



November 30, 2014

Council Transportation Committee
City of Mountain View
500 Castro Street
Mountain View, CA 94041

Submitted electronically to Committee Members and Staff

Subject: Protected Intersections and Lane Widths

Dear Chair and members of the Council Transportation Committee,

We would like to commend you on discussing innovative solutions for making intersections safe for all people regardless of their mode of transportation. We are excited about the protected intersections planned for the Shoreline corridor. This will be good for protecting cyclists and pedestrians and making the traffic flow clearer. Though protected intersections are relatively new in the US, they are standard in the Netherlands. If you would like some reference material, www.protectedintersection.com has a good introductory video and additional information. Also, NACTO says they will include this design in the next edition of their Urban Bikeway Design Guide.

We are also glad you are considering lane widths. Wide automobile lanes encourage higher speeds. Narrower lanes can encourage drivers to obey speed limits, increasing safety without hindering traffic flow. Narrowing car lanes can also make room for cycling lanes and wider sidewalks without requiring additional right-of-way acquisition. Fortunately, narrowing lane widths is common in the US - a [survey](#) of highway agencies on strategies for improving urban arterials found that 82% of agencies have narrowed lanes, and only 3 agencies had to reverse the changes later. [1] NACTO has more information on lane widths here: <http://nacto.org/usdg/lane-width>.

Finally, as you consider protected intersections, please look at ways they can be implemented in conjunction with scramble features, both for cyclists and pedestrians, where there is potential for a scramble.

We look forward to protected intersections and lane widths that help people maintain a safe speed. Thank you for this discussion and your work to make Mountain View safe for all!

Sincerely,

Cherie Walkowiak
for Safe Mountain View

Aaron Grossman
for Mountain View Coalition for Sustainable Planning

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[1] [*Effective Utilization of Street Width on Urban Arterials*](#), National Cooperative Highway Research Program Report, Issue 330, Transportation Research Board, page 10.

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