



Regent St Reconstruction Project

Transportation Commission
City of Madison Engineering & Traffic Engineering
Dec 3, 2025

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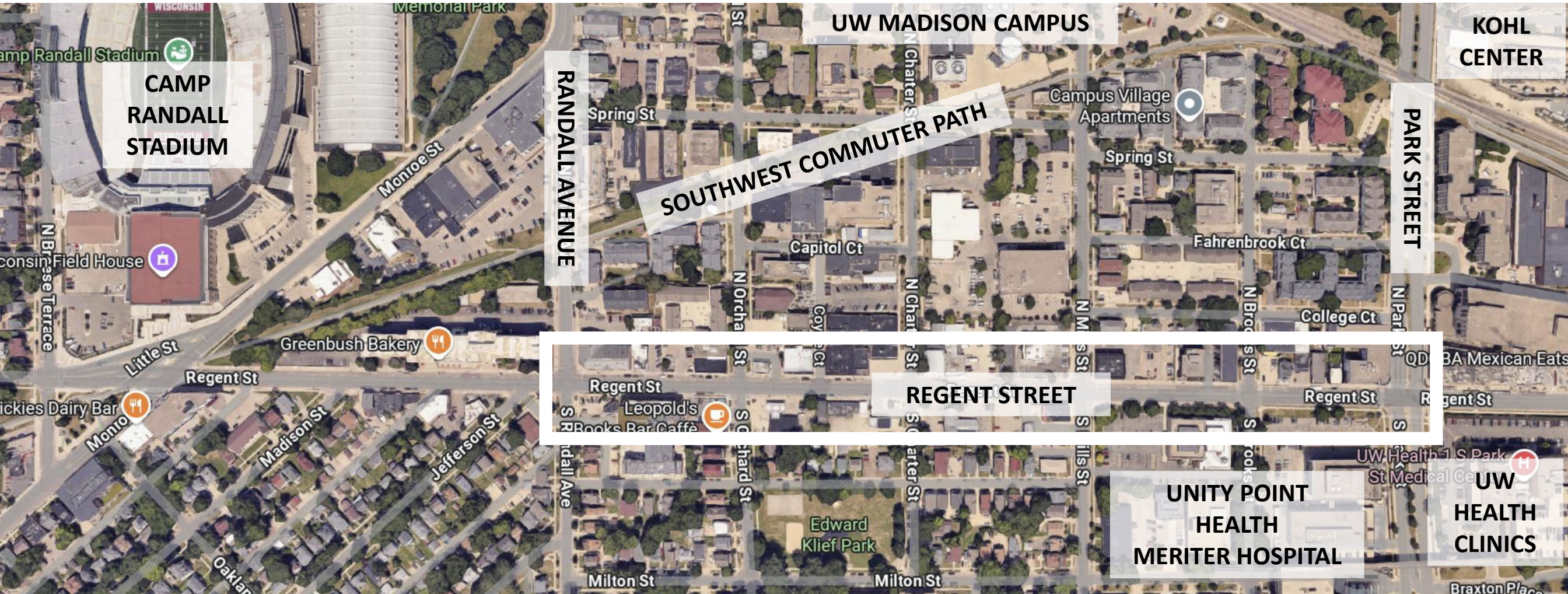
Project Planning Team



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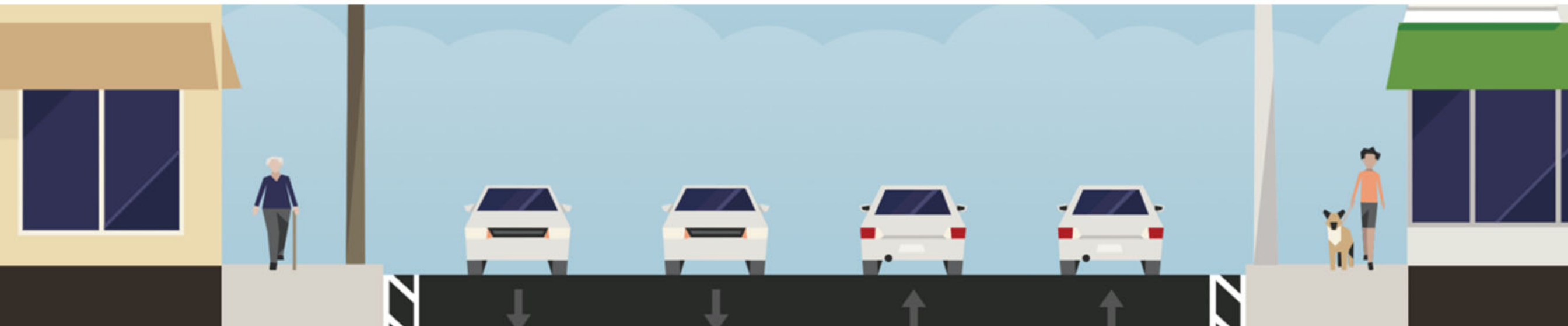
Project Background and History



Project Background and History

Regent Street today

- 2-lane urban roadway with parking lanes/peak hour travel lanes
 - No parking Eastbound 7 AM – 8:30 AM & Westbound 4 PM – 5:30 PM



Regent Street is Stressful...



Pedestrian
Level of Stress

(walking along the street)



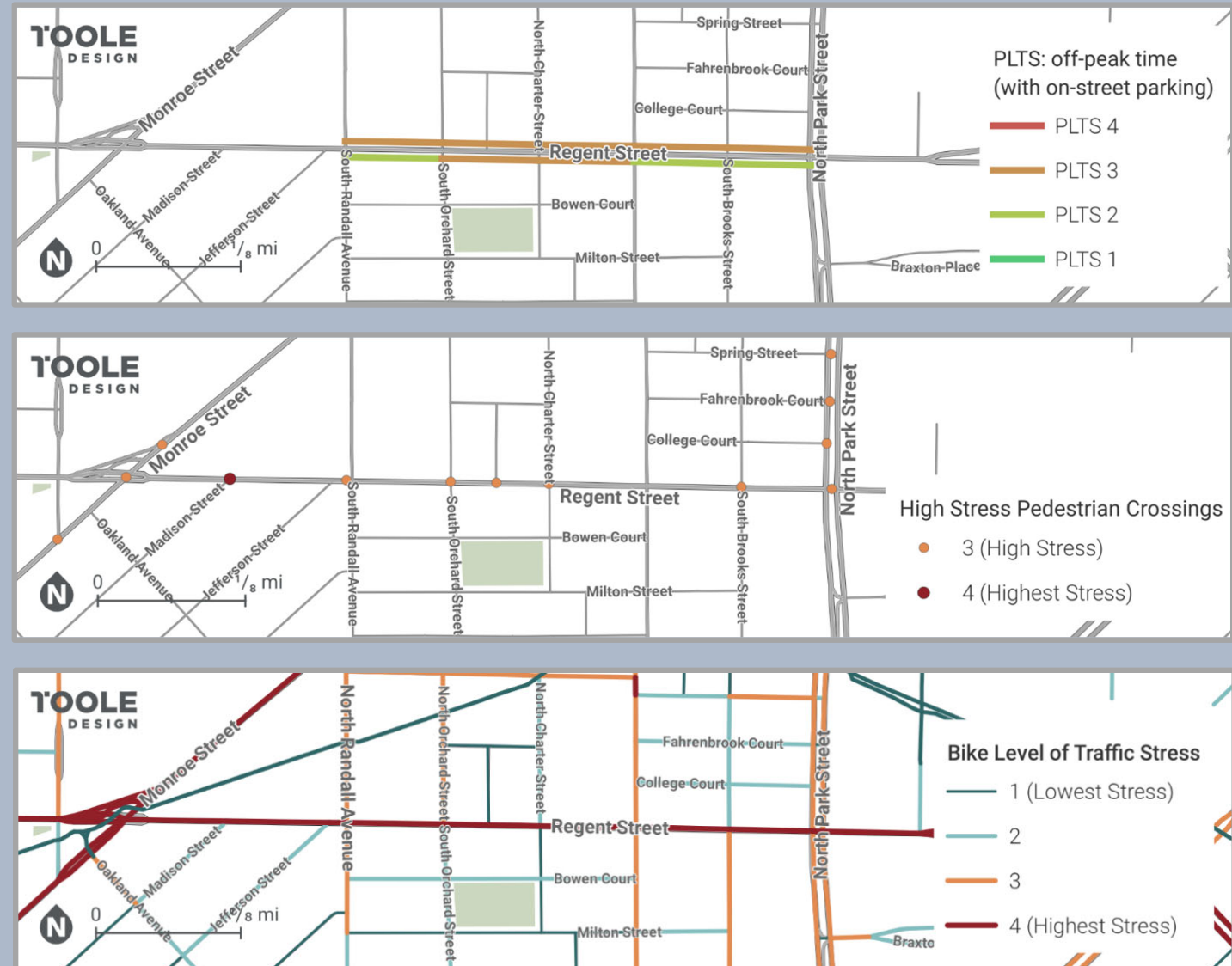
Pedestrian Crossing
Level of Stress

(crossing the street)



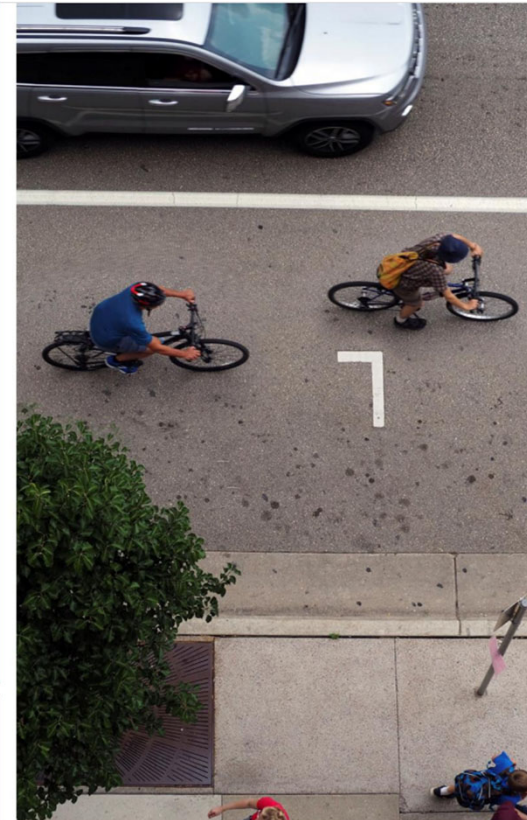
Bicycle
Level of Stress

(traveling along the street)

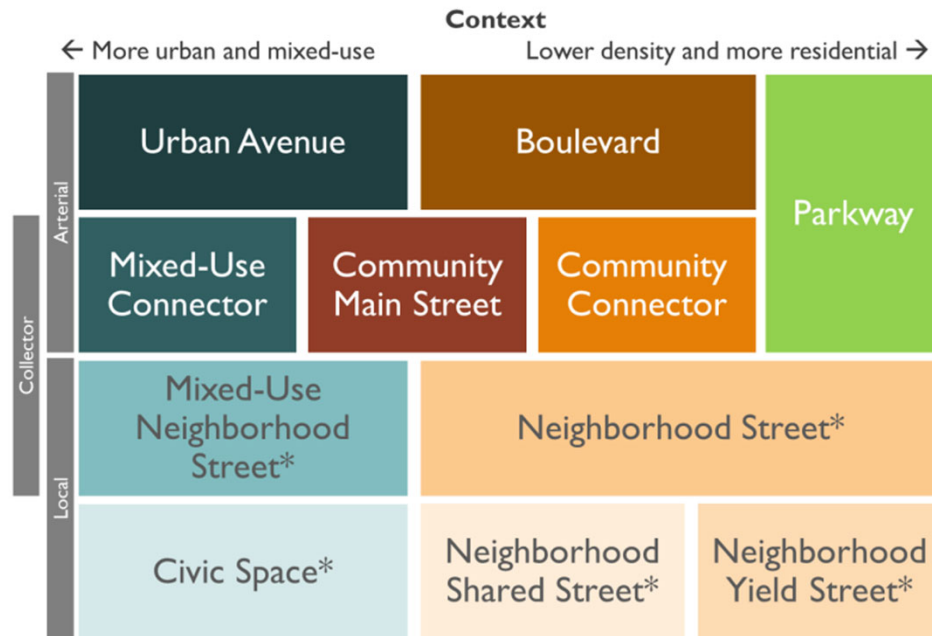


Complete Green Streets Guide

- City's street design policy
- Starts from foundational values
- Guides values-based design of **street types**

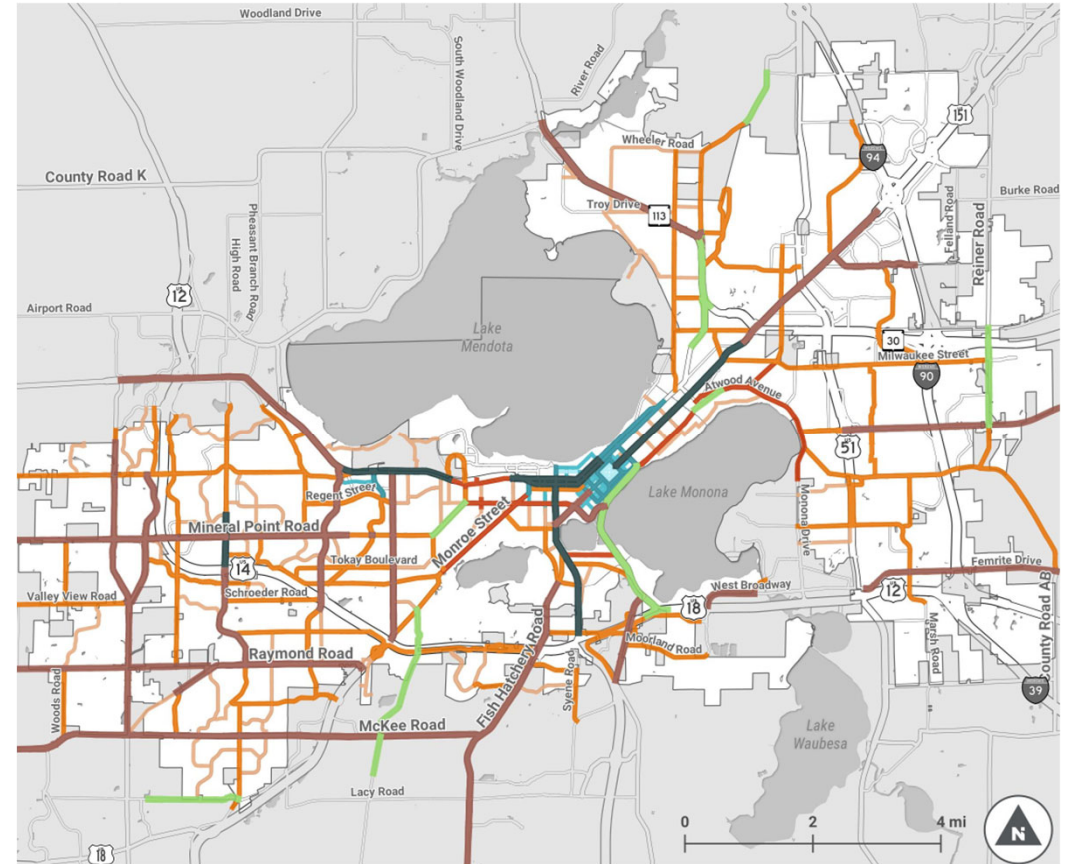


Complete Green Streets Guide

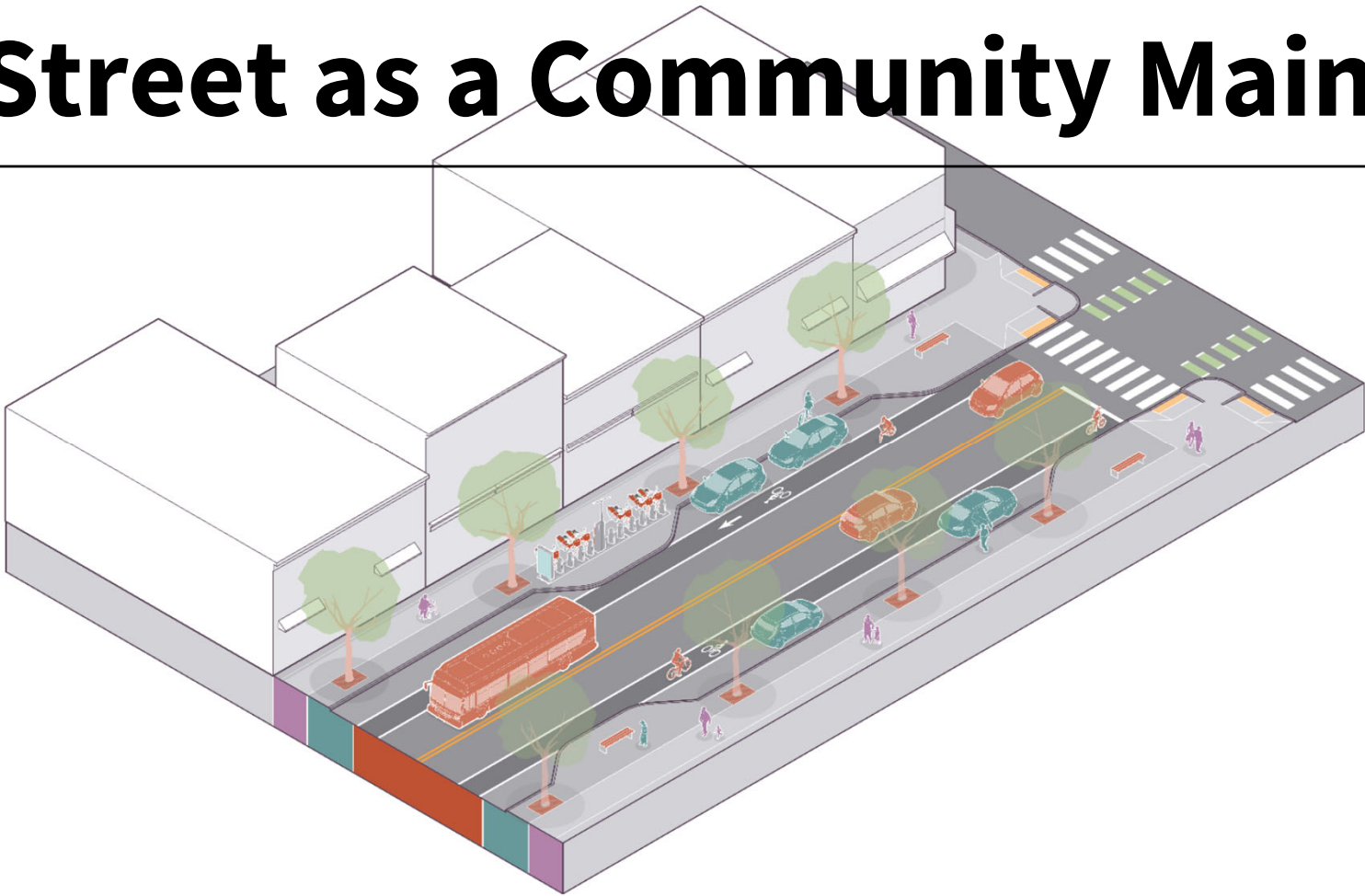


Street types organized by context and intensity.

***Most of these are not mapped, unless applied on a collector, All Ages and Abilities Bike Network, or some unique circumstance. Selecting these street types must be based on context, including current and target traffic speeds and volumes, as identified in Section 6.2.**



Regent Street as a Community Main Street



Walkway Medium Priority	Flex Zone High Priority	Travelway	Additional Considerations
Wide sidewalks with buildings close to or touching the sidewalk.	Hardscaped or landscaped terrace with street trees, bike racks, enhanced transit stops, and sidewalk cafés. Higher demand for on-street parking more frequent turnover, pedestrian-scale streetscapes and amenities that encourage people to walk. Parking may be a higher priority. Loading zones, if needed, should be provided around the corner on intersecting minor streets.	1 travel lane per direction. Left turn lanes are common at controlled intersections. Bike lanes should be included and may require consideration of parking options on side streets or in structured parking.	Vending locations and bikeshare opportunities. Crosswalk enhancements including raised crossings/intersections. Peak hour traffic volumes and need for peak hour travel lane. Snow storage. Accessible parking.



Project Needs



Pavement condition

Storm sewer box condition

Safety and crash prevention

Bicycles and pedestrians

Improved bicycle and pedestrian mobility

Improved pedestrian crossings



Project Challenges



- Coexisting stakeholder needs
 - Balancing priorities
 - Plans, people, vision, history, growth
 - Accommodating large events
 - Construction staging and traffic control
-



Project Challenges



MG&E overhead power lines on north side



Narrow right-of-way with zero setback buildings on both sides

Sanitary sewer, water mains, and gas facilities in need of replacement

Shallow storm sewer box on south side

Project Overview



Roadway reconstruction:

- Pavement and sidewalks
- Public utility infrastructure (storm-sanitary-water)
- Intersections
- Traffic signals and street lighting
- Evaluate bicycle and pedestrian accommodations
- MG&E gas main replacement

Project Schedule

Planning

- July 2025 – February 2026

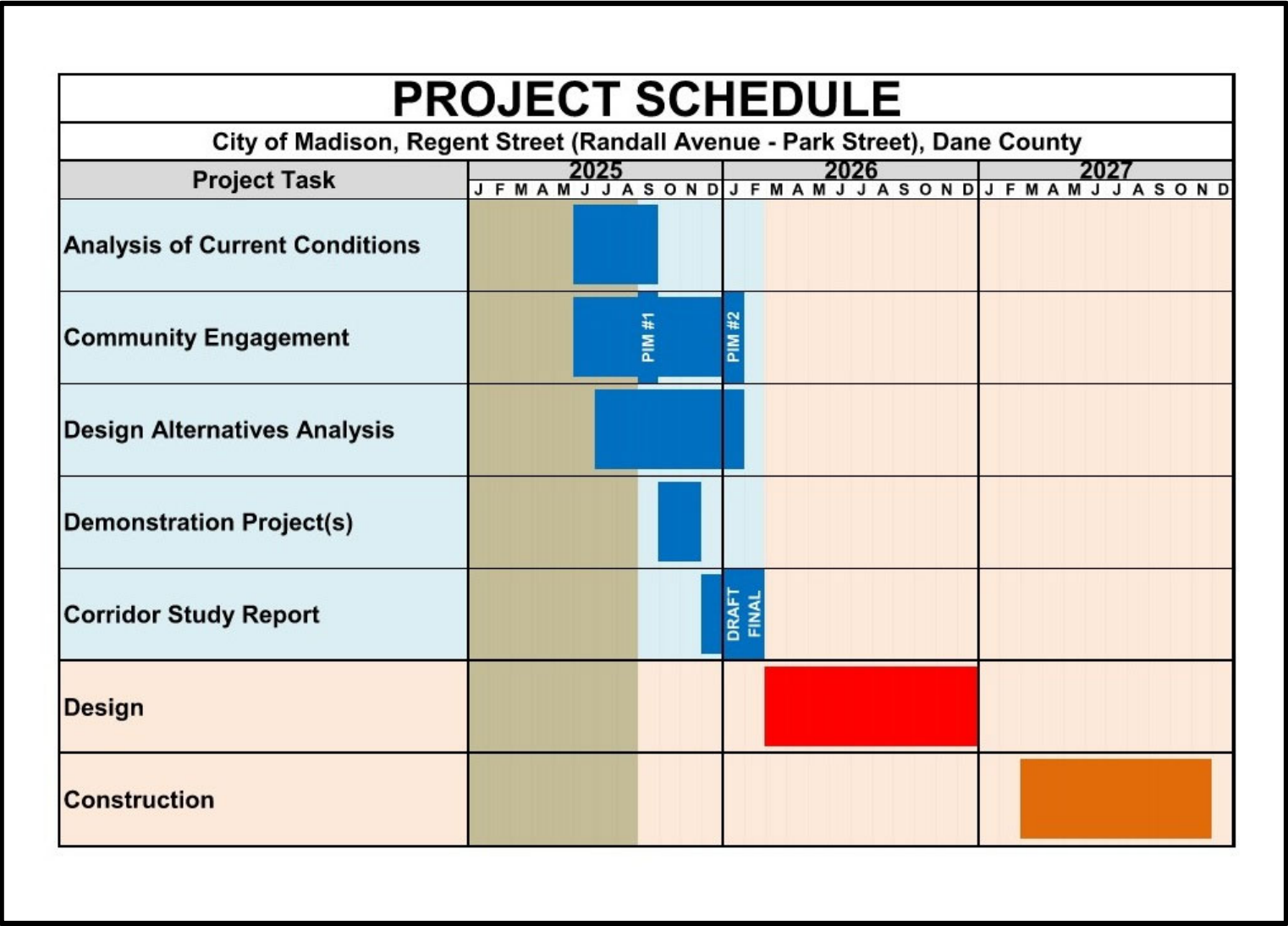
Design

- March 2026 – December 2026

Construction*

- March 2027 – November 2027

* Dependent upon funding & other projects



Engagement Plan

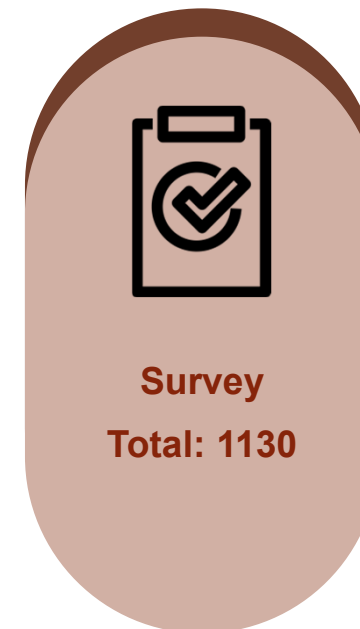
- Project Website
- Public Information Meeting #1 Sep 15, 2025 – 148 registrants
- Public Survey – 1000+ participation
- City of Madison
 - Transportation, Traffic Engineering, Engineering, Metro Transit, Planning, Forestry, Parks, Fire, & Street Operations
- Business Engagement
 - Regent Street Group & Business Association
 - Downtown Madison Inc. (DMI)
 - UW Health
- Community Engagement
 - Neighborhoods
 - UW-Madison
 - Morgridge Center
 - On/off campus and cultural groups
 - Community groups and organizations
 - Local historical and cultural historians



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.



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.**

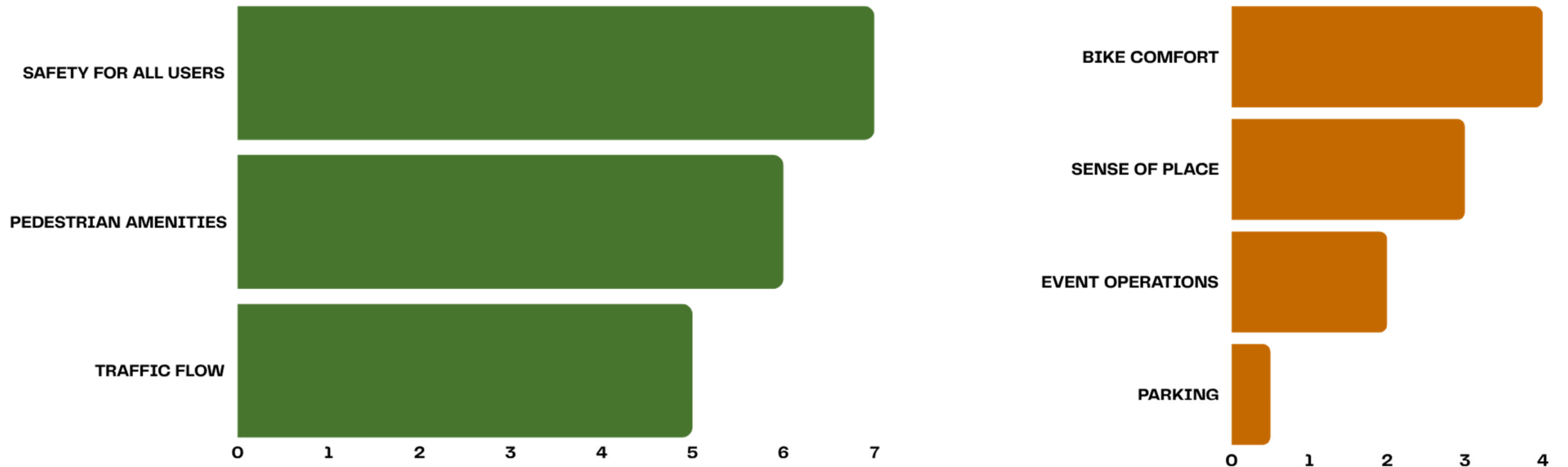


TAKEAWAY: Change should feel like **renewal**, not **replacement**.

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INFRASTRUCTURE RANKINGS ACROSS ALL RESPONDENTS



Top 3 Key Rankings

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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.”

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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.”

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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.”

Other topics included in full engagement summary

- Event Coordination
- Construction Coordination
- Vehicle Access & Mobility
- Takeaway's sorted by Groups
 - Residents
 - Businesses
 - Students
 - Commuters
 - Visitors

Next Steps

- Continue Engagement activities
- Develop conceptual alternatives
- Public Meeting #2 – early 2026
- Alternative selection – early 2026
- Demonstration project(s)?
- Final Design – mid – late 2026

Contact Information & Resources

- Engineering
 - Assistant City Engineer, Chris Petykowski, 608-267-8678, cpetykowski@cityofmadison.com
 - Assistant City Traffic Engineer, Tom Mohr, 608-267-8725, tmohr@cityofmadison.com
 - Principal Engineer, Andy Zwieg, (608) 266-9219, azwieg@cityofmadison.com
- Project Website: cityofmadison.com/engineering/projects/
 - Sign-up for project email updates on the website
 - Updates on closures & work progress will be posted to the project website
 - Recording of Public Information Meetings will be posted on the project website
- Facebook – City of Madison Engineering
- Twitter – @MadisonEngr
- Podcast: Search Everyday Engineering on Apple iTunes, GooglePlay or your podcast provider