

From: [Craig Weinhold](#)
To: [Transportation Commission](#)
Subject: Regent Street (#92491) design FAIL
Date: Wednesday, April 15, 2026 2:50:45 PM
Attachments: [Regent Street Design Options A.png](#)
[Regent Street Design Options B.png](#)
[Regent Street Design Options C.png](#)
[Regent Street Design Options D.png](#)
[image \(34\).png](#)

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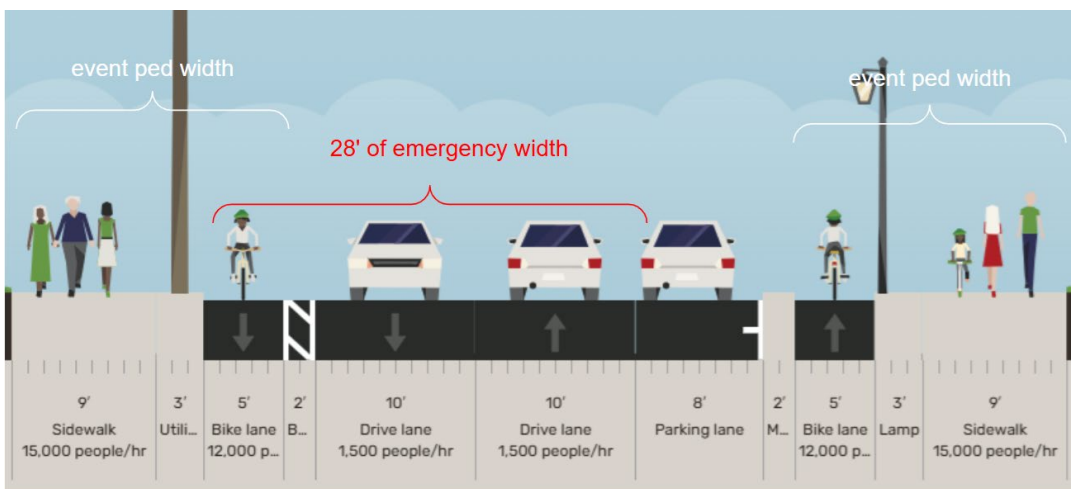
The proposed Regent Street design **FAILS** the business district and its residents.

A future City engineer will struggle to explain ...

- why its travel lanes are wider than an Interstate highway, yet bikes and scooters illegally conflict with pedestrians on the abutted sidewalks because they have nowhere else to go.
- why street parking is provided for large apartment buildings that have their own parking (Jensens, future Chloes/Hong Kong Cafe, etc).
- why street parking was added to the 1000 block (east of Mills) where it doesn't exist today. That space would be much better used for people-focused spaces like the courtyards envisioned by the [Regent Street Group](#) in 2025.
- why Complete Green Streets was set aside, again.

At bottom is my March T.C. letter that didn't make it to Legistar. It is still accurate and has some possible layouts.

E.g., if the City shrinks travel lanes to 10' and limits parking to one side (varies by block), there is ample room for a good bike facility and on-street parking for the small businesses that need it (but not the large apartments that don't). The layout satisfies every goal of Complete Green Streets, Regent St PIM input, event day capacity, emergency vehicle access, and business needs for customers and deliveries.



T.C. members: Please do not approve the geometry as presented. Instead, ask Engineering to draft a schematic with reduced parking and space for bikes, scooters, and other micromobility devices.

-Craig Weinhold

----- Forwarded message -----

From: **Craig Weinhold** <cweinhold@gmail.com>

Date: Wed, Mar 4, 2026 at 3:56 PM

Subject: Regent Street design / bike lanes can fit!

To: <TransportationCommission@cityofmadison.com>

Firstly, this project must include the block west of Randall, especially in terms of pedestrian width and in the transition between four travel lanes and two. Not including that block is a crime against sanity.

Secondly, the new preferred design for Regent Street STINKS. Were the first two PIMs and the public surveys and the call for public engagement just lip service? Is Complete Green Streets a sham? I don't get it. Not only is all street parking preserved, it's improved because rush hour restrictions are gone. The plan even adds net-new street parking where none is needed or allowed today, like the 1000 block. What the heck?

Regent St is such a cool street with so many business destinations and its residents mostly get around only by foot, bike, and bus (including an increasing number of non-students).

Consider:

- The [Vicino Apartments](#) (formerly Jensens Auto) opens soon with 50 non-student, non-luxury apartments and 25 parking spots
- The [Peerless Development](#) proposed for the south side of the 1100 block (Hong Kong Cafe and Chloes Floral) will add 113 units with 60 parking spots
- The [1313 Luckys](#) development has 63 apartments and 60 parking spots, half for the bar. (pre-TOD parking standards called for 160 parking spots)

Thirdly and most importantly, **Regent St needs bike lanes!** They don't need to be All Ages and Abilities, nor do they require connectivity to the east or west. The street just needs something functional to allow the largely adult population to bike up and down that corridor even if it's only for a block or two before they reach their cafe or turn towards the SW Path.

City engineers have missed the fact that ***BIKE LANES ARE THE ULTIMATE FLEX LANE*** that solve multiple space problems. During events, bike lanes will absorb the pedestrian overflow. When ambulances approach, cars pull over into them. Rideshares and deliveries make brief stops in them. Trash collection, parking meter enforcement, and other city services all use them. Sure, bicyclists grumble. But we're not snowflakes. Sharing space is part of city life.

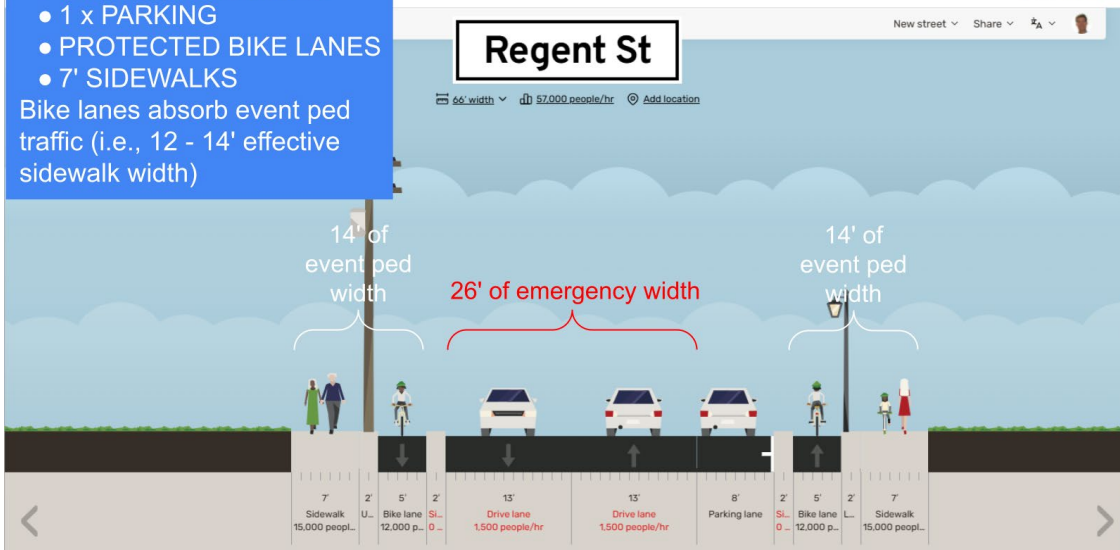
IF PARKING IS REMOVED ON ONE SIDE: Here are three bike options that satisfy all pedestrian event and emergency vehicle needs. The street parking would vary from side-to-side based on business need, and would result in between 30 and 35 parking spots between Randall St and Mills St. That's about double the City's original design. The City's current preferred design has 47 spots, but that includes a dozen newly-created spots on the 1000 block where parking is currently not allowed.

Protected Bike Lanes

- WIDE TRAVEL LANES
- 1 x PARKING
- PROTECTED BIKE LANES
- 7' SIDEWALKS

Bike lanes absorb event ped traffic (i.e., 12 - 14' effective sidewalk width)

DIAGRAM A

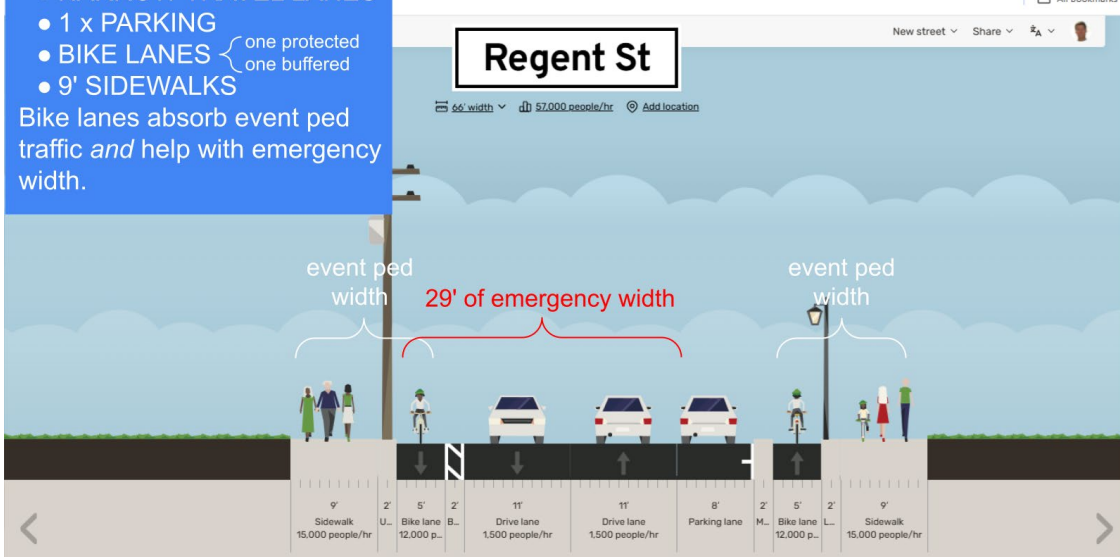


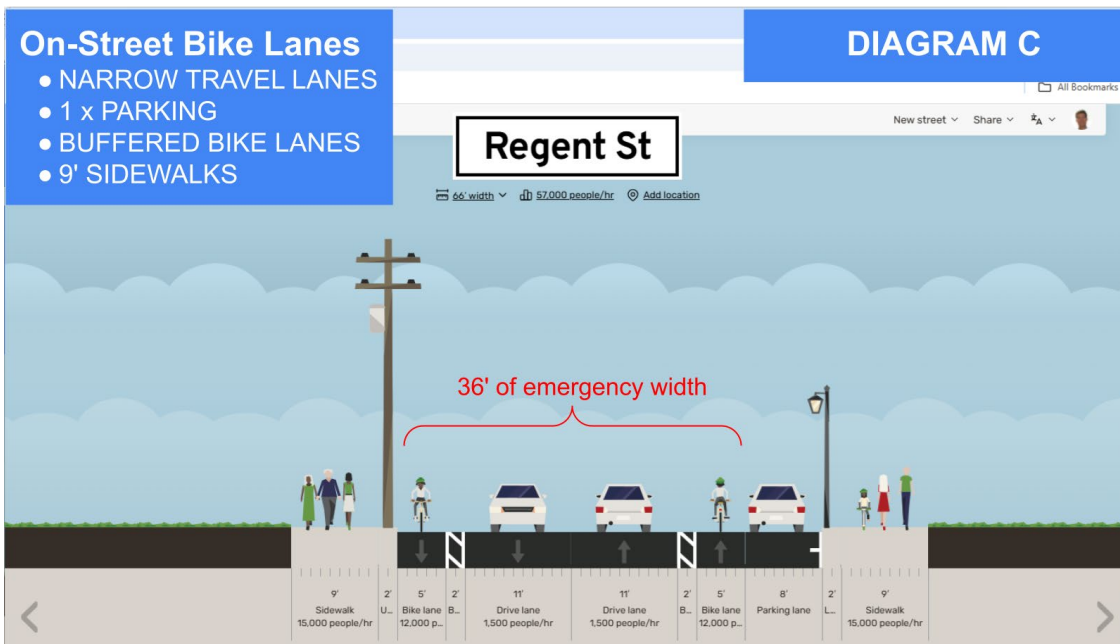
Protected Bike Lanes

- NARROW TRAVEL LANES
- 1 x PARKING
- BIKE LANES { one protected, one buffered }
- 9' SIDEWALKS

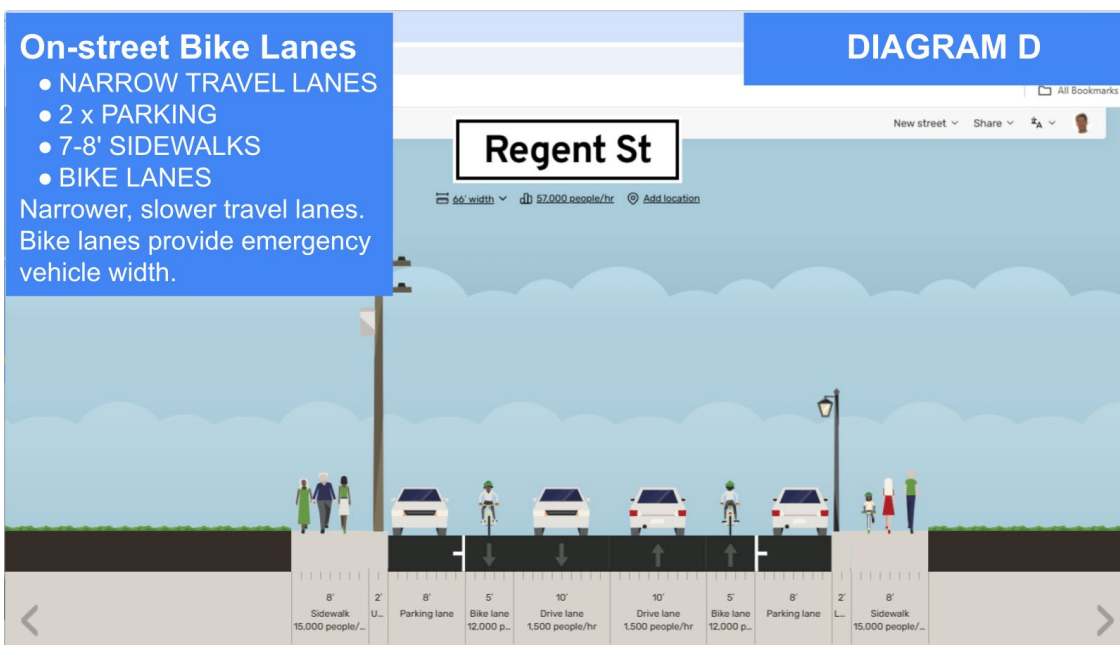
Bike lanes absorb event ped traffic *and* help with emergency width.

DIAGRAM B





PARKING ON TWO SIDES also supports bike lanes while still enlarging the sidewalk by 33%.



Best,

-Craig Weinhold