

Supplemental Planning Analysis

The local road safety planning process began in 2019 in a partnership between the Mississippi Department of Transportation (MDOT) and the Gulf Regional Planning Commission (GRPC). Through this partnership, a consultant engineer was hired and five-years of fatal, life threatening, and moderate injury (also known as KAB) crash data was analyzed across Hancock, Harrison, and Jackson counties. This analysis led to the development of emphasis areas. The process for developing a LRSP began with data analysis to identify trends and areas of concern. The consultant analyzed a 5-year period (2014 to 2018) of data that focused on fatal, life threatening, and moderate injury crashes only. Emphasis areas were identified from the analyzed data and stakeholders were convened to gather input. Countermeasures were identified to aid community leaders in reducing and preventing future crashes.

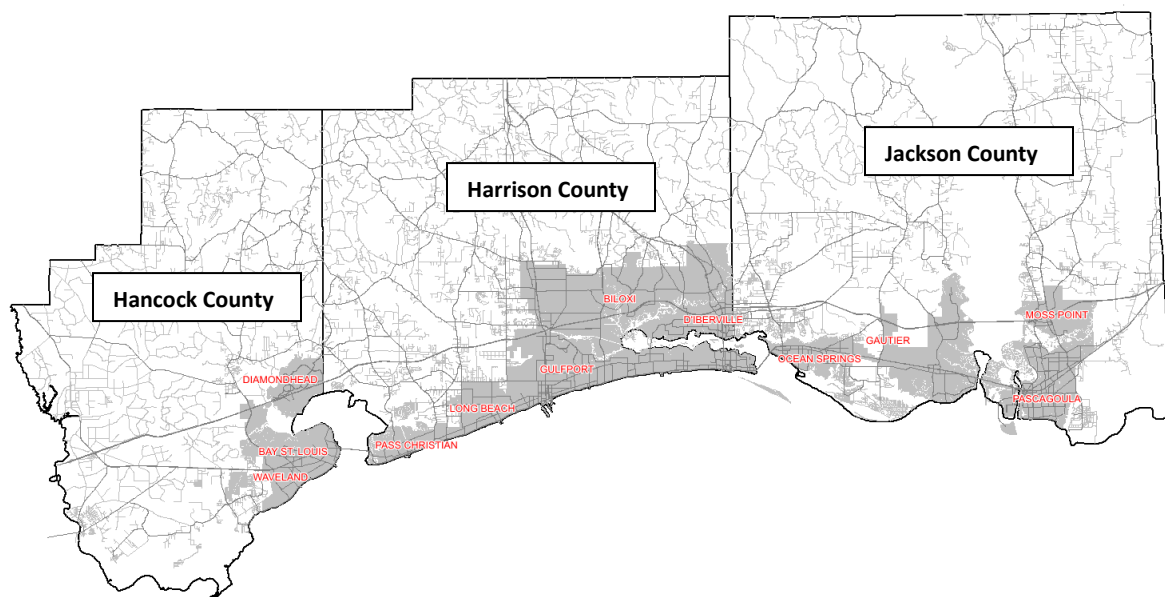
A supplemental planning analysis has been completed to make the LRSP meet the criteria established for the SS4A Action Plan. The updated document will include the SS4A Action Plan Components. The Mississippi Gulf Coast region has an eligible Action Plan in place to apply for Implementation Grants from USDOT's Safe Streets and Roads for All (SS4A) grant program.

The jurisdictions in the Mississippi Gulf Coast region are:

Hancock County - Waveland, Bay Saint Louis, Diamondhead

Harrison County - Pass Christian, Long Beach, Gulfport, Biloxi, D'Iberville

Jackson County - Ocean Springs, Gautier, Pascagoula, and Moss Point.



**Total
Population for
Hancock,
Harrison, and
Jackson
County**

396,400

**Disadvantaged
Population for
Hancock,
Harrison, and
Jackson
County**

132,600

**Disadvantaged
Census Tracts
in Hancock,
Harrison, and
Jackson
County**

40%

**2016-2020
Fatalities in
Hancock,
Harrison, and
Jackson
County**

310

**Average Annual
Fatality Rate per
100,000
population 2016-
2020 in
Hancock,
Harrison, and
Jackson County**

15.6

*USDOT Equitable
Transportation
Community (ETC) tool*

*Fatality Analysis
Reporting System
(FARS)*

Introduction

The Gulf Coast MPO set a goal of zero serious and fatal injuries by the year 2045. The Vision Zero Action Plan sets out actions for GRPC and local governments to implement over the next 5 years. The Action Plan includes programs and projects with data-informed, systematic, and equitable approaches that make more effective use of current resources.

Supplemental planning analyses are used to enhance and update the existing plan. GRPC uses an assessment framework to help methodically consider Safe System objectives in road infrastructure projects. The primary focus is on the assessment of infrastructure, and this means that there is a stronger emphasis on “**Safe Roads**” and “**Safe Speeds**”, and “**Safe Road Users.**” and in many cases “**Safe Vehicles**” will be outside the direct control of this framework, but they may be able to influence others who do have the ability to influence these aspects of the system. The same applies to elements relating to “**Post-Crash Care.**”

Vision Zero Approach to Road Safety

Traffic deaths and severe injuries are preventable and unacceptable.

Protecting human lives takes priority over all other objectives of the road system.

The transportation system should be designed so mistakes are not fatal.

Solutions must be collaborative, and data driven.

Equitably prioritize resources to disadvantaged communities.

This Vision Zero Action Plan is:

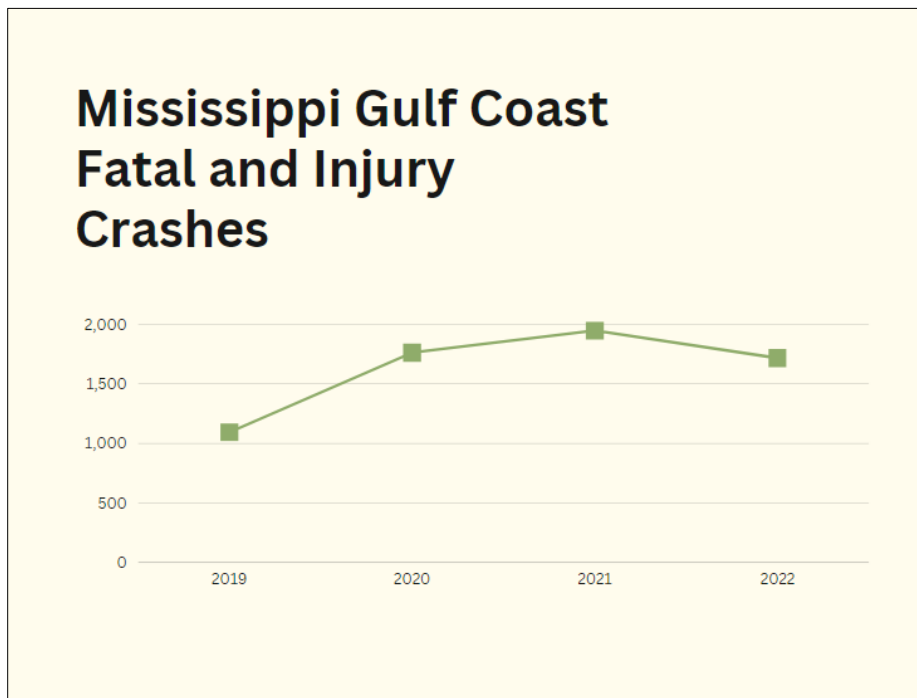
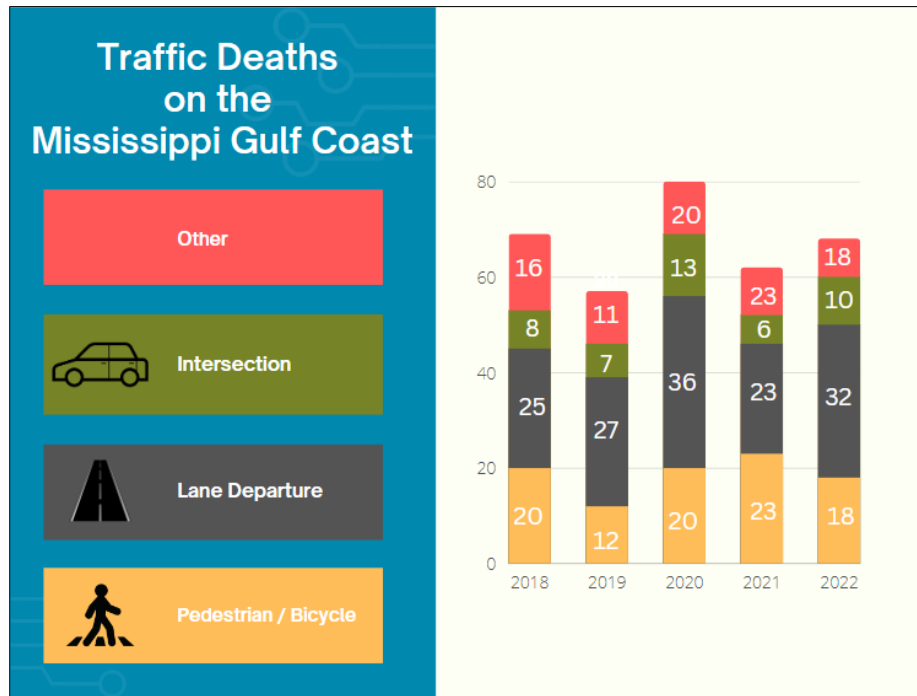
Short-term—focused on the next five years.

Outcome-driven—outlines strategies with specific, measurable action items.

A living document—will be continuously tracked, evaluated, and updated.

Current State of Gulf Coast Road Safety

Every life lost on Gulf Coast roads is more than a statistic. Each death represents a mother, daughter, father, brother, or dear friend that had their life cut short. The goal of this Action Plan is to identify a strategic pathway to work together to build a Gulf Coast without traffic deaths.



Leadership Commitment and Goal Setting



A RESOLUTION OF THE MISSISSIPPI GULF COAST METROPOLITAN PLANNING ORGANIZATION TO ADOPT

"VISION ZERO"

Whereas the Mississippi Gulf Coast Metropolitan Planning Organization has a direct influence on the promotion of transportation safety in the Gulf Coast region; and

Whereas the Mississippi Gulf Coast Metropolitan Planning Organization is aware of the escalating number of deaths due to crashes, including the year 2020, when fewer vehicles were on the roads; and

Whereas the Federal Highway Administration and the Federal Transit Administration have adopted the Safe Systems Principles to achieve *Vision Zero*, which is the goal of zero deaths and serious injuries due to traffic crashes; and

Whereas the Safe Systems Principles include the elements of (1) addressing the safety of all road users, including non-motorized road users (2) supporting vehicle designs that minimize collisions (3) reducing roadway speeds to reduce the force of impact during a collision (4) changing roadway designs to reduce the severity of crashes that occur, and (5) prioritizing high-quality post-crash care and in-depth post-crash traffic incident analysis; and

Whereas the Mississippi Gulf Coast Metropolitan Planning Organization has a Transportation Safety Program that directly supports the federal transportation initiative of *Vision Zero*, and the Mississippi Department of Transportation's safety mission: *Towards Zero Deaths*; and

Whereas the Mississippi Gulf Coast Metropolitan Planning Organization affirms that death and serious injury from crashes should never be considered with indifference, nor should the risk of such outcomes be accepted as inevitable; and

Whereas the Metropolitan Transportation Plan (MTP 2045) encompasses the long-term transportation priorities, goals, and projects for the Mississippi Gulf Coast Region;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

On March 9, 2023, the Mississippi Gulf Coast Metropolitan Planning Organization (MPO) hereby adopted *Vision Zero* to guide transportation planning, policy, and decision-making to reach the regional goal of achieving zero deaths and serious injuries due to crashes by the year 2045.

Attest:

A handwritten signature in black ink, appearing to read "Kenneth Yarrow", is written over a horizontal line.

Kenneth Yarrow
Executive Director, GRPC

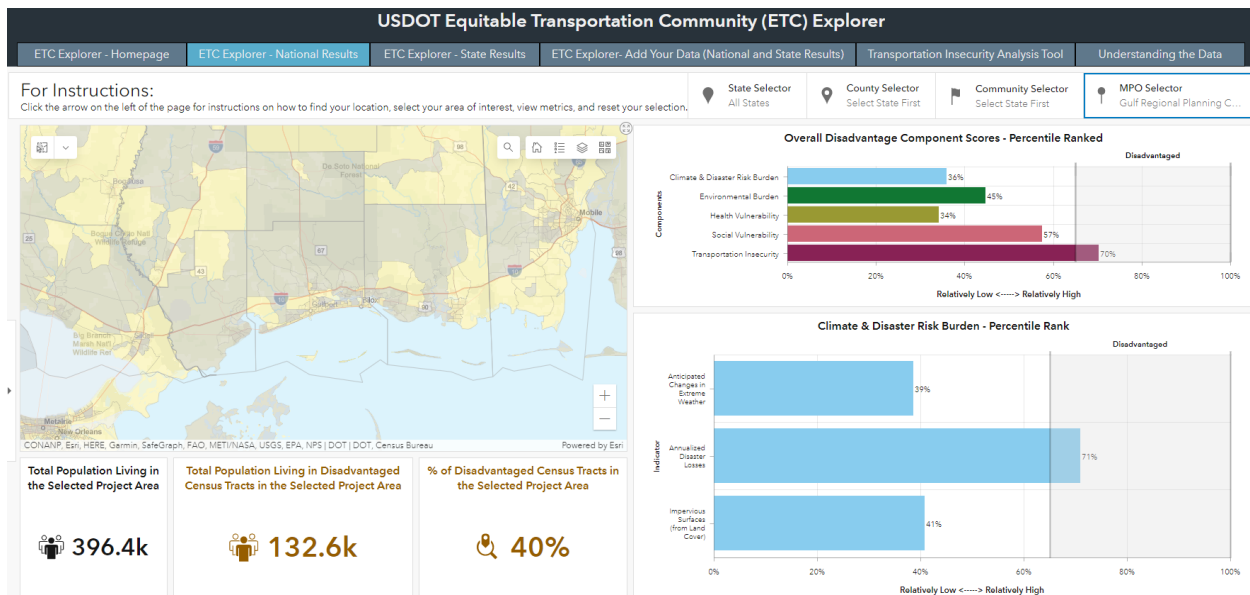
A handwritten signature in blue ink, appearing to read "Billy Hewes", is written over a horizontal line.

Mayor Billy Hewes
Mississippi Gulf Coast MPO Chairman

Equity

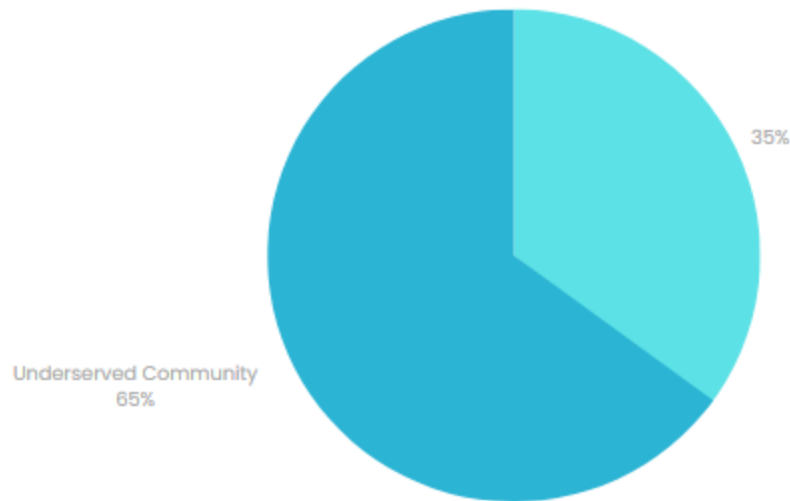
Although anyone can suffer an injury on the roadway, crash data shows that underserved neighborhoods bear a larger share of the burden than others. Communities with higher proportions of minorities and low-income suffer more serious injuries and death.

Underserved communities are identified using the USDOT Equitable Transportation Community (ETC) Explorer. This tool identifies 2020 Census Tracts that have a cumulative burden experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Health Vulnerability, and Social Vulnerability.

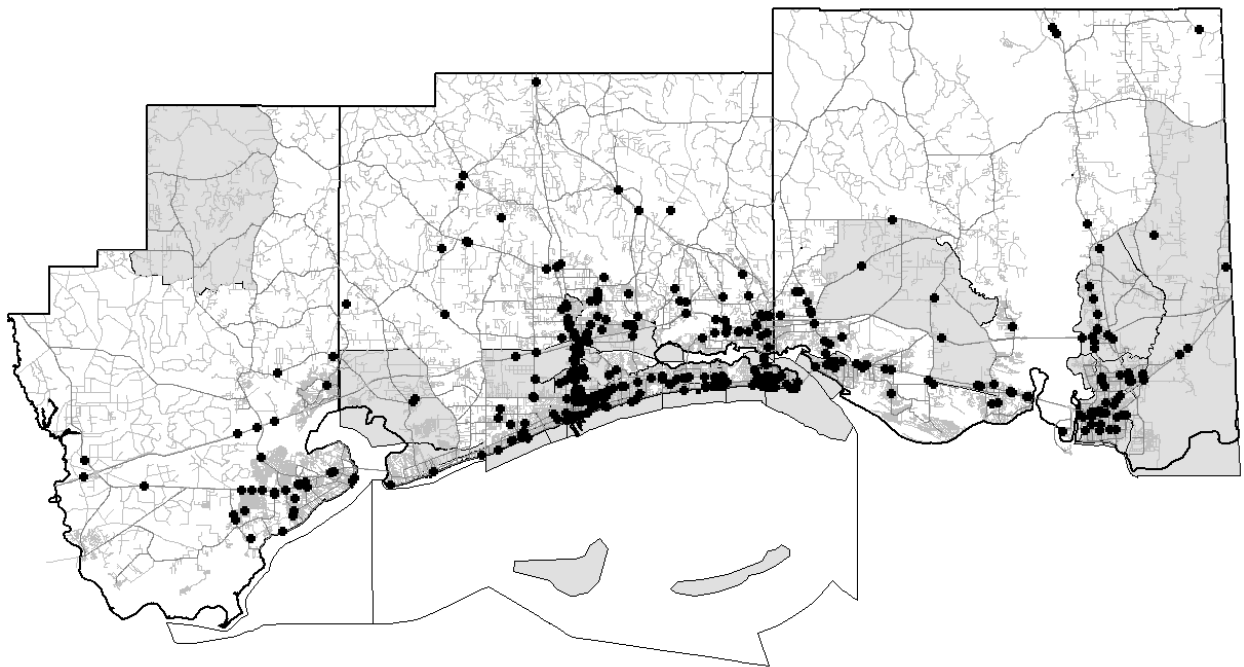


Each priority safety area identified in the Local Road Safety Plan (LRSP) and the Supplemental Planning Analysis were evaluated to determine if they were in a disadvantaged area. The information will be used to help select implementation projects by giving them priority.

Pedestrian and Bicycle Fatality and Injury Crashes 2020-2022 in Underserved Communities



In 2020 to 2022 there were 384 pedestrian and bicycle crashes resulting in fatality or injury. 248 (65%) occurred in underserved communities as identified by the Equitable Transportation Community (ETC) Explorer.



ETC Census tracts and pedestrian and bicycle crashes with fatality or injury 2020-2022

Policy and Progress Changes

Complete Streets

On September 24, 2015 the Transportation Policy Committee of the Mississippi Gulf Coast MPO adopted an initial Complete Streets policy for the region. In response to the new guidance and new safety data, the MPO has revised the regional Complete Streets policy in 2023 with updated design resources for making streets safer and more accessible for bicyclists and pedestrians, while also maintaining realistic and reasonable expectations for the implementation process.

The Policy relies on guidance from FHWA's Bikeway Selection Guide that provides guidance for how motor vehicle volume and speed can be taken into consideration to determine a suitable bike facility. The higher the speed and volume of a road, the more protection is recommended for bicyclists. Shared lanes with proper signage and markings are recommended for the lowest speeds and volumes. Bike lanes for low speeds and low to moderate volumes. Separation provided by separated bike lanes or shared use paths is needed to provide comfort to the average user in moderate to high speeds and high volumes conditions. The recommended facility types in this policy are recommended for the less experienced, less confident, bicyclist. It is understood that highly confident bicyclists may not desire these types of protective facilities.

Safety Analysis

High Injury Network

The High Injury Network (HIN) highlights the roads with the highest injury and fatal crash rates. Prioritizing safety modifications at these high crash locations has the highest potential to move the Gulf Coast towards its 2045 Vision Zero goal. The High Injury Network with additional weight for projects in underserved areas will be used to allocate funds for capital improvement projects and prioritize other traffic safety efforts.

The priority safety areas that were identified in the Local Road Safety Plan (LRSP) are listed here. The areas were mapped so that they could be identified if they were located in an underserved community. This will help enable the prioritization of projects in underserved communities for implementation.

Using the same emphasis areas identified in the LRSP of “Intersections” and “Pedestrian and Bicycles”. The supplemental planning effort identified more safety priority areas based on 2020 to 2022 crash data. Using GIS software, fatal and injury crash rates were identified for each intersection in the three county planning area regardless of ownership. The intersections with the highest crash rates were selected as priority safety concern intersections. Pedestrian and bicycle crashes were also analyzed, and clusters of crashes were identified as a Pedestrian Bicycle High Injury Network. The areas identified were determined whether it was in an underserved community and if it was “rural” or not.

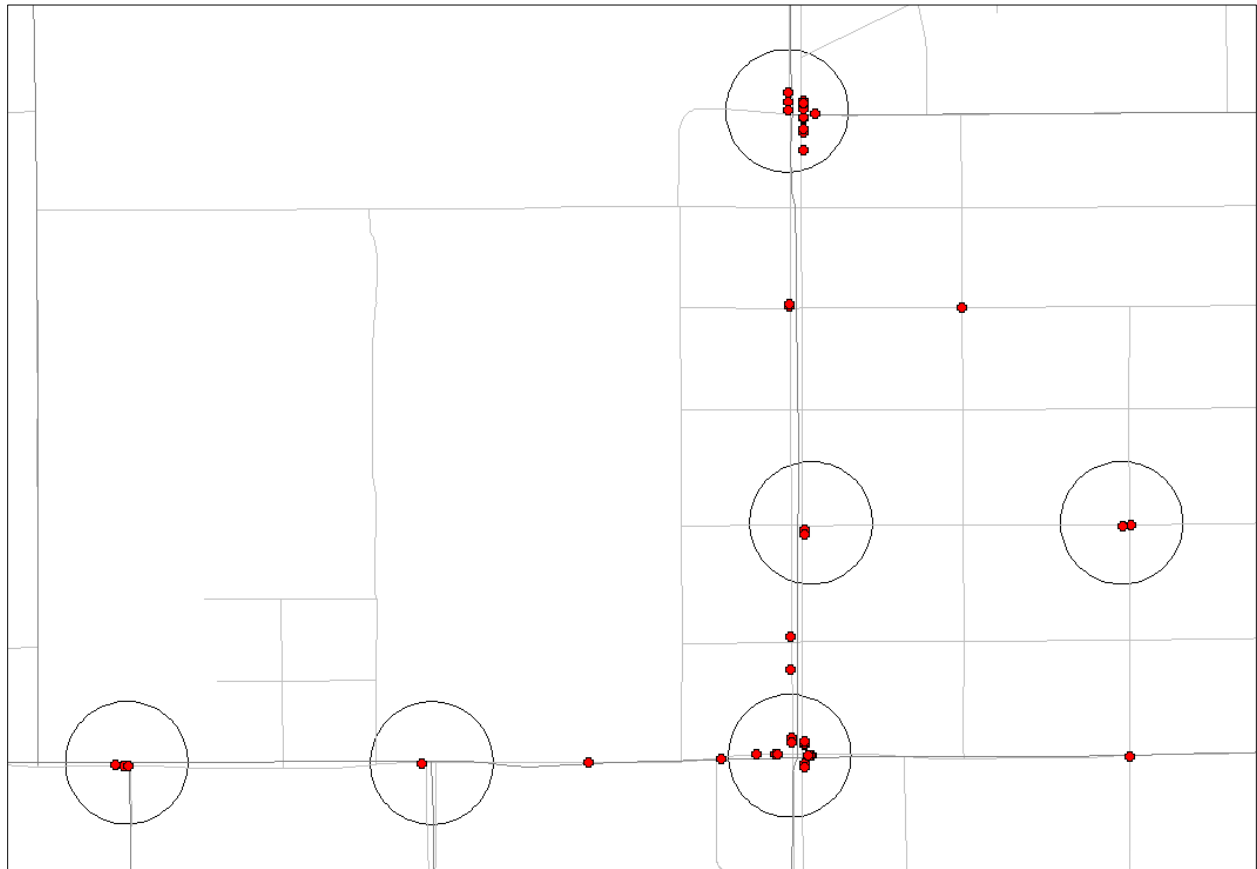
Intersections - Local Road Safety Plan (LRSP)

INTERSECTION	AGENCY	CRASHES	UNDERSERVED	RURAL
Pass Rd & Popp's Ferry Rd	Biloxi	5	Yes	No
Pass Rd & 8th Ave	Gulfport	4	Yes	No
Pass Rd & Gulf Ave	Gulfport	4	Yes	No
Three Rivers Rd & Dedeaux Rd	Gulfport	4	Yes	No
Jefferson Ave & Macphelah St	Moss Point	4	Yes	No
Popp's Ferry Rd & Atkinson Rd	Biloxi	4	No	No
Pass Rd & Eisenhower Dr	Biloxi	3	Yes	No
Pass Rd & Big Lake Rd	Biloxi	3	Yes	No
Pass Rd & Cowan Rd (MS 605)	Gulfport	3	Yes	No
Pass Rd & Veterans Ave	Biloxi	3	Yes	No
Pass Rd & Courthouse Rd	Gulfport	3	Yes	No
Popp's Ferry Rd & Vee St	Biloxi	3	No	No
Three Rivers Rd & O'Neal Rd	Gulfport	3	No	No
Lamey Bridge Rd & Mallet Rd/Sangani Blvd	D'Iberville	3	Yes	No
Government St & Halstead Rd	Ocean Springs	3	No	No

Ingalls Ave & Chicot St	Pascagoula	3	Yes	No
Vidalia Rd & 16th Section Rd	Harrison Co	3	No	Yes
Caillavet St & Division St	Biloxi	3	Yes	No
Tucker Rd/Washington Ave & Seaman Rd	Jackson Co	3	No	Yes
Old Mobile Avenue & Chicot St	Pascagoula	3	Yes	No
Old Hwy 67 & Old Hwy 15	Biloxi	3	No	Yes

Intersections - Supplemental Planning Analysis

Using GIS software, each intersection in the three counties was assigned a crash rate based on the number of fatality and injury crashes in the 3-year study period and the amount of entering traffic. The intersections with the highest crash rates were identified as priority intersections for safety concerns.

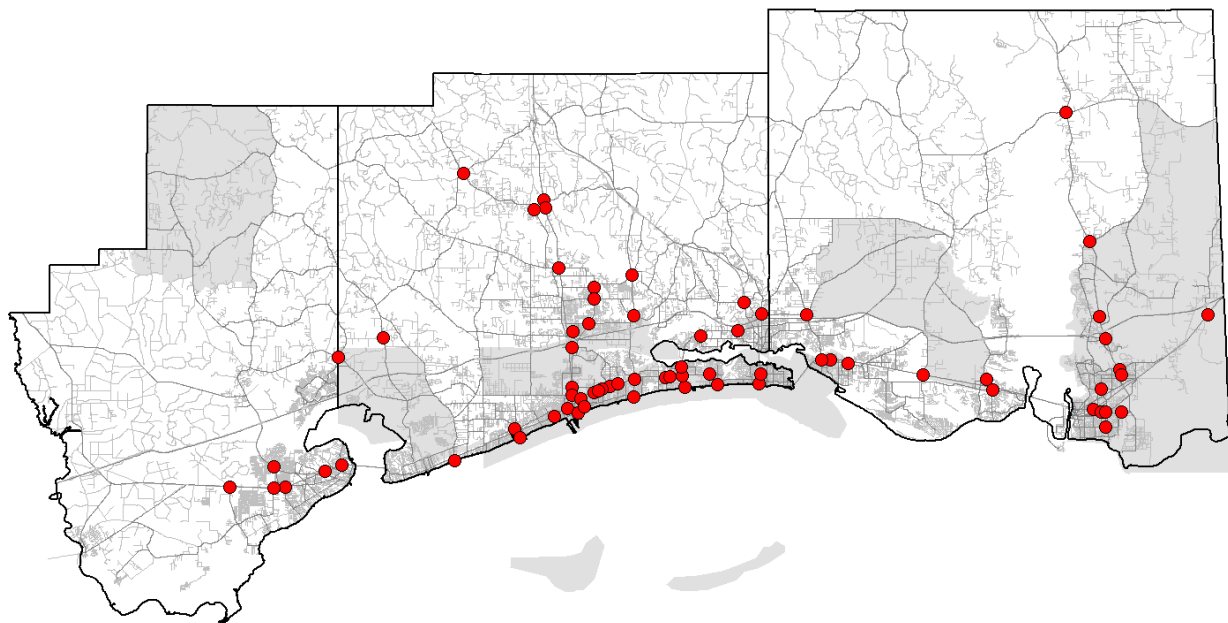


Intersection	Agency	Crashes	Rate	Underserved	Rural
I-110 & US 90	Biloxi	24	Very High	Yes	No
US 90 & Cowan Rd	Gulfport	19	Very High	Yes	No
MS 605 & John Ross Rd	Gulfport	14	Very High	No	No

MS 605 & Three Rivers Rd	Harrison Co	13	Very High	No	Yes
MS 63 & Dr. Martin Luther King Dr	Moss Point	12	Very High	Yes	No
MS 63 & Dutch Bayou Road	Moss Point	12	Very High	Yes	No
Community Road & David St	Gulfport	9	Very High	Yes	No
US 49 & West Wortham Rd*	Harrison Co	9	Very High	No	Yes
US 90 & Dunbar Ave	Bay St Louis	8	Very High	No	No
US 49 & East Wortham Rd*	Harrison Co	8	Very High	No	Yes
Rodriguez St & I-110 Exit 2	DIberville	5	Very High	No	No
42 nd Ave & West Railroad St	Gulfport	7	Very High	Yes	No
US 90 & Lakeshore Rd	Hancock Co	6	Very High	No	Yes
Duckworth Rd & Three Rivers Rd	Gulfport	5	Very High	No	No
East Railroad St & Pratt Ave	Gulfport	4	Very High	Yes	No
Saucier Lizana Rd & W Wortham Rd	Harrison Co	4	Very High	No	Yes
Pineville Road & Old Pass Rd	Long Beach	3	Very High	No	No
Old Hwy 49 & West Wortham Rd	Harrison Co	3	Very High	No	Yes
Orchard Rd & Bayou Cassotte Pkwy	Pascagoula	3	Very High	Yes	No
US 49 & Creosote Rd	Gulfport	24	High	Yes	No
US 49 & 28 th St	Gulfport	16	High	Yes	No
US 49 & 34 th St	Gulfport	14	High	Yes	No
US 90 & Beauvoir Rd	Biloxi	14	High	Yes	No
US 49 & MS 53	Gulfport	11	High	No	No
US 90 & Kiln Waveland Cutoff	Waveland	10	High	No	No
Pass Rd & Washington Ave	Gulfport	9	High	Yes	No
MS 63 & Grierson Street	Moss Point	9	High	Yes	No
US 90 & 20 th Ave*	Gulfport	8	High	Yes	No
30 th Ave and 17 th St	Gulfport	7	High	Yes	No
MS 63 & Old Saracennia Road	Moss Point	7	High	Yes	No
Pass Rd & 8 th Ave	Gulfport	6	High	Yes	No
MS 63 & MS 614	Jackson Co	6	High	No	Yes
US 90 & Franklin Creek Rd	Jackson Co	5	High	Yes	Yes
Caillavet St & Division Street	Biloxi	5	High	No	No
Pass Rd & 18 th Ave	Gulfport	4	High	Yes	No
Popps Ferry Rd & Lamey St	DIberville	4	High	No	No
Kiln Delisle Rd & Kapalama Rd	Hancock Co	2	High	Yes	Yes
US 90 & Washington Ave	Ocean Springs	13	Moderate	Yes	No
US 90 & 14 th Street*	Pascagoula	11	Moderate	Yes	No
US 90 & MS 57	Ocean Springs	11	Moderate	Yes	No
US 90 & Rodenberg Ave	Biloxi	11	Moderate	Yes	No
US 90 & MLK Jr Ave*	Ocean Springs	10	Moderate	Yes	No
US 90 & Jeff Davis Ave	Long Beach	6	Moderate	Yes	No
MS 603 & Central Ave	Bay St Louis	5	Moderate	No	No

US 90 & Drinkwater Rd	Bay St Louis	5	Moderate	No	No
MS 63 & MS 613	Jackson Co	5	Moderate	Yes	Yes
US 90 & Lower Bay Rd	Waveland	4	Moderate	No	No
Old Spanish Trl & Ladnier Rd	Gautier	4	Moderate	No	No
US 90 & Menge Ave	Pass Christian	4	Moderate	No	No
Pass Rd & Hewes Ave	Gulfport	4	Moderate	Yes	No
Old Mobile Hwy & Eden St	Pascagoula	3	Moderate	Yes	No
Gau-Vancleave Rd & Valley Wood Dr	Gautier	3	Moderate	Yes	No

Crashes Rate:: Very High High Moderate



LRSP and Supplemental Planning Analysis Intersections

Lane Departures (Rural) - Local Road Safety Plan (LRSP)

ROUTE	COUNTY	CRASHES	LENGTH	PER MILE	UNDERSERVED
Old River Road - Granada Rd to Wade Vancleave Rd	Jackson	5	0.9	5.56	No
Shaw Road - MS Hwy 53 to Morgan Lane Rd	Harrison	4	1.0	4.00	No
Kenneth Cole Road MS Hwy 57 to Blue Grass Lane	Jackson	3	0.8	3.75	No
Lower Bay Road - Clermont Rd to US Hwy 90	Hancock	7	1.9	3.68	No
County Farm Road - I-10 to Wildflower Rd	Harrison	2	0.6	3.33	No
East Wortham Road - US Hwy 49 to Hwy 67	Harrison	12	4.2	2.86	No
Saracennia Rd - Kings Rd to Coda Rd	Jackson	3	1.1	2.73	Yes
Lamey Bridge Rd - MS Hwy 67 to Palm Ridge Dr	Harrison	9	3.8	2.37	No
Old US Hwy 49 - Fish Hatchery Rd to Wortham Dr	Harrison	4	1.7	2.35	No
W. Wortham Road Borzik Rd to Sky Lane	Harrison	3	1.3	2.31	No
Old US Hwy 49 - W. Wortham Rd to Desoto Park Rd	Harrison	3	1.3	2.31	No
Saucier Lizana Rd - MS Hwy 53 to W. Wortham Rd	Harrison	9	4.2	2.14	No
Lily Orchard Rd - Nutbank Rd to Dunn Rd	Jackson	3	1.5	2.00	Yes
W. Wortham Rd - Owen Ladner Rd to Gaylord Rd	Harrison	4	2.4	1.67	No
Big Creek Rd - Alcede Lizana Rd to Cable Bridge Rd	Harrison	4	2.6	1.54	No
Tucker Rd - Cook Rd to Daisy Vestry Rd	Jackson	5	3.3	1.52	No
Saracennia Rd - Greenfields Rd to Jackson Co. Rd 33	Jackson	5	3.4	1.47	Yes

Wolf River Rd - Jake Bell Rd to Cable Bridge Rd	Harrison	6	4.6	1.30	No
Edwin Ladner Rd - 16th Section Rd to Vidalia Rd	Harrison	5	3.9	1.28	No
Tanner Williams Rd - MS Hwy 613 to MS/AL State Line	Jackson	8	6.3	1.27	No
Firetower Rd - I-10 to Vidalia Rd	Harrison	6	4.8	1.25	No
Caesar Necaie Rd- Hancock Co Line to Wendell Ladner Rd	Hancock	10	8.0	1.25	Yes
Vidalia Rd - Cuevas Delisle Rd to Firetower Rd	Harrison	7	5.8	1.21	Yes
Forts Lake Rd - Independence Rd to MS/AL State Line	Jackson	6	5.3	1.13	Yes
Seaman Road - Lake Forest Dr to Jim Ramsay Rd	Jackson	9	8.1	1.11	Yes
Kiln Delisle Rd - Menge Ave to I-10	Harrison	5	4.6	1.09	Yes
Vidalia Rd - Firetower Rd. to F. Malley Rd	Harrison	4	3.7	1.08	No
Gautier Vancleave Rd - Martin Bluff Rd to MS Hwy 57	Jackson	6	5.9	1.02	Yes
Wade Vancleave Rd- Fish Lake Rd to MS Hwy 63	Jackson	4	4.0	1.00	No
County Farm Rd- Landon Rd to John Clark Rd	Harrison	5	5.1	0.98	No

Lane Departures (Urban) - Local Road Safety Plan (LRSP)

ROUTE	AGENCY	CRASHES	LENGTH	PER MILE	UNDERSERVED
Three Rivers Road – Lavelle Dr to Mustard Pl	Gulfport	5	1.0	5.0	No
Macphelah Road – Shortcut Rd to Meridian St	Moss Point	4	1.0	4.0	Yes
Jordan Road – Seaman Rd to Georgia St	Jackson Co	4	1.0	4.0	Yes
Popp's Ferry Road – Pass Rd to Causeway Dr	Biloxi	6	1.7	3.53	No
Pass Road – Popps Ferry Rd to Ploesti Dr	Biloxi	9	2.6	3.46	Yes
Jefferson Avenue – River Rd to Second St	Moss Point	5	1.5	3.33	Yes
Martin Bluff Road – Stanfield Point Rd to Brookside Dr	Gautier	5	1.5	3.33	No
Gautier Vancleave Road – US 90 to Martin Bluff Rd	Gautier	7	2.1	3.33	Yes
Cook Road – Mallet Rd to Tucker Rd	Jackson Co	4	1.4	2.86	No
Pass Road – MS 605 to Popps Ferry Rd	Biloxi	8	3.0	2.67	Yes
Lemoyne Boulevard – Lamey Bridge Rd to Riviera Dr	Diberville	6	2.3	2.61	No
Beachview Drive – Old Walnut Rd to Seacliff Blvd	Jackson Co	4	1.6	2.5	No
Chicot Street – Ingalls Ave to Shortcut Rd	Pascagoula	5	2.0	2.5	Yes
Popp's Ferry Road – Cedar Lake Rd to Lamey Bridge Rd	Diberville	6	2.6	2.31	Yes
Beatline Road – W Railroad St to Hickory Dr	Long Beach	4	1.8	2.22	No

Popp's Ferry Road – Causeway Dr to Cedar Lake Rd	Biloxi	6	2.9	2.07	No
Martin Bluff Road – Gautier Vancleave Rd to I-10	Gautier	4	2.0	2.00	No
Pass Road – US 49 to MS 605	Gulfport	8	4.2	1.9	Yes
28th Street – Red Creek Rd to Canal Rd	Long Beach	6	3.5	1.71	Yes
Lamey Bridge Road – I-10 to Licksillet Rd	Dlberville	3	1.8	1.67	No
Daisy Vestry Road – Cook Rd to Tucker Rd	Jackson Co	5	3.1	1.61	No
Seaman Road – Tucker Rd to Lake Forest Dr	Jackson Co	4	2.7	1.48	Yes
Three Rivers Road – Airport Rd to Dedeaux Rd	Gulfport	3	2.2	1.36	Yes
28th Street – Canal Rd to Pass Rd	Gulfport	5	3.7	1.35	Yes
Dedeaux Road – US 49 to MS 605	Gulfport	5	4.1	1.22	Yes
Menge Avenue – 2 nd St to Red Creek Rd	Harrison Co	3	2.5	1.2	Yes
Canal Road – I-10 to John Clark Rd	Harrison Co	4	3.4	1.18	No
Ocean Springs Road – US 90 to MS 57	Ocean Springs	5	4.5	1.11	No
Old Spanish Trail – MS 57 to Ladnier Rd	Gautier	5	4.6	1.09	Yes
Canal Road – 28 th St to I-10	Harrison Co	3	2.8	1.07	Yes

Pedestrian and Bicycle - Local Road Safety Plan (LRSP)

ROUTE	AGENCY	CRASHES	LENGTH	PER MILE	UNDERSERVED	RURAL
Pass Rd - 250' W of Ford St to Varnado Ln	Gulfport	4	0.20	20.00	Yes	No
Veterans Blvd - 400' South to 400' North of Shortcut Rd	Pascagoula	3	0.15	20.00	Yes	No
Central Ave - Sunset Dr to Bay Shore Dr	D'Iberville	2	0.10	20.00	Yes	No
14th St Service Rd – Denny Ave to Dead End	Pascagoula	2	0.10	20.00	Yes	No
Irish Hill Dr - Travia Ave to Rodenberg Ave	Biloxi	2	0.19	10.53	Yes	No
Lamey Bridge Rd - Toncrey Rd to Big Bridge Rd	D'Iberville	3	0.32	9.38	Yes	No
Three Rivers Rd - Seaway Rd to 250' N of Angela Dr	Gulfport	5	0.70	7.14	Yes	No
Waveland Ave - Donlard St to Spruce St	Waveland	2	0.35	5.71	No	No
Courthouse Rd - 30th St to 250' N of Pass Rd	Gulfport	2	0.48	4.17	Yes	No
33rd St - 24th Ave to 26th Ave	Gulfport	2	0.50	4.00	Yes	No
East Old Pass Rd - North Cleveland Ave to 44th Ave	Long Beach	5	1.75	2.86	Yes	No
Tucker Rd - 400' S of Parker Rd to McClelland Rd	Jackson Co	3	1.13	2.65	No	No
Ingalls Ave - 8th St to Chicot St	Pascagoula	2	1.23	1.63	Yes	No

Pineville Rd - Ashley Ln to Seal Ave	Long Beach	2	1.43	1.40	No	No
Pass Rd - Fernwood Rd to Ploesti Dr	Biloxi	5	3.70	1.35	Yes	No
Pass Rd - US Hwy 49 to MS Hwy 605	Gulfport	5	4.20	1.19	Yes	No
Dedeaux Road - US Highway 49 to Jessica Dr	Gulfport	4	3.40	1.18	Yes	No
Lemoyne Blvd - Bienville Dr to Laura Acres Dr	Jackson Co	2	2.2	0.91	No	No
28th St - Simmons Dr to 18th Ave	Long Beach	3	3.86	0.79	Yes	No
Government St- Washington Ave to Ridgeview Dr	Ocean Springs	3	4.51	0.67	No	No
Ingalls Avenue - Belair Street to Chicot Street (Bicycle)	Pascagoula	3	0.70	4.29	Yes	No
Tucker Road - Parker Road to McClelland Road (Bicycle)	Jackson Co.	3	1.0	3.00	No	No
Howard Avenue - I-110 Overpass to Oak Street	Biloxi	4	1.6	2.45	Yes	No
Pass Road - Gulf Avenue to Popp's Ferry Road (Bicycle)	Gulfport/ Biloxi	3	5.5	0.55	Yes	No

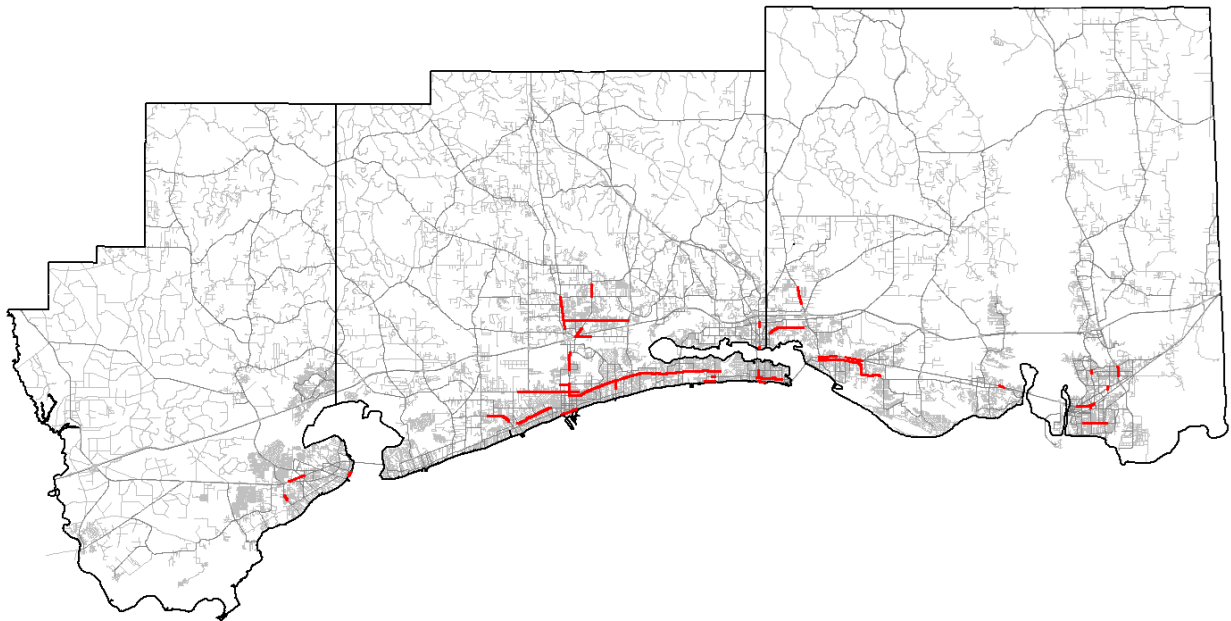
Pedestrian and Bicycle - Supplemental Planning Analysis

ROUTE	AGENCY	CRASHES	LENGTH	PER MILE	UNDERSERVED	RURAL
Main St – Elder St to Jackson Ave	Moss Point	4	0.16	25	Yes	No
Pass Rd – Rodenberg Ave to Iberville Dr	Biloxi	3	0.24	12.5	Yes	No

Ingalls Ave – Chicot St to Geerkin St	Pascagoula	2	0.24	8.3	Yes	No
Beach Blvd – Main St to Union St	Bay St Louis	3	0.26	11.5	No	No
US 90 – Treasure Bay Casino to Rodenberg Ave	Biloxi	7	0.64	10.9	Yes	No
Caillavet St – Division St to Esters Blvd	Biloxi	3	0.31	9.7	No	No
Pass Rd – A Ave to Washington Ave	Gulfport	4	0.49	8.2	Yes	No
US 90 – Caillavet St to Main St	Biloxi	11	0.41	8.1	Yes	No
US 90 – Johnston Rd to trailer park	Gautier	3	0.4	7.5	No	No
Pass Rd – US 49 to 20 th Ave	Gulfport	4	0.42	9.5	Yes	No
US 90 – Telephone Rd to Hospital Rd	Pascagoula	8	1.15	7	Yes	No
MS 63 – Grierson St to Frederick St	Moss Point	4	0.57	7	Yes	No
US 49 – 34 th St to Pass Rd	Gulfport	5	0.75	6.7	Yes	No
Pass Rd – 28 th St to Chicago Ave	Gulfport	6	0.8	7.5	Yes	No
Pass Rd – Big Lake Rd to Beauvoir Rd	Biloxi	6	0.95	6.3	Yes	No
US 49 – MLK Jr Ave to Airport Rd	Gulfport	6	1.11	5.4	Yes	No
Dedeaux Rd – Jessica Dr to MS 605	Gulfport	3	0.7	4.3	Yes	No
US 90 – 33 rd Ave to 20 th Ave	Gulfport	4	0.98	4.1	Yes	No
Three Rivers Rd – Oneal Rd to Duckworth Rd	Gulfport	3	0.74	4.05	No	No

US 90 – Old Spanish Trl to McLaurin St	Waveland	2	1.06	1.89	No	No
US 49 – Oneal Rd to Community Rd	Gulfport	6	1.98	3	Yes	No
US 90 – MS 609 to Holcomb Blvd	Ocean Springs	3	1.08	2.8	Yes	No
US 90 – Halstead Rd to Ocean Springs Rd	Ocean Springs	3	1.06	2.8	No	No
Seaway Rd – Three Rivers Rd to 1 mile east	Gulfport	1	1	1	Yes	No
Old Hwy 49 – Landon Rd to Lyman	Gulfport	NA	NA	NA	Yes	No

Crashes Per Mile: Very High High Moderate



Pedestrian and Bicycle High Injury Network

Strategy: Installing pedestrian safety enhancements and focusing on closing network gaps with sidewalks in high demand areas for people walking, rolling, or using mobility assisted devices.

Systemic Safety Analysis

High Injury Mobility Corridors - Pedestrian and Bicycle

Due to the linearity of urban development in the Mississippi Gulf Coast region, north-south mobility is very important to provide movement between the two major travel east-west corridors—Interstate 10 and US Highway 90--spanning the three coastal counties from Alabama to Louisiana. Particular attention should be made to improvements to the mobility corridors because of the high daily traffic that occurs on them.

An analysis of pedestrian and bicycle crash data from 2020 to 2022 provides a look at where many bicycle and pedestrian fatalities and injuries are occurring. Four mobility corridors in particular, have more than their fair share of pedestrian and bicycle crashes. **US 90, US 49, Pass Road, and MS 613** and therefore have been identified as **High Injury Corridors (HIC)**. During the years 2020 to 2022, there were 348 pedestrian and bicycle crashes resulting fatality or injury in the Gulf Coast urban area. 145 (41%) of these crashes occurred on the four corridors identified. Funding allocation to improved linkages, lighting, and pedestrian and bicycle infrastructure projects on these corridors will make a significant impact on reducing fatalities and injuries from crashes and will help the Gulf Coast reach its Vision Zero goal by 2045.

Strategy: Prioritize transforming High Injury Corridors (HIC) serving as major mobility corridors into a Complete Street with safety improvements to control speed, provide safe crossing, and separate non-motorized users with a multiuse path or protected bicycle lane.

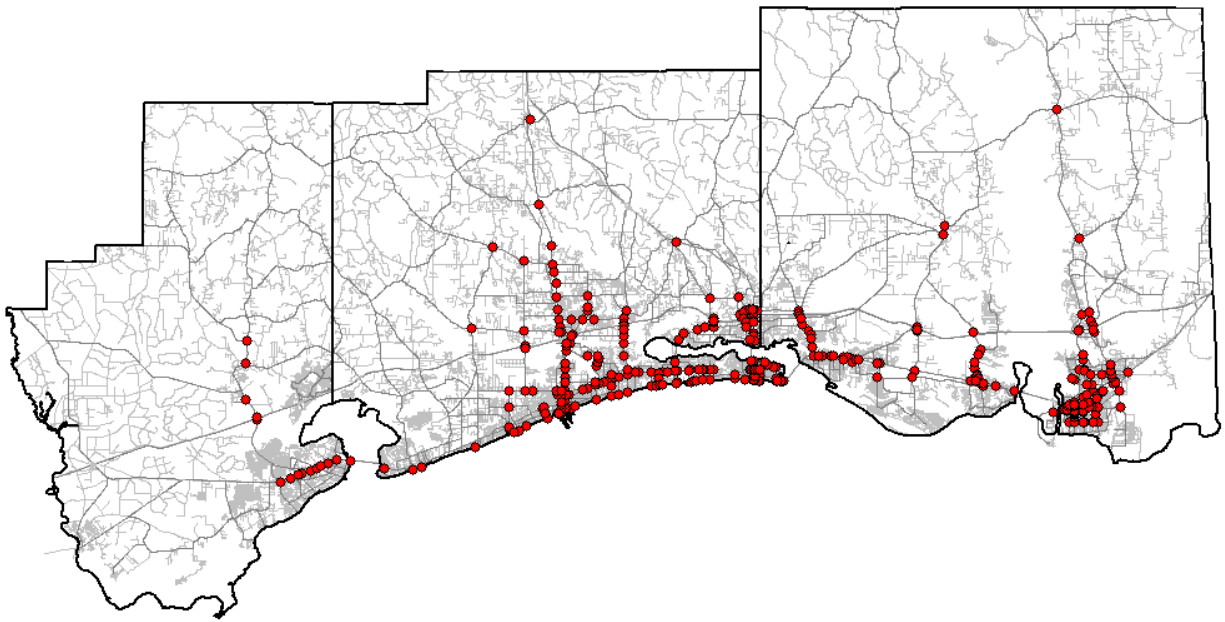


Pedestrian and Bicycle High Injury Corridors (HIC) and Disadvantaged Areas

High Injury Corridors - Intersections

To prevent intersection crashes occurring from the driver's view being weakened by the sun, it is important to remove the traffic signals from unpredictable guidewires that cause signals to hang crooked and mount them on mast arms for proper placement at the intersection and upgrade the signals with backing plates to help block the sun. This should be done at every intersection that does not meet this standard.

Strategy: Upgrade intersections with signal backing plates and mast arms.

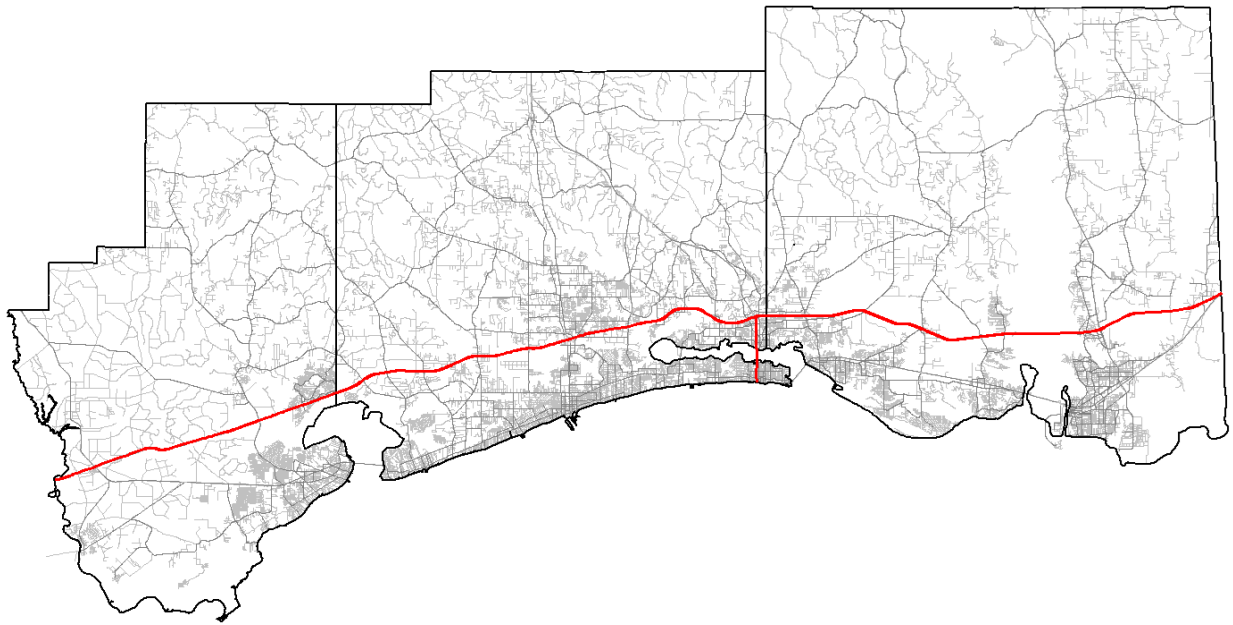


Gulf Coast Traffic Signals

High Injury Corridors – Interstate Barrier

Interstate 10 is a physical barrier to bicycle and pedestrian mobility. The interstate corridor located along the Mississippi Gulf Coast was constructed about 50 years ago as a rural freeway just north of the populated areas. As the coastal community has grown in population to the north, the interstate has become a barrier. Development is beginning to move north around the interchanges, which has created congestion for vehicular traffic and has become an obstacle for bicycle and pedestrian traffic. There is a need to modernize Gulf Coast interchanges to provide ways for non-motorized modes to get across the barriers caused by the interstate either by improvements to underpasses, overpasses, interchange improvements, or pedestrian and bicycle bridges.

Strategy: Use pedestrian and bicycle bridges to overcome the barrier to pedestrian and bicycle mobility caused by the I-10 and I-110 Interstate.








Gulf Coast Interstate Corridors

Emphasis Areas and Action Plan

Outlined by the **Safe System Approach**, the Action Plan identifies safety concerns in the following emphasis areas: Intersections, Lane Departures, Pedestrians, Bicycles. Future updates to this Action Plan will include Speeding and Distracted Driving. The Action Plan will be updated every three years as new crash data becomes available.







Safe Roads – Intersections

Mid-term	Develop traffic signal timing plans.		Implement a corridor timing plan.
Short-term	Plan, design, and develop intersection projects.		Construct one intersection project per year.
Long-term	Plan, design, and develop street lighting projects.		Construct one intersection lighting project every two years.
Mid-Term	Perform a roundabout feasibility study on the top 20 intersections identified.		Construct roundabouts for the top five intersections.
Short-term	Plan, design, and develop signal upgrade projects for backing plates and mast arms.		Complete the upgrade of three intersection traffic signal a year.

Safe Roads - Lane Departures

Short-term	Plan, design, and develop projects to improve visibility and awareness.		Construct region-wide lane departure projects.
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Safe Roads – Pedestrians and Bicycles

Short-term	Plan, design, and develop crosswalk projects.		Construct six improved crosswalks every two years.
Short-term	Plan, design, and develop sidewalks projects.		Construct half a mile of sidewalk each year.
Long-term	Plan, design, and develop multiuse pathway or protected bike projects for the High Injury Mobility Corridors (US 90, Pass Road, US 49, MS 613)		Implement a half a mile of projects lane each year for High Injury Mobility Corridors.
Mid-term	Plan, design, and develop pedestrian and bicycle bridge or underpass projects.		Construct a pedestrian bridge or underpass project every 3 years
Mid-term	Plan, design, and develop bike lane projects.		Construct half a mile of bicycle lanes each year.
Short-term	Plan, design, and develop pavement marking and signage for shared lanes.		Construct one mile of shared lane projects every two years.

Safe Speeds – Speed

Supplemental Planning Analysis #2	TBD
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Safe Road Users – Distracted Driving

Supplemental Planning Analysis #2	TBD
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Community and Stakeholder Engagement

The supplemental planning analysis included reaching out to the stakeholders from the LRSP planning effort. The Gulf Coast Metropolitan Planning Organization Transportation Technical Coordinating Committee (TCC) provided valuable comments that lead to the development of some systemic safety projects. The TCC will provide oversight and monitoring to progress to implement the Action Plan.