

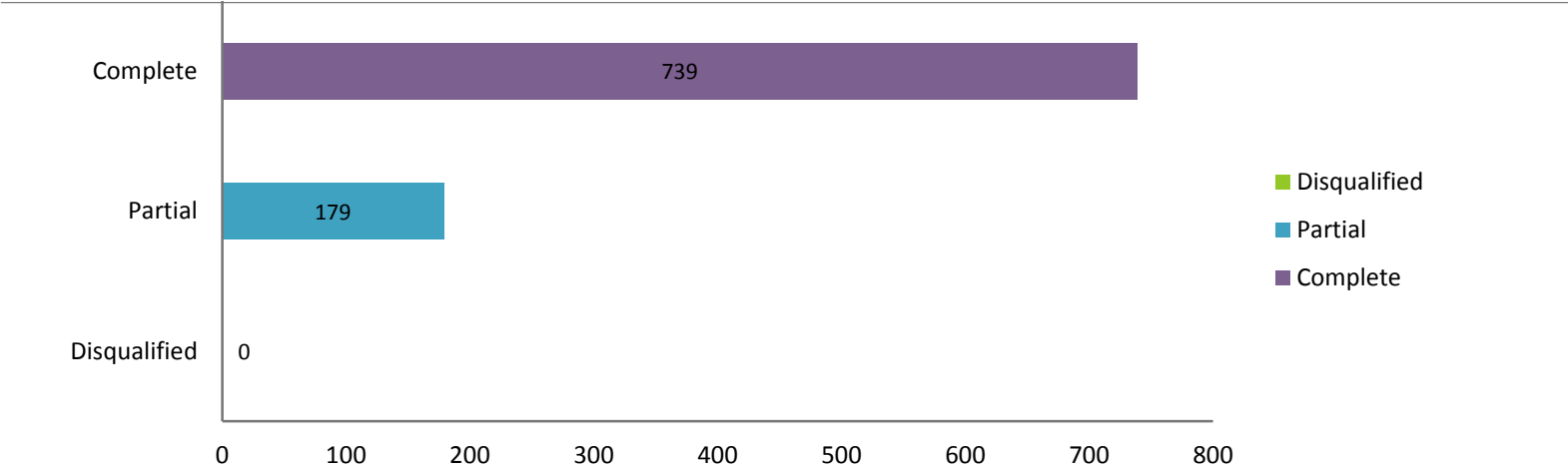
W. Mulberry Reshaping Project – 2018 Online Survey Summary

The following information summarizes the feedback received through an online survey about the W. Mulberry redesign project with an emphasis on the protected bike lanes. Once the West Mulberry Street Project has been in place for one year (September 2019), the City will report the data and input collected over the previous year, along with recommendations for design refinements. This information will be available on the City's website and through a public open house (anticipated for October 2019).



March 2019

Response Statistics







	Count	Percent
Complete	739	80.5
Partial	179	19.5
Disqualified	0	0
Totals	918	

1. How did you receive information about this survey?

Value		Percent	Count
I received a handout with information about the survey.		4.3%	35
On the City of Fort Collins website.		2.8%	23
Through social media (for example, Facebook).		37.9%	312
Through an email invitation.		27.6%	227
Through a direct mailing/flier to my home.		15.8%	130
I saw the yard signs with survey information		3.2%	26
Other - Write In		8.5%	70
Totals			823

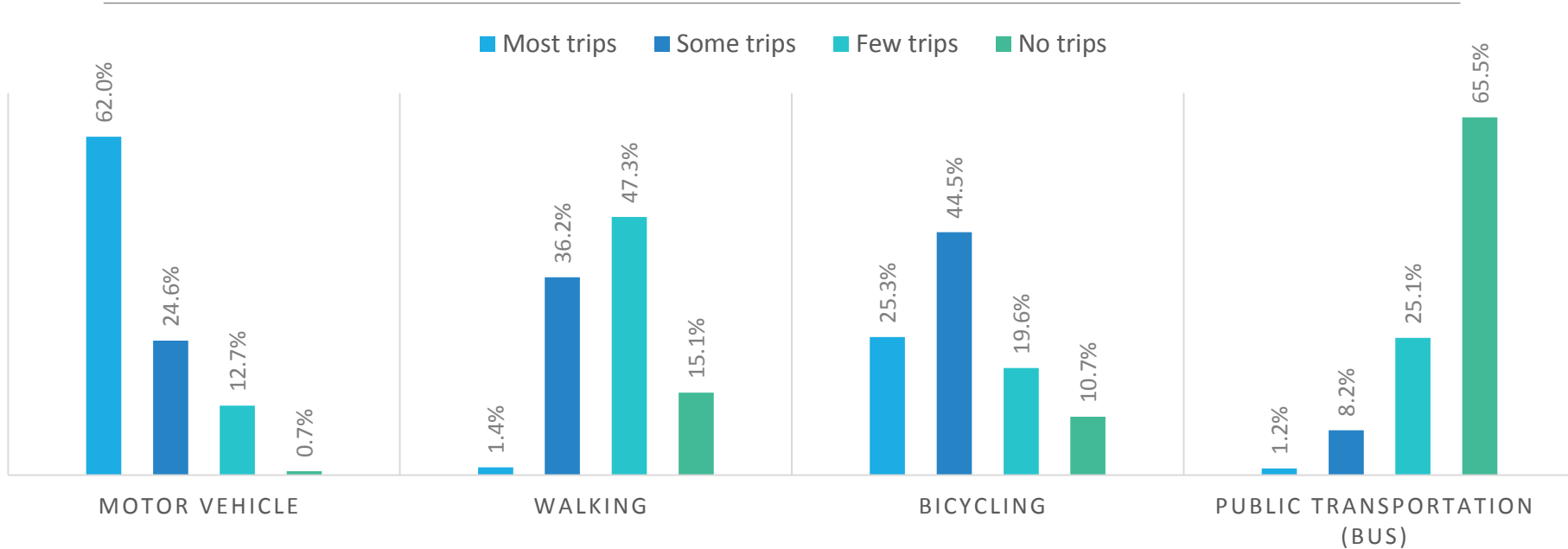
2. How far from W. Mulberry Street (between Overland Trail and Shields) do you live?

Value		Percent	Count
I live directly on W. Mulberry Street.		10.3%	85
I live within three blocks of W. Mulberry Street.		34.3%	283
I live within ½ mile of W. Mulberry Street.		16.3%	134
I live more than ½ mile from W. Mulberry Street.		39.1%	322
Totals			824

3. How do you typically move about town?

	Most trips		Some trips		Few trips		No trips		Responses
	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count
Motor Vehicle	497	62.0%	197	24.6%	102	12.7%	6	0.7%	802
Walking	10	1.4%	258	36.2%	337	47.3%	108	15.1%	713
Bicycling	192	25.3%	338	44.5%	149	19.6%	81	10.7%	760
Public transportation (bus)	8	1.2%	55	8.2%	168	25.1%	439	65.5%	670
Other									41

3. How do you typically move about town? *(same as previous slide, different chart)*





4. On average, how often do you travel along W. Mulberry Street?

	Never		Monthly		Weekly		A few times a week		Daily		Responses
	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count
Bicycling	176	22.7%	236	30.5%	139	17.9%	125	16.1%	99	12.8%	775
Walking	370	50.8%	139	19.1%	80	11.0%	89	12.2%	50	6.9%	728
Driving	21	2.6%	140	17.5%	174	21.8%	193	24.1%	272	34.0%	800
Public Transportation (bus)	629	90.0%	47	6.7%	13	1.9%	6	0.9%	4	0.6%	699
Other	407	82.9%	23	4.7%	13	2.6%	20	4.1%	28	5.7%	491

5. Whether or not you currently ride a bicycle, please consider how comfortable you would be riding a bicycle in each place.

	Very comfortable		Somewhat comfortable		Somewhat uncomfortable		Very uncomfortable		Responses
	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count
On a path or trail separate from the street.	709	87.2%	77	9.5%	14	1.7%	13	1.6%	813
On a major street (arterial, like Prospect or Lemay) with two lanes of traffic in each direction, traffic speeds of 35 miles per hour, and no bike lane.	30	3.7%	70	8.6%	182	22.3%	533	65.4%	815
On a similar street to Prospect or Lemay, but with a standard striped bike lane added.	112	13.8%	334	41.1%	283	34.8%	84	10.3%	813
On a similar street to Prospect or Lemay, but with a BUFFERED bike lane added (buffered bike lanes include a painted 2-3' buffer between the bike lane and travel lane) .	313	38.5%	352	43.2%	96	11.8%	53	6.5%	814
On a similar street to Prospect or Lemay, but with a PHYSICALLY SEPARATED bike lane (like W. Mulberry Street).	537	65.9%	165	20.2%	63	7.7%	50	6.1%	815

6. The W. Mulberry Street reshaping project was completed in August 2018. Have you traveled the corridor (anywhere between Overland Trail and Jackson Avenue on the east edge of City Park) since the project was completed?

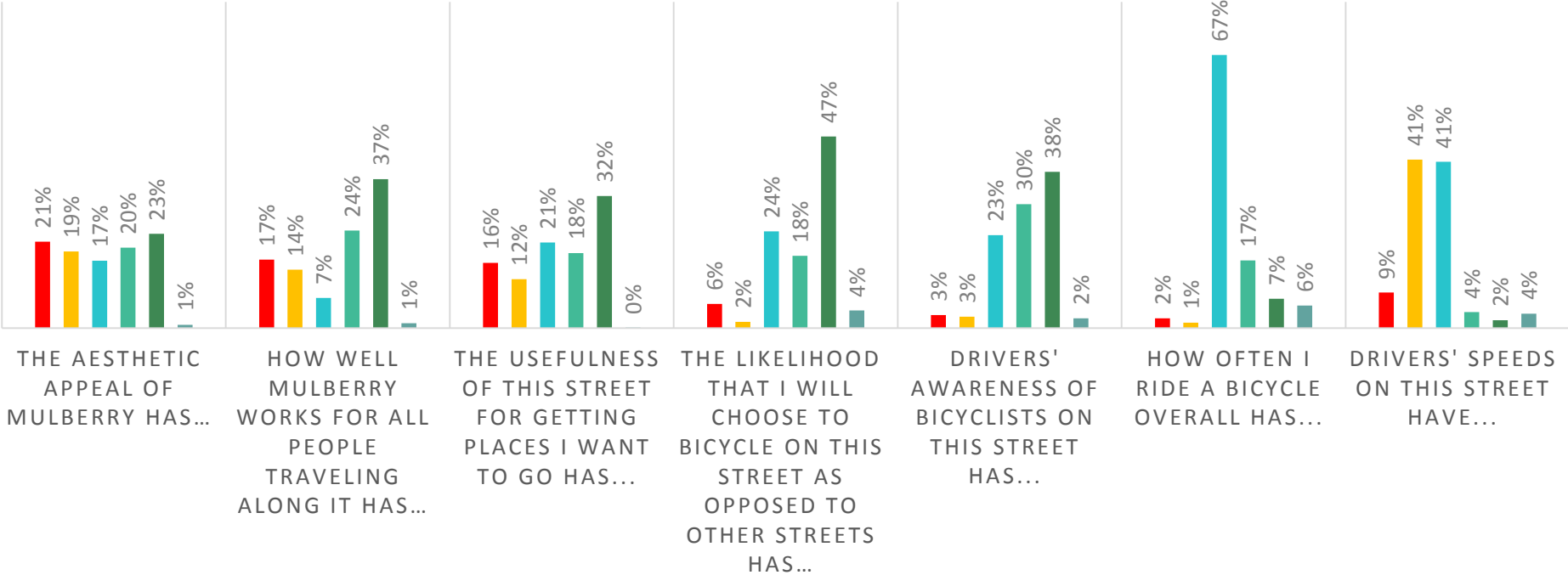
Value		Percent	Count
Yes		96.0%	791
No		4.0%	33

7. Since the completion of the W. Mulberry Street reshaping project (between Overland Trail and Jackson Avenue):

	Decreased a lot		Decreased somewhat		Not changed		Increased somewhat		Increased a lot		Not applicable to me		Responses Count
	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count	Row %	
The aesthetic appeal of Mulberry has...	158	21.2%	140	18.8%	123	16.5%	147	19.7%	172	23.1%	6	0.8%	746
How well Mulberry works for all people traveling along it has...	125	16.8%	107	14.3%	55	7.4%	178	23.9%	272	36.5%	9	1.2%	746
The usefulness of this street for getting places I want to go has...	120	16.0%	90	12.0%	157	21.0%	138	18.4%	243	32.4%	1	0.1%	749
The likelihood that I will choose to bicycle on this street as opposed to other streets has...	44	5.9%	11	1.5%	177	23.7%	132	17.7%	351	47.0%	32	4.3%	747
Drivers' awareness of bicyclists on this street has...	24	3.2%	21	2.8%	170	22.8%	226	30.4%	285	38.3%	18	2.4%	744
How often I ride a bicycle overall has...	18	2.4%	10	1.3%	501	67.0%	124	16.6%	54	7.2%	41	5.5%	748
Drivers' speeds on this street have...	65	8.7%	308	41.3%	304	40.8%	29	3.9%	14	1.9%	26	3.5%	746

7. Since the completion of the W. Mulberry Street reshaping project (between Overland Trail and Jackson Avenue): *(same as previous slide, different chart)*

■ Decreased a lot Row % ■ Decreased somewhat Row % ■ Not changed Row %
■ Increased somewhat Row % ■ Increased a lot Row % ■ Not applicable to me Row %

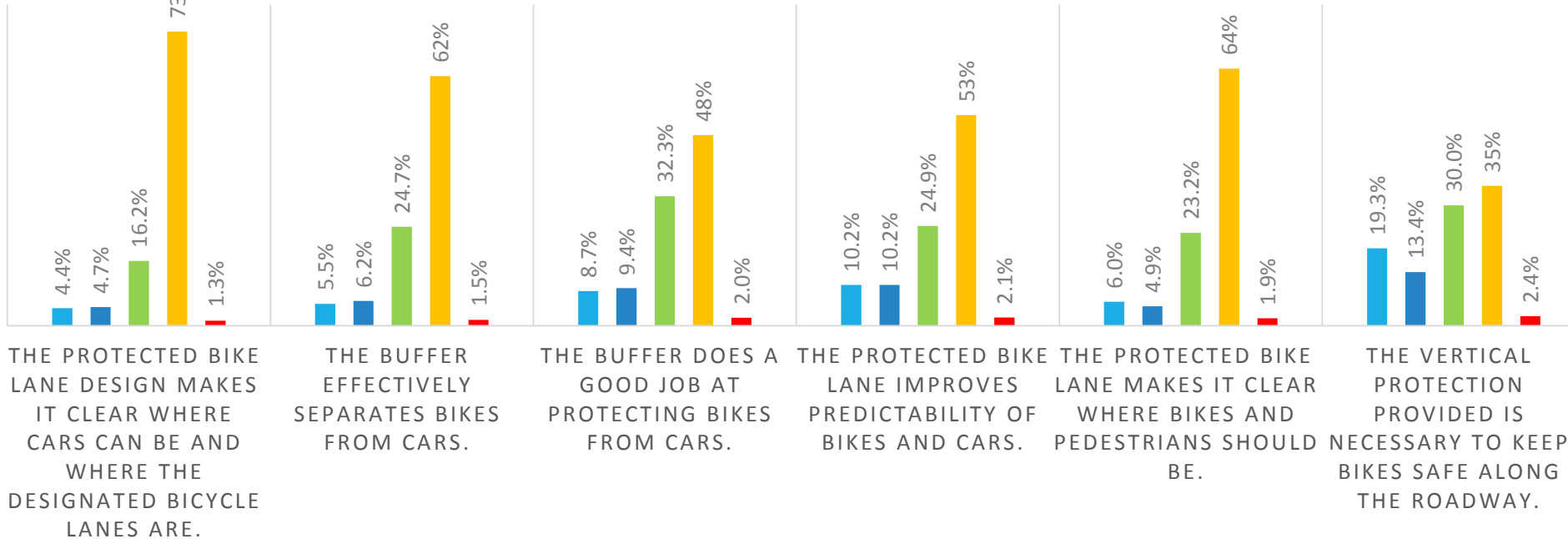


8. Please indicate whether you agree or disagree with the following statements about the effectiveness of the W. Mulberry Street protected bike lanes:

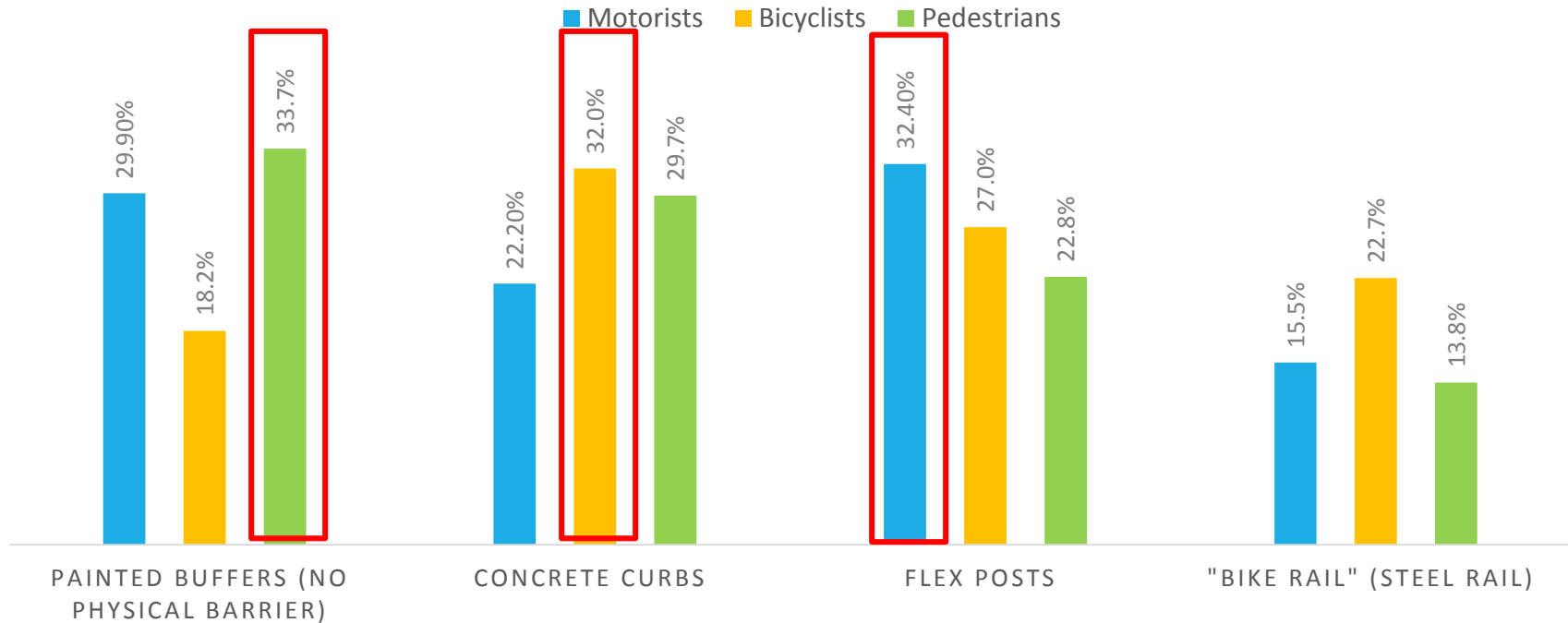
	Strongly disagree		Somewhat disagree		Somewhat agree		Strongly agree		No opinion		Responses
	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count
The protected bike lane design makes it clear where cars can be and where the designated bicycle lanes are.	33	4.4%	35	4.7%	121	16.2%	547	73.3%	10	1.3%	746
The buffer effectively separates bikes from cars.	41	5.5%	46	6.2%	184	24.7%	464	62.2%	11	1.5%	746
The buffer does a good job at protecting bikes from cars.	65	8.7%	70	9.4%	241	32.3%	354	47.5%	15	2.0%	745
The protected bike lane improves predictability of bikes and cars.	76	10.2%	76	10.2%	186	24.9%	392	52.5%	16	2.1%	746
The protected bike lane makes it clear where bikes and pedestrians should be.	44	6.0%	36	4.9%	171	23.2%	473	64.1%	14	1.9%	738
The vertical protection provided is necessary to keep bikes safe along the roadway.	144	19.3%	100	13.4%	224	30.0%	260	34.9%	18	2.4%	746

8. Please indicate whether you agree or disagree with the following statements about the effectiveness of the W. Mulberry Street protected bike lanes: *(same as previous slide, different chart)*

■ Strongly disagree
 ■ Somewhat disagree
 ■ Somewhat agree
 ■ Strongly agree
 ■ No opinion

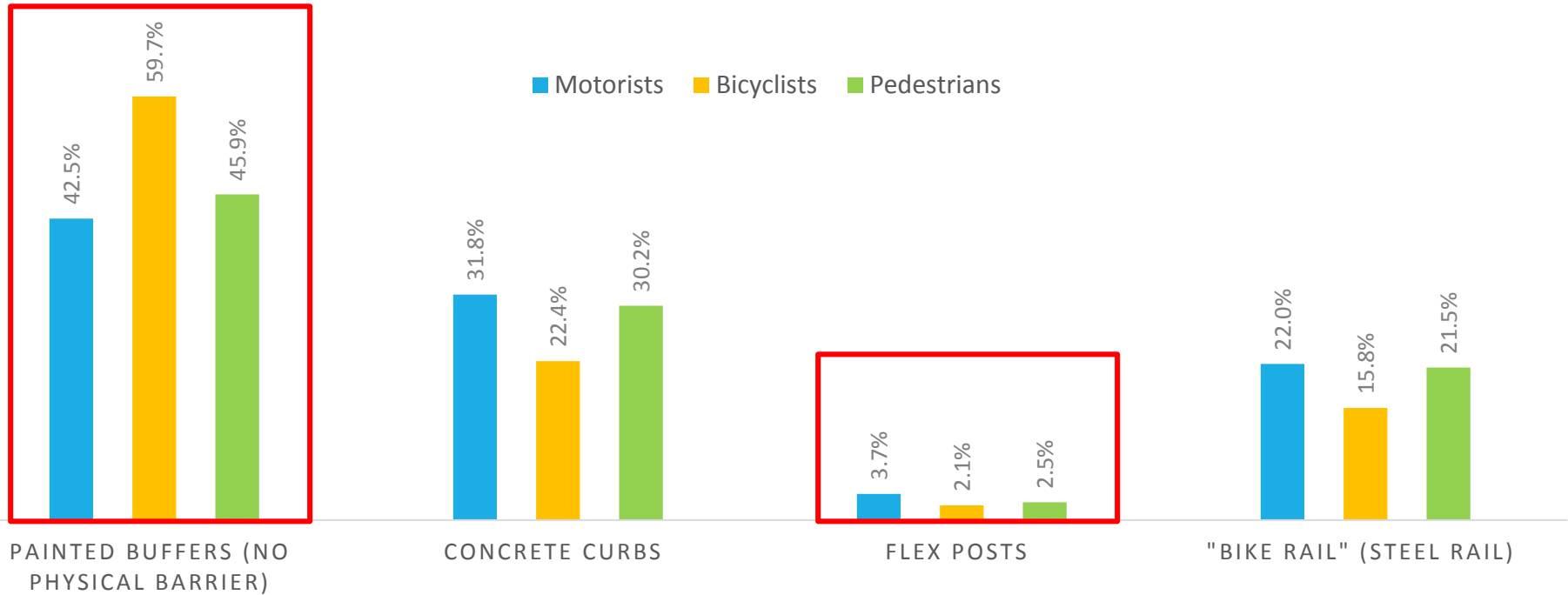


For all respondents, by mode – which protected bike lane barrier type do you prefer **THE MOST**?





N = 422 (bicyclists), 639 (motorists), 246 (pedestrians)

For all respondents, by mode – which protected bike lane barrier type do you prefer **THE LEAST**?



N = 419 (bicyclists), 651 (motorists), 242 (pedestrians)

9. Have you driven a motor vehicle on this section of W. Mulberry Street since the reshaping project was completed?

Value		Percent	Count
Yes		94.1%	704
No (skip section to next page)		5.9%	44
Totals			748

10. Since the W. Mulberry Street reshaping project was completed ...

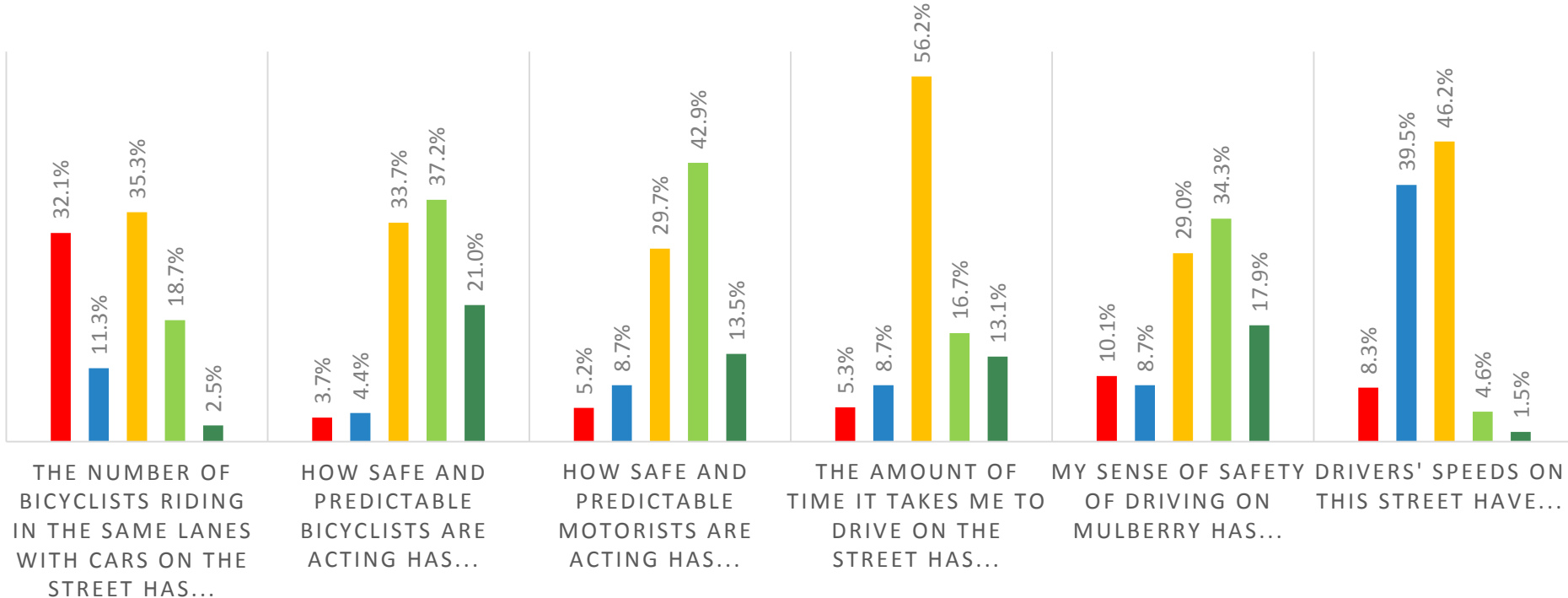
Responses from survey respondents who indicated having driven the corridor since the project was completed.

	Decreased a lot		Decreased somewhat		Not changed		Increased somewhat		Increased a lot		Responses
	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count
The number of bicyclists riding in the same lanes with cars on the street has...	218	32.1%	77	11.3%	240	35.3%	127	18.7%	17	2.5%	679
How safe and predictable bicyclists are acting has...	25	3.7%	30	4.4%	228	33.7%	252	37.2%	142	21.0%	677
How safe and predictable motorists are acting has...	35	5.2%	59	8.7%	202	29.7%	291	42.9%	92	13.5%	679
The amount of time it takes me to drive on the street has...	36	5.3%	59	8.7%	381	56.2%	113	16.7%	89	13.1%	678
My sense of safety of driving on Mulberry has...	69	10.1%	59	8.7%	198	29.0%	234	34.3%	122	17.9%	682
Drivers' speeds on this street have...	56	8.3%	268	39.5%	313	46.2%	31	4.6%	10	1.5%	678

10. Since the W. Mulberry Street reshaping project was completed ... (same as previous slide, different chart)

Responses from survey respondents who indicated having driven the corridor since the project was completed.

■ Decreased a lot Row % ■ Decreased somewhat Row % ■ Not changed Row % ■ Increased somewhat Row % ■ Increased a lot Row %



11. The impact of the W. Mulberry Street reshaping project on...

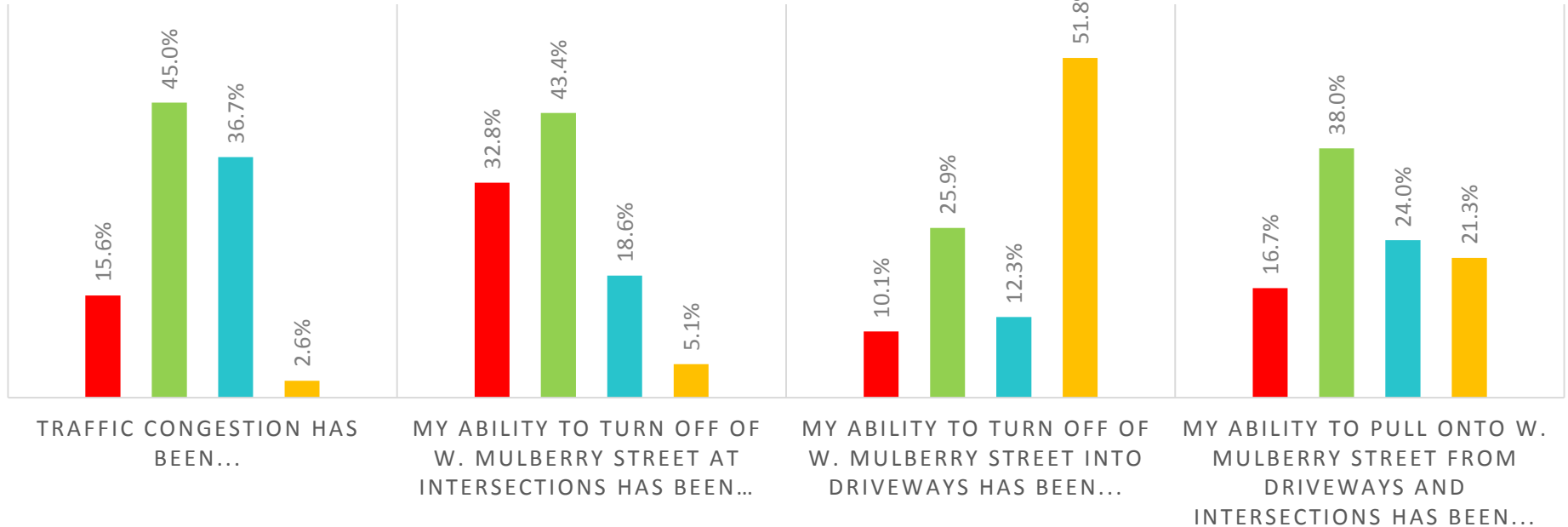
Responses from survey respondents who indicated having driven the corridor since the project was completed.

	Positive		Not changed		Negative		Not applicable		Responses
	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count
Traffic congestion has been...	107	15.6%	308	45.0%	251	36.7%	18	2.6%	684
My ability to turn off of W. Mulberry Street at intersections has been...	224	32.8%	296	43.4%	127	18.6%	35	5.1%	682
My ability to turn off of W. Mulberry Street into driveways has been...	69	10.1%	177	25.9%	84	12.3%	354	51.8%	684
My ability to pull onto W. Mulberry Street from driveways and intersections has been...	114	16.7%	259	38.0%	164	24.0%	145	21.3%	682

11. The impact of the W. Mulberry Street reshaping project on... (same as previous slide, different chart)




Responses from survey respondents who indicated having driven the corridor since the project was completed.

■ Positive Row % ■ Not changed Row % ■ Negative Row % ■ Not applicable Row %



12. Since the Mulberry Street reshaping project was completed, how often do you (or will you) drive this route?

Responses from survey respondents who indicated having driven the corridor since the project was completed.





Value		Percent	Count
More frequently		9.0%	62
About the same		76.8%	527
Less frequently		14.1%	97
Totals			686

13. The protected bike lanes along W. Mulberry Street include different types of separation between the travel lane and bicycle lane. As a vehicle driver, please click on the picture of the type of separation you prefer **THE MOST**:

Value		Percent	Count
Painted buffers (no physical barrier)		29.9%	191
Concrete Curbs		22.2%	142
Flex Posts		32.4%	207
"Bike Rail" (Steel Rail)		15.5%	99
Totals			639



Responses from survey respondents who indicated having driven the corridor since the project was completed.

14. The protected bike lanes along W. Mulberry Street include different types of separation between the travel lane and bicycle lane. As a vehicle driver, please click on the picture of the type of separation you prefer **THE LEAST**:



Value		Percent	Count
Painted buffers (no physical barrier)		42.5%	277
Concrete Curbs		31.8%	207
Flex Posts		3.7%	24
"Bike Rail" (Steel Rail)		22.0%	143
Totals			651

Responses from survey respondents who indicated having driven the corridor since the project was completed.

15. Have you ridden a bike on this section of W. Mulberry Street since the reshaping project was completed?

Value		Percent	Count
Yes		61.7%	450
No (skip section to next page)		38.3%	279
Totals			729

16. Had you bicycled on W. Mulberry Street prior to the implementation of the protected bike lanes?

Value		Percent	Count
Yes		88.0%	381
No		12.0%	52
Totals			433





Responses from survey respondents who indicated having biked the corridor since the project was completed.

17. How have the W. Mulberry Street protected bike lanes changed your sense of comfort and safety when bicycling along the street?

	Increased		No change		Decreased		I don't use the protected bike lanes, but do ride along Mulberry		Responses
	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count
My sense of comfort has...	303	79.9%	49	12.9%	18	4.7%	9	2.4%	379
My sense of safety has...	305	81.8%	48	12.9%	13	3.5%	7	1.9%	373




Responses from survey respondents who indicated having biked the corridor before and after the project was completed.

18. Overall, how safe and comfortable do you feel when bicycling in the W. Mulberry Street protected bike lanes?

Value		Percent	Count
Very safe and comfortable		64.9%	281
Somewhat safe and comfortable		26.1%	113
Somewhat unsafe and uncomfortable		7.4%	32
Very unsafe and uncomfortable		1.6%	7
Totals			433





Responses from survey respondents who indicated having biked the corridor since the project was completed.

19. Since the W. Mulberry Street protected bike lanes were installed, how often do you (or will you) bike on this route?

Value		Percent	Count
Less frequently		6.2%	27
More frequently		60.1%	261
About the same		33.6%	146
Totals			434





Responses from survey respondents who indicated having biked the corridor since the project was completed.

20. Do you prefer to bicycle on W. Mulberry Street following the installation of the protected bike lane over alternative routes?

Value		Percent	Count
Very much prefer alternatives		14.8%	64
Somewhat prefer alternatives		20.4%	88
Somewhat prefer W. Mulberry		36.4%	157
Very much prefer W. Mulberry		28.3%	122
Totals			431





Responses from survey respondents who indicated having biked the corridor since the project was completed.

21. The protected bike lanes along W. Mulberry Street include different types of separation between the travel lane and bicycle lane. As a bicyclist, please click on the picture of the type of separation you prefer **THE MOST**:

Value		Percent	Count
Painted buffers (no physical barrier)		18.2%	77
Concrete Curbs		32.0%	135
Flex Posts		27.0%	114
"Bike Rail" (Steel Rail)		22.7%	96
Totals			422

Responses from survey respondents who indicated having biked the corridor since the project was completed.

22. The protected bike lanes along W. Mulberry Street include different types of separation between the travel lane and bicycle lane. As a bicyclist, please click on the picture of the type of separation you prefer **THE LEAST**:

Value		Percent	Count
Painted buffers (no physical barrier)		59.7%	250
Concrete Curbs		22.4%	94
Flex Posts		2.1%	9
"Bike Rail" (Steel Rail)		15.8%	66
Totals			419

Responses from survey respondents who indicated having biked the corridor since the project was completed.

23. How safe and comfortable do you feel when bicycling in different sections of the W. Mulberry Street protected bike lanes?

Responses from survey respondents who indicated having biked the corridor since the project was completed.





	Very safe and comfortable		Somewhat safe and comfortable		Somewhat unsafe and uncomfortable		Very unsafe and uncomfortable		Not applicable to me, I haven't ridden this section		Responses
	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count
Sections with concrete curbs	272	62.7%	93	21.4%	38	8.8%	19	4.4%	12	2.8%	434
Sections with only flexible posts	158	36.7%	215	49.9%	44	10.2%	9	2.1%	5	1.2%	431
Sections with "bike rail" (white metal rail)	241	55.4%	123	28.3%	44	10.1%	20	4.6%	7	1.6%	435
Section behind parked cars by Sheldon Lake	82	18.9%	170	39.2%	104	24.0%	43	9.9%	35	8.1%	434
Sections with only a buffered bike lane (just paint)	67	15.4%	204	46.9%	123	28.3%	38	8.7%	3	0.7%	435

24. Pertaining to the intersection treatments shown in the previous images: How safe and comfortable do you feel when bicycling through the different types of intersections along the W. Mulberry Street protected bike lanes?

Responses from survey respondents who indicated having biked the corridor since the project was completed.



	Very safe and comfortable		Somewhat safe and comfortable		Somewhat unsafe and uncomfortable		Very unsafe and uncomfortable		Not applicable to me, I haven't ridden this section		Responses
	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count
Image 1. Green painted bike lanes indicating merge or conflict areas	141	32.5%	229	52.8%	49	11.3%	9	2.1%	6	1.4%	434
Image 2. Concrete-separated intersection (westbound at Bryan)	261	60.0%	102	23.4%	43	9.9%	16	3.7%	13	3.0%	435
Image 3. Dashed bike lane approaching intersections	52	12.0%	188	43.3%	132	30.4%	57	13.1%	5	1.2%	434

26. When riding along W. Mulberry, where do you typically ride? There is no right or wrong answer:

Value		Percent	Count
In the bike lanes.		75.8%	328
In the street with traffic.		1.4%	6
On the sidewalk.		3.2%	14
A mix of sidewalk and bike lanes.		19.6%	85
Totals			433

Responses from survey respondents who indicated having biked the corridor since the project was completed.

27. Have you walked along this section of W. Mulberry Street since the reshaping project was completed?




Value		Percent	Count
Yes		36.7%	262
No (skip to next section)		63.3%	452
Totals			714

28. Since the W. Mulberry Street reshaping project was completed...

	Increased a lot		Increased a little		No change		Decreased a little		Decreased a lot		Responses
	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count	Row %	Count
The number of bicyclists riding on the SIDEWALK has...	10	3.9%	29	11.3%	98	38.3%	78	30.5%	41	16.0%	256
My sense of safety when crossing this street has...	39	15.1%	71	27.5%	112	43.4%	25	9.7%	11	4.3%	258
My sense of comfort and safety of walking along Mulberry has...	73	28.4%	66	25.7%	95	37.0%	14	5.4%	9	3.5%	257





Responses from survey respondents who indicated having walked the corridor since the project was completed.

29. Since the W. Mulberry Street reshaping project was completed, how often do you (or will you) walk on this route?

Value		Percent	Count
Less frequently		8.8%	23
More frequently		23.5%	61
About the same		67.7%	176
Totals			260

Responses from survey respondents who indicated having walked the corridor since the project was completed.

30. Overall, how safe and comfortable do you feel walking on W. Mulberry Street since the reshaping project was completed?

Value		Percent	Count
Very safe and comfortable		47.5%	122
Somewhat safe and comfortable		37.7%	97
Somewhat unsafe and uncomfortable		10.5%	27
Very unsafe and uncomfortable		4.3%	11
Totals			257

Responses from survey respondents who indicated having walked the corridor since the project was completed.

31. The protected bike lanes along W. Mulberry Street include different types of separation between the travel lane and bicycle lane. As a pedestrian, please click on the picture of the type of separation you prefer **THE MOST**:

Value		Percent	Count
Painted buffers (no physical barrier)		33.7%	83
Concrete Curbs		29.7%	73
Flex Posts		22.8%	56
"Bike Rail" (Steel Rail)		13.8%	34
Totals			246

Responses from survey respondents who indicated having walked the corridor since the project was completed.

32. The protected bike lanes along W. Mulberry Street include different types of separation between the travel lane and bicycle lane. As a pedestrian, please click on the picture of the type of separation you **prefer THE LEAST**:

Value		Percent	Count
Painted buffers (no physical barrier)		45.9%	111
Concrete Curbs		30.2%	73
Flex Posts		2.5%	6
"Bike Rail" (Steel Rail)		21.5%	52
Totals			242

Responses from survey respondents who indicated having walked the corridor since the project was completed.







33. Mark your response to the following questions:

	Agree		No opinion		Disagree		Responses
	Count	Row %	Count	Row %	Count	Row %	Count
I support building more protected bike lanes around the city after experiencing them on W. Mulberry St.	471	67.0%	42	6.0%	190	27.0%	703
I would bike with children along W. Mulberry with the new protected bike lanes.	391	55.7%	165	23.5%	146	20.8%	702
My perspective of the Mulberry reshaping project has changed positively, compared to what I thought about the project before it was completed.	271	38.7%	229	32.7%	200	28.6%	700




35. Select your gender.

Value		Percent	Count
Female		41.7%	294
Male		52.5%	370
Transgender male		0.1%	1
Gender non-conforming		1.1%	8
Prefer to self-identify		0.1%	1
Decline to specify		4.4%	31
Totals			705









36. Select your race.

Value		Percent	Count
American Indian/Alaska Native		1.3%	9
Asian		0.4%	3
Black/African American		0.1%	1
White		81.0%	566
Two or more races		3.4%	24
Decline to specify		13.7%	96
Totals			699

37. Select your ethnicity.

Value		Percent	Count
Hispanic/Latinx		3.7%	25
Non-Hispanic/non-Latinx		76.6%	523
Decline to specify		19.8%	135
Totals			683

38. Select your age range.

Value		Percent	Count
15-19 yrs		0.7%	5
20-29 yrs		13.0%	91
30-39 yrs		23.8%	167
40-49 yrs		18.2%	128
50-59 yrs		17.7%	124
60-69 yrs		15.5%	109
70 yrs or older		6.0%	42
Decline to specify		5.1%	36
Totals			702

Mulberry Survey Comments

