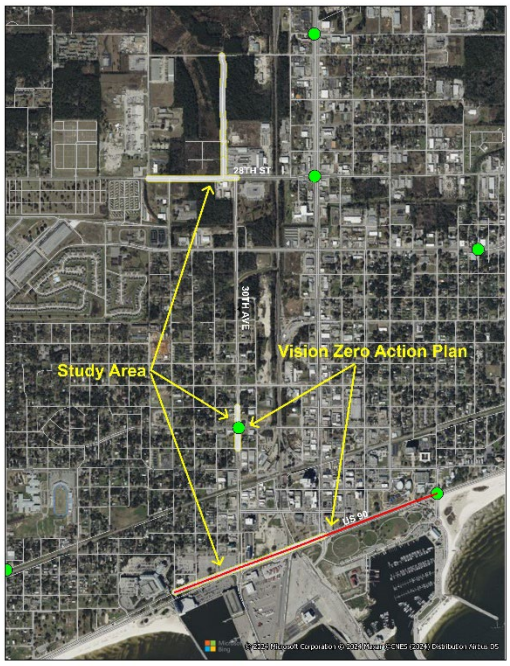
US 90 PORT OF GULFPORT SAFETY AND ACCESS STUDY
DRAFT

The Study will be used to conduct supplemental safety planning to enhance the *Gulf Coast Vision Zero Action Plan*. To promote safety to prevent death and serious injuries on Gulf Coast roadways, the Action Plan identifies intersections and bicycle and pedestrian areas that have experienced an above average number of fatal and injury crashes. This effort will consider quickly implementable low-cost measures and longer-term measures to improve the safety and access for personal vehicles, freight trucks, and non-motorized users that all must share the same space. The study area of US 90 from 33rd Avenue to US 49, 28th Street to 30th Avenue to 39th Avenue, and 34th Avenue from 28th Avenue to 33rd Street will ensure equitable investment in the safety needs of underserved communities. Pedestrian and bicyclist comfort and safety is a concern due to vehicle speed on US 90 and ADA access needs improvement to provide safety and access to individuals with disabilities. This section of US 90 is identified as an area of concern and a High Injury Corridor in the Vision Zero Action Plan. This supplemental planning effort will prepare a project(s) for a future Implementation Grant award.

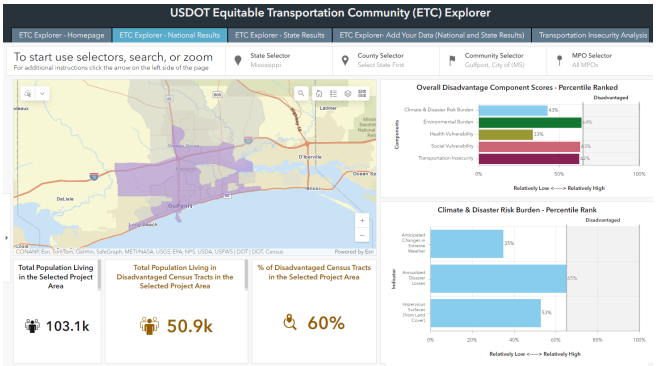


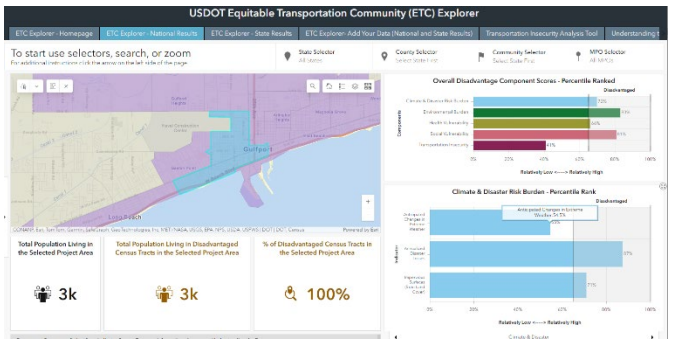
Selection Criterion #1: Safety Impact

The study area of US 90 has very high truck traffic due to activities at the Port of Gulfport. As much as 9 percent of the traffic is freight trucks. Most of the truck traffic uses 30th Avenue to access a holding yard north of 28th Street, but some trucks use US 49 on the eastern end of the study area. The use of this route causes trucks to travel through downtown Gulfport and Jones Park which are very active pedestrian areas. The elimination of trucks using this section of US 49 would improve the safety, comfort, and aesthetics of this area for pedestrians. The reconfiguration of US 90 outside of the Port to prevent turning movements that lead to US 49 would improve this situation. Most of the US 90 study area is fronted by the Port of Gulfport. While there are some sidewalks, pedestrian safety and comfort is compromised by the large intersections, railroad tracks, and freight trucks. There have been three pedestrian or bicycle crashes over the past two years in this area all resulting in serious injuries. The US 90 study area is bordered by a major recreation area, a casino, a hotel, and a very active downtown area to the north. These land uses generate significant pedestrian traffic. Through this planning effort the study area will be outfitted with wide multiuse pathways, safe cross walks, and a reconfigured roadway that slows traffic down and enables safer pedestrian access. This study will improve pedestrian and vehicle safety to the intersection of 30th Avenue and 33rd Street (identified in the Vision Zero Plan) with the help of Roadway Safety Audits. There were 20 crashes with injury in the US 90 study area from 2019 – 2023. There were 5 bicycle and pedestrian crashes in this underserved study area between 2019 and 2023. Recommendations will be made for these

corridors to accommodate the high number of freight trucks sharing the road with personal vehicles, pedestrians, and bicyclists.

Selection Criterion #2: Equity





Project Area: Census Tract # 28047003800 – 1200, Census Tract # 28047002300 - 1800
Project Area Census Tract Total – 3000, *Project area population Underserved – 100%*

Selection Criterion #3: Additional Safey Context

The purpose of the planning study is to determine improvements that will best address study areas of US 90 corridor, 28th Street and 34th Street by assessing the adequacy of current facilities to handle present and projected traffic and the evaluation of improved levels of service and safety for personal vehicles, freight trucks, pedestrians, and bicycles. Safe System Elements will be used to provide Safe Roads by designing the roads to help accommodate human mistakes and provide Safe Road Users for all road users and modes. The operational characteristics of the corridors and intersections will be evaluated using the information provided in the Highway Capacity Manual (HCM). Crash data will be evaluated and compiled for analysis of historical crash data. Survey data will be collected including Right of Way within the study corridor and cross sections to help to help quantify drainage impacts from proposed pedestrian infrastructure improvements within the project limits. Conceptual design of sidewalks, bike paths/lanes, paved shoulders, a raised curb median, landscaping, lighting, signal upgrades, landscaping, and signage will be developed. Recommendations for the diversion of trucks to 30th Avenue instead of downtown US 49 from the Port will be developed. Three corridor concepts options will be developed for median configurations that will limit turns from minor streets and/or driveways. These concepts will be presented to MDOT, the City of Gulfport, and the Port for consideration. The median island layouts will take into consideration standard engineering access management principles and identify probable locations for limited access at critical junctions. The conceptual plans will detail the locations of proposed medians, raised curbs, pathways, crosswalks, etc. Recommendations will also be made for shorter term low-cost, high impact strategies to improve safety. Photo simulations depicting the proposed typical section and landscape improvements at locations within the project area to allow people to understand how the proposed improvements will appear. An open house style public meeting to communicate the proposed project to the public and affected stakeholders will be held.