

# W. Mulberry Street Improvements

## *existing conditions*

### What We've Heard

Through the Old Town Neighborhoods Plan outreach and other outreach efforts, the following issues and opportunities related to travel conditions along Mulberry and Shields have been identified by residents:

- It feels uncomfortable to walk or bike along many segments of these streets
- Both streets lack consistent bike lanes and feature missing or narrow sidewalks
- With no center turn lanes, left-turning vehicles can create backups and safety issues
- Adding additional crossings or enhancing existing crossings would improve connectivity
- Congestion and roadway safety

In 2017, N. Shields Street was repaved and restriped to add a center turn lane and dedicated bicycle facilities, similar to what is recommended for W. Mulberry Street.

### Mobility

A primary goal of the W. Mulberry Street Improvements is to improve mobility for all corridor users within the available roadway width.

Proposed improvements include:

- New center turn lane to reduce rear-end crashes and improve driveway access
- Protected and buffered bike lanes to reduce sidewalk riding and provide a dedicated space for people on bikes to operate
- Pedestrian and bicycle crossing improvements at key locations including new signalized crossings
- Additional buffer from traffic for pedestrians through the protected and buffered bike lanes

### Mulberry Corridor Roadway Safety

- The almost two-mile corridor averages between 30 and 50 crashes per year. However, there were 68 crashes in 2017. The increase was due to a significant increase in rear-end and side-swipe crashes.
- 96% of crashes are vehicular crashes.
- In the last five years there have been 5 bike crashes and 4 pedestrian crashes.
- 65% of all crashes are occurring at intersections, and 10% are related to driveways.
- 25% are occurring at midblock locations – a number of them around the lake (sideswipes or fixed object).

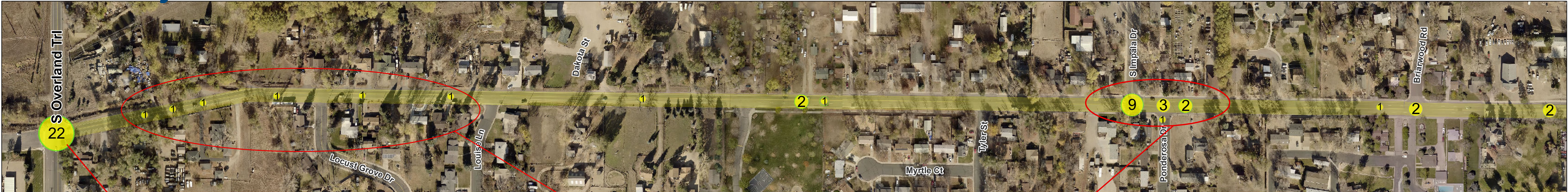
### Existing conditions along the corridor





# Roadway Safety - 1/1/2013 - 12/31/2017 (5 Years)

## W Mulberry St from S Overland Trail - Taft Hill Road

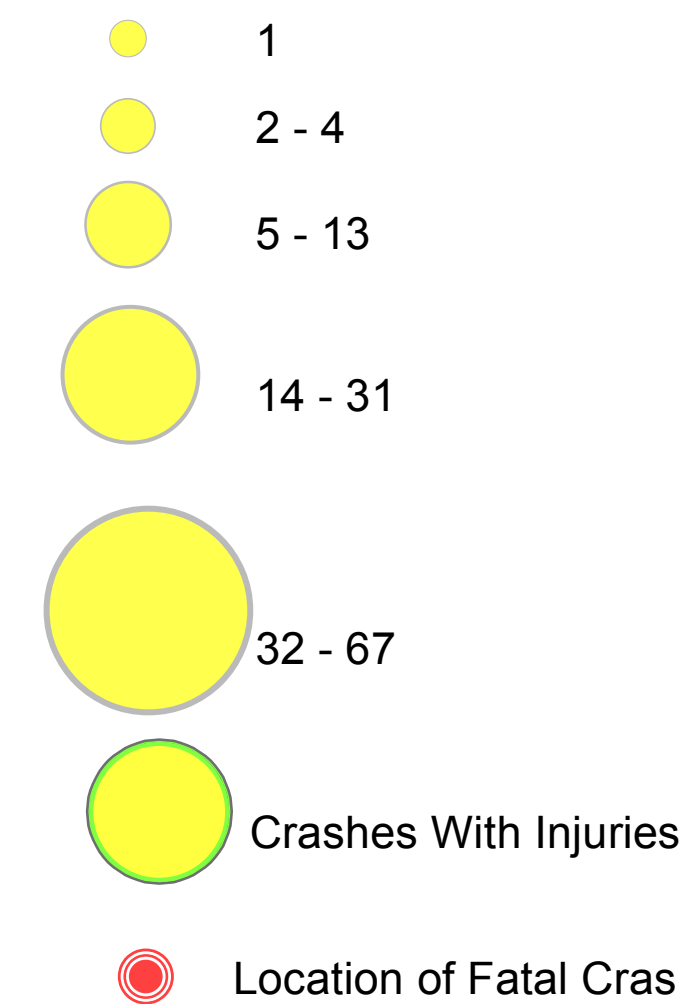


Type of Collision	Property Damage Only	Injury/Fatal	Total	%
Approach Turn	2		2	9%
Bicycle		1	1	5%
Fixed Object	3		3	14%
Overtaking Turn	1		1	5%
Rear End	7		7	32%
Right Angle	3		3	14%
Side to Side-Opposite Direction	2		2	9%
Other	3		3	14%
Grand Total	21	1	22	100%

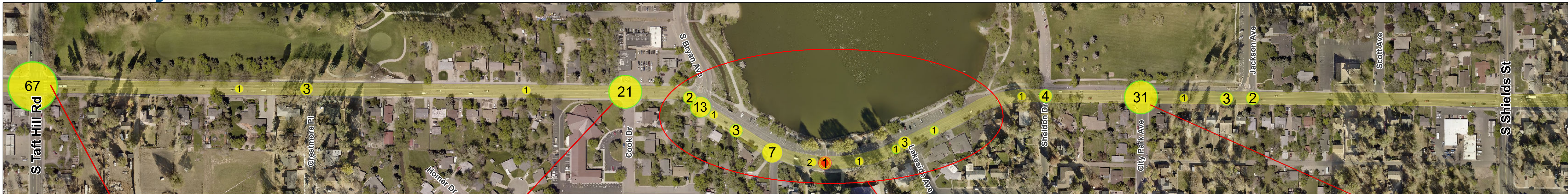
Type of Collision	Property Damage Only	Total	%
Fixed Object	3	3	50%
Parking Related	1	1	17%
Rear End	1	1	17%
Side to Side-Same Direction	1	1	17%
Grand Total	6	6	100%

Type of Collision	Property Damage Only	Injury/Fatal	Total	%
Bicycle	1		1	7%
Fixed Object	2		2	13%
Parking Related	1		1	7%
Pedestrian		1	1	7%
Rear End	4		4	27%
Right Angle	5		5	33%
Side to Side-Same Direction	1		1	7%
Grand Total	14	1	15	100%

### Number of Crashes



## W Mulberry St from Taft Hill Rd - Jackson Ave



Type of Collision	Property Damage Only	Injury/Fatal	Total	%
Approach Turn	14		14	21%
Bicycle		1	1	1%
Fixed Object	3		3	4%
Overtaking Turn	2		2	3%
Rear End	18		18	27%
Right Angle	9	1	10	15%
Side to Side-Opposite Direction	1		1	1%
Side to Side-Same Direction	15		15	22%
Other	2		2	3%
No Information	1		1	1%
Grand Total	65	2	67	100%

Type of Collision	Property Damage Only	Injury/Fatal	Total	%
Approach Turn	6		6	29%
Bicycle		1	1	5%
Fixed Object	1	1	2	10%
Overtaking Turn	1		1	5%
Pedestrian		1	1	5%
Rear End	3	1	4	19%
Right Angle	5		5	24%
Other		1	1	5%
Grand Total	16	5	21	100%

Type of Collision	Property Damage Only	Injury/Fatal	Total	%
Approach Turn	1		1	3%
Fixed Object	9	3	12	34%
Parking Related	1		1	3%
Rear End	9	1	10	29%
Right Angle	2		2	6%
Side to Side-Opposite Direction	2		2	6%
Side to Side-Same Direction	7		7	20%
Grand Total	31	4	35	100%

Type of Collision	Property Damage Only	Injury/Fatal	Total	%
Bicycle		1	1	3%
Fixed Object	2		2	6%
Overtaking Turn	1		1	3%
Pedestrian		1	1	3%
Rear End	17		17	55%
Right Angle	5	1	6	19%
Side to Side-Opposite Direction	1		1	3%
Side to Side-Same Direction	2		2	6%
Grand Total	28	3	31	100%



# W. Mulberry Street Improvements

## Street Reshaping Projects

### Overview

There are several streets throughout Fort Collins that have been reconfigured to better support a variety of transportation modes. In some cases, streets in Fort Collins have been designed with a certain number of travel lanes that ultimately are not necessary to support the existing and future traffic volumes. By reducing the number of travel lanes, or narrowing the width of travel lanes, additional space becomes available for center turn lanes, bicycle lanes, and pedestrian improvements.

Today W. Mulberry St. includes two travel lanes in each direction, no center turn lane and intermittent bike lanes. The new configuration will add a center turn lane, reduce the travel lanes to one in each direction, and provide protected / buffered bike lanes. This is similar to the new configuration along N. Shields and N. Taft Hill. The City considers corridors with less than 20,000 vehicles per day as candidates for this “3-lane” cross-section.

### Past Roadway Reconfigurations

Laurel Street - College to Shields (2010 Reconfiguration)



**What:** removed one travel lane, added center turn lane

**Primary Project Goal:** improve safety

**Traffic Volumes:** ~13,000 vehicles per day

**Safety at the 3 busiest intersections:**

Before:: 87 crashes in 3 years

After: 44 crashes in 3 years

Laporte Avenue - Howes to Wood (2011 Reconfiguration)



**What:** removed one travel lane in each direction, added center turn lane and bike lanes

**Primary Project Goal:** to add bike lanes

**Traffic Volumes:** ~8,500 vehicles per day

Taft Hill - Mulberry to Laporte (2015 Reconfiguration)



**What:** removed one travel lane in each direction, added center turn lane and buffered bike lanes

**Primary Project Goal:** add buffers and improve driveway access

**Traffic Volumes:** ~14,500 vehicles per day

Shields Street - Mulberry to Laporte (2017 Reconfiguration)



**What:** removed one travel lane, added center turn lane and bike lane

**Primary Project Goal:** add bike lanes and improve driveway access

**Traffic Volumes:** ~15,000 vehicles per day

### W. Mulberry Street - Rogers Park to City Park (2018)



**What:** remove one travel lane in each direction, add center turn lane and protected / buffered bike lanes

**Traffic Volumes:** ~8,000 - 16,000 vehicles per day

**Primary Project Goal:** add dedicated bicycle facilities, and improve driveway access