



**CITY OF MANSFIELD
MAIN STREET CORRIDOR PLAN**



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EDGE

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ENGINEERS • PLANNERS • SURVEYORS

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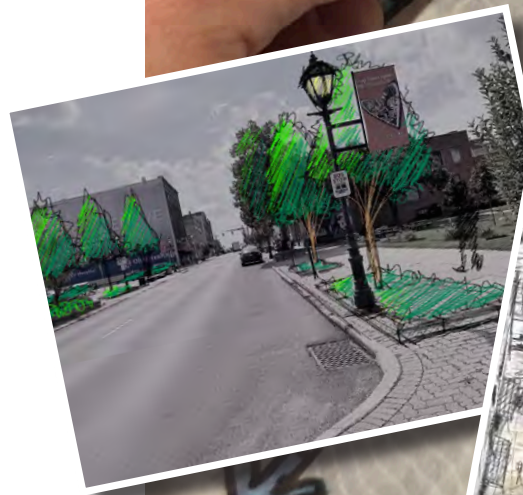
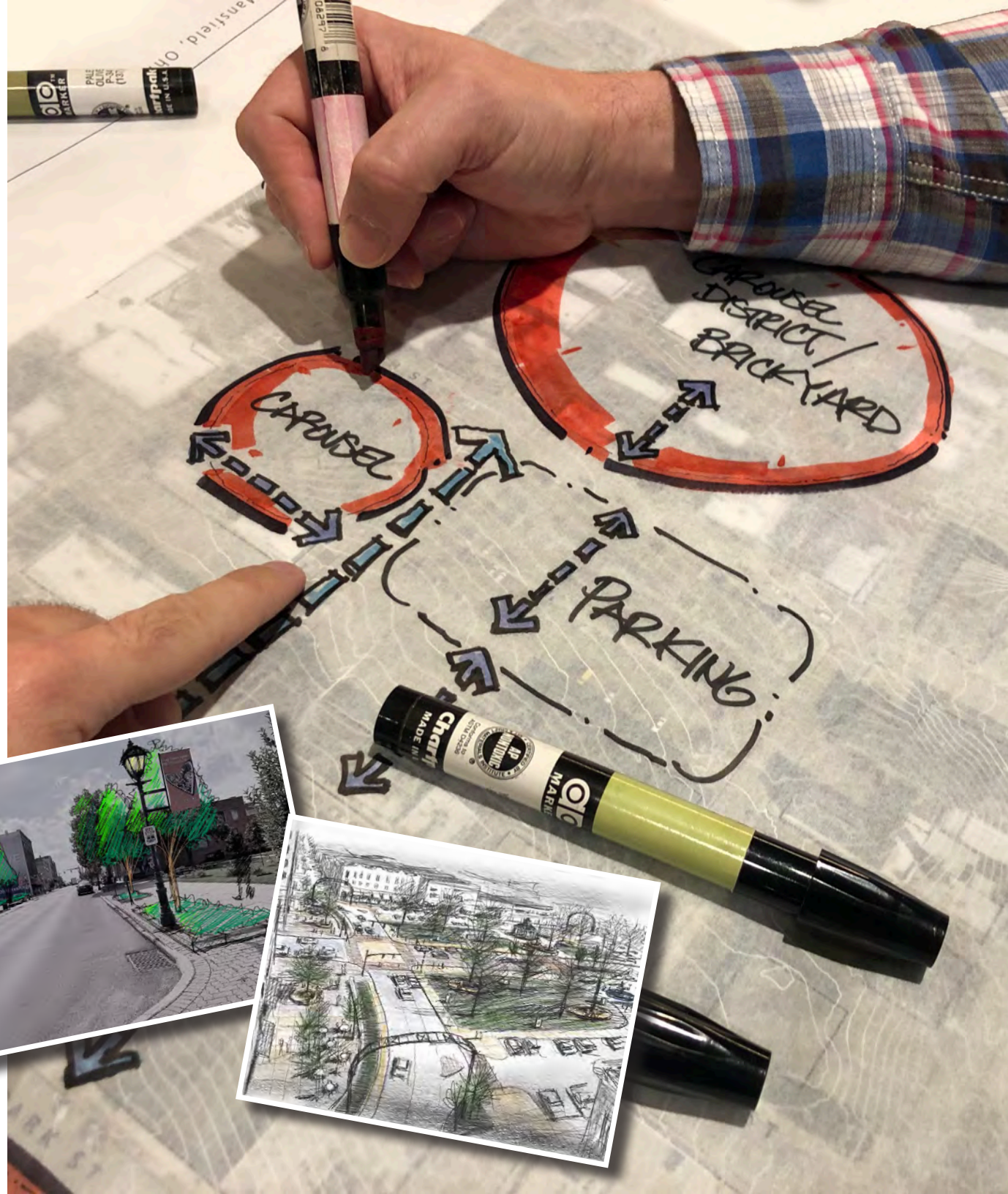
Introduction 01

The Main Street Corridor is the signature North / South destination street in downtown Mansfield. Its rhythm of blocks and intersections creates a series of public spaces by which people move, socialize, and do business. The corridor provides important opportunities to improve the quality of life for those who live, work, and play in downtown Mansfield.

In 2018, *The Mansfield Rising Downtown Investment Plan* identified Main Street as a high-priority action item. This Corridor Plan builds on those recommendations and establishes a new vision for Main Street from First Street to Fifth Street through downtown. In addition, this plan also considers possible improvements to Central Park as a result of its relationship to Main Street and its importance as the historic public open space of downtown.

PLANNING PROCESS

The Main Street Corridor planning process began in September of 2019. It was organized as three planning phases. First, an **Analysis** phase was conducted which included a review of previous planning efforts, a study of the existing physical conditions, and a fact-finding meeting with the project steering committee. This information created the foundation for the **Preliminary Recommendations** for the corridor. Following the review and input of the steering committee and an analysis of potential funding sources, plan recommendations were refined, and an **Implementation Strategy** was developed.



STRENGTHS, WEAKNESSES, & GOALS

At the introductory meeting in early September, a discussion was held to identify the various strengths and weaknesses of the Main Street Corridor.

These strengths and weaknesses were then used by the steering committee and project team to better define project priorities and build consensus around the most important goals for the planning and design process. The following four goals were established to guide decision-making and test ideas and recommendations.

GOALS

- 1** *Maximize positive economic impact for all stakeholders*
- 2** *Create a safe, walkable, user-friendly environment*
- 3** *Ensure durability, maintainability and sustainability*
- 4** *Celebrate the history and culture of Mansfield*

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none">• high occupancy of great uses• carrousel district / brickyard = destination• teamwork - many organizations working together• buried utilities• the hills create a unique experience (also a challenge)• plazas at park avenue / central park• something for everyone - diverse group of users• centralized parking	<ul style="list-style-type: none">• condition of the pedestrian streetscape• lack of streetscape space (60' r.o.w., basements, vaults)• disconnect between central park and carousel district• lack of upper floor uses / need to develop critical mass of users• central park is underutilized with security and functionality issues• lighting and security along streetscape• multi-modal connectivity (specifically bike routes)• south gateway - "front door that you cannot enter"• one-way circulation





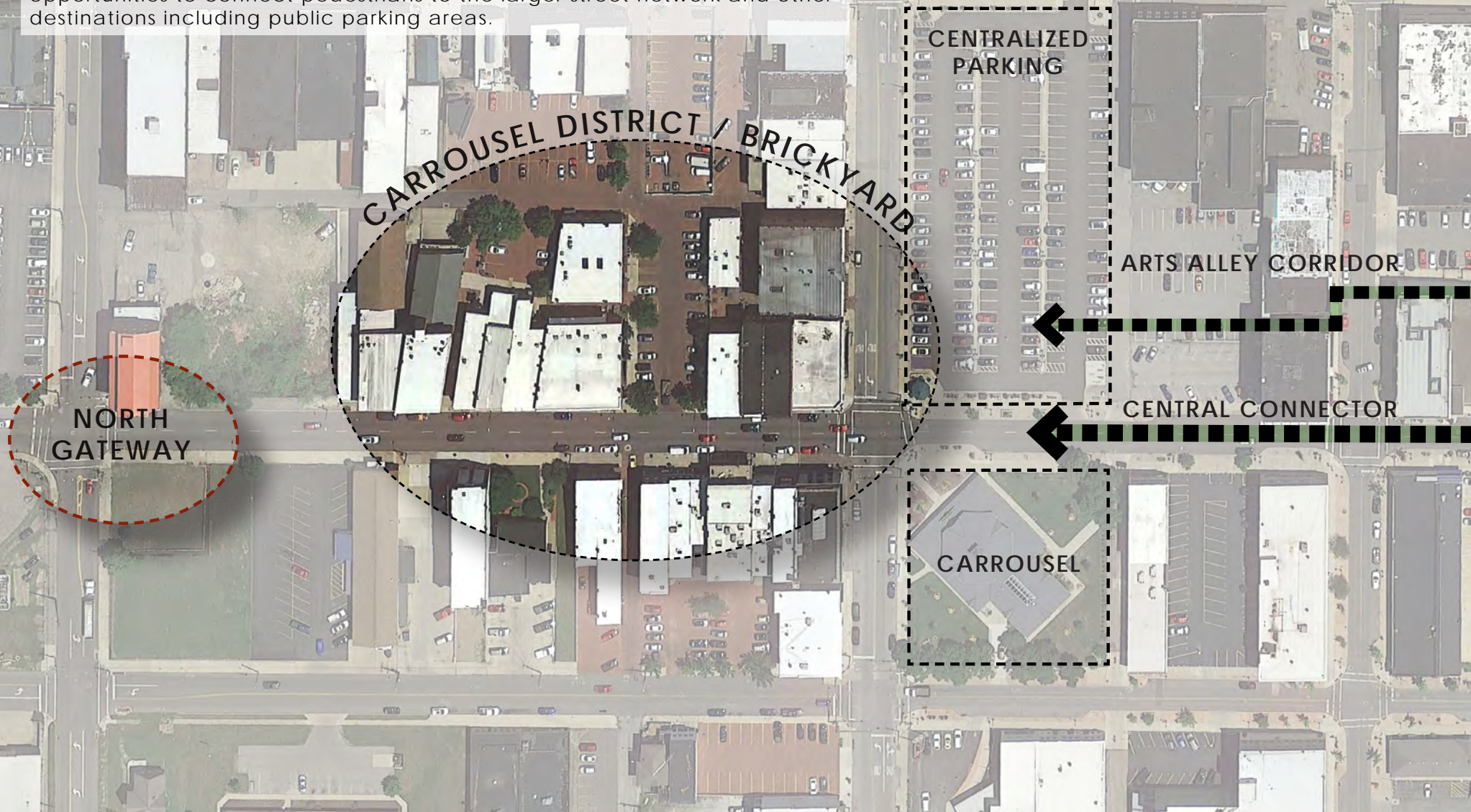
Recommendations 02

The vision for a revitalized Main Street Corridor is based on a framework of gateways, destinations, and connectors. The following recommendations are organized from north to south and highlight opportunities to improve function, promote safety, and celebrate unique urban spaces along the corridor.

A fundamental recommendation of this plan is the conversion of the current one-way vehicular traffic pattern to two-way operation. These traffic changes are illustrated conceptually throughout this document. Additional engineering studies will be required to refine the details necessary to accommodate this change.

FRAMEWORK DIAGRAM

The recommendations for a revitalized Main Street Corridor are organized around a series of gateways, destinations, and connectors. The North Gateway and South Gateway create clear thresholds into Downtown Mansfield. Two major destinations - the Carrousel District and Central Park - are memorable urban places that should be protected and celebrated. The areas in between these destinations are critical connections that should be enhanced with pedestrian comfort and safety as the highest priority. Other connections, such as the "Arts Alley" corridor represent unique opportunities to connect pedestrians to the larger street network and other destinations including public parking areas.



CENTRAL PARK

SOUTH CONNECTOR

SOUTH GATEWAY



NORTH GATEWAY





PROPOSED

RECOMMENDATIONS

The North Gateway, at the corner of Main Street and Fifth Street, serves as the northern entry point to the corridor. Proposed improvements include the following:

- New pavement markings to accommodate the new two-way traffic pattern.
- A brick crosswalk and curb extensions at the south side of the intersection.
- Decorative plant beds and sandstone columns reminiscent of those found at South Park on Park Avenue West.



EXISTING

CARROUSEL DISTRICT





RECOMMENDATIONS

The Carrousel District is made up of the Richland Carrousel Park, the Brickyard outdoor entertainment venue, and a mix of retailers. Proposed improvements include the following:

- New pavement markings to accommodate the new two-way traffic pattern.
- New concrete pedestrian sidewalks.
- Decorative brick crosswalks and a concrete infield area at the Fourth Street intersection.
- Curb extensions with trees and plantings at selected locations.
- A catenary lighting system above Main Street to celebrate this unique entertainment district.



CENTRAL CONNECTOR





RECOMMENDATIONS

The Central Connector runs between the Carrousel District and Central Park and is fronted by a mix of retail, the Richland Carrousel Park, and both public and private parking. Proposed improvements include the following:

- New pavement markings to accommodate the new two-way traffic pattern.
- New concrete pedestrian sidewalks with tree grates and decorative plant beds.
- A mid-block decorative brick crosswalk to connect the public parking lot to the Carrousel.
- Decorative brick crosswalks and a concrete infield area at the Third Street intersection.
- Low fencing with shrubs along parking lots to screen vehicles and direct pedestrians toward designated crosswalks.



CENTRAL PARK





RECOMMENDATIONS

The Central Park District consists of Central Park, Park Avenue West, and Main Street between North and South Park Streets. Proposed improvements include the following:

- New pavement markings to accommodate the new two-way traffic pattern on Main Street.
- New concrete pedestrian sidewalks with tree grates and decorative plant beds.
- A mid-block brick crosswalk on Park Avenue West to connect the north and south sides of the park.
- Decorative brick crosswalks and a concrete infield area at the Park Avenue West intersection.
- Additional brick crosswalks at key locations to calm vehicular traffic and reinforce pedestrian connectivity.
- Renovated plazas in front of Mechanics Bank and Richland Bank including specialty pavement, seat walls, new furniture, and shade trees.
- Central Park enhancements including the preservation of monuments and significant trees, sidewalk relocation/replacement, and new furniture/gathering locations.
- Two decorative arches that create thresholds into the Central Park District reminiscent of the arches that once lined Main Street.



SOUTH GATEWAY





PROPOSED

RECOMMENDATIONS

The South Gateway, at the corner of Main Street and First Street, serves as the southern entry point to the corridor. Proposed improvements include the following:

- New pavement markings to accommodate the new two-way traffic pattern.
- New concrete pedestrian sidewalks with tree grates and decorative plant beds.
- A brick crosswalk at the north side of the First Street intersection.
- Decorative plant beds and sandstone columns reminiscent of those found at South Park on Park Avenue West.
- Coordinate with adjacent property owners to selectively remove unnecessary pavement and replace with lawn, plant beds, and/or trees.

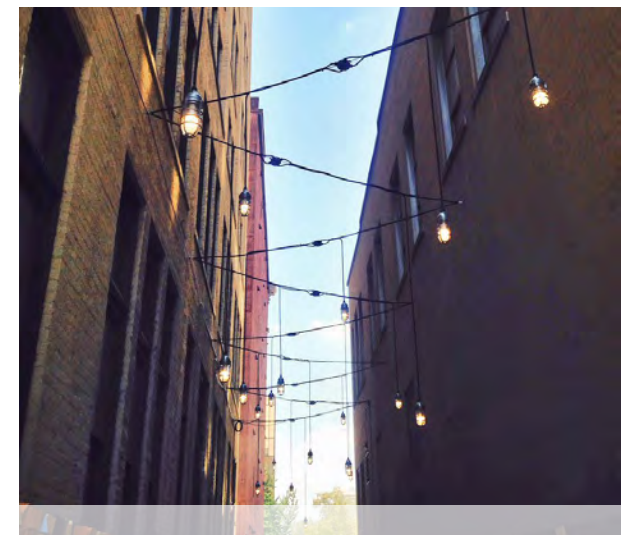
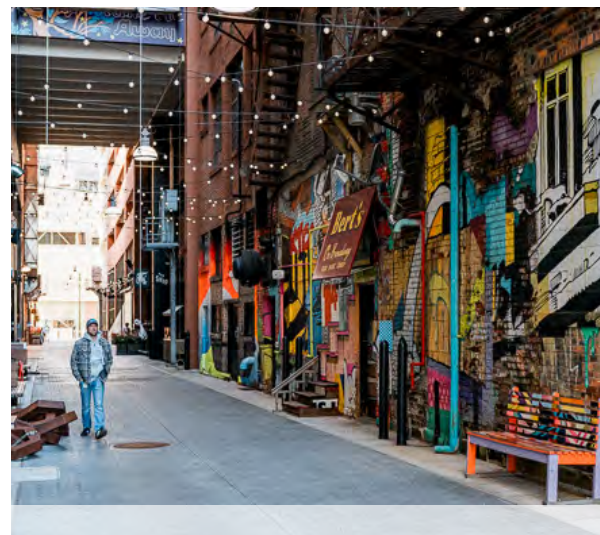
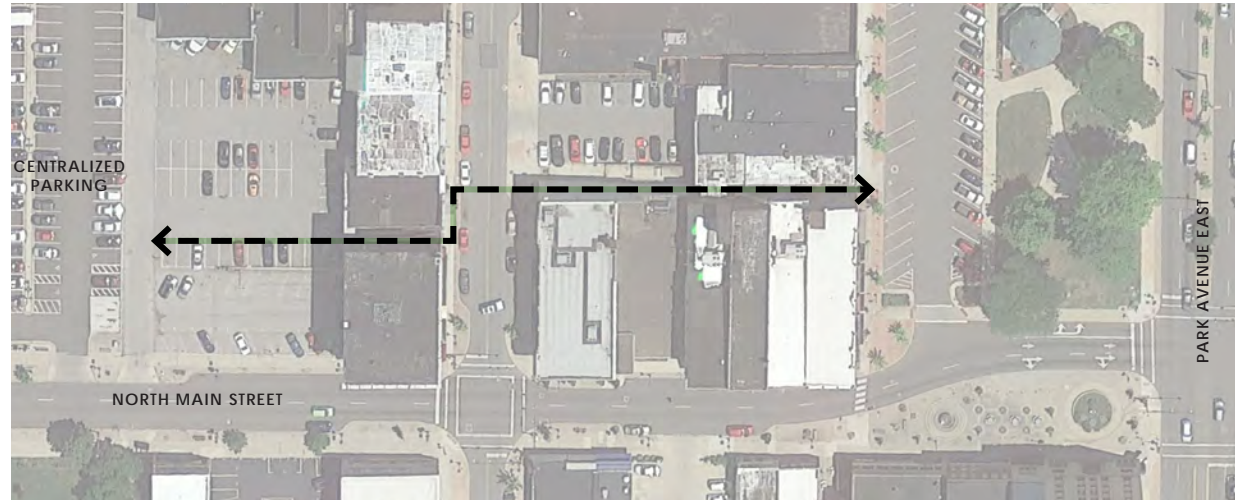


EXISTING

ADDITIONAL RECOMMENDATIONS

ART ALLEY CORRIDOR

Opportunities exist throughout downtown to enhance pedestrian connectivity. One potential near-term opportunity exists to provide an additional connection to the central public parking lot. An initial phase could be implemented from North Park Street to East Third Street between two existing buildings. This connection could be uniquely branded with art, specialty lighting, and customized furniture installations.



STREETSCAPE MATERIALS

The palette of materials for the new Main Street streetscape should take advantage of the latest technologies while celebrating the character and context of downtown Mansfield. In addition to brick and concrete, sandstone should be used for accent elements including gateway piers, seat walls, and planter curbs. Sandstone was mined locally and can be found throughout many downtown buildings. Modern versions of traditional street lamps and furniture can ensure additional cohesiveness with the past. Finally, seasonal plants and flowers have been successfully integrated throughout downtown and along Main Street. This tradition should continue throughout the Main Street corridor with the use of hanging baskets, pots, and curbed planters,





CITY NEWS

MANSFIELD'S
MOST COMPLETE
NEWS STAND

Covey Island
DINER

Museum of Art

Implementation 03

As part of the creation of this vision for Main Street, the project team prepared a preliminary implementation budget. The following budget and allocation chart represents an approach to funding the streetscape renovation project from Fifth Street to First Street.

POTENTIAL FUNDING ALLOCATION	
METROPOLITAN PLANNING ORGANIZATION	\$4,600,000*
OHIO PUBLIC WORKS COMMISSION	\$500,000
CITY OF MANSFIELD	\$1,400,000
PRIVATE	\$970,000
TOTAL	\$7,470,000

**Potential to receive 1.2M - 2M from safety funds.*

Some elements described in this plan are not included in the above estimate, but funding will be pursued through alternative sources. Examples of these elements include the decorative arches and the sandstone entry columns.