

NORTH MASON DEMONSTRATION PROJECT

PROJECT SUMMARY

- One-month demonstration project: installed in early July, removed in early August
- Reconfigured from four travel lanes to two lanes spanning from East Market Street (US-33) to Gay Street
- Unused travel lanes became a space for walking, biking, rolling and social gathering (i.e. block party)
- Installed two temporary roundabouts and three new crosswalks
- Temporarily removed three traffic signals
- Studied traffic under the new conditions, collected speed and travel data and evaluated resident experiences

WHY THIS PROJECT?

Context

- Complete Streets Leadership Academy, Open House held in March
- Opportunity through Community Connectors grant

Purpose

- Demonstration Projects engage people
- Informs potential permanent project



DATA COLLECTED

Speed Limit is 25 miles per hour (mph)

Before Project: 34 mph

During Project: 26 mph

Travel times were improved by 10-15% and vehicle speeds dropped by 8 mph (85th percentile)

VEHICLE TRAFFIC ON NORTH MASON STREET

- Decreased 15% at Rock Street
- Decreased 25% at E. Market Street
- Truck traffic decreased at higher rate

Calculations are approximate, using available data

INTERSECTION COUNTS

- Pedestrian usage did not change
- Bicycle usage increased 25%

Calculations are approximate, using available data

NEW CROSSWALKS

- Accommodated existing crossings
- Provided new crossing locations

QUESTIONNAIRE

- Open July 7 - August 11
- Residents shared their thoughts and experiences
- 1500+ responses
- See page 2 for questionnaire summary



North Mason Street block party on July 12, 2025

NORTH MASON DEMONSTRATION PROJECT



PUBLIC OPINION VARIED:

Demonstrating this change temporarily...

- Was questioned by many residents, particularly as the temporary materials and design caused some confusion
- Was seen by many residents as an innovative and exciting way to reconsider the use of roadway space

Regarding permanent reconfiguration...

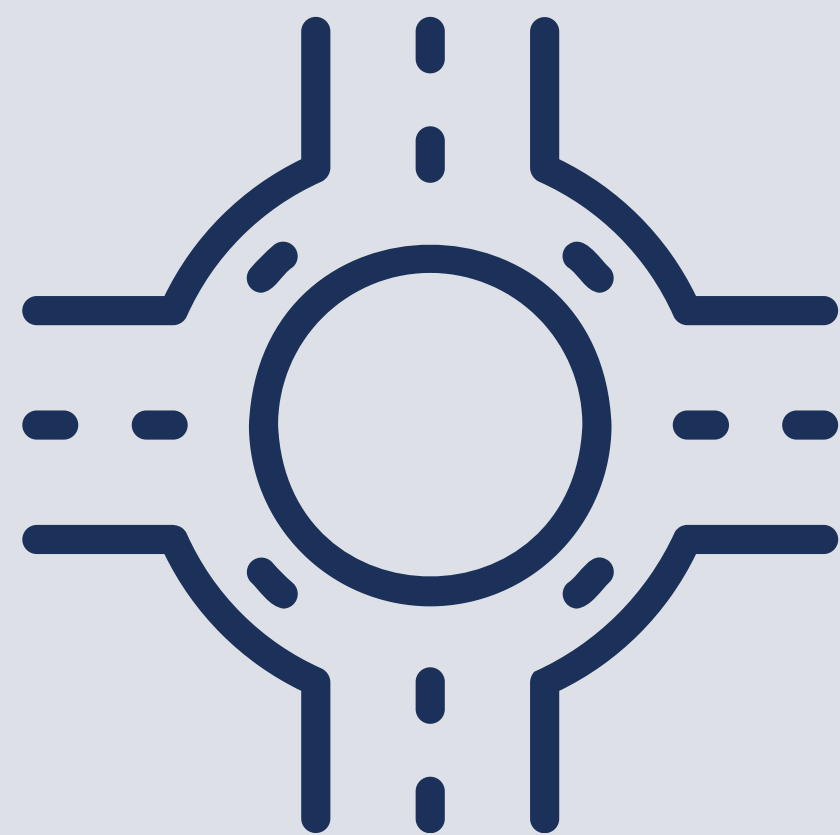
- Many residents view lane reduction as leading to congestion and failing to plan for growth
- Many residents see lane reduction as an opportunity to increase safety and desirability of North Mason Street



PUBLIC QUESTIONNAIRE FEEDBACK:

POSITIVES:

- Slower/safer vehicle speeds
- Faster travel times through corridor
- Gay Street roundabout worked well
- Shorter pedestrian crossing distances
- New opportunities in existing space



CONCERNS:

- Elizabeth Street roundabout was small, with other challenges as well
- Walking across street can be more difficult without pedestrian signals
- Wolfe Street intersection seemed congested at peak times
- Some challenges for emergency vehicles, trucks, and buses

NORTH MASON DEMONSTRATION PROJECT

WILL NORTH MASON STREET CHANGE?

- Community input collected over the past two years indicates a desire for change on North Mason Street
- If a permanent project is pursued, the design will be different, resulting from new opportunities and to address public feedback concerns
- The City has identified goals and principles for any potential permanent project, shown on the bottom right of this page
- The City will begin evaluating alternatives, and will seek public input on the options in early 2026



GOALS AND PRINCIPLES:

- Improve safety, particularly for people who are walking
- Reimagine North Mason Street by replacing some existing roadway space with new public space
- Ensure adequate capacity for traffic, supporting existing business and potential development
- Design with all modes of transportation in mind, including pedestrians, people biking, trucks (industrial and delivery), emergency vehicles and transit buses

