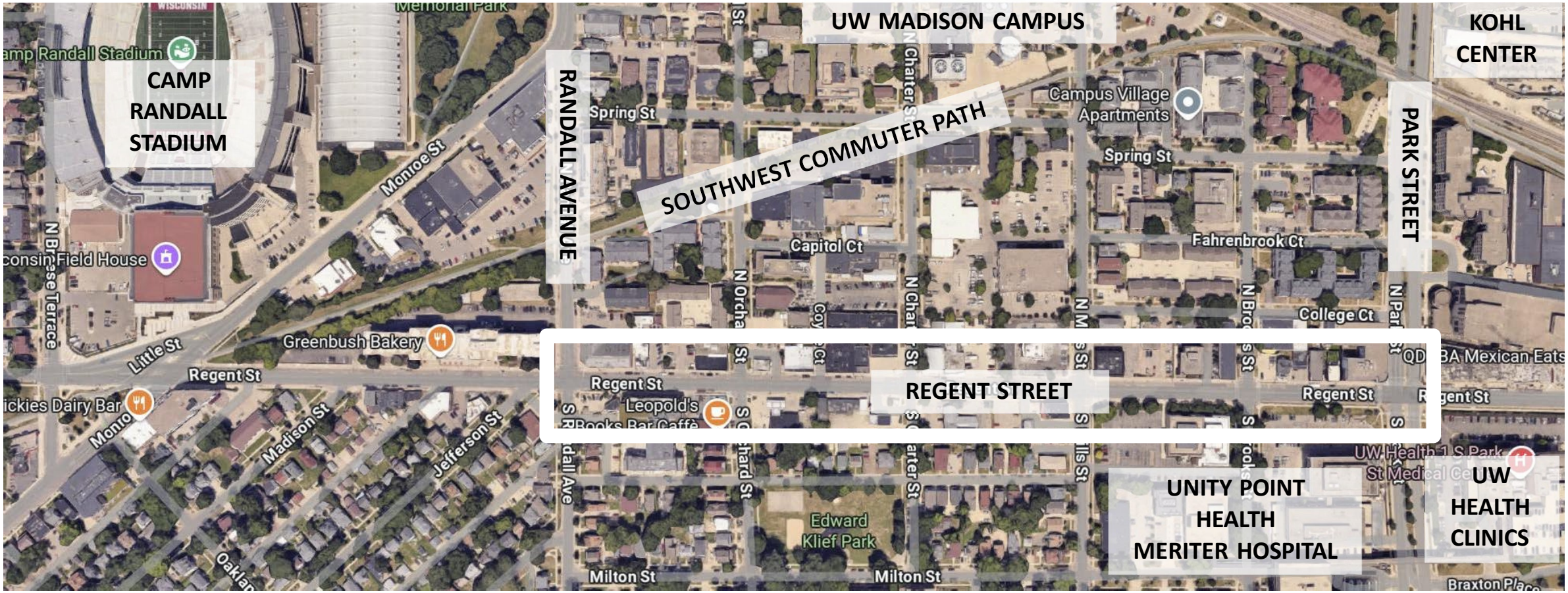
Regent Street Reconstruction—Randall Ave to Park St

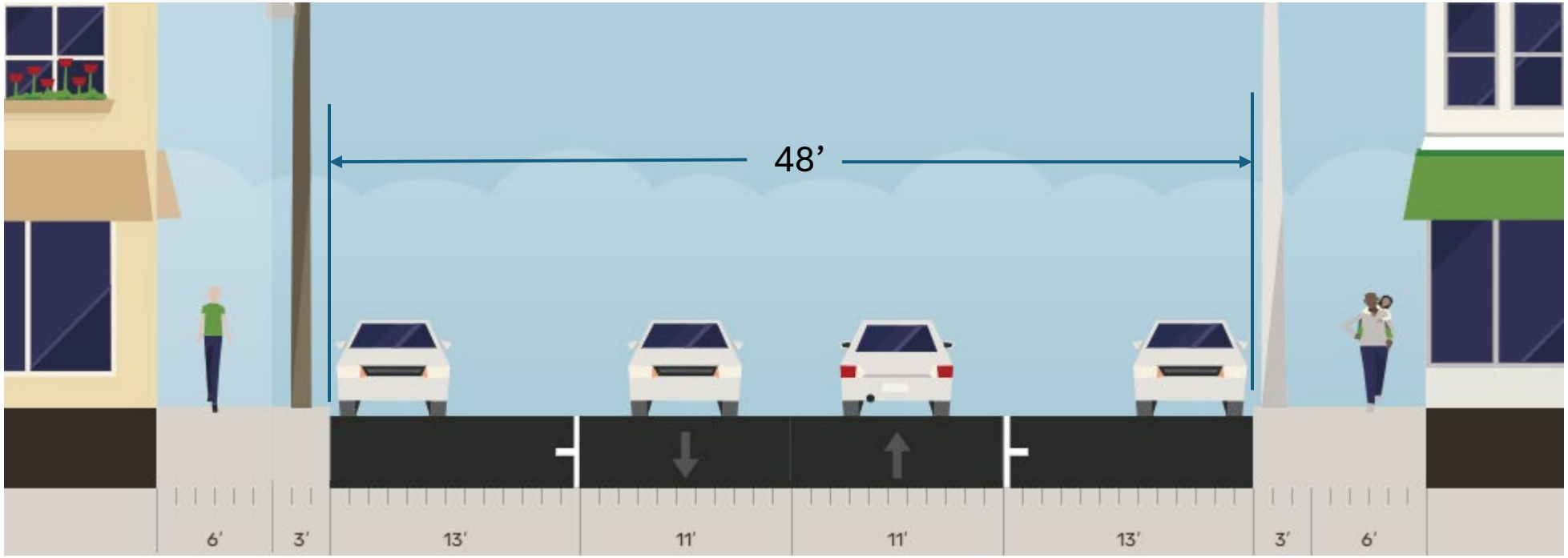


Today's Request

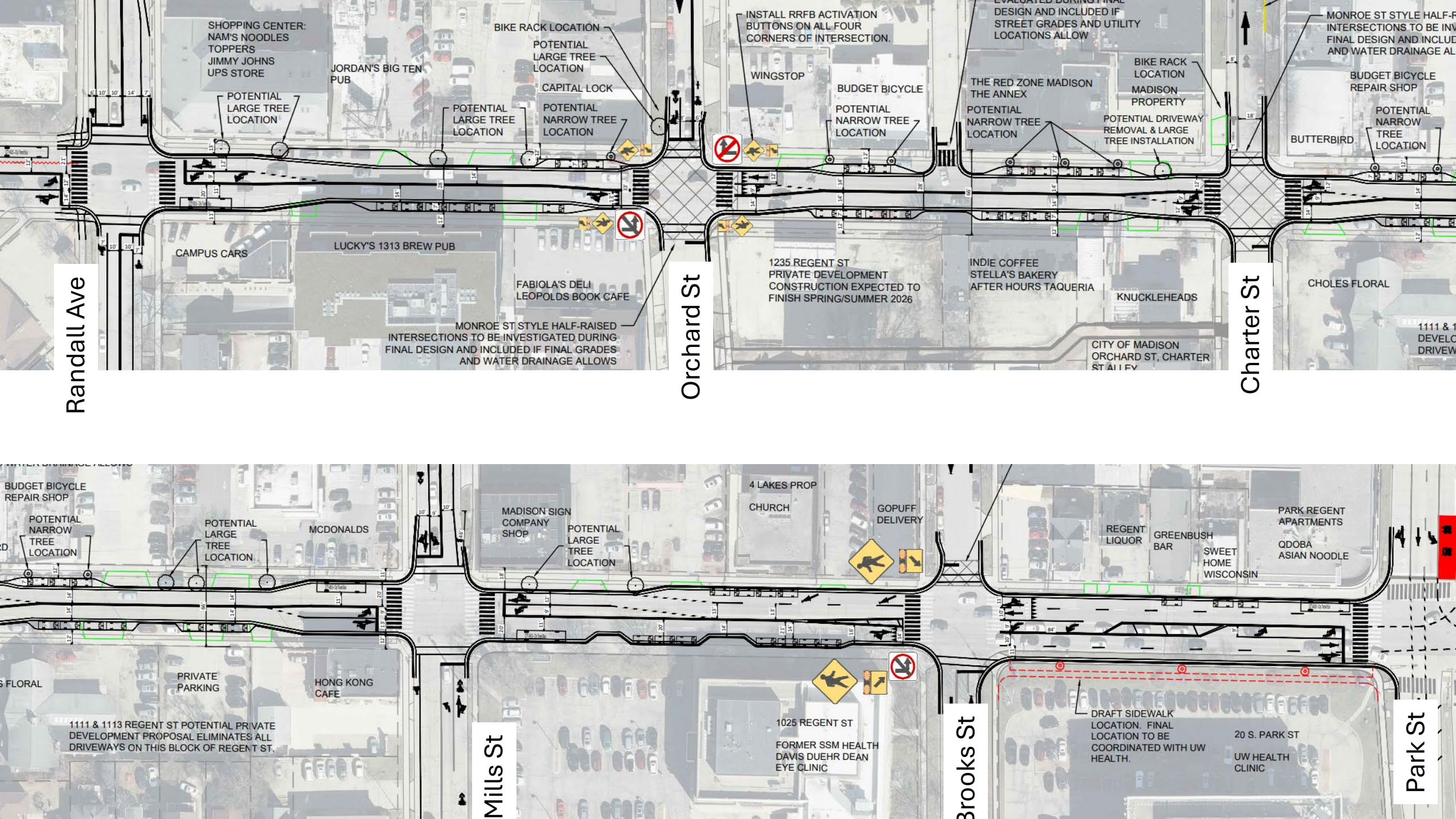
- Requesting basic geometric approval
  - Allows City staff to begin final design
- What is being approved?
  - Eliminating peak-hour lanes in favor of one lane in each direction, with left turn lanes
  - Wide sidewalk/terrace adjacent to delivery/parking zones
  - Curb extensions as shown on plan
  - North/South bike improvements rather than on-street Regent facilities
- Final design plans, specs, & estimate to be approved later this year

Regent Street today

- 2-lane urban roadway with parking lanes/peak hour travel lanes
  - No parking Eastbound 7 AM – 8:30 AM & Westbound 4 PM – 5:30 PM




In Your Heart,
And In
Your Wallet.
ONLY AT
uw
credit
union
ANNEX
Budget Bicycle Center
Clothing
25

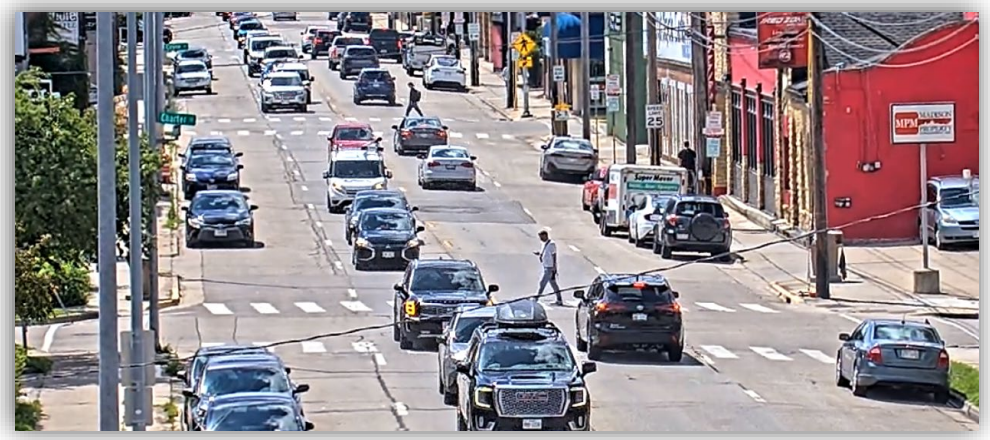

SHOPPING CENTER:
NAM'S NOODLES
TOPPERS
JIMMY JOHNS
UPS STORE
JORDAN'S BIG TEN PUB
BIKE RACK LOCATION
POTENTIAL LARGE TREE LOCATION
CAPITAL LOCK
POTENTIAL NARROW TREE LOCATION
POTENTIAL LARGE TREE LOCATION
POTENTIAL LARGE TREE LOCATION
CAMPUS CARS
LUCKY'S 1313 BREW PUB
FABIOLA'S DELI
LEOPOLDS BOOK CAFE
MONROE ST STYLE HALF-RAISED INTERSECTIONS TO BE INVESTIGATED DURING FINAL DESIGN AND INCLUDED IF FINAL GRADES AND WATER DRAINAGE ALLOWS
Randall Ave
INSTALL RRFB ACTIVATION BUTTONS ON ALL FOUR CORNERS OF INTERSECTION.
WINGSTOP
BUDGET BICYCLE
POTENTIAL NARROW TREE LOCATION
1235 REGENT ST
PRIVATE DEVELOPMENT
CONSTRUCTION EXPECTED TO FINISH SPRING/SUMMER 2026
Orchard St
DESIGN AND INCLUDED IF STREET GRADES AND UTILITY LOCATIONS ALLOW
THE RED ZONE MADISON
THE ANNEX
POTENTIAL NARROW TREE LOCATION
BIKE RACK LOCATION
MADISON PROPERTY
POTENTIAL DRIVEWAY REMOVAL & LARGE TREE INSTALLATION
INDIE COFFEE
STELLA'S BAKERY
AFTER HOURS TAQUERIA
KNUCKLEHEADS
CITY OF MADISON
ORCHARD ST, CHARTER ST ALLEY
Charter St
MONROE ST STYLE HALF-R
INTERSECTIONS TO BE INV
FINAL DESIGN AND INCLUD
AND WATER DRAINAGE AL
BUDGET BICYCLE REPAIR SHOP
POTENTIAL NARROW TREE LOCATION
BUTTERBIRD
CHOLES FLORAL
BUDGET BICYCLE REPAIR SHOP
POTENTIAL NARROW TREE LOCATION
POTENTIAL LARGE TREE LOCATION
MCDONALDS
MADISON SIGN COMPANY SHOP
POTENTIAL LARGE TREE LOCATION
4 LAKES PROP
CHURCH
GOPUFF DELIVERY
REGENT LIQUOR
GREENBUSH BAR
SWEET HOME WISCONSIN
PARK REGENT APARTMENTS
QDOBA ASIAN NOODLE
S FLORAL
PRIVATE PARKING
HONG KONG CAFE
1111 & 1113 REGENT ST POTENTIAL PRIVATE DEVELOPMENT PROPOSAL ELIMINATES ALL DRIVEWAYS ON THIS BLOCK OF REGENT ST.
Mills St
1025 REGENT ST
FORMER SSM HEALTH DAVIS DUEHR DEAN EYE CLINIC
Brooks St
DRAFT SIDEWALK LOCATION. FINAL LOCATION TO BE COORDINATED WITH UW HEALTH.
20 S. PARK ST
UW HEALTH CLINIC
Park St

Proposed Design

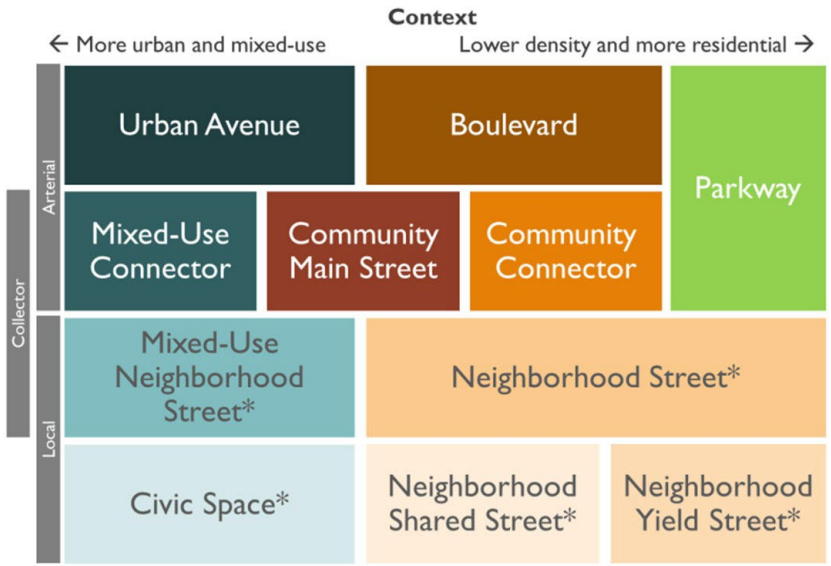
- Improve **pedestrian** experience
  - Eliminating peak hour lanes, reducing pavement
  - Shorter crosswalks
  - Accessible Pedestrian Signals (APS) at all signalized crossings
  - Wider Sidewalks—6’ wide existing to 9’ wide new (50% increase)
  - Undergrounding the overhead utilities
  - Adding Trees (0 existing to 19 planned)
  - Bumpouts extending 19’ from buildings—sidewalk cafes and trees on north side
  - Parking/loading/delivery zones allow for flexible curb management & ADA stalls
  - Raised Intersections
  - Raised crosswalks
  - RRFB at all four corners of Orchard St
  - Increased street lighting—ped lighting
  - Updated pedestrian ramps

Design Considerations

- Complete Green Streets Guide
- Public Feedback—ped improvements #1
- Bike connections
- Emergency Vehicle access
- Limited Right of Way constraints
- Metro Transit Route E
- Events—football, concerts
- Business needs
- Hospital access
- Future BRT on Park Street
- Designated Truck Route

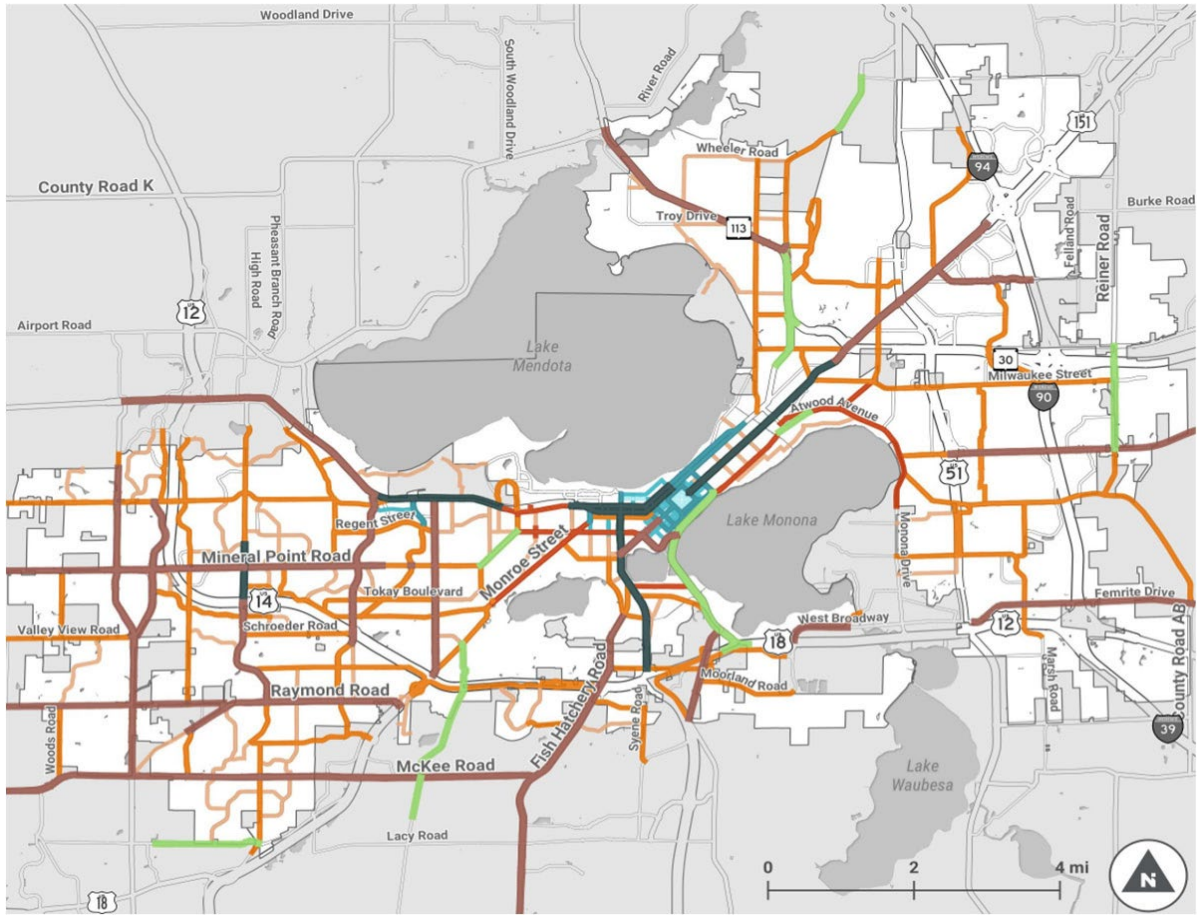


Complete Green Streets Guide



Street types organized by context and intensity.

***Most of these are not mapped, unless applied on a collector, All Ages and Abilities Bike Network, or some unique circumstance. Selecting these street types must be based on context, including current and target traffic speeds and volumes, as identified in Section 6.2.**



5.8. Community Main Street

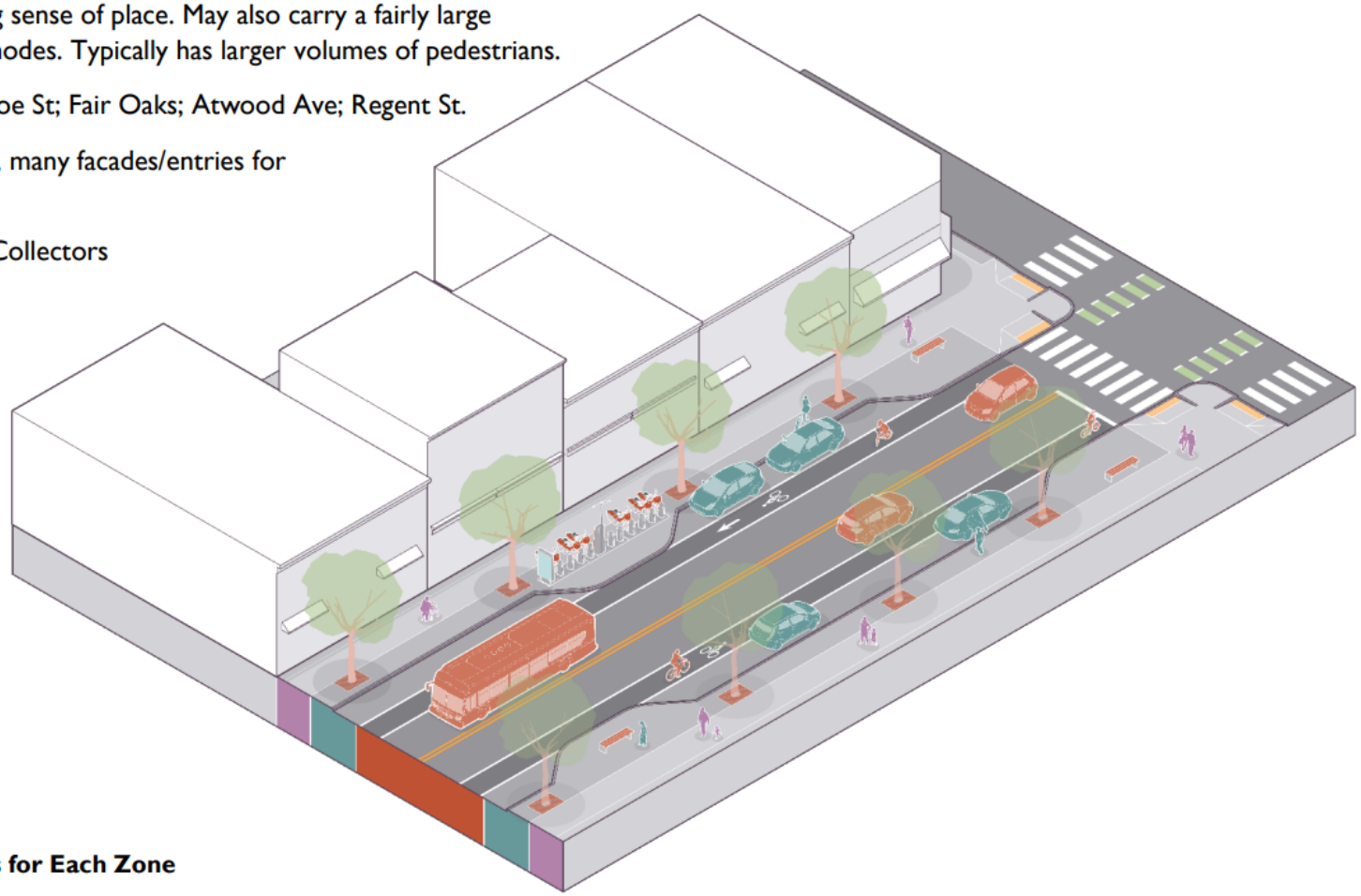
Destination/shopping street with a strong sense of place. May also carry a fairly large number of people by a variety of travel modes. Typically has larger volumes of pedestrians.

Example Streets: Williamson St; Monroe St; Fair Oaks; Atwood Ave; Regent St.

Context: Small/medium scale mixed use, many facades/entries for retail/dining/etc.

Functional Classifications: Arterials; Collectors

Target Speed: 25 mph or less



Zone Priorities and Preferred Elements for Each Zone

Walk Zone Medium Priority	**Flex Zone** High Priority	**Travelway Zone**	**Additional Considerations**
Wide sidewalks with buildings close to or touching the sidewalk.	Hardscaped or landscaped terrace with street trees, bike racks, enhanced transit stops, and sidewalk cafés. Higher demand for on-street parking more frequent turnover, pedestrian-scale streetscapes and amenities that encourage people to walk. Parking may be a higher priority. Loading zones, if needed, should be provided around the corner on intersecting minor streets.	1 travel lane per direction. Left turn lanes are common at controlled intersections. Bike lanes should be included and may require consideration of parking options on side streets or in structured parking.	Vending locations and micromobility opportunities. Crosswalk enhancements including raised crossings/intersections. Peak hour traffic volumes and need for peak hour travel lane. Snow storage. Accessible parking.

Overlay Influence

The approach to designing a Community Main Street changes when the street overlaps one or more overlays:

Equity Priority Area – City staff will use the RESJII Public Participation Guide to develop a plan and engage with community members in the Equity Priority Area. Staff will also work with Neighborhood Resource Teams and other departments doing work in the neighborhood. Staff will complete the EPA questions on the *CGS Project Checklist* to ensure that the quality of outcomes (for safety, accessibility, and quality of life) in the surrounding community are as good or better than recent street design projects on similar streets.

Transit Priority Network – Signal preemption is prioritized. Enhanced crossings (high-visibility crosswalk markings, curb extensions, rapid-flashing beacons, etc.) are provided within 100 feet of transit stops. Transit shelters are prioritized over other terrace/Flex Zone uses. Designs will prioritize in-lane stops that do not require buses to merge back into traffic.

All Ages and Abilities Bike Network – If the street is on the All Ages and Abilities Bike Network, a bikeway must be provided. If space is constrained, reductions will be made in the number and/or width of travel lanes, medians, and center turn lanes. If lane reduction does not provide adequate space, on-street parking can be removed from one or both sides, narrowed, or inset into intermittent parking bays. If an All Ages and Abilities Bike Network is unfeasible, enhanced parallel connections (bike boulevard, shared-use path, etc.) within approximately 500 feet creating the same level of network connectivity should be provided. Direction from the Transportation Commission may be needed.

Canopy Priority Area – For High and Moderate priority areas (see Section 4.4), terrace width will be at least 8 feet (preferably 10 to 12 feet) from the sidewalk to the back of the curb and suspended pavement use will typically be incorporated. Consult the *Enhanced DGI and Tree Canopy Guidance* document for additional guidance.

Green Infrastructure Priority Area – For areas that warrant infiltration (see Green Infrastructure Priority Area flowchart, Section 4.5), DGI treatments will be considered. Consult the *Enhanced DGI and Tree Canopy Guidance* for appropriateness of various DGI treatments.

NHS & Truck Routes – Motor vehicle capacity will be a consideration and reviewed to consider impacts on other streets if lane reductions are implemented. If needed, up to two travel lanes per direction can be provided or turn lane(s) can be added. High traffic volumes should not result in higher design speeds or greater corner radii at intersections. Truck turning encroachment into adjacent lanes and all receiving lanes, while avoiding encroachment into oncoming vehicle lanes on primary street or on side streets at signalized intersections, is preferred to enlarging corner radii. Curb radii can be enlarged when justified by turning templates

Any design on Regent Street requires Tradeoffs

We can only have 2 of the 3—not all 3:

- Better Pedestrian Experience (add. Trees)
- Okay bike lanes
- Adequate delivery/parking for businesses

Complete Green Streets addressTradeoffs

Water and air pollution is increasing. Simply put, more driving results in more emissions, petroleum consumption, and oil/gasoline spills. This impacts local air quality, greenhouse gas emissions, and water quality in our lakes. People who live in neighborhoods adjacent to high-speed, high-traffic highways, industrial areas, and polluted waterways (for example, Darbo-Worthington and Allied Drive) disproportionately suffer from the effects of water and air pollution.

Neighborhoods are impacted, especially communities of color. Streets with more traffic and faster traffic are noisier, less safe, and more polluted. And people of color and people with low incomes statistically are more likely than the average Madisonian to live near a high-traffic street in Madison, less likely to live near high-frequency transit, and, as mentioned above, more likely to be involved in a severe crash.

Competing Priorities

Most street reconstructions take place in a fixed amount of right of way, with a streetscape based on the street width. During the reconstruction planning process, street users and residents, advocate for what they think should be accommodated in the design. This has often led to motor vehicles taking priority, modes not being accommodated, and street trees being removed. The decisions have historically not been based on a policy or value system that represents the community as a whole and favors the input from residents who have the time to show up to multiple meetings to advocate for their preferences.

Although the City of Madison has been recognized as a leader in its walk, transit and bike networks, differing levels of connectivity and safety exist across the community. The implementation of the Complete Streets policy has been inconsistent and has not always led to the intended outcomes. The City has also committed to sustainability goals to increase our tree canopy and address climate change concerns, which also compete for space in the street.

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.

Complementary Programs

The City of Madison has multiple programs and funding sources used to improve the safety and multimodal access provided by our streets. However, compared to Complete Green Streets, these programs are reactive to immediate needs and discrete challenges.

Vision Zero – Madison has set a goal of achieving zero traffic deaths by 2035 under the Vision Zero campaign. Vision Zero is an approach—successfully implemented in multiple European countries—that reduces and ultimately eliminates traffic deaths through proven safety strategies. Under Madison's Vision Zero plan, the City is looking at the street segments with the most severe and fatal crashes. The City will invest in a safe systems approach, including re-engineering those segments to slow vehicle speeds and making intersections safer for people walking, biking and driving. The strategies and actions in the Vision Zero campaign will include ways to eliminate disproportionate impacts of unsafe streets on low-income people and people of color.

Safe Streets Madison – Safe Streets Madison is a new program in 2022 that combines and replaces the prior Neighborhood Traffic Management / Traffic Calming program, the Pedestrian / Bicycle Enhancements program, and the Safe Routes to School program. This new combined program focuses on implementing traffic safety measures (such as speed humps, mini traffic circles, pedestrian refuge islands, and more) in a fair and equitable manner to eliminate traffic deaths and serious injuries on City streets. The program also focuses on improving connectivity by closing gaps in the pedestrian and bicycle networks in a fair and equitable manner, ensuring they are accessible for all ages and abilities.

6. Design Parameters

Each street type described in Section 5 has a unique set of parameters for Walkway, Flex Zone, and Travelway design criteria that make the street type compatible with and supportive of the various overlays and contexts in Madison.

6.1. Street Type Space Requirements

The combination of design criteria (e.g., number of travel lanes, terrace width, and sidewalks width) determine the typical overall width and minimum right-of-way required for each street type. These widths, and the widths of each zone within the street type, are shown below. Note that while minimum widths are identified, applying only the minimums for each zone in order to avoid making tradeoffs is not a good approach because it erases the priority between zones and results in a street design that does not function well for any use.

Street Type	Total Walk Zone Width (per side)[a]		Total Flex Zone Width (per side)[b]		Total Travelway Zone Width [c] (edge of pavement to edge of pavement)			Total Right-of-Way Width	
	Pref.	Min.	Pref.	Min.	Max.	Typ.	Min.	Typ.	Min.
Urban Avenue	9'	6'	15'	10'	102	96'	76'	150'	108'
Boulevard	7' if sidewalk	6'	15'	10'	102'	80'	76'	146'	108'
Parkway	14' [d]	6'	20'	12'	62'	60'	22'	128'	58'
Mixed-Use Connector	9'	6'	19'	8'	38'	38'	28' [e]	94'	56'
Community Main Street	9'	6'	18' [f]	9'	56' [f]	36'	36'	90'	66'
Community Connector	7' [g]	6' [g]	15'	9'	36'	36' [g]	26'	80'	56'
Mixed-Use Neighborhood Street	9'	6'	19'	9'	22'	20'	20'	78'	50'
Neighborhood Street	6'	6'	15' [j]	10' [j]	22'	20'	18'	64'	50'
Neighborhood Yield Street	6' [h]	6' [h]	17' [j]	10' [j]	16'	16'	14'	62'	46'
Civic Space	13'	10'	19'	13'	Varies	Varies	20'	Varies	66'
Neighborhood Shared Street	7' [i]	6' [i]	Varies	Varies	Varies	NA	NA	Varies	Varies

Why prioritize parking/delivery zones on Regent Street?

Reflecting Phase (Fall 2021)

During the reflecting phase, we followed up with additional surveys and engagement to confirm the *Street Values* and gain input to guide the creation of the *Modal Hierarchy* by confirming that the safety and comfort of people walking should be the highest priority. This phase included:

- An online survey with 527 responses
- An online survey for people with disabilities with 60 responses
- In-person engagement in the Allied Drive area, Darbo Worthington Neighborhood, and Just Dane.

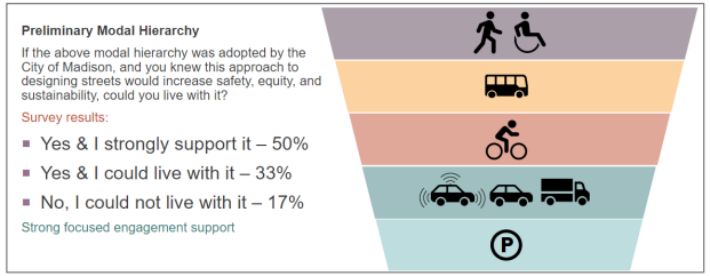
Key takeaways from this phase

- People are willing to accept lower speed limits to increase safety.
  - 75 percent support 20 mile per hour speed limits in neighborhoods.
- Safety and comfort are more important than speed and convenience.
- 88 percent of respondents approve of a modal hierarchy that puts walking on top, then transit, then biking, and driving on the bottom.
  - Space for biking and space for trees is seen as more important than space for on-street parking in most situations.
- People with disabilities especially find it challenging to cross streets, especially due to driver impatience.

The primary reason why some people did not support the preliminary modal hierarchy had to do with concerns about loss of on-street parking. Some people interpreted the hierarchy as signaling a large-scale removal of parking across the city, including on neighborhood streets and shopping streets (e.g., Monroe Street or Williamson Street). However, that is NOT the intent of this modal hierarchy. In fact, there are relatively few instances in which bike lanes would be placed on neighborhood streets, since most of those streets are suitable for biking without bike lanes. Similarly, on streets with small, local businesses (Main Streets in the street typology; see Section 5), the importance of on-street parking is well-recognized and is a high priority.

There's an irony in how I'm responding in that philosophically, I 100% agree with these things, prioritizing foot, bike then vehicle traffic in that order, but I know, when I'm late, trying to get somewhere and driving my car, I will be irrationally annoyed. But I think that's okay.

– Comment on online survey question about travel modes.



Respondents to the online survey agreed with the shared values proposed for this process/guide/manual:

- **Putting people first:** *prioritize safety, comfort, and well-being which de-emphasizes speed and convenience* **(78% agreed)**
- **Supporting community:** *create safe, welcoming places and emphasize short trips and access to local destinations* **(86% agreed)**
- **Fostering sustainability:** *promote walking, biking, and public transit and use streets to expand the urban tree canopy and clean stormwater* **(87% agreed)**
- **Centering equity:** *engage inclusively, provide access to opportunities, prioritize and support the needs of historically underserved people (race, culture, age, income, and gender identity* **(82% agreed)**

A secondary reason (reported by a much smaller proportion of respondents) some people did not support the preliminary modal hierarchy is because they would prefer biking to be above transit. However, since transit quality can be greatly impacted by even small detours and biking is much more flexible in terms of route choice, the decision was made to keep transit above biking on the hierarchy.

5.8. Community Main Street

Destination/shopping street with a strong sense of place. May also carry a fairly large number of people by a variety of travel modes. Typically has larger volumes of pedestrians.

Example Streets: Williamson St; Monroe St; Fair Oaks; Atwood Ave; Regent St.

Context: Small/medium scale mixed use, many facades/entries for retail/dining/etc.

Functional Classifications: Arterials; Collectors

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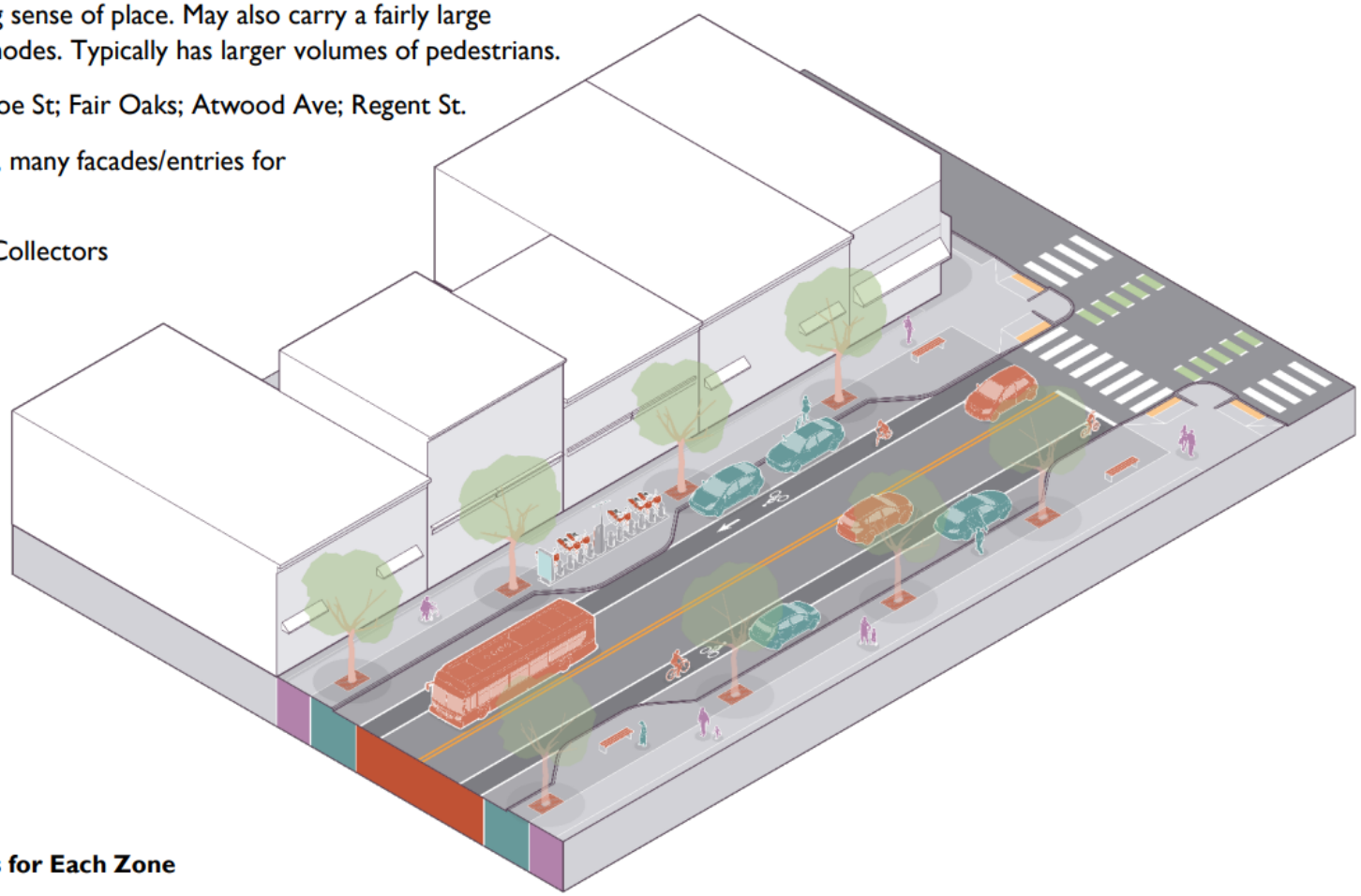

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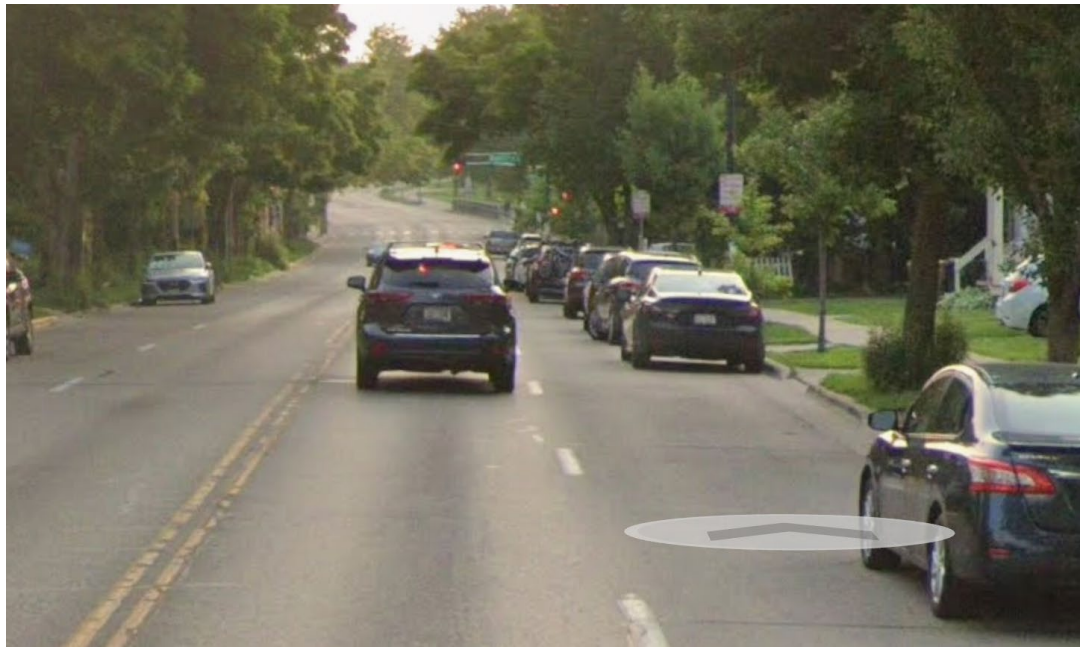
TC Concerns—14’ Lanes

- Must consider the context of a travel lane on a busy street adjacent to a parking lane.
- Regent Street proposal is 14’ + 7’ parking = 21’ total
- Monroe Street is 22’
- Williamson Street is 22’ west end and 21’ east end
- Atwood Ave is 22’



Williamson Street—21’

TC Concerns—14’ Lanes

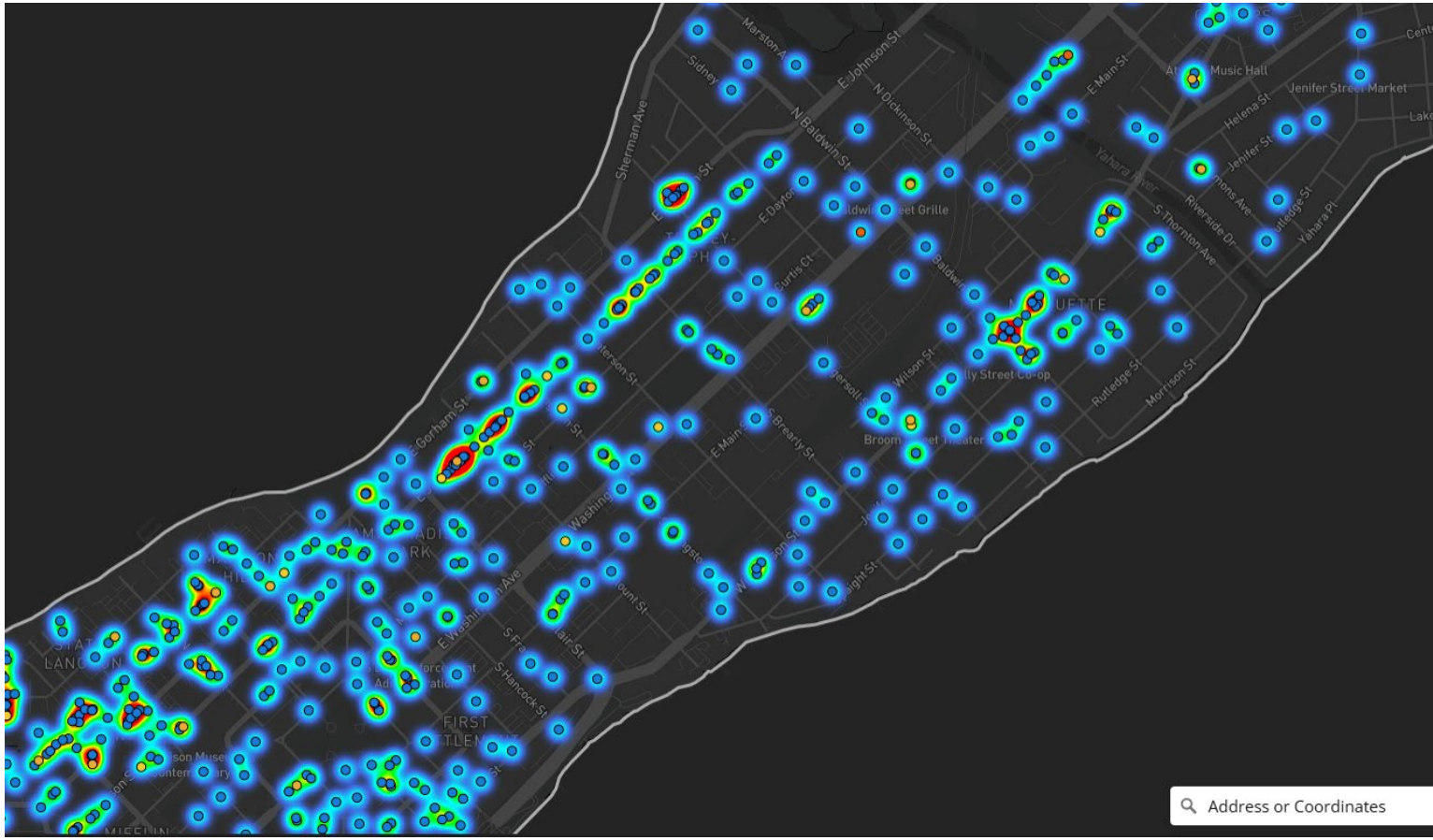
Nakoma Road example

- 19’ from curb to centerline
- Winter—vehicles are typically parked >1’ from curb
- Truck Route & Bus Route

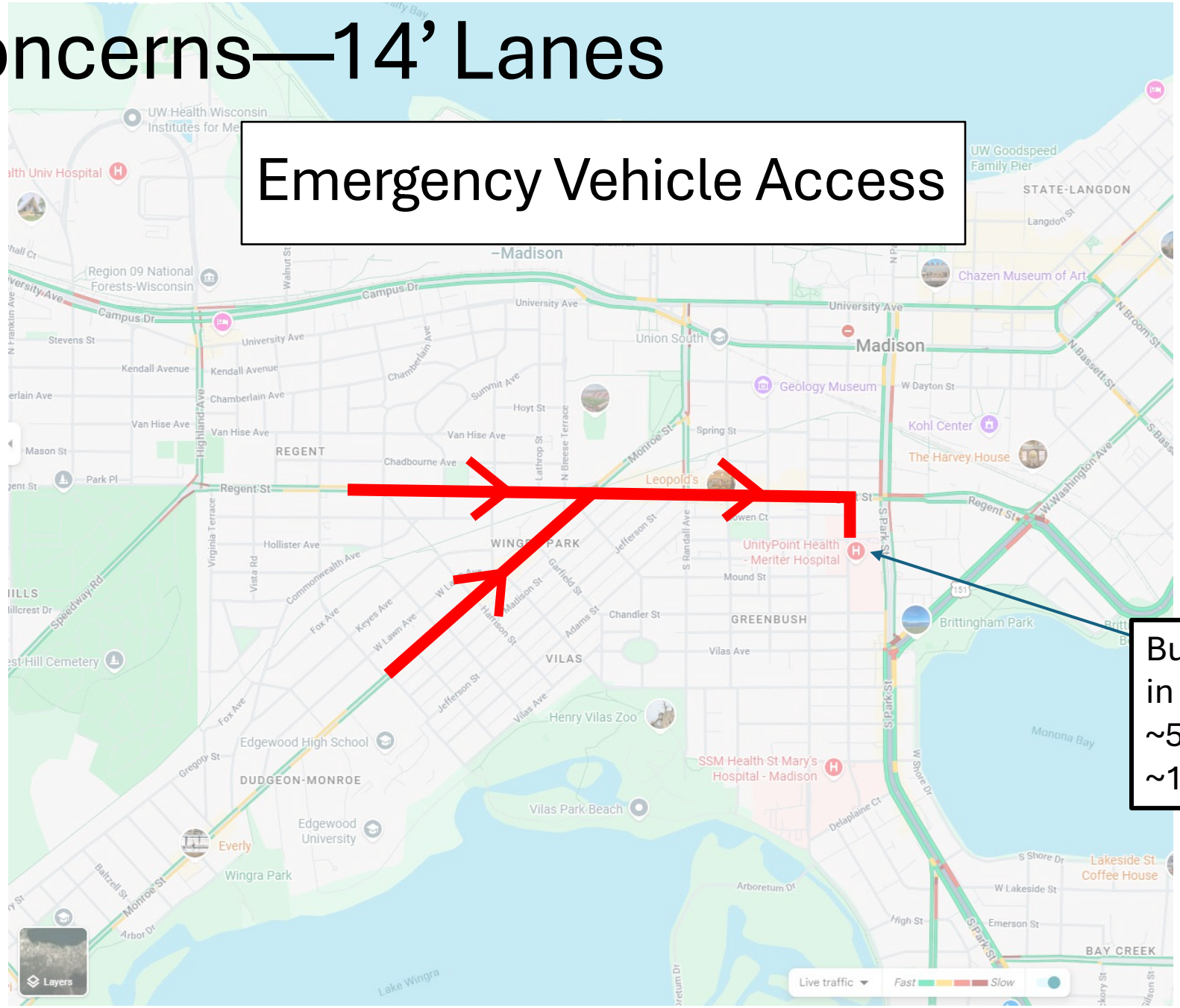
TC Concerns—14’ Lanes

E Johnson Street example

- 19’ from curb to lane line
- Different type of parking—longer duration
- Crashes into parked vehicles mapped:

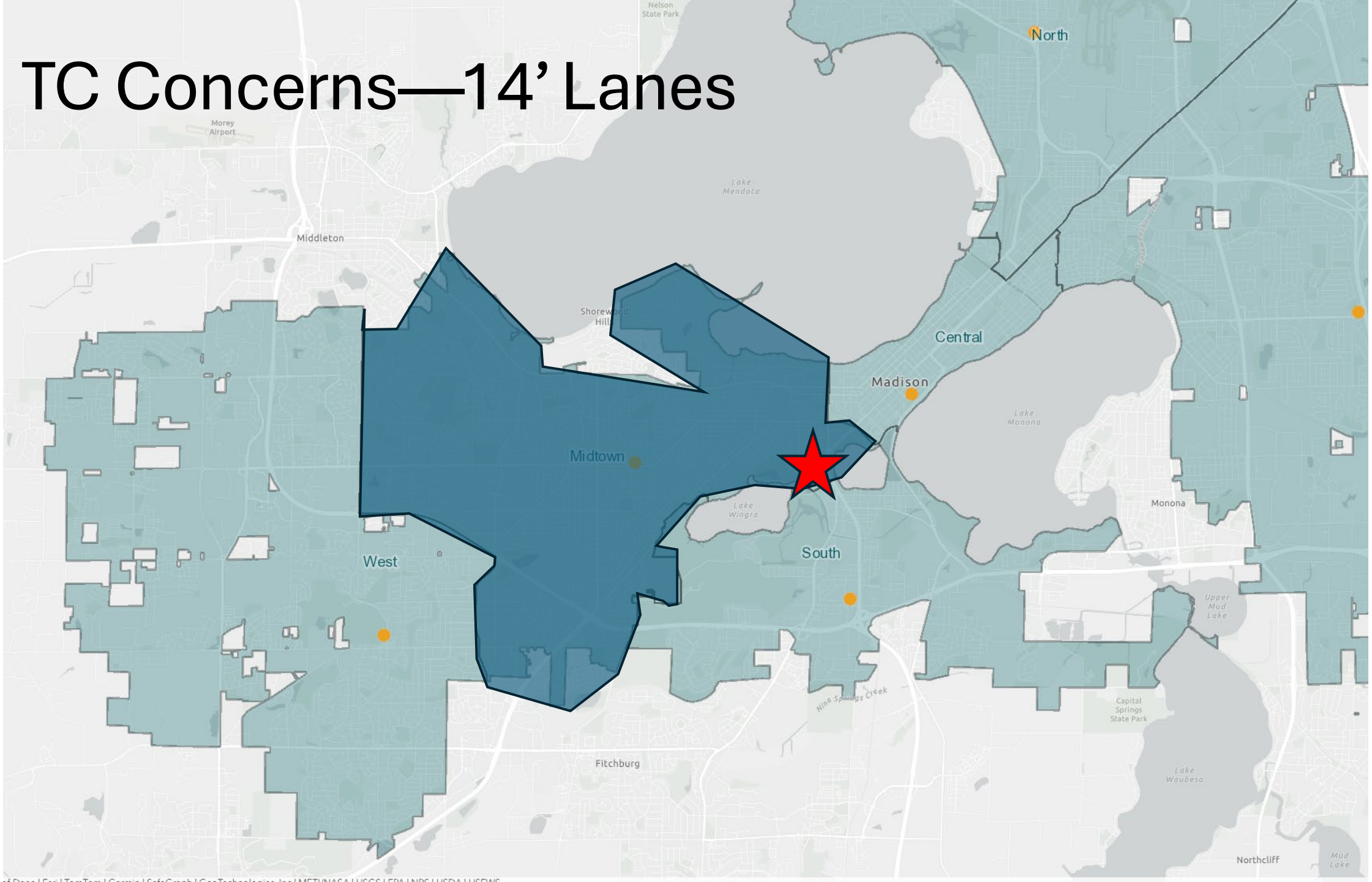


TC Concerns—14’ Lanes



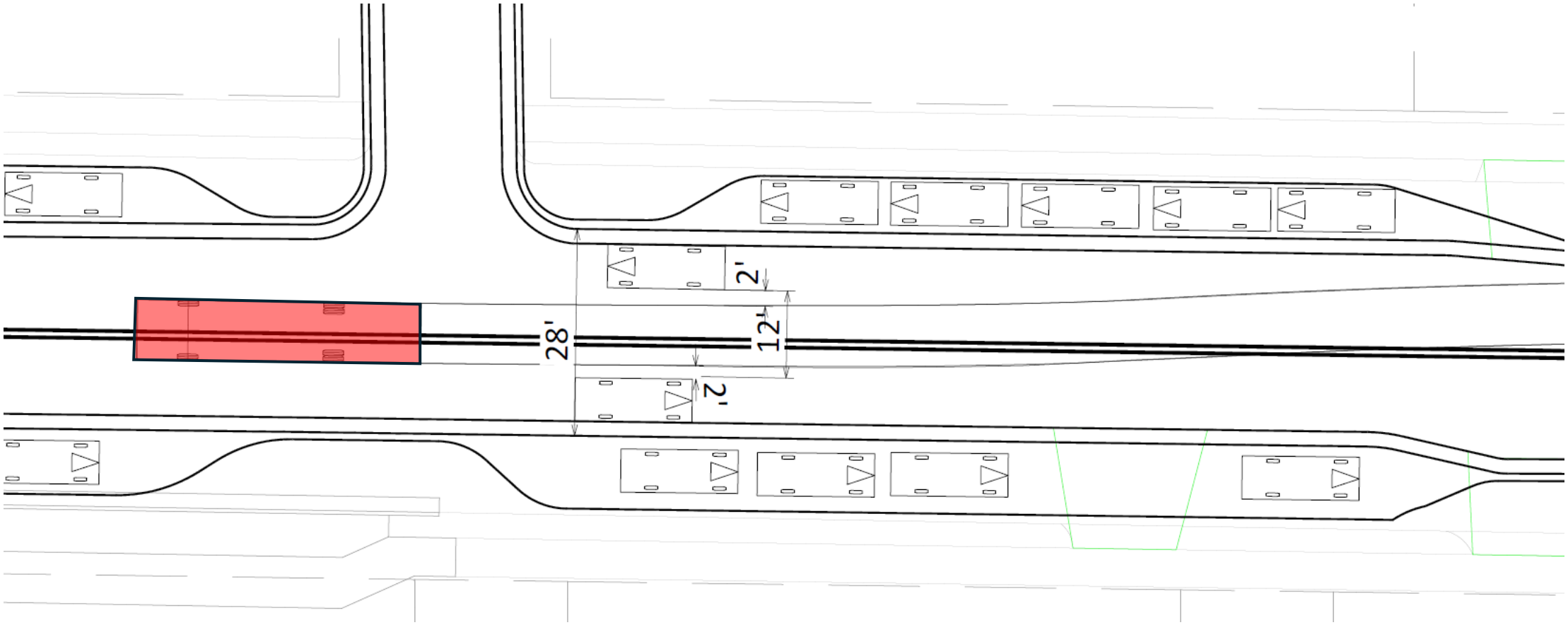
Busiest birthing hospital in Wisconsin
~5,100 births/year
~14 births/day

TC Concerns—14’ Lanes



TC Concerns—14’ Lanes

Fire Truck using center of street



TC Concerns—14’ Lanes

- Lane Width Summary
  - Considering EMS needs, Truck Route, & Bus Route, 21’ is the proper dimension
  - Without snow, we’d probably go down to 20’
  - Regent Street has lots of parking friction and activity which naturally slows driver speeds. The lane width is not concerning in terms of creating a speeding problem. Current dimension is 24’ and we do not have significant speeding issues through this area.

Pedestrians

THE PEDESTRIAN EXPERIENCE IS THE CORE OF RECONSTRUCTION

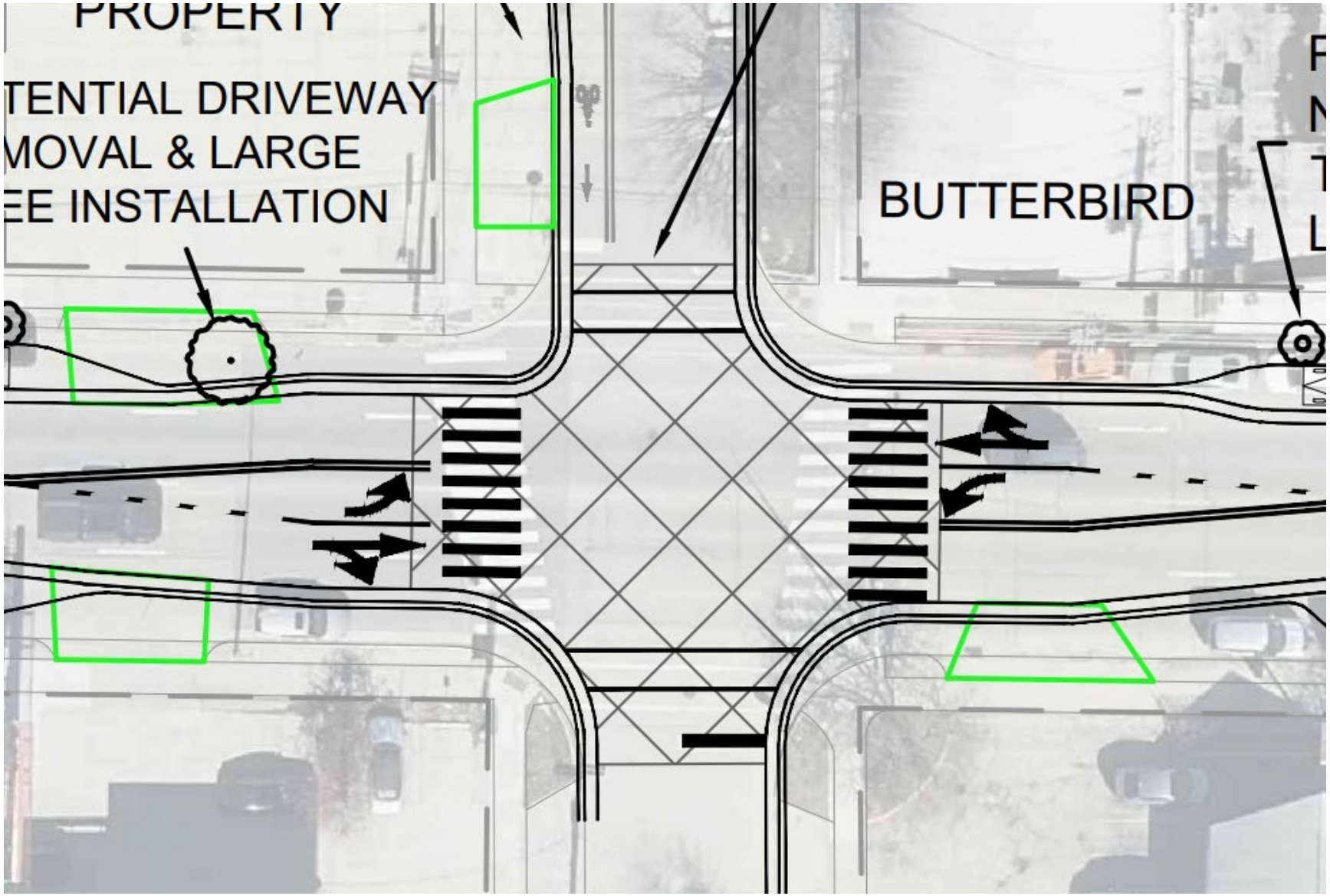
ALIGNMENT WITH COMPLETE GREEN STREETS ANALYSIS

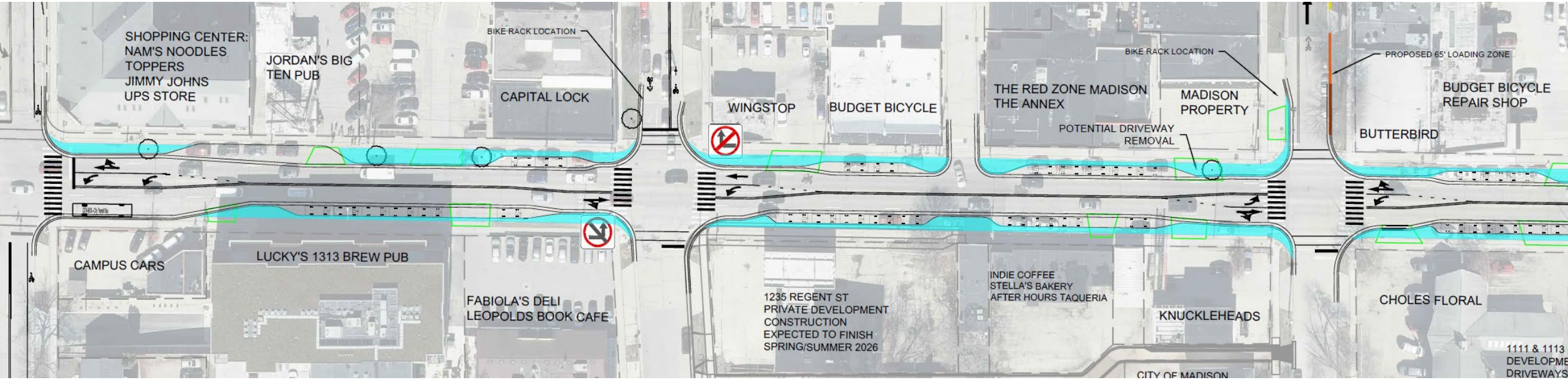
Every respondent group (residents, students, businesses, and commuters) **identified pedestrian comfort and safety as the most important success measure for the corridor.**

Respondents want a tested, transparent, **people-first corridor** that feels safe to cross, easy to use, and reliable to access

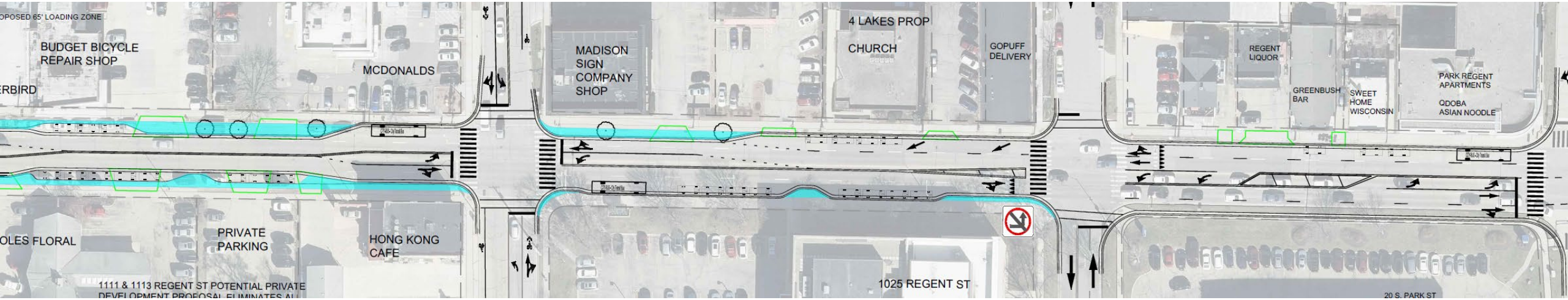
“If walking doesn’t feel safe, nothing else works.”

Tighter Corner Radii & RRFB on all Four corners at Orchard



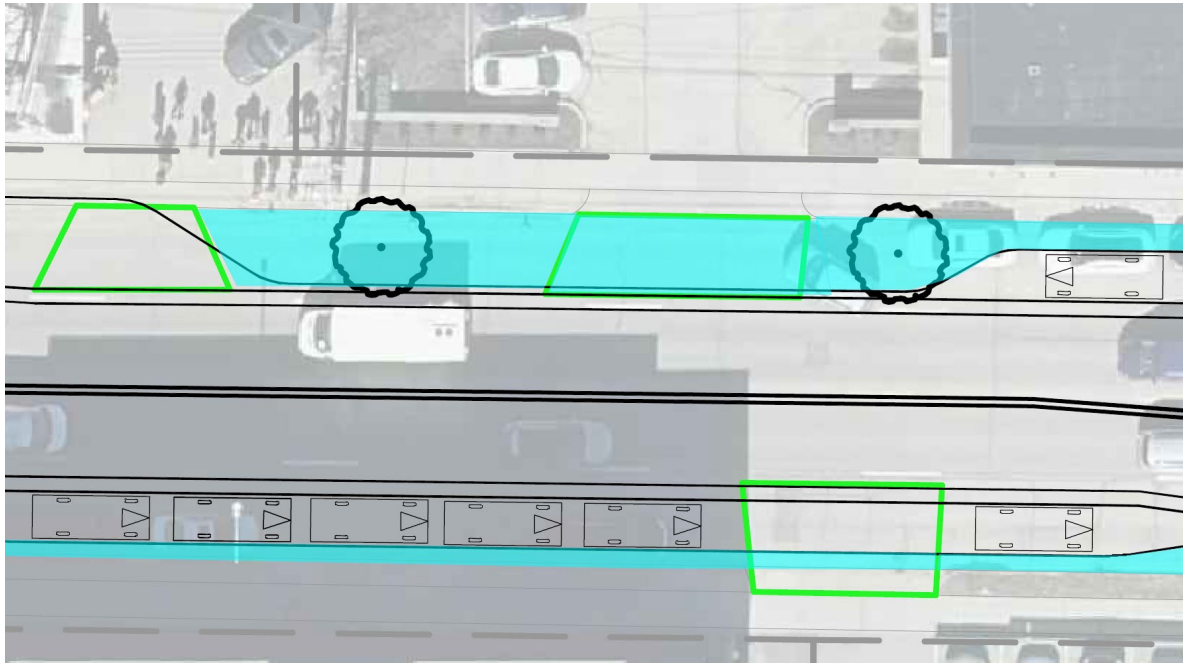


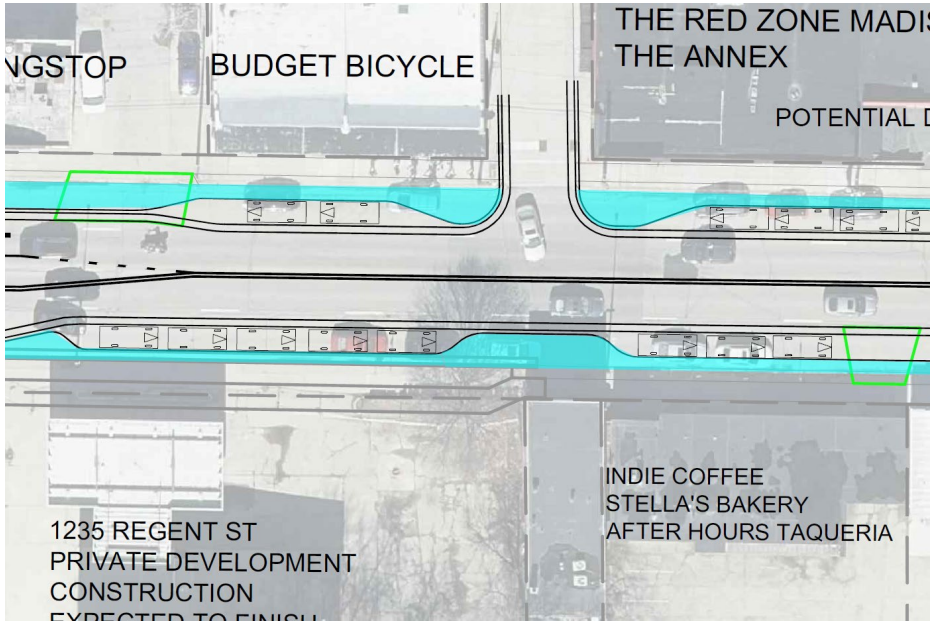
Shaded areas show additional pedestrian space compared to today



Shaded areas show additional pedestrian space compared to today

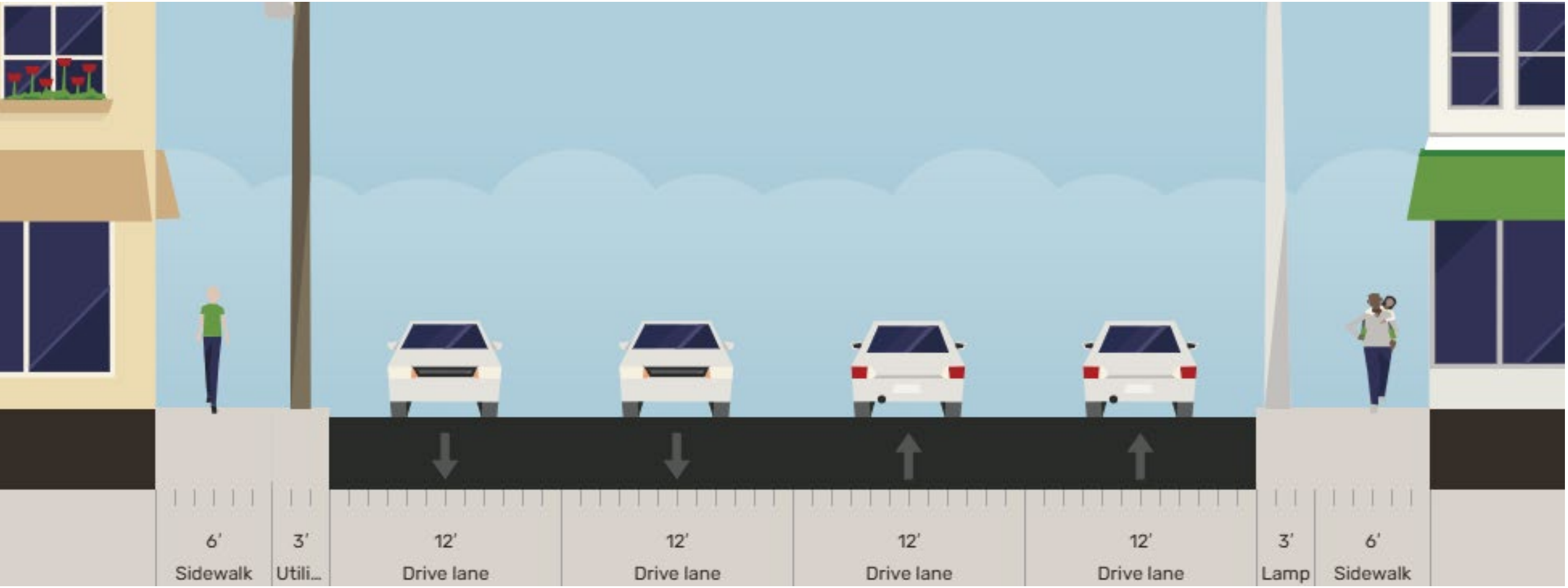
18'
6'
WINGSTO
12'
9'
14'
33'
13'



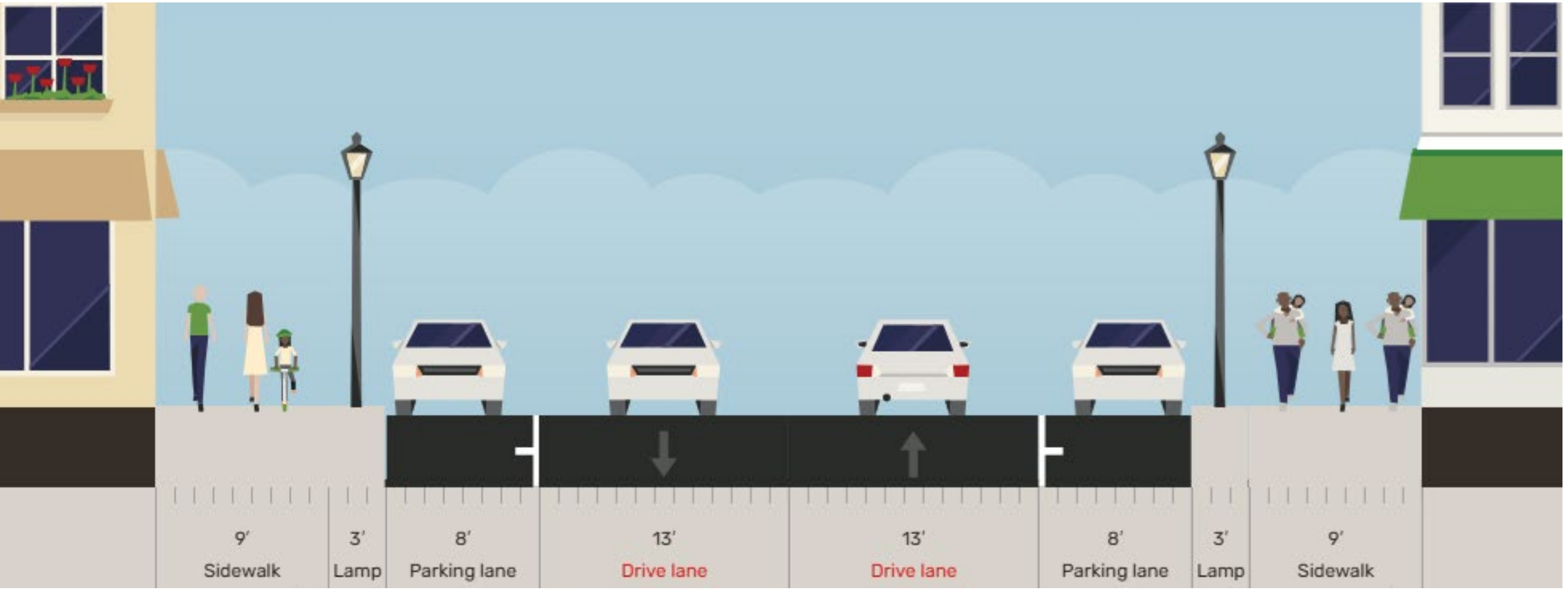


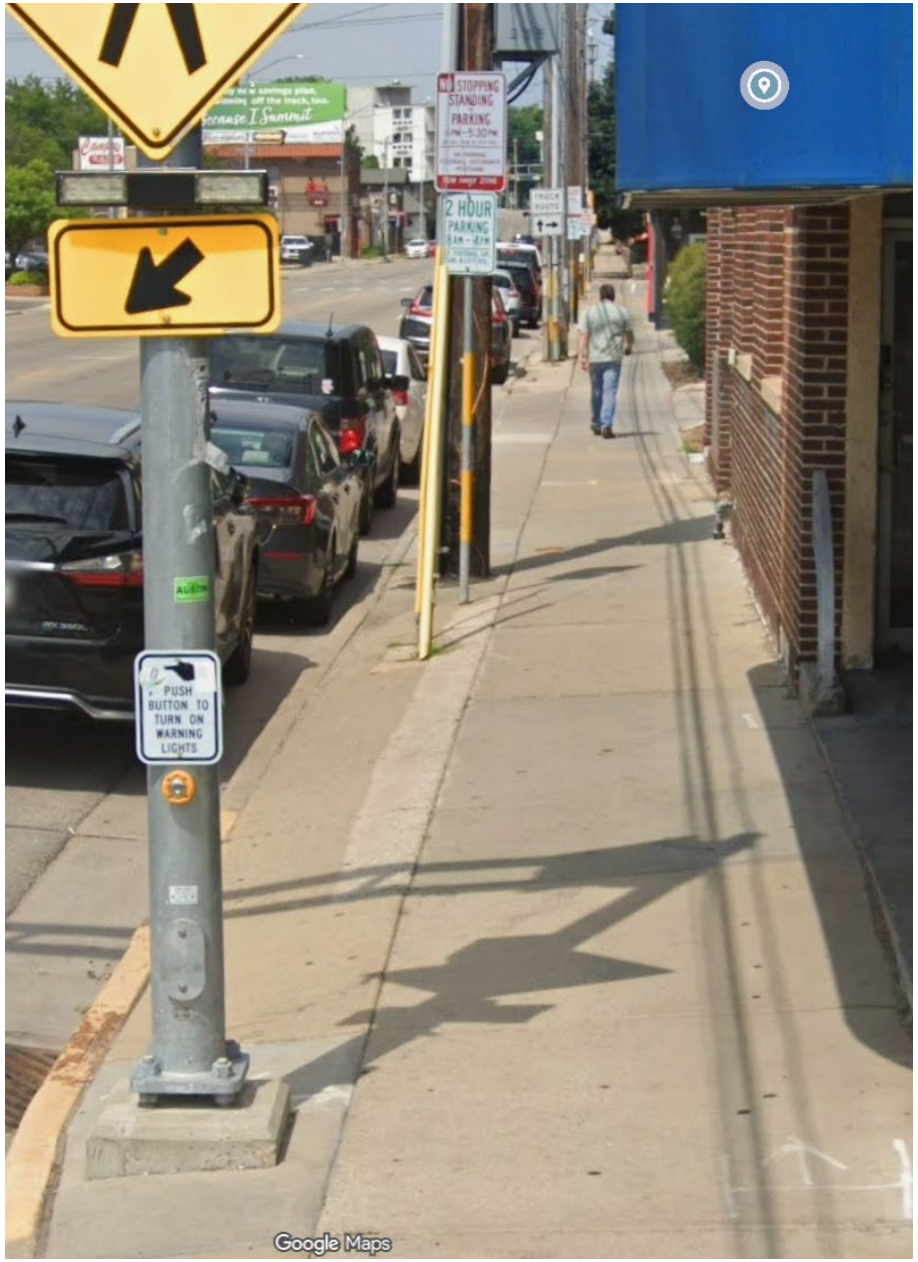
- Large midblock bumpouts for sidewalk café space
- For existing and future businesses
- Staff will coordinate with existing business owners during final design

Existing—48’ curb to curb



Proposed—42’ curb to curb




NO STOPPING STANDING PARKING
2 HOUR PARKING
PUSH BUTTON TO TURN ON WARNING LIGHTS
Google Maps


BIKE LANE
ONCOMING TRAFFIC HAS LONGER GREEN

Bikes

5.8. Community Main Street

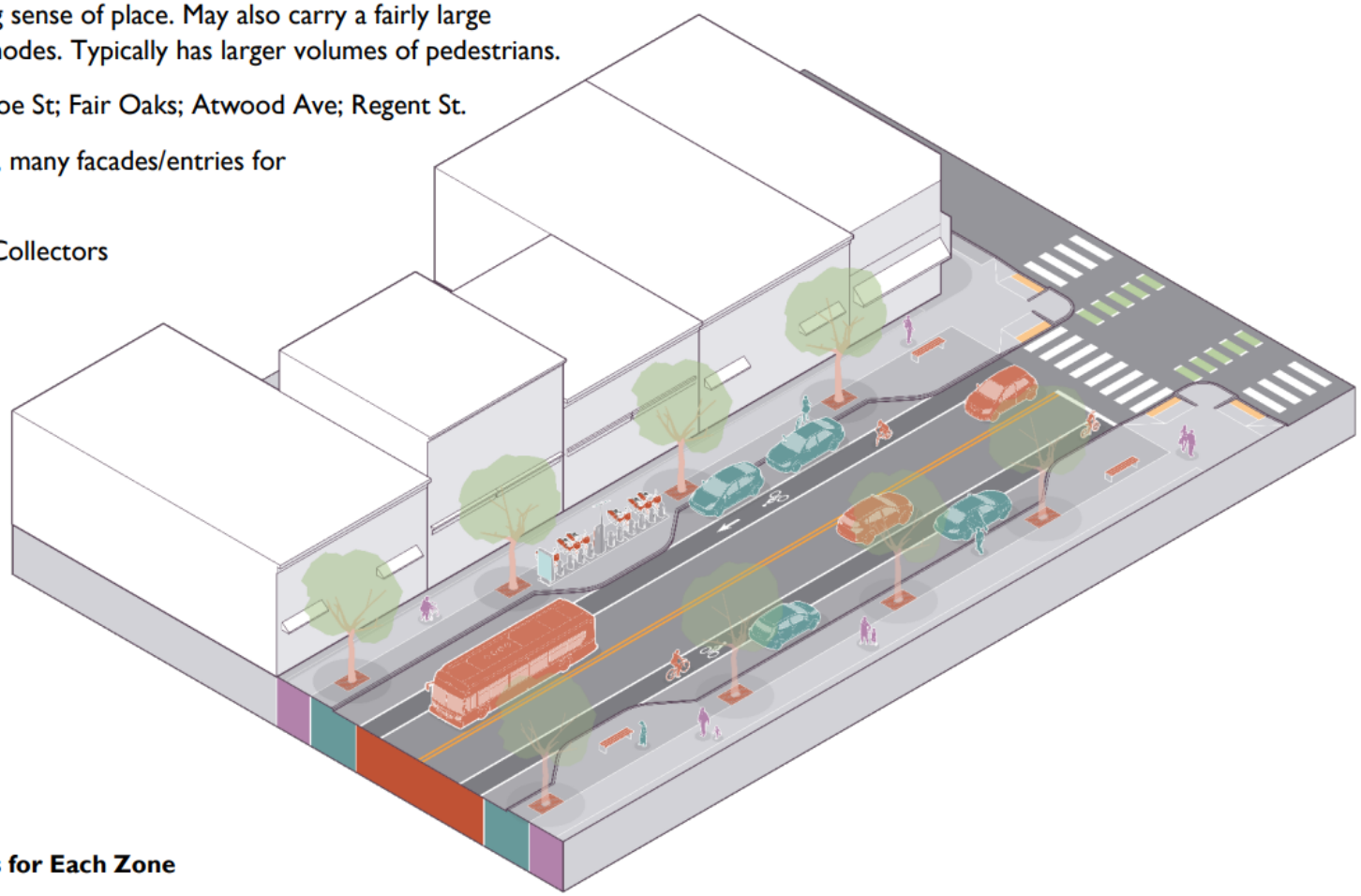
Destination/shopping street with a strong sense of place. May also carry a fairly large number of people by a variety of travel modes. Typically has larger volumes of pedestrians.

Example Streets: Williamson St; Monroe St; Fair Oaks; Atwood Ave; Regent St.

Context: Small/medium scale mixed use, many facades/entries for retail/dining/etc.

Functional Classifications: Arterials; Collectors

Target Speed: 25 mph or less



Zone Priorities and Preferred Elements for Each Zone

Walk Zone Medium Priority	**Flex Zone** High Priority	**Travelway Zone**	**Additional Considerations**
Wide sidewalks with buildings close to or touching the sidewalk.	Hardscaped or landscaped terrace with street trees, bike racks, enhanced transit stops, and sidewalk cafés. Higher demand for on-street parking more frequent turnover, pedestrian-scale streetscapes and amenities that encourage people to walk. Parking may be a higher priority. Loading zones, if needed, should be provided around the corner on intersecting minor streets.	1 travel lane per direction. Left turn lanes are common at controlled intersections. Bike lanes should be included and may require consideration of parking options on side streets or in structured parking.	Vending locations and micromobility opportunities. Crosswalk enhancements including raised crossings/intersections. Peak hour traffic volumes and need for peak hour travel lane. Snow storage. Accessible parking.

Overlay Influence

The approach to designing a Community Main Street changes when the street overlaps one or more overlays:

Equity Priority Area – City staff will use the RESJII Public Participation Guide to develop a plan and engage with community members in the Equity Priority Area. Staff will also work with Neighborhood Resource Teams and other departments doing work in the neighborhood. Staff will complete the EPA questions on the *CGS Project Checklist* to ensure that the quality of outcomes (for safety, accessibility, and quality of life) in the surrounding community are as good or better than recent street design projects on similar streets.

Transit Priority Network – Signal preemption is prioritized. Enhanced crossings (high-visibility crosswalk markings, curb extensions, rapid-flashing beacons, etc.) are provided within 100 feet of transit stops. Transit shelters are prioritized over other terrace/Flex Zone uses. Designs will prioritize in-lane stops that do not require buses to merge back into traffic.

All Ages and Abilities Bike Network – If the street is on the All Ages and Abilities Bike Network, a bikeway must be provided. If space is constrained, reductions will be made in the number and/or width of travel lanes, medians, and center turn lanes. If lane reduction does not provide adequate space, on-street parking can be removed from one or both sides, narrowed, or inset into intermittent parking bays. If an All Ages and Abilities Bike Network is unfeasible, enhanced parallel connections (bike boulevard, shared-use path, etc.) within approximately 500 feet creating the same level of network connectivity should be provided. Direction from the Transportation Commission may be needed.

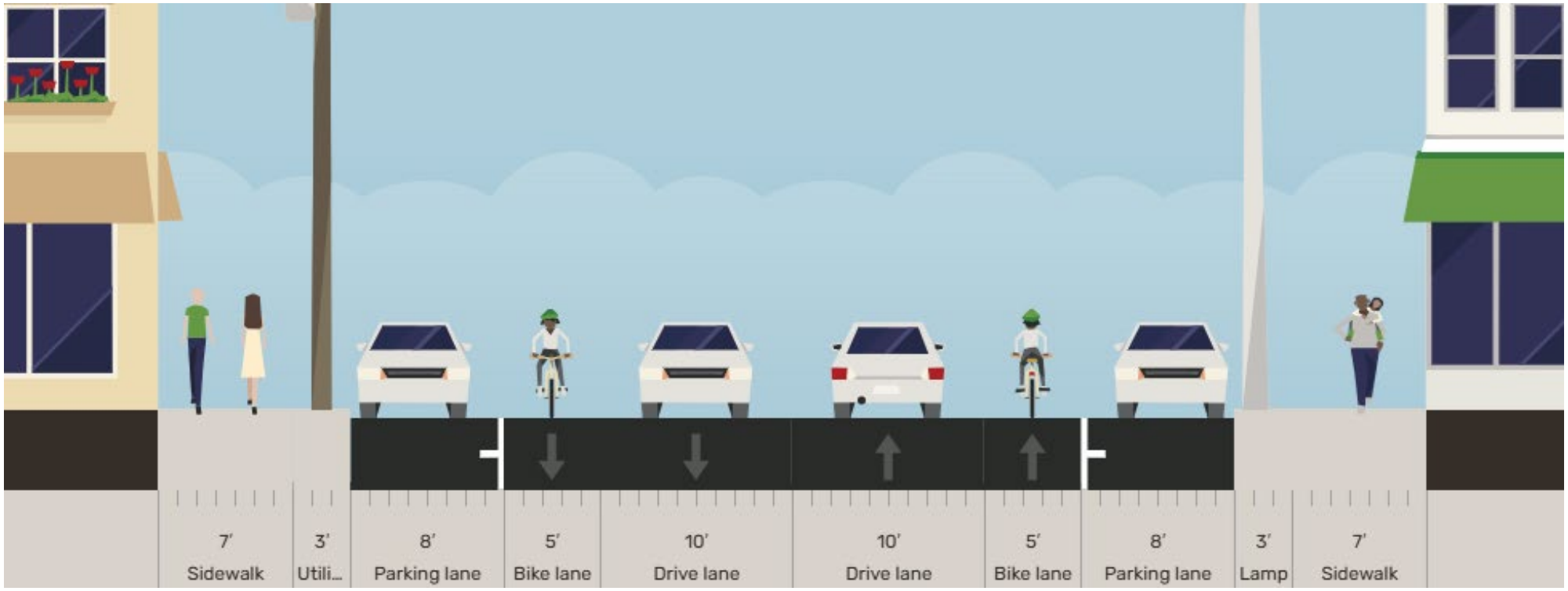
Canopy Priority Area – For High and Moderate priority areas (see Section 4.4), terrace width will be at least 8 feet (preferably 10 to 12 feet) from the sidewalk to the back of the curb and suspended pavement use will typically be incorporated. Consult the *Enhanced DGI and Tree Canopy Guidance* document for additional guidance.

Green Infrastructure Priority Area – For areas that warrant infiltration (see Green Infrastructure Priority Area flowchart, Section 4.5), DGI treatments will be considered. Consult the *Enhanced DGI and Tree Canopy Guidance* for appropriateness of various DGI treatments.

NHS & Truck Routes – Motor vehicle capacity will be a consideration and reviewed to consider impacts on other streets if lane reductions are implemented. If needed, up to two travel lanes per direction can be provided or turn lane(s) can be added. High traffic volumes should not result in higher design speeds or greater corner radii at intersections. Truck turning encroachment into adjacent lanes and all receiving lanes, while avoiding encroachment into oncoming vehicle lanes on primary street or on side streets at signalized intersections, is preferred to enlarging corner radii. Curb radii can be enlarged when justified by turning templates

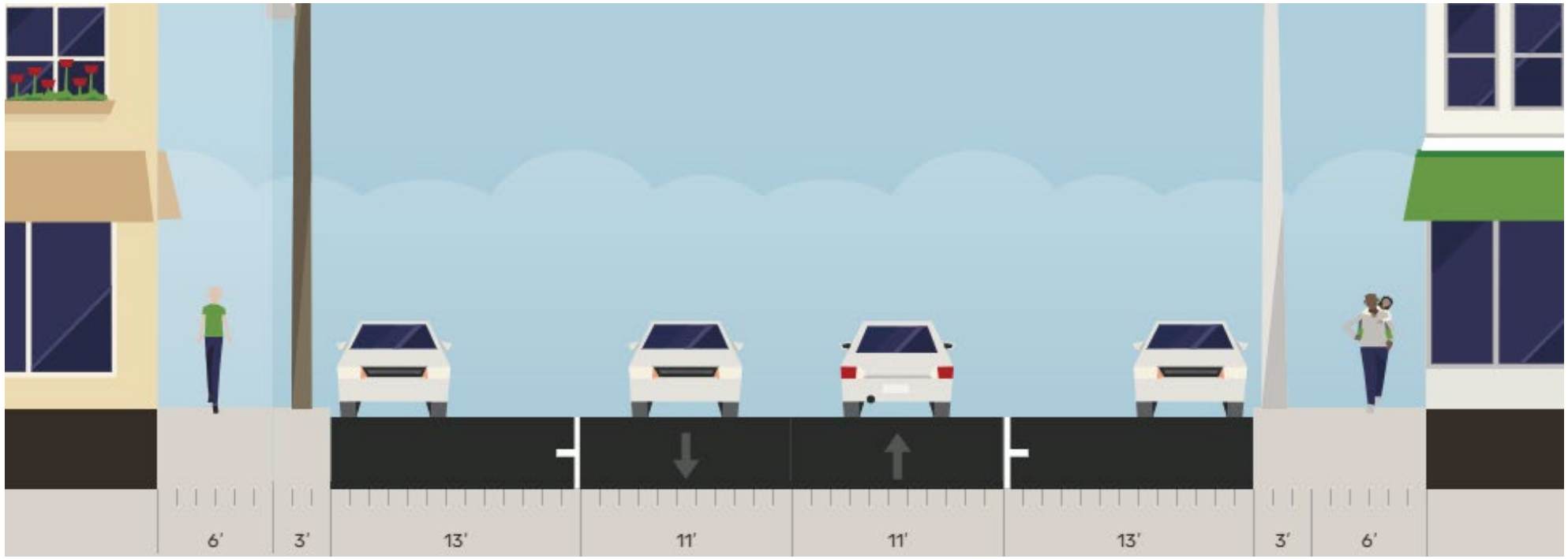
Bike lane option—shown for comparison

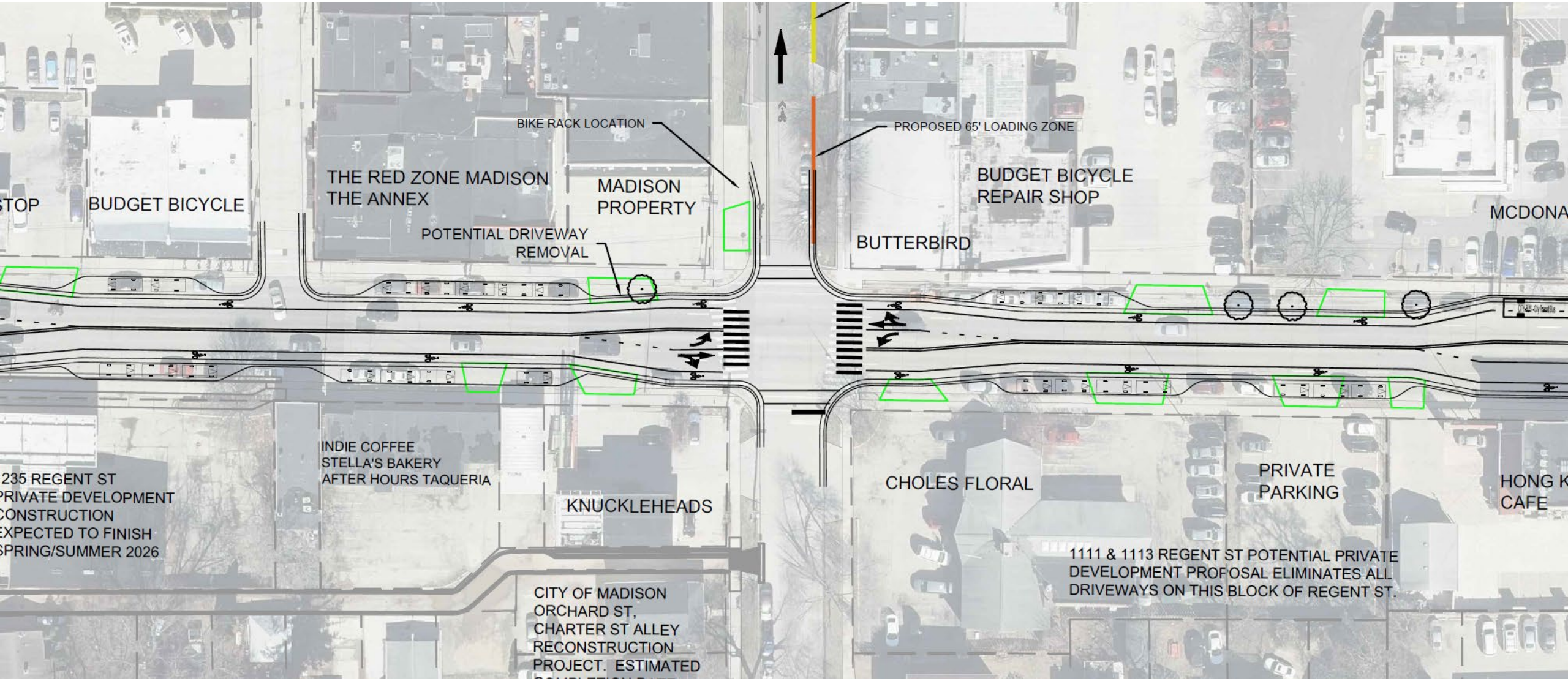
Not recommended by City Staff

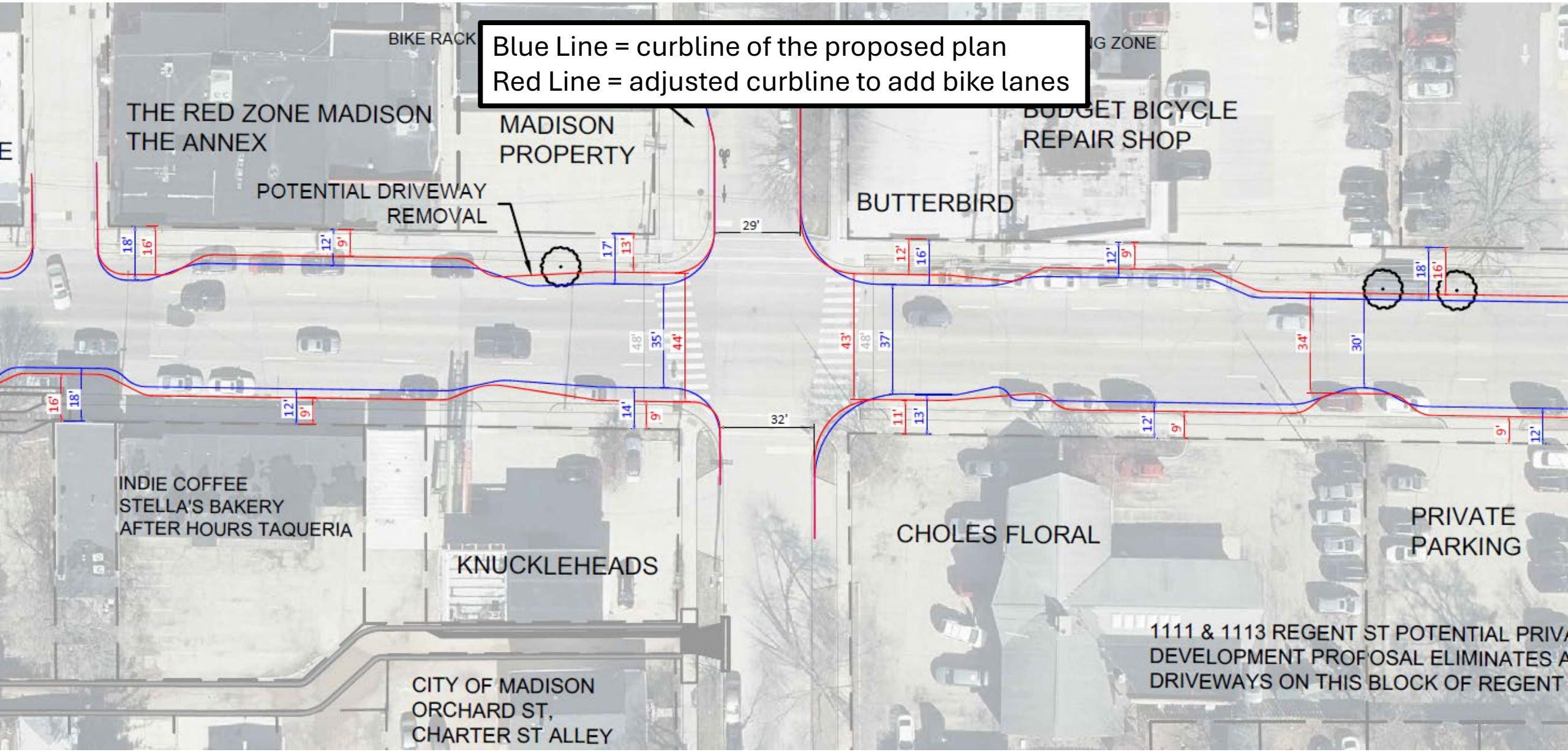


- Sidewalks can only be expanded 1 foot
- Bike lanes are between a narrow heavy traffic lane and high-turnover parking—high stress
- Not “All Ages & Abilities” facility

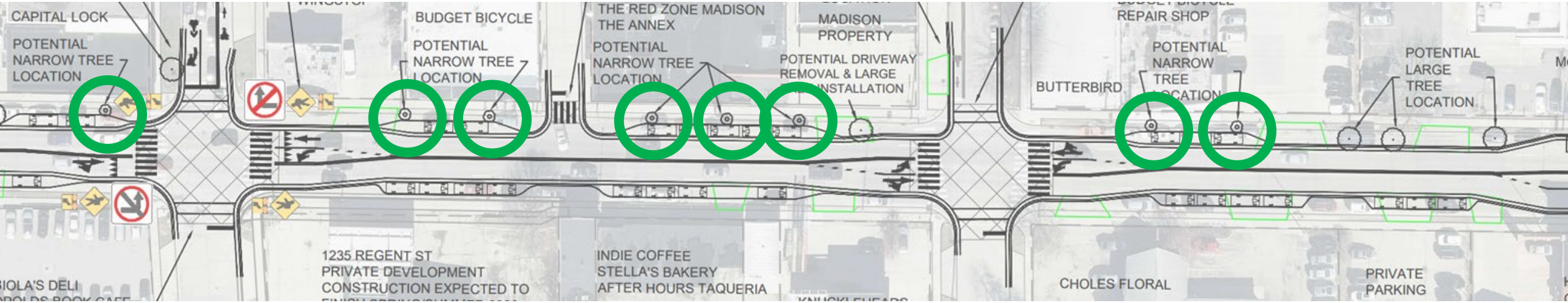
Regent Street today




BIKE RACK LOCATION
PROPOSED 65' LOADING ZONE
STOP
BUDGET BICYCLE
THE RED ZONE MADISON
THE ANNEX
MADISON
PROPERTY
POTENTIAL DRIVEWAY
REMOVAL
BUDGET BICYCLE
REPAIR SHOP
BUTTERBIRD
MCDONA
INDIE COFFEE
STELLA'S BAKERY
AFTER HOURS TAQUERIA
235 REGENT ST
PRIVATE DEVELOPMENT
CONSTRUCTION
EXPECTED TO FINISH
SPRING/SUMMER 2026
KNUCKLEHEADS
CHOLES FLORAL
PRIVATE
PARKING
HONG K
CAFE
1111 & 1113 REGENT ST POTENTIAL PRIVATE
DEVELOPMENT PROPOSAL ELIMINATES ALL
DRIVEWAYS ON THIS BLOCK OF REGENT ST.
CITY OF MADISON
ORCHARD ST,
CHARTER ST ALLEY
RECONSTRUCTION
PROJECT. ESTIMATED


Blue Line = curbline of the proposed plan
Red Line = adjusted curbline to add bike lanes
BIKE RACK
THE RED ZONE MADISON
THE ANNEX
MADISON
PROPERTY
POTENTIAL DRIVEWAY
REMOVAL
BUDGET BICYCLE
REPAIR SHOP
BUTTERBIRD
29'
32'
INDIE COFFEE
STELLA'S BAKERY
AFTER HOURS TAQUERIA
KNUCKLEHEADS
CHOLES FLORAL
PRIVATE
PARKING
CITY OF MADISON
ORCHARD ST,
CHARTER ST ALLEY
1111 & 1113 REGENT ST POTENTIAL PRIV
DEVELOPMENT PROPOSAL ELIMINATES A
DRIVEWAYS ON THIS BLOCK OF REGENT

Adding bike lanes would eliminate eight potential tree locations



Potential, continuous bike lanes along Regent St

- Constraints exists both west and east of the project limits, which would not allow for a dedicated bike facility:

6. Design Parameters

Each street type described in Section 5 has a unique set of parameters for Walkway, Flex Zone, and Travelway design criteria that make the street type compatible with and supportive of the various overlays and contexts in Madison.

6.1. Street Type Space Requirements

The combination of design criteria (e.g., number of travel lanes, terrace width, and sidewalks width) determine the typical overall width and minimum right-of-way required for each street type. These widths, and the widths of each zone within the street type, are shown below. Note that while minimum widths are identified, applying only the minimums for each zone in order to avoid making tradeoffs is not a good approach because it erases the priority between zones and results in a street design that does not function well for any use.

Street Type	Total Walk Zone Width (per side)[a]		Total Flex Zone Width (per side)[b]		Total Travelway Zone Width [c] (edge of pavement to edge of pavement)			Total Right-of-Way Width	
	Pref.	Min.	Pref.	Min.	Max.	Typ.	Min.	Typ.	Min.
Urban Avenue	9'	6'	15'	10'	102	96'	76'	150'	108'
Boulevard	7' if sidewalk	6'	15'	10'	102'	80'	76'	146'	108'
Parkway	14' [d]	6'	20'	12'	62'	60'	22'	128'	58'
Mixed-Use Connector	9'	6'	19'	8'	38'	38'	28' [e]	94'	56'
Community Main Street	9'	6'	18' [f]	9'	56' [f]	36'	36'	90'	66'
Community Connector	7' [g]	6' [g]	15'	9'	36'	36' [g]	26'	80'	56'
Mixed-Use Neighborhood Street	9'	6'	19'	9'	22'	20'	20'	78'	50'
Neighborhood Street	6'	6'	15' [j]	10' [j]	22'	20'	18'	64'	50'
Neighborhood Yield Street	6' [h]	6' [h]	17' [j]	10' [j]	16'	16'	14'	62'	46'
Civic Space	13'	10'	19'	13'	Varies	Varies	20'	Varies	66'
Neighborhood Shared Street	7' [i]	6' [i]	Varies	Varies	Varies	NA	NA	Varies	Varies

Bike Lanes Summary

- Bike facilities are always a consideration during design
- Tradeoffs are required
- Public feedback and initial Transportation Commission feedback was to prioritize pedestrian improvements as much as possible
- Community Main Streets rely on the delivery/loading/parking zones as a priority
- An All Ages & Abilities bike route is ~500’ north
- East/west neighborhood streets to the south

Proposed Design

- Improved bike connections
  - Randall Ave—connecting bike lanes to Regent Street from Southwest Commuter Path and connecting to Bowen Ct to the south
  - Orchard St—modifying on-street parking to continue counterflow bike lanes to Regent St
  - Mill St—Removing on-street parking to provide buffer bike lanes north to SW Path. Extend bike lanes south

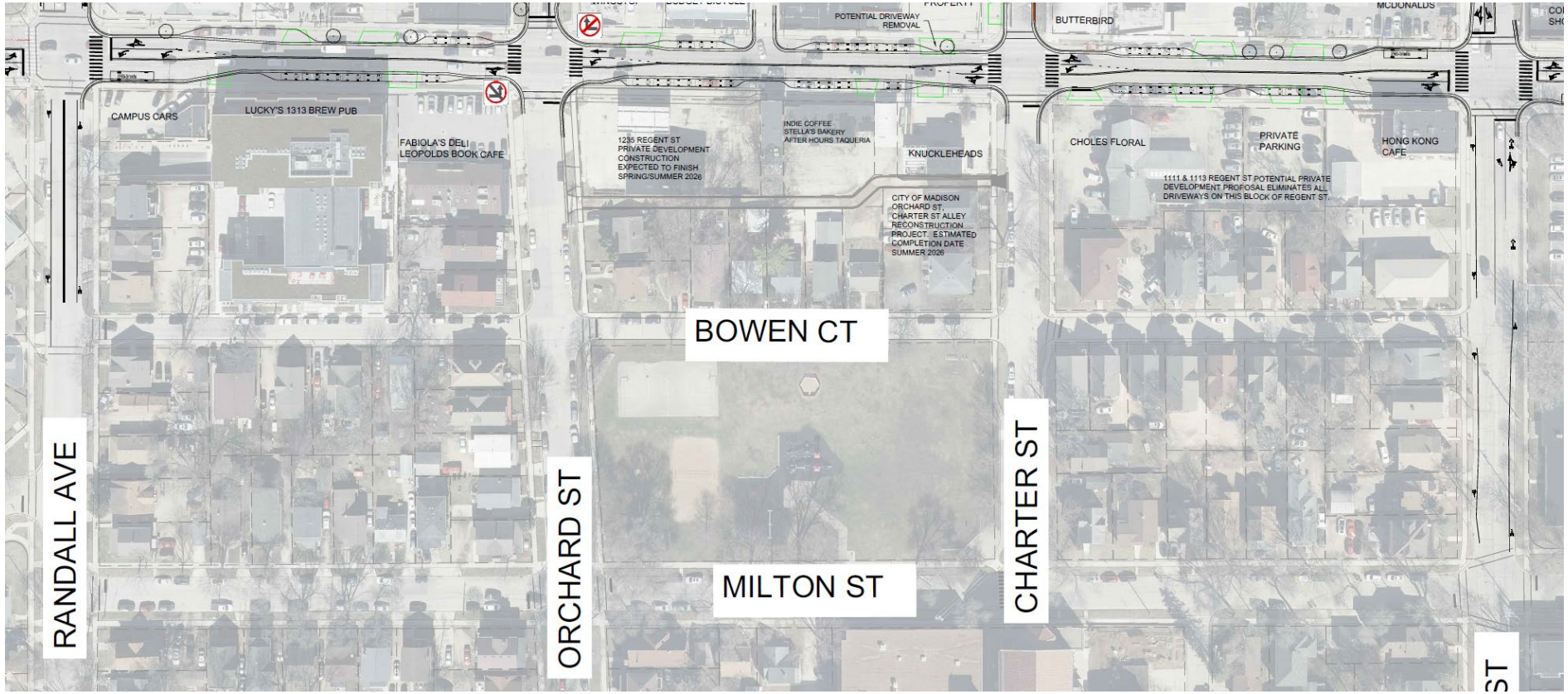
Instead, focus on bike connections to existing Path with marked bike lanes and wayfinding signs


SPRING ST
ADD 2 HOUR RESIDENTIAL PERMIT PARKING TO NORTH SIDE OF SPRING ST (MILLS ST TO PARKS ST). 19 SPOTS ADDED.
REMOVE RESIDENTIAL PERMIT PARKING ON THE WEST SIDE OF THIS BLOCK OF MILLS ST. SEVEN (7) PARKING SPACES REMOVED.
SPRING ST
SW COMMUTER PATH
FLIP PARKING TO WEST SIDE OF ROAD. CONVERT EAST SIDE FROM PARKING TO CONTRAFLOW BIKE LANE
FAHRENBROOK CT
REMOVE RESIDENTIAL PERMIT PARKING ON THE WEST SIDE OF THIS BLOCK OF MILLS ST. SIX (6) PARKING SPACES REMOVED.
COLLEGE CT
SHOPPING CENTER: NAM'S NOODLES TOPPERS JIMMY JOHNS UPS STORE
JORDAN'S BIG TEN PUB
CAPITAL LOCK
WINGSTOP
BUDGET BICYCLE
THE RED ZONE MADISON THE ANNEX
MADISON PROPERTY
POTENTIAL DRIVEWAY REMOVAL
BUTTERBIRD
BUDGET BICYCLE REPAIR SHOP
MCDONALDS
MADISON SIGN COMPANY SHOP
4 LAKES PROP
CHURCH
CAMPUS CARS
LUCKY'S 1313 BREW PUB
FABIOLA'S DELI
LEOPOLDS BOOK CAFE
INDIE COFFEE
STELLA'S BAKERY
AFTER HOURS TAQUERIA
KNUCKLEHEADS
CHOLES FLORAL
PRIVATE PARKING
HONG KONG CAFE
1111 & 1113 REGENT ST POTENTIAL PRIVATE DEVELOPMENT PROPOSAL ELIMINATES ALL DRIVEWAYS ON THIS BLOCK OF REGENT ST
1025 REGENT ST
FORMER SSM HEALTH DAVIS DUEHR DEAN EYE CLINIC
BOWEN CT
Mills St
BROOKS ST
DALL AVE
ARD ST
ARTER ST

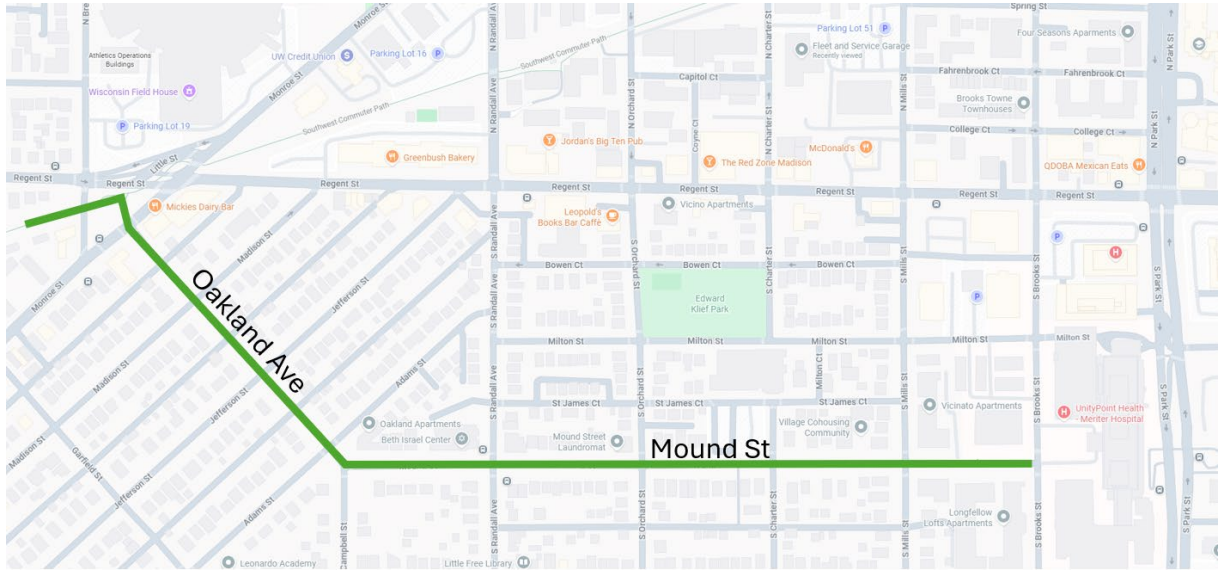
Planned Bike Connections to Southwest Path

- Randall Ave—connect existing bike lanes all the way to Regent St.
- Orchard St—place all parking on the west side to add northbound contraflow lane and southbound sharrows
- Charter St—existing connection
- Mills St—remove on-street parking to allow for buffered bike lane connection to Path
- Brooks St—does not connect to path due to grade.

Bike Routes south of Regent Street



- S Randall Ave—restrict parking and extend bike lanes south to Bowen Ct
- S Mills St—add bike lanes two blocks south to Milton Street. Investigate extending this further south via a Safe Streets Madison project.
- East/West parallel routes:
  - Bowen Ct is a one-way, westbound street (Randall Ave to Mills St)
  - Milton St is a low-volume neighborhood street (Randall to Brooks)



- Neighborhood streets are low-volume
- Oakland Ave is a marked connection to the Southwest Commuter Path
- Wayfinding signs can be considered

Design Summary

- Community Main Street design
- Safer, calmer with designated lanes
- Much improved pedestrian experience—both along and crossing Regent Street
- Safer, much improved pedestrian experience on event days
- Street activation with usable space at midblock bumpouts
- Improved bike connections to Southwest Commuter Path
- Accommodates business needs with parking/loading/delivery similar to today
- Improved street facilities for future redevelopment & street-facing businesses
- Adding many trees to a street with no trees today

Questions