



Transportation Inventory & Analysis

Plymouth, located 11 miles northeast of Mason City, is a bedroom community with a population just over 400. The community is bisected by County Road S56, a busy farm-to-market road that creates conflicts for pedestrians. Beaver Creek to the west and the Shell Rock River to the east form a street pattern characterized by short east-west segments and longer north-south streets parallel to County Road S56. This produces low residential street traffic.

Committee members at the transportation meeting and participants in previous analysis meetings pointed out the lack of sidewalks in Plymouth and that the existing ones are in poor condition (reference: What People Said, 3b). The community would like to see designated walking/biking routes eventually connecting Old School Park trail to Strand Park and improvements to the existing pedestrian bridge over Beaver Creek (reference: What People Said, 3b and Emerging Themes, 3c). Along with improving the quality of sidewalks, Plymouth would benefit from more benches along their trails. The aging population in Plymouth would like rest stops during their daily walks (reference: Overview, 3a).

tubing and other water recreation is a common activity in the summer (reference: Overview, 3a). Members of the community feel that better access to the river would promote and improve river use. There are opportunities to connect trails to the river specifically on the west side of Strand Park.

Traffic calming measures are wanted along County Road S56, particularly where vehicles frequently disobey the stop sign at the intersection of County Road S56 and Main Street. According to the Iowa Department of Transportation 2013 daily traffic count, Plymouth sees an average of 1400 cars on County Road S56. The Cerro Gordo County Engineer would like Plymouth to install stop signs outlined with LED lights at this intersection. These types of stop signs catch people's attention better than the overhead blinking light currently used at the intersection. Highly-visible crosswalks would be another safety improvement at this intersection. Members of the transportation meeting also pointed out the intersection of County Road B15 and S56 has a blind spot for people turning north.

Community members voiced that there are no sheltered bus stops for children (reference: Emerging Themes, 3c). Currently, the children wait at the post office in the winter or the gazebo area at the intersection of County Road S56 and Main Street when the weather is nice. The bus also stops at intersections on Rock Street. A designated sheltered bus stop area would simplify the pick up and drop off process for the various school districts using Plymouth as a reloading zone.



Intersection of County Road B15 and S56



Pedestrian bridge in City Park



Main school bus stop at Gazebo Pocket Park located at intersection of County Road S56 and Main Street



Shell Rock River



Strand Park located north of Plymouth managed by Cerro Gordo County Conservation

Plymouth

Transportation Inventory & Analysis

RITLAND+KUIPER Landscape Architects
 Landscape Architects: Craig Ritland, FASLA & Samantha Price, PLA, ASLA
 Landscape Architect Intern: Jerry Philbin
 Iowa State University | Trees Forever | Iowa Department of Transportation

