

From: [Josh Stirling](#)
To: [Transportation Commission](#)
Subject: Agenda Item 4 [92491] - Regent Street
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Hello Transportation Commission,

Oppose agenda item 92491.

I have watched the Regent Street process with significant interest, given the unique opportunity to greatly impact an important part of our city. I left the last transportation commission meeting disappointed, particularly by the narratives provided that continue to ignore Complete Green Streets ("CGS").

The main point I'll emphasize is the need for lane widths exceeding the normal scope in CGS of 10-11'. Instead the design uses consistent 13-14' lanes with a minimum 28' street width throughout. The standard width of a highway lane is 12'. Since this is a truck route...in an urban environment, 11' lanes should be more than adequate for Regent Street. A 14' lane is massive.

It is proven that widening lanes makes drivers more comfortable to drive faster leading to more crashes. A quick snippet from Johns Hopkins University: "*The number of crashes on a street with 12-foot lanes is significantly higher than on streets with narrower lanes. That is the opposite of the general belief and what has been the foundation for street design and lane-width guidelines.*" <https://publichealth.jhu.edu/2023/narrower-lanes-safer-streets>

It was reported that the fire department wants wider lanes, but they provided no solid rationale or supporting data for this requirement. A discussion on UnityPoint/Meriter focused on this as an ambulance route. An extreme example suggested the minimum street width should accommodate two semi-trucks side-by-side (8.5 feet each), allowing enough room for an ambulance (8 feet) plus some wiggle room. The minimum width shown for the redesign is 28 feet, which exceeds the extreme example of 25' for those 3 large vehicles.

The framing of "don't interrupt emergency vehicles from saving lives" is being used to justify a street design that encourages increased vehicle speed creating an unnecessarily hazardous environment.

There were a lot of tiny details that added comfort and flexibility for vehicles at the expense of safety for every other member; yet lane width remained top of my list for the most critical to get right. Please rely on CGS during this process.

Thank you for hearing my thoughts and for your contributions to our community!

Best,

Josh Stirling