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Coast Transit Authority

And the

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Submitted by Gulf Regional Planning Commission

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2008

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Introduction

In June of 2005, shortly before Hurricane Katrina struck the Mississippi Gulf Coast, the Gulf Regional Planning Commission released a study, *Commuter Alternatives for the Gulf Coast*. This 2005 study identified 23 proposed park and ride locations for the three counties of the Mississippi Gulf Coast.

2008 Project Overview

The purpose of this study was to further evaluate the Park and Ride sites that were originally recommended in the 2005 report. This included evaluating each site and making recommendations for temporary and permanent park and ride locations. This report only examines 14 sites that are located along the I-10 corridor in Hancock, Harrison, and Jackson Counties. No new sites were reviewed that were not originally listed in the 2005 report. (With the exception of the Diamondhead I-10 Exit)

Furthermore, this report looks at data for each site including, traffic count data, road-connectivity, parcel ownership, right of ways, and current and potential use for each specific site.

A ranking and priority system was developed to rate the park and ride sites. Some sites were evaluated as having a higher priority in their use and development and use as park and ride facilities. The higher ranked sites are recommended for temporary use or permanent development first.

Study process

Traffic Counts

For this study, 2007 *Annualized Average Daily Traffic Count (AADT)* data was used to evaluate the traffic conditions at each current and potential Park and Ride site. This data is collected by Gulf Regional Planning Commission and the Mississippi Department of Transportation.

The primary count locations used for each site were obtained from locations north and south of each intersection. The combined north and south traffic counts for each intersection were combined to give a total number for each site. This combined number was then used as one of the evaluation criteria for each site.

Each location was given a priority ranking according to the combined traffic count for that specific location. Sites are rated as high level, high-mid level, and lower level priority. The rating levels are assigned as follows:

Traffic Count Ratings

High Priority- A combined count, (north and south) of 55,000 and above

High Mid level- A combined count of 30,000 to 54,000

Mid level- A combined count of 20,000 to 29,999

Lower Priory- A combined count of 9 to 19,999

Maps and Photographs

Each site in this study includes an aerial and a ground level photograph that shows proposed temporary and permanent sites for park and ride locations. The areas highlighted in red indicate temporary park and ride locations, and the areas highlighted in blue indicate proposed sites for permanent locations.

Previous Studies

Commuter Alternatives for the Mississippi Gulf Coast, 2005

Transit Development Plan, 2007: Calls for the development of Park-and- Ride lots along the I-10 corridor.

Parking Agreements

Currently, the only site that VPSI has been given permission to park is at Exit 28 in Long Beach at American Furniture Direct Factory Outlet just southeast of I-10. (VPSI generated a waiver that to refuse liability by the property owner due to the participants being on the property dealing with any aspect of the vanpool) At all other sites, commuters are parking there on their own. Some of them have asked store managers themselves for permission, which has been granted in some cases.

Right of Way and parcel ownership

For each site, right of way and parcel ownership information was recorded and categorized as follows:

Right of Ways were identified at the following locations:

- Northwestern side of intersection
- Northeastern side of intersection
- Southwestern side of intersection
- Southeastern side of intersection

Parcel Ownership was identified in the following areas:

- Parcel located on the northwestern side of intersection
- Parcel located on the northeastern side of intersection
- Parcel located on the southwestern side of intersection
- Parcel located on the southeastern side of intersection