



Downtown Ocean Springs Parking Study
2022

STUDY OVERVIEW

As Ocean Springs continues its growth as a desirable destination for visitors and permanent residents alike, pressure points on the downtown area's vehicular infrastructure are becoming more and more apparent. This study, primarily focusing on parking, congestion and circulation within the downtown core and Porter Avenue, is intended to illustrate those challenges with concise data that will influence decision making in the future.

This study is broken into 2 parts:

1. PART 1 – Inventory and Analysis

- a. Documentation of existing parking spaces
- b. Illustrating traffic flow patterns and areas of congestion
- c. Identification of ROW (right-of-way) and public vs. private properties within the study area
- d. Summary of existing parking-related Codes and Ordinances
- e. Coordinate with concurrent studies (ie Wayfinding and Porter Avenue Branding projects)
- f. Charrette-style meetings with City and stakeholders

2. PART 2 – Conceptual Proposals

- a. Identification of short-term, mid-term and long-term solutions that address:
 - i. Parking availability
 - ii. Visibility of currently available parking
 - iii. Traffic congestion and circulation

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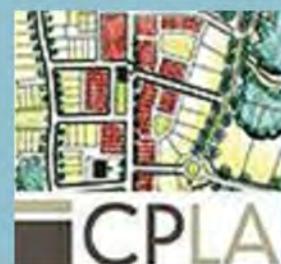


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PART 1 - INVENTORY AND ANALYSIS

Downtown Ocean Springs Parking Study
2022

CODE OF ORDINANCE

Sec. 14-42. - No Parking Zones

- Bellande Avenue, west side, between Government Street and Bowen Avenue.
- Blount Street—The immediate one hundred (100) feet running north from its intersection with Desoto.
- Cash Alley, in its entirety.
- Desoto Street, the immediate one hundred four (104) feet running east on the north side from its intersection with Blount Road.
- South of Government, the first two (2) parking spaces, on the east side of Washington Avenue between Government Street and Bowen Avenue between the hours of 7:15 a.m. and 8:15 a.m. That such be indicated by signage designating the area a loading zone.
- South Side of Bowen Avenue between Washington Avenue and Kotzum Avenue.

Sec. 14-43. - Prohibited Generally

- Bowen Avenue, south side.
- Cash Avenue, west side from its intersection with DeSoto Street south to its intersection with Government Street.
- General Pershing Avenue, east side, from its intersection with Porter Street, southerly to its intersection with Middle Avenue.
- Porter Street northerly and westerly sides, from its intersection with Jackson Avenue southwesterly to its intersection with Front Beach Drive.
- Russell Street (Schmidt), both sides, from its intersection with McNamee Avenue, easterly to its intersection with Davidson Avenue.

Jackson County Zoning Ordinance Amendment 2017

"Section 6.11.05. Combined Parking Spaces: The required parking spaces for any number of separate uses may be combined in one (1) lot but the required space assigned to one (1) use may not be assigned to another use at the same time except that one-half (1/2) of the parking space required for churches, theaters, or assembly halls whose peak attendance will be at night or on Sunday may be assigned to a use which will be closed at nights or on Sundays"

KEY LEGEND EXPLAINED

PUBLIC PARKING

Street parking and dedicated parking lots provided by the government.

NON-STRIPED PUBLIC PARKING

Unmarked public parking (typically gravel)

PRIVATELY OWNED PARKING

Business owned parking. Possible shared parking opportunity.

RESTRICTED PRIVATE PARKING

Business owned parking behind a fence/ barrier. No shared parking.

NON-STRIPED PRIVATE PARKING

Unmarked business owned parking (typically gravel).

LOADING ZONE / GOLF CART

Marked loading zones or yellow painted curbs.

PUBLIC PARK

Public amenity

PARKING OPPORTUNITY

Potential area for future parking.

HEAVY TRAFFIC

Location with heavily congested traffic flow at peak hours.

MODERATE TRAFFIC

Location with congested traffic flow at peak hours.

MILD TRAFFIC

Location with lightly congested traffic flow at peak hours.

LIGHT TRAFFIC

Location with no congested traffic flow.

NEW PAINT

Proposed location for parking stripe or crosswalk

PAVERS

Proposed location for pavers for loading zones/golf cart parking

DIRECTIONAL FLOW LIGHT

Typically infrequent direction of traffic flow

DIRECTIONAL FLOW MEDIUM

Typically average direction of traffic flow

DIRECTIONAL FLOW HEAVY

Typically prominent direction of traffic flow

SUMMARY OF FINDINGS

The below list illustrates 10 key findings from our initial observations and discussions with city leaders and the business community of the study areas:

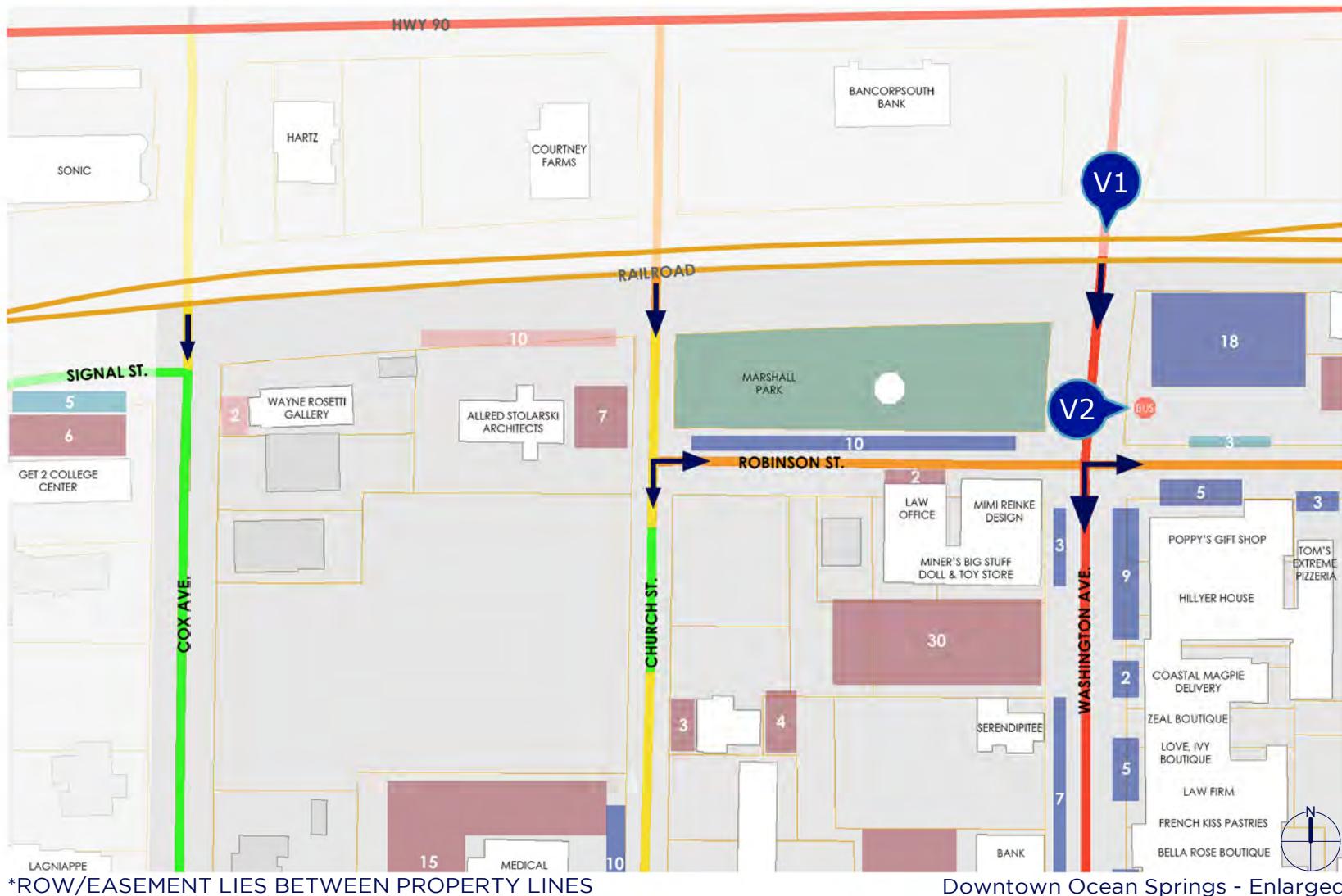
1. Available public parking lots are not easily identifiable to visitors unfamiliar with downtown Ocean Springs.
2. Porter Ave. & MLK Ave. are underutilized as "gateways" to the downtown area.
3. A growing number of vehicles in the downtown area are golf carts, but no dedicated parking for these vehicles exist currently.
4. Several privately owned parking lots that support weekday businesses are located in heavily congested areas during weekend activities.
5. Much of the parallel parking spaces along Desoto St. & Government St. between Washington Ave. & Russell Ave. are unstriped.
6. Non-metered parking in highly congested areas is resulting in inefficient use of most valued parking spaces.
7. Existing turning radii at critical intersections are inadequate for delivery trucks and loading zones are not clearly defined, resulting in increased congestion.
8. The narrowness of Government St. often slows traffic circulation to the point of creating a "bottleneck" effect.
9. The quantity and location of pedestrian crosswalks are inadequate, resulting in jay walking and large vehicles parking on top of crosswalks.
10. Unorganized overflow parking is affecting the surrounding residential streets.



View 1
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View 2
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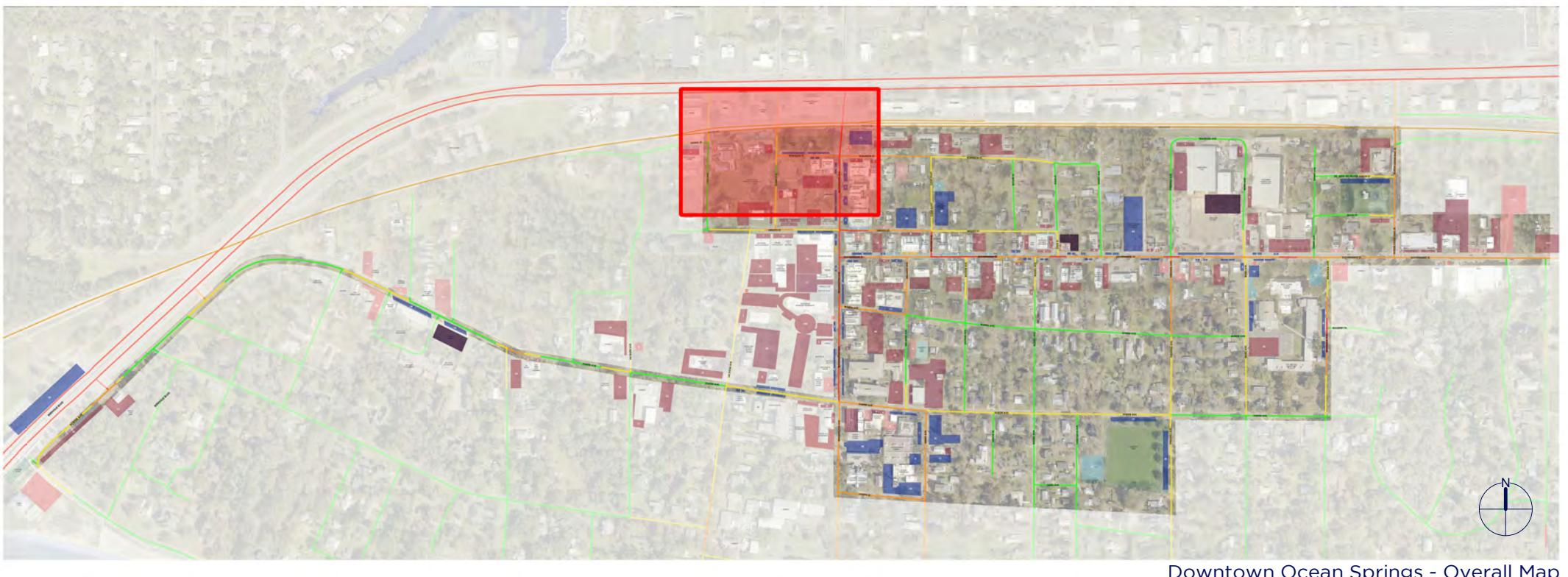


KEY LEGEND

- Public Parking
- Non-Striped Public Parking
- Private Parking
- Private Parking (Restricted)
- Non-Striped Private Parking
- Loading Zone
- Public Park
- Parking Opportunity
- Heavy Traffic
- Moderate Traffic
- Mild Traffic
- Normal Traffic
- Directional Flow Light
- Directional Flow Medium
- Directional Flow Dense

PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	72
#	Non-Striped Public Parking	144	8
#	Privately Owned Parking	1,154	67
#	Non-Striped Privately Owned Parking	171	12
TOTAL		2,260	159



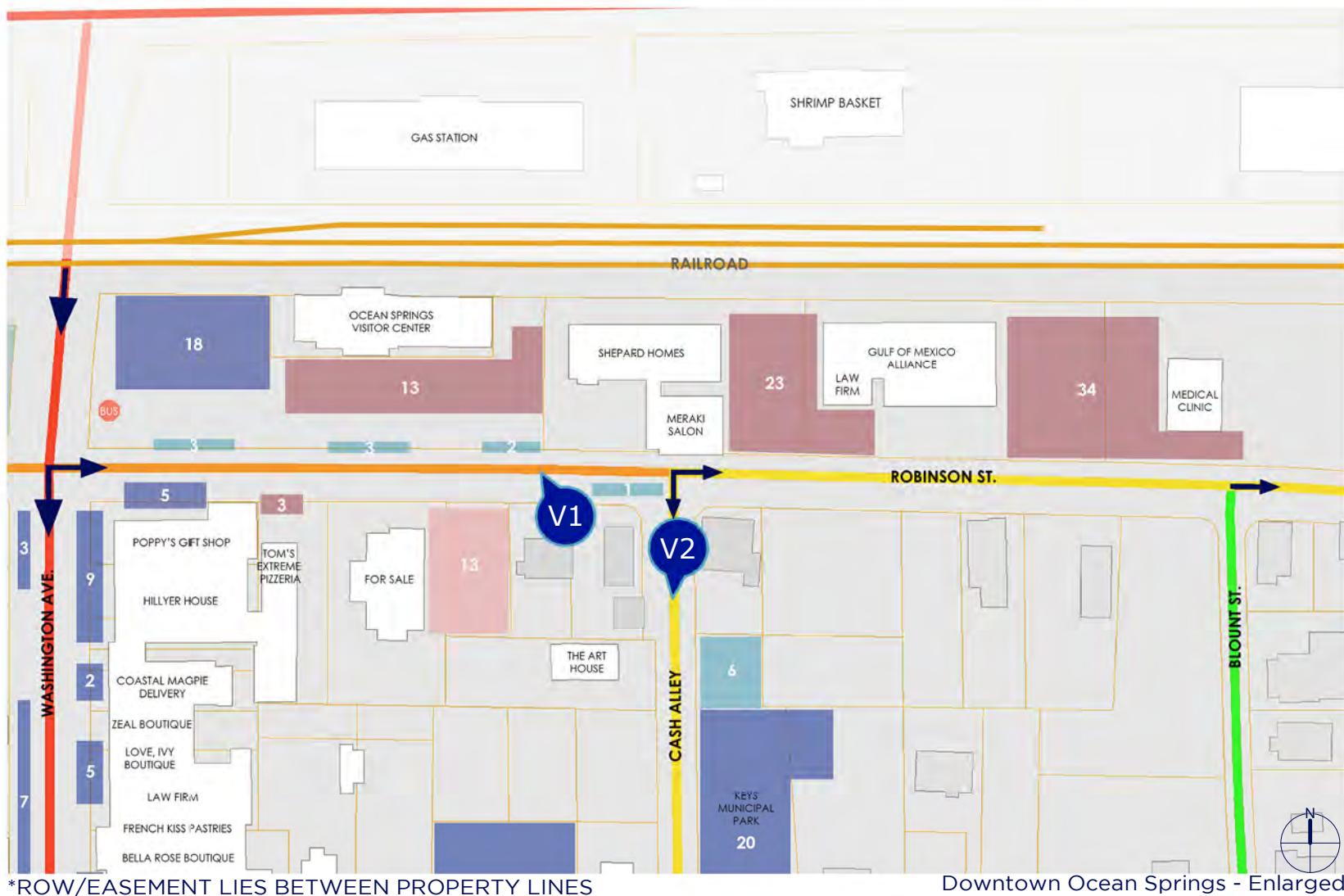
Downtown Ocean Springs - Overall Map



View 1 Google



View 2



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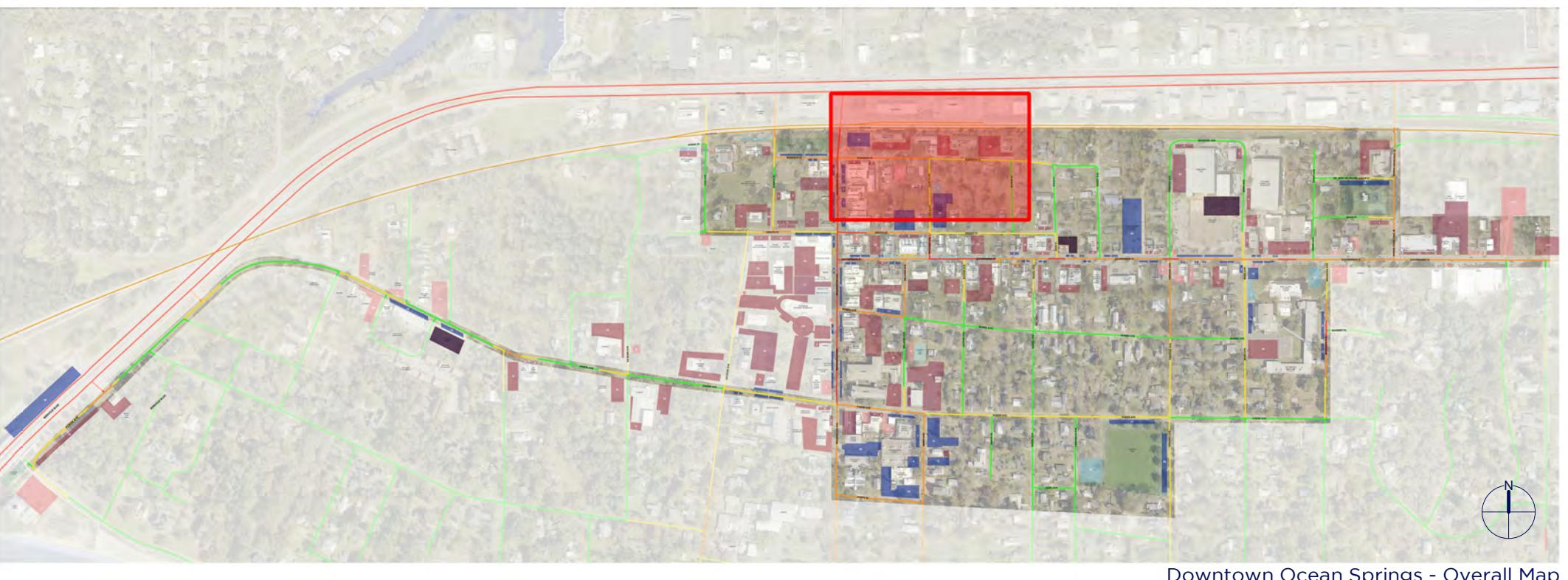
KEY LEGEND

Downtown Ocean Springs Parking Study

INVENTORY & ANALYSIS

PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	69
#	Non-Striped Public Parking	144	15
#	Privately Owned Parking	1,154	73
#	Non-Striped Privately Owned Parking	171	13
TOTAL		2,260	180

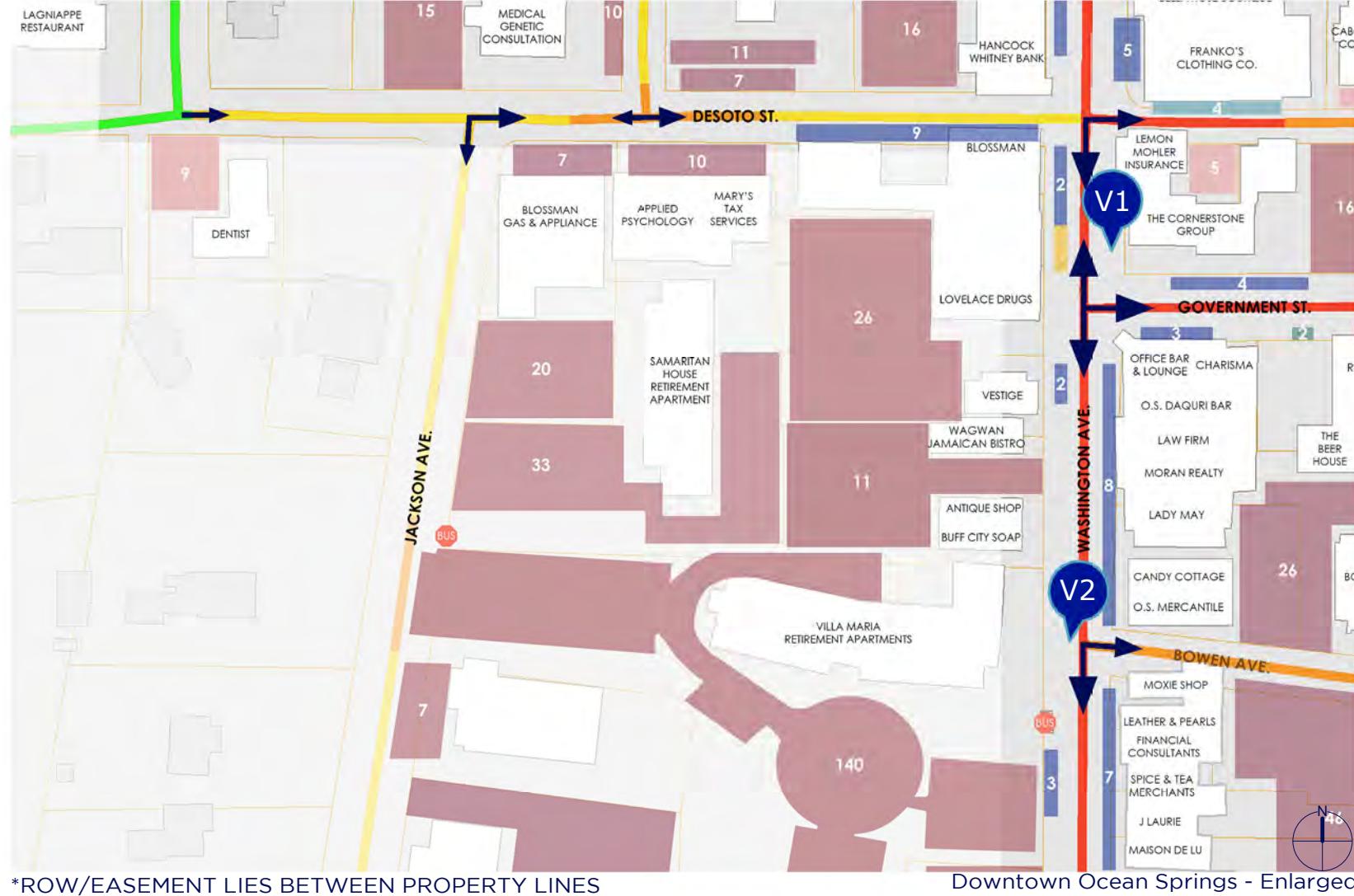




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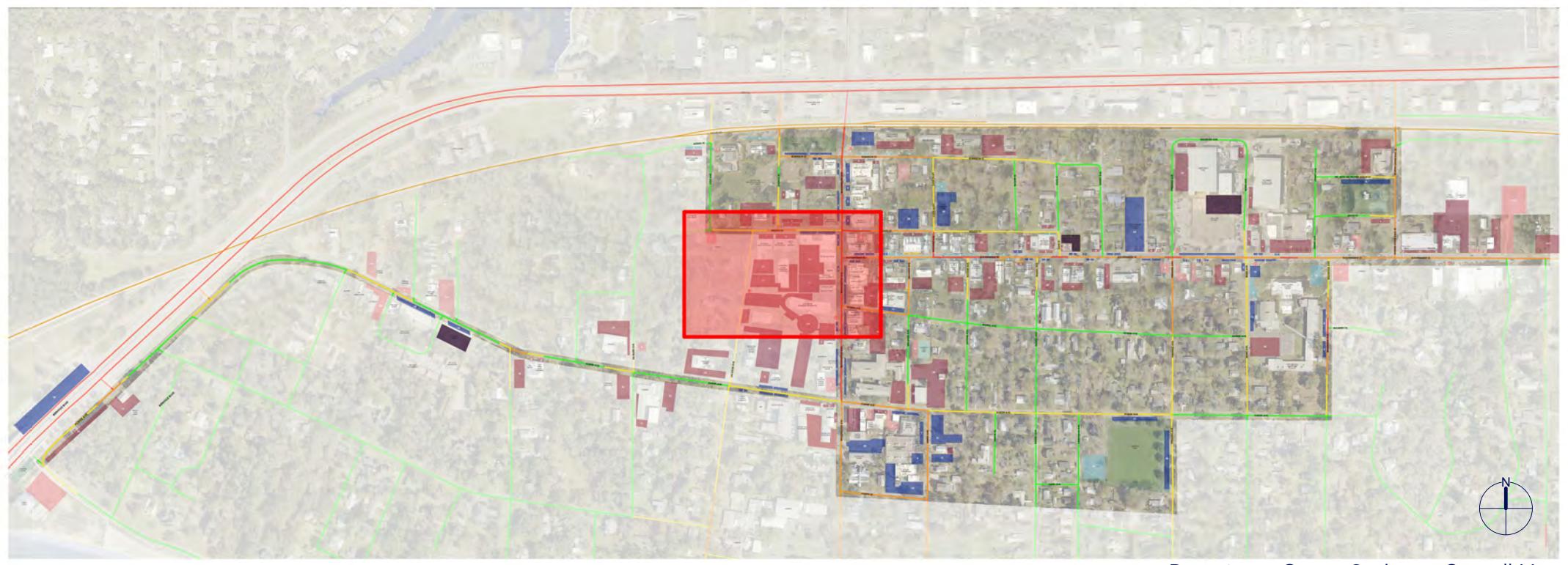


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COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	43
#	Non-Striped Public Parking	144	4
#	Privately Owned Parking	1,154	401
#	Non-Striped Privately Owned Parking	171	14
TOTAL		2,260	462

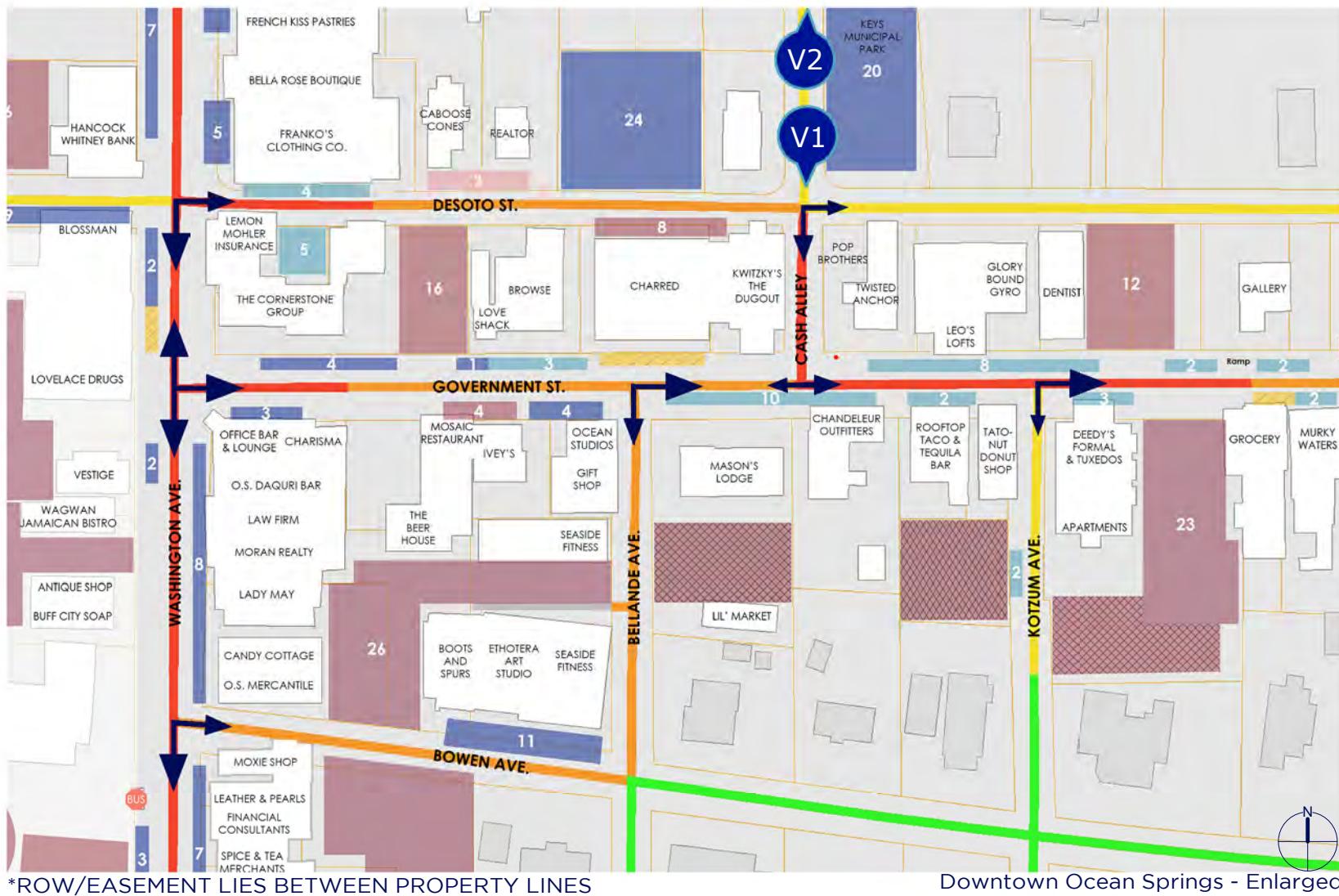




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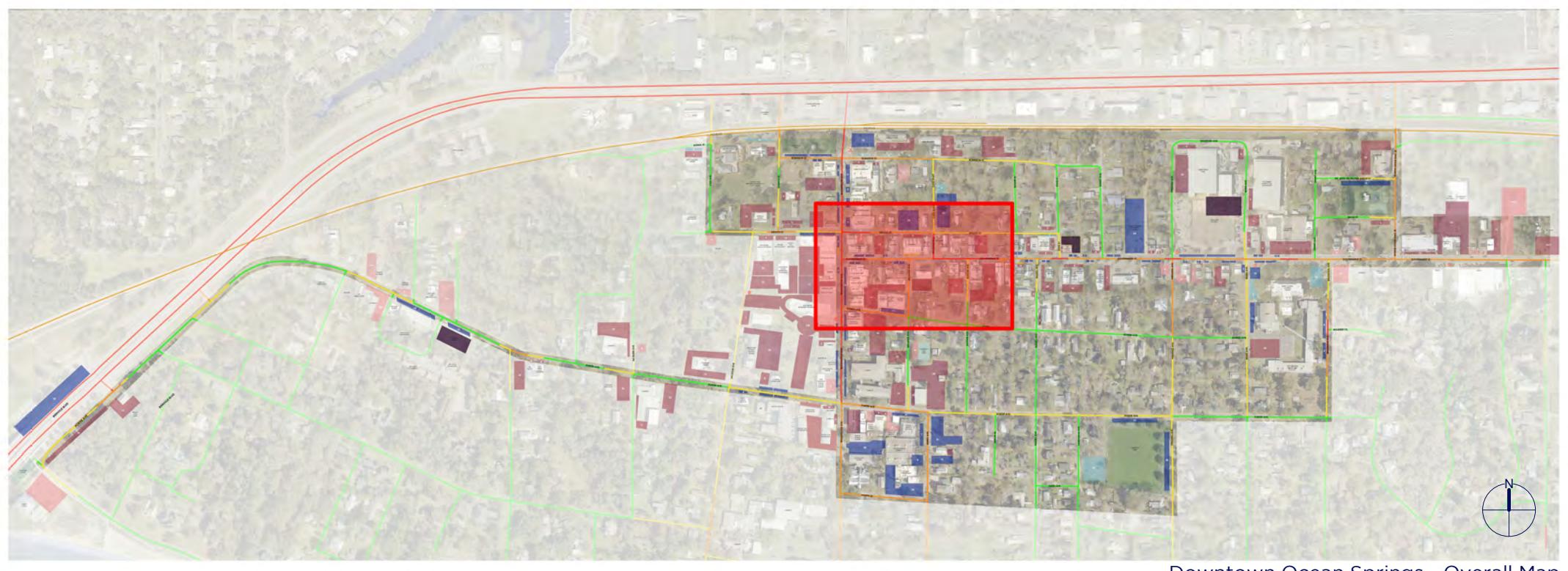


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PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	96
#	Non-Striped Public Parking	144	43
#	Privately Owned Parking	1,154	105
#	Non-Striped Privately Owned Parking	171	3
TOTAL		2,260	263

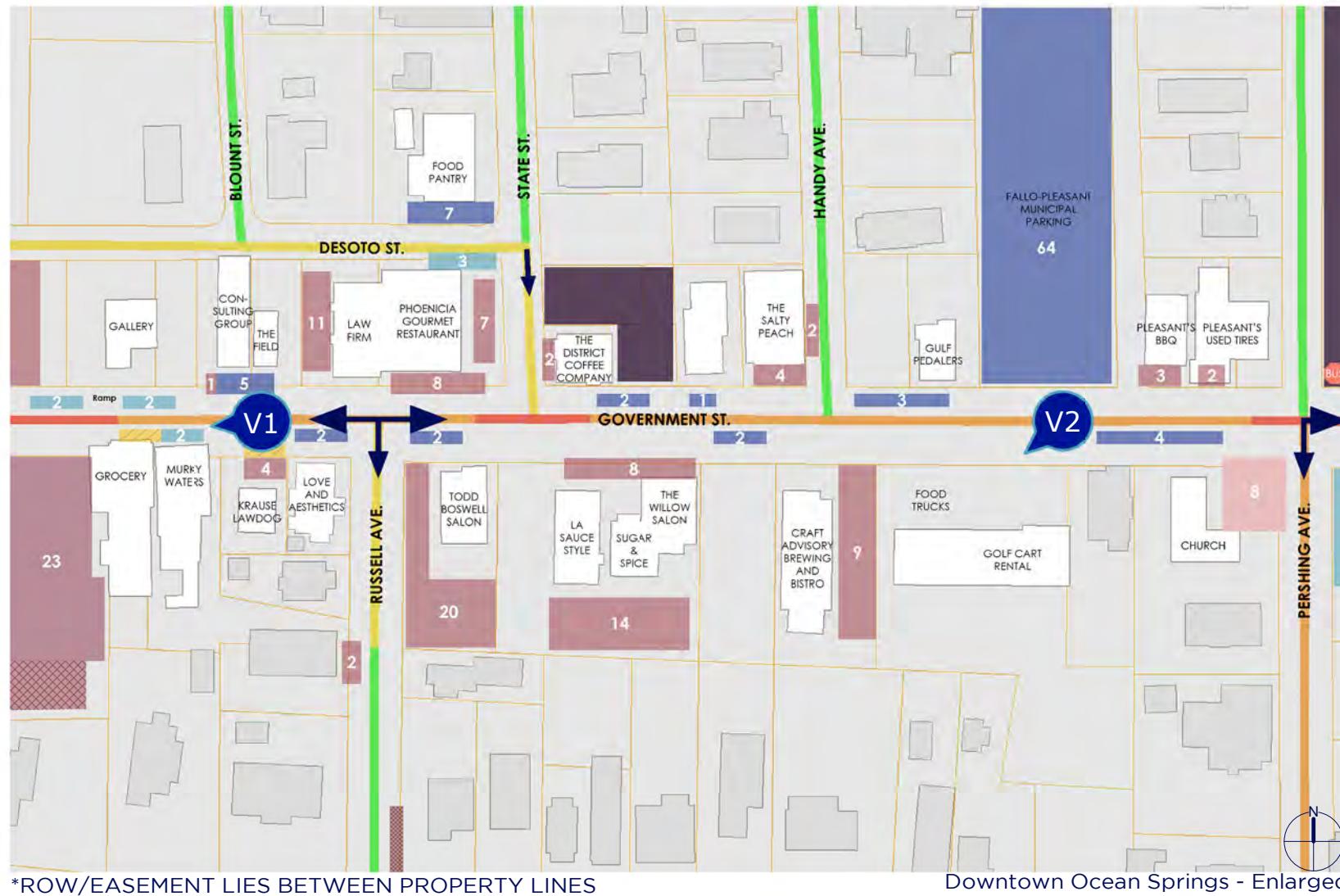




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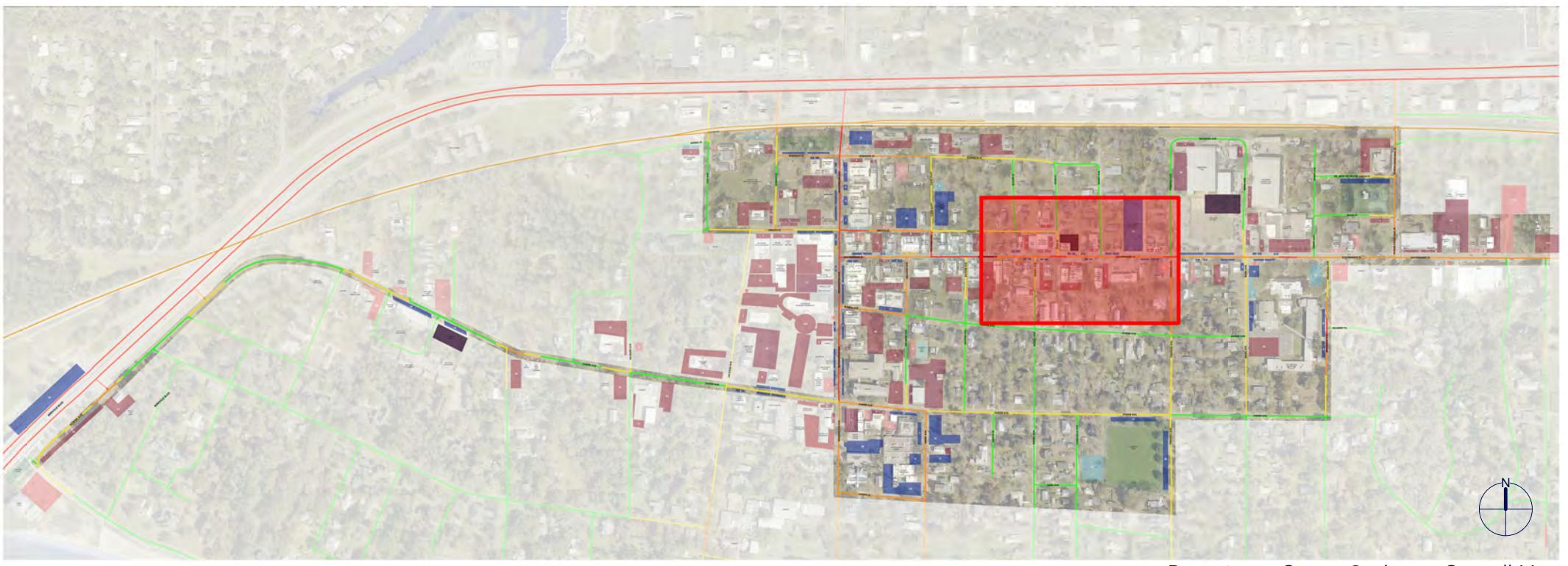
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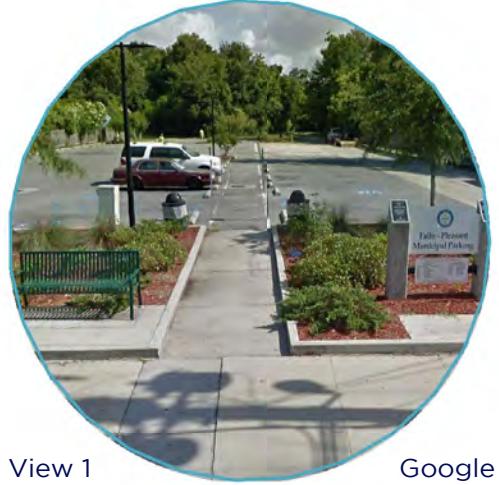
Downtown Ocean Springs Parking Study

INVENTORY & ANALYSIS

PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	92
#	Non-Striped Public Parking	144	9
#	Privately Owned Parking	1,154	120
#	Non-Striped Privately Owned Parking	171	8
TOTAL		2,260	229

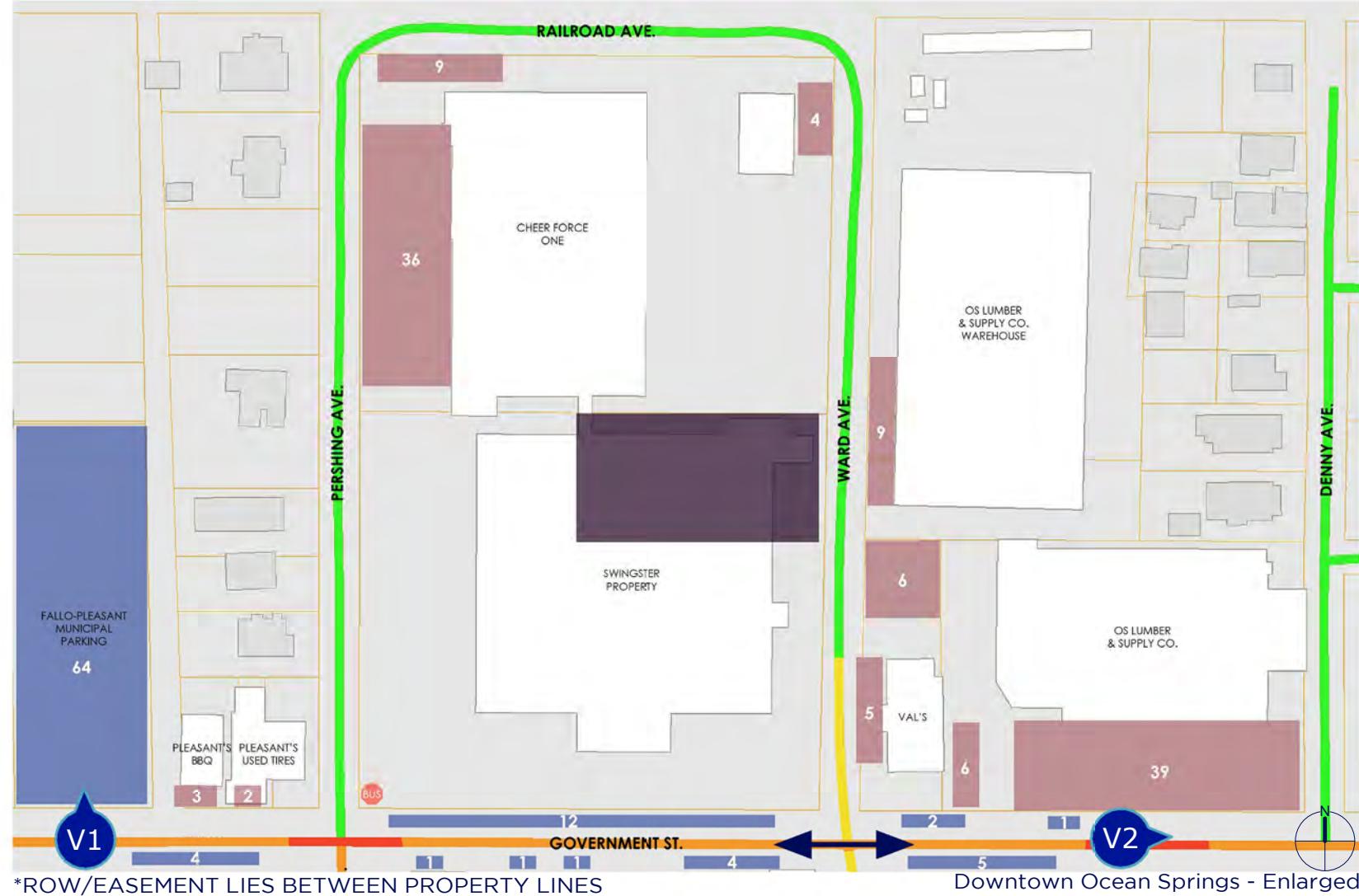




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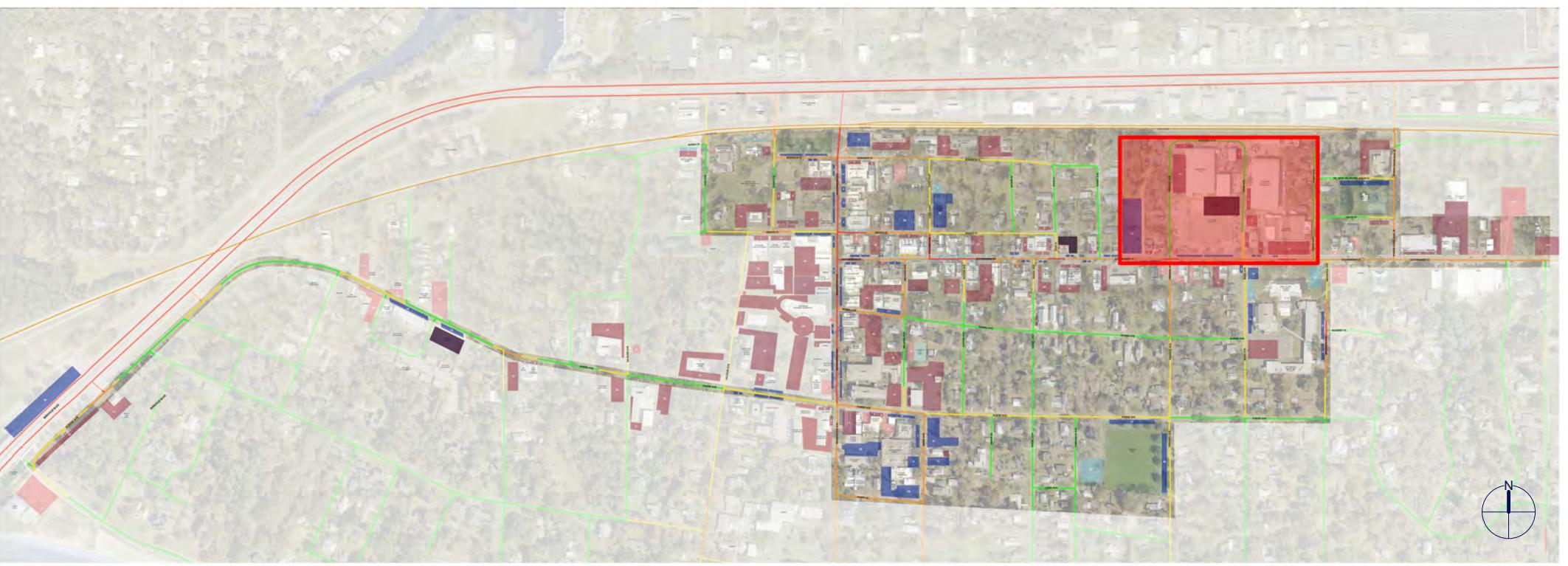


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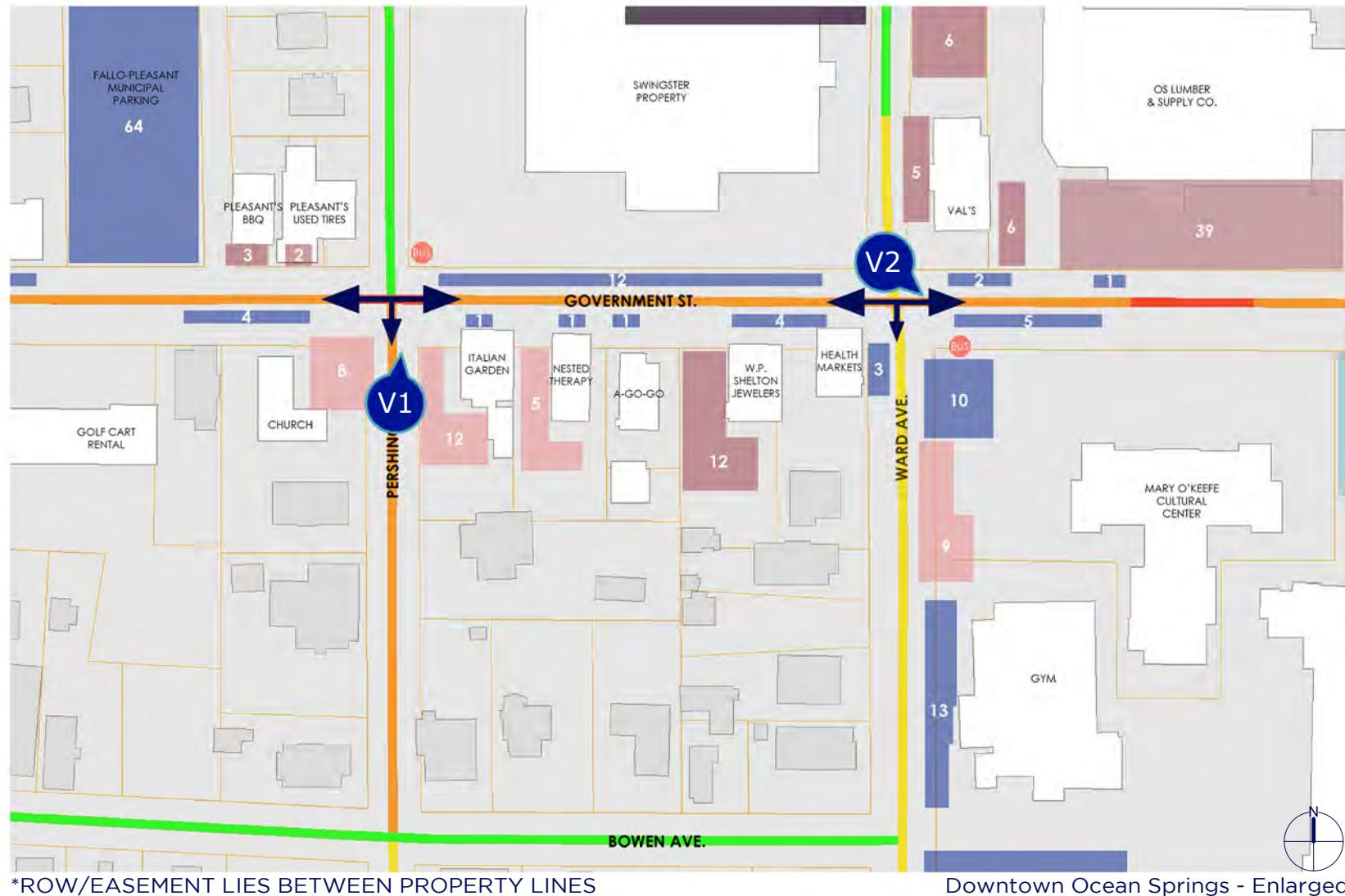
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- Public Park
- Parking Opportunity
- Heavy Traffic
- Moderate Traffic
- Mild Traffic
- Normal Traffic
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PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	95
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	119
#	Non-Striped Privately Owned Parking	171	0
TOTAL		2,260	214




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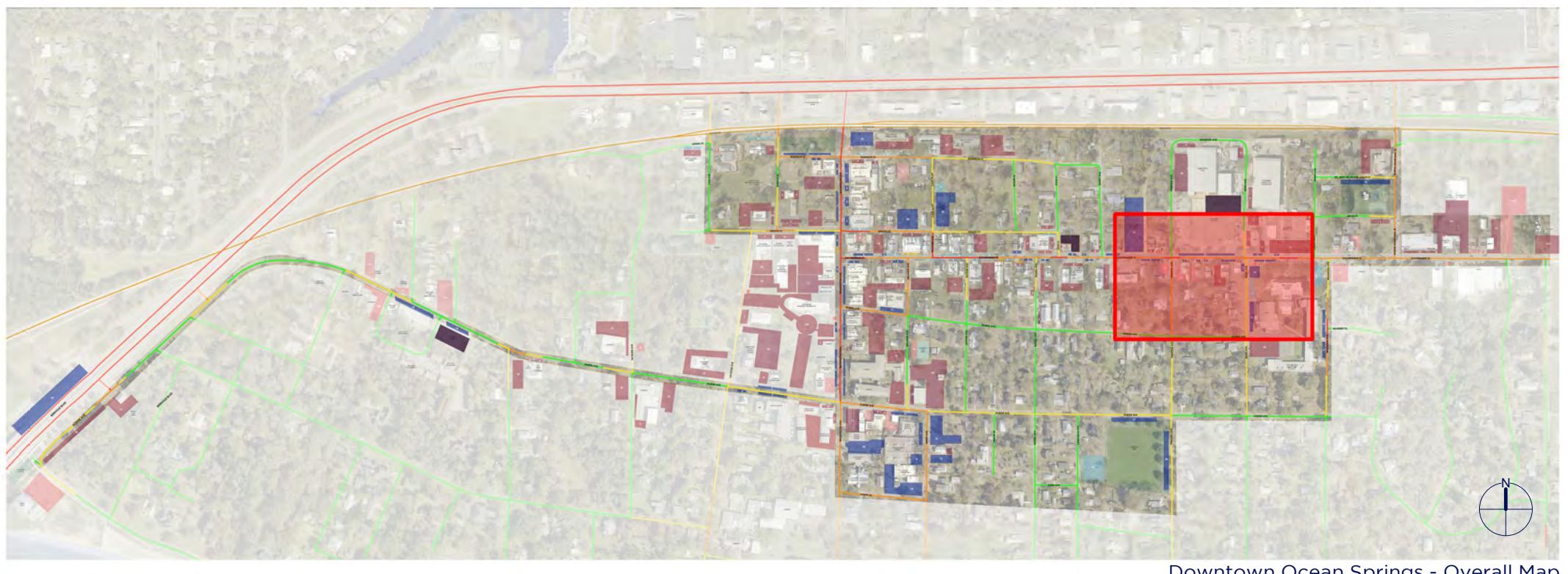
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KEY LEGEND

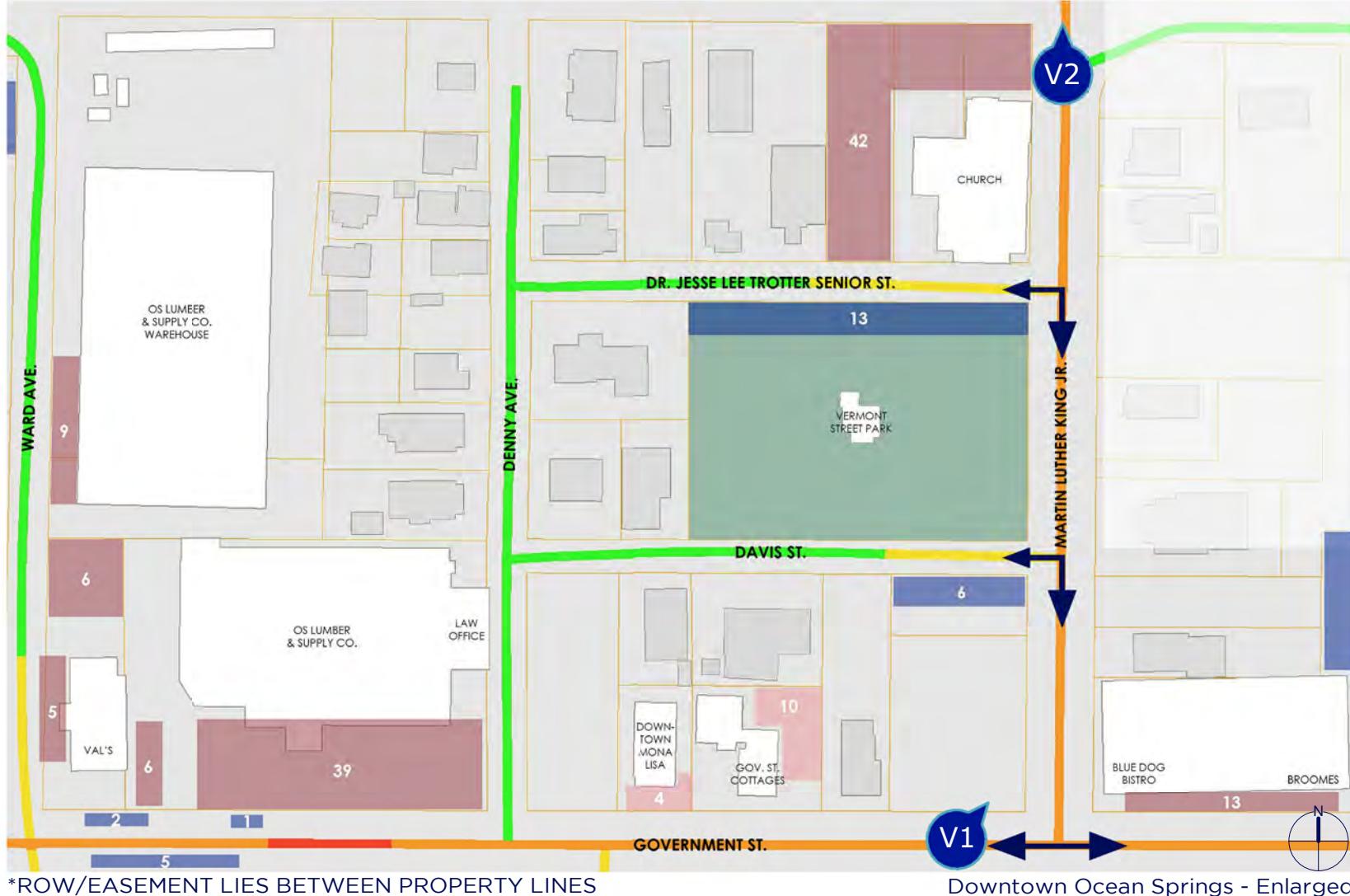
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COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	120
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	73
#	Non-Striped Privately Owned Parking	171	34
TOTAL		2,260	227




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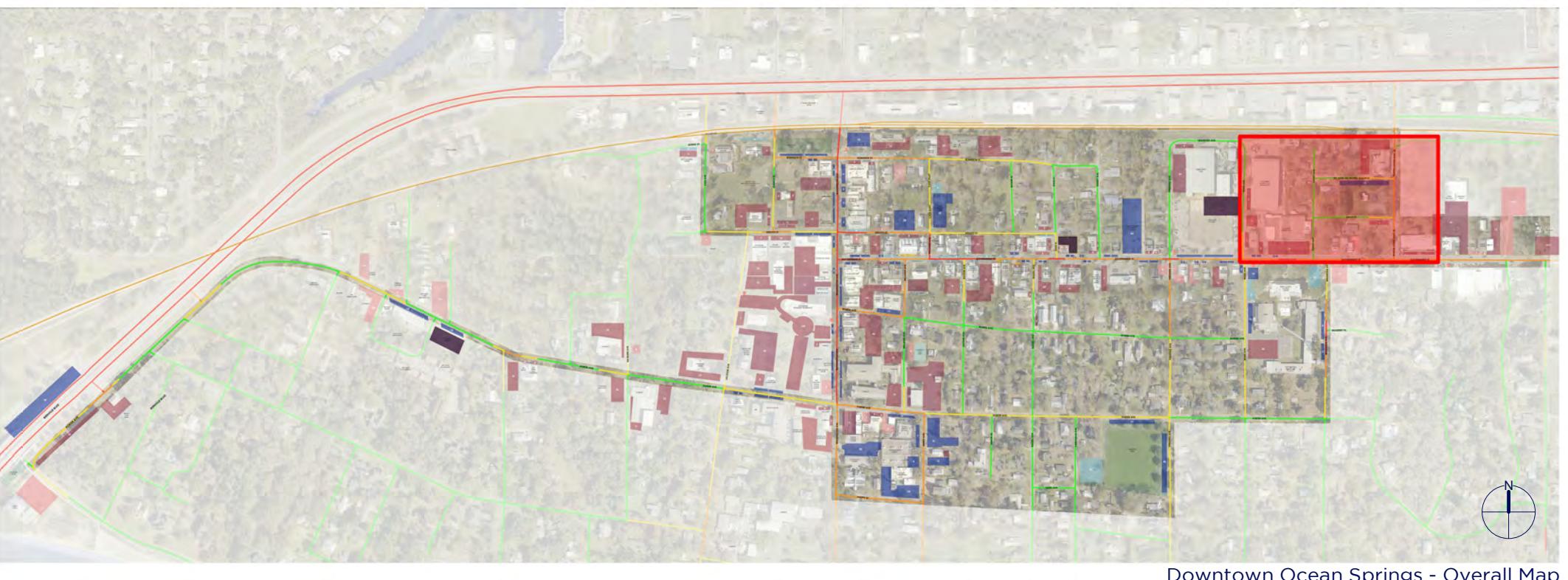
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KEY LEGEND

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- Mild Traffic
- Normal Traffic
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- Directional Flow Medium
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PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	27
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	120
#	Non-Striped Privately Owned Parking	171	14
TOTAL		2,260	161

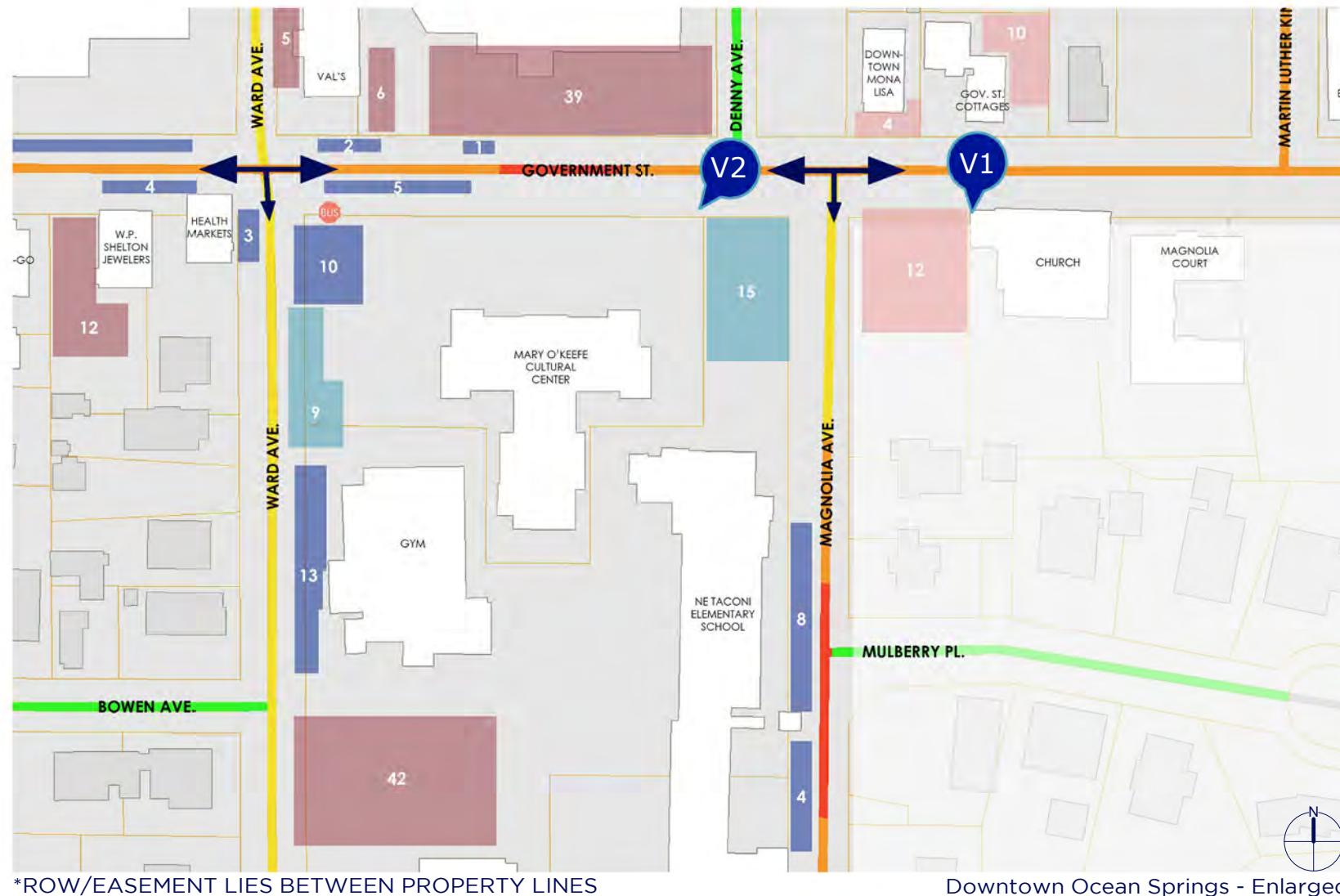




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KEY LEGEND

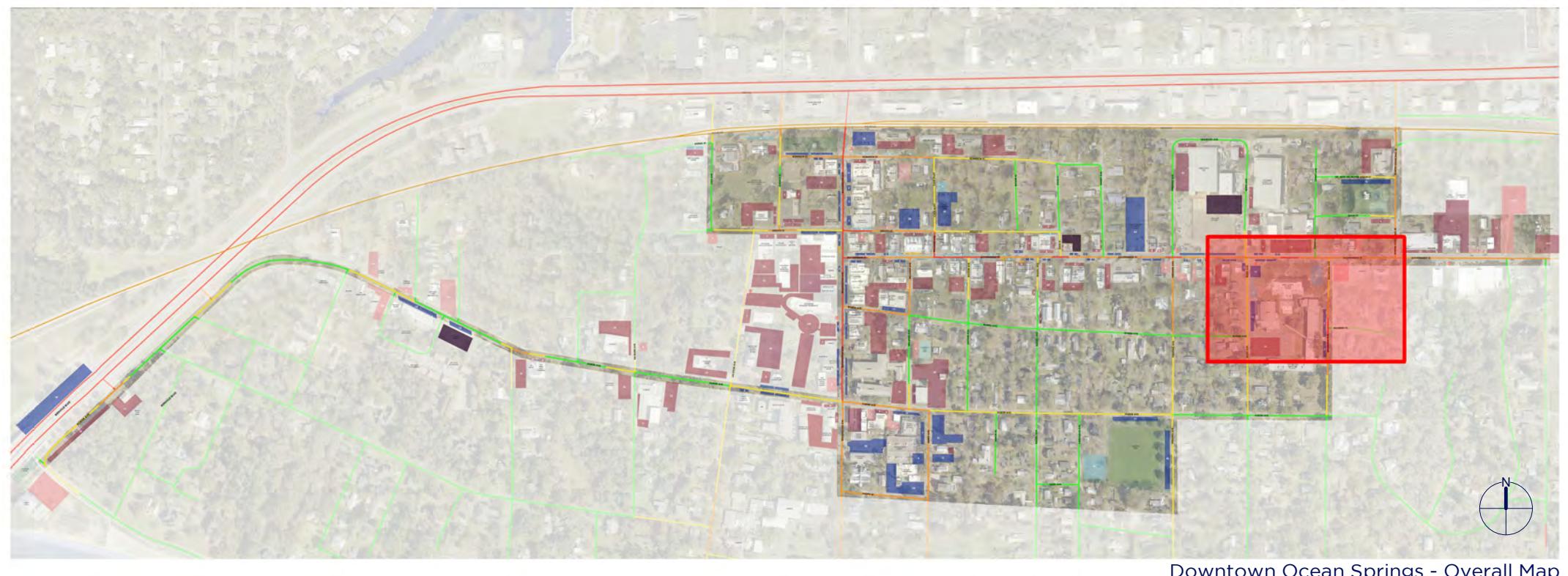
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Downtown Ocean Springs Parking Study

INVENTORY & ANALYSIS

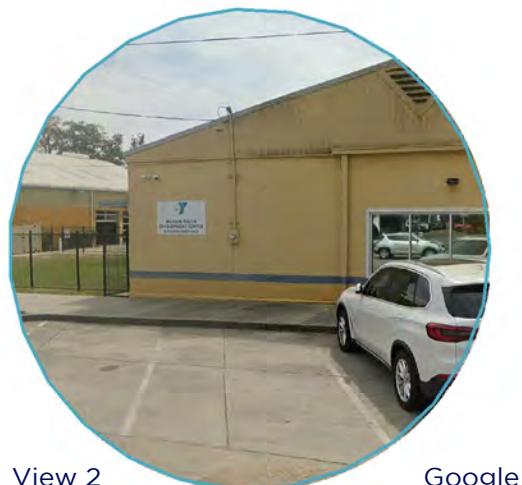
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COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	50
#	Non-Striped Public Parking	144	24
#	Privately Owned Parking	1,154	104
#	Non-Striped Privately Owned Parking	171	26
TOTAL		2,260	204

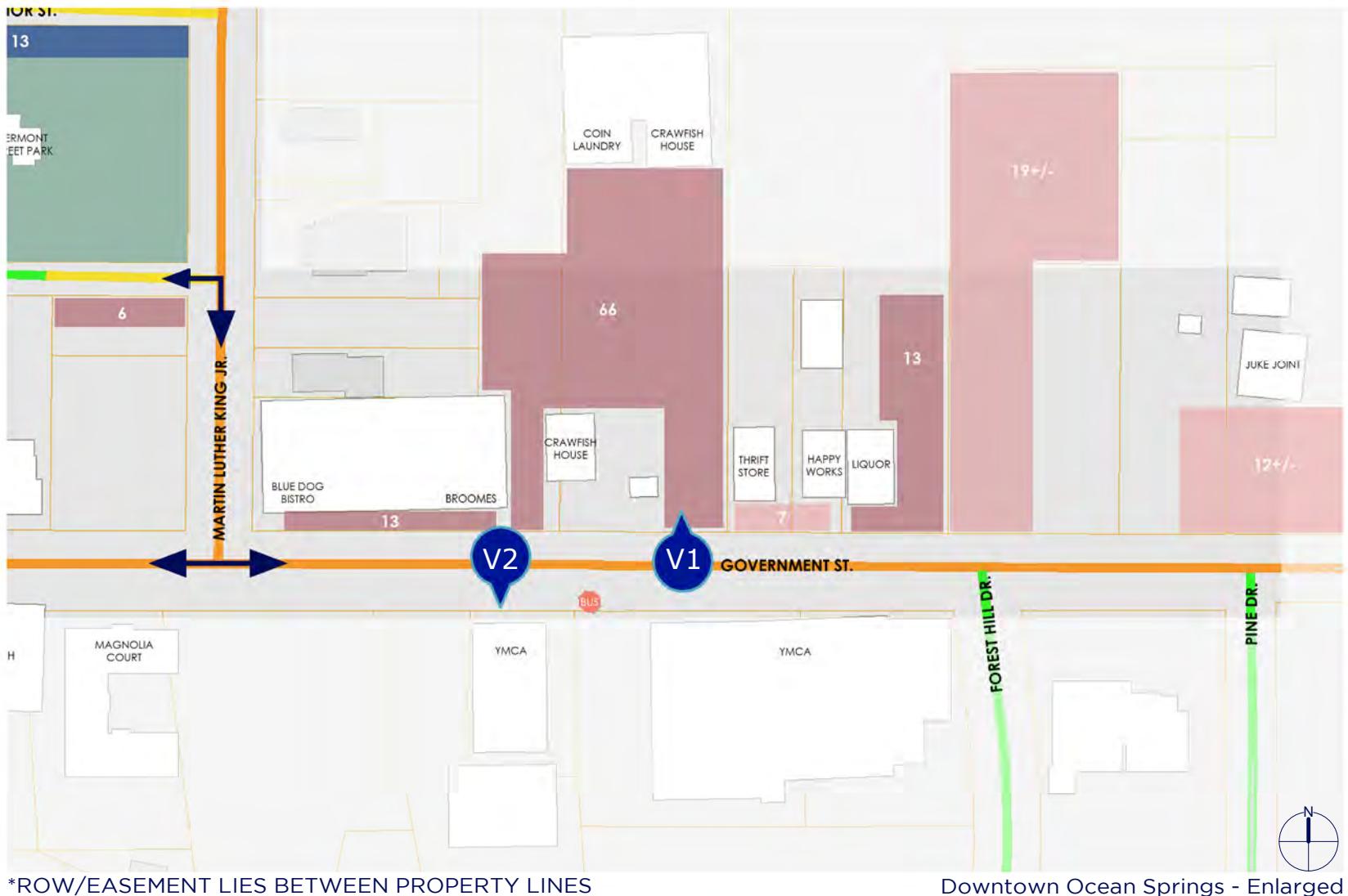




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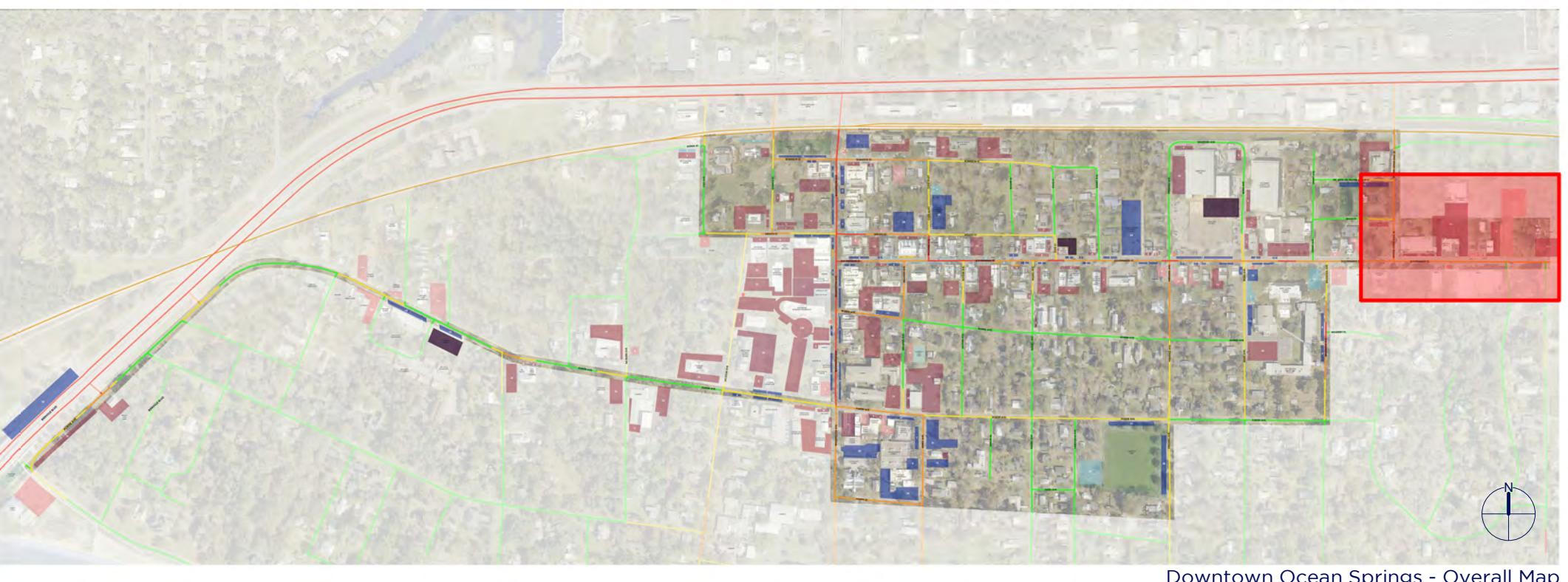


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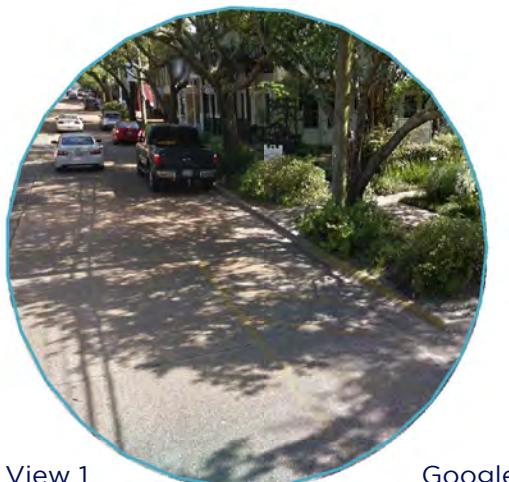


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COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	13
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	26
#	Non-Striped Privately Owned Parking	171	38
TOTAL		2,260	149



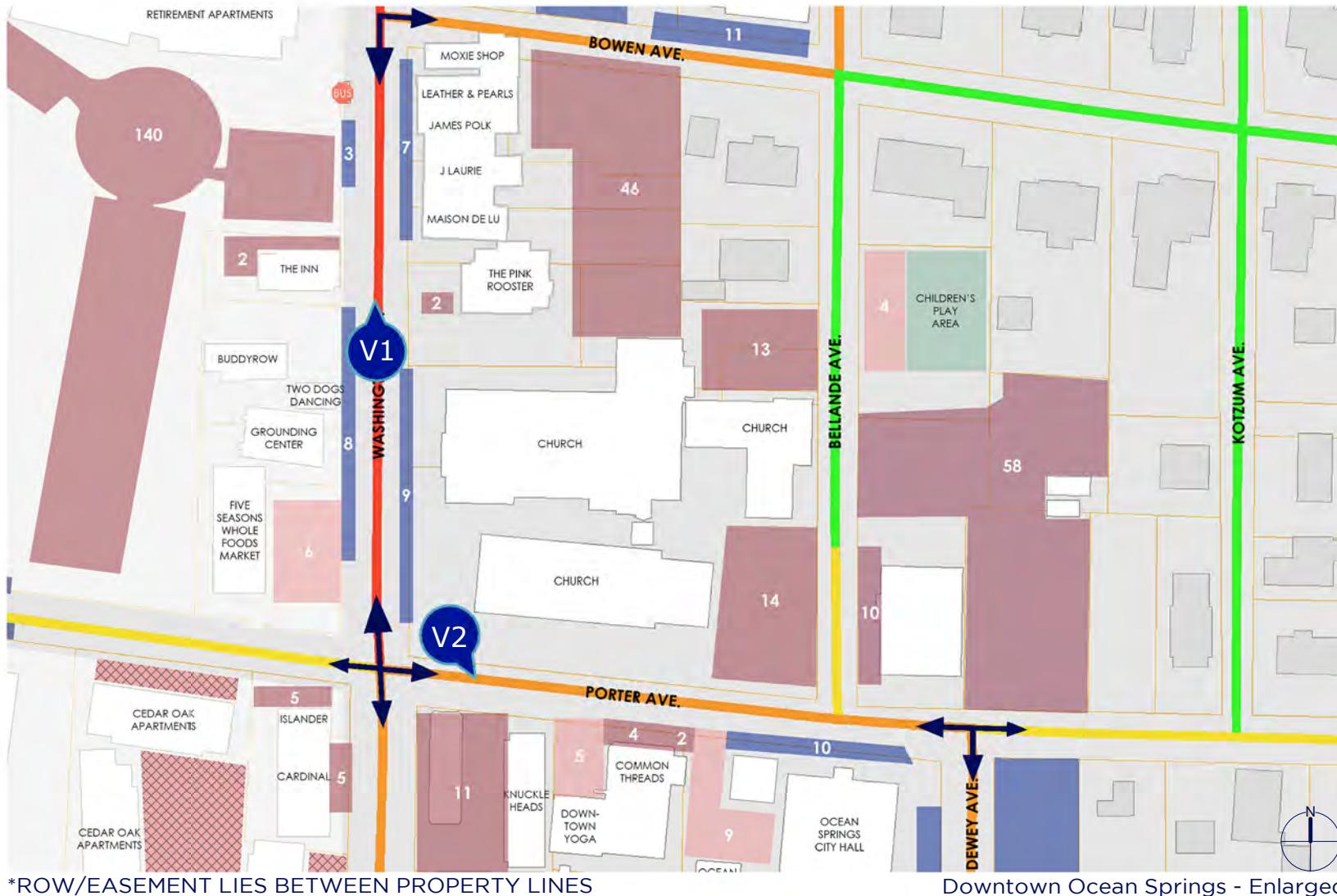
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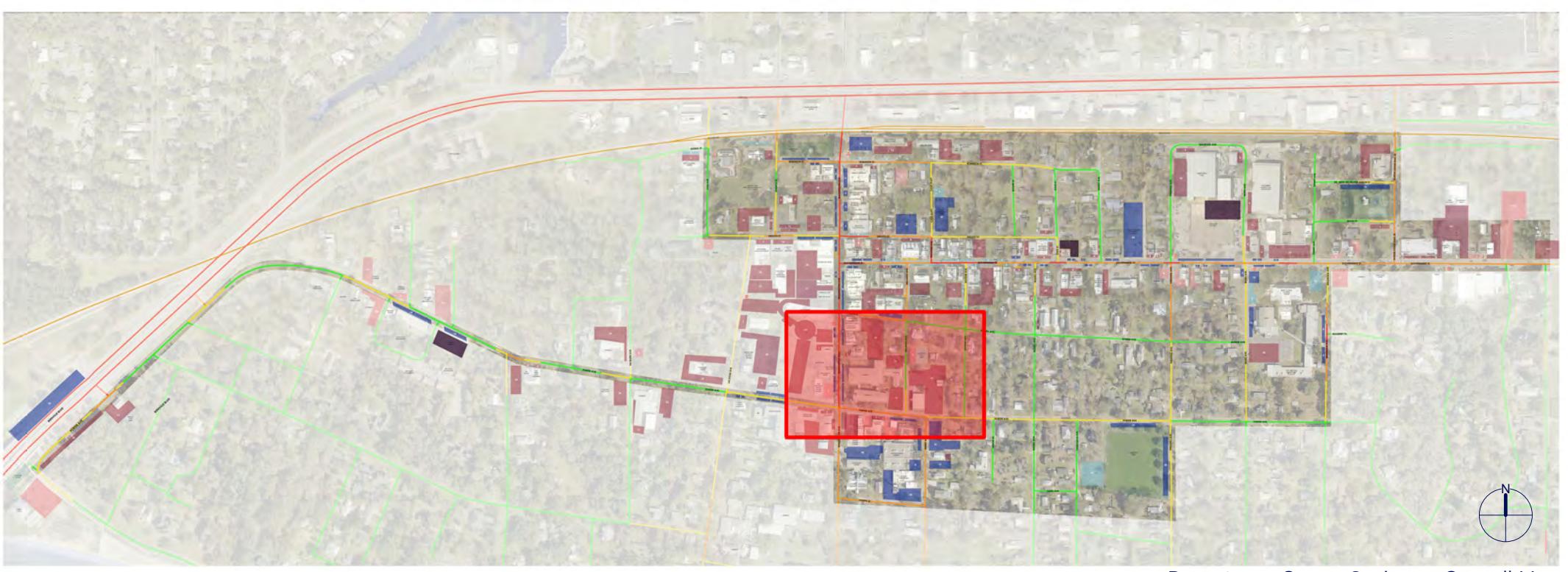


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PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	38
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	312
#	Non-Striped Privately Owned Parking	171	24
TOTAL		2,260	384

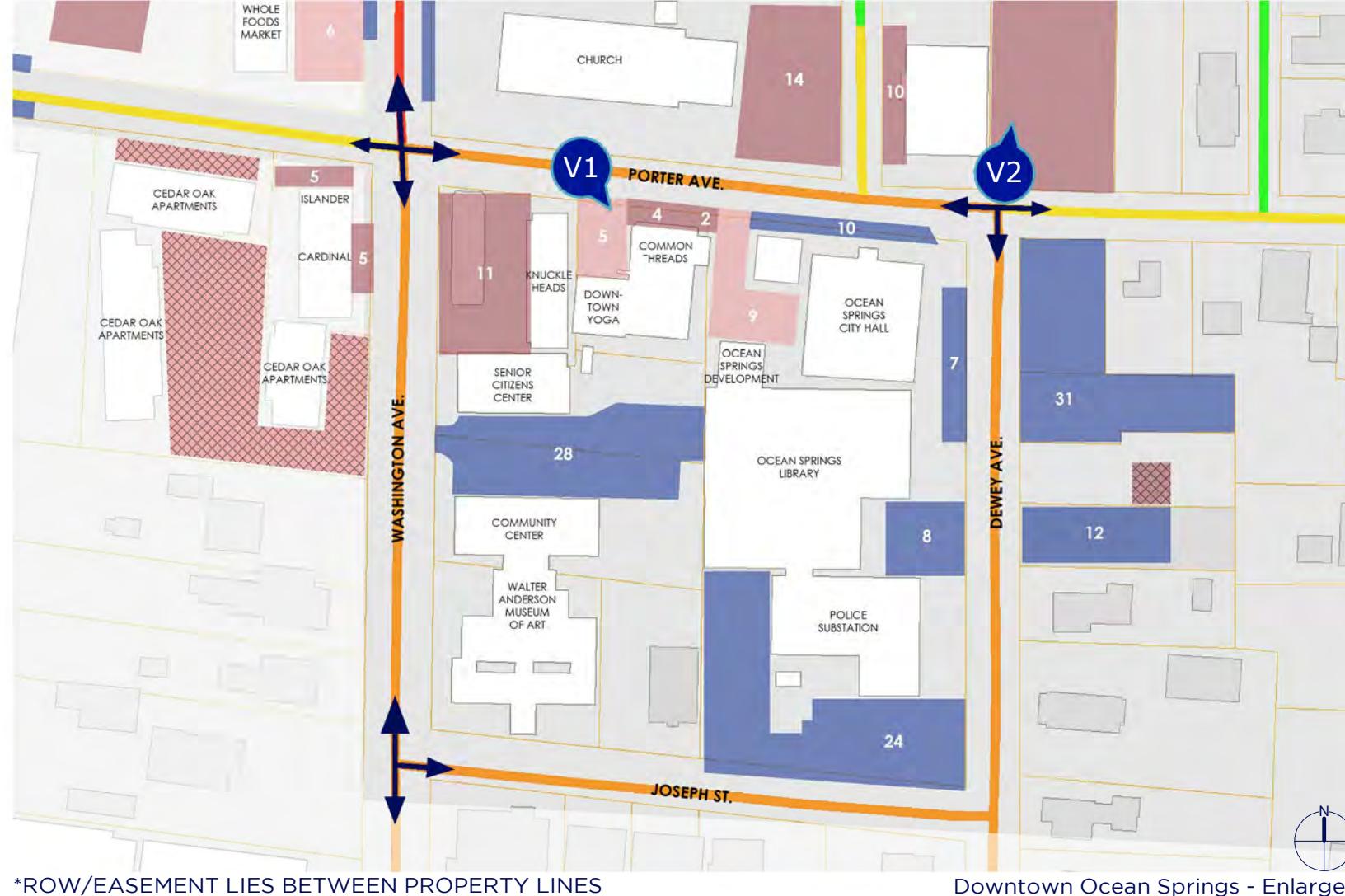




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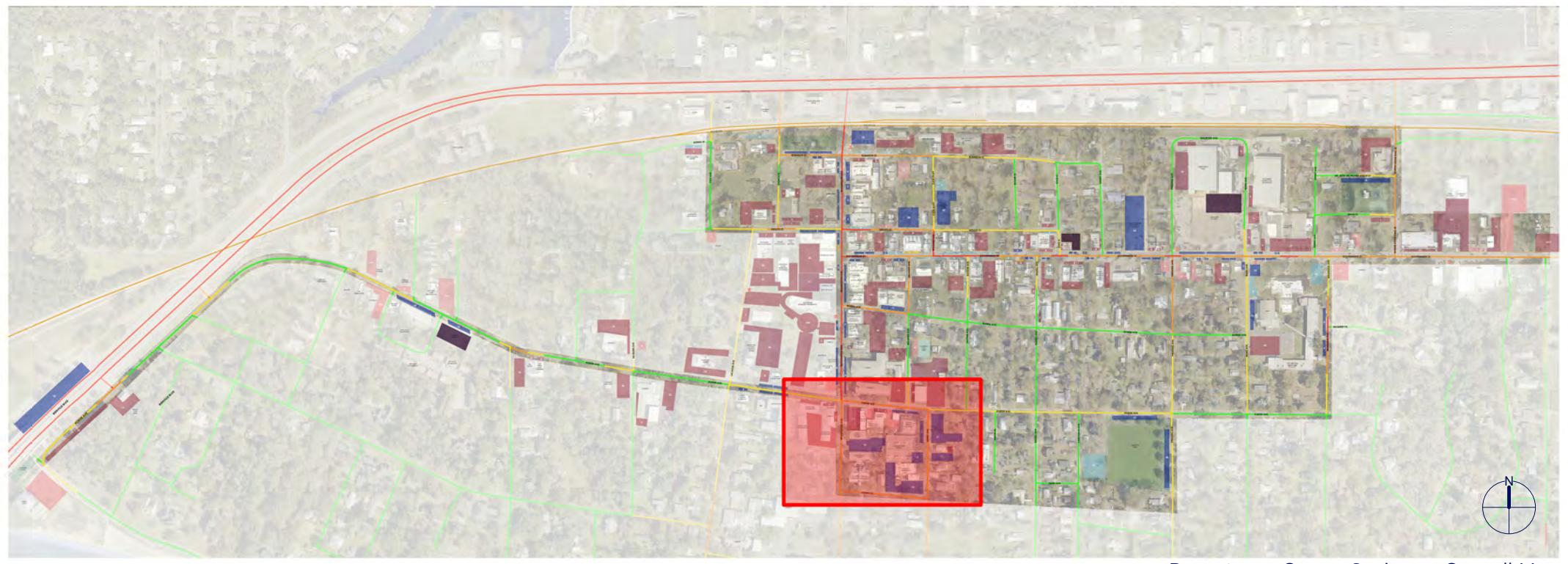


KEY LEGEND

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PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	120
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	51
#	Non-Striped Privately Owned Parking	171	20
TOTAL		2,260	191

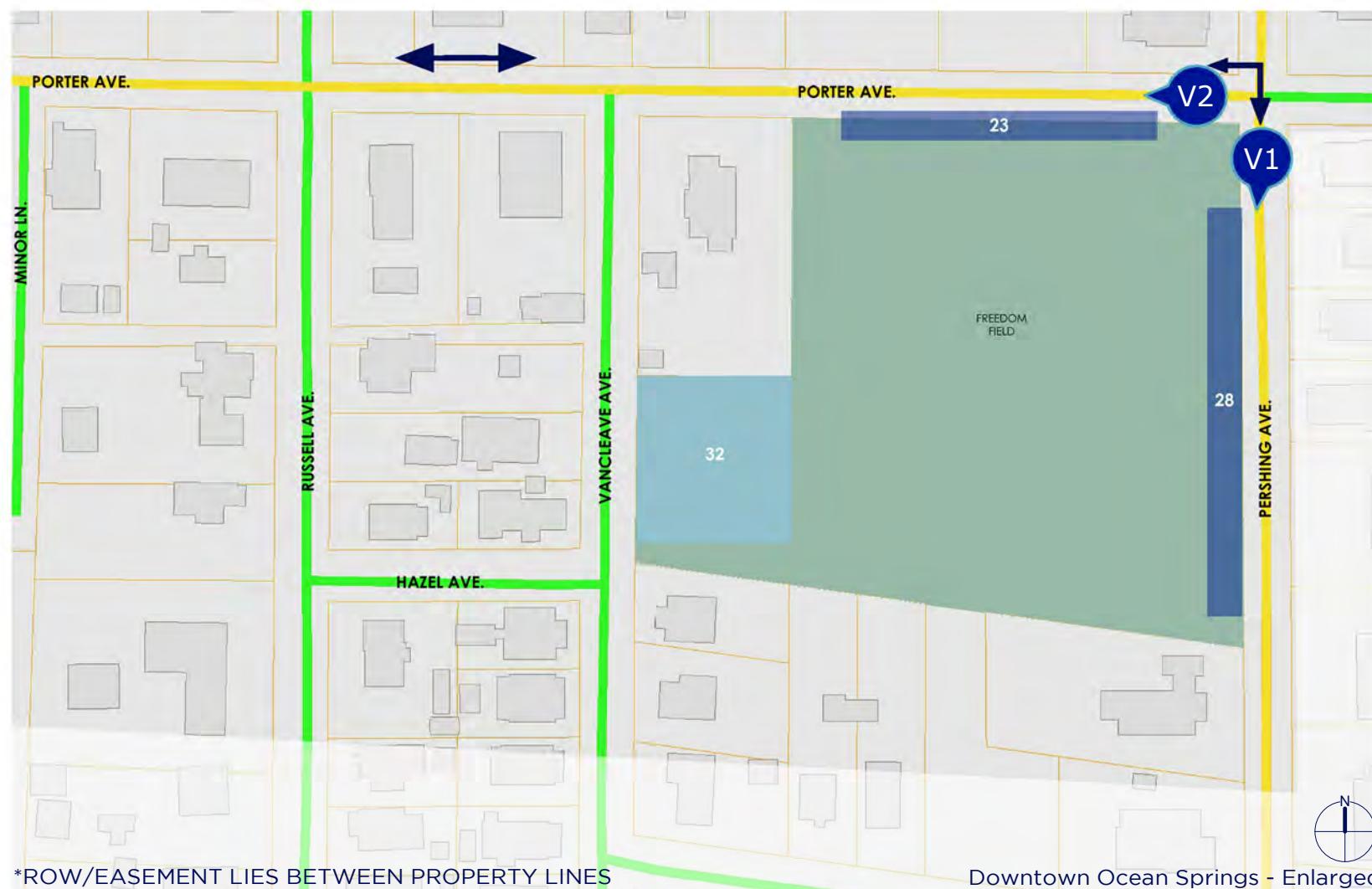




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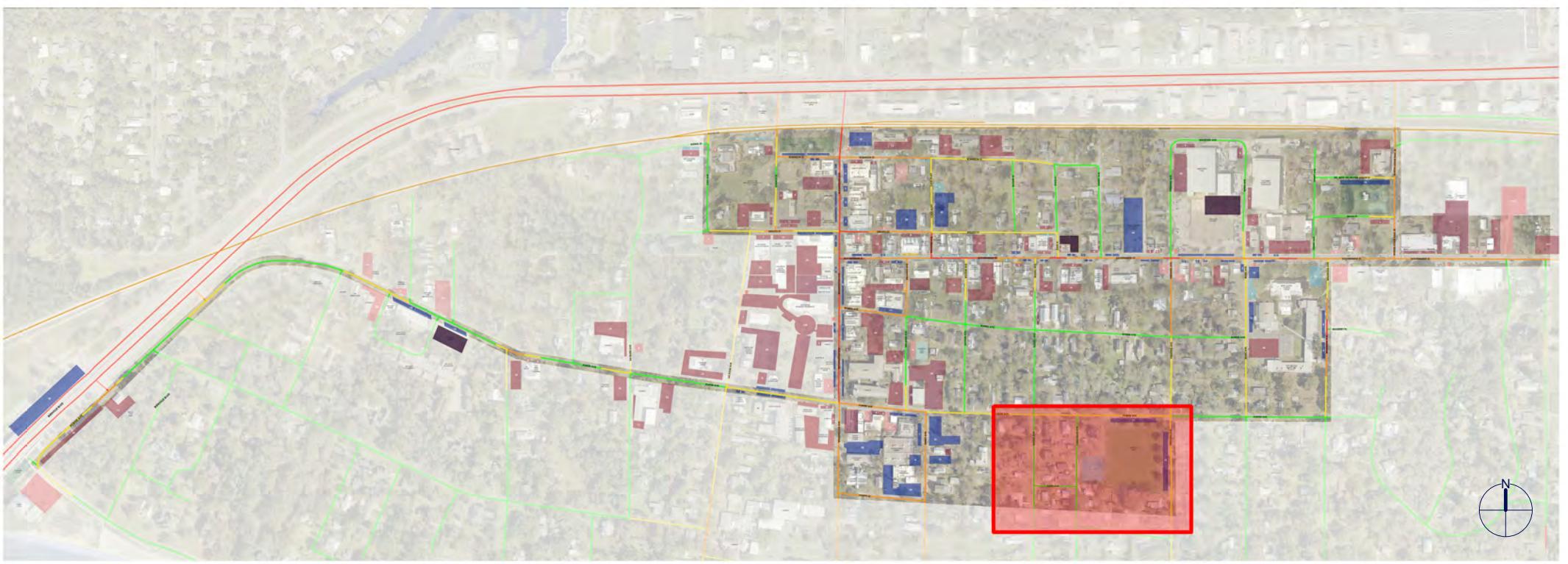


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COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	51
#	Non-Striped Public Parking	144	32
#	Privately Owned Parking	1,154	0
#	Non-Striped Privately Owned Parking	171	0
TOTAL		2,260	83



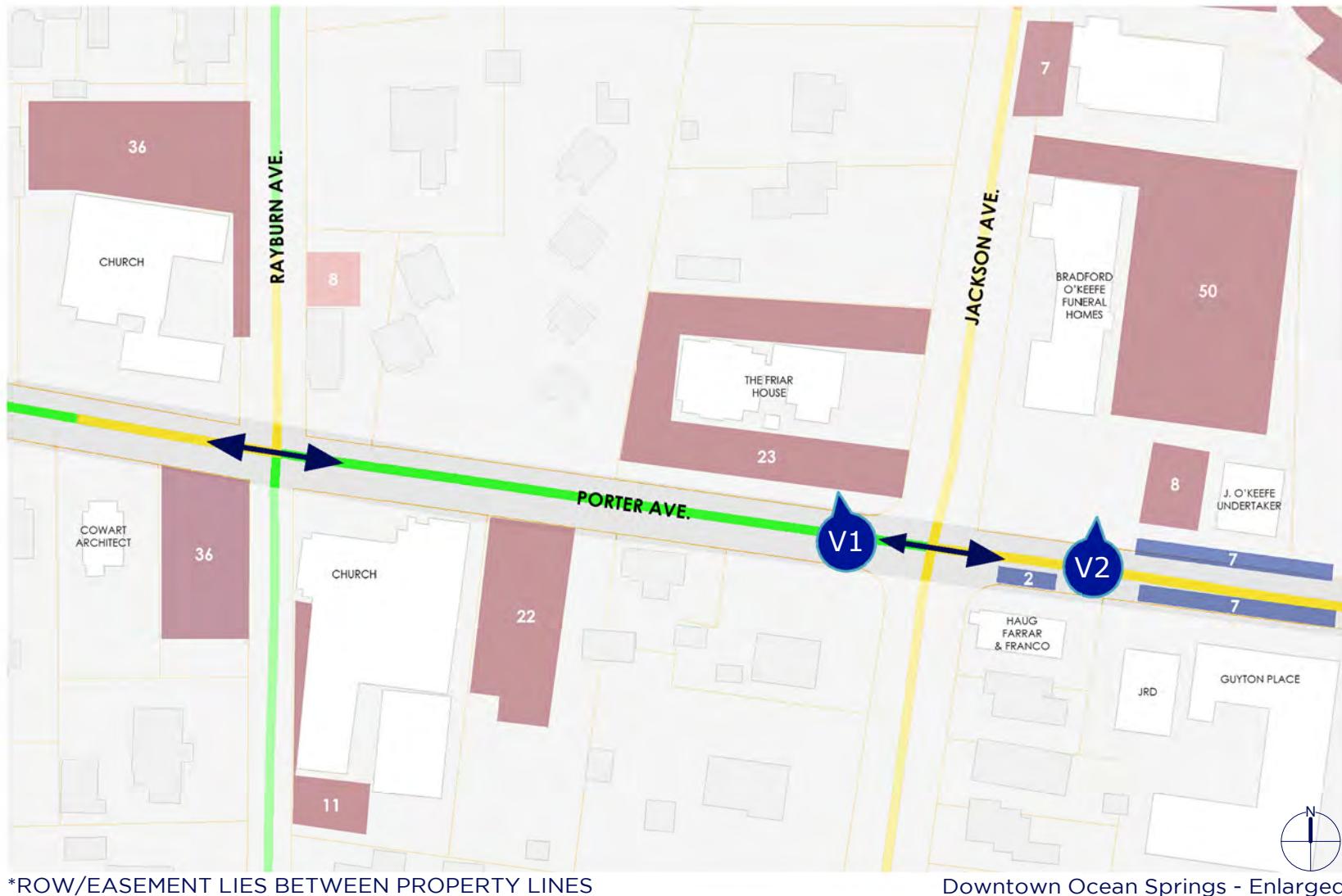
Downtown Ocean Springs - Overall Map



View 1
Google



View 2
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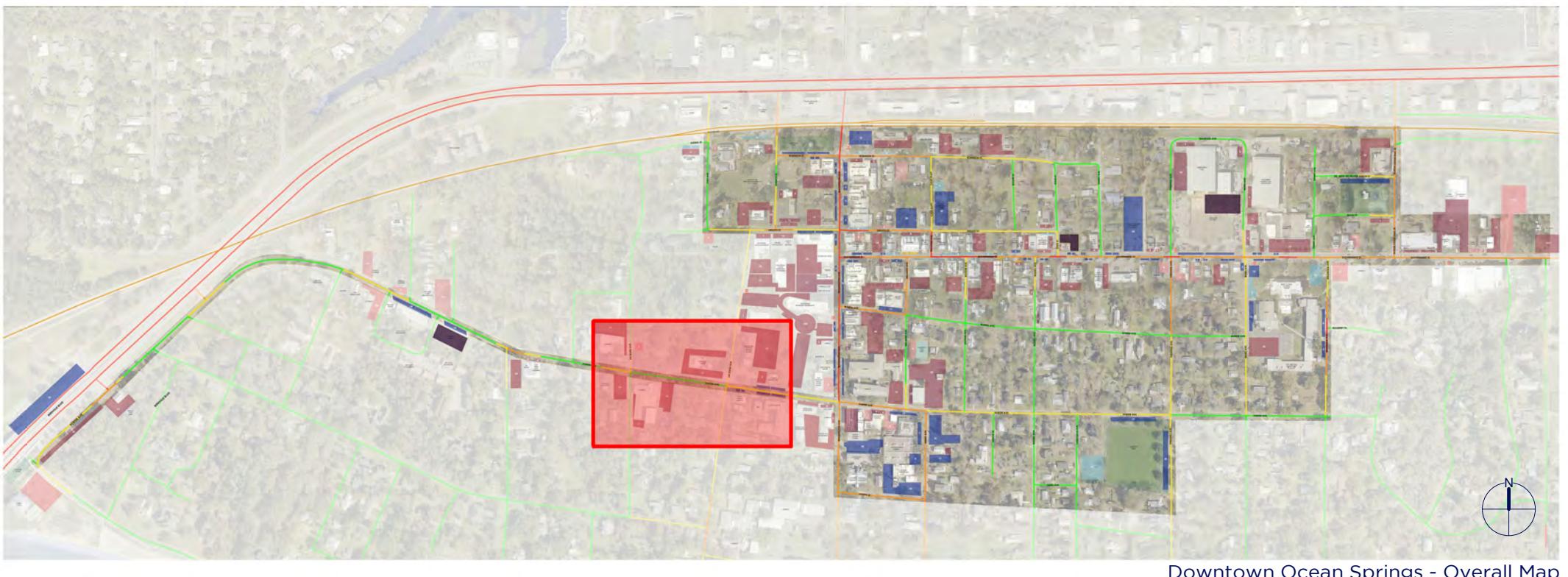


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PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	16
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	193
#	Non-Striped Privately Owned Parking	171	8
TOTAL		2,260	217

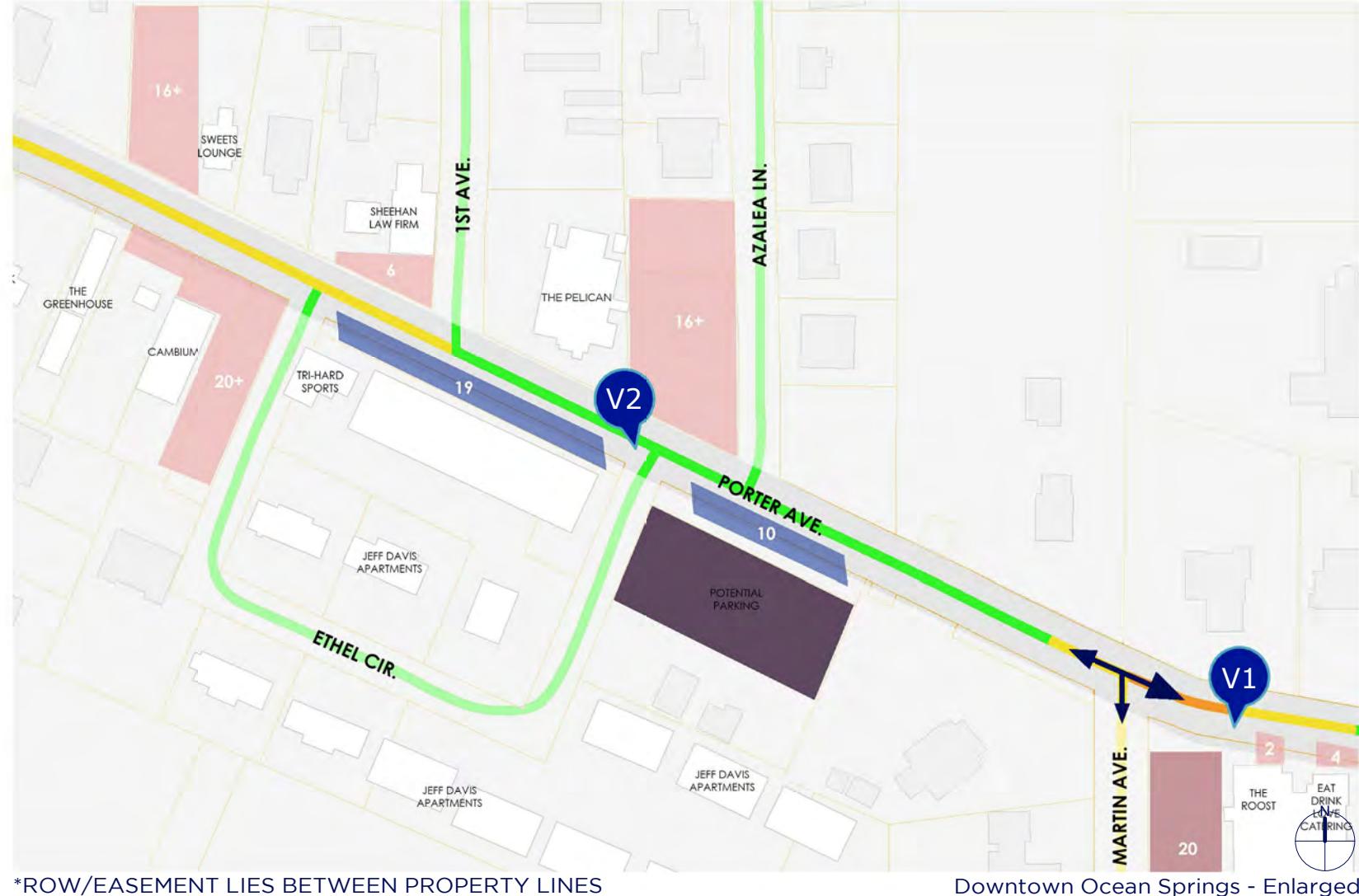




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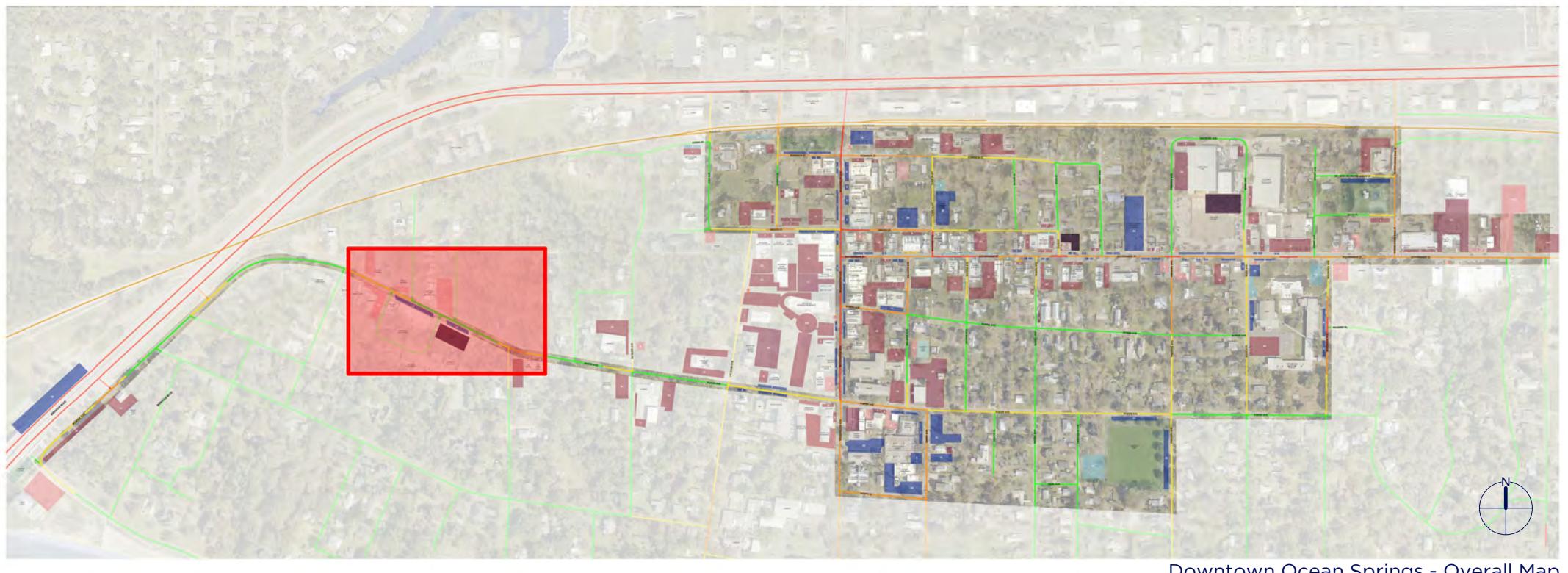


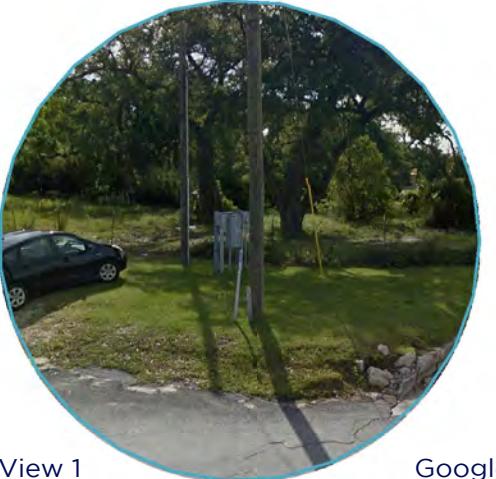
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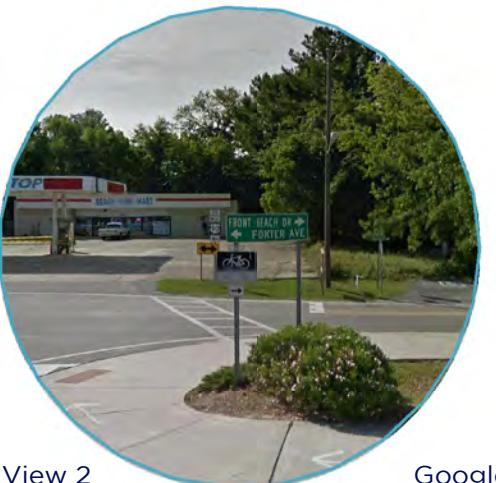
PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	29
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	20
#	Non-Striped Privately Owned Parking	171	64
TOTAL		2,260	113





View 1



View 2

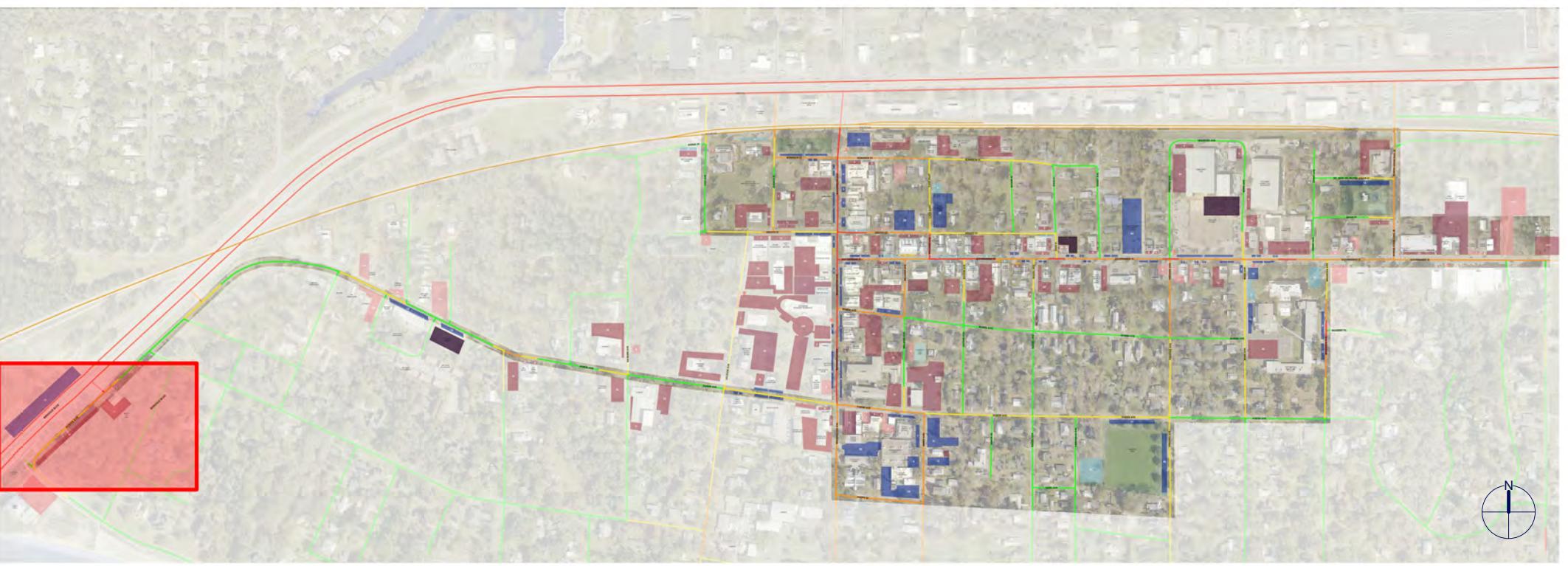


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- Non-Striped Public Parking
- Private Parking
- Private Parking (Restricted)
- Non-Striped Private Parking
- Loading Zone
- Public Park
- Parking Opportunity
- Heavy Traffic
- Moderate Traffic
- Mild Traffic
- Normal Traffic
- Directional Flow Light
- Directional Flow Medium
- Directional Flow Dense

PARKING DATA TABLE

COLOR & # OF SPOTS	PARKING SPOT TYPE	STUDY AREA EXISTING PARKING	ENLARGED FOCUS AREA
#	Public Parking	791	30
#	Non-Striped Public Parking	144	0
#	Privately Owned Parking	1,154	50
#	Non-Striped Privately Owned Parking	171	0
TOTAL		2,260	80



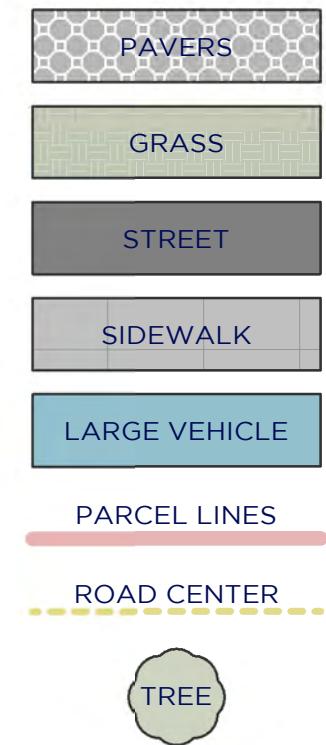
PART 2 - CONCEPTUAL PROPOSALS

Downtown Ocean Springs Parking Study
2022

SUMMARY OF FINDINGS		PRIMARY CONCERN	PROPOSED SOLUTIONS	REFERENCE PAGE
1	Available public parking lots are not easily identifiable to visitors unfamiliar with downtown Ocean Springs.	Increased Congestion	Utilize CPLA's Citywide Wayfinding Plan to install improved wayfinding signage to existing parking areas and enhance existing signage.	23
2	Porter Ave. & MLK JR Ave. are underutilized as "gateways" to the downtown area.	Increased Congestion	Utilize wayfinding & modifications to curbing, and encourage more use of alternate entryways to downtown.	27 28 33
3	A growing number of vehicles downtown are golf carts but no dedicated parking for these vehicles exists currently.	Inefficient Use of Parking	Install combination loading zone/golf cart parking stripes at determined areas. Add golf cart parking lot at under-utilized lot on Desoto St or other location	23 25 26
4	Several privately owned parking lots that support weekday businesses are located in heavily congested areas during weekend activities.	Inefficient Use of Parking	Negotiate shared use agreements with local business owners	29 30 31 32
5	Much of the parallel parking spaces along Desoto St. & Government St. between Washington Ave. & Russell Ave. are unstriped.	Inefficient Parking Organization	Delineate parallel parking spaces with striping or pavers.	24 25 26
6	Non-metered parking in highly congested areas is resulting in inefficient use of most valued parking spaces.	Inefficient Use of Parking	Consider instituting metered parking at select locations to discourage "all-day" parking by people who are not shopping/visiting the establishments	25 34
7	Existing turning radii at critical intersections are inadequate for delivery trucks and loading zones are not clearly defined, resulting in increased congestion.	Increased Congestion	Coordinate delivery routes with recurring local purveyors and modify curbing at select locations. Consider dually using loading zones as golf cart parking	26 27 28
8	The narrowness of Government St. often slows traffic circulation to the point of creating a "bottleneck" effect.	Increased Congestion	Add golf cart parking at narrow portions of the street to alleviate narrowness	25
9	The quantity and location of pedestrian crosswalks are inadequate, resulting in jay walking, and large vehicles parking on top of crosswalks.	Pedestrian Safety	Implement curb buffers at crosswalks with drainage, pedestrian right of-way signage, & additional pedestrian only paths.	24 25 26 35
10	Unorganized overflow parking is affecting the surrounding residential streets.	Quality of Life for Residents	Incentives structured parking close to downtown Ocean Springs.	29 30 31 32



KEY LEGEND



PRIMARY CONCERN

- 1 Increased Congestion
- 3 Inefficient Use of Parking

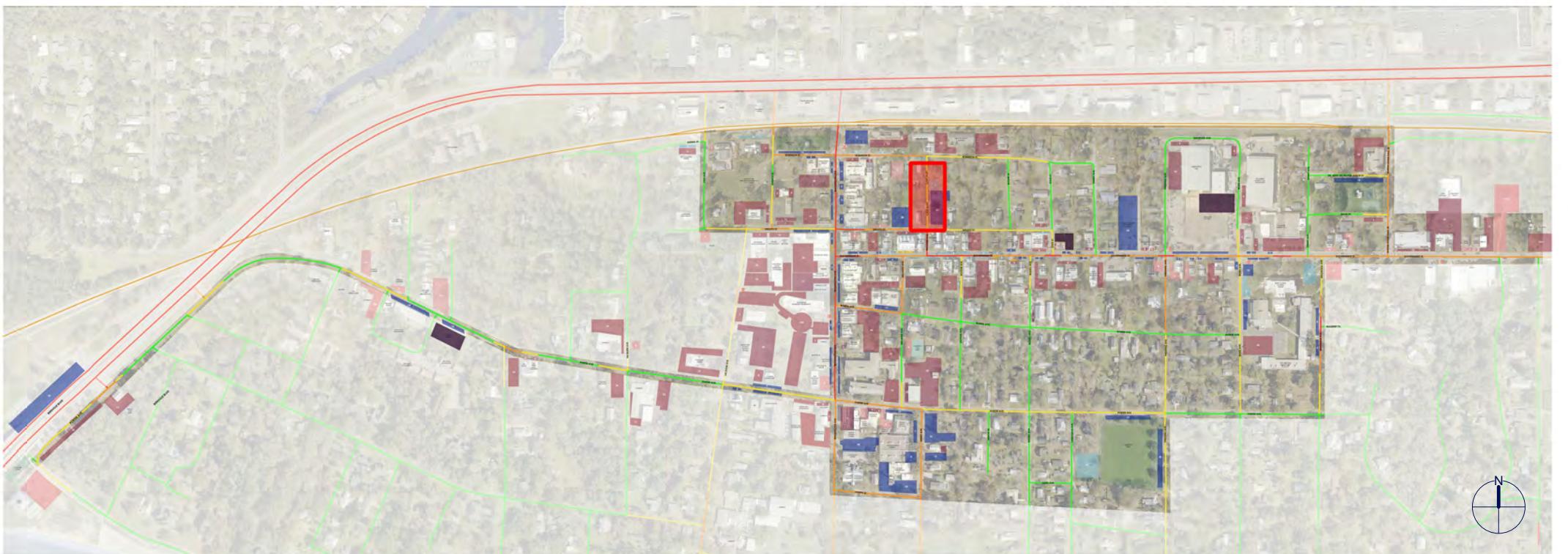
PROPOSED SOLUTIONS

Convert southern portion of Key's Municipal Park into designated parking for golf carts.

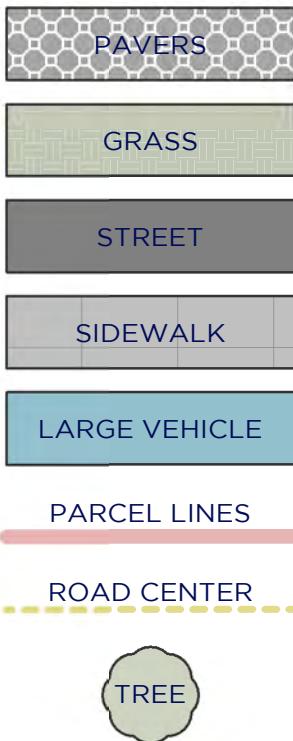
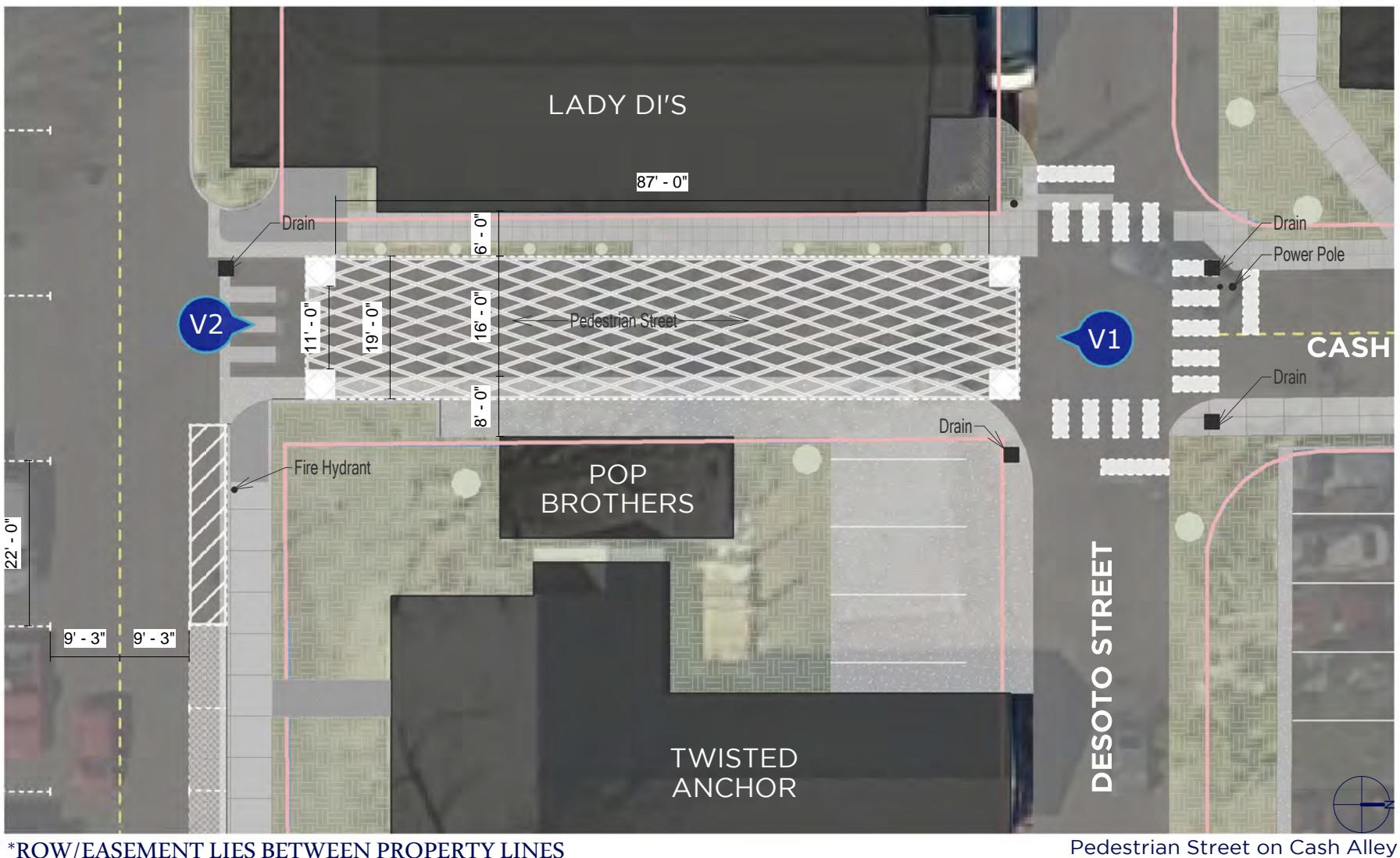
Convert underutilized gravel lot into a paved parking lot for cars.

Utilized Wayfinding Study to improve existing wayfinding signage to existing parking areas, such as Key's Municipal Park.

Consider moving power pole on Cash Alley to prevent a bottleneck effect.



KEY LEGEND


 Downtown Ocean Springs Parking Study
CASH ALLEY SOUTH


*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

Pedestrian Street on Cash Alley

PRIMARY CONCERN

5 Inefficient Parking Organization

9 Pedestrian Safety

PROPOSED SOLUTIONS

Delineate pedestrian path with Ocean Springs inspired art or pavers.

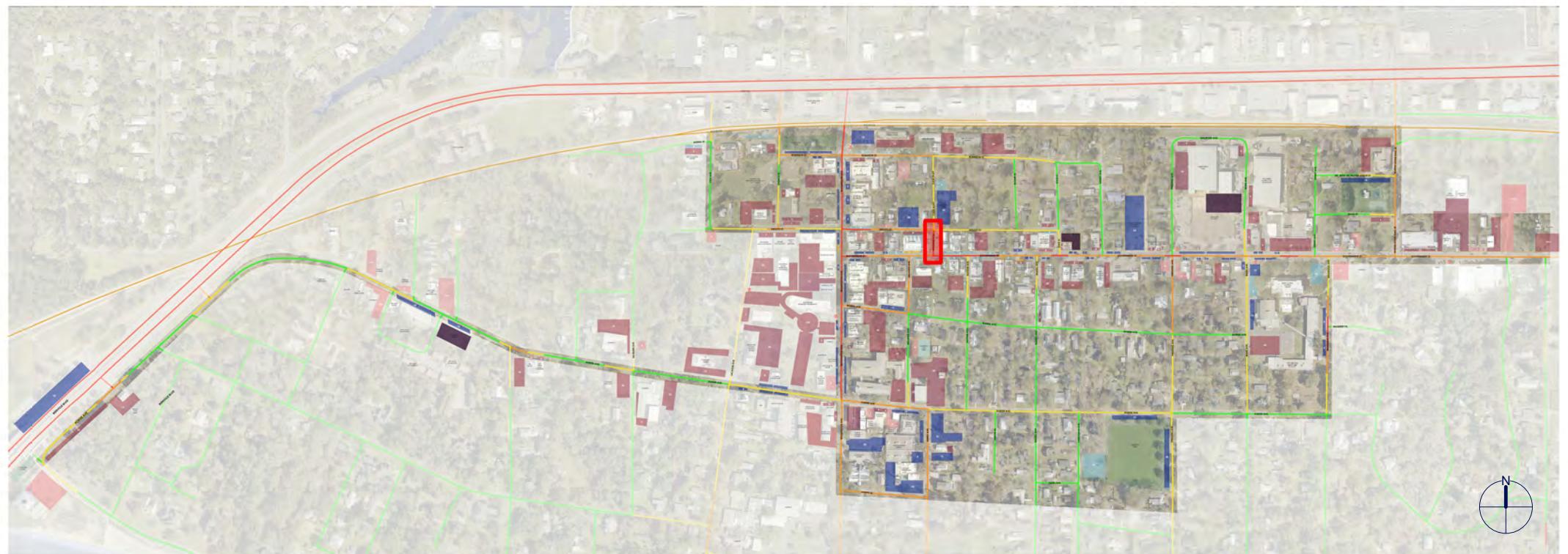
Convert southern portion of Cash Alley into a permanent pedestrian street.

Block off the pedestrian street with decorative pillars or bollards.

Improve crosswalk conditions for added pedestrian safety.

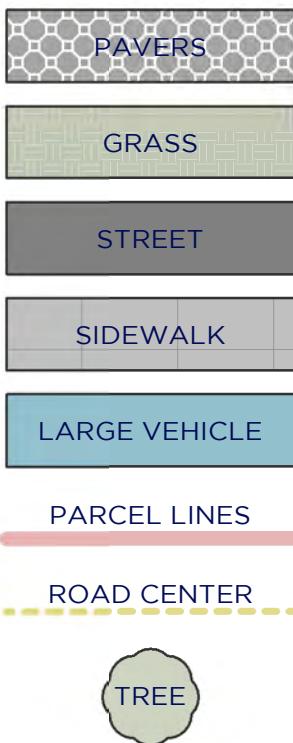
Paint No Parking Zone in front of fire hydrant to discourage people from parking in front of the hydrant.

Stripe unstriped parallel parking spaces.



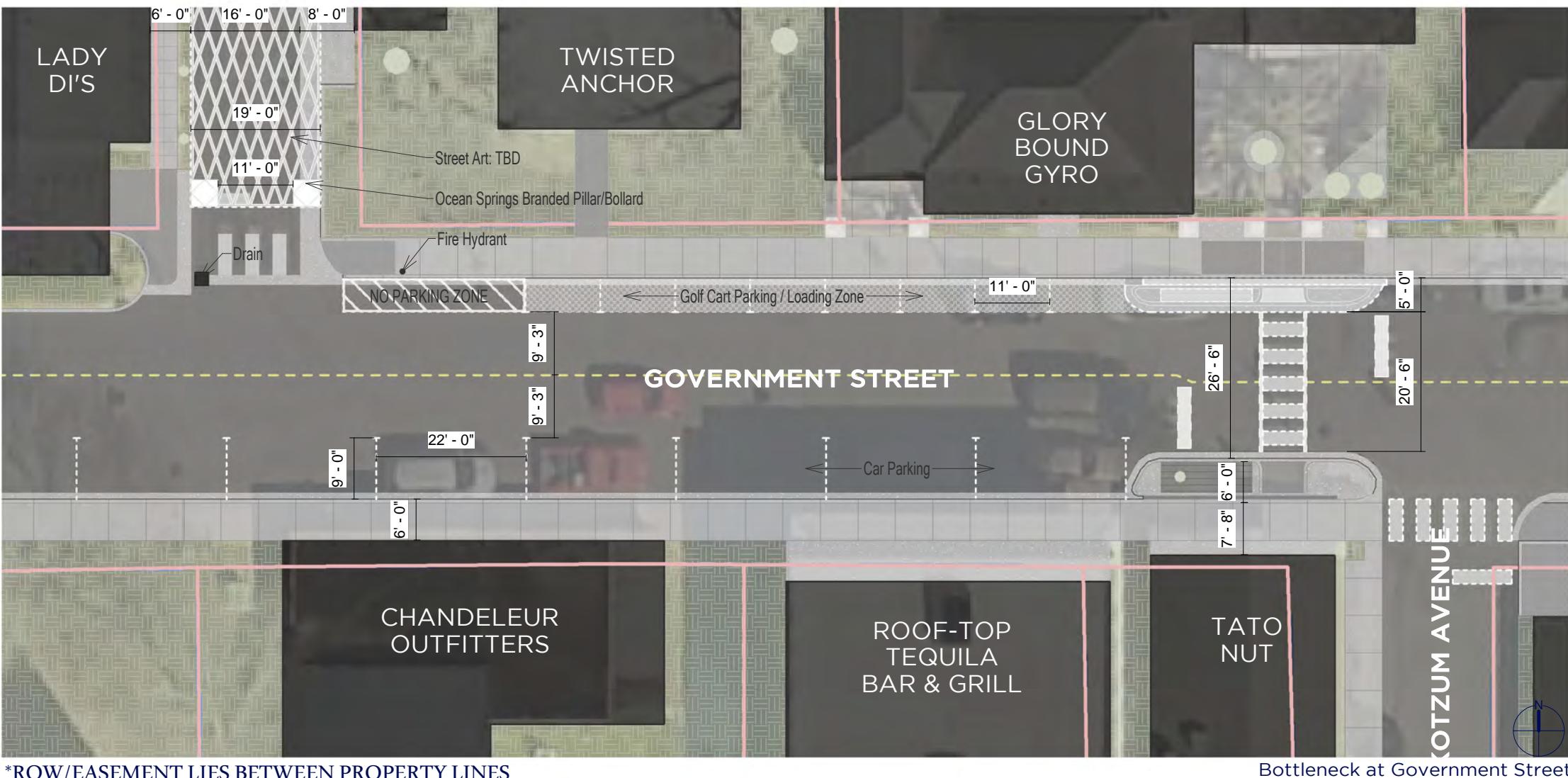
Downtown Ocean Springs - Overall Map

KEY LEGEND



Downtown Ocean Springs Parking Study

GOVERNMENT STREET



PRIMARY CONCERN

- 5 Inefficient Parking Organization
- 3 6 Inefficient Use of Parking
- 8 Increased Congestion
- 9 Pedestrian Safety

PROPOSED SOLUTIONS

Stripe unstriped parallel parking spaces.

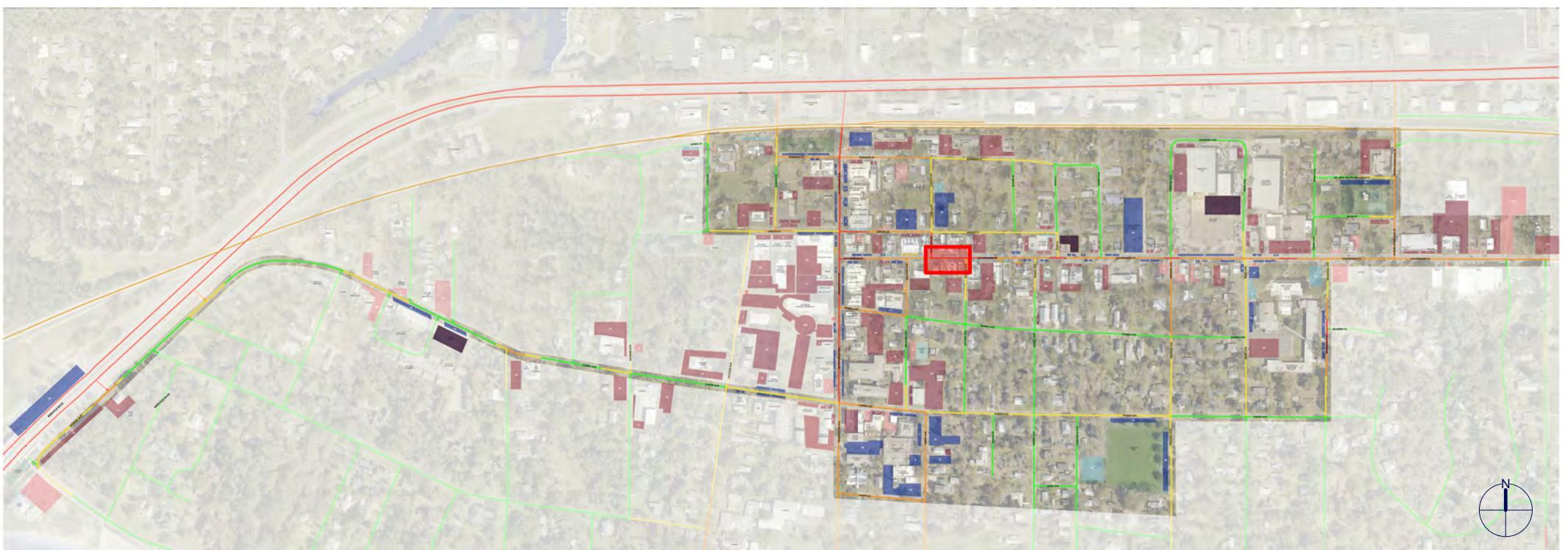
Mirror Tato Nut curb buffer to the other side of the street, to prevent parking on top of the crosswalk.

Improve crosswalk conditions to make crosswalks more visible.

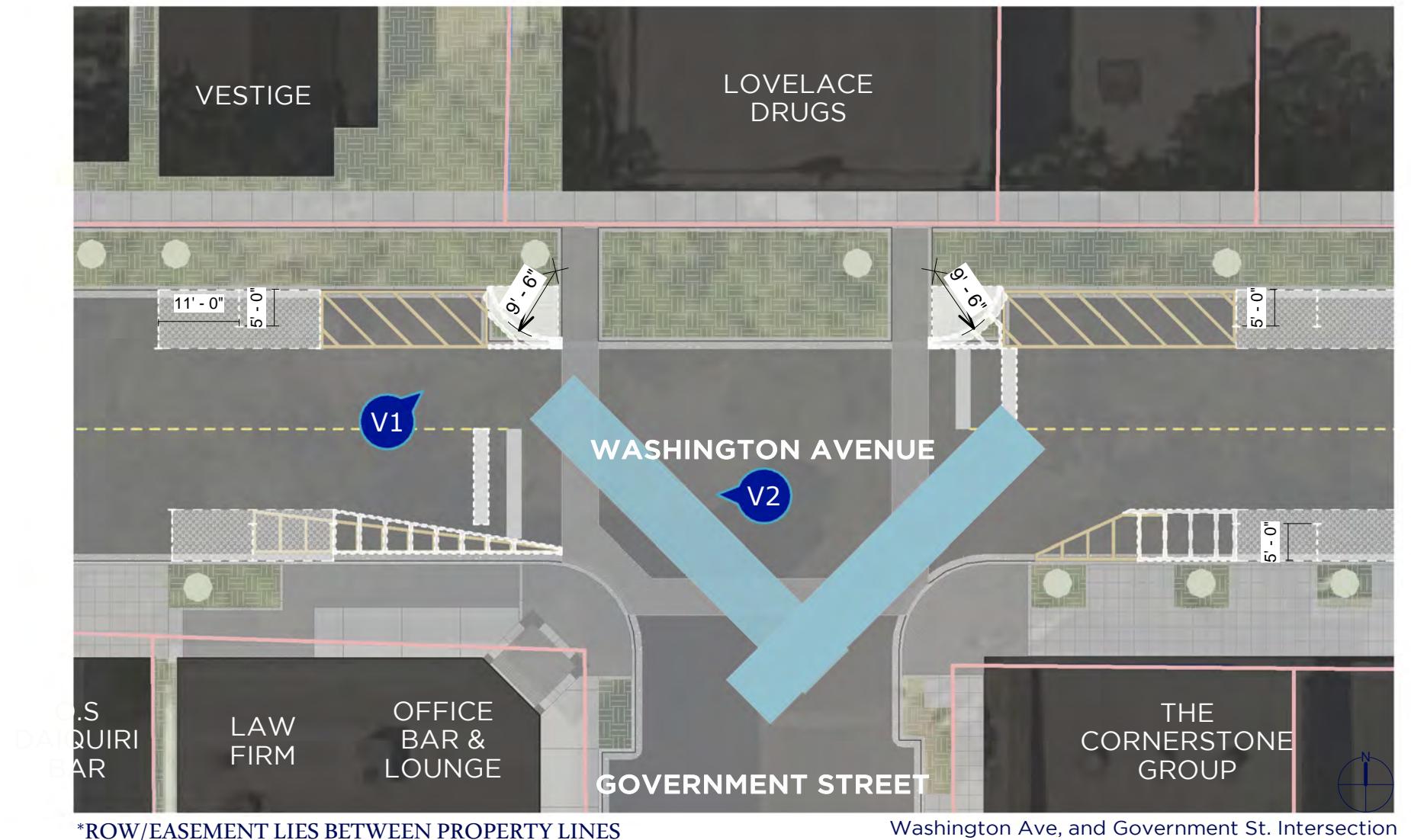
Include pedestrian Right-of-Way signage.

Convert parking at narrow portions of the street into golf cart parking.

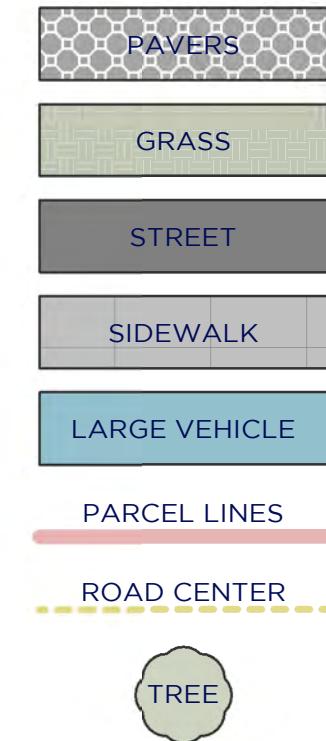
Consider implementing parking meters at select locations.



Downtown Ocean Springs - Overall Map



KEY LEGEND

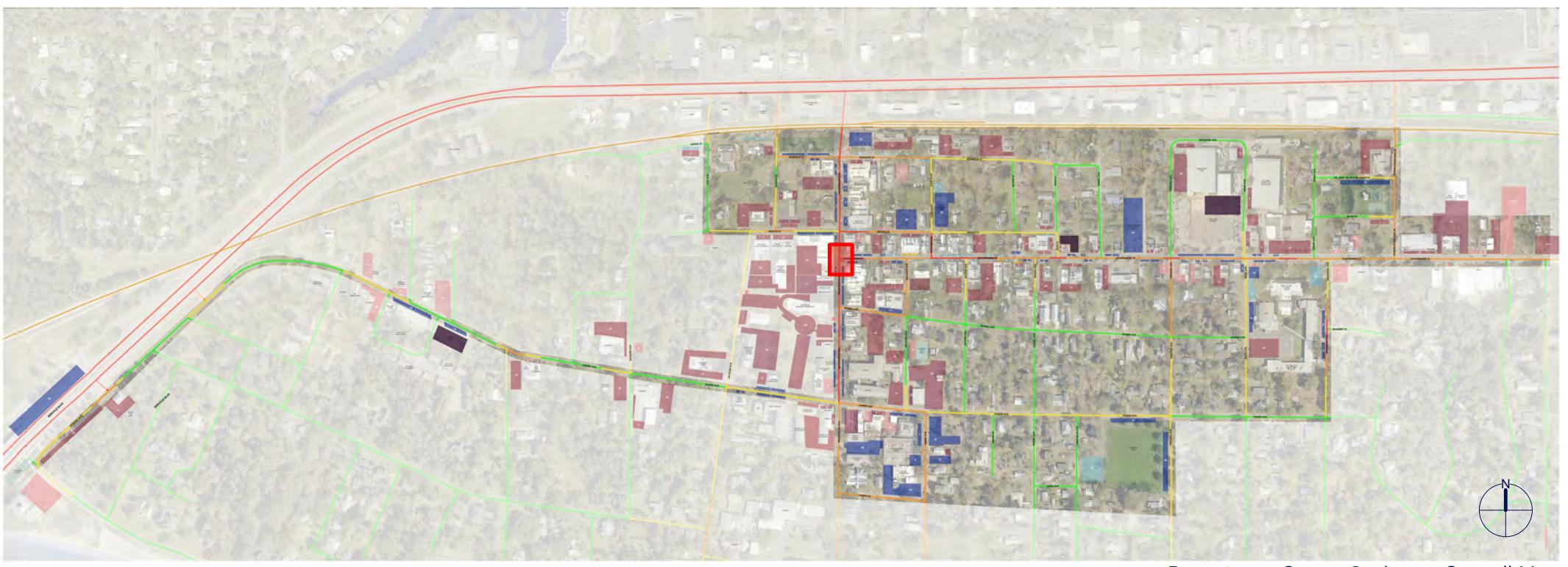


PRIMARY CONCERN

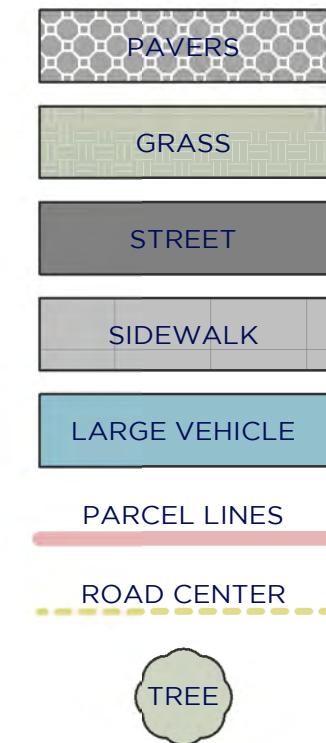
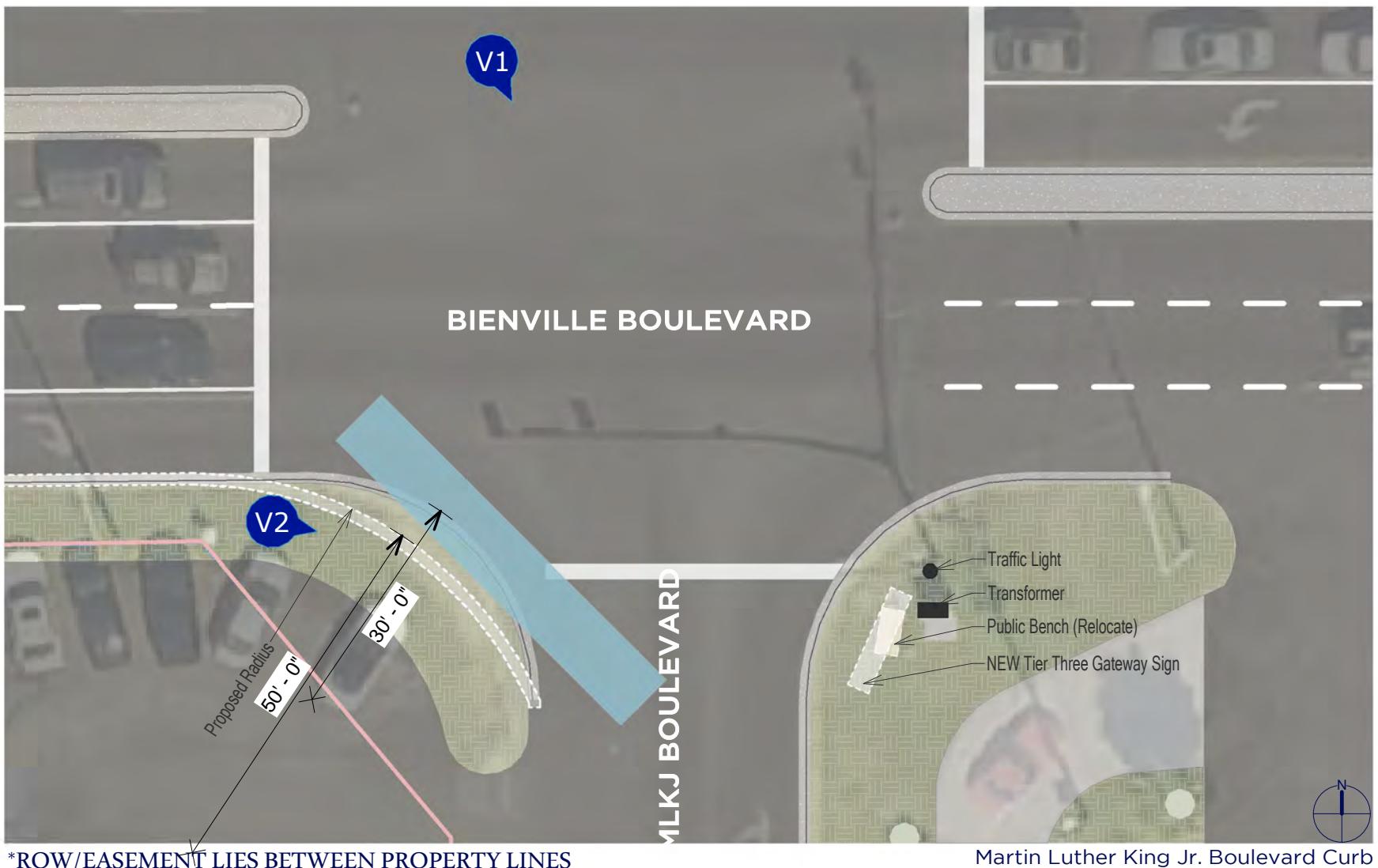
- 3 Inefficient Use of Parking
- 5 Organization of Unmarked Spaces
- 7 Increased Congestion
- 9 Pedestrian Safety

PROPOSED SOLUTIONS

- Delineate golf cart parking with pavers.
- Paint No Parking Zones at each corner of the Washington Ave. / Government St. intersection.
- Convert nearest parking at intersections into golf cart parking.
- Consider pushing back Stop Line to allow more room for turning vehicles.
- Stripe unstriped parallel parking spaces.
- Consider cutting back curb to allow for a larger turning radius.



KEY LEGEND


 Downtown Ocean Springs Parking Study
MARTIN LUTHER KING JUNIOR BOULEVARD


*ROW/EASEMENT LIES BETWEEN PROPERTY LINES

PRIMARY CONCERN

- 2 Increased Congestion
- 7 Increased Congestion

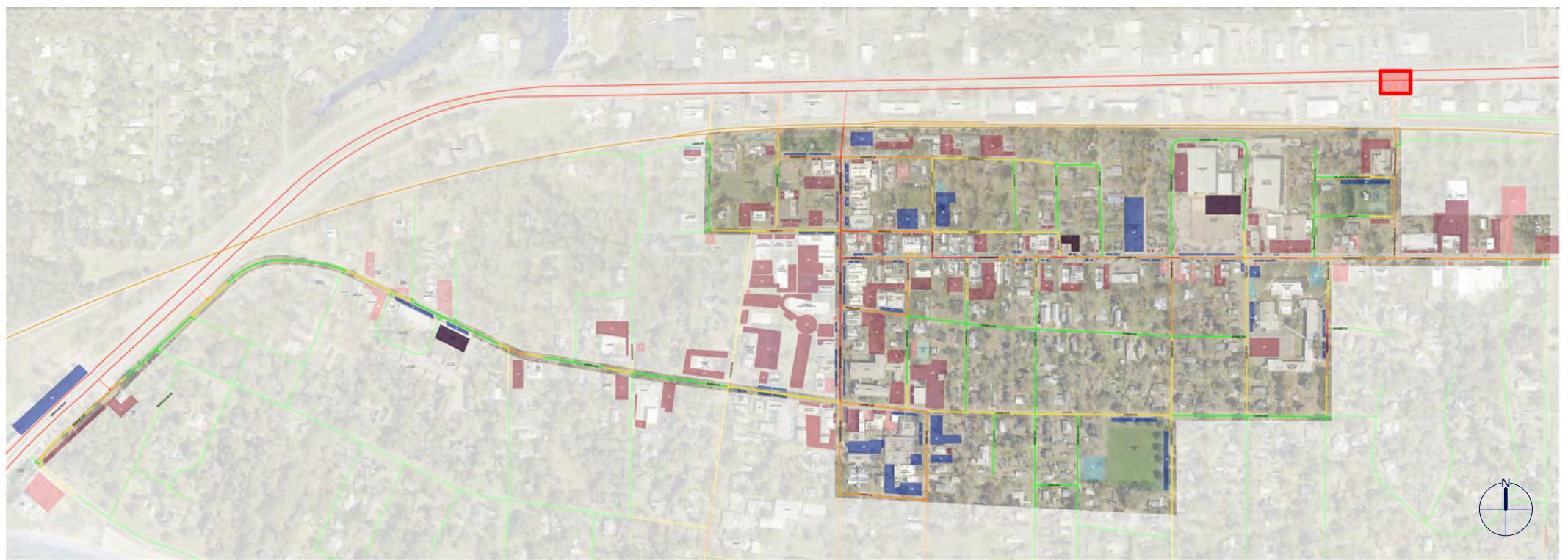
PROPOSED SOLUTIONS

Work with MDOT to cut back curb at Martin Luther King Jr. Boulevard corner.

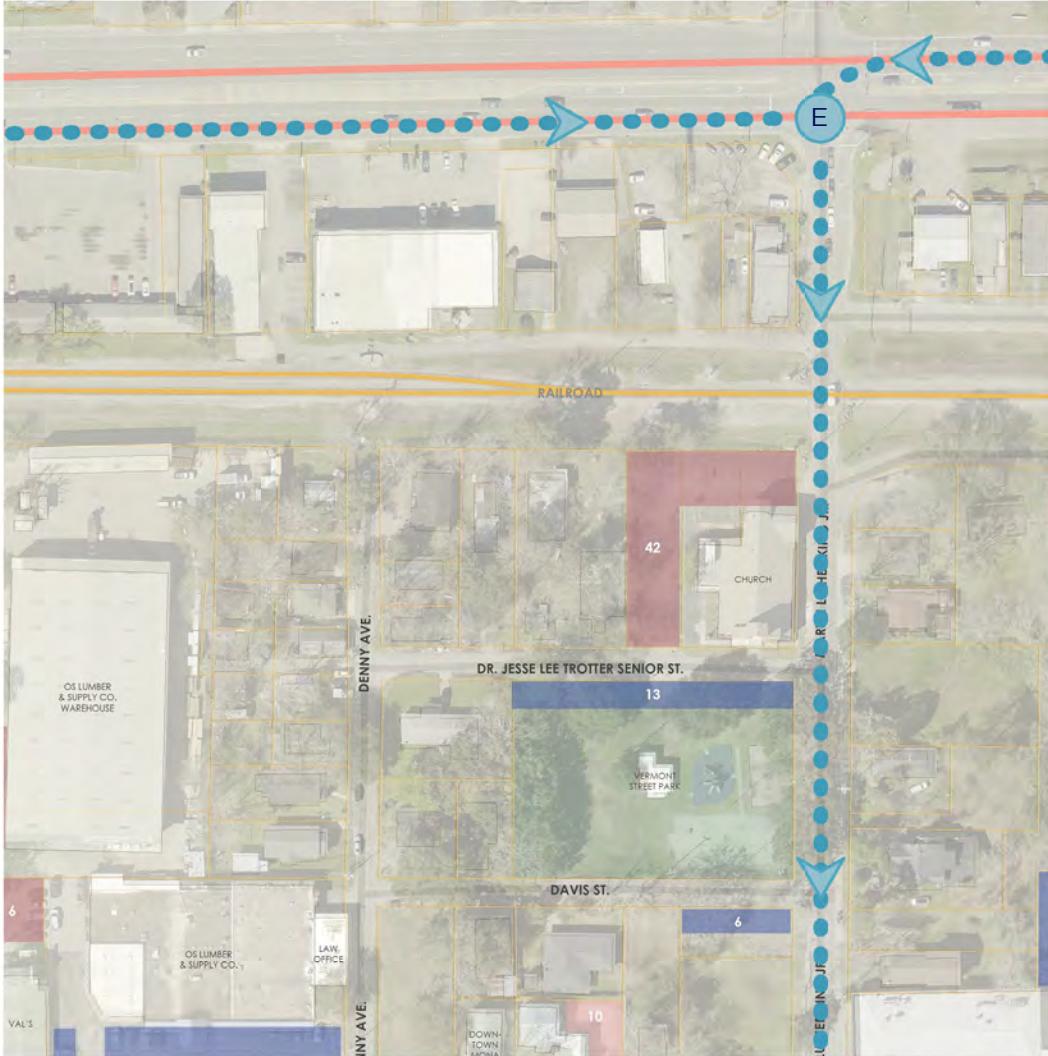
Designate delivery route with recurring purveyors.

Convert loading zones into hour-restricted golf cart parking, especially at intersections, to allow for a larger turning radius.

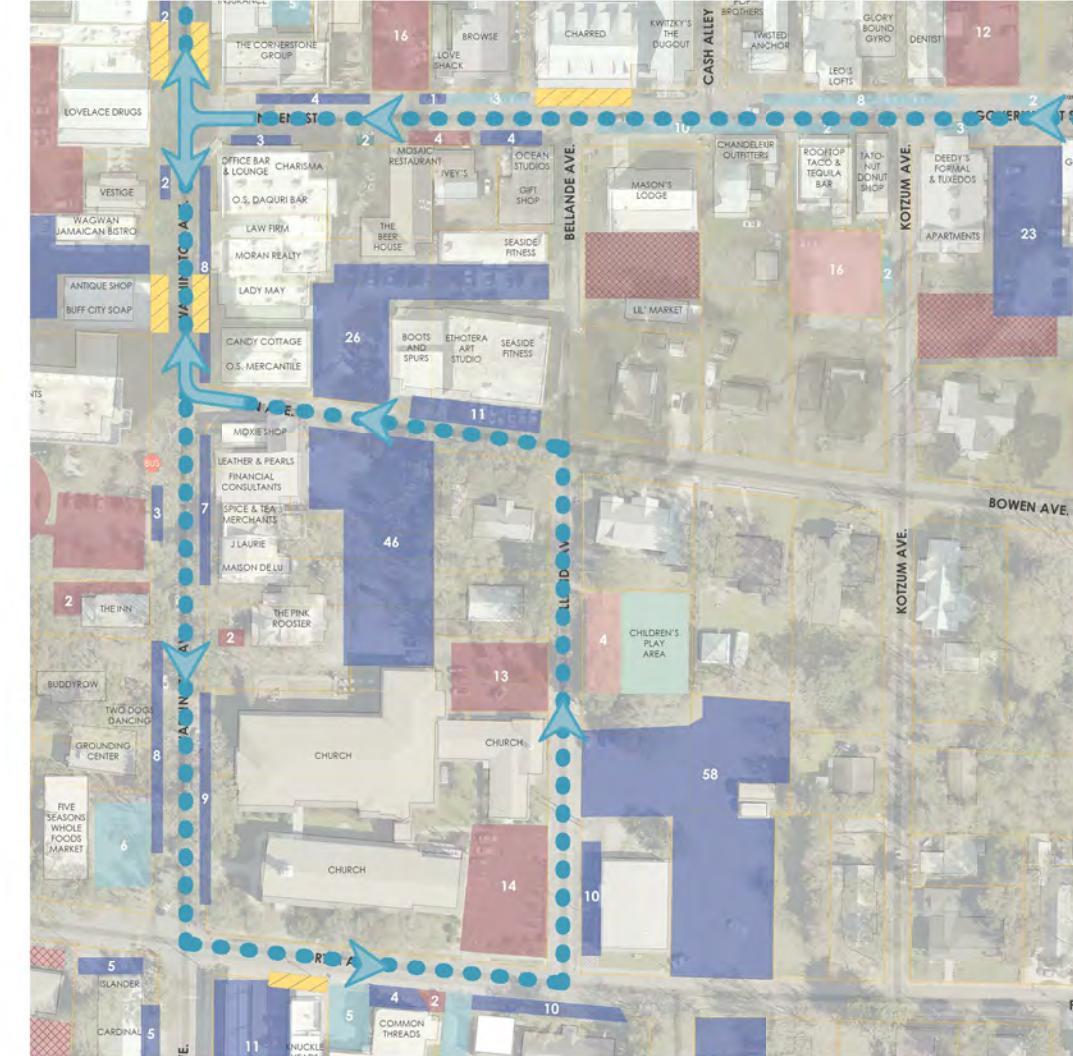
Utilize CPLA's Citywide Wayfinding Plans on alternate gateways to modify the entry to downtown Ocean Springs, at the Bienville Blvd. / Martin Luther King Junior Blvd.



Downtown Ocean Springs - Overall Map



Downtown Ocean Springs Alternative Entrances



Suggested Delivery Truck Route

PRIMARY CONCERN

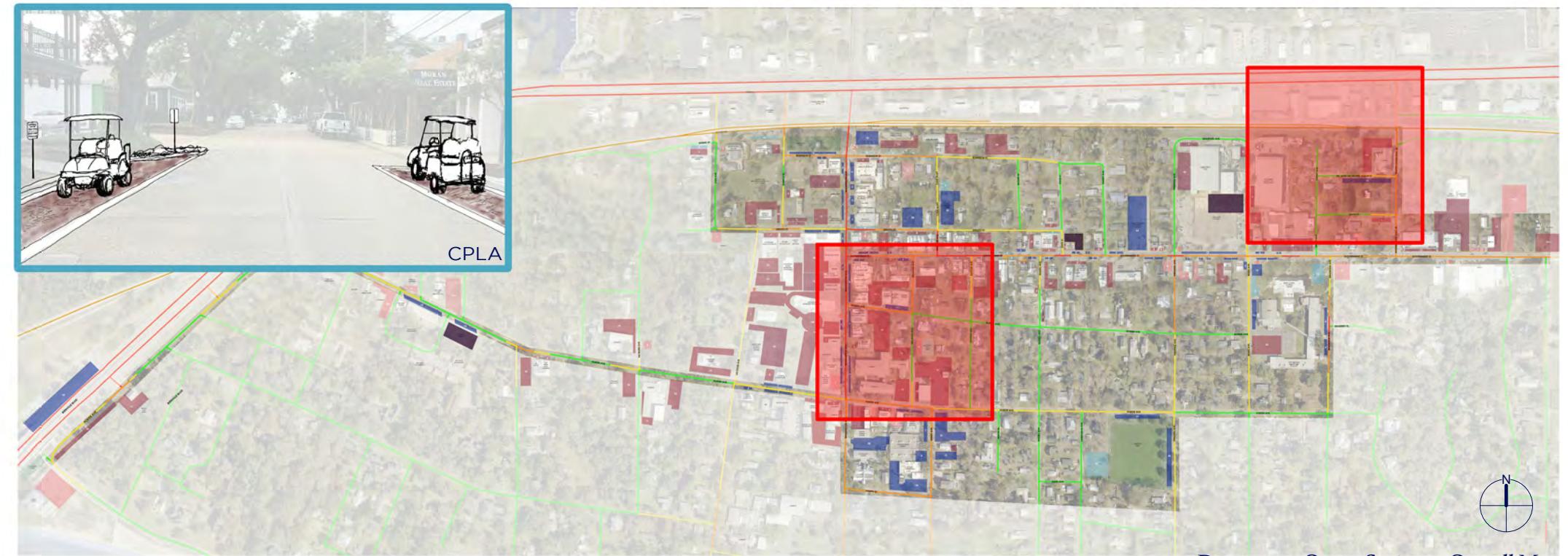
- 2 Increased Congestion
- 7 Increased Congestion

PROPOSED SOLUTIONS

Utilize wayfinding & modifications to curbing, and encourage more use of alternate entryways to downtown.

Designate delivery route with recurring purveyors.

Convert loading zones into hour-restricted golf cart parking, especially at intersections, to allow for a larger turning radius.



Downtown Ocean Springs - Overall Map



Swingster Property



Image 1: Baptist MD Anderson Cancer Center; Jacksonville, FL



Image 2: Miami Design District; Miami, FL

SWINGSTER PROPERTY

Owner: OHOS Land LLC
Location: 1515 Government St.
Acreage: 2.23
Dimensions: 281' x 345'



Image 3: Hoover Pavilion Parking; Palo Alto, CA

PRIMARY CONCERN

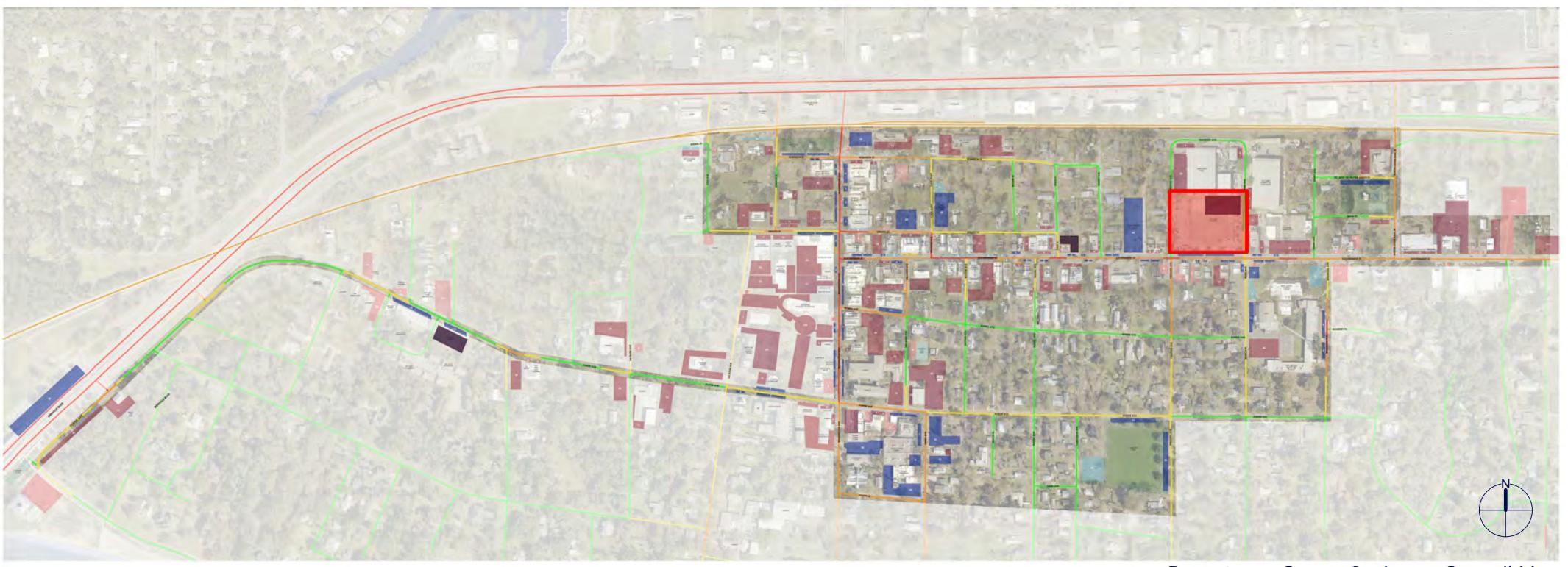
- ④ Inefficient Use of Parking
- ⑩ Quality of Life for Residents

PROPOSED SOLUTIONS

Permit a 2-3 story parking garage or parking deck close to downtown Ocean Springs for overflow parking.

Expand to other businesses who may be willing, but currently do not offer their lots for shared parking.

Consider lots of light for added visibility and security or an art inspired exterior that blends in with Ocean Springs aesthetic.





Villa Maria Retirement Apartments



Image 4: Berkhamsted Parking Garage; Berhamsted, England



Image 5: Granta Park Garage; Granta, England

RETIREMENT APARTMENTS

Owner: Catholic Charities Housing
Location: 921 Porter Ave.
Acreage: 2.26
Dimensions: 286' x 170'



Image 6: Botanical Garden Parking; Bronx, New York

PRIMARY CONCERN

④ Inefficient Use of Parking

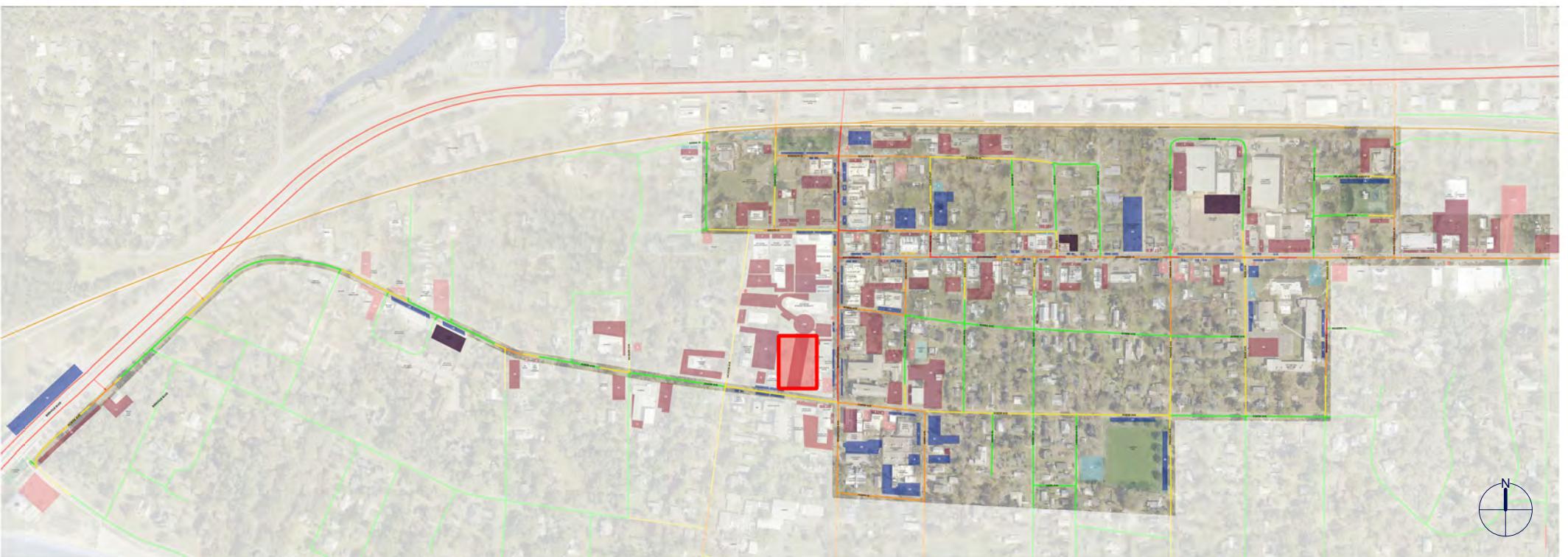
⑩ Quality of Life for Residents

PROPOSED SOLUTIONS

Permit a parking garage or parking deck close to downtown Ocean Springs for overflow parking.

Expand to other businesses who may be willing, but currently do not offer their lots for shared parking.

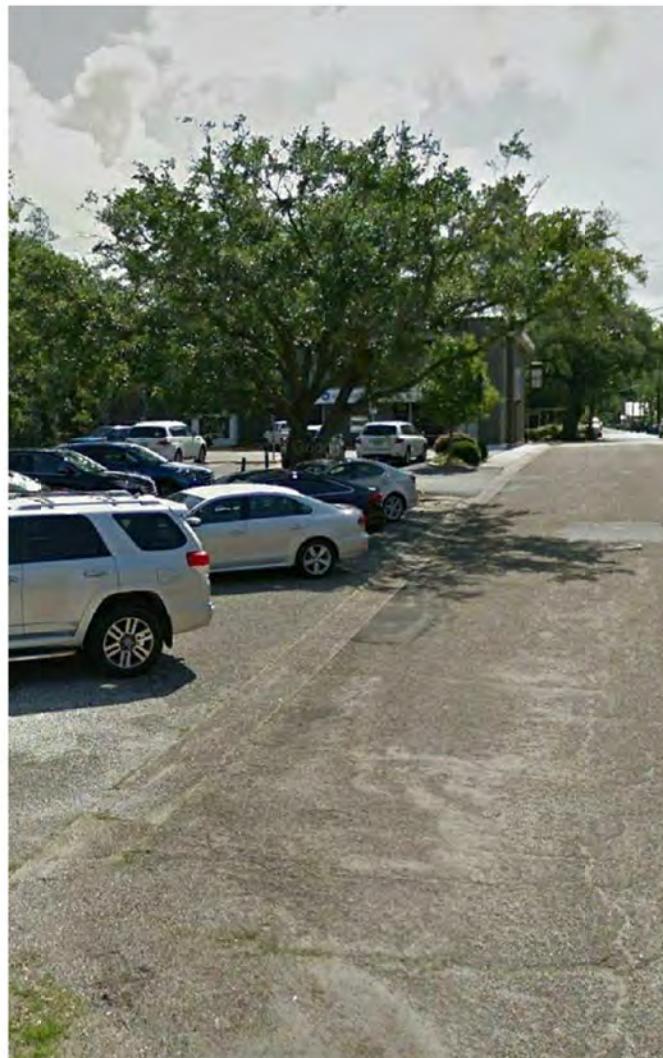
Plant enhancements along structured parking exterior will add life and appeal.



Downtown Ocean Springs - Overall Map



Police Substation



Hancock Bank Property



Image 7: LaGrange Parking Deck;
LaGrange, GA



Image 8: Cedar Grove Parking
Garage; Eagan, MN

SUBSTATION / HANCOCK
Owner: Ocean Springs / Hancock
Location: 1018 Porter Ave. / 901
Washington Ave.
Acreage: 1.83 / .61
Dimensions: 274' x 76' / 190' x 130'



Image 9: Village on the Green;
Carmel, IL

PRIMARY CONCERN

4 Inefficient Use of Parking

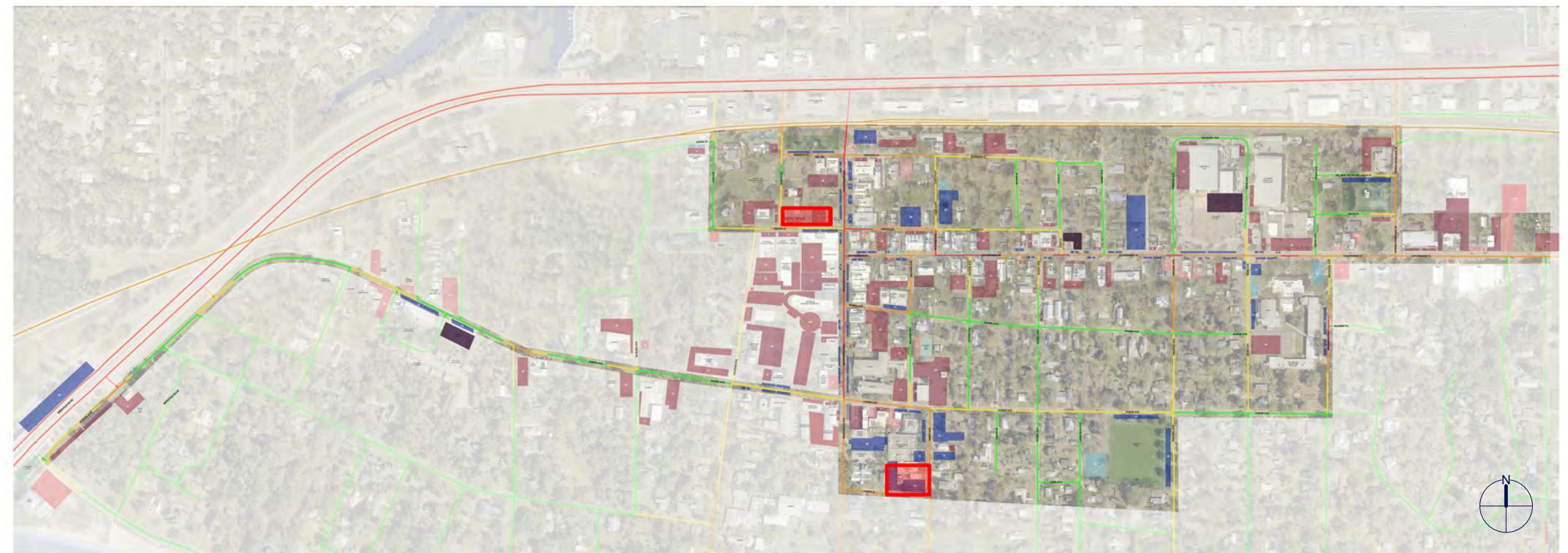
10 Quality of Life for Residents

PROPOSED SOLUTIONS

Demolish portion of the Police Substation and convert to a parking lot.

Work with Hancock Bank to convert a portion of their property into shared parking or a car park.

Expand to other businesses who may be willing, but currently do not offer their lots for shared parking.



Downtown Ocean Springs - Overall Map



SUBSTATION
Owner: Ocean Springs
Location: 1018 Porter Ave.

OCEAN SPRINGS
1699 • CITY OF DISCOVERY



View 1 Google



View 3 Google



View 2 Google



View 4 Google

Downtown Ocean Springs Parking Study
POSSIBLE GARAGE / DECK

PRIMARY CONCERN

④ Inefficient Use of Parking

⑩ Quality of Life for Residents

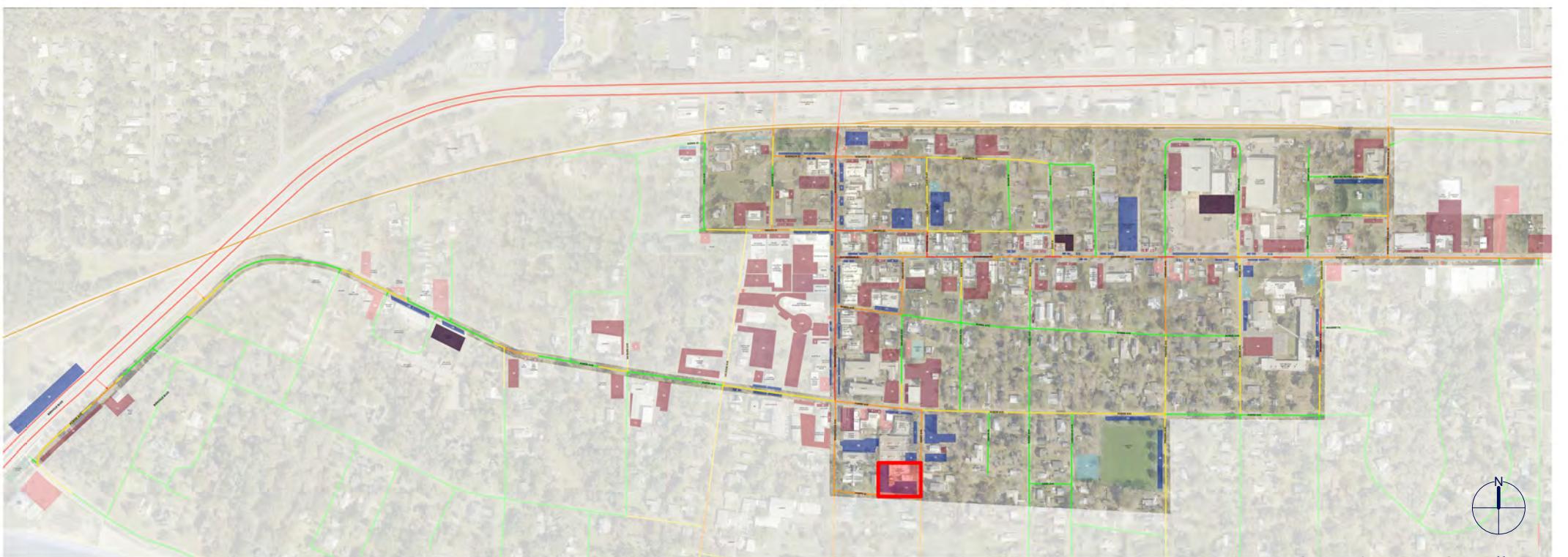
PROPOSED SOLUTIONS

Permit a parking garage or parking deck close to downtown Ocean Springs for overflow parking.

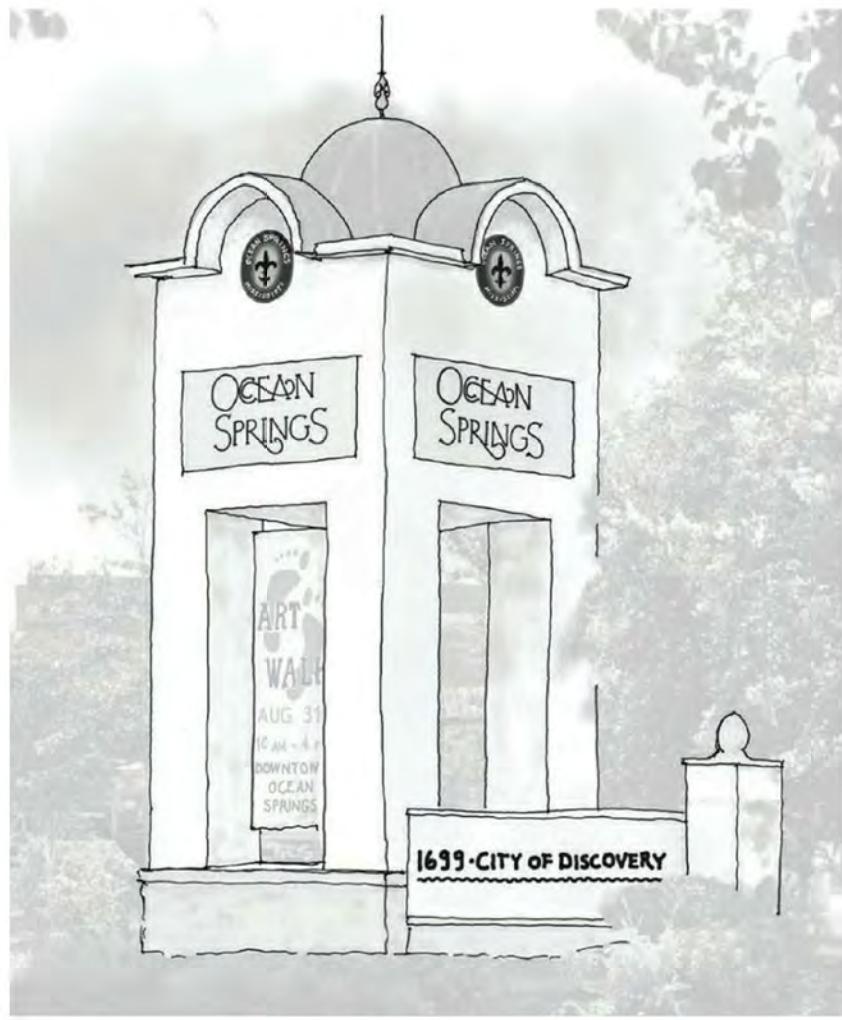
Expand to other businesses who may be willing, but currently do not offer their lots for shared parking.

Demolish portion of Police Substation and courthouse to convert into a car park.

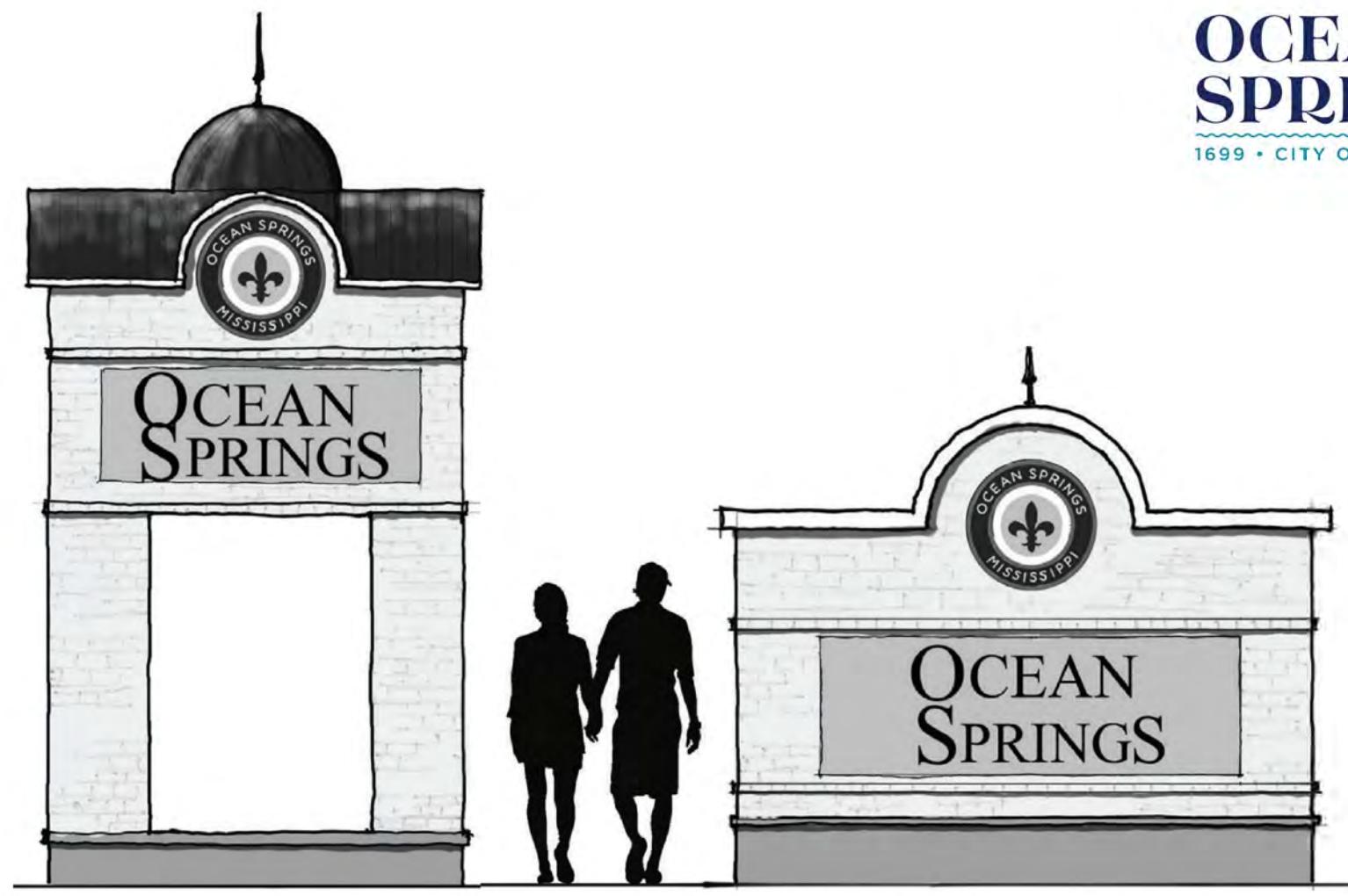
Convert the remaining portion into storage.



Downtown Ocean Springs - Overall Map



EXISTING GATEWAY SIGN: TIER 1



CPLA GATEWAY SIGN: TIER 3

PRIMARY CONCERN

2 Increased Congestion

PROPOSED SOLUTIONS

Utilize wayfinding & modifications to curbing, and encourage more use of alternate entryways to downtown.

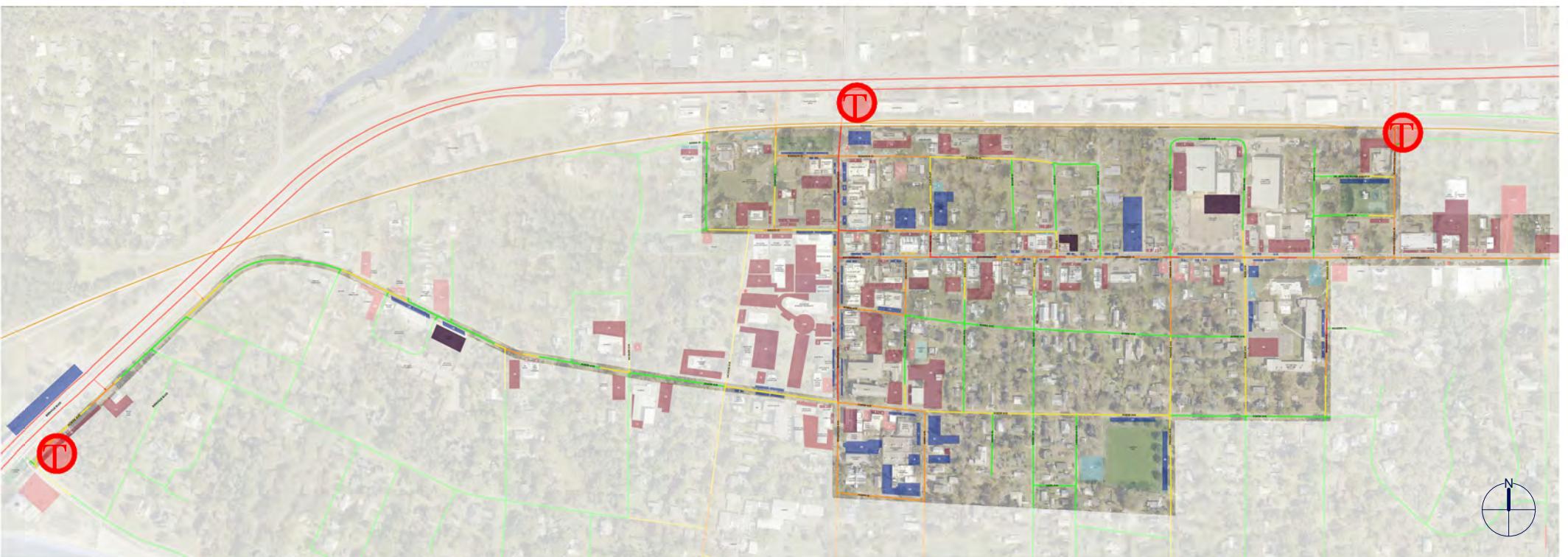
Christian Preus Landscape Architectures has conceptually designed Tier 2 and Tier 3 gateways to compliment the existing Tier 1 gateway.

TIER 1: Large existing Gateway at HWY 90 and Washington Ave. intersection.

TIER 2: Pedestrian scaled version of Tier 1 located near intersection of Porter Ave. and Front Beach Dr.

TIER 3: Alternative gateway with similar attributes to Tier 1 gateway.

CPLA, Citywide Wayfinding Plan 2020



Downtown Ocean Springs - Overall Map



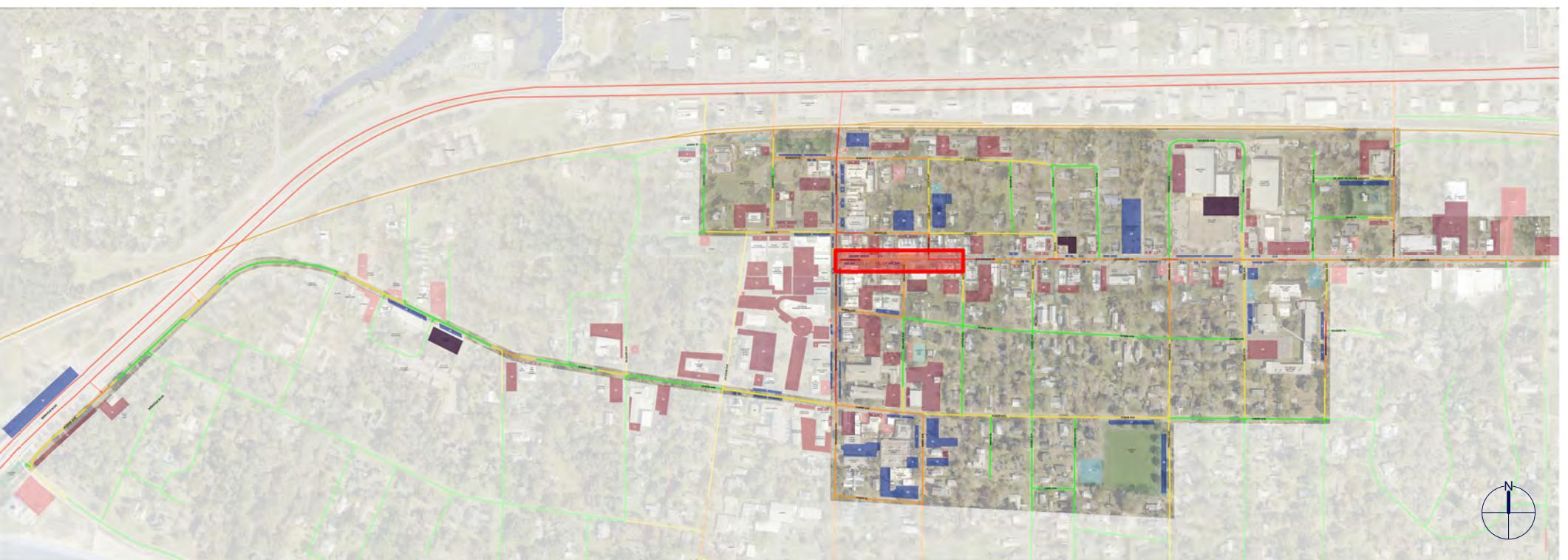
PRIMARY CONCERN

6 Inefficient Use of Parking

PROPOSED SOLUTIONS

Institute metered parking at select locations downtown to discourage "all-day" parking by people who are not shopping/visiting the establishments

- Solar powered options available
- Multi-Space stations or Single Space meters
- Displays enforced hours
- Can include complex schedule for events or varying time limits
- Free 15 min. parking for quick stops
- Detection sensor available (Collects data on vacancy and occupancy of parking space)
- Contactless payment option available
- Payment options: card/coin/token/mobile app
- Adjustable time limit
- Locate available parking through mobile app
- Extend parking time through mobile app



Downtown Ocean Springs - Overall Map

DIRECTION



ILLUMINATE



EXISTING



ALTERNATIVES



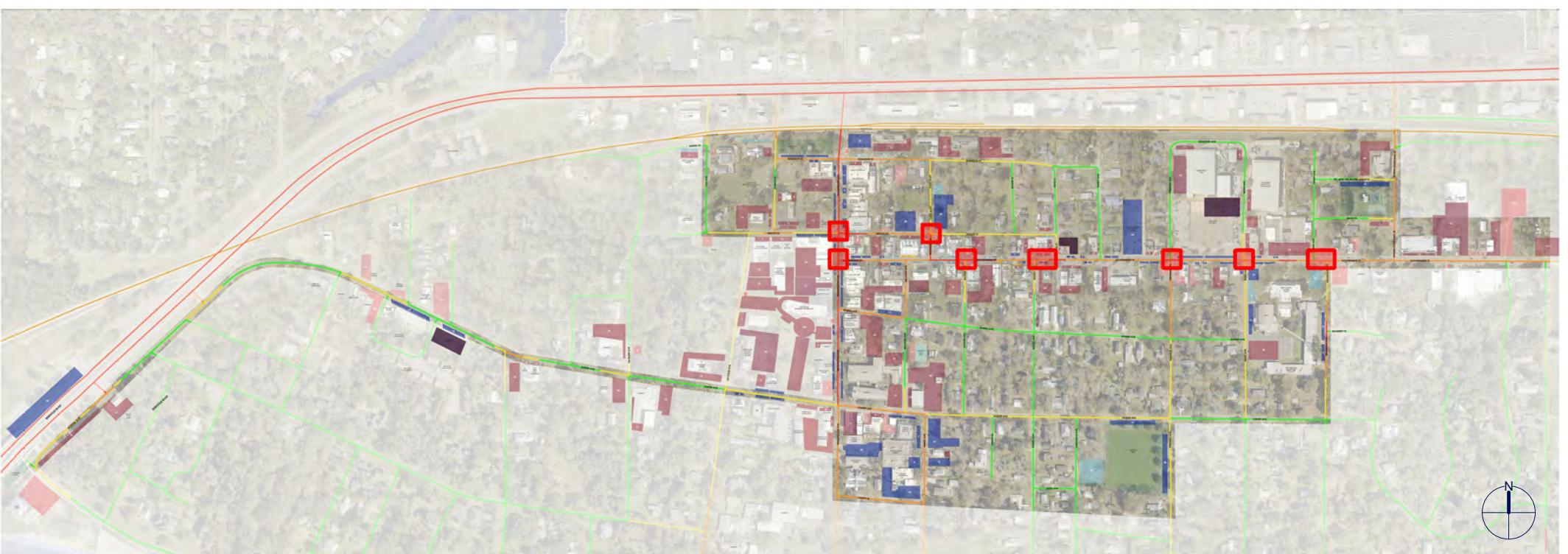
PRIMARY CONCERN

9 Pedestrian Safety

PROPOSED SOLUTIONS

Implement curb buffers at crosswalks with drainage, pedestrian right of-way signage, & additional pedestrian only paths.

- **DIRECTION:** Implementing directional markers to crosswalks can help improve congestion confusion.
- **ILLUMINATE:** Improve pedestrian safety with illuminated crosswalks. Illumination techniques include: Starpath coating, embedded light boxes, and luminescent paint.
- **EXISTING:** Improve existing crosswalks by embellishing with street art. Implementing street art into the crosswalks can add to the cohesiveness of the city.
- **ALTERNATIVES:** Consider creative crosswalk alternatives such as, pavers, stamped concrete, and colorful thermoplastic. Alternative materials can also be used to differentiate golf cart parking.



Downtown Ocean Springs - Overall Map

REFERENCES

- Christian Preus Landscape Architecture (CPLA)
- City of Ocean Springs, MS Comprehensive Plan
- CPLA.....Citywide Wayfinding Plan
- Community Stakeholder Meetings
- Google Maps
- Unified Development Code City of Ocean Springs
- Gulf Regional Planning Commission Traffic Count
- Jackson County Parcel Maps
- Jackson County Parking Ordinance
- Mississippi Department of Transportation
- Oceansprings-ms.gov

