

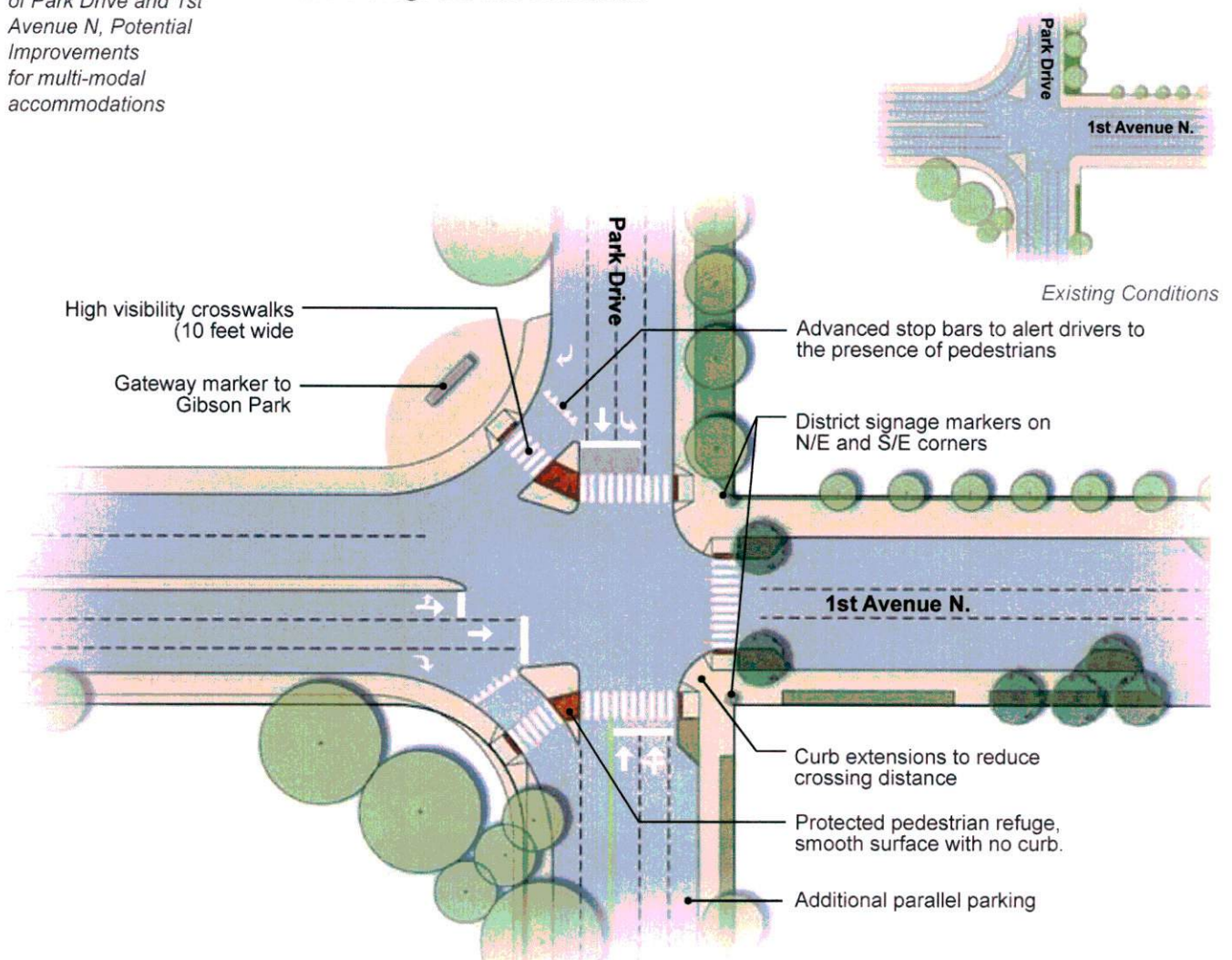
Key Intersection Improvements

Beyond minor striping modifications needed to reduce the travel lanes as discussed above, this plan includes the following intersection modification suggestions contingent on a full intersection traffic analysis:

Park Drive / 1st Avenue N.

The intersection of 1st Avenue N. and Park Drive was identified in the public process as a key gateway to Downtown and provides important access to destinations including Gibson Park. Improving the signage and wayfinding at this intersection as well as enhancing the pedestrian and bike connections and safety is recommended. The current configuration of this intersection is a significant barrier between Downtown and the park/river corridor to the west. As shown in Figure 10, this intersection should be improved by eliminating the northbound right turn lane (which serves less than one car per minute), providing bulb-outs, and providing enhanced, ladder style crosswalks 10 feet in width to be more visible to vehicles; with advanced yield and stop lines to provide better sight distance around the crosswalks and reduce the level of threat that pedestrians feel from waiting motorists. This also has the benefit of providing five new parking spaces adjacent to the Chamber of Commerce. LOS C would continue to be provided, even with the reduction in the travel lane. These changes will reduce the perceptual width of the roadway as a driver comes across the bridge and into Downtown.

Figure 10: Intersection of Park Drive and 1st Avenue N, Potential Improvements for multi-modal accommodations



Park Drive / 1st Avenue S.

This intersection currently creates a barrier between Downtown to the east and the River's Edge Trail, the Civic Center and Mansfield Convention Center, office buildings, and the Electric City Waterpark to the west. Providing bulb-outs on the north east and north west corners can significantly reduce pedestrian crossing distances while allowing the bike lane to continue in the west-bound direction towards the River, as shown in Figure 11. The existing separate eastbound left and eastbound right turn lanes could even be combined into a single approach lane, which would still provide adequate LOS and allow space for a third bulb-out on the south west corner.

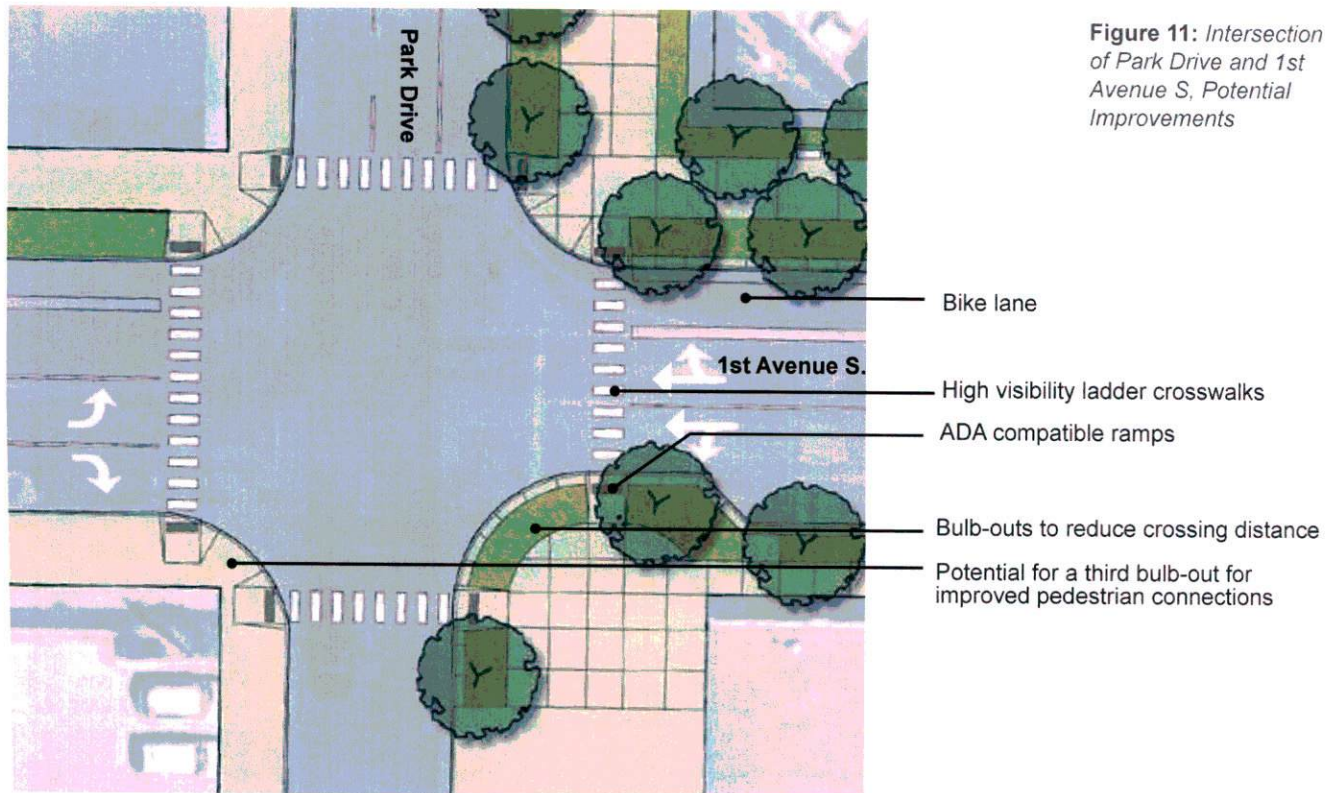


Figure 11: Intersection of Park Drive and 1st Avenue S, Potential Improvements

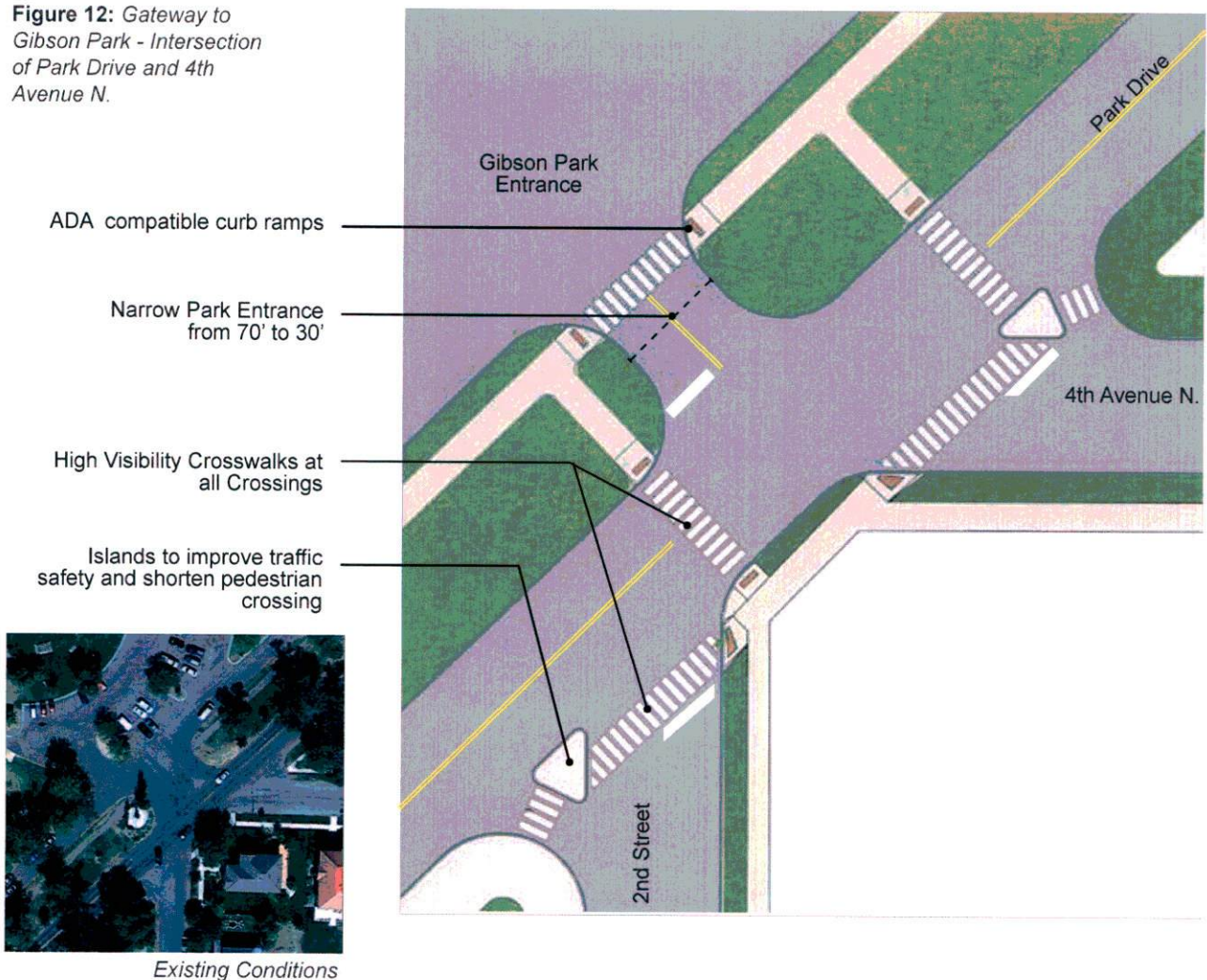


Existing Conditions

Park Drive / 4th Avenue N. / 2nd Street N./ Gibson Park Access

At present, the 70-foot-wide access into Gibson Park opposite both 4th Avenue N. and 2nd Street N. results in exiting drivers lining up at odd angles and high traffic speeds entering the park. Pedestrian crossing conditions are also poor. Reducing the Gibson Park access to approximately 30 feet in width and providing islands in the sharp corners between Park Drive and 2nd Street N. as well as between Park Drive and 4th Avenue N. would improve traffic safety in the park and shorten pedestrian crossing distances, as shown in Figure 12.

Figure 12: Gateway to Gibson Park - Intersection of Park Drive and 4th Avenue N.



An additional potential intersection modification, that is recommended in the Transportation Plan, which was considered but not included in the final plan, is the provision of a roundabout at the complicated junction of Park Drive N., 6th Street N., 8th Avenue N. and several driveways. It would be physically possible to construct a standard single-lane roundabout (110' outside diameter) centered roughly on the existing triangle formed by 8th Avenue N., Park Drive and 6th Street (to the north). At 6th Street to the south there would form a T intersection with 8th Avenue N. roughly 60 feet to the east of this roundabout, opposite private driveways to the north. The access drive to the maintenance facility to the west would need to be relocated approximately 50 feet north of its current location to T with 6th Street to the north of the roundabout.