

From: [Austin Griesbach](#)
To: [Transportation Commission](#)
Subject: CGS Says "Will", not Just "Should"
Date: Sunday, May 10, 2026 2:13:29 PM
Attachments: [2026-05-10_Madison_Vision_Zero_Progress.png](#)

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Hello,

I would like to comment on Agenda Item #4 regarding Regent Street for the 5/13 Transportation Commission meeting.

I very much like the sort of changes that have been proposed for Mills, and it goes a long way towards helping safely get past the hostile barrier of Regent in that one particular spot. These sorts of characteristics should be the default on all roads, not just the All Ages and Abilities network, and that's not just me saying that: that's official City policy by way of Complete Green Streets.

It was previously stated that for the sake of preserving doorstep delivery, a Regent Street geometry option with one-side parking [was not even considered](#). This is despite the fact that Complete Green Streets clearly says that for Community Main Streets (where business considerations are already baked in) loading zones should be on side streets, and bike lanes should be included, leaving out parking if tradeoffs need to be made. Great pains were then taken to assert that the specific word "should" means that CGS doesn't have to *actually* be followed - all the more since Regent isn't on the All Ages and Abilities network.

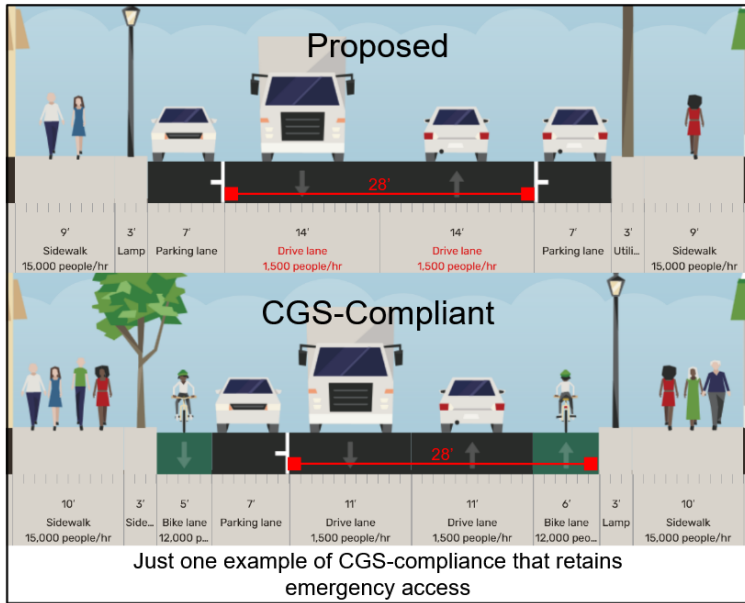
However, omitted from previous meetings, is the language on page 24 of CGS describing how streets not on the AAA network must be treated.

"The baseline goal for **all** City streets is to provide All Ages and Abilities Bike accommodations. When constraints or other modal priorities limit the ability to provide an All Ages and Abilities bike facility, streets **will** be built to the lowest stress level possible."

This stronger word, "will", has been left out of the discussion, and indicates that the current Regent design *is* in violation of Complete Green Streets, in a manner that was previously not acknowledged nor presented to the Transportation Commission. Or if it doesn't mean that, and "will" has the same problem as "should", then the entire guide is meaningless scrap paper since "will" is the strongest word used - all the way down to "City staff and consultants **will** design streets consistent with the Complete Green Streets Guide".

I strongly urge the Commission to ask staff to develop and present a one-side parking option for consideration, for the span of Regent Street within the scope of this project. If nothing else, it will allow the record to show that all the options were considered rather than casually dismissed out of hand. Such an option would allow a road profile like the one attached, with:

- 11-foot lanes that comply with CGS and national best practices described by NACTO
- A buffered bike lane on one side, providing the 28' emergency vehicle clearance
- A parking protected bike lane on the other side (with room for buffering)
- More room for sidewalks than the current design, and shorter crossings with less exposure to cars



Another commenter sent a poll to the UW student body, who disproportionately live, travel, and spend money in the area. Last I've heard that poll has had about 1,000 responses, and the results clearly indicate an overwhelming preference for a one-side parking option with the features described and shown above. And that's just one example, I'm sure there's more ways to do it.

Thank you,
Austin Griesbach

