

From: [Alexandre](#)
To: [Mohr, Thomas](#)
Cc: [Transportation Commission](#); [Harald at Madison Bikes](#)
Subject: Regent Street redesign
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Hi Tom,

Thank you for your presentation yesterday. I first want to acknowledge how difficult the Regent street redesign is, and thank you for all the hard work you have put in it.

You mention that in the current design, the service quality of the park street at regent is D. How do you rate the bike experience on regent with the current design? You mention service quality. How did you model car demand? How do you model the fact that adding bike facility would lessen the demand on the car facility? You keep saying that this is the only way to make it work in an acceptable manner during peak hour. Do you really believe this design works for bikes in an acceptable manner? At any time? I would argue no, this design does not work in an acceptable manner. Which brings me to my next question: Why are we okay with an infrastructure that does not work for bikes, but we are not okay with an infrastructure the does not work for cars (during peak hours)? Does this mean that cars matter more when designing an infrastructure? I believe that would be in violation of many of the city's position. You keep saying that an F level of service is not acceptable, an put this forward as a postulate. I ask why? Why is an F level of service not acceptable (just for peak hours too mind you...)? If an F level or service for cars is the only way to put in bike infrastructure, I don't see why that is unacceptable. In fact, Complete Green Streets urges you in that direction. Also, you use the word "long delays". I don't think there will be long delays. When I lived in the Paris area, it sometimes took me 2-3 hours to drive to work. That's what a long delay looks like. And that's when I switched from driving to biking.

Simple question, as I'm clearly missing something: $3 + 6 + 6 + 3 = 18$ feet. Why don't bike lanes fit?

What about a bike lane in only the south bound direction only?

Thanks,
Alexandre