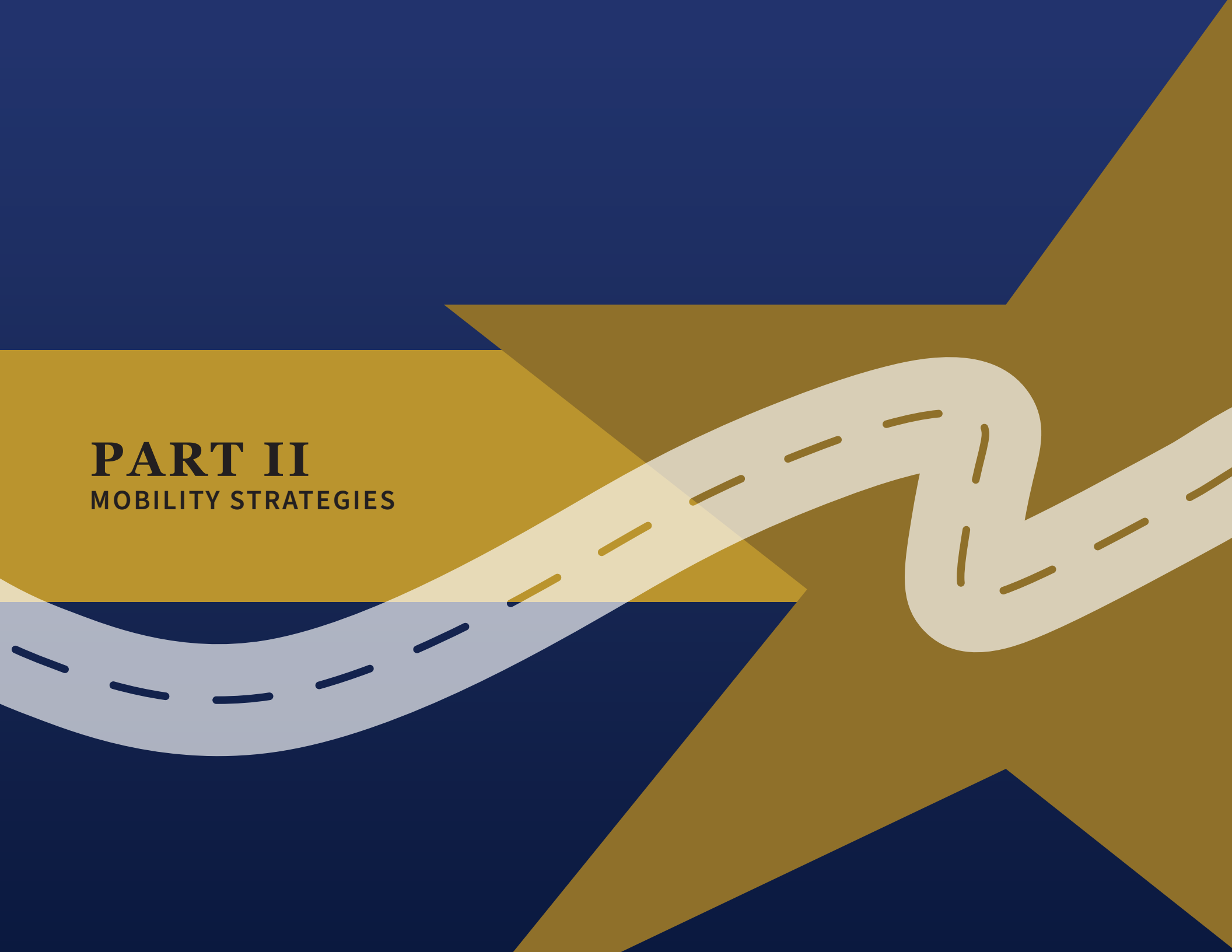




The background is a composition of large, overlapping geometric shapes in three colors: a dark navy blue, a mustard yellow, and a light cream. A stylized, winding road with dashed lines runs across the lower half of the image. The road is light cream with dark navy blue dashed lines. It starts from the bottom left, curves upwards and to the right, then loops back down and to the right, and finally curves upwards and to the right again. The road is set against a background of the three colors mentioned. The text 'PART II' is in a large, bold, serif font, and 'MOBILITY STRATEGIES' is in a smaller, bold, sans-serif font, both in dark navy blue.

PART II

MOBILITY STRATEGIES

“

Active transportation is not only a mobility network but a lifestyle where people can comfortably walk, bicycle, and traverse through the area using human-powered movement.

PART II: MOBILITY STRATEGIES

Part II of the Mansfield ATSP outlines the three major assessments conducted: Active Transportation Plan, Safety Action Plan, and ADA Transition Plan. These chapters thoroughly address the issues and existing conditions discussed in **Chapter 3**. The strategies, projects, and plans produced in **Part II** are the foundations of what should be implemented in Mansfield to enhance active transportation and safety.

Chapter 4: Active Transportation Plan

Chapter 5: Safety Action Plan

Chapter 6: ADA Transition Plan

CHAPTER 4: ACTIVE TRANSPORTATION PLAN

When creating an Active Transportation Plan, it is essential to consider previous efforts and the current plans in place. Analyzing historic data and existing infrastructure provides critical insights into what has been effective and areas that need improvement. In the decision-making process, evaluating the successes, challenges, and lessons learned from past efforts allows for a more thorough understanding of what is currently in place, informing and strengthening the new Active Transportation Plan’s planning approach.

Why Active Transportation

Active transportation is not only a mobility network but a lifestyle where people can comfortably walk, bicycle, and traverse through the area using human-powered movement. Examples of active transportation include bicycle facilities, pathways, and pedestrian amenities (**Figure 18**). Active transportation ensures residents have access to areas within the City without needing a vehicle. Active transportation positively benefits the community by promoting well-being, environmental sustainability, and economic growth.

FIGURE 18. ACTIVE TRANSPORTATION AND HEALTH



Health Benefits

Research indicates that active transportation and public health are interconnected. Many communities are car-centric; however, the implementation of active transportation can improve public well-being by promoting physical activity and improving mental health.

According to the American Public Health Association:



Active commuting that incorporates cycling and walking is associated with an 11 percent reduction in cardiovascular risk



Physical inactivity can lead to chronic diseases, such as high blood pressure, heart disease, osteoarthritis, cancer, stroke, and diabetes



Active transportation as part of everyday travel is as effective as structured workouts for improving health



Source: Kimley-Horn



Source: Adobe Stock

Environmental and Economic Benefits

Active transportation benefits the environment by reducing the carbon footprint and pollution emitted from vehicular activity. Walking, biking, and other modes of active transportation utilize zero emissions; therefore, pollutants that impact public health are slowly declining and improving air quality.

Additionally, investments into active transportation tremendously benefit local businesses through walkability and tourism to various locations within a community. Areas with active transportation such as trails often increase property value due to foot traffic and pedestrian activity. This leads to economic growth and aid to the further development of active transportation.



Pedestrian System Master Plan

The future pedestrian network was developed using the City's roadway design manual, master thoroughfare plan, and the Parks and Recreation Department's future trails network. The future trails network by the Parks and Recreation Department acts as the base of the future pedestrian network. Further sidewalk additions were added with guidance from the Roadway Design Manual which states that "sidewalks are required on both sides of all streets and thoroughfares" and "along thoroughfares (C3U – P6D) standard sidewalks shall be 5 feet wide". Utilizing this information, the Master Thoroughfare Plan was utilized to identify all roadways that are required to have sidewalks but currently do not. Included in the future pedestrian network are also all existing and proposed trails from the 2025 Trails Master Plan. The future pedestrian network encompasses a total of 460.53 miles of sidewalk and trails.

Sidewalks

While Mansfield has a robust sidewalk network (364.82 miles), based on the City's Master Thoroughfare Plan there are approximately 63.07 miles of sidewalk missing from the network as summarized in **Table 6**. Most of the proposed sidewalks are located west of US Highway 287 on major thoroughfares such as Main St., FM 157, and Broad St. Through the 2025 Trails Master Plan, there have also been segments of the existing sidewalk network proposed to be upgraded from traditional sidewalks (5 feet wide) to sidepaths (8 feet wide). These upgrades are outlined within the future bicycle network in the next section. In addition to identifying sidewalk gaps in the system, missing crosswalks were identified and are recommended to be striped where necessary; approximately 977 crosswalks are missing from the existing pedestrian network.

Trails

An integral part of the City's pedestrian network is the trail system. Currently, there are approximately 8.23 miles of trails in Mansfield; comprising 1.80% of the total future pedestrian network (**Table 6**). The 2025 Trails Master Plan proposes the creation of approximately 22.36 miles of new trails in Mansfield. Many of the newly proposed trails are meant to finish connecting the existing trails or to connect residential areas to key destinations. For example, there is a new trail that would connect from the west border of Mansfield to the existing linear park trail, that extends from Downtown to Cannon Dr. as shown in **Exhibit 9** on page 42. Other notable additions to the trails system are the trails north of Spring Lake meant to connect Hawaiian Falls, the Mansfield National Golf Club, and Joe Poole Lake.

FACILITY TYPE	EXISTING*	PROPOSED	ULTIMATE
Sidewalk and Sidepath	364.82 mi.	63.07 mi.**	427.89 mi. (93.33%)
Crosswalks	377 crosswalks	977 crosswalks	1,354 crosswalks
Trails	8.23 mi.	22.36 mi.	30.59 mi. (6.67%)
TOTAL	373.05 MI.	85.43 MI.	458.48 MI.

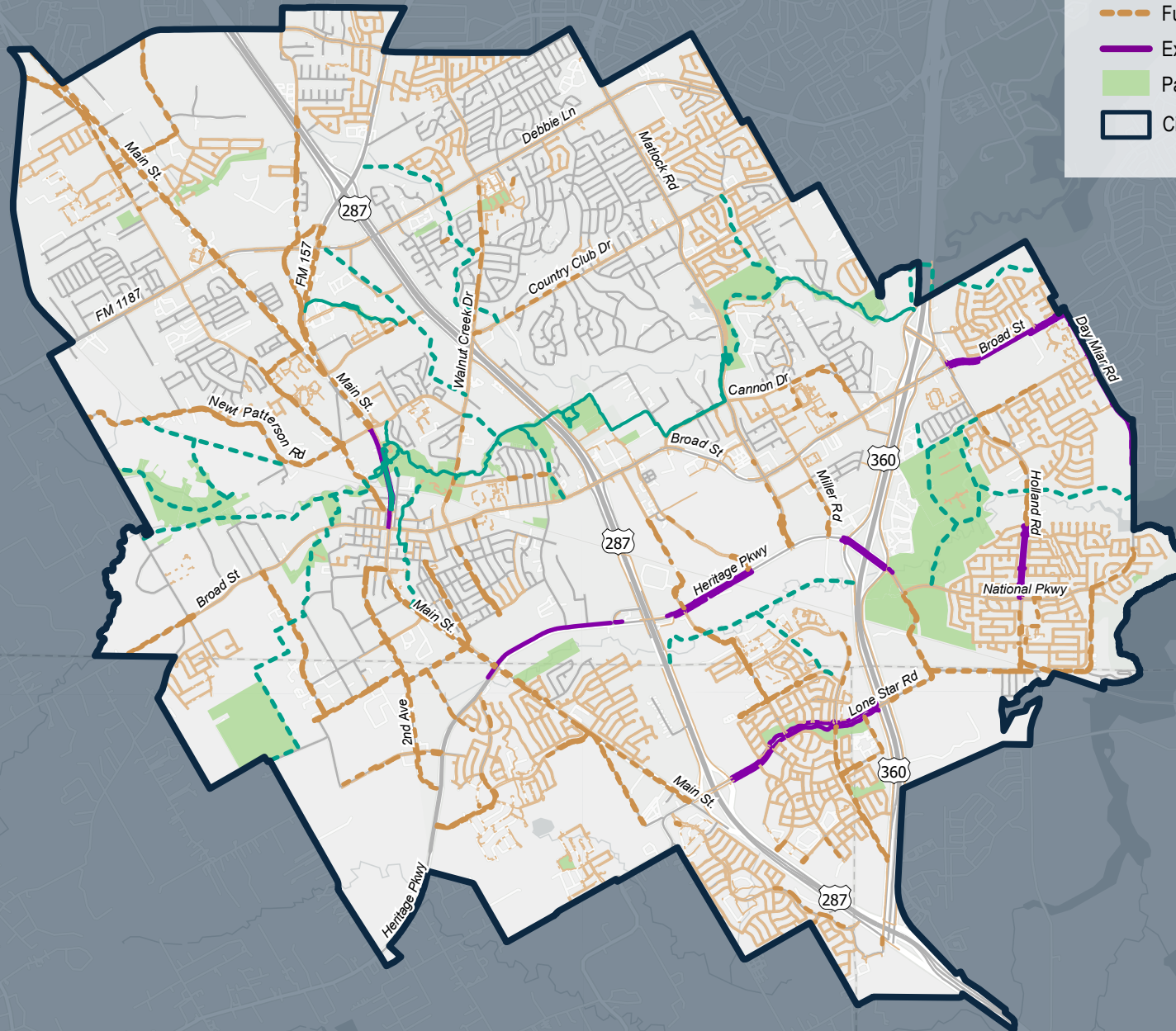
* Existing inventory completed in 2025

** 63.07 miles accounts for proposed sidewalk; proposed sidepaths are depicted in the future bicycle network

Future Pedestrian Network

Sources: City of Mansfield, TxDOT | Future Network as of 2025

EXHIBIT 9. FUTURE PEDESTRIAN NETWORK



LEGEND

- Existing Trail
- Future Trail (2025 Trails Master Plan)
- Existing Sidewalk
- Future Sidewalk (ATSP)
- Existing Sidepath
- Parks
- City Boundary

0 0.5 1 Miles

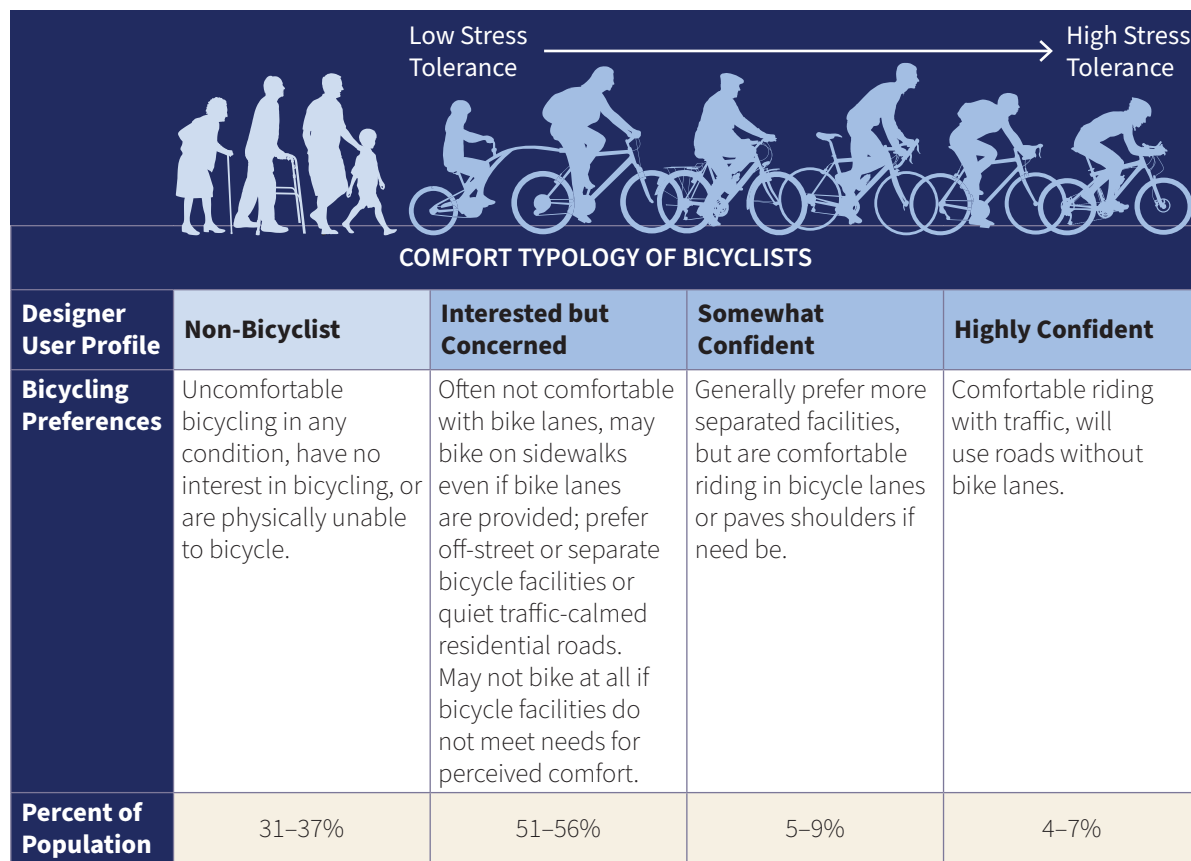


Bicycle System Master Plan

Similarly to the future pedestrian network, the 2025 Trails Master Plan was used as a base for the future bicycle facilities network. The Trails Master Plan proposes several new sidepaths that will serve both pedestrians and bicyclists. To ensure connectivity between the existing and proposed facilities, additional connections were added to connect better connect the network. After all new connections were completed, a level of comfort and decision matrix analysis were completed to identify the most appropriate facility type to implement.

An active transportation network should strive to be safe, complete, and comfortable for all users of all abilities. An all ages and abilities network separates bicyclists from fast-moving, high volume motor vehicle traffic to prioritize the safety and comfort of all users. There are four levels of comfort (**Figure 19**) that were considered when designing the future bicycle facilities network for Mansfield: highly confident, somewhat confident, interested but concerned, and non-bicyclists. Since the majority of bicyclists fall within ‘Interested but Concerned’, proposed bicycle infrastructure should be separated from vehicular traffic or along low stress roadways (low speed and traffic volume). Designing a network for the ‘Interested but Concerned’ group could increase the number of bicyclists in the City by providing a more comfortable experience. Designing for the most vulnerable and inexperienced population would create a safer network for all users, even the most experienced. To ensure a feasible but comfortable network, a decision matrix was utilized to identify different types of bicycle facilities that could be appropriate.

FIGURE 19. LEVEL OF COMFORT FOR BICYCLISTS



Source: AASHTO

In general, there are four bicycle facility types that could be used in a network: shared lanes, bike lanes (either buffered or not), separated bike lanes, or shared use paths. **Figure 20** shows the cross section of each and the level of separation achieved. For example, a shared lane has the least level of separation since both bicyclists and vehicles are sharing a travel lane as shown in **Figure 20**; shared lanes are most appropriate on low speed and volume roadways. Conversely, a shared use path provides the highest level of separation since bicyclists are in a dedicated facility away from vehicles. These are most appropriate on roadways that experience high speeds and volumes. As the level of separation increases, so does the amount of space needed.

Alongside the level of comfort analysis, a decision matrix methodology was developed to determine the appropriate type of facility based on roadway context (speed and traffic volume). The decision matrix methodology was developed using TxDOT's "Recommended Bicycle Facility Selection for Urban, Urban Core, Suburban, and Rural Town Context" graph in Section 18.2 of the TxDOT Roadway Design Manual. As shown in **Figure 21**, as speeds and volumes increase, so does the level of separation between vehicles and bicyclists is recommended.

FIGURE 20. CROSS SECTIONS FOR DIFFERENT BICYCLE FACILITIES BASED ON LEVEL OF SEPARATION

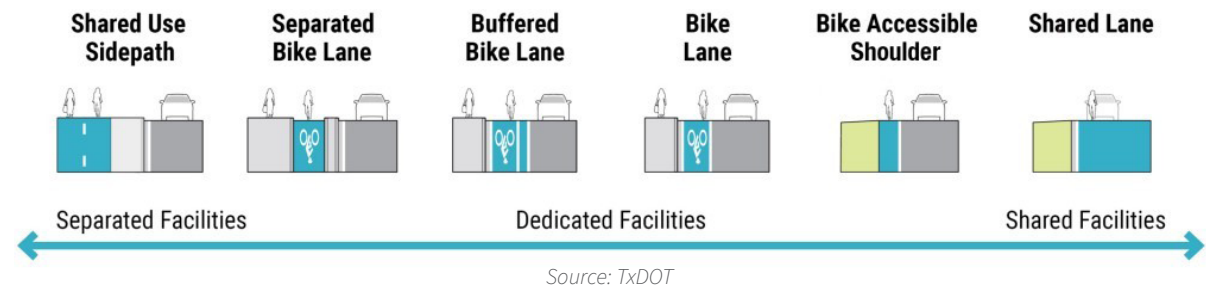
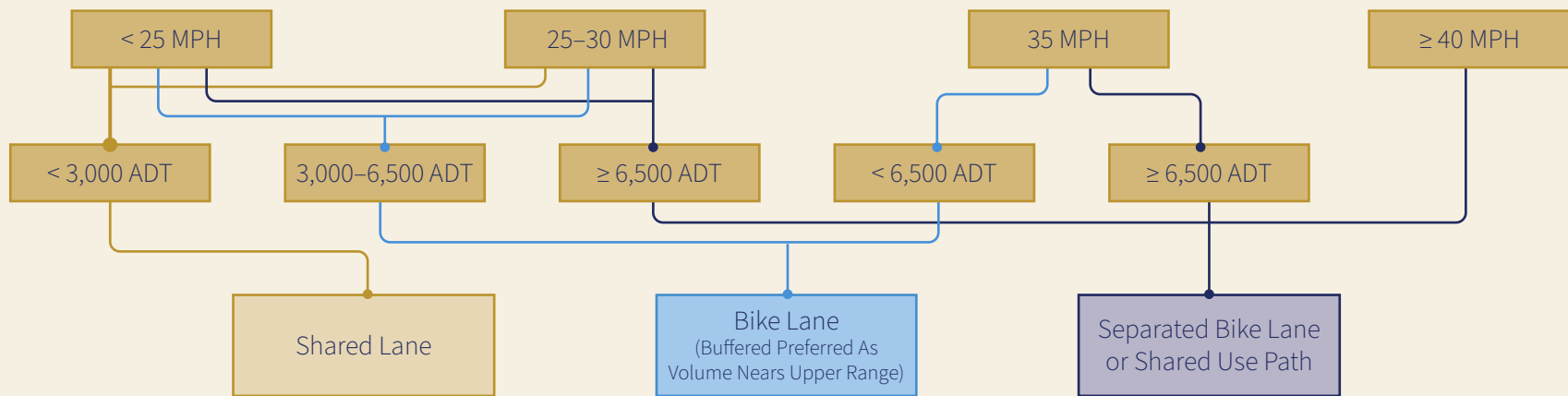


FIGURE 21. BICYCLE FACILITY DECISION MATRIX

Recommended Bicycle Facility Based on Speed Limit & Average Daily Traffic for Urban, Urban Core, Suburban, & Rural Contexts



The final bicycle network is a total of approximately 125.25 miles (**Table 7**). **Exhibit 10** on page 46 shows the future bicycle network for Mansfield.



Separated Bike Lane or Shared Use Path

As can be seen in the network, over half of the total network (**Table 7**) is slated to be either a separated bike lane or shared use path. This is due to the need for bicycle facilities on the major thoroughfare of the City: Debbie Ln. and Broad St. Due to the high speeds and volumes on Debbie Ln. and Broad St., the most appropriate facility types are either a separated bike lane or shared use path. Through the 2025 Trails Master Plan, there are several locations where separated bike lanes or a shared use path is proposed where no facility currently exists, pedestrian or bicyclist, such as 2nd Ave. or Newt Patterson Rd. These proposed facilities are for built out conditions in the future.

Shared Lane

Aside from separated bike lanes or shared use paths, shared lanes are the most used bicycle facility in the network. Shared lanes are most within residential areas where speeds are 30 mph or less and have volumes around 3,000 AADT. **Exhibit 10** on page 46 shows a large network of shared lanes between Debbie Ln. and Country Club Dr. that are meant to connect a future trail to the schools and parks within the area as well as to the other major thoroughfares (Debbie Ln., Country Club Dr., and Matlock Rd.).

Bike Lane

Bike Lanes make up the smallest amount of the network with only 3.35 miles (**Table 7**). The proposed bike lanes are primarily located on Pleasant Ridge Rd. and Cardinal Rd. The future bicycle network is ultimately designed to continue connecting the present active transportation network while proposing new connections to increase connectivity to new parts of Mansfield.

TABLE 7. FACILITY TYPE BREAKDOWN BY PRESENCE (BICYCLE)*

FACILITY TYPE	EXISTING**	PROPOSED	ULTIMATE***
Shared Lane	46.94 mi.	2.42 mi.	15.25 mi.
Bike Lane	0.43 mi.	3.35 mi.	3.35 mi.
Separated Bike Lane or Shared Use Path	11.97 mi.	68.19 mi.	80.17 mi.
Share the Road Signage	24.65 mi.	0.00 mi.	0.00 mi.
Trail	8.23 mi.	22.36 mi.	30.59 mi.
TOTAL NETWORK	67.59 MI.	96.32 MI.	129.35 MI.

* Existing inventory completed in 2025

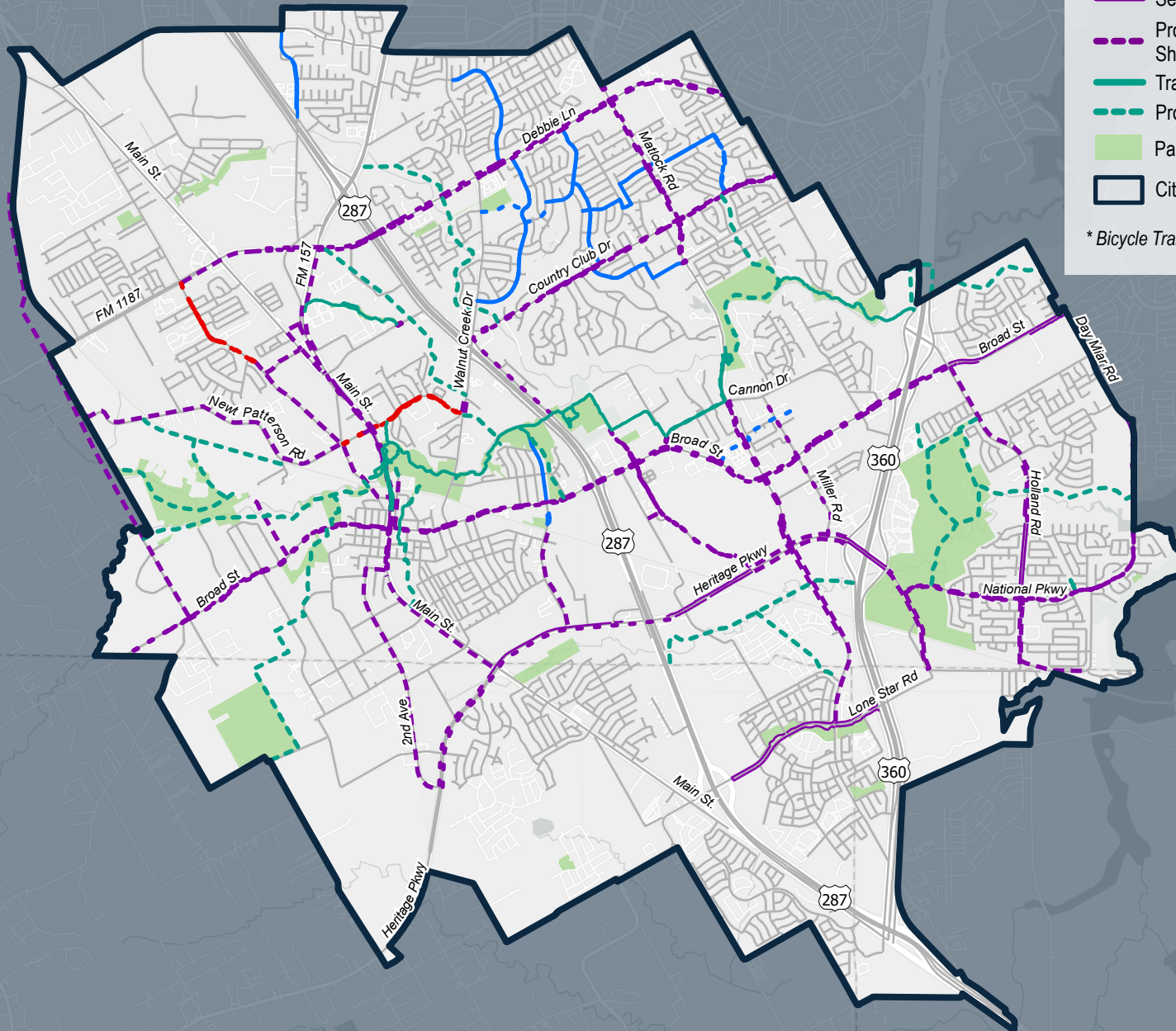
** Existing inventory based on the existing bicycle network

***Ultimate total mileage based on the future bicycle network

Future Bicycle Network

Sources: City of Mansfield, TxDOT | Future Network as of 2025

EXHIBIT 10. FUTURE BICYCLE NETWORK



LEGEND

- Shared Lane (12.83 mi.)
- Proposed Shared Lane (2.42 mi.)
- Proposed Bike Lane (3.35 mi.)
- Separated Bike Lane or Shared Use Path (11.97 mi.)
- Proposed Separated Bike Lane or Shared Use Path (68.19 mi.)
- Trail (8.23 mi.)
- Proposed Trail* (22.36 mi.)
- Parks
- City Boundary

* Bicycle Trails are not permitted in Elmer W. Oliver Nature Park

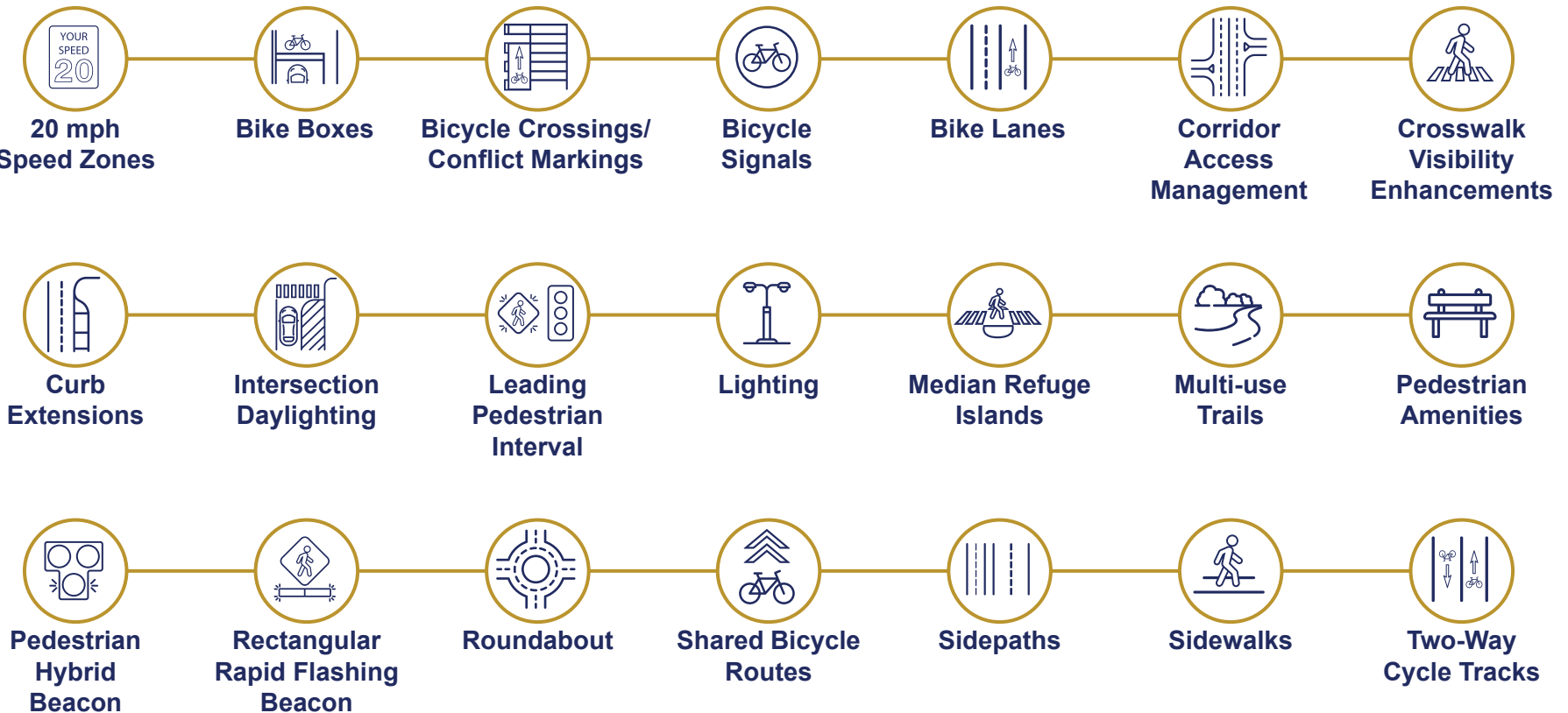
0 0.5 1 Miles





Multimodal Toolbox

The Mansfield Multimodal Toolbox outlines various bicycle and pedestrian facilities, detailing their advantages, general design principles, and estimated costs based on best practices for safe and effective design. Many of these tools aim to enhance the bicycle and pedestrian environment by using physical interventions to clearly indicate where different types of road users are expected. The facilities also aim to minimize the time pedestrians or bicyclists spend in conflict zones, such as vehicle travel lanes, thereby enhancing the comfort and safety of those biking, walking, and rolling. The full list of toolbox items can be found in **Appendix A**. The full list includes additional information for each item such as description of the tool, benefits, and design considerations.



Bicycle and Pedestrian Priority Focus Areas

Focus areas were identified to ensure that planning efforts have the highest level of impact on the active transportation network based on safety, community need, and connectivity. The prioritization methodology involved scoring each roadway segment based on the criteria described below. The results of the scoring helped identify areas for stakeholders to choose focus areas from.

Selection Methodology

The methodology utilized several data inputs to identify focus areas for this study utilizing stakeholder input and several other data inputs. All roadways were scored based on the categories listed below, with scores summed together to determine a segment's focus area score. Point allocation based on the specific categories is described in **Table 8**. Once all segments were assigned a focus area score, a mapping exercise was completed to identify high scoring areas in Mansfield. High scoring areas would be considered for the 1-mile bicycle and pedestrian focus area selection. The focus area score for each roadway segment is shown in **Exhibit 11** on page 50.

TABLE 8. FOCUS AREA SELECTION CRITERIA

DATA CATEGORY	1 POINT	2 POINTS
Public Comment	1 Public Comment	2 or More Public Comments
Advisory Committee Comment	1 Advisory Committee Comment	2 or More Advisory Committee Comments
Future Network Results Score	Medium Priority Area	High Priority Area
Proximity to School	Within 1 mile radius	Within a 0.5 mile radius
Proximity to Park	Within 1 mile radius	Within a 0.5 mile radius
Presence of Sidewalk or Crosswalk Gap	Yes	–
Bicycle and Pedestrian Related Crash History	Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Injury Crash	Fatal Crash
High Injury Network	Yes	–
TOTAL POSSIBLE POINTS	14 POINTS	



The results of the focus area scoring highlight several priority areas, denoted by yellow to red roadway segments (**Exhibit 11** on page 50). Some of the highest scoring areas were in Northeast Mansfield, Northwest Mansfield, Downtown, Spring Lake, and the area between Cannon Dr. and Broad St. Utilizing scoring criteria as well as priorities from stakeholders, the following areas were selected as bicycle and pedestrian focus areas:

1 Downtown

This focus area is approximately two square miles. It includes the area between S. 4th Ave to the west, Magnolia St. to the east, Hunt St. to the south, and Pleasant Ridge to the north. There are three schools in this area as well as several parks with trails.

2 Northeast Mansfield

This focus area is one square mile and is located between Debbie Ln., Country Club Dr., and Matlock Rd. This area includes two schools, a skate park, and access to the country club.

3 Southeast Mansfield

This focus area is comprised of the South Lake neighborhood, approximately one square mile. This focus area contains one school and is located next to key destinations including Mansfield National Golf Club, Hawaiian Falls waterpark and Fields at Station 63.

4 Central Mansfield

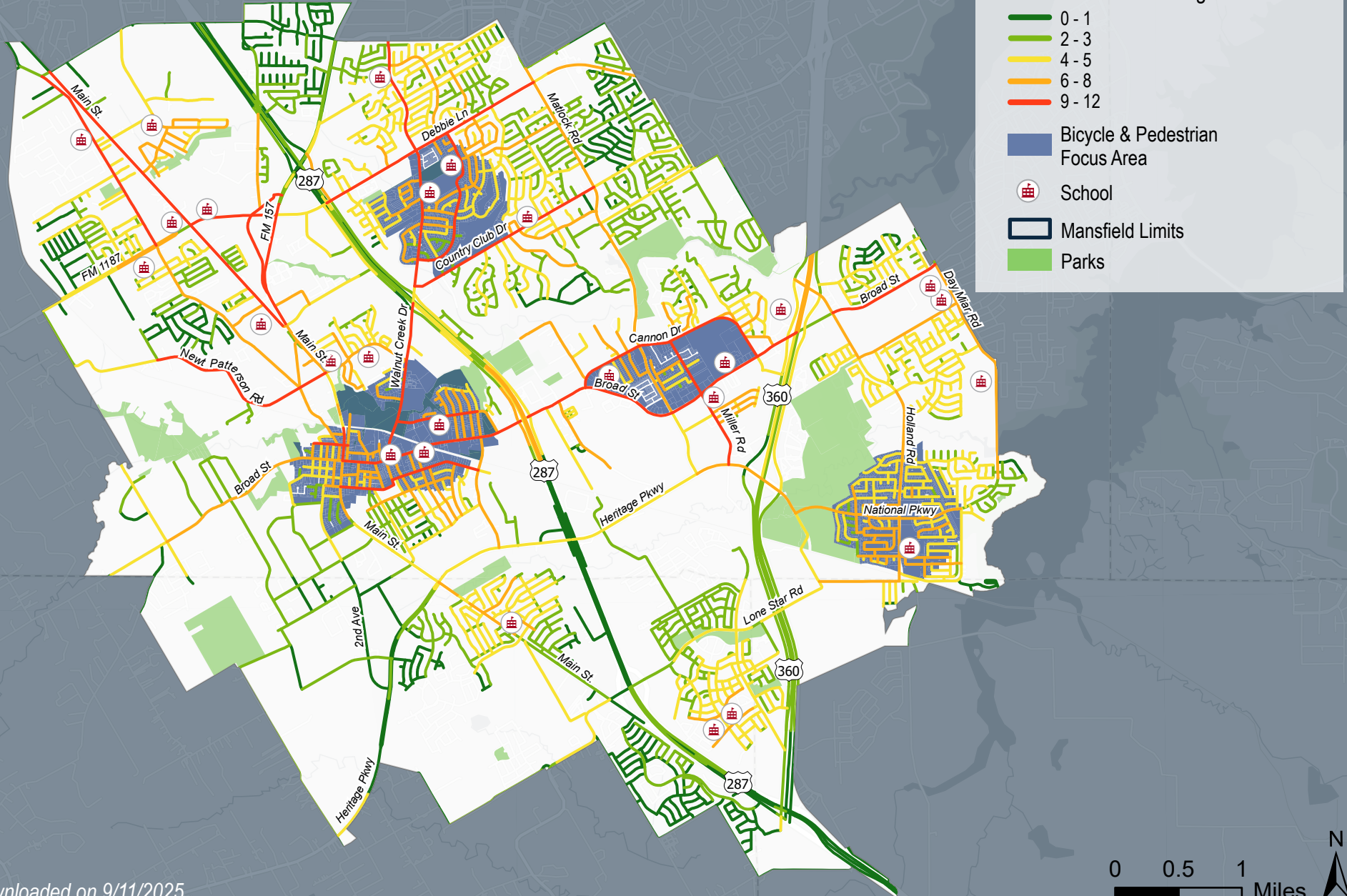
This focus area is the one square mile area located between Cannon Dr. and Broad St. This area encompasses two schools and is set to experience considerable growth in the near future.

All four selected bicycle and pedestrian focus areas are shown in **Exhibit 11**. Additionally, the appendix visualizes the existing conditions, community input, and future planned projects for each focus area.

Focus Area Scores vs. Bicycle & Pedestrian Focus Areas

Sources: City of Mansfield, TxDOT (2025)*

EXHIBIT 11. FOCUS AREA SCORES VS. BICYCLE & PEDESTRIAN FOCUS AREAS



*Data Downloaded on 9/11/2025

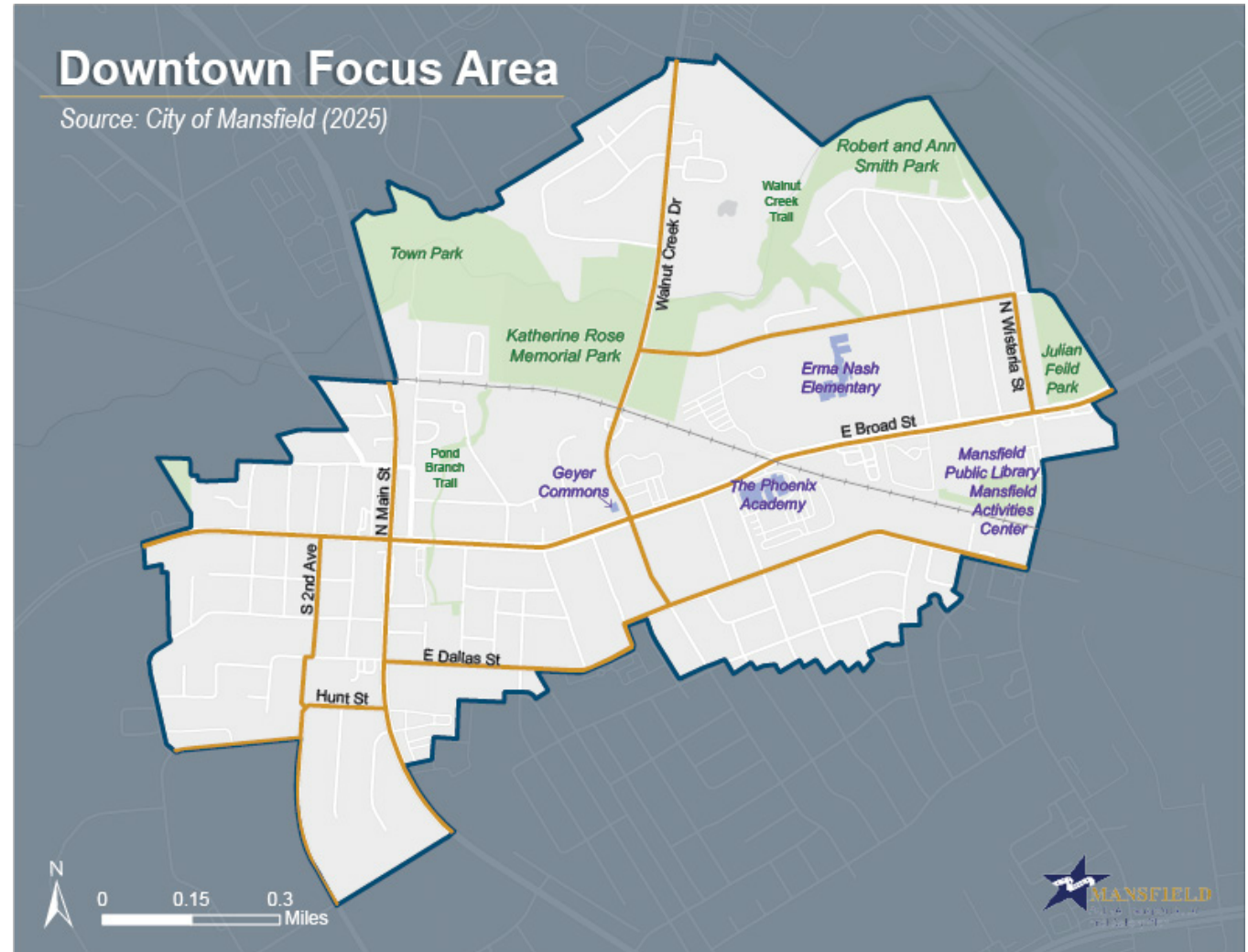
Bicycle and Pedestrian Focus Area Recommendations

Downtown Mansfield

Focus Area Overview

Given its prime location and increased pedestrian movement, there is much potential for improved active transportation infrastructure. As seen in **Figure 22**, the Downtown Mansfield Focus Area consists of seven parks including Katherine Rose Memorial Park, Julian Feild Park, and Town Park. These parks feature playgrounds, trails, and pavilions that are utilized for city-wide events and activities. Additionally, the focus area includes Erma Nash Elementary School, The Phoenix Academy High School, and the Geyer Commons Building. These key destinations often experience substantial amounts of foot traffic and vehicular activity that are crucial when implementing active transportation.

FIGURE 22. DOWNTOWN FOCUS AREA (2025)



Existing Conditions and Stakeholder Input

Downtown contains two railroad crossings, many traffic signals, and numerous stop signs with most all-way stop signs located toward the east side of the focus area. The roadway with the highest traffic volume in the focus area is N. Main St. Other roads with higher traffic volumes include E. Broad St. and N. Walnut Creek Dr. Speed limits in the focus area range from 30–40 MPH; however, roads closer to schools are reduced to 20 mph to accommodate school zones. Downtown has more pedestrian and bicycle infrastructure than other focus areas due to its proximity to the historical district, parks, and schools. The existing trail network connects Town Park to Katherine Rose Memorial Park and Julian Feild Park. Main roadways such as N. Main St. and E. Broad St. possess sidewalks and bicycle facilities. Although active infrastructure is somewhat prevalent in the focus area; streets such as N. Walnut Creek Dr. and Hunt St. have limited walkability due to sidewalk gaps. The City has planned reconstruction projects through capital improvement funding for sidewalks in the southwest and northwest portion of the area along with future bicycle facilities for Walnut Creek Dr. and N. Main St.

Due to its central location, the focus area received many comments from the public through the interactive map on *Social Pinpoint*. Within the focus area, there were a total of 63 comments, including 16 involving pedestrian safety, one involving accessibility, and 46 ‘other’ comments. Most comments were concentrated along the west side of the focus area, specifically S. Main St. Many comments voiced concerns about the safety of pedestrians crossing streets due to vehicles not yielding and the need for sidewalk improvements and construction. **Table 9** highlights comments associated with pedestrian and bicyclist safety along with suggestions for improvements.

**TABLE 9. DOWNTOWN INTERACTIVE MAP COMMENTS
RELATED TO ACTIVE TRANSPORTATION**

LOCATION	COMMENT
Magnolia St.	“Needs sidewalks from Wisteria St. down to the school for kids to safely walk to and from school and not be stuck by a speeding on the phone vehicle”
W. Broad St.	“Drivers do not stop for pedestrians.”
N. Main St.	“We need a pedestrian-operated mid-block crosswalk”
Broad St. and N. Main St. Intersection	“As an avid runner, I try to avoid this intersection as I have been hit by vehicles or hit vehicles here.”
Broad St. and N. Main St. Intersection	“This intersection has seen several pedestrians hit usually from people making left turns and not realizing there are people still in the intersections.”
Broad St. and N. Main St. Intersection	“My child and I almost got hit on this intersection. Drivers ignore safety here; it’s dangerous for people who are trying to enjoy a nice walk-in downtown.”

Crash History

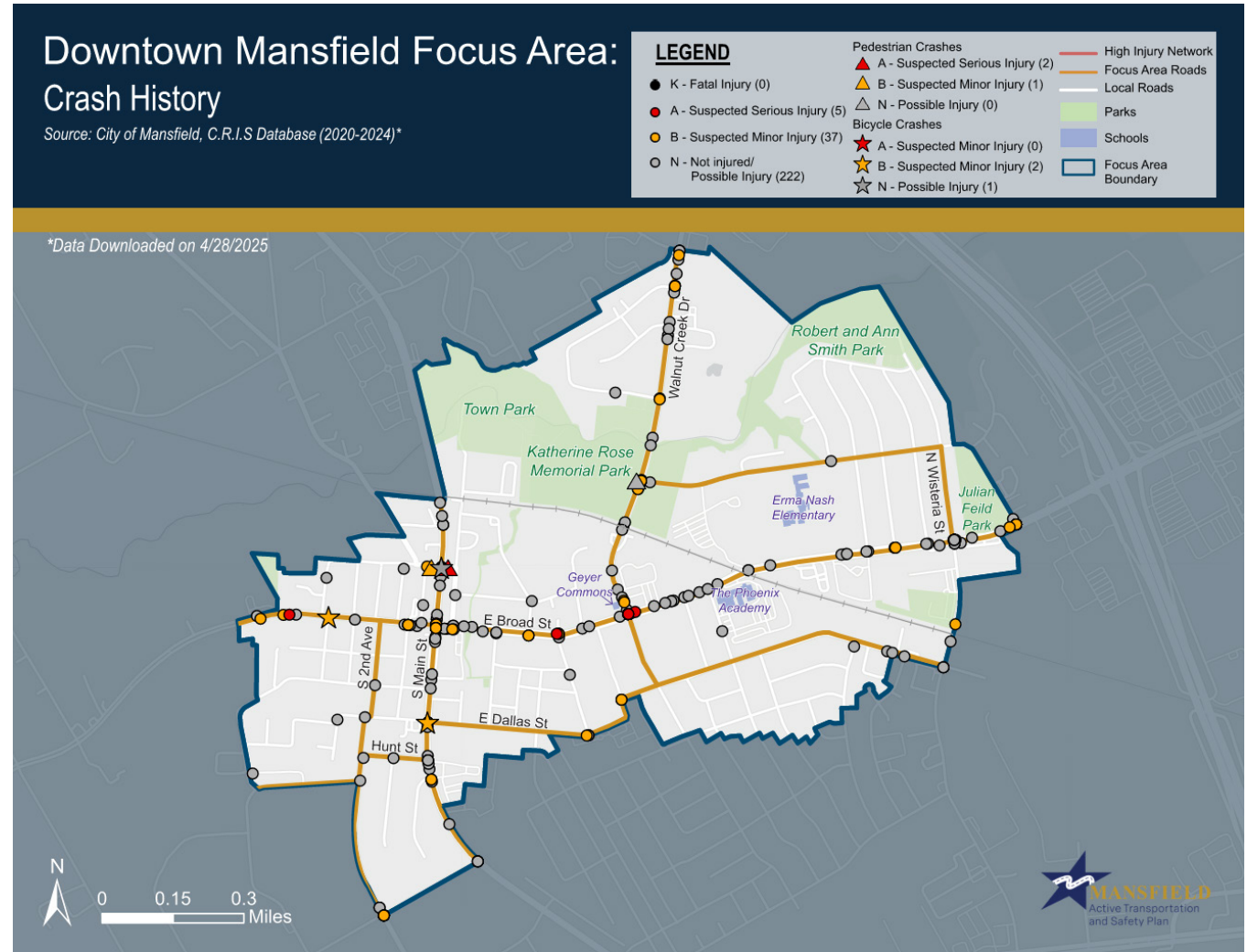
During a crash, active transportation users such as bicyclists and pedestrians are considered the most vulnerable road users as they are more susceptible to fatal or serious injury.

FIGURE 23. DOWNTOWN MANSFIELD FOCUS AREA: CRASH HISTORY (2020–2024)



Key takeaways for the five-year crash history for the focus area (Figure 23) include:

- » The Downtown Focus Area experienced 270 crashes. 47 of the total crashes were high injury crashes (ABs)
- » Out of the 270 crashes, 7 suspected serious injury (A) crashes, 40 suspected minor injury (B) crashes, and 223 not injured/possible injury (N) vehicle crashes, with 3 crashes involving a bicyclist and 3 with a pedestrian
- » The location of crashes is dispersed throughout the focus area; however, majority of crashes occur along the E. Broad corridor (114 crashes)
- » The primary contributing factors for pedestrian and bicyclists' crashes were 'Failed to Yield Right of Way' and 'Driver Inattention'





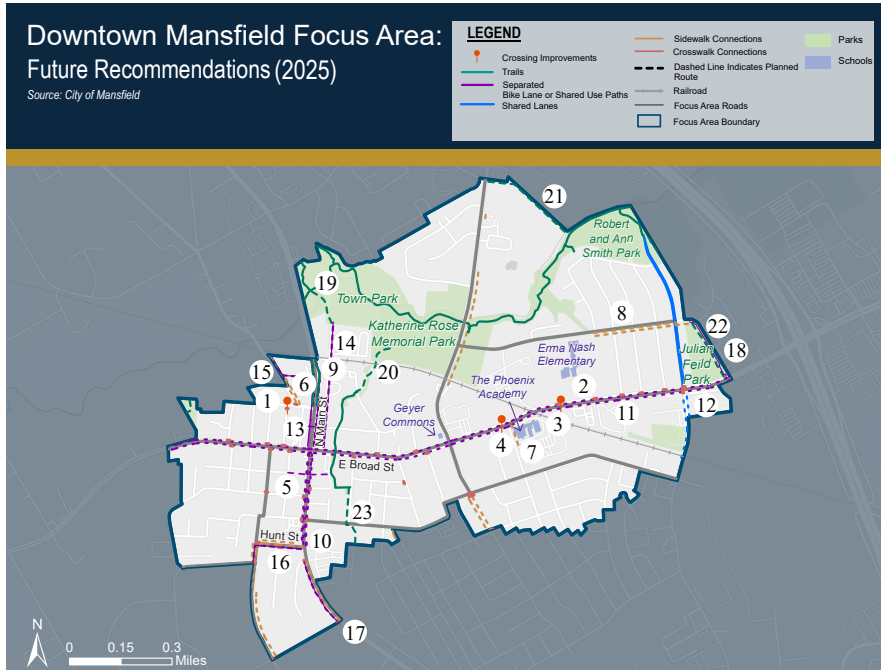
Recommendations

Downtown Mansfield holds many opportunities for bicycle and pedestrian enhancements due to its key destinations and pedestrian activity. The bicycle and pedestrian networks are designed to connect the public to surrounding parks, schools, and other prime locations such as the former City Hall. A few key recommendations for the focus area are seen below:

- » **Connections to Parking:** Main St. and Broad St. are two main roadways that comprise high-level activity for pedestrians, bicyclists, and vehicles, due to its proximity to the historical district. Mansfield's Future Land Use Plan envisions connections between public parking and destinations; therefore, it is recommended that two pedestrian crossings be implemented into Downtown Mansfield. This recommendation allows for a direct pathway that avoids intersections and creates a more pedestrian oriented environment.
- » **Pedestrian Safety:** The existing geometry of North St. is skewed making connectivity difficult and unsafe for active transportation users. Upgrading crossings for this curved intersection protects pedestrians and enhances visibility for oncoming vehicles. Examples of upgrading pedestrian crossings include curb extensions, pedestrian signage, rectangular rapid flashing beacon (RRFB), or enhanced pavement markings. RRFB is a traffic control device that warns drivers for pedestrians crossing the street.
- » **Pedestrian Infrastructure:** It is recommended that existing crossings is upgraded throughout the focus area. By implementing RRFB or other traffic devices, students are less at risk from incidents involving vehicles. Another recommendation for the City to consider is the implementation of a sidewalk along the west side of the Phoenix Academy. This allows students safe connections to and around the school.
- » **Connectivity to Parks:** To better enhance connectivity for pedestrians in the area, it is proposed that sidewalks be constructed along Magnolia St. This provides residents with access to both Julian Feild Park, Katherine Rose Memorial Park, and the Walnut Creek Linear Trail.

Each of the recommendations for the Downtown Focus Area prioritizes connectivity, accessibility, and safety for active transportation users. **Exhibit 12** on page 55 provides a visual representation of the locations for recommendations in the Downtown Focus Area.

EXHIBIT 12. DOWNTOWN MANSFIELD FOCUS AREA: FUTURE RECOMMENDATIONS



ID	Location	Recommendations	Length/Qty	Priority
1	W. Oak St/N. St	Upgrade Pedestrian Crossings	1	Short-term
2	Option 1: E. Broad St (S. Erma Nash Elementary)	Upgrade Pedestrian Crossings	1	Short-term
3	Option 2: E. Broad St (East of RL Anderson Stadium)	Relocate Crosswalk	0.02 Miles	Short-term
4	E. Broad St/Hillcrest St	Upgrade Pedestrian Crossings (RRFB)	1	Short-term
5	S. Main Parking/S. 1st Avenue	Pedestrian Crossings (FLUP)	0.12 Miles	Short-term
6	Smith St to Walnut St (N. Main St)	Pedestrian Crossings (FLUP)	0.07 Miles	Short-term
7	North of Hillcrest St/ E. Broad St (East of the Phoenix Academy)	Sidewalk Connection	0.05 Miles	Short-term
8	Magnolia St (Laurel St - Julian Feild Park)	Sidewalk Connection	0.56 Miles	Short-term
9	N. Main St W. Oak St - 300' north of Van Worth St)	Separated Bike Lane/ Shared Use Path	0.20 Miles	Short-term
10	S. Main St (E. Broad St - Hunt St)	Separated Bike Lane/ Shared Use Path	0.53 Miles	Short-term
11	E. Broad St (100' west of Mans Dog Park - E. Magnolia St)	Separated Bike Lane/ Shared Use Path	3.66 Miles	Short-term
12	S. Wisteria St (E. Broad St - 300' north of E. Dallas St)	Shared Lane	0.29 Miles	Short-term
13	N. Main St (E. Broad St - 320' north of Oak St)	Sidepath	0.35 Miles	Long-term
14	Smith St (E. Broad St - Katherine Rose Memorial Park)	Sidepath	0.37 Miles	Long-term
15	Van Worth St (N. Main St - North Street)	Sidepath	0.24 Miles	Long-term
16	Hunt St (Burl Bay St - Hunt St-S. Main St)	Sidepath	0.33 Miles	Long-term
17	S. Main St (Patterson Dr - Industrial Blvd)	Sidepath	0.21 Miles	Long-term
18	Julian Feild Park (140' north of Shady Valley Dr - E. Broad St)	Sidepath	0.18 Miles	Long-term
19	Northwest Katherine Rose Memorial Park	Trail Connection	0.15 Miles	Long-term
20	Sycamore St - Southwest Katherine Rose Memorial Park	Trail Connection	0.22 Miles	Long-term
21	East of Pleasant Ridge Dr - Robert and Ann Smith Park)	Trail Connection	0.23 Miles	Long-term
22	East of Julian Feild Park	Trail Connection	0.20 Miles	Long-term
23	South of Pond Street	Trail Connection	0.20 Miles	Long-term
24	Area-Wide	Sidewalk Gaps	1.98 Miles	Long-term
25	Area-Wide	Crosswalk Gaps	30	Long-term

E. Broad St. Mansfield Focus Area

Focus Area Overview

The E. Broad St. Focus Area (**Figure 24**) encompasses Cannon Dr., E. Broad St., Miller Rd., and Matlock Rd. along with two schools, Mansfield High School and Willie Brown Elementary School. The focus area primarily consists of residential areas; however, there are a few commercial corridors within the study boundary. Additionally, the west portion of the focus area is in construction for townhomes as part of 'The Reserve Mixed-Use District' initiative to diversify housing types in the City.

FIGURE 24. E. BROAD ST. FOCUS AREA (2025)





Existing Conditions and Stakeholder Input

The focus area of E. Broad St. has traffic signals in areas with larger intersections and higher vehicular activity. The speed limit in the area varies from 40 to 45 mph, with a reduced limit of 20 mph in school zones. E. Broad St. has the highest daily traffic volume in the focus area with a peak volume of 21,466 AADT. Cannon Dr., Matlock Rd., and Miller Rd. are the other major thoroughfares in the focus area but have significantly less traffic volume; peak volumes for these roads are 5,137, 5,224, and 2,116 AADT, respectively. The pedestrian network is seen in areas surrounding the school; however, it is vital that existing sidewalk gaps are filled to ensure students have access to nearby neighborhoods.

According to the interactive map on *Social Pinpoint*, the total number of comments received in this area was 31. The majority (29) of respondents' comments were categorized as 'other'; however, two comments were pedestrian safety related. **Table 10** indicates the locations and comments that were expressed by respondents in the focus area. Survey respondents expressed the need for pedestrian safety through signage and construction of sidewalks in areas that are currently lacking.

**TABLE 10. E. BROAD ST. INTERACTIVE MAP COMMENTS
RELATED TO ACTIVE TRANSPORTATION**

LOCATION	COMMENT
Cannon Dr. and Arbors Dr.	"Add pedestrian signals at crosswalks."
Cannon Dr. (Lake Creek Trail to Arbors Dr.)	"Fill in sidewalks along Cannon (one or both sides) from cemetery to the arbors."

Crash History

Most of the roads except Matlock Rd. were categorized on the high-injury network. This demonstrates that each of these roads have experienced a certain category of collisions. Most crashes in this focus area are located along Cannon Dr. and E. Broad St., as shown in **Figure 25**.



Key takeaways for crash trends for both vehicles and active transportation users include:

- » A total of 316 crashes, primarily along Cannon Dr. and E. Broad St., and 59 of the total crashes were high injury crashes (ABs).
- » There were no fatalities in this focus area; however, 7 crashes were categorized as suspected serious injury crashes, 52 suspected minor injury, and 256 not injured/possible injury crashes.
- » Crashes are dispersed throughout the focus area; however, 310 crashes occurred along the E. Broad St. and Cannon Dr. corridor.
- » There has been one bicyclist crash in the focus area at the intersection of Cannon Dr. and E. Broad St. The manner of collision was 'One Motor Vehicle – 'Turning Left' and the contributing factor for this collision was 'Disregard Stop Sign or Light'.

FIGURE 25. E. BROAD STREET FOCUS AREA: CRASH HISTORY (2020–2024)





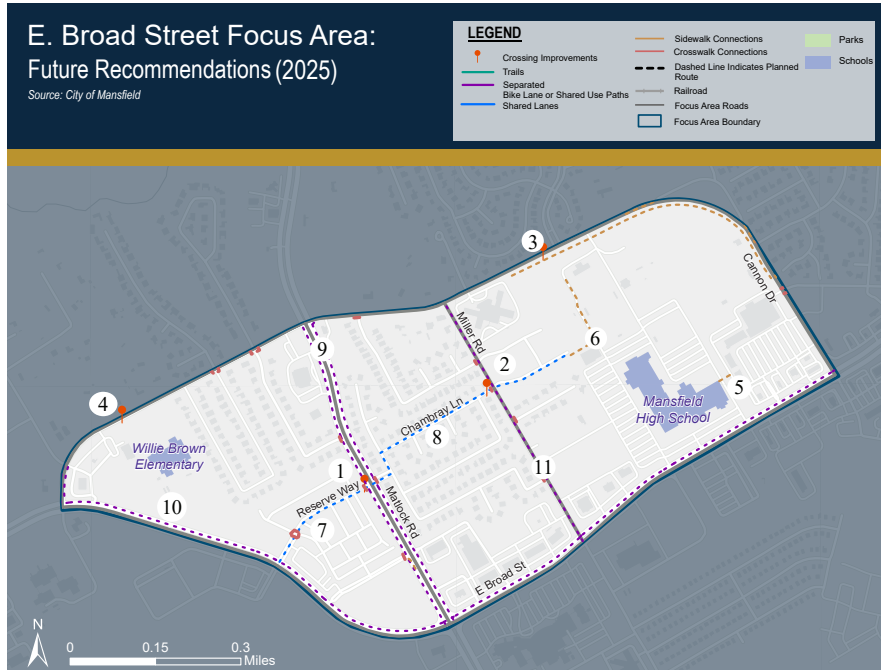
Recommendations

The recommendations for the bicycle and pedestrian network in the E. Broad Focus Area aim to connect residential areas to Willie Brown Elementary and Mansfield High School. The primary recommendations for Cannon Dr. involve filling in sidewalks gaps and enhancing crossings. A few key recommendations for the focus area are seen below:

- » **Bicycle Connections:** One of recommendations for this focus area is to connect bicyclists from E. Broad St. to the Mansfield High School campus. Through the addition of a shared lane on a low volume road, bicyclists can safely share the street with vehicles. Another recommendation is the implementation of a shared lane along Miller Rd. This connection allows bicycle users access from Cannon St.
- » **Protected Pedestrian Crossings:** As most of this focus area consists of residential parcels, roads such as Matlock and Miller should upgrade pedestrian crossings. This ensures that safety measures are in place for vulnerable road users by reducing risk and increasing security. Additionally, Cannon Rd. for instance, has higher volumes of traffic and should integrate more protected crossing devices such as flashing pedestrian signs or high visibility crosswalks. This provides a high level of protection for both oncoming vehicles and active transportation users.
- » **Enhancing Connectivity around Schools:** Lastly, Mansfield High School is located near Market St. However, students must walk along the busy E. Broad St. to access the commercial corridor. Before and after school is the period with the most pedestrian activity, as many students walk to local businesses for a meal or place to study. To avoid the E. Broad corridor, it is recommended that a sidewalk be constructed in between to provide a safer and more efficient route for students.

With these recommendations, residents can have access to prime locations while having safe active transportation facilities. **Exhibit 13** on page 60 provides a visual representation of the locations for recommendations in the E. Broad St. Focus Area.

EXHIBIT 13. E. BROAD ST. FOCUS AREA: FUTURE RECOMMENDATIONS



ID	Location	Recommendations	Length/Qty	Priority
1	Matlock Rd/Polo Dr	Upgrade Pedestrian Crossings	1	Short-term
2	Miller Rd/ Chambray Ln	Upgrade Pedestrian Crossings	1	Short-term
3	Cannon Dr/ 60ft W of Arbors Dr	RRFB	1	Short-term
4	Cannon Dr/ 1067' E of Carlin Rd	RRFB	1	Short-term
5	Mansfield HS/Market Street	Sidewalk/ Sidepath	0.03 Miles	Short-term
6	West of Mansfield HS Field	Sidewalk/ Sidepath	0.19 Miles	Short-term
7	Reserve Way (E. Broad - Matlock Rd)	Shared Lane	0.14 Miles	Short-term
8	Chambray Ln (Matlock - 280ft E of Whaley Dr)	Shared Lane	0.42 Miles	Short-term
9	Matlock Rd (Cannon Dr - E Broad St)	Separated Bike Lane/ Shared Path	1.13 Miles	Long-term
10	E. Broad St (Cannon Dr - S. Cannon Dr)	Separated Bike Lane/ Shared Path	3.83 Miles	Long-term
11	Miller Rd (Cannon Dr - E. Broad St)	Shared Use Path	1.09 Miles	Long-term
12	Area-Wide	Sidewalk Gaps	0.78 Miles	Long-term
13	Area-Wide	Crosswalk Gaps	13	Long-term

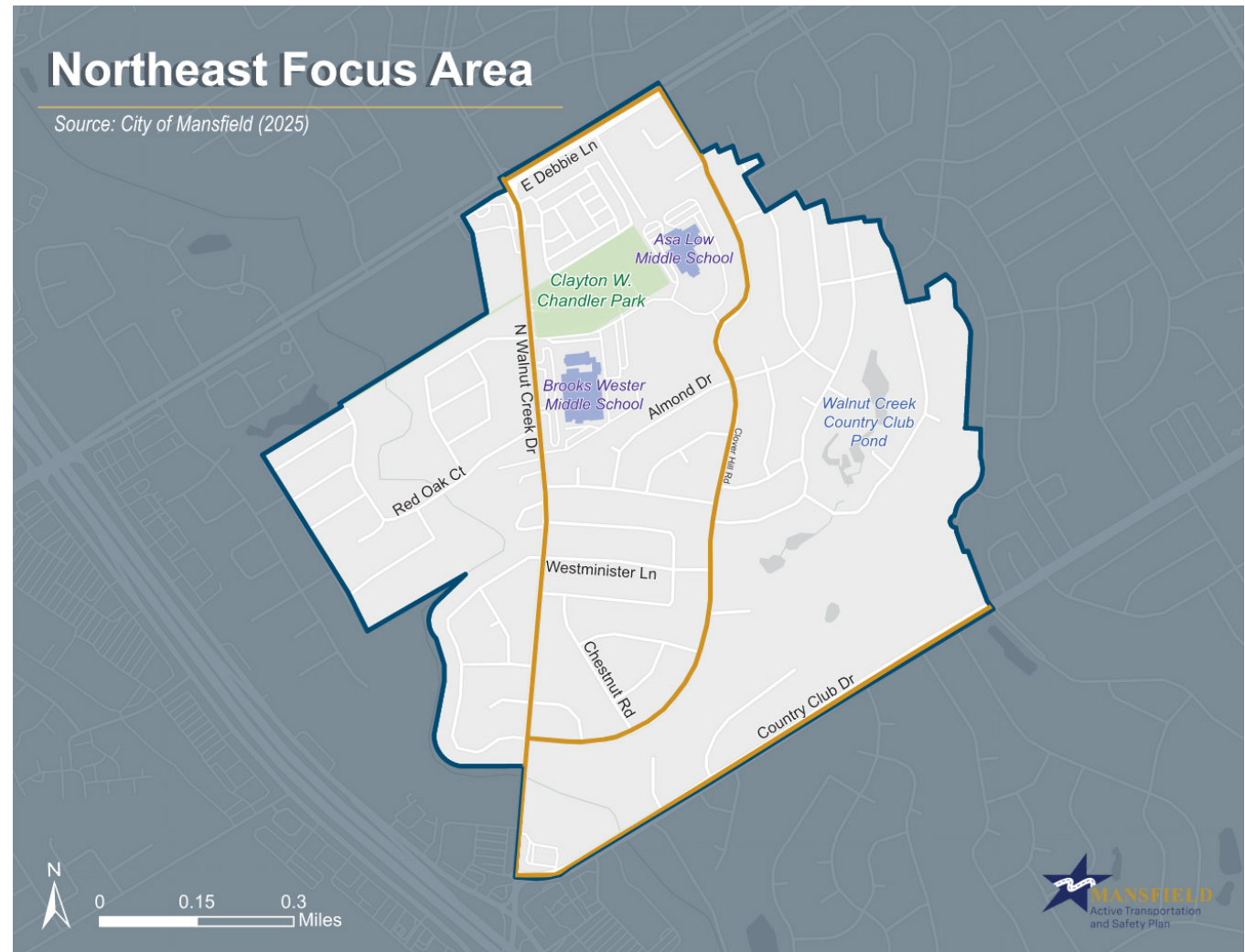


Northeast Mansfield Focus Area

Focus Area Overview

The Northeast Mansfield Focus Area is located to the north of Mansfield and is east of Highway 287 (**Figure 26**). The focus area consists of the Walnut Creek Country Club and two schools Asa E. Low, Jr. Intermediate School and Brooks Wester Middle School. Clayton W. Chandler Park is the primary park located within the boundary that features a playground, tennis courts, skate ramps, basketball and volleyball courts, along with playing fields. The focus area's adjacent land uses are primarily residential with a few pockets of commercial uses.

FIGURE 26. NORTHEAST FOCUS AREA (2025)



Existing Conditions and Stakeholder Input

Within the study boundary there are two traffic signals located at intersections. E. Debbie Ln. and N. Walnut Creek Dr. are prone to heavier pedestrian activity during the year due to its proximity to Clayton W. Chandler Park and Brooks Wester Middle School. In school zones, the speed limit is 15 mph, and other roadways are 40 mph. In this focus area, E. Debbie Ln. has the highest traffic volume with a peak volume of 31,326 AADT. Additionally, N. Walnut Creek Dr. and Country Club Dr. each have a peak volume of 11,059 and 14,448 AADT, respectively. Although Clover Hill Rd. is along the intermediate school, traffic volumes are significantly less, with a peak volume reported as 1,389 AADT. N Walnut Creek Dr. is missing pedestrian facilities along one side of the road and has many crosswalk gaps.

Public comments from the community were primarily seen along N. Walnut Creek Dr. and Clover Hill Rd. Two of the comments pertained to pedestrian safety and the remaining eleven addressed 'other' categories of safety within the focus area. A common theme seen among the 'other' comments was unsafe speeds in areas with high volumes of pedestrian activity.

Table 11 indicates the top comments involving active transportation users. Both comments refer to the dangers for students near schools due to the absence of infrastructure.

**TABLE 11. NORTHEAST INTERACTIVE MAP COMMENTS
RELATED TO ACTIVE TRANSPORTATION**

LOCATION	COMMENT
Clover Hill Rd.	"During the school year, vehicles park along the road for student pick-up; therefore, visibility is narrow for oncoming vehicles and is dangerous to students leaving campus."
N. Walnut Creek Dr.	"Need a sidewalk on the southbound side. If the kids walking from Wester or Asa Low only walk on the sidewalk they would have to run across the street."

Crash History

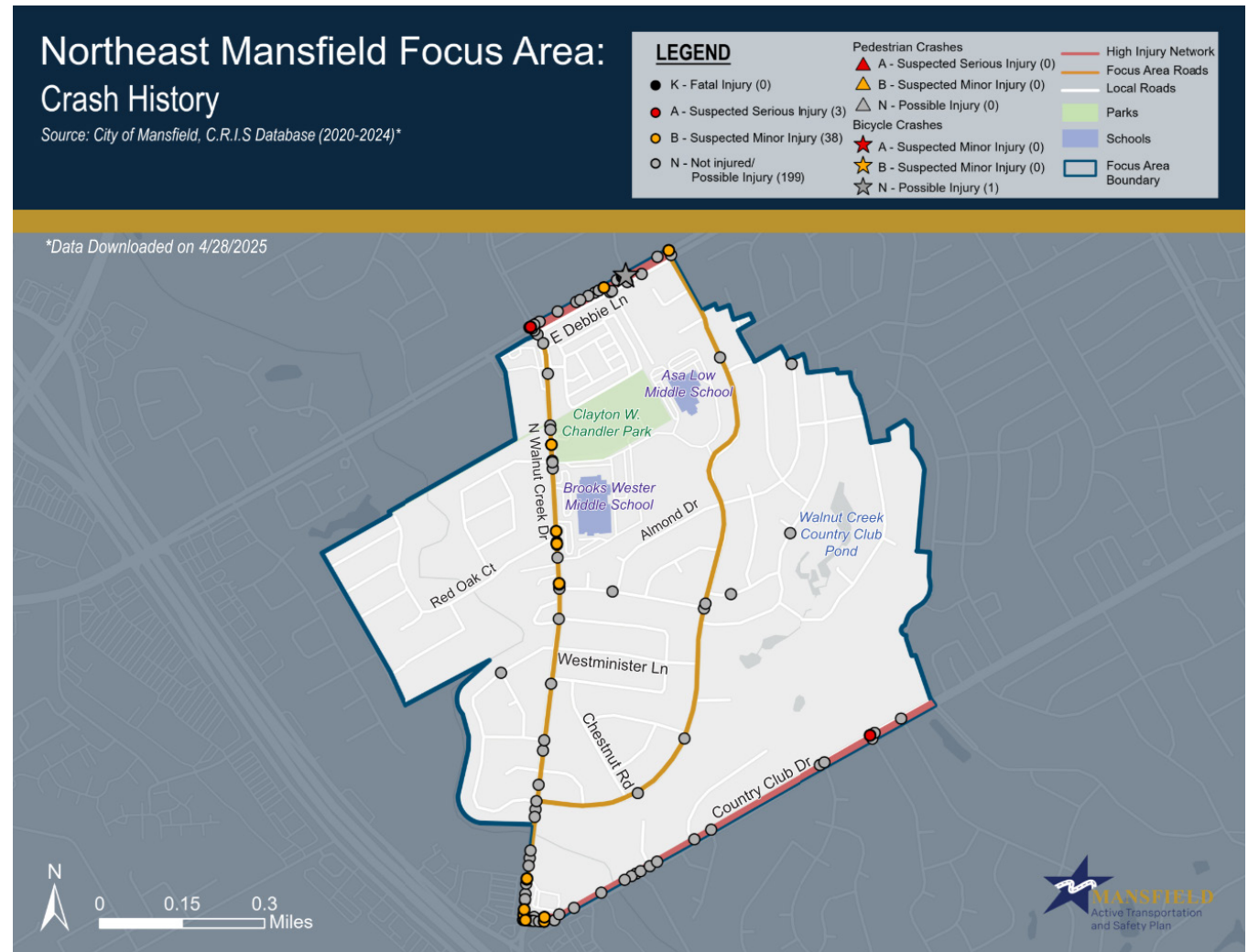
Many of crashes seen are concentrated on E. Debbie Ln., and along the intersection of N. Walnut Creek Dr. and Country Club Dr. **Figure 27** identifies the location and count of collisions in the map.



Key takeaways for these crash trends are seen below:

- » There have been 241 total crashes in the focus area on N. Walnut Creek Dr., Country Club Dr, E. Debbie Ln., and Clover Hill Rd.
- » Out of the total number of crashes, 3 crashes were categorized as suspected serious injury (A), 38 suspected minor injury (B), and 200 not injured/possible injury (N) crashes.
- » One collision involved a bicyclist along E. Debbie Ln. The contributing factor for the crash was 'Failed to Yield Right of Way' and the manner of collision was "One Motor Vehicle – Going Straight'.

FIGURE 27. NORTHEAST MANSFIELD FOCUS AREA: CRASH HISTORY (2020–2024)





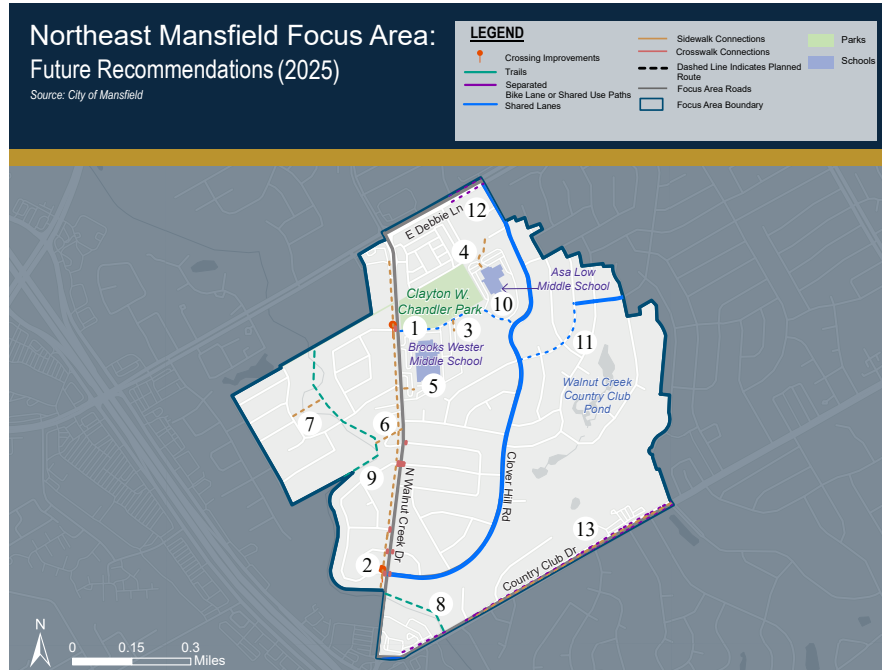
Recommendations

The recommendations for the bike and pedestrian network in the Northeast Focus Area aim to provide a connective and safe network between Asa Low Middle School, Clayton W. Chandler Park, Brooks Wester Middle School, and residential neighborhoods.

- » **Pedestrian Infrastructure:** One of the primary recommendations for this focus area is the construction of sidewalks along the west side of N. Walnut Creek Dr. During the school year, it is unsafe for students to cross the road due to its higher traffic volumes, lack of sidewalks and designated pedestrian crossings. The implementation of sidewalks would benefit the safety of students that are commuting to and from school because of this pedestrian facility.
- » **Bicycle Connections:** Another proposal for the bike and pedestrian future network is the implementation of a shared lane. The road south of Clayton W. Chandler Park has much potential as it is a low volume local road and the park is a common destination for bicyclists.
- » **Community Trails:** The northwest portion of the focus area is designed to connect to the future trail network from Walnut Creek Dr. It allows residents in surrounding neighborhoods to walk to prime locations within the area.

These recommendations build on the existing network by connecting facilities and promoting accessibility, and safety. Additionally, the recommendations aim to accommodate future developments in the City of Mansfield. **Exhibit 14** on page 65 provides a holistic approach to the recommendations for the Northeast Focus Area.

EXHIBIT 14. NORTHEAST MANSFIELD FOCUS AREA: FUTURE RECOMMENDATIONS



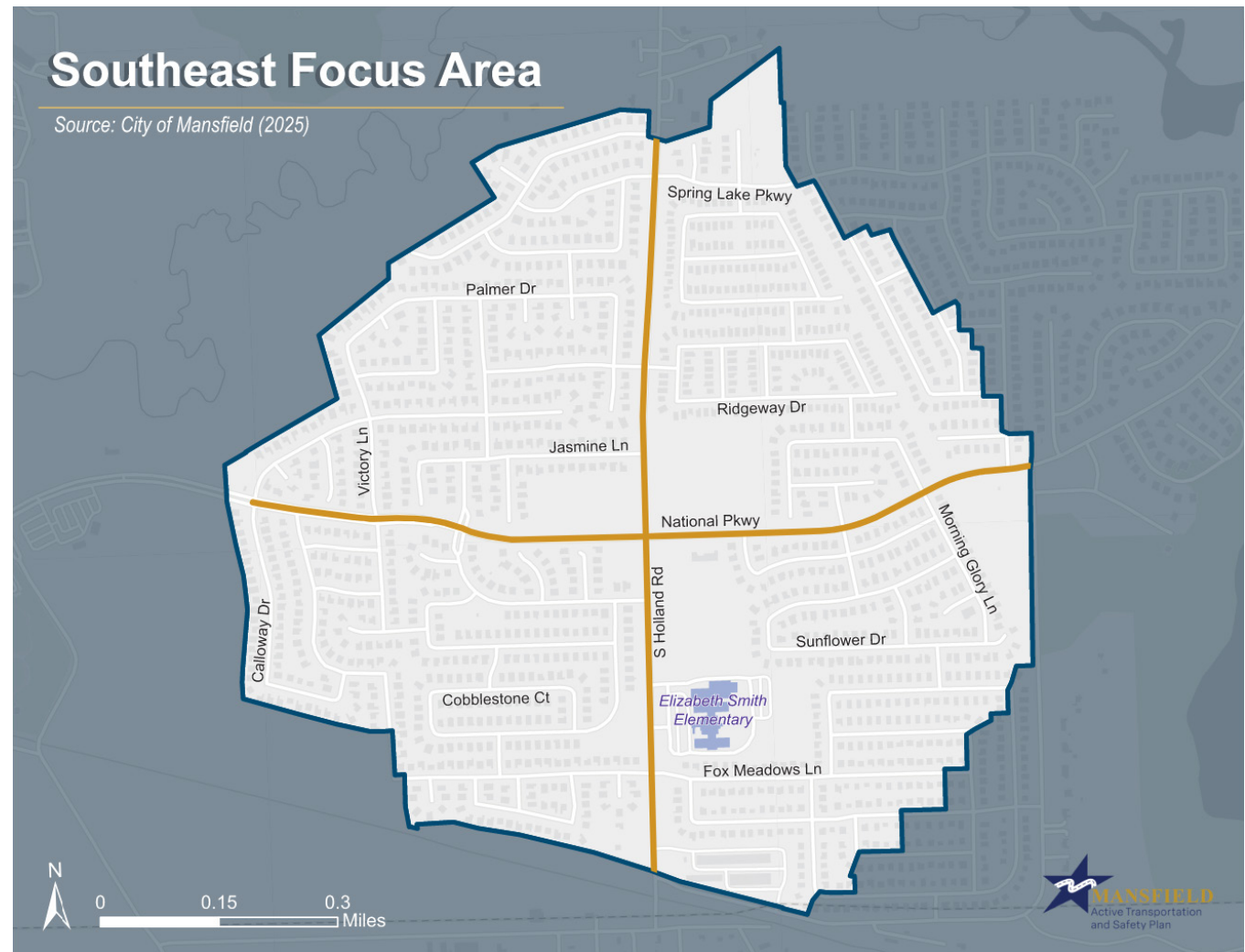
ID	Location	Recommendations	Length/Qty	Priority
1	N. Walnut Creek Dr/ Shannon Creek Dr	Upgrade Pedestrian Crossings	1	Short-term
2	N. Walnut Creek Dr/ Clover Hill Rd	Upgrade Pedestrian Crossings	1	Short-term
3	Jerry Knight STEM Road/ South Clayton W. Chandler Park	Sidewalk Connection	0.03 Miles	Short-term
4	Asa Low Intermediate School/ Cortina Ct	Sidewalk Connection	0.04 Miles	Short-term
5	Brook Wester Middle School Parking Lot	Sidewalk/ Crosswalk	0.06 Miles	Short-term
6	N. Walnut Creek Dr (Northwest of Spring Field Street)	Sidewalk to Future Trail	0.08 Miles	Long-term
7	Holley Creek Ln to 330' west of Bridge Water Ln	Sidewalk to Future Trail	0.08 Miles	Long-term
8	N. Walnut Creek Dr - Country Club Dr	Trail Connection	0.19 Miles	Long-term
9	Shannon Creek Rd - Brookfield Ln	Trail Connection	0.44 Miles	Long-term
10	Southern Rd of Clayton W. Chandler Park	Shared Lane	0.33 Miles	Long-term
11	Almond Drive (Clover Hill Dr - Fairfax Dr)	Shared Lane	0.23 Miles	Long-term
12	Debbie Ln (South of Rocky Creek Dr - Clover Hill Rd)	Separated Bike Lane/ Shared Path	0.34 Miles	Long-term
13	Country Club Dr (CVS-Walnut Creek CC)	Separated Bike Lane/ Shared Path	1.64 Miles	Long-term
14	Area-Wide	Sidewalk Gaps	1.44 Miles	Long-term
15	Area-Wide	Crosswalk Gaps	11	Long-term

Southeast Mansfield Focus Area

Focus Area Overview

The land use of the Southeast Focus Area primarily consists of single-family residential with occasional locations of commercial land uses. The primary education facility in the area is the Elizabeth Smith Innovative Learning Academy located in the southeast of the focus area. **Figure 28** visualizes the boundary of the focus area, to better understand what it encompasses.

FIGURE 28. SOUTHEAST FOCUS AREA (2025)





Existing Conditions and Stakeholder Input

The two focus roads, National Pkwy. and S. Holland Rd., are four-lane principal arterials with a traffic signal in the center. The speed limit of the focus area is 40 mph with a reduction to 20 mph in school zones. The area has an extensive sidewalk network due to it being a newer neighborhood development; however, S. Holland Rd. has sidewalk gaps directly along and across the school. Majority of local roads in the focus area lack crosswalks and it is vital that in a community with much pedestrian movement, safe systems for active transportation are implemented wherever these sidewalks intersect with major roads.

The Southeast Focus Area had two comments from the community. The comments expressed concerns regarding visibility for both vehicles and micromobility users. Visibility is a vital component to ensure that vehicles stop to pedestrians and can be seen along a roadway. **Table 12** indicates the top comments involving active transportation users.

**TABLE 12. SOUTHEAST INTERACTIVE MAP COMMENTS
RELATED TO ACTIVE TRANSPORTATION**

LOCATION	COMMENT
Titleist Dr.	“Hard to see with all the cars parked along the street.”
National Pkwy. and Victory Ln.	“Obscured view of westbound traffic due to slight curve. When vehicles are speeding hard to judge speed making pulling out of the neighborhood difficult.”

Crash History

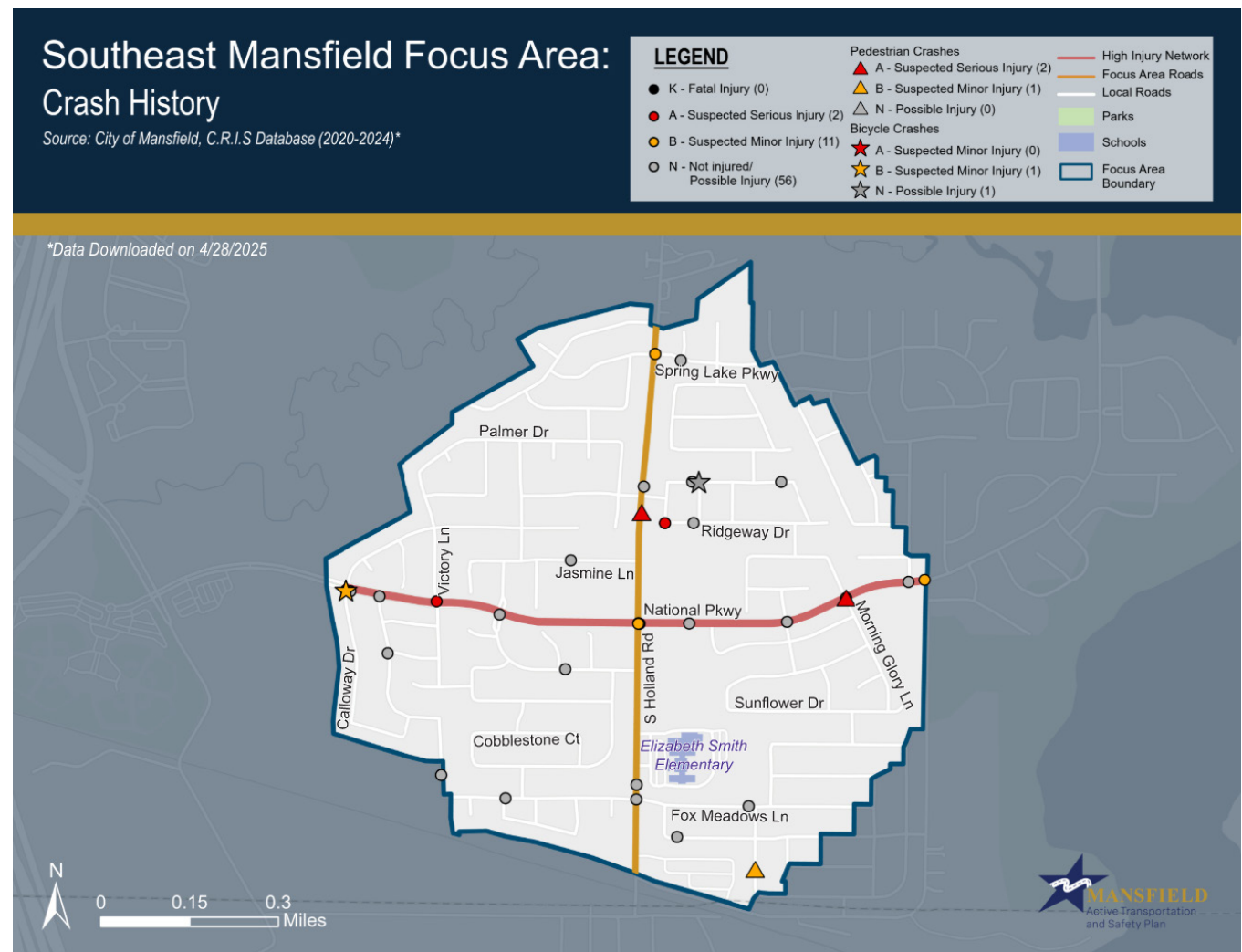
Figure 29 visualizes the location of crashes within the study area according to its severity and type. The crashes are sporadically seen throughout the focus area; however, a common theme seen among the active transportation collisions was its proximity to intersections.



Key takeaways for these crash trends are seen below:

- » There has been a total of 74 crashes that occurred in the focus area
- » Out of the 74 crashes, 17 were categorized as high injury crashes (ABs)
- » 4 crashes categorized as suspected serious injury, 13 with suspected minor injury, and 57 were considered not injured/possible injury
- » Of the 74 total crashes, 5 crashes involved bicyclists or pedestrians

FIGURE 29. SOUTHEAST MANSFIELD FOCUS AREA: CRASH HISTORY (2020–2024)





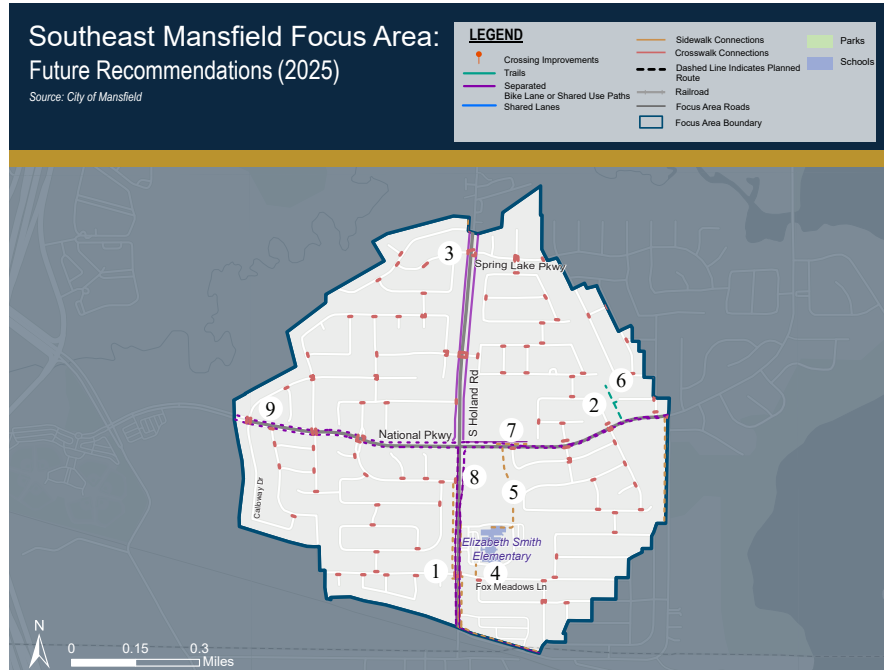
Recommendations

The Southeast Focus Area consists of an extensive sidewalk network due to it being recently developed; however, there are opportunities for further enhancements.

- » **Sidewalk Connections:** Located along the Elizabeth Smith Elementary School, S. Holland Rd. has multiple sidewalk gaps. Considering the focus area is primarily a residential development, it is vital that it be filled to ensure children that walk as their mode of transportation are safe.
- » **Pedestrian Infrastructure:** Another recommendation for this focus area is the construction of future sidewalks and crosswalks along the vacant lot of S. Holland Rd. This would benefit active transportation users as it would be a dedicated facility that provides a protective barrier for students from vehicular activity.
- » **Trail Connections:** The next recommendation is the construction of new trail connections to National Pkwy from the residential neighborhood. This connection would allow users an alternative route to walk behind residential parcel instead of along the roadway.
- » **Bicycle Connections:** Lastly, it is proposed that a bicycle lane or shared use path be implemented into National Pkwy. This bicycle facility would further benefit active transportation and connectivity in the southeast community, as National Pkwy. is the primary road of the focus area.

These recommendations aid in enhancing the overall quality of life for active transportation users. **Exhibit 15** on page 70 demonstrates the locations of recommendations relative to the focus area.

EXHIBIT 15. SOUTHEAST MANSFIELD FOCUS AREA: FUTURE RECOMMENDATIONS



ID	Location	Recommendations	Length/Qty	Priority
1	S. Holland Rd/ Fox Meadows Ln	Upgrade Pedestrian Crossings	1	Short-term
2	National Pkwy/ Morning Glory Ln	Upgrade Pedestrian Crossings	1	Short-term
3	S. Holland Rd/ Spring Lake Pkwy	Upgrade Pedestrian Crossings	1	Short-term
4	Fox Meadows/ Elizabeth Elementary	Sidewalk/ Crosswalk	0.3 Miles	Short-term
5	Elizabeth Elementary/ National Pkwy	Sidewalk/ Crosswalk	0.24 Miles	Short-term
6	National Pkwy to 200' north of Belladonna Ct	Trail Connection	0.09 Miles	Long-term
7	National Pkwy (S. Holland- 170' east of Plumeria Dr)	Sidepaths	0.15 Miles	Long-term
8	S. Holland Rd (E. Seeton Rd - National Pkwy)	Sidepaths	1.35 Miles	Long-term
9	National Pkwy (Calloway Dr - Seeton Rd)	Separated Bike Lane/Shared Path	2.31 Miles	Long-term
10	Area-Wide	Sidewalk Gaps	1.28 Miles	Long-term
11	Area-Wide	Crosswalk Gaps	99	Long-term