

## SAFETY

### All Crashes

Crash data from prior to the W. Mulberry Street redesign was compared with crash data after installation. **Both the total number of crashes and crashes involving some level of injury decreased following the redesign.** Driveway access, approach turn, rear ends, and right angle crashes are all down. Bike crashes were up slightly (average 1 per year prior, 3 in the year following), and fixed object crashes increased in the year following the project installation.

CRASH SUMMARY	BEFORE		AFTER	
	5 years (2013 - 2017)	1 year (Sept. 1 - Aug. 30)	1 Year (Sept. 1 - Aug 30)	Percent Change
Total Crashes / Year	44.8	42.0	36	Down 15-20%
Some Level of Injury per year	10.4	13.0	10	Down 5 - 20%

### Vehicle Speeds

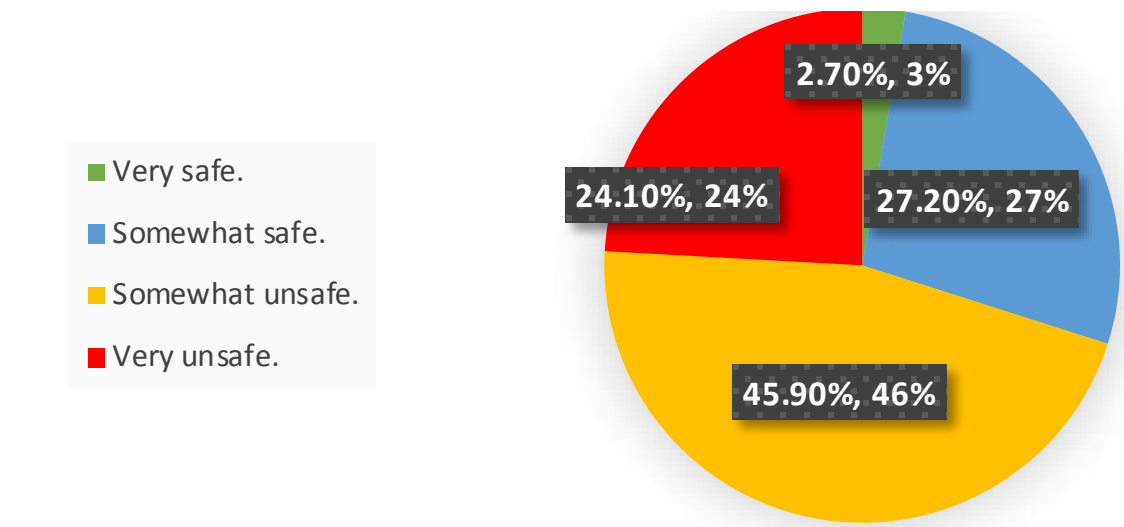
Speed data shows that **motor vehicle speeds have decreased 1 to 7 mph** along the project corridor, depending on the segment and direction. The table to the right shows directional average, and 85th percentile speeds along the corridor before and after the project installation.

VEHICLE SPEEDS	Before (Feb 2018) Average Speed, 85% Speed	After (April 2019) Average Speed, 85% Speed	Change Avg Speed, % Change
Ponderosa to Taft Hill			
EB	36 mph, 40 mph	35 mph, 39 mph	-1.5 mph, 4% decrease
WB	33 mph, 36 mph	31 mph, 33 mph	
Weighted Average	34.5 mph, 38 mph	33 mph, 36 mph	
Taft Hill to Bryan			
EB	40 mph, 43 mph	38 mph, 41 mph	-4.5 mph, 11% decrease
WB	39 mph, 43 mph	32 mph, 37 mph	
Weighted Average	39.5 mph, 43 mph	35 mph, 39 mph	

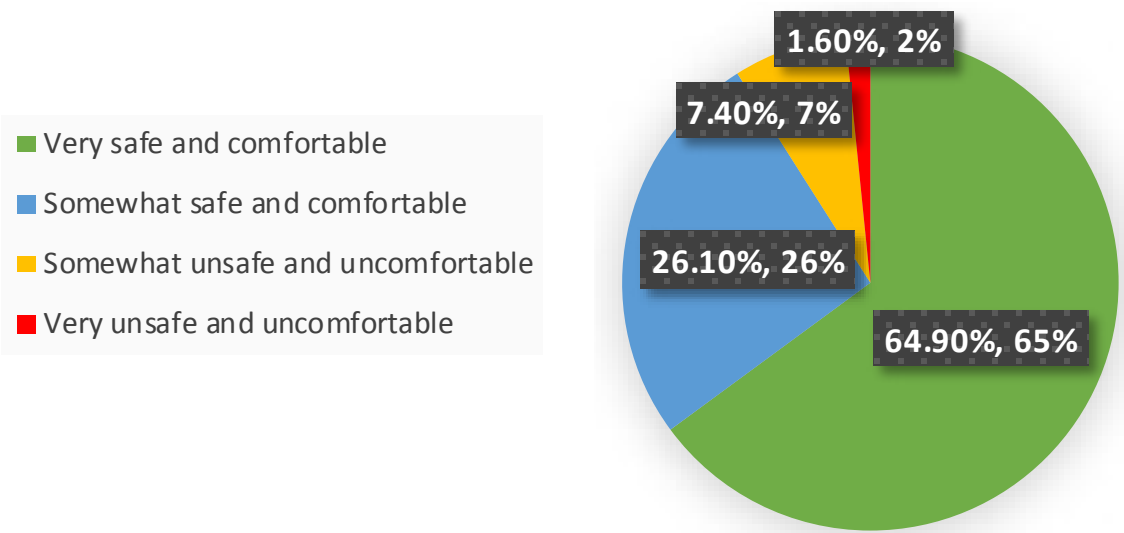
### Perception of Safety

- 53-54% of survey respondents indicated their sense of safety driving along Mulberry has increased somewhat or a lot.
- 91% of survey respondents reported feeling somewhat or very safe and comfortable bicycling along W. Mulberry since the project was installed. 80% indicated their sense of comfort and safety had increased when bicycling along W. Mulberry.
- 85-87% of survey respondents reported feeling somewhat or very safe and comfortable walking along W. Mulberry since the project was installed.

### Before: When riding the street / bike lane, how safe do you feel?



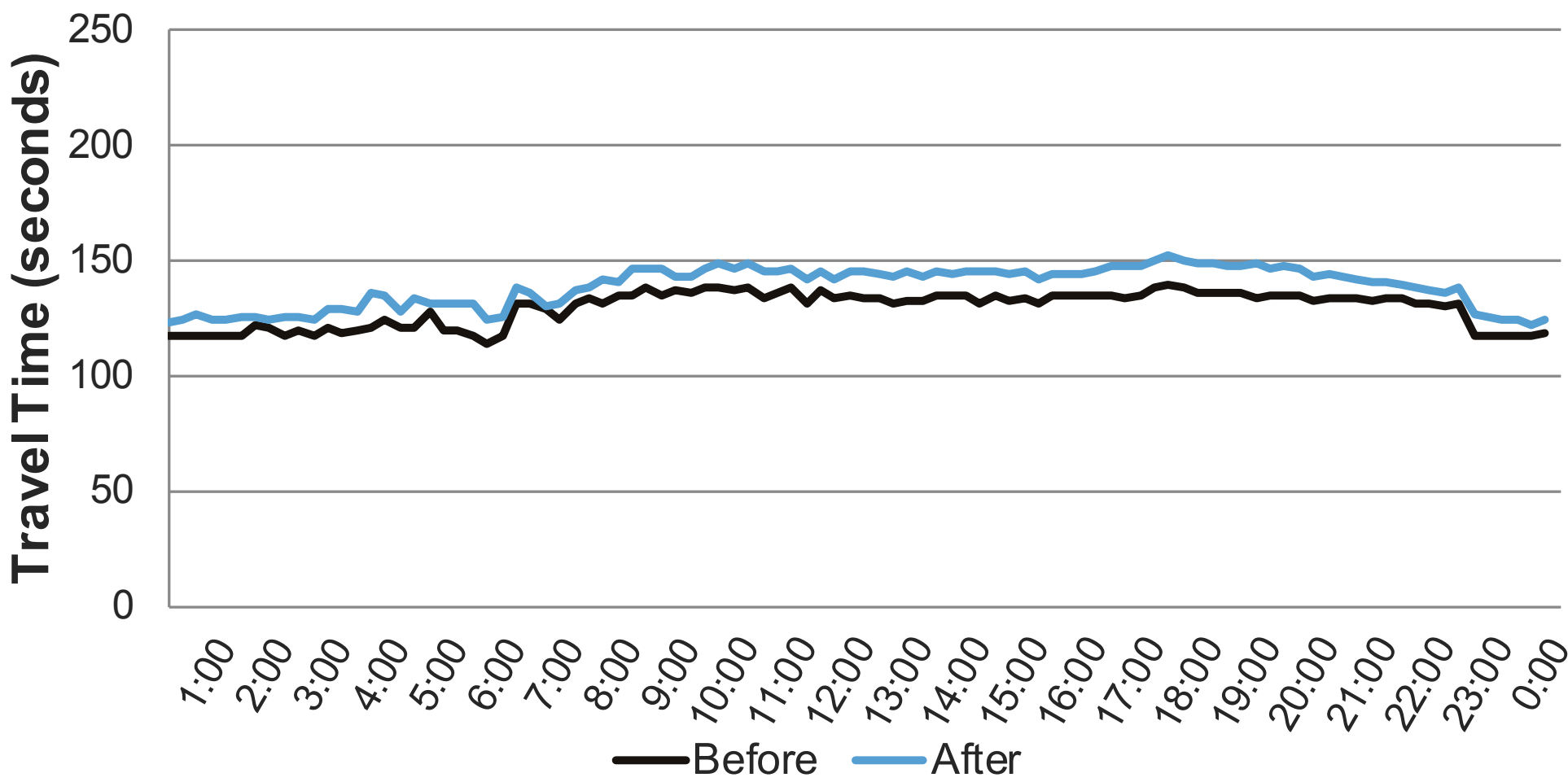
### After: Overall, how safe and comfortable do you feel when bicycling in the W. Mulberry Street protected bike lanes?



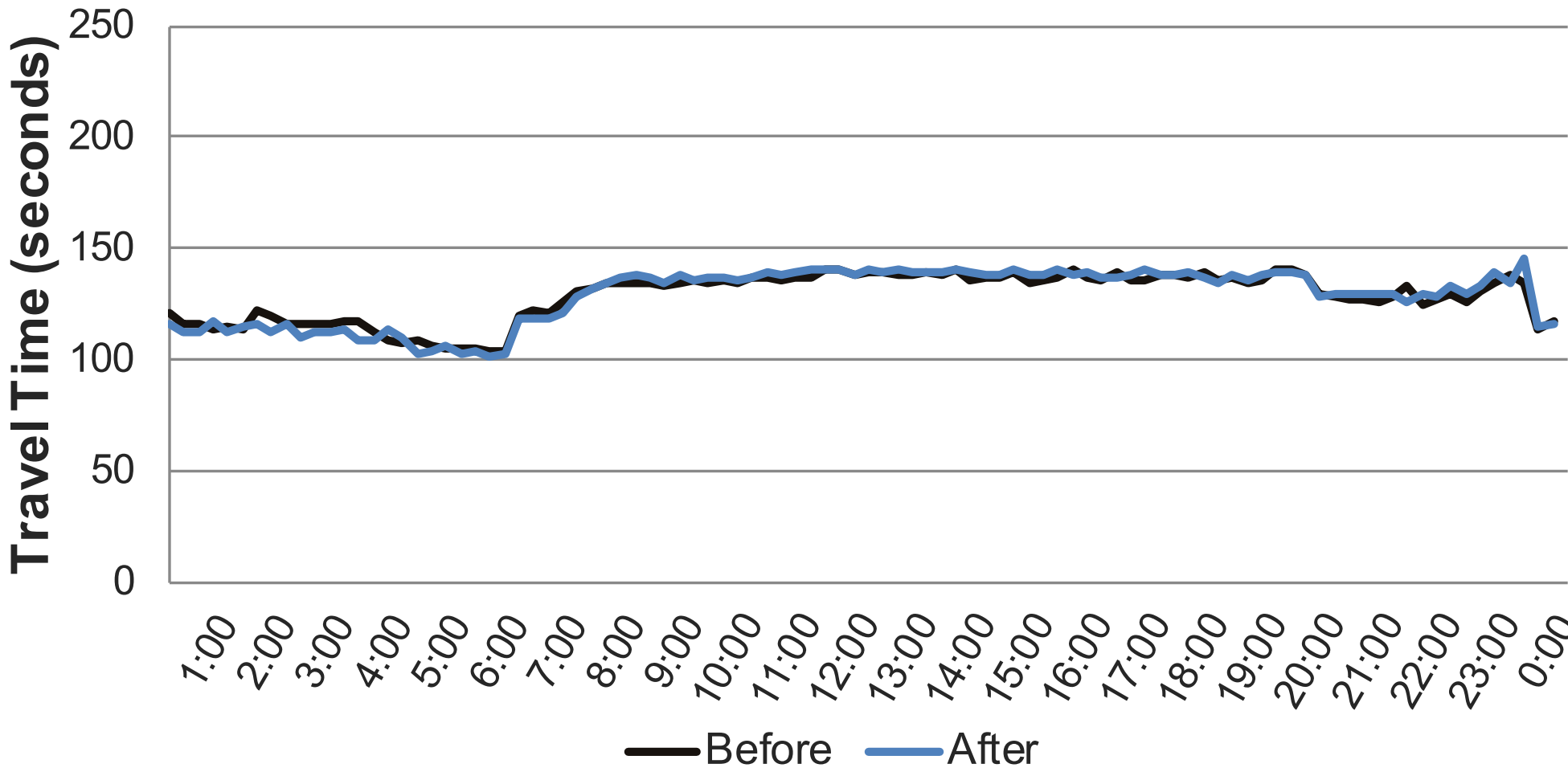
## MOBILITY

### Travel Times

Travel times for motor vehicles have also seen little change after the project.



Westbound: Shields to Taft Hill - Generally 10-12 seconds slower in after condition



Eastbound: Taft Hill to Shields - Generally no change

### Traffic Volumes

Motor vehicle volume data has shown that motor vehicle volumes have increased slightly between 2018 and 2019 (between 1.4% and 8% increase).

### Bicycle Ridership

- Bicycle volume counts have shown an increase in bicycle ridership along W. Mulberry since implementation of the project. Tube counts were taken before and after the redesign, and results showed a 50% increase in bicycle ridership. Recent counts collected in September 2019 showed a **daily average of 224 bikes per day, with a daily high of 332.**

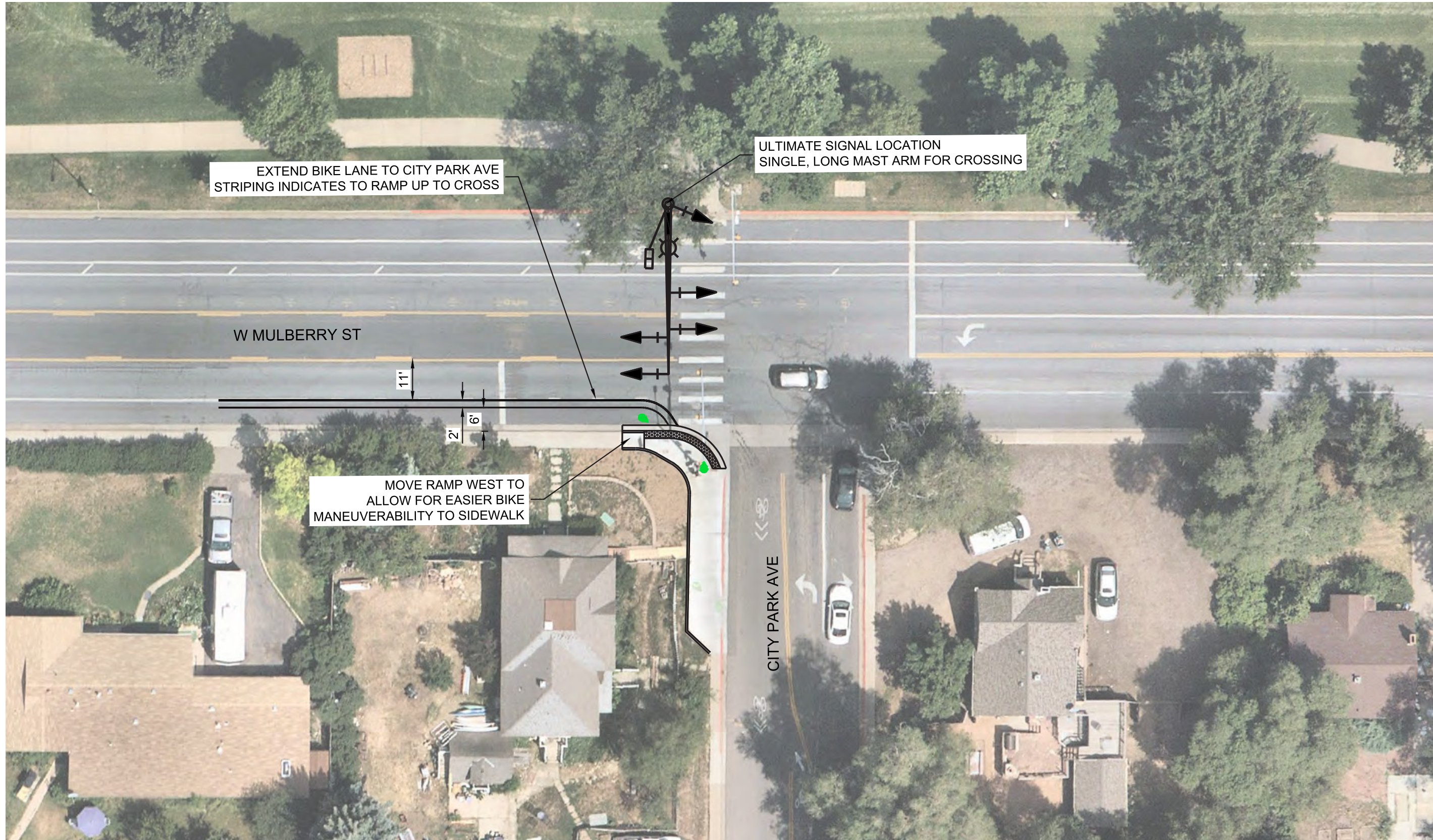
	Before (March - June 2018)	After (March - June 2019)	
Average Daily Bike Volume	85	128	50% Increase
Sidewalk Ridership	16% (Peak Hour, May)	3% (Peak Hour, May)	





## DESIGN RECOMMENDATIONS

Following the installation of the project, various design modifications were made in response to public feedback and experiences with the project. For example, multiple flexible posts were removed to address concerns with aesthetics, smaller posts were installed, and sections of the bike rail were moved to mitigate vehicle conflicts. Based on public feedback, there are still opportunities to improve the overall look, feel and safety of the project. The following highlights preliminary design recommendations, which the City aims to complete in the next couple years:



### City Park Avenue Bike Crossing

At the intersection of City Park Ave and W. Mulberry St, there is a shared bicycle and pedestrian crossing. It was found that the push button on the southwest corner for the crossing is difficult to access for eastbound bicyclists trying to cross.

As such, the recommendation is to develop and implement a new design which improves bicyclist access to this push button and crossing, while also improving wayfinding. In the long term, the City plans to upgrade the pedestrian signal in order to remove the pole from the southwest corner of the intersection. corner.

### Provide additional bike lane protection where long gaps exist



### Improve visibility at Jackson 2-way bike ramp



### Continue evaluating and updating bike lane protection at intersections where appropriate



### Adjust parking curb stops around lake to increase bike lane width and prevent vehicle overhang



### Replace sections of bike rail where problematic (e.g., near the lake)



### Add Left Turn Bike Box Signage at intersection of Taft Hill and Mulberry



### Other

In addition to the recommendations above, the City will continue to explore speed mitigation strategies based on public feedback, make additional refinements to the signal at Impala and Mulberry, and further assess preferred bike lane barriers for future projects. Please visit [fcgov.com/fcmoves](https://fcgov.com/fcmoves) for a complete W. Mulberry Street evaluation report, which will be available in the next couple months.