

From: [Bryant Mueller](#)
To: [Transportation Commission](#)
Subject: Comment for File #92491 Approving roadway geometry for Regent Street (Randall Avenue to Park Street)
Date: Monday, April 13, 2026 1:31:31 PM

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Hello,

I'm writing regarding an agenda item on the April 15, 2026 Transportation Commission meeting schedule: (File #92491 Approving roadway geometry for Regent Street (Randall Avenue to Park Street)).

The design up for approval has many deviations from the Complete Green Streets (CGS) guidelines that effectively trade pedestrian and bicyclist safety for driving convenience in a location that is already a pedestrian magnet due to a plethora of businesses and proximity to the UW campus. Passing this plan as-is will be a huge missed opportunity to improve the experience and safety for those living in the area and *using* the businesses on the street in order to accommodate minor conveniences for those passing through in vehicles. Some specific noteworthy deviations from CGS contributing to this effect:

- lane widths of 12 ft to 14 ft which will encourage faster vehicle speeds. CGS specifies 10 ft to 11 ft.
- street widening and increased lane count (to 5 lanes!) between Park and Brooks.
- large radii corners on many intersections, encouraging faster turning speeds
- lack of corner bumpouts, increasing pedestrian crossing distance
- lack of protected bike lanes
- lack of commitment for other improvements such as utility line removal or adding canopy trees to the terrace

I listened to the March 4, 2026 Transportation Commission meeting where the Regent Street plan was last presented. That meeting commenced with many members of the community expressing concern for pedestrian safety on South Park street due to the recent (February 5, 2026) tragic death of Sasha Rosen at that location. It is difficult to reconcile the sympathy and mourning expressed by the Transportation Commission regarding that incident with a willingness to approve the Regent Street design in its current form. It is understandable that there are limited levers than can be pulled to immediately address the South Park street design safety issues associated with the incident. Metaphorically, however, Regent Street *is* South Park St. A Transportation Commission that believes in resolving the street design problems contributing to pedestrian deaths such as Sasha's must proactively and systematically implement solutions city wide when presented with the opportunity. The current opportunity is Regent Street.

Please consider voting against approval until the design is changed to better prioritize pedestrians and safety over vehicle speeds, per the CGS guidelines.

Thank you,
Bryant Mueller