

**From:** [Liam O'Connor](#)  
**To:** [Transportation Commission](#)  
**Subject:** Agenda Item 92491: Regent Street Design Concerns  
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Dear Transportation Commission,

As a resident of the Regent Street area who frequently walks, bikes, buses, drives, and parks along Regent Street and surrounding streets, I am strongly opposed to the proposed geometry for the Regent Street Reconstruction Project.

The proposed design includes excessive vehicle parking and dangerously wide travel lanes at the expense of the needs of community members crossing, biking, walking, and spending time along Regent Street. In doing so, the proposed design prioritizes serving motor vehicles passing through the Regent Street Corridor over the safety and mobility of nearby residents.

While pedestrian needs are and should continue to be the top priority in the redesign, City of Madison adopted policies and plans including Complete Green Streets, Vision Zero, the Pedestrian Plan, and bike plans clearly direct street designs to prioritize both pedestrians and cyclists over motor vehicles and delivery vehicles in the modal hierarchy for a community main street. Additionally, city planning best practices emphasize an interconnected network of bike lanes and paths to improve cycling safety and adoption (Euklidiadas, 2024). A Regent Street lacking bike facilities is less safe, less sustainable, and less visited by residents. Today's lack of bikers on Regent Street and the existence of the nearby bike path are not reasons to omit bike facilities, they should motivate us to improve cycling infrastructure to encourage biking and better serve residents of the area.

Having followed the previous meetings on this topic, I am deeply concerned by the procedural failings of the design process. City staff did not fully present a range of viable, multi-modal design options to the Transportation Commission (e.g., designs including bike lanes, right-sized travel lanes with buffered shoulders or mountable curbs, side street delivery vehicle parking, parking on one side of the street), and instead presented one design as the only viable option. This failure prevented the Commission from debating alternatives and making a fully informed decision. City staff and the Commission should innovate and problem-solve to address challenges with delivery driver parking and emergency vehicle access.

De-centering motor vehicles in urban areas through the reduction and/or relocation of

parking spaces in favor of high-quality pedestrian and bicycle infrastructure has been found to positively impact customer spending, the number of customers served by merchants, and does not negatively impact the economic well-being of businesses (Arancibia et al., 2019; Merten & Kuhnimhof, 2023). This approach has been found to create more desirable and financially valuable urban areas, conducive to the success of businesses and urban placemaking (NYC Department of City Planning, 2024; Schwartz et al., 2016). Ample street and surface lot parking options are available in the Regent Street area, and I strongly encourage the commission and City staff to reduce street parking on Regent Street to improve the economic success and function of the corridor for all users.

Travel lane widths in excess of 11 feet have been found to significantly increase speeding and crashes (Desmon, 2023; NACTO, n.d.). The proposed 14 foot lane geometry is unacceptable and directly endangers pedestrians, cyclists, and drivers. A design with reduced lane widths and parking would allow for bike facilities and increased street trees, which are associated with safer driving behavior (Desmon, 2023).

I care deeply about the function of Regent Street for residents, businesses, and people traveling along the corridor. I respectfully urge you to:

- Include high-quality pedestrian and bicycle facilities along Regent Street.
- Reduce parking along Regent Street to improve pedestrian and bike facilities, efficiently use limited space, and advance the economic well-being of businesses.
- Right-size travel lane widths to improve safety and reduce speeding.
- Reduce the curb-to-curb distance on the section of Regent Street between N Brooks St and Park St to reduce crossing distances and improve safety.

Sincerely,

Liam O'Connor  
District 8

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Eukliadias, M. M. (2024). *Bike infrastructure: Ideas, improvement principles and cities with the best infrastructure*. Tomorrow.City. <https://www.tomorrow.city/bike-infrastructure-ideas/>

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