

From: [Nicholas Davies](#)
To: [Transportation Commission](#)
Cc: tom.mohr@cityofmadison.com
Subject: Make Regent Street designs consistent with CGS (92491)
Date: Sunday, April 12, 2026 12:26:51 PM
Attachments: [image.png](#)

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Dear Transportation Commission,

The Complete Green Streets guide is clear about the modal hierarchy and the imperative to include a bike facility on a Community Main Street such as Regent Street.

The previous approval of designs for Regent Street, which omitted any kind of bike facility, was not based on any written City of Madison ordinance or policy. It was (in legal terms) arbitrary and capricious, and to the naive observer, it looked like a complete capitulation to the lobbying of a business association. It was also contrary to Madison's Vision Zero goals, at a time when the city is not on track to meet those goals.

In the time since that meeting, written city policies have not been updated to account for the discrepancy between those policies and the choices actually being made. Therefore, I urge you to take this opportunity to bring the designs for Regent Street into compliance with Madison's Complete Green Streets ordinance.

Given the curb-to-curb widths shown (and allegedly arbitrarily demanded by unspecified Fire Department stakeholders), there is plenty of roadway to work with, and it would not be hard to fit in on-street bike lanes.

These bike lanes would improve emergency vehicle response, by giving vehicles an extra 5 ft to pull over in the case of an emergency.

Another possible configuration for a bike facility could be to have a two-way facility on one side of the road, with a low, mountable curb separating it from vehicle travel lanes. This version would also improve emergency vehicle response, while only taking up ~8 ft of road width.

This is a very common and cost-effective design in Paris, France. Here's a street view found at random:



In the CGS modal hierarchy, cyclists are given higher priority than parked cars, full stop. This is not conditioned upon the street being on the All Ages & Abilities map. Therefore, if including a bike facility requires eliminating a few parking spaces, that is in fact what city ordinance requires of you.

In the current designs, I'm disappointed to see that the Commission's directions to maximize pedestrian space have had very little effect. The travel lanes are still humongous, well over the size recommended for highways. (That is, in part, due to the lack of a bike facility.) Other traffic calming measures--raised crossings/intersections, bump-outs, etc. have largely not materialized. It's as if WisDOT designed this, rather than someone trying to achieve Vision Zero.

Therefore, it would only be appropriate for the Commission to make further recommendations and expect to see another revision of the Regent Street designs before approval. I urge you to refer this to a later TC meeting, with recommendations to include a bike facility within the roadway and maximize pedestrian space and safety otherwise.

Thank you,

Nick Davies
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