

## **Three Feet for Safety Act - Maintaining Existing Street Width**

Maintaining the existing 60' and 63' widths will provide adequate lane configuration for vehicles travelling on NSMB. However consideration must be made for the interface between bicycles and passing vehicles in the outside lane.

In order to provide 3' for safe passing of a bicyclist, a motorist must steer to the left to pass a bicyclist riding close to the right side of the road. On a roadway with a curb and gutter, a bicyclist is typically about 2' from the curb. Allowing 1' for the width of the bike from its centerline to end of handle bars and 3' of clearance, the passing vehicle must be a total of 6' from the curb.

This means that in the 63' wide section of Santa Monica Boulevard, where the curb lanes are 15' wide, a motorist would have 9' of the lane to use to pass a bicyclist. This would be adequate lane width for the majority of cars to safely pass a bicyclist staying within the outside lane and not interfering with traffic in the adjacent number one lane.

In the 60' foot section of Santa Monica Boulevard, the westbound curb lane is 15' wide, but the eastbound curb lane is only 12' wide, due to the 3' of right of way that has been landscaped along the parking structures on the south side of the street. This means that westbound motorists can safely pass a bicyclist staying within the outside lane, but eastbound motorists will have to veer into the number one lane to pass a bicyclist since there is only 6' of outside lane available for use in passing a bicyclist. This will have a negative effect on the capacity of the eastbound lanes as the number of bicyclists increases.

If the lanes are restriped to center the lanes in the 60' cross section, there could be 14' outside lanes in both directions (using a narrower 10' left turn lane). This would provide 8' of lane width in which to pass bicyclists with a 3' buffer. This would be adequate for many cars, but inadequate for larger cars and trucks/buses. These larger cars and trucks/buses would have to veer into the adjacent number one lane to legally pass a bicyclist with the required 3' of clearance.