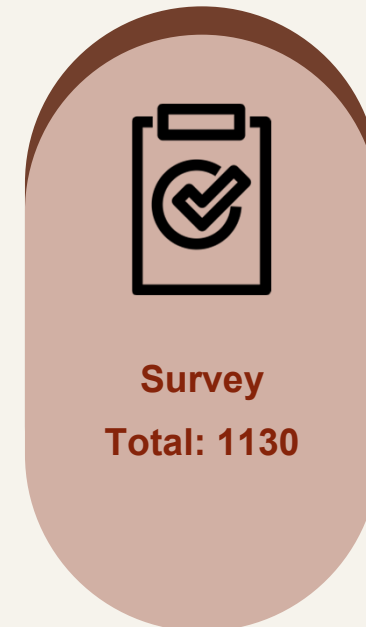


Regent Street Reconstruction: Stakeholder Insights & Engagement Summary

December 3, 2025

ENGAGEMENT OVERVIEW + STRATEGY

- 1000+ survey responses, stakeholder interviews, business and community outreach
- Engagement focused on:
 - Safety (crossings, visibility)
 - Ease (comfort, reliability)
 - Parking & Access (curb use, deliveries)
 - Infrastructure & Design (function + identity)



Goal: Shape a balanced, data-informed design that reflects real experiences.

CORE TAKEAWAYS

REGENT AS COMMUNITY:

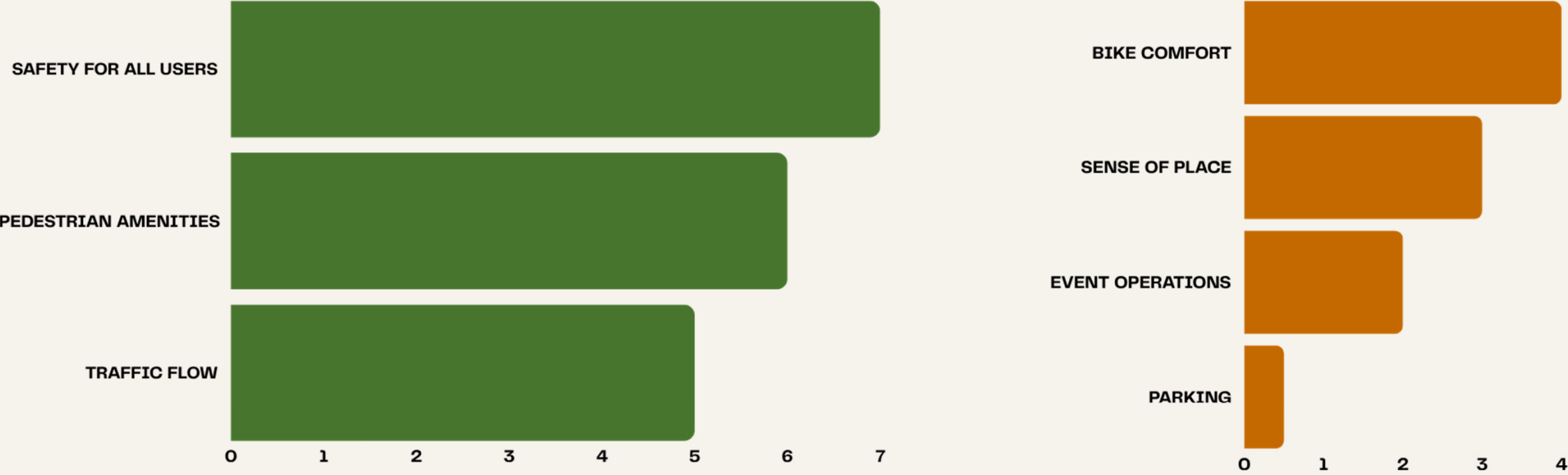
HERITAGE, CULTURE, AND COMMUNITY

- Regent Street has a deep historic and cultural identity (a key connector of neighborhoods to downtown).
- The community emphasizes:
 - Preserving character while improving function.
 - Integrating cultural storytelling through art, design, and events.
- Key values: **authenticity, memory, and connection.**



TAKEAWAY: Change should feel like **renewal**, not **replacement**.

INFRASTRUCTURE RANKINGS ACROSS ALL RESPONDENTS



Top 3 Key Rankings



EQUITY IS ACCESS

EQUITY ANALYSIS

Women **report 10–15% lower crossing comfort**, prioritizing lighting and visibility.

Respondents with disabilities reported the **lowest ease and safety scores**, flagging uneven surfaces and signal timing.

Older adults have difficulty moving along the corridor, citing crowding, uneven curbs, and long crossings.

BIPOC respondents cite **driver behavior and poor lighting as top issues**.

Across demographics, “safety” = trust in predictability (consistent signals, visible crosswalks, calm speeds).



CONSIDERATIONS:

Safety: Extend crossing times, improve lighting, and widen refuges.

Accessibility: Audit for ADA compliance, tactile paving, and curb ramps.

Cultural Belonging: Incorporate public art, multilingual signage, and community history.

TAKEAWAY: Measure success in comfort, confidence, and representation (not just traffic flow).

THE PEDESTRIAN EXPERIENCE IS THE CORE OF RECONSTRUCTION



ALIGNMENT WITH COMPLETE GREEN STREETS ANALYSIS

Every respondent group (residents, students, businesses, and commuters) **identified pedestrian comfort and safety as the most important success measure for the corridor.**

Respondents want a tested, transparent, **people-first corridor** that feels safe to cross, easy to use, and reliable to access

Designing from the pedestrian perspective will align with equity, accessibility, and heritage goals simultaneously.



Considerations: Prioritize pedestrian space, crossings, and lighting as the foundation for all other design layers.

“If walking doesn’t feel safe, nothing else works.”

PARKING & CURB USE: SMARTER SPACE, NOT MORE SPACE



PARKing is about function, not volume. **It must serve a purpose, not just storage.**

Only 15-18% of the respondents support parking as the “best use”.

Residents and students prefer **flexible curb zones that can switch between deliveries.**

Parking frustration is amplified by poor communication and inconsistent signage.



Considerations: Transition toward flexible curb zones that adapt by time of day (delivery → customer → event).

Coordinate shared parking solutions among nearby businesses.

Develop a coordinated event parking plan across UW, City, and private operators.

“Use the curb smarter, not just for storage.”

SHARED AND FLEXIBLE SPACE THAT WORKS FOR EVERYONE



BUSINESS and community respondents increasingly advocate for **adaptable curb management** (shared parking, timed loading, or seasonal use) over static parking supply.

Local business owners and residents value maintaining pedestrian flow for commerce while reducing delivery congestion, implying that dynamic curb use (loading, drop-off, delivery, outdoor seating) is preferable to fixed parking spaces

Residents show greater openness than businesses to **reducing parking in favor of green space or pedestrian improvements**, suggesting community backing for reallocation of space when safety or experience improves.



Considerations: Design a curb policy that changes by time of day and event context, “flexibility over quantity.”

Shift from static parking supply to adaptive curb-use zones supporting business delivery, event operations, and pedestrian comfort.

“We don’t need more spaces — we need smarter use of them.”

EVENT COORDINATION



OVER 60% OF Respondents mentioned **event-related disruptions** in open-ended feedback.

Businesses report **confusion over delivery and access during game days**.

Residents **cite noise, blocked access, and pedestrian conflicts** as primary concerns.

Commuters and visitors describe **unclear detours, full parking, and inconsistent signage** as major pain points.

Businesses see economic potential in events when the basics (**parking, access, signage**) work smoothly.



Considerations: Stakeholders want coordinated calendars, signage, and transparent phasing.

Broad support for “event-ready design”, curb zones, barricade storage, and dynamic signage that can adapt quickly.

People value events but want predictable coordination.

PROJECT AND CONSTRUCTION COORDINATION



Trust depends on transparency: data sharing, timelines, and direct responsiveness.

Residents want **one centralized, visual source of truth: a website or dashboard showing timelines, closures, and designs.**

Event days and construction updates are cited as **“confusing,” “reactive,” and “fragmented across departments.”**



Considerations: Create a centralized project dashboard for closures, schedules, and progress.

Integrate event, construction, and traffic updates across departments.

“Show us how our voices matter, not just that you heard us.”

DESIGN MUST WORK FOR EVERYONE



ACROSS Residents, businesses, commuters, and students, the **shared message is that no mode should dominate.**

A successful reconstruction must integrate **safety, accessibility, and efficiency** without undermining mobility for others.

Equity and Representation themes stress that inclusive design means accounting for **everyone, not just one demographic or transportation mode.**



Considerations: Infrastructure should deliver coexistence, not competition: safety, flow, and access can reinforce one another.

“We need a street that works for everyone: residents, walkers, drivers, and businesses.”

BIKING



Only 15% of respondents identify biking as their primary travel mode.

Comfort and safety ratings for biking are the lowest of all modes (under 10% feel “comfortable” or “very comfortable” riding along Regent Street).

Respondents suggested improving connections to **existing networks** like the Southwest Path and campus routes.

A few respondents explicitly stated they “**avoid Regent and use nearby bike paths**” because they feel unsafe biking on the corridor itself.

Considerations: Improve safety and access to the Southwest Path or other parallel routes.

Many respondents pointed out that there is an **excellent existing bicycle connection (the Southwest Path)**, which already connects to campus and downtown.

Use traffic-calming measures such as curb extensions or median refuge islands that improve safety for all users.

“Regent feels dangerous for biking.”

VEHICLE ACCESS & MOBILITY

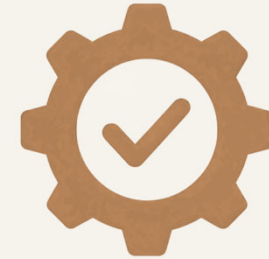


VEHICLE users were about 64.3% of respondents (**mostly commuters, business owners, and service vehicles**).

These respondents **value throughput and reliability over speed** (prefer a predictable corridor to a faster one).

Top reported issues: **congestion at key intersections (Park St, Monroe St), inconsistent signal timing, and event-related gridlock.**

44% support shared or flexible curb zones, and only 18% list long-term parking as a priority.



Considerations: Design time-limited delivery bays along commercial blocks (e.g., 6–10 a.m.) that convert to public use later in the day.

Use consistent signage and branding throughout the corridor for familiarity and trust.

Implement smart signal coordination that prioritizes through traffic at key intersections while maintaining safe pedestrian timing.

TAKEAWAY: For drivers, predictability is safety. Coordinated signals, clear curb rules, and better event management matter more than extra lanes.

KEY NARRATIVES AND THEMES



SAFETY

All respondent types want **visible, data-driven safety outcomes**.

Crossing is the single weakest safety score across all datasets.

Safety has different definitions
(Physical protection for students + residents vs. operational for businesses).



The corridor's usability depends on **intuitive design and operations** more than throughput.

Businesses and commuters define **ease as reliable access and loading**, not faster travel.

Residents, visitors, and students **equate ease with comfort, clarity, and space quality** (shade, lighting, benches).



INFRASTRUCTURE

Infrastructure must demonstrate **a balance that works for everyone** (without favoring any single mode).

Coordinating construction phasing, signal timing, and detours is key.

Core themes emerged consistently across all stakeholder groups.

Each group prioritizes them differently, but all connect through trust and predictability.

“Safety” and “Ease” are the most universal.

KEY STAKEHOLDER PRIORITY

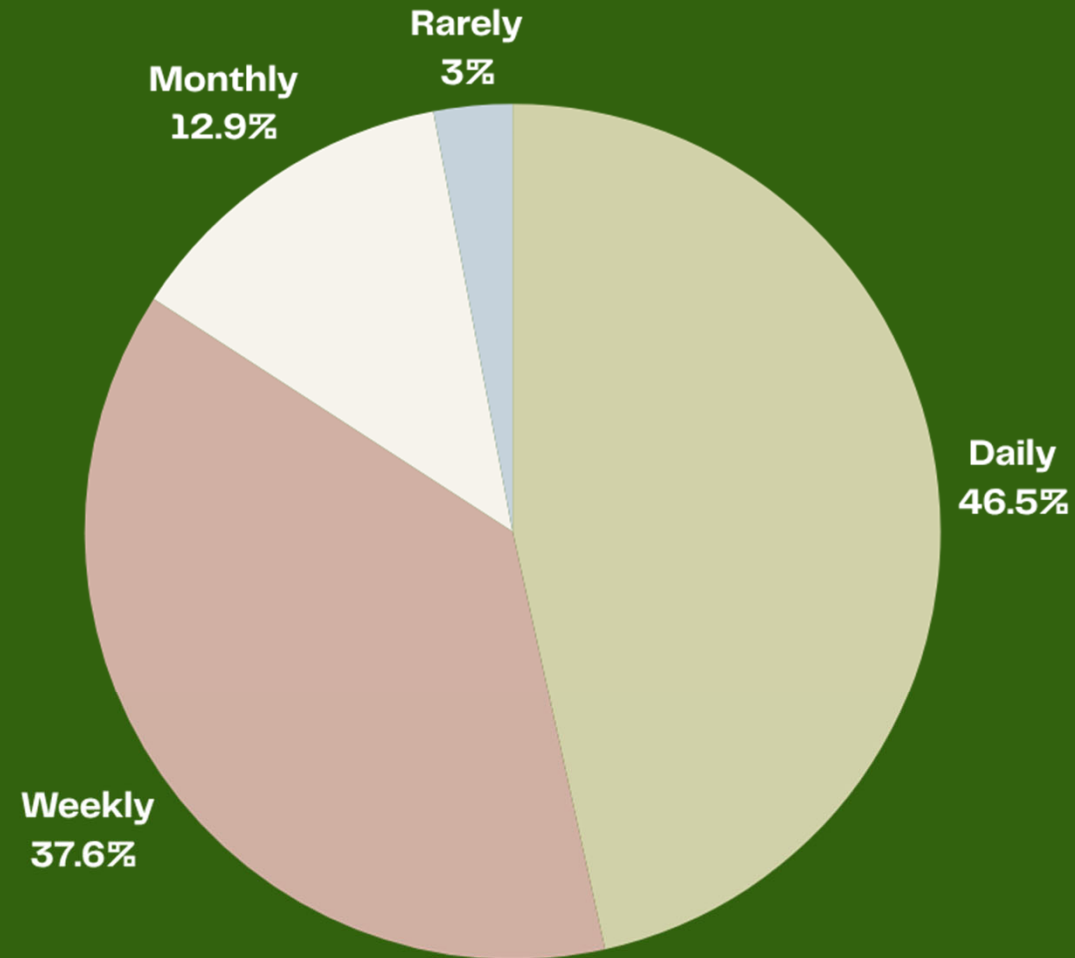


Residents, business owners, and students

are the core daily users of Regent Street: the people who rely on it for access, livelihood, and connection.

Their feedback reflects **long-term investment, daily use, and direct impact** from every design decision. Key stakeholders are also **pedestrian-centric**.

HOW OFTEN DO YOU USE REGENT ST?



Residents

TAKEAWAY: Residents want to feel safe, comfortable, and proud of their corridor (every day, not just on event days).

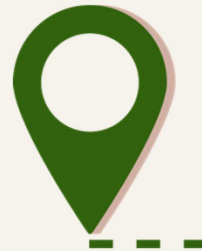


SAFETY

Residents feel **notably less safe crossing** than moving along the corridor (26% for On and 15% for across).

Crossing treatments (**signals, median islands, curb extensions**) were expressed as a priority.

Residents had the **lowest safety rating across all respondents for crossing.**



EASE BY MODE OF TRANSPORTATION

Residents feel most comfortable in a vehicle

(Personal Vehicle at 50.8% and public transit at 61.5%), followed by walk/roll at 44.8%.

Biking has the lowest score at 4.5%.

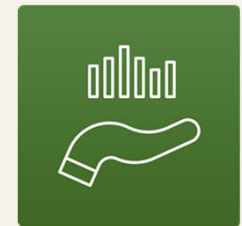


PARKING

Only 16% of Residents indicated parking as the best use of space.

Larger percentage favor reallocating: flexible space 53.5%, bicycles 14.9%, pedestrians 16.6%.

Residents lean toward **people-first curb/streetscape over general on-street parking.**



INFRASTRUCTURE

The highest resident priorities for the ranking are **Safety for all Users and Pedestrian Amenities** (Places to walk, wait, and sit), as well as Bike Comfort.

Seek balance between **neighborhood livability and event activity.**

Business Owners

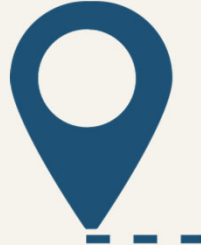
TAKEAWAY: Businesses value predictability and functional curb management over more parking.



SAFETY

Business owners frequently flag **delivery truck conflicts, pedestrian darting, and unclear crossing rules** as the main safety pain points rather than crime or lighting.

Concerned with **vehicular predictability** rather than physical protection infrastructure



EASE BY MODE OF TRANSPORTATION

Business representatives describe frustration when event setups or construction stages **restrict front-door access**.

There is little push for added vehicle lanes: the request is for **time-of-day management, wayfinding, and enforcement of loading rules**.

For business owners, ease = reliability.



PARKING

A **majority** of businesses do not view parking in front of their stores as the best use of that space.

They prioritize **hourly or flexible use** (for deliveries, customers, or pickup/drop-off).

Those who favor parking cite **customer convenience and quick access for loading, and not all day parking**.



INFRASTRUCTURE

Consensus that “**overly event-focused**” design can alienate everyday customers if not balanced.

Businesses want **predictability**, safety through order, and curb spaces that work for commerce.

There’s strong support for **time-windowed curb management** (dedicated delivery zones during specific hours, then public use afterward).

Business Owners

(Further Questions from Survey)



Delivery

Most businesses **self-supply or receive deliveries via small trucks or vans**, using on-street space directly in front of or adjacent to their storefronts.

Peak delivery times: **overwhelmingly morning (7–11 AM)**, with a smaller window around midday (11 AM–2 PM).

Predictability, not expansion, is the top request. Business owners want designated loading times and enforcement to keep curbs open when needed.

TAKEAWAY: Businesses depend on morning curb reliability. Protecting and managing delivery access matters more than adding parking spaces.



Specific Concerns

Businesses report conflict between **deliveries and pedestrian/event activity**, particularly when other users block the lane.

Visibility and signage challenges (customers missing turns or unsure where to park).

Parking/delivery conflicts were common (double parking, blocked access, enforcement gaps).

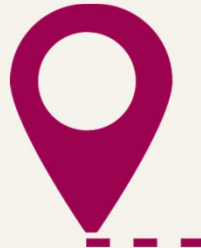
Students

TAKEAWAY: Students want a Regent Street they can walk, roll, and hang out on safely (more physical protection from vehicles, less parking).



SAFETY

Students had the **lowest perceived safety compared to other respondents**. (On Regent-17% and across 10%).



EASE BY MODE OF TRANSPORTATION

Students feel the most comfortable with **public transit** (67%), followed by **walk/roll** (51%), and **personal vehicle** (40%).

Biking has the lowest score at 9%.

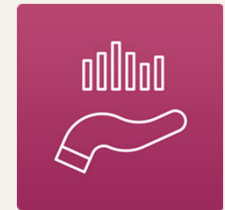
Students can get around by transit/walking, but bike comfort and crossing safety are major gaps.



PARKING

Only 2% of students indicated parking as the best use of space.

Larger percentage favor reallocating: **flexible space 54%**, bicycles 25%, pedestrians 18%



INFRASTRUCTURE

Similar to Residents, **Students had the highest emphasis on Safety, Bike comfort, and Ped realm.**

On-street parking is least important to this group.

NEXT KEY STAKEHOLDER PRIORITY



VISITORS AND COMMUTERS

Visitors and commuters are essential to Regent Street's economic and cultural vitality, but their interaction is **event-based and/or transitory.**

They influence **peak-hour and event-day behavior**, yet depend on the infrastructure and systems that serve the daily users.

Commuters

TAKEAWAY: Commuters value rhythm (consistent lights, clear rules, reliable travel time).

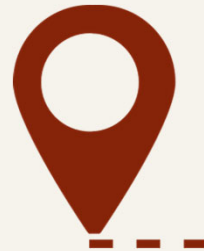


SAFETY

Commuters feel less safe crossing than moving along the corridor (27% for On and 13% for across).

In open-ended answers, **commuters indicated that Regent is navigable but not intuitive** (difficulty at intersections).

Traffic predictability is a key concern.



EASE BY MODE OF TRANSPORTATION

Public transit is at 88% followed by rideshare at 50%. The second group is personal vehicle ease at 46% and walking ease at 38%.

See “ease” as reliability -prefer steady flow, not speed.

The most efficient mode of transportation for commuters is a vehicle (personal vehicle, ride share, or public transport).

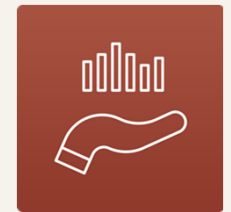


PARKING

17% of Commuters indicated parking as the best use of space.

Larger percentage favor reallocating: flexible space 44%, bicycles 21%, pedestrians 16%.

Parking emphasis is on reliability when needed, but curb should be a shared, practical resource.



INFRASTRUCTURE

Highest ranking for Safety for all Users, Pedestrian Amenities (Places to walk, wait, and sit), and Traffic Flow.

Commuters link success with clearer lane markings and better crosswalk timing.

Most comments emphasized turning delays and lane-blocking from buses or event setups.

Visitors

TAKEAWAY: Visitors love Regent's energy but view it as chaotic. They want a vibrant, welcoming street that's easier to cross and navigate on event days.



SAFETY

Visitors had the following safety scores- ON: 26.9% positive; ACROSS: 13.5% positive:

Visitors feel **least safe crossing**, likely reflecting higher exposure to fast traffic near event peaks.



EASE BY MODE OF TRANSPORTATION

Report **strong public transit ease** (~88%), weak walking/biking ease (~35%).

Biking has the lowest score at 8% and walking was lower compared to other respondents at 37%.

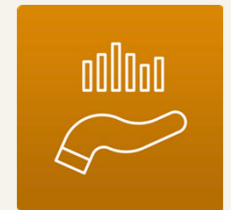


PARKING

17% of visitors indicated parking as the best use of space.

A larger percentage favors reallocating: flexible space 44%, bicycles 21%, pedestrians 16%.

Visitors are consistent with leaning toward people-first curb/streetscape over general on-street parking.



INFRASTRUCTURE

The highest resident priorities for the ranking are **Safety for all Users, Event Operations, and Traffic flow.**

Support improvements in wayfinding, lighting, and event coordination.

REGENT



Heritage + Identity

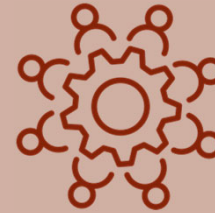
Balance **heritage preservation** with thoughtful new development.

Concerns about losing the street's legacy (tailgating, small businesses, neighborhood events) under pressure from rapid redevelopment.

Protect and celebrate Regent Street's cultural roots by **preserving historic landmarks and buildings**.

(public art, signs on lampposts designating it as a 'historic neighborhood', and links/QR codes to educational sites).

. . . Heritage, Culture, and Community



Community + Belonging

Create inclusive spaces that serve all **long-term residents, students, families, and diverse communities**.

Encourage family-friendly and multigenerational amenities, such as **art spaces, cafes, and community events**.

Calls to ensure **Regent Street serves people of color and working families**, not just university or high-income groups.

Improvement of housing stock; going beyond the binary of affordable, rundown/health risk apartments and safe/swanky/expensive apartments.



Safety + Infrastructure

Prioritize pedestrian safety, **especially children and elders near crossings**.

Widespread desire for **structured or shared parking** to support events, businesses, and religious services.

Calls for improved **street lighting, especially near schools and low-income housing**.

'Building up' to meet housing needs, improving smaller centers and businesses, and expanding their space by constructing higher buildings/apartments that house businesses/nonprofits/libraries on ground level.