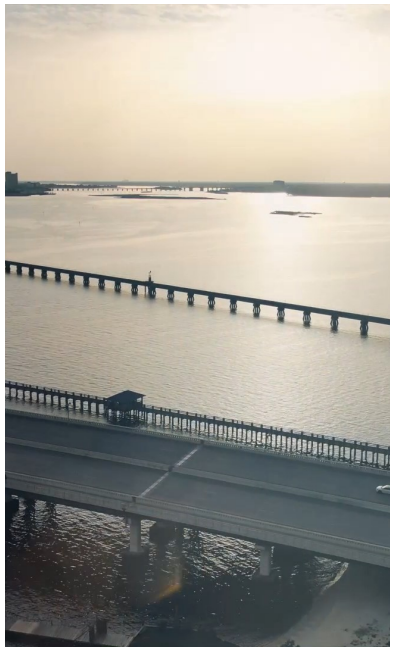


OBJECTIVE

Enhance regional connectivity

STRATEGY

Provide critical linkages enabling more direct travel .

Transform mobility corridors into a Complete Street with suitable non-motorized facilities.

MEASURE

Vehicle Miles Traveled (VMT) in the region .

REGIONAL CONNECTIVITY

MOBILITY CORRIDORS

Due to the linearity of the Mississippi Gulf Coast region, north-south mobility is very important to provide movement between the two major east-west travel corridors—Interstate 10 and US Highway 90--spanning the three coastal counties from Alabama to Louisiana. When major storms approach the region from the Gulf of Mexico, north-south connectors are used by Gulf Coast residents to reach I-10. Commuters use the north-south connectors daily as they make long commutes to major employment sites such as hospitals, casinos, military bases, Stennis, Ingalls, and Chevron. The Mississippi Gulf Coast north-south mobility corridors facilitate the flow of traffic throughout the region. Mobility corridors establish generalized travel patterns which form the primary routes of choice used by the entire Gulf Coast population for the majority of their travel needs. Most relatively long-distance trips being made within he region are a combination of these mobility corridors.

North-South Mobility

North-south mobility corridors should provide a continuous and direct route connecting I-10 and US 90. These corridors should have higher design standards and provide more direct and higher speed travel between locations. They facilitate mobility in the region in the following ways:

- They serve major activity centers, the highest volume corridors, and longest trip demands.
- They carry a high proportion of total urban travel on limited route mileage.
- They interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving the urban area and movements through the urban area.
- They serve demand for intra-area travel between central business districts and outlying residential areas.

The proper spacing between the north-south mobility corridors is an important consideration in providing for efficient movement of people and goods. FHWA's *Highway Functional Classification Concepts, Criteria and Procedures* report notes that the spacing of arterials in urban areas may vary from less than 1-mile in highly developed central business areas to 5-miles or more in the sparsely developed urban fringes. Using a 3-mile buffer of the north-south arterials that provide a direct route connecting to I-10 and US 90, which enables good mobility in the shortest distance possible, reveals a number of coverage gaps in the roadway network as shown on Figure 1.

Suitable north-south mobility corridors should provide a continuous and direct route connecting I-10 and US 90

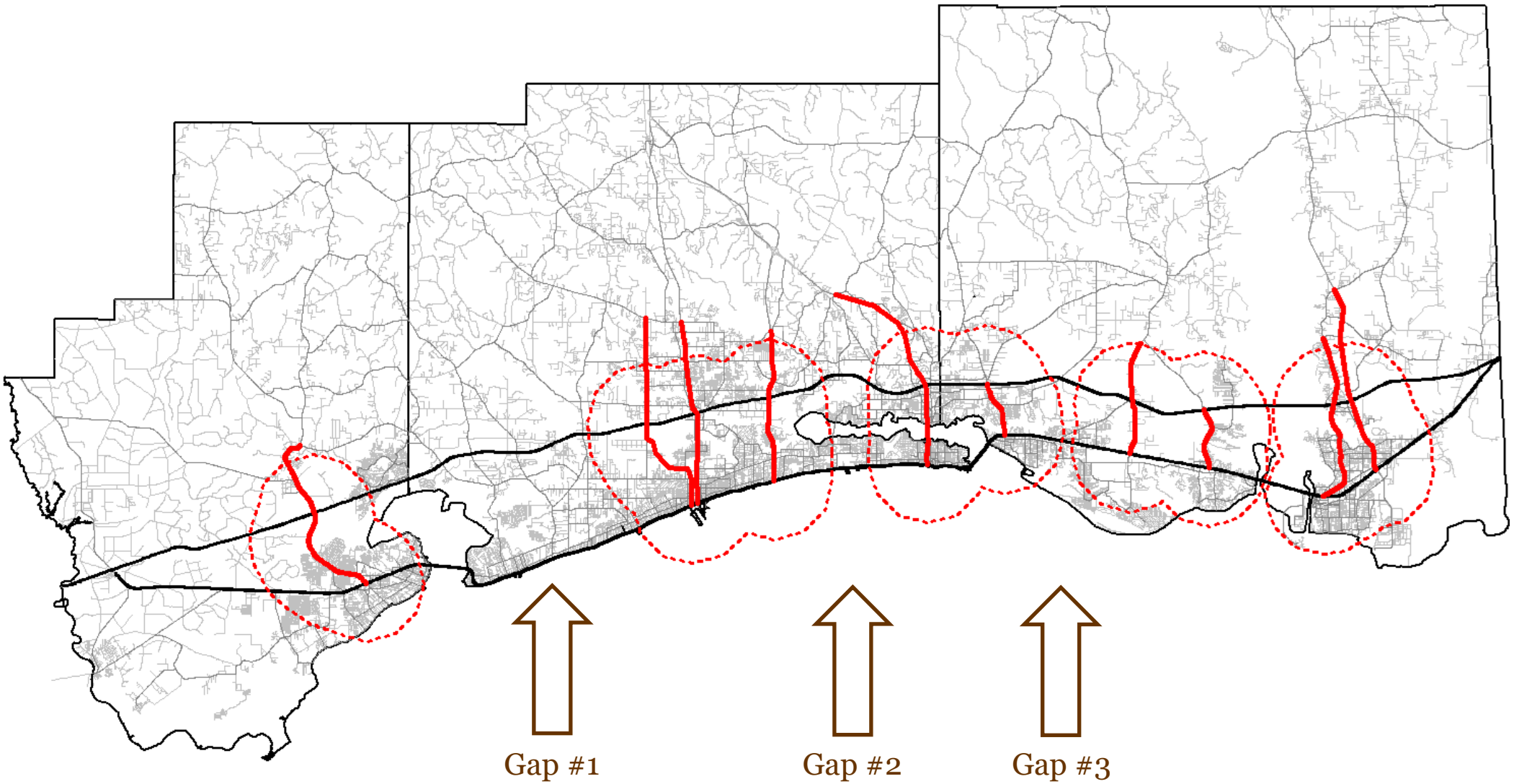
Particular attention should be made to improvements to the mobility corridors because of the high daily traffic that occurs on them. Funding allocation to improved linkages, reducing congestion, lighting, and pedestrian and bicycle infrastructure projects on these corridors should be a priority.

GRPC Mission

Provide a planning process that identifies, develops, and promotes projects and programs that contribute toward a safe, efficient, and resilient Mississippi Gulf Coast transportation system.

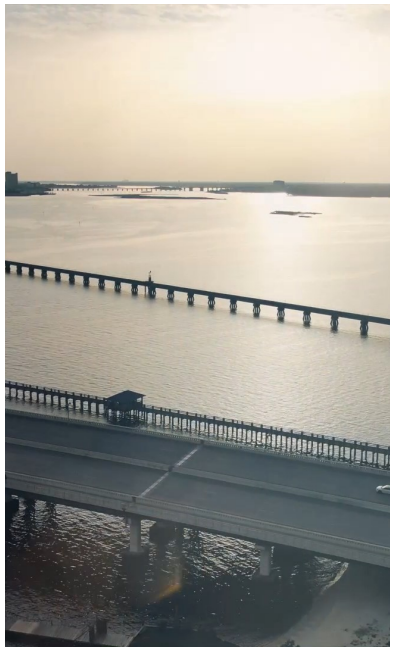
Gulf Regional Planning Commission

REGIONAL NORTH-SOUTH MOBILITY CORRIDOR GAPS



*Concepts for discussion only

Figure 1



OBJECTIVE

Enhance regional connectivity

STRATEGY

Provide critical linkages enabling more direct travel .

Transform mobility corridors into a Complete Street with suitable non-motorized facilities.

MEASURE

Vehicle Miles Traveled (VMT) in the region .

REGIONAL CONNECTIVITY

EAST-WEST CORRIDORS

Interstate 10 and US Highway 90 facilitate the flow of traffic throughout our very linear region. These major mobility corridors serve the longer length trips being made between the 12 Gulf Coast cities and activity centers. They are the primary routes used daily to access employment, regional shopping, truck delivery and evacuation. Maintaining and improving our mobility corridors is extremely important to the functionality of our transportation system.

The Gulf Coast transportation infrastructure is vulnerable to predicted changes in sea levels and increases in severe weather and extreme high temperatures. Mobility corridors such as US 90 that have low-lying areas are subject to flooding and are more likely to suffer the damaging effects of inundation and affect mobility in times of flooding. As traffic builds on US 90, it becomes increasingly apparent that there is a need for added east-west mobility parallel to the coastline in Harrison County. This is especially the case during the increasing number of special events on the Coast and regular storm water issues. A new roadway, running east and west between US 90 and Pass Road, would provide relief for Beach Boulevard. An alternative east-west corridor to the existing Pass Road and US 90 routes assures improved access between jobs and residences and allows US 90 to recapture its position as the region's scenic byway. The corridor creates mobility options for landlocked neighborhoods currently without immediate access to a major thoroughfare or transit route.

North of the interstate there does not yet appear to be a well-defined concept for enhanced east-west mobility, but as development pushes further inland in the years ahead the need for a continuous route connecting major north-south corridors north of I-10 is likely to become more apparent.

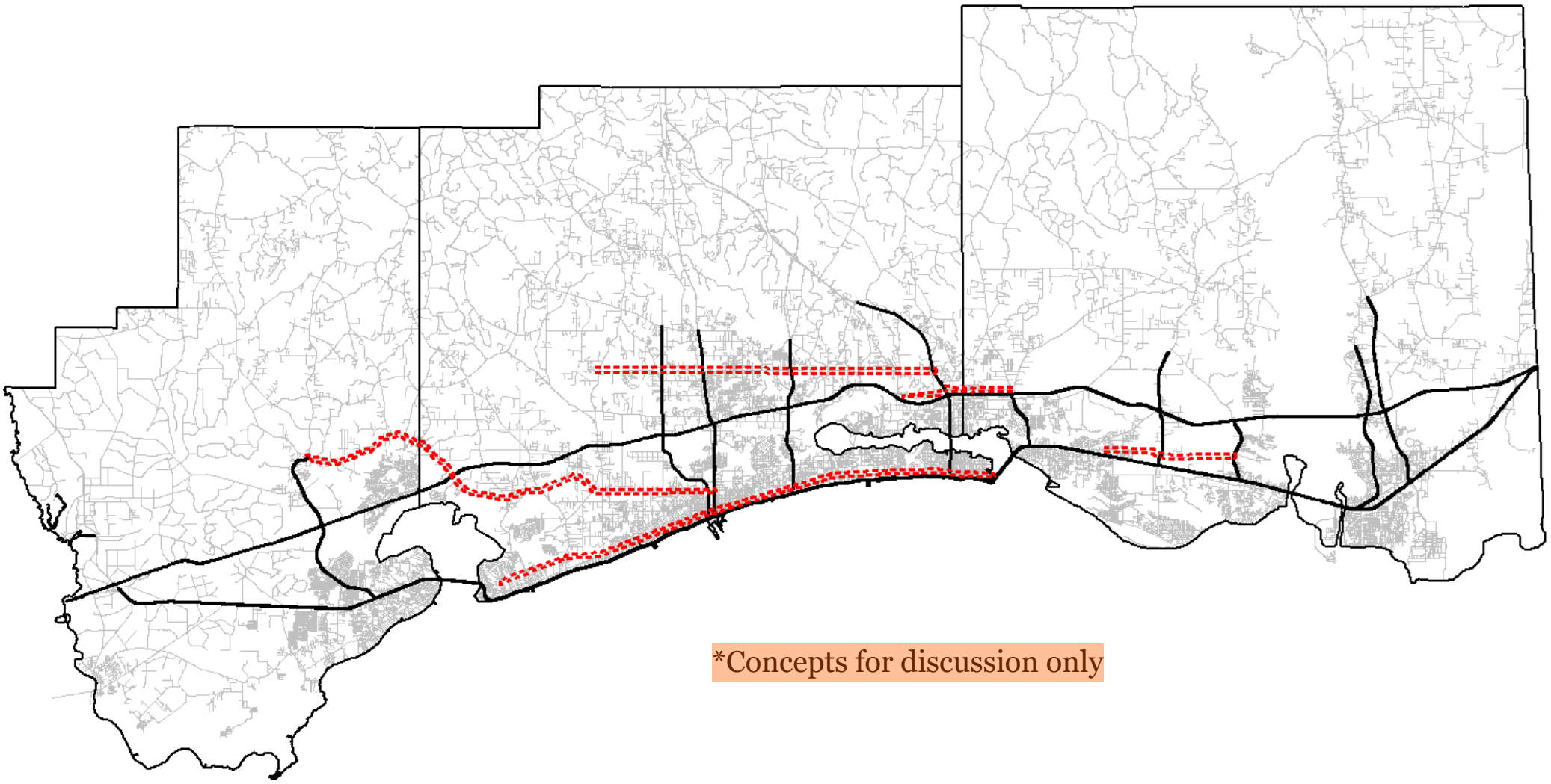
Other east-west connections should be made to connect north-south corridors and provide an alternative to US 90 and I-10. These local connections would maintain traffic circulation on the street system next to the interstate and eliminate the need for some traffic to enter the interstate and US 90 thereby reducing the number of vehicles them.

GRPC Mission

Provide a planning process that identifies, develops, and promotes projects and programs that contribute toward a safe, efficient, and resilient Mississippi Gulf Coast transportation system.

Gulf Regional Planning Commission

REGIONAL EAST-WEST CONNECTORS



*Concepts for discussion only

GULF COAST REGIONAL CORRIDORS

NORTH-SOUTH MOBILITY

West Harrison County (Gap 1)

This area desperately needs an adequate connection between I-10 and US 90 to provide improved daily mobility and access. This corridor would serve as the backbone to West Harrison County and while also providing a gateway to Long Beach, Pass Christian, and Bay St. Louis' economic activity centers. There are several routes that could be considered for the necessary improvement: Among them are Menge Avenue, Red Creek Road, Espy Avenue, Beatline Road, or Klondyke Road with and extension north to I-10.

Central Harrison County (Gap 2)

The purpose of this project is to provide an additional connection between Interstate-10 and US 90. The best connector in this gap appears to be Popp's Ferry Road. Improvements necessary to make this corridor an adequate north-south connector would include a new bridge across the Back Bay of Biloxi, widening of the three-lane section, a connection to the I-10 Woolmarket interchange, and continued widening of Shriners Boulevard to Hwy 67. The concept described here has been labeled the "Biloxi Beach Connector". This new connection and widening would provide much needed traffic relief to Popps Ferry Road, Interstate-110, and MS 605 (Cowan-Lorraine Road).

Ocean Springs (Gap 3)

While this gap appears to be fairly narrow, a connector here would have a very beneficial effect on the accessibility of Ocean Springs and would help to reduce traffic on the congested section of US 90 in that city. This may include a new interchange on Interstate-10 at Fort Bayou Road and north-south connections on Eglin Road to US 90. This new connections would reduce the traffic on MS 609 (Washington Avenue) which is already operating over its intended vehicle capacity.

EAST-WEST MOBILITY

Harrison County East-West Corridor

The distance between I-10 and US 90 exceeds three miles almost from one end of the study area to the other, and there is clearly a need for another east-west mobility corridor south of the interstate. This project would provide an alternate corridor to US 90 and Pass Road reducing traffic congestion and decreasing transportation costs with significant travel time savings and through more reliable and timely access to destinations.

Harrison County East-West Corridor North

North of the interstate there does not yet appear to be a well-defined need for enhanced east-west mobility, but as development pushes further inland in the years ahead the need for a continuous route connecting major north-south corridors is likely to become more apparent. Connections using Robinson Road, John Clark Road, O'Neal Road, Woolmarket Road, and Old Hwy 67 could make sense to improve east-west mobility north of Interstate-10.

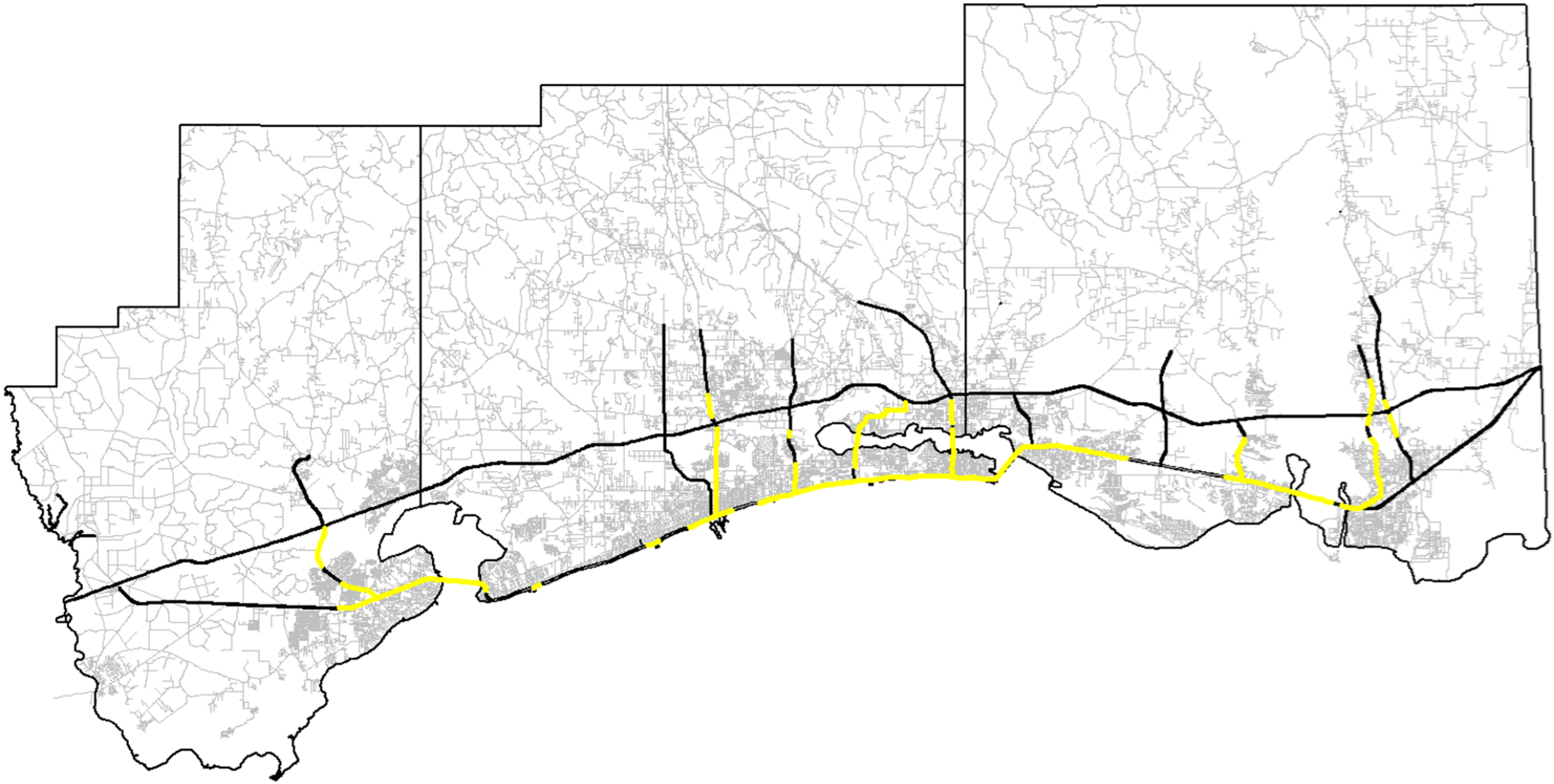
Other East-West Corridors

- **Kiln to Gulfport** - This connector follows Kiln-Delisle Rd and continues through the Delisle community to 28th Street. Developing this corridor into a connector that provides good mobility would consist of improving alignment in a few areas.
- **Mallet Rd to Cedar Lake** - providing a connection from Cedar Lake Road to the existing Promenade Pkwy and Mallet Rd would complete a connection from Hwy 15 Exist to the Cedar Lake Exist giving an alternative to I—10.
- **Ocean Springs to Gautier** - A connection north of US 90 using existing streets to provide a parallel route to US 90 opening up development in the area.

Gulf Regional Planning Commission

REGIONAL MOBILITY CORRIDORS

& ROADWAY LIGHTING



REGIONAL MOBILITY CORRIDORS

& BIKE SUITABILITY