

Regent Street Reconstruction: Stakeholder Insights & Engagement Summary

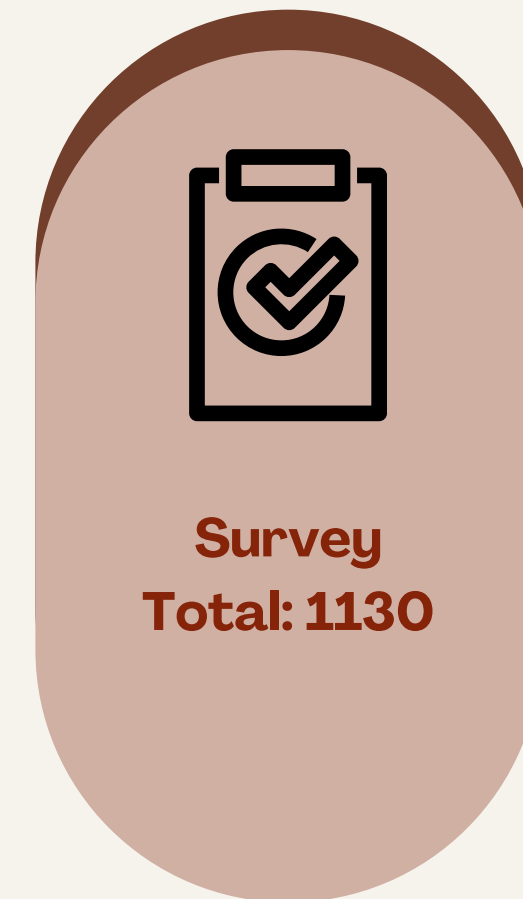
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ENGAGEMENT OVERVIEW + STRATEGY

- 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:

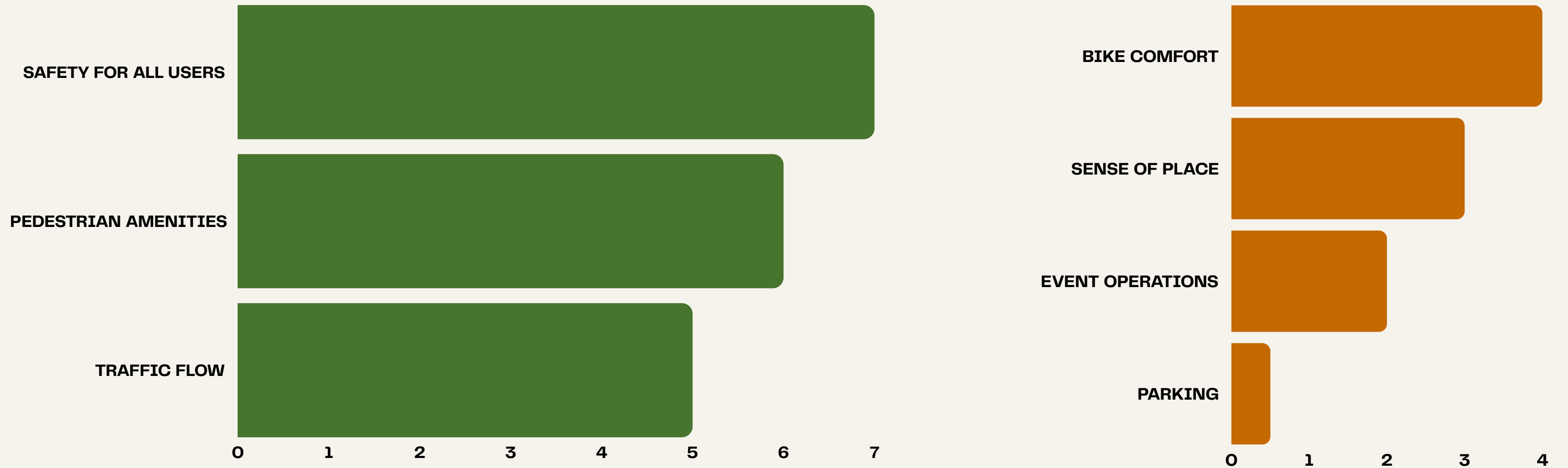
HERITAGE, CULTURE, AND COMMUNITY

- 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.**

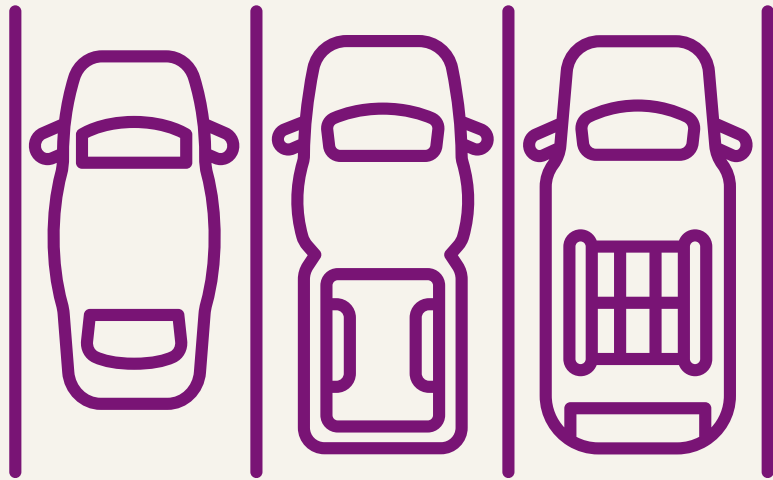
Respondents want a tested, transparent, **people-first corridor** that feels safe to cross, easy to use, and reliable to access

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).



EASE

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.