

Analysis of Fatal Crash Data

Mississippi: 2008-2012

A Summary of Motor Vehicle Fatal Crash and Fatality Data from the Fatality Analysis Reporting System (FARS)



Mississippi

About this Report

This document presents information describing the motor vehicle fatal crashes and fatalities that occurred in the State of Mississippi in the years 2008-2012. It also provides selected fatal crash and fatality data for all of NHTSA's Region 6 and for the U.S. The purpose of this report is to supplement traffic safety performance measures available on the NHTSA website with additional information to provide a more in-depth profile of a State's traffic fatality characteristics and trends from 2008 through 2012.

This report presents primarily FARS data that are reflective of the standard core measures agreed upon by NHTSA and GHSA. The data are presented in two basic formats: basic data plus trend analyses covering a five-year period, and detailed data findings in nine emphasis program areas. It is intended that, with this information, States will be better able to understand their fatality problems in terms of crash types, contributing factors, demographic groups, times, and locations associated with fatalities and fatal crashes over these five years.

The material is organized into the following major sections:

- **Basic Data**
- **Fatalities**
- **Alcohol-Impaired Driving Fatalities and Alcohol-Impairment-Related Fatal Crashes and Fatalities**
- **Speeding-Related Fatal Crashes and Fatalities**
- **Motorcycle Fatal Crashes and Fatalities**
- **Occupant Restraint**
- **Pedestrian and Bicyclist Fatal Crashes and Fatalities**
- **Young Drivers Fatal Crashes and Fatalities**
- **Older Drivers Fatal Crashes and Fatalities**
- **Distraction (2010-2012 only)**

The majority of the tables and figures in this report are based on data from NHTSA's Fatality Analysis Reporting System (FARS) which includes main, auxiliary, and multiple imputation tables. All FARS tables that were updated for a given year by NHTSA were reimported into the database. Data presented in this book for the years 2010 and 2011 have been revised to reflect recent updates released by NHTSA.

Data on vehicle miles of travel were obtained from FHWA's Highway Statistics Series. Data presented in this book for the years 2009, 2010, and 2011 have been revised to reflect recent updates FHWA. The table data for each year was obtained by editing the year in the following link: <http://www.fhwa.dot.gov/policyinformation/statistics/2012/vm2.cfm>

Data on licensed drivers by age and State were obtained from FHWA's Highway Statistics Series. The table data for each year was obtained by editing the year in the following link: <http://www.fhwa.dot.gov/policyinformation/statistics/2012/dl22.cfm>

Population data reflect the U.S. Census Bureau's Estimates found at <http://www.census.gov>, which were available in February 2012. These data sources are subject to revision over time, resulting in small differences when comparing statistics generated at different times. The main link to the Census data sources used is: <http://www.census.gov/popest/data/index.html>. Population data used in last year's data books came from 2000-2010 intercensal estimates, as opposed to vintage data which was used for 2012 because it is not a census year. Please see appendix for more information.

Other population data sources were accessed for National data¹ (divided into State-level groupings); for data by County²; for data by State, race, and Hispanic origin³, and for data by State, single year of age and sex. It was necessary to obtain geographic locator codes for converting county/city codes in FARS to county/city names⁴.

Finally, helmet laws were imported from the table at: http://www.ghsa.org/html/stateinfo/laws/helmet_laws.html, and occupant restraint use summary data were imported from the table at: http://www.ghsa.org/html/stateinfo/laws/seatbelt_laws.html.

Small differences may arise in various tables and figures due to rounding. For example, monthly alcohol-impairment-related fatalities, based on NHTSA's multiple imputation method, may not sum exactly to the annual total for this reason.

The electronic copy of this report submitted to NHTSA will be supplemented with a copy on CD. A printed version will be submitted upon request.

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¹ http://www.census.gov/popest/data/national/totals/2012/files/NST_EST2012_ALLDATA.csv

² <http://www.census.gov/popest/data/counties/totals/2012/files/CO-EST2012-Alldata.csv>

³ <http://www.census.gov/popest/data/state/asrh/2012/files/SC-EST2012-alldata6.csv>

⁴ Source: (http://www.gsa.gov/graphics/ogp/FRPP_GLC_UnitedStates.xls):
<http://www.gsa.gov/portal/content/102761>

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DATA BOOK DEFINITIONS

Fatality: Any police reported crash on a public traffic way in which a driver, occupant, motorcycle rider, pedestrian, or bicyclist is killed or dies within 30 days of the crash.

“Alcohol Impairment-Related” Fatalities (Old Definition): Any fatality occurring on a public traffic way where the known BAC of an involved driver, motorcycle operator, pedestrian or bicyclist is .01 or higher. For purposes of the Data Book, this definition will be limited to an imputed BAC of .08 or higher and will apply to all participants in a crash.

“Alcohol-Impaired Driving” Fatalities (New Definition): Any fatality occurring on a public traffic way where the *imputed* BAC of at least one of the drivers (including motorcycle operators) is .08 or higher.

Speed Related Fatal Crashes and Fatalities: A fatal crash or fatality on a public traffic way is considered to be speeding-related if the driver was charged with a speeding-related offense *or* if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. Beginning in 2009, a new variable replaced all previous speeding driver-related factors to indicate whether a driver’s speed was related to the crash (as identified by law enforcement). In addition to the actions listed above, the new variable includes: speed greater than reasonable or prudent (even if not necessarily over the limit), and exceeding special limit (e.g., for trucks, buses, at night, etc.).

Motorcycle Rider Fatal Crashes and Fatalities: A motorcycle rider or motorcyclist (these terms are interchangeable) fatality refers to any individual on a motorcycle (including both operators and passengers) who is killed in a crash on a public traffic way. The definition of a motorcycle includes: mopeds, scooters, two- or three-wheeled motorcycles, off-road motorcycles, mini bikes, and pocket bikes, but NOT all terrain vehicles (ATVs).

Occupant Restraint Use: Known restraint use (including improper use prior to 2010 and misuse of restraint system/helmet 2010 and later) among occupants of a passenger vehicle involved in a crash on a public traffic way. Passenger vehicles include cars and light trucks (pickup, utility, van, and other). Only fatally-injured occupants are considered in the Data Books.

Pedestrian and Bicyclist Fatal Crashes and Fatalities: A pedestrian is any person on foot, walking, running, jogging, hiking, sitting or lying down who is involved in a motor vehicle fatal crash on a public traffic way. Bicyclists and other cyclists include riders of two-wheel non- motorized vehicles, tricycles, and unicycles powered solely by pedals who are involved in a motor vehicle fatal crash on a public traffic way.

Young Driver Fatal Crashes and Fatalities: Any fatal crash or fatality on a public traffic way involving a driver between the ages of 16 and 20 years old.

Older Driver Fatal Crashes and Fatalities: Any fatal crash or fatality on a public traffic way involving a driver age 65 or older.

Distracted Driving Fatal Crashes and Fatalities: Any fatal crash or fatality on a public traffic way with one or more distractions reported. Reported distractions may include operating a vehicle in a careless or inattentive manner. Behaviors reported as distractions include: the use of car/cell phones, text messaging, fax, GPS/head-up display systems, DVD player and other manual and cognitive distractions such as reading, eating, talking, adjusting the radio, etc. Beginning in 2010, many elements that were encoded as fields in the vehicle table were broken out into a separate *Distraction* table.

Sources: NHTSA Traffic Safety Fact Sheets, Research Notes, State Traffic Safety Information Web Site Footnotes, and FARS User Manual and Auxiliary Table User Manual

EXECUTIVE SUMMARY

Overall Deaths. Over the period from 2008 through 2012, there were approximately 3,336 motor vehicle-related deaths in Mississippi, an average of about 667 deaths annually. There were substantial decreases in every year, with the largest in 2009 (-83), followed by a smaller decline in 2010 (-59), a more modest decline in 2011 (-11) and then a larger decline in 2012 (-48). Overall there were 201 fewer motor vehicle-related deaths in 2012 than in 2008 (-29%) and 107 fewer than the average of the first four years (-16%). A linear regression analysis showed a decline of about 47 deaths per year, with very high predictive value ($R^2 = 0.93$). The 3-year moving average showed 51 fewer deaths in 2011 and 39 fewer in 2012. Thus, there is some evidence of a slowing of the downward trend but it is not as evident as in most other States.

Fatality Rates. *Vehicle Miles Traveled* (VMT) declined throughout the 5-year period. VMT was nearly 12% lower in 2012 than in 2008 and 5% lower than the average of the first 4 years. The steady declines in both *fatalities* and *VMT* resulted in a 16% decline in the *VMT-related death rate* (2012 vs. 2008) and a 10.5% lower rate in 2012, compared with the average of the first four years. Due to the declines in VMT itself, the declines in the VMT-related death rate were not as great as the declines in actual fatalities (-26% relative to 2008 and -15.5% relative to the 4-year average). *Population* increased by 1% through 2012. As a result, the *population-based fatality rate* declined slightly more than actual fatalities (-27% relative to 2008; -16% relative to the average of the first 4 years). [See Tables 1 and 29; as well as Figures 1, 2, and 3 for trends.]

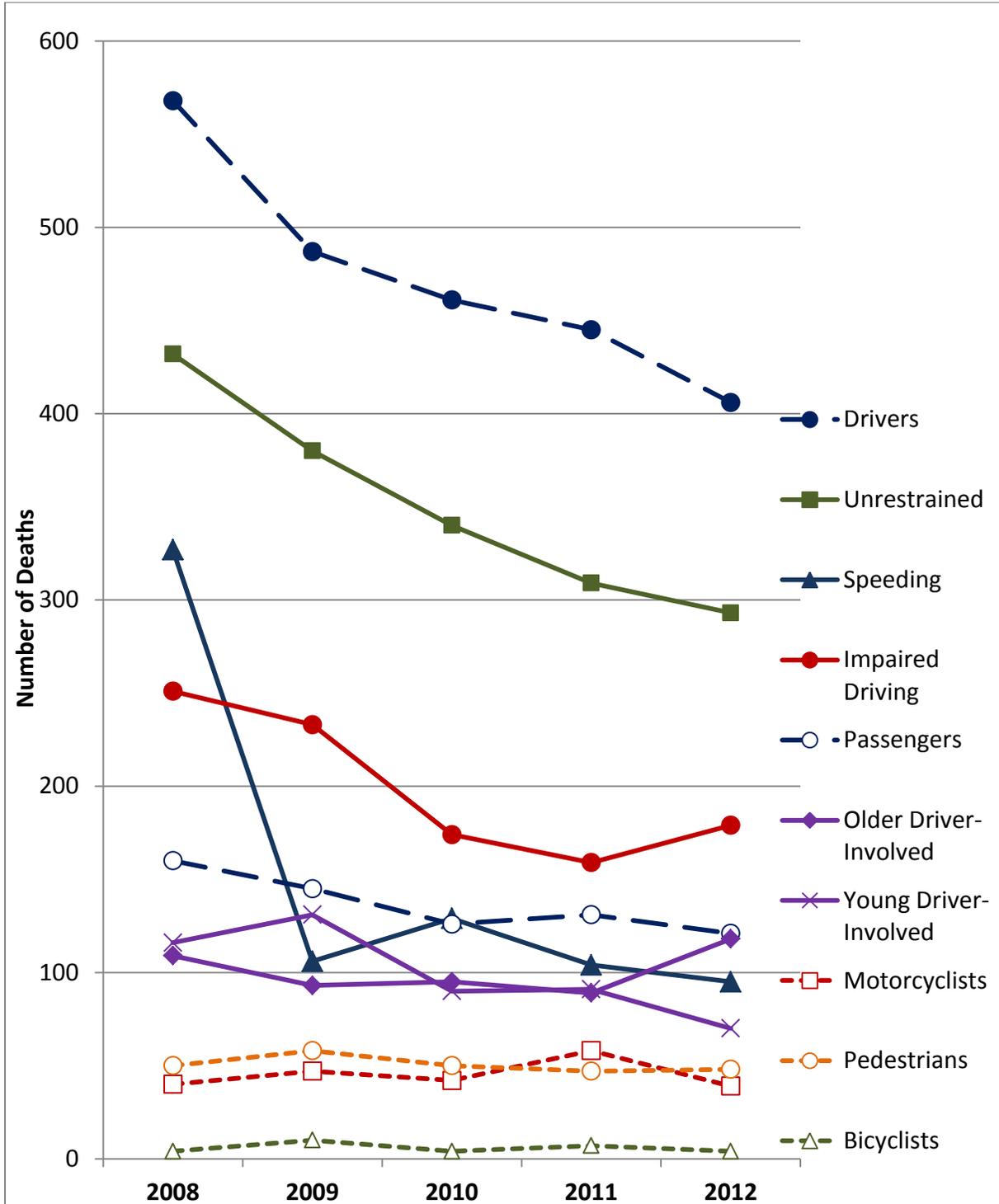
Major Contributors to Fatalities and Trends in Mississippi

Driver/Operator fatalities accounted for the largest proportion of fatalities, about 71% of the total over the five-year period; and about 3.5 times the proportion accounted for by *passengers* (20%). *Driver* deaths, like total deaths, declined in every year, with some leveling off through 2011, but then a steeper decline in 2012. This pattern left 29% fewer driver deaths in 2012 than in 2008 (-162); and 17% fewer than the average of the first 4 years (-84).

Passenger deaths declined in a similar manner. There were declines in every year, except for 2011, when there was a slight increase. This pattern left 24% fewer passenger deaths in 2012 than in 2008 (121 vs. 160) and 14% fewer than the average of the first four years (121 vs. 141). [See Table 29 for additional information on driver and passenger fatalities.]

After driver deaths, **the next three largest categories** were **behavior-related**. They included *unrestrained occupant* deaths (53% of total deaths); *alcohol-impaired driving* deaths (30%); and *speed-related* deaths (23%). All three categories had fewer deaths in 2012 than in 2008 (or than the average of the first 4 years). *Speed-related* deaths declined dramatically in 2009 (-221) and then remained relatively lower through 2012. The result was 71% fewer speed-related deaths in 2012 than in 2008; 43% fewer than the average of the first 4 years.

Unrestrained occupant deaths declined steadily, although there were smaller decreases in each successive year. The result was 32% fewer unrestrained deaths in 2012 than in 2008 (-139) and 20% fewer than the average of the first four years, during which there were steady declines.



Fatality Trends in the Mississippi: 2008 to 2012, by Category

Alcohol impaired driving deaths also declined steadily through 2011, but then increased in 2012. Overall, there were 29% fewer such deaths in 2012 than in 2008 and 12% fewer than the average of the first 4 years (which was lower than the first year).

[See Tables 4 and 29; as well as Figures 4, 5, and 6 for more information on impaired driving deaths; see Tables 8 and 29; as well as Figures 7, 8, and 9 for speed-related deaths; and see Tables 11 and 29, as well as Figures 10, 11, and 12 for unrestrained occupant deaths.]

Next, **two age-related categories** each accounted for 15% of all deaths. *Young driver-involved* deaths (with an average of 100/yr) declined substantially in 2010 and again in 2012. As a result, there were 40% fewer *young driver-involved* deaths in 2012 than in 2008 (70 vs. 116); and 35% fewer than the average of the first four years (70 vs. 107). *Older driver-involved* deaths followed a different pattern, with a decline in 2009 (-16); little change in 2010 and 2011; and then a substantial increase in 2012 (+29). As a result, there were 8% *more* older driver-involved deaths in 2012 than in 2008 (118 vs. 109); and 22% more than the average of the first four years (118 vs. 97). [See Tables 23 and 29; as well as Figures 19 and 20 for young driver-involved deaths; and see Tables 26 and 29; as well as Figures 21 and 22 for older driver-involved deaths.]

The next three categories included **victims that were not occupants** of passenger cars, light trucks or vans (LTVs). *Pedestrians* accounted for 8% of total deaths (average of 51/yr); *motorcyclists* accounted for 7% (45/yr); and *bicyclists* accounted for 1% (6/yr). *Pedestrian* deaths did not change appreciably over time. There were 4% fewer such deaths in 2012 than in 2008 (48 vs. 50) and 6% fewer than the average of the first four years (48 vs. 51). *Motorcyclist* deaths also did not change much over time, although there was a substantial increase in 2011 (+16) followed by a slightly larger decline in 2012 (-19). As a result, there were 2.5% fewer motorcyclist deaths in 2012 than in 2008 (39 vs. 40) and 17% fewer than the average of the first four years (39 vs. 47). *Bicyclists* accounted for an average of 6 deaths annually. The largest numbers of such deaths were recorded in 2009 (10) and 2011 (7), with 4 bicyclist deaths in each of the remaining 3 years. [See Tables 17 and 29, as well as Figures 15 and 16 for additional information regarding pedestrian deaths; see Tables 14 and 29; as well as Figures 13 and 14 for motorcyclist deaths; and see Tables 20 and 29; as well as Figures 17 and 18 for bicyclist deaths.]

Summary

There was a 26% decline in motor vehicle-related deaths in Mississippi from 2008 through 2012. A decrease in the magnitude of declines through 2011 suggested some upward pressure on deaths during the first four years, but that trend reversed in 2012 when there was a substantial decline of 48 deaths. Categories that showed the greatest declines (2012 vs. 2008) were: *speed-related* deaths (-70%); *young driver-involved* deaths (-40%); *unrestrained occupant* deaths (-32%); *impaired driving* deaths (-29%); and *driver* deaths (-29%).

KEY FACTS

SUMMARY OF KEY FACTS

Fatalities

- Throughout the 2008-2012 period, Mississippi's population-based fatality rate was 22.48 fatalities per 100,000 population, compared to 14.85 for Region 6 and 11.02 Nationwide. During the same years, Mississippi's VMT-based fatality rate was 1.66 fatalities per 100 million VMT, compared to 1.45 for the Region and 1.15 for the Nation (Tables 1, 2, and 3).
- Overall fatalities decreased considerably in Mississippi, by 15.5% in 2012 when compared to the prior four years. During the same years, total fatalities increased slightly throughout Region 6 (+1.2%) and decreased slightly throughout the U.S. as a whole (-1.9%). In 2012, Mississippi saw the largest decreases in speeding fatalities (-42.9%), bicyclist fatalities (-36.0%), and young driver-involved fatalities (-34.6%). During the same years, the State saw an increase for just older driver-involved fatalities (+22.3%) (Table 29).
- Of the 82 counties in the State, seven accounted for just over one-fourth (26.0%) of the fatalities during this period: Hinds (6.0%); Harrison (4.3%); De Soto (3.3%); Jackson (3.2%); Forrest and Rankin (3.1% each); and Jones (3.0%) (Table 30).
- The counties that averaged the highest population-based fatality rates during the 2008-2012 period (per 100,000 population) were: Issaquena (56.04); Covington (50.02); Holmes (48.98); Tunica (48.50); Jefferson (46.48); Sharkey (44.30); Carroll (43.66); Benton (43.54); Panola (43.24); George (42.49); and Copiah (41.58) (Table 31).

Alcohol-Impaired Driving Fatalities and Alcohol-Impaired-Related Fatal Crashes and Fatalities

- For the years 2008 through 2012, Mississippi's alcohol-impaired driving population-based fatality rate was 6.71 fatalities per 100,000 population, compared to 5.35 for Region 6 and 3.42 Nationwide. During the same years, Mississippi's VMT-based fatality rate was 0.49 fatalities per 100 million VMT, compared to 0.52 for the Region and 0.36 for the Nation (Tables 4, 5, and 6).
- Throughout the 2008-2012 period in Mississippi, the percentage of traffic fatalities that involved alcohol-impaired driving was consistently lower than the Regional percentage, but fluctuated with respect to the National percentage. In 2012, alcohol-impaired driving fatalities accounted for 30.8% of all fatalities in Mississippi, representing a 3.7% increase in this proportion when compared to the prior four years (Table 4 and Figure 23).
- The counties with the most alcohol-impaired driving fatalities throughout the 2008-2012 period were: Hinds (68 fatalities); Harrison (49); Jackson and Panola (33 each); Rankin (31); Forrest (30); and De Soto (29). The counties with highest percentage of fatalities involving alcohol-impaired driving were: Yalobusha (60.0%); Stone (52.6%); Issaquena (50.0%); Wayne (48.1%); Humphreys (46.2%); Quitman (45.5%); Panola (44.0%); and Neshoba (43.6%) (Table 35).
- In 2012, the counties with the highest alcohol-impaired population-based fatality rates (per 100,000 population) were: Issaquena (144.30); George (30.53); Neshoba (30.22); Carroll (28.78); Yalobusha (24.19); Humphreys (21.77); and Wilkinson (21.20) (Table 36).
- In Mississippi, 61.0% of alcohol-impairment-related crashes occurred between 6 p.m. and 3 a.m.; 59.4% occurred on Fridays, Saturdays, and Sundays. The same pattern held true for

Region 6 and the U.S. as a whole. Just over 65% (65.2%) of alcohol-impairment-related crashes in Region 6 occurred between 6 p.m. and 3 a.m., and 61.5% occurred on Fridays, Saturdays, and Sundays. For the U.S. as a whole, 65.4% of alcohol-impairment related crashes occurred between 6 p.m. and 3 a.m., and 61.0% occurred on Fridays, Saturdays, and Sundays (Table 37).

- For the years 2008 through 2012, 32% of Mississippi's fatalities were associated with a blood alcohol concentration of at least 0.08; lower than that seen for Region 6 (40%) and for the U.S. as a whole (35%) during the same years (Table 38).
- NHTSA's alcohol imputation data estimate BACs where no test results are available. These data show that during the 2008-2012 period, 22.4% of *drivers* and *operators* involved in fatal crashes in Mississippi had a BAC of at least 0.08. This percentage is slightly lower than that for Region 6 (25.7%), but slightly higher than the U.S. percentage (21.6%) (Table 39).

Speeding-Related Fatal Crashes and Fatalities

- Throughout the entire five-year period, Mississippi's speeding-related population-based fatality rate was 5.13 fatalities per 100,000 population, compared to 5.15 for Region 6 and 3.44 Nationwide. During the same period, Mississippi's VMT-based fatality rate was 0.38 fatalities per 100 million VMT, compared to 0.50 for the Region and 0.36 for the Nation (Tables 8, 9, and 10).
- The percentage of speeding-related fatalities in Mississippi was higher than that of the Region and the Nation in 2008, but fell well below both in 2009 and remained such throughout the rest of the 2008-2012 period. In 2012, 16.3% of Mississippi's traffic fatalities were recorded as speed-related, compared to 32.7% for Region 6, and 30.4% Nationwide (Figure 25).
- The counties that accounted for the highest percentages of speeding-related fatalities in Mississippi during the 2008-2012 period were: Hinds (6.6%); Harrison (5.3%); Rankin (5.1%); De Soto (3.7%); Pearl River (3.4%); Jones and Panola (3.2% each); and Lauderdale (3.0%) (Table 41).
- Mississippi's speeding-related population-based fatality rate decreased by 43.4% in 2012 (3.18 fatalities per 100,000 population) compared to the average of the previous four years (5.62). The counties with the highest speeding-related population-based fatality rates during the 2008-2012 period were: Marion (14.91); Lawrence and Issaquena (14.01 each); Panola (13.84); Holmes (13.55); Yalobusha (12.64); Claiborne (12.43); Scott (12.04); and Tunica (11.19) (Table 8 and Table 42).
- A plurality of Mississippi's 2008-2012 speeding-related fatalities occurred on roads with a speed limit of 55 mph (30.4%). This is greater than the proportion of such fatalities occurring on roadways with speed limits of 55 mph across the Region (18.4%) and the Nation (27.0%) during the same years (Table 43).
- From 2008 through 2012, the majority speeding-related fatalities in Mississippi occurred on the State's collector roads (61.0%), while Region 6 and the U.S. as a whole each saw the most speeding-related fatalities on arterial roads (28.4% and 35.6%, respectively) (Table 44).
- Throughout the five years in Mississippi, the majority (52.8%) of speeding-related fatalities occurred on Fridays, Saturdays, and Sundays, as they did across Region 6 (54.7%) and the

U.S. as a whole (54.4%). Statewide, 44.3% of speeding-related fatal crashes occurred between 6 p.m. and 3 a.m., compared to 49.3% in Region 6 and 48.8% Nationwide (Table 45).

- In Mississippi, from 2008 through 2012, 12.6% of drivers involved in fatal crashes had previous speeding convictions, a percentage lower than that seen for Region 6 (15.8%) and for the U.S. as a whole (17.9%) (Table 46).

Motorcycle Fatal Crashes and Fatalities

- Throughout the 2008-2012 period, Mississippi's motorcyclist population-based fatality rate was 1.52 fatalities per 100,000 population, compared to 1.89 for Region 6 and 1.55 Nationwide (Tables 14, 15, and 16).
- In Mississippi, the percentage of fatalities that were motorcyclists remained well below that of both the Region and the Nation during each of the five years observed (2008-2012). In 2012, 6.7% of Mississippi's traffic fatalities were motorcyclists, compared to 12.4% in Region 6, and 14.8% Nationwide (Figure 26).
- The majority of motorcycle fatal crashes in Mississippi (56.9%), as well as in Region 6 (58.8%) and the Nation (56.8%), occurred on Fridays, Saturdays, and Sundays, with the highest proportions of these crashes occurring on Saturdays in each of these three jurisdictions. Across the State, Region, and Nation, the highest concentration of such crashes occurred between the hours of 3 p.m. and 9 pm (47.5%, 38.2%, and 41.4%, respectively) (Table 48).
- During the five-year period, 61.1% of Mississippi's motorcyclist fatalities were between the ages of 25 and 54, and 93.8% were males (Table 49).
- Mississippi law requires helmet use of *all* riders. From 2008 through 2012, 18.1% of Mississippi's motorcyclist fatalities were not using a helmet. This percentage is substantially lower than the percentage of *nonuse* seen for Region 6 (56.1%) and for the U.S. as a whole (41.2%) during the same years (Table 50).
- During the 2008-2012 period in Mississippi, 42.5% of all fatally-injured motorcycle operators who were tested for BAC had a BAC of at least 0.01; this percentage is slightly lower than that seen for Region 6 (43.0%), but both are slightly higher than that for the U.S. as a whole (39.3%) (Table 51).
- In fatal crashes involving motorcycles in Mississippi, 49.4% of motorcycle operators had at least one driver factor reported, versus 47.6% of the operators of other vehicles. Throughout the five years, *driving too fast* was the most commonly reported driver factor for motorcyclists in Mississippi (23.0%), followed by *failure to keep in proper lane* (17.4%). For the operators of other vehicles, *failure to yield* (34.1%) was the most reported driver factor, by far (Table 52).

Occupant Restraint

- Throughout the 2008-2012 period, Mississippi's unrestrained population-based fatality rate was 11.82 fatalities per 100,000 population, compared to 5.14 for Region 6 and 3.60 Nationwide. During the same period, Mississippi's VMT-based fatality rate was 0.87 fatalities per 100 million VMT, compared to 0.50 for the Region and 0.38 for the Nation (Tables 11, 12, and 13).

- In Mississippi, observed seat belt usage ranged between 71.3% (2008) and 83.2% (2012) during the five-year period, and has consistently been greater than the National rate, which ranged from 83.0% (2008) to 86.0% (2012). In 2012, the observed seat belt usage rate was at its highest point of the five-year period for both the State and the Nation (Figure 27).
- Mississippi's *primary* seat belt law applies to occupants ages 7 and older in front seats.
- In Mississippi, restraint use among fatally-injured passenger vehicle occupants remained below that of both the Region and the Nation during the each of the five years (for *all* crashes as well as *night* crashes), except for *night* crashes in 2009, where the State was slightly above the Nation. In Mississippi, 36.1% of fatally-injured passenger vehicle occupants properly used their restraints in 2012, compared to 45.2% in Region 6 and 44.7% Nationwide. In every year, in every jurisdiction (State, Region, Nation), restraint use among fatally-injured passenger vehicle occupants in crashes occurring at night is lower than restraint use as a whole; this is with the exception of the year 2009, where in Mississippi, restraint use at *night* (32.8%) was slightly higher than restraint use as whole (32.1%) (Table 53).
- In Mississippi, the highest percentages of fatally injured occupants *not* wearing their seat belts were ages 10-15 (88.2% unrestrained), ages 21-24 (75.8% unrestrained), and ages 25-34 (73.1% unrestrained). When looking at restraint *use* among fatally-injured passenger vehicle occupants, only those younger than 5 and those ages 65 and older displayed over 50% restraint use (Table 54).

Pedestrian and Bicyclist Fatal Crashes and Fatalities

- Throughout the 2008-2012 period, Mississippi's population-based fatality rate for pedestrians was 1.70 fatalities per 100,000 population, compared to 1.69 for Region 6 and 1.42 Nationwide. During the same five years, Mississippi's population-based fatality rate for bicyclists was 0.20 fatalities per 100,000 population, compared to 0.21 for the Region and 0.22 for the Nation (Tables 17, 18, 19, 20, 21, and 22).
- In Mississippi, the majority of pedestrian fatal crashes occurred between the hours 6 p.m. and 3 a.m. (61.7%), similar to their occurrence during this time period in Region 6 (64.8%) and across the Nation (59.7%). Approximately half of all pedestrian fatal crashes occurred on Fridays, Saturdays, and Sundays, in Mississippi (51.6%), Region 6 (50.3%), and the U.S. (47.8%) (Table 56).
- The ten cities with the largest number of pedestrian fatalities in Mississippi accounted for 28.9% of all pedestrian fatalities in the State. Jackson (24 fatalities, 9.5%) was the city in the State with the highest pedestrian fatality count during the 2008-2012 period (Table 57).
- Throughout the five years, persons ages 45-54 constituted a plurality (19.8%) of pedestrian fatalities in Mississippi, as they did throughout the Region and the Nation (19.2% and 19.5%, respectively) during the same years. Persons ages 25-54 accounted for approximately half of all pedestrian fatalities in Mississippi (51.8%), Region 6 (52.3%) and the U.S. (46.8%), while those ages 65 and older accounted for 13.8% of the State's pedestrian fatalities, 12.0% of the Region's, and 19.1% of the Nation's (Table 58).
- From 2008 through 2012, males represented 75.5% of the State's pedestrian fatalities, a percentage slightly higher than those seen for the Region (72.2%) and Nation (69.3%) during the same years (Table 58).

- During the five-year period, 46.9% of pedestrians killed in Mississippi with a known BAC had a BAC of at least 0.08, a proportion higher than that of Region 6 (45.0%) and that of the U.S. as a whole (38.6%). In Mississippi, among fatally injured pedestrians with a known BAC, a BAC of at least 0.08 was most common in the 35-44 age group, with 75.0% of pedestrian fatalities in this category having a BAC of at least 0.08. In Region 6, those ages 21-24 had the highest percentage (61.4%) as they did Nationally (53.1%) (Table 59).
- From 2008 through 2012, there were 29 bicyclist fatalities in Mississippi, with 4 occurring in 2012 resulting in a 36.0% decrease when compared to the previous four-year average. In contrast, in 2012 bicyclist fatalities rose by 22.7% in Region 6 and by 9.5% Nationally (Table 60).

Young Drivers (Ages 16-20)

- During the five-year period, Mississippi's population-based fatality rate for young driver-involved crashes was 3.36 fatalities per 100,000 population, compared to 2.39 for Region 6 and 1.69 Nationwide (Tables 23, 24, and 25).
- In 2012, the number of fatal crashes involving young drivers (16-20 years old) decreased considerably in Mississippi, by 36.0% when compared to the prior four year average. Region 6 and the U.S. as a whole also experienced a decrease in this index, but by much smaller proportions (-16.5% and -13.7%, respectively). The number of young drivers killed decreased substantially in Mississippi as well (-37.1%), while decreasing by 24.4% in Region 6 and 16.9% Nationwide (Table 61).
- In Mississippi, young driver fatalities as a proportion of total fatalities fluctuated throughout the 2008-2012 period, ranging from a high of 8.9% in 2009 to a low of 5.3% in 2012. In 2012, 5.3% of Mississippi's traffic fatalities were young drivers, compared to 5.3% for Region 6 and 5.5% Nationwide (Figure 28).
- In Mississippi, at least one driver-related factor was reported for 63.2% of young drivers involved in fatal crashes during the five-year period. *Failure to keep in proper lane* was the most frequently reported factor and was reported in 29.9% of such crashes, followed closely by *driving too fast* (23.2%) (Table 63).
- In Mississippi, a slightly lower percentage of young drivers involved in fatal crashes had previous speeding convictions (10.1%) than did drivers of all ages (12.6%). This is similar to the pattern for the Region 6 where slightly less young drivers involved in fatal crashes had previous speeding conditions (13.3%) than did drivers of all ages (15.8%). Nationally, the pattern was different, as slightly more young drivers had previous speeding convictions (19.0%) than did all drivers (17.9%) (Table 64).
- From 2008 through 2012, in Mississippi, there were no young drivers involved in a fatal crash with previous crash recorded, compared to 0.2% of drivers of all ages (Table 64).
- Young drivers themselves made up the plurality of fatalities in Mississippi's young driver-involved fatal crashes (45.8%), a percentage higher than the proportion of young driver fatalities for Region 6 (41.8%) and the Nation (41.1%) during the same years (2008-2012). In Mississippi, young drivers' passengers represented 27.7% of the fatalities in such crashes, and other road users accounted for 26.5% (Table 65).
- In Mississippi, eight counties accounted for over 30% (31.7%) of young driver-involved fatalities during the five-year period: Hinds (6.0%); Harrison, Jackson, and Jones (4.2%

each); De Soto and Lauderdale (3.4% each); Pearl River (3.2%); and Lee (3.0%) (Table 66).

Older Drivers (Ages 65 and Older)

- Throughout the 2008-2012 period, Mississippi's population-based fatality rate for older driver-involved crashes was 3.40 fatalities per 100,000 population, compared to 2.04 for the Region and 1.87 for the Nation (Tables 26, 27, and 28).
- In 2012 in Mississippi, fatal crashes involving drivers ages 65-74 increased by 15.1% when compared to the prior four-year average, compared to a 16.6% increase in such crashes across Region 6 and a 9.7% increase Nationwide. Driver fatalities for the 65-74 age group increased in the State by much higher proportion than did the number of fatal crashes (a 29.1% increase for driver fatalities), as they did in Region 6 (a 22.9% increase) (Table 68).
- In Mississippi, the proportion of traffic fatalities that were drivers ages 65-74 fluctuated with respect to Region 6 and the Nation, being below both in 2009 and above both in 2008, 2010, and 2012. In 2012, 7.0% of Mississippi's traffic fatalities were drivers ages 65-74, compared to 5.0% in Region 6 and 5.3% Nationwide (Figure 29).
- In 2012, *fatal crashes* involving drivers ages 75 and older increased slightly in Mississippi (by 7.9%), while the number of drivers ages 75 and older *killed* increased by a much larger proportion (by 24.0%). In contrast, Region 6 and the Nation each saw decreases in the number of fatal crashes involving drivers ages 75 and older and in the number of such drivers killed (Table 69).
- In Mississippi, driver fatalities for the age group 75 and older fluctuated with respect to the Region and the Nation, being below both in 2008 and 2011, and above both in 2012. In 2012, 6.9% of Mississippi's traffic fatalities were drivers ages 75 and older, compared to 4.0% for the Region and 5.9% for the Nation (Figure 30).
- The proportion of fatal crashes involving drivers ages 65-74 in Mississippi remained below the proportion of licensed drivers of the same age during the first four years of the period (2008-2011), but rose above in 2012 (Figure 31).
- Drivers ages 65-74 made up the majority of fatalities in Mississippi's fatal crashes involving drivers of this age group (53.7%), as they did in Region 6 (51.7%) and throughout the U.S. (51.5%) during the same years (2008-2012). In Mississippi, passengers of drivers ages 65-74 represented 17.6% of the fatalities in such crashes, and other road users represented 28.8% (Table 70).
- From 2008 through 2012, the proportion of fatal crashes involving drivers ages 75 and older in Mississippi fluctuated with respect to the proportion of the State's licensed drivers of the same age, but rose well above in 2012. Over all five years, the proportion of fatal crashes involving drivers ages 75 and older (6.4%) was generally representative of the proportion of the State's licensed drivers of the same age (6.5%) (Figure 32).
- From 2008 through 2012, drivers ages 75 and older constituted the vast majority of fatalities in Mississippi's fatal crashes involving drivers of this age group (74.1%), as they did in Region 6 (67.9%) and the Nation (67.7%) during the same years (2008-2012). In Mississippi, passengers of drivers ages 75 and older represented 12.3% of the fatalities in such crashes and other road users represented 13.6% (Table 71).

- During the five-year period in Mississippi, 66.0% of fatal crashes involving drivers ages 65-74 occurred between 9 a.m. and 6 p.m. Similarly, from 2008 through 2012, 59.5% of such crashes occurred during these same hours across Region 6, as did 62.1% Nationwide (Table 72).
- In Mississippi, 73.1% of crashes that involved drivers ages 75 and older occurred between 9 a.m. and 6 p.m. Similarly, in Region 6, 69.5% of crashes that involved drivers in this age group occurred between 9 a.m. and 6 p.m., as did 73.3% throughout the U.S. as a whole (Table 73).

Distraction

- In 2012, fatal crashes where at least one distraction was reported for at least one vehicle accounted for 8.5% of Mississippi's total fatal crashes, a percentage lower than that seen for Region 6 (14.6%) and that seen for the U.S. as a whole (11.7%) during the same year. In Mississippi, the number of fatal crashes in 2012 where a distraction was recorded (43) represents a 975.0% increase in this index when compared to the average of the prior two years (Table 76).
- Of the 43 crashes in Mississippi in 2012, where at least one distraction was recorded, 69.8% were recorded as *other distraction* and 30.2% were recorded as *distraction/inattention, details unknown* (Table 77).
- In Region 6, in 2012 *distraction/inattention, details unknown* was most frequently recorded (64.0%), as it was Nationwide (53.5%) during the same year (Table 77).

Detailed information regarding months, days, and times of greatest frequency of fatalities and fatal crashes for each category of fatal crashes can be found in the Emphasis Area sections.

BASIC DATA AND TREND ANALYSES

BASIC DATA AND TREND ANALYSES

About This Section

This Section contains basic information about the motor vehicle fatalities that occurred in Mississippi from 2008 through 2012. It is organized according to the following 10 topics:

- **Total Fatalities**
- **Alcohol-Impaired Driving Fatalities**
- **Speeding-related Fatalities**
- **Unbelted Passenger Vehicle Occupant Fatalities**
- **Motorcycle Rider Fatalities**
- **Pedestrian Fatalities**
- **Bicyclist Fatalities**
- **Fatalities Involving Young Drivers**
- **Fatalities Involving Older Drivers**
- **Distraction**

Each of these subsections includes a five-year data table for the State, showing the number of annual fatalities, along with fatality rates: deaths per 100 million miles of travel (VMT) and deaths per 100,000 population.⁵ The table also shows the percentage of total fatalities in the State accounted for by each category and the State's percentage of all such fatalities in the Region. Two additional tables contain similar data and trends for the Region and the Nation, respectively.

Graphs showing Mississippi's trends are also provided in each section. For the first four categories, these graphs show five years of data for: 1) *number of fatalities*; 2) the *VMT-based fatality rate*; and 3) the *population-based fatality rate*. Each graph includes a linear trendline and a 3-year moving average line. Linear trends are projected out three years to show the expected outcomes if the existing trend were to continue beyond the last year for which data are available. For the next five categories, graphs are provided only for: 1) *number of deaths*; and 2) *population death rate*. VMT data are either not available or not relevant for these categories.

Much of the data included in this report can also be found on the NHTSA Web site and are easily accessible for future updating. This can be done by logging on to the site at <http://www-fars.nhtsa.dot.gov/Main/index.aspx>. Although queries cannot be run across multiple years, there is a wealth of information that may be obtained by running single year queries. Mapping data are also available, and result sets from a query may be exported to a variety of formats. There are many other areas within which to obtain data, and it is suggested that the user explore that system to become familiar with this valuable resource.

⁵ The VMT fatality rate is included only for the first four categories: Total; Alcohol-Impaired; Speeding-related; and Unbelted occupant fatalities. VMT data are either unavailable or not relevant to the remaining categories.

Total Fatalities

Table 1 shows basic data on Mississippi fatalities from 2008 through 2012. It indicates that annual motor vehicle fatalities in the State dropped from 783 in 2008 to 582 in 2012, with the number decreasing in each successive year. The 2012 count (582) represents a 15.5% decrease when compared to the average of the prior four years (689), and a 25.7% decrease when compared to the count in 2008 (783). During the 2008-2012 period, the number of *vehicle miles traveled* (VMT) decreased slightly in Mississippi, by 5.0% in 2012 when compared to the 2008-2011 average, while the State's *population* remained relatively stable. The *VMT-based fatality rate* (i.e., expressed as the number of deaths per 100 million miles traveled) decreased in 2012, by 11.0% when compared to the 2008-2011 average, and the *population-based fatality rate* (expressed as the number of deaths per 100,000 population) also decreased, by 16.1%.

The data in Table 1 show that in 2012, Mississippi accounted for 7.6% of the *population* in Region 6; 9.7% of the Region's *VMT*; and 10.1% of the Region's *fatalities*. Mississippi's percentage of the Region's *fatalities* decreased by 16.5% in 2012 when compared to the 2008-2011 average, and the State's percentage of the Region's *population* and percentage of the Region's *VMT* decreased slightly, by 5.7% and by 2.5%, respectively.

A comparison of Mississippi data with the Regional data (Table 2) and National data (Table 3) indicates that Mississippi's *average* VMT-based fatality rate over these five years (1.66 per 100 million VMT) was higher than the five-year rate for Region 6 (1.45) and for the Nation (1.15). Mississippi's 2008-2012 population-based fatality rate (22.48 per 100,000 residents) was much higher than both the Regional (14.85) and the National (11.02) rates.

Table 1. Mississippi Basic Data

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Total Fatalities	783	700	641	630	582	-25.67%	-15.47%
VMT*	43,711	40,427	39,842	38,852	38,668	-11.54%	-5.01%
VMT Rate**	1.79	1.73	1.61	1.62	1.51	-15.98%	-11.01%
Population	2,947,806	2,958,774	2,970,036	2,978,512	2,984,926	1.26%	0.71%
Pop. Rate***	26.56	23.66	21.58	21.15	19.50	-26.59%	-16.07%
Pct of Region Fatalities	12.45%	12.22%	11.87%	11.65%	10.08%	-19.03%	-16.46%
Pct of Region VMT	10.96%	10.41%	10.16%	9.82%	9.74%	-11.06%	-5.73%
Pct of Region Population	7.89%	7.78%	7.69%	7.62%	7.55%	-4.31%	-2.54%

* Vehicle Miles of Travel (millions)

** Rate per 100 million vehicle miles

*** Rate per 100,000 population

Table 2 shows that total annual motor vehicle fatalities increased slightly in Region 6, by 1.2% in 2012 when compared to the 2008-2011 average, but decreased by 8.2% in 2012 when compared to the 2008 total. The Region's VMT-based fatality rates followed a similar pattern, increasing minimally in 2012 when compared to the prior four years, but decreasing by 7.7% in 2012 when compared to 2008. The population based fatality rate followed a slightly different pattern, decreasing by 2.1% in 2012 when compared to the 2008-2011 average and by 13.3% in 2012 when compared to 2008.

Table 2. Region 6 Basic Data

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Total Fatalities	6,291	5,726	5,402	5,410	5,775	-8.20%	1.19%
VMT*	398,962	388,285	392,315	395,802	396,830	-0.53%	0.76%
VMT Rate**	1.58	1.47	1.38	1.37	1.46	-7.71%	0.42%
Population	37,372,069	38,006,557	38,599,012	39,101,761	39,546,380	5.82%	3.34%
Pop. Rate***	16.83	15.07	14.00	13.84	14.60	-13.25%	-2.08%

* Vehicle Miles of Travel (millions)

** Rate per 100 million vehicle miles

*** Rate per 100,000 population

Table 3 shows that Nationwide, fatalities declined overall, with total fatalities (a 1.9% decrease), VMT-based fatality rate (a 2.1% decrease), and population-based fatality rate (a 3.7% decrease), each decreasing in 2012 when compared to the respective 2008-2011 average.

Table 3. Nationwide Basic Data

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change 2012 vs. prior 4-yr Avg.
Total Fatalities	37,423	33,883	32,999	32,479	33,561	-10.32%	-1.86%
VMT*	2,974	2,957	2,967	2,946	2,969	-0.16%	0.27%
VMT Rate**	1.26	1.15	1.11	1.10	1.13	-10.18%	-2.12%
Population (thousands)	304,094	306,772	309,350	311,592	313,914	3.23%	1.94%
Pop. Rate***	12.31	11.05	10.67	10.42	10.69	-13.13%	-3.72%

* Vehicle Miles of Travel (billions)

** Rate per 100 million vehicle miles

*** Rate per 100,000 population

Figure 1 shows total deaths for each year, a three-year moving average, and the linear trend in total fatalities for Mississippi. If the linear trend were to continue, total fatalities would decline to **526** in 2013, **478** in 2014, and **431** in 2015. The calculated R^2 value for this trendline is 0.94.⁶ The three-year moving average, represented by the red line, shows a steady decline.

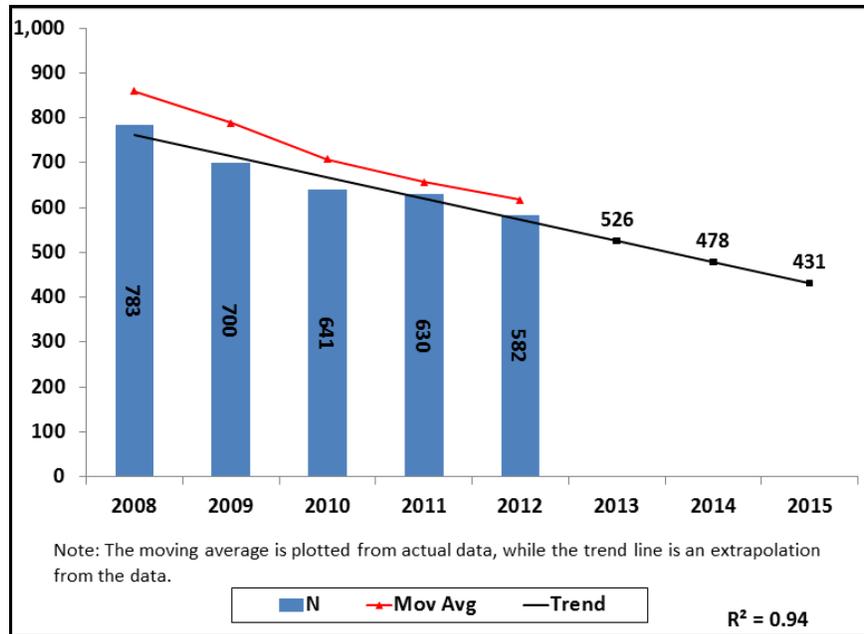


Figure 1. Mississippi Total Fatalities

⁶ The R^2 value is called the *coefficient of determination*. It is a measure of how much of the change in fatalities is accounted for by a unit change over time. A high value of R^2 (up to a maximum of 1.0) would indicate that time (i.e., year) accounts for a good deal of the variability in – and may be regarded as a good predictor of – fatalities. A low value of R^2 (closer to 0.0) indicates that time is a relatively poor predictor of fatalities. See the Appendix for a more complete discussion of linear trendlines and this coefficient.

Figure 2 shows a declining trend in the *VMT-based* fatality rate for Mississippi. If this trend were to continue, there would be **1.45** deaths per 100 million VMT in 2013, **1.38** in 2014, and **1.31** in 2015. Here the R^2 value is 0.93. The three-year moving average shows an overall decline.

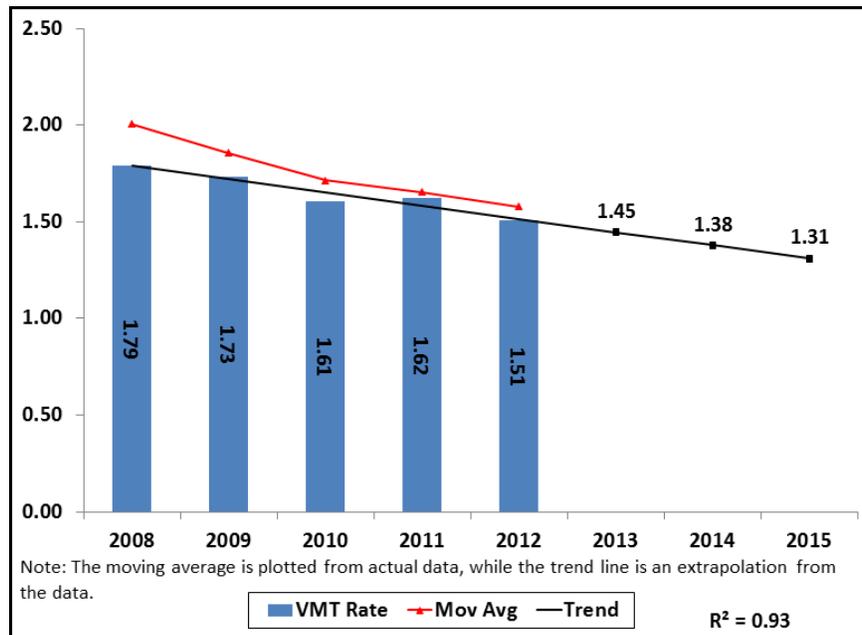


Figure 2. Mississippi Total Fatalities, VMT Rate

Figure 3 presents the trend in the *population-based* fatality rate for Mississippi. If this trend were to continue, there would be **17.50** deaths per 100,000 population in 2013, **15.84** in 2014, and **14.17** in 2015. Here the R^2 value is 0.94. The three-year moving average shows a steady decline.

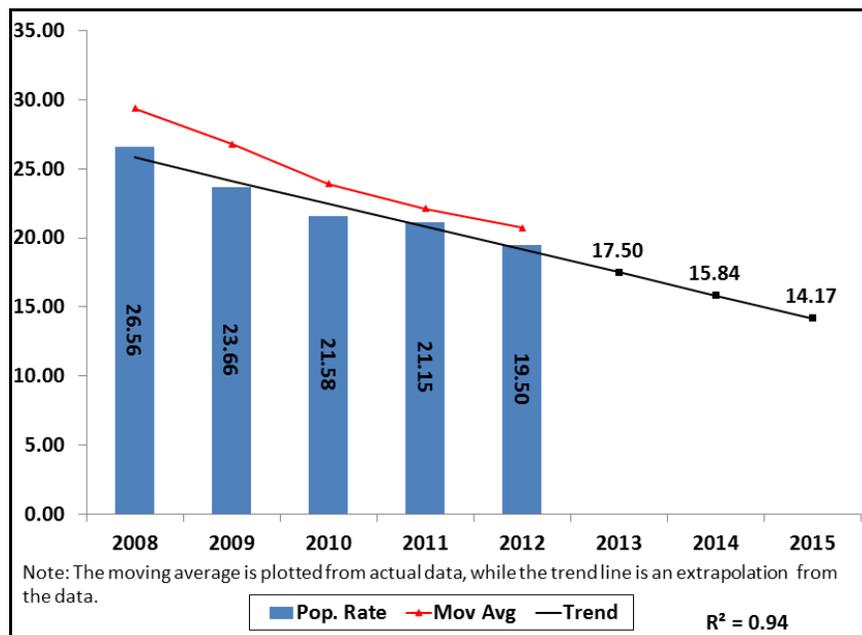


Figure 3. Mississippi Total Fatalities, Population Rate

Alcohol-Impaired Driving Fatalities

From 2008 through 2011, Mississippi’s alcohol-impaired driving fatalities averaged 204 per year. In 2012, such deaths decreased to 179, representing a decrease of 12.4% when compared to the 2008-2011 average (204) and a larger, 28.7% decrease when compared to the 2008 total (251). The decrease in the *VMT-based* fatality rate was slightly smaller than the decrease in the number of fatalities, with the rate in 2012 (0.46 deaths per 100 million miles traveled) being 7.7% lower than the 2008-2011 average (0.50) and 19.4% lower than the 2008 rate (0.57). Mississippi’s alcohol-impaired *population-based* fatality rate followed a similar pattern, with the 2012 rate (6.00 deaths per 100,000 population) representing a 13.0% decrease when compared to the 2008-2011 average (6.89) and a larger, 29.6% decrease when compared to the rate in 2008 (8.51).

The impaired percent of total deaths is a key index of the problem of alcohol-impaired driving fatalities. In Mississippi, this proportion increased slightly in 2012 (30.8%), by 3.7% when compared to the average of the previous four years (29.7%), but decreased by 4.1% when comparing the 2012 proportion to that in 2008 (32.1%). This suggests that different factors were affecting alcohol-impaired driving deaths and all other traffic-related deaths, which decreased by much larger proportions (see Table 1). Table 4 also shows that Mississippi’s proportion of the Region’s impaired deaths decreased, by 10.0% in 2012 (8.9%) when compared to the 2008-2011 average (9.9%).

Table 4. Mississippi Alcohol-Impaired Driving Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	251	233	174	159	179	-28.69%	-12.36%
VMT Rate*	0.57	0.58	0.44	0.41	0.46	-19.38%	-7.74%
Pop. Rate**	8.51	7.87	5.86	5.34	6.00	-29.57%	-12.98%
Pct of Total	32.06%	33.29%	27.15%	25.24%	30.76%	-4.06%	3.67%
Pct of Region	11.17%	11.01%	8.67%	8.29%	8.87%	-20.59%	-10.02%

* Rate per 100 million miles of travel

** Rate per 100,000 population

Table 5 provides impaired fatality and rate data for the entire Region and Table 6 provides such data for the Nation. Over the entire five-year period, the average *VMT rate* in Mississippi (0.49 deaths per 100 million VMT) was lower than the rate for Region 6 (0.52 deaths), but both were higher than the National rate (0.36). The 2008-2012 alcohol-impaired *population-based* fatality rate in Mississippi (6.71 deaths/100,000 residents) was higher than the rates for both Region 6 (5.35) and the Nation (3.42) during the same years.

With regard to change, Table 5 shows that in 2012, alcohol-impaired driving fatalities decreased by 2.6% in Region 6 when compared to the 2008-2011 average, while VMT-based and population-based fatality rates dropped by 3.3% and 5.8%, respectively.

Table 5. Region 6 Alcohol-Impaired Driving Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	2,247	2,117	2,006	1,918	2,018	-10.19%	-2.61%
VMT Rate*	0.56	0.55	0.51	0.48	0.51	-9.71%	-3.34%
Pop. Rate**	6.01	5.57	5.20	4.91	5.10	-15.13%	-5.75%
Pct of Total	35.72%	36.97%	37.13%	35.45%	34.94%	-2.17%	-3.75%

* Rate per 100 million miles of travel

** Rate per 100,000 population

Table 6 indicates that Nationwide, alcohol-impaired deaths declined by 2.8% in 2012, while VMT-based and population-based fatality rates dropped by 3.0% and 4.6%, respectively. These National declines were similar to those seen Regionally throughout the same timeframe.

In 2012, the impaired driving *percentage of total fatalities* increased in Mississippi (by 3.7%), but decreased throughout Region 6 (a 3.8% decrease) and the U.S. as a whole (a 1.0% decrease). Here again, these changes in 2012 are relative to the respective 2008-2011 average.

Table 6. Nationwide Alcohol-Impaired Driving Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	11,711	10,759	10,136	9,865	10,322	-11.86%	-2.79%
VMT Rate*	0.39	0.36	0.34	0.33	0.35	-11.72%	-3.04%
Pop. Rate**	3.85	3.51	3.28	3.17	3.29	-14.62%	-4.63%
Pct of Total	31.29%	31.75%	30.72%	30.37%	30.76%	-1.72%	-0.95%

* Rate per 100 million miles of travel

** Rate per 100,000 population

Figure 4 shows the trend in Mississippi's *alcohol-impaired driving fatalities*. If this trend were to continue, there would be **134** such fatalities in 2013, **112** in 2014, and **90** in 2015. The R^2 value for this trendline is 0.73 and the three-year moving average (red line) shows a decline.

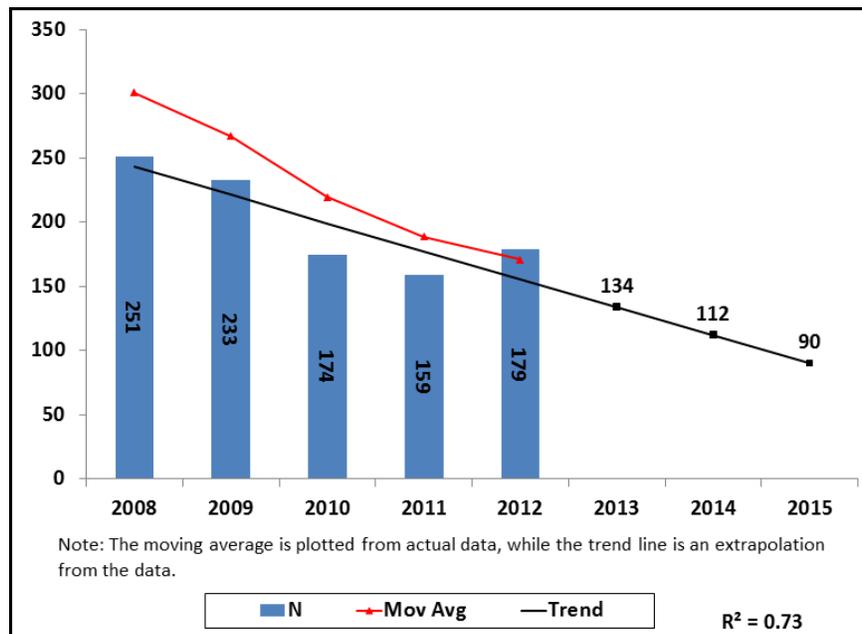


Figure 4. Mississippi Alcohol-Impaired Driving Fatalities

As seen in Figure 5, the linear trendline projects Mississippi's *VMT-based fatality rate* to **0.37** deaths (per 100 million VMT) in 2013, **0.34** in 2014, and **0.30** in 2015. Here the R^2 value is 0.62 and the three-year moving average shows a decline.

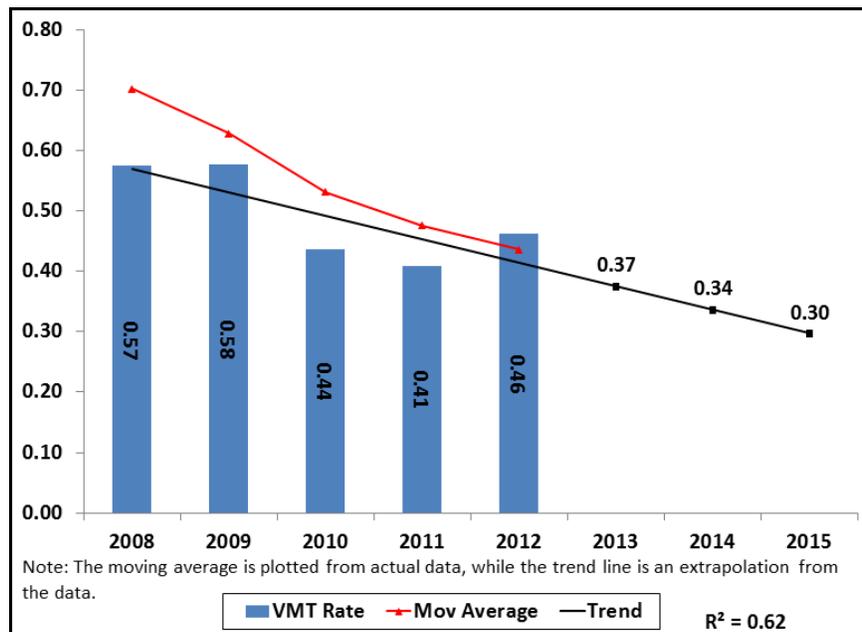


Figure 5. Mississippi Alcohol-Impaired Driving Fatalities, VMT Rate

The *population-based rate* seen in Figure 6 also shows a downward trend, projecting to **4.44** deaths (per 100,000 residents) in 2013, **3.69** in 2014, and **2.93** in 2015. The R^2 value for this trendline is 0.74 and the moving average shows a decline.

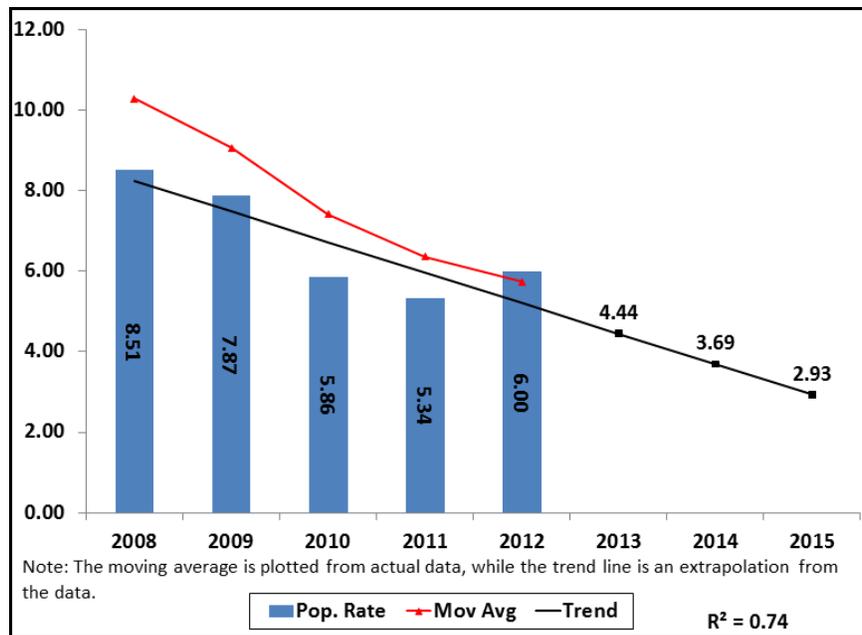


Figure 6. Mississippi Alcohol-Impaired Driving Fatalities, Population Rate

BAC reporting rates for Mississippi, the U.S., and the “Best State(s)” are presented in Table 7. Throughout the five-year period, Mississippi’s average *rate of BAC reporting for surviving drivers* was 19.6%, lower than the rate of reporting in the Nation (30.7%), and both much lower than that of the best State for the given period (86.9%). Clearly, there is a large range of testing and reporting. Mississippi reported BACs for 22% of *surviving* drivers in 2012, compared with an average of 19.2% across the prior four-year period, representing a 12.3% increase in this index for the State.

Mississippi had a *higher rate of reporting for fatally-injured drivers*, averaging 39.6% over the five-year period, but still lower than the Nation, which reported BACs for 75.2% of fatally-injured drivers during the same years. By comparison, the best State provided BACs for 96.7% of fatally-injured drivers. Throughout the 2008-2012 period, Mississippi saw a 25.7% decrease in the percentage of *killed* drivers for which there was a reported BAC when comparing the 2012 proportion (31%) to the average of the prior four years (41.5%).

Among *all drivers involved* in fatal crashes (i.e., fatally injured and surviving) from 2008 through 2012, the average percentages with reported BACs were 31.1% in Mississippi, 51.9% throughout the U.S., and 90.1% in the best State. Mississippi experienced a 15.1% decrease in this index in 2012 (27%) when compared to the prior four years (31.9%).

Table 7. BAC Reporting Rates for Drivers and Motorcycle Operators

		2008	2009	2010	2011	2012
Surviving Drivers and Operators						
Total	MS	417	370	339	362	278
	U.S.	26,162	23,502	23,527	23,025	23,943
Total with BAC Reported	MS	78	41	71	96	60
	U.S.	7,656	7,188	7,927	7,484	6,653
% with BAC Reported	MS	19%	11%	21%	27%	22%
	U.S.	29%	31%	34%	33%	28%
	Best State*	81%	86%	92%	88%	80%
Killed Drivers and Operators						
Total	MS	568	487	461	445	406
	U.S.	24,254	21,835	21,072	20,815	21,394
Total with BAC Reported	MS	265	109	215	224	125
	U.S.	18,415	16,753	16,405	15,846	14,792
% with BAC Reported	MS	47%	22%	47%	50%	31%
	U.S.	76%	77%	78%	76%	69%
	Best State*	99%	100%	100%	98%	95%
All Drivers and Operators						
Total	MS	985	857	800	807	684
	U.S.	50,416	45,337	44,599	43,840	45,337
Total with BAC Reported	MS	343	150	286	320	185
	U.S.	26,071	23,941	24,332	23,330	21,445
% with BAC Reported	MS	35%	18%	36%	40%	27%
	U.S.	52%	53%	55%	53%	47%
	Best State*	85%	90%	91%	93%	91%

* Best State: highest percents could be in different States for different categories

Speeding-Related Fatalities

A speeding-related fatality is defined as one that occurred in a crash where a driver was charged with a speeding-related offense or where an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor.⁷

Table 8 shows that there were 327 speeding-related fatalities in Mississippi in 2008. This number decreased considerably during the five-year period to a low of 95 in 2012, despite a slight increase in 2010. The number of speeding-related fatalities in Mississippi in 2012 (95) represents a 42.9% decrease compared to the average of the prior four years (167 fatalities) and a 71.0% decrease when compared to the 2008 total. The VMT-based death rate followed a similar pattern, decreasing by 39.9% in 2012 (0.25 deaths per 100 million miles of travel) when compared to the average of the previous four years (0.41) and by 67.2% in 2012 compared to the rate in 2008 (0.75). Likewise, the population-based fatality rate fell from a high of 11.09 deaths per 100,000 population in 2008 to a low of 3.18 in 2012, with the 2012 rate (3.18 fatalities) being 43.4% lower than the 2008-2011 average (5.62) and 71.3% lower than the 2008 rate (11.09).

In Mississippi, each of the speeding-related indices (i.e., fatalities, VMT death rate, and population death rate) was at its highest level in 2008 and at its lowest level in 2012.

In 2008, 41.8% of all traffic fatalities in Mississippi were speeding-related. This proportion ultimately decreased throughout the 2008-2012 period, with the 2012 percentage (16.3%) representing a 32.5% decrease when compared the average of the previous four years (24.2%), and a larger, 60.9% decrease when compared to the proportion in 2008 (41.8%).

Table 8. Mississippi Speeding-Related Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	327	106	129	104	95	-70.95%	-42.94%
VMT Rate*	0.75	0.26	0.32	0.27	0.25	-67.16%	-39.93%
Pop. Rate**	11.09	3.58	4.34	3.49	3.18	-71.31%	-43.35%
Pct of Total	41.76%	15.14%	20.12%	16.51%	16.32%	-60.91%	-32.50%
Pct of Region	14.06%	5.44%	6.79%	5.60%	5.03%	-64.24%	-39.39%

* Rate per 100 million miles of travel

** Rate per 100,000 population

⁷ In this section, speeding-related and speed-related are used interchangeably.

Table 9 shows that, from 2008 through 2012, the number of *speeding-related fatalities* decreased throughout Region 6, by 5.9% in 2012 when compared to the prior four years. The VMT-based death rate also decreased Regionally (by 6.6%), as did the population-based death rate (by 8.9%) during the same timeframe. The Region’s proportion of speeding-related fatalities to total fatalities in 2012 (32.7%) represents a 7.0% decrease when compared to the 2008-2011 average (35.2%).

Table 9. Region 6 Speeding-Related Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	2,325	1,947	1,899	1,856	1,889	-18.75%	-5.87%
VMT Rate*	0.58	0.50	0.48	0.47	0.48	-18.32%	-6.58%
Pop. Rate**	6.22	5.12	4.92	4.75	4.78	-23.22%	-8.91%
Pct of Total	36.96%	34.00%	35.15%	34.31%	32.71%	-11.49%	-6.97%

* Rate per 100 million miles of travel

** Rate per 100,000 population

As shown in Table 10, speeding-related fatalities decreased throughout the U.S., by 4.8% in 2012 when compared to the prior four-year average. Both the *VMT* and *population-based rates* decreased Nationally as well, with the VMT rate falling by 5.1% and the population-based rate falling by 6.6% during the same timeframe. The Nation’s *speeding-related percentage of total deaths* averaged 31.2% from 2008 through 2012, with this proportion decreasing by 3.0% in 2012 (30.5%) when compared to the 2008-2011 average (31.4%).

Table 10. Nationwide Speeding-Related Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	11,767	10,664	10,508	10,001	10,219	-13.16%	-4.81%
VMT Rate*	0.40	0.36	0.35	0.34	0.34	-13.02%	-5.06%
Pop. Rate**	3.87	3.48	3.40	3.21	3.26	-15.87%	-6.61%
Pct of Total	31.44%	31.47%	31.84%	30.79%	30.45%	-3.16%	-3.01%

* Rate per 100 million miles of travel

** Rate per 100,000 population

Figure 7 shows the trend in Mississippi’s speeding-related fatalities. If this trend were to continue, the number of such fatalities would decrease to **12** in 2013. No value is shown for 2014 and 2015 because the model used for the linear trendline generates a negative number. This linear trend should be viewed with some caution, as factors such as a changing economy can influence future driving exposure and safety outcomes. The R^2 value for this projection is 0.56. The three-year moving average shows a strong decline that levels off at the end of the period.

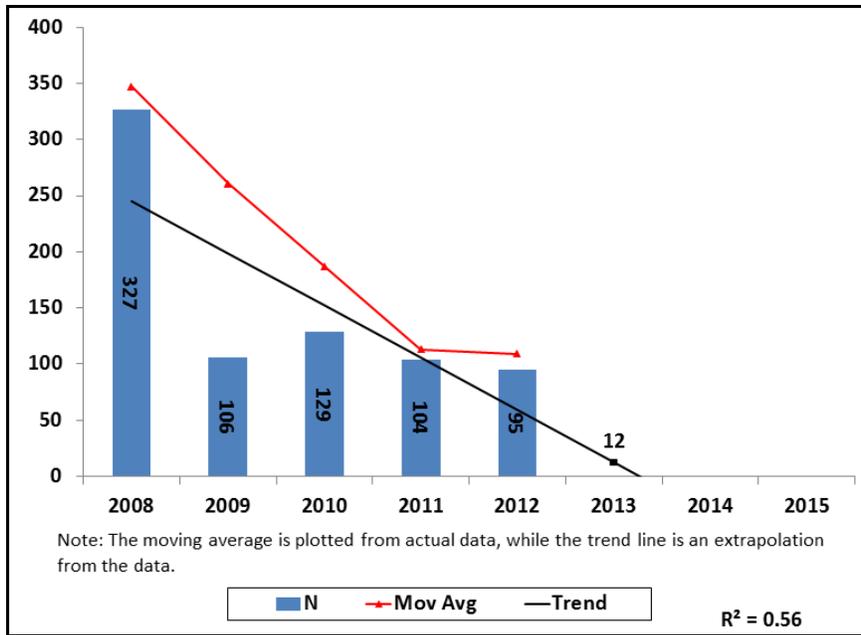


Figure 7. Mississippi Speeding-Related Fatalities

Based on the linear trendline shown in Figure 8, the VMT-based rate of speeding-related deaths is declining in Mississippi, and if this trend were to continue the number of speeding-related deaths per 100 million VMT would be **0.07** in 2013; again, no value is shown for 2014 and 2015. The R^2 value for this projection is 0.55 and the three-year moving average shows a strong decline throughout most of the period but a flattening at the end.

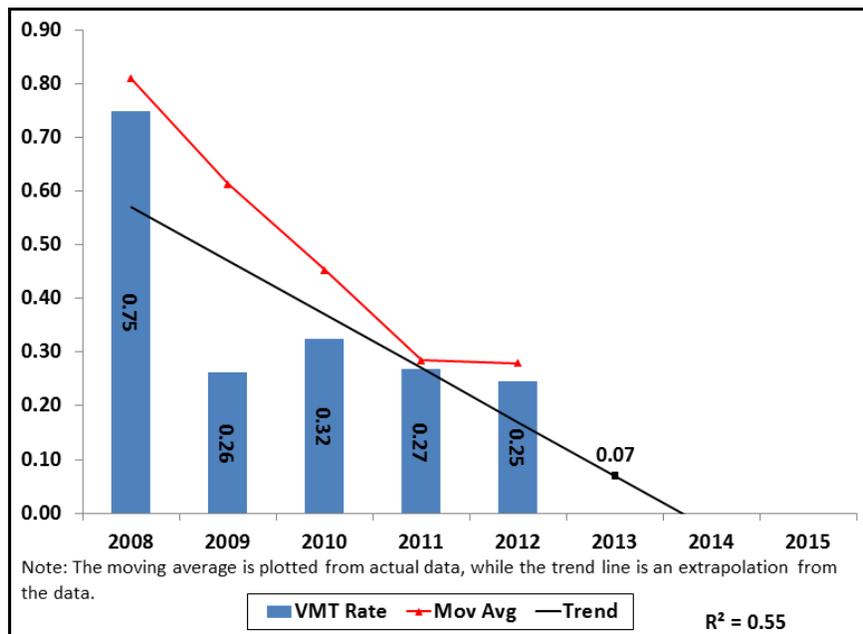


Figure 8. Mississippi Speeding-Related Fatalities, VMT Rate

Figure 9 presents a pattern similar to that seen in the two preceding charts: a decreasing linear trend and a three-year moving average that shows a strong decline that levels off at the end of the period. Here the linear trend projects **0.37** deaths (per 100,000 population) in 2013. No value is shown for 2014 and 2015 because the model used for the linear trend generates a negative number. The R^2 value for this trendline is 0.56.

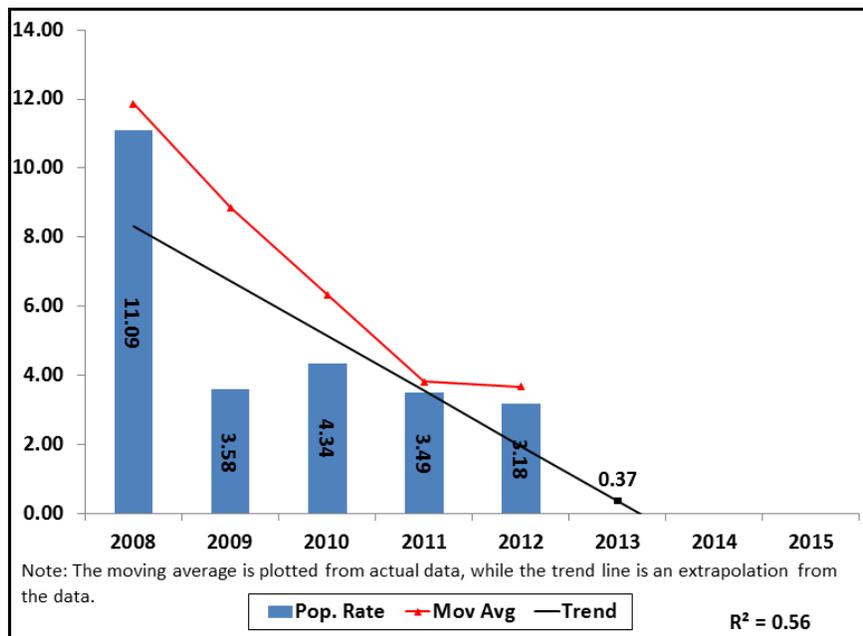


Figure 9. Mississippi Speeding-Related Fatalities, Population Rate

Unbelted Passenger Vehicle Occupant Fatalities

Table 11 shows the numbers and rates of *unbelted passenger vehicle occupants* (i.e. occupants of passenger cars, light trucks, and vans) killed in Mississippi from 2008 through 2012. The number decreased in each successive year from a high of 432 deaths in 2008 to a low of 293 in 2012. In 2012, there were 19.8% fewer *unbelted fatalities* compared to the prior four-year average (365) and 32.2% fewer when compared to the 2008 number (432).

In 2012, Mississippi's *VMT-based* and *population-based unbelted fatality rates* decreased as well, by 15.6% and 20.0%, respectively, when compared with the averages of the previous four years. The State's 2008-2012 VMT-based fatality rate (0.87) was much higher than both the Regional rate (0.50) and the National rate (0.38) during the same years. The five-year population-based unbelted fatality rates followed a similar pattern, with that seen for Mississippi (11.82 deaths per 100,000 population) being well above the 2008-2012 rate for Region 6 (5.14) and for the U.S. as a whole (3.60).

In Mississippi, *observed safety belt use* increased consecutively each year, from a low of 71.3% in 2008 to a high of 83.2% in 2012. The proportion in 2012 (83.2%) represents a 7.3% increase from the 2008-2011 average (77.6%) and a 14.3% increase from the proportion in 2008 (71.3%).

In Mississippi, unbelted fatalities represented 55.2% of all traffic-related deaths in 2008, with this proportion decreasing successively each year during the first four years of the period (2008-2011) before increasing slightly in 2012. The proportion in 2012 (50.3%) represents a 5.1% decrease from the previous four-year average (53.1%) and an 8.8% decrease from the 2008 proportion. During the 2008-2012 period, Mississippi represented 17.7% of all unbelted fatalities throughout Region 6.

Table 11. Mississippi Unbelted Passenger Vehicle Occupant Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	432	380	340	309	293	-32.18%	-19.78%
VMT Rate*	0.99	0.94	0.85	0.80	0.76	-23.33%	-15.55%
Pop. Rate**	14.87	12.98	11.53	10.44	9.87	-33.66%	-19.95%
Pct of Total	55.17%	54.29%	53.04%	49.05%	50.34%	-8.75%	-5.10%
Pct of Region	19.00%	18.03%	18.43%	17.01%	15.85%	-16.54%	-12.71%
Observed Belt Use	71.3%	76.0%	81.0%	81.9%	83.2%	14.30%	7.29%

* Rate per 100 million miles of travel

** Rate per 100,000 population

Table 12 presents data for such fatalities in Region 6. These data indicate that during the five years, unbelted occupant *fatalities* decreased by 8.1% Regionally (in 2012 when compared to the prior four years), accounting for 34.6% of the Region's total traffic-related fatalities during the 2008-2012 period. The 2012 percent of total deaths (32.0%) represents a 9.2% decline in this proportion, compared to the average of the prior four years (35.2%).

Table 12. Region 6 Unbelted Passenger Vehicle Occupant Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	2,274	2,108	1,845	1,817	1,848	-18.73%	-8.11%
VMT Rate*	0.57	0.54	0.47	0.46	0.47	-18.30%	-8.80%
Pop. Rate**	6.08	5.55	4.78	4.65	4.67	-23.20%	-11.07%
Pct of Total	36.15%	36.81%	34.15%	33.59%	32.00%	-11.47%	-9.18%

* Rate per 100 million miles of travel

** Rate per 100,000 population

Table 13 shows that *Nationally*, the number of unbelted occupant deaths declined overall, from 12,925 in 2008 to 10,335 in 2012. The 2012 total represents an 8.7% decrease from the prior four-year average, but a much larger, 20.0% decrease when compared to the 2008 total. Unbelted fatalities accounted for 32.7% of all traffic-related deaths from 2008 through 2012, with this proportion decreasing during the five years, by 7.0% in 2012 when compared to the 2008-2011 average (33.1%).

Table 13. Nationwide Unbelted Passenger Vehicle Occupant Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	12,925	11,545	10,590	10,215	10,335	-20.04%	-8.69%
VMT Rate*	0.43	0.39	0.36	0.35	0.35	-19.91%	-8.93%
Pop. Rate**	4.25	3.76	3.42	3.28	3.29	-22.54%	-10.43%
Pct of Total	34.54%	34.07%	32.09%	31.45%	30.79%	-10.84%	-6.96%

* Rate per 100 million miles of travel

** Rate per 100,000 population

The five-year trends in the *numbers* and *rates* of *unbelted occupant* fatalities in Mississippi are shown in Figures 10-12. With regard to fatalities (Figure 10), the linear trend projects **246** such deaths in 2013, **211** deaths in 2014, and **176** deaths in 2015. The calculated R^2 value for this trendline is 0.96. The three-year moving average shows a steady decline.

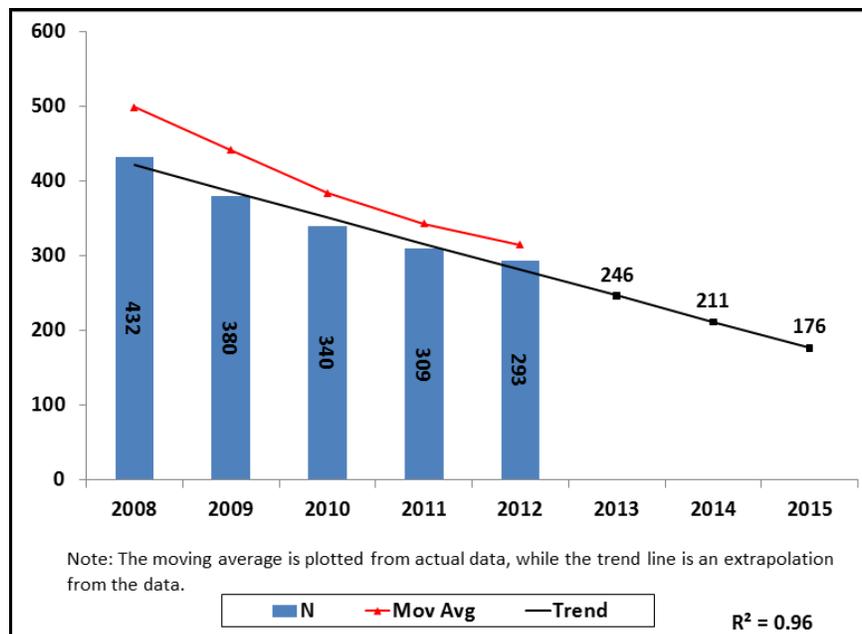


Figure 10. Mississippi Unbelted Passenger Vehicle Occupant Fatalities

Figure 11 presents the declining trend in *VMT-based* fatality rate for unbelted fatalities in Mississippi. If the linear trend were to continue, the unbelted death rate would be **0.69** (deaths per 100 million VMT) in 2013, **0.62** in 2014, and **0.56** in 2015. Here, the R^2 value is 0.98. The three-year moving average shows a decline.

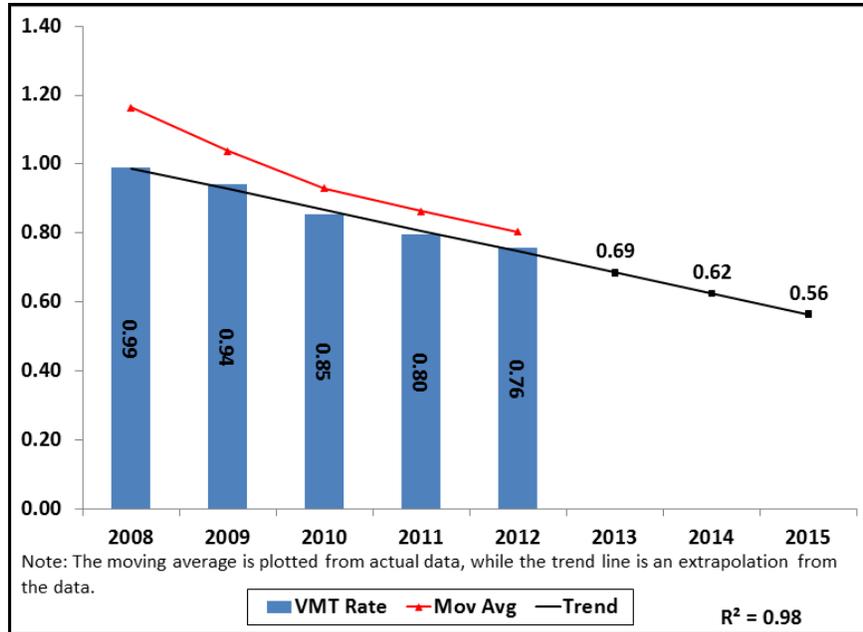


Figure 11. Mississippi Unbelted Passenger Vehicle Occupant Fatalities, VMT Rate

Figure 12 shows the declining trend for the *population-based* fatality rate for unbelted fatalities in Mississippi. If this linear trend were to continue, the State’s unbelted death rate would be **8.17** (deaths per 100,000 residents) in 2013, **6.92** in 2014, and **5.67** in 2015. Here, the R^2 value is 0.96 and the moving average also shows a decline. Each of linear trends shown in Figures 10, 11, and 12 should be viewed with some caution, as factors such as a changing economy can influence future driving exposure and fatality rates.

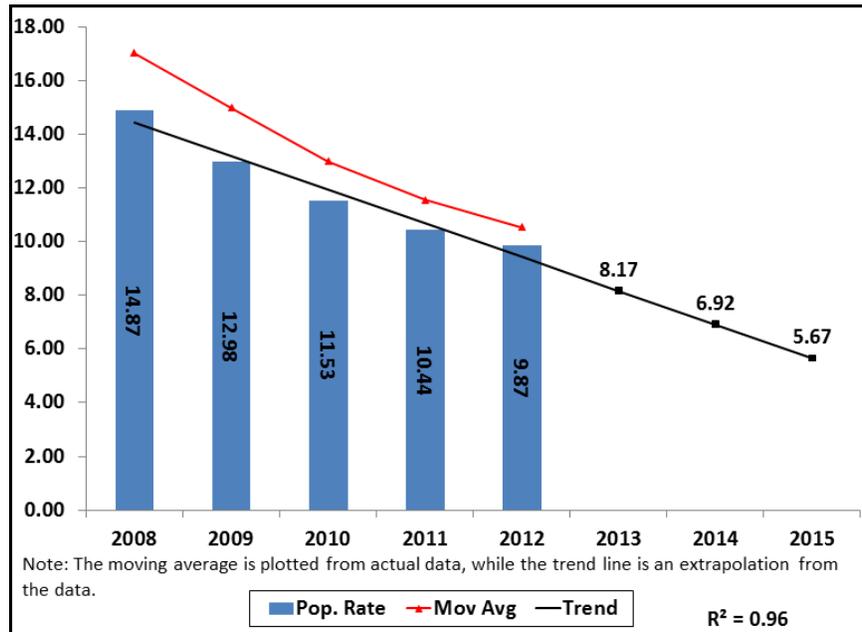


Figure 12. Mississippi Unbelted Passenger Vehicle Occupant Fatalities, Population Rate

Motorcycle Rider Fatalities

Motorcycle riders include both operators and passengers of a motorcycle. The term “motorcyclist” also includes both the operator and the passenger.

Table 14 shows that in Mississippi, the *number of motorcyclist deaths* ultimately decreased throughout the five-year period. The number fluctuated during each consecutive year, from a high of 58 deaths in 2011 to a low of 39 deaths in 2012. The count in 2012 (39) represents a 16.6% decrease when compared to the prior four-year average (47) and a 2.5% decrease compared to the 2008 total (40).

Mississippi’s *population-based motorcyclist death rate* followed a similar pattern, fluctuating year-by-year but ultimately decreasing, by 16.8% in 2012 (1.31 deaths per 100,000 population) when compared to the 2008-2011 average (1.58), and by 4.6% in 2012 when compared to the rate in 2008 (1.38). The average rate in Mississippi throughout the five years (1.52 per 100,000 residents) is lower than the five-year rates for Region 6 (1.89) and the U.S. as a whole (1.55).

In Mississippi, motorcyclist deaths as a *percentage of total* traffic-related deaths fluctuated year-to-year, with the percentage of deaths in 2012 that were motorcyclists (6.7%) representing a 1.3% decrease compared to the 2008-2011 average (6.8%), but a 31.2% increase compared to the 2008 proportion (5.1%). Over all five years, Mississippi motorcyclists comprised 6.2% of all motorcyclist deaths in Region 6.

Unhelmeted motorcyclists accounted for 8 of Mississippi's motorcyclist fatalities in 2008, with this number fluctuating throughout the five years but ultimately decreasing to its lowest point in 2012 (5 fatalities). The count in 2012 represents a 44.4% decrease from the 2008-2011 average (9) and a 37.5% decrease from the number in 2008. As a percentage of all motorcyclist deaths in the State, unhelmeted motorcyclists accounted for 18.2% during the 2008-2012 period, with the 2012 proportion (12.8%) representing a 33.4% decrease compared to the prior four years (19.3%) and a 35.9% decrease compared to the 2008 proportion (20.0%).

Table 14. Mississippi Motorcycle Rider Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	40	47	42	58	39	-2.50%	-16.58%
Pop. Rate*	1.38	1.60	1.42	1.96	1.31	-4.64%	-16.75%
Pct of Total	5.11%	6.71%	6.55%	9.21%	6.70%	31.17%	-1.31%
Pct of Region	5.11%	6.46%	6.41%	7.62%	5.44%	6.47%	-14.89%
Unhelmeted Fatalities	8	6	16	6	5	-37.50%	-44.44%
Pct Unhelmeted Fatalities	20.00%	12.77%	38.10%	10.34%	12.82%	-35.90%	-33.40%

* Rate per 100,000 population

Table 15 provides data for such fatalities in Region 6. The Region as a whole also saw a slight decrease in motorcyclist fatalities during the five-year period, with the number of fatalities decreasing by 2.0% and the population-based fatality rate decreasing by 5.2%, each in 2012 when compared to the respective prior four-year average. The *motorcyclist percent of total deaths* decreased slightly as well, by 3.1% in 2012 compared to the 2008-2011 average. The Region's proportion of unhelmeted fatalities also decreased, by 8.7%.

Table 15. Region 6 Motorcycle Rider Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	783	727	655	761	717	-8.43%	-1.98%
Pop. Rate*	2.10	1.91	1.70	1.95	1.81	-13.46%	-5.15%
Pct of Total	12.45%	12.70%	12.13%	14.07%	12.42%	-0.25%	-3.13%
Unhelmeted Fatalities	473	426	377	395	374	-20.93%	-10.47%
Pct Unhelmeted Fatalities	60.4%	58.6%	57.6%	51.9%	52.2%	-13.65%	-8.66%

* Rate per 100,000 population

As seen in Table 16, Nationally, the *number of motorcyclist fatalities* and the *population-based fatality rate* increased in 2012, by 4.8% and 2.8%, respectively. However, these increases in 2012 still did not reach the levels seen in 2008.

Throughout the U.S., the *motorcyclist percent of total deaths* also increased in 2012, by 6.7% when compared with the 2008-2011 average. And while the *number of unhelmeted deaths* increased Nationally in 2012 (by 4.5% compared to the prior four years), the *unhelmeted percent of total motorcyclist deaths* remained relatively stable.

Table 16. Nationwide Motorcycle Rider Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	5,312	4,469	4,518	4,630	4,957	-6.68%	4.75%
Pop. Rate*	1.75	1.46	1.46	1.49	1.58	-9.60%	2.76%
Pct of Total	14.19%	13.19%	13.69%	14.26%	14.77%	4.06%	6.73%
Unhelmeted Fatalities	2,160	1,915	1,868	1,852	2,036	-5.74%	4.48%
Pct Unhelmeted Fatalities	40.66%	42.85%	41.35%	40.00%	41.07%	1.01%	-0.26%

* Rate per 100,000 population

The next two figures present annual and projected motorcycle fatalities and population-based fatality rates for Mississippi. Figure 13 shows a slightly *increasing* linear trend that projects **48** deaths in 2013, **49** in 2014, and **50** in 2015. The R^2 value for this trendline is 0.03. A changing economy is likely to affect this trend. The three-year moving average decreases during the first half of the period but shows mild fluctuations thereafter.

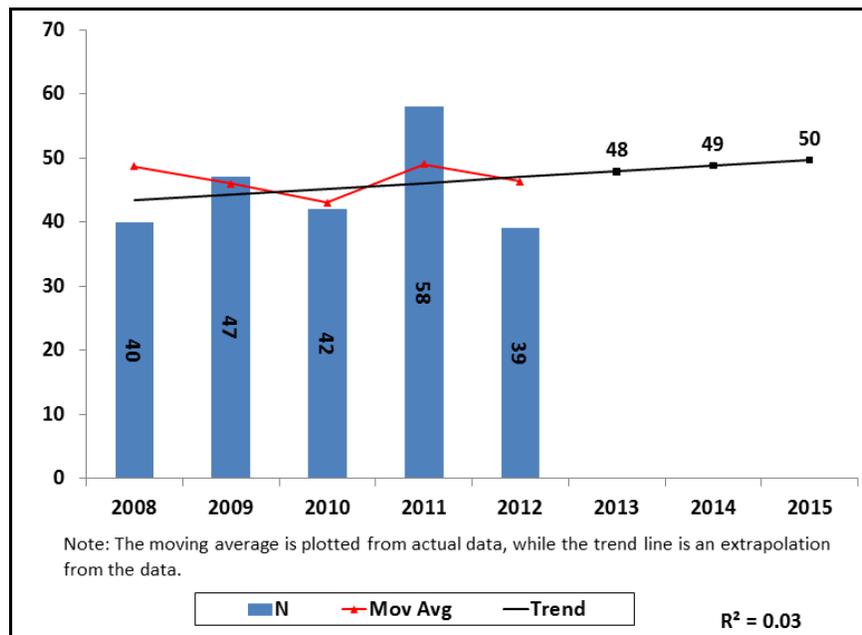


Figure 13. Mississippi Motorcycle Rider Fatalities

Figure 14 shows a similar trend in the population-based fatality rate for motorcyclists in Mississippi. If this trend were to continue, there would be approximately **1.60** such deaths per 100,000 residents in 2013, **1.63** deaths in 2014, and **1.65** in 2015. The R^2 value for this trendline is 0.02 and the three-year moving average shows an initial decrease followed by some fluctuation.

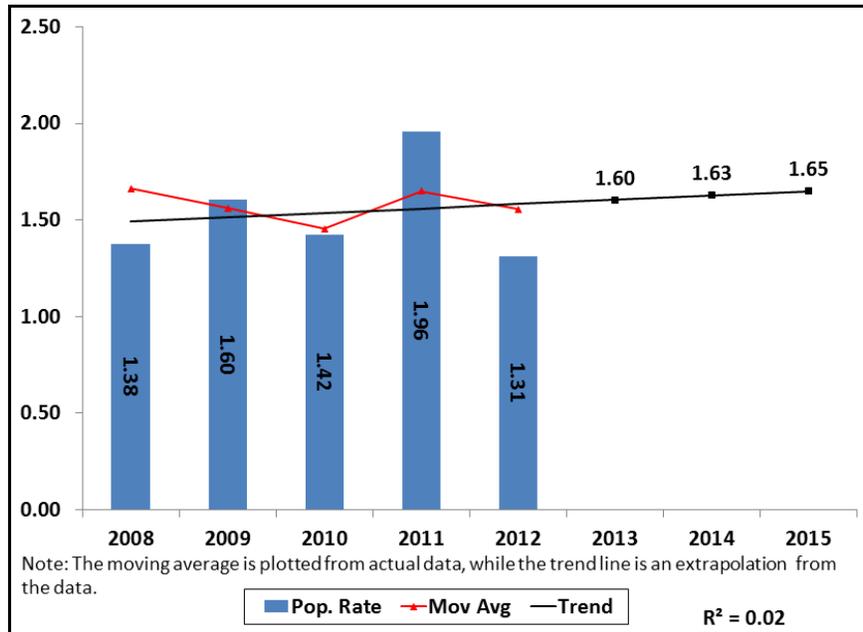


Figure 14. Mississippi Motorcycle Rider Fatalities, Population Rate

Pedestrian Fatalities

Table 17 shows the *number* and *rate* of pedestrian deaths in Mississippi, both of which decreased throughout the 2008-2012 period. Overall, the 2012 total (48 fatalities) is 6.3% lower than the prior four-year average (51 fatalities) and 4.0% lower than the count in 2008 (50 fatalities).

The State's population-based pedestrian fatality rate also decreased in 2012 (1.61 deaths per 100,000 population), by 7.0% when compared to the prior four-year average (1.73). Over all five years, Mississippi's average population death rate for pedestrians (1.70) was greater than that seen for Region 6 (1.69) and the U.S. as a whole (1.42).

Throughout the five years shown in Table 17, pedestrians accounted for 7.6% of all traffic-related deaths in Mississippi. The 2012 percentage (8.3%) represents a 10.8% *increase* in this index when compared to the 2008-2011 average (7.4%) and a 29.2% increase compared to the 2008 proportion (7.3%).

Mississippi pedestrian fatalities accounted for 7.8% of all Region 6 pedestrian deaths during the 2008-2012 period, with the percentage in 2012 (6.2%) representing a decrease of 24.5% when compared to the prior four years (8.3%) and a decrease of 15.1% when compared to the proportion in 2008 (7.3%).

Table 17. Mississippi Pedestrian Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	50	58	50	47	48	-4.00%	-6.34%
Pop. Rate*	1.70	1.96	1.68	1.58	1.61	-5.19%	-7.00%
Pct of Total	6.39%	8.29%	7.80%	7.46%	8.25%	29.15%	10.80%
Pct of Region	7.34%	9.88%	8.76%	7.30%	6.23%	-15.10%	-24.50%

* Rate per 100,000 population

Table 18 shows that pedestrian fatalities increased considerably across Region 6, by 24.0% in 2012 (770 deaths) when compared to the average of the prior four years (621). The Regional fatality rate (per 100,000 residents) also increased considerably in 2012 (by 20.0%) as did the proportion of pedestrian fatalities to total traffic fatalities (by 22.6%). Again, these changes in 2012 are relative to their respective prior four-year averages. Finally, throughout the 2008-2012 period, pedestrians accounted for 11.4% of the Region's traffic-related deaths, 12.9% of the Nation's, and 7.6% of Mississippi's.

Table 18. Region 6 Pedestrian Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	681	587	571	644	770	13.07%	24.04%
Pop. Rate*	1.82	1.54	1.48	1.65	1.95	6.85%	20.04%
Pct of Total	10.82%	10.25%	10.57%	11.90%	13.33%	23.17%	22.59%

* Rate per 100,000 population

Table 19 indicates that Nationwide, pedestrians accounted for an average of 4,405 deaths each year during the 2008-2012 period. Similar to the pattern seen for the Region, the Nation experienced increases in all three indices, but to a much lesser degree. Total pedestrian fatalities increased in 2012 (4,743 fatalities), by 9.8% when compared to the 2008-2011 average (4,321) while the population-based fatality rate increased by 7.7%. In the U.S., pedestrians accounted for an average of 12.9% of all 2008-2012 traffic-related fatalities, with the 2012 proportion (14.1%) representing an 11.9% increase when compared to the average of the prior four years (12.6%).

Table 19. Nationwide Pedestrian Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs.2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	4,414	4,109	4,302	4,457	4,743	7.45%	9.78%
Pop. Rate*	1.45	1.34	1.39	1.43	1.51	4.09%	7.69%
Pct of Total	11.79%	12.13%	13.04%	13.72%	14.13%	19.82%	11.86%

* Rate per 100,000 population

The trends in the *numbers* and *rates* of pedestrian fatalities in Mississippi are shown in Figures 15 and 16, respectively. As indicated previously, a changing economy may affect these trends. If the linear trend for the *number* of pedestrian deaths were to continue (Figure 15), there would be **46** such deaths in 2013, **45** in 2014, and **43** in 2015. The R² value for this trendline is 0.30. The three-year moving average shows a slight decline overall.

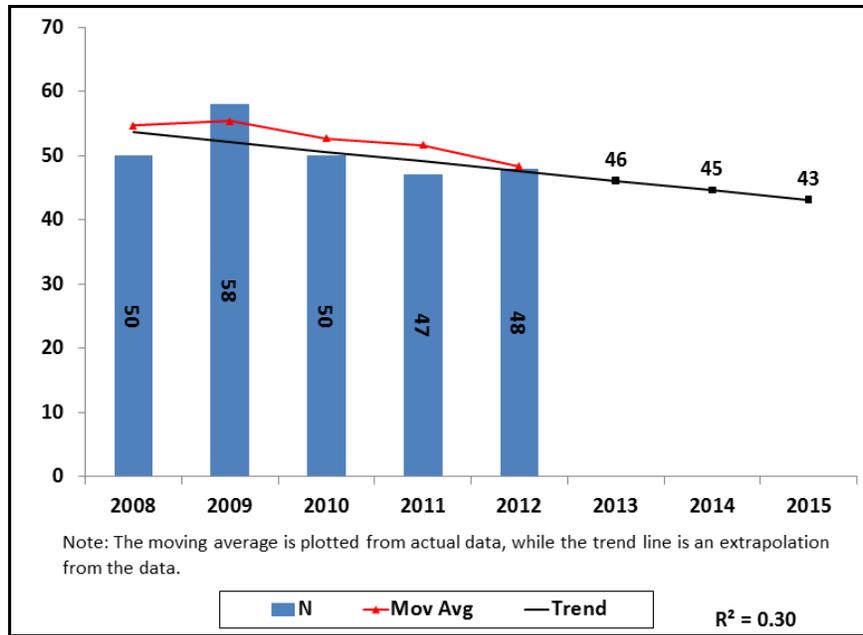


Figure 15. Mississippi Pedestrian Fatalities

Figure 16 shows a downward trend for Mississippi's *population-based pedestrian fatality rate*. The population rate projects to **1.54** deaths per 100,000 residents in 2013, **1.48** in 2014, and **1.43** in 2015. Here, the R^2 value is 0.34 and the three-year moving average follows the same pattern observed in Figure 15.

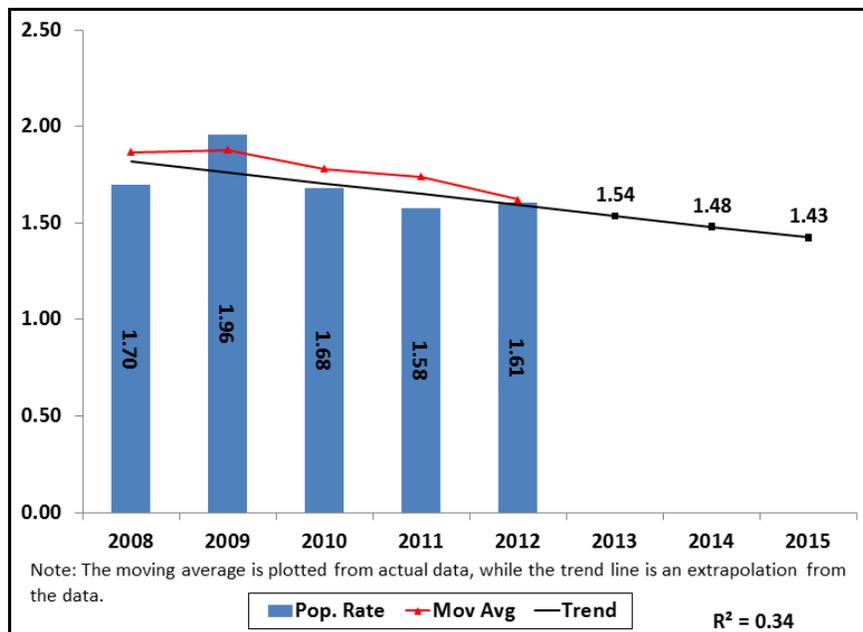


Figure 16. Mississippi Pedestrian Fatalities, Population Rate

Bicyclist Fatalities

Table 20 presents the number and rate of bicyclist fatalities in Mississippi for the 2008-2012 period. Tables 21 and 22 provide such data for Region 6 and the U.S., respectively. Throughout all five years, bicyclist fatalities accounted for approximately 0.9% of all traffic-related fatalities in Mississippi; 1.4% across the Region; and 2.0% Nationwide.

With regard to change, the number of bicyclist fatalities in Mississippi decreased by 36.0% in 2012 (4 deaths) when compared to the average of the prior four years (6 fatalities), but show no change when comparing the 2012 total to that in 2008. In contrast, bicyclist fatalities increased by 22.7% Regionally and by 9.5% Nationally, each in 2012 when compared to the respective prior four-year averages.

Mississippi's 2008-2012 *population-based bicyclist fatality rate* (0.20 deaths per 100,000 population) was slightly lower than both the Regional and National rates for the same years (0.21 and 0.22, respectively). Mississippi's rate in 2012 (0.13) was 36.5% lower than the prior four-year average (0.21) and 1.2% lower than the 2008 rate (0.14). The Region experienced an 18.7% increase in this rate when comparing the 2012 number with the 2008-2011 average. Nationally, the *population-based bicyclist fatality rate* increased by 7.5% in 2012 (0.23) compared to the 2008-2011 average, but decreased by 2.1% in 2012 when compared to the number in 2008 (0.24).

Throughout the five years, Mississippi bicyclists accounted for 7.1% of the Region's bicyclist fatalities, with this proportion decreasing considerably in 2012 (4.2%), by 47.8% when compared to the prior four years (8.0%).

Table 20. Mississippi Bicyclist Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	4	10	4	7	4	0.00%	-36.00%
Pop. Rate*	0.14	0.34	0.13	0.24	0.13	-1.24%	-36.45%
Pct of Total	0.51%	1.43%	0.62%	1.11%	0.69%	34.54%	-24.29%
Pct of Region	5.06%	11.76%	5.41%	9.33%	4.17%	-17.71%	-47.83%

* Rate per 100,000 population

Table 21. Region 6 Bicyclist Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	79	85	74	75	96	21.52%	22.68%
Pop. Rate*	0.21	0.22	0.19	0.19	0.24	14.84%	18.72%
Pct of Total	1.26%	1.48%	1.37%	1.39%	1.66%	32.38%	21.24%

* Rate per 100,000 population

Table 22. Nationwide Bicyclist Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	718	628	623	682	726	1.11%	9.54%
Pop. Rate*	0.24	0.20	0.20	0.22	0.23	-2.05%	7.46%
Pct of Total	1.92%	1.85%	1.89%	2.10%	2.16%	12.75%	11.62%

* Rate per 100,000 population

Figure 17 and Figure 18 show trends in the *numbers* and *rates* of bicyclist fatalities in Mississippi. Figure 17 suggests that if the linear trend were to continue, there would be **4.9** such deaths in 2013, **4.6** in 2014, and **4.3** in 2015. These figures have been extended by one decimal place to better illustrate the change. The R^2 value for this trendline is 0.03. The three-year moving average shows fluctuation throughout the period.

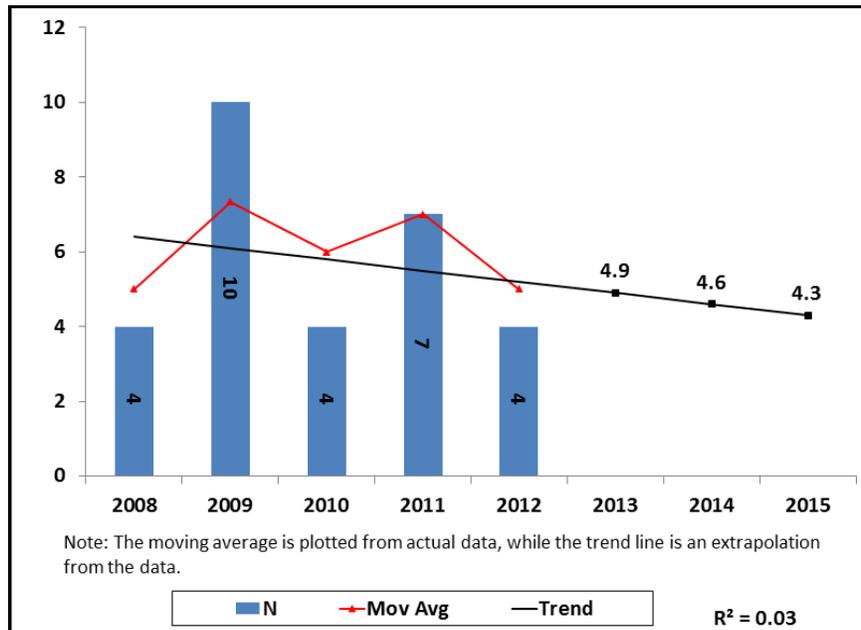


Figure 17. Mississippi Bicyclist Fatalities

Figure 18 shows a similar pattern for Mississippi’s population-based bicyclist fatality rate. The linear trendline shows a slight decline, projecting **0.16** deaths per 100,000 residents in 2013, **0.15** in 2014, and **0.14** in 2015. The R^2 value for this trendline is 0.03 and the three-year moving average fluctuates throughout the period.

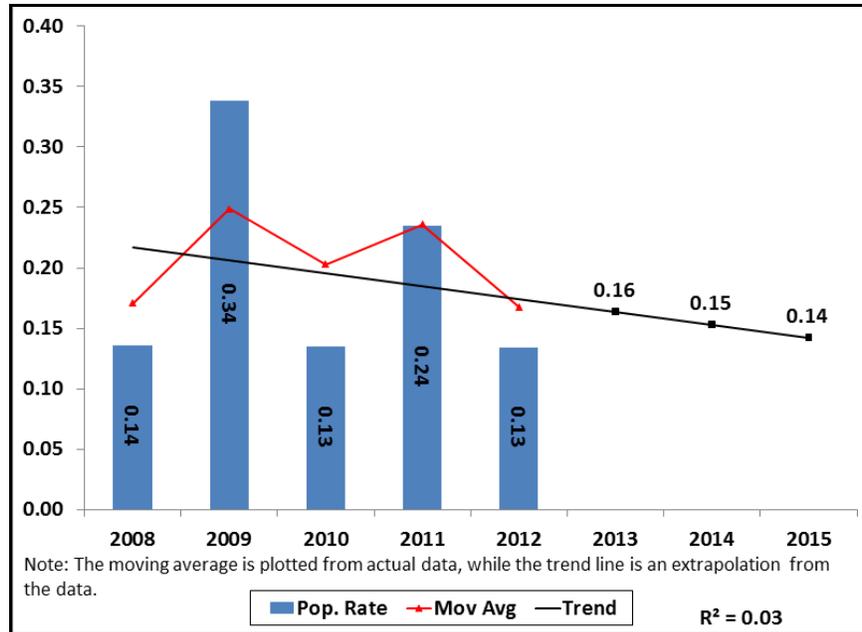


Figure 18. Mississippi Bicyclist Fatalities, Population Rate

Fatalities Involving Young Drivers

Table 23 shows the number of fatalities (all ages) resulting from Mississippi crashes involving a driver between 16 and 20 years of age. In 2008, there were 116 such deaths, with this number ultimately decreasing to its lowest level in 2012. The number of young driver-involved deaths in 2012 (70 fatalities) represents a 34.6% decrease compared to the 2008-2011 average (107) and a 39.7% decrease compared to the 2008 total (116).

In Mississippi, the young driver-involved population-based fatality rate decreased considerably as well, despite fluctuating year-to-year. The 2012 rate (2.35 deaths per 100,000 population) represents a 35.0% decrease when compared to the prior four-year average (3.61) and a 40.4% decrease from the 2008 rate (3.94). Throughout the five-year period, the average population-based death rate in Mississippi was 3.36 deaths per 100,000 residents, higher than both the Regional rate (2.39) and National rate (1.69) during the same timeframe.

In 2008, 14.8% of all traffic-related fatalities in Mississippi involved young drivers; this proportion ultimately decreased throughout the period observed, with the 2012 figure (12.0%) representing a 22.6% decrease compared to the 2008-2011 average (15.5%) and a 18.8% decrease compared to the 2008 proportion. During the five years, Mississippi’s young driver-

involved fatalities also decreased as a percent of such deaths across Region 6, by 20.3% in 2012 (9.0%) when compared to the 2008-2011 average (11.2%).

Overall, these data indicate that young driver-involved fatalities declined considerably in Mississippi during the 2008-2012 period. The fact that the young driver-involved *proportion of total deaths* declined by 22.6%, reflects the fact that the number of young driver-involved fatalities decreased in the State (by 34.6%) by a much larger proportion than did total traffic fatalities (-15.5%) (see Table 1).

Table 23. Mississippi Young Driver-Involved Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	116	131	90	91	70	-39.66%	-34.58%
Pop. Rate*	3.94	4.43	3.03	3.06	2.35	-40.41%	-35.04%
Pct of Total	14.81%	18.71%	14.04%	14.44%	12.03%	-18.81%	-22.61%
Pct of Region	10.48%	12.74%	10.47%	11.12%	8.95%	-14.58%	-20.25%

* Rate per 100,000 population

Table 24 shows that young driver-involved deaths decreased Regionally as well, from a high of 1,107 in 2008 to a low of 782 in 2012, with the number of such fatalities decreasing in each successive year. The 2012 total represents an 18.0% decrease from the prior four-year average (953 fatalities) and a larger, 29.4% decrease from the 2008 total.

In 2012, the Region's population-based young driver-involved fatality rate was 1.98; this represents a 20.6% decrease compared to the 2008-2011 average (2.49) and a 33.2% decrease from the 2008 rate (2.96). This Regional rate declined steadily during each of the five years.

Young driver-involved fatalities accounted for 17.6% of all Region 6 traffic-related deaths in 2008, with this percentage ultimately decreasing to a low of 13.5% in 2012. The 2012 proportion represents a decrease of 18.9% compared to the prior four-year average (16.7%) and a decrease of 23.1% compared to the 2008 proportion.

Table 24. Region 6 Young Driver-Involved Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	1107	1028	860	818	782	-29.36%	-17.96%
Pop. Rate*	2.96	2.70	2.23	2.09	1.98	-33.24%	-20.61%
Pct of Total	17.60%	17.95%	15.92%	15.12%	13.54%	-23.05%	-18.93%

* Rate per 100,000 population

Table 25 shows that young driver-involved fatalities also decreased Nationally, by 15.1% in 2012 compared to the 2008-2011 average, and by 27.7% when compared to the 2008 total. Like in Region 6, throughout the U.S. this number decreased successively each year.

The young driver-involved population-based fatality rate decreased Nationally as well, by 16.8% in 2012 when compared to the prior four years (1.75) and by 29.9% when compared to that in 2008 (2.08). Again, this figure decreased year-by-year throughout the period observed.

Young driver-involved deaths accounted for 15.3% of all deaths across the U.S. from 2008 through 2012, declining from 16.9% in 2008 to 13.6% in 2012. These National rates of decline were slightly smaller than the declines experienced in Mississippi and across Region 6.

Table 25. Nationwide Young Driver-Involved Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	6,311	5,544	4,936	4,726	4,565	-27.67%	-15.14%
Pop. Rate*	2.08	1.81	1.60	1.52	1.45	-29.93%	-16.75%
Pct of Total	16.86%	16.36%	14.96%	14.55%	13.60%	-19.34%	-13.53%

* Rate per 100,000 population

Figure 19 shows the downward trend in Mississippi’s young driver-involved fatalities. If this trend were to continue, there would be **60** such fatalities in 2013, **47** in 2014, and **34** in 2015. The calculated R^2 value for this trendline is 0.76. The three-year moving average also indicates a consistent downward trend.

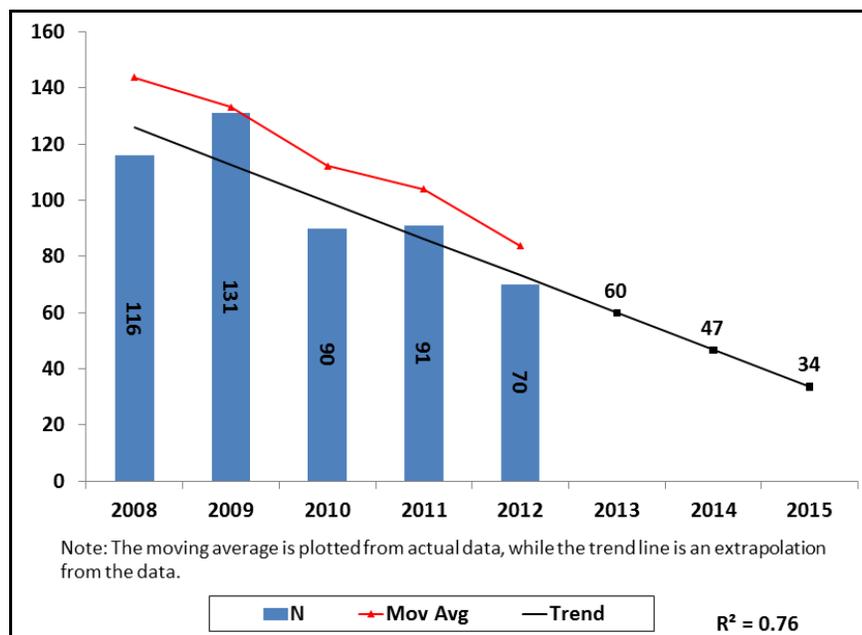


Figure 19. Mississippi Young Driver-Involved Fatalities

Figure 20 presents a similar trend for the population-based fatality rate. The linear trendline projects **1.99** deaths per 100,000 residents in 2013, **1.54** in 2014, and **1.08** in 2015. Here, the R² value is 0.77. The three-year moving average again shows a strong decline. As noted earlier, a changing economy, among other factors, may affect this trend.

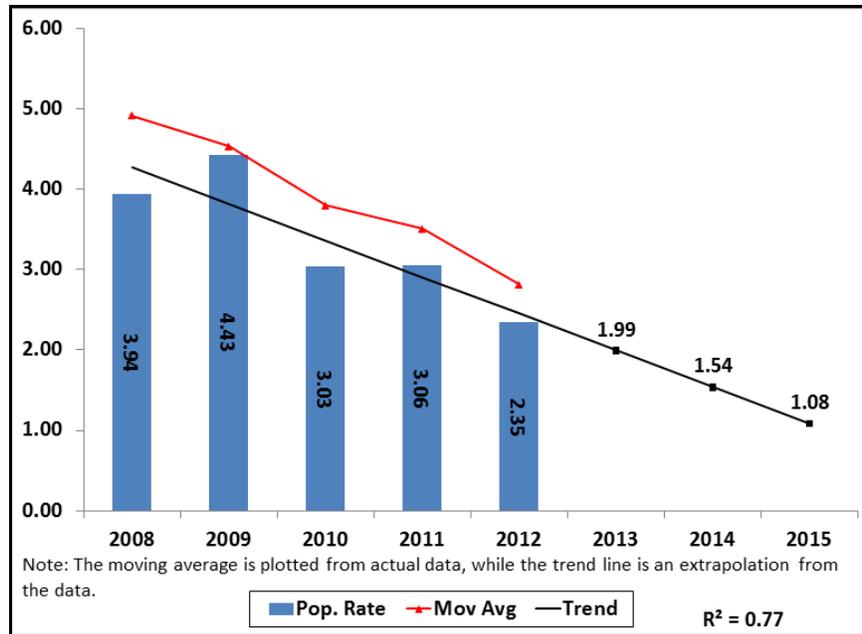


Figure 20. Mississippi Young Driver-Involved Fatalities, Population Rate

Fatalities Involving Older Drivers (Ages 65 and Above)

Tables 26, 27, and 28 show the numbers and rates of fatalities in crashes involving drivers ages 65 and above in Mississippi, across Region 6, and throughout the U.S., respectively.

Table 26 shows that there were 109 older driver-involved deaths in Mississippi in 2008, with this number fluctuating slightly throughout the period but ultimately *increasing* to its highest level in 2012. The 2012 total (118 fatalities) is 22.3% higher than the 2008-2011 average (97) and 8.3% higher than the 2008 total.

Mississippi's older driver population-based fatality rate ultimately increased as well, by 21.4% in 2012 (3.95 deaths per 100,000 population) compared to the 2008-2011 average (3.26) and by 6.9% in 2012 when compared to the 2008 rate (3.70).

Throughout the five-year period, Mississippi's older driver-involved population death rate (3.40 deaths per 100,000 population) was higher than both the Regional (2.04) and National (1.87) rates.

Table 26 shows that the older driver proportion of all fatalities in Mississippi increased substantially throughout the period observed, with the 2012 proportion (20.3%) representing a 44.7% increase compared to the prior four-year average (14.0%) and a 45.6% increase compared to the 2008 value (13.9%).

Mississippi's older driver-involved deaths accounted for 12.8% of such deaths across Region 6 during the 2008-2012 period, with this proportion fluctuating year-to-year but ultimately increasing to its highest level in 2012. The 2012 value (14.1%) is 13.2% higher than average of the prior four years (12.5%) and 5.0% higher than the 2008 proportion (13.5%).

Table 26. Mississippi Older Driver-Involved Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	109	93	95	89	118	8.26%	22.28%
Pop. Rate*	3.70	3.14	3.20	2.99	3.95	6.91%	21.41%
Pct of Total	13.92%	13.29%	14.82%	14.13%	20.27%	45.64%	44.66%
Pct of Region	13.46%	11.65%	12.96%	11.85%	14.13%	5.02%	13.20%

* Rate per 100,000 population

Table 27 shows that for Region 6, the number of older driver-involved deaths fluctuated throughout the period, yet ultimately increased to its highest level in 2012. The 2012 total (835 deaths) represents an 8.0% increase from the 2008-2011 average (773) and a 3.1% increase from the count in 2008 (810).

In Region 6, the older driver-involved population-based fatality rate fluctuated somewhat as well, increasing by 4.5% in 2012 (2.11 deaths per 100,000 residents) when compared to the prior four-year average (2.02), but *decreasing* by 2.6% in 2012 when compared to the 2008 rate (2.17).

Throughout the 2008-2012 period older driver-involved deaths accounted for 13.7% of all traffic-related fatalities in Region 6, with this proportion fluctuating slightly each year but ultimately increasing from a low of 12.9% in 2008 to a high of 14.5% in 2012. The 2012 proportion is 6.8% greater than the average of the prior four years (13.5%) and 12.3% greater than the proportion in 2008.

Table 27. Region 6 Older Driver-Involved Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	810	798	733	751	835	3.09%	8.02%
Pop. Rate*	2.17	2.10	1.90	1.92	2.11	-2.58%	4.53%
Pct of Total	12.88%	13.94%	13.57%	13.88%	14.46%	12.30%	6.75%

* Rate per 100,000 population

Table 28 shows that Nationwide, the number of older driver-involved deaths followed a similar pattern to that of Region 6, with the count fluctuating somewhat but ultimately increasing during the five years. The 2012 number (5,927) is 3.4% higher than the average total during the prior four years (5,732), and 1.8% higher than the 2008 count (5,825).

The U.S. population-based fatality rate followed a slightly different pattern as the number of fatalities, fluctuating mildly but remaining relatively constant. The 2012 rate of 1.89 deaths per 100,000 population represents an increase of 1.4% from the 2008-2011 average (1.86) but a decrease of 1.4% from the 2008 value (1.92).

Throughout the five years, older driver-involved deaths accounted for 16.9% all traffic deaths in the U.S., with this proportion minimally, but steadily increasing year-by-year, from 15.6% in 2008 to 17.7% in 2012. The 2012 proportion represents an increase of 5.4% compared to the prior four-year average (16.8%), and a larger, 13.5% increase compared to the 2008 value (15.6%).

Table 28. Nationwide Older Driver-Involved Fatalities

	2008	2009	2010	2011	2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Fatalities	5,825	5,613	5,787	5,704	5,927	1.75%	3.40%
Pop. Rate*	1.92	1.83	1.87	1.83	1.89	-1.43%	1.43%
Pct of Total	15.57%	16.57%	17.54%	17.56%	17.66%	13.46%	5.35%

* Rate per 100,000 population

Figure 21 shows a slight upward trend for Mississippi’s older driver-involved fatalities. If this trend were to continue, there would be **105** such fatalities in 2013, **106** in 2014, and **108** in 2015. The calculated R^2 value for this trendline is 0.03. The three-year moving average shows an overall decrease, despite an increase at the end of the period.

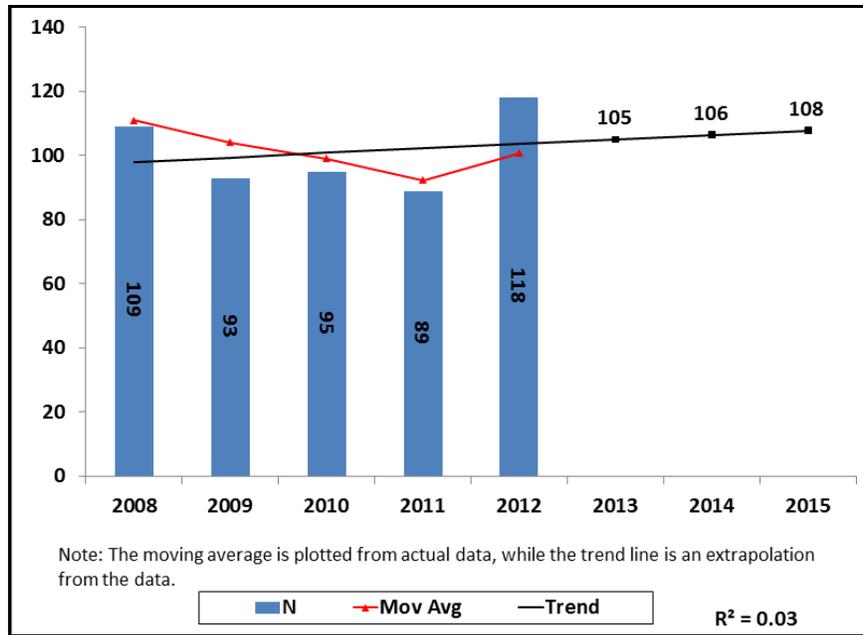


Figure 21. Mississippi Older Driver-Involved Fatalities

Figure 22 shows a slightly inclining trend for Mississippi’s older driver-involved population-based fatality rate. If this trend were to continue, there would be **3.50** fatalities per 100,000 population in 2013, **3.54** in 2014 and **3.57** in 2015. The R² value here is 0.02. The three-year moving average shows a decline throughout most of the period but an incline at the end. Again, caution is advised when interpreting these projections, as changes in the economy may affect future driving exposure and safety outcomes.

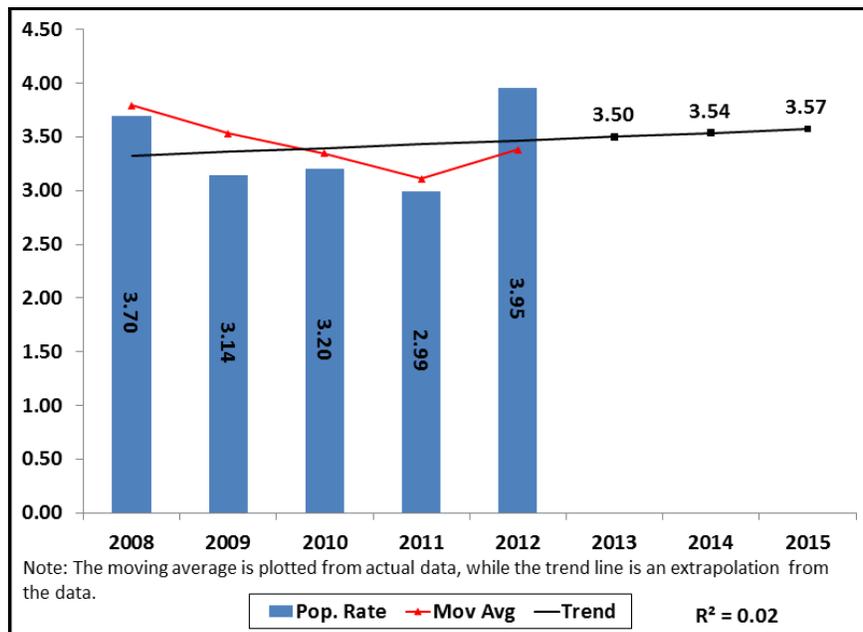


Figure 22. Mississippi Older Driver-Involved Fatalities, Population Rate

EMPHASIS AREA DATA PROFILES

I. FATALITIES

FATALITIES – KEY FINDINGS

In the period 2008-2012:

- Overall fatalities decreased considerably in Mississippi, by 15.5% in 2012 when compared to the prior four years. During the same years, total fatalities increased slightly throughout Region 6 (+1.2%) and decreased slightly throughout the U.S. as a whole (-1.9%). In 2012, Mississippi saw the largest decreases in speeding fatalities (-42.9%), bicyclist fatalities (-36.0%), and young driver-involved fatalities (-34.6%). During the same years, the State saw an increase for just older driver-involved fatalities (+22.3%) (Table 29).
- Of the 82 counties in the State, seven accounted for just over one-fourth (26.0%) of the fatalities during this period: Hinds (6.0%); Harrison (4.3%); De Soto (3.3%); Jackson (3.2%); Forrest and Rankin (3.1% each); and Jones (3.0%) (Table 30).
- The counties that averaged the highest population-based fatality rates during the 2008-2012 period (per 100,000 population) were: Issaquena (56.04); Covington (50.02); Holmes (48.98); Tunica (48.50); Jefferson (46.48); Sharkey (44.30); Carroll (43.66); Benton (43.54); Panola (43.24); George (42.49); and Copiah (41.58) (Table 31).
- Persons ages 25-34 (18.1%) constituted a plurality of fatalities in Mississippi for the years 2008 through 2012, as they did throughout the Region and the Nation (18.9% and 17.1% respectively). In Mississippi however, persons age 21-24 had the highest population-based fatality rate, with 37.00 fatalities per 100,000 population. Males constituted 68.6% of Mississippi's traffic-related fatalities, compared to 70.8% in Region 6 and 70.6% Nationwide (Table 32).
- To the extent that the race of the crash victims is known, 63.4% of Mississippi's fatalities were racially White during the 2008-2012 period, compared to 60.3% of the population during the same years. Blacks represented 35.0% of the State's 2008-2012 fatalities and 37.2% of State's population. Throughout the five-year period in Mississippi, Hispanics accounted for 3.5% of the State's traffic fatalities, where ethnicity is known, and 2.8% of the State's population (Table 33).

Table 29. Fatalities by Type

	2008	2009	2010	2011	2012	Total 2008 - 2012	% Change: 2008 vs. 2012	% Change: 2012 vs. prior 4-yr Avg.
Total Fatalities†								
Mississippi	783	700	641	630	582	3,336	-25.67%	-15.47%
Region	6,291	5,726	5,402	5,410	5,775	28,604	-8.20%	1.19%
U.S.	37,423	33,883	32,999	32,479	33,561	170,345	-10.32%	-1.86%
Driver Fatalities*								
Mississippi	568	487	461	445	406	2,367	-28.52%	-17.19%
Region	4,060	3,808	3,506	3,567	3,618	18,559	-10.89%	-3.14%
U.S.	24,254	21,835	21,072	20,815	21,394	109,370	-11.79%	-2.73%
Passenger Fatalities*								
Mississippi	160	145	126	131	121	683	-24.38%	-13.88%
Region	1,438	1,229	1,219	1,094	1,242	6,222	-13.63%	-0.24%
U.S.	7,775	7,097	6,761	6,256	6,389	34,278	-17.83%	-8.37%
Motorcyclist Fatalities								
Mississippi	40	47	42	58	39	226	-2.50%	-16.58%
Region	783	727	655	761	717	3,643	-8.43%	-1.98%
U.S.	5,312	4,469	4,518	4,630	4,957	23,886	-6.68%	4.75%
Pedestrian Fatalities								
Mississippi	50	58	50	47	48	253	-4.00%	-6.34%
Region	681	587	571	644	770	3,253	13.07%	24.04%
U.S.	4,414	4,109	4,302	4,457	4,743	22,025	7.45%	9.78%
Bicyclist Fatalities								
Mississippi	4	10	4	7	4	29	0.00%	-36.00%
Region	79	85	74	75	96	409	21.52%	22.68%
U.S.	718	628	623	682	726	3,377	1.11%	9.54%
Impaired Driving Fatalities								
Mississippi	251	233	174	159	179	996	-28.69%	-12.36%
Region	2,247	2,117	2,006	1,918	2,018	10,306	-10.19%	-2.61%
U.S.	11,711	10,759	10,136	9,865	10,322	52,793	-11.86%	-2.79%
Speeding Fatalities								
Mississippi	327	106	129	104	95	761	-70.95%	-42.94%
Region	2,325	1,947	1,899	1,856	1,889	9,916	-18.75%	-5.87%
U.S.	11,767	10,664	10,508	10,001	10,219	53,159	-13.16%	-4.81%
Unrestrained Occupant Fatalities								
Mississippi	432	380	340	309	293	1,754	-32.18%	-19.78%
Region	2,274	2,108	1,845	1,817	1,848	9,892	-18.73%	-8.11%
U.S.	12,925	11,545	10,590	10,215	10,335	55,610	-20.04%	-8.69%
Young Driver-Involved Fatalities								
Mississippi	116	131	90	91	70	498	-39.66%	-34.58%
Region	1,107	1,028	860	818	782	4,595	-29.36%	-17.96%
U.S.	6,311	5,544	4,936	4,726	4,565	26,082	-27.67%	-15.14%
Older Driver-Involved Fatalities								
Mississippi	109	93	95	89	118	504	8.26%	22.28%
Region	810	798	733	751	835	3,927	3.09%	8.02%
U.S.	5,825	5,613	5,787	5,704	5,927	28,856	1.75%	3.40%

* Fatality types cross multiple categories; therefore, some fatalities contribute to multiple categories (rows) in this table.

† Total includes unknown occupant fatalities

As seen in Table 30, seven of the State's 82 counties accounted for just over one-fourth (26.0%) of Mississippi's total traffic fatalities from 2008 through 2012: Hinds (6.0%); Harrison (4.3%); De Soto (3.3%); Jackson (3.2%); Forrest and Rankin (3.1% each); and Jones (3.0%).

Table 30. Fatalities by County

County	2008	2009	2010	2011	2012	Total 2008 - 2012	
						N	%
Adams	9	7	7	3	2	28	0.8%
Alcorn	14	9	8	8	9	48	1.4%
Amite	5	7	4	4	0	20	0.6%
Attala	5	5	9	3	5	27	0.8%
Benton	7	3	3	1	5	19	0.6%
Bolivar	9	6	5	14	8	42	1.3%
Calhoun	6	3	4	5	4	22	0.7%
Carroll	5	3	3	4	8	23	0.7%
Chickasaw	3	7	5	0	3	18	0.5%
Choctaw	1	2	1	1	0	5	0.1%
Claiborne	4	3	2	2	2	13	0.4%
Clarke	3	4	7	6	6	26	0.8%
Clay	2	2	2	2	1	9	0.3%
Coahoma	10	13	4	6	5	38	1.1%
Copiah	12	12	14	11	12	61	1.8%
Covington	10	15	9	7	8	49	1.5%
De Soto	30	31	18	20	11	110	3.3%
Forrest	19	24	17	25	18	103	3.1%
Franklin	1	1	0	2	2	6	0.2%
George	8	9	10	8	13	48	1.4%
Greene	0	4	5	4	8	21	0.6%
Grenada	3	8	3	5	1	20	0.6%
Hancock	22	11	15	17	7	72	2.2%
Harrison	30	29	22	34	30	145	4.3%
Hinds	45	53	40	32	29	199	6.0%
Holmes	10	13	11	6	7	47	1.4%
Humphreys	0	6	2	2	3	13	0.4%
Issaquena	0	1	0	0	3	4	0.1%
Itawamba	17	9	8	6	5	45	1.3%
Jackson	25	22	26	18	16	107	3.2%
Jasper	5	5	4	3	3	20	0.6%
Jefferson	4	4	4	2	4	18	0.5%
Jefferson Davis	2	8	1	5	3	19	0.6%
Jones	26	18	14	27	15	100	3.0%
Kemper	2	2	2	2	2	10	0.3%
Lafayette	14	6	6	6	10	42	1.3%
Lamar	9	11	21	4	2	47	1.4%
Lauderdale	18	10	9	18	15	70	2.1%
Lawrence	10	3	2	3	1	19	0.6%
Leake	2	9	9	8	10	38	1.1%
Lee	23	10	10	17	15	75	2.2%
Leflore	7	6	11	2	2	28	0.8%
Lincoln	12	10	5	13	11	51	1.5%
Lowndes	7	9	8	6	8	38	1.1%
Madison	11	7	6	7	9	40	1.2%
Marion	8	6	9	14	11	48	1.4%

County	2008	2009	2010	2011	2012	Total 2008 - 2012	
						N	%
Marshall	10	14	22	10	8	64	1.9%
Monroe	4	5	6	11	12	38	1.1%
Montgomery	3	7	6	3	1	20	0.6%
Neshoba	8	10	11	15	11	55	1.6%
Newton	3	10	5	5	9	32	1.0%
Noxubee	6	3	1	0	0	10	0.3%
Oktibbeha	3	6	9	5	3	26	0.8%
Panola	18	17	13	19	8	75	2.2%
Pearl River	23	15	14	18	9	79	2.4%
Perry	5	1	7	3	4	20	0.6%
Pike	10	8	11	15	6	50	1.5%
Pontotoc	11	3	4	13	5	36	1.1%
Prentiss	6	2	8	3	8	27	0.8%
Quitman	2	3	3	1	2	11	0.3%
Rankin	29	19	16	16	22	102	3.1%
Scott	23	11	11	3	8	56	1.7%
Sharkey	2	0	4	3	2	11	0.3%
Simpson	8	12	11	6	8	45	1.3%
Smith	4	1	5	2	4	16	0.5%
Stone	3	3	4	4	5	19	0.6%
Sunflower	4	3	3	4	6	20	0.6%
Tallahatchie	8	4	5	6	0	23	0.7%
Tate	9	19	12	8	4	52	1.6%
Tippah	9	4	7	6	7	33	1.0%
Tishomingo	6	8	6	8	5	33	1.0%
Tunica	10	5	4	4	3	26	0.8%
Union	13	7	4	4	5	33	1.0%
Walthall	3	4	5	2	1	15	0.4%
Warren	12	12	7	11	16	58	1.7%
Washington	9	18	14	10	21	72	2.2%
Wayne	14	4	2	3	4	27	0.8%
Webster	3	1	2	0	0	6	0.2%
Wilkinson	7	3	2	1	3	16	0.5%
Winston	9	2	3	4	5	23	0.7%
Yalobusha	4	5	5	4	7	25	0.7%
Yazoo	7	5	4	7	8	31	0.9%
Totals	783	700	641	630	582	3336	100.0%

As indicated in Table 31, the counties that averaged the highest population-based fatality rates for the years 2008 through 2012 were: Issaquena (56.04 deaths per 100,000 population); Covington (50.02); Holmes (48.98); Tunica (48.50); Jefferson (46.48); Sharkey (44.30); Carroll (43.66); Benton (43.54); Panola (43.24); George (42.49); and Copiah (41.58).

Table 31. Fatality Rates by County

County	2008	2009	2010	2011	2012
Adams	27.58	21.67	21.70	9.36	6.23
Alcorn	38.05	24.41	21.57	21.59	24.22
Amite	37.53	53.15	30.51	30.62	0.00
Attala	25.48	25.50	46.03	15.41	26.10
Benton	79.83	34.53	34.40	11.45	57.27
Bolivar	25.69	17.42	14.66	41.46	23.60
Calhoun	40.24	20.08	26.74	33.52	26.95
Carroll	46.76	28.29	28.36	38.56	76.75
Chickasaw	17.01	40.14	28.72	0.00	17.23
Choctaw	11.49	23.32	11.70	11.89	0.00
Claiborne	40.24	30.54	20.92	20.87	21.39
Clarke	17.89	23.99	41.76	35.84	36.24
Clay	9.58	9.61	9.72	9.78	4.90
Coahoma	37.67	49.51	15.31	23.15	19.45
Copiah	40.56	40.70	47.57	37.61	41.44
Covington	51.04	76.86	45.89	35.66	40.80
De Soto	19.20	19.41	11.13	12.19	6.62
Forrest	25.61	32.06	22.63	32.96	23.41
Franklin	12.29	12.33	0.00	24.95	25.26
George	36.05	40.39	44.08	34.95	56.69
Greene	0.00	27.68	34.74	27.90	55.90
Grenada	13.52	36.30	13.70	23.04	4.61
Hancock	51.45	25.30	34.08	38.07	15.47
Harrison	16.42	15.68	11.72	17.80	15.46
Hinds	18.39	21.68	16.28	12.89	11.66
Holmes	50.62	66.80	57.51	31.88	37.24
Humphreys	0.00	63.05	21.42	21.48	32.65
Issaquena	0.00	69.30	0.00	0.00	216.45
Itawamba	72.61	38.58	34.16	25.72	21.42
Jackson	18.14	15.81	18.61	12.87	11.40
Jasper	28.49	28.83	23.55	17.88	18.16
Jefferson	50.46	51.01	51.87	26.30	52.37
Jefferson Davis	15.83	63.73	8.02	41.26	24.93
Jones	38.62	26.69	20.63	39.66	21.85
Kemper	19.25	19.00	19.20	19.71	19.35
Lafayette	30.58	12.84	12.63	12.38	20.20
Lamar	17.05	20.30	37.46	6.97	3.46
Lauderdale	22.59	12.46	11.22	22.37	18.70
Lawrence	76.70	22.98	15.51	23.65	7.97
Leake	8.46	37.83	37.83	33.94	42.92
Lee	28.22	12.13	12.04	20.20	17.64
Leflore	21.00	18.46	34.05	6.28	6.46
Lincoln	34.56	28.67	14.34	37.26	31.52
Lowndes	11.83	15.08	13.37	10.06	13.41
Madison	11.92	7.44	6.28	7.22	9.14
Marion	29.82	22.24	33.23	52.22	41.60

County	2008	2009	2010	2011	2012
Marshall	26.77	37.60	59.29	27.18	21.85
Monroe	10.68	13.42	16.27	30.03	32.95
Montgomery	27.11	63.94	54.92	27.59	9.42
Neshoba	27.06	33.68	37.05	50.31	36.93
Newton	13.73	45.89	23.02	23.26	41.66
Noxubee	50.75	25.76	8.69	0.00	0.00
Oktibbeha	6.46	12.66	18.87	10.47	6.23
Panola	51.54	48.90	37.46	54.91	23.21
Pearl River	40.68	26.75	25.10	32.31	16.28
Perry	40.53	8.19	57.11	24.66	33.10
Pike	24.82	19.84	27.22	37.12	14.96
Pontotoc	37.32	10.08	13.33	43.48	16.34
Prentiss	23.55	7.83	31.76	11.84	31.51
Quitman	23.53	35.99	36.64	12.29	25.65
Rankin	20.84	13.51	11.27	11.13	15.16
Scott	81.86	39.14	38.79	10.57	28.32
Sharkey	38.53	0.00	82.08	61.32	41.68
Simpson	28.90	43.62	39.98	21.96	29.22
Smith	24.47	6.05	30.38	12.16	24.47
Stone	17.56	17.23	22.36	22.44	27.73
Sunflower	13.07	10.14	10.20	13.65	21.10
Tallahatchie	52.55	26.20	32.58	39.17	0.00
Tate	31.89	66.65	41.41	27.86	14.04
Tippah	40.94	18.04	31.47	27.10	31.78
Tishomingo	30.73	40.92	30.62	40.81	25.52
Tunica	91.66	46.03	37.25	37.64	28.64
Union	48.27	25.86	14.73	14.63	18.24
Walthall	19.20	25.80	32.43	12.98	6.62
Warren	24.76	24.72	14.33	22.75	33.28
Washington	17.23	34.91	27.41	19.84	42.21
Wayne	66.78	19.27	9.64	14.57	19.36
Webster	29.40	9.84	19.47	0.00	0.00
Wilkinson	69.58	30.02	20.31	10.33	31.81
Winston	46.53	10.41	15.63	20.98	26.28
Yalobusha	31.11	38.98	39.53	31.87	56.45
Yazoo	24.61	17.73	14.28	25.10	28.37
Statewide Average	26.56	23.66	21.58	21.15	19.50

As seen in Table 32, from 2008 through 2012, the age groups in Mississippi with the *greatest number of fatalities per 100,000 population* were those ages 21-24, 16-20, and 25-34, in order of decreasing fatality rate. The age group constituting the *highest percentage of fatalities* was the 25-34 group (18.1%), followed by those ages 45-54 (16.2%), and then those ages 35-44 (14.8%). Combining the 16-20 age group (a five-year span) and the 21-24 age group (a four-year span) accounts for 20.1% of the State's total fatalities. Region 6 and the Nation followed the same pattern as Mississippi, with the 25-34 age group constituting the greatest percentage of traffic fatalities during the five-year period, followed by those ages 45-54, and then those ages 35-44.

Table 32. Fatalities by Age Group and Gender: Totals 2008-2012

Age Group	Fatalities by Age					Fatalities by Age and Gender					
	Mississippi			Region	U.S.	Mississippi				Region	U.S.
	(N=3,336)	%	Pop. Rate*	(N=28,604)	(N=170,345)	Females		Males		% Males	% Males
						N	%	N	%		
<5	52	1.6%	4.92	1.6%	1.2%	27	51.9%	25	48.1%	53.0%	54.9%
5-9	51	1.5%	4.98	1.2%	1.1%	24	47.1%	27	52.9%	53.6%	56.5%
10-15	91	2.7%	7.19	2.5%	2.0%	43	47.3%	48	52.7%	55.3%	58.6%
16-20	359	10.8%	31.73	11.3%	10.9%	122	34.0%	237	66.0%	67.1%	67.9%
21-24	310	9.3%	37.00	10.4%	10.2%	90	29.0%	220	71.0%	75.8%	75.9%
25-34	604	18.1%	31.45	18.9%	17.1%	182	30.1%	422	69.9%	75.5%	75.5%
35-44	495	14.8%	26.09	15.1%	13.9%	140	28.3%	355	71.7%	73.6%	73.6%
45-54	541	16.2%	26.06	15.4%	15.6%	140	25.9%	401	74.1%	73.1%	73.4%
55-64	387	11.6%	22.80	11.0%	11.8%	109	28.2%	278	71.8%	72.3%	72.6%
65-74	231	6.9%	21.96	6.3%	7.3%	84	36.4%	147	63.6%	65.0%	64.8%
75+	214	6.4%	25.92	6.1%	8.8%	84	39.3%	130	60.7%	58.9%	57.0%
Unknown	1	0.0%	N/A	0.2%	0.1%	0	0.0%	0	0.0%	71.2%	70.9%
Total	3,336	100.0%	22.57	100.0%	100.0%	1,045	31.3%	2,290	68.6%	70.8%	70.6%

Highlighting is to help reader identify cells with higher numbers/percentages/population rates

*Population rate based on intercensal estimates (2007-2011) and vintage data (2012)

As shown in Table 33, 63.4% of Mississippi's traffic-related fatalities were racially White during the five-year period, while Blacks represented 35.0% of the fatalities, and Hispanics represented 3.5%. According to U.S. Census data, throughout the five years Whites represented 60.3% of Mississippi's population, Blacks represented 37.2%, and Hispanics, 2.8%.

Table 33. Fatalities by Race and Hispanic Origin

Race/Hispanic	Mississippi					Total 2008 - 2012*		
	2008	2009	2010	2011	2012	MS %	Region %	U.S. %
White	510	415	398	434	358	63.4%	66.6%	70.9%
Black	259	273	240	183	211	35.0%	13.3%	11.2%
Other	14	9	3	13	13	1.6%	4.1%	4.3%
Hispanic**	34	26	13	24	20	3.5%	16.3%	10.6%
Total Race Known	783	697	641	630	582	99.9%	84.0%	86.5%

*Percentages based on total fatalities.

**Hispanic is an ethnic, not racial, designation. Because a Hispanic fatality may be of any race, or may not have had their race recorded, Hispanic fatalities do not contribute to the "Total Race Known" calculation.

As shown in Table 34, the largest percentage of Mississippi's 2008-2012 traffic fatalities occurred on collector roads (48.7%), followed by arterial (22.4%) and then local roads (16.6%). Interstates/expressways were associated with the lowest percentage of fatalities in the State (11.9%). Throughout the Region and the Nation, the largest proportion of fatalities occurred on arterials (36.0% and 43.1%, respectively), followed by collector (22.4% and 19.9%, respectively) and then local roads (21.4% and 19.9%, respectively). Like in the State, interstates/expressways were associated with the smallest percentage of fatalities for Region 6 and the U.S. as a whole (19.0% and 16.2%, respectively).

Table 34. Fatalities by Road Type

Road Type	Mississippi					Total 2008 - 2012		
	2008	2009	2010	2011	2012	MS	Region	U.S.
	(N=783)	(N=700)	(N=641)	(N=630)	(N=582)	(N=3,336)	(N=28,604)	(N=170,345)
Interstate/Expressway	78	84	87	84	65	11.93%	18.97%	16.24%
Arterial	138	124	144	136	204	22.36%	35.96%	43.05%
Collector	425	348	301	313	236	48.65%	22.37%	19.93%
Local	139	141	102	97	76	16.64%	21.44%	19.85%
Unknown	3	3	7	0	1	0.42%	1.26%	0.94%
Total	783	700	641	630	582	100.00%	100.00%	100.00%

Highlighting is to help the reader identify cells with higher numbers/percentages.

**II. ALCOHOL-IMPAIRED DRIVING
FATALITIES AND ALCOHOL-
IMPAIRMENT-RELATED FATAL CRASHES
AND FATALITIES**

ALCOHOL-IMPAIRED DRIVING FATALITIES AND ALCOHOL-IMPAIRMENT-RELATED FATAL CRASHES AND FATALITIES – KEY FINDINGS

In the period 2008-2012:

- Throughout the 2008-2012 period in Mississippi, the percentage of traffic fatalities that involved alcohol-impaired driving was consistently lower than the Regional percentage, but fluctuated with respect to the National percentage. In 2012, alcohol-impaired driving fatalities accounted for 30.8% of all fatalities in Mississippi, representing a 3.7% increase in this proportion when compared to the prior four years (Table 4 and Figure 23).
- The counties with the most alcohol-impaired driving fatalities throughout the 2008-2012 period were: Hinds (68 fatalities); Harrison (49); Jackson and Panola (33 each); Rankin (31); Forrest (30); and De Soto (29). The counties with highest percentage of fatalities involving alcohol-impaired driving were: Yalobusha (60.0%); Stone (52.6%); Issaquena (50.0%); Wayne (48.1%); Humphreys (46.2%); Quitman (45.5%); Panola (44.0%); and Neshoba (43.6%) (Table 35).
- In 2012, the counties with the highest alcohol-impaired population-based fatality rates (per 100,000 population) were: Issaquena (144.30); George (30.53); Neshoba (30.22); Carroll (28.78); Yalobusha (24.19); Humphreys (21.77); and Wilkinson (21.20) (Table 36).
- In Mississippi, 61.0% of alcohol-impairment-related crashes occurred between 6 p.m. and 3 a.m.; 59.4% occurred on Fridays, Saturdays, and Sundays. The same pattern held true for Region 6 and the U.S. as a whole. Just over 65% (65.2%) of alcohol-impairment-related crashes in Region 6 occurred between 6 p.m. and 3 a.m., and 61.5% occurred on Fridays, Saturdays, and Sundays. For the U.S. as a whole, 65.4% of alcohol-impairment related crashes occurred between 6 p.m. and 3 a.m., and 61.0% occurred on Fridays, Saturdays, and Sundays (Table 37).
- For the years 2008 through 2012, 32% of Mississippi's fatalities were associated with a blood alcohol concentration of at least 0.08; lower than that seen for Region 6 (40%) and for the U.S. as a whole (35%) during the same years (Table 38).
- NHTSA's alcohol imputation data estimate BACs where no test results are available. These data show that during the 2008-2012 period, 22.4% of *drivers* and *operators* involved in fatal crashes in Mississippi had a BAC of at least 0.08. This percentage is slightly lower than that for Region 6 (25.7%), but slightly higher than the U.S. percentage (21.6%) (Table 39).

As shown in Figure 23, throughout the 2008-2012 period, the percentage of traffic fatalities that involved alcohol-impaired driving was consistently lower than the Regional percentage, but fluctuated with respect to the National percentage.⁸ In 2012, 30.8% of all fatalities in Mississippi were alcohol-impaired driving fatalities, compared to 34.9% for Region 6 and 30.8% Nationwide.

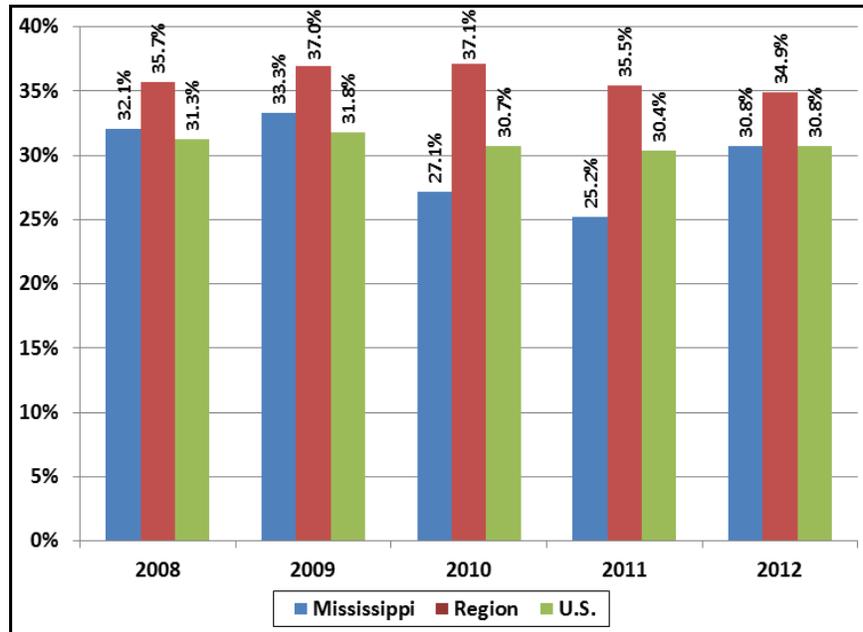


Figure 23. Alcohol-Impaired Driving Fatalities as Percent of Total Fatalities

⁸ For this report, *alcohol-impairment-related* fatalities include those resulting from when any crash participant was impaired ($BAC \geq 0.08$), while *alcohol-impaired driving* fatalities refer only to those resulting from impaired ($BAC \geq 0.08$) drivers/motorcycle operators.

Table 35 shows the alcohol-impaired driving fatalities by county for Mississippi. Of the seven counties with the most alcohol-impaired fatalities during this period, five experienced a decrease in the number of such fatalities in 2012, when compared to the average of the prior four years: De Soto (-53.8%); Jackson and Panola (-44.8% each); Hinds (-31.0%); and Harrison (-10.0%). Of these seven counties, just Rankin experienced an increase in this index (+63.6%), and Forrest experienced no change.

Table 35. Alcohol-Impaired Driving Fatalities by County

Alcohol-Impaired Driving (A-I) Fatalities*						Total A-I Fatalities	Total Fatalities	% A-I	% Change: 2012 vs. prior 4-yr Avg.
County	2008	2009	2010	2011	2012				
Adams	4	3	2	0	1	10	28	35.7%	-55.6%
Alcorn	6	3	1	1	5	16	48	33.3%	81.8%
Amite	3	3	0	1	0	7	20	35.0%	-100.0%
Attala	1	1	2	1	1	6	27	22.2%	-20.0%
Benton	2	1	0	0	1	4	19	21.1%	33.3%
Bolivar	4	3	1	5	1	14	42	33.3%	-69.2%
Calhoun	3	1	0	1	2	7	22	31.8%	60.0%
Carroll	1	2	0	0	3	6	23	26.1%	300.0%
Chickasaw	2	2	0	0	0	4	18	22.2%	-100.0%
Choctaw	0	0	1	0	0	1	5	20.0%	-100.0%
Claiborne	2	0	1	0	0	3	13	23.1%	-100.0%
Clarke	0	1	3	1	1	6	26	23.1%	-20.0%
Clay	1	0	0	1	0	2	9	22.2%	-100.0%
Coahoma	1	6	0	0	1	8	38	21.1%	-42.9%
Copiah	3	5	2	3	3	16	61	26.2%	-7.7%
Covington	3	4	2	0	3	12	49	24.5%	33.3%
De Soto	11	7	4	4	3	29	110	26.4%	-53.8%
Forrest	5	10	4	5	6	30	103	29.1%	0.0%
Franklin	0	0	0	0	1	1	6	16.7%	N/A
George	2	0	3	2	7	14	48	29.2%	300.0%
Greene	0	2	3	0	1	6	21	28.6%	-20.0%
Grenada	0	2	2	1	0	5	20	25.0%	-100.0%
Hancock	11	4	6	2	3	26	72	36.1%	-47.8%
Harrison	9	11	8	12	9	49	145	33.8%	-10.0%
Hinds	13	17	11	17	10	68	199	34.2%	-31.0%
Holmes	3	3	2	1	3	12	47	25.5%	33.3%
Humphreys	0	3	1	0	2	6	13	46.2%	100.0%
Issaquena	0	0	0	0	2	2	4	50.0%	N/A
Itawamba	7	3	1	1	1	13	45	28.9%	-66.7%
Jackson	9	10	6	4	4	33	107	30.8%	-44.8%
Jasper	0	1	1	1	2	5	20	25.0%	166.7%
Jefferson	2	1	1	1	1	6	18	33.3%	-20.0%
Jefferson Davis	0	4	0	0	1	5	19	26.3%	0.0%

Alcohol-Impaired Driving (A-I) Fatalities*						Total A-I Fatalities	Total Fatalities	% A-I	% Change: 2012 vs. prior 4-yr Avg.
County	2008	2009	2010	2011	2012				
Jones	4	5	3	6	3	21	100	21.0%	-33.3%
Kemper	1	0	1	1	1	4	10	40.0%	33.3%
Lafayette	3	2	1	0	3	9	42	21.4%	100.0%
Lamar	2	2	3	2	0	9	47	19.1%	-100.0%
Lauderdale	4	2	1	3	3	13	70	18.6%	20.0%
Lawrence	2	1	0	1	0	4	19	21.1%	-100.0%
Leake	1	2	2	3	4	12	38	31.6%	100.0%
Lee	8	4	3	5	6	26	75	34.7%	20.0%
Leflore	2	1	1	0	0	4	28	14.3%	-100.0%
Lincoln	6	4	2	1	2	15	51	29.4%	-38.5%
Lowndes	2	2	4	1	1	10	38	26.3%	-55.6%
Madison	2	3	1	1	1	8	40	20.0%	-42.9%
Marion	4	2	2	1	1	10	48	20.8%	-55.6%
Marshall	6	6	7	4	3	26	64	40.6%	-47.8%
Monroe	0	0	4	3	4	11	38	28.9%	128.6%
Montgomery	1	2	0	0	0	3	20	15.0%	-100.0%
Neshoba	1	4	3	7	9	24	55	43.6%	140.0%
Newton	1	2	0	1	2	6	32	18.8%	100.0%
Noxubee	1	1	0	0	0	2	10	20.0%	-100.0%
Oktibbeha	1	2	3	3	1	10	26	38.5%	-55.6%
Panola	8	6	6	9	4	33	75	44.0%	-44.8%
Pearl River	9	5	2	3	2	21	79	26.6%	-57.9%
Perry	1	1	2	0	1	5	20	25.0%	0.0%
Pike	4	3	4	4	1	16	50	32.0%	-73.3%
Pontotoc	4	1	1	5	2	13	36	36.1%	-27.3%
Prentiss	1	1	6	0	1	9	27	33.3%	-50.0%
Quitman	1	2	1	0	1	5	11	45.5%	0.0%
Rankin	7	6	6	3	9	31	102	30.4%	63.6%
Scott	8	1	1	0	2	12	56	21.4%	-20.0%
Sharkey	1	0	1	0	0	2	11	18.2%	-100.0%
Simpson	3	3	2	0	2	10	45	22.2%	0.0%
Smith	0	0	1	1	2	4	16	25.0%	300.0%
Stone	1	2	3	2	2	10	19	52.6%	0.0%
Sunflower	4	1	0	2	1	8	20	40.0%	-42.9%
Tallahatchie	2	3	2	2	0	9	23	39.1%	-100.0%
Tate	2	8	6	0	1	17	52	32.7%	-75.0%
Tippah	2	1	1	1	1	6	33	18.2%	-20.0%
Tishomingo	0	5	0	1	2	8	33	24.2%	33.3%
Tunica	3	2	2	2	0	9	26	34.6%	-100.0%
Union	4	2	2	1	2	11	33	33.3%	-11.1%
Walthall	1	2	2	0	0	5	15	33.3%	-100.0%

Alcohol-Impaired Driving (A-I) Fatalities*						Total A-I Fatalities	Total Fatalities	% A-I	% Change: 2012 vs. prior 4-yr Avg.
County	2008	2009	2010	2011	2012				
Warren	6	5	1	4	5	21	58	36.2%	25.0%
Washington	3	6	4	0	3	16	72	22.2%	-7.7%
Wayne	6	2	1	2	2	13	27	48.1%	-27.3%
Webster	1	0	0	0	0	1	6	16.7%	-100.0%
Wilkinson	2	1	0	1	2	6	16	37.5%	100.0%
Winston	1	0	3	2	2	8	23	34.8%	33.3%
Yalobusha	3	4	4	1	3	15	25	60.0%	0.0%
Yazoo	3	2	2	1	3	11	31	35.5%	50.0%
Totals	251	235	175	155	178	994	3,336	29.8%	-12.7%

Mississippi's population-based fatality rates by State jurisdiction are shown in Table 36, with highlighting indicating counties with the highest rates in 2012. It should be noted that a jurisdiction's population-based fatality rate can vary drastically year-to-year, reflected in the fact that counties with the highest rates in 2012 may have had a rate of 0.00 in prior years, and thus should be considered with caution.

Table 36. Alcohol-Impaired Driving Fatalities by County: Rate per 100,000 Population

County	2008	2009	2010	2011	2012
Adams	12.26	9.29	6.20	0.00	3.11
Alcorn	16.31	8.14	2.70	2.70	13.45
Amite	22.52	22.78	0.00	7.65	0.00
Attala	5.10	5.10	10.23	5.14	5.22
Benton	22.81	11.51	0.00	0.00	11.45
Bolivar	11.42	8.71	2.93	14.81	2.95
Calhoun	20.12	6.69	0.00	6.70	13.47
Carroll	9.35	18.86	0.00	0.00	28.78
Chickasaw	11.34	11.47	0.00	0.00	0.00
Choctaw	0.00	0.00	11.70	0.00	0.00
Claiborne	20.12	0.00	10.46	0.00	0.00
Clarke	0.00	6.00	17.90	5.97	6.04
Clay	4.79	0.00	0.00	4.89	0.00
Coahoma	3.77	22.85	0.00	0.00	3.89
Copiah	10.14	16.96	6.80	10.26	10.36
Covington	15.31	20.50	10.20	0.00	15.30
De Soto	7.04	4.38	2.47	2.44	1.80
Forrest	6.74	13.36	5.33	6.59	7.80
Franklin	0.00	0.00	0.00	0.00	12.63
George	9.01	0.00	13.22	8.74	30.53
Greene	0.00	13.84	20.85	0.00	6.99
Grenada	0.00	9.08	9.14	4.61	0.00
Hancock	25.72	9.20	13.63	4.48	6.63
Harrison	4.93	5.95	4.26	6.28	4.64
Hinds	5.31	6.95	4.48	6.85	4.02
Holmes	15.19	15.42	10.46	5.31	15.96

County	2008	2009	2010	2011	2012
Humphreys	0.00	31.52	10.71	0.00	21.77
Issaquena	0.00	0.00	0.00	0.00	144.30
Itawamba	29.90	12.86	4.27	4.29	4.28
Jackson	6.53	7.19	4.29	2.86	2.85
Jasper	0.00	5.77	5.89	5.96	12.10
Jefferson	25.23	12.75	12.97	13.15	13.09
Jefferson Davis	0.00	31.86	0.00	0.00	8.31
Jones	5.94	7.41	4.42	8.81	4.37
Kemper	9.62	0.00	9.60	9.86	9.68
Lafayette	6.55	4.28	2.11	0.00	6.06
Lamar	3.79	3.69	5.35	3.48	0.00
Lauderdale	5.02	2.49	1.25	3.73	3.74
Lawrence	15.34	7.66	0.00	7.88	0.00
Leake	4.23	8.41	8.41	12.73	17.17
Lee	9.82	4.85	3.61	5.94	7.06
Leflore	6.00	3.08	3.10	0.00	0.00
Lincoln	17.28	11.47	5.74	2.87	5.73
Lowndes	3.38	3.35	6.68	1.68	1.68
Madison	2.17	3.19	1.05	1.03	1.02
Marion	14.91	7.41	7.38	3.73	3.78
Marshall	16.06	16.12	18.87	10.87	8.19
Monroe	0.00	0.00	10.84	8.19	10.98
Montgomery	9.04	18.27	0.00	0.00	0.00
Neshoba	3.38	13.47	10.11	23.48	30.22
Newton	4.58	9.18	0.00	4.65	9.26
Noxubee	8.46	8.59	0.00	0.00	0.00
Oktibbeha	2.15	4.22	6.29	6.28	2.08
Panola	22.91	17.26	17.29	26.01	11.60
Pearl River	15.92	8.92	3.59	5.38	3.62
Perry	8.11	8.19	16.32	0.00	8.27
Pike	9.93	7.44	9.90	9.90	2.49
Pontotoc	13.57	3.36	3.33	16.72	6.54
Prentiss	3.92	3.91	23.82	0.00	3.94
Quitman	11.76	23.99	12.21	0.00	12.82
Rankin	5.03	4.27	4.22	2.09	6.20
Scott	28.47	3.56	3.53	0.00	7.08
Sharkey	19.26	0.00	20.52	0.00	0.00
Simpson	10.84	10.90	7.27	0.00	7.31
Smith	0.00	0.00	6.08	6.08	12.24
Stone	5.85	11.49	16.77	11.22	11.09
Sunflower	13.07	3.38	0.00	6.83	3.52
Tallahatchie	13.14	19.65	13.03	13.06	0.00
Tate	7.09	28.06	20.70	0.00	3.51
Tippah	9.10	4.51	4.50	4.52	4.54
Tishomingo	0.00	25.57	0.00	5.10	10.21
Tunica	27.50	18.41	18.63	18.82	0.00
Union	14.85	7.39	7.36	3.66	7.30
Walthall	6.40	12.90	12.97	0.00	0.00
Warren	12.38	10.30	2.05	8.27	10.40
Washington	5.74	11.64	7.83	0.00	6.03
Wayne	28.62	9.63	4.82	9.71	9.68
Webster	9.80	0.00	0.00	0.00	0.00

County	2008	2009	2010	2011	2012
Wilkinson	19.88	10.01	0.00	10.33	21.20
Winston	5.17	0.00	15.63	10.49	10.51
Yalobusha	23.33	31.18	31.62	7.97	24.19
Yazoo	10.55	7.09	7.14	3.59	10.64
Statewide Average	8.51	7.94	5.89	5.20	5.96

As shown in Table 37 the months with the greatest number of alcohol-impairment-related fatal crashes in Mississippi during the 2008-2012 period were September (100 crashes, 10.2% of total), May (95 crashes, 9.7%), and October (92 crashes, 9.4%). In Region 6, May had the greatest number of such crashes (9.2%), followed by October (9.1%), and then August (8.8%). Nationwide, the three months with the greatest percentage of such crashes were July and August (each with 9.3%), and October (9.0%).

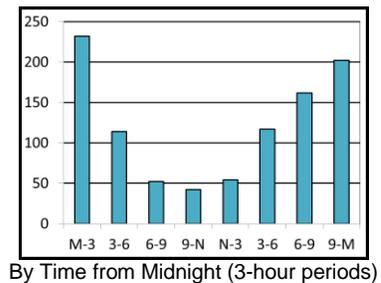
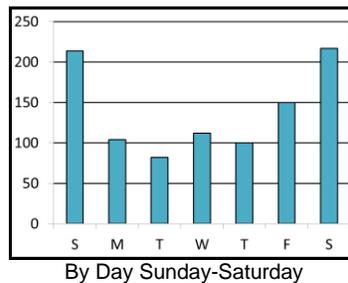
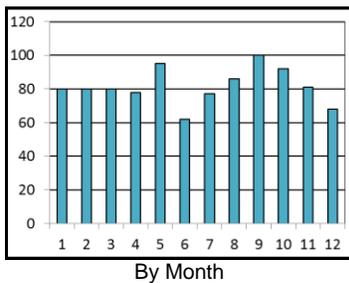
Alcohol-impairment-related fatal crashes were much more common on the weekends or Fridays than on other days of the week, for Mississippi, Region 6, and the U.S. as a whole. In Mississippi, the most alcohol-impairment-related fatal crashes occurred on Saturdays (217 crashes, 22.2% of total), followed by Sundays (214 crashes, 21.9%), and then Fridays (150 crashes, 15.3%). The same pattern was observed for Region 6 and the Nation. In Region 6, the highest percentage of such crashes occurred on Saturdays (23.9%), followed by Sundays (22.1%), and then Fridays (15.5%). Nationally, 24.1% of alcohol-impairment-related fatal crashes occurred on Saturdays, 21.4% on Sundays, and 15.5% on Fridays.

During the five years, alcohol-impairment-related fatal crashes were much more common after 6 p.m. and before 3 a.m. for Mississippi, Region 6, and the U.S. as a whole. In Mississippi, the most alcohol-impairment-related fatal crashes occurred between midnight and 3 a.m. (232 crashes, 23.7% of total), followed by 9 p.m. to midnight (202 crashes, 20.7%), and then 6 p.m. to 9 p.m. (162 crashes, 16.6%). The same pattern is seen for Region 6, where 27.2% of such crashes occurred between midnight and 3 a.m., 21.6% occurred between 9 p.m. and midnight, and 16.4% occurred between 6 p.m. and 9 p.m. Similarly Nationwide, 25.5% occurred between midnight and 3 a.m., 22.0% between 9 p.m. and midnight, and 17.9% between 6 p.m. and 9 p.m.

Table 37. Alcohol-Impairment-Related* Fatal Crashes by Month, Day of Week, and Time of Day: Totals 2008-2012

	Mississippi (N=979)		Region (N=10,383)	U.S. (N=55,206)
	N	%	%	%
MONTH				
January	80	8.2%	7.8%	7.4%
February	80	8.2%	7.6%	6.9%
March	80	8.2%	7.8%	7.7%
April	78	8.0%	8.4%	8.2%
May	95	9.7%	9.2%	8.9%
June	62	6.3%	8.4%	8.7%
July	77	7.9%	8.6%	9.3%
August	86	8.8%	8.8%	9.3%
September	100	10.2%	8.2%	8.6%
October	92	9.4%	9.1%	9.0%
November	81	8.3%	8.3%	8.2%
December	68	6.9%	7.8%	7.9%
DAY OF WEEK				
Sunday	214	21.9%	22.1%	21.4%
Monday	104	10.6%	9.3%	9.6%
Tuesday	82	8.4%	8.3%	8.9%
Wednesday	112	11.4%	9.8%	9.5%
Thursday	100	10.2%	11.2%	10.9%
Friday	150	15.3%	15.5%	15.5%
Saturday	217	22.2%	23.9%	24.1%
TIME OF DAY				
Midnight-3am	232	23.7%	27.2%	25.5%
3am-6am	114	11.7%	13.1%	12.9%
6am-9am	52	5.3%	5.4%	4.2%
9am-Noon	42	4.3%	2.7%	2.5%
Noon-3pm	54	5.5%	4.1%	4.3%
3pm-6pm	117	12.0%	8.9%	9.5%
6pm-9pm	162	16.6%	16.4%	17.9%
9pm-Midnight	202	20.7%	21.6%	22.0%
Unknown	2	0.2%	0.5%	1.1%

*Based on fatal crashes in which any crash participant had a BAC of 0.08 or above. Total fatal crashes may differ slightly depending on grouping (month, day, time) due to imputation method.



As shown in Table 38, from 2008 through 2012, the percentage of fatalities in Mississippi where the highest BAC in the crash was 0.08 or above (32%) was lower than the percentages for both Region 6 (40%) and the U.S. as a whole (35%) during the same years.

Table 38. Fatalities by the Highest BAC in the Crash*

BAC	Mississippi					Total 2008 - 2012		
	2008	2009	2010	2011	2012	MS	Region	U.S.
	(N=783)	(N=700)	(N=641)	(N=630)	(N=582)	(N=3,336)	(N=28,604)	(N=170,345)
0.00	59%	60%	68%	71%	63%	64%	54%	59%
0.01 - 0.07	7%	4%	3%	2%	3%	4%	6%	6%
0.08+	34%	36%	29%	27%	34%	32%	40%	35%

*Data based on all crash participants.

Based on NHTSA's alcohol imputation data. Rounding may cause the sum of sub-categories to differ slightly from total values

Table 39 shows that during the five-year period, Mississippi's percentage of drivers involved in fatal crashes who had a BAC of 0.08 or above (22.4%) was slightly lower than that for Region 6 (25.7%), but slightly higher the National percentage (21.6%). The year-by-year percentages are also displayed in Figure 24, as a supplement to Table 39. This figure draws attention to the fact that the proportion of drivers/operators involved in fatal crashes who had a BAC of 0.08 or above in Mississippi remained below that of the Region during each of the five years (2008-2012) and fell below that of the Nation in 2010 and 2011, but rose above that of the Nation again in 2012.

Table 39. BACs of Drivers/Operators Involved in Fatal Crashes

	2008	2009	2010	2011	2012	Total 2008 - 2012
MS	(N=985)	(N=857)	(N=800)	(N=807)	(N=684)	(N=4,133)
BAC						
0.00	71.2%	71.5%	77.3%	79.1%	73.4%	74.3%
0.01-0.07	5.3%	3.6%	2.4%	1.7%	3.1%	3.3%
0.08+	23.6%	24.9%	20.5%	19.3%	23.5%	22.4%
Region	(N=8,318)	(N=7,499)	(N=7,214)	(N=7,245)	(N=7,602)	(N=37,878)
BAC						
0.00	70.4%	68.6%	68.8%	70.8%	71.3%	70.0%
0.01-0.07	4.6%	4.9%	4.4%	3.7%	4.0%	4.3%
0.08+	25.0%	26.5%	26.8%	25.5%	24.7%	25.7%
U.S.	(N=50,416)	(N=45,337)	(N=44,599)	(N=43,840)	(N=45,337)	(N=229,529)
BAC						
0.00	74.1%	73.5%	74.4%	75.1%	74.8%	74.4%
0.01-0.07	4.2%	4.4%	4.1%	3.8%	3.8%	4.1%
0.08+	21.6%	22.1%	21.5%	21.2%	21.3%	21.6%

*Based on NHTSA's alcohol imputation data. Rounding may cause the sum of sub-categories to differ slightly from total values

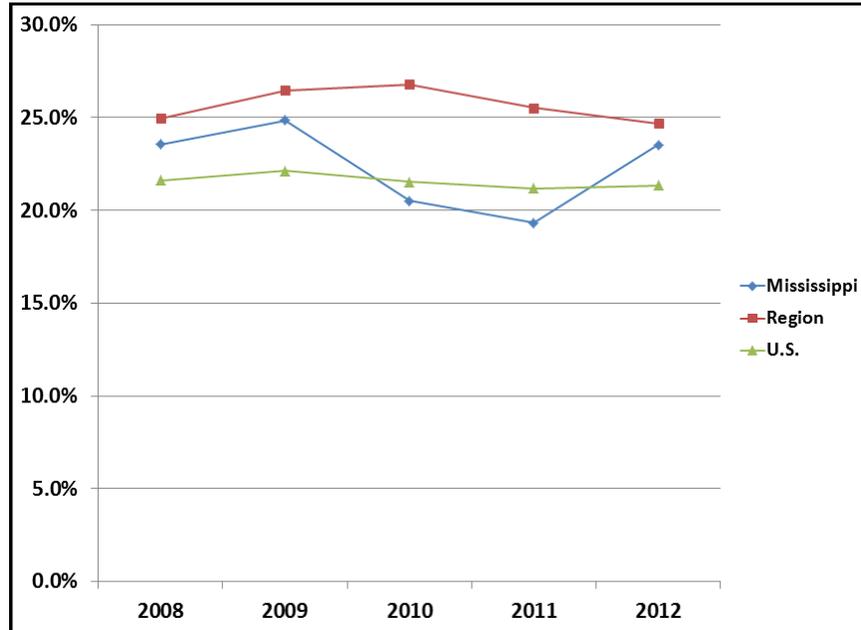


Figure 24. Percent of Drivers/Operators with BAC ≥ 0.08

As shown in Table 40, throughout the 2008-2012 period, collector roads were associated with the largest proportion of alcohol-impaired driving fatalities in Mississippi (54.0%), followed by arterial roads (18.1%), and then local roads (16.8%). The smallest proportion of such fatalities occurred on Mississippi’s interstates/expressways (10.9%). Both Region 6 and the U.S. followed a slightly different pattern, with the greatest proportion of alcohol-impaired driving fatalities occurring on arterial roads (31.1% for the Region and 36.9% for the Nation), followed by local and then collector roads. Like in the State, in each Region 6 and the Nation, the smallest proportion of such fatalities occurred on interstates/expressways (18.9% and 14.9%, respectively).

Table 40. Alcohol-Impaired Driving Fatalities by Road Type

Road Type	Mississippi					Total 2008 - 2012		
	2008	2009	2010	2011	2012	MS	Region	U.S.
	(N=252)	(N=234)	(N=175)	(N=160)	(N=180)	(N=1,001)	(N=10,311)	(N=52,795)
Interstate/Expressway	27	27	17	18	20	10.89%	18.94%	14.93%
Arterial	42	38	30	15	56	18.08%	31.13%	36.92%
Collector	142	123	101	91	83	53.95%	22.80%	22.84%
Local	41	46	24	36	21	16.78%	25.70%	24.21%
Unknown	0	0	3	0	0	0.30%	1.43%	1.10%
Total	252	234	175	160	180	100.00%	100.00%	100.00%

Highlighting is to help the reader identify cells with higher numbers/percentages.

II. SPEEDING-RELATED CRASHES

SPEEDING-RELATED CRASHES – KEY FINDINGS

In the period 2008-2012:

- The percentage of speeding-related fatalities in Mississippi was higher than that of the Region and the Nation in 2008, but fell well below both in 2009 and remained such throughout the rest of the 2008-2012 period. In 2012, 16.3% of Mississippi's traffic fatalities were recorded as speed-related, compared to 32.7% for Region 6, and 30.4% Nationwide (Figure 25).
- The counties that accounted for the highest percentages of speeding-related fatalities in Mississippi during the 2008-2012 period were: Hinds (6.6%); Harrison (5.3%); Rankin (5.1%); De Soto (3.7%); Pearl River (3.4%); Jones and Panola (3.2% each); and Lauderdale (3.0%) (Table 41).
- Mississippi's speeding-related population-based fatality rate decreased by 43.4% in 2012 (3.18 fatalities per 100,000 population) compared to the average of the previous four years (5.62). The counties with the highest speeding-related population-based fatality rates during the 2008-2012 period were: Marion (14.91); Lawrence and Issaquena (14.01 each); Panola (13.84); Holmes (13.55); Yalobusha (12.64); Claiborne (12.43); Scott (12.04); and Tunica (11.19) (Table 8 and Table 42).
- A plurality of Mississippi's 2008-2012 speeding-related fatalities occurred on roads with a speed limit of 55 mph (30.4%). This is greater than the proportion of such fatalities occurring on roadways with speed limits of 55 mph across the Region (18.4%) and the Nation (27.0%) during the same years (Table 43).
- From 2008 through 2012, the majority speeding-related fatalities in Mississippi occurred on the State's collector roads (61.0%), while Region 6 and the U.S. as a whole each saw the most speeding-related fatalities on arterial roads (28.4% and 35.6%, respectively) (Table 44).
- Throughout the five years in Mississippi, the majority (52.8%) of speeding-related fatalities occurred on Fridays, Saturdays, and Sundays, as they did across Region 6 (54.7%) and the U.S. as a whole (54.4%). Statewide, 44.3% of speeding-related fatal crashes occurred between 6 p.m. and 3 a.m., compared to 49.3% in Region 6 and 48.8% Nationwide (Table 45).
- In Mississippi, from 2008 through 2012, 12.6% of drivers involved in fatal crashes had previous speeding convictions, a percentage lower than that seen for Region 6 (15.8%) and for the U.S. as a whole (17.9%) (Table 46).
- In Mississippi, those ages 25-34 constituted a plurality of drivers involved in a fatal crash with a previous speeding conviction (28.8%), as they did throughout Region 6 (29.3%) and the U.S. as a whole (26.0%). Males accounted for 74.7% of the State's drivers involved in fatal crashes with previous speeding convictions, 82.0% of the Region's, and 78.9% of the Nation's (Table 47).

As shown in Figure 25, Mississippi's percentage of fatalities that were speeding-related was higher than that of the Region and the Nation in 2008, but fell well below both in 2009 and remained such throughout the rest of the 2008-2012 period. In 2012, 16.3% of Mississippi's total traffic fatalities were speeding-related, compared to 32.7% for Region 6 and 30.4% for the U.S. as a whole.

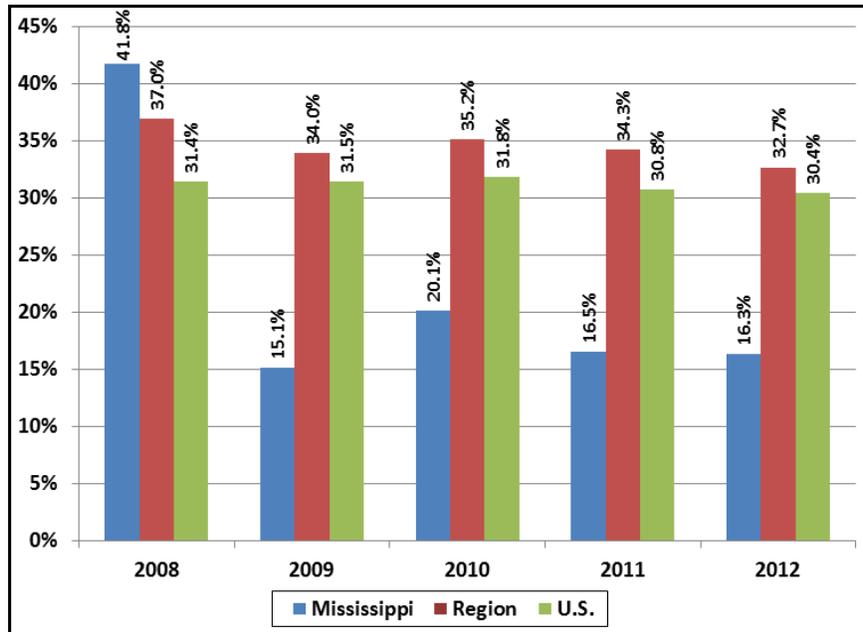


Figure 25. Speeding-Related Fatalities As Percent of Total Fatalities

As shown in Table 41, the counties with the most speeding-related fatalities during the 2008-2012 period were: Hinds (6.6%); Harrison (5.3%); Rankin (5.1%); De Soto (3.7%); Pearl River (3.4%); Jones and Panola (3.2% each); and Lauderdale (3.0%). Of these eight counties, six showed a decrease in this percentage in 2012 when compared to the prior four-year average: Hinds (-45.5%); Jones and Panola (-42.9% each); Pearl River (-27.3%); Harrison (-15.2%); and De Soto (-13.0%). Rankin (+100.0%) and Lauderdale (+41.2%) each showed an increase in this index.

Table 41. Speeding-Related Fatalities by County

County	Speed-Related Fatalities					Total 2008 - 2012		% Change: 2012 vs. prior 4-yr Avg.
	2008	2009	2010	2011	2012	N	%	
Adams	6	1	1	1	1	10	1.3%	-55.6%
Alcorn	6	0	3	3	1	13	1.7%	-66.7%
Amite	4	0	1	0	0	5	0.7%	-100.0%
Attala	2	0	1	1	0	4	0.5%	-100.0%
Benton	2	0	0	0	1	3	0.4%	100.0%
Bolivar	3	2	2	3	1	11	1.4%	-60.0%
Calhoun	3	0	1	1	0	5	0.7%	-100.0%
Carroll	3	0	0	0	0	3	0.4%	-100.0%
Chickasaw	2	1	2	0	0	5	0.7%	-100.0%
Choctaw	0	1	0	0	0	1	0.1%	-100.0%
Claiborne	3	1	1	1	0	6	0.8%	-100.0%
Clarke	0	0	3	0	0	3	0.4%	-100.0%
Clay	0	0	1	0	0	1	0.1%	-100.0%
Coahoma	3	1	2	0	0	6	0.8%	-100.0%
Copiah	4	0	1	1	2	8	1.1%	33.3%
Covington	3	1	0	1	0	5	0.7%	-100.0%
De Soto	8	7	3	5	5	28	3.7%	-13.0%
Forrest	4	4	3	3	2	16	2.1%	-42.9%
Franklin	1	0	0	0	0	1	0.1%	-100.0%
George	5	0	1	2	2	10	1.3%	0.0%
Greene	0	0	2	1	0	3	0.4%	-100.0%
Grenada	0	1	1	0	0	2	0.3%	-100.0%
Hancock	8	4	2	5	1	20	2.6%	-78.9%
Harrison	8	6	6	13	7	40	5.3%	-15.2%
Hinds	18	5	14	7	6	50	6.6%	-45.5%
Holmes	7	4	1	0	1	13	1.7%	-66.7%
Humphreys	0	1	0	0	0	1	0.1%	-100.0%
Issaquena	0	0	0	0	1	1	0.1%	N/A
Itawamba	8	0	0	0	0	8	1.1%	-100.0%
Jackson	7	0	4	3	3	17	2.2%	-14.3%
Jasper	0	1	2	1	0	4	0.5%	-100.0%

Speed-Related Fatalities						Total 2008 - 2012		% Change: 2012 vs. prior 4-yr Avg.
County	2008	2009	2010	2011	2012	N	%	
Jefferson	3	0	0	0	1	4	0.5%	33.3%
Jefferson Davis	2	2	1	0	1	6	0.8%	-20.0%
Jones	9	3	4	5	3	24	3.2%	-42.9%
Kemper	0	0	0	0	0	0	0.0%	N/A
Lafayette	8	1	1	0	1	11	1.4%	-60.0%
Lamar	3	2	4	0	0	9	1.2%	-100.0%
Lauderdale	7	3	2	5	6	23	3.0%	41.2%
Lawrence	7	1	0	0	1	9	1.2%	-50.0%
Leake	1	0	1	0	0	2	0.3%	-100.0%
Lee	9	1	0	1	1	12	1.6%	-63.6%
Leflore	5	0	2	0	0	7	0.9%	-100.0%
Lincoln	7	0	0	3	1	11	1.4%	-60.0%
Lowndes	4	3	1	1	0	9	1.2%	-100.0%
Madison	9	4	2	1	4	20	2.6%	0.0%
Marion	5	3	2	3	7	20	2.6%	115.4%
Marshall	4	3	0	2	1	10	1.3%	-55.6%
Monroe	2	0	4	1	0	7	0.9%	-100.0%
Montgomery	2	2	0	0	0	4	0.5%	-100.0%
Neshoba	2	0	1	2	0	5	0.7%	-100.0%
Newton	0	2	2	0	0	4	0.5%	-100.0%
Noxubee	2	0	0	0	0	2	0.3%	-100.0%
Oktibbeha	0	1	3	1	1	6	0.8%	-20.0%
Panola	10	2	4	5	3	24	3.2%	-42.9%
Pearl River	11	5	2	4	4	26	3.4%	-27.3%
Perry	2	1	2	0	0	5	0.7%	-100.0%
Pike	5	1	3	2	1	12	1.6%	-63.6%
Pontotoc	1	0	1	0	0	2	0.3%	-100.0%
Prentiss	4	1	3	0	1	9	1.2%	-50.0%
Quitman	1	2	0	0	0	3	0.4%	-100.0%
Rankin	12	4	4	6	13	39	5.1%	100.0%
Scott	9	2	4	0	2	17	2.2%	-46.7%
Sharkey	2	0	0	0	0	2	0.3%	-100.0%
Simpson	3	0	1	0	0	4	0.5%	-100.0%
Smith	1	0	0	0	2	3	0.4%	700.0%
Stone	1	0	3	0	0	4	0.5%	-100.0%
Sunflower	3	0	0	0	0	3	0.4%	-100.0%
Tallahatchie	4	0	0	3	0	7	0.9%	-100.0%
Tate	5	2	2	1	1	11	1.4%	-60.0%
Tippah	2	1	3	0	0	6	0.8%	-100.0%
Tishomingo	3	3	0	0	0	6	0.8%	-100.0%

Speed-Related Fatalities						Total 2008 - 2012		% Change: 2012 vs. prior 4-yr Avg.
County	2008	2009	2010	2011	2012	N	%	
Tunica	6	0	0	0	0	6	0.8%	-100.0%
Union	5	3	0	0	0	8	1.1%	-100.0%
Walthall	1	1	3	0	0	5	0.7%	-100.0%
Warren	5	3	0	2	0	10	1.3%	-100.0%
Washington	3	2	0	0	2	7	0.9%	60.0%
Wayne	8	0	1	2	0	11	1.4%	-100.0%
Webster	2	0	0	0	0	2	0.3%	-100.0%
Wilkinson	1	0	0	0	0	1	0.1%	-100.0%
Winston	3	0	1	0	2	6	0.8%	100.0%
Yalobusha	2	1	2	1	2	8	1.1%	33.3%
Yazoo	3	0	2	1	0	6	0.8%	-100.0%
Totals	327	106	129	104	95	761	100.0%	-42.9%

Mississippi's speeding-related population-based fatality decreased considerably in 2012 (3.18 fatalities per 100,000 population), by 43.4% when compared to the average of the previous four years (5.62) (see Table 8). As indicated in Table 42, the counties with the highest average speeding-related population-based fatality rates throughout the five years were: Marion (14.91); Lawrence and Issaquena (14.01 each); Panola (13.84); Holmes (13.55); Yalobusha (12.64); Claiborne (12.43); Scott (12.04); and Tunica (11.19). It should be noted that the population-based fatality rates can vary drastically from year to year and thus should be considered with caution.

Table 42. Speeding-Related Fatalities by County: Rate per 100,000 Population

County	2008	2009	2010	2011	2012
Adams	18.39	3.10	3.10	3.12	3.11
Alcorn	16.31	0.00	8.09	8.10	2.69
Amite	30.02	0.00	7.63	0.00	0.00
Attala	10.19	0.00	5.11	5.14	0.00
Benton	22.81	0.00	0.00	0.00	11.45
Bolivar	8.56	5.81	5.86	8.88	2.95
Calhoun	20.12	0.00	6.69	6.70	0.00
Carroll	28.05	0.00	0.00	0.00	0.00
Chickasaw	11.34	5.73	11.49	0.00	0.00
Choctaw	0.00	11.66	0.00	0.00	0.00
Claiborne	30.18	10.18	10.46	10.43	0.00
Clarke	0.00	0.00	17.90	0.00	0.00
Clay	0.00	0.00	4.86	0.00	0.00
Coahoma	11.30	3.81	7.65	0.00	0.00
Copiah	13.52	0.00	3.40	3.42	6.91
Covington	15.31	5.12	0.00	5.09	0.00
De Soto	5.12	4.38	1.85	3.05	3.01
Forrest	5.39	5.34	3.99	3.96	2.60
Franklin	12.29	0.00	0.00	0.00	0.00
George	22.53	0.00	4.41	8.74	8.72

County	2008	2009	2010	2011	2012
Greene	0.00	0.00	13.90	6.97	0.00
Grenada	0.00	4.54	4.57	0.00	0.00
Hancock	18.71	9.20	4.54	11.20	2.21
Harrison	4.38	3.24	3.20	6.80	3.61
Hinds	7.36	2.05	5.70	2.82	2.41
Holmes	35.43	20.55	5.23	0.00	5.32
Humphreys	0.00	10.51	0.00	0.00	0.00
Issaquena	0.00	0.00	0.00	0.00	72.15
Itawamba	34.17	0.00	0.00	0.00	0.00
Jackson	5.08	0.00	2.86	2.14	2.14
Jasper	0.00	5.77	11.78	5.96	0.00
Jefferson	37.85	0.00	0.00	0.00	13.09
Jefferson Davis	15.83	15.93	8.02	0.00	8.31
Jones	13.37	4.45	5.89	7.34	4.37
Kemper	0.00	0.00	0.00	0.00	0.00
Lafayette	17.47	2.14	2.11	0.00	2.02
Lamar	5.68	3.69	7.14	0.00	0.00
Lauderdale	8.79	3.74	2.49	6.21	7.48
Lawrence	53.69	7.66	0.00	0.00	7.97
Leake	4.23	0.00	4.20	0.00	0.00
Lee	11.04	1.21	0.00	1.19	1.18
Leflore	15.00	0.00	6.19	0.00	0.00
Lincoln	20.16	0.00	0.00	8.60	2.87
Lowndes	6.76	5.03	1.67	1.68	0.00
Madison	9.75	4.25	2.09	1.03	4.06
Marion	18.64	11.12	7.38	11.19	26.47
Marshall	10.71	8.06	0.00	5.44	2.73
Monroe	5.34	0.00	10.84	2.73	0.00
Montgomery	18.07	18.27	0.00	0.00	0.00
Neshoba	6.77	0.00	3.37	6.71	0.00
Newton	0.00	9.18	9.21	0.00	0.00
Noxubee	16.92	0.00	0.00	0.00	0.00
Oktibbeha	0.00	2.11	6.29	2.09	2.08
Panola	28.63	5.75	11.53	14.45	8.70
Pearl River	19.46	8.92	3.59	7.18	7.23
Perry	16.21	8.19	16.32	0.00	0.00
Pike	12.41	2.48	7.42	4.95	2.49
Pontotoc	3.39	0.00	3.33	0.00	0.00
Prentiss	15.70	3.91	11.91	0.00	3.94
Quitman	11.76	23.99	0.00	0.00	0.00
Rankin	8.62	2.84	2.82	4.18	8.96
Scott	32.03	7.12	14.11	0.00	7.08
Sharkey	38.53	0.00	0.00	0.00	0.00
Simpson	10.84	0.00	3.63	0.00	0.00
Smith	6.12	0.00	0.00	0.00	12.24
Stone	5.85	0.00	16.77	0.00	0.00
Sunflower	9.80	0.00	0.00	0.00	0.00
Tallahatchie	26.27	0.00	0.00	19.58	0.00
Tate	17.72	7.02	6.90	3.48	3.51
Tippah	9.10	4.51	13.49	0.00	0.00
Tishomingo	15.37	15.34	0.00	0.00	0.00
Tunica	55.00	0.00	0.00	0.00	0.00
Union	18.57	11.08	0.00	0.00	0.00

County	2008	2009	2010	2011	2012
Walthall	6.40	6.45	19.46	0.00	0.00
Warren	10.32	6.18	0.00	4.14	0.00
Washington	5.74	3.88	0.00	0.00	4.02
Wayne	38.16	0.00	4.82	9.71	0.00
Webster	19.60	0.00	0.00	0.00	0.00
Wilkinson	9.94	0.00	0.00	0.00	0.00
Winston	15.51	0.00	5.21	0.00	10.51
Yalobusha	15.56	7.80	15.81	7.97	16.13
Yazoo	10.55	0.00	7.14	3.59	0.00
Statewide Average	11.09	3.58	4.34	3.49	3.18

As shown in Table 43, from 2008 through 2012, a plurality of speeding-related fatalities in Mississippi occurred on roads with a speed limit of 55 miles per hour (30.4%), followed by roads with a speed limit of 45 mph (20.4%), and then roads with a speed limit of 35 mph (15.5%). A slightly different pattern was observed Regionally, with the highest percentage of speeding-related fatalities occurring on roads with speed limits of 65+ mph (22.4%), followed by roads with a speed limit of 55 mph (18.4%), and then roads with a speed limit of 45 mph (14.3%). Nationwide, the posted speed limits associated with the most speeding related fatalities were: 55 mph (27.0%), 65+ mph (15.5%), and 45 mph (14.6%).

Table 43. Speeding-Related Fatalities by Posted Speed Limit

Posted Speed	Mississippi					Total 2008 - 2012**		
	2008	2009	2010	2011	2012	MS	Region	U.S.
	(N=327)	(N=106)	(N=129)	(N=104)	(N=95)	(N=761)	(N=9,916)	(N=53,159)
30 or less	19	10	9	20	7	8.5%	9.0%	12.3%
35	38	18	21	19	22	15.5%	9.8%	12.4%
40	10	4	2	7	4	3.5%	6.9%	7.1%
45	55	25	36	22	17	20.4%	14.3%	14.6%
50	12	4	3	3	1	3.0%	3.9%	4.4%
55	126	25	38	16	26	30.4%	18.4%	27.0%
60	3	2	2	0	0	0.9%	11.0%	3.6%
65+	51	14	14	16	16	14.6%	22.4%	15.5%
No Limit	13	3	2	1	0	2.5%	0.4%	0.3%
Unknown/Not Reported	0	1	2	0	2	0.7%	4.0%	2.8%
Total	327	106	129	104	95	100.0%	100.0%	100.0%

*Highlighting is to help the reader identify cells with higher numbers/percentages. Starting in 2010, the 'Unknown' category also includes 'Not Reported' speed limits

**See note in appendix on speed limits in 2010.

In Mississippi, the majority of all 2008-2012 speeding-related fatalities occurred on collector roads (61.0%). In the State, the next highest percentage occurred on local roads (15.8%) and then arterial roads (12.8%). In Region 6, arterial roads were associated with the highest percentage of speeding-related fatalities during the five years (28.4%), followed closely by local roads (28.2%), and then collector roads (23.9%). Nationwide, arterials were associated with the most speeding-related fatalities as well (35.6%), followed by local roads (24.3%) and then collector roads (22.5%). For Mississippi, Region 6, and the U.S. as a whole, interstates/expressways had the lowest proportions of such fatalities (10.4%, 18.0%, and 16.5%, respectively) (see Table 44).

Table 44. Speeding-Related Fatalities by Road Type

Road Type	Mississippi					Total 2008 - 2012		
	2008	2009	2010	2011	2012	MS	Region	U.S.
	(N=327)	(N=106)	(N=129)	(N=104)	(N=95)	(N=761)	(N=9,916)	(N=53,159)
Interstate/Expressway	36	14	12	7	11	10.4%	18.0%	16.5%
Arterial	45	10	19	11	20	12.8%	28.4%	35.6%
Collector	202	62	77	65	46	61.0%	23.9%	22.5%
Local	44	20	20	21	18	15.8%	28.2%	24.3%
Unknown	0	0	1	0	0	0.2%	1.6%	1.1%
Total	327	106	129	104	95	100.0%	100.0%	100.0%

Highlighting is to help the reader identify cells with higher numbers/percentages.

As seen in Table 45, during the 2008-2012 period, the months with the greatest number of speeding-related fatal crashes in Mississippi were April (79 crashes, 11.5% of total) and August and September (each with 66 crashes and 9.6% of the total). For Region 6, the greatest number of speeding-related fatal crashes occurred in May (9.3%), and April and June (each with 8.8%). Nationwide, July and August saw the most speeding-related fatal crashes (each with 9.2%), followed by May (9.0%).

Looking at Mississippi's speeding-related fatal crashes by day, the greatest number occurred on Sundays (130 crashes, 18.9% of the total), followed by Saturdays (127 crashes, 18.4%), and then Fridays (107 crashes, 15.5%). In Region 6, the greatest number of such crashes also occurred on Saturdays (20.5%), followed by Sundays (19.1%), and then Fridays (15.1%). Nationally, 20.8% of speeding-related fatal crashes occurred on Saturdays, 18.5% on Sundays, and 15.1% on Fridays.

In Mississippi, the three-hour windows with the most speeding-related fatal crashes were 3 p.m. to 6 p.m. (119 crashes, 17.3% of the total), 9 p.m. to midnight (112 crashes, 16.3%), and 6 p.m. to 9 p.m. (106 crashes, 15.4%). Region 6 followed a slightly different pattern, with 19.2% occurring between midnight and 3 a.m., 16.0% from 9 p.m. to midnight, and 14.1% from 6 p.m. to 9 p.m. Nationwide, the pattern was the same as that seen for the State, as the most speeding-related fatal crashes occurred between midnight and 3 a.m. (18.1%), followed by 9 p.m. to midnight (15.7%), and then 6 p.m. to 9 p.m. (15.0%).

Table 45. Speeding-Related Fatal Crashes by Month, Day of Week, and Time of Day: Totals 2008-2012

	Mississippi (N=689)		Region (N=8,880)	U.S. (N=47,706)
	N	%	%	%
MONTH				
January	41	6.0%	8.0%	7.7%
February	37	5.4%	7.3%	7.1%
March	53	7.7%	8.1%	7.6%
April	79	11.5%	8.8%	8.4%
May	57	8.3%	9.3%	9.0%
June	53	7.7%	8.8%	8.7%
July	55	8.0%	8.1%	9.2%
August	66	9.6%	8.5%	9.2%
September	66	9.6%	8.2%	8.3%
October	63	9.1%	8.7%	8.7%
November	54	7.8%	7.7%	7.9%
December	65	9.4%	8.5%	8.1%
DAY OF WEEK				
Sunday	130	18.9%	19.1%	18.5%
Monday	84	12.2%	11.1%	11.4%
Tuesday	65	9.4%	10.3%	10.9%
Wednesday	89	12.9%	11.0%	11.2%
Thursday	87	12.6%	12.9%	12.1%
Friday	107	15.5%	15.1%	15.1%
Saturday	127	18.4%	20.5%	20.8%
TIME OF DAY				
Midnight-3am	87	12.6%	19.2%	18.1%
3am-6am	49	7.1%	9.5%	9.6%
6am-9am	64	9.3%	8.8%	8.2%
9am-Noon	65	9.4%	7.2%	7.6%
Noon-3pm	85	12.3%	11.0%	10.8%
3pm-6pm	119	17.3%	13.9%	14.3%
6pm-9pm	106	15.4%	14.1%	15.0%
9pm-Midnight	112	16.3%	16.0%	15.7%
Unknown	2	0.3%	0.3%	0.6%

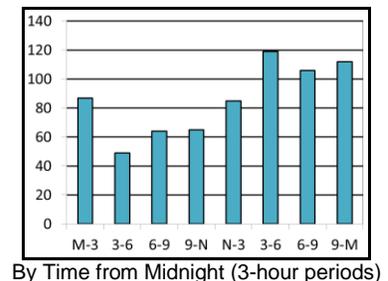
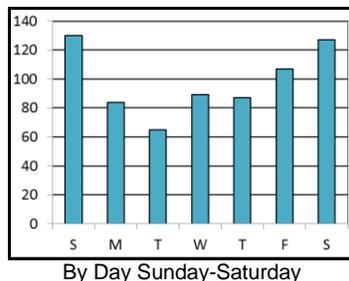
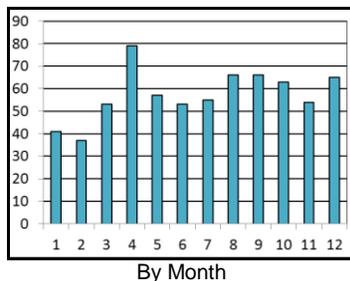


Table 46 shows that of the drivers in Mississippi involved in a fatal crash from 2008 through 2012, 12.6% had a previous speeding conviction; this is lower than percentage of drivers with previous speeding convictions throughout Region 6 (15.8%) and the U.S. as a whole (17.9%) during the same years.

Table 46. Drivers Involved in Fatal Crashes with Previous Speeding Convictions*

	Drivers with previous speeding convictions**						
	2008 %	2009 %	2010 %	2011 %	2012 %	Total 2008 - 2012 N	%
Mississippi	15.2%	15.3%	13.8%	12.5%	4.2%	521	12.6%
Region	15.9%	14.5%	16.1%	16.5%	16.1%	5,991	15.8%
U.S.	19.0%	18.4%	18.1%	17.7%	16.4%	41,180	17.9%

*Recorded speeding convictions that occurred within three years prior to the crash

** Counts exclude instances in which no occupant could be identified as a driver.

Table 47 shows that in Mississippi, over 60% (62.0%) of drivers involved in fatal crashes with previous speeding convictions were between the ages of 21-44, as they were across Region 6 (65.9%) and throughout the Nation (61.9%). In Mississippi, as well as in Region 6 and the U.S., the plurality of the drivers involved in fatal crashes who had previous speeding convictions were ages 25 to 34 (approximately 25%-30% in each jurisdiction), while drivers ages 65 and older constituted the smallest percentage (approximately 3%-5% in each). In Mississippi, 74.7% of such drivers were male, compared to 82.0% for Region 6 and 78.9% Nationally.

Table 47. Drivers Involved in Fatal Crashes with Previous Speeding Convictions by Age Group and Gender: Totals 2008-2012

Age Group	Mississippi		Region	U.S.	Mississippi				Region	U.S.
	(N=521)	%	(N=5,991)	(N=41,180)	Females		Males		% Males	% Males
					N	%	N	%		
16-20	44	8.4%	9.2%	11.0%	6	13.6%	38	86.4%	80.1%	77.3%
21-24	83	15.9%	17.4%	17.6%	20	24.1%	63	75.9%	82.8%	78.6%
25-34	150	28.8%	29.3%	26.0%	44	29.3%	106	70.7%	81.0%	77.8%
35-44	90	17.3%	19.2%	18.3%	27	30.0%	63	70.0%	81.5%	78.8%
45-54	80	15.4%	14.1%	14.5%	19	23.8%	61	76.3%	82.4%	80.2%
55-64	47	9.0%	7.4%	8.1%	12	25.5%	35	74.5%	86.3%	81.4%
65+	27	5.2%	3.4%	4.5%	4	14.8%	23	85.2%	85.7%	82.4%
Unknown	0	0.0%	0.0%	0.0%	0	N/A	0	N/A	50.0%	50.0%
Total	521	100.0%	100.0%	100.0%	132	25.3%	389	74.7%	82.0%	78.9%

*Highlighting is to help the reader identify cells with higher numbers/percentages.

IV. MOTORCYCLE CRASHES

MOTORCYCLE CRASHES – KEY FINDINGS

In the period 2008-2012:

- In Mississippi, the percentage of fatalities that were motorcyclists remained well below that of both the Region and the Nation during each of the five years observed (2008-2012). In 2012, 6.7% of Mississippi's traffic fatalities were motorcyclists, compared to 12.4% in Region 6, and 14.8% Nationwide (Figure 26).
- The majority of motorcycle fatal crashes in Mississippi (56.9%), as well as in Region 6 (58.8%) and the Nation (56.8%), occurred on Fridays, Saturdays, and Sundays, with the highest proportions of these crashes occurring on Saturdays in each of these three jurisdictions. Across the State, Region, and Nation, the highest concentration of such crashes occurred between the hours of 3 p.m. and 9 pm (47.5%, 38.2%, and 41.4%, respectively) (Table 48).
- During the five-year period, 61.1% of Mississippi's motorcyclist fatalities were between the ages of 25 and 54, and 93.8% were males (Table 49).
- Mississippi law requires helmet use of *all* riders. From 2008 through 2012, 18.1% of Mississippi's motorcyclist fatalities were not using a helmet. This percentage is substantially lower than the percentage of *nonuse* seen for Region 6 (56.1%) and for the U.S. as a whole (41.2%) during the same years (Table 50).
- During the 2008-2012 period in Mississippi, 42.5% of all fatally-injured motorcycle operators who were tested for BAC had a BAC of at least 0.01; this percentage is slightly lower than that seen for Region 6 (43.0%), but both are slightly higher than that for the U.S. as a whole (39.3%) (Table 51).
- In fatal crashes involving motorcycles in Mississippi, 49.4% of motorcycle operators had at least one driver factor reported, versus 47.6% of the operators of other vehicles. Throughout the five years, *driving too fast* was the most commonly reported driver factor for motorcyclists in Mississippi (23.0%), followed by *failure to keep in proper lane* (17.4%). For the operators of other vehicles, *failure to yield* (34.1%) was the most reported driver factor, by far (Table 52).

As seen in Figure 26, the percentages of fatalities that were motorcyclists in Mississippi remained well below that of both the Region and the Nation during each of the five years observed (2008-2012). In 2012, 6.7% of Mississippi's traffic fatalities were motorcyclists, compared to 12.4% in Region 6, and 14.8% Nationwide.

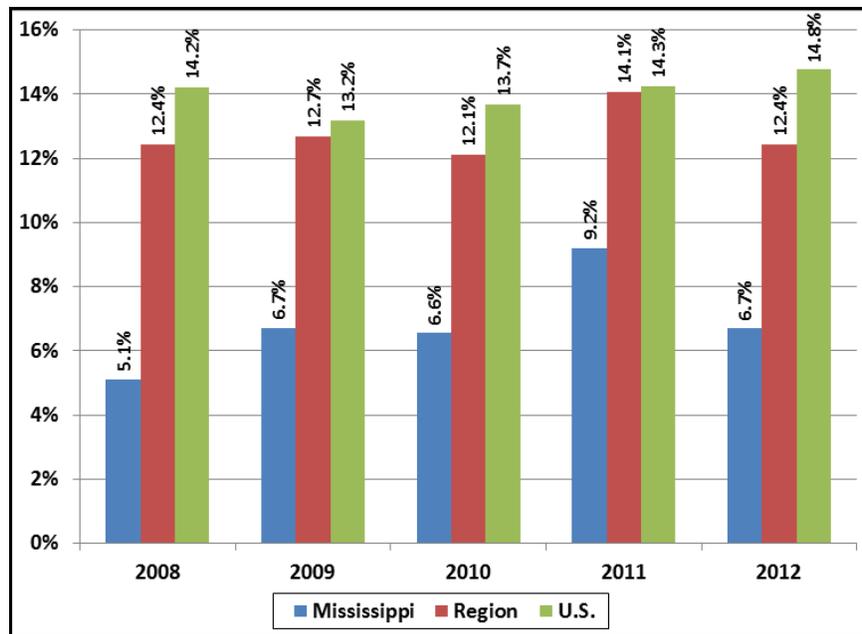


Figure 26. Motorcyclist Fatalities as Percent of Total Fatalities

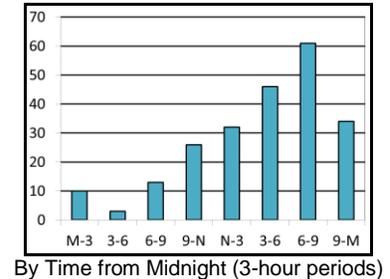
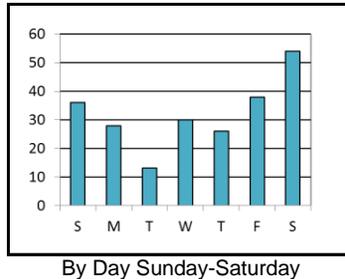
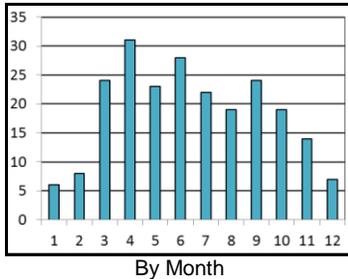
As Table 48 shows, the months with the most motorcycle fatal crashes in Mississippi were April (31 crashes, 13.8%), June (28 crashes, 12.4%), and March and September (each with 24 crashes and 10.7% of the total). For Region 6, the top months for such crashes during the 2008-2012 period were May (11.3%), and April and June (each with 11.0%). Nationally, the most such crashes occurred in August (13.2%), July (13.0%), and June (12.6%).

On a day-by-day basis, the most motorcycle fatal crashes in Mississippi occurred on Saturdays (54 crashes, 24.0% of total), followed by Fridays (38 crashes, 16.9%), and then Sundays (36 crashes, 16.0%). A similar pattern was observed in Region 6, where 24.3% of motorcycle fatal crashes occurred on a Saturday, 18.8% on a Sunday, and 15.7% on a Friday. Likewise Nationally, the highest percentage of motorcycle fatal crashes for occurred on Saturdays (22.5%), followed by Sundays (19.1%), and then Fridays (15.2%).

In Mississippi, the three-hour windows in which the most motorcycle fatal crashes occurred were 6 p.m. to 9 p.m. (61 crashes, 27.1% of total), 3 p.m. to 6 p.m. (46 crashes, 20.4%), and then 9 p.m. to midnight (34 crashes, 15.1%). Region 6 followed a similar pattern, with 19.2% of such crashes occurring between the hours of 3 p.m. and 6 p.m., 19.0% between 6 pm. and 9 p.m., and 15.1% from 9 p.m. to midnight. Nationally, the pattern was slightly different, with 21.6% of such crashes occurring from 3 p.m. to 6 p.m., 19.8% from 6 p.m. to 9 p.m., and 15.9% from noon to 3 p.m.

Table 48. Motorcycle Fatal Crashes by Month, Day of Week, and Time of Day: Totals 2008-2012

	Mississippi (N=225)		Region (N=3,522)	U.S. (N=23,221)
	N	%	%	%
MONTH				
January	6	2.7%	3.7%	3.0%
February	8	3.6%	5.5%	3.5%
March	24	10.7%	8.2%	6.3%
April	31	13.8%	11.0%	9.3%
May	23	10.2%	11.3%	11.6%
June	28	12.4%	11.0%	12.6%
July	22	9.8%	9.7%	13.0%
August	19	8.4%	9.8%	13.2%
September	24	10.7%	9.3%	10.9%
October	19	8.4%	9.1%	8.4%
November	14	6.2%	7.2%	5.3%
December	7	3.1%	4.2%	2.8%
DAY OF WEEK				
Sunday	36	16.0%	18.8%	19.1%
Monday	28	12.4%	10.0%	10.1%
Tuesday	13	5.8%	8.4%	9.9%
Wednesday	30	13.3%	10.9%	11.0%
Thursday	26	11.6%	12.0%	12.1%
Friday	38	16.9%	15.7%	15.2%
Saturday	54	24.0%	24.3%	22.5%
Unknown	0	0.0%	0.0%	0.0%
TIME OF DAY				
Midnight-3am	10	4.4%	12.9%	9.7%
3am-6am	3	1.3%	4.2%	3.8%
6am-9am	13	5.8%	6.4%	5.4%
9am-Noon	26	11.6%	8.1%	8.7%
Noon-3pm	32	14.2%	14.6%	15.9%
3pm-6pm	46	20.4%	19.2%	21.6%
6pm-9pm	61	27.1%	19.0%	19.8%
9pm-Midnight	34	15.1%	15.1%	14.4%
Unknown	0	0.0%	0.5%	0.6%



As shown in Table 49, during the five-year period in Mississippi, the 45-54 age group made up a plurality of motorcyclist fatalities (22.6%), followed by the 25-34 (19.9%) and 35-44 (18.6%) age groups. In Region 6, the 45-54 age group accounted for the most motorcyclist fatalities (22.6%), followed by those ages 35-44 (21.2%) and those ages 25-34 (20.5%). For the U.S. as a whole, the 45-54 age group made up the plurality as well (22.6%), followed by the 25-34 (20.2%) and then the 35-44 (19.7%) age groups.

Males constituted a much larger percentage of Mississippi's 2008-2012 motorcyclist fatalities than did females (93.8% male), a proportion comparable to those for the Region (90.5% male) and the Nation (90.7% male) during the same years.

Table 49. Motorcyclist Fatalities by Age Group and Gender: Totals 2008-2012

Age Group	Fatalities by Age			Fatalities by Age and Gender						
	Mississippi		Region	U.S.	Mississippi				Region % Males	U.S. % Males
	(N=226)	%	(N=3,643)	(N=23,886)	Females		Males			
				N	%	N	%			
< 16	3	1.3%	0.5%	0.5%	0	0.0%	3	100.0%	89.5%	86.4%
16-20	6	2.7%	4.7%	5.3%	0	0.0%	6	100.0%	89.0%	89.4%
21-24	26	11.5%	11.0%	10.1%	2	7.7%	24	92.3%	93.3%	94.0%
25-34	45	19.9%	20.5%	20.2%	3	6.7%	42	93.3%	94.6%	93.0%
35-44	42	18.6%	21.2%	19.7%	4	9.5%	38	90.5%	88.0%	88.8%
45-54	51	22.6%	22.6%	22.6%	1	2.0%	50	98.0%	87.4%	88.0%
55-64	36	15.9%	14.8%	15.5%	3	8.3%	33	91.7%	90.5%	91.0%
65-74	11	4.9%	3.6%	4.8%	0	0.0%	11	100.0%	95.5%	93.7%
75+	6	2.7%	0.9%	1.2%	1	16.7%	5	83.3%	91.2%	95.3%
Unknown	0	0.0%	0.0%	0.0%	0	N/A	0	N/A	100.0%	66.7%
Total	226	100.0%	100.0%	100.0%	14	6.2%	212	93.8%	90.5%	90.7%

*Highlighting is to help the reader identify cells with higher numbers/percentages.

As shown in Table 50 (below), throughout the five years, 81.9% of Mississippi's motorcyclist fatalities used a helmet, a number substantially higher than the percentage of helmet use seen for Region 6 (42.4%) and the U.S. as a whole (56.5%). In Mississippi, the 25-34 and 55-64 age groups demonstrated the greatest helmet use percentage, each with 88.9% of fatalities using a helmet. State law requires helmet use by *all* riders.

Table 50. Motorcyclist Fatalities by Age Group and Helmet Use*: Totals 2008-2012

Age Group	Motorcyclist Fatalities	Helmet Used		Helmet Not Used	
		N	%	N	%
<16	3	0	0.0%	3	100.0%
16-20	6	5	83.3%	1	16.7%
21-24	26	19	73.1%	7	26.9%
25-34	45	40	88.9%	5	11.1%
35-44	42	31	73.8%	11	26.2%
45-54	51	45	88.2%	6	11.8%
55-64	36	32	88.9%	4	11.1%
65+	17	13	76.5%	4	23.5%
Unknown	0	0	N/A	0	N/A
MS**	226	185	81.9%	41	18.1%
Region	3,643	1,543	42.4%	2,045	56.1%
U.S.	23,886	13,493	56.5%	9,831	41.2%

*Helmet use percentage based on total fatalities.

**State law requires helmet use by all riders.

Table 51 shows that 52.9% of Mississippi motorcycle operator fatalities ages 25-34 who were tested for BAC had a positive BAC, the highest percentage of any age group during the 2008-2012 period. Overall, 42.5% of motorcycle operator fatalities in Mississippi who were tested for BAC had a positive BAC, a percentage slightly lower than those seen for Region 6 (43.0%), but both slightly higher than that seen for the Nation (39.3%). In Mississippi, speed was cited as a factor in 50.0% of motorcycle operator fatalities ages 16-20, the highest percentage of any group. Overall, 25.3% of Mississippi's motorcycle operator fatalities were involved a crash where speed was a factor, a percentage lower than that of the Region (47.3%) and that of the Nation (38.8%) during the same years.

Table 51. Motorcycle Operator Fatalities, Alcohol Involvement and Speed: Totals 2008-2012

Age Group	MC Operator Fatalities	BAC ≥ 0.01*			Speeding Involved**	
		# Tested	# ≥ 0.01	%	#	%
<16	3	0	0	N/A	0	0.0%
16-20	6	2	1	50.0%	3	50.0%
21-24	25	10	5	50.0%	12	48.0%
25-34	42	17	9	52.9%	18	42.9%
35-44	41	16	5	31.3%	12	29.3%
45-54	51	23	11	47.8%	7	13.7%
55-64	33	16	6	37.5%	2	6.1%
65+	16	3	0	0.0%	1	6.3%
Unknown	0	0	0	N/A	0	N/A
MS	217	87	37	42.5%	55	25.3%
Region	3,392	2,329	1,001	43.0%	1,606	47.3%
U.S.	22,314	17,424	6,841	39.3%	8,651	38.8%

* Based on actual state BAC data

**Refers to entire crash event.

Table 52 shows the operator factors for fatal crashes involving motorcycles in Mississippi. During the 2008-2012 period, 49.4% of motorcycle operators and 47.6% of other operators had at least one factor reported. The most common reported factors for Mississippi's motorcycle operators was *driving too fast* (23.0%), followed by *failure to keep in proper lane* (17.4%). For other operators, *failure to yield* (34.1%) was by far the most common factor reported for fatal crashes involving motorcycles.

Table 52. Fatal Crashes Involving Motorcycles: Operator Factors

	2008		2009		2010		2011		2012		Total 2008 - 2012	
	MC (N=40)	Other Op (N=29)	MC (N=50)	Other Op (N=27)	MC (N=43)	Other Op (N=18)	MC (N=60)	Other Op (N=32)	MC (N=42)	Other Op (N=20)	MC (N=235)	Other Op (N=126)
Factors	%*	%*	%*	%*	%*	%*	%*	%*	%*	%*	%*	%*
None reported	42.5%	55.2%	22.0%	55.6%	48.8%	50.0%	66.7%	46.9%	71.4%	55.0%	50.6%	52.4%
One or more factors reported	57.5%	44.8%	78.0%	44.4%	51.2%	50.0%	33.3%	53.1%	28.6%	45.0%	49.4%	47.6%
Top Factors**												
Driving too fast... in excess of speed limit	27.5%	0.0%	22.0%	0.0%	27.9%	5.6%	20.0%	3.1%	19.0%	0.0%	23.0%	1.6%
Failure to keep in...lane	32.5%	0.0%	42.0%	11.1%	14.0%	16.7%	1.7%	0.0%	0.0%	0.0%	17.4%	4.8%
Inattentive (2006-2009), Distracted (2010 and later), Careless (2012)***	15.0%	6.9%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	5.1%	1.6%
Operating vehicle in erratic ...manner	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.4%	0.0%
Operator inexperience	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Failure to yield	5.0%	24.1%	6.0%	29.6%	9.3%	27.8%	6.7%	43.8%	4.8%	45.0%	6.4%	34.1%

*Driver may have multiple factors reported. Highlighting is to help reader distinguish MC operator percentages from Other operator percentages; bolding is to help reader identify commonly reported factors.

Percentages based on **total operators/drivers at the vehicle level. 'None reported' includes instances in which a violation, driver factor, distraction, or speeding was marked as 'Unknown', 'Not Reported', or where data were missing.

***For the years 2006 through 2009, Inattentive was a single element—Inattentive/Careless (Talking, Eating, Car Phones, etc.). In 2010, many individual factors that had been subsumed the Inattentive element were broken out into their own separate categories, as Distraction became an entirely new table in FARS. In 2012, Careless was added as a new variable.

V. RESTRAINT USE

OCCUPANT RESTRAINT – KEY FINDINGS

In the period 2008-2012:

- In Mississippi, observed seat belt usage ranged between 71.3% (2008) and 83.2% (2012) during the five-year period, and has consistently been greater the National rate, which ranged from 83.0% (2008) to 86.0% (2012). In 2012, the observed seat belt usage rate was at its highest point of the five-year period for both the State and the Nation (Figure 27).
- Mississippi's *primary* seat belt law applies to occupants ages 7 and older in front seats.
- In Mississippi, restraint use among fatally-injured passenger vehicle occupants remained below that of both the Region and the Nation during the each of the five years (for *all* crashes as well as *night* crashes), except for *night* crashes in 2009, where the State was slightly above the Nation. In Mississippi, 36.1% of fatally-injured passenger vehicle occupants properly used their restraints in 2012, compared to 45.2% in Region 6 and 44.7% Nationwide. In every year, in every jurisdiction (State, Region, Nation), restraint use among fatally-injured passenger vehicle occupants in crashes occurring at night is lower than restraint use as a whole; this is with the exception of the year 2009, where in Mississippi, restraint use at *night* (32.8%) was slightly higher than restraint use as whole (32.1%) (Table 53).
- In Mississippi, the highest percentages of fatally injured occupants *not* wearing their seat belts were ages 10-15 (88.2% unrestrained), ages 21-24 (75.8% unrestrained), and ages 25-34 (73.1% unrestrained). When looking at restraint *use* among fatally-injured passenger vehicle occupants, only those younger than 5 and those ages 65 and older displayed over 50% restraint use (Table 54).

As seen in Figure 27, Mississippi’s observed seat belt usage rate ranged between 71.3% (2008) and 83.2% (2012) during the five-year period, and has consistently been greater the National rate, which ranged from 83.0% (2008) to 86.0% (2012). In 2012, the observed seat belt usage rate was at its highest point of the five-year period for both the State and the Nation.

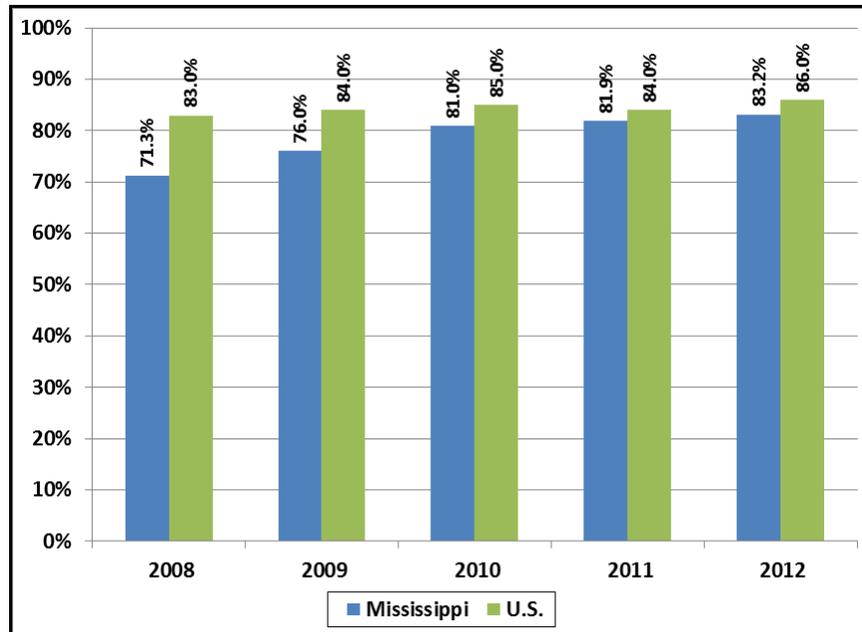


Figure 27. Observed Seat Belt Usage Rates, 2008-2012

Table 53 shows restraint use among fatally-injured passenger vehicle occupants, for *all crashes* and for those that occurred at night (8 p.m. to 4 a.m.); night crashes are a subset of *all crashes*. Restraint use among fatally-injured passenger vehicle occupants in Mississippi was below that of both the Region and the Nation during the each of the five years (for *all crashes* as well as *night crashes*). In every year, in every jurisdiction (State, Region, Nation), restraint use among fatally-injured passenger vehicle occupants in crashes occurring at night is lower than restraint use as a whole; this is with the exception of the year 2009, where in Mississippi restraint use at *night* (32.8%) was slightly higher than restraint use as whole (32.1%).

In Mississippi, 36.1% of fatally-injured passenger vehicle occupants properly used their restraints in 2012, compared to 45.2% in Region 6, and 44.7% Nationwide. The 2012 restraint use percentage for fatally-injured passenger vehicle occupants in Mississippi represents a 3.7% increase compared to the average of the previous four years (34.8%); this increase is slightly greater the increases seen for the Region (a 2.6% increase) and the Nation (a 2.5% increase) during the same timeframe.

In 2012, the percentage of restraint use at night for fatally-injured occupants in Mississippi (32.4%) represents a 17.6% increase when compared to the 2008-2011 average (27.5%). In comparison, Region 6 experienced a 4.5% increase in the percentage of restraint use at night for fatally-injured occupants in 2012, and the Nation experienced a 5.0% increase.

Table 53. Restraint Use of Fatally-Injured Passenger Vehicle Occupants

		2008	2009	2010	2011	2012
Restraint Used						
Mississippi		33.7%	32.1%	35.5%	38.3%	36.1%
Region		42.6%	43.2%	45.6%	45.1%	45.2%
U.S.		42.0%	43.5%	44.8%	44.4%	44.7%
Restraint Used Night*						
Mississippi		26.2%	32.8%	24.1%	26.0%	32.4%
Region		32.7%	34.5%	34.7%	36.0%	35.9%
U.S.		30.0%	32.2%	32.3%	33.3%	33.5%

Restraint use percentage based on all fatalities

*In crashes that occurred between 8 pm and 4 am.

As shown in Table 54, restraint use was much more common among the younger and older age groups in Mississippi, with 60.0% of fatally injured occupants under age 5 and 59.4% of fatally injured occupants ages 75 and older using restraints. Throughout the five years, there was also a relatively high use rate among those ages 65-74 (56.8% restrained). The age groups with the highest percentages of *non-use* among fatally injured passenger vehicle occupants during the 2008-2012 period were those ages 10-15 (88.2% unrestrained), those ages 21-24 (75.8% unrestrained), and those ages 25-34 (73.1% unrestrained). Mississippi's *primary* seat belt law applies to front seat occupants ages 7 and older.

Table 54. Fatally-Injured Passenger Vehicle* Occupants, Restraint Use by Age Group: Totals 2008-2012

Age Group	Occupant Restraint Usage			
	N	Used	Not Used	Unknown
<5	45	60.0%	40.0%	0.0%
5-9	44	38.6%	61.4%	0.0%
10-15	68	11.8%	88.2%	0.0%
16-20	319	27.0%	72.7%	0.3%
21-24	252	23.4%	75.8%	0.8%
25-34	505	26.5%	73.1%	0.4%
35-44	391	30.2%	69.8%	0.0%
45-54	406	33.5%	66.5%	0.0%
55-64	297	47.8%	52.2%	0.0%
65-74	192	56.8%	43.2%	0.0%
75+	187	59.4%	40.6%	0.0%
Unknown	0	0.0%	N/A	N/A
MS**	2,706	35.0%	64.8%	0.2%
Region	20,090	44.3%	49.2%	6.5%
U.S.	114,165	43.8%	48.7%	7.5%

* Automobiles, SUVs, and Pickup Trucks

** The State has a primary seat belt law for occupants ages 7 and older in front seats.

Highlighting is to help reader identify cells discussed in the text.

Table 55 breaks down the restraint use (where restraint use is known) of fatally-injured passenger vehicle occupants by vehicle type. In Mississippi, from 2008 through 2012, 40.4% of fatally-injured occupants of *Cars* used their restraints, a percentage lower than the percentages seen for both Region 6 (55.6%) and the U.S. as a whole (54.0%) during the same years. In Mississippi, 28.5% of fatally-injured occupants of *Pickups* used their restraints, compared to 36.9% in Region 6 and 34.0% Nationwide. For the *Other (including SUV)* vehicle category, 30.5% of fatally-injured occupants used their restraints in Mississippi, again lower than the Regional (43.1%) and National (42.9%) percentages.

In terms of change, for the *Car* vehicle category, the percentage of restraint use by fatally-injured occupants in Mississippi increased in 2012, by 11.4% when compared to the average of the previous four years. For the *Pickup* category, the percentage of restraint use for fatally-injured occupants decreased in the State (by 4.3%) in 2012, and restraint use among fatally-injured occupants in the *Other* category showed little change (a 0.1% decrease). Across Region 6, a 1.8% increase was seen for restraint use among fatally-injured occupants of *Cars*, while an 8.4% increase was seen for the *Pickup* category and a 3.8% increase was seen for the *Other* category. The National proportion of fatally injured occupants using restraints increased slightly for each category in 2012 (compared to the respective 2008-2011 average), by 1.8% for *Cars*, 4.4% for *Pickups*, and 3.7% for *Other* vehicles.

Table 55. Restraint Use* of Fatally-Injured Occupants by Passenger Vehicle Type

	2008	2009	2010	2011	2012	Total 2008 - 2012
Cars						
Mississippi	36.5%	39.7%	39.8%	44.8%	44.2%	40.4%
Region	53.3%	54.9%	57.3%	56.8%	56.4%	55.6%
U.S.	51.6%	53.9%	55.7%	54.5%	54.8%	54.0%
Pickup						
Mississippi	31.4%	21.0%	30.8%	31.3%	27.5%	28.5%
Region	35.0%	33.9%	38.9%	37.6%	39.3%	36.9%
U.S.	32.4%	32.5%	35.0%	35.2%	35.2%	34.0%
Other (incl. SUV)						
Mississippi	28.6%	25.2%	31.9%	35.3%	30.5%	30.5%
Region	41.4%	42.2%	44.7%	43.2%	44.4%	43.1%
U.S.	40.8%	42.7%	43.2%	43.9%	44.2%	42.9%

* Known restraint use

VI. PEDESTRIAN AND BICYCLIST CRASHES

PEDESTRIAN AND BICYCLIST CRASHES – KEY FINDINGS

In the period 2008-2012:

- In Mississippi, the majority of pedestrian fatal crashes occurred between the hours 6 p.m. and 3 a.m. (61.7%), similar to their occurrence during this time period in Region 6 (64.8%) and across the Nation (59.7%). Approximately half of all pedestrian fatal crashes occurred on Fridays, Saturdays, and Sundays, in Mississippi (51.6%), Region 6 (50.3%), and the U.S. (47.8%) (Table 56).
- The ten cities with the largest number of pedestrian fatalities in Mississippi accounted for 28.9% of all pedestrian fatalities in the State. Jackson (24 fatalities, 9.5%) was the city in the State with the highest pedestrian fatality count during the 2008-2012 period (Table 57).
- Throughout the five years, persons ages 45-54 constituted a plurality (19.8%) of pedestrian fatalities in Mississippi, as they did throughout the Region and the Nation (19.2% and 19.5%, respectively) during the same years. Persons ages 25-54 accounted for approximately half of all pedestrian fatalities in Mississippi (51.8%), Region 6 (52.3%) and the U.S. (46.8%), while those ages 65 and older accounted for 13.8% of the State's pedestrian fatalities, 12.0% of the Region's, and 19.1% of the Nation's (Table 58).
- From 2008 through 2012, males represented 75.5% of the State's pedestrian fatalities, a percentage slightly higher than those seen for the Region (72.2%) and Nation (69.3%) during the same years (Table 58).
- During the five-year period, 46.9% of pedestrians killed in Mississippi with a known BAC had a BAC of at least 0.08, a proportion higher than that of Region 6 (45.0%) and that of the U.S. as a whole (38.6%). In Mississippi, among fatally injured pedestrians with a known BAC, a BAC of at least 0.08 was most common in the 35-44 age group, with 75.0% of pedestrian fatalities in this category having a BAC of at least 0.08. In Region 6, those ages 21-24 had the highest percentage (61.4%) as they did Nationally (53.1%) (Table 59).
- From 2008 through 2012, there were 29 bicyclist fatalities in Mississippi, with 4 occurring in 2012 resulting in a 36.0% decrease when compared to the previous four-year average. In contrast, in 2012 bicyclist fatalities rose by 22.7% in Region 6 and by 9.5% Nationally (Table 60).

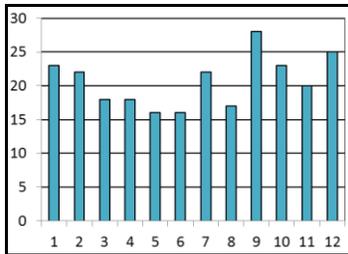
As shown in Table 56, the months with the greatest number of pedestrian fatal crashes in Mississippi were September (28 crashes, 11.3% of total), December (25 crashes, 10.1%), and January and October (each with 23 crashes and 9.3% of the total). For Region 6, the most pedestrian fatal crashes occurred in October (334 crashes, 10.5%), December (310 crashes, 9.7%), and November (282 crashes, 8.8%). Nationwide, the most such crashes occurred in December (2,375 crashes, 11.0% of total), November (2,199 crashes, 10.1%), and October (2,193 crashes, 10.1%).

The days of the week with the most pedestrian fatal crashes in Mississippi were Sundays (50 crashes, 20.2%), Saturdays (41 crashes, 16.5%), and Fridays (37 crashes, 14.9%). For Region 6, the most such crashes occurred on Saturdays (18.2%), Fridays (16.2%), and Sundays (15.9%). Nationally, 17.7% of all pedestrian fatal crashes occurred on a Saturday, 16.0% occurred on a Friday, and 14.1% occurred on a Sunday.

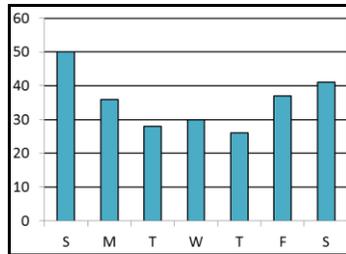
Throughout the five-year period in Mississippi, the three-hour windows in which the most pedestrian fatal crashes occurred were 6 p.m. to 9 p.m. (68 crashes, 27.4% of total), 9 p.m. to midnight (47 crashes, 19.0%), and then midnight to 3 a.m. (38 crashes, 15.3%). In Region 6, 24.2% of pedestrian fatal crashes occurred between 6 p.m. and 9 p.m., 24.1% occurred between 9 p.m. and midnight, and 16.5% occurred between midnight and 3 a.m. Nationwide, 25.2% of pedestrian fatal crashes occurred between 6 p.m. and 9 p.m., 22.0% occurred between 9 p.m. and midnight, and 12.5% occurred between midnight and 3 a.m.

Table 56. Pedestrian Fatal Crashes by Month, Day of Week, and Time of Day: Totals 2008-2012

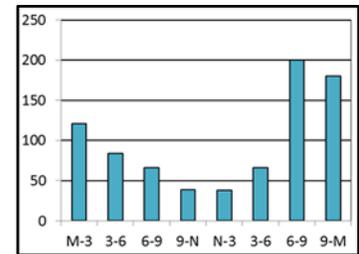
	Mississippi (N=248)		Region (N=3,189)		U.S. (N=21,689)	
	N	%	N	%	N	%
MONTH						
January	23	9.3%	263	8.2%	1872	8.6%
February	22	8.9%	249	7.8%	1712	7.9%
March	18	7.3%	252	7.9%	1675	7.7%
April	18	7.3%	250	7.8%	1534	7.1%
May	16	6.5%	259	8.1%	1523	7.0%
June	16	6.5%	222	7.0%	1458	6.7%
July	22	8.9%	244	7.7%	1590	7.3%
August	17	6.9%	266	8.3%	1651	7.6%
September	28	11.3%	258	8.1%	1907	8.8%
October	23	9.3%	334	10.5%	2193	10.1%
November	20	8.1%	282	8.8%	2199	10.1%
December	25	10.1%	310	9.7%	2375	11.0%
DAY OF WEEK						
Sunday	50	20.2%	506	15.9%	3049	14.1%
Monday	36	14.5%	397	12.4%	2781	12.8%
Tuesday	28	11.3%	395	12.4%	2753	12.7%
Wednesday	30	12.1%	404	12.7%	2888	13.3%
Thursday	26	10.5%	389	12.2%	2909	13.4%
Friday	37	14.9%	518	16.2%	3479	16.0%
Saturday	41	16.5%	580	18.2%	3830	17.7%
TIME OF DAY						
Midnight-3am	38	15.3%	526	16.5%	2709	12.5%
3am-6am	21	8.5%	363	11.4%	2037	9.4%
6am-9am	24	9.7%	273	8.6%	1958	9.0%
9am-Noon	12	4.8%	108	3.4%	1183	5.5%
Noon-3pm	15	6.0%	146	4.6%	1260	5.8%
3pm-6pm	23	9.3%	221	6.9%	2218	10.2%
6pm-9pm	68	27.4%	771	24.2%	5456	25.2%
9pm-Midnight	47	19.0%	769	24.1%	4762	22.0%
Unknown	0	0.0%	12	0.4%	106	0.5%



By Month



By Day Sunday-Saturday



By Time from Midnight (3-hour periods)

As Table 57 shows, the ten cities in Mississippi with the greatest number of pedestrian fatal crashes during the 2008-2012 period accounted for 28.9% of such fatalities in the State during the same years. Jackson was the city in the State with greatest number of pedestrian fatal crashes (24 crashes, 9.5% of the total), followed by Gulfport (11 crashes, 4.3%).

Table 57. Pedestrian Fatalities by Top Cities

City	2008	2009	2010	2011	2012	Total 2008 - 2012	
						N	%
Jackson	5	6	5	3	5	24	9.5%
Gulfport	3	1	1	3	3	11	4.3%
Hattiesburg	0	3	2	2	0	7	2.8%
Greenville	0	0	3	3	1	7	2.8%
Diberville	2	0	0	0	4	6	2.4%
Olive Branch	0	2	1	2	0	5	2.0%
Biloxi	0	3	0	0	2	5	2.0%
Pascagoula	1	1	0	1	1	4	1.6%
Picayune	0	0	1	0	1	2	0.8%
Cleveland	0	0	0	1	1	2	0.8%
Total Top Cities							
	11	16	13	15	18	73	28.9%
All Pedestrian Fatalities							
	50	58	50	47	48	253	100%

As shown in Table 58, in Mississippi those ages 45-54 constituted the plurality of pedestrian fatalities (19.8%), followed by those ages 35-44 (16.6%), and then those ages 25-34 (15.4%). In Region 6, those ages 45-54 constituted the plurality of pedestrian fatalities as well (19.2%), followed by those ages 25-34 (17.2%), and then those ages 35-44 (15.9%). Nationally, those ages 45-54 accounted for the plurality of pedestrian fatalities (19.5%), followed by those ages 55-64 (14.1%) and then those ages 25-34 (13.7%). Persons ages 65 and older accounted for 13.8% of the pedestrian fatalities in Mississippi, 12.0% across Region 6, and 19.1% Nationwide. Males accounted for 75.5% of Mississippi's pedestrian fatalities throughout the five years, a percentage slightly higher than that seen across the Region (72.2%) and both slightly higher than the National percentage (69.3%).

Table 58. Pedestrian Fatalities by Age Group and Gender: Totals 2008-2012

Age Group	Fatalities by Age			Fatalities by Age and Gender						
	Mississippi		Region	U.S.	Mississippi		Region % Males	U.S. % Males		
	(N=253)	%	(N=3,253)	(N=22,023)	Females	Males				
				N	%	N	%			
<5	6	2.4%	2.7%	2.0%	2	33.3%	4	66.7%	60.9%	61.8%
5-9	4	1.6%	1.4%	1.6%	1	25.0%	3	75.0%	68.2%	61.1%
10-15	7	2.8%	3.4%	3.0%	2	28.6%	5	71.4%	58.9%	61.4%
16-20	18	7.1%	6.9%	6.0%	7	38.9%	11	61.1%	68.3%	69.4%
21-24	24	9.5%	8.2%	6.8%	7	29.2%	17	70.8%	74.2%	73.5%
25-34	39	15.4%	17.2%	13.7%	7	17.9%	32	82.1%	73.6%	72.2%
35-44	42	16.6%	15.9%	13.6%	9	21.4%	33	78.6%	71.0%	70.3%
45-54	50	19.8%	19.2%	19.5%	10	20.0%	40	80.0%	75.1%	73.0%
55-64	27	10.7%	12.3%	14.1%	5	18.5%	22	81.5%	76.6%	71.9%
65-74	18	7.1%	6.3%	8.8%	5	27.8%	13	72.2%	70.7%	64.6%
75+	17	6.7%	5.7%	10.3%	6	35.3%	11	64.7%	69.4%	58.9%
Unknown	1	0.4%	0.7%	0.4%	0	0.0%	0	0.0%	73.9%	78.9%
Total	253	100.0%	100.0%	100.0%	61	24.1%	191	75.5%	72.2%	69.3%

Highlighting is to help reader identify cells with higher numbers/percentages

As Table 59 shows, 46.9% of Mississippi’s 2008-2012 pedestrian fatalities with a known BAC had a BAC of 0.08 or higher, a percentage higher than that seen for Region 6 (45.0%) and that seen for the U.S. as a whole (38.6%) during the same years. In Mississippi, the age groups with the largest proportion of pedestrian fatalities with a BAC of 0.08 or higher were those ages 35-44 (75.0%), 45-54 (66.7%), and 25-34 (55.0%). Across the Region, the highest proportion of such fatalities was in the 21-24 age group (61.4%), as it was Nationwide (53.1%), where BAC is known.

Table 59. Pedestrian Fatalities by Age Group With BAC: Totals 2008-2012

Age Group	Mississippi 0.08 or greater			Region 0.08 or greater	U.S. 0.08 or greater
	N ≥ 0.08	N	N=45 of 96*	N=808 of 1,796*	N=5,849 of 15,167*
<16	0	3	0.00%	2.60%	2.89%
16-20	1	3	33.33%	31.58%	28.98%
21-24	3	9	33.33%	61.44%	53.05%
25-34	11	20	55.00%	56.63%	52.08%
35-44	12	16	75.00%	50.31%	51.46%
45-54	16	24	66.67%	54.84%	50.11%
55-64	2	7	28.57%	40.09%	36.55%
65+	0	14	0.00%	11.80%	9.52%
Unknown	0	0	N/A	64.29%	54.24%
Total	45	96	46.88%	44.99%	38.56%

*Persons with known BACs

Highlighting is to help reader identify cells with higher percentages.

As seen in Table 60, from 2008 through 2012, there were 29 bicyclist fatalities in Mississippi, with 4 occurring in 2012, resulting in a 36.0% decrease when compared to the average of the previous four years. In contrast, Region 6 saw a 22.7% increase in bicyclist fatalities during the same years, while such fatalities increased by 9.5% Nationwide.

Table 60. Bicyclist Fatalities

	2008	2009	2010	2011	2012	Total 2008- 2012	% Change: 2012 vs. prior 4-yr Avg.
Mississippi	4	10	4	7	4	29	-36.00%
Region	79	85	74	75	96	409	22.68%
U.S.	718	628	623	682	726	3,377	9.54%

VII. YOUNG DRIVERS

YOUNG DRIVERS – KEY FINDINGS

In the period 2008-2012:

- In 2012, the number of fatal crashes involving young drivers (16-20 years old) decreased considerably in Mississippi, by 36.0% when compared to the prior four year average. Region 6 and the U.S. as a whole also experienced a decrease in this index, but by much smaller proportions (-16.5% and -13.7%, respectively). The number of young drivers killed decreased substantially in Mississippi as well (-37.1%), while decreasing by 24.4% in Region 6 and 16.9% Nationwide (Table 61).
- In Mississippi, young driver fatalities as a proportion of total fatalities fluctuated throughout the 2008-2012 period, ranging from a high of 8.9% in 2009 to a low of 5.3% in 2012. In 2012, 5.3% of Mississippi's traffic fatalities were young drivers, compared to 5.3% for Region 6 and 5.5% Nationwide (Figure 28).
- Throughout the five years, nearly half of all fatal crashes involving young drivers occurred between 3 p.m. and midnight, in Mississippi (49.6%), across Region 6 (47.5%) and throughout the U.S. as a whole (49.3%). When looking at the days of the week, for each jurisdiction (State, Region, and Nation), fatal crashes involving young drivers occurred most frequently on the weekends and Friday during the 2008-2012 period, with the highest proportions of such crashes occurring on Saturdays, Sundays, and Fridays, in order of decreasing frequency (Table 62).
- In Mississippi, at least one driver-related factor was reported for 63.2% of young drivers involved in fatal crashes during the five-year period. *Failure to keep in proper lane* was the most frequently reported factor and was reported in 29.9% of such crashes, followed closely by *driving too fast* (23.2%) (Table 63).
- In Mississippi, a slightly lower percentage of young drivers involved in fatal crashes had previous speeding convictions (10.1%) than did drivers of all ages (12.6%). This is similar to the pattern for the Region 6 where slightly less young drivers involved in fatal crashes had previous speeding conditions (13.3%) than did drivers of all ages (15.8%). Nationally, the pattern was different, as slightly more young drivers had previous speeding convictions (19.0%) than did all drivers (17.9%) (Table 64).
- From 2008 through 2012, in Mississippi, there were no young drivers involved in a fatal crash with previous crash recorded, compared to 0.2% of drivers of all ages (Table 64).
- Young drivers themselves made up the plurality of fatalities in Mississippi's young driver-involved fatal crashes (45.8%), a percentage higher than the proportion of young driver fatalities for Region 6 (41.8%) and the Nation (41.1%) during the same years (2008-2012). In Mississippi, young drivers' passengers represented 27.7% of the fatalities in such crashes, and other road users accounted for 26.5% (Table 65).
- In Mississippi, eight counties accounted for over 30% (31.7%) of young driver-involved fatalities during the five-year period: Hinds (6.0%); Harrison, Jackson, and Jones (4.2% each); De Soto and Lauderdale (3.4% each); Pearl River (3.2%); and Lee (3.0%) (Table 66).

The data in Table 61 show that during the 2008-2012 period, Mississippi experienced a much larger decline in the number of *fatal crashes involving young drivers* (a 36.0% decrease) than did Region 6 (a 16.5% decrease) and the U.S. as a whole (a 13.7% decrease). In terms of the number of *young drivers killed*, Mississippi also experienced a substantial decrease in 2012 when compared to the prior four years (-37.1%), compared to a 24.4% decrease for Region 6 and a 16.9% decrease Nationwide. Overall, these data underscore the fact that while the number of young driver-involved fatal crashes and the number of young drivers killed decreased considerably in each jurisdiction (State, Region Nation), the State outperformed the Region and the Nation in these indices.

Table 61. Fatal Crashes and Fatalities of Young Drivers

	2008	2009	2010	2011	2012	Total 2008 - 2012	% Change: 2012 vs. prior 4-year Avg.
Mississippi							
Fatal Crashes	97	110	80	82	59	428	-36.04%
Young Drivers Killed	56	62	37	42	31	228	-37.06%
Region							
Fatal Crashes	957	886	752	707	689	3,991	-16.54%
Young Drivers Killed	485	450	340	339	305	1,919	-24.41%
U.S.							
Fatal Crashes	5,527	4,871	4,348	4,176	4,084	23,006	-13.67%
Young Drivers Killed	2,687	2,302	1,917	1,970	1,843	10,719	-16.94%

As shown in Figure 28, throughout the five-year period, the percentage of fatalities in Mississippi that were young drivers fluctuated with respect to the Region and the Nation, being greater than both in 2009 and 2011, but equal to that of the Region in 2008, 2010, and 2012. In 2012, 5.3% of the State's traffic fatalities were drivers between the ages 16-20, compared to 5.3% in Region 6 and 5.5% throughout the U.S. as a whole.

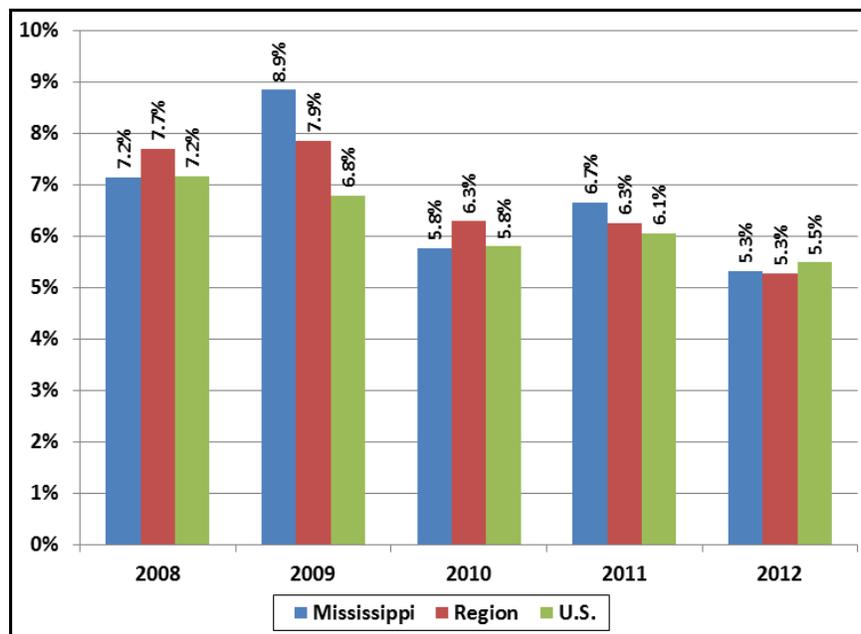


Figure 28. Young Driver Fatalities as Percent of Total

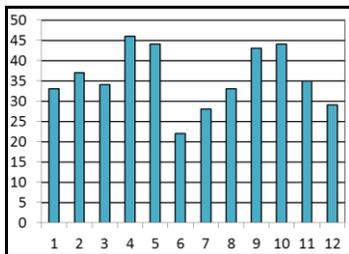
Table 62 shows that from 2008 through 2012, in Mississippi the most young driver-involved fatal crashes occurred in April (46 crashes, 10.7% of the total), and May and October (each with 44 crashes and 10.3% of the total). In Region 6, the most such crashes occurred in May (9.4%), June (9.0%), and October (8.8%). Nationwide, the months with the most young driver-involved fatal crashes were July (9.6%), August (9.2%), and June (9.1%).

The days with the greatest number of young driver-involved fatal crashes in Mississippi were Saturdays (85 crashes, 19.9% of total), Sundays (68 crashes, 15.9%), and Fridays (67 crashes, 15.7%). The same pattern was observed across the Region and Nation. In Region 6, 19.8% of all young driver-involved fatal crashes occurred on a Saturday, 18.1% on a Sunday, and 16.9% on a Friday. Nationwide, 19.6% of such crashes occurred on Saturdays, 17.4% on Sundays, and 15.9% on Fridays.

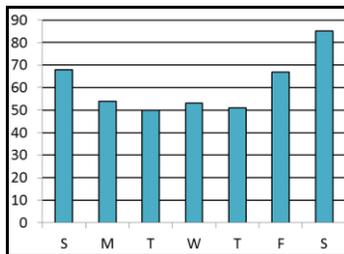
During the five years in Mississippi, the time periods with the greatest number of young driver-involved fatal crashes were 3 p.m. to 6 p.m. (76 crashes, 17.8% of total), 9 p.m. to midnight (72 crashes, 16.8%), and 6 p.m. to 9 p.m. (64 crashes, 15.0%). In Region 6, 16.4% of such crashes occurred from 9 p.m. to midnight, 15.8% from 3 p.m. to 6 p.m., and 15.3% from 6 p.m. to 9 p.m. Nationwide, the most young driver-involved fatal crashes occurred from 9 p.m. to midnight and 3 p.m. to 6 p.m. (each with 16.6%), and then from 6 p.m. to 9 p.m. (16.1%).

Table 62. Young Driver-Involved Fatal Crashes by Month, Day of Week, and Time of Day: Totals 2008-2012

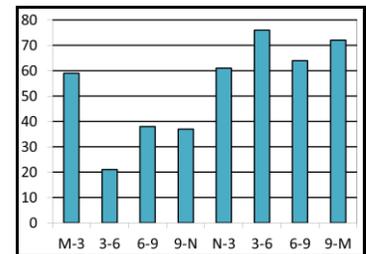
	Mississippi (N=428)		Region (N=3,991)	U.S. (N=23,006)
	N	%	%	%
MONTH				
January	33	7.7%	7.8%	7.1%
February	37	8.6%	7.3%	6.5%
March	34	7.9%	8.1%	7.7%
April	46	10.7%	8.3%	8.3%
May	44	10.3%	9.4%	9.0%
June	22	5.1%	9.0%	9.1%
July	28	6.5%	8.6%	9.6%
August	33	7.7%	7.7%	9.2%
September	43	10.0%	8.5%	8.4%
October	44	10.3%	8.8%	8.9%
November	35	8.2%	8.3%	8.3%
December	29	6.8%	8.2%	7.8%
DAY OF WEEK				
Sunday	68	15.9%	18.1%	17.4%
Monday	54	12.6%	11.3%	12.0%
Tuesday	50	11.7%	10.5%	11.5%
Wednesday	53	12.4%	11.0%	11.6%
Thursday	51	11.9%	12.4%	12.2%
Friday	67	15.7%	16.9%	15.9%
Saturday	85	19.9%	19.8%	19.6%
TIME OF DAY				
Midnight-3am	59	13.8%	15.1%	13.7%
3am-6am	21	4.9%	9.7%	8.6%
6am-9am	38	8.9%	9.5%	9.0%
9am-Noon	37	8.6%	6.8%	7.2%
Noon-3pm	61	14.3%	10.9%	11.7%
3pm-6pm	76	17.8%	15.8%	16.6%
6pm-9pm	64	15.0%	15.3%	16.1%
9pm-Midnight	72	16.8%	16.4%	16.6%
Unknown	0	0.0%	0.4%	0.5%



By Month



By Day Sunday-Saturday



By Time from Midnight (3-hour periods)

As seen in Table 63, at least one driver factor was reported for 63.2% of all young drivers involved in fatal crashes in Mississippi during the 2008-2012 period. The top factor reported for young drivers was *failure to keep in proper lane* (29.9%), followed by *driving too fast* (23.2%) and then *failure to yield* (12.0%).

Table 63. Driver Factors of Young Drivers Involved in Fatal Crashes

Factors	2008	2009	2010	2011	2012	Total 2008 - 2012
	(N=101)	(N=111)	(N=80)	(N=83)	(N=60)	(N=435)
	%*	%*	%*	%*	%*	%*
None reported	25.7%	22.5%	48.8%	48.2%	50.0%	36.8%
One or more factors reported	74.3%	77.5%	51.3%	51.8%	50.0%	63.2%
Top Factors						
Driving too fast...	38.6%	18.9%	20.0%	14.5%	21.7%	23.2%
Inattentive (2006-2009), Distracted (2010 and later), Careless (2012)**	15.8%	11.7%	1.3%	0.0%	6.7%	7.8%
Erratic, reckless manner	1.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Failure to keep in proper lane	49.5%	46.8%	18.8%	14.5%	1.7%	29.9%
Failure to yield right of way	6.9%	15.3%	7.5%	16.9%	13.3%	12.0%

*Driver may have multiple factors reported

**For the years 2006 through 2009, Inattentive was a single element—Inattentive/Careless (Talking, Eating, Car Phones, etc.). In 2010, many individual factors that had been subsumed in the Inattentive element were broken out into their own separate categories, as Distraction became an entirely new table in FARS. In 2012, Careless was added as a new variable.

Highlighting is to help reader identify most common factors.

Table 64 shows that throughout the 2008-2012 period in Mississippi, a slightly smaller percentage of young drivers involved in fatal crashes had a previous speeding conviction (10.1%) than did drivers of all ages (12.6%). This is consistent with the pattern seen across the Region, where a slightly smaller percentage of young drivers had a previous speeding conviction (13.3%) than did all drivers (15.8%), while Nationwide, the percentage of young drivers with prior speeding convictions (19.0%) was larger than that for all drivers (17.9%). In Mississippi, there were no young drivers involved in fatal crashes who had a previous crash recorded, versus 0.2% of drivers of all ages.

Table 64. Previous Speeding Convictions and Previous Crashes for Young Drivers versus All Drivers: Totals 2008-2012

	Mississippi				Region		U.S.	
	Young drivers		All drivers		Young drivers	All drivers	Young drivers	All drivers
	(N=435)	%	(N=4,133)	%	(N=4,135)	(N=37,878)	(N=23,846)	(N=229,529)
Previous Speeding*	44	10.1%	521	12.6%	13.3%	15.8%	19.0%	17.9%
Previous Crash Recorded**	0	0.0%	7	0.2%	6.8%	6.7%	13.5%	11.6%

*Convictions recorded within three years prior to the fatal crash; counts exclude instances in which no person was identified as a driver.

**Crashes recorded within three years prior to the fatal crash; counts exclude instances in which no person was identified as a driver.

Highlighting is to help reader identify young drivers

As shown in Table 65, *young drivers* themselves accounted for the plurality of fatalities Mississippi's young driver-involved fatal crashes (45.8%), while the *passengers* of young drivers represented 27.7% of the fatalities, and *other road users* accounted for 26.5%. In Region 6, 41.8% of fatalities in crashes involving young drivers were young drivers themselves, while 25.8% were their passengers and 32.4% were other road users. Nationwide, young drivers accounted for 41.1% of the fatalities in young driver-involved fatal crashes, while the passengers of young drivers and other road users accounted for 24.8% and 34.1% of the fatalities, respectively.

Table 65. Fatalities in Young Driver-Involved Crashes

	2008 (N=116)	2009 (N=131)	2010 (N=90)	2011 (N=91)	2012 (N=70)	MS	Region	U.S.
						2008-2012 %	2008-2012 %	2008-2012 %
Victims						(N=498)	(N=4,595)	(N=26,082)
Young Drivers	56	62	37	42	31	45.8%	41.8%	41.1%
Passengers	34	35	24	25	20	27.7%	25.8%	24.8%
Other Road Users	26	34	29	24	19	26.5%	32.4%	34.1%

Table 66 shows Mississippi's young driver-involved fatalities by county. For the eight counties with the highest percentages of young driver-involved fatalities during the five-year period, declines were observed for the following five (in 2012 when compared to the average of the prior four years): De Soto and Lee (-100.0% each); Jones (-80.0%); Pearl River (-73.3%); and Hinds (-38.5%). Of these eight counties, Harrison (+60.0%), Jackson (+25.0%), and Lauderdale (+23.1%) each experienced an increase in such fatalities.

Table 66. Young Driver-Involved Fatalities by County

County	2008	2009	2010	2011	2012	Total 2008 - 2012		% Change: 2012 vs. prior 4-yr Avg.
						N	%	
Adams	1	0	3	1	0	5	1.0%	-100.0%
Alcorn	2	0	0	0	2	4	0.8%	300.0%
Amite	0	3	2	0	0	5	1.0%	-100.0%
Attala	1	2	2	1	2	8	1.6%	33.3%
Benton	0	2	0	0	1	3	0.6%	100.0%
Bolivar	3	0	0	3	0	6	1.2%	-100.0%
Calhoun	0	0	1	0	0	1	0.2%	-100.0%
Carroll	2	0	0	3	0	5	1.0%	-100.0%
Chickasaw	0	3	0	0	0	3	0.6%	-100.0%
Choctaw	0	0	0	0	0	0	0.0%	N/A
Claiborne	0	0	0	1	0	1	0.2%	-100.0%
Clarke	1	1	0	4	1	7	1.4%	-33.3%
Clay	0	0	0	0	0	0	0.0%	N/A
Coahoma	0	1	0	1	0	2	0.4%	-100.0%
Copiah	2	2	2	4	1	11	2.2%	-60.0%
Covington	1	3	0	1	0	5	1.0%	-100.0%
De Soto	5	6	3	3	0	17	3.4%	-100.0%
Forrest	2	4	0	2	0	8	1.6%	-100.0%
Franklin	0	0	0	1	1	2	0.4%	300.0%
George	1	2	2	1	1	7	1.4%	-33.3%
Greene	0	0	0	0	4	4	0.8%	N/A
Grenada	0	0	0	1	0	1	0.2%	-100.0%
Hancock	6	1	1	3	0	11	2.2%	-100.0%
Harrison	4	4	3	4	6	21	4.2%	60.0%
Hinds	4	14	8	0	4	30	6.0%	-38.5%
Holmes	0	4	0	0	0	4	0.8%	-100.0%
Humphreys	0	0	0	0	0	0	0.0%	N/A
Issaquena	0	1	0	0	0	1	0.2%	-100.0%
Itawamba	3	1	5	2	0	11	2.2%	-100.0%
Jackson	2	7	4	3	5	21	4.2%	25.0%
Jasper	1	1	0	0	0	2	0.4%	-100.0%
Jefferson	1	0	0	1	1	3	0.6%	100.0%

County	2008	2009	2010	2011	2012	Total		% Change: 2012 vs. prior 4-yr Avg.
						2008 - 2012 N	%	
Jefferson Davis	0	0	1	0	0	1	0.2%	-100.0%
Jones	6	8	3	3	1	21	4.2%	-80.0%
Kemper	1	1	0	0	0	2	0.4%	-100.0%
Lafayette	2	1	0	0	2	5	1.0%	166.7%
Lamar	3	4	1	0	0	8	1.6%	-100.0%
Lauderdale	4	3	1	5	4	17	3.4%	23.1%
Lawrence	0	0	0	0	0	0	0.0%	N/A
Leake	0	2	0	0	2	4	0.8%	300.0%
Lee	7	2	4	2	0	15	3.0%	-100.0%
Leflore	0	1	1	0	0	2	0.4%	-100.0%
Lincoln	3	2	1	2	2	10	2.0%	0.0%
Lowndes	1	4	1	1	2	9	1.8%	14.3%
Madison	4	3	1	0	0	8	1.6%	-100.0%
Marion	0	2	0	3	5	10	2.0%	300.0%
Marshall	0	1	5	0	2	8	1.6%	33.3%
Monroe	0	0	0	2	0	2	0.4%	-100.0%
Montgomery	0	0	5	0	0	5	1.0%	-100.0%
Neshoba	2	0	0	2	1	5	1.0%	0.0%
Newton	0	2	1	0	0	3	0.6%	-100.0%
Noxubee	0	0	0	0	0	0	0.0%	N/A
Oktibbeha	0	1	1	2	1	5	1.0%	0.0%
Panola	1	1	2	6	0	10	2.0%	-100.0%
Pearl River	8	3	2	2	1	16	3.2%	-73.3%
Perry	1	0	0	0	0	1	0.2%	-100.0%
Pike	1	3	1	1	0	6	1.2%	-100.0%
Pontotoc	1	0	1	2	0	4	0.8%	-100.0%
Prentiss	1	1	1	2	0	5	1.0%	-100.0%
Quitman	0	0	0	0	0	0	0.0%	N/A
Rankin	4	1	2	2	1	10	2.0%	-55.6%
Scott	8	3	1	0	1	13	2.6%	-66.7%
Sharkey	0	0	2	0	0	2	0.4%	-100.0%
Simpson	2	1	3	2	1	9	1.8%	-50.0%
Smith	0	1	2	1	0	4	0.8%	-100.0%
Stone	0	0	0	0	1	1	0.2%	N/A
Sunflower	0	0	0	1	0	1	0.2%	-100.0%
Tallahatchie	2	0	1	0	0	3	0.6%	-100.0%
Tate	1	4	0	2	1	8	1.6%	-42.9%
Tippah	0	0	0	2	1	3	0.6%	100.0%
Tishomingo	1	4	1	1	1	8	1.6%	-42.9%
Tunica	0	1	0	0	0	1	0.2%	-100.0%

County	2008	2009	2010	2011	2012	Total 2008 - 2012		% Change: 2012 vs. prior 4-yr Avg.
						N	%	
Union	1	2	2	1	1	7	1.4%	-33.3%
Walthall	0	1	2	0	0	3	0.6%	-100.0%
Warren	1	3	0	2	3	9	1.8%	100.0%
Washington	2	2	1	0	5	10	2.0%	300.0%
Wayne	3	0	1	0	0	4	0.8%	-100.0%
Webster	0	0	0	0	0	0	0.0%	N/A
Wilkinson	1	0	0	0	0	1	0.2%	-100.0%
Winston	0	0	1	0	1	2	0.4%	300.0%
Yalobusha	1	0	1	0	0	2	0.4%	-100.0%
Yazoo	1	1	1	2	1	6	1.2%	-20.0%
Totals	116	131	90	91	70	498	100.0%	-34.6%

As shown in Table 67, from 2008 through 2012, the majority of Mississippi's young driver-involved fatalities occurred on the State's collector roads (51.4%), with the next highest percentage occurring on arterial roads (21.5%) and then local roads (18.7%). In Region 6, the most young driver-involved fatalities occurred on arterial roads (36.1%), followed by local (24.1%) and then collector roads (23.7%). Nationally, the most such fatalities occurred on arterial roads (41.2%), followed by local roads (23.3%) and then collector roads (22.0%). From 2008 through 2012, the smallest proportion of young driver-involved fatal crashes in Mississippi, Region 6, and the U.S. as a whole occurred on interstates/expressways.

Table 67. Young Driver-Involved Fatalities by Road Type

Road Type	Mississippi					Total 2008 - 2012		
	2008	2009	2010	2011	2012	MS	Region	U.S.
	(N=116)	(N=131)	(N=90)	(N=91)	(N=70)	(N=498)	(N=4,595)	(N=26,082)
Interstate/Expressway	6	13	9	9	3	8.03%	14.82%	12.59%
Arterial	28	20	20	18	21	21.49%	36.06%	41.18%
Collector	59	67	47	48	35	51.41%	23.68%	21.97%
Local	22	31	13	16	11	18.67%	24.05%	23.29%
Unknown	1	0	1	0	0	0.40%	1.39%	0.97%
Total	116	131	90	91	70	100.00%	100.00%	100.00%

Highlighting is to help the reader identify cells with higher numbers/percentages.

VIII. OLDER DRIVERS

OLDER DRIVERS – KEY FINDINGS

In the period 2008-2012:

- In 2012 in Mississippi, fatal crashes involving drivers ages 65-74 increased by 15.1% when compared to the prior four-year average, compared to a 16.6% increase in such crashes across Region 6 and a 9.7% increase Nationwide. Driver fatalities for the 65-74 age group increased in the State by much higher proportion than did the number of fatal crashes (a 29.1% increase for driver fatalities), as they did in Region 6 (a 22.9% increase) (Table 68).
- In Mississippi, the proportion of traffic fatalities that were drivers ages 65-74 fluctuated with respect to Region 6 and the Nation, being below both in 2009 and above both in 2008, 2010, and 2012. In 2012, 7.0% of Mississippi's traffic fatalities were drivers ages 65-74, compared to 5.0% in Region 6 and 5.3% Nationwide (Figure 29).
- In 2012, *fatal crashes* involving drivers ages 75 and older increased slightly in Mississippi (by 7.9%), while the number of drivers ages 75 and older *killed* increased by a much larger proportion (by 24.0%). In contrast, Region 6 and the Nation each saw decreases in the number of fatal crashes involving drivers ages 75 and older and in the number of such drivers killed (Table 69).
- In Mississippi, driver fatalities for the age group 75 and older fluctuated with respect to the Region and the Nation, being below both in 2008 and 2011, and above both in 2012. In 2012, 6.9% of Mississippi's traffic fatalities were drivers ages 75 and older, compared to 4.0% for the Region and 5.9% for the Nation (Figure 30).
- The proportion of fatal crashes involving drivers ages 65-74 in Mississippi remained below the proportion of licensed drivers of the same age during the first four years of the period (2008-2011), but rose above in 2012 (Figure 31).
- Drivers ages 65-74 made up the majority of fatalities in Mississippi's fatal crashes involving drivers of this age group (53.7%), as they did in Region 6 (51.7%) and throughout the U.S. (51.5%) during the same years (2008-2012). In Mississippi, passengers of drivers ages 65-74 represented 17.6% of the fatalities in such crashes, and other road users represented 28.8% (Table 70).
- From 2008 through 2012, the proportion of fatal crashes involving drivers ages 75 and older in Mississippi fluctuated with respect to the proportion of the State's licensed drivers of the same age, but rose well above in 2012. Over all five years, the proportion of fatal crashes involving drivers ages 75 and older (6.4%) was generally representative of the proportion of the State's licensed drivers of the same age (6.5%) (Figure 32).
- From 2008 through 2012, drivers ages 75 and older constituted the vast majority of fatalities in Mississippi's fatal crashes involving drivers of this age group (74.1%), as they did in Region 6 (67.9%) and the Nation (67.7%) during the same years (2008-2012). In Mississippi, passengers of drivers ages 75 and older represented 12.3% of the fatalities in such crashes and other road users represented 13.6% (Table 71).
- During the five-year period in Mississippi, 66.0% of fatal crashes involving drivers ages 65-74 occurred between 9 a.m. and 6 p.m. Similarly, from 2008 through 2012, 59.5% of such crashes occurred during these same hours across Region 6, as did 62.1% Nationwide (Table 72).

- In Mississippi, 73.1% of crashes that involved drivers ages 75 and older occurred between 9 a.m. and 6 p.m. Similarly, in Region 6, 69.5% of crashes that involved drivers in this age group occurred between 9 a.m. and 6 p.m., as did 73.3% throughout the U.S. as a whole (Table 73).

Table 68 shows that *fatal crashes involving drivers ages 65-74* increased in Mississippi, by 15.1% in 2012 when compared to the prior four years. The number of *drivers ages 65-74 killed* increased in the State as well, but by a much larger proportion (a 29.1% increase). Region 6 also experienced an increase in the number fatal crashes involving drivers ages 65-74 (a 16.6% increase) and in the number of drivers ages 65-74 killed (a 22.9% increase). Throughout the U.S. as a whole, the number of fatal crashes involving drivers ages 65-74 increased by 9.7% in 2012, compared to the 2008-2011 average, and the number of drivers ages 65-74 killed increased as well, by 9.4%.

Table 68. Fatal Crashes and Fatalities Involving Drivers Ages 65-74

	2008	2009	2010	2011	2012	Total 2008 - 2012	% Change: 2012 vs. prior 4-yr Avg.
Mississippi							
Fatal Crashes	62	47	52	44	59	264	15.1%
Drivers Ages 65-74 Killed	39	23	33	32	41	168	29.1%
Region							
Fatal Crashes	441	406	376	386	469	2,078	16.6%
Drivers Ages 65-74 Killed	252	241	211	240	290	1,234	22.9%
U.S.							
Fatal Crashes	2,844	2,765	2,814	2,869	3,098	14,390	9.7%
Drivers Ages 65-74 Killed	1,640	1,566	1,566	1,673	1,763	8,208	9.4%

As shown in Figure 29, in Mississippi, the percentage of drivers ages 65-74 to total fatalities fluctuated with respect to Region 6 and the Nation, being below both in 2009 and above both in 2008, 2010, and 2012. In 2012, 7.0% of Mississippi's total traffic fatalities were drivers ages 65-74, compared to 5.0% in Region 6 and 5.3% Nationwide.

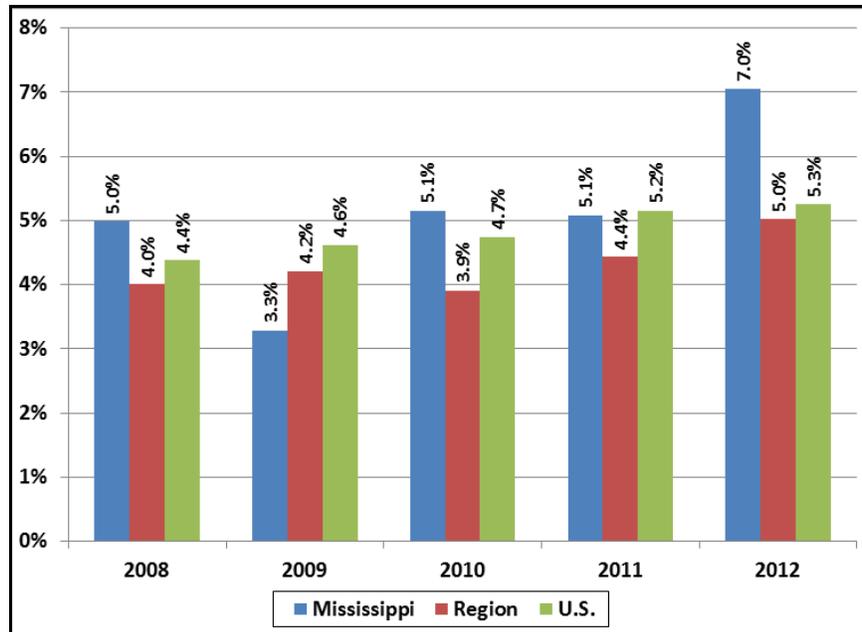


Figure 29. Driver Ages 65-74 Fatalities as Percent of Total Fatalities

Table 69 shows that in Mississippi, *fatal crashes involving drivers ages 75 and older* increased by 7.9% in 2012 (compared to the prior four years), while the number of *drivers ages 75 and older killed* increased by a much larger, 24.0%. Region 6 and the Nation each experienced decreases in such crashes and fatalities. Regionally, fatal crashes involving drivers of this age group declined by 5.5% in 2012 when compared to the 2008-2011 average, and the number of drivers ages 75 and older killed decreased by 7.8%. Throughout the Nation, in 2012 the number of fatal crashes involving drivers ages 75 and older decreased by 2.8% and the number of drivers ages 75 and older killed decreased, by 4.6%.

Table 69. Fatal Crashes and Fatalities Involving Drivers Ages 75 and Older

	2008	2009	2010	2011	2012	Total 2008-2012	% Change: 2012 vs. prior 4-yr Avg.
Mississippi							
Fatal Crashes	38	44	36	34	41	193	7.9%
Drivers Ages 75 and Older Killed	30	41	29	29	40	169	24.0%
Region							
Fatal Crashes	307	307	291	306	286	1,497	-5.5%
Drivers Ages 75 and Older Killed	247	262	237	261	232	1,239	-7.8%
U.S.							
Fatal Crashes	2,602	2,495	2,614	2,457	2,470	12,638	-2.8%
Drivers Ages 75 and Older Killed	2,155	2,036	2,129	2,012	1,988	10,320	-4.6%

Figure 30 shows that in Mississippi, the percentage of fatalities involving drivers ages 75 and older fluctuated each year during the 2008-2012 period, ranging from a low of 3.8% in 2008 to a high of 6.9% in 2012. In 2012, the proportion of fatalities that were drivers ages 75 and older was much higher in Mississippi (6.9%) than in Region 6 (4.0%) and throughout the U.S. as a whole (5.9%).

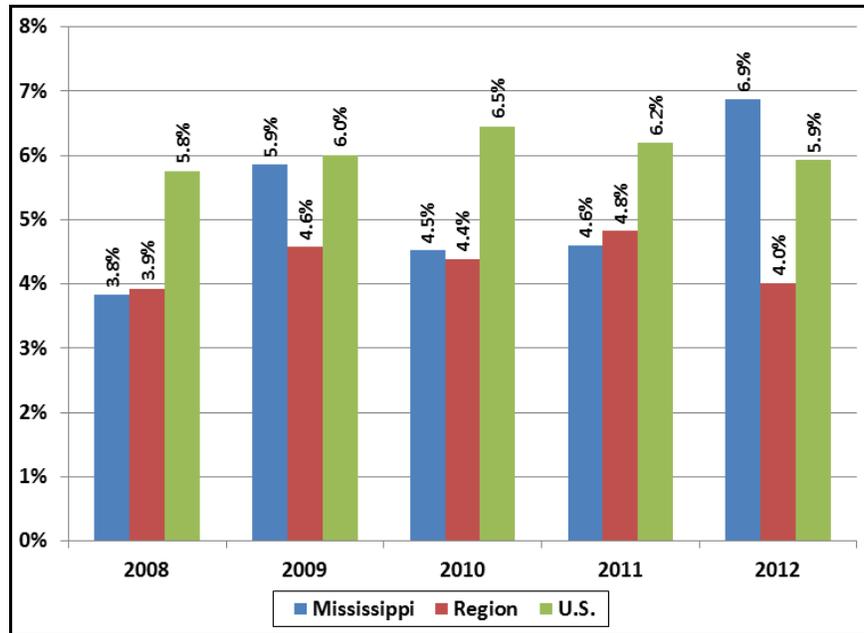


Figure 30. Driver Ages 75 and Older Fatalities as Percent of Total Fatalities

As seen in Figure 31, the proportion of fatal crashes involving drivers ages 65-74 in Mississippi remained below the proportion of licensed drivers of the same age during the first four years of the period (2008-2011), but rose above in 2012. Over all five years, the proportion of fatal crashes that involved drivers ages 65-74 (8.8%) was slightly under-representative of the State's proportion of licensed drivers of the same age (10.1%).

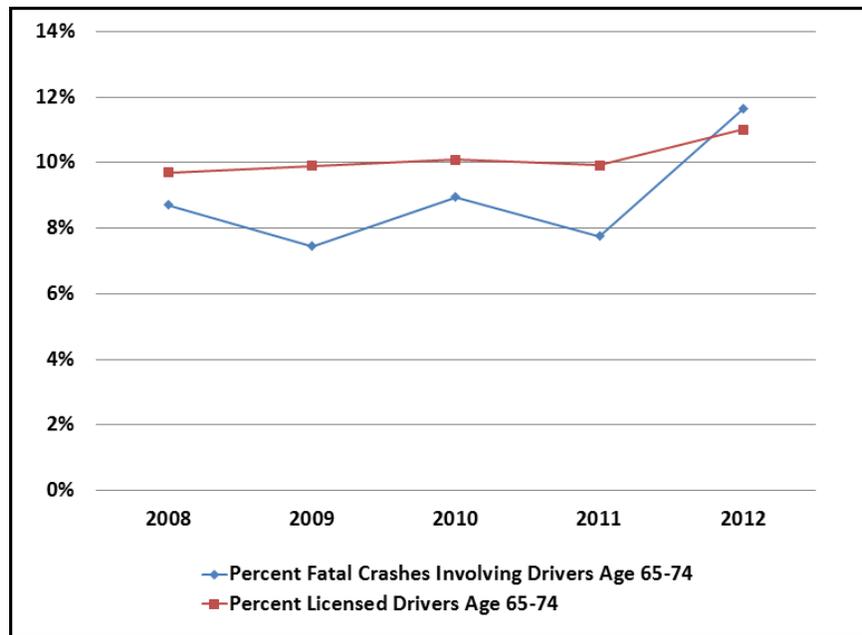


Figure 31. Percent of Fatal Crashes Involving Drivers Ages 65-74 vs. Percent of Total Licensed Drivers in Mississippi

Table 70 shows that during the 2008-2012 period, the majority of fatalities in fatal crashes involving drivers ages 65-74 were these drivers themselves, in Mississippi (53.7%), Region 6 (51.7%), and the U.S. as a whole (51.5%). In all three jurisdictions (State, Region, Nation) the smallest proportion of fatalities in crashes involving drivers ages 65-74 were their passengers (17.6% for the State, 13.1% for the Region, and 12.6% for the Nation).

Table 70. Fatalities In Older Driver-Involved Crashes (Ages 65-74)

	2008	2009	2010	2011	2012	MS 2008-2012 %	Region 2008-2012 %	U.S. 2008-2012 %
Victims	(N=70)	(N=50)	(N=61)	(N=53)	(N=79)	(N=313)	(N=2,386)	(N=15,932)
Older Drivers (Ages 65-74)	39	23	33	32	41	53.7%	51.7%	51.5%
Passengers	9	8	10	8	20	17.6%	13.1%	12.6%
Other Road Users	22	19	18	13	18	28.8%	35.2%	35.9%

As seen in Figure 32, in Mississippi, the proportion of fatal crashes involving drivers ages 75 and older fluctuated slightly with respect to the proportion of the State’s licensed drivers of the same age, but rose well above in 2012. Over all five years, the proportion of fatal crashes involving drivers ages 75 and older (6.4%) was generally representative of the proportion of the State’s licensed drivers of the same age (6.5%).

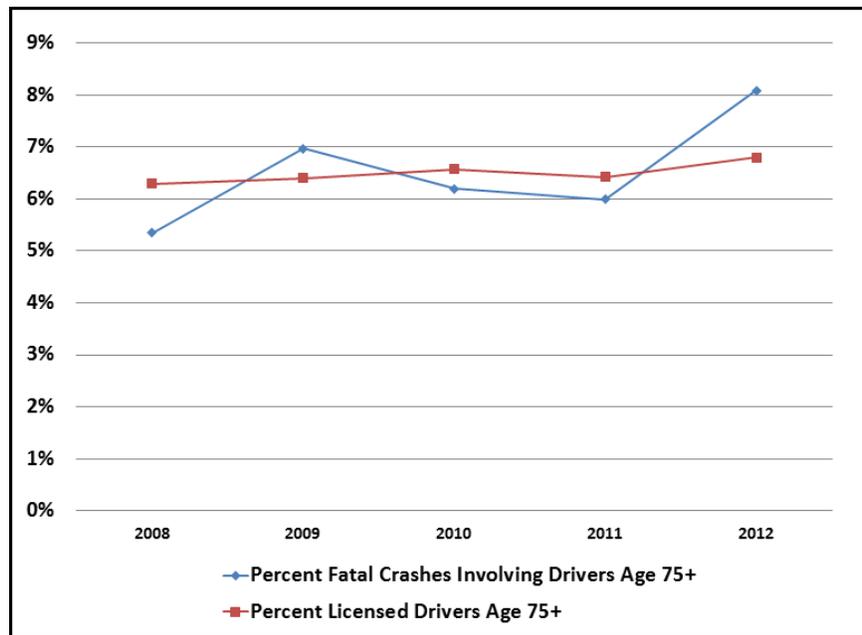


Figure 32. Percent of Fatal Crashes Involving Drivers Ages 75 and Older vs. Percent of Total Licensed Drivers in Mississippi

Table 71 shows that during the 2008-2012 period, the vast majority of fatalities in fatal crashes involving drivers ages 75 and older were these drivers themselves, in Mississippi (74.1%), Region 6 (67.9%), and the U.S. as a whole (67.7%). In Mississippi, 12.3% of the fatalities in such crashes were the passengers of drivers ages 75 and older, and 13.6% were other road users. In Region 6, other road users represented 17.7% of the fatalities in crashes involving drivers ages 75 and older, the passengers of these drivers represented 14.4%. Throughout the Nation, 18.3% of the fatalities in such crashes were other road users, and 14.0% were the passengers of drivers ages 75 and older.

Table 71. Fatalities In Older Driver-Involved Crashes (Ages 75 and Older)

	2008	2009	2010	2011	2012	MS 2008-2012 %	Region 2008-2012 %	U.S. 2008-2012 %
Victims	(N=45)	(N=53)	(N=39)	(N=44)	(N=47)	(N=228)	(N=1,826)	(N=15,243)
Older Drivers (Ages 75+)	30	41	29	29	40	74.1%	67.9%	67.7%
Passengers	9	5	5	5	4	12.3%	14.4%	14.0%
Other Road Users	6	7	5	10	3	13.6%	17.7%	18.3%

As Table 72 shows, during the five-year period in Mississippi, the months with the highest number of fatal crashes involving drivers ages 65-74 were April (28 crashes, 10.6%), March (26 crashes, 9.8%), and September (25 crashes, 9.5%). For Region 6, the months with the highest number of fatal crashes were April (9.3%), November (9.1%), and May (9.0%). Nationwide, July and August saw the most such crashes (each with 9.3% of total), followed by November (9.0%).

In Mississippi, the days of the week with the highest number of fatal crashes involving drivers ages 65-74 were Thursdays (50 crashes, 18.9% of total), Fridays (48 crashes, 18.2%), and Wednesdays and Saturdays (each with 39 crashes and 14.8% of the total). In Region 6, the most such crashes occurred on Fridays (18.2%), Saturdays (15.8%), and Thursdays (15.4%). Similarly Nationwide, 16.6% of fatal crashes involving drivers ages 65-74 occurred on Fridays, 15.3% occurred on Saturdays, and 14.6% on Thursdays.

During the five-year period in Mississippi, the three-hour windows in which the most fatal crashes involving drivers ages 65-74 occurred were 3 p.m. to 6 p.m. (63 crashes, 23.9% of total), 9 a.m. to noon (58 crashes, 22.0%), and noon to 3 p.m. (53 crashes, 20.1%). For Region 6, the largest percentage of such crashes occurred between 3 p.m. and 6 p.m. (21.8%), followed by noon to 3 p.m. (21.6%), and 9 a.m. to noon (16.1%). Nationwide, the pattern differed slightly, with 22.9% of fatal crashes involving drivers ages 65-74 occurring from noon to 3 p.m., 21.8% from 3 p.m. to 6 p.m., and 17.4% from 9 a.m. to noon.

Table 72. Fatal Crashes Involving Drivers Ages 65-74 by Month, Day of Week, and Time of Day: Totals 2008-2012

	Mississippi (N=264)		Region (N=2,078)	U.S. (N=14,390)
	N	%	%	%
MONTH				
January	24	9.1%	8.0%	7.2%
February	19	7.2%	7.2%	6.6%
March	26	9.8%	7.2%	7.4%
April	28	10.6%	9.3%	8.2%
May	22	8.3%	9.0%	8.3%
June	22	8.3%	8.6%	8.8%
July	21	8.0%	9.0%	9.3%
August	18	6.8%	7.7%	9.3%
September	25	9.5%	8.6%	8.7%
October	22	8.3%	8.3%	8.6%
November	22	8.3%	9.1%	9.0%
December	15	5.7%	8.1%	8.7%
DAY OF WEEK				
Sunday	20	7.6%	11.0%	11.9%
Monday	37	14.0%	12.4%	13.6%
Tuesday	31	11.7%	12.5%	13.8%
Wednesday	39	14.8%	14.8%	14.2%
Thursday	50	18.9%	15.4%	14.6%
Friday	48	18.2%	18.2%	16.6%
Saturday	39	14.8%	15.8%	15.3%
TIME OF DAY				
Midnight-3am	8	3.0%	2.9%	2.8%
3am-6am	8	3.0%	3.9%	3.2%
6am-9am	27	10.2%	11.5%	9.8%
9am-Noon	58	22.0%	16.1%	17.4%
Noon-3pm	53	20.1%	21.6%	22.9%
3pm-6pm	63	23.9%	21.8%	21.8%
6pm-9pm	35	13.3%	13.9%	14.4%
9pm-Midnight	12	4.5%	8.2%	7.3%
Unknown	0	0.0%	0.0%	0.4%

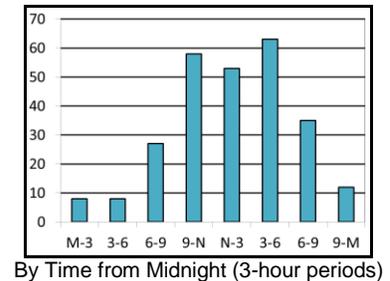
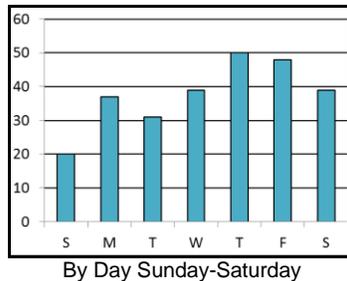
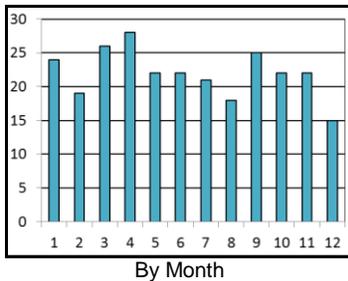


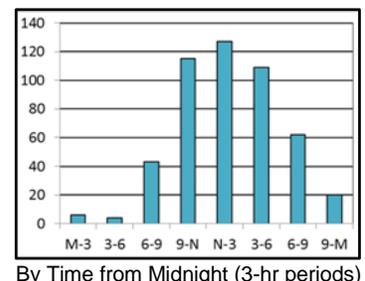
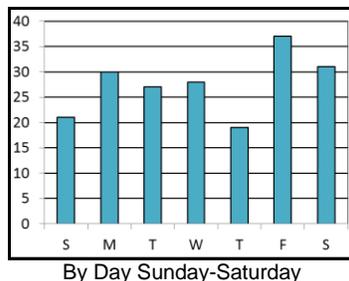
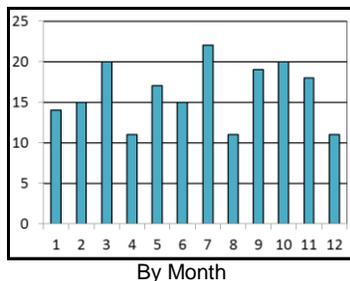
Table 73 shows that the top months for fatal crashes involving drivers ages 75 and older in Mississippi during the 2008-2012 period were July (22 crashes, 11.4% of total), and March and October (each with 20 crashes and 10.4% of the total). For Region 6, the most such crashes occurred in June (9.3%), May (9.0%), and April (8.9%). Nationwide, the top months were October and November (9.1% each), and December (9.0%).

In Mississippi, fatal crashes involving drivers ages 75 and older occurred most frequently on Fridays (37 crashes, 19.2% of total), Saturdays (31 crashes, 16.1%), and Mondays (30 crashes, 15.5%). In Region 6, the days with the most such crashes were Fridays (17.2%), Tuesdays (15.2%), and Wednesdays (14.6%). Nationwide, 16.1% of fatal crashes involving drivers ages 75 and older occurred on a Friday, 15.2% occurred on a Tuesday, and 15.1% on a Thursday.

Throughout the five years in Mississippi, the most fatal crashes involving drivers ages 75 and older occurred from noon to 3 p.m. (64 crashes, 33.2% of the total), 3 p.m. to 6 p.m. (40 crashes, 20.7%), and 9 a.m. to noon (37 crashes, 19.2%). In Region 6, 26.7% of such crashes occurred from noon to 3 p.m., 21.8% occurred from 3 p.m. to 6 p.m., and 21.0% from 9 a.m. to noon. Nationally, the most fatal crashes involving drivers ages 75 and older occurred from noon to 3 p.m. (27.9%) and then from 9 a.m. to noon (22.8%) and 3 p.m. to 6 p.m. (22.6%). In Mississippi, Region 6, and the U.S. as a whole, there were relatively few fatal crashes involving drivers ages 75 and older occurring earlier than 6 a.m. or later than 9 p.m. during these years.

Table 73. Fatal Crashes Involving Drivers Ages 75 and Older by Month, Day of Week, and Time of Day: Totals 2008-2012

	Mississippi (N=193)		Region (N=1,497)	U.S. (N=12,638)
	N	%	%	%
MONTH				
January	14	7.3%	8.1%	7.7%
February	15	7.8%	7.5%	6.4%
March	20	10.4%	8.6%	7.8%
April	11	5.7%	8.9%	8.4%
May	17	8.8%	9.0%	8.4%
June	15	7.8%	9.3%	8.6%
July	22	11.4%	7.9%	8.5%
August	11	5.7%	7.9%	8.5%
September	19	9.8%	7.9%	8.6%
October	20	10.4%	7.9%	9.1%
November	18	9.3%	8.8%	9.1%
December	11	5.7%	8.2%	9.0%
DAY OF WEEK				
Sunday	21	10.9%	11.9%	11.3%
Monday	30	15.5%	13.8%	14.9%
Tuesday	27	14.0%	15.2%	15.2%
Wednesday	28	14.5%	14.6%	14.8%
Thursday	19	9.8%	13.4%	15.1%
Friday	37	19.2%	17.2%	16.1%
Saturday	31	16.1%	13.8%	12.4%
TIME OF DAY				
Midnight-3am	2	1.0%	1.6%	1.2%
3am-6am	1	0.5%	1.3%	1.6%
6am-9am	23	11.9%	10.4%	8.6%
9am-Noon	37	19.2%	21.0%	22.8%
Noon-3pm	64	33.2%	26.7%	27.9%
3pm-6pm	40	20.7%	21.8%	22.6%
6pm-9pm	24	12.4%	12.6%	11.0%
9pm-Midnight	2	1.0%	4.3%	3.9%
Unknown	0	0.0%	0.2%	0.4%



As shown in Table 74, the largest percentage of Mississippi's 2008-2012 traffic fatalities that involved drivers ages 65-74 occurred on arterial roads (32.5%), as it did throughout Region 6 (45.3%) and the U.S. as a whole (52.1%). In Mississippi, collector roads saw 31.6% of such fatalities and local roads saw 25.2%. Regionally, 21.2% of fatalities involving drivers ages 65-74 occurred on collector roads, and 18.3% occurred on interstates/expressways. Throughout the Nation, 17.8% of such fatalities occurred on collector roads, and 15.7% occurred on interstates/expressways.

Table 74. Fatalities Involving Drivers Ages 65-74 by Road Type

Road Type	Mississippi					Total 2008 - 2012		
	2008	2009	2010	2011	2012	MS	Region	U.S.
	(N=70)	(N=50)	(N=61)	(N=53)	(N=79)	(N=313)	(N=2,386)	(N=15,932)
Interstate/Expressway	3	7	12	3	6	10.7%	18.3%	15.7%
Arterial	13	15	21	27	40	32.5%	45.3%	52.1%
Collector	29	14	17	14	20	31.6%	21.2%	17.8%
Local	25	14	11	9	13	25.2%	14.4%	13.7%
Unknown	0	0	0	0	0	0.0%	0.8%	0.8%
Total	70	50	61	53	79	100%	100%	100%

Highlighting is to help the reader identify cells with higher numbers/percentages.

Table 75 shows that the largest proportion of fatalities involving drivers ages 75 and older in Mississippi occurred on collector roads (38.8%), while across Region 6 and the U.S. as a whole, the majority of such crashes occurred on arterial roads (50.2% and 55.2%, respectively). In the State, the next highest frequency of fatal crashes involving drivers ages 75 and older occurred on arterial roads (31.5%) and then local roads (23.6%). For Region 6, 20.4% of 2008-2012 traffic fatalities involving drivers ages 75 and older occurred on collector roads, and 16.1% on local roads. The Nation followed the same pattern as the Region, with the next highest proportion of such fatalities occurring on collector roads (17.9%) and then local roads (15.3%).

Table 75. Fatalities Involving Drivers Ages 75 and Older by Road Type

Road Type	Mississippi					Total 2008 - 2012		
	2008	2009	2010	2011	2012	MS	Region	U.S.
	(N=42)	(N=47)	(N=38)	(N=38)	(N=44)	(N=209)	(N=1,651)	(N=13,777)
Interstate/Expressway	2	1	2	5	5	6.1%	12.1%	10.6%
Arterial	16	11	11	14	15	31.5%	50.2%	55.2%
Collector	20	23	9	12	20	38.8%	20.4%	17.9%
Local	4	12	16	7	3	23.6%	16.1%	15.3%
Unknown	0	0	0	0	1	0.0%	1.3%	0.9%
Total	42	47	38	38	44	100%	100%	100%

Highlighting is to help the reader identify cells with higher numbers/percentages.

IX. DISTRACTION (2010-2012 ONLY)

DISTRACTION – KEY FINDINGS

- Note: This is the third year in which Distractions were gathered in a separate table, so no historical data are available beyond 2010.
- In 2012, fatal crashes where at least one distraction was reported for at least one vehicle accounted for 8.5% of Mississippi's total fatal crashes, a percentage lower than that seen for Region 6 (14.6%) and that seen for the U.S. as a whole (11.7%) during the same year. In Mississippi, the number of fatal crashes in 2012 where a distraction was recorded (43) represents a 975.0% increase in this index when compared to the average of the prior two years (Table 76).
- Of the 43 crashes in Mississippi in 2012, where at least one distraction was recorded, 69.8% were recorded as *other distraction* and 30.2% were recorded as *distraction/inattention, details unknown* (Table 77).
- In Region 6, in 2012 *distraction/inattention, details unknown* was most frequently recorded (64.0%), as it was Nationwide (53.5%) during the same year (Table 77).

As shown in Table 76, in Mississippi there were 43 fatal crashes in 2012 where at least one distraction was reported, accounting for 8.5% of the total fatal crashes reported for the year. This is smaller the proportion of fatal crashes involving distractions in Region 6 (14.6%) and throughout the Nation (11.7%) during the same year.

In Mississippi, the number of fatal crashes in 2012 where a distraction was recorded (43) represents a 975.0% increase when compared to 2010-2011 average, compared to a 2.0% increase seen for Region 6 and a 2.3% increase Nationwide.

Table 76. Distracted Fatal Crashes (2010-2012 only)

	2010		2011		2012		% Change: 2012 vs. 2010	% Change: 2012 vs. Prior 2-Yr Avg.
	Crashes	% of Total Crashes	Crashes	% of Total Crashes	Crashes	% of Total Crashes		
Mississippi (N=1,655)	6	1.03%	2	0.35%	43	8.48%	616.67%	975.00%
Region (N=14,969)	784	15.99%	697	14.21%	755	14.63%	-3.70%	1.96%
Nation (N=90,963)	3527	11.64%	3497	11.71%	3593	11.67%	1.87%	2.31%

One or more distractions reported

Table 77 shows that by behavior, of the 43 fatal crashes in Mississippi in 2012 where a distraction was recorded in at least one vehicle, 69.8% were recorded as *other distraction* and 30.2% as *distraction/inattention, details unknown*.

In 2012 in Region 6, *distraction/inattention, details unknown* was the most frequently recorded distraction by far, accounting for 64.0% of the distractions recorded in the Region for the year.

Nationally, 53.5% of the distractions in fatal crashes in 2012 (where a distraction was recorded) were recorded as *distraction/inattention, details unknown*, while 38.6% were recorded as *unaware/did not see* and 10.5% as *cell phone*.

Table 77. Distracted Fatal Crashes by Behavior (2010-2012 only)

Distraction*		2010	2011	2012
No Driver Present	Mississippi	0.00%	0.00%	0.00%
	Region	3.83%	5.74%	5.96%
	Nation	5.81%	5.92%	6.57%
Unaware/Did not see	Mississippi	0.00%	50.00%	0.00%
	Region	14.41%	12.05%	3.18%
	Nation	26.79%	22.96%	38.62%
Distracted by Outside Person/Object/Event	Mississippi	16.67%	0.00%	0.00%
	Region	4.72%	4.02%	5.43%
	Nation	5.78%	5.38%	5.12%
Other Distraction	Mississippi	0.00%	50.00%	69.77%
	Region	3.83%	5.16%	7.02%
	Nation	6.72%	7.35%	6.29%
Distracted by Other Occupants	Mississippi	0.00%	0.00%	0.00%
	Region	5.61%	3.16%	3.97%
	Nation	4.68%	3.89%	4.06%
Distracted by Objects in Vehicle/Vehicle Controls	Mississippi	0.00%	0.00%	0.00%
	Region	4.08%	1.72%	4.37%
	Nation	4.34%	4.20%	4.40%
Eating/Drinking/Smoking	Mississippi	0.00%	0.00%	0.00%
	Region	1.02%	1.72%	1.46%
	Nation	1.87%	1.94%	1.50%
Cell Phone	Mississippi	66.67%	0.00%	0.00%
	Region	8.80%	8.46%	7.68%
	Nation	10.38%	10.12%	10.52%
Distraction/Inattention, Details Unknown**	Mississippi	16.67%	0.00%	30.23%
	Region	57.65%	60.40%	63.97%
	Nation	37.62%	41.72%	53.52%

*Percentage of distracted crashes in which the distraction was recorded in at least one vehicle.

**This category includes the variables: Distraction (Distracted), Details Unknown; Distraction/Inattention; Distraction/Careless; Careless/Inattentive; and Inattention (Inattentive), Details Unknown, as per 2012 FARS User Manual.

Each crash may have involved multiple distractions (distractions recorded at the vehicle level).

**APPENDIX: DATA BOOK CHANGES
RELATED TO FARS 2012**

Basic Data Moving Average

In the basic data section, the moving average is an average of the current year and the previous two years. Thus, the moving average for the first year in this data's books discussion, 2008, is an average of the values of 2006, 2007, and 2008.

Basic Data Linear Trend Line

In the basic data section, a linear trendline is also provided to show, in the simplest terms, whether the past trends (usually in fatalities) have been up, down, or flat. A linear trendline is often used as a predictive tool as well, but the reliability of its predictions depends on how much of the variation in variable "Y" (e.g., fatalities) is accounted for by change in variable "X" (e.g., year). The R^2 value for the linear trendline provides an index of that reliability. An R^2 value of 1.00 indicates that *all* of the variation in "Y" is accounted for by change in "X". On the other hand, an R^2 value of 0.00 indicates that *none* of the variability in Y is accounted for by a unit change in X, i.e., fatalities vary totally independently of time. The predictions (i.e., future fatality counts) that are provided for the linear trendline assume a high R^2 value *and* they assume an environment in which there is constancy with regard to important factors (e.g., the legal environment, current enforcement practices, the economy, etc.). To the extent that these assumptions are accurate, the reliability of the linear estimates is high. To the extent that these conditions are not met, the reliability of these estimates deteriorates.

In general, States have been encouraged to examine the *linear trends* and the *three-year moving averages* in their data over the most recent five-year period as a precursor to establishing goals and performance measures. This has been common practice for several years.

Consistent with these recommendations, we provide the linear trendline (as well as the three-year moving average) for each fatality area that we examine *and* we extend the linear trendline for three years beyond the last data point.

In our interpretation of these predictions, however, we also discuss the R^2 value of the linear trendline (i.e., the reliability or robustness of the trendline) as well as any other factors that might affect the reliability/validity of the linear trendline as a predictor (e.g., an expected change in the economy).

Speed Limits

In the 2010 FARS database, speed limits were changed from a crash to a pre-crash level variable. Thus, each crash could have multiple speed limits – as many speed limits as there were cars in the crash, provided that each car was travelling on a different roadway prior to the critical pre-crash event. However, to allow us to look at speed limits at the crash level, we took the *maximum* speed limit of all the vehicles involved in the crash, setting that as the crash-level speed limit.

Beginning in 2010, an additional speed limit data element, 'Not Reported', began usage. 'Not Reported' and 'Unknown' were collapsed together into one category for 2010 and later.

Motorcycle Helmet Use

Beginning in 2010, FARS reporting differentiates compliant helmets and those that do not meet regulatory requirements. Prior to 2010, motorcyclists' use of compliant and use of non-compliant helmets both were likely reported as "Helmet Used." Starting in 2010, non-compliant helmets were no longer reported as "Helmet Used."

Census Data

Population data were drawn from the U.S. Census Bureau's vintage estimates for 2005 through 2009. For 2010, 2011, and 2012, post-census intercensal data, as opposed to vintage data, were used. The methodology behind intercensal data may be found here:

http://www.census.gov/popest/methodology/2000-2010_Intercensal_Estimates_Methodology.pdf

<http://www.census.gov/popest/methodology/2012-est-relnotes.pdf>

Inattention (Distraction) Driver Factors

Beginning in 2010, many elements that previously had been encoded at the vehicle/driver level were broken out into separate tables (e.g., the new *Distraction* and *Violation* tables).

In Tables 52 (Fatal Crashes Involving Motorcycles – Operator Factors) and 63 (Driver Factors of Young Drivers Involved in Fatal Crashes), for the years 2005 through 2009, *Inattentive* was a single element – *Inattentive/Careless (Talking, Eating, Car Phones, etc.)*. However, in 2010, many individual factors that had been subsumed under the *Inattentive* data element were broken out into their own separate categories, as *Distraction* became an entirely new table in FARS.

In 2010, there were many more categories of *Inattention* (e.g., *Driver Distracted By Moving Object in Vehicle, Smoking Related Distraction, etc.*) to be found in the *Distraction* table. Thus, if any of these *Distraction* data elements were used in a crash (with the exception of *Not Reported* and *Unknown if Distracted*), the driver was considered to have been *Inattentive* (see Tables 52 and 63).