BICYCLE & PEDESTRIAN—LATENT DEMAND

BICYCLE & PEDESTRIAN NEEDS GAPS

Within the three coastal counties, the largest areas of demand are within the urban cores of Gulfport and Biloxi, often where there is the greatest population density, access to jobs, and available bike and pedestrian infrastructure. However, there are also relatively high demand locations in the downtown areas of Ocean Springs, Pascagoula, and Bay St. Louis. This can be attributed to:

• Strong employment center and abundant residential spaces in Pascagoula, and
• Well-developed downtown shopping and attractions, popular destinations, and a pedestrian-friendly environment in Ocean Springs and Bay St. Louis.

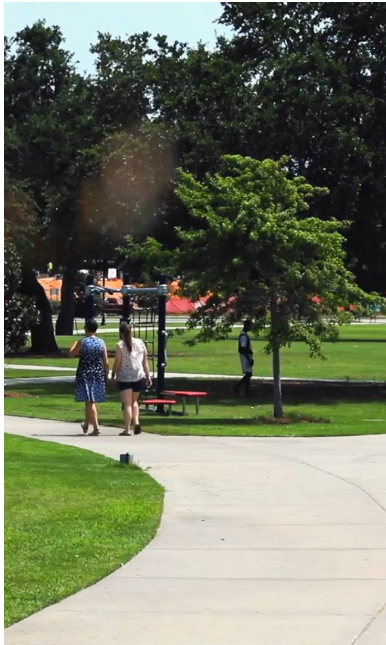While there is less latent demand around D'Iberville, Moss Point, and North Gulfport, these communities are beginning to develop the attractions that lead to bicycle and pedestrian demand.

Almost all bicycle and pedestrian demand is within the urban core and the larger communities. The absence of bicycle and pedestrian infrastructure inventory in the areas of demand are known as needs gaps. Needs gaps that are present in high-demand areas signify where there may be a greater safety concern, as bicyclists and pedestrians may continue their route despite the lack of adequate infrastructure or facilities. Projects that address the needs gaps are identified, developed, and prioritized for funding.

LATENT DEMAND SCORING

A Latent Demand Scoring (LDS) was conducted to determine the locations within the three coastal counties that people are most likely to use or want bicycle and pedestrian facilities. This analysis was based on various socioeconomic factors and the number and types of popular destinations. The LDS used the following categories:

• Age—Vulnerable populations under the age of 18 and over the age of 65.

• Popular Destinations—religious facilities, schools, grocery stores, etc.

• High Density Intersections - Indicates a suitable environment for biking and walking.

• Zero-Vehicle Households—low-income persons who are more likely to bike, walk, or access the transit system.

• Population and Employment - Shows where people live and where they work .

OBJECTIVE

Improve mobility and access for pedestrians and bicyclists .

STRATEGY

Installing pedestrian safety enhancements and focusing on closing network gaps with sidewalks.

MEASURE

% Of federal-aid roads with pedestrian paths.

Gulf Regional
Planning Commission

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