



**Mayor & Board of Aldermen  
WORK SESSION MEETING**

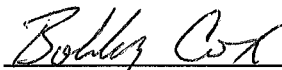
**Wednesday, May 6, 2026 @ 5:00 PM**

**Location: City Hall Boardroom - 1018 Porter Avenue - Ocean Springs, MS 39564**

**This meeting will be a work session only, and no official action will be taken.**

**Bicycle Safety Plan and E-Bike Work Session**

1. Discussion of the 2018 Bicycle Safety Plan and E-bikes

  
\_\_\_\_\_  
Mayor Cox

  
\_\_\_\_\_  
City Clerk Millard



**Bobby Cox** | Mayor  
Matthew Hinton | Alderman at Large  
Steve Tillis | Alderman Ward 1  
Karen Stennis | Alderman Ward 2

Kevin Wade | Alderman Ward 3  
Shannon Pfeiffer | Alderman Ward 4  
Rob Blackman | Alderman Ward 5  
Julie Messenger | Alderman Ward 6



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## MEMORANDUM

To: Mayor & Board of Aldermen  
From: Christine Millard, City Clerk  
Re: Discussion of the 2018 Bicycle Safety Plan and E-bikes  
Section: Bicycle Safety Plan And E-Bike Work Session  
Meeting Date: May 6, 2026

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At a recent Board meeting, residents expressed concerns regarding bicycle and pedestrian safety within the City of Ocean Springs. Topics raised during public comment included e-bike usage, speeding, unsafe riding behavior, and the need for improved education, connectivity, and long-term planning.

In response, the Board scheduled this work session to review the City's Bicycle Safety Plan and to discuss current conditions, potential updates, and opportunities for improvement. Discussion may include e-bike regulations, enforcement considerations, infrastructure needs, and public safety initiatives.

Relevant City staff, including representatives from the Police Department and Planning Department, may participate in the discussion, along with input from community stakeholders as appropriate.

This is a work session for discussion purposes only, and no formal action will be taken.



# 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.

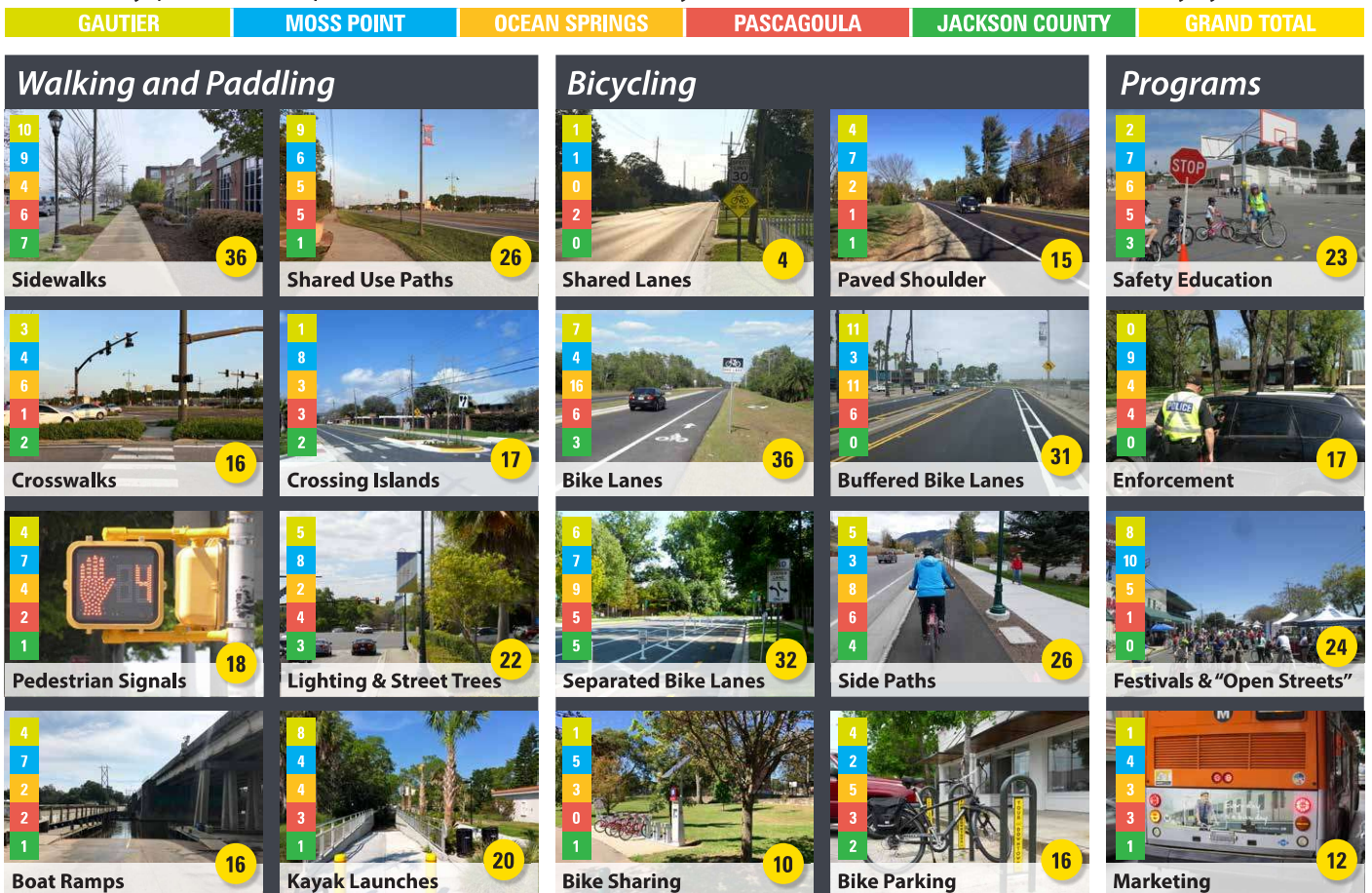
Workshop participants provided valuable comments on a variety of issues. Figure 1-1 summarizes the type of improvements workshop participants would like to see. Overall, participants indicated a strong preference

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

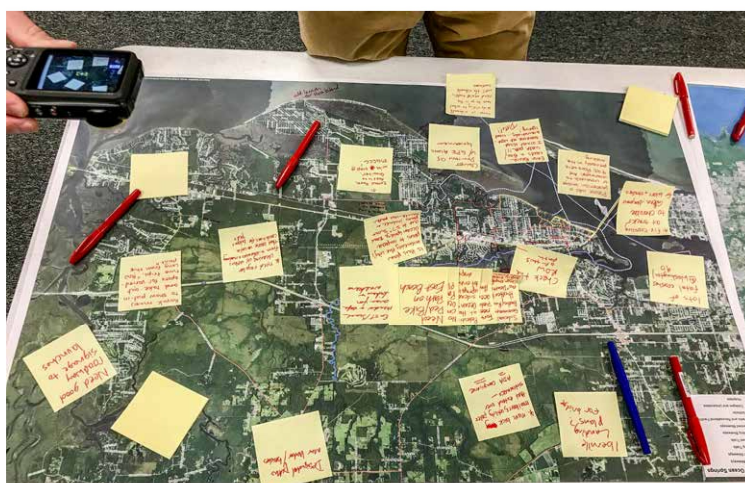
#### Expand education and awareness programs for walking, bicycling and paddling

- 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

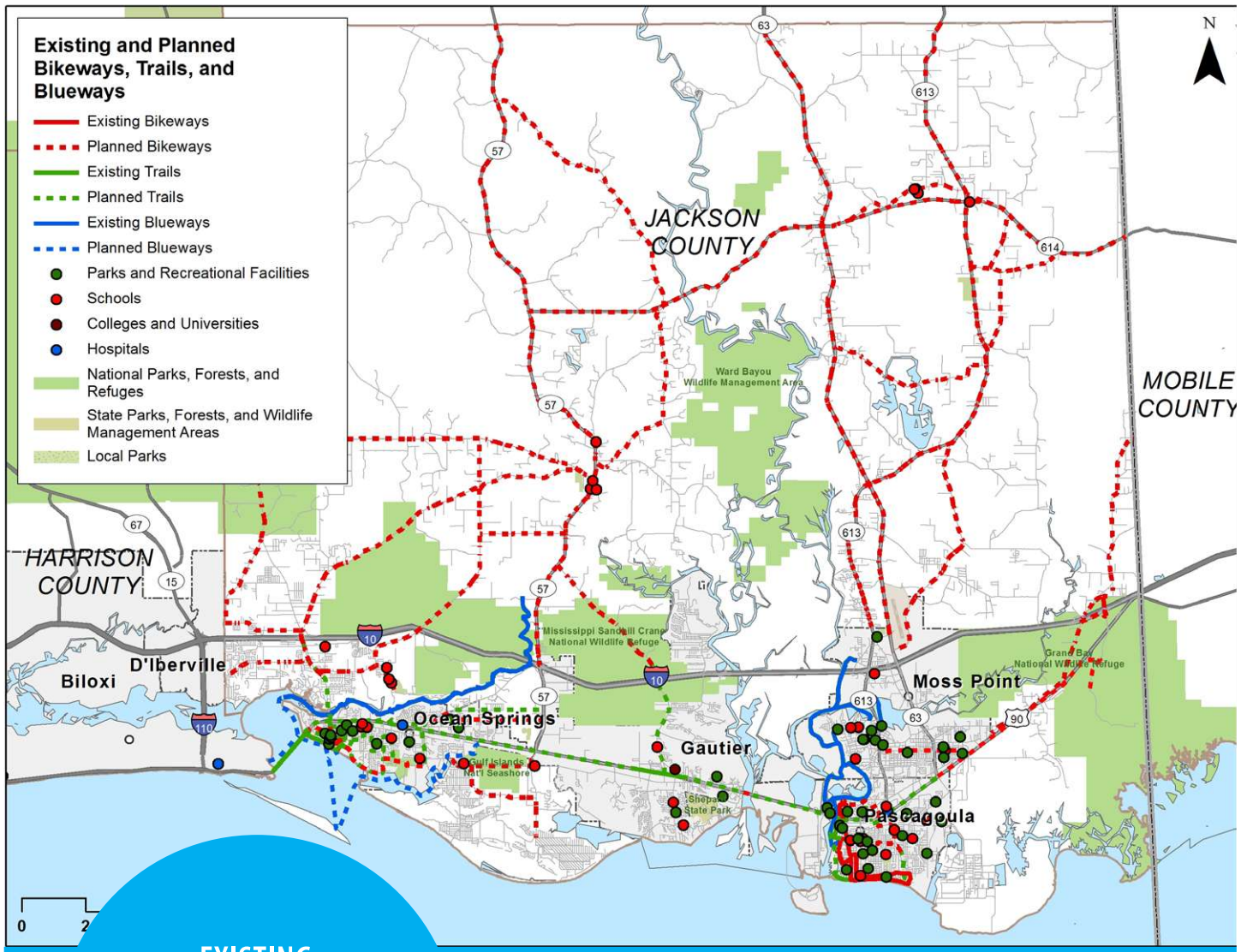
Existing comprehensive plans, neighborhood plans and park master plans (Table 1-1) serve as the foundation for improving bicycling, walking and paddling in Jackson County. Each of the comprehensive plans specifically identify the development of bicycle and pedestrian facilities as a principal transportation 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
<b>Jackson County</b>	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)
<b>Gautier</b>	City of Gautier Comprehensive Plan 2030 (2009)
<b>Moss Point</b>	City of Moss Point Comprehensive Plan Update (2016)
<b>Ocean Springs</b>	City of Ocean Springs Comprehensive Plan (2010)
<b>Pascagoula</b>	City of Pascagoula Hazard Mitigation Plan (2014)
	Pascagoula Parks and Recreation Department Comprehensive Master Plan (2012)
	City of Pascagoula Comprehensive Plan (2010)
<b>Gulf Regional Planning Commission</b>	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

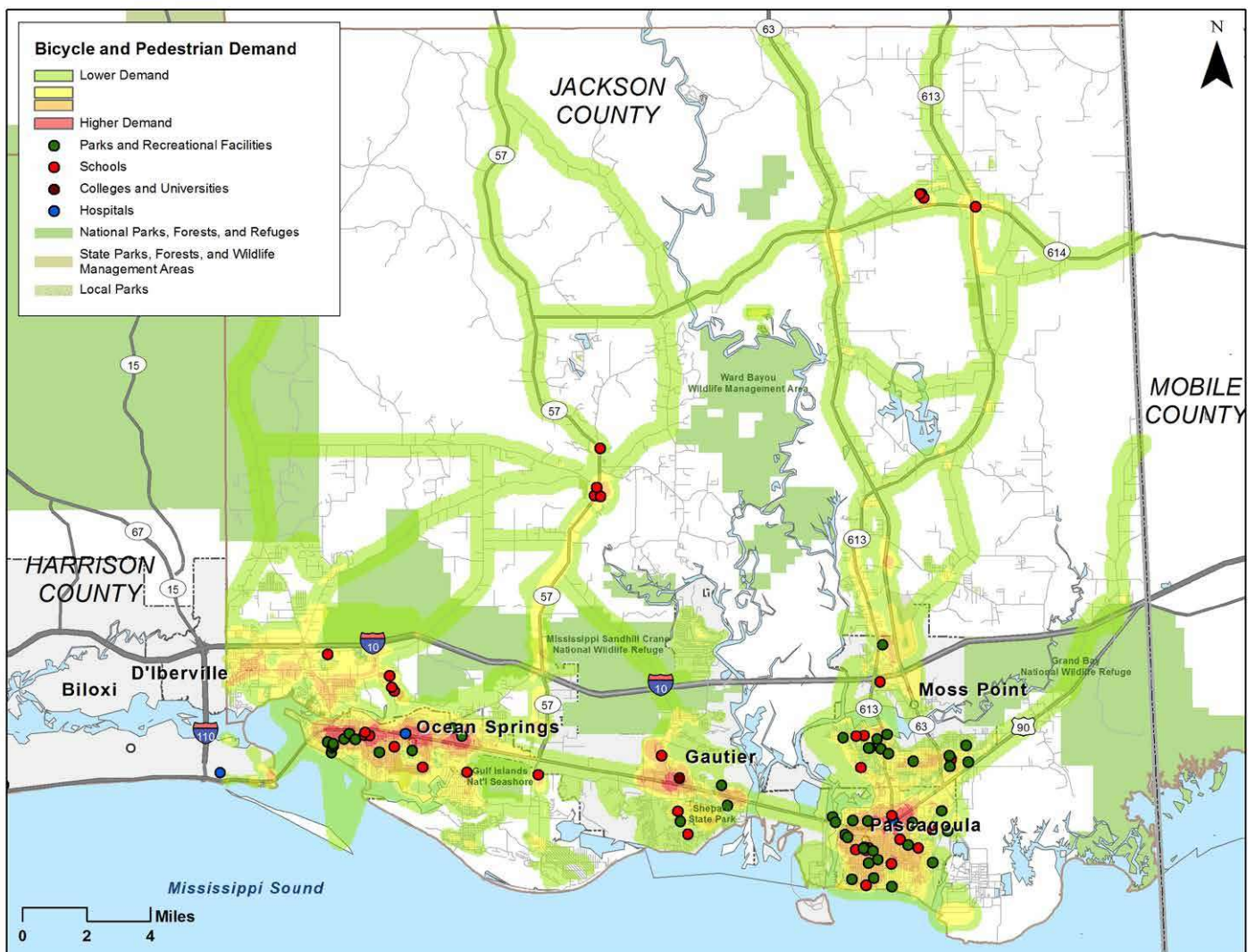
## 1.4 BICYCLE AND PEDESTRIAN DEMAND ANALYSIS

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

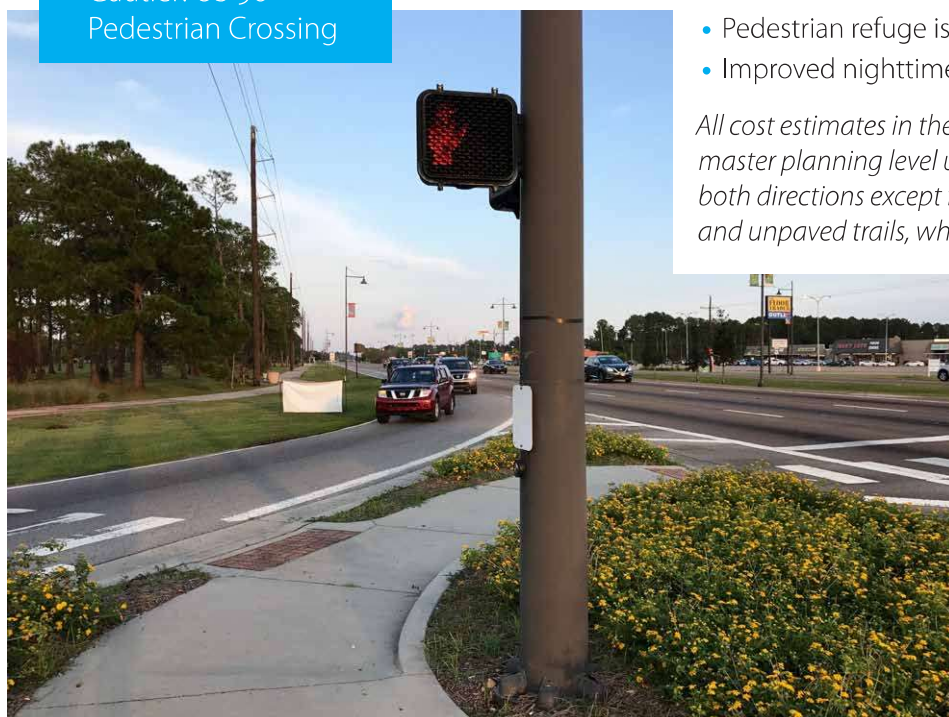


Table 1-2. Types of Bikeways

# 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.



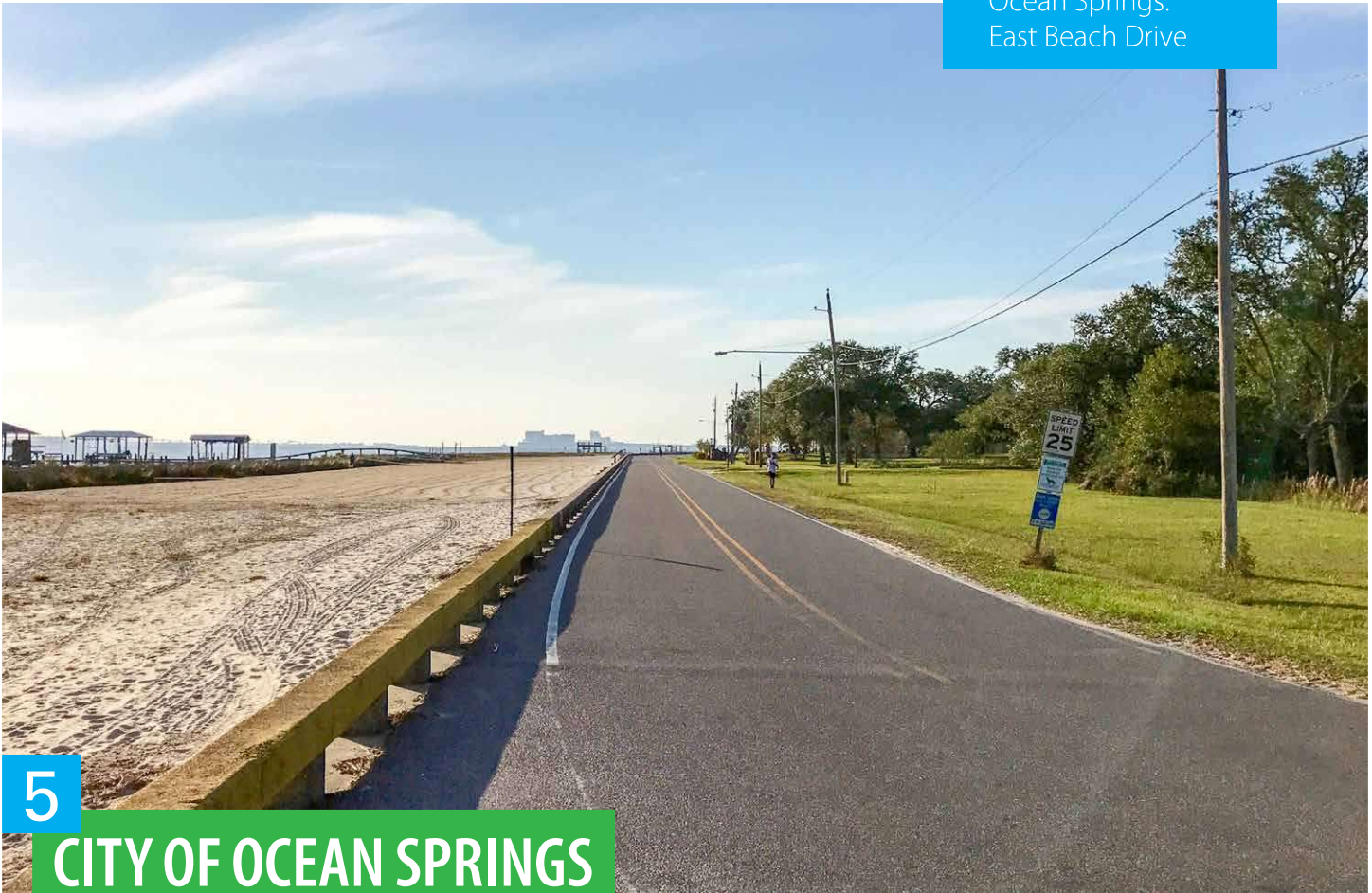
## BIKE BOULEVARDS

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.



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

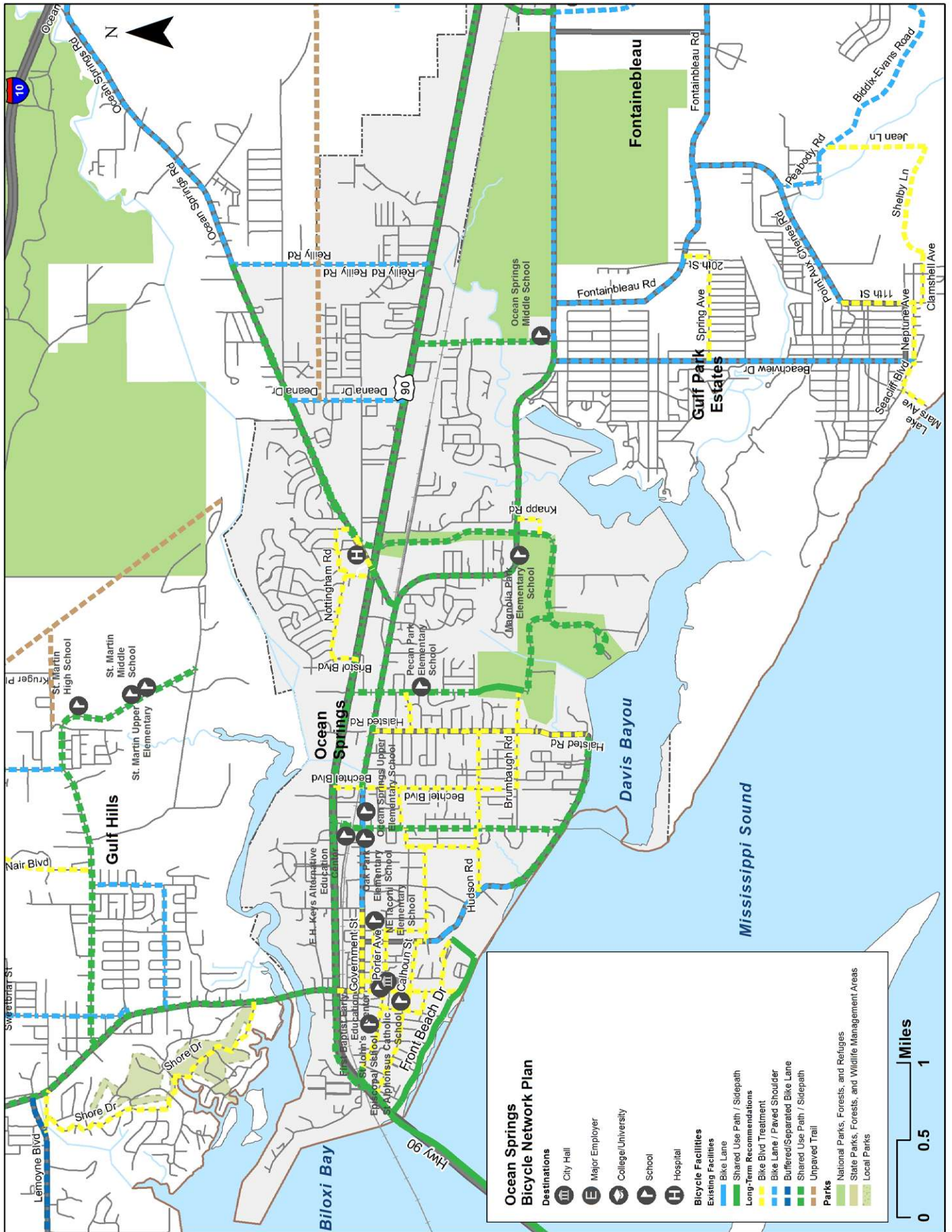
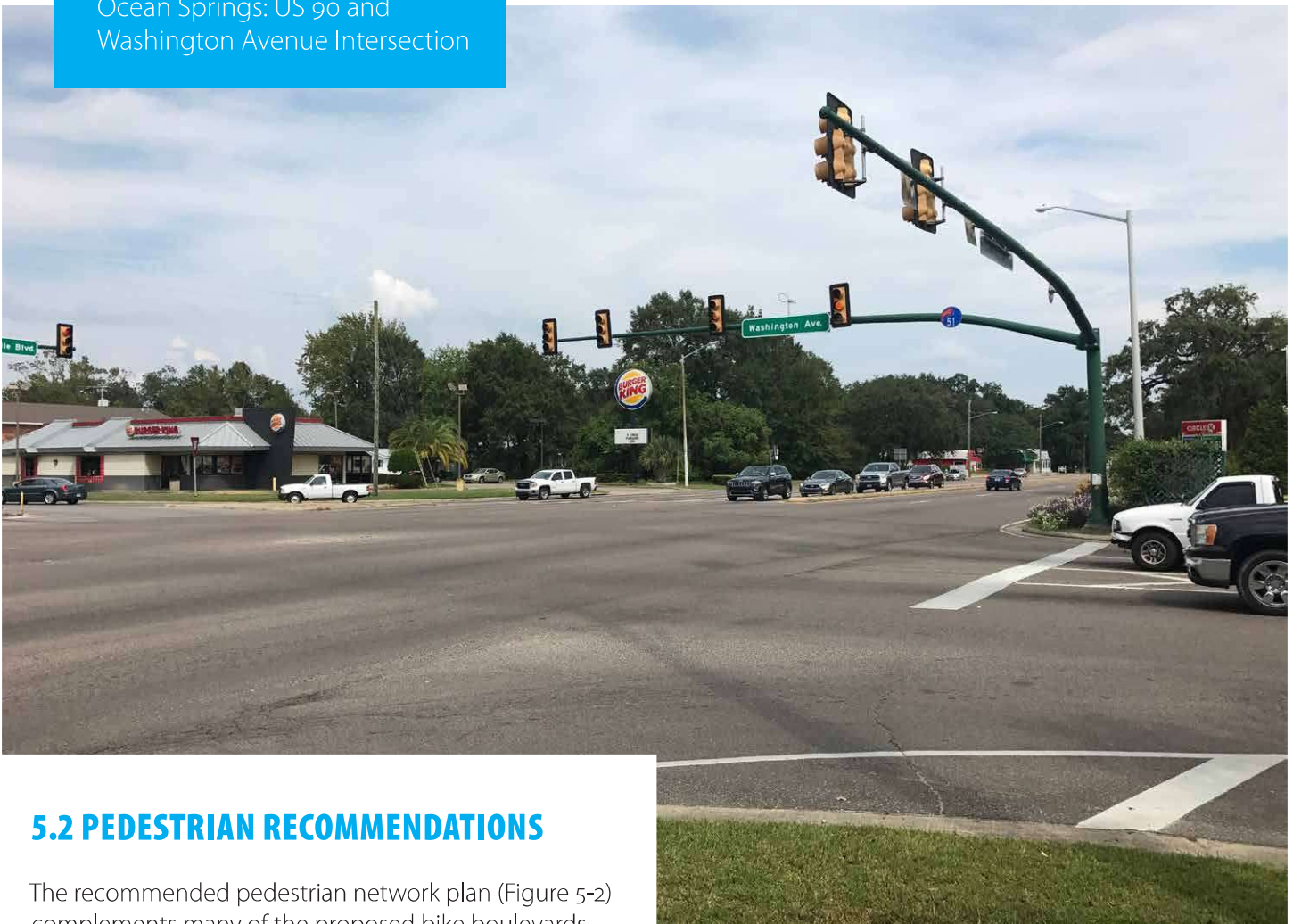


Table 5-1. Ocean Springs: Recommended New Bikeways

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

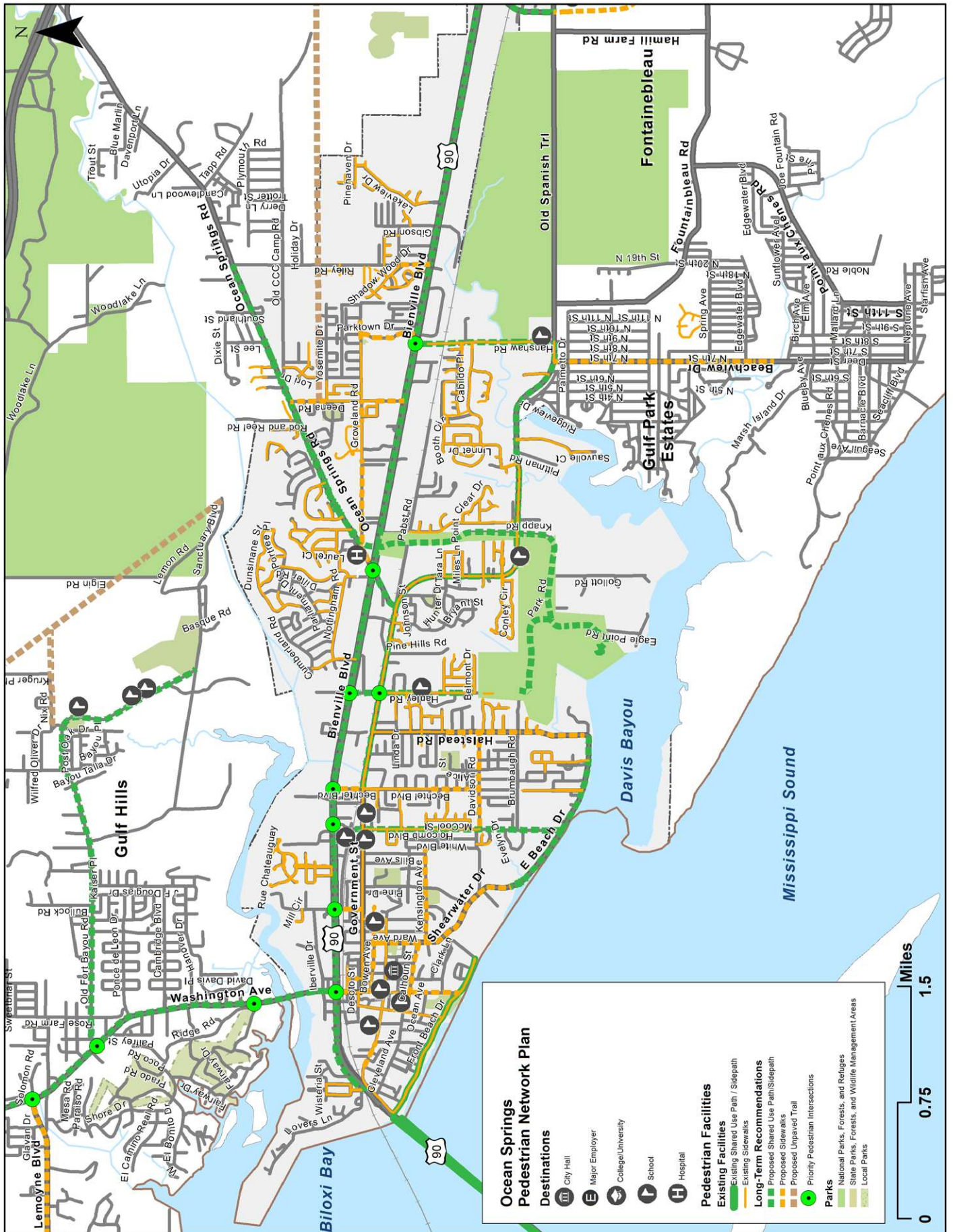


Table 5-2. Ocean Springs: Recommended New Sidewalks

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.

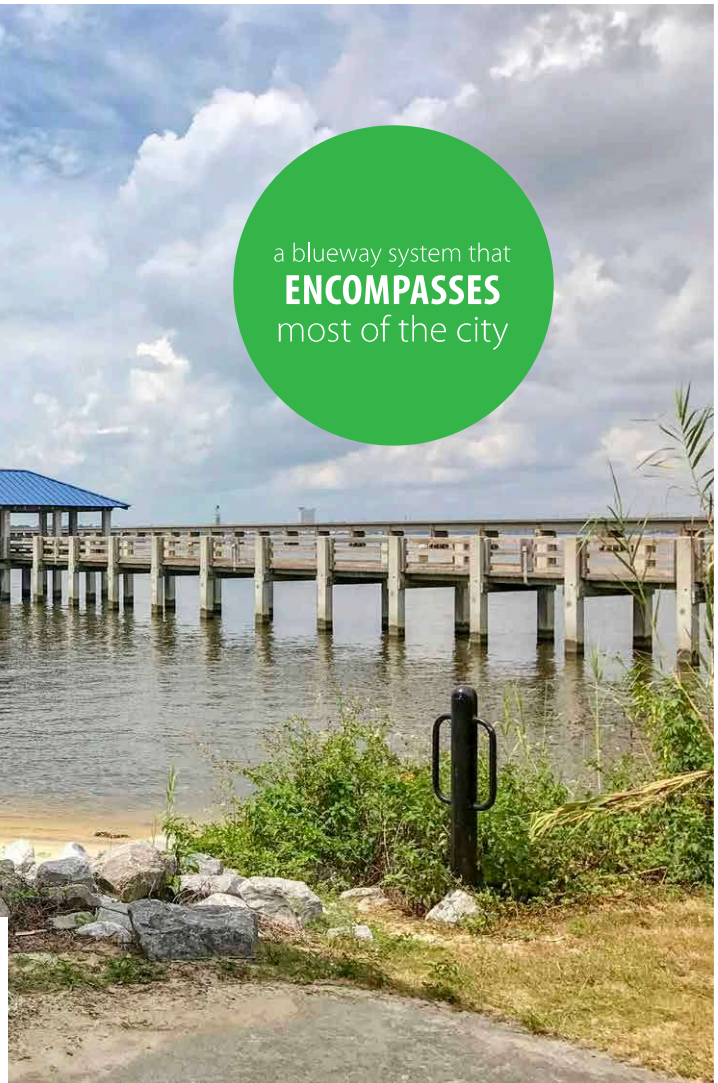
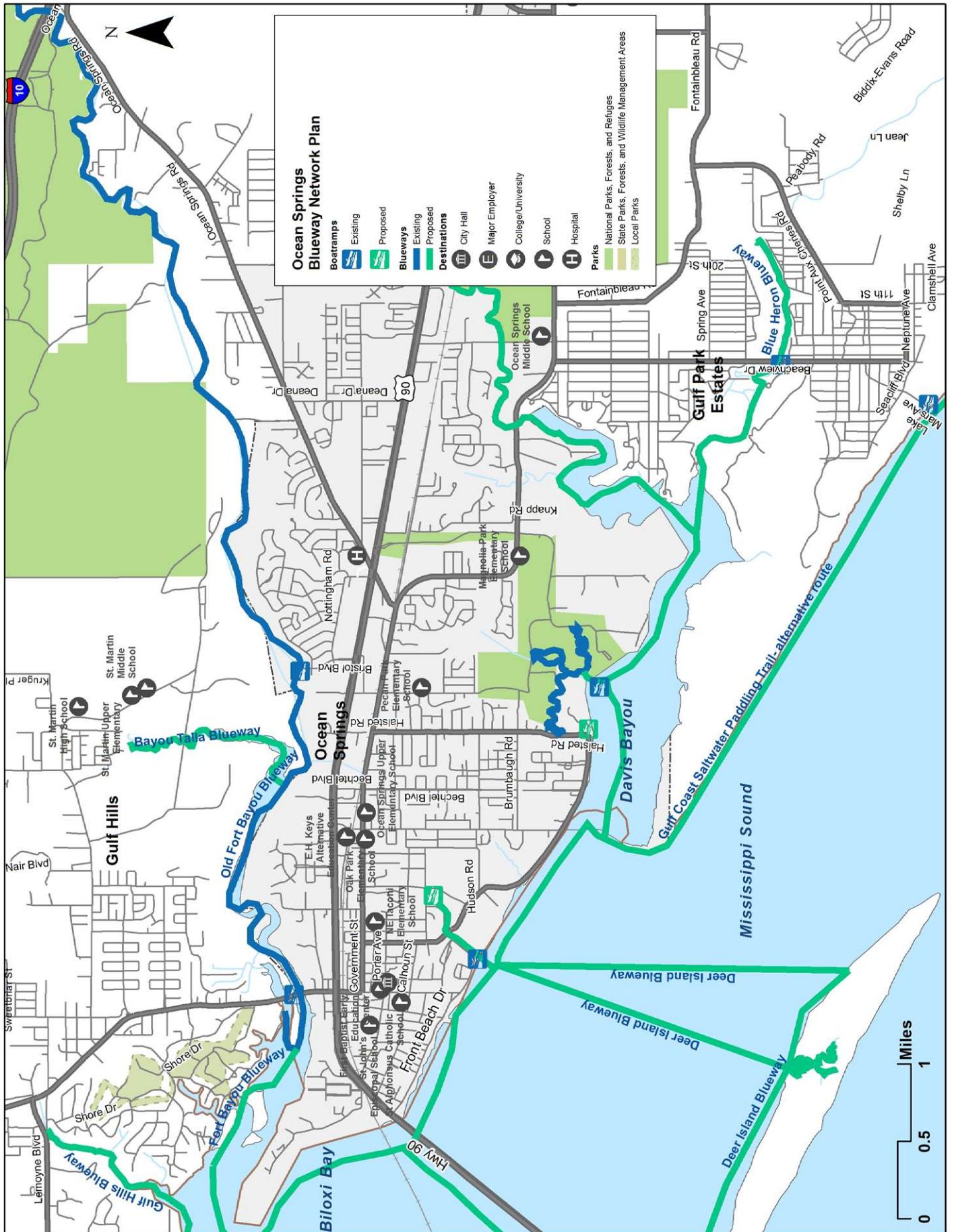


Figure 5-3. Ocean Springs: Recommended Blueways



# 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

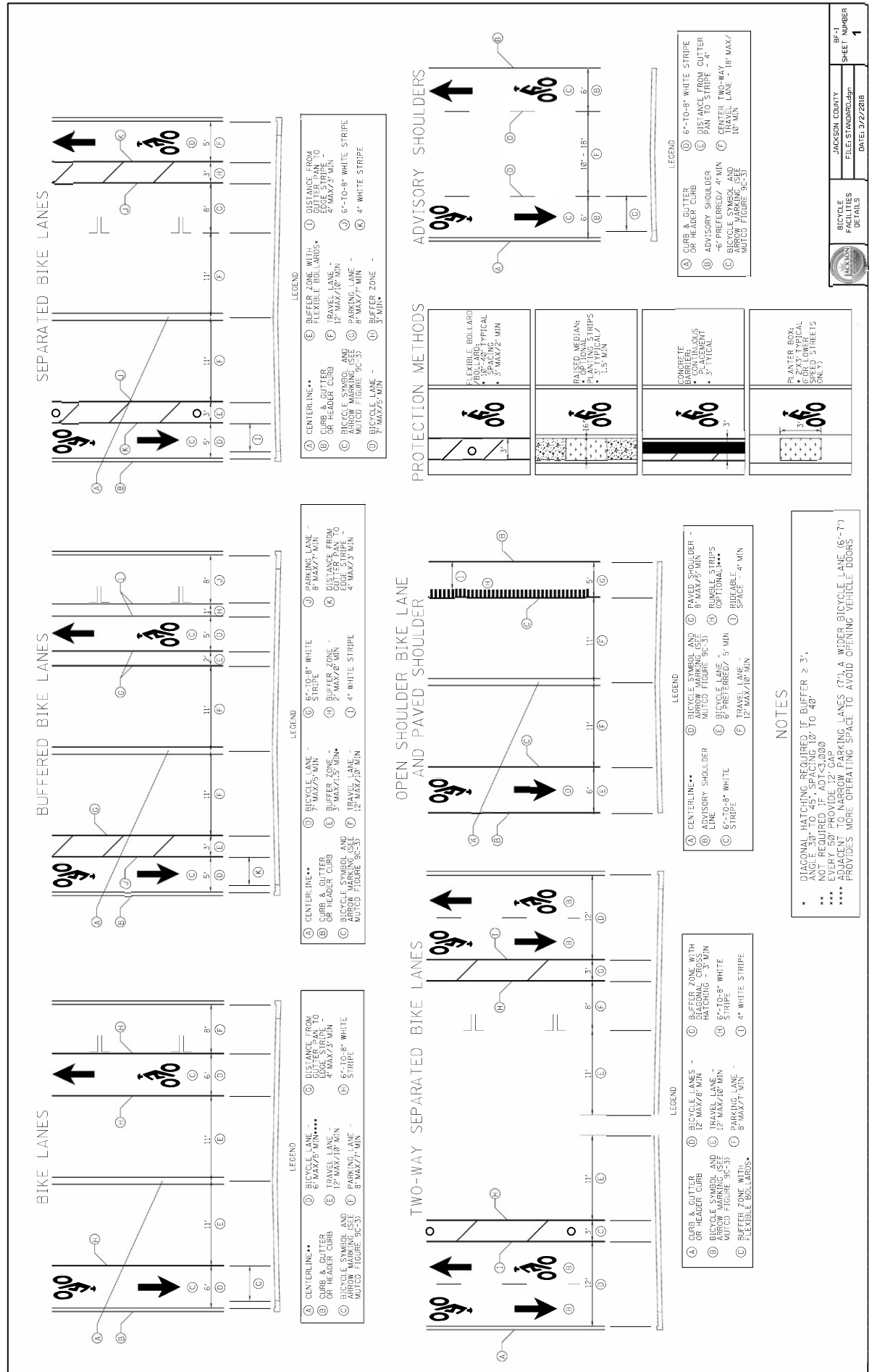


Figure 7-2.  
Design  
Guidelines:  
Intersections

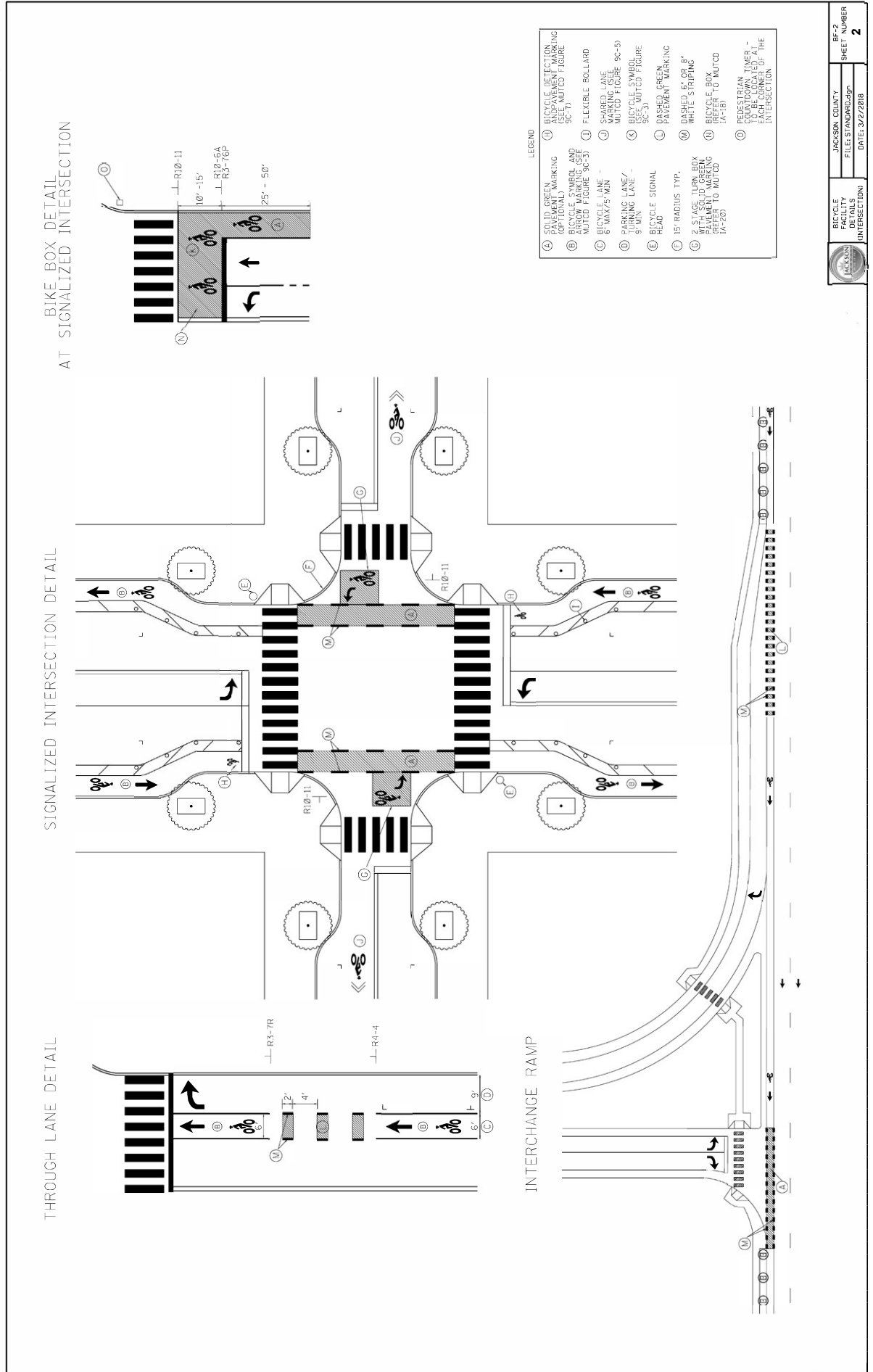


Figure 7-3.  
Design  
Guidelines:  
Shared Use  
Paths and  
Sideways

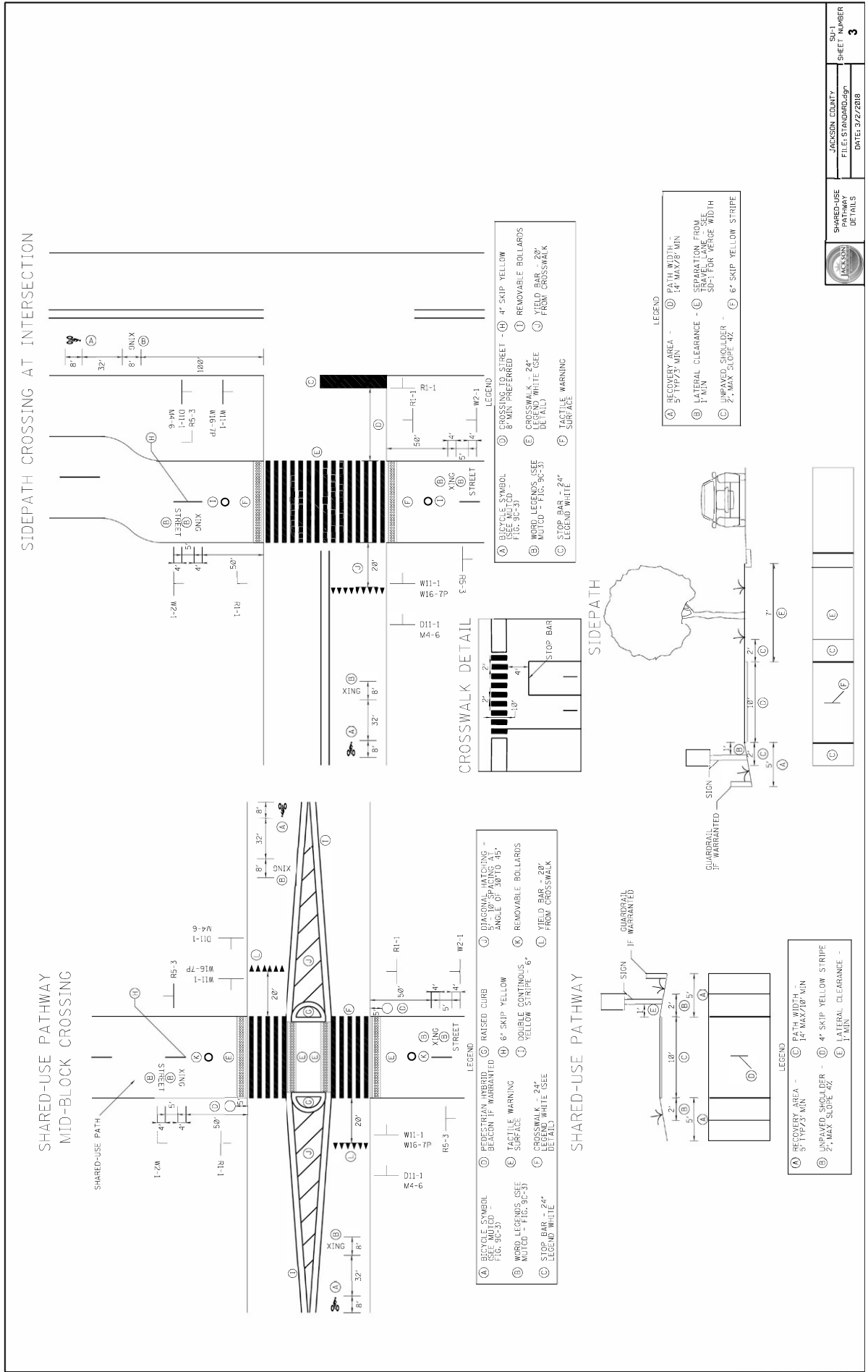


Figure 7-4.  
Design  
Guidelines:  
Sidewalks

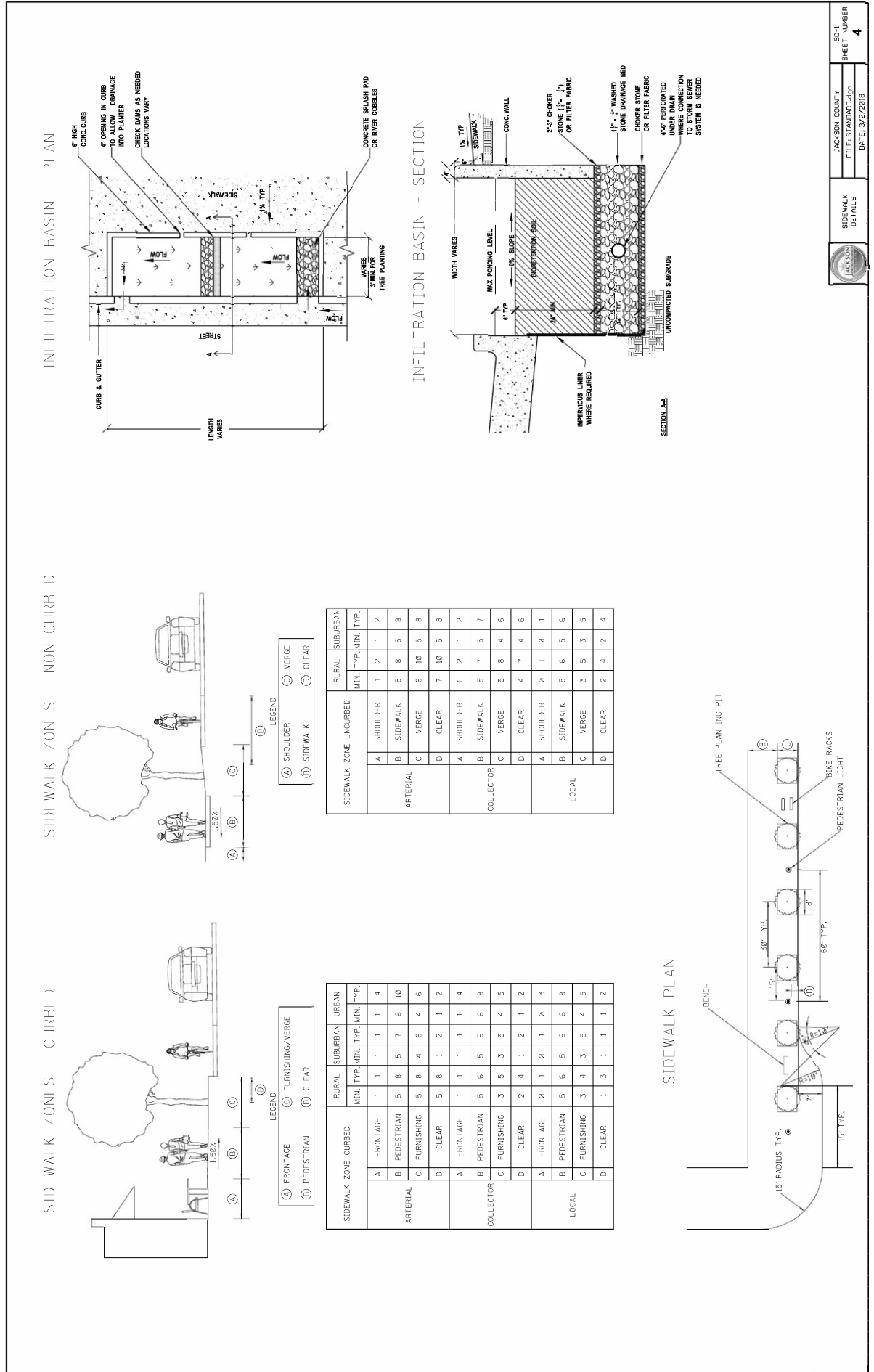


Figure 7-5.  
Retrofit  
Concept:  
Beachview Drive  
(Jackson  
County)

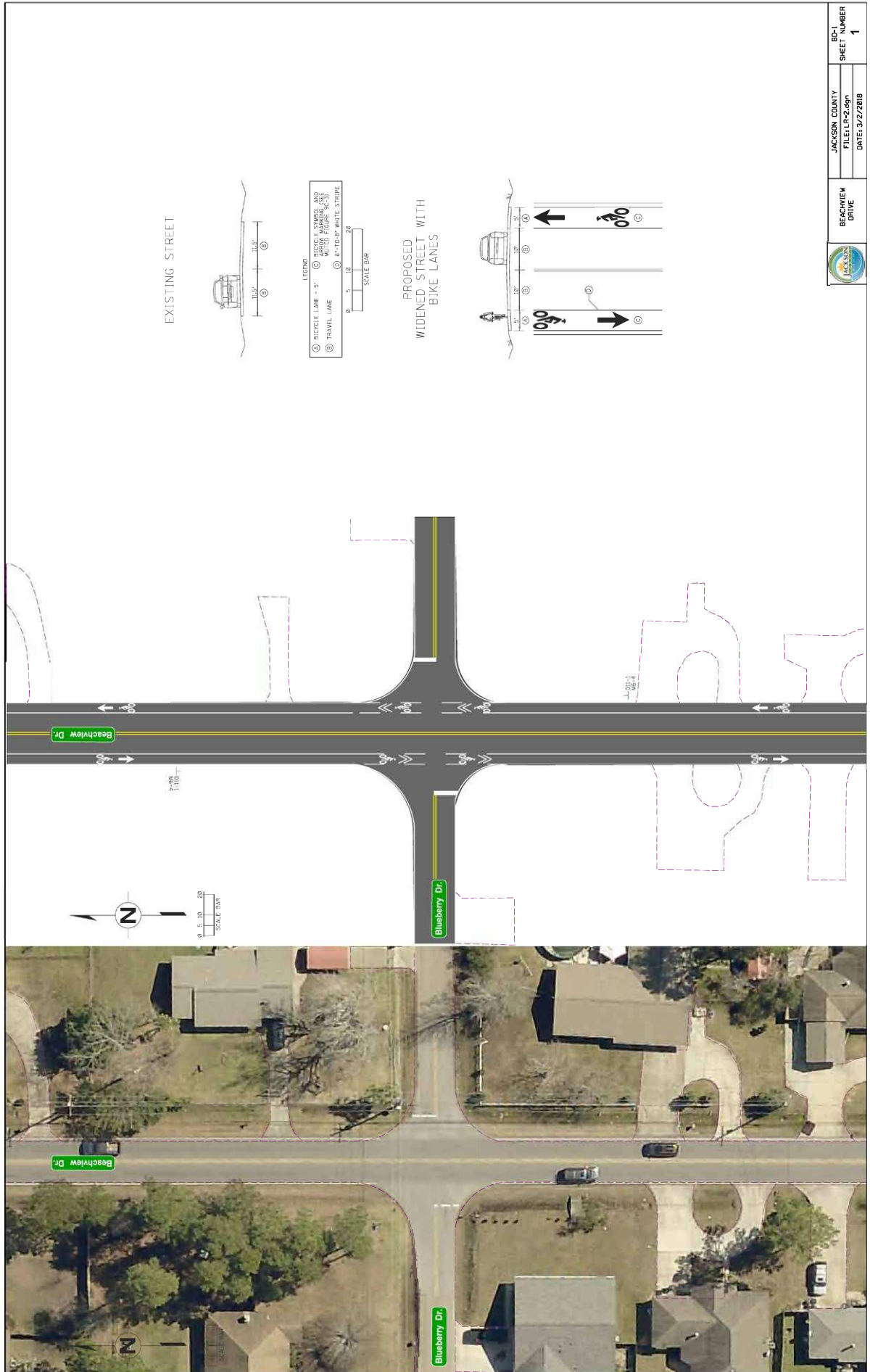


Figure 7-6.  
Retrofit  
Concept:  
Ladnier Road  
(Gautier)

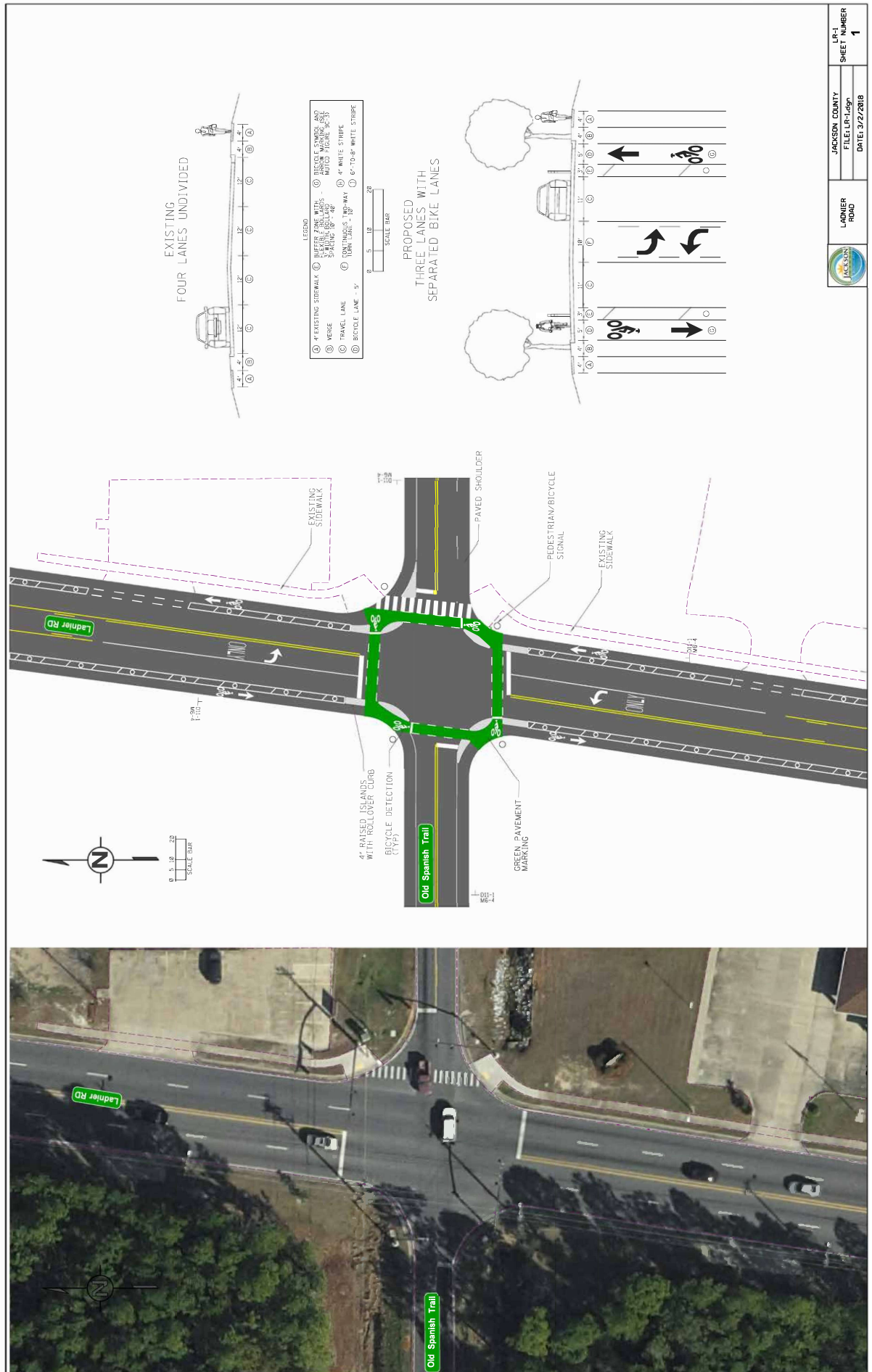


Figure 7-7.  
Retrofit  
Concept:  
Bellview Avenue  
(Moss Point)

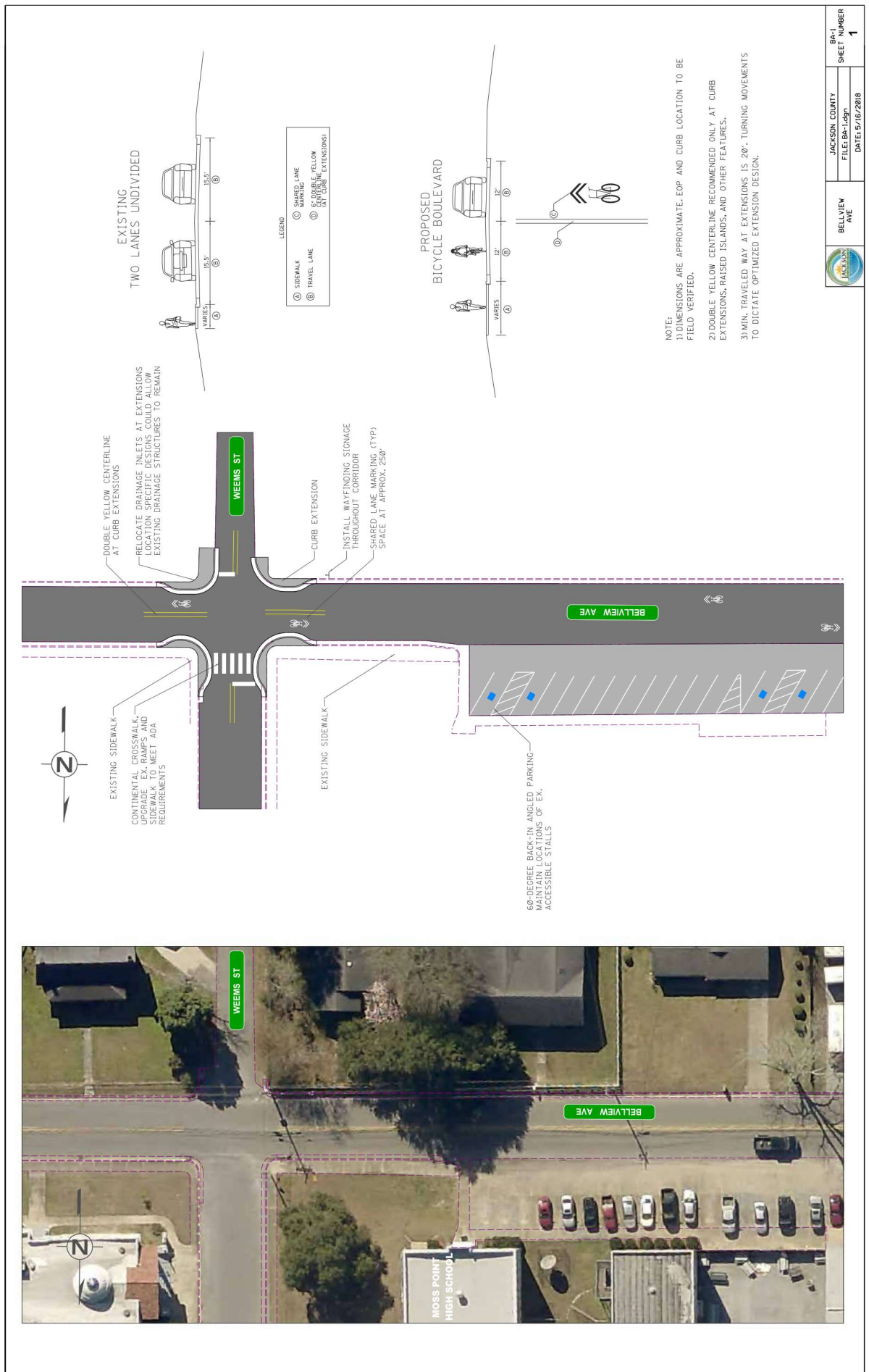
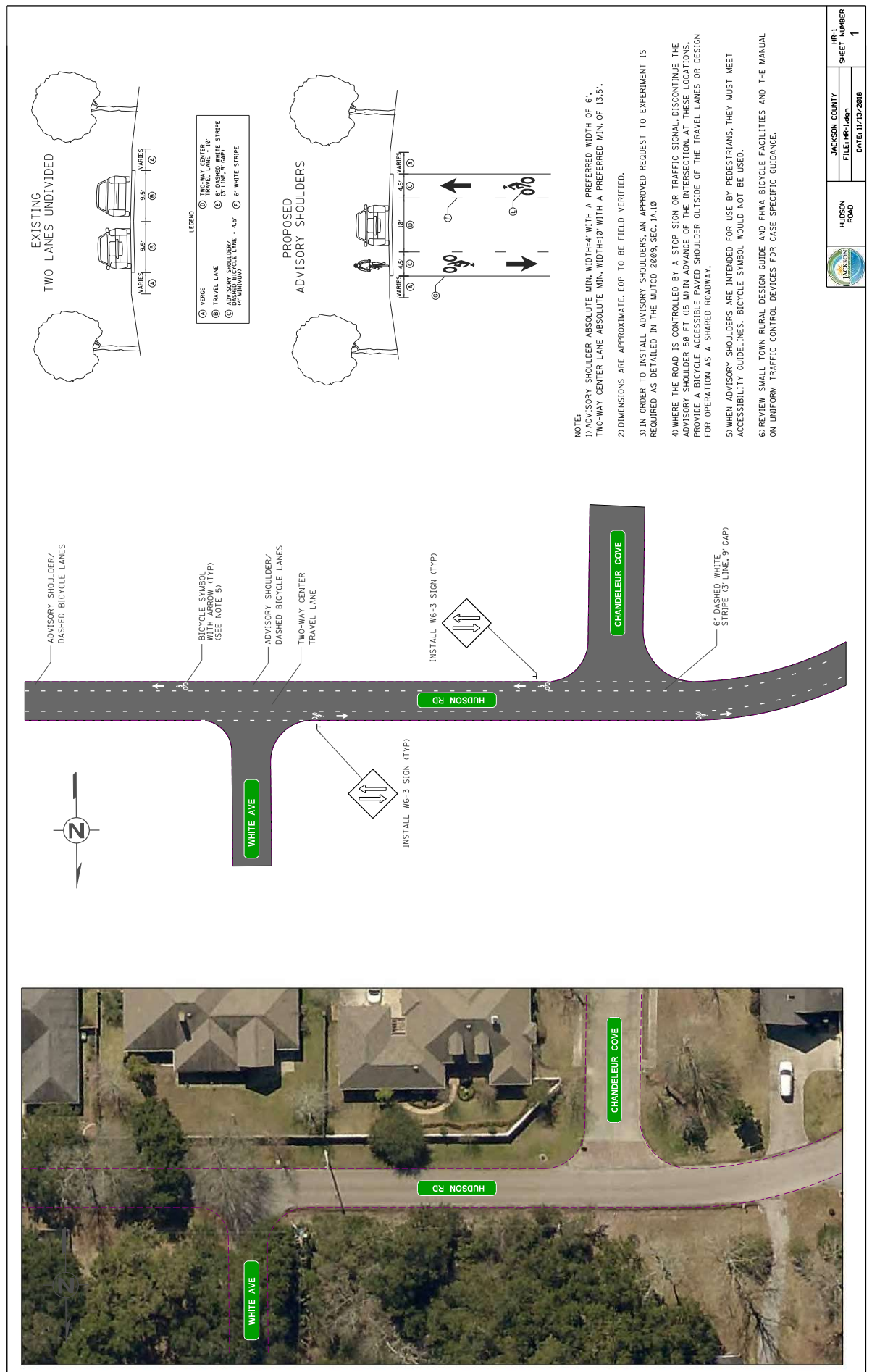


Figure 7-8. Retrofit Concept: Hudson Road (Ocean Springs)



	JACKSON COUNTY	SP. NUMBER
	HUDSON ROAD	SHEET NUMBER
	FILE:HR-1.dgn	DATE: 11/17/2018
		1



## 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.