

**From:** [Ben Noffke](#)  
**To:** [Transportation Commission](#)  
**Subject:** Regent Street Reconstruction  
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Hello transportation commission,

I'm writing to indicate what I would like to see in the design on the upcoming Regent St reconstruction.

I would prefer to see shorter crossing distances at intersections to improve pedestrian comfort and safety. Pedestrian islands with mountable medians could still work for emergency vehicles. Shortening crossings by removing some left turn lanes could also open space for more bike parking on corners, consistent with modern daylighting practices.

Additionally, I would prefer to see more trees with reduced parking. We should pursue a parking benefit district with demand based pricing. This will help turnover on parking spaces and have a benefit fund for the nearby businesses.

Finally, I would prefer to see more narrow lane widths at 11 ft. The presentation mentions a NACTO consideration for street parking, so it seems consistent to adopt their recommendation on lane width.

<https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>

Please consider making this a people centered design. It's common to hear about how reconstruction is such a big opportunity, with resurfacing projects always deferring meaningful updates for cost purposes. If we don't make full use of this opportunity to improve the street for people, then I'm fearful of a trend where we tell advocates that change will be made during reconstructions, but ultimately our designs fall back to the status quo.

Thanks for your consideration,  
Ben Noffke