

CHAPTER 7. TRANSPORTATION

Transportation has a direct impact on land use patterns, as development typically occurs only where vehicular access is available. Transportation is also the key element that ties D'Iberville to the remainder of the world; however, transportation encompasses more than streets and automobiles. Pedestrians and bicyclists are also an important consideration given the efforts of the City to promote a new urbanism form of development.

Planning, design, and construction of the City's system of streets and major thoroughfares are primary responsibilities of local government. Not the least of these responsibilities is the coordination of the actions of the numerous public and private organizations concerned with thoroughfare construction in the City and surrounding areas, including private developers, the Mississippi Department of Transportation (MDOT), Harrison County, and construction activities in the City of Biloxi and Jackson County that impact D'Iberville streets and thoroughfares. Since development of Biloxi and its environs, including D'Iberville, has been an on-going process for some 300 years, existing street patterns in some instances evolved as a series of unrelated elements rather than as a unified system based on a master plan.

STREET CLASSIFICATIONS

For purposes of this plan, the street network in the city and planning area is assigned a functional classification. The functional classification identifies each street's role with respect to the city-wide transportation system. The functional classifications are defined as follows:

Arterial Streets

Arterial streets are those designed to move large volumes of traffic into and away from the city. In most cities, including D'Iberville, a conflict exists between through traffic on arterial streets and traffic requiring access to abutting land uses, particularly commercial properties that generate large volumes of traffic. The design of arterial streets includes a right-of-way 120

feet and a pavement width of 63 feet measured from back of curb to back of curb.

Collector Streets

Collector streets are intermediate thoroughfares that collect traffic from local streets and channel it into the arterial street system. As such, collector streets drain traffic from local streets and route this traffic to the arterial system or to local traffic generators such as schools, small shopping facilities, and community centers. The design of collector streets includes a right-of-way 80 feet and a pavement width of 45 feet measured from back of curb to back of curb.

Figure 7.1 Collector Street Typical Section



Major Streets

A major street provides easy access to the various traffic generators within the city or county and to the arterial highway system. The design of major streets includes a right-of-way 120 feet wide and a pavement width of 63 feet measured from back of curb to back of curb.

Minor / Local Streets

Minor / Local streets are designed for low speed traffic and are laid out generally in a manner that discourages through traffic. The principal purpose of local streets is to provide access to adjoining property. The design of minor streets includes a right-of-way 50 feet and a pavement width of 27 feet measured from back of curb to back of curb.

Figure 7.2 Local Street Typical Section



Alley

Alleys are designed to provide access to property from the rear of the property by the residents or owners of property. The design of alleys includes a right-of-way of 20 feet with a paved travel surface of 17 feet in commercial developments and 15 feet in residential developments. Alleys should be restricted to one way traffic with on street parking allowed along the adjacent minor streets for properties which are accessed by alleys. As a less formal element of the city's transportation network, alleys are not expected to have sidewalks or curb and gutter. Alleys often are designed to have a reverse crown to convey storm water.

Figure 7.3 Alleys Typical Section



MAJOR THOROUGHFARE PLAN

Proposed arterial and collector street improvements are illustrated in Map 7.1. Principal recommendations are summarized as follows:

Transportation Needs and Improvements

In 2005, average daily traffic on I-10 at the I-110 Interchanges was 60,000 + and in excess of 50,000 vehicles per day on the I-110 corridor. Future traffic volumes are projected to drastically increase within a decade as recovery continues and as the retail, gaming and tourism markets reach their full potential as the overall national economy rebounds. The Citizens Master Plan proposes a number of transportation improvements and methods to meet sustainability, *walk-ability* and future traffic volumes. The Master Plan also recommended modifications to the interchanges to reduce congestion and provide new accesses on and off the interstate.

Figure 7.4



The City is working to build capacity and reduce congestion in the four quadrants of the I-10/I110 interchange and the downtown and waterfront area. The Mississippi Department of Transportation completed an exhaustive study of the I-10 & 110 Corridors and has recommended

modifications to the interstate system via a series of half diamonds, capacity and distributor roads and geometric improvements to enable access and reduce congestion on and off the interstate. The US Department of Transportation has approved MDOT's Interstate Access/Modification Request setting the stage for a wide range of local and state roadway improvements over the next ten years.

The cost of improvements will exceed \$160 million. Collectively, if all improvements are made, a *traffic loop* comprised of a combination of upgraded local arterials combined with a series of half diamonds enabling new access points on and off the interstate to reduce overall congestion on the interstate system.

The City of D'Iberville has formed a partnership with the MDOT and the retail developers surrounding the I-10/110 to coordinate plans and funding to underwrite the construction of the various components of the transportation improvement plans.

The proposed projects are essential for recovery and access to the commercial corridor, downtown and waterfront areas. This plan needs to be initiated and sponsored by the City, MDOT, and USDOT. Developers have made financial commitments to participate and the City has pledged local funding to the extent possible, but significant funding will need to be allocated by the USDOT to underwrite the costs of the interstate improvements. Supplemental funding from the Mississippi Development Authority, Gulf Regional Planning Commission and other agencies will be pursued.

Estimated Local Road Cost is \$33.7M.

Estimated MDOT/USDOT Costs are approximately \$120.0M.

Resources, Assets and Governmental Assistance

The City has been fortunate to receive a wide range of financial assistance through the congressionally approved Katrina Relief appropriations. The City has assembled several key and valuable assets to support the French Market and downtown and waterfront redevelopment.

The City is developing a plan to reutilize a 14 acre school site as a mixed use town center and entertainment district called the French Market.

The City's resources include, but are not limited to, the following:

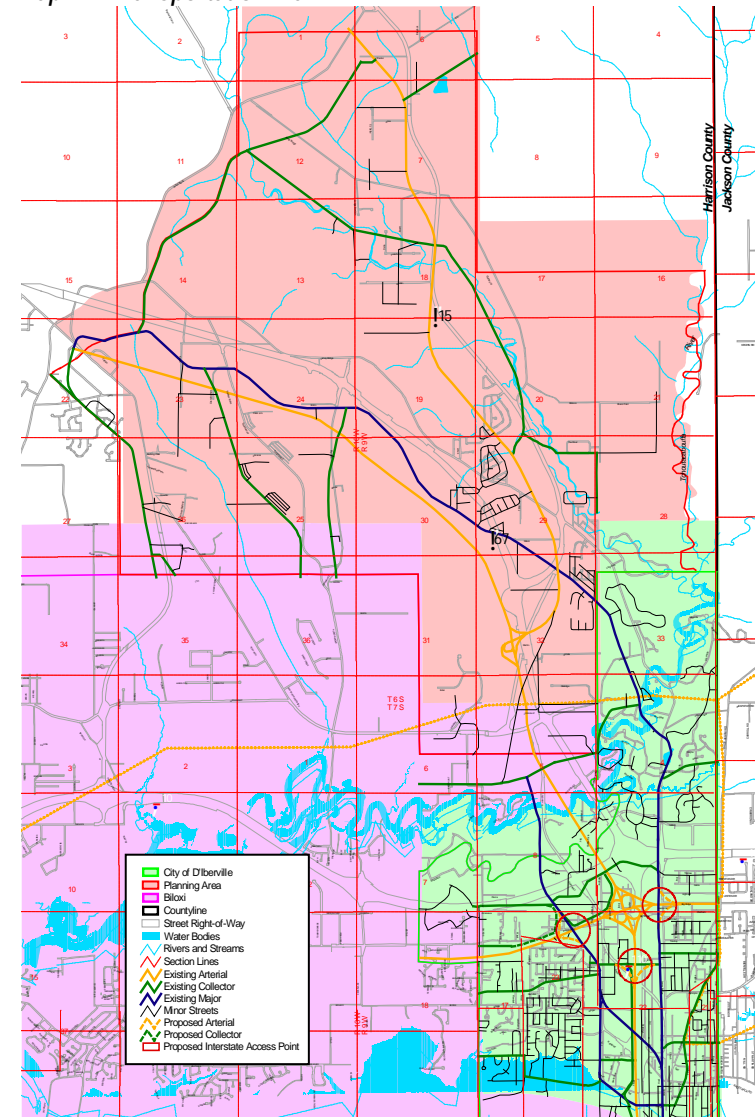
- The City has received grants of \$10.0M to widen and improve Central Avenue to support local businesses and future casino traffic destined for the waterfront.
- The City will receive over \$ 40.0M to upgrade and expand water and sewer systems throughout the city and in the downtown/waterfront area.
- The City has a \$1.7M grant to construct a Visitors Center/ Town Green on Central Avenue and to build a fishing pier to replace the old Back Bay Bridge section.
- The City and Coast Transit Authority submitted a \$10.0M request to FTA to initiate bus service and construct a downtown multimodal transit hub with parking.
- The City will apply for an MDA Economic Development grant that could yield up to an additional \$4.0M to develop the French Market.
- The City will receive a \$1.2M grant from the Department of Marine Resources to begin expansion of the I-10 Marina as a working downtown waterfront.
- The City will receive an \$850,000 grant from the Department of Marine Resources to construct a water park and nature area on Tchoutacabouffa River.

OUTSIDE CITY LIMITS

Current land use development patterns show clearly that Lamey Bridge Road will be required to handle increasing traffic flow as residential subdivisions continue to develop in the area immediately north of the current city limits. Licksillet Road is projected to evolve as a principal collector

street in the immediate future. Also, it is anticipated that frontage roads along both sides of State Highway 67 will eventually be required to serve commercial land uses that are expected to develop over time.

Map 7.1 Transportation Plan



Source: Harrison and Jackson Counties GIS Depts.; MARIS (MSTM) data; U.S. Census 2000 TIGER Files; Comprehensive Plan as of December 2008; City of D'Iberville

SMARTZONE AREA

In keeping with the City's goal of creating a downtown area unique in character and specific in terms of uniqueness and accessibility, it is necessary to define streets within this area not only by functional type, but also with specific design features. Map 7.2 indicates the location of streets by design type within the downtown smart zone area. Streets shall be designed in conformance with the following types:

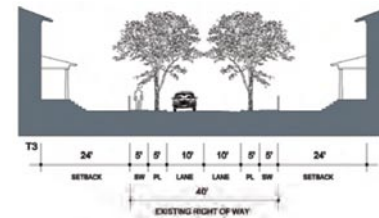
TABLE 7.1 Smartzone Street Type Classification

<u>Street Type</u>	<u>Right-of-Way</u>	<u>Pavement Width</u>	<u>Transportation</u>
ST	60	31	BL

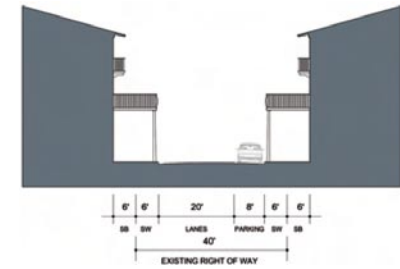
TABLE 7.2 Smartzone Street Types

- BV - Boulevard
- AV - Avenue
- CS - Commercial Street
- ST - Street
- RD - Road
- RA - Rear Alley
- RL - Rear Lane
- BT - Bicycle Trail
- BL - Bicycle Lane
- BR - Bicycle Route
- PT - Path
- TR - Transit Route

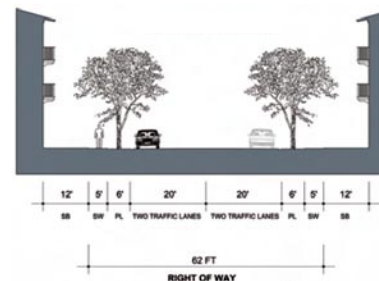
TABLE 7.3 Smartzone Street General Design Criteria



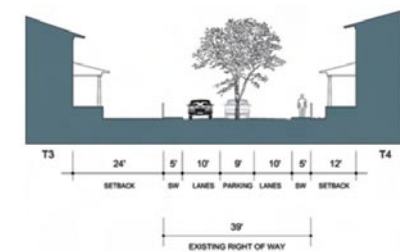
Street Designation ST-40-20
 Street Type Street
 Right-of-Way 40 feet
 Pavement Width 20 feet



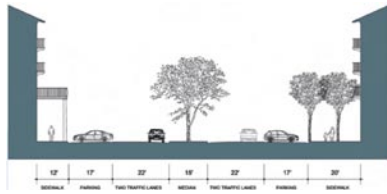
Street Designation ST-40-28
 Street Type Street
 Right-of-Way 40 feet
 Pavement Width 28 feet



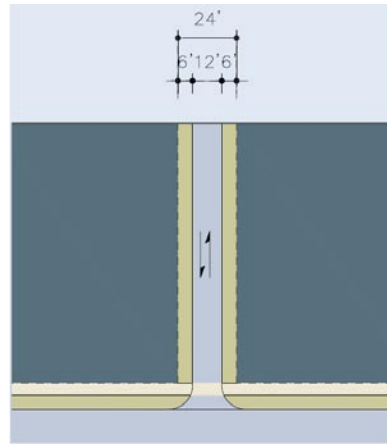
Street Designation BV-62-40
 Street Type Boulevard
 Right-of-Way 62 feet
 Pavement Width 40 feet



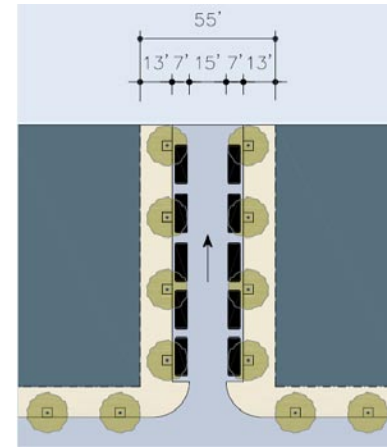
Street Designation RD-39-29
 Street Type Road
 Right-of-Way 39 feet
 Pavement Width 29 feet



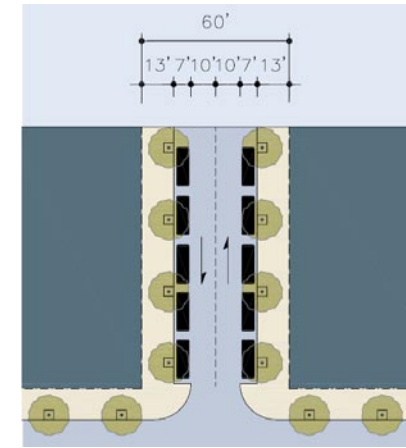
Street Designation BV-125-78
 Street Type Boulevard
 Right-of-Way 125 feet
 Pavement Width 78 feet



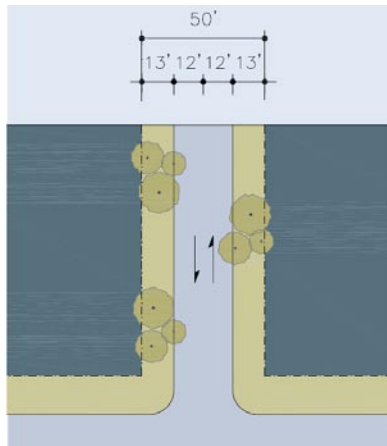
Street Designation RL-24-12
 Street Type Rear Lane
 Right-of-Way 24 feet
 Pavement Width 12 feet



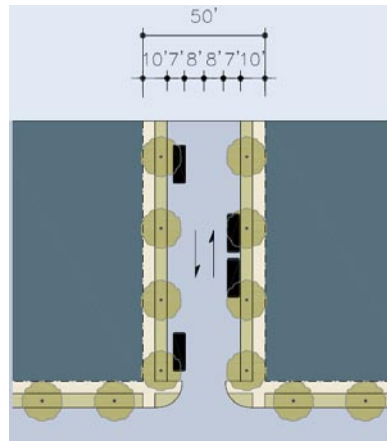
Street Designation CS-55-29
 Street Type Commercial Street
 Right-of-Way 55 feet
 Pavement Width 29 feet



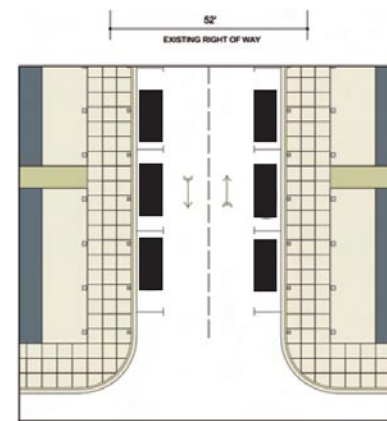
Street Designation CS-60-34
 Street Type Commercial Street
 Right-of-Way 60 feet
 Pavement Width 34 feet



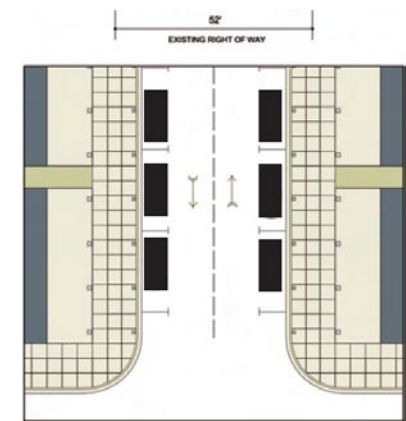
Street Designation ST-60-34
 Street Type Street
 Right-of-Way 60 feet
 Pavement Width 34 feet



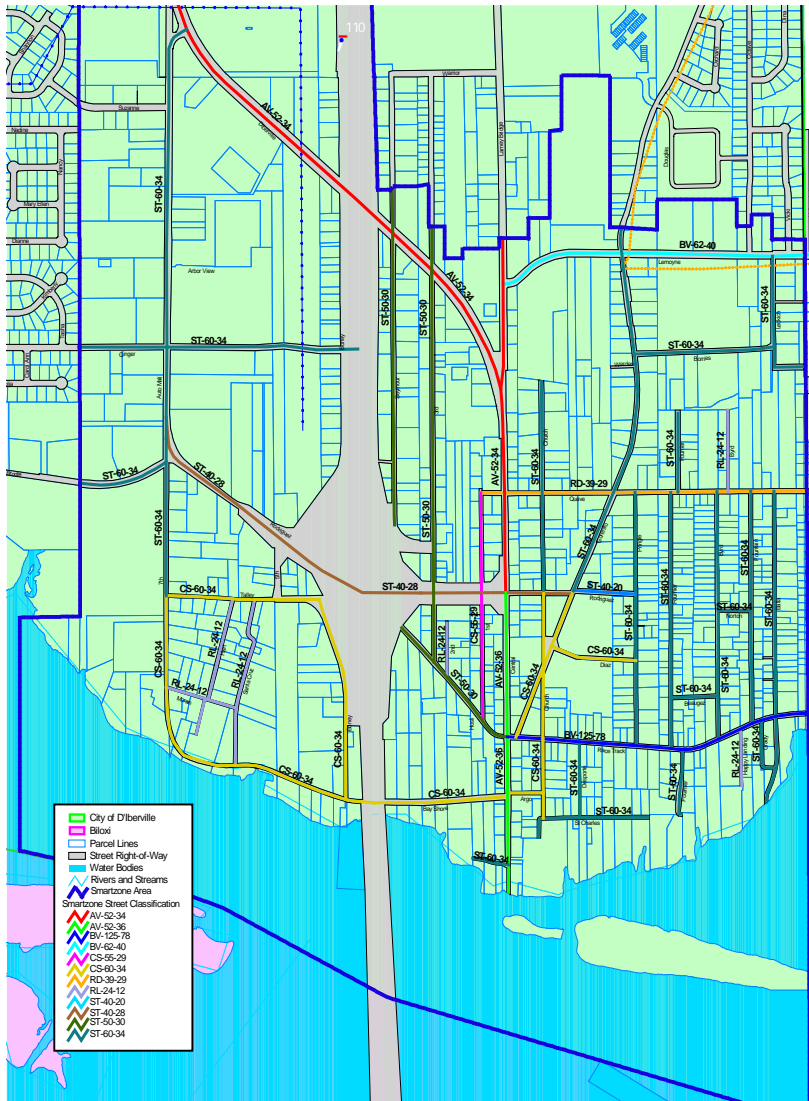
Street Designation ST-50-30
 Street Type Street
 Right-of-Way 50 feet
 Pavement Width 30 feet



Street Designation AV-52-34
 Street Type Avenue
 Right-of-Way 52 feet
 Pavement Width 34 feet



Street Designation AV-52-36
 Street Type Avenue
 Right-of-Way 52 feet
 Pavement Width 36 feet



Source: Harrison and Jackson Counties GIS Depts.; MARIS (MSTM) data; U.S. Census 2000 TIGER Files; City of D'Iberville

This page intentionally left blank.

