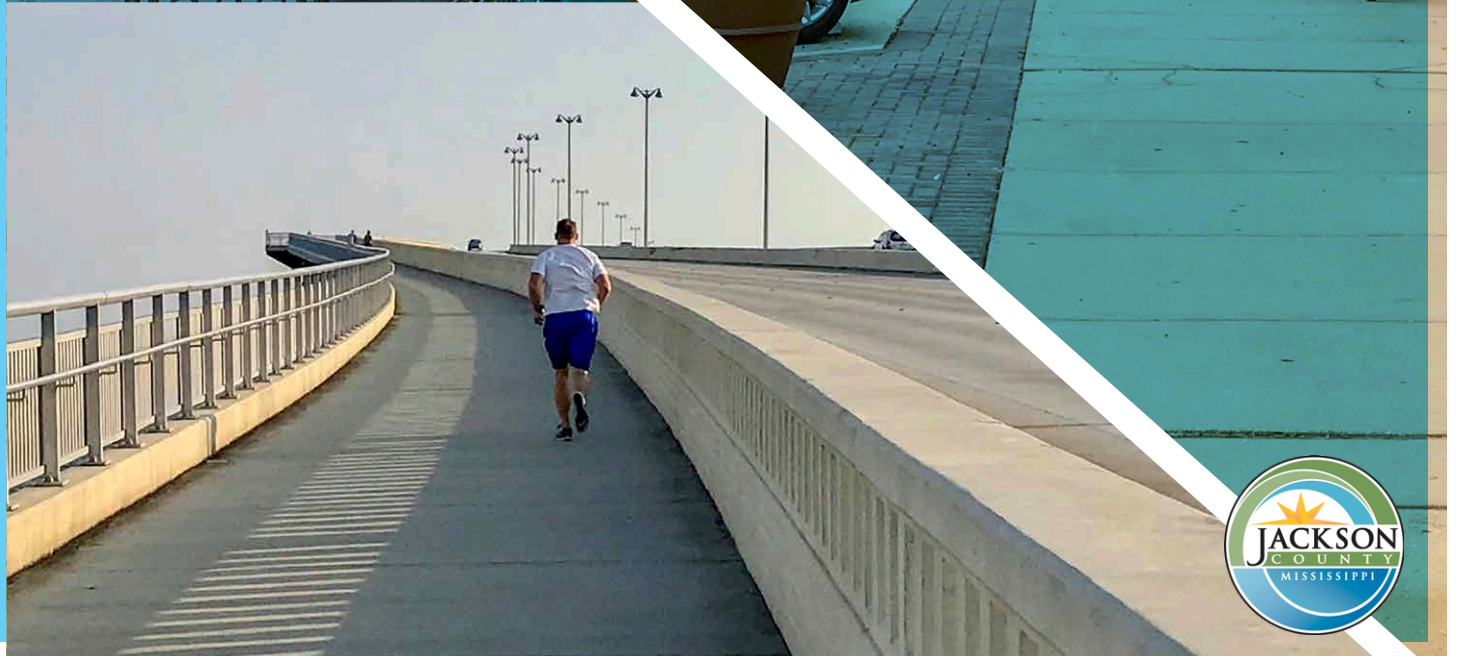


JACKSON COUNTY

BICYCLE, PEDESTRIAN AND TRAILS

MASTER PLAN

November 2018



Prepared by:



In partnership with:



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JACKSON COUNTY BICYCLE, PEDESTRIAN AND TRAILS MASTER PLAN

1

INTRODUCTION

The purpose of the Jackson County Bicycle, Pedestrian and Trails Master Plan is to define a clear vision for walking, bicycling and paddling in Jackson County, and transform the county into a safe and comfortable place for people of all ages and abilities to walk, bike and paddle. At the heart of the master plan are the recommended bicycle, pedestrian and blueways network plans that propose improvements in unincorporated Jackson County as well as the cities of Gautier, Moss Point, Ocean Springs and Pascagoula. Additionally, the master plan includes a set of policy and program strategies – notably design guidelines and a Complete Streets policy template – that, taken together, provide important tools for implementing the plan.

The past decade has seen a renewed interest in walking and bicycling across the country and particularly in the southeast United States. As demographic trends point to additional growth in metropolitan regions, more and more people are increasingly interested in walking and bicycling for a wide range of trip purposes – from going to work and school to shopping and tourism. The Jackson County master plan provides a roadmap for meeting the growing demand for walking and bicycling – and paddling, and in the process, will enhance the quality of life for residents and visitors, support economic development, and help preserve the county’s rich and abundant natural resources.

1.1 PUBLIC AND STAKEHOLDER INVOLVEMENT

The Jackson County Bicycle, Pedestrian and Trails Master Plan was shaped by a broad cross section of local officials, residents and stakeholders from each of the participating jurisdictions. Two rounds of public workshops were held to coincide with key project milestones. In the fall of 2017, workshops were held in Gautier, Moss Point, Ocean Springs, Pascagoula and St. Martin. More than 125 people attended the first round of workshops and another 60 people completed an online survey.

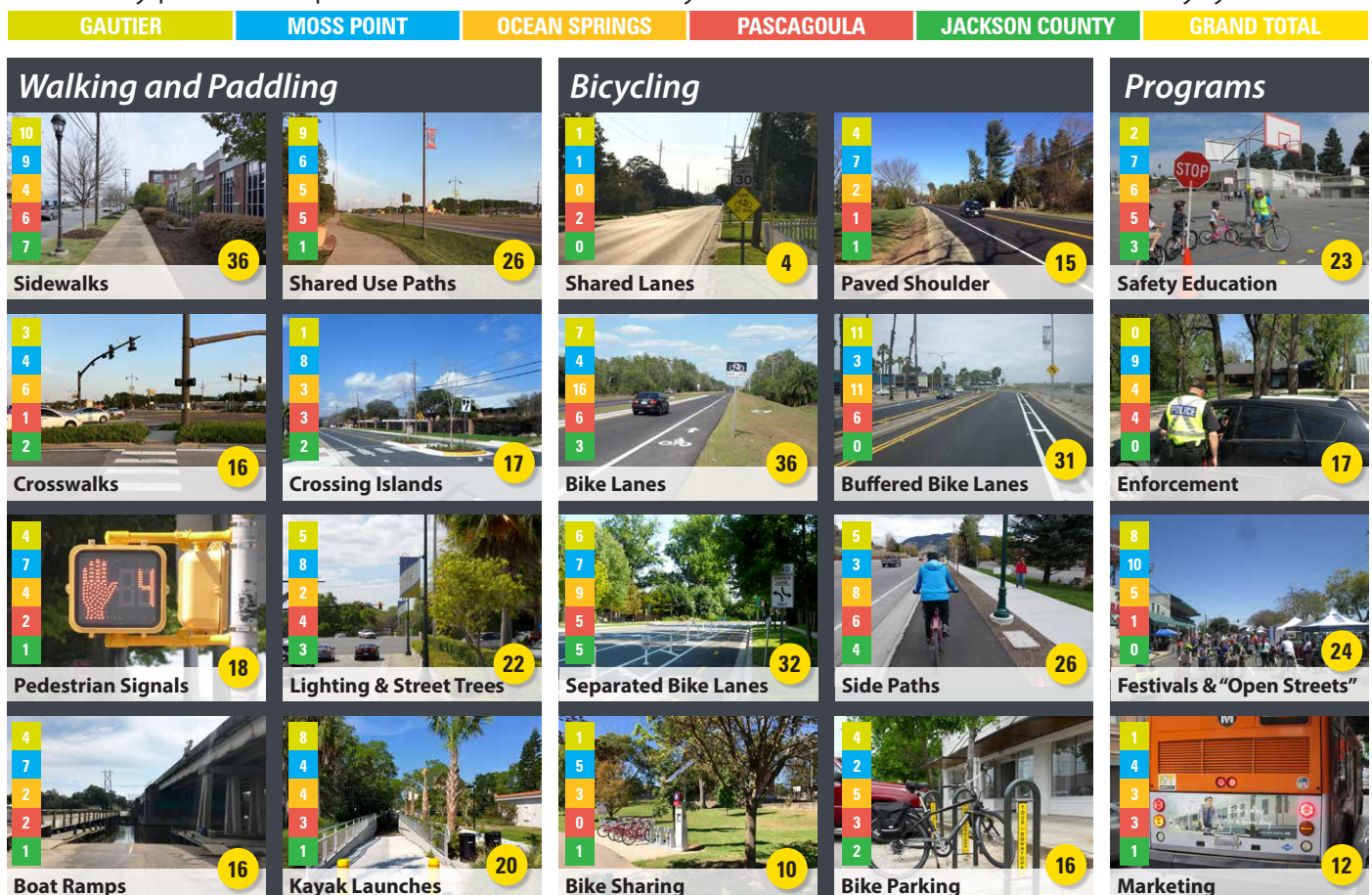
Workshop participants provided valuable comments on a variety of issues. Figure 1-1 summarizes the type of improvements workshop participants would like to see. Overall, participants indicated a strong preference

for dedicated and separated facilities, such as sidewalks with planted buffers and bicycle lanes, including buffered and separated bike lanes. Workshop participants were also asked about the goals and objectives of the master plan, which are discussed in the next section.

A second round of public workshops was held in March 2018 in Fountainbleau and Pascagoula. More than 60 people attended the two workshops and provided comments on the draft bicycle, pedestrian and blueways network plans. The comments from the second round of public workshops formed the basis for the final network plans included in this plan.

Figure 1-1. Public Workshop #1: Preferred Improvements

What type of improvements would you like to see? Choose any you like.



1.2 VISION, GOALS AND OBJECTIVES

Based on input received at the public workshops – as well as guidance from the project advisory committee representing the county, cities and Gulf Regional Planning Commission, the following vision statement was developed for walking, bicycling and paddling in Jackson County.

Vision Statement – Supported by a countywide network of sidewalks, bikeways and trails, walking, bicycling and paddling in Jackson County will be safe, convenient and comfortable for users of all ages and abilities.

While the areas of emphasis varied slightly among the workshops, five goals and related objectives underscore a countywide approach to improving walking, bicycling and paddling in Jackson County and were highlighted by a large majority of workshop participants:

GOAL 1

Increase access to walking and bicycling

- Improve bicycle and pedestrian conditions in the areas of highest demand for walking and bicycling
- Ensure road maintenance policies provide safe walking and bicycling conditions

GOAL 2

Improve safety for all pedestrians and bicyclists

- Prioritize improvements that reduce bicycle and pedestrian crashes, injuries and fatalities

GOAL 3

Promote economic development and livability through walking, bicycling and paddling

- Expand and improve walking, bicycling and paddling networks to and from natural and scenic areas, including national, state, regional and local parks
- Ensure bicycle and pedestrian options are available between neighborhoods, employment centers and schools
- Target bicycle and pedestrian improvements in major commercial centers and corridors, including tourism areas
- Work with national and state partners on implementing the U.S. Bicycle Route System in Jackson County
- Adopt model bicycle and pedestrian design standards and ordinances for local streets and local development practices

GOAL 4

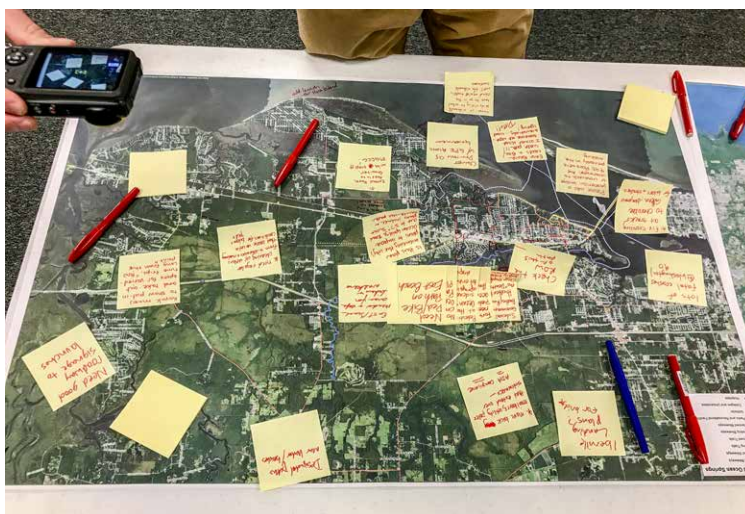
Expand education and awareness programs for walking, bicycling and paddling

- Support community walking, bicycling and paddling events and develop maps and web-based resources

GOAL 5

Strengthen connections between different modes of transportation

- Improve access between bicycle and pedestrian facilities and local trails and blueways



Public Workshop: Issues and Opportunities Map

1.3 EXISTING AND PLANNED NETWORKS

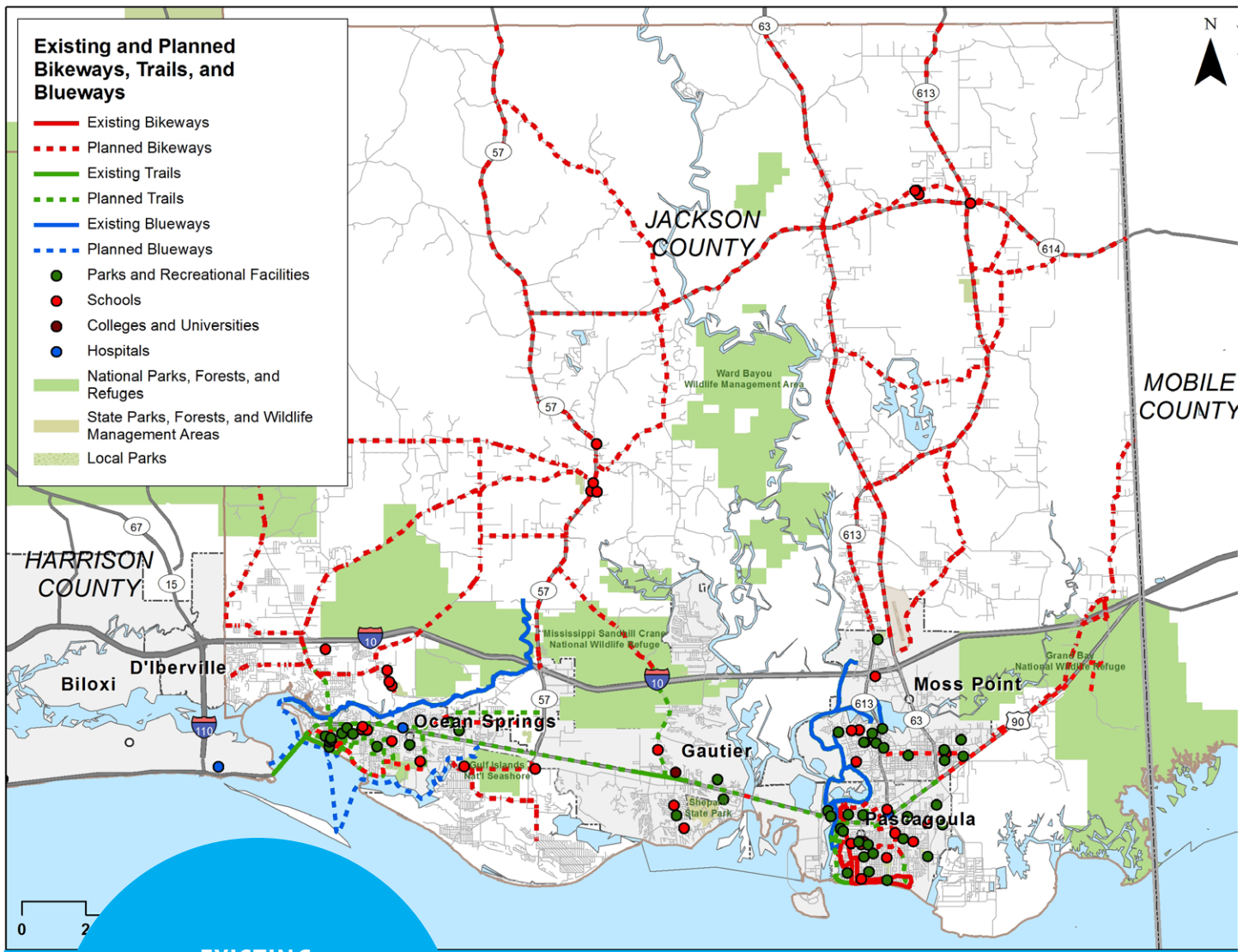
Existing comprehensive plans, neighborhood plans and park master plans (Table 1-1) serve as the foundation for improving bicycling, walking and paddling in Jackson County. Each of the comprehensive plans specifically identify the development of bicycle and pedestrian facilities as a principal transportation objective, and in particular, recommend a series of strategies to improve safety for bicyclists and pedestrians including traffic calming, education programs and Complete Streets policies. While many of the comprehensive plans emphasize safe pedestrian routes to schools and parks, Figure 1-2 depicts the full set of existing and planned bikeways and trails from the current comprehensive plans.

Figure 1-2 also captures existing and planned blueways in the county. The Old Fort Bayou Blueway, Davis Bayou Blueway and Pascagoula River Blueway, developed in partnership with the Land Trust for the Mississippi Coastal Plain, for example, traverse parts of the cities of Moss Point, Ocean Springs and Pascagoula and unincorporated Jackson County. Additionally, the Marine Park Service, the Mississippi Department of Natural Resources and several other agencies and organizations have developed a blueways design guide for the Mississippi Gulf Coast National Heritage Area, identifying several proposed blueways that have been incorporated in the recommended blueways network plans discussed later in this document.

Table 1-1. Existing Plans and Studies

Jurisdiction	Plan/Study
Jackson County	Jackson County Multi-Jurisdictional Hazard Mitigation Plan (2012) Jackson County Comprehensive Plan (2009) Vancleave Neighborhood Plan (2009) Eastern Jackson County Neighborhood Plan (2008) Western Jackson County Neighborhood Plan (2008)
Gautier	City of Gautier Comprehensive Plan 2030 (2009)
Moss Point	City of Moss Point Comprehensive Plan Update (2016)
Ocean Springs	City of Ocean Springs Comprehensive Plan (2010)
Pascagoula	City of Pascagoula Hazard Mitigation Plan (2014) Pascagoula Parks and Recreation Department Comprehensive Master Plan (2012) City of Pascagoula Comprehensive Plan (2010)
Gulf Regional Planning Commission	FY 2017 - 2020 Transportation Improvement Program (2018, Amended) 2040 Long Range Transportation Plan (2015)

Figure 1-2. Jackson County: Existing and Planned Bikeways, Trails and Blueways



EXISTING COMPREHENSIVE PLANS

Recommend a series of strategies to improve safety for bicyclists and pedestrians

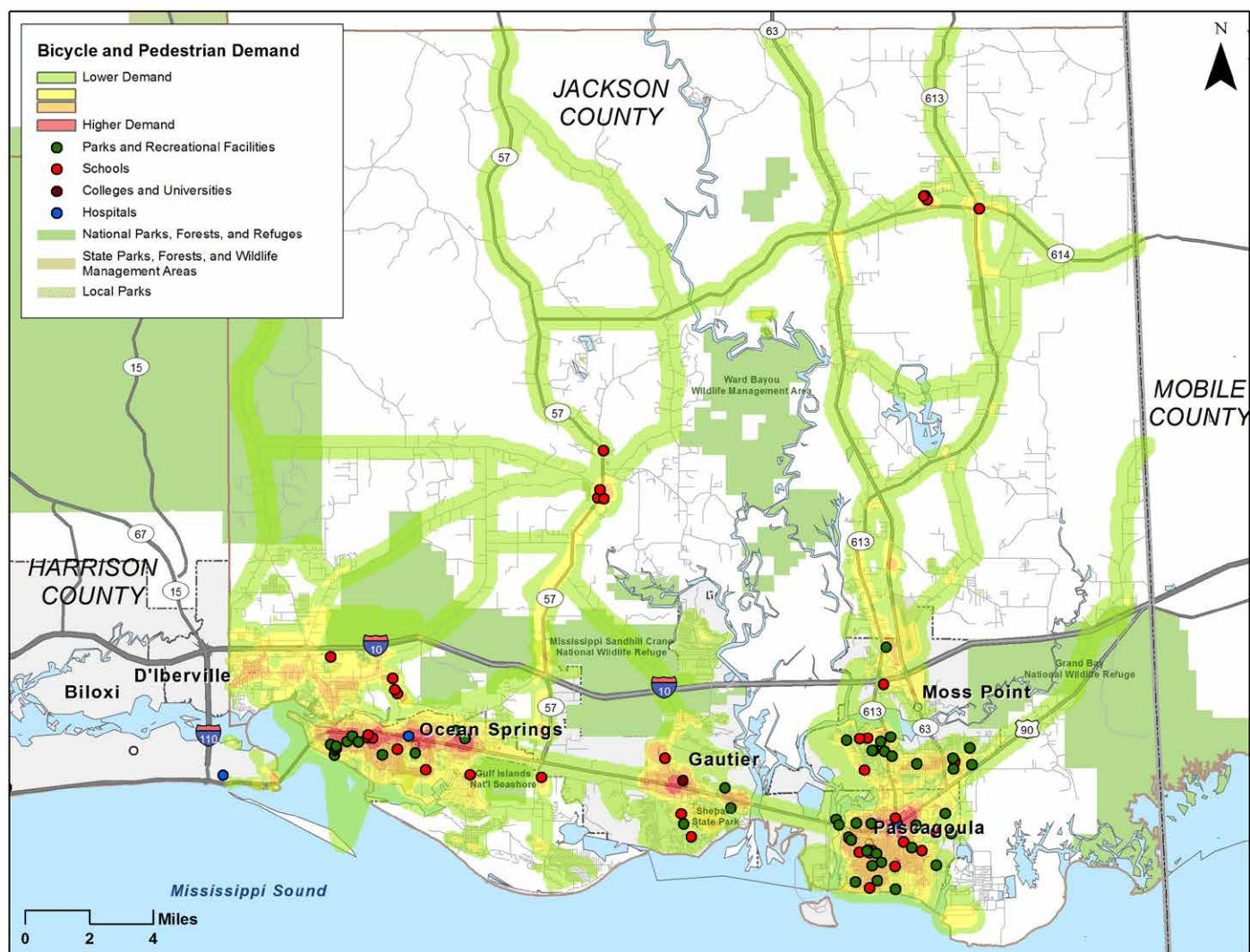
1.4 BICYCLE AND PEDESTRIAN DEMAND ANALYSIS

Throughout Jackson County, neighborhoods, commercial districts, parks, beaches and many other areas are natural places for walking and bicycling. To better gauge where people currently walk and bike and where they would walk and bike if the appropriate infrastructure was available, a bicycle and pedestrian demand map was developed (Figure 1-3). The demand map considers a number of factors that are characteristic of places where people want to walk and bike, including:

- Population density;
- Households without a vehicle;
- Proximity to commercial areas;
- Proximity to schools; and
- Proximity to parks.

Not surprisingly, the highest demand areas are concentrated in the more urban parts of the county. Nevertheless, Figure 1-3 importantly highlights the demand for walking and bicycling in areas such as St. Martin, Vancleave and Hurley.

Figure 1-3. Jackson County: Bicycle and Pedestrian Demand



1.5 NATIONAL BEST PRACTICES

To support the growing interest in walking and bicycling, new policies, programs and tools emphasize building “networks” of safe, convenient and comfortable bicycle and pedestrian facilities, rather than standalone projects that are often disconnected and designed to minimum standards. Successful bicycle and pedestrian networks now include combinations of state highways, county roads, local streets and trails, as well as different facility types – including sidewalks, paved shoulders, bicycle boulevards, bike lanes and shared use paths. The new strategies and tools offer every community the ability to plan, design and build great bicycle and pedestrian systems.

Consistent with national best practices and input from the public workshops, the Jackson County Bicycle, Pedestrian and Trails Master Plan recommends using a wide range of strategies and tools to make Jackson County a great place to walk and bike. The master plan’s design guidelines (Section 7) describe in greater detail the preferred dimensions of different bicycle and pedestrian facilities. Table 1-2 provides a general description of the proposed bikeways. For planning purposes, several of the bikeway types are recommended together in the master plan, effectively providing a range of options for future project design phases.

While bicycle and pedestrian facilities should be evaluated as part of every road project under a Complete Streets policy, the sidewalk and intersection recommendations identified in the master plan reflect one or more of the following areas of need:

- High traffic volume roadway segments;
- Roadway segments providing access to commercial land uses; parks and recreation facilities; and schools, colleges and other educational facilities;
- Gaps between existing and recommended pedestrian facilities;
- High traffic volume intersections (volumes greater than 10,000 vehicles per day); and
- Intersections with an existing or recommended shared use path/sidepath or unpaved trail.

In addition to the sidewalk recommendations, the proposed pedestrian network plans also identify a number of intersections for improvements. It is important to note that the specific intersection improvements will be developed in future design phases, but in general, may include the following treatments to increase pedestrian safety and comfort:

- High visibility crosswalks on all intersection legs;
- Advanced stop lines;
- Pedestrian signal countdown heads;
- Leading pedestrian intervals on traffic signals;
- Curb extensions and/or reduced curb radii;
- Pedestrian refuge islands; and
- Improved nighttime lighting.

All cost estimates in the document are based on master planning level unit costs, and reflect facilities in both directions except for shared use paths/sidepaths and unpaved trails, which are one direction.

Gautier: US 90
Pedestrian Crossing

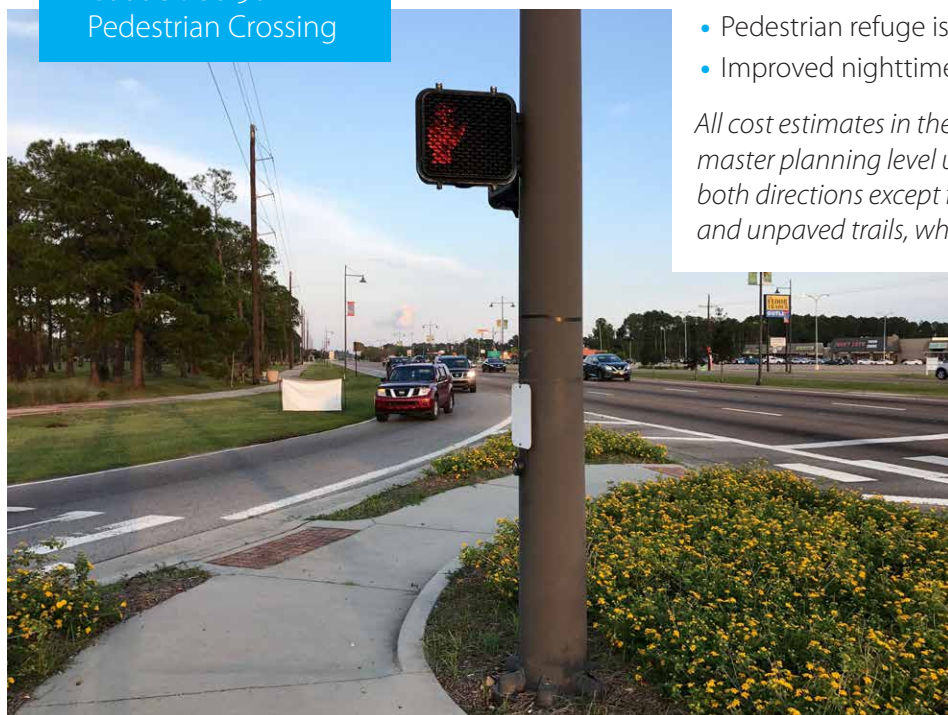


Table 1-2. Types of Bikeways

TYPES OF BIKEWAYS



PAVED SHOULDERS

Paved shoulders are typical of highways and roads in rural areas, and **provide important safety benefits to minimize run-off-the-road crashes**, especially on higher speed (greater than 40 mph) roads. While paved shoulders are not dedicated bikeways, for bicyclists, paved shoulders provide important operating space. Adequate width (4' minimum) and bike friendly rumble strips are important design considerations.



BUFFERED BIKE LANES

Buffered bike lanes **add a striped buffer space between the bicycle lane and the motor vehicle traffic lane**, and where applicable, between an adjacent parking lane. Used on higher volume, higher speed streets, the buffered space effectively establishes the minimum 3 foot passing space required in many states, including Mississippi, and additionally, provides room for bicyclists to pass each other and avoid obstacles in bike lanes including the opening of parked car doors.



BIKE LANES

Bike lanes **provide dedicated operating space for bicyclists, and with paved shoulders**, have traditionally served as the foundation for bike networks for more experienced bicyclists. While bike lanes remain a good option for urban streets with moderate traffic volumes and speeds, creating more lateral distance between bicyclists and motor vehicles either with buffers or physically separated facilities is important for people of all ages and abilities.



SEPARATED BIKE LANES

Separated bike lanes **add a vertical element, such as plastic posts, bollards, medians or on-street parking**, that physically separates bicyclists from motor vehicle traffic. Combining vertical and horizontal separation clearly delineates the designated space for bicyclists and ensures a relatively safe and comfortable facility on higher volume, higher speed streets, including multilane streets and streets with higher truck volumes.



BIKE BOULEVARDS

Bike boulevards are **lower volume, lower speed local streets that offer a safe and comfortable option for bicycling compared to major streets**. Relatively low cost improvements such as shared lane pavement markings (sharrows), signage and mini-traffic circles reinforce the role of bike boulevards as safe and comfortable places to bicycle and discourage motor vehicle through traffic in neighborhoods.



SHARED USE PATHS/SIDEPATHS

Unlike the various bike lane types, **shared use paths and sidepaths are designed for use by both pedestrians and bicyclists**. Sidepaths are located within the street or road right-of-way, while shared use paths are located within an independent right-of-way. Shared use paths/sidepaths have become increasingly popular with the growing demand for walking and bicycling, and can provide important connections for longer distance trips.

2.1 BICYCLE RECOMMENDATIONS

Building on the Jackson County Comprehensive Plan, the recommended bicycle network plan (Figure 2-1) ties the comprehensive plan's proposed bikeways into a more complete system of facilities south of Interstate 10 (I-10), including:

- **St. Martin** – Big Ridge Road (bike lane/paved shoulder), McCann Road (bike lane/paved shoulder), Lemoyne Boulevard (buffered/separated bike lane), Washington Avenue (shared use path/sidepath) and Walker Road (bike lane/paved shoulder);
- **Fountainbleau and Gulf Park Estates** – Ocean Springs Road (bike lane/paved shoulder), Highway 57 (bike lane/paved shoulder), Beachview Drive (bike lane/paved shoulder), Old Spanish Trail (bike lane/paved shoulder) and Belle Fontaine Road (bike lane/paved shoulder); and
- **Escatawpa and east Jackson County** – Highway 613 (bike lane/paved shoulder), Highway 63 (bike lane/paved shoulder) and Old Saracennia Road (bike lane/paved shoulder).

The recommended bikeways north of I-10 are primarily paved shoulders, with some bike lanes near schools and parks. As the network transitions into the more urbanized part of the county, the bikeways are predominantly bike lanes and shared use paths/sidepaths with a smaller number of buffered/separated bike lanes. Of note, the county bicycle network plan also identifies a number of off-road, unpaved trails that can provide important transportation connections and recreational opportunities. Table 2-1 lists the recommended improvements by road. Excluding paved shoulders and unpaved trails, which tend to represent longer recreational facilities, there are a total of 21 miles of bike lanes, shared use paths/sidepaths, and bike boulevards recommended in Jackson County at an estimated cost of \$8.7 million. Bikeway improvements are listed alphabetically.

Jackson County:
Lemoyne Boulevard



Figure 2-1. Jackson County: Bicycle Network Plan

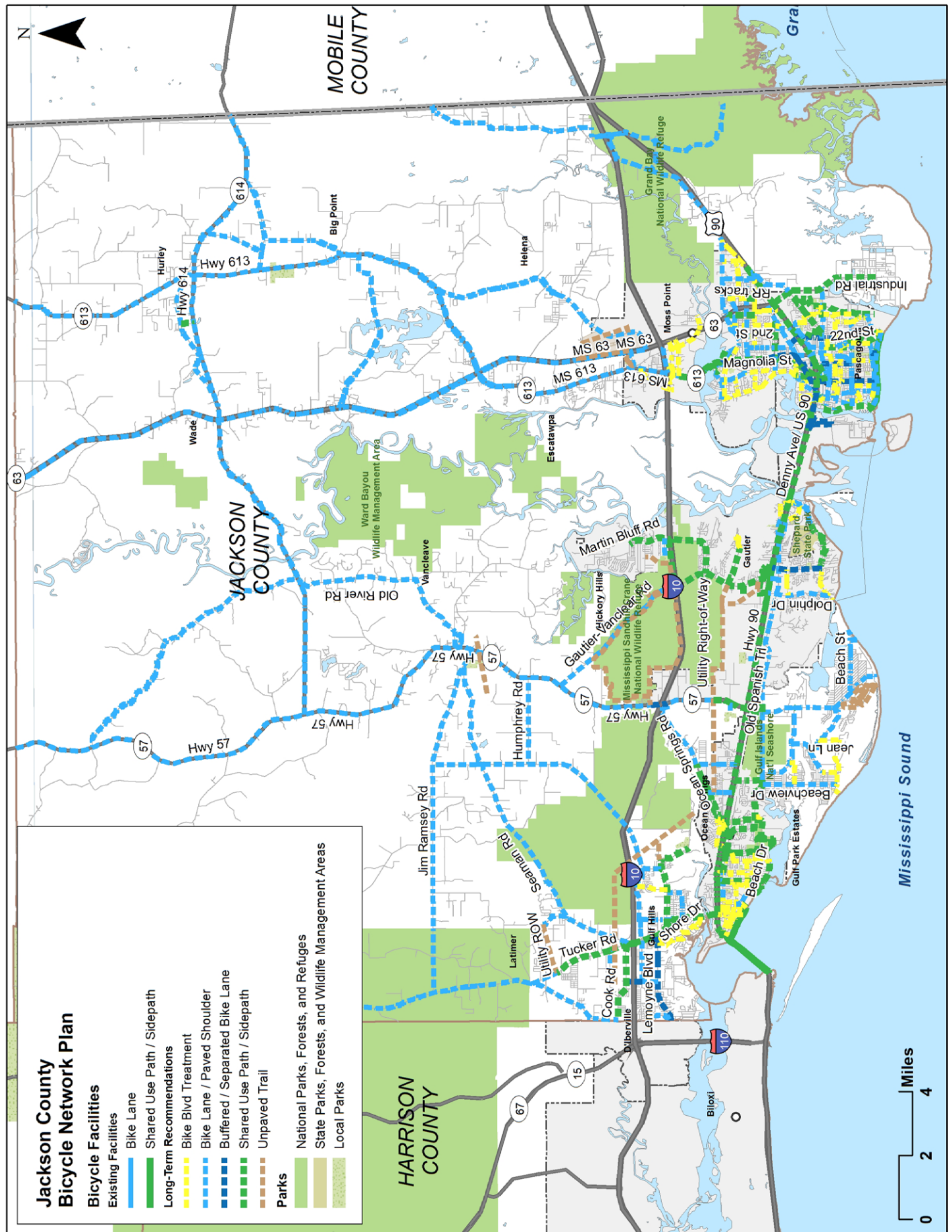


Table 2-1. Jackson County: Recommended New Bikeways

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
J-1	11th Street	Point aux Chenes Road	Clamshell Avenue	2,779	Bike Blvd Treatment	\$15	\$41,680
J-2	20th Street	Fountainbleau Road	Spring Avenue	872	Bike Blvd Treatment	\$15	\$13,079
J-3	Barge Landing Road	Bobs Lake Road	Eastern Terminus	1,759	Paved Shoulder	\$50	\$87,929
J-4	Baria Road	MS-614	Frank Snell Road	9,800	Paved Shoulder	\$50	\$489,977
J-5	Bayou Cumbest Road	Old Mobile Avenue	Chevron Drive	560	Paved Shoulder	\$50	\$28,012
J-6	Bayou Heron Road	Missala Road	Southern Terminus	17,289	Paved Shoulder	\$50	\$864,450
J-7	Beach Street	Main Street	Eastern Terminus	11,428	Paved Shoulder	\$50	\$571,389
J-8	Beachview Drive	Old Spanish Trail	Neptune Avenue	12,308	Paved Shoulder	\$50	\$615,415
J-9	Biddix-Evans Road	Peabody Road	Greyhound Way	7,365	Paved Shoulder	\$50	\$368,261
J-10	Big Point Road	MS-63	MS-613	28,932	Paved Shoulder	\$50	\$1,446,605
J-11	Big Ridge Road	McCann Road	Washington Avenue (MS-609)	6,910	Paved Shoulder	\$50	\$345,489
J-12	Cambridge Boulevard	Washington Avenue	JF Douglas Drive	4,226	Bike Lane	\$20	\$84,524
J-13	Chevron Drive	US-90	Bayou Cumbest Road	727	Paved Shoulder	\$50	\$36,344
J-14	Clamshell Avenue	11th Street	Shelby Lane	1,723	Bike Blvd Treatment	\$15	\$25,839
J-15	Cook Road	Daisy Vestry Road	Tucker Road	13,037	Shared Use Path/Sidepath	\$150	\$1,955,488
J-16	Daisy Vestry Road	Jim Ramsay Road	Cook Road	16,401	Paved Shoulder	\$50	\$820,065
J-17	Fountainbleau Road	Old Spanish Trail	Greyhound Way	14,616	Paved Shoulder	\$50	\$730,787
J-18	Forts Lake Road	Eastern County Limit	Southern Terminus at Independence Road	27,864	Paved Shoulder	\$50	\$1,393,205
J-19	Frank Snell Road	MS-613	MS-614	15,609	Paved Shoulder	\$50	\$780,466
J-20	Franklin Creek Road	Independence Road	Pecan Road	14,847	Paved Shoulder	\$50	\$742,342
J-21	Goff Farm Road	Frank Snell Road	Haven Drive	12,847	Paved Shoulder	\$50	\$642,367
J-22	Greyhound Way	Old Spanish Trail	Biddix-Evans Road	11,930	Paved Shoulder	\$50	\$596,501
J-23	Haven Drive	MS-613	Goff Farm Road	767	Paved Shoulder	\$50	\$38,331
J-24	Humphrey Road	Old Fort Bayou Road	MS-57	14,240	Paved Shoulder	\$50	\$712,002
J-25	Hurley Wade Road	MS-614	MS-613	21,252	Paved Shoulder	\$50	\$1,062,581
J-26	MS-57	Northern County Limits	Twin Magnolia Lane	92,626	Paved Shoulder	\$50	\$4,631,302
J-27	MS-613	Northern County Limits	Shallowford Road	113,864	Paved Shoulder	\$50	\$5,693,186
J-28	MS-614	MS-63	Eastern County Limits	54,386	Paved Shoulder	\$50	\$2,719,319
J-29	MS-63	Northern County Limits	Wildwood Road	90,568	Paved Shoulder	\$50	\$4,528,412

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
J-30	Independence Road	Franklin Creek Road	Forts Lake Road	1,646	Paved Shoulder	\$50	\$82,282
J-31	Jean Lane	Biddix-Evans Road	Shelby Lane	3,356	Bike Blvd Treatment	\$15	\$50,344
J-32	JF Douglas Drive	Old Fort Bayou Road	Cambridge Boulevard	2,453	Bike Lane	\$20	\$49,055
J-33	Jim Ramsey Road	Joe Batt Road	MS-57	41,479	Paved Shoulder	\$50	\$2,073,948
J-34	Joe Batt Road	Old Biloxi Road	Jim Ramsey Road	16,414	Paved Shoulder	\$50	\$820,720
J-35	Jordan Road	Utility Corridor	Seaman Road	4,437	Paved Shoulder	\$50	\$221,848
J-36	Kenneth Cole Road	MS-57	Old River Road	2,001	Paved Shoulder	\$50	\$100,060
J-37	Lake Mars Avenue	Seacliff Boulevard	Southern Terminus	869	Bike Blvd Treatment	\$15	\$13,031
J-38	Larue Road	RR Bridge Creek Road	Old Biloxi Road	10,053	Paved Shoulder	\$50	\$502,657
J-39	Lemoyne Boulevard	Western County Limits	Washington Avenue (MS-609)	14,465	Separated Bike Lane	\$45	\$650,931
J-40	Main Street	North Street	Belle Fontaine Drive	8,826	Paved Shoulder	\$50	\$441,322
J-41	McCann Road	Big Ridge Road	Lemoyne Boulevard	2,632	Bike Lane	\$20	\$52,650
J-42	McCann Road	Cook Road	Big Ridge Road	2,648	Separated Bike Lane	\$45	\$119,147
J-43	McNair Boulevard	Walker Road	Old Fort Bayou Road	5,117	Bike Blvd Treatment	\$15	\$76,758
J-44	Missala Road	Franklin Creek Road	Bayou Heron Road	182	Paved Shoulder	\$50	\$9,103
J-45	Money Farm Road	Washington Avenue (MS-609)	Rose Farm Road	3,414	Paved Shoulder	\$50	\$170,719
J-46	Neptune Avenue	Beachview Drive	11th Street	2,004	Bike Blvd Treatment	\$15	\$30,061
J-47	Old Biloxi Road	Larue Road	Jim Ramsay Road	48,210	Paved Shoulder	\$50	\$2,410,522
J-48	Old Fort Bayou Road	Washington Avenue	Yellow Jacket Road	9,689	Shared Use Path/Sidepath	\$150	\$1,453,360
J-49	Old Fort Bayou Road	Yellow Jacket Road	Jim Ramsey Road	46,968	Paved Shoulder	\$50	\$2,348,384
J-50	Old Lemoyne Boulevard	Lemoyne Boulevard	Washington Avenue	1,457	Bike Blvd Treatment	\$15	\$21,858
J-51	Old Mobile Avenue	Pascagoula City Limits	Bayou Cumbest Road	6,413	Paved Shoulder	\$50	\$320,638
J-52	Old River Road	MS-57	Kenneth Cole Road	80,691	Paved Shoulder	\$50	\$4,034,557
J-53	Old Stage Road	Grierson Street	Franklin Creek Road	27,701	Paved Shoulder	\$50	\$1,385,054
J-54	Parker Road	Martin Lake	Tucker Road	2,114	Paved Shoulder	\$50	\$105,703
J-55	Peabody Road	Point Aux Chenes Road	Biddix-Evans Road	2,317	Paved Shoulder	\$50	\$115,848
J-56	Pecan Road	Old Stage Road	Missala Road	5,099	Paved Shoulder	\$50	\$254,959
J-57	Point Aux Chenes Road	11th Street	Fountainbleau Road	7,811	Paved Shoulder	\$50	\$390,566
J-58	Ponce de Leon Drive	Washington Avenue	Rose Farm Road	322	Paved Shoulder	\$50	\$16,112
J-59	Poticaw Bayou Road	MS-57	Old River Road	2,695	Paved Shoulder	\$50	\$134,762

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
J-60	Rose Farm Road	Money Farm Road	Ponce de Leon Drive	5,708	Paved Shoulder	\$50	\$285,408
J-61	R R Bridge Creek Road	Western County Limits	Larue Road	2,662	Paved Shoulder	\$50	\$133,091
J-62	Saracennia Road	Moss Point City Limits	MS-613	29,626	Paved Shoulder	\$50	\$1,481,314
J-63	Sawmill Road Trail	Campground Road	Indian Lane	28,111	Unpaved Trail	\$10	\$281,111
J-64	Seacliff Boulevard	Lake Mars Avenue	Beachview Drive	1,090	Bike Blvd Treatment	\$15	\$16,350
J-65	Seaman Road	Tucker Road	Jim Ramsay Road	57,559	Paved Shoulder	\$50	\$2,877,932
J-66	Shelby Lane	Clamshell Avenue	Jean Lane	4,098	Bike Blvd Treatment	\$15	\$61,464
J-67	Shore Drive	Old Lemoyne Boulevard	Washington Avenue (MS-609)	10,437	Bike Blvd Treatment	\$15	\$156,558
J-68	Slider Road	Hurley-Wade Road	MS-614	2,205	Shared Use Path/Sidepath	\$150	\$330,757
J-69	Sports Complex Road	Western Terminus	MS-57	1,546	Paved Shoulder	\$50	\$77,304
J-70	Spring Avenue	Beachview Drive	20th Street	3,562	Bike Blvd Treatment	\$15	\$53,425
J-71	St. Andrews Trail	Maple Lane	St. Andrews Golf Club	24,881	Unpaved Trail	\$10	\$248,814
J-72	St. Martin Trail 1	Near Parker Road	Sanctuary Boulevard	34,816	Unpaved Trail	\$10	\$348,160
J-73	St. Martin Trail 2 (spur)	Wilfred Oliver Drive	St. Martin Trail 1	3,342	Unpaved Trail	\$10	\$33,417
J-74	Tucker Road	Daisy Vestry Road	Parker Road	14,307	Paved Shoulder	\$50	\$715,361
J-75	Tucker Road	Parker Road	Cook Road	2,787	Shared Use Path/Sidepath	\$150	\$418,061
J-76	Tucker-to-Jordan Off-Street Trail	Tucker Road	Jordan Road	8,345	Unpaved Trail	\$10	\$83,448
J-77	Vancleave Trail	Near Morningside Drive	Bluff Creek	9,726	Unpaved Trail	\$10	\$97,256
J-78	Wade-Vancleave Road	MS-57	MS-63	53,811	Paved Shoulder	\$50	\$2,690,537
J-79	Walker Road	Rose Farm Road	Old Fort Bayou Road	9,182	Paved Shoulder	\$50	\$459,102
J-80	Washington Avenue (MS-609)	Cook Road	Shore Drive	13,628	Shared Use Path/Sidepath	\$150	\$2,044,267
J-81	Yellow Jacket Road	Old Fort Bayou Road	Kippie Cutoff	6,646	Shared Use Path/Sidepath	\$150	\$996,875
J-82	Yellow Jacket Road	Northern Terminus	Lemoyne Boulevard	2,893	Paved Shoulder	\$50	\$144,661

Jackson County: Tucker Road and Cook Road Intersection



2.2 PEDESTRIAN RECOMMENDATIONS

The pedestrian recommendations (Figure 2-2) combine the proposed sidewalks with the shared use paths/sidepaths to form a comprehensive pedestrian network. North of I-10, the pedestrian recommendations for Jackson County focus on safe and convenient access to schools, parks and other community destinations in Vancleave and Hurley. South of I-10, the primary pedestrian recommendations are in St. Martin, specifically on Lemoyne Boulevard, and in the Fountainbleau area and Gulf Park Estates. Tables 2-2 lists the sidewalk recommendations – a total of approximately 17 miles and an estimated cost of \$21.8 million. Sidewalk improvements are listed northwest to southeast. Table 2-3 identifies important county intersections for pedestrian improvements.

Form a
COMPREHENSIVE
pedestrian
network

Table 2-3. Jackson County:
Recommended Improved Intersections

ID	N/S Cross Street	E/W Cross Street
IJ-1	Old Biloxi Road / Daisy Vestry Road	Tucker Road
IJ-2	Washington Avenue	Lemoyne Boulevard
IJ-3	Washington Avenue	Old Fort Bayou Road
IJ-4	Washington Avenue	Shore Drive
IJ-5	MS-57	Proposed path north of Ballpark Road
IJ-6	Slider Road	MS-614
IJ-7	MS-613	MS-614
IJ-8	McCann Road	Lemoyne Boulevard

Figure 2-2. Jackson County: Pedestrian Network Plan

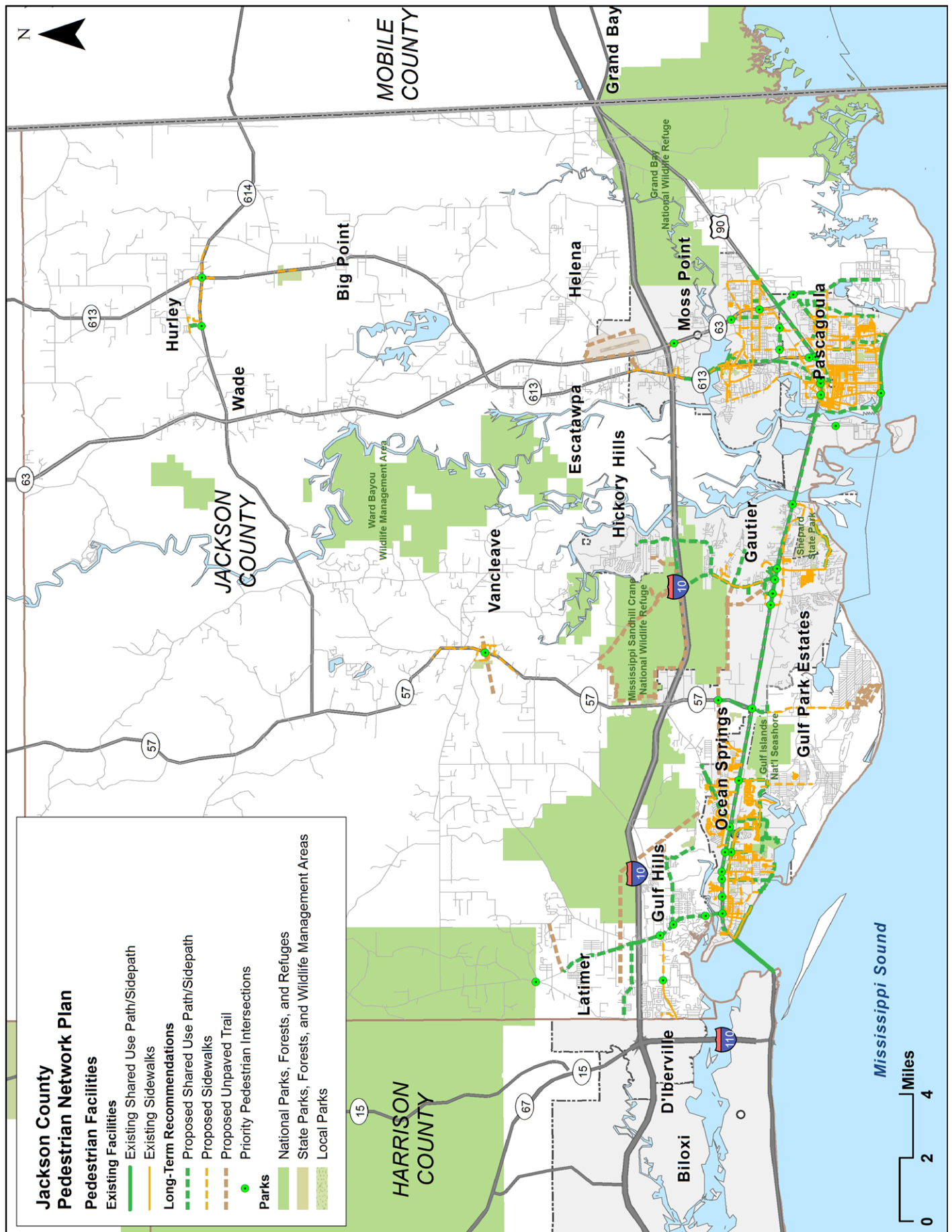
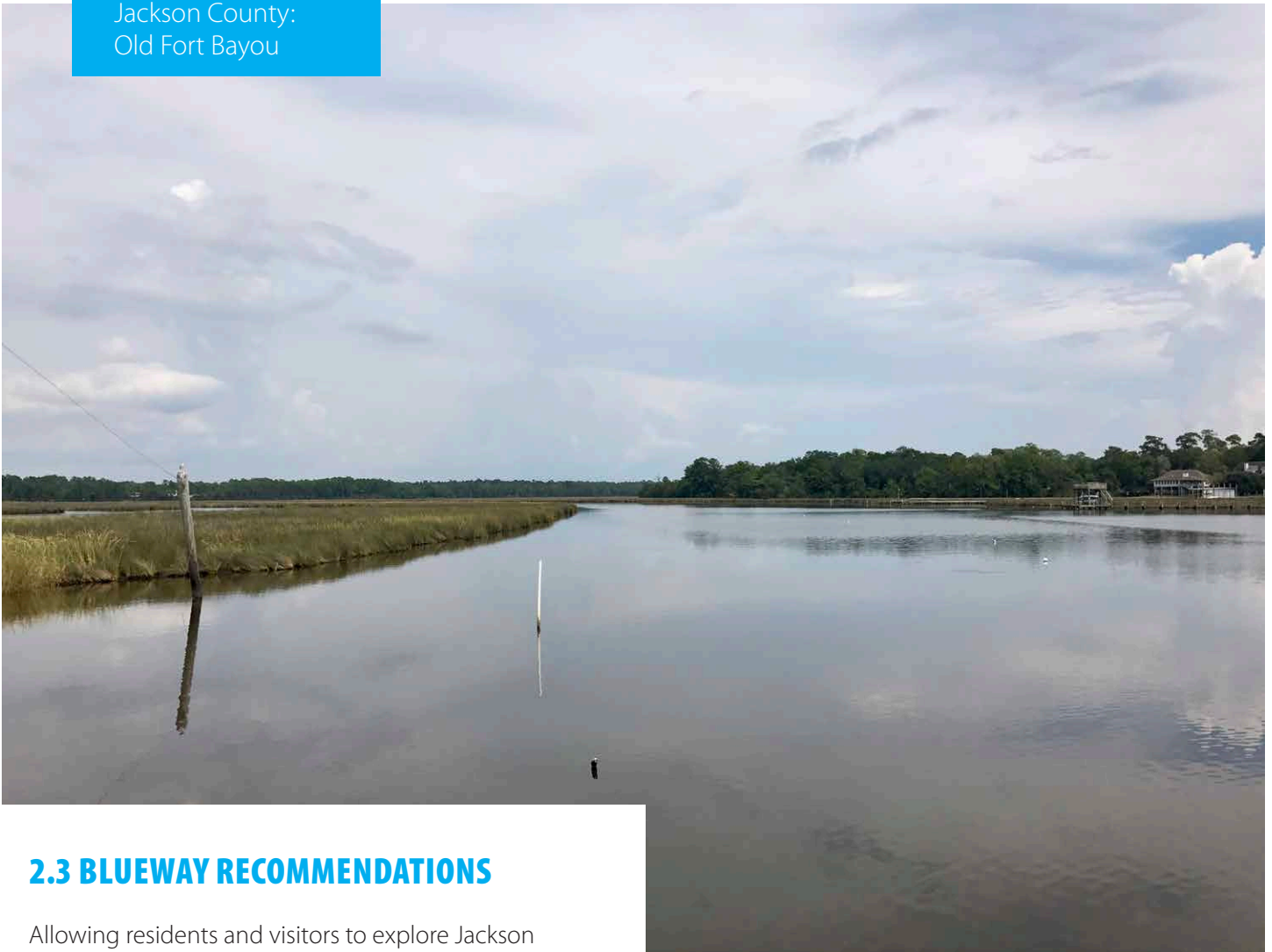


Table 2-2. Jackson County: Recommended New Sidewalks

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
J-1	St. Martin North Elementary / Yellow Jacket Street	St Martin North Elementary School entrance	Lemoyne Boulevard	2,777	Sidewalk	\$250	\$694,250
J-2	Lemoyne Boulevard	McCann Road	Riviera Drive	2,377	Sidewalk	\$250	\$594,250
J-3	Lemoyne Boulevard	Riviera Drive	Washington Avenue (MS-609)	4,714	Sidewalk	\$250	\$1,178,500
J-4	Beachview Drive	Old Spanish Trail	Blueberry Drive	3,929	Sidewalk	\$250	\$982,250
J-5	Beachview Drive	Blueberry Drive	Simmons Bayou	3,599	Sidewalk	\$250	\$899,750
J-6	Belle Fontaine Road	Old Spanish Trail	Village Circle	4,523	Sidewalk	\$250	\$1,130,750
J-7	Belle Fontaine Road	Village Circle	Mary Mahoney Drive	2,952	Sidewalk	\$250	\$738,000
J-8	Belle Fontaine Road / North Street / Elm Street	Pinehurst Drive	Center Street	1,742	Sidewalk	\$250	\$435,600
J-9	Center Street	Elm Street	Main Street	1,214	Sidewalk	\$250	\$303,600
J-10	MS-57	Omega Road	Burney Road	3,601	Sidewalk	\$250	\$900,250
J-11	MS-57	Burney Road	Jim Ramsay Road	4,921	Sidewalk	\$250	\$1,230,250
J-12	MS-57	Jim Ramsay Road	Col Vickery Road	2,718	Sidewalk	\$250	\$679,500
J-13	MS-57	Col Vickery Road	Twin Magnolia Lane	5,030	Sidewalk	\$250	\$1,257,500
J-14	Ballpark Road	Jim Ramsay Road	MS-57	3,696	Sidewalk	\$250	\$924,000
J-15	Jim Ramsay Road	Ballpark Road	MS-57	1,954	Sidewalk	\$250	\$488,400
J-16	Cemetery Road	MS-57	Bulldog Lane	2,429	Sidewalk	\$250	\$607,200
J-17	Vanceleave Lower Elementary School Ring Road	Cemetery Lane	South of Vanceleave Lower Elementary School	950	Sidewalk	\$250	\$237,600
J-18	Vanceleave Lower Elementary School Access Road	MS-57	Vanceleave Lower Elementary School	686	Sidewalk	\$250	\$171,600
J-19	Bulldog Lane	MS-57	Cemetery Road	1,373	Sidewalk	\$250	\$343,200
J-20	Col Vickery Road	MS-57	Bobs Lake Road	1,426	Sidewalk	\$250	\$356,400
J-21	Bobs Lake Road	Bulldog Lane	Ball Fields south of Col Vickery Road	1,320	Sidewalk	\$250	\$330,000
J-22	Hurley-Wade Road	Wedgewood Road E.	School Access Road (unnamed)	2,798	Sidewalk	\$250	\$699,600
J-23	School Access Road (unnamed)	Hurley-Wade Road	MS-614	2,798	Sidewalk	\$250	\$699,600
J-24	MS-614	Slider Road	Webb Lane	1,316	Sidewalk	\$250	\$329,000
J-25	MS-614	Webb Lane	Tebo Jones Road / Trails End Road	4,704	Sidewalk	\$250	\$1,176,000

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
J-26	MS-614	Tebo Jones Road / Trails End Road	Sherry Lane	4,739	Sidewalk	\$250	\$1,184,750
J-27	MS-614	Sherry Lane	Coleman Cemetery Road	2,696	Sidewalk	\$250	\$674,000
J-28	Hurley-Wade Road	Tebo Jones Road	MS-613	1,267	Sidewalk	\$250	\$316,800
J-29	MS-613	Hurley-Wade Road	Cumberland Trail	4,066	Sidewalk	\$250	\$1,016,400
J-30	MS-613	S. Park Ridge Road	Entrance to Whispering Pines Golf Course	4,277	Sidewalk	\$250	\$1,069,200
J-31	MS-613	Moss Point City Limit	Wisteria Drive	370	Sidewalk	\$250	\$92,400
J-32	Orchard Avenue	Pascagoula City Limit	Industrial Road	370	Sidewalk	\$250	\$92,400

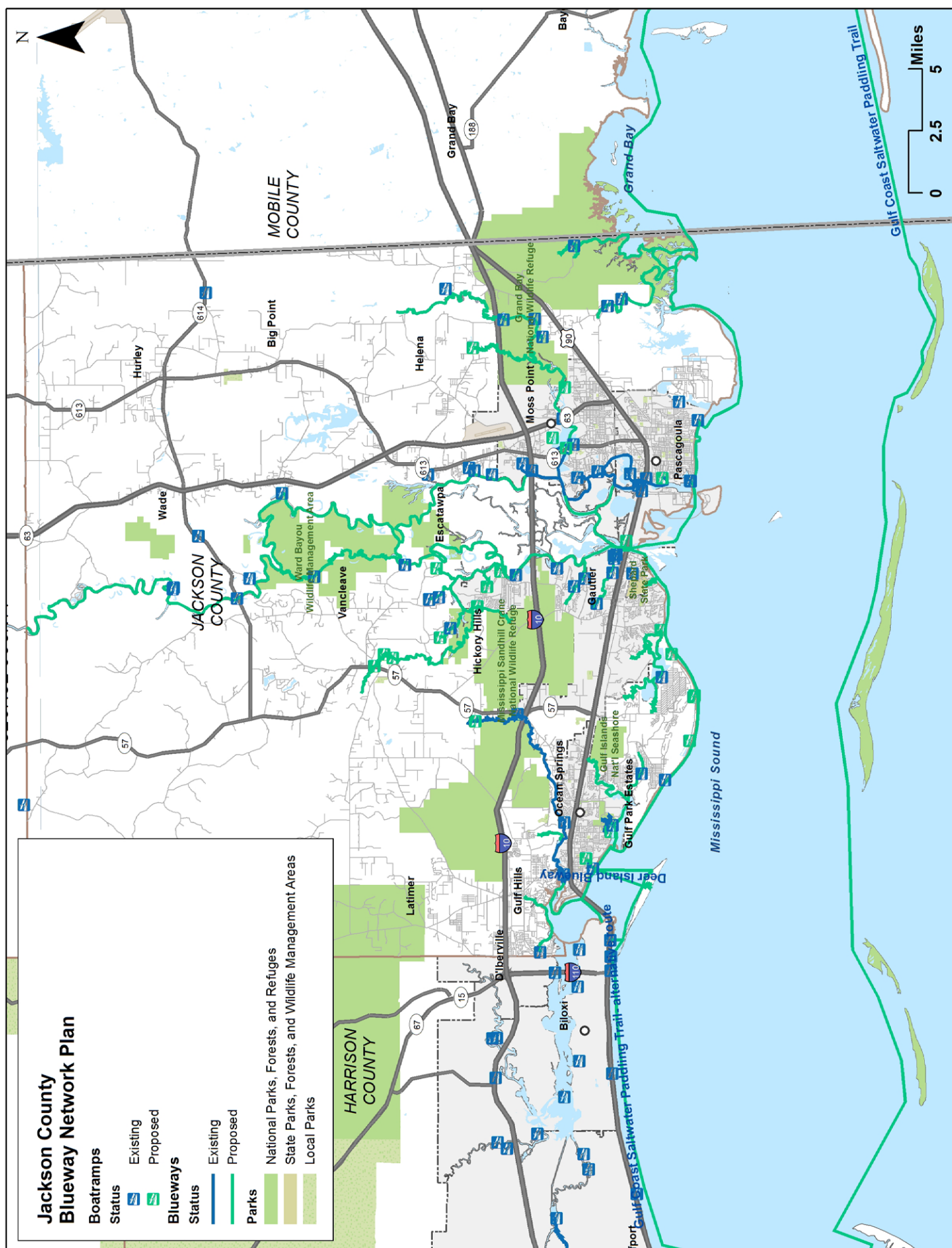


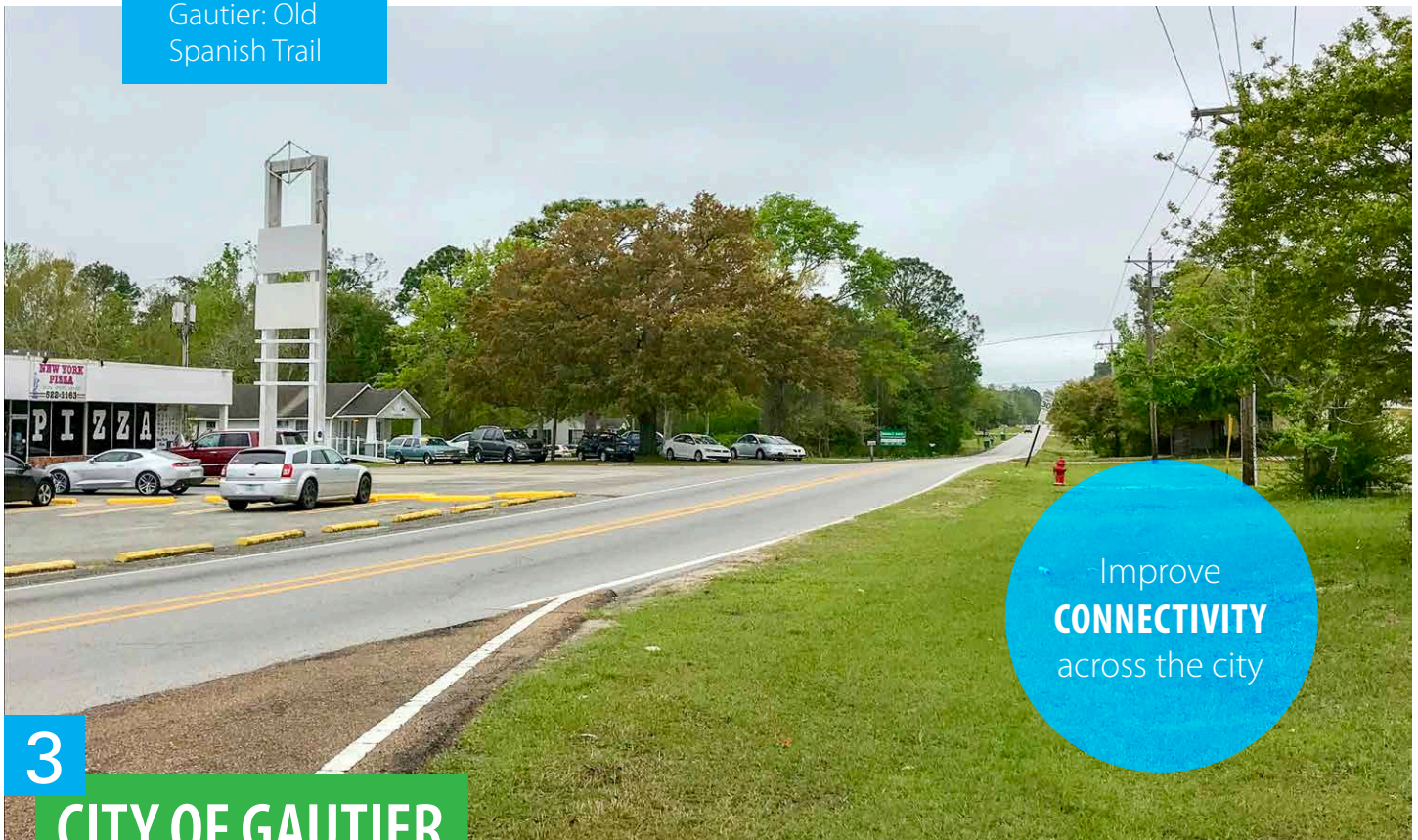
2.3 BLUEWAY RECOMMENDATIONS

Allowing residents and visitors to explore Jackson County's rich coastal landscape, blueways are a natural extension of the bikeway and pedestrian networks. The Jackson County blueways network plan includes trails on streams, rivers, bayous, tidal estuaries and along the coast, as well as launch points spaced between two-and-a-half and five miles apart. In Jackson County (Figure 2-3), existing and recommended blueways extend along:

- Grand Bay National Estuarine Research Reserve;
- Escatawpa River;
- Pascagoula River;
- Davis Bayou;
- Old Fort Bayou; and
- Mississippi Sound.

Figure 2-3. Jackson County: Blueways Network Plan





3.1 BICYCLE RECOMMENDATIONS

The bicycle network plan for Gautier highlights a series of north-south bikeways, extending from Graveline Road in the south to Gautier-Vancleave Road and Highway 57 in the north, to improve connectivity across the city. Bicycle and pedestrian friendly intersections across US 90, discussed in greater detail below, will play a pivotal role in determining the overall safety of Gautier's bicycle network. Because of the variety of development patterns across Gautier, the bicycle network recommendations (Figure 3-1) incorporate several different bikeway types, including:

- **Gautier (north of I-10)** – Gautier Vancleave Road (bike lane/paved shoulder), Highway 57 (bike lane/paved shoulder), Martin Bluff Road (shared use path/sidepath) and Lark Drive (bike lane/paved shoulder);
- **Gautier (south of I-10)** – Gautier Vancleave Road (shared use path/sidepath), Martin Bluff Road (shared use path/sidepath), and Indian Point Road (shared use path/sidepath); and

- **Gautier (south of US 90)** – Old Spanish Trail (bike lane/paved shoulder), Dolphin Drive (bike lane/paved shoulder), Ladnier Road (buffered/separated bike lane), and Graveline Road (shared use path/sidepath).

In addition to the bikeway improvements noted above, the Gautier bicycle network plan proposes bike boulevards in a number of locations to provide east-west connectivity, specifically on Guillotteville Road, Graveline Road west of Ladnier Road, River Oaks Drive and Oak Street. Given the prominence of the Mississippi Sandhill Crane National Wildlife Refuge in Gautier, unpaved trails are recommended along its perimeter to offer additional biking and walking options. The proposed improvements are listed in Table 3-1. The bike lane, shared use path/sidepath and bike boulevard recommendations, representing bikeways for daily trips, total 24 miles and an estimated cost of \$15.5 million. Bikeway improvements are listed alphabetically.

Figure 3-1. Gautier: Bicycle Network Plan

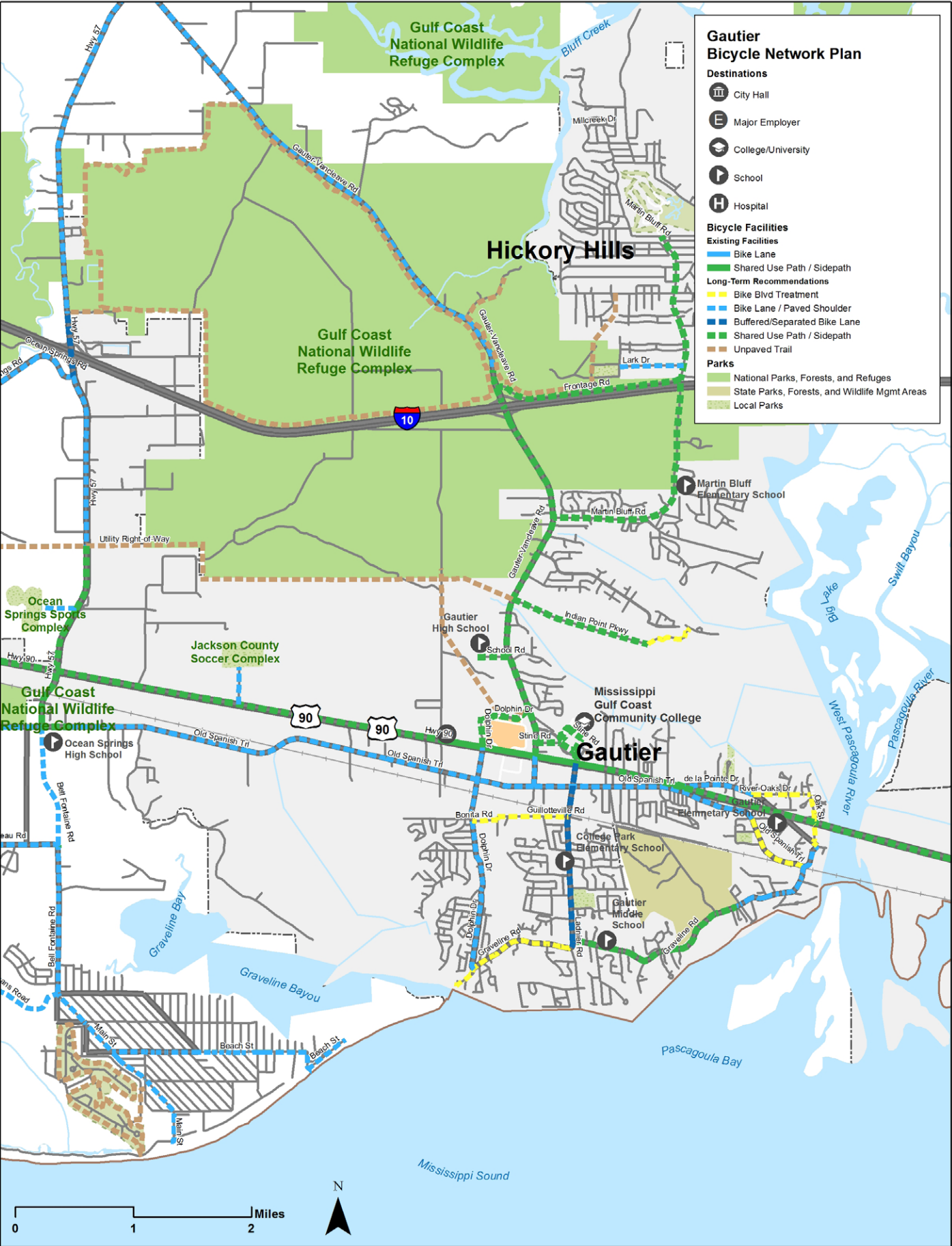


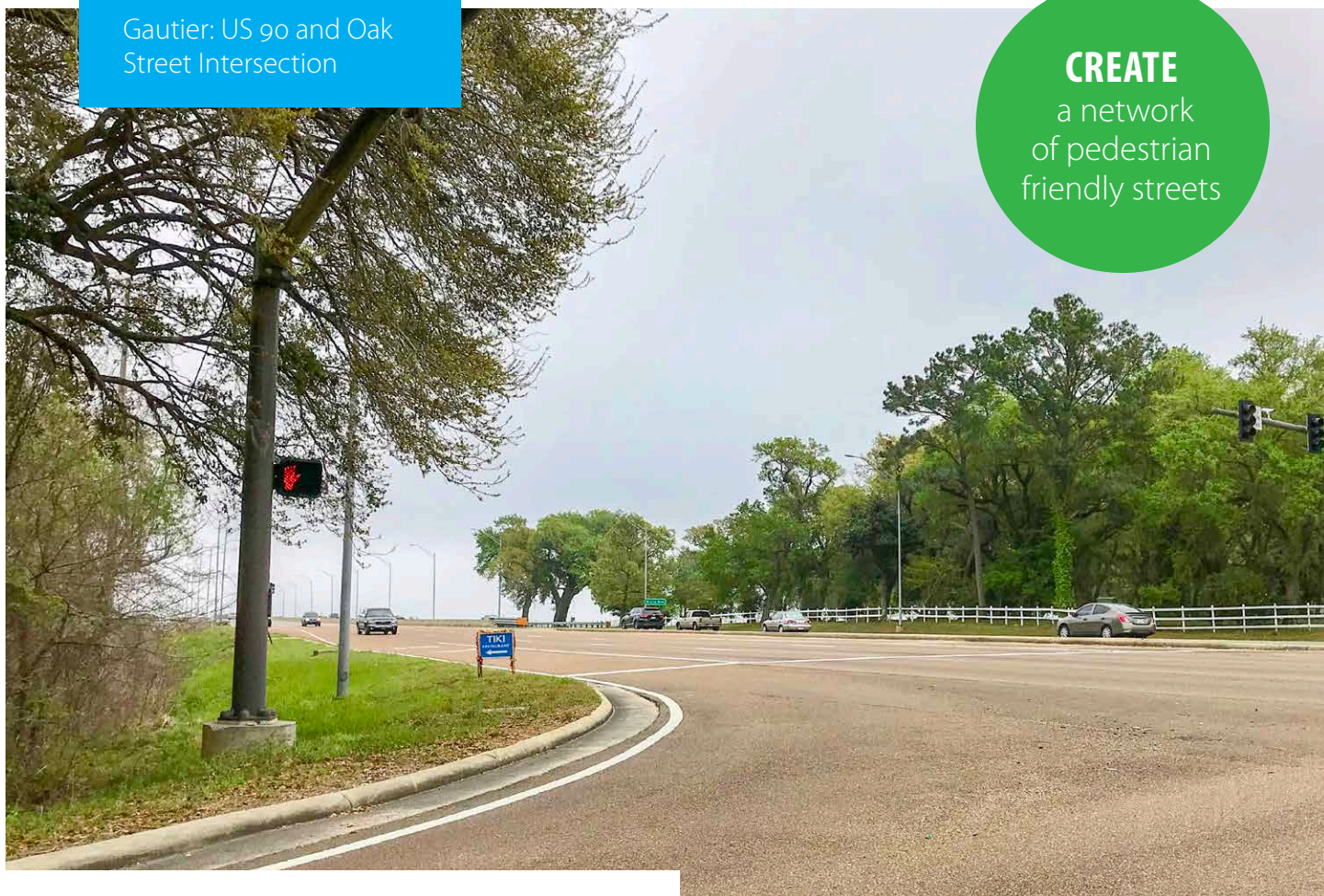
Table 3-1. Gautier: Recommended New Bikeways

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
G-1	Audubon Lane	US-90	Northern Terminus	1,674	Paved Shoulder	\$50	\$83,694
G-2	Bonita Road	Dolphin Drive	Fairview Drive	1,136	Bike Blvd Treatment	\$15	\$17,039
G-3	College Circle	Gautier-Vancleave Road	College Drive	1,073	Shared-Use Path/Sidepath	\$150	\$160,948
G-4	College Drive	Ladnier Road (west)	Ladnier Road (east)	728	Shared-Use Path/Sidepath	\$150	\$109,183
G-5	De La Pointe Drive	US-90	River Oaks Drive	3,275	Paved Shoulder	\$50	\$163,769
G-6	De La Pointe Drive	Oak Street	Graveline Road	246	Bike Blvd Treatment	\$15	\$3,688
G-7	Denny Avenue (US-90)	Pascagoula River	Oak Street	1,361	Paved Shoulder	\$50	\$68,072
G-8	Dolphin Drive	US-90	Graveline Road	10,118	Paved Shoulder	\$50	\$505,907
G-9	Dolphin Drive	Gautier-Vancleave Road	US-90	3,441	Shared-Use Path/Sidepath	\$150	\$516,172
G-10	Fairview Drive	Guillottesville Road	Bonita Road	140	Bike Blvd Treatment	\$15	\$2,107
G-11	Frontage Road	Gautier-Vancleave Road	Martin Bluff Road	8,474	Shared-Use Path/Sidepath	\$150	\$1,271,042
G-12	Frontage Road	Suter Road	De La Pointe Drive	778	Shared-Use Path/Sidepath	\$150	\$116,685
G-13	Gautier-Vancleave Road	MS-57	Frontage Road	23,961	Paved Shoulder	\$50	\$1,198,035
G-14	Gautier-Vancleave Road	Frontage Road	US-90	18,607	Shared-Use Path/Sidepath	\$150	\$2,791,071
G-15	Gautier-Vancleave Road	US-90	Old Spanish Trail	1,352	Paved Shoulder	\$50	\$67,593
G-16	Gautier High School Trail	Ocean Springs-to-Gautier ROW Trail	Dolphin Drive	8,235	Unpaved Trail	\$10	\$82,347
G-17	Graveline Road	Ladnier Road	Byrd Lane	8,420	Shared-Use Path/Sidepath	\$150	\$1,262,963
G-18	Graveline Road	Western Terminus	Ladnier Road	5,921	Bike Blvd Treatment	\$15	\$88,812
G-19	Graveline Road	Byrd Lane	De La Pointe Road	5,067	Paved Shoulder	\$50	\$253,366
G-20	Guillotteville Road	Fairview Drive	Ladnier Road	3,135	Bike Blvd Treatment	\$15	\$47,027
G-21	MS-57	Twin Magnolia Lane	Robinson Still Road	25,145	Paved Shoulder	\$50	\$1,257,256
G-22	MS-57	Ocean Springs Road	Ocean Springs-to-Gautier ROW Trail	7,700	Paved Shoulder	\$50	\$385,012
G-23	MS-57	Robinson Still Road	Ocean Springs Road	2,732	Separated Bike Lane	\$45	\$122,922
G-24	MS-57	Ocean Springs-to-Gautier ROW Trail	Old Spanish Trail	2,903	Paved Shoulder	\$50	\$145,164
G-25	US-90	MS-57	Beasley Road	17,435	Shared-Use Path/Sidepath	\$150	\$2,615,175
G-26	US-90	Existing Sidepath West of Shamrock Court	Oak Street	10,091	Shared-Use Path/Sidepath	\$150	\$1,513,581
G-27	Indian Point Parkway	Gautier-Vancleave Road	Indian Point RV Park Driveway	6,389	Shared-Use Path/Sidepath	\$150	\$958,314
G-28	Indian Point Parkway	Indian Point RV Park Driveway	East Village Parkway	2,263	Bike Blvd Treatment	\$15	\$33,948

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
G-29	Ladnier Road	US-90	Graveline Road	8,267	Buffered Bike Lane	\$30	\$248,013
G-30	Ladnier Road	College Drive	US-90	2,941	Shared-Use Path/Sidepath	\$150	\$441,122
G-31	Lark Drive	Martin Bluff Road	Western Terminus at Buddy Davis Field	2,849	Paved Shoulder	\$50	\$142,467
G-32	Martin Bluff Road	Gautier-Vancleave Road	Cotita Drive	17,792	Shared-Use Path/Sidepath	\$150	\$2,668,770
G-33	Oak Street	River Oaks Drive	De La Pointe Drive	2,173	Bike Blvd Treatment	\$15	\$32,590
G-34	Old Spanish Trail	Greyhound Way	Ocean Springs High School Eastern Driveway	1,291	Shared-Use Path/Sidepath	\$150	\$193,609
G-35	Old Spanish Trail	Ocean Springs High School Eastern Driveway	Magnolia Tree Drive	31,315	Paved Shoulder	\$50	\$1,565,765
G-36	Old Spanish Trail	Magnolia Tree Drive	Graveline Road	3,463	Bike Blvd Treatment	\$15	\$51,949
G-37	River Oaks Drive	De La Pointe Drive	Oak Street	2,555	Bike Blvd Treatment	\$15	\$38,320
G-38	Sandhill Crane East Trail	MSCN Refuge Center	Hastings Road	14,584	Unpaved Trail	\$10	\$145,837
G-39	Sandhill Crane West Trail	MS-57/I-10	Gautier-Vancleave Road	58,475	Unpaved Trail	\$10	\$584,751
G-40	Gautier High School Road	Gautier-Vancleave Road	Gautier High School	1,433	Shared-Use Path/Sidepath	\$150	\$214,887

Gautier: US 90 and Oak Street Intersection

CREATE
a network
of pedestrian
friendly streets



3.2 PEDESTRIAN RECOMMENDATIONS

The sidewalk recommendations for Gautier (Figure 3-2) are concentrated south of US 90. In conjunction with the existing and proposed shared use path on US 90, sidewalks along Old Spanish Trail would help create a network of pedestrian friendly streets in the city's core stretching from Beasley Road in the west to Oak Street in the east. Additionally, new north-south sidewalks on Beasley Road, Dolphin Drive, Gautier Vancleave Road and Ladnier Road between US 90 and Old Spanish Trail would complete a grid of sidewalks and provide access to businesses and educational facilities in the area. Table 3-2 lists the recommended sidewalks – a total of approximately 6 miles with an estimated cost of \$7.9 million. Sidewalk improvements are listed northwest to southeast. As discussed above, safe bicycle and pedestrian crossings along US 90 are critical to the master plan's success. In particular, six intersections with US 90 have been identified (Table 3-3).

Table 3-3. Gautier:
Recommended Improved Intersections

ID	N/S Cross Street	E/W Cross Street
IG-1	MS-57	US-90
IG-2	MS-57	Proposed path
IG-3	Beasley Road	US-90
IG-4	Dolphin Drive	US-90
IG-5	Gautier Vancleave Road	US-90
IG-6	Ladnier Road	US-90
IG-7	Oak Street	US-90

Figure 3-2. Gautier: Pedestrian Network Plan

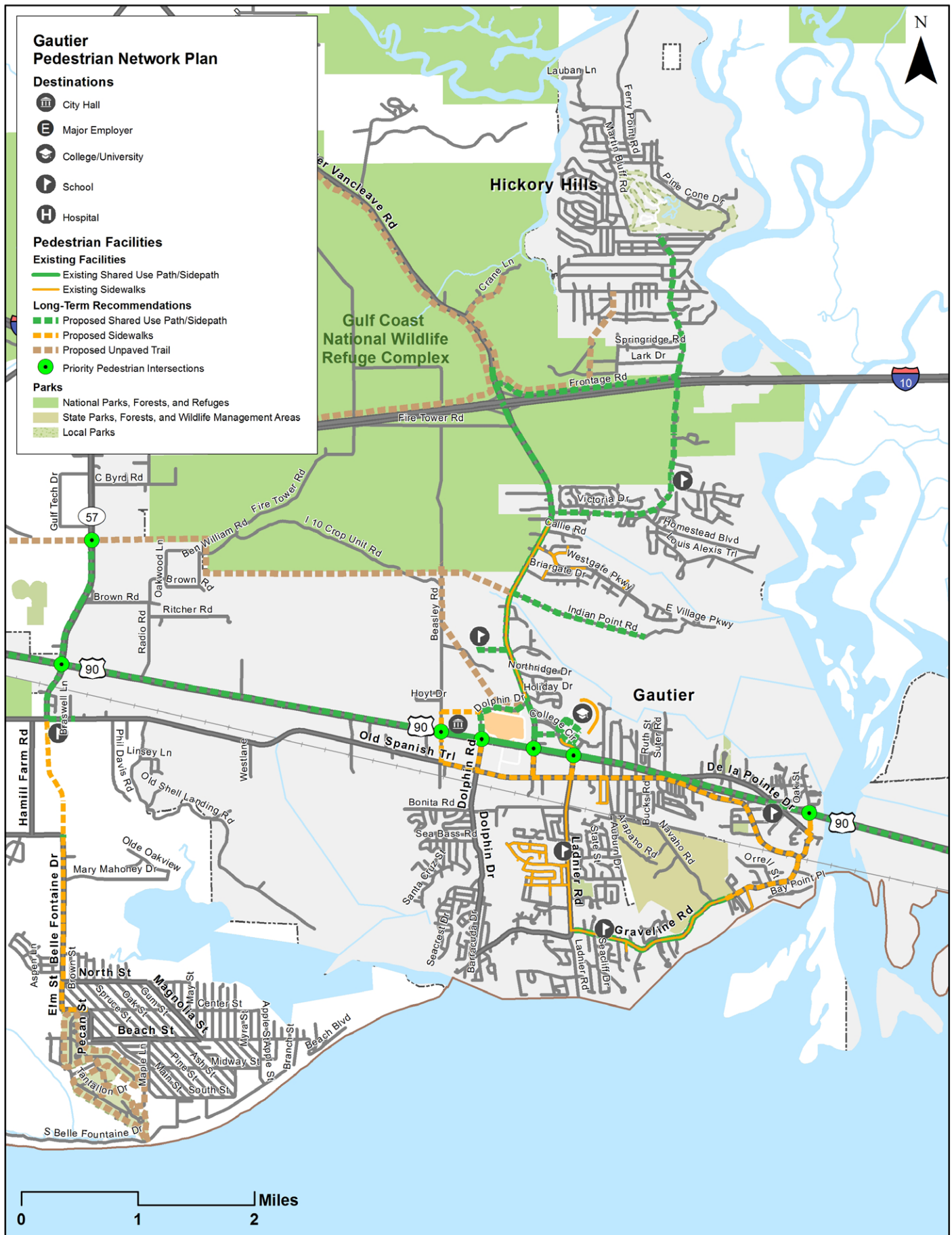
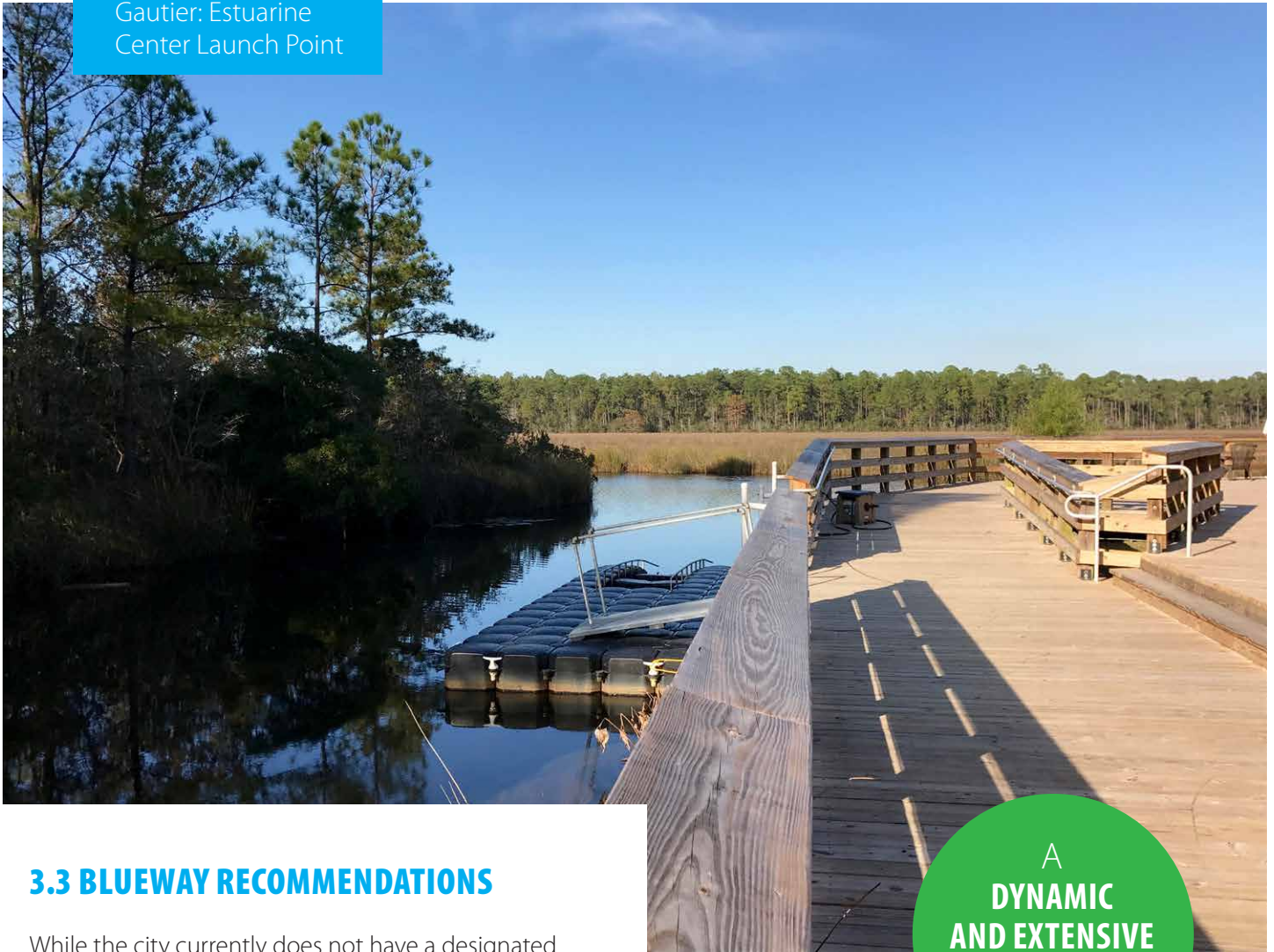


Table 3-2. Gautier: Recommended New Sidewalks

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
G-1	William Paynes Boulevard	Beasley Road	N. Dolphin Drive	1,795	Sidewalk	\$250	\$448,800
G-2	Beasley Road	William Paynes Boulevard	Old Spanish Trail	2,270	Sidewalk	\$250	\$567,600
G-3	Dolphin Drive	US-90	Old Spanish Trail	1,426	Sidewalk	\$250	\$356,400
G-4	Gautier-Vanceleave Road	US-90	Old Spanish Trail	1,320	Sidewalk	\$250	\$330,000
G-5	Ladnier Road	US-90	Old Spanish Trail	1,003	Sidewalk	\$250	\$250,800
G-6	Old Spanish Trail	Beasley Road	Gautier Vancelave Road	4,227	Sidewalk	\$250	\$1,056,750
G-7	Old Spanish Trail	Gautier Vancelave Road	Stonegate Circle	1,229	Sidewalk	\$250	\$307,250
G-8	Old Spanish Trail	Stonegate Circle	Magnolia Tree Drive	6,569	Sidewalk	\$250	\$1,642,250
G-9	Old Spanish Trail	Magnolia Tree Drive	Graveline Road	3,589	Sidewalk	\$250	\$897,250
G-10	Oak Street / de la Pointe Drive	US-90	Graveline Road	1,373	Sidewalk	\$250	\$343,200
G-11	Graveline Road	Vaughandale Drive	Old Spanish Trail	4,214	Sidewalk	\$250	\$1,053,500
G-12	Graveline Road	Old Spanish Trail	Oak Street	2413	Sidewalk	\$250	\$603,250

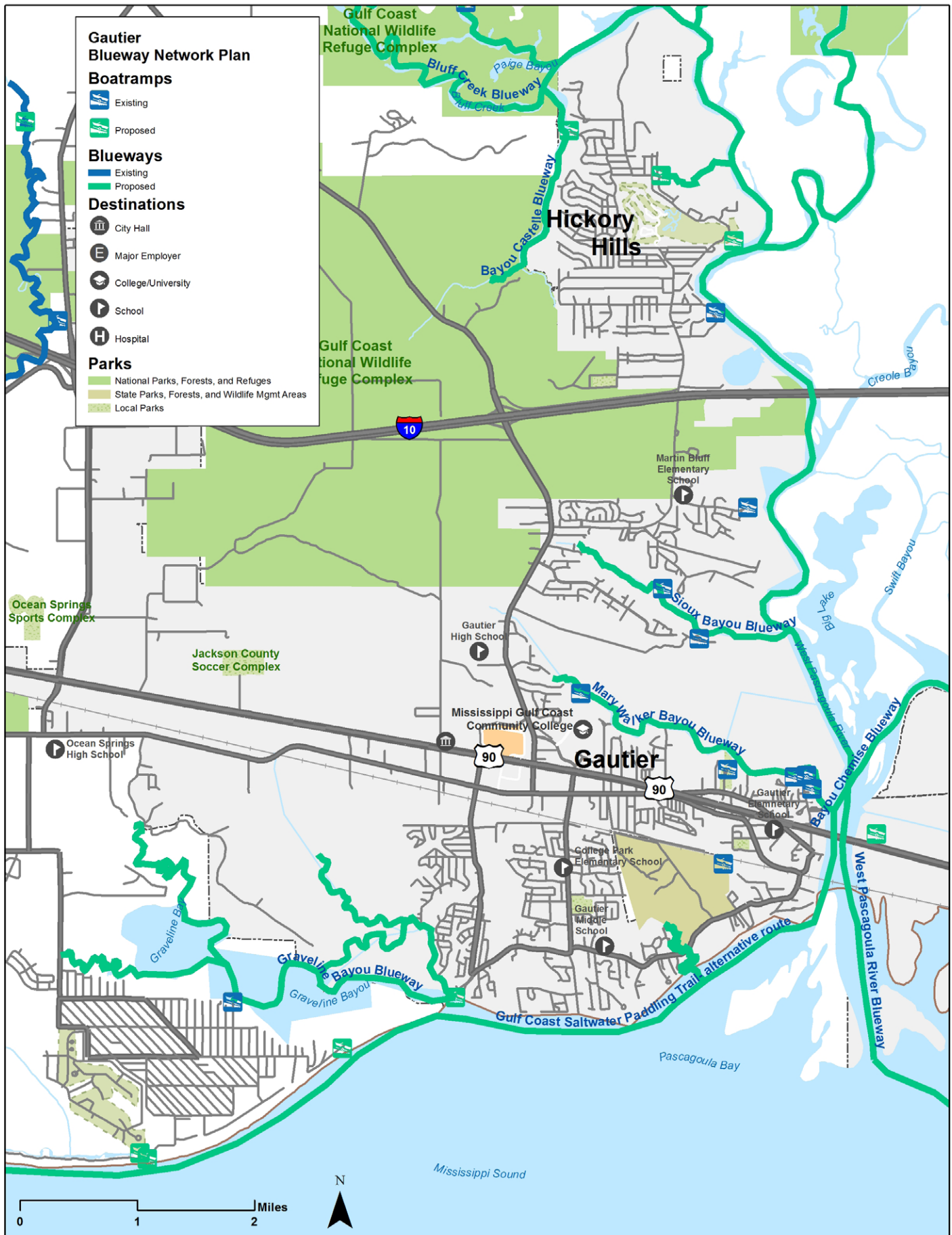


3.3 BLUEWAY RECOMMENDATIONS

While the city currently does not have a designated blueway, Gautier has enormous potential to implement a dynamic and extensive blueway network. Existing launch points at City Park and the Estuarine Education Center, especially, offer the opportunity to establish Mary Walker Bayou as a blueway in the near term. Figure 3-3 shows the recommended blueways, including:

- Bluff Creek;
- Bayou Castelle;
- West Pascagoula River;
- Sioux Bayou;
- Mary Walker Bayou;
- Bayou Chemise;
- Graveline Bayou; and
- Mississippi Sound.

Figure 3-3. Gautier: Recommended Blueways





4

CITY OF MOSS POINT

4.1 BICYCLE RECOMMENDATIONS

With its relatively compact form and well-defined street grid, Moss Point can be a great place for bicycling (Figure 4-1). Schools and parks, in particular, are largely concentrated in the city's core, and the recommended bicycle network plan focuses on connecting these important community destinations to each other and adjacent neighborhoods. In residential areas, the plan relies on bike boulevards to take advantage of lower traffic speed and volume streets. On the city's major streets, physical separation from vehicular traffic is emphasized.

- **Highway 613/Jack Hanson Memorial Bridge** – shared use path/sidepath;
- **Main Street** – buffered/separated bike lane;
- **McInnis Avenue/Elder Street/Grierson Street** – bike lane/paved shoulder;

- **Martin Luther King Drive** – bike lane/paved shoulder;
- **Jefferson Avenue** – shared use path/sidepath; and
- **US 90** – shared use path/sidepath.

Complementing the system of bikeways outlined above, the railroad right-of-way paralleling Main Street offers a tremendous opportunity to add a unique shared use path to Moss Point's bicycle and pedestrian networks. Stretching from McInnis Avenue to Jefferson Avenue, the future rails-to-trails project can serve as a focal point for development in the city and, importantly, connect downtown Moss Point to downtown Pascagoula – a distance of less than four miles. Table 4-1 lists all of the proposed bikeway improvements. The bike lane, shared use path/sidepath and bike boulevard recommendations, oriented to daily trips, total 37 miles with an estimated cost of \$8.1 million. Bikeway improvements are listed alphabetically.

Figure 4-1. Moss Point: Bicycle Network Plan

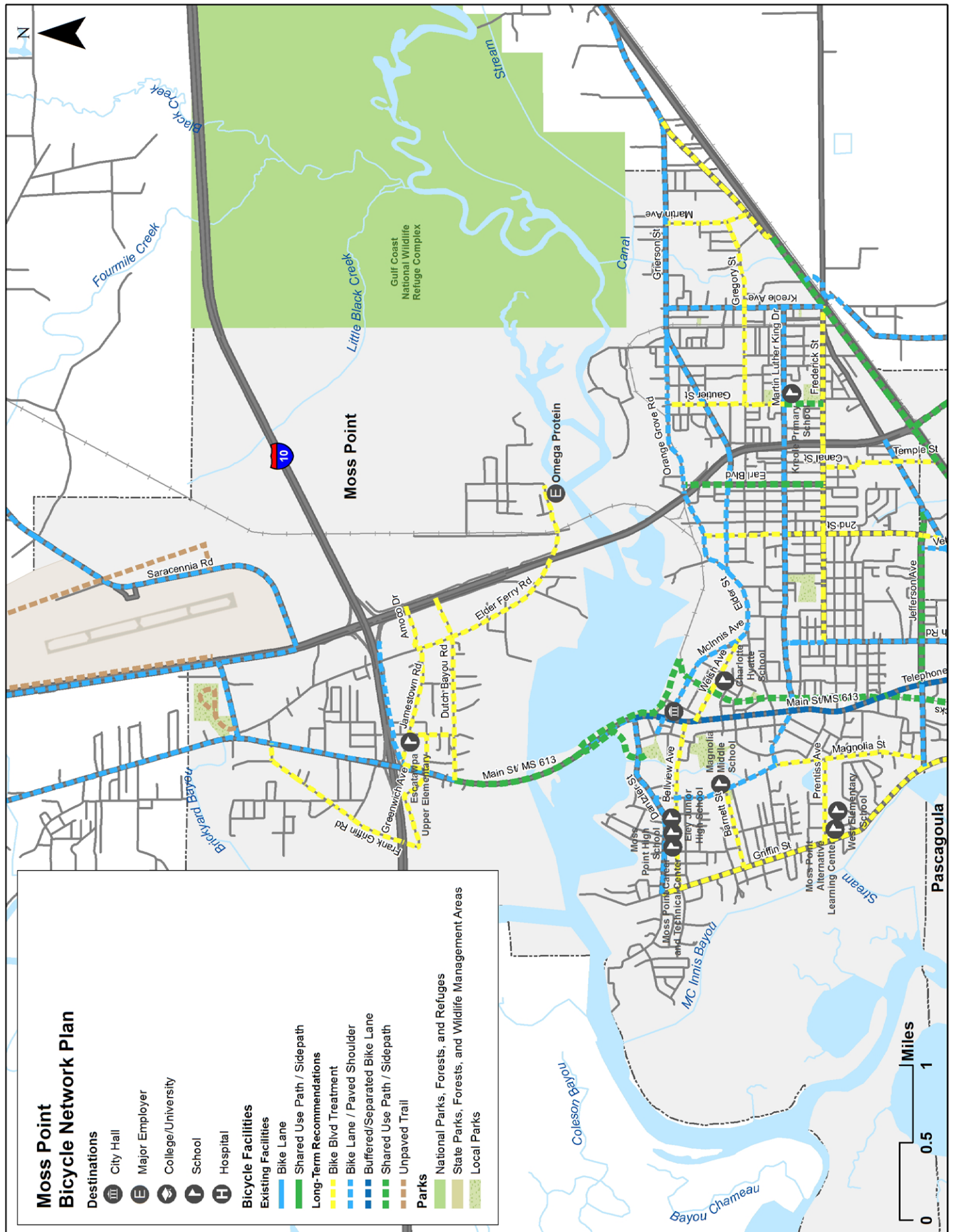
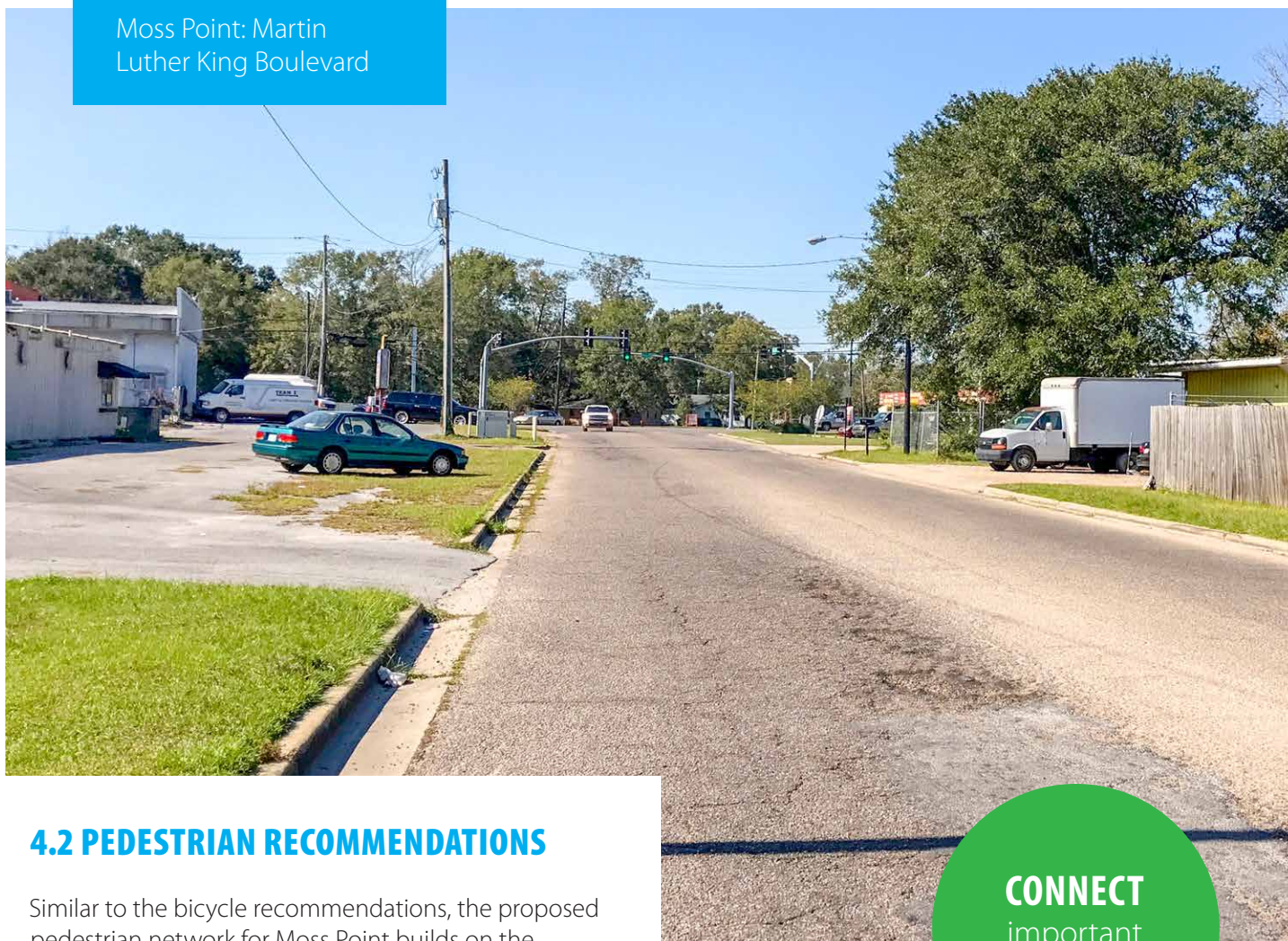


Table 4-1. Moss Point: Recommended New Bikeways

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
M-1	2nd Street	Elder Street	Jefferson Avenue	7,452	Bike Blvd Treatment	\$15	\$111,785
M-2	Amoco Drive	Elder Ferry Road	MS-63	1,546	Bike Blvd Treatment	\$15	\$23,187
M-3	Barnett Street	Griffin Street	Magnolia Street	2,759	Bike Blvd Treatment	\$15	\$41,378
M-4	Bellview Avenue	Griffin Street	Main Street (MS-613)	5,698	Bike Blvd Treatment	\$15	\$85,465
M-5	Canal Street	Frederick Street	Hollis Street	1,145	Bike Blvd Treatment	\$15	\$17,178
M-6	Dantzler Street	Griffin Street	Main Street	6,308	Bike Lane	\$20	\$126,161
M-7	Dutch Bayou Road	MS-613	MS-63	6,386	Bike Blvd Treatment	\$15	\$95,797
M-8	Earl Boulevard	Railroad Tracks	Frederick Street	4,704	Shared-Use Path/Sidepath	\$150	\$705,584
M-9	Elder Ferry Road	Amoco Drive	Reilly Street	8,280	Bike Blvd Treatment	\$15	\$124,200
M-10	Elder Street	McInnis Avenue	MS-63	5,143	Paved Shoulder	\$50	\$257,134
M-11	Frank Griffin Road	MS-613	Greenwich Avenue	6,379	Bike Blvd Treatment	\$15	\$95,678
M-12	Frederick Street	Macphelah Road	US-90	11,450	Bike Blvd Treatment	\$15	\$171,754
M-13	Gautier Street	Railroad Tracks	Martin Luther King Boulevard	3,825	Bike Blvd Treatment	\$15	\$57,382
M-14	Gautier Street Extension	Martin Luther King Boulevard	Frederick Street	1,320	Shared-Use Path/Sidepath	\$150	\$198,070
M-15	Greenwich Avenue	Frank Griffin Road	MS-613	2,964	Bike Blvd Treatment	\$15	\$44,455
M-16	Gregory Street	Gautier Street	Martin Avenue	6,341	Bike Blvd Treatment	\$15	\$95,122
M-17	Grierson Street	Elder Street	Old Stage Road	16,039	Paved Shoulder	\$50	\$801,959
M-18	Griffin Street	Cumberland Drive	Northern Terminus	7,054	Bike Blvd Treatment	\$15	\$105,807
M-19	Hollis Lane	Canal Street	Temple Street	146	Bike Blvd Treatment	\$15	\$2,195
M-20	MS-613	Dutch Bayou Road	Shallowford Road	11,487	Paved Shoulder	\$50	\$574,329
M-21	MS-63	Saracennia Road	Wildwood Road	19,739	Paved Shoulder	\$50	\$986,944
M-22	US-90	MS-63/City Limits	Old Stage Road	1,938	Shared-Use Path/Sidepath	\$150	\$290,755
M-23	Jamestown Road	Rosa Lane	Elder Ferry Road	4,847	Bike Blvd Treatment	\$15	\$72,710
M-24	Jefferson Avenue	Telephone Road	Shortcut Road	5,899	Shared-Use Path/Sidepath	\$150	\$884,784
M-25	Jefferson Avenue	River Road	Telephone Road	2,803	Bike Lane	\$20	\$56,067
M-26	Kreole Avenue	Grierson Street	US-90	5,356	Bike Lane	\$20	\$107,119
M-27	Macphelah Road	Martin Luther King Boulevard	Jefferson Avenue	5,065	Paved Shoulder	\$50	\$253,244
M-28	Magnolia Street	Martin Luther King Boulevard	Jefferson Avenue	5,063	Bike Blvd Treatment	\$15	\$75,944
M-29	Magnolia Street	Dantzler Street	Martin Luther King Boulevard	4,403	Bike Lane	\$20	\$88,054

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
M-30	Main Street (MS-613)	Dutch Bayou Road	Southern End of Jack Hanson Memorial Bridge	4,618	Shared-Use Path/Sidepath	\$150	\$692,733
M-31	Main Street (MS-613)	Dantzler Street	Jefferson Avenue	9,990	Buffered Bike Lane	\$30	\$299,686
M-32	Main Street (MS-613)	Southern End of Jack Hanson Memorial Bridge	Dantzler Street	2,104	Paved Shoulder	\$50	\$105,199
M-33	Martin Avenue	Grierson Street	Old Stage Road	2,844	Bike Blvd Treatment	\$15	\$42,653
M-34	Martin Luther King Boulevard	Magnolia Street	Kreole Avenue	15,822	Bike Lane	\$20	\$316,435
M-35	McInnis Avenue	Payne Street	Elder Street	2,135	Paved Shoulder	\$50	\$106,770
M-36	McInnis Avenue	Main Street (MS-613)	Payne Street	2,233	Bike Lane	\$20	\$44,653
M-37	New Frontage Road	Jamestown Road	Good Hope Street	4,279	Bike Lane	\$20	\$85,585
M-38	New Greenway Corridor	Denny Street	Pascagoula River Audubon Center	7,949	Shared-Use Path/Sidepath	\$150	\$1,192,423
M-39	Old Saracennia Road	MS-613	MS-63	2,673	Paved Shoulder	\$50	\$133,658
M-40	Old Stage Road	US-90 (West of Blackwell Street)	Grierson Street	5,576	Bike Blvd Treatment	\$15	\$83,637
M-41	Orange Grove Road	MS-63	Grierson Street	5,500	Paved Shoulder	\$50	\$275,011
M-42	Post Office Avenue	Arthur Street	Main Street	643	Bike Lane	\$20	\$12,859
M-43	Prentiss Avenue	Griffin Street	Magnolia Street	2,840	Bike Blvd Treatment	\$15	\$42,599
M-44	Railroad Tracks	North of McInnis Avenue	Jefferson Avenue	8,946	Shared-Use Path/Sidepath	\$150	\$1,341,879
M-45	River Road	Catalpa Avenue	Cumberland Drive	3,121	Bike Blvd Treatment	\$15	\$46,809
M-46	Rosa Lane	MS-613	Springwater Street	1,323	Bike Blvd Treatment	\$15	\$19,841
M-47	Saracennia Road	Kings Road	MS-63	11,253	Paved Shoulder	\$50	\$562,655
M-48	Shortcut Road	Jefferson Avenue	MS-63	2,797	Bike Lane	\$20	\$55,940
M-49	Springwater Street	Jamestown Road	Dutch Bayou Road	1,543	Bike Blvd Treatment	\$15	\$23,145
M-50	Temple Street	Hollis Street	Moss Point City Limits	2,149	Bike Blvd Treatment	\$15	\$32,228
M-51	Trent Lott Airport Trail	Old Saracennia Road	Saracennia Road	19,693	Unpaved Trail	\$10	\$196,932
M-52	Unpaved Trail Loop	Old Saracennia Road	Old Saracennia Road	3,134	Unpaved Trail	\$10	\$31,335
M-53	Welch Avenue	Main Street (MS-613)	McInnis Avenue	3,148	Bike Blvd Treatment	\$15	\$47,225

Moss Point: Martin Luther King Boulevard



4.2 PEDESTRIAN RECOMMENDATIONS

Similar to the bicycle recommendations, the proposed pedestrian network for Moss Point builds on the city's established street grid to connect important destinations such as schools, parks and commercial areas. In addition to the major streets identified in the bicycle recommendations section, the proposed pedestrian network (Figure 4-2) highlights a number of north-south streets as critical links – in particular, Griffin Street, Macphelah Road and Second Street. Adding sidewalks on the identified north-south and east-west streets between Main Street and Highway 63 will ensure that many commercial areas and civic destinations are within a ten to twenty-minute walk for most residents. The recommended sidewalks shown in Table 4-2 total approximately 20 miles with an estimated cost of \$25.8 million. Sidewalk improvements are listed northwest to southeast. The network plan also identifies several intersections in Moss Point (Table 4-3) for improved pedestrian facilities, particularly on Highway 63.

Table 4-3. Moss Point:
Recommended Improved Intersections

ID	N/S Cross Street	E/W Cross Street
IM-1	MS-63	Amoco Drive
IM-2	Macphelah Road	Jefferson Avenue
IM-3	Earl Boulevard	Elder Street / Orange Grove Road
IM-4	MS-63	Frederick Street

Figure 4-2. Moss Point: Pedestrian Network Plan

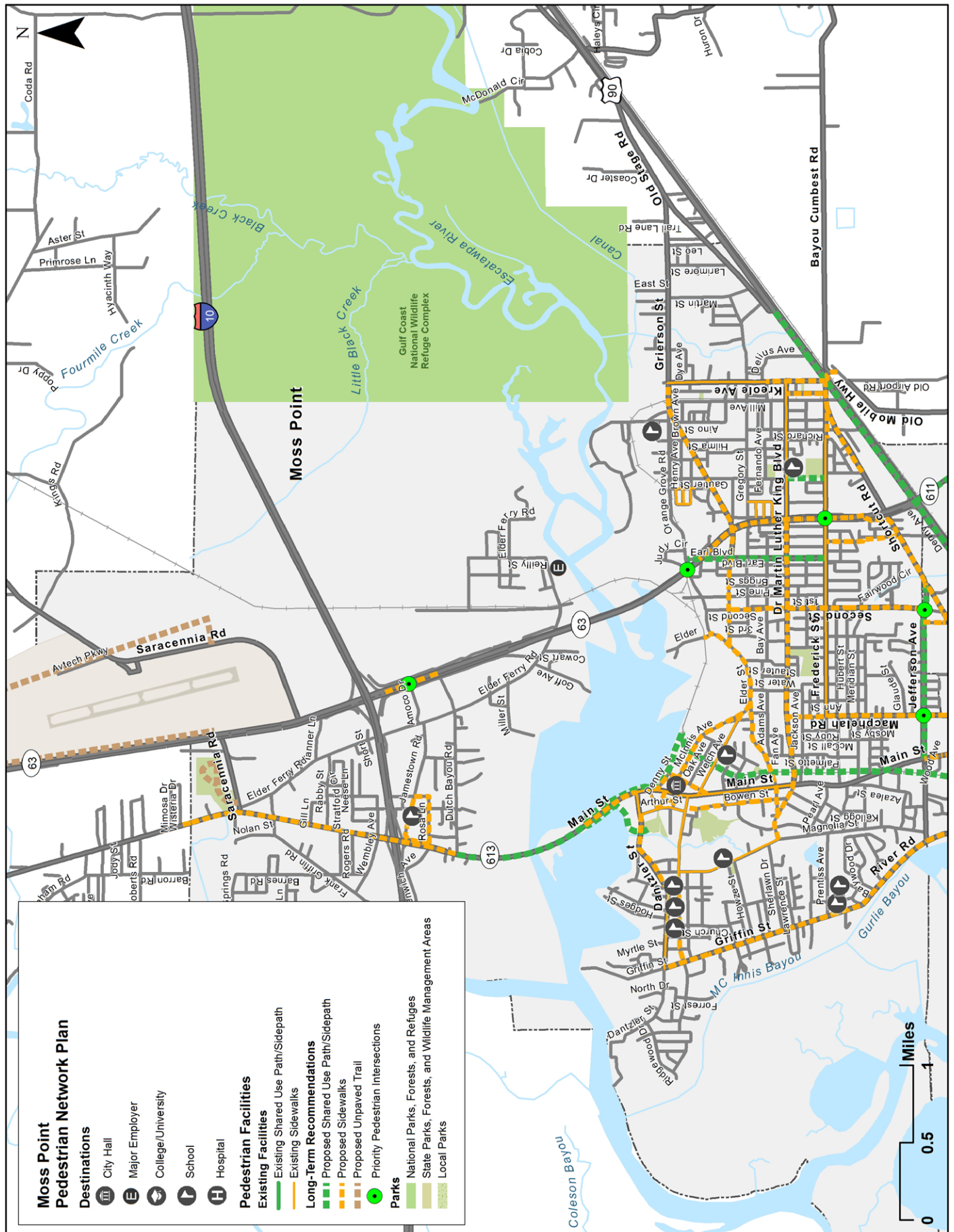


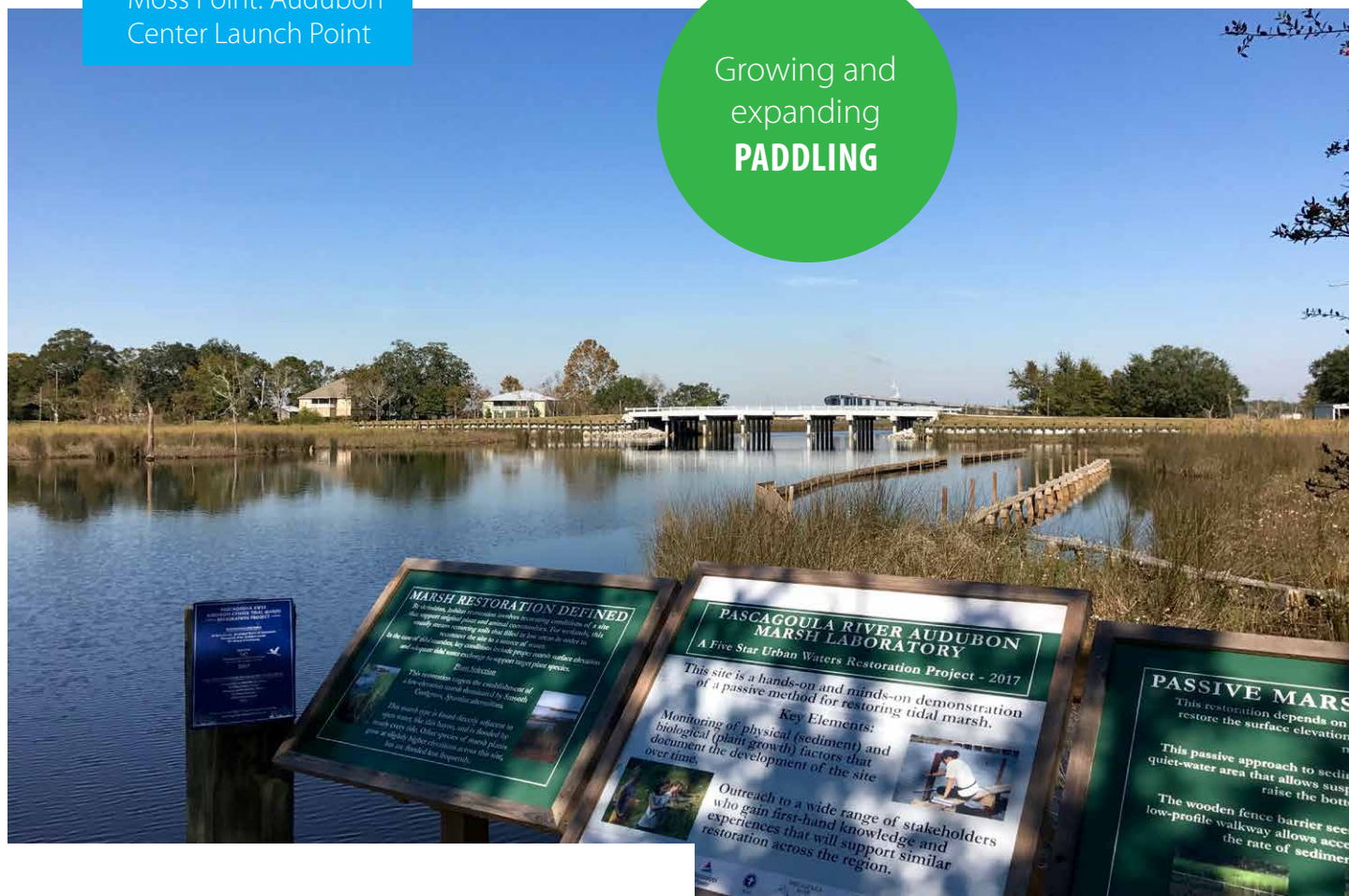
Table 4-2. Moss Point: Recommended New Sidewalks

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
M-1	Main Street (MS-613)	City Limit	Dutch Bayou Road	9,240	Sidewalk	\$250	\$2,310,000
M-2	Jamestown Road	Rosa Lane	Treherm Street	2,270	Sidewalk	\$250	\$567,600
M-3	Rosa Lane	Main Street (MS-613)	Treherm Street	2,218	Sidewalk	\$250	\$554,400
M-4	MS-63	I-10 Off-Ramp	Dutch Bayou Road	2,006	Sidewalk	\$250	\$501,600
M-5	Amoco Drive	Good Hope Street	MS-63	158	Sidewalk	\$250	\$39,600
M-6	S. Main Street (MS-613)	Old Bridge Road	Dantzler Street	2,112	Sidewalk	\$250	\$528,000
M-7	Dantzler Street	Weems Street	Arthur Street	2,746	Sidewalk	\$250	\$686,400
M-8	Griffin Street / River Road	Dantzler Street	Hemlock Avenue	5,247	Sidewalk	\$250	\$1,311,750
M-9	Griffin Street / River Road	Hemlock Avenue	Jefferson Avenue	4,924	Sidewalk	\$250	\$1,231,000
M-10	Dellview Avenue	Griffin Street	Weems Street	2,534	Sidewalk	\$250	\$633,600
M-11	Denny Avenue	Main Street (MS-613)	Morris Street	686	Sidewalk	\$250	\$171,600
M-12	Post Office Road	Arthur Street	Main Street (MS-613)	581	Sidewalk	\$250	\$145,200
M-13	Park Street	Post Office Road	Castenara Street	422	Sidewalk	\$250	\$105,600
M-14	Castenara Street	Arthur Street	Main Street MS-613)	475	Sidewalk	\$250	\$118,800
M-15	Morris Street	Denny Avenue	Main Street (MS-613)	1,426	Sidewalk	\$250	\$356,400
M-16	McInnis Avenue	Main Street (MS-613)	Elder Street	4,224	Sidewalk	\$250	\$1,056,000
M-17	Welch Avenue	Atchison Street	McInnis Avenue	211	Sidewalk	\$250	\$52,800
M-18	Bowen Street	Bellview Avenue	Ely Street	1,320	Sidewalk	\$250	\$330,000
M-19	Bowen Street	W. Bayou Avenue	Elder Street	1,320	Sidewalk	\$250	\$330,000
M-20	Elder Street	Martin Luther King Boulevard	McInnis Avenue	4,180	Sidewalk	\$250	\$1,045,000
M-21	Elder Street	McInnis Avenue	Rail ROW East of Escatawpa River	3,117	Sidewalk	\$250	\$779,250
M-22	Martin Luther King Boulevard	Magnolia Street	Hearndon Street	2,453	Sidewalk	\$250	\$613,250
M-23	Martin Luther King Boulevard	Hearndon Street	2nd Street	5,627	Sidewalk	\$250	\$1,406,750
M-24	Martin Luther King Boulevard	2nd Street	MS-63	3,059	Sidewalk	\$250	\$764,750
M-25	Grierson Street	Elder Street	MS-63	3,978	Sidewalk	\$250	\$994,500
M-26	Grierson Street	MS-63	Kreole Avenue	5,519	Sidewalk	\$250	\$1,379,750
M-27	2nd Street	Grierson Street	Frederick Street	3,303	Sidewalk	\$250	\$825,750
M-28	2nd Street	Frederick Street	Shortcut Road	3,383	Sidewalk	\$250	\$845,750
M-29	Macphelah Road	Martin Luther King Boulevard	Jefferson Avenue	4,646	Sidewalk	\$250	\$1,161,600
M-30	MS-63	Thomas Avenue	Martin Luther King Boulevard	3,422	Sidewalk	\$250	\$855,500

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
M-31	MS-63	Martin Luther King Boulevard	Shortcut Road	2,639	Sidewalk	\$250	\$659,750
M-32	Canal Street / Hollis Street / Temple Street	Frederick Street	Shortcut Road	2,534	Sidewalk	\$250	\$633,600
M-33	Shortcut Road	City Limit	MS-63	3,432	Sidewalk	\$250	\$858,000
M-34	Shortcut Road	Camellia Street	Frederick Street	2,640	Sidewalk	\$250	\$660,000
M-35	Frederick Street	Jasmine Street	Kreole Avenue	1,954	Sidewalk	\$250	\$488,400
M-36	Washington Boulevard	Martin Luther King Boulevard	Frederick Street	1,320	Sidewalk	\$250	\$330,000
M-37	Kreole Avenue	Wells Avenue	Frederick Street	1,954	Sidewalk	\$250	\$488,400

Moss Point: Audubon Center Launch Point

Growing and
expanding
PADDLING



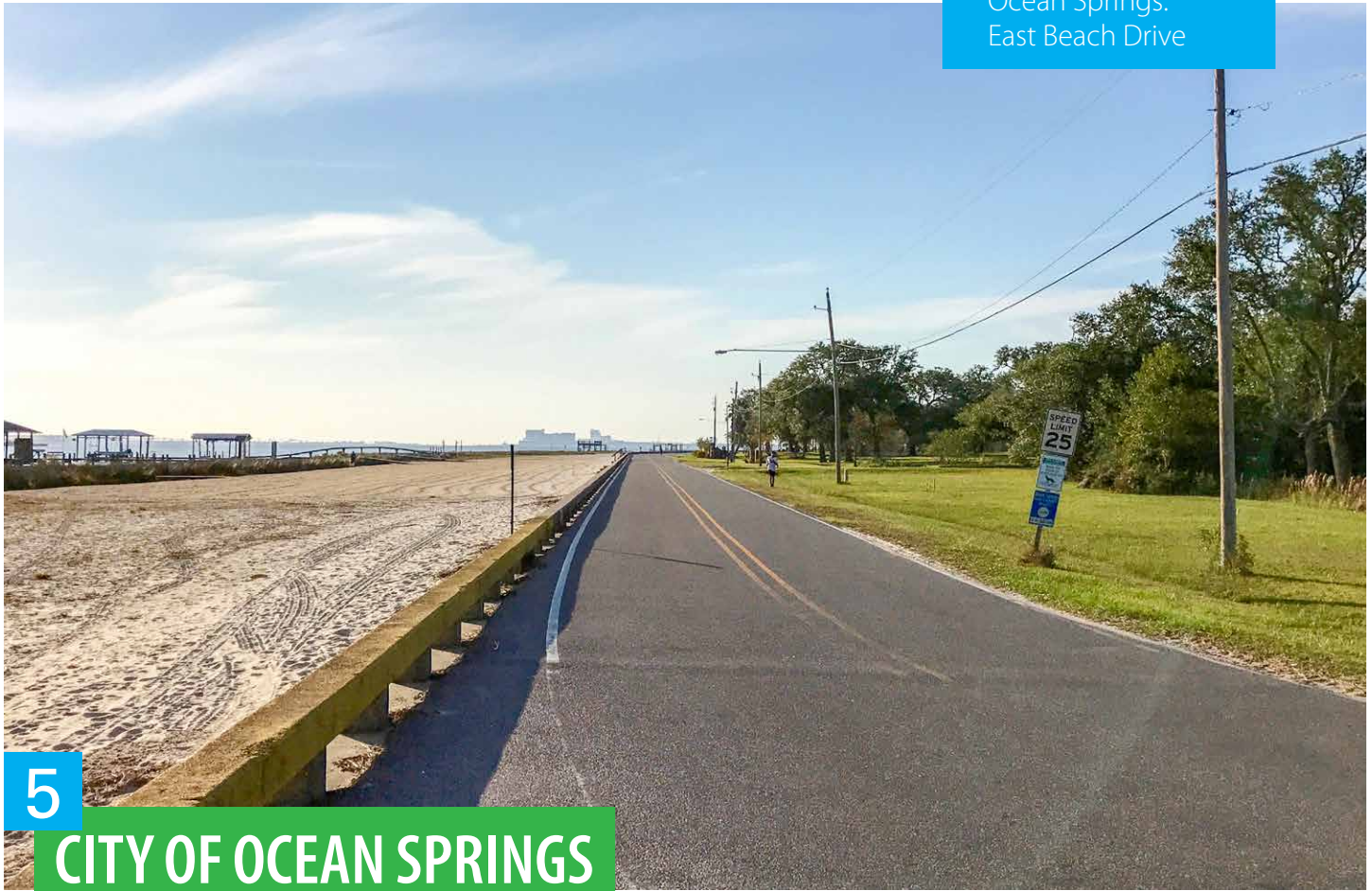
4.3 BLUEWAY RECOMMENDATIONS

The existing Pascagoula River blueway and the Pascagoula River Audubon Center's launch point provide a strong foundation for growing and expanding paddling in and around Moss Point. The recommended blueways network plan (Figure 4-3) would add blueways along the following rivers and creeks:

- Pascagoula River (north of Bennett Bayou to George County);
- Pascagoula River (west to Bayou Chemise);
- Escatawpa River; and
- Black Creek.

The map displays the Moss Point area with a network of blueways. Key features include:

- Waterways:** Escatawpa River, Little Black Creek, Fourmile Creek, Moss Point Bayou, and the Pascagoula River.
- Roads:** Highway 10, Main St MS 613, and various local streets like Orange Grove Rd and Elder Ferry Rd.
- Landmarks:** Gulf Coast National Wildlife Refuge Complex, Moss Point High School, and several elementary schools.
- Infrastructure:** Boatramps (existing and proposed), bridges, and various public facilities like city hall, hospital, and schools.
- Legend:**
 - Boatramps:** Existing (blue square), Proposed (green square).
 - Blueways:** Existing (blue line), Proposed (green line).
 - Destinations:** City Hall (blue circle), Major Employer (blue circle), College/University (blue circle), School (blue circle), Hospital (blue circle).
 - Parks:** National Parks, Forests, and Refuges (green), State Parks, Forests, and Wildlife Management Areas (light green), Local Parks (dark green).
- Scale:** 0 to 1 mile.
- North Arrow:** Located in the top right corner.



5

CITY OF OCEAN SPRINGS

5.1 BICYCLE RECOMMENDATIONS

Ocean Springs has taken a number of steps over the past ten years to improve bicycling in the city, from the US 90 Biloxi Bay Bridge shared use path to the Front Beach Drive path. Additional strategic bikeway improvements in the eastern half of the city, as well as the proposed changes on US 90, will build on Ocean Springs' reputation as a walkable and bikeable community, and ensure that residents and visitors can bike safely and comfortably. In particular, the bicycle network plan (Figure 5-1) emphasizes separated bikeways connecting the city's schools to neighborhood-based bike boulevards. The proposed improvements include:

- **US 90** – shared use path/sidepath;
- **Central Business District** – Porter Avenue (bike boulevard), Cleveland Avenue (bike boulevard), Calhoun Street (bike boulevard), Washington Avenue (bike boulevard), and Government Street (bike boulevard and bike lane/paved shoulder);

- **Central Ocean Springs** – Holcomb Boulevard (shared use path/sidepath), Bechtel Boulevard (bike boulevard), Brumbaugh Road (bike boulevard), Halstead Road (bike boulevard), and Hanley Road (shared use path/sidepath);
- **East Ocean Springs** – Government Street (shared use path/sidepath) and Park Road (shared use path/sidepath); and
- **Ocean Springs Road** – shared use path/sidepath.

The bicycle network plan also recommends developing a shared use path/sidepath along East Beach Drive and connecting it to the Front Beach Drive path with a bike lane/paved shoulder on Shearwater Drive. The complete list of recommended bikeway improvements is captured in Table 5-1. Excluding the proposed unpaved trail between Ocean Springs and Gautier, the bikeway recommendations total 42 miles with an estimated cost of \$18.0 million. Bikeway improvements are listed alphabetically.

Figure 5-1. Ocean Springs: Bicycle Network Plan

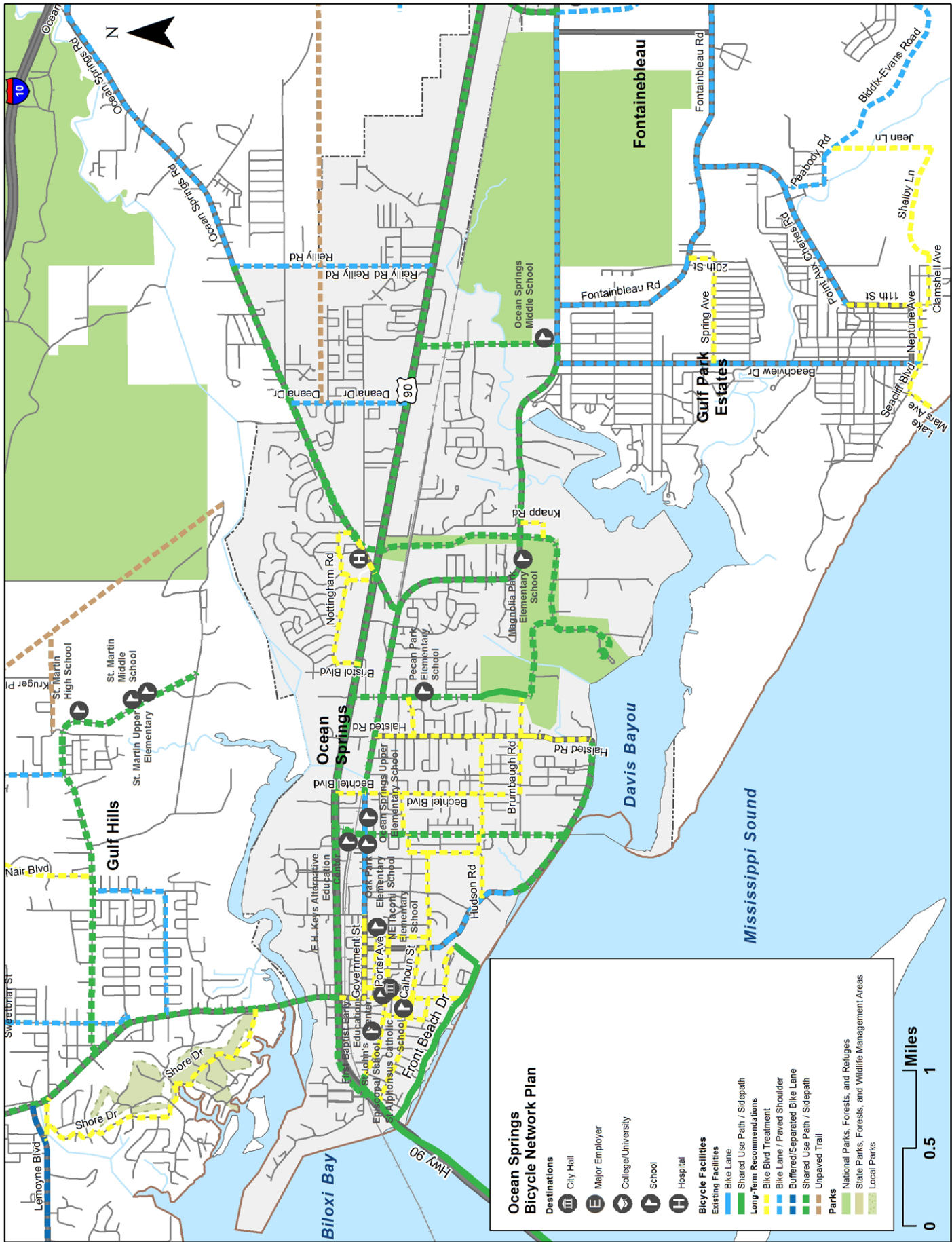
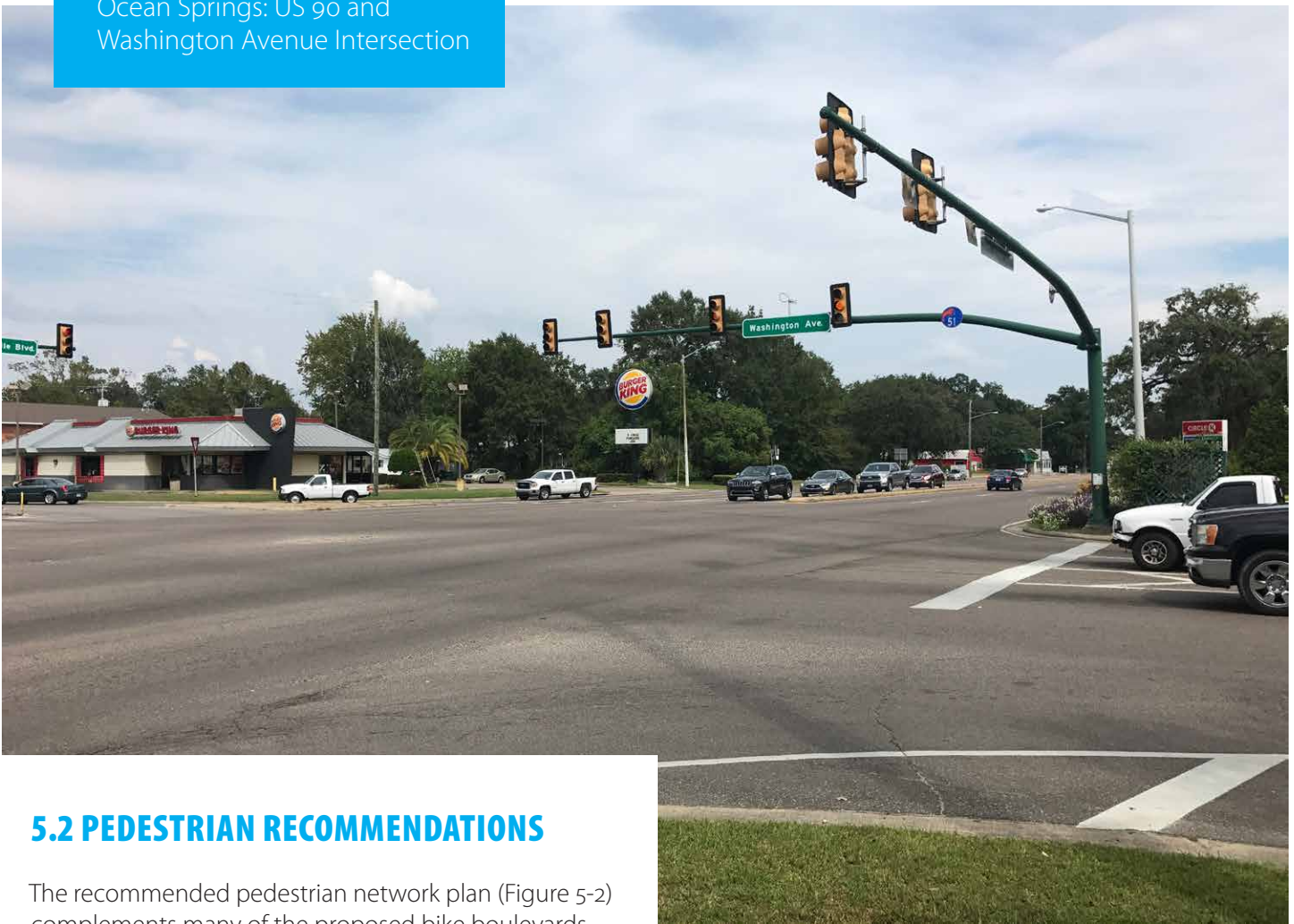


Table 5-1. Ocean Springs: Recommended New Bikeways

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
O-1	Beach Drive	Holcomb Boulevard	Halsted Road	3,482	Shared Use Path/Sidepath	\$150	\$522,243
O-2	Bechtel Boulevard	US-90	Davidson Road	4,967	Bike Blvd Treatment	\$15	\$74,500
O-3	Bellande Avenue	Government Street	Bowen Avenue	303	Bike Blvd Treatment	\$15	\$4,552
O-4	Bike/Ped Connection	Lovers Lane	Porter Street	231	Bike Blvd Treatment	\$15	\$3,469
O-5	Bowen Avenue	Bellande Avenue	Ward Avenue	1,738	Bike Blvd Treatment	\$15	\$26,070
O-6	Bristol Boulevard	Nottingham Road	US-90	859	Bike Blvd Treatment	\$15	\$12,878
O-7	Brumbaugh Road	Eastland Boulevard	Robert McGhee Road	3,394	Bike Blvd Treatment	\$15	\$50,915
O-8	Calhoun Street	Jackson Avenue	General Pershing Avenue	2,393	Bike Blvd Treatment	\$15	\$35,888
O-9	Cleveland Avenue	Porter Avenue	Jackson Avenue	3,049	Bike Blvd Treatment	\$15	\$45,734
O-10	Davidson Road	Holcomb Boulevard	Halsted Road	3,326	Bike Blvd Treatment	\$15	\$49,891
O-11	Deana Drive	Ocean Springs Road	US-90	3,911	Paved Shoulder	\$50	\$195,555
O-12	Eastland Boulevard	Davidson Road	Brumbaugh Road	1,312	Bike Blvd Treatment	\$15	\$19,685
O-13	Government Street	Bechtel Boulevard	Old Spanish Trail	15,825	Shared Use Path/Sidepath	\$150	\$2,373,769
O-14	Government Street	Martin Luther King Jr Avenue	Bechtel Boulevard	4,072	Bike Lane	\$20	\$81,436
O-15	Government Street	Washington Avenue	Martin Luther King Jr Avenue	2,848	Bike Lane	\$20	\$56,959
O-16	Guilford Road	Nottingham Road	US-90	782	Bike Blvd Treatment	\$15	\$11,724
O-17	Halsted Road	Government Street	Beach Drive	7,321	Bike Blvd Treatment	\$15	\$109,820
O-18	Hanley Road	US-90	Belmont Drive	4,248	Shared Use Path/Sidepath	\$150	\$637,135
O-19	Hanshaw Road	US-90	Old Spanish Trail	4,709	Shared Use Path/Sidepath	\$150	\$706,377
O-20	Harbor Road	Front Beach Drive	La Fontaine Street	988	Bike Blvd Treatment	\$15	\$14,817
O-21	Holcomb Boulevard	US-90	Government Street	1,045	Bike Blvd Treatment	\$15	\$15,671
O-22	Holcomb Boulevard	Railroad Tracks	Shearwater Drive	7,817	Shared Use Path/Sidepath	\$150	\$1,172,500
O-23	Hudson Road	Shearwater Drive	Holcomb Boulevard	2,195	Bike Blvd Treatment	\$15	\$32,927
O-24	US-90	Lovers Lane	MS-57	36,180	Shared Use Path/Sidepath	\$150	\$5,427,061
O-25	Jackson Avenue	Cleveland Avenue	Porter Avenue	1,400	Bike Blvd Treatment	\$15	\$21,002
O-26	Kensington Avenue	Pershing Avenue	Simon Boulevard	3,237	Bike Blvd Treatment	\$15	\$48,550
O-27	King Henry Drive	Princess Ann Drive	Ocean Springs Road	478	Bike Blvd Treatment	\$15	\$7,163
O-28	Knapp Road	Government Street	VFW Road	769	Bike Blvd Treatment	\$15	\$11,533
O-29	La Fontaine Street	Washington Avenue	Harbor Road	1,939	Bike Blvd Treatment	\$15	\$29,083
O-30	Lovers Lane	Cherokee Boulevard	US-90	2,044	Shared Use Path/Sidepath	\$150	\$306,589

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
O-31	Nottingham Road	Bristol Boulevard	Princess Ann Drive	4,071	Bike Blvd Treatment	\$15	\$61,067
O-32	Ocean Avenue	Jackson Avenue	Washington Avenue	754	Bike Blvd Treatment	\$15	\$11,315
O-33	Ocean Springs-to-Gautier ROW Trail	Deana Drive	Gautier-Vancleave Road	36,064	Unpaved Trail	\$10	\$360,636
O-34	Ocean Springs Road	Park Road	Reilly Road	10,244	Shared Use Path/Sidepath	\$150	\$1,536,556
O-35	Ocean Springs Road	Reilly Road	MS-57	12,503	Paved Shoulder	\$50	\$625,161
O-36	Ocean Springs Road	Government Street	US-90	1,496	Shared Use Path/Sidepath	\$150	\$224,456
O-37	Ocean Springs Road	US-90	Park Road	1,246	Bike Blvd Treatment	\$15	\$18,693
O-38	Ogden Avenue	Simon Boulevard	Holcomb Boulevard	615	Bike Blvd Treatment	\$15	\$9,226
O-39	Old Spanish Trail	Hanshaw Road	Greyhound Way	11,234	Bike Lane	\$20	\$224,685
O-40	Old Spanish Trail	Government Street	Hanshaw Road	3,305	Shared Use Path/Sidepath	\$150	\$495,782
O-41	Park Road	Ocean Springs Road	Southern Terminus	12,762	Shared Use Path/Sidepath	\$150	\$1,914,327
O-42	Parkwood Place	Hanley Road	Halstead Road	1,344	Bike Blvd Treatment	\$15	\$20,153
O-43	Pershing Avenue	Kensington Avenue	Shearwater Drive	835	Paved Shoulder	\$50	\$41,725
O-44	Pershing Avenue	Calhoun Street	Kensington Avenue	326	Bike Blvd Treatment	\$15	\$4,884
O-45	Porter Avenue	Williams Street	Ward Avenue	4,788	Bike Blvd Treatment	\$15	\$71,815
O-46	Princess Ann Drive	Nottingham Road	King Henry Drive	721	Bike Blvd Treatment	\$15	\$10,815
O-47	Reilly Road	Ocean Springs Road	US-90	6,749	Paved Shoulder	\$50	\$337,445
O-48	Robert McGhee Road	Brumbaugh Road	Park Road	3,442	Shared Use Path/Sidepath	\$150	\$516,364
O-49	Shearwater Drive	Weeks Bayou	Holcomb Boulevard	2,600	Shared Use Path/Sidepath	\$150	\$389,962
O-50	Shearwater Drive	Pershing Avenue	Weeks Bayou	2,919	Paved Shoulder	\$50	\$145,971
O-51	Simon Boulevard	Ogden Avenue	Hudson Road	2,390	Bike Blvd Treatment	\$15	\$35,854
O-52	VFW Road	Park Road	Knapp Road	510	Bike Blvd Treatment	\$15	\$7,652
O-53	Ward Avenue	Bowen Avenue	Kensington Avenue	1,769	Bike Blvd Treatment	\$15	\$26,532
O-54	Washington Avenue	US-90	Front Beach Drive	4,173	Bike Blvd Treatment	\$15	\$62,596
O-55	Washington Avenue (MS-609)	Shore Drive	US-90	2,806	Shared Use Path/Sidepath	\$150	\$420,865
O-56	Westbrook Street	Holcomb Boulevard	Bechtel Boulevard	1,361	Bike Blvd Treatment	\$15	\$20,418

Ocean Springs: US 90 and Washington Avenue Intersection



5.2 PEDESTRIAN RECOMMENDATIONS

The recommended pedestrian network plan (Figure 5-2) complements many of the proposed bike boulevards by adding sidewalks on several of the same streets, for example, on Washington Avenue (south of Calhoun Street), Halstead Road and Davidson Road. Anticipating a shared use path on the north side of US 90 and reflecting the street pattern created by the railroad right-of-way, the pedestrian plan recommends six intersection improvements along US 90 between Washington Avenue and Ocean Springs Road. The plan also calls for improving pedestrian facilities at the intersection of Hanshaw Road and US 90, linking the middle school to businesses on the highway. The sidewalk recommendations (Table 5-2) total approximately 7 miles and have an estimated cost of \$9.6 million. Sidewalk improvements are listed northwest to southeast. The intersection improvements are listed in Table 5-3.

Table 5-3. Ocean Springs:
Recommended Improved Intersections

ID	N/S Cross Street	E/W Cross Street
IO-1	MS-609/Washington Avenue	US-90
IO-2	Vermont Avenue	US-90
IO-3	Holcomb Blvd	US-90
IO-4	Bechtel Boulevard	US-90
IO-5	Hanley Road	Government Street
IO-6	Hanley Road	US-90
IO-7	Ocean Springs Road	US-90
IO-8	Deana Drive	US-90
IO-9	Hanshaw Road	US-90

Figure 5-2. Ocean Springs: Pedestrian Network Plan

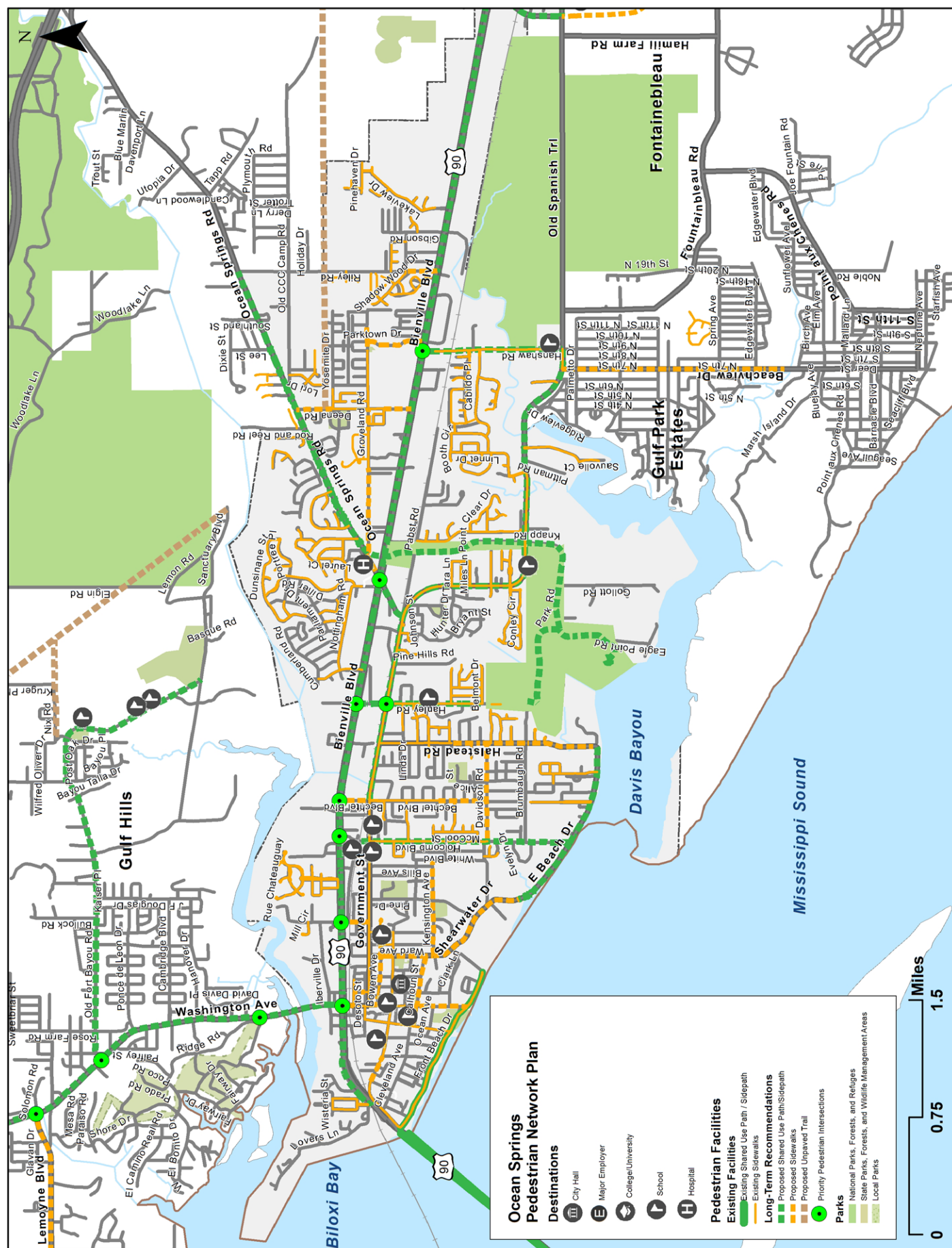


Table 5-2. Ocean Springs: Recommended New Sidewalks

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
O-1	Porter Avenue	Williams Avenue	Martin Street	370	Sidewalk	\$250	\$92,400
O-2	Washington Avenue	US-90	Robinson Street	370	Sidewalk	\$250	\$92,400
O-3	Cash Alley	Robinson Street	DeSoto Street	370	Sidewalk	\$250	\$92,400
O-4	Bowen Avenue	Washington Avenue	Bellande Avenue	317	Sidewalk	\$250	\$79,200
O-5	Martin Luther King Jr. Avenue	US-90	Government Street	950	Sidewalk	\$250	\$237,600
O-6	Bowen Avenue	Kotzum Avenue	Ward Avenue	1,426	Sidewalk	\$250	\$356,400
O-7	Washington Avenue	Joseph Street	Front Beach Drive	2,112	Sidewalk	\$250	\$528,000
O-8	Calhoun Street	Washington Avenue	General Pershing Avenue	1,742	Sidewalk	\$250	\$435,600
O-9	General Pershing Avenue	Government Street	Kensington Avenue	2,169	Sidewalk	\$250	\$542,250
O-10	Shearwater Drive	Kensington Avenue	~ 0.2 mile south of Hudson Road	3,766	Sidewalk	\$250	\$941,500
O-11	Bechtel Boulevard	US-90	Government Street	1,003	Sidewalk	\$250	\$250,800
O-12	Bechtel Boulevard	Arbor Vista Drive	Davidson Road	1,637	Sidewalk	\$250	\$409,200
O-13	Davidson Road	Holcomb Boulevard	Halstead Road	3,326	Sidewalk	\$250	\$831,600
O-14	Halstead Road	Colonial Drive	E. Beach Drive	4,752	Sidewalk	\$250	\$1,188,000
O-15	Deana Road	Ocean Springs Road	Yosemite Drive	1,214	Sidewalk	\$250	\$303,600
O-16	Ocean Springs Road	US-90	Groveland Road	1,003	Sidewalk	\$250	\$250,800
O-17	Groveland Road	Ocean Springs Road	Oakleigh Road	2,957	Sidewalk	\$250	\$739,200
O-18	Groveland Road	Timber Lake Drive	Deana Road	739	Sidewalk	\$250	\$184,800
O-19	Deana Road	Baywood Lane	US-90	950	Sidewalk	\$250	\$237,600
O-20	Groveland Road	Chalmette Avenue	Niagara Street	898	Sidewalk	\$250	\$224,400
O-21	Parktown Drive	Groveland Road	US-90	1,954	Sidewalk	\$250	\$488,400
O-22	Reilly Road	Groveland Road	US-90	1,109	Sidewalk	\$250	\$277,200
O-23	Kensington Avenue	Pershing Avenue	Simon Avenue	3,222	Sidewalk	\$250	\$805,500

Ocean Springs:
Biloxi Bay

a blueway system that
ENCOMPASSES
most of the city

5.3 BLUEWAY RECOMMENDATIONS

Bounded by Old Fort Bayou and Davis Bayou as well as Biloxi Bay and the Mississippi Sound, Ocean Springs can create a blueways system that encompasses most of the city. Building on the existing Old Fort Bayou and smaller Davis Bayou Trail, the blueways network plan (Figure 5-3) recommends developing a comprehensive system that includes:

- Old Fort Bayou;
- Mississippi Sound;
- Biloxi Bay;
- Dear Island; and
- Davis Bayou.

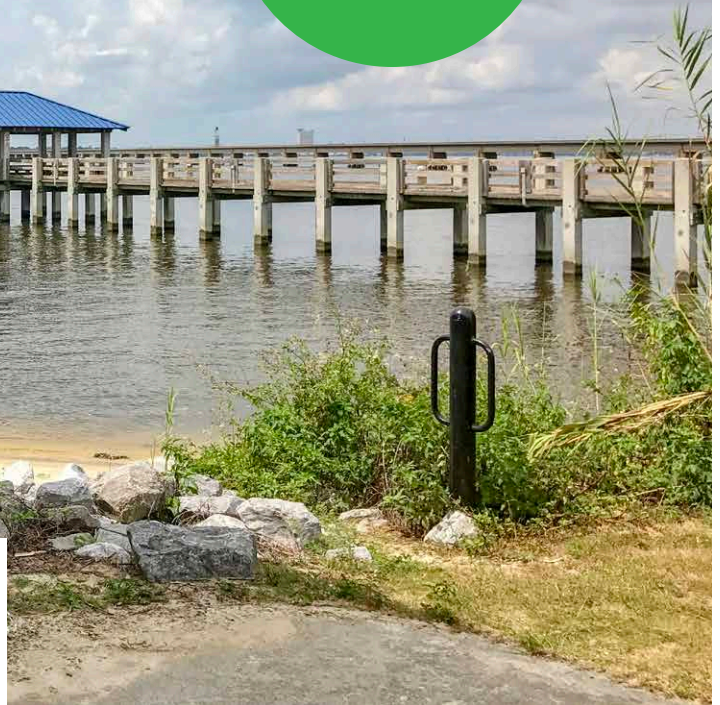
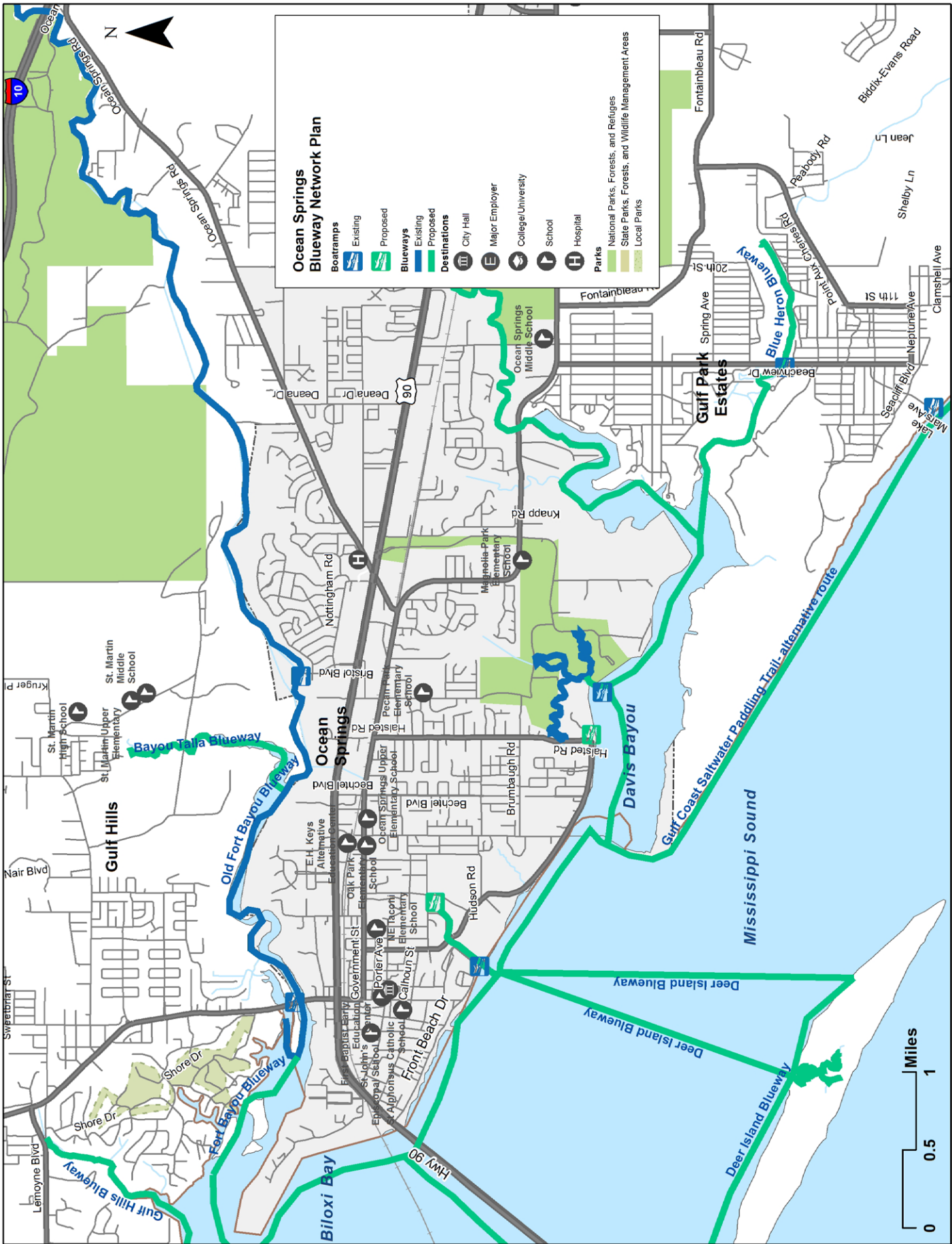


Figure 5-3. Ocean Springs: Recommended Blueways





6

CITY OF PASCAGOULA

6.1 BICYCLE RECOMMENDATIONS

The Pascagoula bicycle network plan (Figure 6-1) combines a system of perimeter shared use paths/sidepaths with a set of on-street bike lanes to provide a range of options for bicycling in the city. A third tier of proposed bikeways – bike boulevards – links the perimeter shared use paths/sidepaths and bike lanes to neighborhood destinations such as schools and parks. Importantly, the system of shared use paths/sidepaths and bike lanes, including buffered/separated bike lanes, are spaced approximately a half mile apart. Consequently, at full build-out, a resident or visitor in Pascagoula would always be within one quarter of a mile from a dedicated bikeway.

Proposed shared use paths/sidepaths, bike lanes and buffered/separated bike lanes include:

- **Jerry St. Pe Highway (to River Park)** – shared use path/sidepath;
- **Riverfront (City Dock to Point Park)** – shared use path/sidepath;
- **Pascagoula Street** – bike lane;
- **Telephone Road** – buffered/separated bike lane;
- **US 90** – shared use path/sidepath;
- **Market Street** – buffered/separated bike lane;
- **14th Street** – buffered/separated bike lane;
- **Chicot Street** – buffered/separated bike lane;
- **Old Mobile Avenue** – bike lane;
- **Ingalls Avenue** – bike lane;
- **Washington Avenue** – bike lane; and
- **Bayou Casotte Parkway** – shared use path/sidepath.

Table 6-1 lists all of the proposed bikeway improvements in the bicycle network plan. Not including improvements on the US 90 causeway, the bikeway recommendations total 63 miles at an estimated cost of \$19.8 million. Bikeway improvements are listed alphabetically.

Figure 6-1. Pascagoula: Bicycle Network Plan



Table 6-1. Pascagoula: Recommended New Bikeways

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
P-1	14th Street	Telephone Road	Ingalls Avenue	8,292	Buffered Bike Lane	\$30	\$248,760
P-2	22nd Street	Eden Street	Washington Avenue	4,950	Bike Blvd Treatment	\$15	\$74,256
P-3	24th Street	Darryl Avenue	Eden Street	1,950	Paved Shoulder	\$50	\$97,522
P-4	2nd Street	Jefferson Avenue	Shortcut Road	616	Bike Blvd Treatment	\$15	\$9,244
P-5	Arlington Street	Old Mobile Avenue	Eagle Avenue	1,941	Bike Blvd Treatment	\$15	\$29,117
P-6	Arlington Street	Eagle Avenue	Orchard Road	785	Bike Blvd Treatment	\$15	\$11,768
P-7	Bartlett Avenue	Belair Street	Eden Street	1,438	Bike Blvd Treatment	\$15	\$21,567
P-8	Bayou Casotte	Orchard Avenue	Southern Terminus	8,767	Shared Use Path/Sidepath	\$150	\$1,315,096
P-9	Beach Boulevard	Existing Shared-Use Path	Eastern Terminus of Beach Boulevard	1,281	Shared Use Path/Sidepath	\$150	\$192,137
P-10	Beach Boulevard	Western Terminus	Eastern Terminus of Beach Boulevard	12,183	Bike Lane	\$20	\$243,650
P-11	Belair Street	Bartlett Avenue	Convent Avenue	855	Bike Blvd Treatment	\$15	\$12,824
P-12	Belair Street	Ingalls Avenue	Washington Avenue	3,430	Bike Blvd Treatment	\$15	\$51,447
P-13	Belair Street	Convent Avenue	Ingalls Avenue	3,548	Bike Lane	\$20	\$70,955
P-14	Bike/Ped Connector	Pinewood Avenue	Walker Avenue	90	Bike Blvd Treatment	\$15	\$1,351
P-15	Bronfair Avenue	Pleasant Drive	Louise Street	604	Bike Blvd Treatment	\$15	\$9,065
P-16	Buena Vista Street	Beach Boulevard	Ingalls Avenue	3,666	Bike Blvd Treatment	\$15	\$54,994
P-17	Canty Street	Dupont Avenue	Desoto Street	2,231	Bike Lane	\$20	\$44,613
P-18	Catalpa Avenue	River Road	Telephone Road	3,096	Bike Blvd Treatment	\$15	\$46,447
P-19	Cedar Street	Lake Avenue	Morgan Avenue	1,538	Bike Blvd Treatment	\$15	\$23,065
P-20	Cherokee Drive	Ingalls Avenue	Washington Avenue	2,855	Bike Blvd Treatment	\$15	\$42,826
P-21	Chicot Street	Shortcut Road	Ingalls Avenue	10,690	Buffered Bike Lane	\$30	\$320,702
P-22	City Park Street	Washington Avenue	Beach Boulevard	837	Separated Bike Lane	\$45	\$37,660
P-23	Columbus Drive	Roosevelt Street	Pascagoula Street	1,439	Bike Blvd Treatment	\$15	\$21,590
P-24	Convent Avenue	Belair Street	Magnolia Street	1,219	Bike Blvd Treatment	\$15	\$18,289
P-25	Delmas Street	Frederic Street	Pascagoula Street	1,385	Bike Blvd Treatment	\$15	\$20,768
P-26	Denny Avenue (US-90)	Western Pascagoula City Limits	Jerry St. Pe Highway	12,130	Paved Shoulder	\$50	\$606,485
P-27	Denny Avenue (US-90)	Jerry St. Pe Highway	Pascagoula Street	5,336	Buffered Bike Lane	\$30	\$160,075

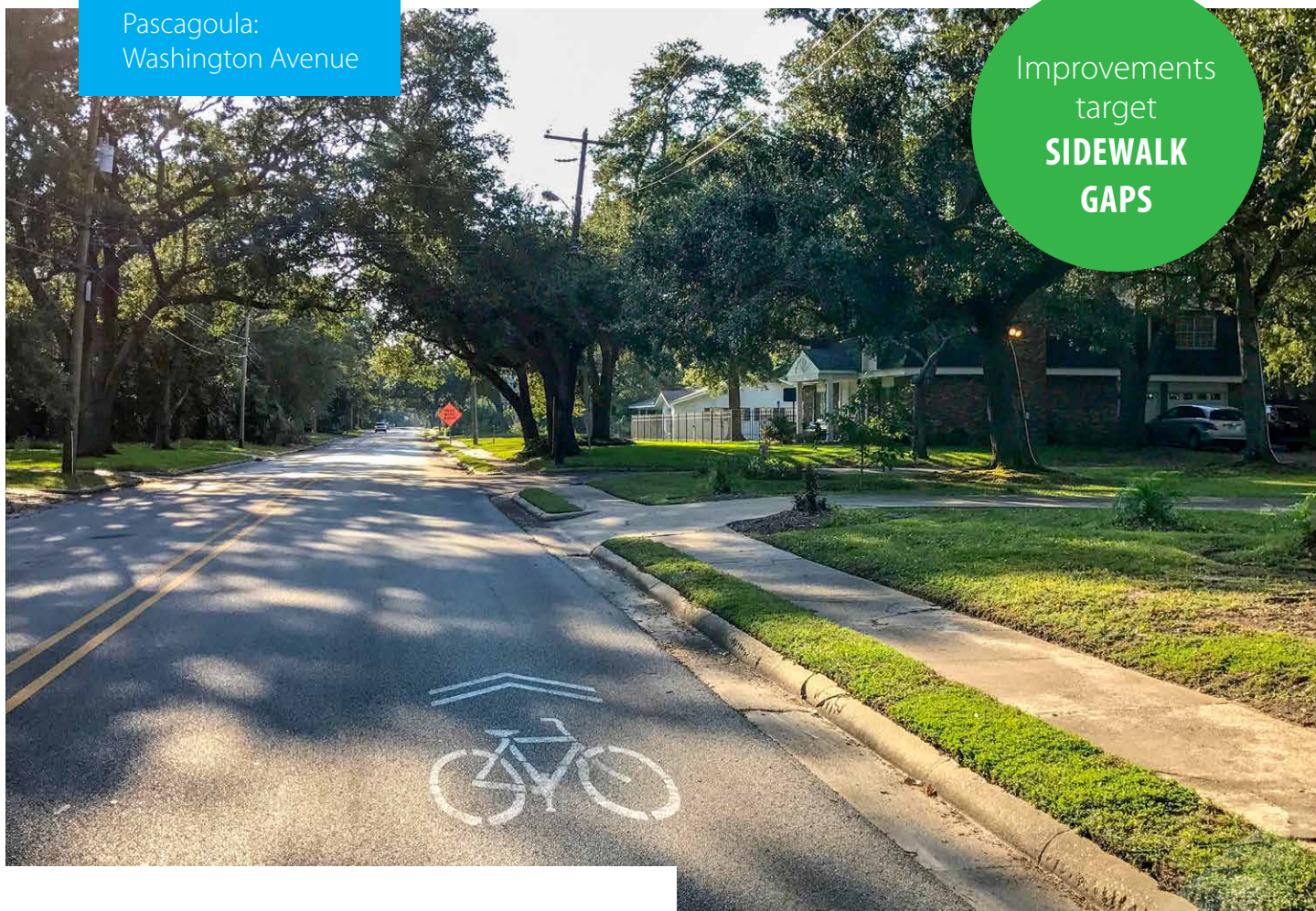
ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
P-28	Denny Avenue (US-90)	Pascagoula Street	Northern Pascagoula City Limits	16,643	Shared Use Path/Sidepath	\$150	\$2,496,449
P-29	Desoto Street	Canty Street	Lafayette Avenue	1,326	Bike Blvd Treatment	\$15	\$19,886
P-30	Dupont Avenue	Front Street	Frederic Street	459	Bike Lane	\$20	\$9,178
P-31	Dupont Avenue	Canty Street	Pascagoula Street	1,028	Bike Lane	\$20	\$20,561
P-32	Dupont Avenue	Pascagoula Street	Market Street	2,245	Bike Blvd Treatment	\$15	\$33,677
P-33	Eagle Avenue	Arlington Street	Pelican Drive	605	Bike Blvd Treatment	\$15	\$9,081
P-34	Eden Street	Nathan Hale Avenue	Old Mobile Avenue	1,867	Paved Shoulder	\$50	\$93,363
P-35	Eden Street	Old Mobile Avenue	Lanier Avenue	973	Bike Lane	\$20	\$19,466
P-36	Eden Street	Lanier Avenue	Ingalls Avenue	4,004	Shared Use Path/Sidepath	\$150	\$600,588
P-37	Emerson Street	Old Mobile Avenue	Nathan Hale Avenue	1,535	Bike Blvd Treatment	\$15	\$23,024
P-38	Fernwood Street	Happy Avenue	Pinewood Avenue	170	Bike Blvd Treatment	\$15	\$2,545
P-39	Forrest Drive	Scovel Avenue	Ingalls Avenue	2,701	Bike Blvd Treatment	\$15	\$40,517
P-40	Garfield Street	Lafayette Avenue	Roosevelt Street	1,040	Bike Blvd Treatment	\$15	\$15,601
P-41	Greenway Corridor-Pascagoula River	Comus Street	Lake Yazoo	9,436	Shared Use Path/Sidepath	\$150	\$1,415,452
P-42	Greenway Corridor	Pascagoula Street	Railroad Tracks	2,690	Shared Use Path/Sidepath	\$150	\$403,542
P-43	Greenway Corridor-Bayou Chico	Tiny Avenue	Beach Boulevard	6,580	Shared Use Path/Sidepath	\$150	\$987,030
P-44	Hague Street	Washington Avenue	Beach Boulevard	685	Bike Blvd Treatment	\$15	\$10,273
P-45	Happy Avenue	14th Street	Fernwood Street	297	Bike Blvd Treatment	\$15	\$4,452
P-46	Hospital Street	Shortcut Road	Bartlett Avenue	5,344	Bike Lane	\$20	\$106,874
P-47	Industrial Road	US-90	Southern Terminus	18,249	Shared Use Path/Sidepath	\$150	\$2,737,321
P-48	Ingalls Avenue	Railroad Tracks	Bayou Casotte Parkway	15,504	Bike Lane	\$20	\$310,081
P-49	Jackson Avenue	Marion Street	Pascagoula Street	2,927	Bike Lane	\$20	\$58,530
P-50	Jerry St. Pe Highway	Denny Avenue (US-90)	Southern Terminus	2,793	Separated Bike Lane	\$45	\$125,695
P-51	Krebs Avenue	Magnolia Street	Pascagoula Street	698	Bike Blvd Treatment	\$15	\$10,476
P-52	Lafayette Avenue	Desoto Street	Garfield Street	220	Bike Blvd Treatment	\$15	\$3,302
P-53	Lake Avenue	Cedar Street	Pascagoula Avenue	3,277	Bike Blvd Treatment	\$15	\$49,152
P-54	Lanier Avenue	Eden Street	Martin Street	1,531	Bike Blvd Treatment	\$15	\$22,958
P-55	Laurel Avenue	Magnolia Street	Pascagoula Street	1,204	Bike Lane	\$20	\$24,085
P-56	Louise Street	Orchard Avenue	Ingalls Avenue	4,702	Bike Blvd Treatment	\$15	\$70,528

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
P-57	Macphelah Road	Shortcut Road	Jefferson Avenue	2,826	Paved Shoulder	\$50	\$141,301
P-58	Magnolia Street	Morgan Avenue	Krebs Avenue	1,814	Bike Blvd Treatment	\$15	\$27,208
P-59	Mandalee Street	Pelican Drive	Orchard Avenue	805	Bike Blvd Treatment	\$15	\$12,075
P-60	Market Street	Pascagoula Street	Telephone Road	1,771	Bike Blvd Treatment	\$15	\$26,561
P-61	Market Street	Telephone Road	Beach Boulevard	10,851	Buffered Bike Lane	\$30	\$325,519
P-62	Martin Street	Washington Avenue	Beach Boulevard	1,817	Bike Blvd Treatment	\$15	\$27,260
P-63	Morgan Avenue	Cedar Street	Pine Street	1,086	Bike Blvd Treatment	\$15	\$16,288
P-64	Nathan Hale Avenue	Eden Street	Long Avenue	5,153	Paved Shoulder	\$50	\$257,629
P-65	Old Mobile Avenue	Market Street	Orchard Avenue	7,991	Bike Lane	\$20	\$159,815
P-66	Old Mobile Avenue	Orchard Avenue	Robinhood Drive	4,434	Shared Use Path/Sidepath	\$150	\$665,092
P-67	Old Mobile Avenue	Robinhood Drive	Industrial Road	4,477	Shared Use Path/Sidepath	\$150	\$671,501
P-68	Orchard Avenue	Old Mobile Avenue	Industrial Road	7,616	Paved Shoulder	\$50	\$380,784
P-69	Pascagoula Street	Catalpa Avenue	Beach Boulevard	14,781	Bike Lane	\$20	\$295,619
P-70	Pelican Drive	Albatross Street	Mandalee Street	615	Bike Blvd Treatment	\$15	\$9,221
P-71	Pimlico Street	Saratoga Avenue	Old Mobile Avenue	501	Bike Blvd Treatment	\$15	\$7,513
P-72	Pine Street	Lake Avenue	Morgan Avenue	1,682	Bike Blvd Treatment	\$15	\$25,232
P-73	Pinewood Avenue	Fernwood Street	Eastern Terminus	1,885	Bike Blvd Treatment	\$15	\$28,272
P-74	Pleasant Drive	Scovel Avenue	Bronfair Avenue	613	Bike Blvd Treatment	\$15	\$9,194
P-75	Polk Avenue	Market Street	Taylor Avenue	387	Bike Blvd Treatment	\$15	\$5,811
P-76	Port Road	Clark Street	USS Vicksburg Way	4,055	Separated Bike Lane	\$45	\$182,486
P-77	Private Road	Old Mobile Avenue	Orchard Avenue	6,308	Shared Use Path/Sidepath	\$150	\$946,250
P-78	Railroad Tracks	Pascagoula Street	McInnis Avenue	8,994	Shared Use Path/Sidepath	\$150	\$1,349,168
P-79	Railroad Tracks	Market Street	14th Street	3,321	Shared Use Path/Sidepath	\$150	\$498,118
P-80	River Edge Road	Western Terminus	Clark Street	1,267	Bike Blvd Treatment	\$15	\$19,012
P-81	River Road	Catalpa Avenue	Cumberland Drive	3,644	Bike Blvd Treatment	\$15	\$54,661
P-82	Roosevelt Street	Garfield Street	Columbus Drive	113	Bike Blvd Treatment	\$15	\$1,691
P-83	Saratoga Avenue	Emerson Street	Pimlico Street	987	Bike Blvd Treatment	\$15	\$14,811
P-84	Scovel Avenue	Eden Street	Pleasant Drive	4,583	Bike Blvd Treatment	\$15	\$68,751
P-85	Shortcut Road	Telephone Road	Jefferson Avenue	7,036	Bike Lane	\$20	\$140,711
P-86	Taylor Avenue	Polk Avenue	14th Street	2,736	Bike Blvd Treatment	\$15	\$41,034
P-87	Telephone Road	Denny Avenue (US-90)	Jefferson Avenue	10,040	Buffered Bike Lane	\$30	\$301,199

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
P-88	Temple Street	Northern Pascagoula City Limits	US-90	518	Bike Blvd Treatment	\$15	\$7,769
P-89	Tucker Avenue	Pascagoula Street	14th Street	5,231	Bike Blvd Treatment	\$15	\$78,461
P-90	USS Vicksburg Way	Jerry St. Pe Highway	Port Road	493	Separated Bike Lane	\$45	\$22,183
P-91	Veterans Boulevard	Jefferson Avenue	US-90	2,676	Bike Lane	\$20	\$53,520
P-92	Walker Avenue	Western Terminus	Eden Street	481	Bike Blvd Treatment	\$15	\$7,215
P-93	Washington Avenue	Pascagoula Street	Eastern Terminus	7,384	Bike Blvd Treatment	\$15	\$110,763
P-94	Washington Avenue	Hague Street	Pascagoula Street	1,130	Bike Blvd Treatment	\$15	\$16,949
P-95	Washington Ave Extension	Eastern Terminus	Bayou Cassote Parkway	461	Paved Shoulder	\$50	\$23,037
P-96	Watts Avenue	Pascagoula Street	Frederic Street	1,514	Bike Lane	\$20	\$30,272
P-97	West Prong Bay Casotte	Old Mobile Avenue	Chicot Street	2,705	Shared Use Path/Sidepath	\$150	\$405,724
P-98	US-90 East Off-Ramp	US-90	Jerry St. Pe Highway	1,833	Separated Bike Lane	\$45	\$82,466
P-99	US-90 East On-Ramp	Jerry St. Pe Highway	US-90	1,507	Separated Bike Lane	\$45	\$67,794

Pascagoula:
Washington Avenue

Improvements
target
**SIDEWALK
GAPS**



6.2 PEDESTRIAN RECOMMENDATIONS

Pascagoula’s existing sidewalk network provides connectivity throughout the city, especially on many of the major streets and in downtown. The recommended improvements (Figure 6-2) target sidewalk gaps along primary north-south and east-west streets with an emphasis east of 14th Street. Combined with the proposed shared use paths/sidepaths, the new sidewalks will expand access to schools and parks – notably Pascagoula Beach, B.B. Jennings Park, I.G. Levy Memorial Park, Louise Street Park, Colmer Soccer Fields and the Pascagoula Soccer Complex. The pedestrian plan also recommends a series of intersection improvements on US 90, including near Liberty Street as part of the future rails-to-trails project linking Pascagoula and Moss Point. Table 6-2 lists all of the sidewalk recommendations, totaling approximately 20 miles with an estimated cost of \$26.6 million. The intersection improvements are listed in Table 6-3.

Table 6-3. Pascagoula:
Recommended Improved Intersections

ID	N/S Cross Street	E/W Cross Street
IP-1	Jerry St. Pé Highway	Homeport Road
IP-2	Pascagoula Street	Beach Boulevard
IP-3	Pascagoula Street	US-90
IP-4	Market Street	US-90
IP-5	Liberty Street	US-90
IP-6	Hospital Road	US-90
IP-7	2nd Street	Jefferson Avenue
IP-8	Proposed path east of Industrial Road	Old Mobile Highway
IP-9	Hospital Road	Crosswalk east of Singing River Hospital

Figure 6-2. Pascagoula: Pedestrian Network Plan



Table 6-2. Pascagoula: Recommended New Sidewalks

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
P-1	River Road	Jefferson Avenue	Catalpa Avenue	3,590	Sidewalk	\$250	\$897,600
P-2	Pascagoula Street	Catalpa Avenue	Fair Street	739	Sidewalk	\$250	\$184,800
P-3	Pascagoula Street	Market Street	Live Oak Avenue	3,907	Sidewalk	\$250	\$976,800
P-4	Lake Avenue	Pine Street	Pascagoula Street	2,218	Sidewalk	\$250	\$554,400
P-5	Pine Street	Lake Avenue	Laurel Avenue	2,165	Sidewalk	\$250	\$541,200
P-6	Laurel Avenue	Magnolia Street	Pascagoula Street	1,162	Sidewalk	\$250	\$290,400
P-7	Telephone Road	Fair Street	Shortcut Road	4,382	Sidewalk	\$250	\$1,095,600
P-8	Telephone Road	Pascagoula Street	Kenneth Avenue	1,426	Sidewalk	\$250	\$356,400
P-9	Main Street (MS-613)	Jefferson Avenue	Shortcut Road	3,590	Sidewalk	\$250	\$897,600
P-10	Macphelah Road	Jefferson Avenue	Shortcut Road	2,851	Sidewalk	\$250	\$712,800
P-11	Veterans Boulevard	Jefferson Avenue	US-90	2,693	Sidewalk	\$250	\$673,200
P-12	Shortcut Road	Veterans Boulevard	City Limits	2,006	Sidewalk	\$250	\$501,600
P-13	14th Street	Telephone Road	Convent Avenue	4,963	Sidewalk	\$250	\$1,240,800
P-14	Hospital Road	Main Street (MS-613)	US-90	2,777	Sidewalk	\$250	\$694,250
P-15	Hospital Road	US-90	Old Mobile Highway	1,783	Sidewalk	\$250	\$445,750
P-16	Shortcut Road	Telephone Road	Macphelah Road	1,901	Sidewalk	\$250	\$475,200
P-17	Eden Street / Nathan Hale Avenue	Chicago Avenue	Chicot Street	3,274	Sidewalk	\$250	\$818,400
P-18	Chicot Street	Shortcut Road	US-90	4,949	Sidewalk	\$250	\$1,237,250
P-19	Chicot Street	US-90	Lanier Avenue	1,739	Sidewalk	\$250	\$434,750
P-20	Live Oak Avenue	Frederic Street	Market Street	3,701	Sidewalk	\$250	\$925,250
P-21	Live Oak Avenue	Market Street	Victor Street	2,973	Sidewalk	\$250	\$743,250
P-22	Victor Street	US-90	Live Oak Avenue	581	Sidewalk	\$250	\$145,200
P-23	Krebs Avenue	Pascagoula Street	Market Street	2,482	Sidewalk	\$250	\$620,400
P-24	Market Street	Telephone Road	Tucker Avenue	3,960	Sidewalk	\$250	\$990,000
P-25	Old Mobile Highway	Market Street	14th Street	3,062	Sidewalk	\$250	\$765,600
P-26	Tucker Avenue	Market Street	8th Street	792	Sidewalk	\$250	\$198,000
P-27	Old Mobile Highway	Spruce Street	Martin Road	1,637	Sidewalk	\$250	\$409,200
P-28	Orchard Road	Old Mobile Highway	Louise Street	3,173	Sidewalk	\$250	\$793,250
P-29	Orchard Road	Louise Street	City Limits	4,033	Sidewalk	\$250	\$1,008,250
P-30	Arlington Street	Ferrell Avenue	Pelican Drive	317	Sidewalk	\$250	\$79,200

ID	Road	From	To	Linear Feet	Facility Type	Unit Cost (per linear foot)	Estimated Cost
P-31	Martin Road	Old Mobile Highway	Lanier Avenue	898	Sidewalk	\$250	\$224,400
P-32	Chicot Street	Scovel Avenue	Ingalls Avenue	2,640	Sidewalk	\$250	\$660,000
P-33	Martin Road	Douglas Avenue	Ingalls Avenue	1,267	Sidewalk	\$250	\$316,800
P-34	Ingalls Avenue	22nd Street	Louise Street	4,752	Sidewalk	\$250	\$1,188,000
P-35	Louise Street	Orchard Road	Bayoue Cassote Parkway	5,650	Sidewalk	\$250	\$1,412,400
P-36	DeSoto Street	Karslow Street	Ingalls Avenue	739	Sidewalk	\$250	\$184,800
P-37	Polk Avenue	Market Street	Taylor Avenue	370	Sidewalk	\$250	\$92,400
P-38	Taylor Avenue	Polk Avenue	9th Street	898	Sidewalk	\$250	\$224,400
P-39	Ingalls Avenue	Market Street	10th Street	1,373	Sidewalk	\$250	\$343,200
P-40	Ingalls Avenue	11th Street	14th Street	1,162	Sidewalk	\$250	\$290,400
P-41	Washington Avenue	11th Street	Belair Street	1,690	Sidewalk	\$250	\$422,400
P-42	Washington Avenue	Westwood Drive	Martin Road	2,904	Sidewalk	\$250	\$726,000
P-43	22nd Street	Ingalls Avenue	Washington Avenue	2,904	Sidewalk	\$250	\$726,000
P-44	Washington Avenue	Cherokee Drive	Bayoue Cassote Parkway	581	Sidewalk	\$250	\$145,200

Pascagoula:
Boat Launch

TIES
THE EXISTING
Pascagoula River
Blueway to the
west



6.3 BLUEWAY RECOMMENDATIONS

The recommended blueways network plan (Figure 6-3) ties the existing Pascagoula River Blueway to the countywide and Gautier systems to the west and expands the network along the Gulf Coast. Only one new launch point is proposed, located downtown near the Magnolia Birding Pier.

Figure 6-3. Pascagoula: Recommended Blueways



BICYCLE AND PEDESTRIAN DESIGN GUIDE

7.1 DESIGN GUIDELINES

Successful bicycle and pedestrian networks connect places people want to go and provide consistently safe and comfortable facilities. To help ensure that bicycle and pedestrian improvements meet national best practices and are consistent across jurisdictions, design guidelines have been developed for Jackson County to support implementation of the recommended network plans. The design guidelines (Figures 7-1 through 7-4) cover the following facility types, and with the network plans, serve as the blueprint for improving walking and bicycling across the county.

- Bike lanes;
- Buffered bike lanes;
- Separated bike lanes;
- Advisory shoulders;
- Signalized intersections;
- Shared use paths;
- Sidepaths; and
- Sidewalks.

It is important to note that although advisory shoulders are not specifically recommended in the bicycle network plans, they do illustrate many of the same strategies that can be employed in bike boulevards. The principal difference between an advisory shoulder and a bike boulevard is the intent to have motor vehicles traveling in opposite directions share a single travel way in order to mark bicycle and pedestrian space on the outer edges of the paved surface.

7.2 RETROFIT CONCEPT DESIGNS

In many communities, the opportunity to improve bicycle networks, in particular, can be achieved during regularly scheduled pavement resurfacing, restoration and rehabilitation projects. Retrofit concept designs for four bikeway types were developed as part of the master planning process to test the application of the design guidelines in Jackson County. The retrofit concept designs (Figures 7-5 through 7-9) considered:

- **Beachview Drive (Jackson County)** – Bike Lane
- **Ladnier Road (Gautier)** – Separated Bike Lane
- **Bellview Avenue (Moss Point)** – Bike Boulevard
- **Hudson Road (Ocean Springs)** – Advisory Shoulder
- **Ingalls Avenue (Pascagoula)** – Bike Lane

Figure 7-1.
Design
Guidelines:
Bikeways

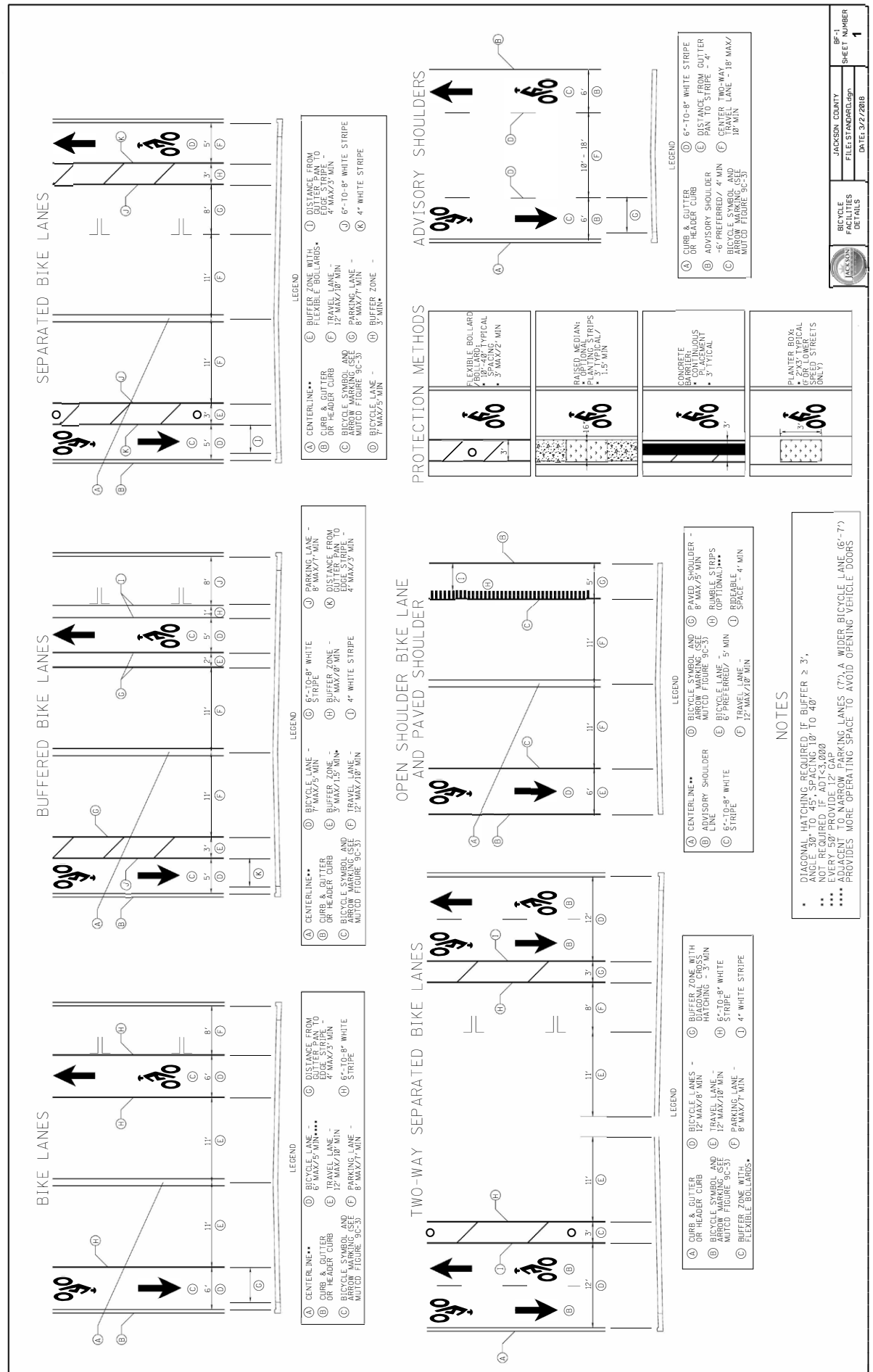


Figure 7-2.
Design
Guidelines:
Intersections

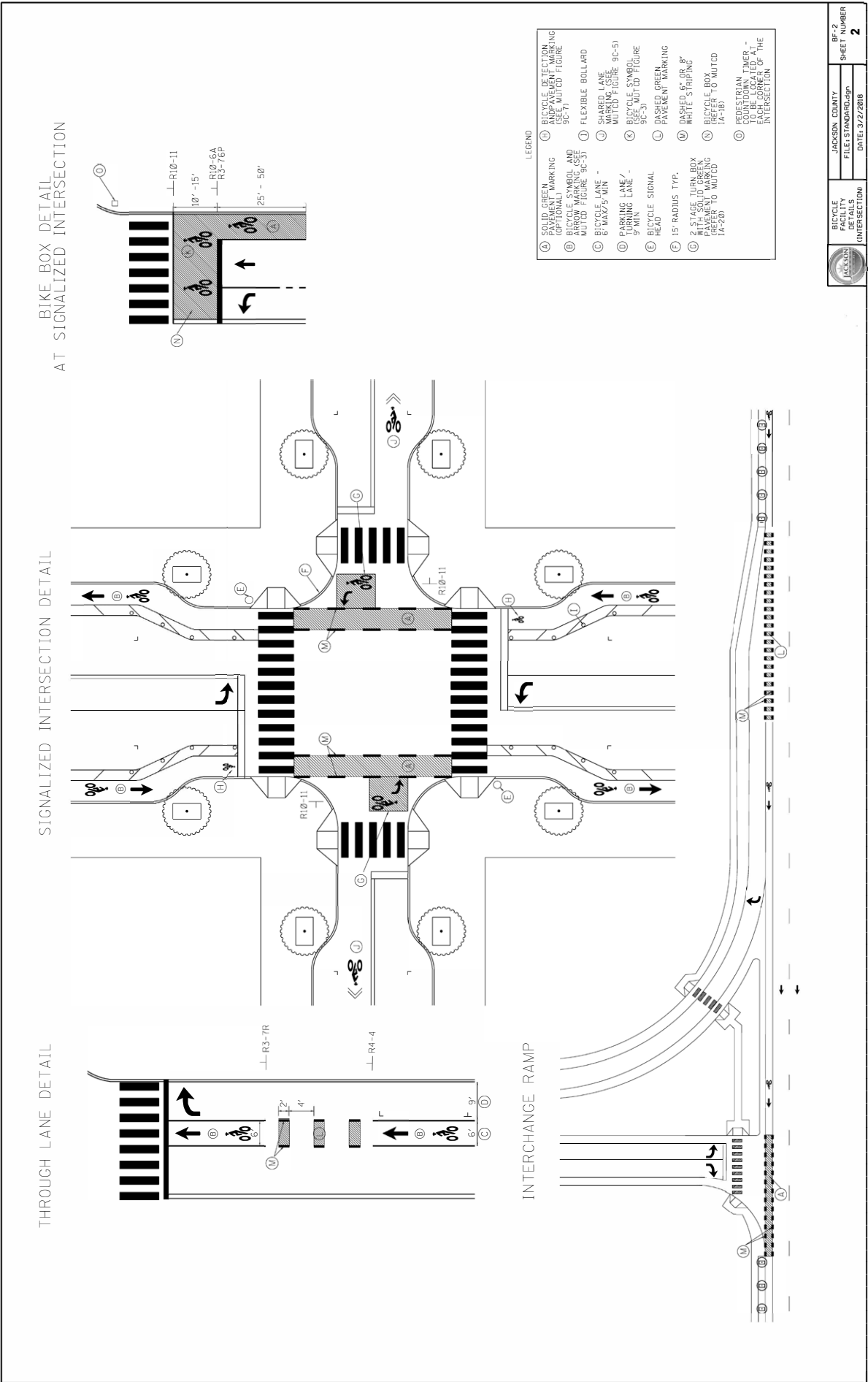


Figure 7-3.
Design
Guidelines:
Shared Use
Paths and
Sidepaths

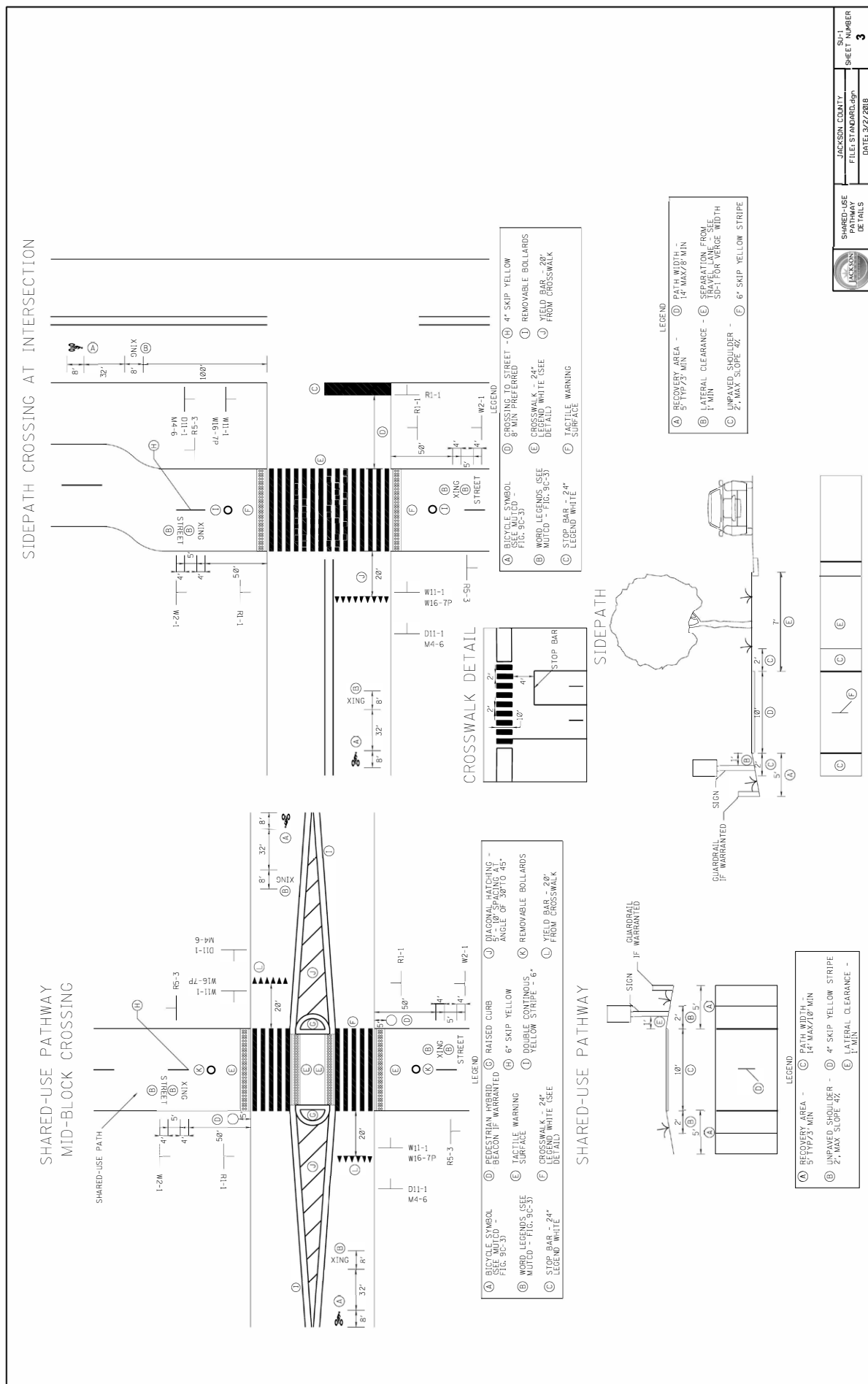




Figure 7-5.
Retrofit
Concept:
Beachview
Drive
(Jackson
County)

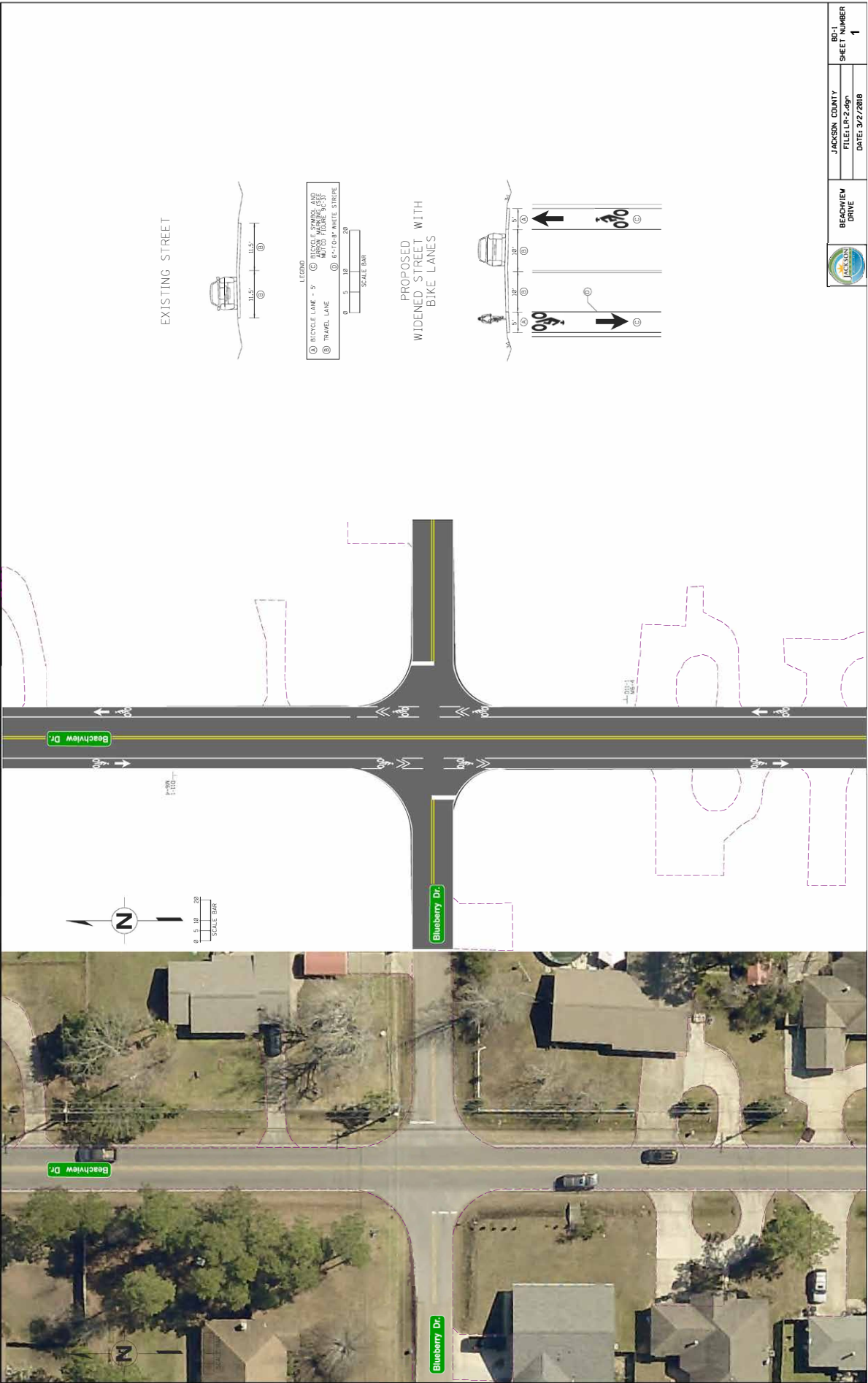


Figure 7-6.
Retrofit
Concept:
Ladnier Road
(Gautier)

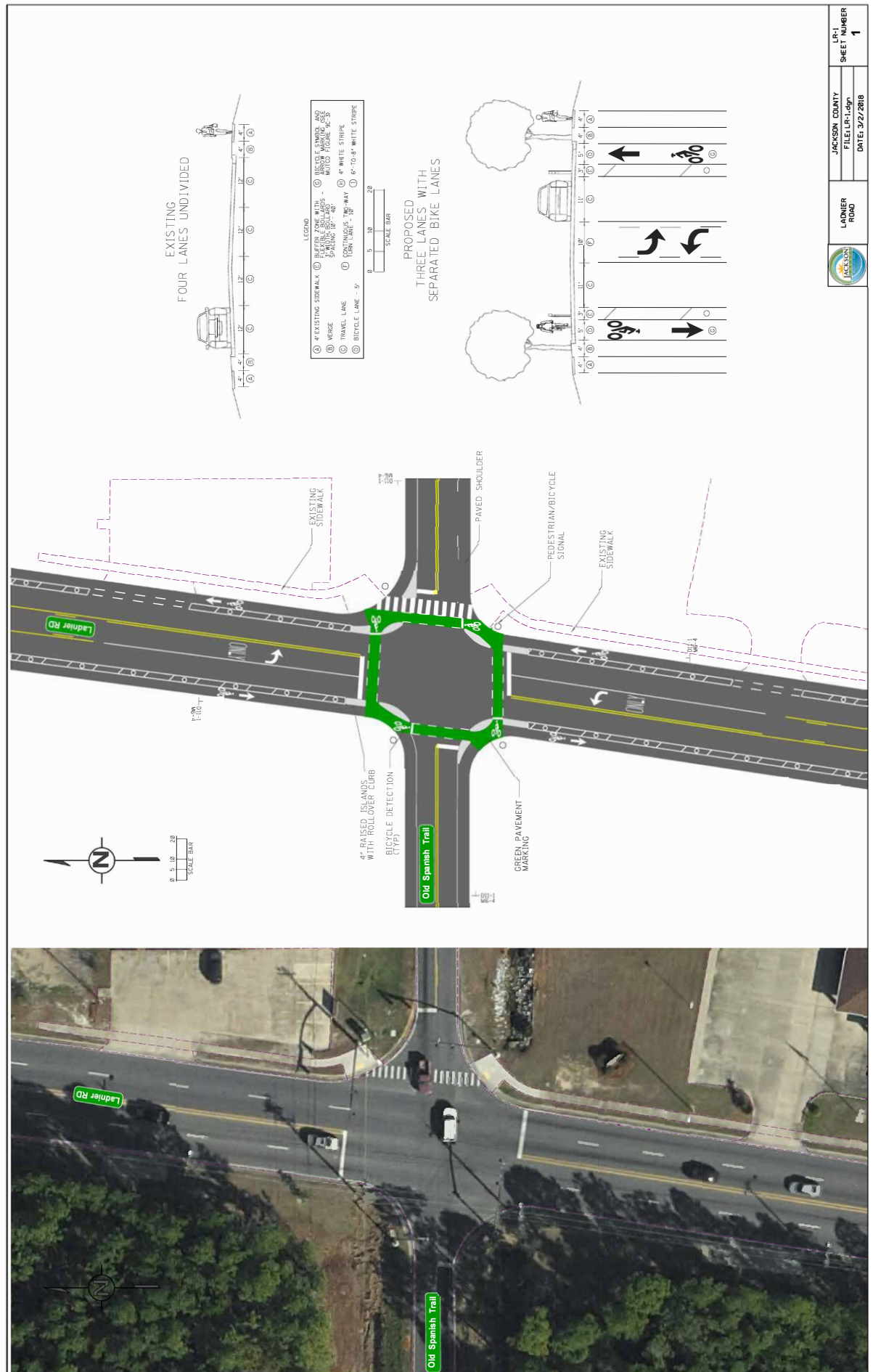


Figure 7-7.
Retrofit
Concept:
Bellview
Avenue
(Moss Point)

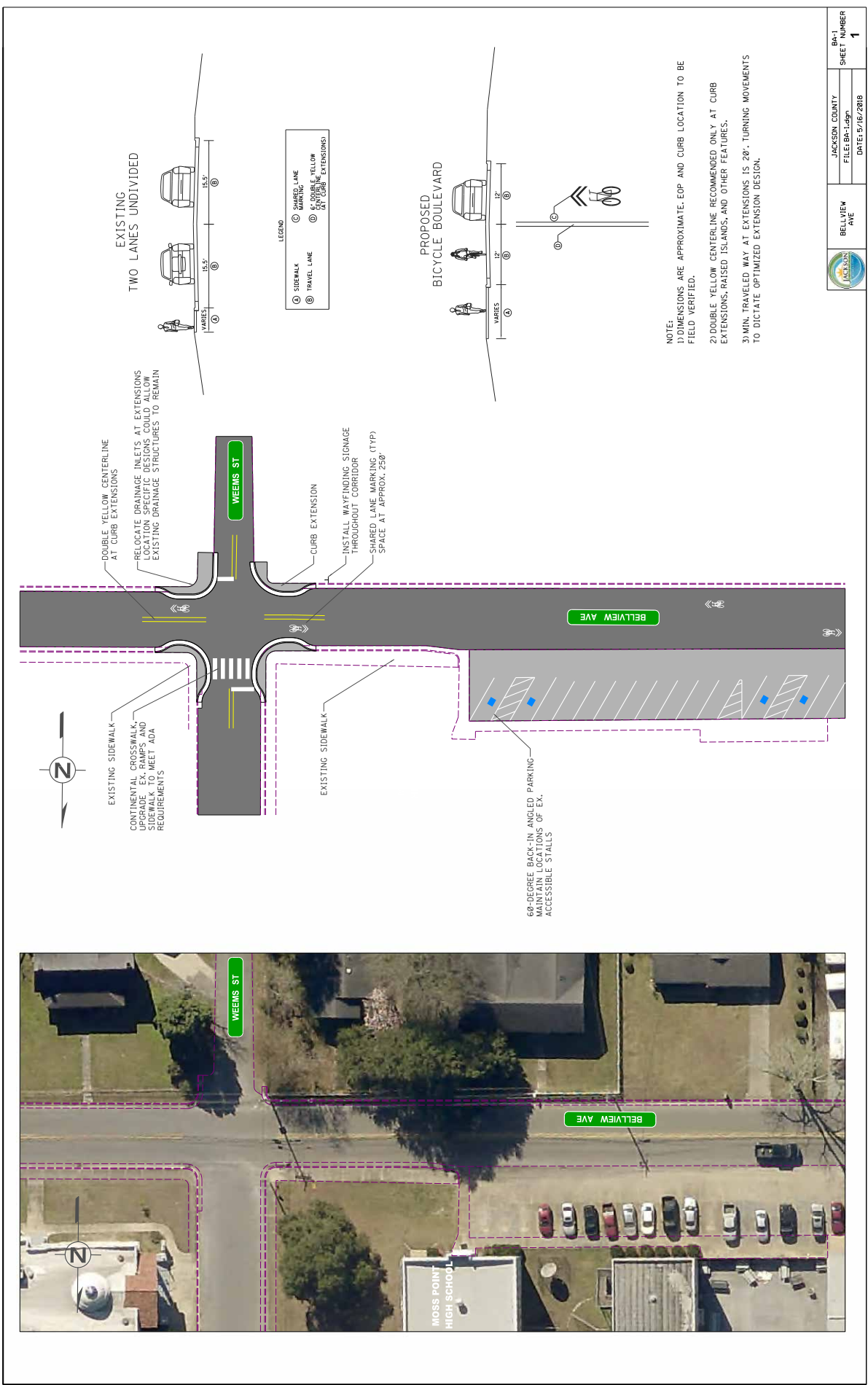
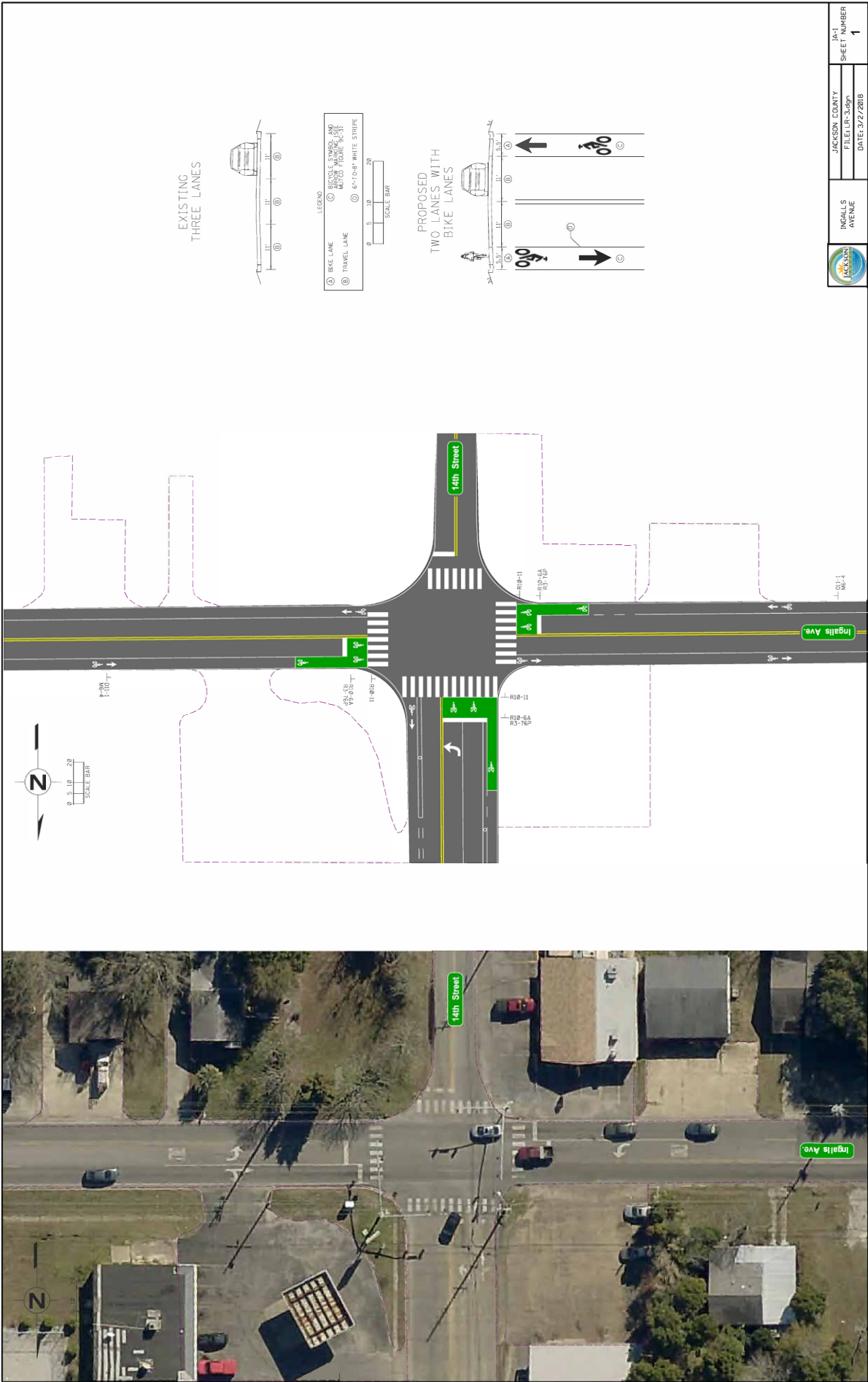


Figure 7-8.
Retrofit
Concept:
Hudson
Road (Ocean
Springs)

Figure 7-9.
Retrofit
Concept:
Ingalls
Avenue
(Pascagoula)



7.3 LOCAL DEVELOPMENT POLICIES AND REGULATIONS

In addition to adopting state-of-the-practice design guidelines, local jurisdictions can also use other policy and regulatory tools to improve walking and biking in their communities – notably, Complete Streets policies, zoning ordinances and subdivision regulations. Complete Streets policies are an increasingly effective strategy to ensure that the needs of pedestrians and bicyclists are incorporated into all transportation planning, design, operation and maintenance decisions. The goal of a Complete Streets policy is to provide a transportation system that meets the needs of all users, regardless of age, ability or mode of transportation. Appendix A includes a Complete Streets policy template that can be tailored to each jurisdiction.

While the effectiveness of Complete Streets policies varies across the country – **more than 1,200**

Complete Street policies have been adopted nationwide, the most successful policies emphasize:

- Applying the Complete Streets policy in all phases of transportation project development, including planning, programming, design, construction, operations and maintenance;
- Updating all department, agency and commission policies and standards for consistency with the Complete Streets policy; and
- Measuring outcomes, including design (e.g., percentage of planned sidewalks constructed) and administrative (e.g., the number of exceptions granted) performance measures.

One of the most cost-effective implementation strategies for each jurisdiction is to establish land development regulations and street design standards that promote Complete Streets and walkable and bikeable development. Based on best practices from around the U.S., Appendix B includes recommendations for strengthening local zoning ordinances and subdivision regulations. The recommendations are organized into three categories – Complete Streets and Greenways, Pedestrian and Bicycle Oriented Urban Design, and Connectivity. For each category, local jurisdiction regulations and standards were reviewed, and changes recommended where applicable.

8

NON-INFRASTRUCTURE PROGRAMS

While the focus of bicycle, pedestrian and trails master plans tends to concentrate on bikeways, sidewalks and blueways – or engineering, national best practices in bicycle and pedestrian planning and design underscore the importance of taking a comprehensive approach and highlighting the six “Es”:

- Education;
- Encouragement;
- Equity;
- Evaluation and planning;
- Engineering; and
- Enforcement.

The non-infrastructure programs described in this section complement the master plan’s engineering improvements – i.e., bike lanes, shared use paths, sidewalks and blueways – and give Jackson County residents and visitors the tools they need to safely and confidently walk, bike and paddle. A particular emphasis of the non-infrastructure recommendations is providing more information and opportunities to traditionally underrepresented communities in active transportation and recreation programs, such as non-white and non-English speaking residents and visitors. Implementation of non-infrastructure programs relies heavily on partnerships, within the public sector and across the public and private sectors, and local and regional agencies, businesses, community organizations and other civic groups will play a vital role in their success. Table 8-1 describes non-infrastructure programs that can be implemented in the short-term, along with potential partners and funding sources.

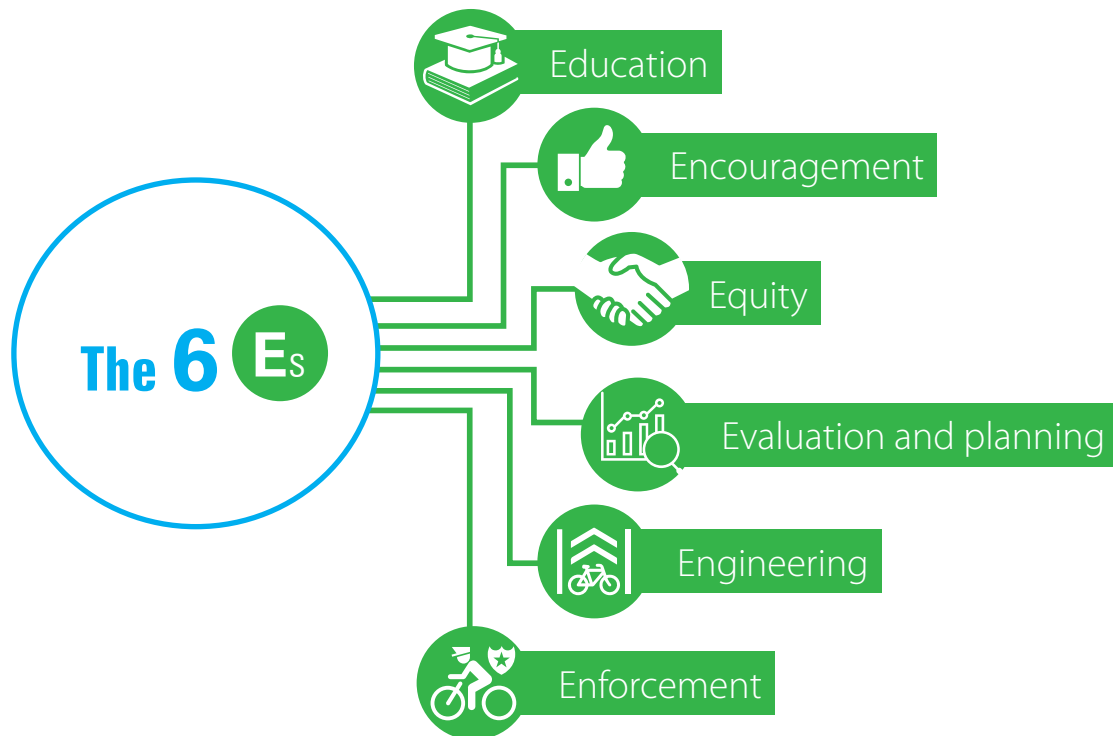


Table 8-1. Priority Short-Term Non-Infrastructure Programs

	Program	Responsible Party/Partners	Funding Source(s)
	Bike rodeos and classes for children	Cities; Law Enforcement Agencies; Bicycle Clubs; School Districts; Community Organizations	Grants; Parks & Recreation Budget
	Pop-up demonstrations (“tactical urbanism”) to test out potential infrastructure projects and generate community interest	Cities; County; Community Organizations	Cities; County; Gulf Regional Planning Commission
	Bicycle/pedestrian safety awareness campaign for motorists	County; Gulf Regional Planning Commission	Grants
	Paddle safety education	County; Mississippi Department of Marine Resources	County; Grants
	Free bicycle and bicycle helmet program for low-income residents	Cities; School Districts; Law Enforcement Agencies; Community Organizations	Grants; Sponsorships
	Pedestrian, bicycle and paddling maps and website	Cities; County; Gulf Regional Planning Commission; Regional Pathways Nonprofit	Cities; Gulf Regional Planning Commission
	Open street events	Cities; County; Community Organizations	Cities; Sponsorships
	Kayak/canoe outfitter discounts for low-income residents to increase access to paddling	Mississippi Gulf Coast Community College; Recreation-Oriented Businesses; Community Organizations	Sponsorships
	Kayak/canoe races and events	Cities; County; Recreation-Oriented Businesses; Mississippi Department of Marine Resources	Cities; Sponsorships
	Annual pedestrian, bicycle and paddler counts at key locations (e.g., bridges, major junctions, launches)	Cities; County; Gulf Regional Planning Commission; Mississippi Department of Marine Resources; Community Organizations	County; Gulf Regional Planning Commission; Mississippi Department of Transportation; Mississippi Department of Marine Resources

Since many non-infrastructure programs typically depend on in-kind staff and resources, the key to building awareness, education and participation is offering a regular schedule of events that engage both participants and volunteers. In addition to the short-term priorities, other potential non-infrastructure programs that can help improve walking, bicycling and paddling in Jackson County, include:

Education

- Partner with local community organizations to host adult “how-to-ride” classes (e.g., Boys & Girls Club)
- Provide information and educational materials in Spanish, in addition to English
- Offer Safe Routes to School programming

Encouragement

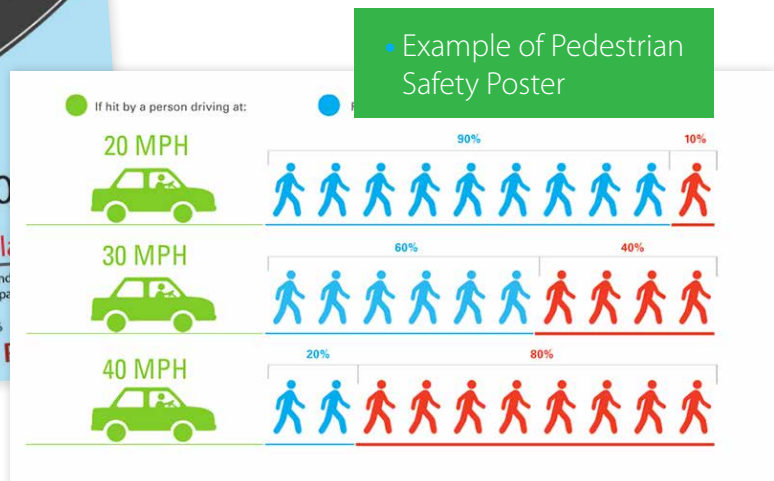
- Host launch parties for new walking, bicycling and paddling facilities
- Conduct mountain bike workshops for children
- Celebrate National Bike Month in May and “Walk-tober” events in the fall
- Promote access to nature/recreation opportunities (e.g., “Five-Dollar 5k Run”, bike share stations in/near parks for recreational use)
- Start local chapters of national organizations that aim to increase diversity in active transportation and recreation (e.g., Outdoor Afro, Black Girls Do Bike, Girl Trek; Red, Bike & Green)

Evaluation

- Conduct roadway, trail and blueway safety audits with volunteers



- Pascagoula: Right 2 Ride Poster



9

IMPLEMENTATION AND FUNDING STRATEGIES

9.1 PROJECT PRIORITIZATION AND DEVELOPMENT

The bicycle, pedestrian and blueways network plans provide the overall framework for improving the multimodal transportation system in Jackson County, Gautier, Moss Point, Ocean Springs and Pascagoula. While the lists of improvements in Sections 2.0 through 6.0 identify recommendations by street or road, they do not necessarily represent specific projects. The project development phase begins with project definition – typically describing the project's purpose and need, its logical termini and feasibility.

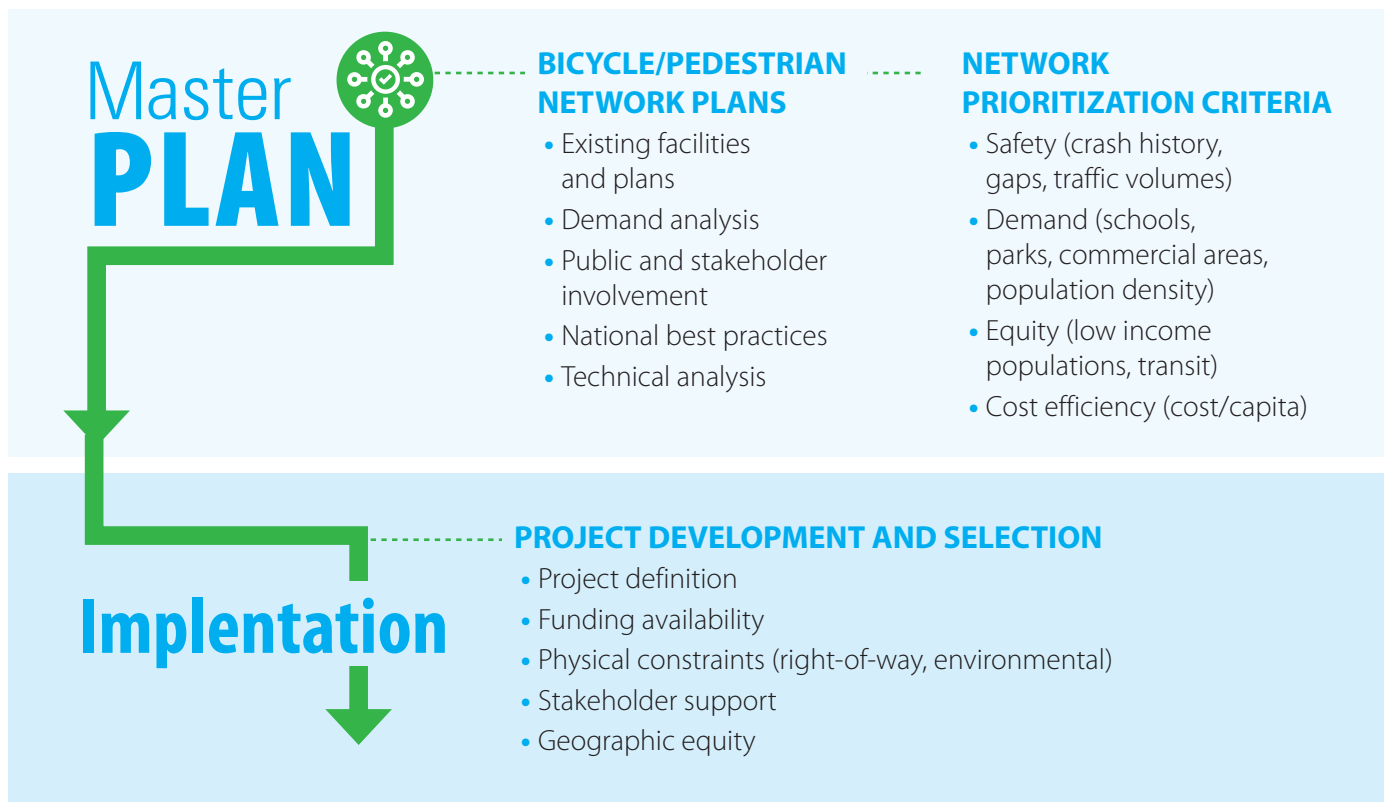
As part of the master planning process, however, criteria were identified to help prioritize streets and roads in the network plans. Figure 9-1 depicts the relationship between the network plans, prioritization criteria and project development.

The criteria are closely tied to the master plan's goals and objectives and can be used by local jurisdictions to evaluate and weigh different needs.

The criteria include:

- Safety
- Demand
- Equity
- Cost efficiency

Figure 9-1. Project Prioritization and Development Process



9.2 FUNDING STRATEGIES

While walking and bicycling facilities are typically included as part of larger public infrastructure and private development projects, increasingly, communities are undertaking targeted bicycle and pedestrian improvements to retrofit commercial districts and neighborhoods for economic and community development purposes. Following is a brief overview of several potential funding sources.

Table 9-1 highlights several specific funding programs, including eligible activities.

Capital Budgets – Jackson County and the incorporated cities can use the concepts and policies presented in this plan to implement the recommended projects through regularly scheduled capital projects, such as streetscape projects, street resurfacings or new public or private development.

Department Budgets– Departments like Public Works or Parks and Recreation can use their maintenance resources and staff to support programs and infrastructure maintenance.

Fees – User fees provide an opportunity to generate revenue to fund infrastructure projects, such as sidewalk construction, and non-infrastructure programs, such as bicycle education classes.

Grants – Competitive grants through public agencies or through private or non-profit foundations can generate additional resources for projects and programs.

Fundraising Campaigns – Fundraising through neighborhood groups, advocacy groups or even crowd-funding can help generate additional resources for projects and programs.

Table 9-1. Potential Funding Sources

Funding Source	Eligible Activities	Grant Schedule	Contact Information & Website
FEDERAL/STATE			
Highway Safety Improvement Program	Projects must address a priority in the State's Strategic Highway Safety Plan, be identified through a data-driven process, target an identified safety problem, and contribute to a reduction in fatalities and serious injuries. Projects may include education and enforcement programs.	n/a	FHWA Mississippi Division (601) 965-4215 https://safety.fhwa.dot.gov/hisp/resources/fhwasa15011/
Land and Water Conservation Fund	Matching grants to local governments for acquisition and development of land for outdoor recreation use.	The next competitive cycle will occur in 2020 at the earliest.	https://www.mdwfp.com/parks-destinations/outdoor-recreational-grants/lwcf-faqs/
Safe Routes to School, through MDOT's Transportation Alternatives Program	Construction of pedestrian, bicycle transportation, and traffic calming facilities near schools. Funds can also be used for non-infrastructure programs that support walking and bicycling to/from schools.	n/a	Paula Morgan, Mississippi TAP Coordinator (601) 359-7222 http://mdot.ms.gov/safetyeducation/programs/safe-routes-to-school/details.aspx
STATE			
British Petroleum (BP) Deepwater Horizon disaster settlement funds	Ideas for restoration projects can be submitted on a rolling basis to the Mississippi Department of Environmental Quality.	The State legislature is still working to determine how the settlement funds will be distributed to local governments. In the meantime, project ideas are being accepted through the MDEQ portal and stored in a database.	Valerie Alley (601) 961-5182 https://www.mdeq.ms.gov/restoration/project-portal/
Mississippi Department of Marine Resources Tidelands Trust Fund	Provides funds for the conservation, reclamation, preservation, acquisition, education, or the enhancement of public access to the public trust tidelands or public improvement projects as they relate to those lands.	Applications for FY2020 funds were due July 2, 2018.	tidelandsapp@dmr.ms.gov (228) 523-4138
PRIVATE			
Blue Cross & Blue Shield of Mississippi Foundation Healthy School Awards and Healthy Hometown Grants	Up to four grants are awarded in each cycle to communities that demonstrate a commitment to improving the health and wellness of their stakeholders, with the funds helping the municipality continue or expand successful efforts. Grants range from \$25,000 to \$50,000.	An organization must submit a Letter of Inquiry to begin the grant application process. Based on the information in the Letter of Inquiry, the Foundation decides whether to request a full grant application. The Foundation accepts Letters of Inquiry throughout the year.	Foundation@bcbsms.com (601) 664-4473 https://www.healthiermississippi.org/healthy-awards/hometown/

Beyond the specific programs summarized in Table 9-1, there are a wide range of federal, state, local and private funding sources used by jurisdictions throughout the country to implement bicycle, pedestrian and blueway projects and programs. Below are lists of potential funding sources, illustrating the breadth of opportunities.

FEDERAL FUNDING SOURCES

- Centers for Disease Control Racial and Ethnic Approaches to Community Health (REACH)
- Federal Transit Administration (FTA)
- FHWA Congestion Mitigation and Air Quality (CMAQ) grants
- Highway Safety Improvement Program (HSIP)
- Land and Water Conservation Fund (LWCF)
- National Park Service's Mississippi Gulf Coast National Heritage Area matching grants
- National Recreational Trails Fund Act (Symms Act)
- Safe Routes to School (administered by the Mississippi Department of Transportation)
- Surface Transportation Program (STP)
- Section 402: State and Community Highway Safety Grant Program
- Transportation Alternatives Program (TAP)
- Transportation, Community and System Preservation Program (TCSP)
- U.S. Fish and Wildlife Service
- USDOT Better Utilizing Investments to Leverage Development (previously known as "TIGER Discretionary Grants")

STATE OF MISSISSIPPI FUNDING SOURCES

- British Petroleum (BP) Deepwater Horizon disaster settlement funds
- Capital Improvements Revolving Loan Program (CAP)
- Community Development Block Grant (CDBG) Program
- Custom License Plate Sales
- Development Infrastructure Grant Program (DIP)
- Gulf Coast Regional Infrastructure Program
- Mississippi Department of Marine Resources Tidelands Trust Fund
- Local Planning Assistance Grants
Mississippi Office of Highway Safety
- Mississippi State Department of Health – STARS (Students Taking Active Routes Safely) Program

LOCAL FUNDING SOURCES

- Annual capital budgets
- Bonds/Loans
- Business Improvement Districts
- Special Local Tax
- Tax Increment Financing District

PRIVATE AND NONPROFIT FUNDING SOURCES

- Bank of America Charitable Foundation, Inc.
- Blue Cross & Blue Shield of Mississippi Foundation
Healthy Hometown Grant Awards
- Blue Cross & Blue Shield of Mississippi
Foundation Healthy School Grant Awards
- Health Foundations/Local Hospitals
- Local Businesses
- PeopleForBikes
- Robert Wood Johnson Foundation
- Surdna Foundation
- The Conservation Alliance
- Trust for Public Land

Although securing funds for implementation can be challenging, the Jackson County Bicycle, Pedestrian and Trails Master Plan represents a critical first step in achieving the countywide vision for walking, bicycling and paddling – and making the case for funding. There are, of course, multiple needs and demands for resources in every community. Because they fundamentally tie communities together, bicycle, pedestrian and blueway improvements offer a unique opportunity to achieve many community goals and objectives simultaneously, and in the process, deliver a great return on investment. With the master plan, Jackson County and the cities of Gautier, Moss Point, Ocean Springs and Pascagoula are poised to realize the benefits of a great place to walk, bike and paddle.

APPENDIX

A: COMPLETE STREETS POLICY TEMPLATE

ORDINANCE NUMBER _____ AN ORDINANCE TO ADOPT A “COMPLETE STREETS” POLICY IN [COUNTY NAME/CITY NAME]

WHEREAS, [County Name/City Name] policy as stated in the [County/City Comprehensive Plan] is to make [county roads/city streets] safe, comfortable and convenient for travel via walking, bicycling, motor vehicle and transit by adopting a Complete Streets policy; and

WHEREAS, increasing walking and bicycling offers the potential for greater accessibility and mobility, improved health, a more livable community, and a more efficient use of road space and resources; and

WHEREAS, the Complete Streets guiding principle is to design, operate and maintain streets to promote safe and convenient access and travel for all users, including residents who do not or cannot drive, such access to include sidewalks, bicycle lanes, shared-use paths and vehicle lanes; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation and communities in Mississippi; and

WHEREAS, [County Name/City Name] will implement a Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for people walking, bicycling, using transit, and driving in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, [County Name/City Name] recognizes the number of cost-effective improvements to existing roads that can increase access and safety, including crosswalks, bicycle lanes, signage, bulb-outs, on-street parking, street trees and changing the signalization of traffic lights; and

WHEREAS, [County Name/City Name] will implement policies and procedures with the construction or reconstruction of transportation facilities to support the creation of Complete Streets including capital improvements and re-channelization projects, recognizing that all streets are different and in each case user needs must be balanced;

BE IT ORDAINED BY THE [COUNTY BOARD OF SUPERVISORS/MAYOR AND THE CITY COUNCIL] OF [COUNTY/CITY], MISSISSIPPI, AS FOLLOWS:

Section 1. [County Name/City Name] will plan for, design and construct all new transportation improvement projects to provide appropriate accommodation for people of all abilities who walk, bicycle, use transit and/or drive, while promoting safe operation for all users, as provided for below.

Section 2. Definitions

The following words and phrases, whenever used in this ordinance, shall have the meanings defined in this section unless the context clearly requires otherwise:

- 1) “Bicycle Way or Bikeway” means any course or way intended specifically for the preferential use of bicyclists. Examples include bicycle lanes and shared-use paths.
- 2) “Complete Streets Infrastructure” means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as: sidewalks;

shared-use paths; bicycle lanes; automobile lanes; paved shoulders; accessible curb ramps; bulb-outs; crosswalks; refuge islands; pedestrian and traffic signals; and public transportation stops and facilities.

3) “Pedestrian Way or Walkway” means any course or way intended specifically for the preferential use of pedestrians. Examples include sidewalks and shared-use paths.

4) “Shared-Use Path” means a multi-use pathway for all non-motorized users including pedestrians and bicyclists.

5) “Street” means any right-of-way, public or private, including arterials, collectors, local roads, and roadways by any other designation, as well as bridges, tunnels and any other portions of the transportation network.

6) “Transportation Improvement Project” means the construction, reconstruction, retrofit, or alteration of any street, and includes the planning, design, approval, and implementation processes, except that “Transportation Improvement Project” does not include routine maintenance such as cleaning, sweeping, mowing, spot repair or pavement resurfacing.

7) “Users” mean individuals that use streets, including people walking, bicycling, using transit, and/or driving, and people of all ages and abilities, including children, teenagers, families, older adults and individuals with disabilities.

Section 3. Requirements

The [County Name/City Name] will implement the Complete Streets principles as follows:

1) Every transportation improvement project shall incorporate Complete Streets infrastructure including both bicycle and pedestrian ways sufficient to enable reasonably safe travel along and across the right-of-way for each category of users; unless one or more of these conditions exists and is documented:

a) People walking or bicycling are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate people walking or bicycling elsewhere within the right-of-way or within the same transportation corridor.

b) The cost of establishing bikeways or walkways would be excessively disproportionate to the total cost of the transportation project. “Excessively disproportionate” is defined as exceeding twenty percent of the total cost.

c) Severe existing topographic, natural resource or right-of-way constraints exist that preclude construction of bicycle or pedestrian ways without incurring excessive costs.

d) Bicycle ways will not be required on local streets where the speed limit is 25 mph or less.

f) Pedestrian ways will not be required along local streets with fewer than three (3) dwelling units per acre or along rural roadways outside of urbanized areas, unless the respective roadway has been identified for pedestrian ways in the Jackson County Bicycle, Pedestrian and Trails Master Plan or another adopted plan.

g) The [County Board of Supervisors/City Council] issues a documented exception concluding that application of Complete Streets principles to a location is inappropriate because it would be contrary to public benefit and safety.

2) Pedestrian improvements and bikeways that have been identified as priorities in the adopted Jackson County Bicycle, Pedestrian and Trails Master Plan and any previous and subsequent planning documents shall be given particular consideration for implementation.

3) Bicycle ways shall be designed and constructed according to accepted design guidance, such as that included in the National Association of City Transportation Officials' *Urban Bikeway Design Guide*, the Federal Highway Administration's *Small Town and Rural Multimodal Networks* guide, the American Association of State Highway and Transportation Officials' *Guide for the Development of Bicycle Facilities*, and the design guidelines included in the adopted Jackson County Bicycle, Pedestrian and Trails Master Plan.

2) Sidewalks, shared-use paths, street crossings (including over and under passes), pedestrian signals, signs, street furniture, transit stops and other facilities, shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

3) As feasible, the [County/City] shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, and construct and enhance the transportation network for each category of users.

4) If the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping or signalization operations on streets, such projects shall implement Complete Streets infrastructure where feasible.

5) The appropriate [County/City] departments shall review and develop proposed revisions to all appropriate zoning and subdivision codes, procedures, regulations, guidelines and design standards to integrate, accommodate and balance the needs of all users in all transportation improvement projects.

Section 4. Statutory Construction and Severability

1) This Ordinance shall be construed so as not to conflict with applicable federal or state laws, rules or regulations. Nothing in this Ordinance authorizes any [County/City] agency to impose any duties or obligations in conflict with limitations on [county/municipal] authority established by federal or state law at the time such agency action is taken.

2) In the event that a court or agency of competent jurisdiction holds that a federal or state law, rule, or regulation invalidates any clause, sentence, paragraph, or section of this Ordinance or the application thereof to any person or circumstances, it is the intent of the Ordinance that the court or agency sever such clause, sentence, paragraph, or section so that the remainder of this Ordinance remains in effect.

3) In undertaking the enforcement of this Ordinance, the [County Name/City Name] is assuming only an undertaking to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation through which it might incur liability in monetary damages to any person who claims that a breach proximately caused injury.

Section 5. That this Ordinance take effect and be in force thirty (30) days from and after passage as provided by law.

The foregoing Ordinance having been reduced to writing, the same was introduced by [County Supervisor/Council person] _____, seconded by [County Supervisor/Council person] _____, and was adopted by the following vote to-wit:

YEAS:

NAYS:

The President thereby declared the motion carried and the foregoing Ordinance adopted and approved, this the XXth day of MONTH, A.D., 20XX.

ATTEST:

CLERK OF [BOARD OF SUPERVISORS/COUNCIL]

ADOPTED:

PRESIDENT

The above foregoing Ordinance having been submitted to and approved by the Mayor, this the XXth day of MONTH, A.D., 20XX.

ATTEST:

[COUNTY/CITY] CLERK

APPROVED:

[BOARD PRESIDENT/MAYOR]

B: LAND DEVELOPMENT REGULATIONS REVIEW AND RECOMMENDATIONS

Complete Streets and Greenways

1.1 Adopt a Complete Streets policy and Complete Streets design guidelines	A complete streets policy allows cities and towns to work towards creating a street network that encourages pedestrian and bicycle travel and provides safe and comfortable roadways for all users.			
Jackson County	Pascagoula	Key Findings	Ocean Springs	Moss Point
None Found	Very Good	None Found	None Found	None Found
6.1.D. MULTIMODAL TRANSPORTATION SYSTEM Access and circulation systems associated with a development shall provide for multiple travel modes (vehicular, transit, bicycle, and pedestrian), as appropriate to the development's size, character, and relationship to existing and planned community transportation systems. Vehicular, transit, bicycle, and pedestrian access and circulation systems shall be coordinated and integrated as necessary to offer the development's occupants and visitors improved transportation choices while enhancing safe and efficient mobility throughout the development and the community. Consider adopting a policy for all public roadway projects as well.				

Complete Streets and Greenways

1.2 Require pedestrian facilities (e.g., sidewalks, crosswalks) during new construction or redevelopment Sidewalks are the primary mode of pedestrian travel and are a crucial element in any pedestrian network. Sidewalks should be part of a continuous network, connected with crosswalks and separated from traffic with a buffer. Communities should also consider developing sidewalk infill and maintenance programs where government staff periodically inventory the street network to identify sidewalk gaps, and develop strategies, project prioritization criteria and funding for completing these gaps. Potential project prioritization criteria include filling gaps along key pedestrian routes, near major pedestrian trip generators like schools, and along streets with high vehicle volumes.

Key Findings				
Jackson County	Pascagoula	Ocean Springs	Gautier	Moss Point
Very Good	Very Good	Very Good	Very Good	None Found
(S0) 502. OFFICIAL ROAD DESIGN STANDARDS. Street Design Standards for Arterial Roads Sidewalks: 4 ft (S0) 515. SIDEWALKS AND GRADED AREAS. a. Sidewalks may be required in all subdivisions. Where the average lot line frontage is 100 feet or less, sidewalks may be required on both sides of the street. Where the average lot line frontage is greater than 100 feet, sidewalks may only be required on one side of the street. Where the average lot line frontage is greater than 150 feet, sidewalks may not be required.	SECTION 6.1: ACCESS AND CIRCULATION 6.1.H Pedestrian Access and Circulation 1. REQUIRED PEDESTRIAN ACCESS a. General Pedestrian Access b. Sidewalks Required i. All subdivisions and all other new development ... shall install sidewalks on both sides of all roadways (including loop streets, cul-de-sacs, private streets, and road bridges) within the development and along the entire frontage of the development site with an existing street.	5.5 SIDEWALKS 5.5.1 Required Sidewalks shall be constructed in all residential subdivisions and at all new commercial building locations.	SECTION 7.9: PEDESTRIAN FACILITIES FOR INFILL DEVELOPMENT New or substantially improved development in developed areas such as commercial, industrial, mixed use, multi-family districts, or any newly subdivided lands, shall be required to provide pedestrian facilities for the convenience of customers and the public. A. Specifications 3. All sidewalks shall be in compliance with ADA requirements. SECTION 10.10: SIDEWALKS For new subdivisions, sidewalks shall be installed on both sides of all streets, bridges, and around cul-de-sacs. If sidewalks are not installed as prescribed in this Subsection, the Department of Public Works shall be authorized to cause to have the sidewalk installed, the cost of which shall become a special assessment against the affected property.	None Found

Complete Streets and Greenways

1.3 Require sidewalks or bike accommodations by roadway type	Best standards would require or provide sidewalks on both sides of all collector and arterial streets and on at least one side of local streets where warranted by density and/or system connectivity. Five foot-wide sidewalks along local streets and six foot-wide sidewalks along collectors and arterials are suggested minimum widths. In areas of higher density and mixed-use development, the minimum required width for sidewalks should be six feet or more. The land use context and density of development necessitates a greater level of requirement for sidewalk specifications. In mixed-used districts with buildings at the back of the sidewalk and ground level retail, sidewalks should be as wide as 10-18 feet wide.			
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Key Findings				
Jackson County	Pascagoula	Ocean Springs	Gautier	Moss Point
Good	Good	Good	Good	None Found
Need to increase minimum width to 5 ft.	Need to increase minimum width to 5 ft.	Need to increase minimum width to 5 ft.	SECTION 7.14: SIDEWALKS Sidewalks abutting arterial streets shall be a minimum of eight (8) feet in width and a minimum of five (5) inches in thickness.	
(SO) 502. OFFICIAL ROAD DESIGN STANDARDS. Street Design Standards for Arterial Roads Sidewalks: 4 ft	6.1.H PEDESTRIAN ACCESS AND CIRCULATION 3. GENERAL WALKWAY LAYOUT AND DESIGN a. General Walkway Standards Required pedestrian walkways shall: i. Be at least four feet wide in residential and industrial zoning districts and seven feet wide in commercial zoning districts and near schools and other major places of assembly;	5.5 SIDEWALKS 5.5.2 Standards A. Placement of the sidewalks will be a minimum of three feet behind and parallel to the back of the street curbs to the greatest extent possible. B. In residential districts sidewalks shall be at least four (4) feet wide, four (4) inches of thickness, have a 2,500-psi mix and about a three-foot (3') parkway. C. In mixed-use, commercial or industrial zoned area sidewalks shall be a minimum six (6) feet wide, four (4) inches thick, have a 2,500-psi mix and may about the street curb.		
(SO) 515. SIDEWALKS AND GRADED AREAS. d. Sidewalks shall measure four (4) feet in width; wider widths may be necessary near pedestrian generators and employment centers. Where sidewalks abut the curb and parked cars overhang the sidewalk, widths shall be five (5) feet				
			4.6.3 RESIDENTIAL STREET STANDARDS – MEDIUM DENSITY DISTRICTS C. two 6' curbs + planters for street trees and stormwater drainage, D. two 5' sidewalks	

Complete Streets and Greenways

- 1.4. Require pedestrian-scaled lighting (< 18' tall) along streets and pathways** Pedestrian-scale lighting should not exceed eighteen (18) feet in height over the sidewalk and should be located at key intersections or crossings and along preferred pedestrian routes. Pedestrian-scale lighting also enhances the illumination of bicycle facilities since the lighting is located closer to the sidewalk and roadway.

		Key Findings			
Jackson County		Pascagoula	Ocean Springs	Gautier	Moss Point
Good		Good	None Found	None Found	None Found
516. STREET AND WALKWAY LIGHTING. When a developer plans an expansion of a subdivision, creates a new subdivision, replats an existing subdivision, develops part or all of a previously platted and recorded subdivision, or creates a division of land as defined in Article 11, Section B of the Jackson County Subdivision Regulations, ... then the developer must install the street lights in accordance with the lighting district's regulations.		Needs more detailed requirements on types of lighting and spacing. 6.1.H PEDESTRIAN ACCESS AND CIRCULATION 3. GENERAL WALKWAY LAYOUT AND DESIGN a. General Walkway Standards Required pedestrian walkways shall: v. Have adequate lighting for security and safety			

Complete Streets and Greenways

1.5 Require street trees between sidewalk and curb

In addition to their value for improving the air quality, water quality, and beauty of a community, street trees can help slow traffic and improve comfort for pedestrians. Trees add visual interest to streets and narrow the street's visual corridor, which may cause drivers to slow down. When planted in a planting strip between the sidewalk and the curb, street trees also provide a buffer between the pedestrian zone and the street.

Key Findings				
Jackson County	Pascagoula	Ocean Springs	Gautier	Moss Point
Good	Needs Improvement	Good	Needs Improvement	None Found
(50) 502. OFFICIAL ROAD DESIGN STANDARDS. Street Design Standards for Arterial Roads Planting Strip: 9-12 ft 707.Shade Trees. Shade trees shall be installed on both sides of all streets in accordance with the approved landscape plan. When trees are planted at predetermined intervals along streets, spacing shall depend on tree size (at maturity), as shown in Table 7-1.	Need at least 6 feet and preferably 8 feet to support street trees. 6.1.H PEDESTRIAN ACCESS AND CIRCULATION 3. GENERAL WALKWAY LAYOUT a. General Walkway Standards Required pedestrian walkways shall: ii. Be located at least four feet away from any adjacent roadway; measured from the back of curb;	Need at least 6 feet and preferably 8 feet to support street trees. 4.12 STREET TREES 4.12.1 Required A. Street trees are required along all public and private streets. 4.6.3 RESIDENTIAL STREET STANDARDS – MEDIUM DENSITY DISTRICTS C. two 6' curbs + planters for street trees and stormwater drainage,	Need at least 6 feet and preferably 8 feet to support street trees. SECTION 7.14: SIDEWALKS All sidewalks shall... have a minimum of two (2) foot grassed or landscaped median area (amenity area) separating the sidewalk and the adjacent curb, unless otherwise approved by the city. SECTION 10.10: SIDEWALKS All sidewalks shall... have a minimum of three (3) foot grassed or landscaped median area (amenity area) separating the sidewalk and the adjacent curb.	

Complete Streets
and Greenways

1.6 Require designated bikeways (e.g., bike lanes, paved shoulders, greenways) during new construction or redevelopment	Generally, as traffic volumes exceed 3,000 vehicles per day and traffic speeds exceed 25mph, facilities to separate bicycle and motor vehicle traffic are recommended. Multi-lane roads are typically more dangerous for all users because of the increased traffic volume, the potential for higher speeds, and the additional number of conflict locations due to turning vehicles.
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Jackson County	Key Findings			
	Pascagoula	Ocean Springs	Gautier	Moss Point
None Found	Good	None Found	None Found	None Found
Consider adding reference to adopted plan recommendations, at a minimum; and requiring developer to provide new facilities when included in an adopted plan or policy.				
6.1.G VEHICULAR ACCESS AND CIRCULATION				
5. GENERAL ACCESSWAY LAYOUT AND DESIGN				
a. Coordination with Transit, Bicycle, and Pedestrian Access and Circulation				
ii. The vehicular access and circulation system of a development shall be coordinated with the bicycle and pedestrian access and circulation systems within and adjacent to the development to minimize conflicts.				

Complete Streets
and Greenways

1.7 Require dedication, reservation or development of greenways	Consider adding requirements for greenway reservation, dedication, or construction in new developments where a greenway or trail is shown on an adopted plan or where a property connects to an existing or proposed greenway.			
	Key Findings			
	Jackson County	Pascagoula	Ocean Springs	Gautier
	None Found	Good	Good	None Found
None Found		While there are no specific requirements for development of greenways in new developments, they do count towards park and recreation and open space requirements in Chapter 6.	4.18.2 CATEGORIES OF PARKS/OPEN SPACE The Applicant may choose among the types of parks or open space to include . . . consistent with the . . . requirements of Parks in Open Spaces Categories table. GREENWAYS E. Parks or Open Space in Floodplains or Water Features 1. The restriction on the maximum percentage of parks/open space in water features or floodplains (hereinafter "restricted areas") can be increased to 75% where: i. An area of a minimum 25 feet in width surrounding a floodway or surge zone is improved as a greenway;	None Found

Complete Streets and Greenways

1.8 Adopt traffic calming programs, policies, and standards

Jackson County	Key Findings			Moss Point
	Pascagoula	Ocean Springs	Gautier	
None Found	Very Good	None Found	None Found	None Found
6.1.G VEHICULAR ACCESS AND CIRCULATION 5. GENERAL ACCESSWAY LAYOUT AND DESIGN a. Traffic Control and Calming Measures Traffic-calming measures—such as, but not limited to, diverters, street gardens, and curvilinear alignments—shall be integrated into a development's vehicular circulation system where necessary to mitigate the impact of potential future cut-through traffic.				

1.9 Develop an access management program or policy

Jackson County	Key Findings			Moss Point
	Pascagoula	Ocean Springs	Gautier	
Good	Very Good	Very Good	None Found	None Found
Need to have more options based on context.	See Section below in UDO.	See Section below in UDO.		
507. SPECIAL STREET TYPES. e. Where a subdivision adjoins an arterial street, a marginal access street shall be designed to control access from lots fronting on it. Points of access to the arterial street shall be spaced at a minimum of thirteen hundred twenty (1320) feet.				
Article 6.1. G. Vehicular Access and Circulation 3. Vehicular Access Management 5.3 ACCESS MANAGEMENT.				

Pedestrian and Bicycle
Oriented Urban Design

2.1 Adopt bicycle parking requirements	Bicycles should receive equal consideration when calculating parking needs with specific calculations provided for determining the amount of bicycle parking provided by district type. Design and location standards for bicycle parking should be clearly stated to provide for safe and convenient access to destinations. Different standards of bicycle parking are needed for short-term visitors and customers and for longer term users like employees, residents, and students.	Key Findings			
		Jackson County	Pascagoula	Ocean Springs	Moss Point
None Found		Good	Needs Improvement	None Found	None Found
However, minimum bicycle parking requirements are also needed. ARTICLE 6: DEVELOPMENT STANDARDS SECTION 6.2: OFF-STREET PARKING AND LOADING 6.2.1 PARKING REDUCTION INCENTIVES 1. SPECIAL FACILITIES FOR BICYCLE COMMUTERS The City Manager may authorize up to a five percent reduction in the minimum number of off-street parking spaces required for development that provides both of the following: a. Enclosed (indoor or locker) and secure bicycle parking spaces equal to at least five percent of the number of vehicle parking spaces provided; and b. Shower and dressing areas for employees. Bike racks required in certain districts including the Porter Avenue Corridor and Downtown Overlay.					

Connectivity Requirements

3.1 Revise block size requirements
Development density should determine the length of a block, with shorter blocks being more appropriate in areas of higher density. Maximum block length in any situation should rarely exceed 800-1000 feet for good connectivity. In areas with highest development density (urbanized, mixed use centers and high density neighborhoods) block lengths can be as little as 200 feet. In areas with blocks as long as 800 feet or greater, a pedestrian and/or bicycle path of 6-8 feet in width should be required, with an easement of 15-20 feet wide.

Key Findings				
Jackson County	Pascagoula	Ocean Springs	Gautier	Moss Point
Good	Needs Improvement	Good	Good	None Found
(50) 405. BLOCKS. d. No block shall be larger than 1,200 feet, or be less than 400 feet, but the Planning Commission may elect to make exceptions in particular cases. Cross streets shall be provided between blocks. e. Where blocks are more than 600 feet in length, a walkway easement not less than 10 feet in width or near the halfway point of the block may be required between streets.	7.3. GENERAL STANDARDS B. BLOCKS 3. Blocks shall not exceed 1,200 feet in length except as necessary to secure efficient use of land or desired features of the street pattern.	3.6.2 BLOCK DIMENSIONS A. Blocks shall have a minimum length of 200 feet and a maximum length of 1,200 feet, except as otherwise specifically approved by the Planning Commission. B. Pedestrian easements of not less than ten feet can be required in any block by the Planning Commission where it is deemed essential for circulation or access to schools, churches, playgrounds, shopping centers, transportation or other facilities.	SECTION 10.4: BLOCKS 10.4.1 General Requirements: A.No residential block shall be shorter than three hundred (300) feet nor longer than twelve hundred (1,200) feet unless the subdivision being platted is a part of a PUD, a conservation subdivision or a subdivision which applies alternative design standards throughout the development. Block lengths of six hundred (600) feet or longer may require a ten (10) foot easement for pedestrian traffic through the middle of the block to provide for access to schools, playgrounds, and other facilities.	None Found

Connectivity Requirements

- 3.2** Require connectivity/ cross-access between adjacent land parcels
- Requiring connectivity or cross-access between adjacent developments is a great tool for reducing the amount of traffic on major roads while increasing connectivity for pedestrians, bicycles, service vehicles, and neighborhood access.

Key Findings				
Jackson County	Pascagoula	Ocean Springs	Gautier	Moss Point
None Found	Excellent	None Found	Very Good	None Found
	6.1.H PEDESTRIAN ACCESS AND CIRCULATION 2. PEDESTRIAN CONNECTIVITY a. Pedestrian Cut-Throughs		Should be required in all commercial districts.	
	6.1 G. VEHICULAR ACCESS AND CIRCULATION 4. CONNECTIVITY b. Roadway Connections to/from Adjoining Development and Developable Land c. Cross Access Between Adjoining Development			
	SECTION 5.8: MIXED USE DISTRICTS C. Parking and Access Required Off-Street parking: 3. Shared access points are required for adjoining properties in order to eliminate unnecessary curb cuts and to channel traffic into a main entrance point. 4. Cross access to parking lots is required to allow customers to drive to other locations without re-entering the major roadway network. 6. Shared access and shared parking shall be required for shopping centers and master planned developments.			

Connectivity Requirements

3.3 Limit dead end streets and cul-de-sacs Dead end streets and cul-de-sacs, while good at limiting motor vehicular traffic in an area, are a severe hindrance to pedestrian and bicycle connectivity and overall neighborhood accessibility, including for emergency access and other services.

Key Findings				
Jackson County	Pascagoula	Ocean Springs	Gautier	Moss Point
Needs Improvement	Needs Improvement	None Found	Good	None Found
(50) 507. SPECIAL STREET TYPES. c. Cul-de-sac streets shall not exceed a length of seven hundred (700) feet in length for medium to high density traffic and 1,000 feet for low density traffic.	CUL-DE-SACS i. Length Cul-de-sac streets designed to have one end permanently closed shall be no more than 500 feet long, measured from the edge of the intersection street right-of-way to the center of the cul-de-sac turnaround.		10.7.4 TRAFFIC CALMING AND CONNECTIVITY C. In districts where strict adherence to grid pattern street systems is not required nor appropriate, the creative use of loop streets, eyebrow streets and other alternatives to cul-de-sac streets shall be used.	

SOURCES

- A. Jackson County Zoning Ordinance
- B. Jackson County Subdivision Ordinance
- C. Pascagoula Unified Development Ordinance
- D. Ocean Springs Unified Development Code
- E. Gautier Unified Development Ordinance
- F. Moss Point Zoning Ordinance
- G. Moss Point Transportation Standards (pending review)

