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To: [Transportation Commission](#)
Cc: [Evers, Tag](#)
Subject: Regent St design should follow complete green streets and contribute to vision zero goals
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Attachments: [image.png](#)

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I am writing to encourage the Transportation Commission vote against the proposed Regent Street redesign plan.

I have been following and commenting on the Regent street design process as it has moved along over the past few months. I was very excited about the Regent Street project, because it had the potential to be the first major Community Main Street reconstruction in Madison whose whole redesign process was completed after Complete Green Streets was put in place. Between CGS and Madison's official commitment to Vision Zero, I was excited to see the transformation of Regent from a traffic sewer to a human centered space that reflected a different vision of Madison's future. At this point, it has become a deep disappointment. The design is mediocre at best, and certainly not in line with either vision zero or CGS.

As a reminder, the modal hierarchy for CGS is clear:

Pedestrians,
Transit,
Bikes
Cars
Parking

While there is a note that this is not set in stone, the modal hierarchy for this plan appears to be

Cars and trucks (and emergency vehicles)
Parking
Pedestrians
Transit
Bikes

Regent is one of the most important pedestrian streets in the city. Hundreds, if not thousands of additional units are going to be added to the area of the corridor over the course of the 30 year life of this project, and most of these people are going to want to walk or bike to destinations in their neighborhood. And yet, the shortest crossing is over 30 feet. Between Brooks and Park, the road is being WIDENED, to 5 lanes!

I understand that there was concern from the Fire Department about passing width, which is how we ended up with 13 foot (Wider than interstate standard!) lanes. For example, bike facilities separated by mountable curbs have provided for width as needed by fire apparatus the world over. The picture below is from Austin, in [this post about the clash between Fire Department culture and safe streets](#). It is important to note that the 28 foot minimum clear

space required by the fire department on Regent Street is not in any written guide or city policy- it was invented JUST for Regent Street.



Adding pullouts for buses (so traffic can move faster) makes crossings even wider. Even on cross streets on bike routes (like Mills, part of the AAA network) cyclists are pushed into traffic so there can be turn lanes so cars can move faster. How is this a safe system? Why are we prioritizing cars over people?

Finally, I have to question why parking is so heavily prioritized in this plan, to the detriment of everything else. Parked cars are the least valuable use of space on a street, specifically on the bottom of the modal hierarchy. Yet there is nearly a full parking lane on both sides of the street, even in front of buildings that are planned to be primarily residential. This design prioritizes the comfort of a handful of people who want to store their mobile living rooms on the street to the detriment of the safety and comfort of the people who live and walk on the street. It doesn't have to.

Please, let's draw inspiration from Paris, from New York City, from Hoboken, from Davis. We don't have to build our streets for cars. We can build our streets for people.

Thank you,

Jim Kreft
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