

From: [Austin Griesbach](#)
To: [Transportation Commission](#)
Subject: So Much For Complete Green Streets
Date: Saturday, April 11, 2026 10:33:11 AM
Attachments: [2026-04-11_Madison_Vision_Zero_Progress.png](#)
[RE_Regent_Street_revisit.pdf](#)
[RE_Regent_Street_\(Randall_Ave_to_Park_St\).pdf](#)
[RE_Regent_Street--preliminary_options.pdf](#)
[Records_Request.pdf](#)

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

Hello,

I would like to submit a comment which was initiated by Regent Street (Item 92491 on the April 15th agenda), but which I intend to apply to the whole City. The fact the updated design is practically identical to the March 4th design despite heavy push-back in March indicates public feedback won't really effect the outcome at all on this specific street anyways.

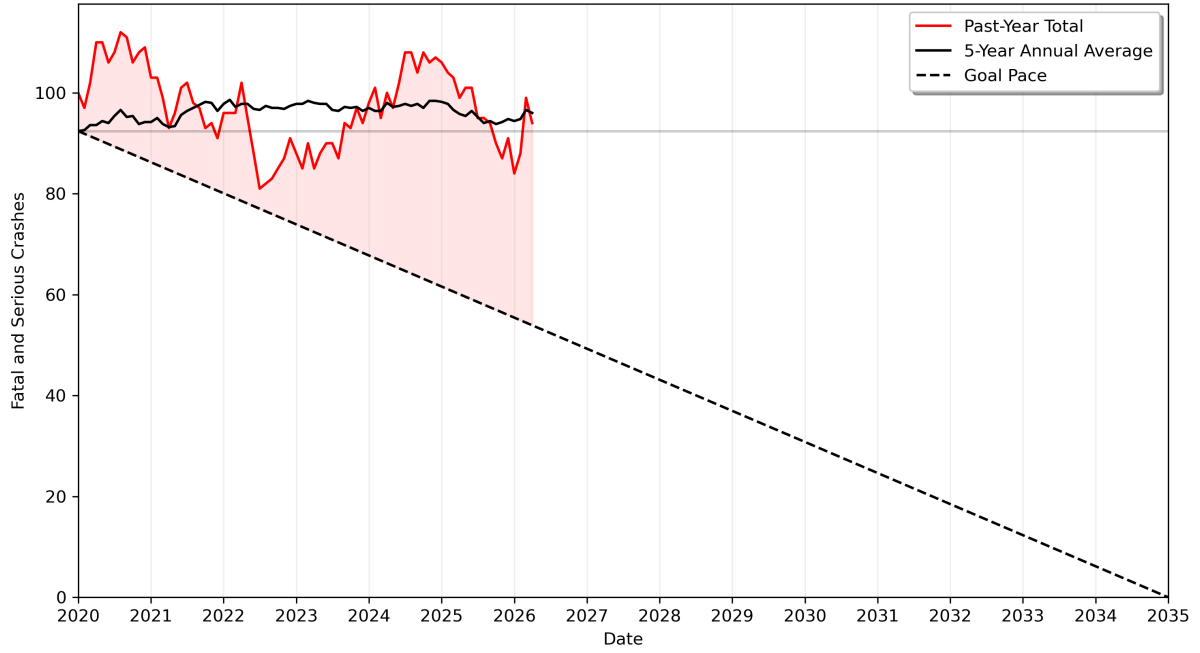
In the March 4th meeting, the Transportation Commission was told that the design's non-compliance with Complete Green Streets was a limited exception due to the nearby Meriter hospital, which is the most important in the region. Setting aside that Meriter is actually a [Level IV trauma care facility](#), the least-resourced classification in Madison and *not* the preferred hospital for the most threatening injuries per [Dane County EMS protocols](#), I wanted to point out that public records (attached) indicate these non-compliances actually seem to have come at the request of the Fire services as an entirely generic matter. The non-compliances that are being asked here, including an entirely undocumented yet incontestable 28' curb-to-curb number that's in excess of fire code, and the resultant 14' lanes well in excess of the 12' interstate highway standard (let alone City Guidelines 10'-11' requirement), are the sort of non-compliances that will be asked everywhere else in the city.

I think that Transportation Commission should understand that as things stand now, Complete Green Streets is a dead document.

As a less dramatic point, I'd also like to say out that it doesn't really make sense to approve a design where safety features (a small number of raised crosswalks, "half-raised" intersections) are lightly penciled in and liable to be removed later. Either the safety measures will be part of the design, or they won't, but you can't approve a "maybe" on the hope that it might stay in.

Thank you,
Austin Griesbach

Madison, WI Vision Zero Progress
TOPSLAB Data Through 2026-03-31 as of 2026-04-11



From: [Mohr, Thomas](#)
To: [Larson, Jeffrey](#)
Subject: RE: Regent Street revisit
Date: Monday, February 9, 2026 8:54:00 AM
Attachments: [image001.png](#)
[image002.png](#)

Good to hear. Thanks.

From: Larson, Jeffrey <JtLarson@cityofmadison.com>
Sent: Monday, February 9, 2026 8:34 AM
To: Mohr, Thomas <TMohr@cityofmadison.com>
Subject: RE: Regent Street revisit

I do not have a concern with this. We currently work through this set up on Williamson St. and it seems to work for our responses without much disruption.

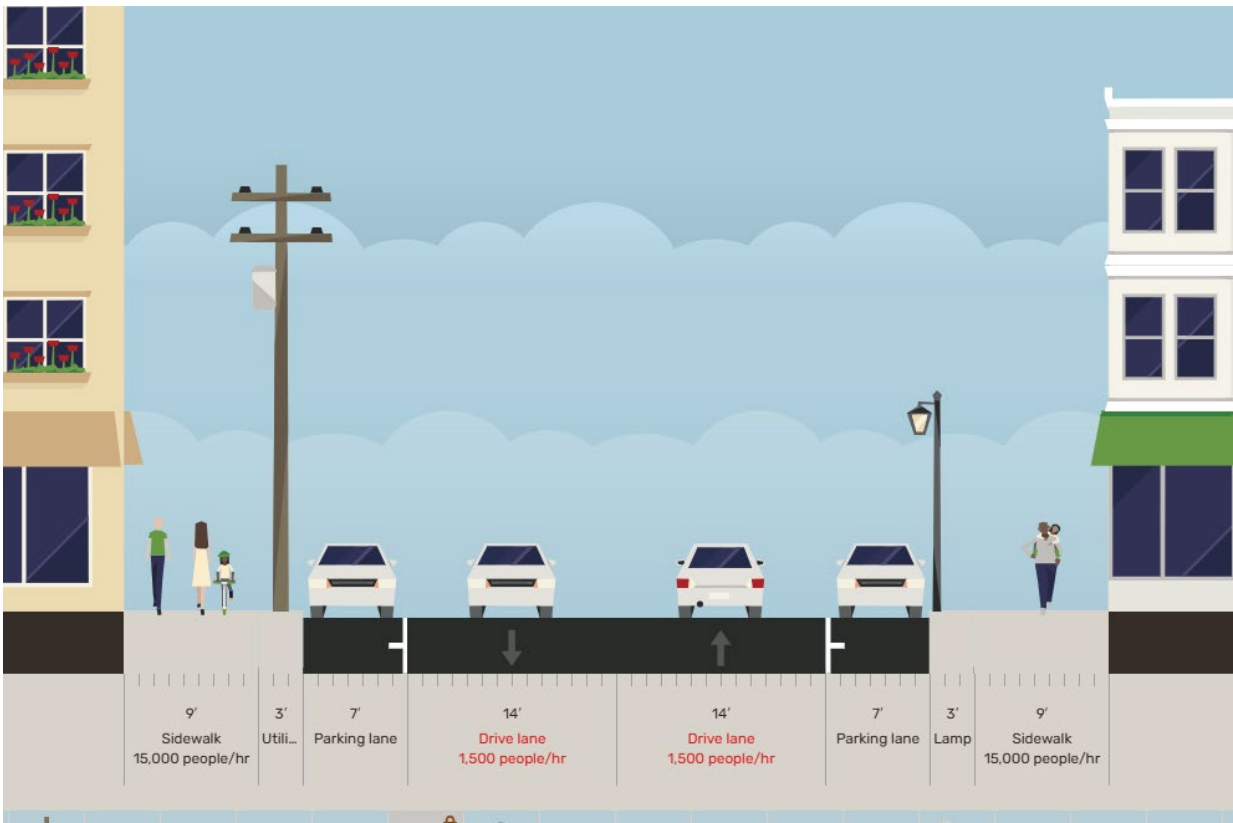
Jeffrey T. Larson
Assistant Chief – F2
Fire Operations

From: Mohr, Thomas <TMohr@cityofmadison.com>
Sent: Friday, February 6, 2026 4:15 PM
To: Sullivan, Bill <WSullivan@cityofmadison.com>; Larson, Jeffrey <JtLarson@cityofmadison.com>;
Meinert, David <DMeinert@cityofmadison.com>; Woehrle, Eugene <EWoehrle@cityofmadison.com>
Subject: Regent Street revisit

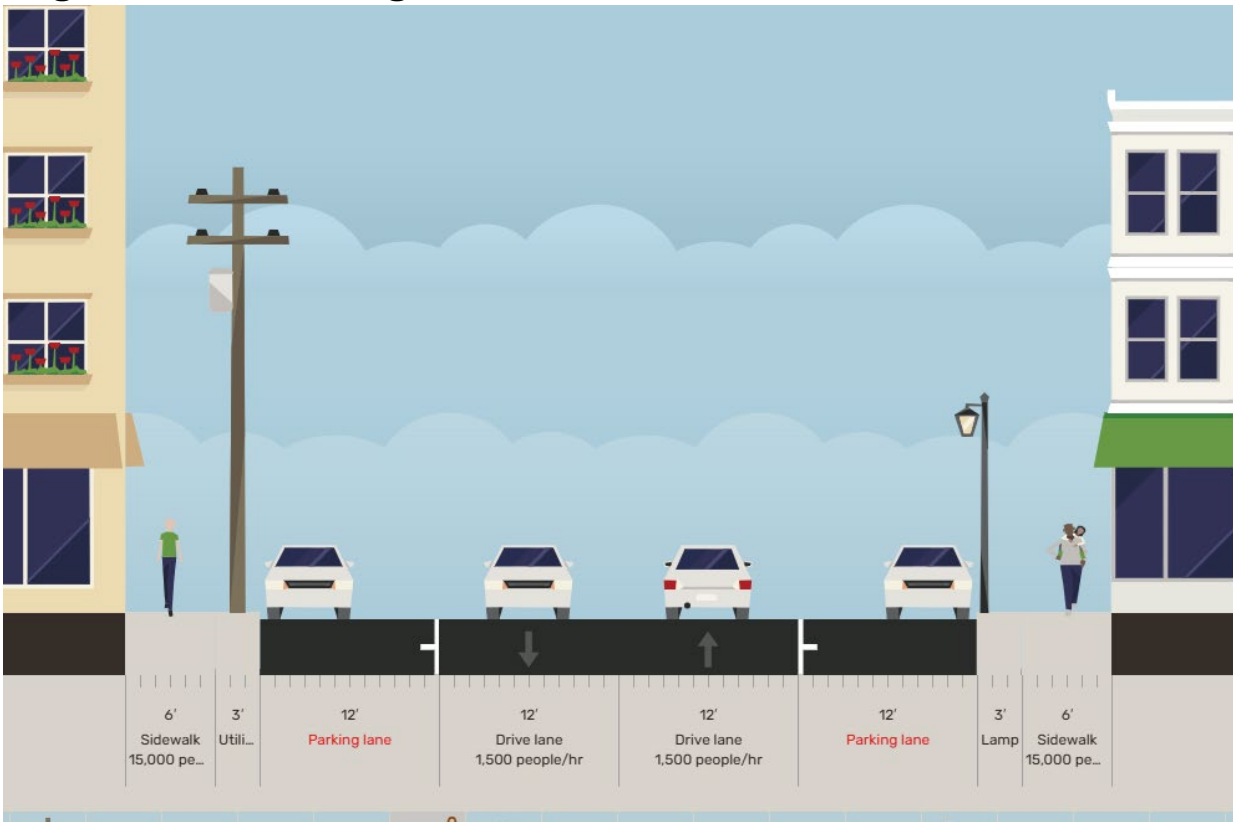
Hi all,

Looking into a new option on Regent Street between Randall and Mills, which is a essentially what we have now on Williamson Street between Baldwin and Thornton. 42 feet curb to curb, one lane in each direction, and parking on both sides. No medians or islands. This would allow drivers to pull next to parking or into driveways to provide a clear path down the center of the street for emergency vehicles. Any concerns?

Regent Street 42' two-lane Option:



Regent Street existing:



From: Bill_Sullivan@cityofmadison.com
To: Bill_Sullivan@cityofmadison.com
Cc: Bill_Sullivan@cityofmadison.com
Subject: RE: Regent Street (Randall Ave to Park St)
Date: Tuesday, December 9, 2025 3:06 PM
Attachments: [image001.png](#)

Thanks Bill. I'll set up a meeting for us to discuss different options.

From: Sullivan, Bill <WSullivan@cityofmadison.com>
Sent: Tuesday, December 9, 2025 2:28 PM
To: Mohr, Thomas <TMohr@cityofmadison.com>
Cc: Zwieg, Andrew <AZwieg@cityofmadison.com>
Subject: RE: Regent Street (Randall Ave to Park St)

Hey Tom,

I talked this over with AC Larson and he agrees that this will be a major impact on responses to and from the hospitals as well as being the primary east west route in this portion of the City.

What other options can we discuss? Glad to sit down with TE.

Talk soon, Bill

From: Mohr, Thomas <TMohr@cityofmadison.com>
Sent: Thursday, December 4, 2025 3:24 PM
To: Sullivan, Bill <WSullivan@cityofmadison.com>
Cc: Zwieg, Andrew <AZwieg@cityofmadison.com>
Subject: RE: Regent Street (Randall Ave to Park St)

Sorry, I meant to say that as well. I agree, cars will not pull up on the curb.

From: Sullivan, Bill <WSullivan@cityofmadison.com>
Sent: Thursday, December 4, 2025 3:18 PM
To: Mohr, Thomas <TMohr@cityofmadison.com>
Cc: Zwieg, Andrew <AZwieg@cityofmadison.com>
Subject: RE: Regent Street (Randall Ave to Park St)

Our experience is that most cars will not pull up on top of the curb

From: Mohr, Thomas <TMohr@cityofmadison.com>
Sent: Thursday, December 4, 2025 3:08 PM
To: Sullivan, Bill <WSullivan@cityofmadison.com>
Cc: Zwieg, Andrew <AZwieg@cityofmadison.com>
Subject: RE: Regent Street (Randall Ave to Park St)

It would still be full curb head, so I would say cars will pull up there to get out of the way.

From: Sullivan, Bill <WSullivan@cityofmadison.com>
Sent: Thursday, December 4, 2025 3:07 PM
To: Mohr, Thomas <TMohr@cityofmadison.com>
Cc: Zwieg, Andrew <AZwieg@cityofmadison.com>
Subject: RE: Regent Street (Randall Ave to Park St)

So can cars pull over into that space to get out of the drive lane? Assuming there is no parking here except occasional loading?

From: Mohr, Thomas <TMohr@cityofmadison.com>
Sent: Thursday, December 4, 2025 3:05 PM
To: Sullivan, Bill <WSullivan@cityofmadison.com>
Cc: Zwieg, Andrew <AZwieg@cityofmadison.com>
Subject: RE: Regent Street (Randall Ave to Park St)

Likely some sort of colored concrete in most places. Maybe some grass east of Mills Street like there is today.

From: Sullivan, Bill <WSullivan@cityofmadison.com>
Sent: Thursday, December 4, 2025 3:01 PM
To: Mohr, Thomas <TMohr@cityofmadison.com>
Cc: Zwieg, Andrew <AZwieg@cityofmadison.com>
Subject: RE: Regent Street (Randall Ave to Park St)

Thanks Tom.

What are the green areas? Colored pavement or terrace?

From: Mohr, Thomas <TMohr@cityofmadison.com>
Sent: Thursday, December 4, 2025 9:49 AM
To: Sullivan, Bill <WSullivan@cityofmadison.com>
Cc: Zwieg, Andrew <AZwieg@cityofmadison.com>
Subject: RE: Regent Street (Randall Ave to Park St)

Thanks Bill. Here's that pdf. FYI, we're looking at a January 26 PIM to present alternatives to the public.

From: Sullivan, Bill <WSullivan@cityofmadison.com>
Sent: Thursday, December 4, 2025 7:48 AM
To: Mohr, Thomas <TMohr@cityofmadison.com>
Cc: Zwieg, Andrew <AZwieg@cityofmadison.com>
Subject: RE: Regent Street (Randall Ave to Park St)

Hello Tom,

Sorry, I didn't see this and still have a long way to go to dig out from vacation.

Will Regent only be one lane of travel in each direction?

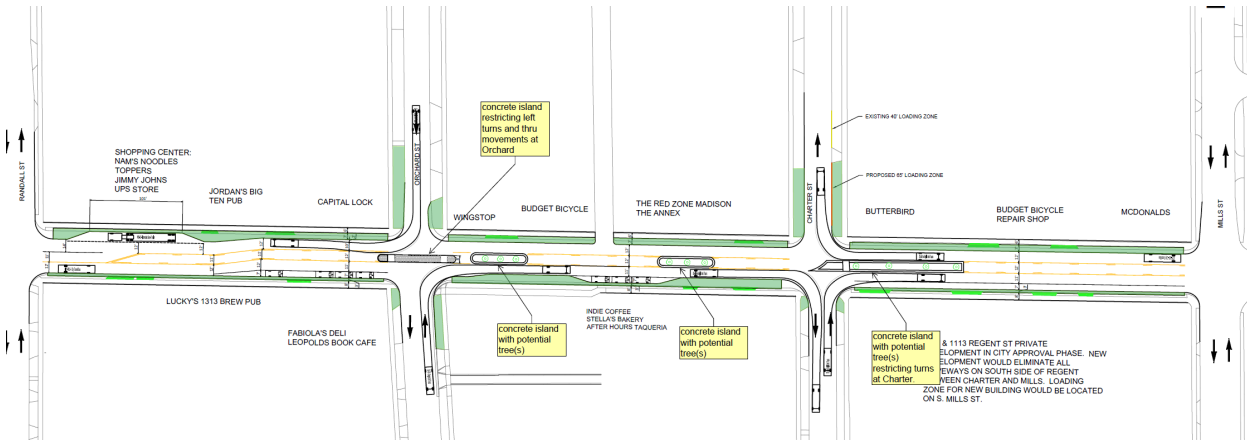
I think this will be a major issue for fire and EMS. We have experienced delays due to congestion at intersections with concrete islands on Odana Road due to traffic stopping when they hear/ see lights & sirens. With the proximity to Station 4 and Meriter & St Mary's hospitals, I am sure others will have the same concerns.

Can I get access to a pdf of the plans that I can review with our operations chief?

Talk soon, Bill

From: Mohr, Thomas <TMohr@cityofmadison.com>
Sent: Tuesday, November 25, 2025 11:30 AM
To: Sullivan, Bill <WSullivan@cityofmadison.com>
Cc: Zwieg, Andrew <AZwieg@cityofmadison.com>
Subject: RE: Regent Street (Randall Ave to Park St)

An image would help:



From: Mohr, Thomas
Sent: Tuesday, November 25, 2025 11:29 AM
To: Sullivan, Bill <bsullivan@cityofmadison.com>
Cc: Zwing, Andrew <azwing@cityofmadison.com>
Subject: Regent Street (Randal Ave to Park St)

Hey Bill,

We're looking into Regent Street concepts in more detail and wondering your thoughts on the plan below. Specifically, checking to see if there are any emergency vehicle access issues with the one lane in each direction and the potential concrete median islands that might include trees. There are currently zero city trees along this stretch and we're thinking these medians may be an option for them. We are also considering restricting some of the lesser-used turning movements at Orchard Street and Charter Street to provide safer pedestrian crossings of Regent Street.

This would be one option. Maintaining the existing peak-hour travel lanes would be another.

Everything is very tight here with all the constraints—loading zone needs, turning movements constraints, desire for more pedestrian space, etc—so we are really looking at this on a block-by-block basis.

Let me know if you want to discuss. I want to get your thoughts before moving this along further. This has not been shown to the public.

Thanks,
Tom

From: [Mohr, Thomas](#)
To: [Sullivan, Bill](#)
Subject: RE: Regent Street--preliminary options
Date: Wednesday, August 6, 2025 10:13:00 AM

Thanks for the quick response!

From: Sullivan, Bill <WSullivan@cityofmadison.com>
Sent: Wednesday, August 6, 2025 10:07 AM
To: Mohr, Thomas <TMohr@cityofmadison.com>
Subject: RE: Regent Street--preliminary options

Good morning Tom,

Yes, we have concerns with the options with a median. The diverter island have created issues on Odana Road where traffic stops and there is no place to pull over, Fire gets stuck behind the diverter islands, especially if there is a sign in the median. We also don't like the midblock medians as well unless there were completely mountable.

Thanks for checking.

Bill

From: Mohr, Thomas <TMohr@cityofmadison.com>
Sent: Wednesday, August 6, 2025 9:33 AM
To: Sullivan, Bill <WSullivan@cityofmadison.com>
Subject: Regent Street--preliminary options

Hi Bill,

Attached is a first look at Regent Street (Randall Ave to Park St) options from the consultant that we would like City staff comments. Send me any thoughts you have. I'm thinking you'll have some comments on the options with a median.

I want to take out any option we cannot consider due to operation concerns before this is presented to the public.

For overall schedule, we'll work internally with the consultant on refining the options and then have a PIM on Monday, September 15.

Prelim design—2025

Final design—2026
Construction—2027

Thanks,
Tom

From: Mohr, Thomas TMohr@cityofmadison.com

Subject: RE: [GovQA] New Request Assignment - R019997-030526

Date: March 24, 2026 at 3:33:29 PM

To: Austin Griesbach austin.griesbach@icloud.com

Hi Austin,

You are correct that there is no formal written policy establishing a 28-foot minimum clearance specifically for emergency vehicles. That width has come from discussions with the Police and Fire Departments regarding streets that serve as heavily used emergency response routes. Unlike some cities, Madison does not have a formally adopted emergency routes map. Instead, we review each street design individually and coordinate with emergency services to make sure their operational needs are met.

Providing clearer guidance on this topic is something we are currently considering, and it may be incorporated into a future update of the Complete Green Streets Guide.

From the Fire Department's perspective, there are two different considerations:

1. Clear width needed for emergency vehicles to travel through a street during a response (for example, when other drivers need to pull over so a fire truck or ambulance can pass).
2. Clear width needed for ladder truck setup, which includes space for outriggers when responding to fires at taller buildings along the street.

The second item is addressed in the Complete Green Streets Guide (page 65), but the first item is not currently defined in any formal policy or publication.

Thanks,
Tom

From: Austin Griesbach <austin.griesbach@icloud.com>
Sent: Monday, March 23, 2026 7:21 AM
To: Mohr, Thomas <TMohr@cityofmadison.com>
Subject: Re: [GovQA] New Request Assignment- R019997-030526

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Hello Mr. Mohr,
Thank you, this is very informative.

Understanding that there would have been other meetings, am I correct in taking away that there are no written records of deliberation on pedestrian curb extensions, bus pullouts, or bike infrastructure with regards to the road width, and no discussion of parking save the brief mention in the attachments of your previous message? Similarly, am I correct in understanding that discussion records on road width for emergency vehicles primarily involved the Fire Marshal, with no direct written exchange with hospital staff or EMS personnel?

In the March 4th Transportation Commission meeting, [a 28-foot wide clear lane was described as a mandatory "magic number"](#) for emergency vehicle access. This seems to be a strictly defined number, but I have not been able to find that requirement in any public-facing guidance documents, City standards, or City/State/National regulations, and was hoping this record request could shed light on it. Could you help steer me to where this requirement is defined?

Lastly, the situation as presented in that same meeting is that many of the deviations from Complete Green Streets were due to the proximity of Meriter Hospital. Is there a well-defined catchment area of what regions of the City are subject to proximity concerns for hospitals, fire stations, etc., or what roads are treated as special emergency vehicle priority ways? Or is it more determined on an ad hoc basis?

Thank you,
Austin Griesbach

On Mar 20, 2026, at 2:45 PM, "Mohr, Thomas" <TMohr@cityofmadison.com> wrote:

Hi Austin,

I received your records request referenced below. I am the relevant city staff

person to provide records as design discussions regarding Regent Street went through me.

For #1, I've attached the relevant email conversations. Let me know if you are looking for something different or just want to discuss any of these design considerations directly. Most of these discussions took place during meetings rather than over email. Curb design at the intersections is generally limited by accommodating turning movements for an SU-30 vehicle and for midblock the minimum width is limited by the emergency vehicle accommodations.

Tom Mohr
Assistant Director of Traffic Engineering
City of Madison

From: City of Madison Public Records Request Center <cityofmadison@govqa.us>

Sent: Friday, March 20, 2026 1:49 PM

To: Mohr, Thomas <TMohr@cityofmadison.com>

Subject: [GovQA] New Request Assignment- R019997-030526

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A request has been submitted for your department: City Records Request / R019997-030526

Request Information

Assigned Staff: Tom Mohr

Status: In Progress

Create Date: 3/5/2026 9:24:51 AM

Record(s) Requested: Hello,

I would like to submit a request for any written correspondence within the last year on minimum roadway width or travel lane width for the Regent Street reconstruction currently being designed.

Thank you

Login to the system and view your request by clicking [HERE](#).

This is an auto-generated email and has originated from an unmonitored email account.

Please DO NOT REPLY



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