



Traffic Engineering and Parking Divisions

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Long Term Plans for Intersection of Regent & Monroe Streets with Southwest Bike Path

Short Term Plans

In 2011, the City is planning interim street and traffic repairs & upgrades to the intersection of Monroe St, Regent St, and the Southwest Bike Path. This work is being done as part of a joint effort with the Mayor's Office, area alders, and the City Engineering and Traffic Engineering Divisions. A number of modest motor vehicle & pedestrian-bicycle repairs & upgrades are planned, along with some new innovations for the bicycle path and its street crossing. These interim measures are intended to extend the service life of this intersection for the next 5-10 years.

Long Term Plans

No long term plans are set for the subject intersection at this time. This intersection is not scheduled for any major repairs for the next 5-10 years. Excluding this intersection, the reconstruction or resurfacing of Monroe St, from Breese Terrace to Odana Rd, is scheduled for 2013, with design taking place in 2012.

In terms of background, the City has been looking at various repairs & improvements to the subject intersection as far back as 2005, but it has held off pending further studies and other nearby renovation and redevelopment projects. At the time UW-Madison was working on a major, multi-year renovation of the Camp Randall football stadium. A new hotel redevelopment kitty-corner from the stadium was also underway.

In 2007-2008, the City held several public information meetings on various options to reconstruct the subject intersection, including major upgrades to the pedestrian and bicycle facilities. Upgrades were planned for 2007-2008, however, these were tabled pending further study.

Several options have been studied since 2005 when the UW was updating the football stadium and Camp Randall area. Additional studies have been done since then as part of the Council-adopted Platinum Bicycle Committee Report initiated by the Mayor. Further options have been developed with the Bicycle Federation of Wisconsin & the City's European fact finding trip in 2010. The City is also working with the Federal Highway Administration (FHWA) on research studies of the intersection. These studies entail research on the City's first bicycle specific traffic signals--there are just a handful of such signals in the country--mostly in California in cities like Davis, CA., Denver, CO & a few cities in Canada. The research is also looking at treatments to make busy traffic intersections safer & friendlier for bicyclists, especially at major bike path junctions like Regent & Monroe Streets where the SW Bike Path & several bike routes intersect. The City wants to make these bike facilities more interconnected as part of new initiative for bikes called "connections." There many busy traffic intersections & bicycle junction points that are in need of improvements to make them more connected & safer for all users, pedestrian, motor vehicle & bicycles alike. This intersection is a key destination with the Camp Randall Stadium and the Regent Street and Monroe Street Commercial Business Districts.

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The planned interim repairs & upgrades in 2011 planned for motorists, pedestrians & bicyclists, while lower cost type of repairs, are intended to be the best blend of several options and latest innovations. The goal is to make as many upgrades as possible without having to go to more expensive options such as the construction of an underpass that would run diagonally across the intersection.

The project in 2011 will take place after graduation this spring at the University of Wisconsin and will be completed prior to the start of classes in the fall. Some utility work may take place in advance of the main project. During some phases of construction, it is anticipated that Regent Street between Monroe St and Little St would be closed to allow construction to take place in the most efficient manner. Traffic would be re-routed to Randall Ave and Monroe St and also to the farther out street system during this time. This work is also being coordinated with other nearby construction projects.

The City held a public information meeting on the interim project at the City's Pedestrian-Bicycle-Motor Vehicle Commission on June 22, 2010. Meetings were also held at the City's Board of Public Works on Wednesday, July 7, 2010 and Common Council on July 20, 2010.

Proposed plans and background information are posted on the City's website. Staff from City Traffic Engineering and City Engineering are available for questions and comments.

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