

From: [Paul Bailey](#)
To: [Transportation Commission](#)
Subject: Agenda item 92139: Regent St
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Hi,

Thanks to the city staff for putting in all the hard work of making these renderings for us to respond to and to TC for their many rounds of review and insightful comments.

My family uses this corridor to commute to work daily and as I look at them I think that car trip will be more pleasant with these renderings. However, while I like several of the shops on Regent I don't even consider frequenting them because the street is so unpleasant to be on. These changes would improve walking down a sidewalk but make crossings even more unappealing. I would love to see these shops hopping with activity, and I think this redesign can help bring people to this great part of town.

I have a few suggestions for the corridor in question:

1) Make each lane 11' but no wider. NACTO recommends lanes no wider than 10', with a bus lane being 11'. Please make the maximum lane width by 11' for the entire corridor. NACTO goes on to say that wider lanes, "have no place in constrained urban settings".
https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/?utm_source=chatgpt.com

At an intersection this space can be used to narrow the crossing distance of a pedestrian, making it safer and more pleasant. You can read more extensively about minimizing travel lanes sizes and intersection size at the NACTO website here which reads, "Compact intersections reduce pedestrian exposure, slow traffic near conflict points, and increase visibility for all users. Limit the addition of dedicated turn lanes...."
<https://nacto.org/publication/urban-street-design-guide/intersections/intersection-design-principles/>

2) Make the turn radii 10' at every intersection. NACTO suggests that the turn radii should be 2 - 15 feet with 10-15 feet being standard. They also have recommendations for accommodating larger vehicles at the radii that you can see at the link I'm sharing. These changes slow down turning cars, making pedestrian-vehicle collisions less likely and happen at a lower speed. https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/corner-radii/?utm_source=chatgpt.com

3) Remove the left turns onto Brooks (N bound), Charter, Orchard (remaining S bound turn), and Randall. The left turns cause a pedestrian to have to face an additional lane of traffic and increase crossing distance. So removing these left turns follows the Madison Complete Green Streets modal hierarchy, which places pedestrians above cars. The space the street gains back from removing left turn lanes can be used to form a pedestrian refuge island in the middle of the lane, making pedestrian crossings more comfortable.

Best,
Paul Bailey