

From: [Jim Wilson](#)
To: [Transportation Commission](#)
Subject: Regent Street Legistar 94291
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Hi, I am writing to share my comments regarding the Regent Street project.

My first comment is regarding the Orchard Street contraflow bike lane. Although the text of the resolution does not specify the scope of the contraflow lane, the engineering drawings shared with the agenda item only show the contraflow lane from Regent St to the Southwest Path. Currently there is a contraflow lane from Spring Street to Dayton, so as shown, this plan would leave a gap in the contraflow lane of approximately 180 feet. I would ask that the planned contraflow lane markings be extended to connect to the ones north of Spring Street.

My second comment is regarding the bicycle facilities on Regent Street specifically. While the Southwest Path does provide a great regional connection, Regent Street is a destination street, with many businesses--including bicycle retail and service shops--along this corridor. The way this works currently, is that many people riding to a Regent Street business either ride on the sidewalk or ride in the outside lane next to parked cars. If we're not going to add any bicycle facilities on Regent, I would ask at least that the sidewalks be designed in such a way as to make riding on them safe, especially near buildings built up to the right of way. Wider sidewalks goes a long way to accomplishing this. If possible, adding a buffer space in front of buildings abutting the right of way would also be helpful. Not accounting for the existing and continued use of bicycles along Regent Street would be a major oversight. Justifying this oversight because of the nearby regional path would be like justifying a street reconstruct without accounting for current car use by saying there's a well built freeway a few miles away.

Thank you for taking the time to read my comments.

Jim Wilson