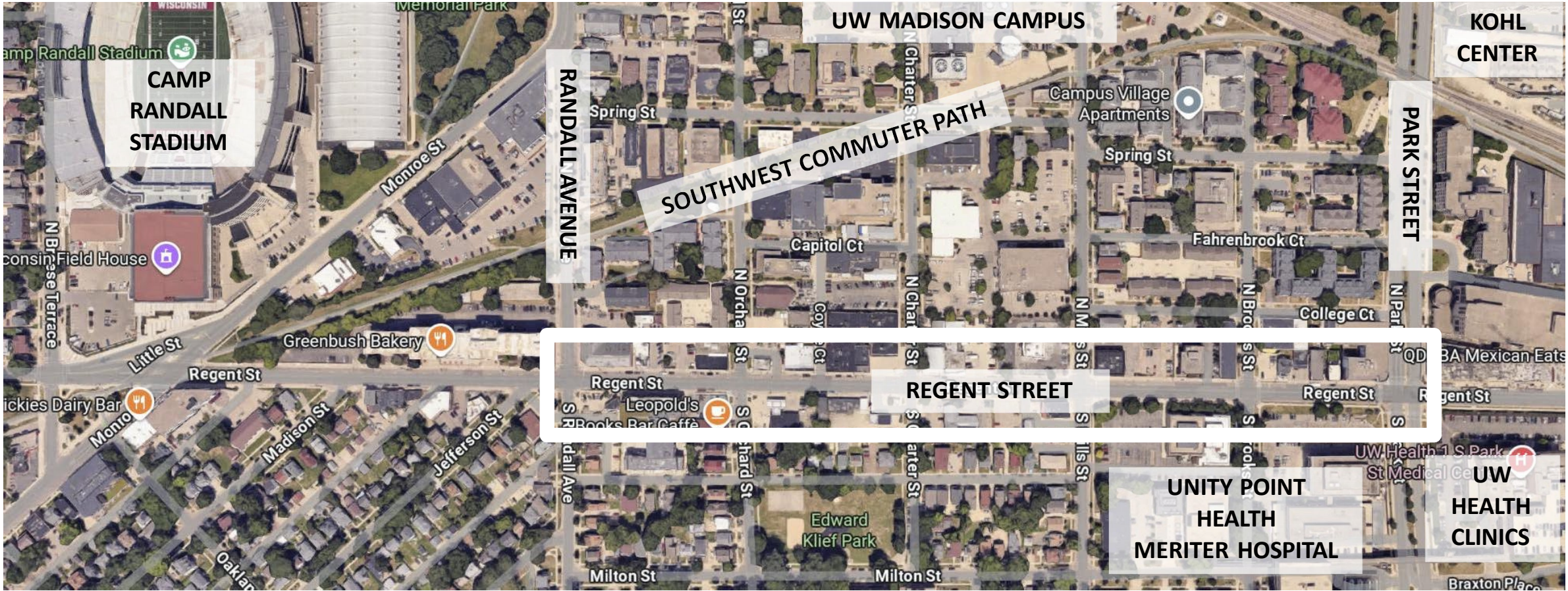


# Regent Street Reconstruction—Randall Ave to Park St

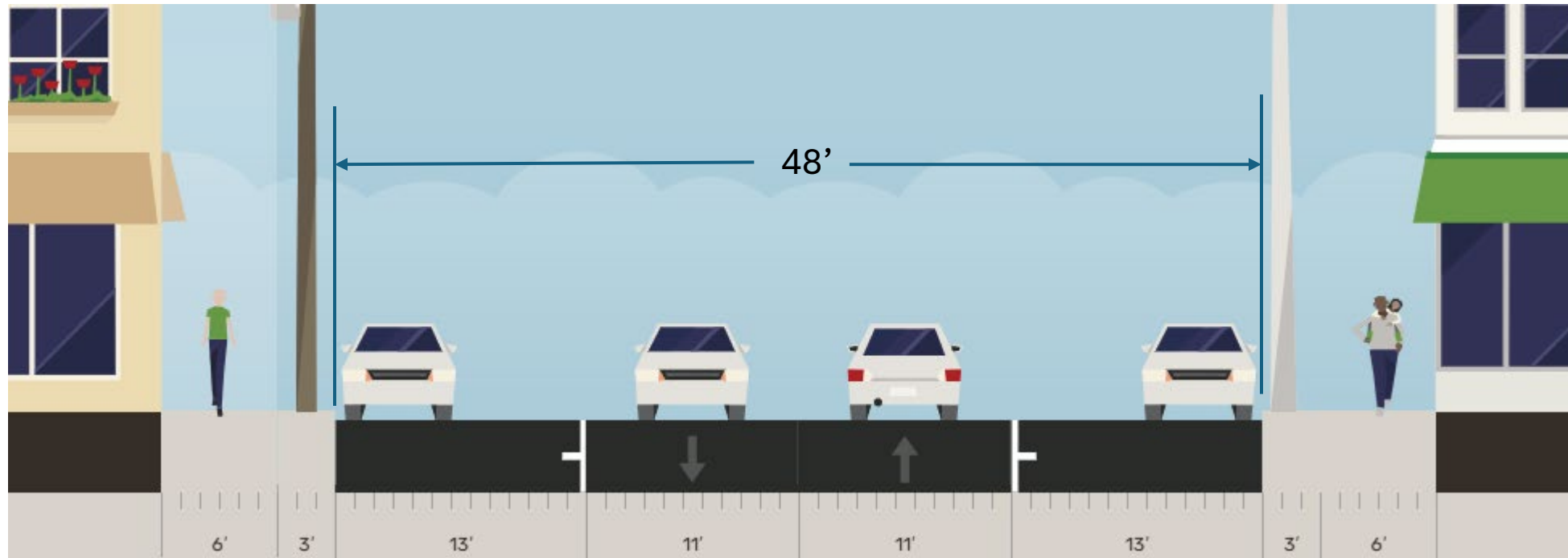


# Today's Request

- 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

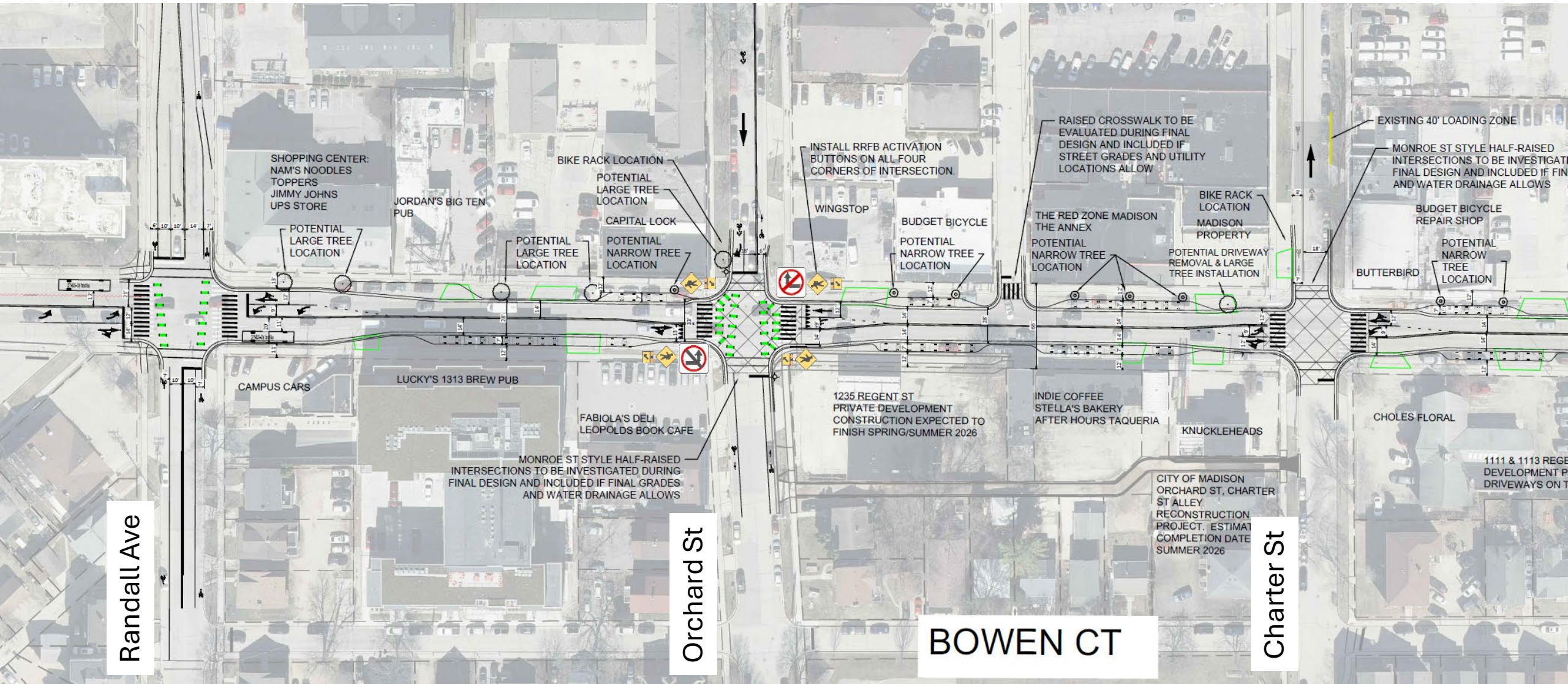
- 2-lane urban roadway with parking lanes/peak hour travel lanes
  - No parking Eastbound 7 AM – 8:30 AM & Westbound 4 PM – 5:30 PM



In Your Heart,  
And In  
Your Wallet.

ONLY AT  uw  
credit  
union





Randall Ave

Orchard St

BOWEN CT

Charter St

SHOPPING CENTER:  
NAM'S NOODLES  
TOPPERS  
JIMMY JOHNS  
UPS STORE

JORDAN'S BIG TEN  
PUB

BIKE RACK LOCATION  
POTENTIAL  
LARGE TREE  
LOCATION

POTENTIAL  
LARGE TREE  
LOCATION

CAPITAL LOCK  
POTENTIAL  
NARROW TREE  
LOCATION

INSTALL RRFB ACTIVATION  
BUTTONS ON ALL FOUR  
CORNERS OF INTERSECTION.

WINGSTOP

BUDGET BICYCLE  
POTENTIAL  
NARROW TREE  
LOCATION

RAISED CROSSWALK TO BE  
EVALUATED DURING FINAL  
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

EXISTING 40' LOADING ZONE  
MONROE ST STYLE HALF-RAISED  
INTERSECTIONS TO BE INVESTIGATED  
FINAL DESIGN AND INCLUDED IF FIN  
AND WATER DRAINAGE ALLOWS

BUDGET BICYCLE  
REPAIR SHOP  
POTENTIAL  
NARROW  
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

1235 REGENT ST  
PRIVATE DEVELOPMENT  
CONSTRUCTION EXPECTED TO  
FINISH SPRING/SUMMER 2026

INDIE COFFEE  
STELLA'S BAKERY  
AFTER HOURS TAQUERIA

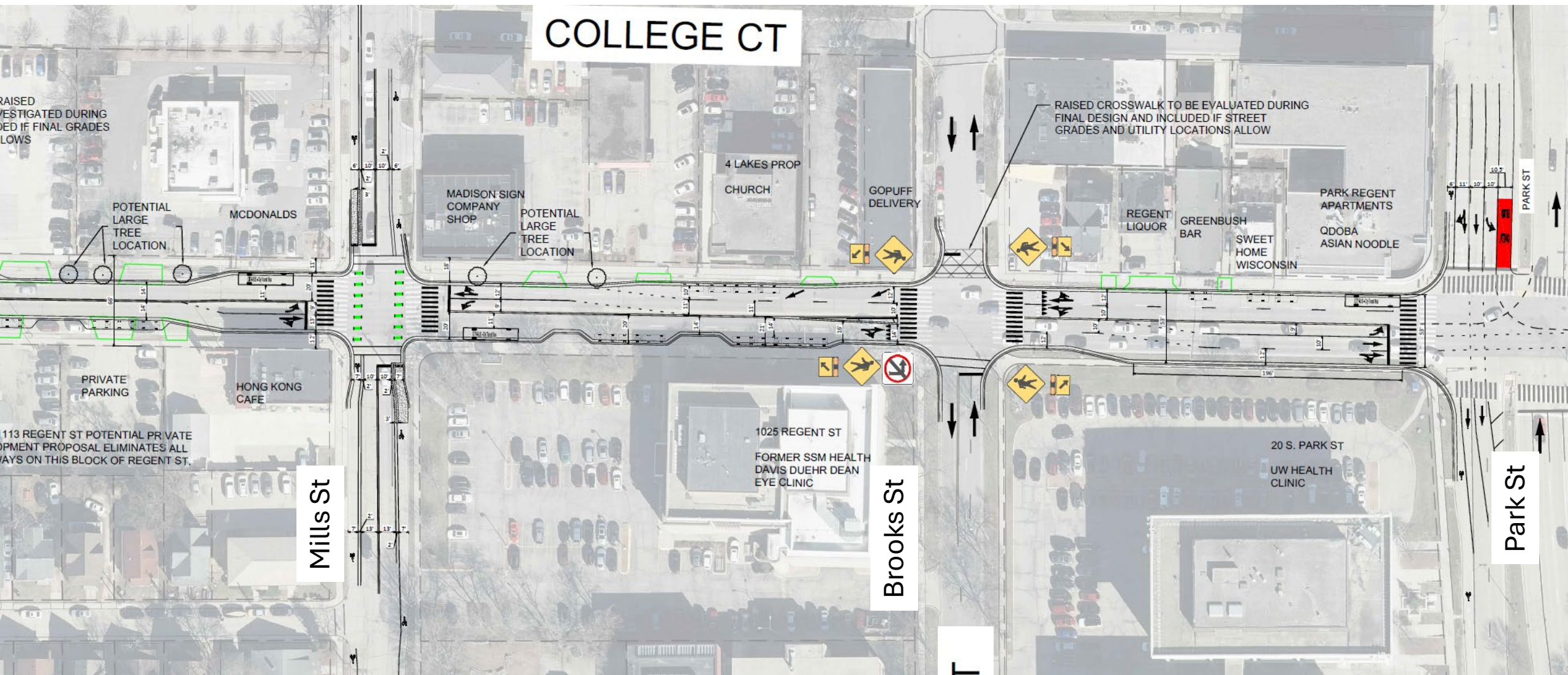
KNUCKLEHEADS

CHOLE'S FLORAL

CITY OF MADISON  
ORCHARD ST, CHARTER  
ST ALLEY  
RECONSTRUCTION  
PROJECT. ESTIMATED  
COMPLETION DATE  
SUMMER 2026

1111 & 1113 REGENT  
DEVELOPMENT PROJECT  
DRIVEWAYS ON T

# COLLEGE CT



RAISED  
INVESTIGATED DURING  
DESIGN PHASE TO  
BE DETERMINED IF FINAL GRADES  
ALLOW

POTENTIAL  
LARGE  
TREE  
LOCATION

MCDONALDS

MADISON SIGN  
COMPANY  
SHOP

POTENTIAL  
LARGE  
TREE  
LOCATION

4 LAKES PROP  
CHURCH

GOPUFF  
DELIVERY

RAISED CROSSWALK TO BE EVALUATED DURING  
FINAL DESIGN AND INCLUDED IF STREET  
GRADES AND UTILITY LOCATIONS ALLOW

REGENT  
LIQUOR

GREENBUSH  
BAR

SWEET  
HOME  
WISCONSIN

PARK REGENT  
APARTMENTS

ODOBA  
ASIAN NOODLE

PRIVATE  
PARKING

HONG KONG  
CAFE

113 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

20 S. PARK ST  
UW HEALTH  
CLINIC

Mills St

Brooks St

Park St

### 5.8. Community Main Street

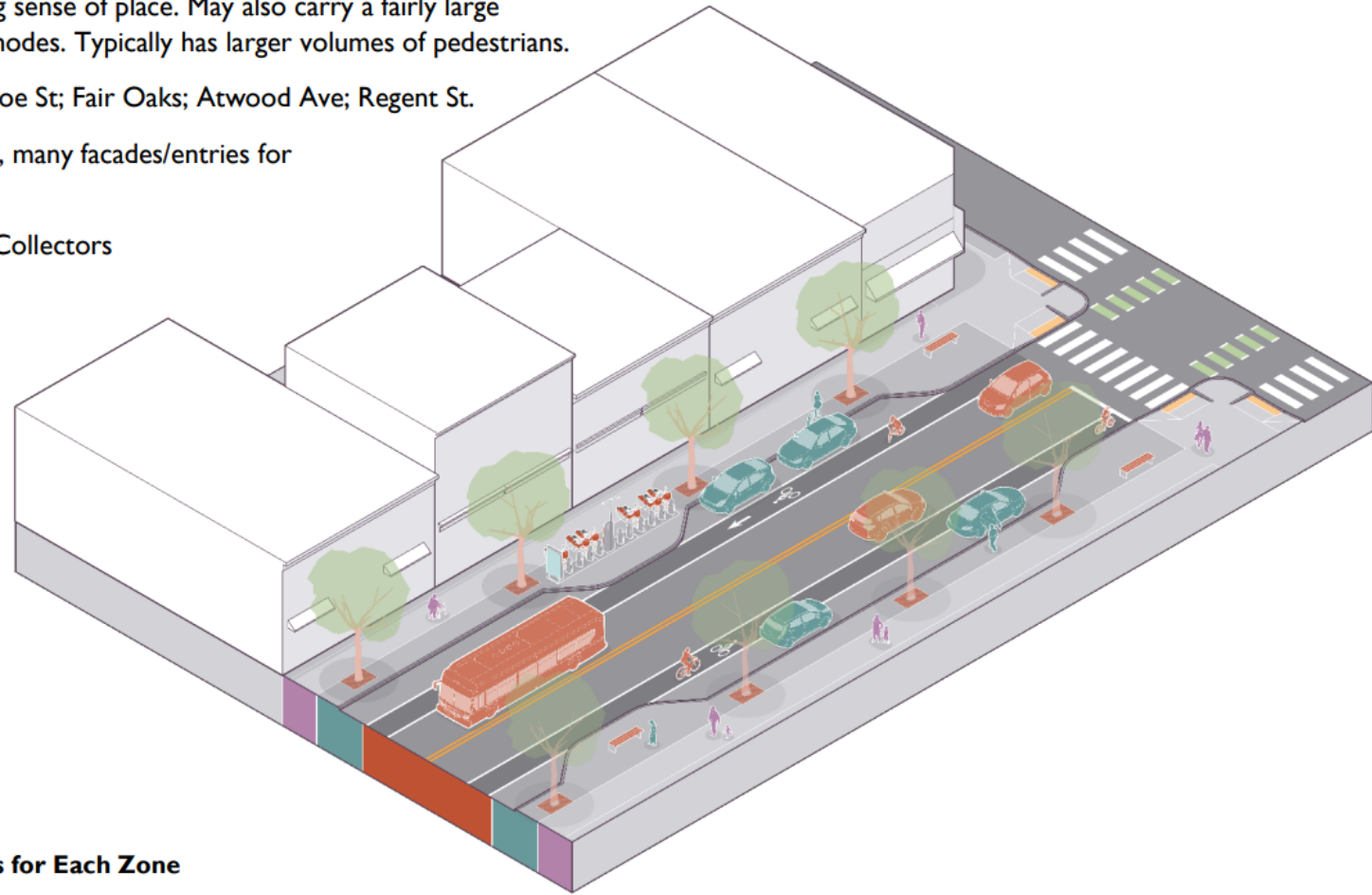
Destination/shopping street with a strong sense of place. May also carry a fairly large number of people by a variety of travel modes. Typically has larger volumes of pedestrians.

**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.

# 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

# Proposed Design

- Improve the **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



# Status & Next Steps

- Approved at Transportation Commission on 5/13/26
- Approved at Board of Public Works on 5/20/26
- Next—final approval at **Tuesday, June 9 Common Council**
  - The main opposition to the current design is the omission of bike facilities in favor of pedestrian facilities and parking/loading areas
  - This will likely be the topic of discussion at Council
- If approved, final design the remainder of 2026
- Construction in 2027 and potentially into 2028

# Questions