

## Project Overview

Building on the recommendations adopted in the 2017 Old Town Neighborhoods Plan and 2014 Bicycle Master Plan, the City will be restriping W. Mulberry St. between Overland Tr. and Jackson Ave. in 2018 to address safety concerns and improve conditions for corridor users. This project will resurface and restripe Mulberry to add a center turn lane while also piloting protected bike lanes. The lower traffic volumes along this section of W. Mulberry St. allow for one travel lane in each direction, while the new center turn lane provides for safer and more convenient left turns to residential driveways and local streets and can help traffic flow by removing turning vehicles from the travel lane. Space gained from the reduction in lanes will be utilized to enhance bicycle mobility, while also increasing the buffer between the sidewalk and travel lanes. In addition, intersection improvements are planned at the following locations along

## Project Timeline

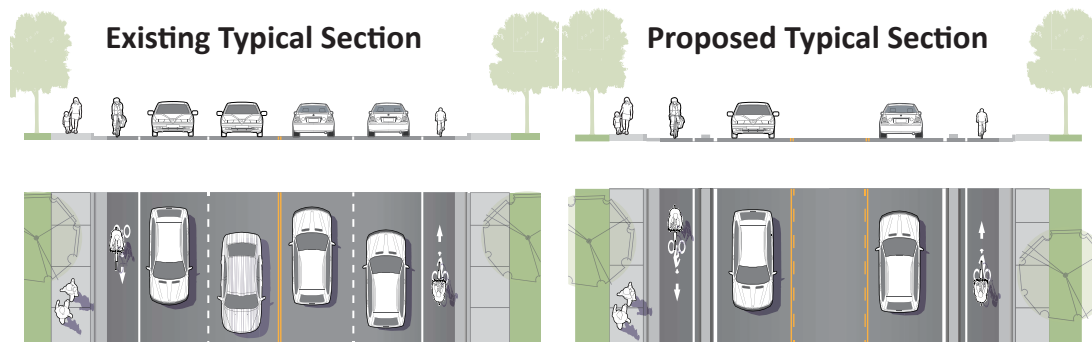
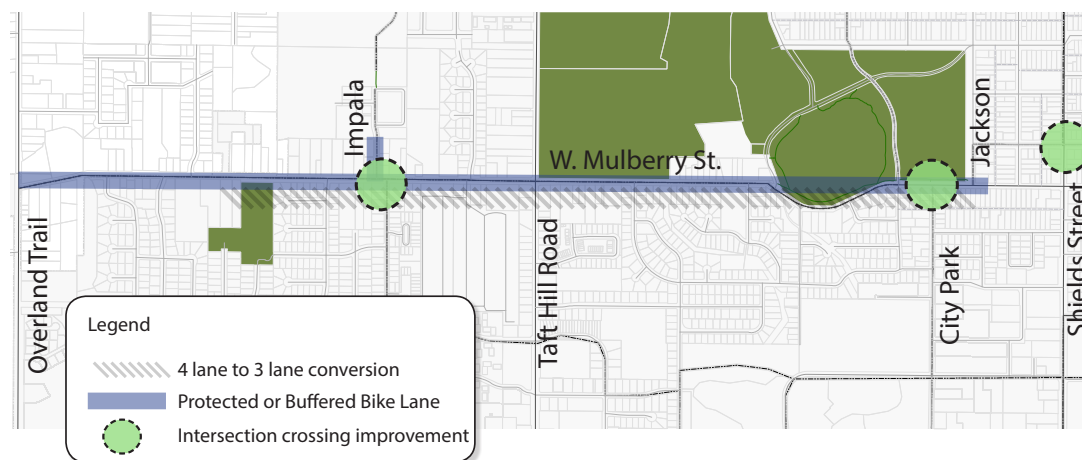


## Project Design

The following design changes are planned for the W. Mulberry St. Project:

- New center turn lane and one travel lane in each direction between Rogers Park and City Park / Jackson
- Protected and buffered bike lanes
- Crossing improvements at Mulberry & Impala, Mulberry & City Park, and Shields & Magnolia
- Green paint to highlight conflict areas
- Parking-protected bike lane around Sheldon Lake
- New parallel parking spaces between Jackson and Sheldon, and angled parking around the lake
- Asphalt resurfacing
- Curb ramp upgrades at key locations

## Project Scope



## Construction

City staff will conduct outreach to residents and businesses along the corridor beginning in April to provide more information about the project and construction. The project is anticipated to be constructed in phases over the course of a few weeks in June through August 2018.

W. Mulberry St. will be resurfaced using a product called HA5. The resurfacing is expected to occur in phases over 5 days to allow local traffic and resident access. Each phase will require 24-48 hour moving closures of Mulberry Street. City staff and contractors will work with residents to coordinate access needs during this time.

## Contact Us

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## Frequently Asked Questions

### What is the purpose of this project?

The W. Mulberry St. project began as recommendations adopted in the 2017 Old Town Neighborhoods Plan. That plan reviewed mobility for all modes of transportation and made the recommendation to reshape W. Mulberry St. (between Taft Hill and City Park) to provide a center turn lane, dedicated bike lanes, and one travel lane in each direction. These changes, which are proposed to continue west of Taft Hill through this project, are the first phase in making W. Mulberry St. a more Complete Street for people walking, bicycling, using transit and driving, and addressing some of the safety and mobility challenges currently experienced along the corridor. This project will also serve as the City's second protected bike lane pilot project, funded through the Fort Collins City Council.

### How can W. Mulberry St. handle only one travel lane in each direction? Will this increase congestion?

The City's Traffic Operations Department conducted a detailed analysis to determine if changes are possible given both existing and projected traffic volumes. The W. Mulberry St. project begins at City Park Ave. since that is where the traffic volumes become low enough for a single lane in each direction. Traffic volumes decrease significantly moving west along the corridor. The analysis done by the City's Traffic Operations Department shows that while the lane configuration changes may result in some additional congestion at the intersection of Mulberry and Shields, the potential impacts are still within the City's adopted level of service standards.

An important component of this project is the addition of the center turn lane, which provides a safety benefit and can help traffic flow by removing turning vehicles from the travel lane. These changes are similar to recent projects on Taft Hill and Shields between Laporte and Mulberry where the traffic volumes are also similar. The City will monitor the impacts associated with the project to determine if additional refinements are needed following the installation.

### What is a Protected Bike Lane Pilot Project?

The 2014 Fort Collins Bicycle Master Plan recommended implementation of a series of protected bike lane pilot projects aimed at increasing bicycling, improving safety, and developing best practices for protected bike infrastructure in Fort Collins. Protected bike lanes provide physical separation between the bike lane and the travel lane - for W. Mulberry St., this separation will include flexible posts, concrete curbs and steel rail in sections. W. Mulberry Street will be the City's second protected bike lane pilot project.

### Why was Mulberry selected for a protected bike lane pilot project?

Multiple corridors were evaluated as candidates for the protected bike lane pilot project (funded through Fort Collins City Council). Ultimately, the City and stakeholders selected W. Mulberry Street as the preferred pilot project location for the following reasons:

- Recommended for near-term improvements in the adopted Old Town Neighborhoods Plan and Bicycle Master Plan
- Currently the corridor has deficient bicycle infrastructure

- Known safety issues – the majority of crashes along the corridor are vehicle, and the addition of a center turn lane provides a safety improvement to address the types of crashes reported in the corridor
- Included in the City's Big Jump focus area – a grant focused on Northwest Fort Collins with the goal of increasing bicycling
- Lacks parallel low-stress bicycle route alternatives
- Provides access to City Park, Poudre High School, and other destinations
- Opportunity to test protected bike lanes along an arterial corridor
- Opportunities to improve the corridor for motorists, pedestrians and transit users

The protected bike lane elements will be evaluated over the year following implementation, and the City will seek feedback from residents and corridor users to determine if refinements are needed.

### How will emergency vehicles access the corridor? What about delivery and other service vehicles?

Emergency vehicles will be able to navigate the corridor as they would on any three-lane road. As a driver, you would be expected to move as far right as you can (there will be gaps in the bike lane protection), with emergency vehicles passing on the left (likely utilizing the new center turn lane). Delivery and service vehicles will operate as they do today - there will be gaps in the protected bike lanes at driveways and intersections, allowing enough room for these vehicles to pull toward the curb and access driveways. City buses will pull to the curb where the bus stops are today, and will merge back into the travel lane to continue their route.

### How will snow plowing work with the protected bike lanes?

The City's Streets Department will continue maintenance operations as done today, and will utilize different equipment for the maintenance of the protected bike lanes.

### Will this project improve safety?

The goal of this project is to better utilize the existing street space to make this section of W. Mulberry St. safer and more comfortable for people to walk, bike, drive and take transit. The almost two-mile project corridor averages between 30 and 50 crashes per year, however 68 crashes occurred in 2017. The increase in 2017 was due to a significant increase in rear-end and side-swipe crashes. The addition of a center turn lane is an important safety component to this project, which will provide a safer space for people to wait in order to access driveways and intersections along the corridor, while also providing a buffer between travel lanes. The changes to the travel lanes may also have a positive impact on speeding in the corridor, and the City will evaluate this following the project installation. The addition of protected bike lanes is expected to provide a more comfortable bicycling and walking experience along the corridor. City staff will closely evaluate crashes and safety data after the project is installed.

### Will the project improve sidewalks?

This project will provide intersection improvements at Ponderosa/Impala (new signal), City Park Ave., and Magnolia and Shields (new pedestrian and bike signal). Sidewalk widening is not a part of this project because that work often requires Right-Of-Way acquisition from adjacent homeowners in the corridor, can be impactful on landscaping, and costs can be high. The City hopes to make sidewalks upgrades at key locations along W. Mulberry St. through its Pedestrian Program within the next few years as funding allows.