

FOSTER ROAD CROSS SECTION | FULL CORRIDOR OPTIONS —DRAFT 3/28/13

Measures	Existing	Option 1: 3 Lanes + Bike Lanes	Option 2: 4 Lanes + Cycle Track/ 3 Lane + Bike lanes	Option 3: 4 Lanes + Cycle Track/ 3 Lanes + Bike lanes (Sub-option)	Option 4: 4 lanes+ Bike Lanes
General Description	<ul style="list-style-type: none"> Four travel lanes Parking on both sides (though protime* parking east of 72nd) Sidewalks vary from 17.5 ft (east of 72nd) to 15 ft (72nd to 80) and 5 feet (east of 80th) No bicycle facilities 	<ul style="list-style-type: none"> Three travel lanes Parking on both sides west of 72nd, parking on eastbound side only east of 72nd Sidewalks vary from 17.5 ft (east of 72nd) to 15 ft (72nd to 80) and 5 feet (east of 80th) Bike lanes 	<p>52nd to Holgate:</p> <ul style="list-style-type: none"> Four travel lanes Cycletrack in sidewalk area Parking on both sides <p>Holgate to 90th:</p> <ul style="list-style-type: none"> Three travel lanes Bike lanes Parking on eastbound side only Sidewalks vary from 15' (72nd to 80th) to 5 feet (east of 80th) 	<p>52nd to Holgate:</p> <ul style="list-style-type: none"> Four travel lanes, parking on both sides Cycletrack in sidewalk area Sidewalk reduced to 12 feet for about 1,000 ft <p>Holgate to 90th:</p> <ul style="list-style-type: none"> Three travel lanes, no parking Buffered bike lanes Sidewalks vary from 15 feet (72nd to 80th) to 5 feet (east of 80th) 	<ul style="list-style-type: none"> Four travel lanes Parking on eastbound side only side west of 72nd No parking east of 72nd Sidewalks vary from 17.5 ft (east of 72nd) to 15 ft (72nd to 80) and 5 feet (east of 80th) Sub-option widens sidewalks east of 82nd from 5 to 10 feet Bike lanes
Streetscape (large trees, stormwater, café seating)	<ul style="list-style-type: none"> West of 82nd: sidewalk widths allow for large trees, sidewalk cafes and pedestrian movement East of 82nd: does not allow for trees, stormwater or café seating 	<ul style="list-style-type: none"> West of 82nd: sidewalk widths allow for large trees, sidewalk cafes and pedestrian movement East of 82nd: does not allow for trees, stormwater or café seating 	<ul style="list-style-type: none"> West of 82nd: cycletrack largely restricts potential for large trees, sidewalk cafes and pedestrian movement East of 82nd: does not allow for trees, stormwater or café seating 	<ul style="list-style-type: none"> West of 82nd: cycletrack largely restricts potential for large trees, sidewalk cafes and pedestrian movement, except 12-foot segment which allows for café seating and trees East of 82nd: does not allow for trees, stormwater or café seating 	<ul style="list-style-type: none"> West of 82nd: sidewalk widths allow for large trees, sidewalk cafes and pedestrian movement East of 82nd: does not allow for trees, stormwater or café seating
On-street parking impact*	No change. 445 spaces total, including 325 full-time spaces and 120 protime* parking spaces.	Approximately 30 of 325 full-time spaces lost (9%). In addition, all 120 unused protime* parking spaces west of 72nd are removed.	Approximately 65 of 325 full-time spaces lost (20%). In addition, all 120 unused protime* parking spaces are removed.	Approximately 175 of 325 full-time spaces lost (54%). Some parking will be added on blocks where the sidewalk is narrowed. In addition, all 120 unused protime* parking spaces are removed.	Approximately 260 of 325 full-time spaces lost (80%). In addition, all 120 unused protime* parking spaces are removed.
Safety impacts related to cross section	No change.	In 3-lane stretch: 20% decrease in crashes, elimination of the “double threat,” and fewer conflicts for left turning vehicles.	In 3-lane stretch: 20% decrease in crashes, elimination of the “double threat,” and fewer conflicts for left turning vehicles.	In 3-lane stretch: 20% decrease in crashes, elimination of the “double threat,” and fewer conflicts for left turning vehicles.	No change
Cross section cost (planning level estimate, not including other streetscape elements)	\$0	\$1.4 million	\$2 million	\$2.5 million, assuming 1,000 of sidewalk reduction on both sides of the street	\$1.4 million, \$2.25 million with widened sidewalks east of 82nd
Pedestrian experience	<ul style="list-style-type: none"> West of 82nd: Adequate sidewalks (15-17.5 ft) East of 82nd: Substandard sidewalk (5 ft) 	<ul style="list-style-type: none"> West of 82nd: Adequate sidewalks (15-17.5 ft) East of 82nd: Substandard sidewalk (5 ft) 	<ul style="list-style-type: none"> West of Holgate: Cycletrack limits the effective use of the sidewalk to about 6 ft with the potential of fast moving cyclists with no buffer 72nd to 82nd: Adequate sidewalk (up to 15 ft) East of 82nd: Substandard sidewalk (5 ft) 	<ul style="list-style-type: none"> West of Holgate: Except for areas with 12 ft sidewalks, limits the effective use of the sidewalk to about 6 ft with the potential of fast moving cyclists with no buffer 72nd to 82nd: Adequate sidewalk (up to 15 ft) East of 82nd: Substandard sidewalk (5 ft) 	<ul style="list-style-type: none"> West of 82nd: Adequate sidewalks (15-17.5 ft) East of 82nd: Substandard sidewalk (5 ft) East of 82nd: Sub-option: Widen sidewalks to 10ft improves pedestrian movement but shared with fast-moving cyclists
Crossing enhancements	<ul style="list-style-type: none"> West of 72nd: Allows for curb extensions and median islands East of 72nd: Allows for curb extensions on the south side only, and median islands 	<ul style="list-style-type: none"> West of 72nd: Allows for curb extensions and median islands using the center turn lane East of 72nd: Allows for curb extensions on the south side only and median islands using the center turn lane 	<ul style="list-style-type: none"> West of 72nd: Allows for curb extensions and median islands using the center turn lane East of 72nd: Allows for curb extensions on the south side only, and median islands using the center turn lane 	<ul style="list-style-type: none"> West of 72nd: Allows for curb extensions and median islands using the center turn lane East of 72nd: Allows for median islands using the center turn lane but doesn't allow for curb extensions 	<ul style="list-style-type: none"> West of 72nd only: Allows for curb extensions and median islands at the expense of parking. East of 72nd: Does not allow for median islands or curb extensions
Daily traffic, 2035 (% change)	24,000 daily traffic	22,000 daily traffic or 10% decrease in daily traffic (30% during PM peak)	22,000 daily traffic or 10% decrease in daily traffic (30% during PM peak)	22,000 daily traffic or 10% decrease in daily traffic (30% during PM peak)	24,000 daily traffic
Travel time (average in miles per hour, PM Peak hour)	23 mph in 2012, 20mph in 2035	20 mph in 2012 and 2035	20 mph in 2012 and 2035	20 mph in 2012 and 2035	23 mph in 2012, 20mph in 2035
Traffic diversion year 2035 (Peak,Daily)	No traffic diversion	<ul style="list-style-type: none"> Daily: 10% fewer cars on Foster PM Peak: 30% fewer cars on Foster See pie chart for projected diversion impacts 	<ul style="list-style-type: none"> Daily: 10% fewer cars on Foster PM Peak: 30% fewer cars on Foster See pie chart for projected diversion impacts 	<ul style="list-style-type: none"> Daily: 10% fewer cars on Foster PM Peak: 30% fewer cars on Foster See pie chart for projected diversion impacts 	No traffic diversion
Transit impact (bus/streetcar)	<ul style="list-style-type: none"> No change Works with potential future streetcar 	<ul style="list-style-type: none"> No significant change in transit operations Lane widths could accommodate future potential streetcar 	<ul style="list-style-type: none"> No significant change in transit operations Lane widths could accommodate future potential streetcar 	<ul style="list-style-type: none"> No significant change in transit operations Lane widths could accommodate future potential streetcar 	<ul style="list-style-type: none"> No significant change in transit operations; East of 72nd: lane widths could not accommodate streetcar
Bicycle facility type	None	<ul style="list-style-type: none"> 52nd to 90th: Bike lanes varying in width between 5' and 6' 	<ul style="list-style-type: none"> 52nd to Holgate: Cycletrack Holgate to 90th: 5-6 foot bike lanes 	<ul style="list-style-type: none"> 52nd to Holgate: Cycletrack interspersed with 6 ft bike lanes Holgate to 90th: 9 feet buffered bike lanes 	<ul style="list-style-type: none"> 52nd to 90th: Bike lanes varying in width between 5 and 6 feet
Bicycle daily ridership 2035	1,900	3,000 (60% increase)	3,000 (60% increase)	3,000 (60% increase)	3,000 (60% increase)

*Note: The spaces on the westbound side of Foster Rd from 72nd to 90th are restricted (no parking allowed) from 7-9am. These spaces are not used for parking and are instead used as a travel lane.