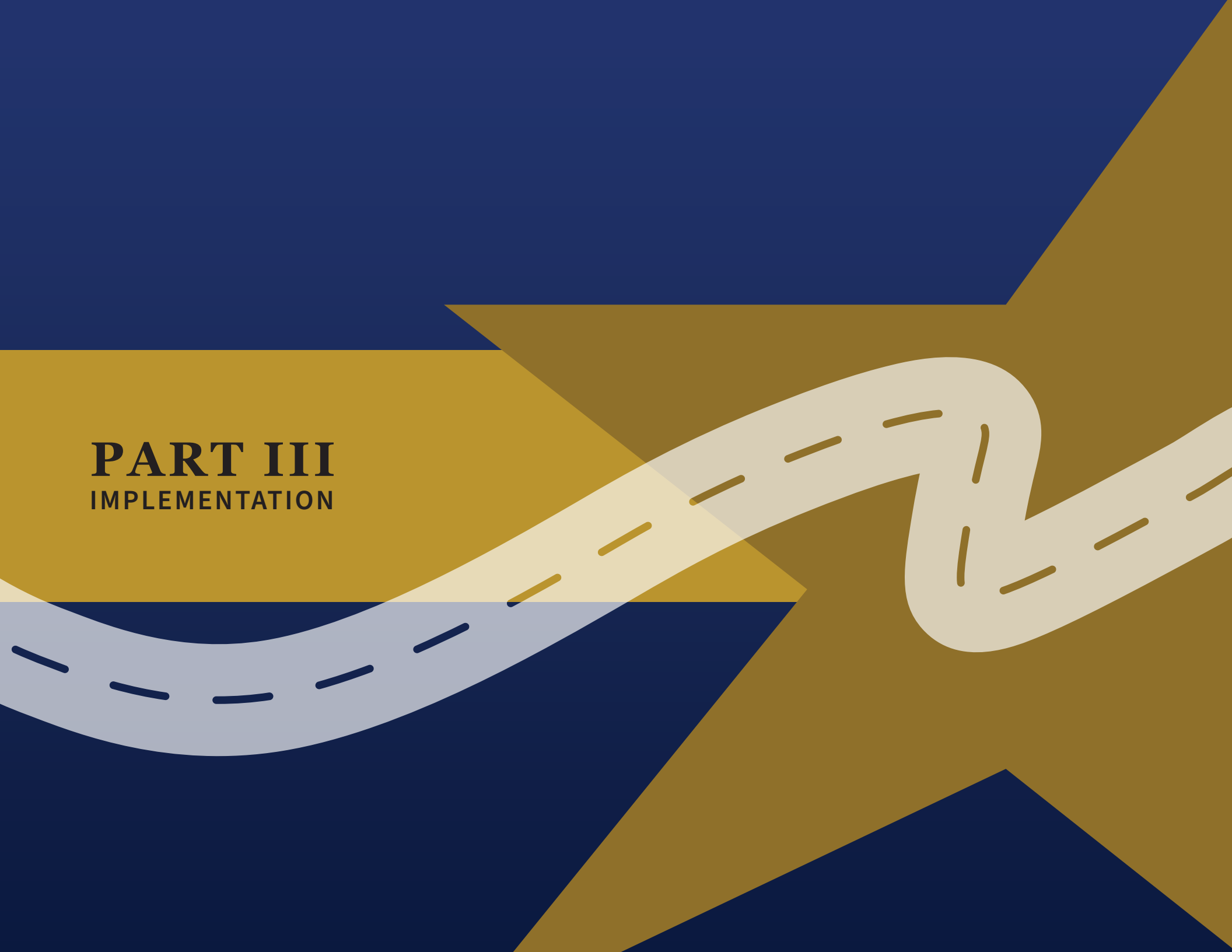




The background is a composition of large, overlapping geometric shapes in dark blue and mustard yellow. A light cream-colored road with dashed lines winds from the bottom left towards the right side of the image. The road starts as a simple curve at the bottom left and then forms a more complex, zig-zagging path towards the right. The text 'PART III' is in a large, bold, serif font, and 'IMPLEMENTATION' is in a smaller, all-caps, sans-serif font below it.

PART III

IMPLEMENTATION



This chapter reviews the full project list, the methodology used to prioritize projects, and results of top priority projects for the City to implement.

PART III: IMPLEMENTATION

The goal of enhancing Mansfield’s active transportation environment and roadway safety will require varying degrees of investment across each mode of travel.

Part III of the Mansfield ATSP focuses on implementation and prioritization of projects and policy identified in **Part II** of the plan. Prioritization means recognizing that resources are limited and some investments are more important than others. This part creates a framework for future decision-making that prioritizes projects, and policy-based actions for the City to implement.

Chapter 7: Project Prioritization

Chapter 8: Action Matrix

CHAPTER 7: PROJECT PRIORITIZATION

Many active transportation and safety projects were identified during the planning process for the ATSP. This chapter reviews the full project list, the methodology used to prioritize projects, and results of top priority projects for the City to implement. This is intended to assist Mansfield in choosing projects to implement based on a set of selected criteria.

Universe of Projects

The construction of the recommended enhancements outlined in **Part II** of the ATSP represents a significant advancement toward achieving the mission and goals of the plan.

During the analysis and project identification process, active transportation networks and safety recommendations were identified as possible projects for the City to prioritize. These individual project lists were then combined into a full “Universe of Projects” list for scoring (**Exhibit 42**). To simplify the scoring process, projects were mapped either as lines or points. The projects identified in the “Universe of Projects” are sourced from the chapters in **Part II**, shown in **Table 32**:

TABLE 32. UNIVERSE OF PROJECTS INPUTS

CHAPTER 4: ACTIVE TRANSPORTATION PLAN	CHAPTER 5: SAFETY ACTION PLAN	CHAPTER 6: ADA TRANSITION PLAN
» Pedestrian System Master Plan » Bicycle System Master Plan » Bicycle & Pedestrian Priority Focus Areas	» High Injury Network Roadways and Intersections » RSA Study Corridors	» Sidewalk and Accessibility Enhancements

Universe of Projects

Sources: City of Mansfield

EXHIBIT 42. UNIVERSE OF PROJECTS

LEGEND

- ADA Transition Plan (28.1 miles)
- Bicycle Master Plan (60.6 miles)
- RSA (11.8 miles)
- Trails Master Plan (52.7 miles)
- High Injury Network (30.4 miles)





Project Scoring Criteria

The development of the scoring criteria for the ATSP project prioritization began with the five goals established in **Chapter 1**. Each of the project goals serve as the foundation or theme for the criteria with 2–3 measures formulated around the goals. For example, for the “Clear Policy & Direction” goal, the two criteria are: Relationship to Current Plans and ADA Accessibility.

Once the categories and criteria were established, a data-driven methodology was developed to score projects relationship to the goals. For example, to connect a project (giving it points) to the “Safer Community” goal, projects would be compared to the HIN, and would receive points if located on or intersecting the HIN.

In total, 11 criteria were determined to prioritize the projects found in **Part II** of the ATSP. The weights for each criterion were established by the ATSP Advisory committee during AC Meeting 5. **Table 33** below displays the full list of scoring criteria and weights.

TABLE 33. PROJECT PRIORITIZATION CRITERIA

GOAL/CATEGORY	CRITERIA	POINTS
Clear Policy & Direction: Maintain a clear policy direction by continuing the momentum established by current planning efforts in Mansfield.		15
Relationship to Current Plans	In alignment with one of these documents: » 2025 Trails Master Plan » 2024 Future Land Use Plan » 2022 Master Thoroughfare Plan	7.5
ADA Accessibility	Addressing an existing deficiency identified in the ADATP	7.5
Supported Solutions: Align with the community's needs through listening to and documenting residents' concerns and implementing solutions that foster inclusivity.		10
<i>Social Pinpoint</i> Interactive Map Survey	<i>Social Pinpoint</i> interactive map comment	5
Advisory Committee Future Network Activity	Located in area highly ranked in future network activity from AC Meeting 3	5
Innovative Solutions: Prioritize projects that bring innovation and impact to residents.		20
Technology Improvements (10%)	Project involves signal upgrades or new traffic signal/RAB	10
High Impact Solutions (10%)	Project includes a countermeasure with a CMF greater than 0.65	10

TABLE 33. PROJECT PRIORITIZATION CRITERIA (CONTINUED)

GOAL/CATEGORY	CRITERIA	POINTS
Safer Community: Create a safer community for driving, walking, and biking by implementing infrastructure improvements that enhance safety for all road users.		30
High Injury Network	Project falls along the HIN or intersects with it	10
Crash Fatalities	Fatality occurred recently, between 2022–2024	10
	Fatality occurred between 2020–2021	5
Vulnerable Road User Crashes	VRU crash that was a fatal or serious injury (KA)	10
	VRU crash that was minor injury (B) or less severe	5
Connected Community: Establish a more connected community through developing pedestrian pathways, enhancing access to destinations, and promoting active transportation options.		25
Neighborhood Connections	Project connects residential to institutional, commercial, industrial, or destinations that are in development	12.5
Active Transportation Network Gaps	Project fills gaps in the bicycle and pedestrian system master plan	12.5



Final ATSP Priority Projects

Projects from the Universe of Projects that had a score of 50 or greater were designated as Priority Projects for the City of Mansfield to implement.

Table 40 below displays the list of projects with information on the recommended project in accordance with the locations shown in **Exhibit 43** on page 144.

TABLE 34. ATSP PRIORITY PROJECTS

RANK	SOURCE	STREET NAME	PROJECT RECOMMENDATION	LENGTH (MILES)	SCORE
1	Bicycle Master Plan	E. Broad St.	Upgrade to Separated Bike Lane or Shared Use Path	0.29	67.5
2	ADA Transition Plan	E. Broad St.	Repair or Replace Existing Infrastructure	0.59	65.0
3	ADA Transition Plan	S. Main St.	Repair or Replace Existing Infrastructure	0.20	57.5
4	Bicycle Master Plan	E. Broad St.	Upgrade to Separated Bike Lane or Shared Use Path	0.08	57.5
5	Bicycle Master Plan	E. Broad St.	Upgrade to Separated Bike Lane or Shared Use Path	0.09	57.5
6	Bicycle Master Plan	Debbie Ln.	Upgrade to Separated Bike Lane or Shared Use Path	0.25	57.5
7	ADA Transition Plan	Country Club Dr.	Repair or Replace Existing Infrastructure	1.30	55.0
8	ADA Transition Plan	Country Club Dr.	Repair or Replace Existing Infrastructure	0.67	55.0
9	ADA Transition Plan	Matlock Rd.	Repair or Replace Existing Infrastructure	1.27	55.0
10	ADA Transition Plan	W. Oak St.	Repair or Replace Existing Infrastructure	0.08	55.0
11	Bicycle Master Plan	E. Broad St.	Upgrade to Separated Bike Lane or Shared Use Path	0.07	55.0
12	Safety Action Plan	Matlock Rd.	Construct Countermeasures in RSA	1.65	55.0
13	ADA Transition Plan	National Pkwy.	Repair or Replace Existing Infrastructure	1.31	52.5
14	Bicycle Master Plan	E. Broad St.	Upgrade to Separated Bike Lane or Shared Use Path	0.09	52.5
15	Bicycle Master Plan	Debbie Ln.	Upgrade to Separated Bike Lane or Shared Use Path	0.25	52.5
16	Safety Action Plan	Debbie Ln.	Construct Countermeasures in RSA	2.25	52.5
17	Bicycle Master Plan	Smith St.	Construct Sidepath	0.44	50.0
18	Bicycle Master Plan	S. Holland Rd.	Construct Sidepath	0.30	50.0
19	Bicycle Master Plan	National Pkwy.	Upgrade to Separated Bike Lane or Shared Use Path	0.15	50.0
20	Bicycle Master Plan	W. Broad St.	Upgrade to Separated Bike Lane or Shared Use Path	0.19	50.0
21	Bicycle Master Plan	W. Broad St.	Upgrade to Separated Bike Lane or Shared Use Path	0.12	50.0
22	Bicycle Master Plan	N. Miller Rd.	Upgrade to Bike Lane	1.30	50.0
23	Safety Action Plan	Cannon Dr.	Construct Countermeasures in RSA	2.02	50.0

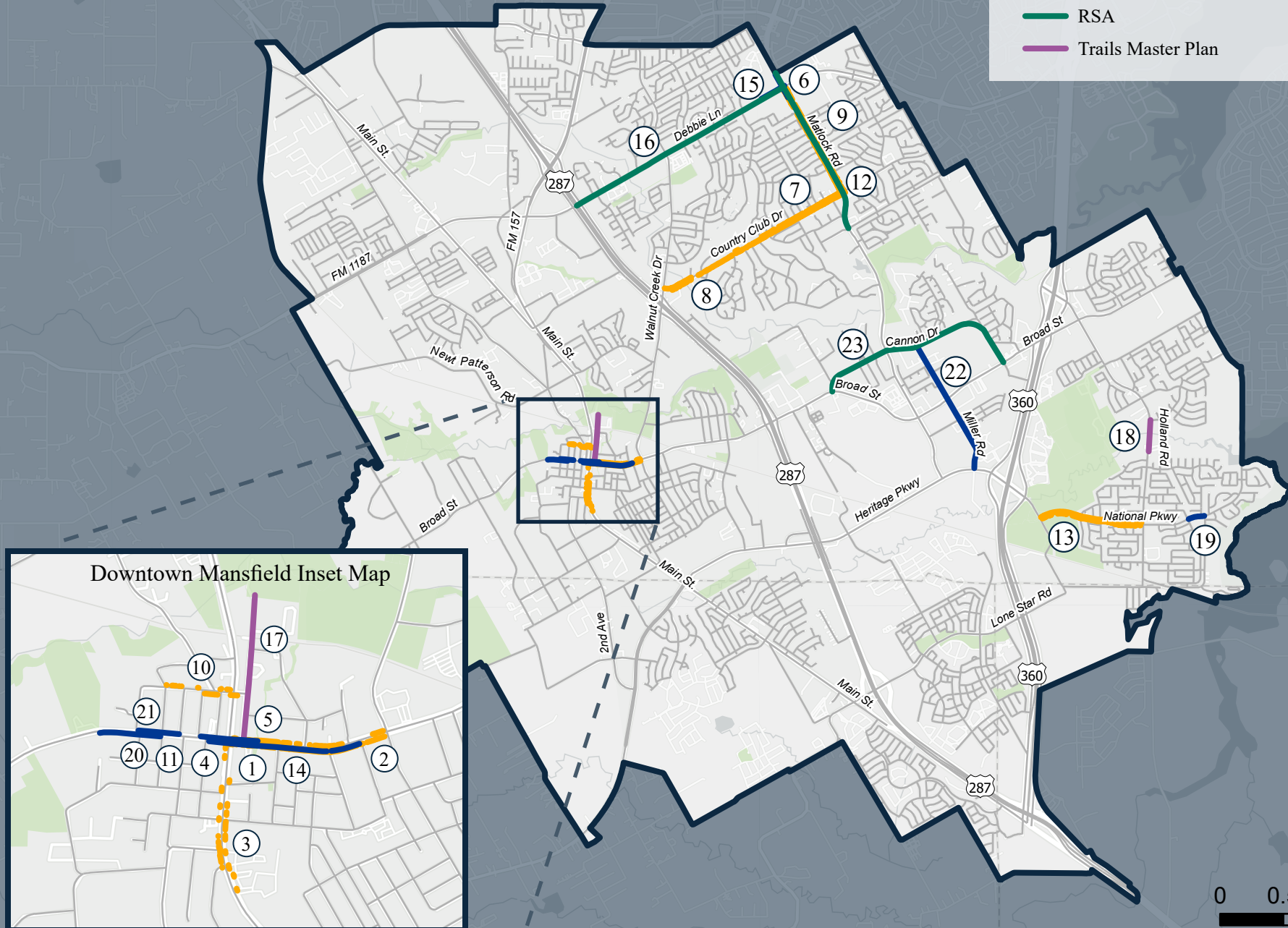
Top Priority Projects

Sources: City of Mansfield

EXHIBIT 43. TOP PRIORITY PROJECTS

LEGEND

- ADA Transition Plan
- Bicycle Master Plan
- RSA
- Trails Master Plan





In addition to these efforts, an action plan is needed to identify and recommend policies that, when implemented, can lead to further reduction in crashes, fatalities, and injuries, and a multimodal transportation network.

CHAPTER 8: ACTION MATRIX

The improvement of active transportation and safety in Mansfield requires a multi-pronged approach. The previous chapters highlight the City's active transportation network plan as well as targeted safety recommendations can be implemented to enhance the walking and biking experience and reduce crashes. In addition to these efforts, an action plan is needed to identify and recommend policies that, when implemented, can lead to further reduction in crashes, fatalities, and injuries, and a multimodal transportation network. The Action Matrix provides policy recommendations which offer clear guidance for prioritizing and executing the initiatives discussed in this plan. Additionally, this chapter addresses plan administration, ensuring that there is a reliable framework for overseeing the implementation of this plan.

ATSP Action Matrix Structure

The actions included within this section aim to enhance safety and active transportation opportunities in the City. Policies and programs are organized by the five goals listed below in **Figure 42** with each one having an associated goal statement. The guiding principles and goal statements were derived and meant to reflect the ideas and desires outlined in the plan's mission statement. To create a clear path towards achieving the goals of the Mansfield ATSP, each goal has a set of actions that should be implemented.

FIGURE 42. GOALS AND SIX E'S OF SAFETY

Goals	Six E's of Safety
✓ Safer Community ✓ Connected Community ✓ Supported Solutions ✓ Innovative Solutions ✓ Clear Policy & Direction	✓ Education ✓ Encouragement ✓ Enforcement ✓ Engineering ✓ Engagement ✓ Evaluation

The Action Matrices are organized using three main components: Goals, Goal Statements, and Actions. In total, there were 18 total actions, which fell within one of the five goals of the Mansfield ATSP.



How to Read the Action Matrix

Funding Sources

Identifying funding sources is a crucial part of implementing the actions and recommendations in Mansfield's ATSP. Every action listed in the tables below has had a type of funding source assigned to it. Funding sources have been categorized into one of the following three categories:

- » **Existing Funds (Existing):** The City has existing funds to use towards funding an action.
- » **Reallocate of Funds (Reallocate):** The City has funds that are not necessarily assigned to be used towards an existing action but that could be reallocated to provide funding for it.
- » **Grant Acquisition (Grants):** The City does not have existing funds to fund an action but could acquire a grant to aid with funding.

Implementation Partners

The following departments and committees have been identified as key partners needed to implement the actions in the ATSP. Collaboration between partners is crucial for successful implementation. Within each action matrices, the column labeled "Partners" includes the list of departments or committees that should be included in the implementation process. Listed below are the departments and committees identified as potential partners:

- » Community Engagement (CED)
- » Downtown Mansfield Inc. (DMI)
- » Engineering Services (ESD)
- » Fire Department (MFD)
- » Mansfield Independent School District (MISD)
- » North Central Texas Council of Governments (NCTCOG)
- » Neighborhood Services (NSD)
- » Parks and Recreation Department (PRD)
- » Planning (PD)
- » Police Department (MPD)
- » Public Works (PW)
- » Texas Department of Transportation (TxDOT)

Timeframes

For each action, an estimated timeframe for implementation is provided. Assigning an estimated timeframe will aid with prioritization and completing actions in a timely manner. Timeframes assigned in the action matrices are listed below:

- » **Short (< 2 yrs.):** This action is a top priority and can be accomplished quickly.
- » **Medium (2–5 yrs.):** This action may take a longer time but can be accomplished before the next plan update.
- » **Long (> 5 yrs.):** This action will have a significant impact when complete but will require many years to complete.

Policy, Projects, Programs, and Partnerships

Determining the type of planning required for an action is essential to establish its framework. Each action is categorized to specify whether it falls under policy, projects, programs, or partnerships. The types of categories are listed below:

- » **Policy:** Change to an existing policy or creates an additional regulation in order to implement an action.
- » **Projects:** Specific initiatives such as construction or revitalization to various areas in the City in order to improve transportation.
- » **Programs:** Efforts such as public engagement and activities to provide community awareness for action items.
- » **Partnerships:** Collaboration with other departments or organizations to receive support and resources to achieve an action.



ATSP Recommended Actions

Safer Community



GOAL STATEMENT

Create a safer community for driving, walking, and biking by implementing infrastructure improvements that protect all users.

The main goal for Safer Community is for all users, no matter if they drive, walk, bike, or roll to be comfortable and protected in the transportation system. The actions in **Table 35** aim to enhance safety through educational programming, targeted enforcement efforts, engineering solutions, and continuous evaluation efforts.

TABLE 35. ACTIONS FOR A SAFER COMMUNITY

ID	ACTION	SIX E'S OF SAFETY	PARTNERS	TIMEFRAME	FUNDING	FOUR P'S OF PLANNING
1	Establish a partnership between Public Works and Mansfield Police Department to enhance bike police patrols around locations of bicycle and pedestrian crashes.	Enforcement	MPD, PW	Short (< 2 years)	Existing	Partnership
2	Continue targeted speed enforcement along the HIN by increasing visibility of law enforcement.	Enforcement	MPD	Short (< 2 years)	Existing; Reallocate	Partnership
3	Utilize the pedestrian signal inventory from the ADATP to implement a maintenance and replacement program.	Engineering; Evaluation	ESD, PW, TxDOT	Medium (2–5 years)	Reallocate; Grants	Program
4	Conduct a citywide access management study to identify potential locations to deploy improvements such as medians, barriers, or enhanced pavement markings.	Engineering	ESD, PW, PD, TxDOT, PRD	Medium (2–5 years)	Existing; Reallocate	Projects
5	Pursue HSIP funding for HIN projects identified in the road safety audits process in Chapter 5 .	Evaluation; Engineering	ESD, PD, PW	Medium (2–5 years)	Grants	Projects
6	Continue to evaluate the remaining HIN segments using the road safety audit process.	Evaluation; Engineering	ESD, PD, PW	Long (> 5 years)	Reallocate; Grants	Projects

Connected Community



GOAL STATEMENT

Establish a more connected community through enhancing neighborhood access to destinations and promoting active transportation options.

A large part of the ATSP is to ensure that a connected transportation network is created, specifically in regard to the active transportation network. Simply having a network exist is not enough especially if residents cannot travel to key destinations nearby. Fostering connected networks is a key theme in all of Mansfield's planning efforts. **Table 36** lists actions aimed at connecting the existing network (either to itself or key destinations) and encouraging the use of current facilities.

TABLE 36. ACTIONS FOR A CONNECTED COMMUNITY

ID	ACTION	SIX E'S OF SAFETY	PARTNERS	TIMEFRAME	FUNDING	FOUR P'S OF PLANNING
1	Upon the next roadway impact fee study update, evaluate the need to add intersection capacity improvement projects and pedestrian infrastructure to the Capital Improvement Plan, so developers share responsibilities.	Engineering	ESD, PW, PD,TxDOT,PRD	Medium (2–5 years)	Existing	Projects
2	Pursue Transportation Alternatives (TA) Set Aside Program funding for the top priority active transportation projects identified in Chapter 7 .	Evaluation; Engineering	ESD, PD, PW, PRD	Medium (2–5 years)	Grants	Projects
3	Develop a budget category in the annual budget for filling sidewalk gaps beginning with top priority projects seen in Chapter 7 .	Engineering	PRD,PD,PW,ESD	Medium (2–5 years)	Existing	Projects



Supported Solutions



GOAL STATEMENT

Align with the community's needs through listening to and documenting residents' concerns and implementing solutions that foster inclusivity

To ensure that future projects reflect the needs of the community, it is important to listen and document residents' concerns. This is especially important when utilizing public resources. The action in **Table 37** outlines the development of a new request system that would allow residents to submit safety and maintenance related comments.

TABLE 37. ACTION FOR SUPPORTED SOLUTIONS

ID	ACTION	SIX E'S OF SAFETY	PARTNERS	TIMEFRAME	FUNDING	FOUR P'S OF PLANNING
1	Develop a comprehensive bicycle safety program to educate the public, distribute safety equipment at community events, and celebrate the "National Bike to School Day" annually at all school campuses.	Education; Encouragement	NSD, MPD, MFD, CED, PRD,MISD,PD	Short (< 2 years)	Existing; Reallocate	Program
2	Implement existing educational programs from Road Scholar to educate City residents on roadway safety.	Education	ESD, PD, PW, CED	Short (< 2 years)	Existing	Program
3	Develop a more public friendly summarized version of the ATSP to more concisely communicate its recommendations.	Education	NSD, PD, ESD	Medium (2–5 years)	Existing; Reallocate	Policy

Innovative Solutions



GOAL STATEMENT

Prioritize projects that bring innovation and impact to residents.

Resolving some of Mansfield’s most complex issues may require innovative solutions. While innovation may feel daunting, innovative solutions should be considered when they can cause a large, positive impact in the community. **Table 38** lists a number of actions aiming to solve both behavioral and engineering issues with innovative solutions.

TABLE 38. ACTIONS FOR INNOVATIVE SOLUTIONS

ID	ACTION	SIX E’S OF SAFETY	PARTNERS	TIMEFRAME	FUNDING	FOUR P’S OF PLANNING
1	Research the implementation of interactive safe driving applications to Mansfield residents for resources and practices to better help the citizens of Mansfield travel safely.	Education; Encouragement	MPD, MFD	Short (< 2 years)	Existing	Program
2	Explore an incentive program with business owners that advertise or promote rideshare services as an alternative to drinking and driving.	Encouragement; Enforcement	MPD, NSD, CED, DMI	Medium (2–5 years)	Reallocate; Grants	Program
3	Establish an official pilot program within the City for deploying ITS or other innovative solutions before implementing Citywide.	Engineering; Engagement	ESD, PW, PD, TxDOT, DMI	Medium (2–5 years)	Reallocate; Grants	Program
4	Research the implementation of drones as a mechanism for construction inspection/management to ensure quality and safety.	Evaluation	PW, ESD, NSD	Short (< 2 years)	Existing	Program



Clear Policy & Direction

Due to the number of plans created for Mansfield, it is imperative that current and future planning efforts have clear goals and themes. Plans and policies should build upon and support one another to ensure the goals of the overall City are being met. Additionally, all plans should be accessible and easily



Source: Adobe Stock

GOAL STATEMENT

Maintain a clear policy direction by continuing the momentum established by current planning efforts in Mansfield.

understandable for residents. The actions listed below in **Table 39** aim to achieve this goal.

TABLE 39. ACTIONS FOR CLEAR POLICY & DIRECTION

ID	ACTION	SIX E'S OF SAFETY	PARTNERS	TIMEFRAME	FUNDING	FOUR P'S OF PLANNING
1	Update the Future Land Use Plan, On-Street Bicycle Plan, and Parks Master Plan documents as described in the Policy Review memo.	Engineering	ESD, PW, PD, PRD	Short (< 2 years)	Existing	Policy
2	Create a public online plan progress tracking tool for implementation of the ATSP.	Evaluation	ESD, PW, PD, CED	Short (< 2 years)	Existing	Program

Annual Reporting & Transparency

The Advisory Committee is responsible for implementing the actions recommended in the ATSP while maintaining progress transparency. Progress transparency should be in the form of Annual Progress Reports. The Committee should follow the procedures outlined in the Vision Zero Resolution passed by the City Council on #### to complete annual progress reports. **Table 40** below details the procedures by how often each task is expected to be completed by the Advisory Committee.

TABLE 40. PLAN UPDATES AND TIMEFRAME

PLAN UPDATE LEVEL	RECOMMENDED FREQUENCY	APPROVAL BY
Minor Revision Text or wording changes, not affecting the recommendations	As needed	Advisory Committee
Major Revision Any change that substantively changes a recommendation	As needed	Advisory Committee
Implementation Progress Report	Annual	City Council
Full Plan Update	Every 5 years	City Council

Overall, the annual reporting of implementation progress for the ATSP is a crucial part of ensuring transparency, accountability, and effectiveness when using public resources allocated for community safety and improvement initiatives. Alongside the publications of the Mansfield ATSP online, a dashboard is being developed that will be hosted on the City of Mansfield's website. The dashboard will show Mansfield's crash data as well as project progress.

