

Measures	Existing	Option 1: 3 Lanes + Bike Lanes	Option 4: 4 lanes+ Bike Lanes	Option 5: 3 lane with bike lanes + 3 lanes with buffered 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 westbound (north) side only 52nd to 56th, on both sides 56th to 72nd, on eastbound (south) side only east of 72nd, no parking east of 82nd Sidewalks vary from 17.5 ft (east of 72nd) to 15 ft (72nd to 82nd) and 9 feet (east of 84th) Bike lanes for entire length 	<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 82nd) and 5 feet (east of 82nd) Sub-option widens sidewalks east of 82nd from 5 to 10 feet Bike lanes 	<ul style="list-style-type: none"> Three travel lanes Parking on westbound side only 52nd to 56th, on both sides 56th to 72nd, no parking east of 72nd Sidewalks vary from 17.5 ft (east of 72nd) to 15 ft (72nd to 82nd) and 5 feet (east of 82nd) Bike lanes west of 72nd, buffered bike lanes east of 72nd Combines Option 1 (west of 72nd) with Option 3 (east of 72nd)
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 84th: minimum acceptable width for street trees, ADA-compliant pedestrian through zone 	<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
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%) with no sidewalk improvements east of 82nd. Approximately 50 (15%) will be lost with 9-foot sidewalks east of 84th. 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.	Approximately 139 of 325 full-time spaces lost (43%). In addition, all 120 unused protime* parking spaces west of 72nd 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. Fewer opportunities for speeding since there is no extra lane that can used for passing slower vehicles.	No change	In 3-lane stretch: 20% decrease in crashes, elimination of the “double threat,” and fewer conflicts for left turning vehicles. Fewer opportunities for speeding since there is no extra lane that can used for passing slower vehicles.
Cross section cost (planning level estimate, not including other streetscape elements)	\$0	\$1.4 million with no sidewalk upgrades west of 84th \$3.1 million with 9 foot sidewalks east of 84th	\$1.4 million, \$2.25 million with widened sidewalks east of 82nd	\$1.4 million
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 84th: ADA-compliant sidewalks (9 -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 	<ul style="list-style-type: none"> West of 82nd: Adequate sidewalks (15-17.5 ft) East of 82nd: Substandard sidewalk (5 ft)
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 72nd – 82nd: Allows for curb extensions on the south side only and median islands using the center turn lane East of 82nd – does not allow for curb extensions, median island could be placed in center turn lane 	<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 	<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 but no curb extensions
Daily traffic, 2035 (% change)	24,000 daily traffic	22,000 daily traffic or 10% decrease in daily traffic (30% during PM peak)	24,000 daily traffic	22,000 daily traffic or 10% decrease in daily traffic (30% during PM peak)
Travel time (average in miles per hour, PM Peak hour)	19 mph in 2012, 16 mph in 2035	14 mph in 2012 and 2035	19 mph in 2012, 16 mph in 2035	14 mph in 2012 and 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 	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
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 Lanes could be re-striped to accommodate future streetcar 	<ul style="list-style-type: none"> No significant change in transit operations; East of 72nd: lane widths could not accommodate streetcar 	<ul style="list-style-type: none"> No significant change in transit operations Lane widths could accommodate future potential streetcar
Bicycle facility type	None	<ul style="list-style-type: none"> 52nd to 90th (north side): 6' bike lanes 56th to 90th (south side): 6' bike lanes 	<ul style="list-style-type: none"> 52nd to 90th: Bike lanes varying in width between 5 and 6 feet 	<ul style="list-style-type: none"> 52nd to 72nd: 6-foot bike lanes 72nd to 90th: 6-foot bike lanes with 3-foot buffer
Bicycle daily ridership 2035	1,900	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.