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March 3, 2026

Madison Transportation Commission Members

March 4, 2026
Agenda Item 3
Public Works Transportation Projects - Regent St.

Greetings.

I am the former chair of the Madison Ped Bike Motor Vehicle Committee and former Board member of the Wisconsin Bike Fed. Before retirement I was a year-round bike commuter.

First. I agree with the current Regent Street Proposal in concept. It is much better than the prior three-lane proposal.

Although I would like bike lanes on Regent, there is a balancing act here. The pedestrian experience needs to be improved, some parking should be maintained, emergency vehicles need to be accounted for, and the terrace needs to be widened for canopy trees. A **two**-way bike sidepath can be inherently dangerous in a high activity commercial district. However, the current proposal does leave room for Type A bikers to use the street, even an old Type A biker like me.

Now for detail.

Bike access from the north: The proposal to improve this is good.

Bike access from the south. The proposal is also good. Allow Eastbound bike traffic on Westbound Bowen Court for good access to Regent. No bike lane needed. Just simply sign for it at both ends of each block. (Warn WB cars one direction and let EB bikes know it is OK. The concept is used often in Europe.)

Bike Racks. Rethink locations. Usually bike parking should be more convenient than car parking.

Expand the Southwest Path, where feasible, to separate out pedestrians. Light the path as previously proposed.

Intersection Radii. For the sake of pedestrian safety tighten up all of the intersection radii. Reduce to a 5-foot radius at the NE corner of Orchard and NW corner of Charter. These two are non-motor vehicle movements.

Overhead Power Line on north side of Regent. Bury it! It is not compatible with this corridor. Burying will open up opportunities for canopy trees

Storm Sewer. Shift the new replacement storm sewer to the north to allow for canopy trees along the south side of Regent.

Canopy Trees. Increase the number of proposed canopy trees dramatically. Currently Regent Street is a barren heat desert island. It detracts from a positive pedestrian experience. Trees tend to calm the traffic and cool the street.

Monroe Street to Randall Avenue. Review the lane configurations. A lot of parking is being lost. Also question the need for an EB left turn lane at Randall. Use the Williamson Street concept for going around few left turners.

Westbound from East Campus Mall to Mills Street. Review lanes. Opportunity to eliminate the extended second lane west of Park Street (and the eliminating the competition coming off the light at Park Street.

Redevelopment. Shift the sidewalks into the required setback for new development. This will increase terrace widths and improve the pedestrian experience, plus allow for more canopy trees.

Terrace treatment. Do not pave the narrow terraces with any form of concrete and blacktop. Use clay bricks?

Wait there is more! For later...

Regards,

Michael Rewey

cc: Andrew Zwig
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Tom Mohr
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