



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

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- **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.



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

## References

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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*.

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