

From: [Joseph Carpenter](#)
To: [All Alders](#)
Subject: Agenda item #94
Date: Tuesday, June 9, 2026 1:27:56 PM

Some people who received this message don't often get email from josephc68@gmail.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alders,

I am a Madison resident and a bike commuter who rides most days of the year, including when it is 20 below zero, and I write in support of the TC/BPW approved geometry for the Regent Street reconstruction. I should be honest about where I start from. If it were up to me, Madison would look more like the Netherlands, with bikes everywhere and protected lanes on most streets.

But that is not the street we have. The Regent Street reconstruction rebuilds four narrow blocks of an existing street between Randall and Park, and the right design depends on what this particular street has to do. So I want to explain how someone who leans as hard toward bikes as I do still ends up supporting this plan, based on how I actually use the corridor.

From my understanding and experience, Regent Street on this stretch is a truck route, a bus route, and a primary emergency route to Meriter, and it fronts a row of small businesses that depend on curbside loading and short-term parking. It is also narrow between building faces. There is not enough room to do everything well.

My main concern with a dedicated bike lane here is that it would not connect to anything. The project materials state that a bike lane could only be added for four blocks, between Randall and Brooks, because the corridor narrows past the project limits. A four-block lane that drops riders back into mixed traffic at both ends is not a real bike route, and it is not something I would rely on for commuting.

In my opinion, the better option is the one in this design. The Southwest Commuter Path runs parallel a block north and is already a low-stress, all-ages route across this part of the city. In my experience it is safer than a stripe on a busy truck route, and it is the route I take myself. This plan improves the connections to it: buffered bike lanes on Mills from the path through Regent and south to Milton, extended lanes and a marked crossing on Randall, the Orchard counterflow with new RRFBs, and green-dash crossings of Regent. In my view those connections do more for everyday riding here than a bike lane on Regent would.

Keeping cyclists on the path also lets the design preserve the parking and loading the businesses rely on, and I have a personal stake in that. I frequent Budget Bicycle for everything my bike needs, and I am a regular at Greenbush Bar, Jordan's and other establishments on Regent. These are the places that give the street its character, and they survive on curbside access. There is no nearby public ramp or lot, and the side streets offer few loading alternatives, so that access is not a luxury, it is how these businesses operate. In my view, a design that forces bikes onto Regent would do real harm to the businesses I visit in exchange for a bike lane that does not work.

The plan also makes the corridor safer for me when I am on foot: sidewalks widened from about five feet to eight, shorter crossings and mid-block bump-outs. That extra pedestrian width matters most on the days this stretch is packed, like Badger football game days and women's volleyball matches at the Field House, when the current narrow sidewalks cannot handle the crowds. Shorter crossings and slower speeds help everyone, riders included.

I would still build the all-bikes city if I could. Based on how I actually use this street, the sensible approach is to put the connected bike facility where it works, keep the businesses whole, and make the corridor safer on foot. This design does all three. I urge approval.

Thanks,
Joseph Carpenter
1314 Vilas Ave
Madison, WI 53715

From: [Roger Charly](#)
To: [All Alders](#)
Subject: Regent Street construction plan for 2027
Date: Tuesday, June 9, 2026 2:37:20 PM

Some people who received this message don't often get email from rogerleecharly@gmail.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alders,

I am in favor of the plan being presented at tonight's common council meeting.

We have a wonderful connecting bicycle path, one block to the north of Regent Street. The existing path is safe and has great connectivity.

I have lived and witnessed the highs and lows of all human movement on this street for the last 60 years! A bicycle path on Regent Street is a beautiful dream, but there just simply is not enough room to handle all of this traffic.

Thank you very much!

Roger Charly

From: [Nicholas Davies](#)
To: [All Alders](#)
Subject: Regent Street resources (92491)
Date: Monday, June 8, 2026 11:14:54 PM
Attachments: [street \(2\).png](#)
[image.png](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear alders,

Instead of a wall of text, I'm going to include: key points, open questions, and resources.

Key points

- Respondents to the city's engagement survey selected "Safety for all users" as top priority, and "Parking" as bottom priority, yet the city has prioritized parking and through-traffic over safety.
- 74% of respondents to an independent UW student survey preferred an option that removed some street parking to include bike lanes.
- Madison's Complete Green Streets policy requires that "streets will be built to the lowest stress level possible" but that hasn't been done.
- Madison has a Vision Zero goal of zero traffic fatalities by 2035, but we're not on track to meet that goal.

Open questions

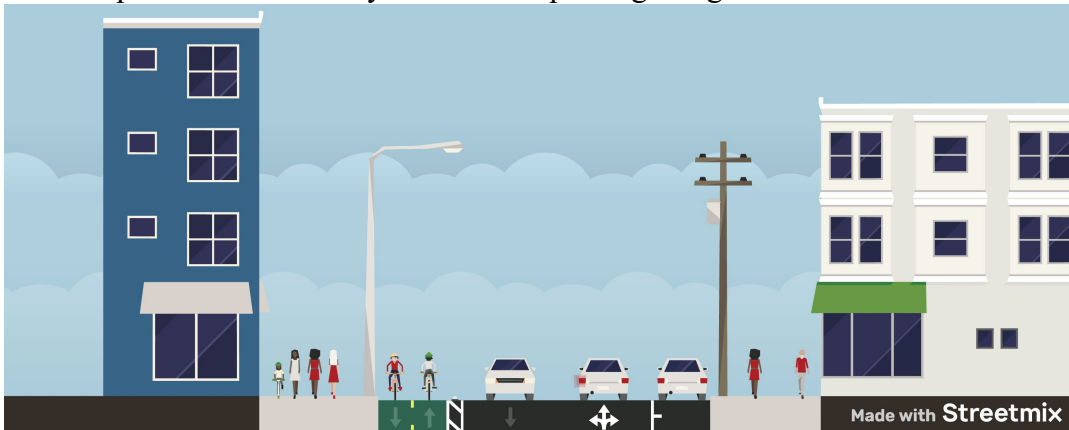
- Between bike lanes that delivery trucks might stop in, vs. no bike lanes at all, is there any data showing which is safer, and by what margin?
- According to Complete Green Streets, what's the minimum amount of parking for a Community Main Street? Does it specify whether parking needs must be met using street parking vs. off-street parking?
- How can street parking be expected to solve the problem of delivery trucks, if those trucks don't fit in the parking bays, and might find their desired spot available? Are the 14 foot lanes intended to support double-parking?
- As Traffic Engineering continues making adjustments to the street geometry, how can they know if their changes require additional variances, without a list of the variances that have been approved already?

Resources

- [FHWA case study](#) of designing Elston Ave in Chicago for bikes and loading/unloading
- [Legal case for Complete Green Streets on Regent](#)
- [Regent Street off-street parking inventory](#)
- [Street designs approved since Complete Green Streets adoption](#) including facilities provided for each mode

- [Bike lanes are good for business](#)

Another possible bike facility + one-sided parking design



Example of Delivery truck stopping in Paris bike lane. Based on my experience last month, this was very common!



See you tomorrow night!

Nick Davies
3717 Richard St

From: [Matt Gawlik](#)
To: [All Alders](#)
Subject: Send Regent St back to the Transportation Commission
Date: Monday, June 8, 2026 6:46:49 PM

Some people who received this message don't often get email from mattbgawlik@gmail.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Alders,

The proposed Regent Street should be rejected and sent back to the Transportation Commission. It prioritizes single occupancy vehicle throughput and parking, which are at the bottom of the Complete Green Streets hierarchy. The wide lanes will encourage high speeds - this is antithetical to the city's goal of improving safety on our streets.

Prior to the most recent election, many of you responded to a transportation survey, where one of the questions was about how to prioritize the competing goals of speed, safety, cost, and volume on our streets. People voted for you in part because of your positions on this issue.

In your own words, here are some of your responses to the [survey](#):

"Safety is the number one priority. People shouldn't feel unsafe walking or biking on city streets. It is important for our projects to be financially prudent but safety is a higher priority. Moving people is more important than vehicles, which is why transit is a higher priority for downtown than private cars." - Alder Ochowicz

"To achieve Vision Zero, we need to continue expanding protected bike lanes, improve crosswalk visibility, lower speed limits in high-risk areas, and design roadways that prioritize safety for pedestrians, cyclists, and drivers alike." - Alder Verveer

"Getting cars from point A to point B used to be the highest priority, but we no longer pursue that, instead placing importance on pedestrian safety and quality of life in surrounding areas." - Alder Mayer

"With the death of high schooler Sasha Rosen on Park St. earlier this year, we've seen exactly what happens when safety isn't prioritized. [...] We need to account for future needs so [Madison] is livable and convenient for everyone, not just those who can afford cars and parking." - Alder Zhang

"Safety comes first, full stop, and that is reflected in both the Complete Green Streets Policy and our Vision Zero commitment here in Madison. A street that moves cars quickly but costs someone their life has failed." - Alder Figueroa Cole

"Safety is my highest priority and I hear that concern from constituents as well. [...] Decreasing speeds makes the streets safer for everyone." - Alder Matthews

"Safety has to be the number one thing. We saw recently in my district the sheer heartache and grief that can come from unsafe road design, with the tragic death of a teenager crossing S Park St. There is no amount of traffic efficiency or financial prudence that can bring back that

child or the other cyclists and pedestrians who have been taken before their time on our roads." - Alder Lieberman

" Ensuring a safe environment for all road users. This is my absolute top priority. No one should risk their life just to cross the street for a bus stop. We have to design our roads to be "self-enforcing," using narrow lanes, bump-outs, and raised crosswalks that naturally slow cars down." - Alder Glenn

I hope that you'll follow through on your commitment to safety.

Thanks,
Matt Gawlik

[Alexander Harding](#)
[All Alders](#)

You don't often get email from alex@harding.dev. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello! I am OPPOSED to the Regent Street proposal, specifically:

1. Expanding the street from four to five lanes on the east side of the project limits is a terrible idea, *extremely opposed!*
2. This project should have dedicated bike facilities and doesn't currently
3. Opposed to bus pull outs. They remove space for stop amenities like shelters.

I'm really disappointed in this proposal.

Alexander Harding
D13

From: [Kaleb Haugen](#)
To: [All Alders](#); [Mayor](#)
Cc: [Madison, Sabrina](#)
Subject: Legistar 92491: Regent Street
Date: Friday, June 5, 2026 11:22:18 PM

Some people who received this message don't often get email from kaleb@haughenh.us. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I am writing to beg the Common Council to reject the current Regent Street redesign proposals with prejudice and set a clear expectation to city staff that they must deliver a good faith proposal to accommodate expanded bike facilities.

While I prefer short messages of support or opposition, I believe this matter demands a clearly bulleted, though incomplete, list of concerns:

- The first concern is one of trust. City staff has misled residents, alders, and committee members on numerous matters making contradictory statements on record. For example, FAQ attached to the legistar clearly states "One-sided parking option was also considered" yet staff stated explicitly in presentations to both the TC and BPW that single-side parking had not been considered. The justification given in those meetings was that it would conflict with loading needs, yet the same staff acknowledge when asked at the BPW that the current proposal makes the loading situation worse.
- The survey conducted by the city made it clear that all groups (Students, Residents, and Business Owners) ranked parking as the lowest priority, with most supporting inclusion of bike infrastructure. Yet city staff has consistently prioritized parking above cycling and pedestrian safety in all of their proposals.
- Most of the businesses on Regent street have ample private parking. And while Madison has relaxed and even removed parking mandates sending a strong signal to the community that cars are not the only option, and reducing the financial burden on businesses and developers; these same businesses (not just on Regent) seek to shift the burden of accommodating parking to the community through allocation of valuable public space to the service of private business. Parking must not be an obstacle to transportation infrastructure.
- The will of city residents, and this Council has been clearly demonstrated and affirmed in the advocacy for and adoption of policies such as Complete Green Streets (CGS) and the All Ages and Abilities Bike Network (AAA). Yet, city staff blatantly disregards this by repeatedly asserting in comments and presentations at TC and BPW that these policies are merely recommendations and do not require anything. Staff has gone so far as to incorrectly state that the policy language uses "should" instead of "shall" and

therefore are not obligated to consider the guidelines of CGS or AAA.

- Throughout this process staff proposals have prioritized “level of service” [for car traffic], often times stating explicitly that level of service is of primary concern. However, at the BPW staff acknowledged that their level of service calculations introduced many variables that their modelling software could not compute leaving the ultimate determination of level of service for each proposal up to the judgement of staff. While professional judgement of staff is appropriate in many situations, it should not serve as a veto to overrule to will of the people – especially when there is such a clear loss of trust on this matter.
- Staff has asserted that there isn’t room for bike facilities on Regent citing right-of-way width and emergency vehicle access. Yet, the proposal before you has travel lane widths at 14 feet, a full 4 feet wider than recommended by the National Association of City Transportation Officials (NACTO), a full 3 feet wider than the recommended maximum. Wider lanes lead to higher traffic speeds, a fact that should be on all of our minds following the tragic pedestrian death on South Park Street at the hands of a driver operating well above the speed limit but within the design speeds of the urban highway; 14 foot lanes are wider than the standard Interstate highway lane.
- Madison Fire has asserted, through city staff, that any street design other than the proposal before you would pose a critical threat to their ability to provide service and deliver patients to Metiter Hospital. While this may seem logical on its face there is a complete lack of data to support the claim. Neither MFD nor transportation staff have provided any details on the number of east bound ambulance or fire truck runs to Meriter (westbound runs are not impacted by this street redesign as Meriter is on the far east end of the redesign area). Nor have they provided any information on the current average delay their drivers experience, or stats on the types of emergencies they transport to Meriter. I trust MFD means well, but without data to show current volumes, routing, or delays we all are being asked to make decisions on little more than a gut feeling.

As a community we are investing in the now and the next 30 years. Every time a major streets project comes up we have the opportunity to work toward the Madison we want not merely accommodate the Madison we currently have. Car traffic is not inevitable, it is also not static. If we make choices that incentivize driving such as subsidized parking and prioritizing car traffic residents will choose cars. If we instead prioritize a balanced mode share we will see more residents making intentional choices rather than defaulting to cars. A transportation network designed to accommodate a diversity of transportation modes is more resilient, less prone to congestion, and more equitable.

If this council opts not to reject this proposal out of hand, I ask that – in the interest of complete transparency to this council and the community – you send it back to the Transportation Commission with a mandate that they document and approve or reject each and

every way this proposal deviates from the recommendations and requirements of Complete Green Streets and the All Ages and Abilities Bike Network plan.

– **Kaleb Haugen (District 17)**

From: [Jason Ilstrup](#)
To: [All Alders](#)
Subject: DMI's Position Statement on Regent Street Roadway Geometry
Date: Tuesday, June 9, 2026 1:39:45 PM
Attachments: [DMI - Regent Street Roadway Geometry Letter of Support.docx](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello Alders:

I hope you're all doing well. Please find the attached Downtown Madison, Inc. (DMI) position statement supporting item 94 on tonight's City Council agenda – approval of Regent Street Roadway Geometry (file – 92491).

Please let me know if you have any questions.

We really appreciate all your support for Downtown Madison. I hope you have a great rest of your week.

Jason Ilstrup
President
Downtown Madison Inc.
122 West Washington Avenue, Suite 250
Madison, Wisconsin 53703
608.512.1330
www.downtownmadison.org





Downtown Madison, Inc. Position Statement

Support for Item 94 – File No. 92491: Approval of Regent Street Roadway Geometry June 9, 2026

Downtown Madison, Inc. (DMI) strongly supports approval of Item 94 on tonight’s City Council agenda, File No. 92491, establishing the roadway geometry for the Regent Street reconstruction project.

Regent Street is one of Downtown Madison’s most important commercial corridors, serving residents, visitors, businesses, UW–Madison, major event venues, and critical public safety functions. The proposed design reflects years of planning, extensive public engagement, and a thoughtful balance of competing transportation needs. Most importantly, it positions Regent Street for long-term success as a vibrant, walkable commercial district all helping to create an economically strong, inclusive, equitable, and vibrant Downtown Madison to live, work, and visit.

Why DMI Supports the Proposal

1. Prioritizes Pedestrians First

Downtown Madison succeeds when people can comfortably and safely walk its streets. The approved design significantly improves the pedestrian experience through wider sidewalks/terraces, shorter crossing distances, expanded pedestrian space, additional trees, improved lighting, and new gathering areas. These investments create a safer, more accessible, and more welcoming environment for residents, workers, students, customers, and visitors. The project places pedestrian safety and comfort at the forefront while creating a stronger sense of place along the corridor.

2. Recognizes Regent Street’s Critical Emergency Response Role

Regent Street serves as one of the primary east-west emergency response corridors in Madison and is a key route to UnityPoint Meriter Hospital’s emergency department and St. Mary’s Hospital and from UW Police and the Madison Fire Station Four. Madison Police and Fire have identified the corridor as one of the safest and most efficient routes for emergency response to hospitals, neighborhoods, businesses, and major event venues. Emergency vehicles utilize Regent Street an average of more than 16 times per day, making roadway functionality and maneuverability essential public safety considerations.

3. Supports a Commercial Corridor Undergoing a Renaissance

Regent Street is experiencing renewed investment, redevelopment, and business growth. As a designated Community Main Street, the corridor functions as a destination for dining, entertainment, and neighborhood-serving businesses. The approved design preserves critical customer access, loading, and parking, all important facets of successful curb management, while creating an enhanced streetscape that encourages future investment. This is a forward-looking design that recognizes Regent Street's evolution into one of Madison's premier commercial districts. Maintaining business access while improving the public realm will help sustain the corridor's ongoing renaissance for decades to come.

4. Advances the Regent Street Vision

The proposal reflects the priorities consistently identified throughout the Regent Street Visioning process: safety, accessibility, comfort, high-quality public space, and long-term investment in the corridor. The Regent Street Vision emphasizes a pedestrian-focused street that balances the needs of all users while strengthening Regent Street's identity as a destination and entertainment district. The recommended design delivers on those goals.

5. Improves Bicycle Connectivity

While dedicated bike lanes are not included on Regent Street itself, the project provides meaningful bicycle improvements by strengthening connections to the Southwest Commuter Path and enhancing crossings at key north-south routes including Randall Avenue, Orchard Street, Charter Street, and Mills Street. The wider sidewalks and terraces will also improve bicycle connectivity. These investments improve bicycle access while preserving the pedestrian and commercial benefits of the preferred design.

6. Balances Mobility on One of the Isthmus' Few East-West Corridors

Madison's isthmus has a limited number of east-west corridors capable of accommodating the wide range of users who depend on them. Regent Street must serve businesses, transit, freight movement, emergency vehicles, pedestrians, cyclists, major events, and daily commuters. The approved design recognizes this unique role and strikes an appropriate balance among these competing demands while enhancing the overall function of the corridor.

Conclusion

DMI believes the proposed Regent Street roadway geometry represents a thoughtful, balanced, and future-oriented investment in one of Downtown Madison's most important commercial corridors. The design prioritizes people, supports businesses, accommodates critical emergency services, enhances bicycle connectivity, and advances the long-term vision for Regent Street as a vibrant destination.

For these reasons, Downtown Madison, Inc. respectfully urges the Common Council to approve Item 94, File No. 92491.

From: [Kierstin Kloeckner](#)
To: [All Alders](#)
Subject: Item 94-Regent St
Date: Monday, June 8, 2026 5:49:31 AM

Some people who received this message don't often get email from k2on2wheels@gmail.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Although I live in Middleton, I visit Regent Street frequently. I am against having the lanes so wide. As the vice chair of the Middleton Bike/Ped/Transit committee, we never allow reconstructed roads or new lanes to be that wide. Wide lanes always lead to speeding and go against your vision zero policy.

Kierstin Kloeckner
608-441-0930
Certified Personal Trainer
Columnist for Silent Sports Magazine
Vice chair of the Middleton Ped/Bike/Transit committee

From: [Ann Kovich](#)
To: [All Alders](#)
Cc: [Spieler, Christof T](#); [Tao, Yang](#); [Mohr, Thomas](#); [Petykowski, Christopher](#); [Zwieg, Andrew](#); [Sanon, Reuben A](#)
Subject: Personal Feedback on the Regent Street Roadway Geometry – Legistar file 92491
Date: Monday, June 8, 2026 2:20:41 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello, Alders. Although I am a member and the current chair of the Transportation Commission, I am not representing the Transportation Commission with these comments. I am sharing my individual opinions from my personal experiences as a long-time resident of Madison, as a member of the business community for many years, and as a member and chair of several City Boards, Committees, and Commissions.

I support the current proposed roadway geometry for Regent Street as approved by the Transportation Commission (TC) on 5/13/26 and as approved by the Board of Public Works (BPW) on 5/20/26.

While I was planning to register to speak in support of the proposed roadway geometry for Regent Street, there was a death in my family, and I will be unable to attend the Common Council meeting on June 9th.

TC has seen the Regent Street project four times (12/3/25, 3/4/26, 4/15/26, and 5/13/26). At the 3/4 TC meeting, direction provided by members to staff was that pedestrian safety and crossings are the highest priorities. Members indicated they would also like to see the strongest bike connections possible. TC members heard many public comments at the various meetings and read all the written feedback as posted in Legistar. TC members had very long and vigorous discussions about the proposed roadway design before voting as they did to approve it on 4/15 (vote of 6-5 in favor); and then voting to approve it as updated on 5/13 (unanimous vote in favor with one abstention). Recordings of these TC meetings are available if you wish to view the actual conversations.

Staff has prepared a very helpful Frequently Asked Questions and Answers document (posted in Legistar), which provides critical details about the proposed design, as well as important background information.

When looking at any single aspect of the proposed design, one must consider how that fits with the entire design, as well as how it fits with the transportation network in the area and in the City. Madison's Complete Green Streets Guide is a thorough and lengthy document, which takes a network approach or perspective, with the goal of building a complete network in the City for every mode of travel. In addition, when you read something in one paragraph on a certain page in the Guide, you have to consider how that fits in with everything else included in the Guide.

Complete Green Streets Guide anticipated there would be design scenarios with many competing priorities. "The Complete Green Streets Guide was designed to provide a clear, consistent framework to help City staff and community members weigh tradeoffs and make decisions amidst competing priorities" (page 3 of the Complete Green Streets Guide).

Following the Complete Green Streets Guide, staff has worked hard to carefully balance the competing requirements for the many users of Regent Street - within the space available and considering other limitations and restrictions. Staff has incorporated feedback from the public, TC, BPW, and many others into this design for Regent Street. I believe the following multiple competing priorities are appropriately balanced in the proposed design, including but not limited to: pedestrian improvements (#1 consideration from all stakeholders), expanded tree canopy (due to the Tree Canopy Priority score), bike connections, emergency vehicle access, hospital/medical access, business needs, Metro Transit Route E, future BRT on Park Street, designated truck route, and special events (football, concerts, etc.).

Improved pedestrian safety, crossings and experience remain the highest priority. Due to the space restrictions and the higher pedestrian priority, I support adding stronger bike connections to the current All Ages and Abilities (AAA) bike path rather than trying to add less than optimal bike facilities to Regent Street (note: Regent Street is not on the AAA Bike Network). As shown in the Regent Street FAQ: "Regent Street is narrow between building faces, requiring tradeoffs between many main competing uses: pedestrian space, dedicated bike facilities, traffic lanes, and parking/loading areas. Given the available width, all these cannot reasonably be accommodated at the desired standard within the corridor." "In addition, alternative east-west bicycle routes already exist near Regent Street, including the Southwest Commuter Path immediately north of the corridor and lower-stress neighborhood streets to the south."

I urge you to support the proposed roadway design for Regent Street and vote in favor of the resolution as shown in Legistar file 92491.

Thanks and best regards,
Ann

--

Ann E. Kovich
Email: annelizabethkovich@gmail.com
Mobile: 608-886-2556

Information contained in this email message is confidential and intended for use by the addressee only. Any other use of the information in this email is prohibited.

From: [Kevin Leigeb](#)
To: [All Alders](#)
Subject: Please refer the Regent Street resolution back to Transportation Commission
Date: Monday, June 8, 2026 1:44:33 PM

Some people who received this message don't often get email from kevin.leigeb@gmail.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alders,

I'm a Madison resident and regular Regent Street cyclist writing ahead of tomorrow's vote on the Regent Street reconstruction. I may not be able to attend the meeting, so I want to share why I hope you'll refer this resolution back to the Transportation Commission rather than approving the current geometry.

Regent Street is the first major reconstruction since Complete Green Streets was adopted last spring. Whatever Council decides here sets the precedent for how seriously the city takes its own policy. The current plan inverts the CGS hierarchy — putting parking above bikes — on a community main street next to a Big Ten campus. If CGS doesn't apply here, when will it ever apply?

A few specific concerns:

The parking objection is overstated. The choice isn't whether to have parking on Regent — it's whether to put it on both sides or one side. Alicia Lyu's design preserved parking; it just consolidated it. Staff's response, that one-sided parking would "pick winners and losers" among businesses, is true of every street design decision — including the current one, which picks winners (curbside-dependent businesses, drivers) and losers (cyclists, and businesses that would benefit from bike traffic). A delivery driver walking 30 extra feet to reach a business on the opposite curb is a minor inconvenience, not a project-defining constraint.

The proposed 13- to 14-foot vehicle lanes belong on highways, not on a community main street. Interstate lanes are 12 feet. CGS recommends 10 feet for this kind of corridor. The emergency-vehicle exception is being used to justify lane widths that will encourage exactly the speeds that undermine the pedestrian-safety goal the city says is its top priority. Ald. Ochowicz raised this in May and it remains unresolved.

The Southwest Path is not a substitute for bike access on Regent itself. You can't bike to Stella's, Leopold's, or Greenbush Donuts on the path — you have to exit onto a hostile street. Telling cyclists to use a parallel route to reach Regent Street destinations is the polite version of "use a different street," and it's the kind of dismissal that reinforces the perception that cyclists are an afterthought in Madison street design.

I want this project to succeed. I want Regent to be a great pedestrian-friendly main street. But locking in a 30-year design that contradicts a policy Council adopted 14 months ago is not the way to get there.

If you're not prepared to require bike lanes on Regent, please at minimum refer this resolution back to the Transportation Commission for further work on CGS alignment. That isn't a defeat

for the project — it's how the city's own policy framework is supposed to work.

Thank you for your time and your service.

Kevin Leigeb

3642 Richard St // District 15

From: [Aaron Levine](#)
To: [All Alders](#)
Subject: Opposition to Regent Street Geometry
Date: Monday, June 8, 2026 12:15:32 PM

Some people who received this message don't often get email from aalevine87@gmail.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I am writing to voice my strong opposition to the currently proposed roadway geometry for Regent Street. It's fair to say that this process has been a nightmare. I hope that you will have the courage to vote against this proposed design despite the already lengthy process. While it may feel important to keep the process moving, it is more important that we get this right, and we'll only have one chance at this. Approving the plan as it currently stands is at best a missed opportunity to improve a shopping and business destination in Madison, and is at worst a dereliction of duty in securing the safety and well-being of MADisonians now and in the future.

So far in 2026, not even halfway through the year, Madison has seen 5 people killed for riding a bike or walking. An additional 21(at least) crashes this year have led to suspected serious injuries.

In light of the rampant traffic violence present in our city, the current proposed Regent Street geometry fails to improve safety in any meaningful way.

- Pedestrian and bike crossings will remain long, exposed, and dangerous.
- Wider lanes will lead to increased traffic speed.
- Growing housing density will increase risk to vulnerable road users.

This plan fails to respect the city's commitment to Complete Green Streets. We all agreed to a framework to guide decision making in projects like this, and when the city ignores that framework, it undermines your credibility, and sows distrust in the community.

Finally, there are far too many alternatives that have not been adequately explored.

- One-side on street parking has not been adequately considered.
- Devoting space on cross streets to loading zones has not been adequately considered.
- Input from UW–Madison students and staff has not been adequately considered.

I understand that no design can be "perfect", and at some point compromises must be made. This proposed geometry goes far beyond compromise, and is simply an abject failure by the city to recognize and respond to the needs of its citizens. We can and have to do better, and for that to happen, this measure must be rejected.

Thank you for your consideration.

Regards,
Aaron Levine
Madison, WI

From: [Alicia Lyu](#)
To: [All Alders](#); [Mayor](#)
Cc: kliems@gmail.com; [Zhang, Ellen](#); [Mohr, Thomas](#)
Subject: Inconsistencies in the Regent Street FAQ (#92491)
Date: Friday, June 5, 2026 7:46:15 PM

Some people who received this message don't often get email from alicia.w.lyu@icloud.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello Alders,

The Regent Street reconstruction project is coming to your desks next week. City staff recently published an FAQ in defense of the design, but it contains significant inconsistencies and omissions that require your direct scrutiny:

- **Shifting rationale regarding emergency access:** The Transportation Commission (TC) initially based its support for eliminating bike infrastructure on emergency vehicle access. After public commenters demonstrated this to be factually incorrect, this narrative was silently dropped from the FAQ's list of drawbacks regarding bike infrastructure.
- **Premature dismissal of one-sided parking:** One-sided parking was included in the preferred alternative during the January 26 PIM, utilizing the extra space for a continuous left-turn lane. The TC rejected this option because of the turn lane, not the parking arrangement. However, the viability of one-sided parking was never brought back for deliberation on its own merits.
- **Contradictory travel lane widths:** If staff maintains that the proposed travel lanes are not actually 14 feet wide, then the design inherently fails to meet the fire department's requirement of a 28-foot clear width for emergency access. The mathematical reality means they cannot have it both ways.

This process has demonstrated a concerning lack of candor. While the Council understandably relies on City Staff to operate efficiently, the shifting narratives in this proposal mean it can no longer be accepted without rigorous fact-checking.

Eliminating one parking lane and narrowing the excessively wide travel lanes yields 13 feet of extra space. It is a failure of process that this space was only explored for a mid-block turn lane, rather than for a dedicated bus/EMS lane or protected bike lanes.

Your upcoming vote is no longer solely about Regent Street; it is about procedural integrity and whether the Council will allow inconsistent bureaucratic frameworks to dictate our city's infrastructure policy.

Alicia Lyu

PhD Student, University of Wisconsin

From: [Gabe Mendez](#)
To: [Zhang, Ellen](#); [Evers, Tag](#); [Transportation Commission](#); [All Alders](#)
Cc: [JCAC](#); [Scott Utter](#); [Brenda Gonzalez](#); [Caryn Walline](#); [Patrick J Kass](#)
Subject: Registrar 92491 - UW-Madison Transportation Services Feedback on Regent St. Roadway Geometry
Date: Tuesday, June 9, 2026 1:12:44 PM
Attachments: [UWTransportation Services Letter Registrar 92491 Regent St Geometry.pdf](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Good afternoon,

We would like to submit the attached letter for consideration regarding Registrar 92491, which is scheduled on today's Common Council agenda.

In the letter, we outline several elements of the proposal that we support, along with others that we believe do not align with the City's Complete Green Streets Guide, the NACTO Urban Street Design Guide, and established urban transportation engineering practices.

One of our primary concerns is the potential impact on residents and Camp Randall attendees, particularly related to travel to and from the area given the limited traffic flow options resulting from the proposed geometry.

Thank you for your time and consideration.

Gabe Mendez & Caryn Walline

Gabe Mendez, PTMP (He/Him)
Director of Transportation Operations
UW-Madison Transportation Services

Phone: 608-890-3268

Email: gabe.mendez@wisc.edu

University of Wisconsin, Madison
610 Walnut Street
WARF Room 167A
Mail: Room 124
Madison, WI 53726

transportation.wisc.edu

IG | [@uwmadisontransport](#)

FB | [UW-Madison Transportation Services](#)



April 21, 2026

To: Alder Ellen Zhang – District 8
Alder Tag Evers – District 13
Common Council
Transportation Commission

From: Caryn Walline, Director of Parking Operations;
A. Gabriel Mendez, Director of Transportation Operations
UW-Transportation Services

Re: Registrar 92491 – Campus Feedback on Roadway Geometry

Dear Alders Zhang and Evers, Members of the Common Council, and Transportation Commission Members:

University of Wisconsin Transportation Services appreciates the opportunity to comment on the proposed Regent Street reconstruction project. We support several elements of the proposal that advance pedestrian safety and enhance the public realm. At the same time, we have concerns regarding specific design decisions—particularly the absence of direct bicycle facilities along the Regent Street corridor and travel lane widths that exceed guidance for urban, multimodal streets.

We suggest referring this back to Transportation Commission for further discussion as well as Joint Campus Area Committee.

Elements We Support

Transportation Services supports the following elements of the proposed design, which align with the City's Complete Green Streets Guide:

- **Expanded sidewalks** to accommodate existing and growing pedestrian demand associated with retail, residential uses, and special events. This is consistent with the Guide's emphasis on streets as public spaces that support social activity, economic growth, and accessibility for all users

Facilities Planning and Management
Transportation Services

University of Wisconsin-Madison 1st Floor WARF Building 610 Walnut St. Madison, Wisconsin 53726
608.265.3200 www.transportation.wisc.edu

- **Maintaining or adding turn lanes where operationally necessary**, helping balance access and safety while supporting local circulation.
- **Curb extensions** that reduce crossing distances, improve pedestrian visibility, and activate street edges for outdoor dining and retail uses—an approach explicitly supported in by the Guide’s focus on safety and placemaking.
- **Pedestrian crosswalk improvements** that reduce exposure and increase comfort for people walking, advancing the City’s Vision Zero goals.

Elements of Concern or Lacking in the Proposal

Transportation Services has the following concerns, based on both the City’s Complete Green Streets Guide and transportation engineering best practices:

- **Event traffic operations and corridor capacity**
The City’s current post-event egress plan for Camp Randall fully utilizes two travel lanes in each direction on Regent Street to efficiently clear traffic following major events. Reducing available travel lanes without a clearly defined plan for signal timing, pedestrian management, and event-specific operations may result in increased congestion, longer vehicle delays, and extended idling times—potentially undermining safety objectives and increasing carbon emissions. These outcomes run counter to the Guide’s emphasis on designing for real operating conditions and context.
- **Increase in travel lane widths from 11 feet to 13 feet**
National urban street design guidance demonstrates that wider travel lanes are associated with higher operating speeds and increased crash severity. The **NACTO Urban Street Design Guide** recommends 10–11-foot travel lanes in urban contexts and specifically notes that lanes wider than 11 feet should be avoided where safety and multimodal access are priorities. This approach is consistent with Vision Zero principles embedded in Madison’s Complete Green Streets Guide. If the travel lane is reduced and that width is given to bike facilities this would still maintain fire access as needed.
- **Retention of on-street parking on Regent Street**
The proposed 7-foot parking width is notably narrow. In combination with wider travel lanes, this condition increases potential conflicts for door opening and passenger loading, creating a less predictable environment for people biking or exiting vehicles. The Guide encourages designs that minimize conflicts between modes and prioritizes safety for the most vulnerable users.
- **Lack of dedicated bicycle facilities on Regent Street**
The Complete Green Streets Guide emphasizes providing *direct, on-corridor bicycle accommodations* in urban, mixed-use environments to support access to local destinations and businesses. Off-corridor facilities do not meet this intent in contexts with frequent driveways, storefronts, and short local trips.
- **Reliance on the Southwest Commuter Path for east–west bicycle connectivity**
While the Southwest Commuter Path is a valuable regional facility, it does not function as a substitute for local bicycle access along Regent Street or provide direct connection between businesses on the same block.

The Guide emphasizes that bicycle facilities should support short, everyday trips and provide front-door access to destinations. The current proposal does not adequately meet this need.

- **Inconsistent alignment with the City 's Complete Green Streets modal priorities**

The Complete Green Streets Guide establishes a clear modal hierarchy that prioritizes walking, biking, and transit, particularly on urban, mixed-use corridors such as Regent Street. This hierarchy prioritizes safety, supports short local trips, and allocate right-of-way to reflect a multimodal context—particularly walking, biking, and transit—over vehicle speed or convenience. The current proposal's emphasis on wider travel lanes, retention of on-street parking, and the absence of on-corridor bicycle facilities does not fully reflect this modal hierarchy or the policy's intent to "put people first."

Transportation Services respectfully requests that the Regent Street design be further evaluated to better align with the City of Madison's adopted Complete Green Streets Guide and Vision Zero policies by being referred to the Joint Campus Area Committee for more stakeholder feedback.

We encourage reconsideration of right-of-way allocation to:

- Prioritize safe and continuous bicycle facilities on Regent Street;
- Ability to accommodate vehicular traffic for large university and community events; and
- Right-size vehicle travel lanes in keeping with proven urban transportation engineering practices.

We appreciate the City's commitment to creating a safer, more accessible, and more vibrant Regent Street corridor and welcome continued collaboration to achieve these shared goals.

Thank you for your consideration.



Caryn Walline
Director of Parking Operations
UW-Transportation Services
Cwalline@wisc.edu



A. Gabriel Mendez, PTMP
Director of Transportation Operations
UW-Transportation Services
Gabe.mendez@wisc.edu

Cc:
Scott Utter, University of Wisconsin
Brenda Gonzalez, University of Wisconsin
Patrick Kass, University of Wisconsin
Joint Campus Area Committee

References

City of Madison. *Complete Streets and Complete Green Streets*.

<https://www.cityofmadison.com/transportation/initiatives/complete-green-streets>

City of Madison. *Complete Green Streets Guide* (Approved January 6, 2023; Amended March 5, 2025).

<https://www.cityofmadison.com/transportation/documents/complete-green-streets/CGS%20Guide%20Final.pdf>

City of Madison Common Council. *Resolution 09-00997 – Commitment to Complete Streets*.

<https://madison.legistar.com/LegislationDetail.aspx?ID=165839&GUID=E9F37D93-9ED5-47EA-8FE4-6C2037D29807>

National Association of City Transportation Officials (NACTO). *Urban Street Design Guide – Lane Width Guidance*.

<https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>

National Association of City Transportation Officials (NACTO). *Urban Bikeway Design Guide*.

<https://nacto.org/publication/urban-bikeway-design-guide/>

From: [Ryan Miller](#)
To: [All Alders](#)
Subject: Please Reject Regent Street Reconstruction Design
Date: Tuesday, June 9, 2026 6:29:52 AM

Some people who received this message don't often get email from ryanmiller50@gmail.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

I'm messaging to register my opposition to the Regent Street reconstruction design ahead of the council meeting today. The design largely and unnecessarily preserves street parking on both sides of the street at the expense of other street users. There is lots of parking and delivery space on side streets provided that that street parking is redesignated from residential parking. Even keeping parking to just one side of the street would be an improvement, but it doesn't appear that option was fully considered. Some form of bike facilities, even if unprotected, and even if used at times by delivery drivers and emergency vehicles, should be prioritized as there are plenty of bikers in the campus area, and they shop and otherwise go about their lives on Regent Street too. Please send the plan back for redesign so that it can better follow Complete Green Streets and have an opportunity to get full backing from the Transportation Commission.

Thanks,
Ryan Miller

From: [Ben Noffke](#)
To: [All Alders](#)
Subject: Legistar 92491 - Oppose Regent Street Reconstruction Design
Date: Tuesday, June 9, 2026 10:56:24 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello Alders.

I'm writing to voice my opposition for the Regent Street reconstruction design. I think there's more that can be done for pedestrian safety and comfort.

I appreciate Alder Ever's FAQ on the various aspects of the project. The lane widths are labeled 14 ft, but the effective width is 12 ft, which is still as wide as a highway. This width is compared to existing streets as a way to justify the design, but we shouldn't use pre-Vision Zero designed streets that don't meet NACTO recommendations as a reason to implement wide lanes.

The wide lanes require pedestrians to cross excessive distances at intersections, where they are most vulnerable. Yes, the crossing distances in the design are better than today's conditions, but we should strive for greater improvements when meaningful design changes are only allowed every 30 years. Reasons like "better than today" or "as good as other streets" do not meet the level of ambition required for us to achieve our goals of Vision Zero and reducing vehicle miles traveled.

I encourage you to vote to send the design back for further improvements on pedestrian safety and comfort: reducing lane widths and reducing crossing distances for pedestrians.

Thanks for your consideration,
Ben Noffke

From: [Josh Olson](#)
To: [All Alders](#)
Subject: Regent Street Geometry - Vote No and Send Back for Safety
Date: Tuesday, June 9, 2026 6:55:10 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi Common Council,

I've made my voice heard over the last couple weeks highlighting how Regent Street as designed does not meet the safety standards that I expect from Madison. There will be a lot of discussion about bike lanes, parking, and emergency vehicles, but it misses the point.

Chuck Marohn, the co-founder of the organization Strong Towns that I'm a member of, recently said "the role of professional staff is not to make decisions for elected officials. The role is to help them fully understand the consequences they are making."

This quote hit me in the gut as I've watched the public tangle with this design. It's controversial; Transportation Commission normally passes things on unanimous or single vote opposition and this was 6-5. Legistar pages for street geometries aren't usually covered in blue links to public comment if the design is right. Some might say, "well that's just the bike people complaining", but it's not, and if you think bike lanes are the only issue you are misinformed and I will be disappointed that you didn't further engage in the design. Chuck's quote is critical because the public has expressed a desire for safety. This is found in the outrage when pedestrians die on Park Street, E Washington Avenue, or Raymond Road, where I did a Crash Analysis Studio two years ago. It's found in candidate questionnaires for elections where the majority of Common Council expresses that safety is the most important priority for designs, even when it inconveniences drivers or traffic throughput. It shows up in community surveys, when thousands say they care about safety first and parking last.

The simple thing an alder can ask tonight is: **"is this design the safest it can be, per Vision Zero, AAA, and Complete Green Streets guidance, that still allows for other secondary goals like vehicle throughput, parking/loading, and trees?"**

As I've listened to staff defend their design, I continue to hear and see things that show safety wasn't the first priority; vehicle throughput was. If you watched the Board of Public Works presentation, staff said they had to balance 3 priorities:

- Pedestrian Experience
- Bike Lanes
- Adequate parking and loading capabilities

What's not stated is that these are all a secondary goal behind the main goal of vehicle throughput. Staff continue to reference things like "Level of Service", which cannot allow cars to be congested. They can discuss how long light cycles should be to get cars efficiently through the area but not about pedestrians trying to cross the street. It explains how we ended up with 14' lanes that are functionally 12' lanes, that are still too wide! We can do 11' if we care about safety!

It's how we have a slip-lane right turn going onto Park Street. Staff said that this intersection should have longer cycles for pedestrians, and if they don't like it, they can avoid it. That shouldn't be the goal for an area with a huge student housing population, Chapter Madison has

550 beds alone! I see students crossing here all the time and *designing it to fail* because some cars, in **the central core of our city**, can't handle congestion, is a failure! My crash analysis covered a fatality that occurred on a "right on red", so it's critical we get these right. Lives are at stake and this design is completely within our control and agency. Consequences fall on us if we don't reduce the risk of injury or death.

If staff had to prioritize safety over vehicle throughput, I guarantee this design would be different. Ask the Vision Zero coordinator, is this the best we can do? Staff are very knowledgeable, but at the same time they need direction from you. I think all of our plans and community input show a need to prioritize safety. I helped pushback on the Willy Street lane removal, where staff cited models and concerns about congestion that never appeared. 90% of pedestrians felt better when they were removed. We are not infallible, and because these reconstruction cycles are up to 30 years long it's critical we get this right now. There's only so much paint can cover compared to the physical infrastructure we are going to build.

Please vote no on this design, send it back to Transportation Commission, and ask for a safety first design. Staff should justify any variance from guidelines and the Vision Zero coordinator should provide feedback as well.

Thank you,
Josh Olson

From: [Camden Powell](#)
To: [All Alders](#)
Subject: In Dissent of Approving roadway geometry for Regent Street
Date: Tuesday, June 9, 2026 10:35:13 AM

Some people who received this message don't often get email from camden.powell@protonmail.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

To whom it may concern,

I would like to voice my opposition to approving the roadway geometry for the Regent St. reconstruction as it currently stands. Given that full street reconstructions only occur every twenty or thirty years (as I understand it), this is a once-in-a-generation opportunity to change the physical roadway geometry to achieve stated vision zero goals. It is well-known that wider sidewalks, bicycle infrastructure, and narrow vehicle travel lanes calm traffic and reduce deaths and injuries. In my opinion, street designs which inherently make serious injuries less likely in the first place are more impactful than designs which merely facilitate emergency response to serious injury *but do not attempt to reduce it to the fullest extent*. This is a matter of reducing root causes.

I would also encourage any potential design revisions to explore the idea of implementing sidewalk-level parking, e.g., cars mounting the curb to park in spaces created at sidewalk level, a design which has the inherent benefits of:

- Parking space becomes more sidewalk space for pedestrians when not in used to store a car
- The perceived width of the roadway is narrowed, even when parking stalls are not in use
- Parking spaces are still provided

Madison has a history of innovative street designs that are appropriate to the existing *or desired* use of the place. A street commonly used for pedestrian-heavy game-day events, near a college campus, and with excellent potential for bike connections should not forsake the opportunity to create a design that prioritizes these uses. I would encourage a return to the drawing board for this project, with the goal of producing a design that includes:

- Traffic calming features such as narrow curb-to-curb roadway width, continuous sidewalks, and sidewalk-level parking
- High-quality bicycle infrastructure befitting a urban neighborhood shopping street
- Living stormwater management infrastructure in areas with lower pedestrian traffic (street trees, bioswales)

Generational projects like these should be treated as such in order to create the best places we possibly can. This is an important moment.

Camden Powell
14 Farwell St.
Madison, WI

From: [Camden Powell](#)
To: [All Alders](#)
Subject: Re: In Dissent of Approving roadway geometry for Regent Street
Date: Tuesday, June 9, 2026 12:07:05 PM

Some people who received this message don't often get email from camden.powell@protonmail.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

As supplementary material to my previous email I would like to provide a quick sketch of sidewalk-level parking. See attached:

Camden

Sent with [Proton Mail](#) secure email.

On Tuesday, June 9th, 2026 at 10:35 AM, Camden Powell
<camden.powell@protonmail.com> wrote:

To whom it may concern,

I would like to voice my opposition to approving the roadway geometry for the Regent St. reconstruction as it currently stands. Given that full street reconstructions only occur every twenty or thirty years (as I understand it), this is a once-in-a-generation opportunity to change the physical roadway geometry to achieve stated vision zero goals. It is well-known that wider sidewalks, bicycle infrastructure, and narrow vehicle travel lanes calm traffic and reduce deaths and injuries. In my opinion, street designs which inherently make serious injuries less likely in the first place are more impactful than designs which merely facilitate emergency response to serious injury *but do not attempt to reduce it to the fullest extent*. This is a matter of reducing root causes.

I would also encourage any potential design revisions to explore the idea of implementing sidewalk-level parking, e.g., cars mounting the curb to park in spaces created at sidewalk level, a design which has the inherent benefits of:

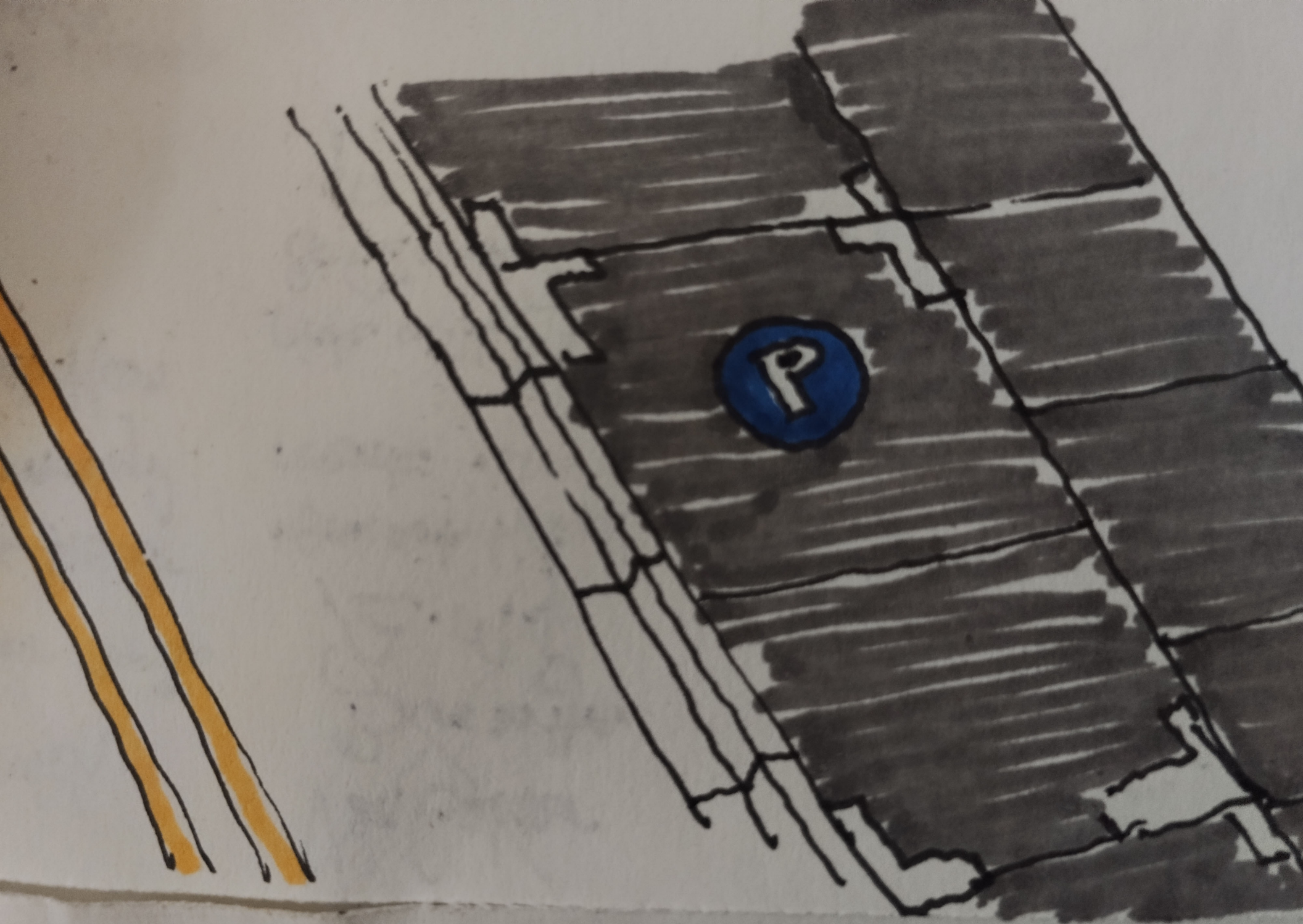
- Parking space becomes more sidewalk space for pedestrians when not in use to store a car
- The perceived width of the roadway is narrowed, even when parking stalls are not in use
- Parking spaces are still provided

Madison has a history of innovative street designs that are appropriate to the existing *or desired* use of the place. A street commonly used for pedestrian-heavy game-day events, near a college campus, and with excellent potential for bike connections should not forsake the opportunity to create a design that prioritizes these uses. I would encourage a return to the drawing board for this project, with the goal of producing a design that includes:

- Traffic calming features such as narrow curb-to-curb roadway width, continuous sidewalks, and sidewalk-level parking
- High-quality bicycle infrastructure befitting a urban neighborhood shopping street
- Living stormwater management infrastructure in areas with lower pedestrian traffic (street trees, bioswales)

Generational projects like these should be treated as such in order to create the best places we possibly can. This is an important moment.

Camden Powell
14 Farwell St.
Madison, WI



From: [Jill Speer](#)
To: [All Alders](#)
Subject: Vote No on Regent Street Design
Date: Tuesday, June 9, 2026 1:29:23 PM

Some people who received this message don't often get email from jillspeer@gmail.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

Please reject the Regent Street design that's being considered at today's council meeting. It should be redesigned so that it better follows Complete Green Streets, removes parking, includes bike lanes (even if just a painted bike lane), and better considers UW student input.

Thanks,
Jill Speer

From: [Josh Stirling](#)
To: [Martinez-Rutherford, Dina Nina](#)
Cc: [Kathryn Stirling](#); [All Alders](#)
Subject: Regent Street - Agenda Item 94 on CC Tonight
Date: Tuesday, June 9, 2026 2:30:33 PM

Some people who received this message don't often get email from stirlingje11@gmail.com. [Learn why this is important](#)

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello Dina Nina (CC: my partner Kathryn & Common Council),

I oppose the Regent Street reconstruction and favor sending this back to the transportation committee to focus on narrowing the lanes and making this even more pedestrian-friendly.

I want to share my discomfort regarding traffic engineering using Willy Street and Atwood as examples of why wider lanes are ok. In my experience, they exemplify why wide lanes are unsafe.

My address is 161 Division, living right in the heart of Schenk Atwood. I drive these roads multiple times a week. On Thursdays, my partner and I drive down Willy to go to our masters swim class at 5 am. Every other week, a driver flies behind us and tailgates when we are already going 30 mph (which is over the 25 mph speed limit).

Non-peak hours are when dangerous driving occurs in my personal experience. Even 35-40 mph is way too fast for these communities, yet I see it all the time. During peak traffic, speeds are ok and roughly in line with posted limits, but impatient drivers regularly tailgate or make unsafe passes. These roads allow for higher speeds currently.

So I bring this to your attention to highlight that maybe Willy, Atwood, and Monroe might demonstrate why Regent Street should focus on narrower streets to improve safety.

I greatly appreciate your efforts in shaping our community!

Best,

Josh Stirling