in design.
- ⇒ Be intentional in providing pedestrian crossings. Provide direct and frequent access to beaches, shopping, and local attractions.

Education:

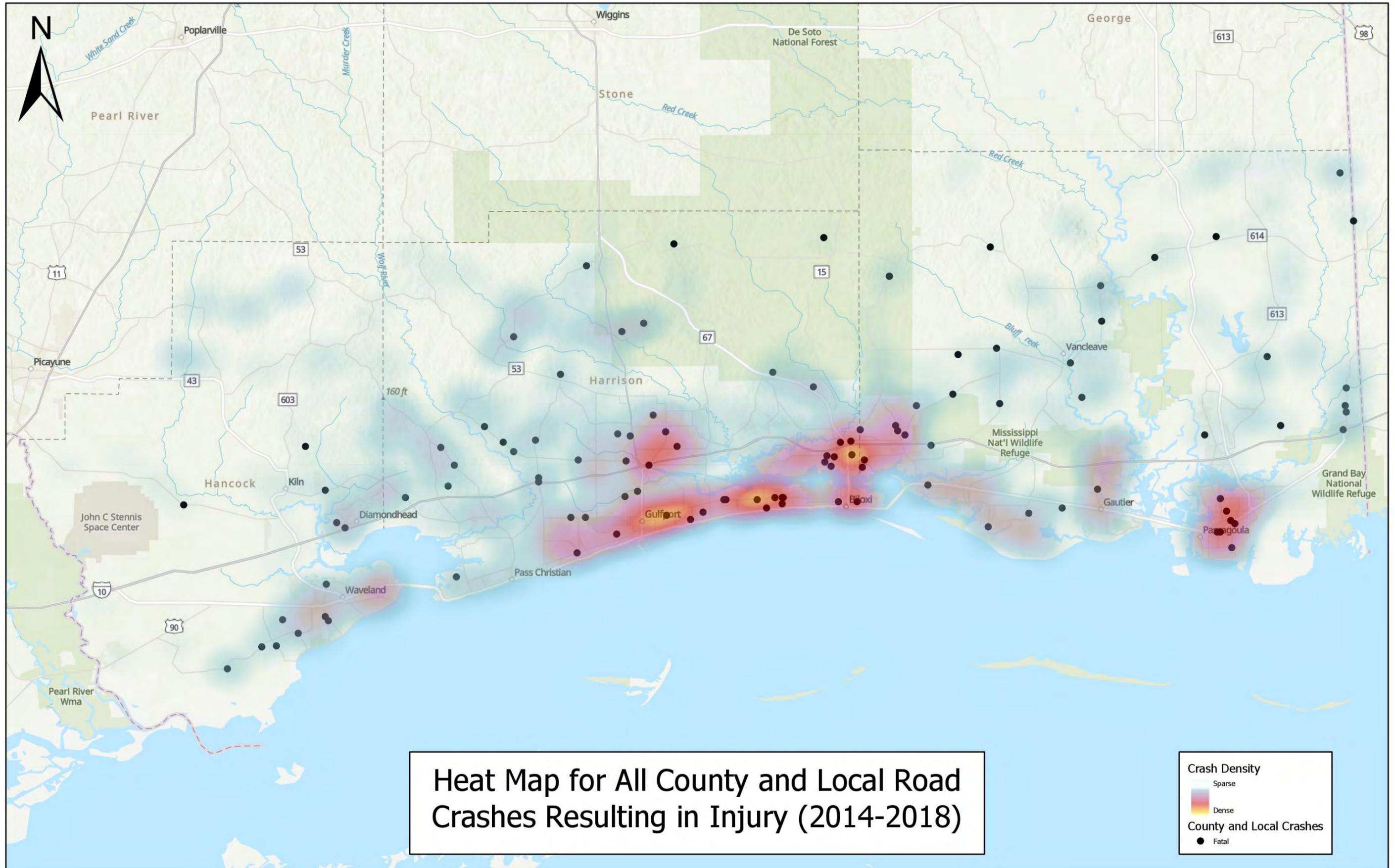
- Older drivers tend to sit closer to their steering wheel which may lead to more severe injuries or even death during minor crashes.
- Driver's Education program has effectively been phased out of public schools.
 - ⇒ MHP is now certified to teach these classes in schools.
 - ⇒ Young drivers would benefit with more road knowledge, especially defensive driving skills needed to prevent crashes.
 - ⇒ Utilize traffic school as a means to educate drivers in lieu of ticket fines. Ensure traffic school has a dedicated program, not just movies, to educate drivers.
- Utilize MDOT dynamic message signs for education.
- More student demonstrations on the consequences of poor driving behaviors.
- Educate road managers and municipalities on how to identify roadway issues and how to employ effective countermeasures.
- Utilize radio, TV, and social media for public service announcements (PSAs).
 - ⇒ Provide general roadway knowledge (e.g. speed limit on unmarked MS highways).
 - ⇒ Notify public of high pedestrian and bicycle volumes anticipated at special events and during tourism season.
 - ⇒ Educate bicyclist and pedestrians on proper shared-use pathway etiquette.
 - ⇒ Educate pedestrians and bicyclists on local road rules.
- Educate older drivers and caregivers on when to relinquish driver's license.
 - ⇒ MHP can send an officer to evaluate older drivers upon request.
 - ⇒ Enlist medical professionals to

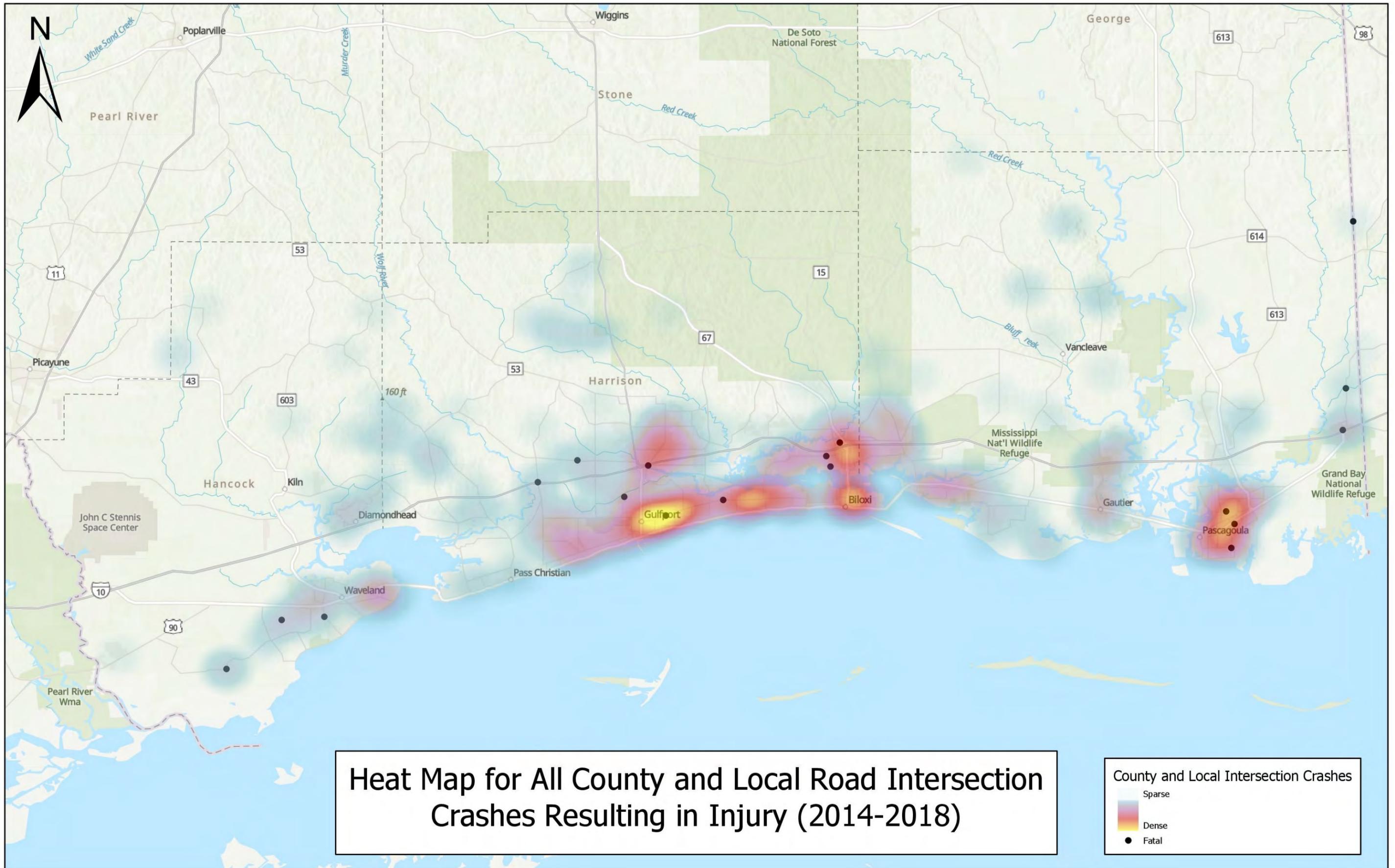
participate in helping caregivers and loved ones make these determinations.

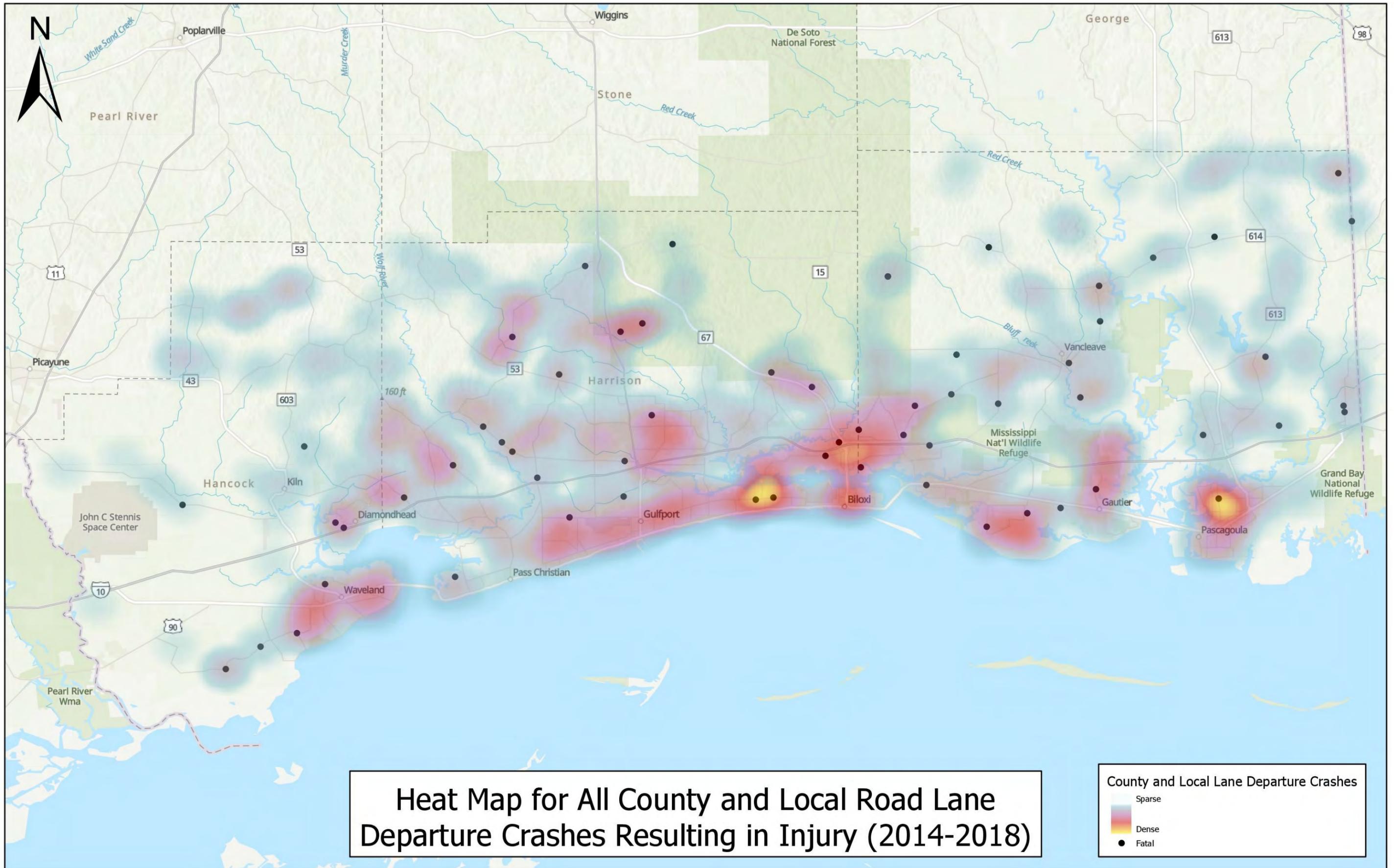
- Smart car technologies.
 - ⇒ Technology helps the driver detect and correct poor judgement.
 - ⇒ Officers concerned that drivers will become too reliant on technology and not know how to respond when it fails.
- Educate parents on young driver crash data in order to give them the tools and resources to educate their young driver.
- Utilize parent programs, like Mothr's Against Drunk Driving (MADD), to speak to students and parents on personal experiences of vehicle crashes.
- Educate pedestrians on crosswalks and overhead crossings through maps. Provide these in hotels and tourism groups.
- Increase bicycle and pedestrian education on road rules and safety measures. Partner with local bike shops.

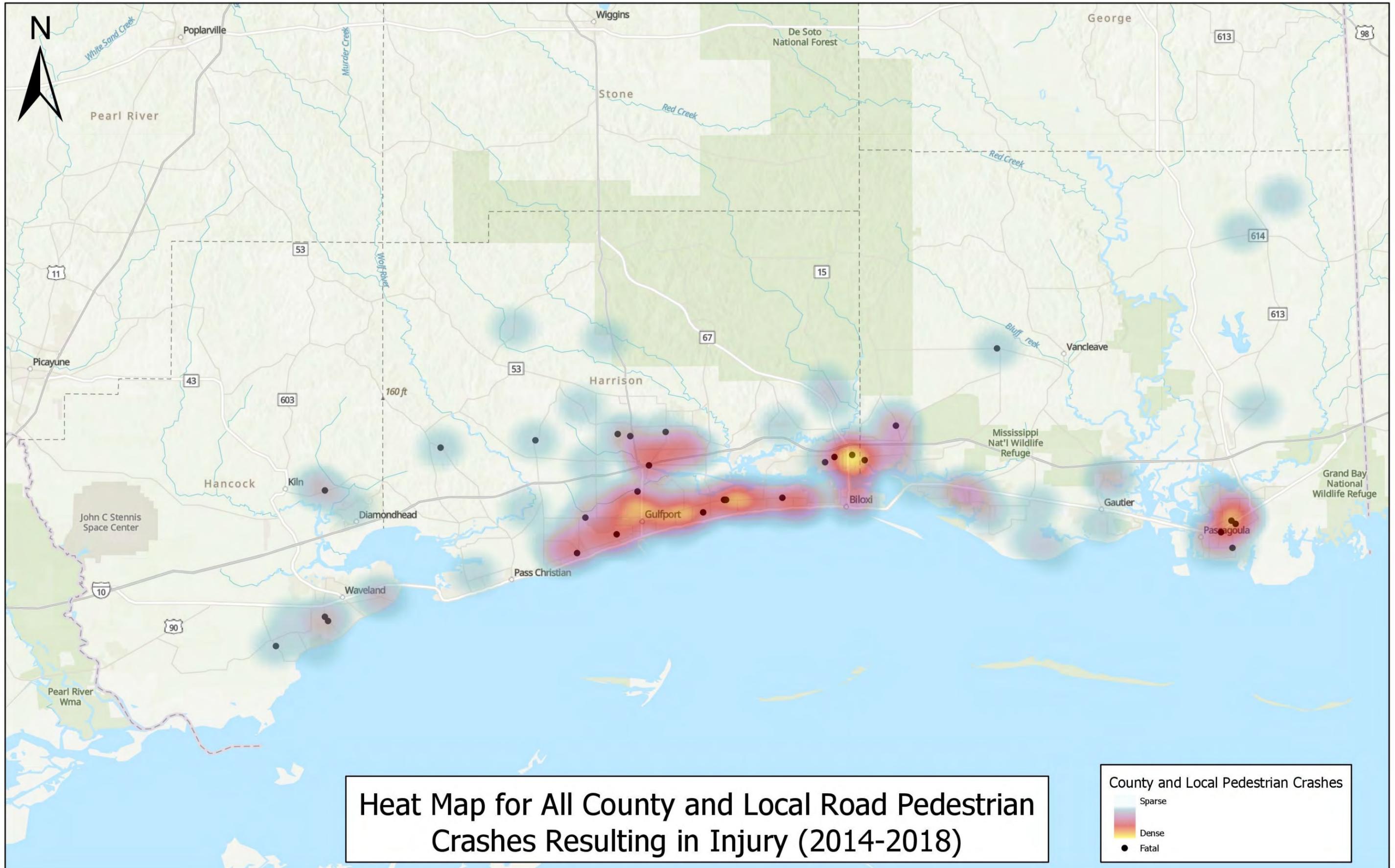
Appendix C-1: Heat Maps

All Crashes with Fatality Locations	C-3
Intersection with Fatality Locations	C-5
Lane Departure with Fatality Locations	C-7
Pedestrian Crashes with Fatality Locations.....	C-9
Bicycle Crashes with Fatality Locations	C-11





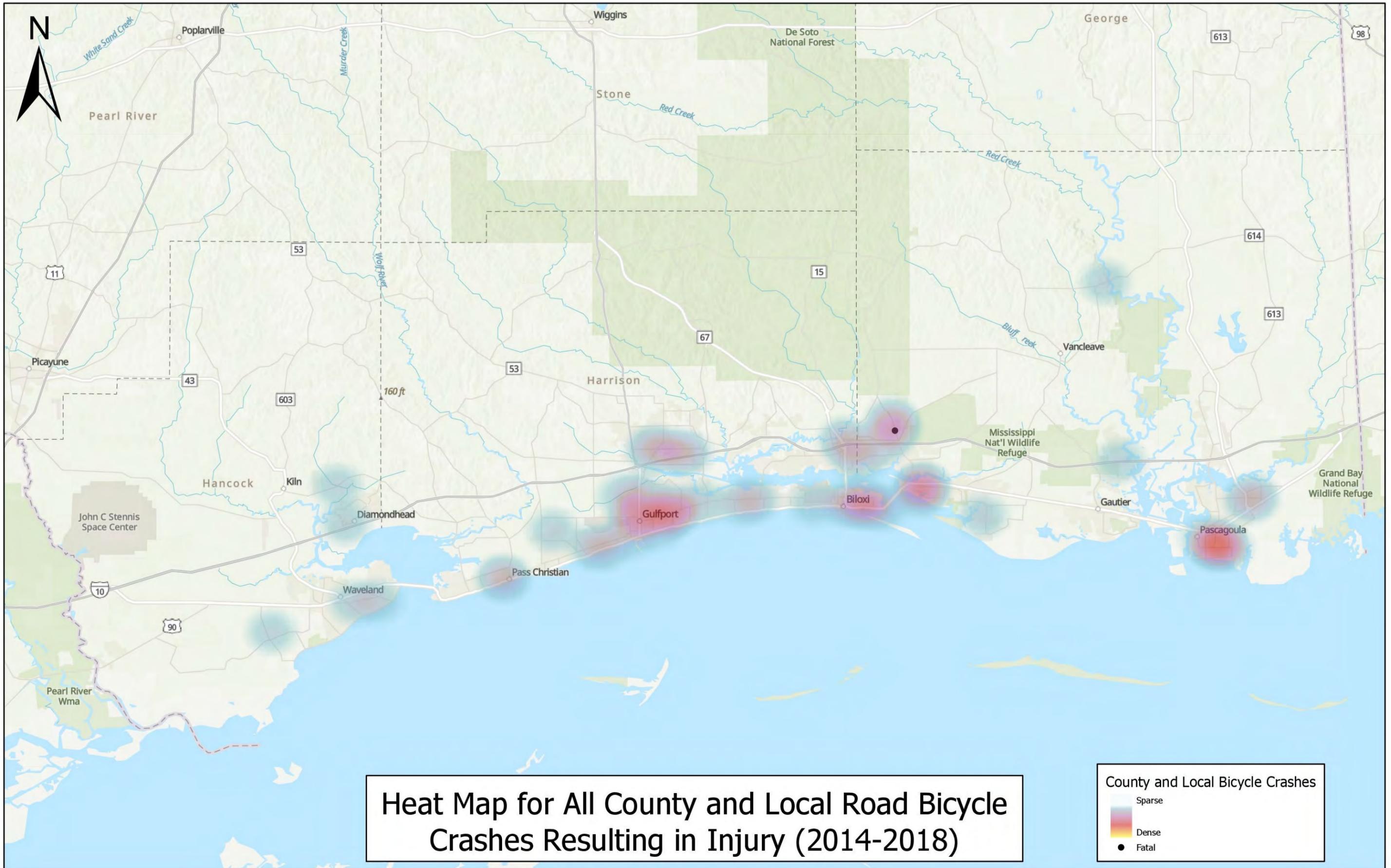




Heat Map for All County and Local Road Pedestrian Crashes Resulting in Injury (2014-2018)

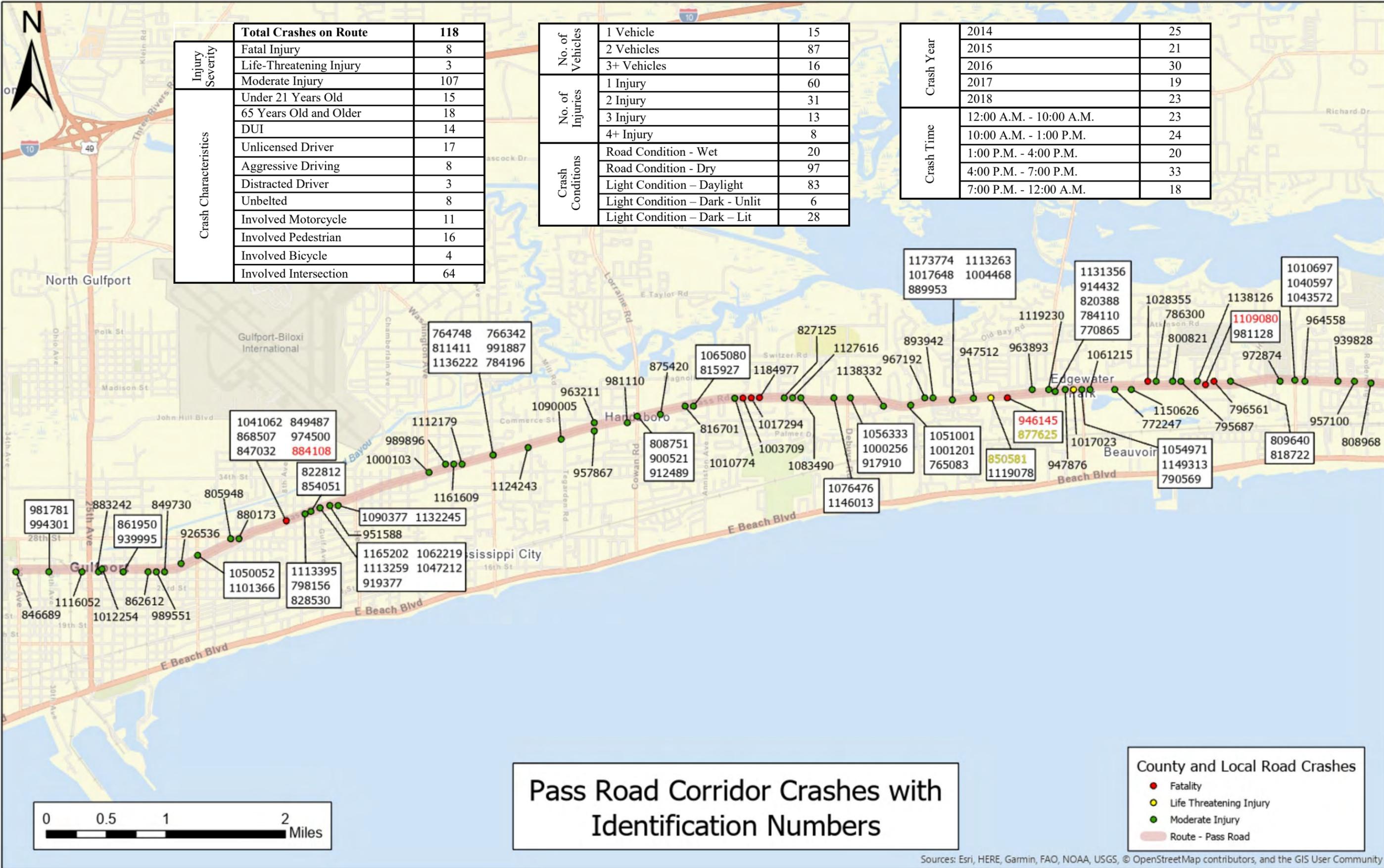
County and Local Pedestrian Crashes

- Sparse
- Dense
- Fatal



Appendix C-2: Route Analysis

Pass Road	C-15
Popp's Ferry Road.....	C-17
Three Rivers Road.....	C-19
Lamey Bridge Road.....	C-21
Gautier Vancleave Road.....	C-23
28th Street.....	C-25
Dedeaux Road	C-27
Lemoyne Boulevard	C-29
Tucker Road	C-31



Total Crashes on Route		118
Injury Severity	Fatal Injury	8
	Life-Threatening Injury	3
	Moderate Injury	107
	Under 21 Years Old	15
Crash Characteristics	65 Years Old and Older	18
	DUI	14
	Unlicensed Driver	17
	Aggressive Driving	8
	Distracted Driver	3
	Unbelted	8
	Involved Motorcycle	11
	Involved Pedestrian	16
	Involved Bicycle	4
	Involved Intersection	64

No. of Vehicles	1 Vehicle	15
	2 Vehicles	87
	3+ Vehicles	16
No. of Injuries	1 Injury	60
	2 Injury	31
	3 Injury	13
	4+ Injury	8
Crash Conditions	Road Condition - Wet	20
	Road Condition - Dry	97
	Light Condition - Daylight	83
	Light Condition - Dark - Unlit	6
	Light Condition - Dark - Lit	28

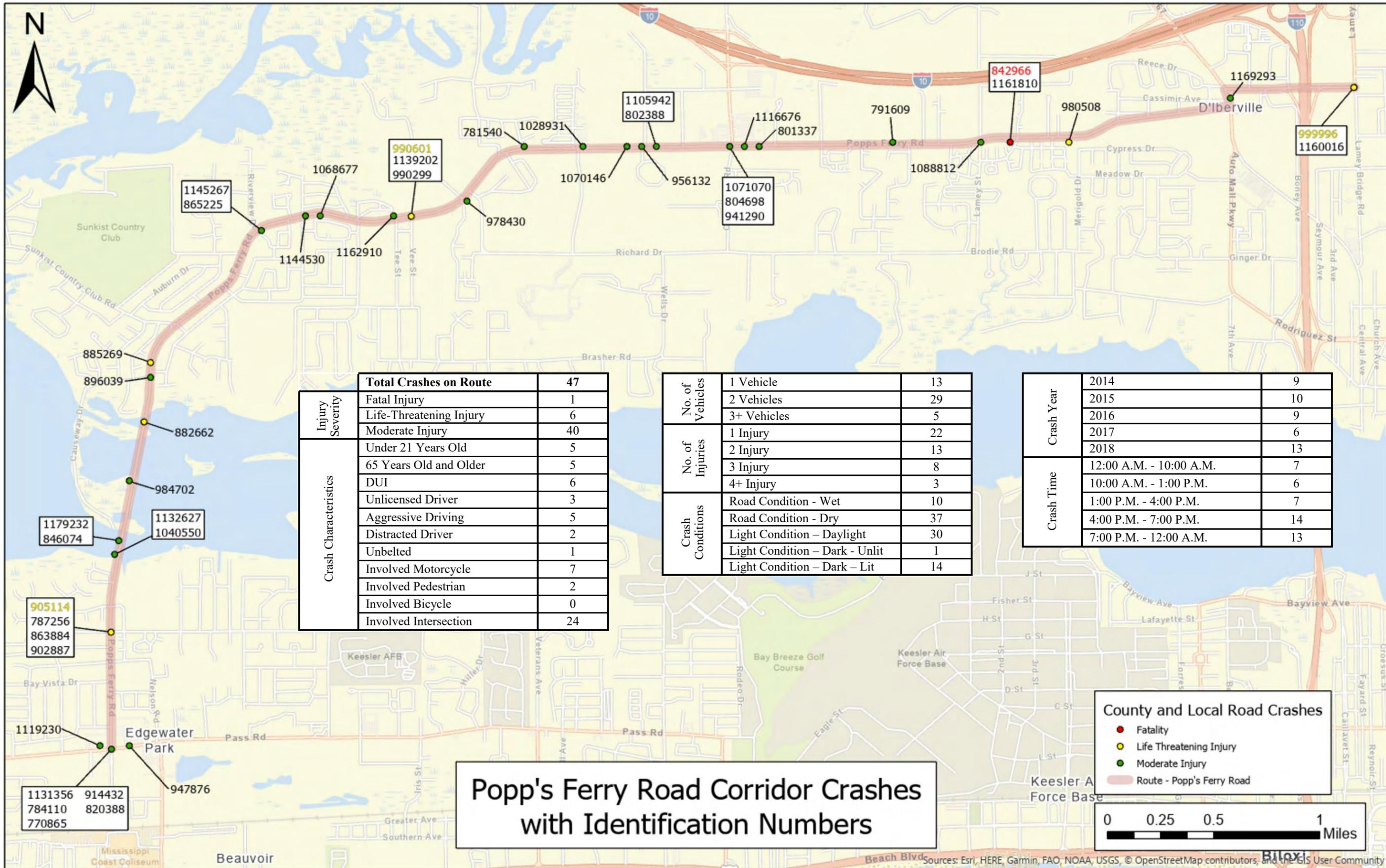
Crash Year	2014	25
	2015	21
	2016	30
	2017	19
	2018	23
Crash Time	12:00 A.M. - 10:00 A.M.	23
	10:00 A.M. - 1:00 P.M.	24
	1:00 P.M. - 4:00 P.M.	20
	4:00 P.M. - 7:00 P.M.	33
	7:00 P.M. - 12:00 A.M.	18

Pass Road Corridor Crashes with Identification Numbers

County and Local Road Crashes

- Fatality
- Life Threatening Injury
- Moderate Injury
- Route - Pass Road

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



	Total Crashes on Route	47
Injury Severity	Fatal Injury	1
	Life-Threatening Injury	6
	Moderate Injury	40
Crash Characteristics	Under 21 Years Old	5
	65 Years Old and Older	5
	DUI	6
	Unlicensed Driver	3
	Aggressive Driving	5
	Distracted Driver	2
	Unbelted	1
	Involved Motorcycle	7
	Involved Pedestrian	2
	Involved Bicycle	0
	Involved Intersection	24

No. of Vehicles	1 Vehicle	13
	2 Vehicles	29
	3+ Vehicles	5
No. of Injuries	1 Injury	22
	2 Injury	13
	3 Injury	8
	4+ Injury	3
Crash Conditions	Road Condition - Wet	10
	Road Condition - Dry	37
	Light Condition - Daylight	30
	Light Condition - Dark - Unlit	1
	Light Condition - Dark - Lit	14

Crash Year	2014	9
	2015	10
	2016	9
	2017	6
Crash Time	2018	13
	12:00 A.M. - 10:00 A.M.	7
	10:00 A.M. - 1:00 P.M.	6
	1:00 P.M. - 4:00 P.M.	7
	4:00 P.M. - 7:00 P.M.	14
7:00 P.M. - 12:00 A.M.	13	

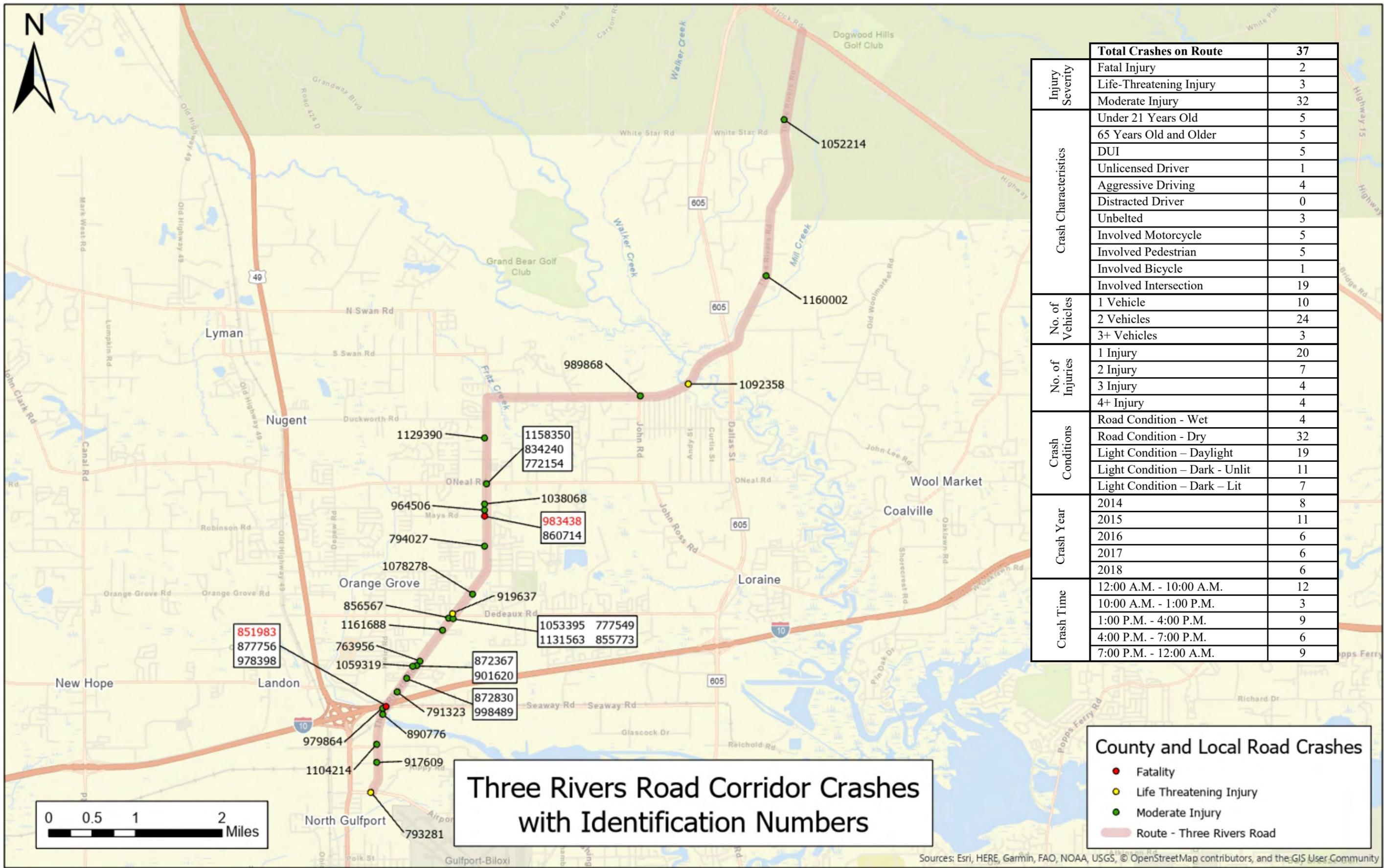
Popp's Ferry Road Corridor Crashes with Identification Numbers

County and Local Road Crashes

- Fatality
- Life Threatening Injury
- Moderate Injury
- Route - Popp's Ferry Road



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

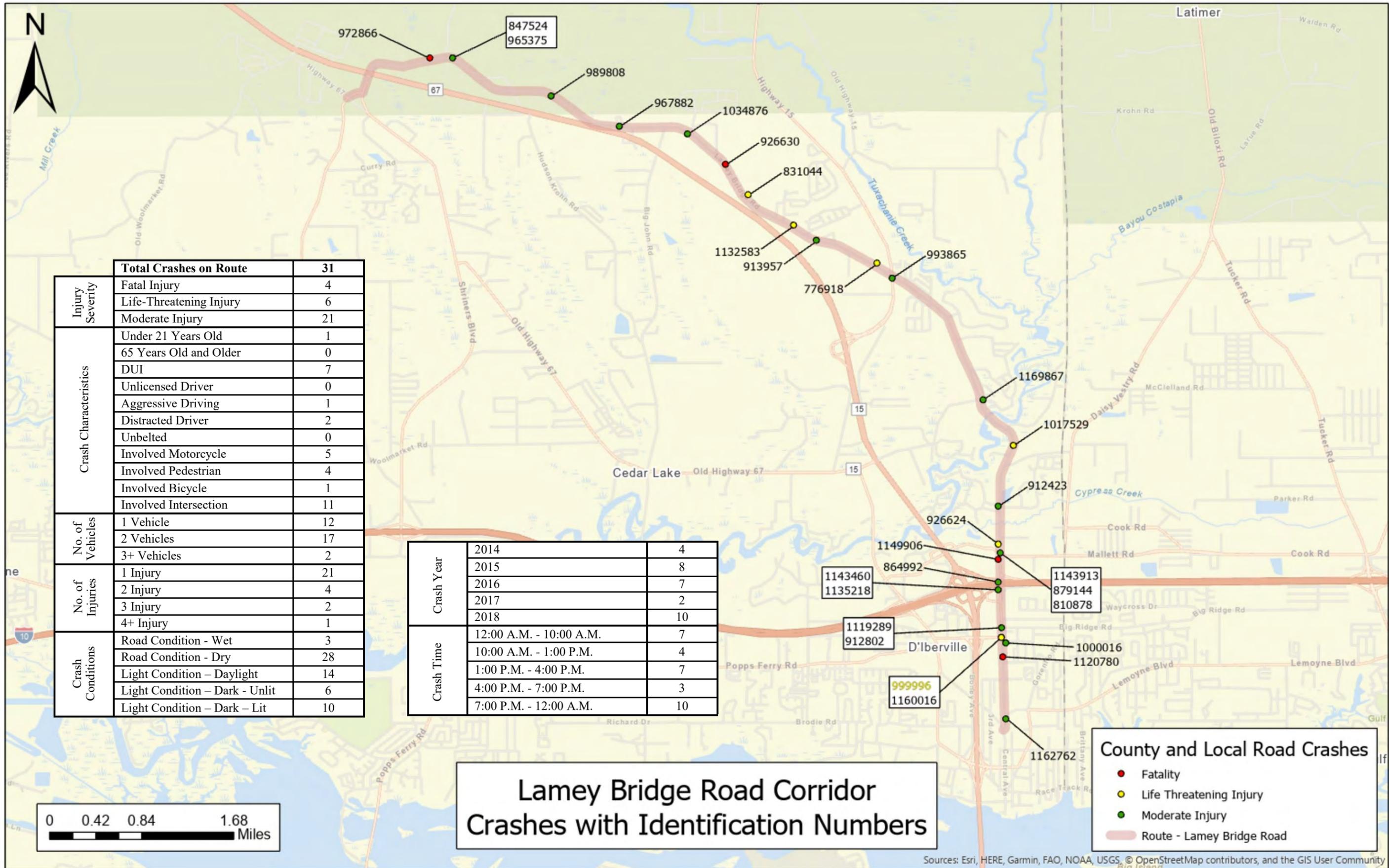


	Total Crashes on Route	37
Injury Severity	Fatal Injury	2
	Life-Threatening Injury	3
	Moderate Injury	32
Crash Characteristics	Under 21 Years Old	5
	65 Years Old and Older	5
	DUI	5
	Unlicensed Driver	1
	Aggressive Driving	4
	Distracted Driver	0
	Unbelted	3
	Involved Motorcycle	5
	Involved Pedestrian	5
	Involved Bicycle	1
	Involved Intersection	19
No. of Vehicles	1 Vehicle	10
	2 Vehicles	24
	3+ Vehicles	3
No. of Injuries	1 Injury	20
	2 Injury	7
	3 Injury	4
	4+ Injury	4
Crash Conditions	Road Condition - Wet	4
	Road Condition - Dry	32
	Light Condition - Daylight	19
	Light Condition - Dark - Unlit	11
	Light Condition - Dark - Lit	7
Crash Year	2014	8
	2015	11
	2016	6
	2017	6
	2018	6
Crash Time	12:00 A.M. - 10:00 A.M.	12
	10:00 A.M. - 1:00 P.M.	3
	1:00 P.M. - 4:00 P.M.	9
	4:00 P.M. - 7:00 P.M.	6
	7:00 P.M. - 12:00 A.M.	9

Three Rivers Road Corridor Crashes with Identification Numbers

County and Local Road Crashes

- Fatality
- Life Threatening Injury
- Moderate Injury
- Route - Three Rivers Road



	Total Crashes on Route	31	
Injury Severity	Fatal Injury	4	
	Life-Threatening Injury	6	
	Moderate Injury	21	
Crash Characteristics	Under 21 Years Old	1	
	65 Years Old and Older	0	
	DUI	7	
	Unlicensed Driver	0	
	Aggressive Driving	1	
	Distracted Driver	2	
	Unbelted	0	
	Involved Motorcycle	5	
	Involved Pedestrian	4	
	Involved Bicycle	1	
	Involved Intersection	11	
	No. of Vehicles	1 Vehicle	12
		2 Vehicles	17
3+ Vehicles		2	
No. of Injuries	1 Injury	21	
	2 Injury	4	
	3 Injury	2	
	4+ Injury	1	
Crash Conditions	Road Condition - Wet	3	
	Road Condition - Dry	28	
	Light Condition - Daylight	14	
	Light Condition - Dark - Unlit	6	
	Light Condition - Dark - Lit	10	

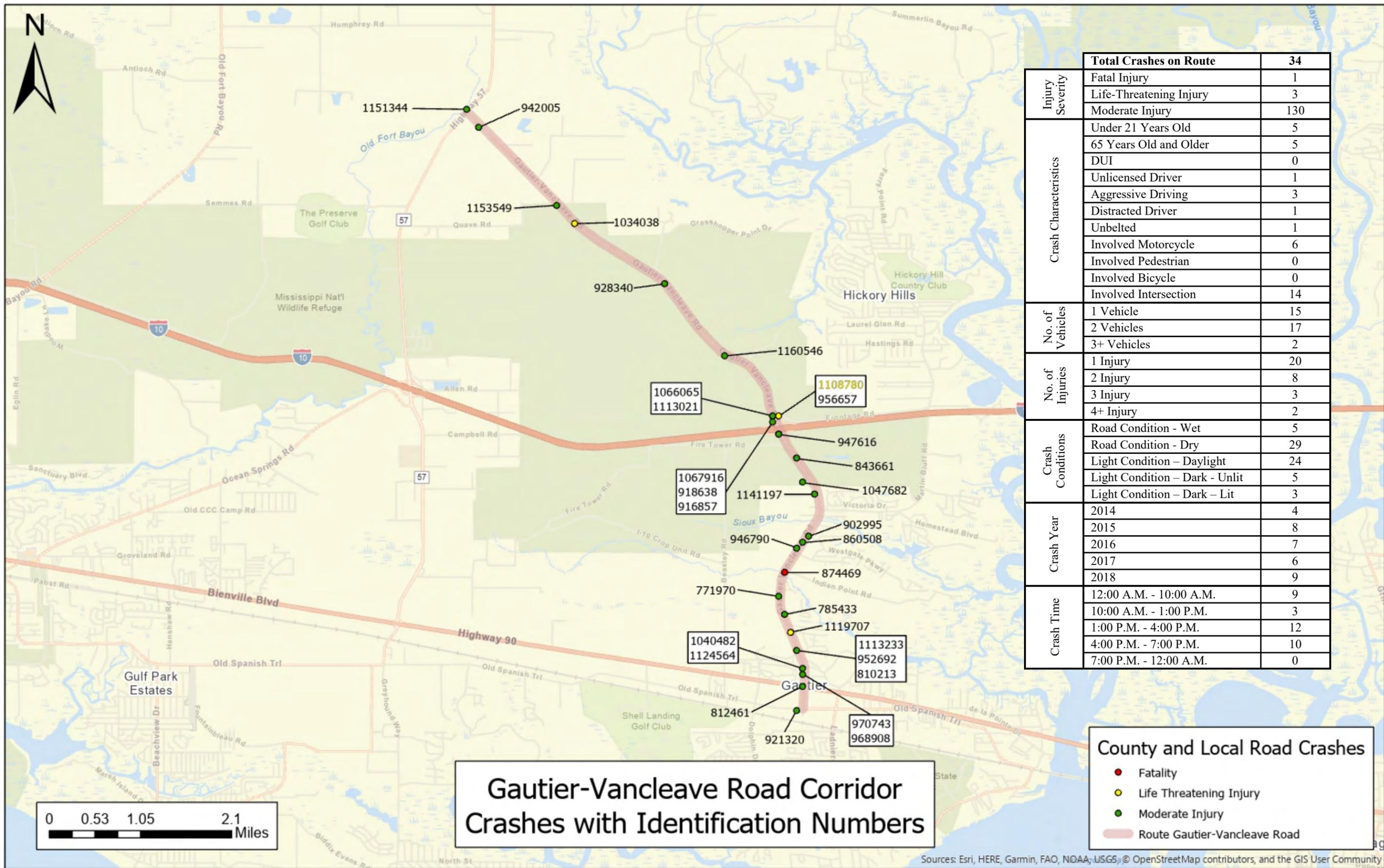
Crash Year	2014	4
	2015	8
	2016	7
	2017	2
	2018	10
Crash Time	12:00 A.M. - 10:00 A.M.	7
	10:00 A.M. - 1:00 P.M.	4
	1:00 P.M. - 4:00 P.M.	7
	4:00 P.M. - 7:00 P.M.	3
	7:00 P.M. - 12:00 A.M.	10

County and Local Road Crashes

- Fatality
- Life Threatening Injury
- Moderate Injury
- Route - Lamey Bridge Road

Lamey Bridge Road Corridor Crashes with Identification Numbers

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



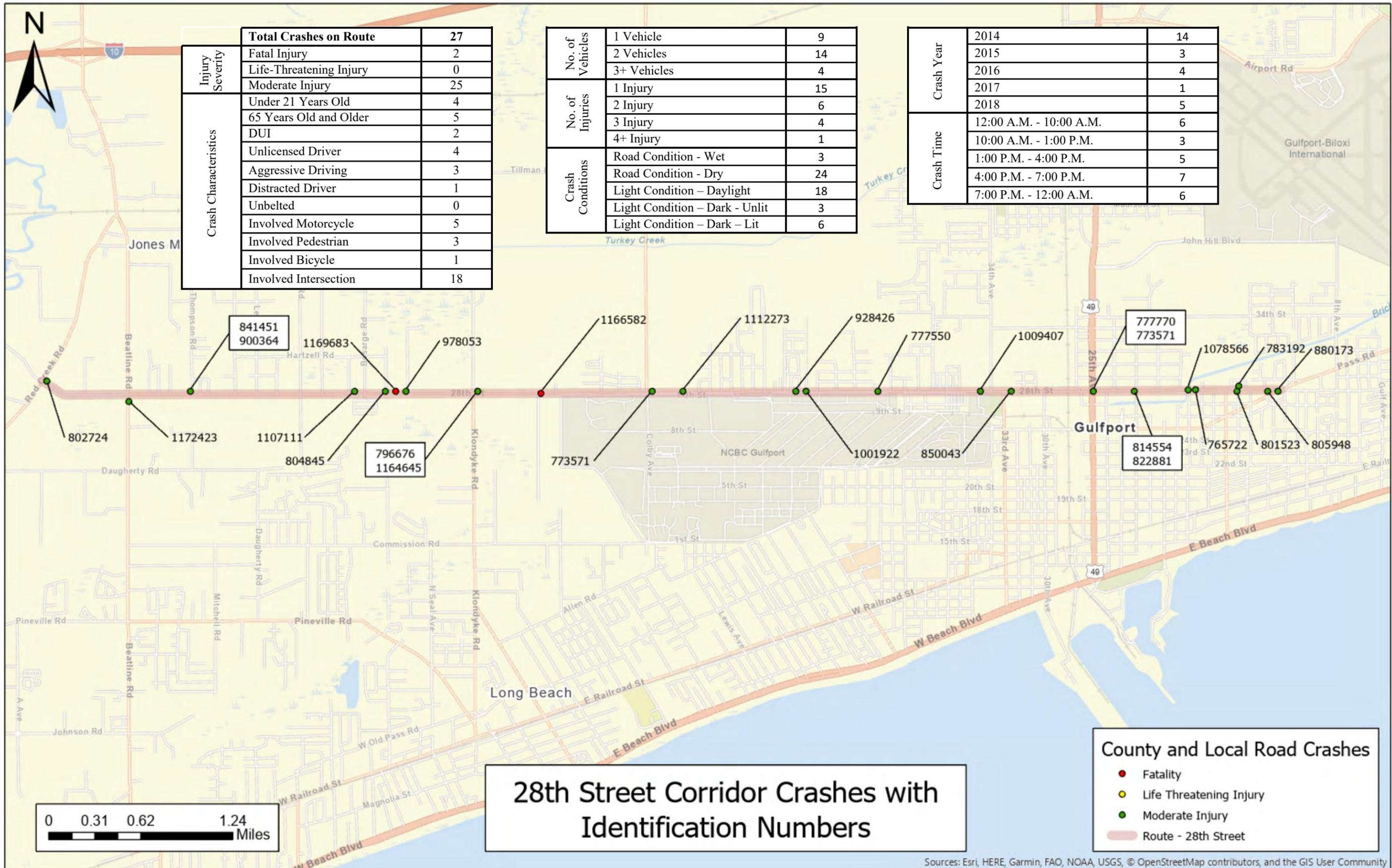
Total Crashes on Route		34
Injury Severity	Fatal Injury	1
	Life-Threatening Injury	3
	Moderate Injury	130
Crash Characteristics	Under 21 Years Old	5
	65 Years Old and Older	5
	DUI	0
	Unlicensed Driver	1
	Aggressive Driving	3
	Distracted Driver	1
	Unbelted	1
	Involved Motorcycle	6
	Involved Pedestrian	0
	Involved Bicycle	0
	Involved Intersection	14
No. of Vehicles	1 Vehicle	15
	2 Vehicles	17
	3+ Vehicles	2
No. of Injuries	1 Injury	20
	2 Injury	8
	3 Injury	3
	4+ Injury	2
Crash Conditions	Road Condition - Wet	5
	Road Condition - Dry	29
	Light Condition - Daylight	24
	Light Condition - Dark - Unlit	5
	Light Condition - Dark - Lit	3
Crash Year	2014	4
	2015	8
	2016	7
	2017	6
	2018	9
Crash Time	12:00 A.M. - 10:00 A.M.	9
	10:00 A.M. - 1:00 P.M.	3
	1:00 P.M. - 4:00 P.M.	12
	4:00 P.M. - 7:00 P.M.	10
	7:00 P.M. - 12:00 A.M.	0

Gautier-Vancleave Road Corridor Crashes with Identification Numbers

County and Local Road Crashes

- Fatality
- Life Threatening Injury
- Moderate Injury
- Route Gautier-Vancleave Road

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



Total Crashes on Route		27
Injury Severity	Fatal Injury	2
	Life-Threatening Injury	0
	Moderate Injury	25
	Under 21 Years Old	4
Crash Characteristics	65 Years Old and Older	5
	DUI	2
	Unlicensed Driver	4
	Aggressive Driving	3
	Distracted Driver	1
	Unbelted	0
	Involved Motorcycle	5
	Involved Pedestrian	3
	Involved Bicycle	1
	Involved Intersection	18

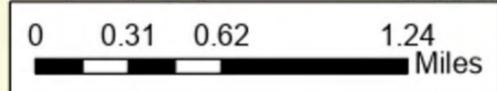
No. of Vehicles	1 Vehicle	9
	2 Vehicles	14
	3+ Vehicles	4
No. of Injuries	1 Injury	15
	2 Injury	6
	3 Injury	4
	4+ Injury	1
Crash Conditions	Road Condition - Wet	3
	Road Condition - Dry	24
	Light Condition - Daylight	18
	Light Condition - Dark - Unlit	3
	Light Condition - Dark - Lit	6

Crash Year	2014	14
	2015	3
	2016	4
	2017	1
	2018	5
Crash Time	12:00 A.M. - 10:00 A.M.	6
	10:00 A.M. - 1:00 P.M.	3
	1:00 P.M. - 4:00 P.M.	5
	4:00 P.M. - 7:00 P.M.	7
	7:00 P.M. - 12:00 A.M.	6

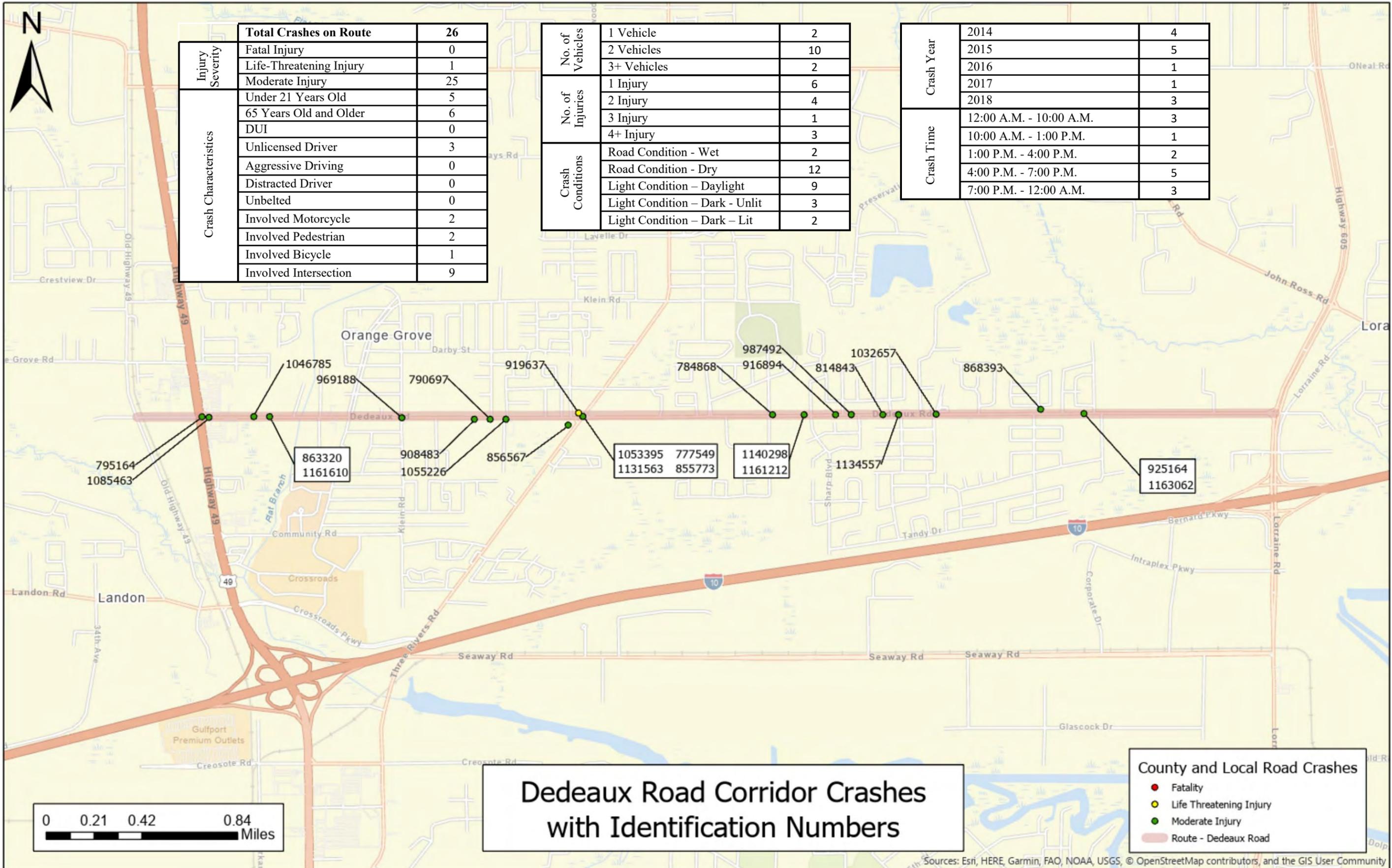
28th Street Corridor Crashes with Identification Numbers

County and Local Road Crashes

- Fatality
- Life Threatening Injury
- Moderate Injury
- Route - 28th Street



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



Injury Severity		Total Crashes on Route	26
Fatal Injury			0
Life-Threatening Injury			1
Moderate Injury			25
Crash Characteristics			
Under 21 Years Old			5
65 Years Old and Older			6
DUI			0
Unlicensed Driver			3
Aggressive Driving			0
Distracted Driver			0
Unbelted			0
Involved Motorcycle			2
Involved Pedestrian			2
Involved Bicycle			1
Involved Intersection			9

No. of Vehicles		
1 Vehicle		2
2 Vehicles		10
3+ Vehicles		2
No. of Injuries		
1 Injury		6
2 Injury		4
3 Injury		1
4+ Injury		3
Crash Conditions		
Road Condition - Wet		2
Road Condition - Dry		12
Light Condition - Daylight		9
Light Condition - Dark - Unlit		3
Light Condition - Dark - Lit		2

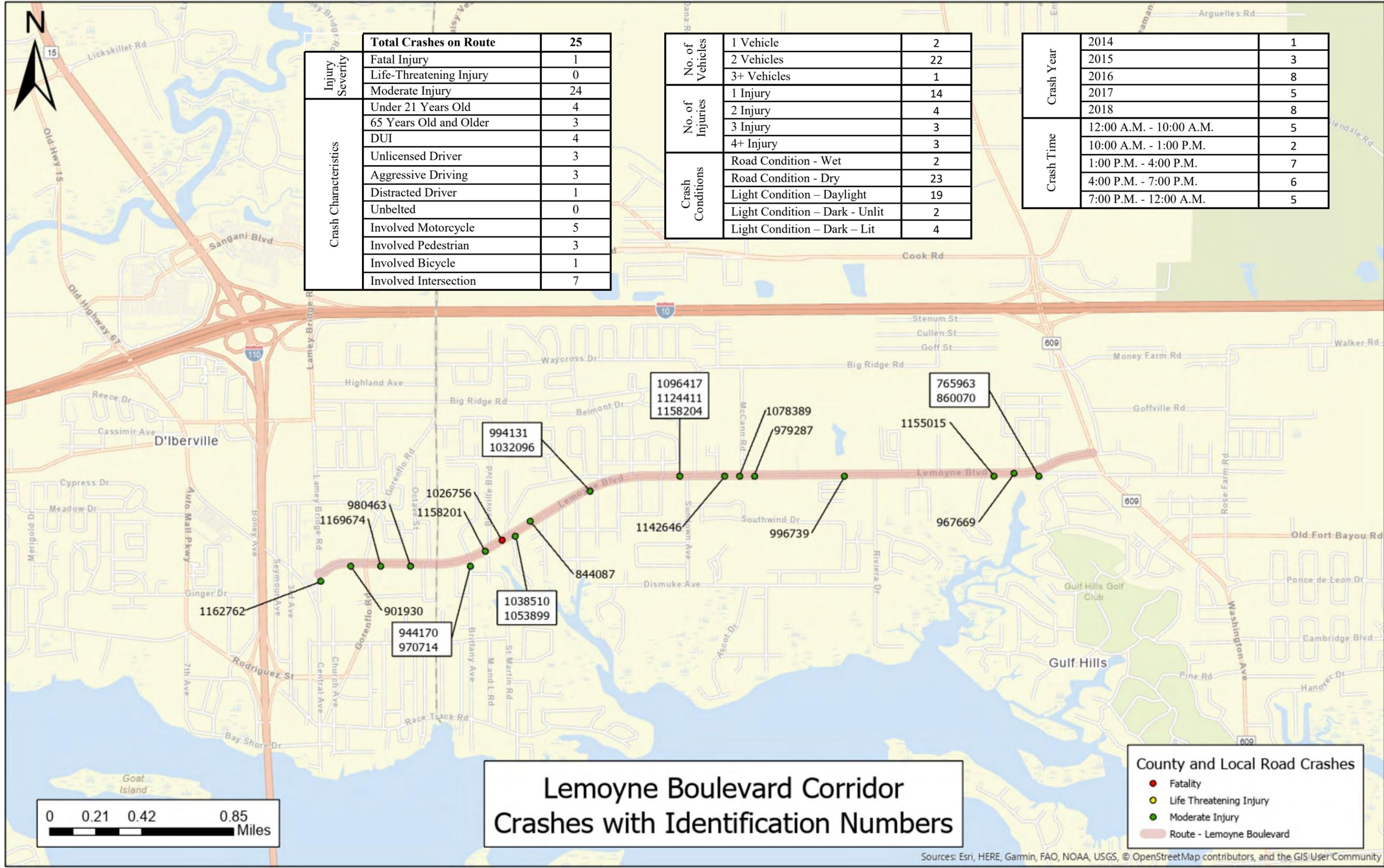
Crash Year		
	2014	4
	2015	5
	2016	1
	2017	1
2018	3	
Crash Time		
	12:00 A.M. - 10:00 A.M.	3
	10:00 A.M. - 1:00 P.M.	1
	1:00 P.M. - 4:00 P.M.	2
	4:00 P.M. - 7:00 P.M.	5
7:00 P.M. - 12:00 A.M.	3	

Dedeaux Road Corridor Crashes with Identification Numbers

County and Local Road Crashes

- Fatality
- Life Threatening Injury
- Moderate Injury
- Route - Dedeaux Road

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



Total Crashes on Route		25
Injury Severity	Fatal Injury	1
	Life-Threatening Injury	0
	Moderate Injury	24
	Under 21 Years Old	4
Crash Characteristics	65 Years Old and Older	3
	DUI	4
	Unlicensed Driver	3
	Aggressive Driving	3
	Distracted Driver	1
	Unbelted	0
	Involved Motorcycle	5
	Involved Pedestrian	3
	Involved Bicycle	1
	Involved Intersection	7

No. of Vehicles	1 Vehicle	2
	2 Vehicles	22
	3+ Vehicles	1
No. of Injuries	1 Injury	14
	2 Injury	4
	3 Injury	3
	4+ Injury	3
Crash Conditions	Road Condition - Wet	2
	Road Condition - Dry	23
	Light Condition - Daylight	19
	Light Condition - Dark - Unlit	2
	Light Condition - Dark - Lit	4

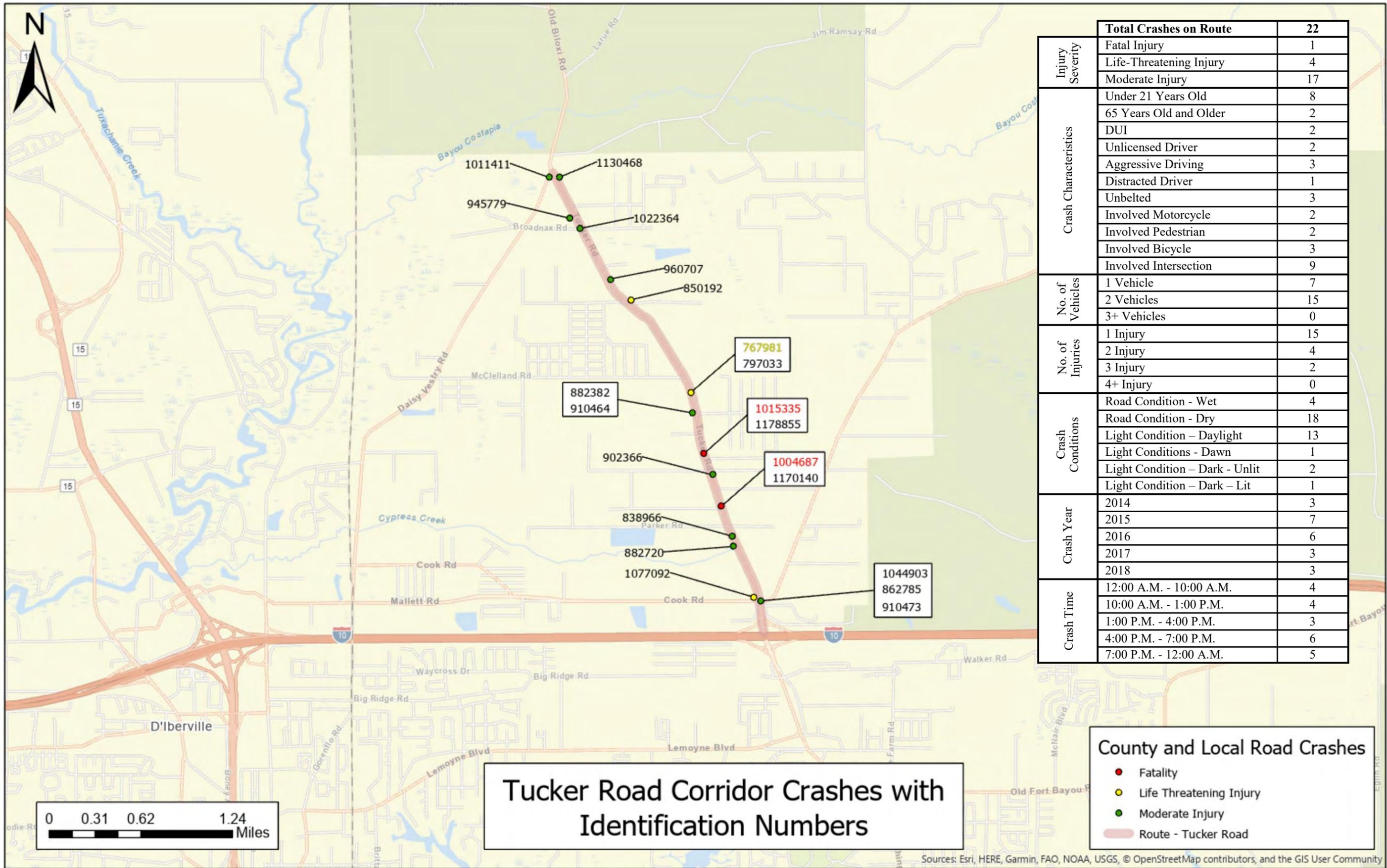
Crash Year	2014	1
	2015	3
	2016	8
	2017	5
Crash Time	2018	8
	12:00 A.M. - 10:00 A.M.	5
	10:00 A.M. - 1:00 P.M.	2
	1:00 P.M. - 4:00 P.M.	7
	4:00 P.M. - 7:00 P.M.	6
7:00 P.M. - 12:00 A.M.	5	

**Lemoyne Boulevard Corridor
Crashes with Identification Numbers**

County and Local Road Crashes

- Fatality
- Life Threatening Injury
- Moderate Injury
- Route - Lemoyne Boulevard

Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



Tucker Road Corridor Crashes with Identification Numbers

	Total Crashes on Route	22
Injury Severity	Fatal Injury	1
	Life-Threatening Injury	4
	Moderate Injury	17
Crash Characteristics	Under 21 Years Old	8
	65 Years Old and Older	2
	DUI	2
	Unlicensed Driver	2
	Aggressive Driving	3
	Distracted Driver	1
	Unbelted	3
	Involved Motorcycle	2
	Involved Pedestrian	2
	Involved Bicycle	3
	Involved Intersection	9
No. of Vehicles	1 Vehicle	7
	2 Vehicles	15
	3+ Vehicles	0
No. of Injuries	1 Injury	15
	2 Injury	4
	3 Injury	2
	4+ Injury	0
Crash Conditions	Road Condition - Wet	4
	Road Condition - Dry	18
	Light Condition - Daylight	13
	Light Conditions - Dawn	1
	Light Condition - Dark - Unlit	2
	Light Condition - Dark - Lit	1
Crash Year	2014	3
	2015	7
	2016	6
	2017	3
	2018	3
Crash Time	12:00 A.M. - 10:00 A.M.	4
	10:00 A.M. - 1:00 P.M.	4
	1:00 P.M. - 4:00 P.M.	3
	4:00 P.M. - 7:00 P.M.	6
	7:00 P.M. - 12:00 A.M.	5

County and Local Road Crashes

- Fatality
- Life Threatening Injury
- Moderate Injury
- Route - Tucker Road

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