

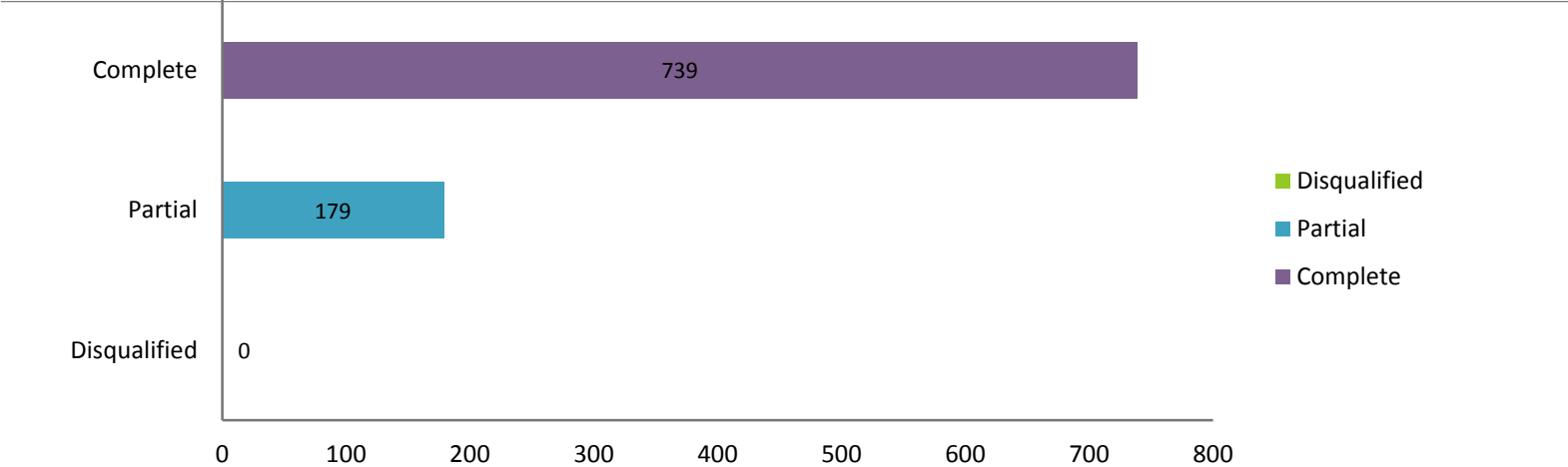
W. Mulberry Reshaping Project – 2018 Online Survey Summary

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. In addition to the information reflected in this summary, City Staff are in the process of summarizing the input received through open-ended questions – this summary will be made available to the public in spring 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 |

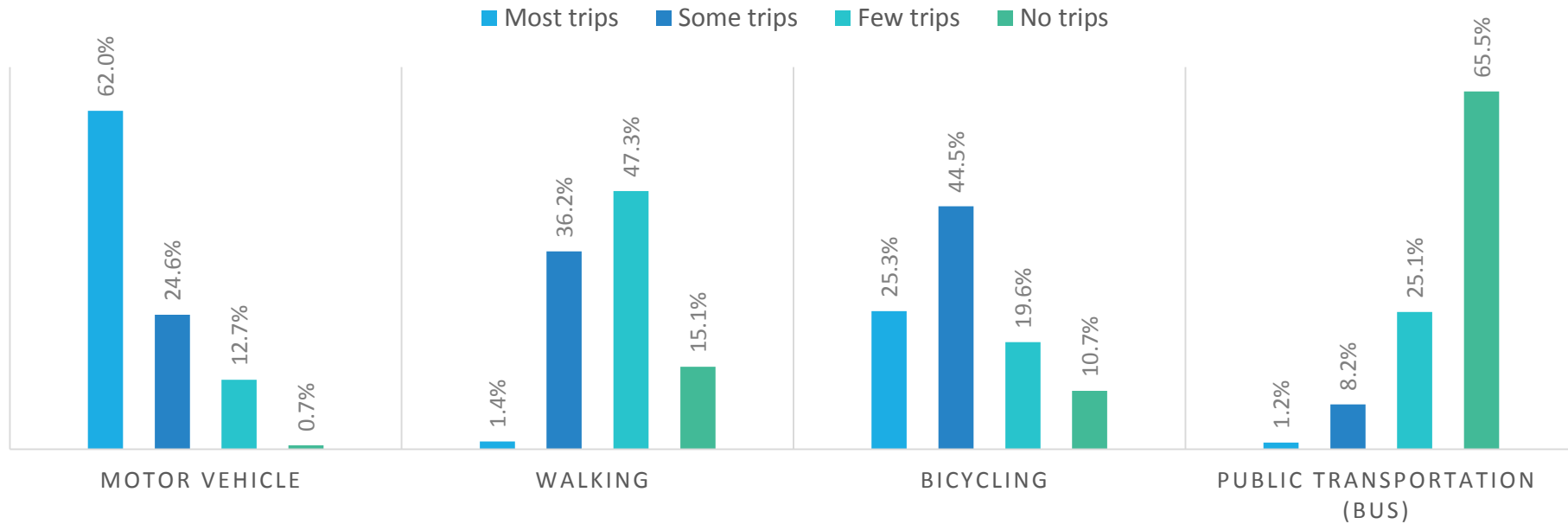
2. How far from W. Mulberry Street (between Overland Trail and Shields) do you live?

| 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 |

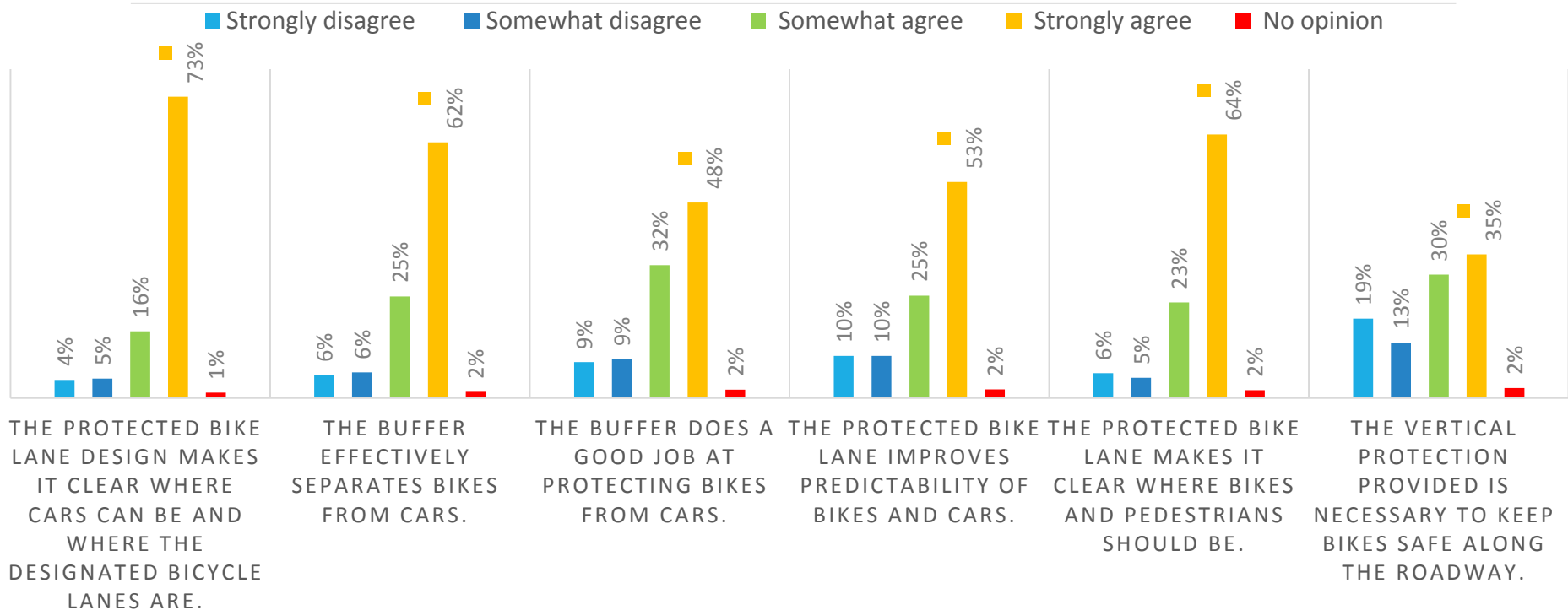
6. The W. Mulberry Street reshaping project was completed in August 2018. Have you traveled the corridor (anywhere between Overland Trail and Jackson Avenue on the east edge of City Park) since the project was completed?

| 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 | Row % | Count | Row % | Count | Row % | Count | Row % | Count | Row % | Count | Row % | Count |
| 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 |

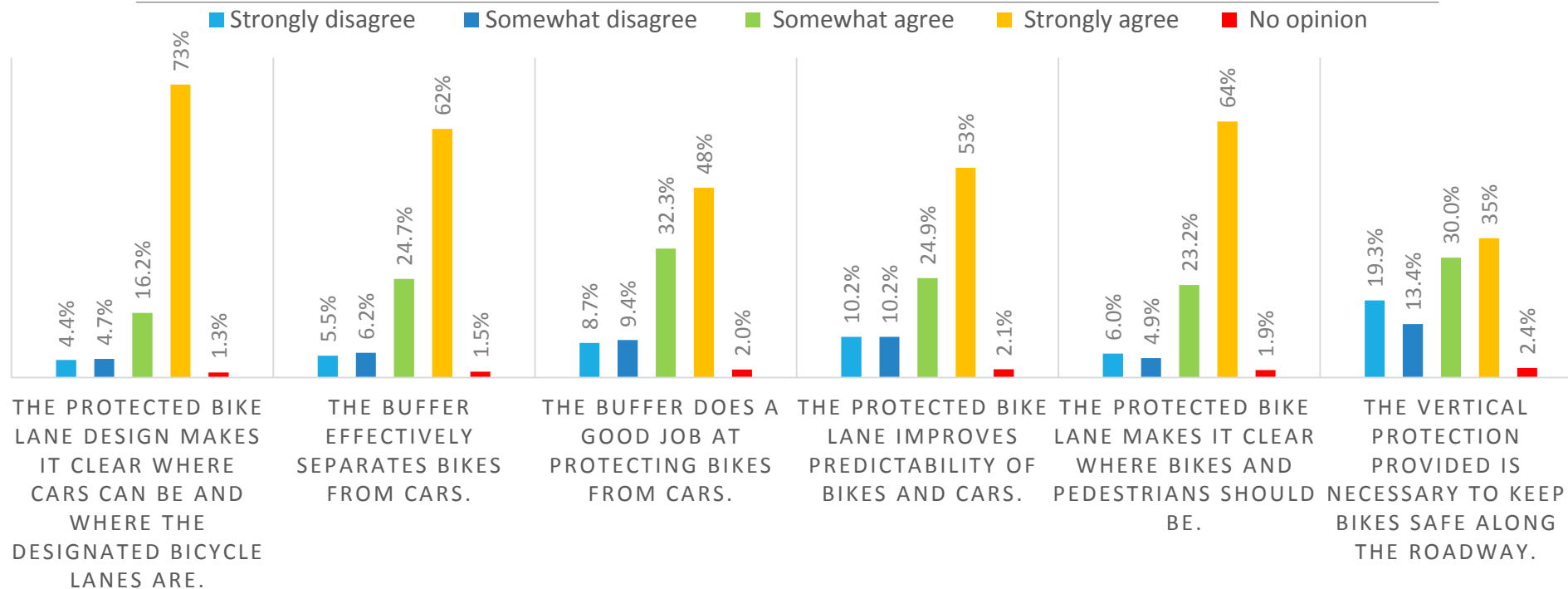
7. Since the completion of the W. Mulberry Street reshaping project (between Overland Trail and Jackson Avenue): *(same as previous slide, different chart)*



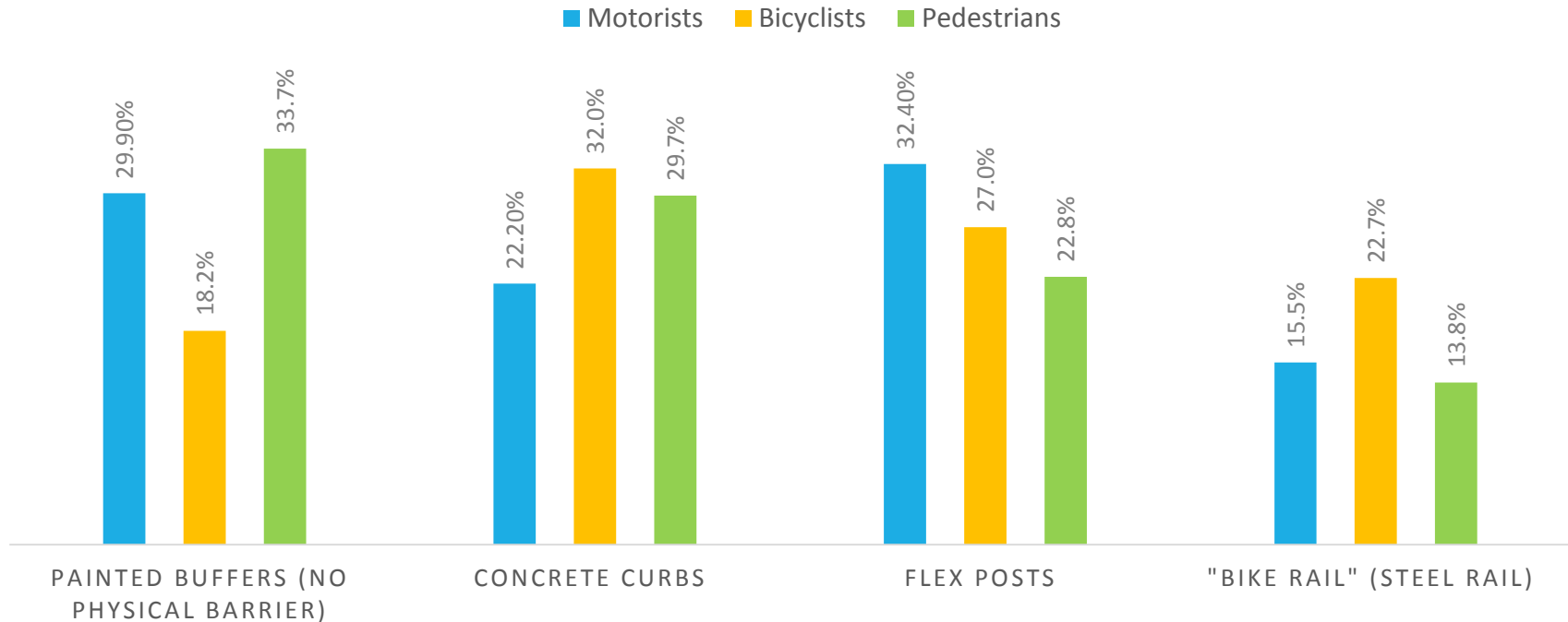
8. Please indicate whether you agree or disagree with the following statements about the effectiveness of the W. Mulberry Street protected bike lanes:

| | 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 |

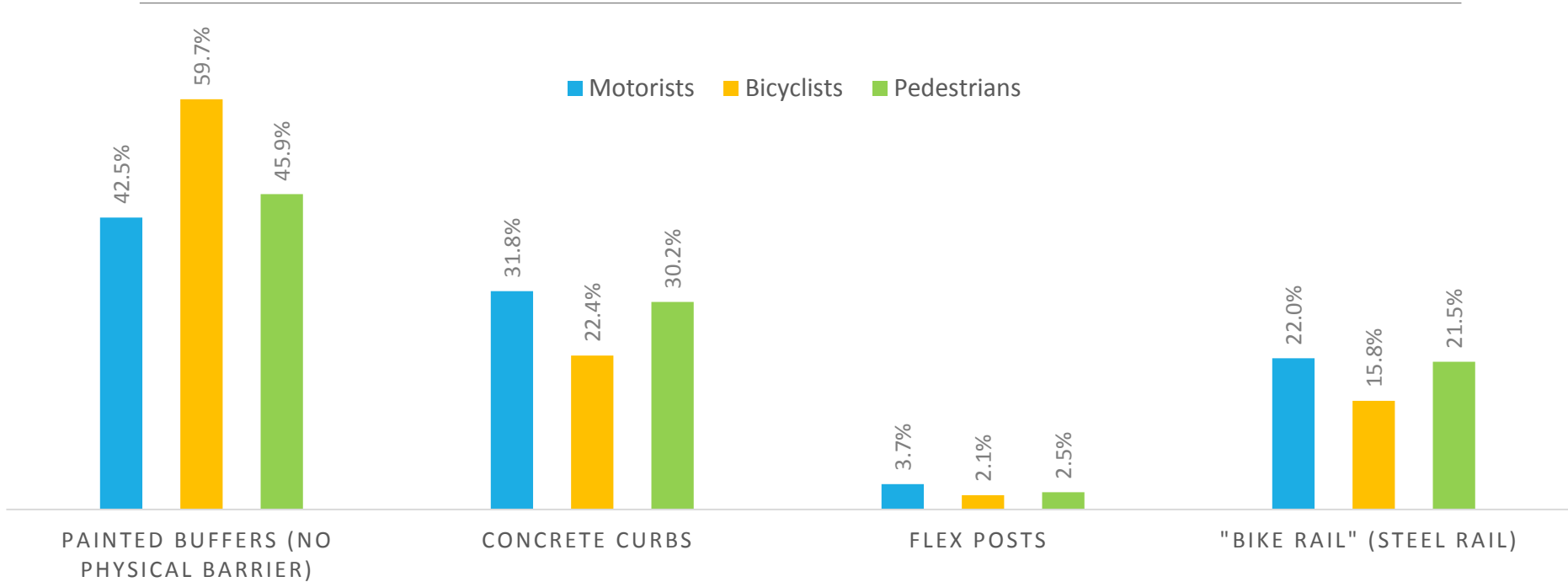
8. Please indicate whether you agree or disagree with the following statements about the effectiveness of the W. Mulberry Street protected bike lanes: *(same as previous slide, different chart)*





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



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



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 ...

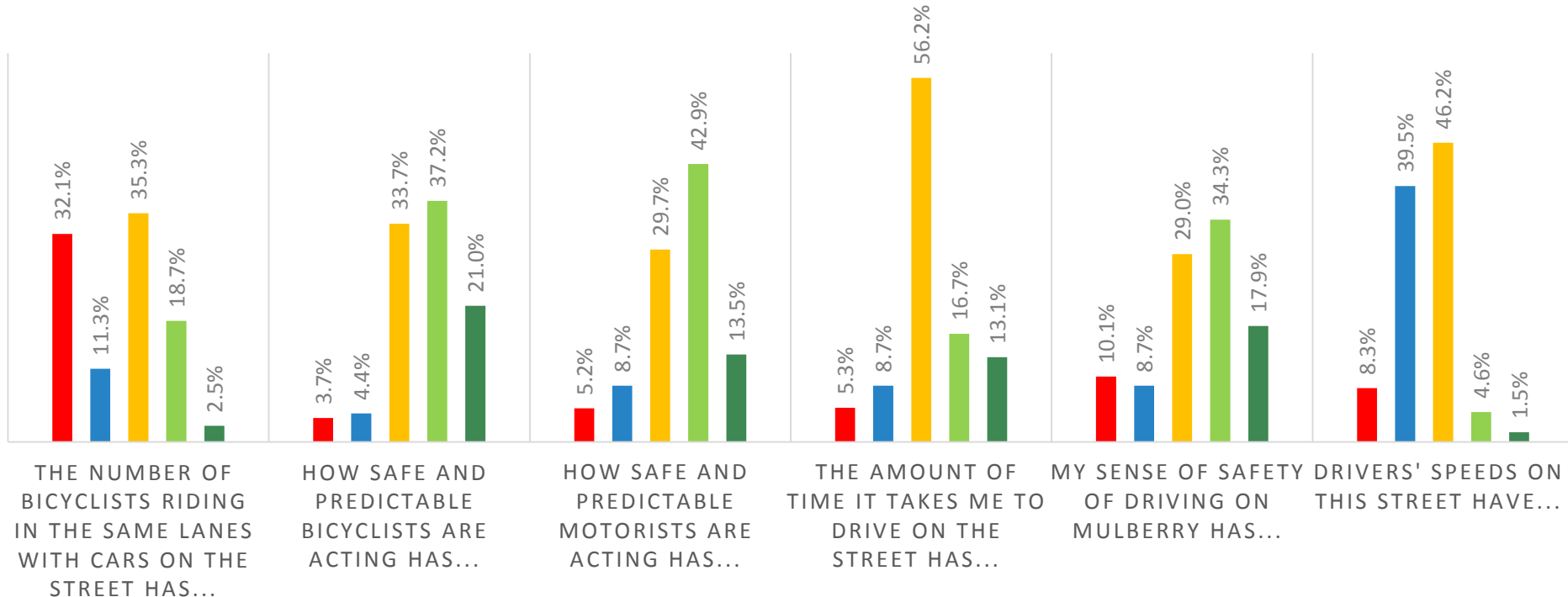
Responses from survey respondents who indicated having driven the corridor since the project was completed.

| | 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...

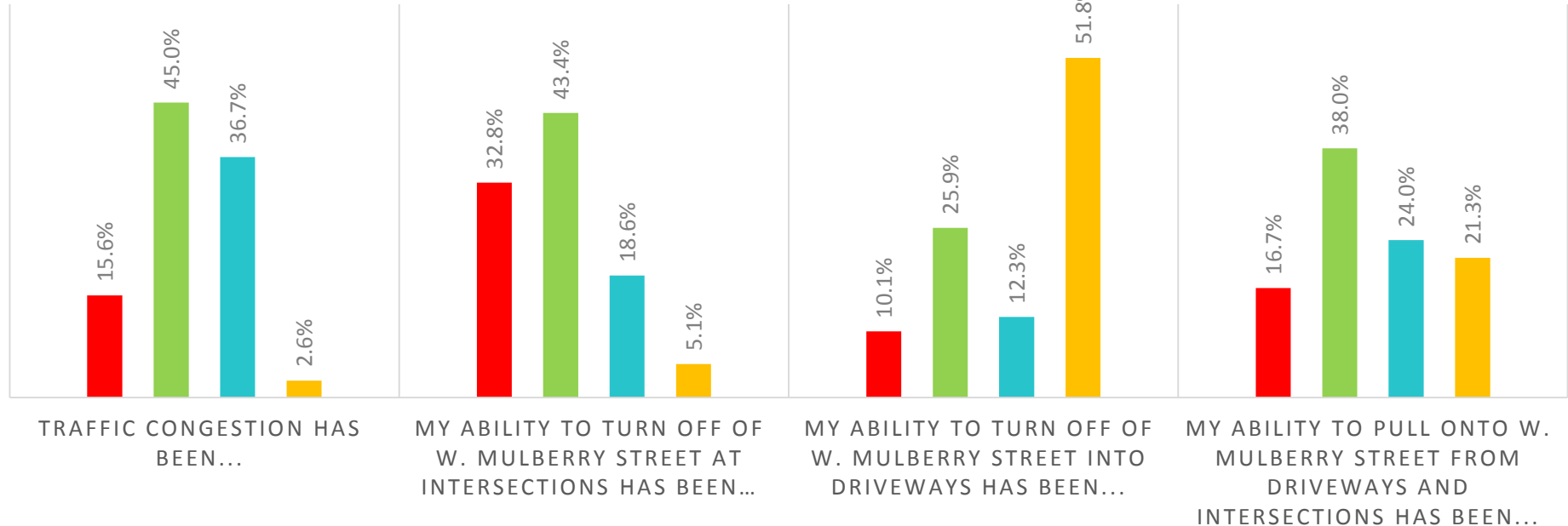
Responses from survey respondents who indicated having driven the corridor since the project was completed.

| | 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 |  A horizontal bar chart for the 'Yes' response. The bar is divided into two segments: a purple segment representing 36.7% and a grey segment representing the remaining 63.3%. | 36.7% | 262 |
| No (skip to next section) |  A horizontal bar chart for the 'No' response. The bar is divided into two segments: a blue segment representing 63.3% and a grey segment representing the remaining 36.7%. | 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 |  A horizontal bar chart for the 'Hispanic/Latinx' category. The bar is composed of a small purple segment on the left and a larger grey segment on the right, representing 3.7% of the total. | 3.7% | 25 |
| Non-Hispanic/non-Latinx |  A horizontal bar chart for the 'Non-Hispanic/non-Latinx' category. The bar is composed of a large blue segment on the left and a smaller grey segment on the right, representing 76.6% of the total. | 76.6% | 523 |
| Decline to specify |  A horizontal bar chart for the 'Decline to specify' category. The bar is composed of a small green segment on the left and a larger grey segment on the right, representing 19.8% of the total. | 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 |