



REGENT STREET RECONSTRUCTION

Randall Avenue - Park Street



PUBLIC INFORMATION MEETING #2
JANUARY 26, 2026

Project Planning Team



REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



Zoom Meeting Protocols

- ✓ This meeting will be recorded and posted to the project page.
- ✓ All attendees should be muted to keep background noise to a minimum.
- ✓ Use the “Q and A” button for technical issues with the meeting to troubleshoot with staff to assist.
- ✓ Use the “Q and A” button to type questions about the presentation. Questions will be answered live after the presentation.
- ✓ Inappropriate questions may be dismissed.
- ✓ Use the “Raise Your Hand” button to verbally ask your question. You will be prompted to unmute when it is your turn.



Recording

This meeting is being recorded.
It is a public record subject to disclosure.

By continuing to be in the meeting, you are consenting to being recorded and consenting to this record being released to public record requestors.



How to Participate

Make sure to join audio

The screenshot shows the Zoom Workplace interface. At the top, the 'zoom Workplace' logo is on the left, and a 'Sign in' button with a green checkmark icon is on the right. The main area is dark. A white dialog box titled 'Choose one of the audio conference options' is centered. It has three tabs: 'Phone call', 'Computer audio' (which is selected), and 'Call Me'. Below the tabs, a red arrow points to a blue button labeled 'Join with computer audio'. Under this button is the text 'Test speaker and microphone'. At the bottom of the dialog box, there is a checkbox labeled 'Automatically join audio by computer when joining a webinar'. Below the dialog box, a dark bar shows the 'City of Madison' name. At the bottom of the screen is a toolbar with icons for 'Audio' (microphone), 'Raise hand' (hand icon), 'Q&A' (question mark icon), 'Show captions' (CC icon), and 'Leave' (person icon). A red arrow points from the 'Make sure to join audio' text to the 'Audio' icon in the toolbar.

REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



How to Participate

zoom
Workplace

Sign in



Raise your hand to be unmuted
For comments or ask additional questions.



City of Madison



Audio



Raise hand



Q&A



Show captions



Leave

REGENT STREET RECONSTRUCTION PROJECT

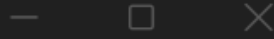
Randall Avenue to Park Street



How to Participate

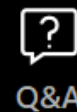
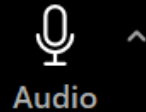
zoom
Workplace

Sign in



Use **Q&A button** if you have technical issues or a question for the panelists.

City of Madison



REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



How to Participate

zoom
Workplace

Sign in



**Use Q&A button for all other questions.
We will answer after the presentation.**

City of Madison



Audio



Raise hand



Q&A



Show captions



Leave

REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street





How to Participate

If you would like to enable closed captioning, click **"Show Closed Captions"** button on the bottom of the screen.

This may already be enabled. If this is not enabled, click the button to allow closed captioning.



City of Madison



Audio



Raise hand



Q&A



Show captions



Leave



How to Participate

zoom
Workplace

Sign in



To leave the meeting, click **Leave**

City of Madison



Audio



Raise hand



Q&A



Show captions



Leave

REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



Discussion Ground Rules

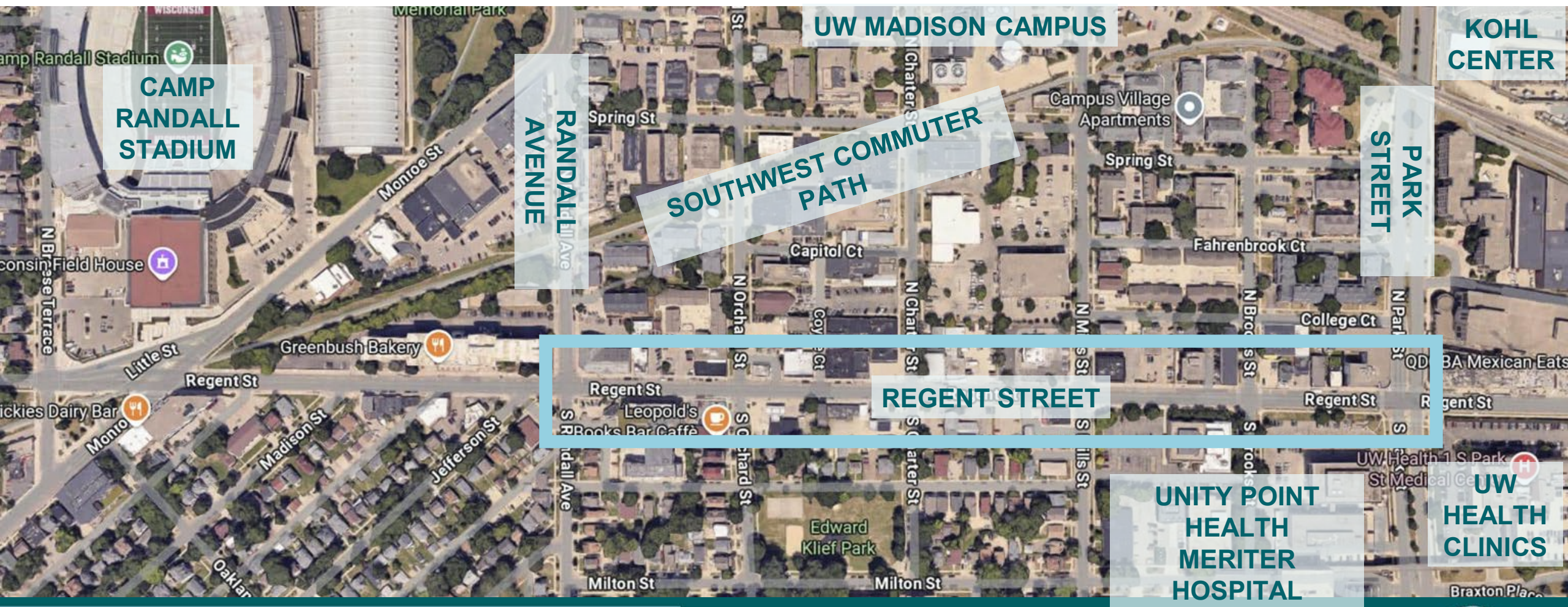
- 1. Respect your neighbors' time and perspectives.
- 1. Focus your input on this **future improvement project**.
- 1. Ask **clarifying questions** as we go (e.g., explain a term or repeat a statement).
- 1. Save other questions for the Q&A session at the end, as they may be answered during the presentation!

Meeting Agenda

- Project Overview | Limits
- PIM #1 Review
- Complete Green Streets Guide
- Project Needs | Challenges
- Engagement Summary | Public Survey Feedback
- Transportation Commission (TC) Feedback
- Evaluated Concept Alternatives | Preferred Alternative
- Project Schedule | Next Steps
- Feedback and Questions



Project Overview and Limits



REGENT STREET RECONSTRUCTION PROJECT
Randall Avenue to Park Street



PIM #1 Review

Regent Street today

- Business district
- Residential neighborhoods
- Hosts large events
- Healthcare space
- Education space
- Primary east-west transportation corridor
- Relevant past plans



REGENT STREET RECONSTRUCTION PROJECT

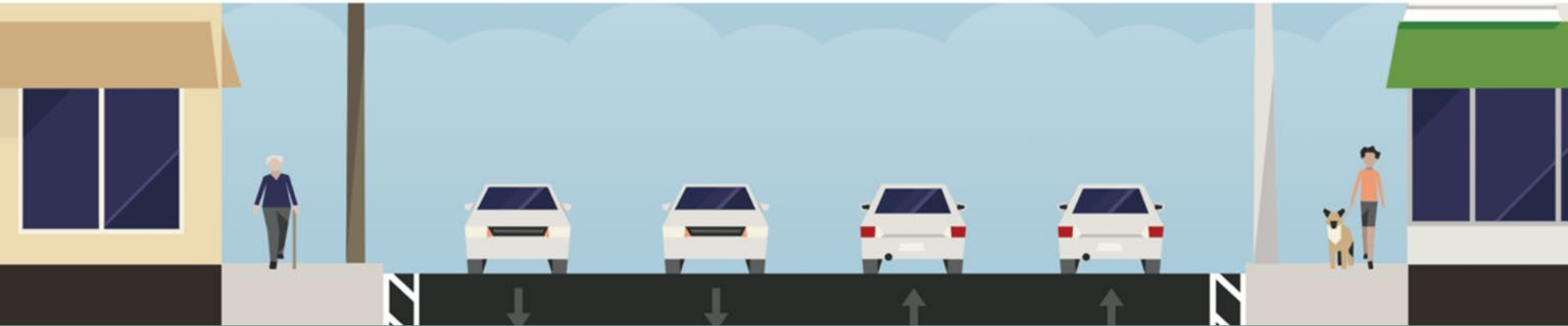
Randall Avenue to Park Street



PIM #1 Review

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



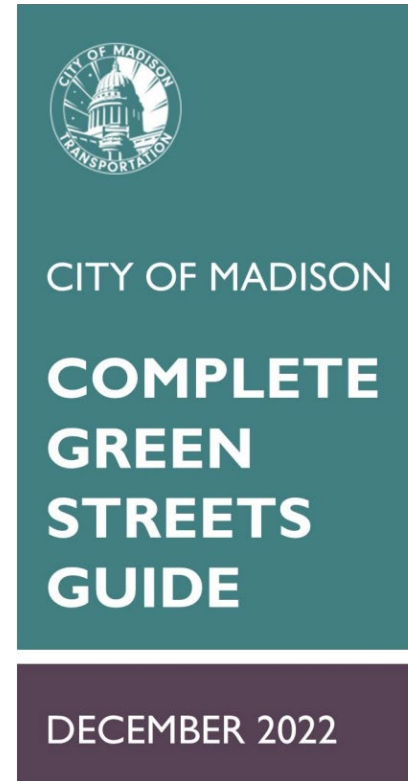
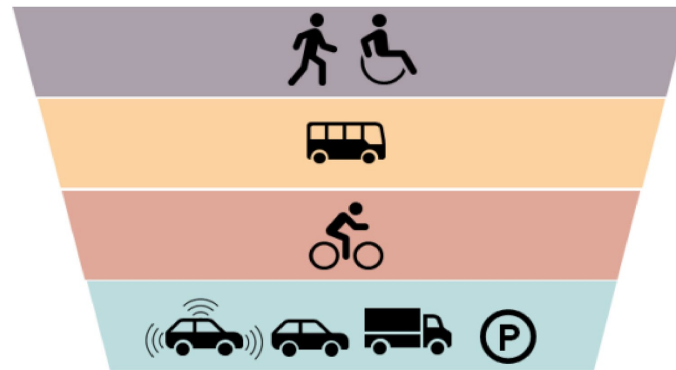
REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street

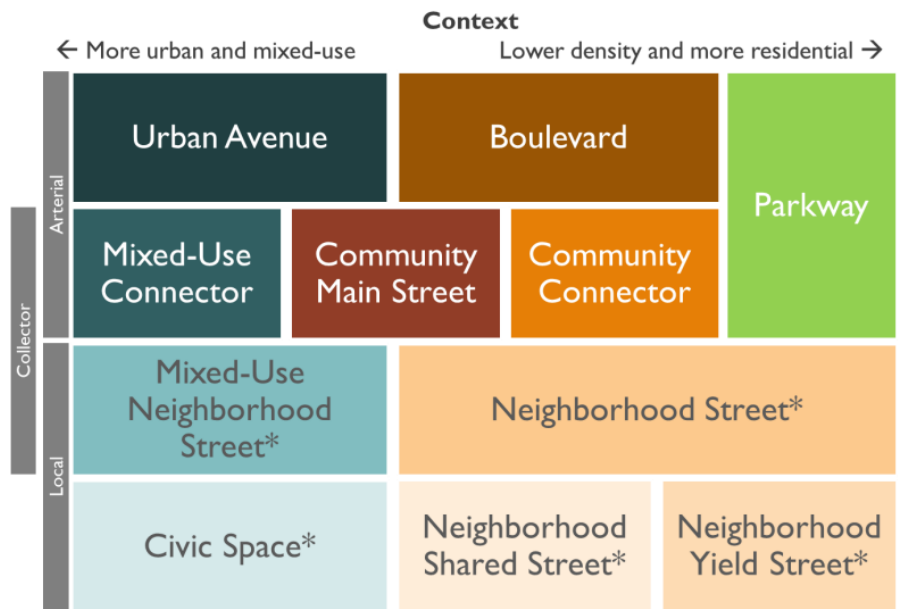


Complete Green Streets Guide

- City's street design policy
- Starts from foundational values
- Guides values-based design of **street types**

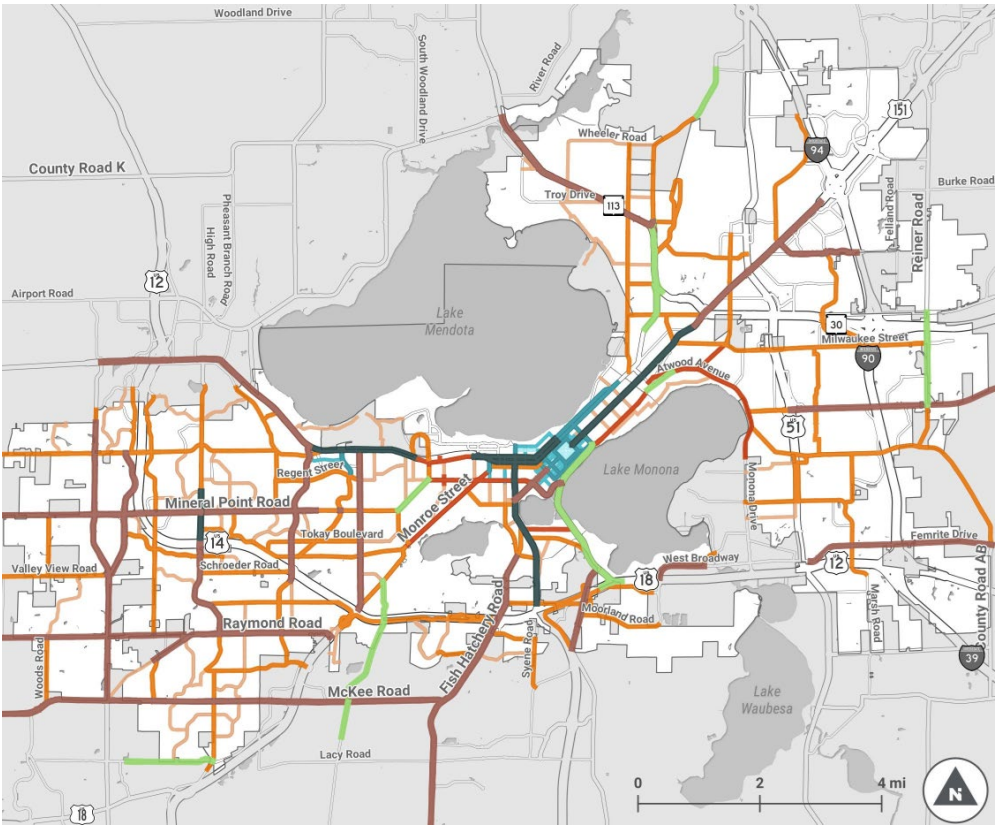


Complete Green Streets Guide



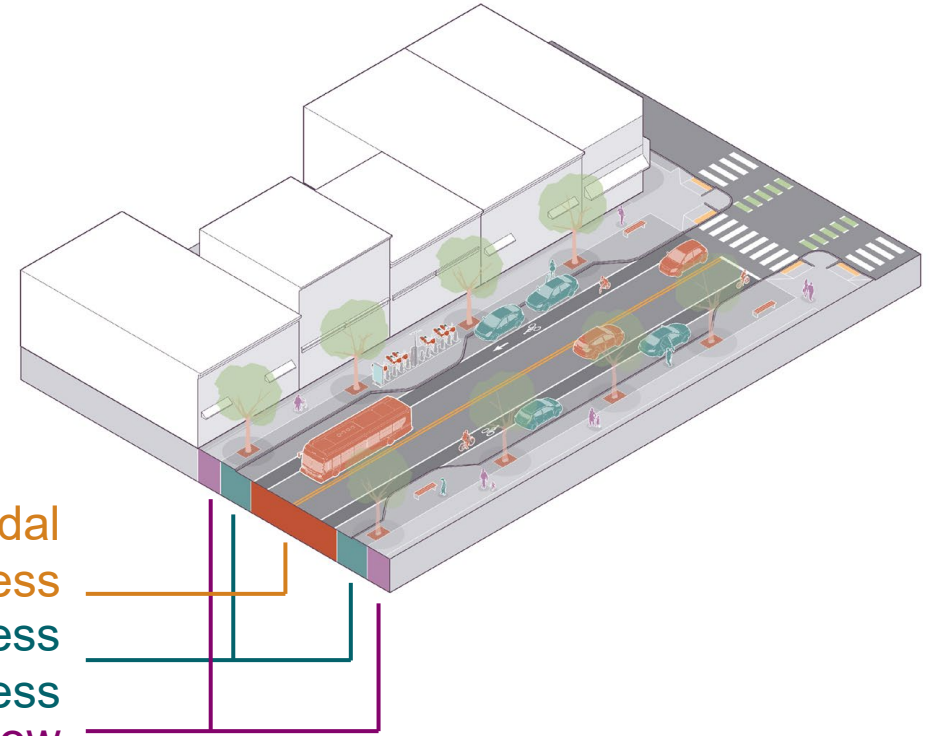
Street types organized by context and intensity.

***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.**



Regent Street as a Community Main Street

“Destination/shopping street with a strong sense of place.”



Travel way is right-sized for multimodal
access

Flex zone amenities support pedestrian comfort and business
success

Walkways are spacious enough for walking, rolling, window
shopping...

Guidance is **values-based, flexible**, able to adapt to the needs of Regent

What happens in the Flex Zone?



REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



Overlays

Equity Priority Areas
(includes additional process elements)

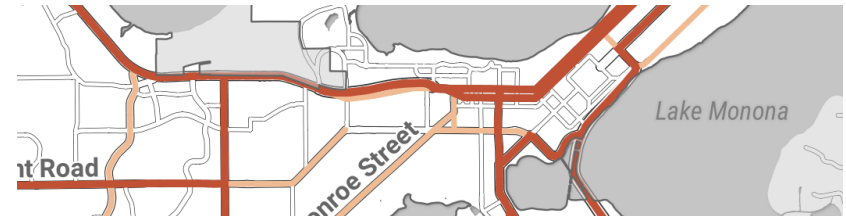
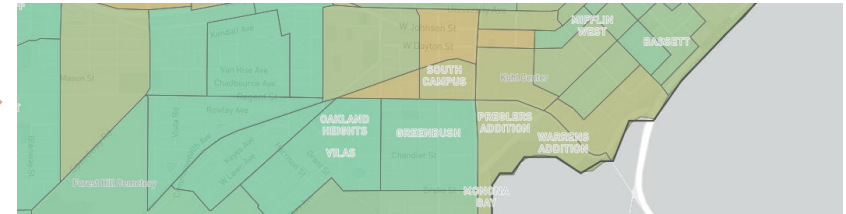
Transit Priority Network
(prioritizes transit on high frequency transit routes)

All Ages and Abilities Bike Network
(key corridors to prioritize high-comfort bikeways)

Tree Canopy Priority Areas
(includes detailed decision matrix)

Green Infrastructure Priority Areas
(includes detailed decision matrix)

NHS & Truck Routes
(higher traffic streets)



REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



PIM #1 Summary

Key themes & takeaways

- Prioritize Safety & Accessibility for All Users
- Design Standards Emphasize Pedestrian Orientated Design
- Land Use Plans Envision a Mixed-Use, Growing Area, Supporting Dense Development

KEY TAKEAWAYS



Project Needs



- Pavement condition
- Storm sewer box condition
- Safety and crash prevention
 - Bicycles and pedestrians
- Improved bicycle and pedestrian mobility
- Improved pedestrian crossings



Project Challenges



- Coexisting public needs
- Balancing priorities
 - Plans, people, vision, history, growth
- Accommodating large events
- Construction staging and traffic control



Project Challenges



MGE overhead power lines on north side

Limited space under street due to city sanitary sewer, MMSD sanitary sewer, water mains, fiber optics package and gas facilities



Narrow right-of-way with zero setback buildings on both sides

Shallow storm sewer box on south side needing replacement.

REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



Engagement Summary

- Project Website
- Public Survey
- City of Madison
 - Transportation, Traffic Engineering, Engineering, Metro Transit, Planning, Forestry, Parks, Fire, & Street Operations
- Business Engagement
 - Regent Street Group & Business Association
 - Downtown Madison Inc. (DMI)
 - UW Health
- Community Engagement
 - Neighborhoods
 - UW-Madison
 - Morgridge Center
 - On/off campus and cultural groups
 - Community groups and organizations
 - Local historical and cultural historians



KEY NARRATIVES AND THEMES



PIM #1 Focus

- Inform the community
- Engage diverse public
- Gather community input and understand priorities



PIM #2 Focus

- Informed consent of proposed improvement

 Collect feedback on community street space priorities, to translate into a draft street design

Regent Street Survey Highlights

REGENT AS COMMUNITY

HERITAGE, CULTURE, AND COMMUNITY

- Regent Street has a deep historic and cultural identity (a key connector of neighborhoods to downtown).
- The community emphasizes:
 - Preserving character while improving function.
 - Intergrating cultural storytelling through art, design, and events.
- Key values: **authenticity, memory, and connection.**

TAKEAWAY: Change should feel like **renewal**, not **replacement**.



Regent Street Survey Highlights

EQUITY IS ACCESS

Takeaway: measure success in comfort, confidence and representation (not just traffic flow).

THE PEDESTRIAN EXPERIENCE IS THE CORE OF RECONSTRUCTION

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

PARKING & CURB USE: SMARTER SPACE, NOT MORE SPACE

Takeaway: “Use the curb smarter, not just for storage.”

EVENT COORDINATION

Takeaway: people value events but want predictable coordination.

PROJECT + CONSTRUCTION COORDINATION

Takeaway: “Show us how our voices matter, not just that you heard us.”

DESIGN MUST WORK FOR EVERYONE

Takeaway: “We need a street that works for everyone: residents, walkers, drivers and businesses.”

BIKING

Takeaway: “Regent feels dangerous for drivers.”

VEHICLE ACCESS & MOBILITY

Takeaway: for drivers, predictability is safety. Coordinated signals, clear curb rules and better event management matter more than extra lanes.

REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



KEY NARRATIVES AND THEMES



SAFETY

All respondent types want **visible, data-driven safety outcomes**.

Crossing is the single weakest safety score across all datasets.

Safety has different definitions (physical protection for students + residents vs. operational for businesses).



EASE

The corridor's usability depends on **intuitive design and operations** more than throughput.

Businesses and commuters define **ease as reliable access and loading**, not faster travel.

Residents, visitors, and students **equate ease with comfort, clarity, and space quality** (shade, lighting, benches).



INFRASTRUCTURE

Infrastructure must demonstrate **a balance that works for everyone** (without favoring any single mode).

Coordinating construction phasing, signal timing, and detours is key.

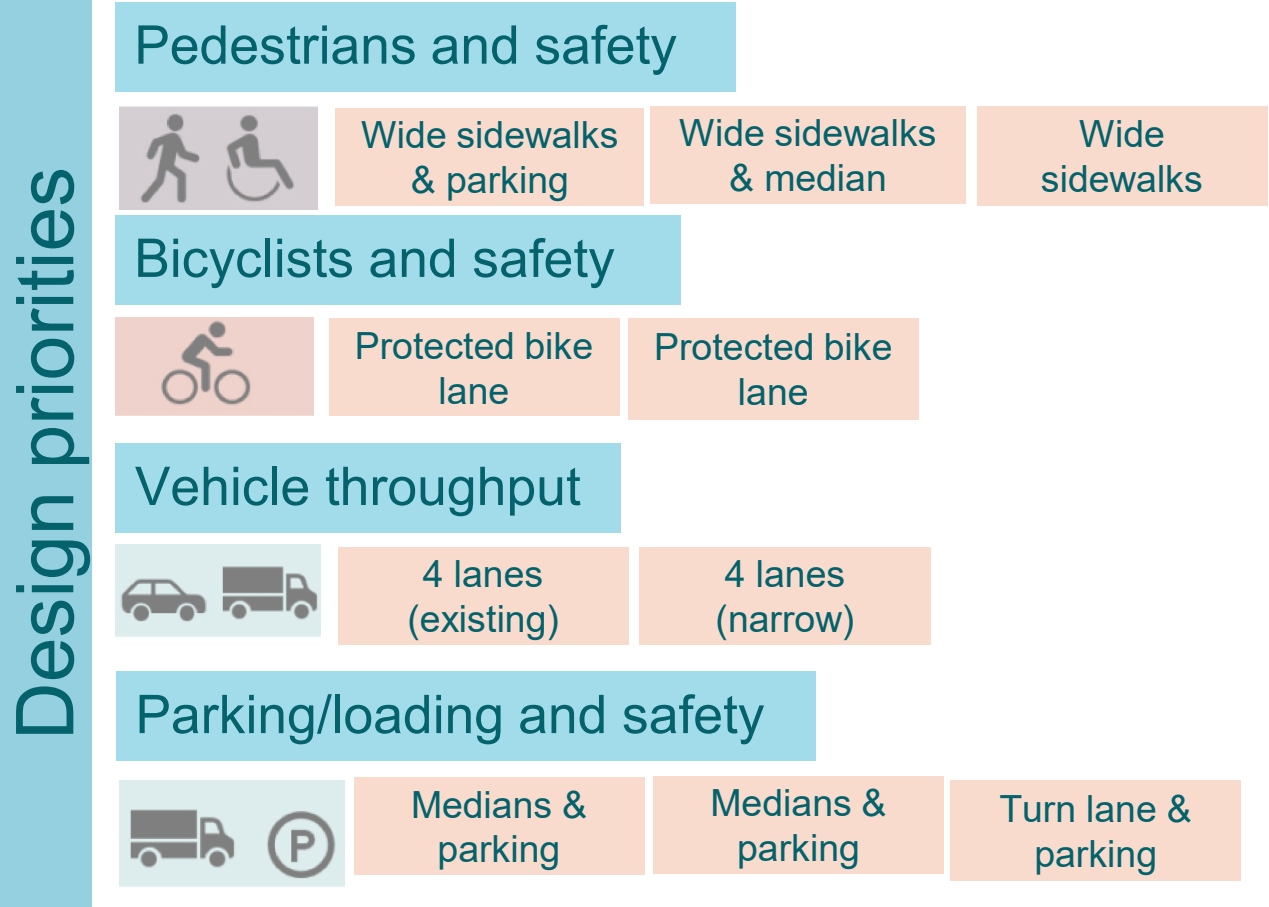
Core themes emerged consistently across all interested parties and groups. Each group prioritizes them differently, but all connect through trust and predictability. “Safety” and “Ease” are the most universal

Transportation Commission Feedback

- Need bike accommodations for access to businesses
- Need connections to SW commuter path
- Need larger sidewalks/terraces for better pedestrian experience
- Need transit accommodations (shelters & benches)
- Priority on loading zones
- Improve east-west bike routing south of Regent Street



Concepts Development



Selected Concepts

Design priorities

Pedestrians and safety



Wide sidewalks
& parking

~~Wide sidewalks
& median~~

~~Wide
sidewalks~~

Bicyclists and safety



Protected bike
lane

~~Protected bike
lane~~

Vehicle throughput



~~4 lanes
(existing)~~

~~4 lanes
(narrow)~~

Parking/loading and safety



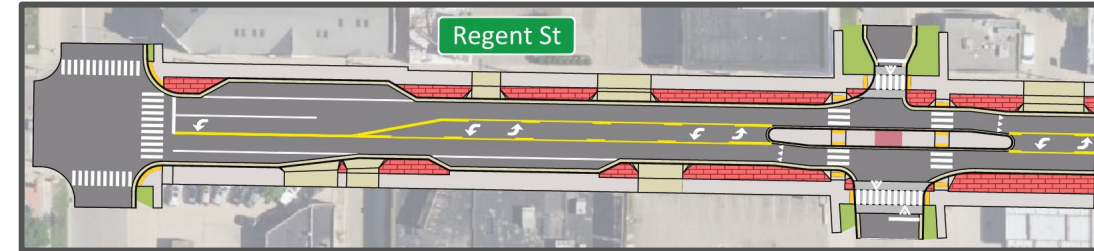
~~Medians &
parking~~

~~Medians &
parking~~

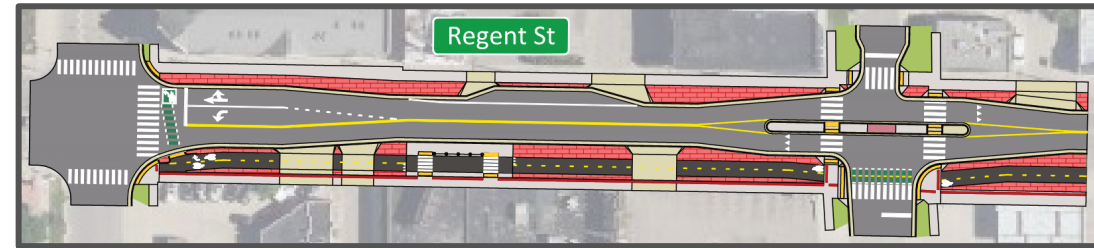
~~Turn lane &
parking~~

Preferred Alternative

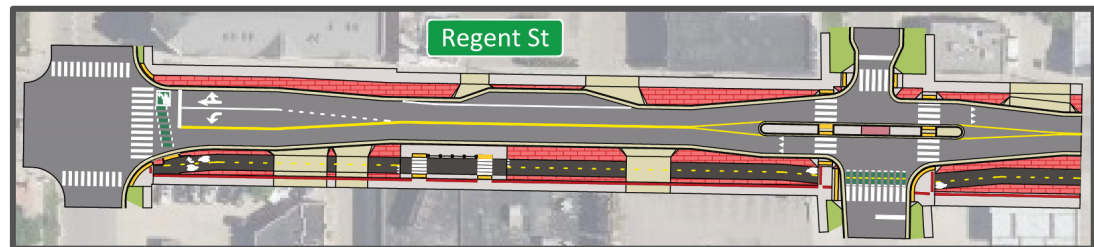
3 lanes (balance of wider sidewalks, parking, turn lanes)



2 lanes (protected bike lane)



4 lanes (narrow) with off-street parking

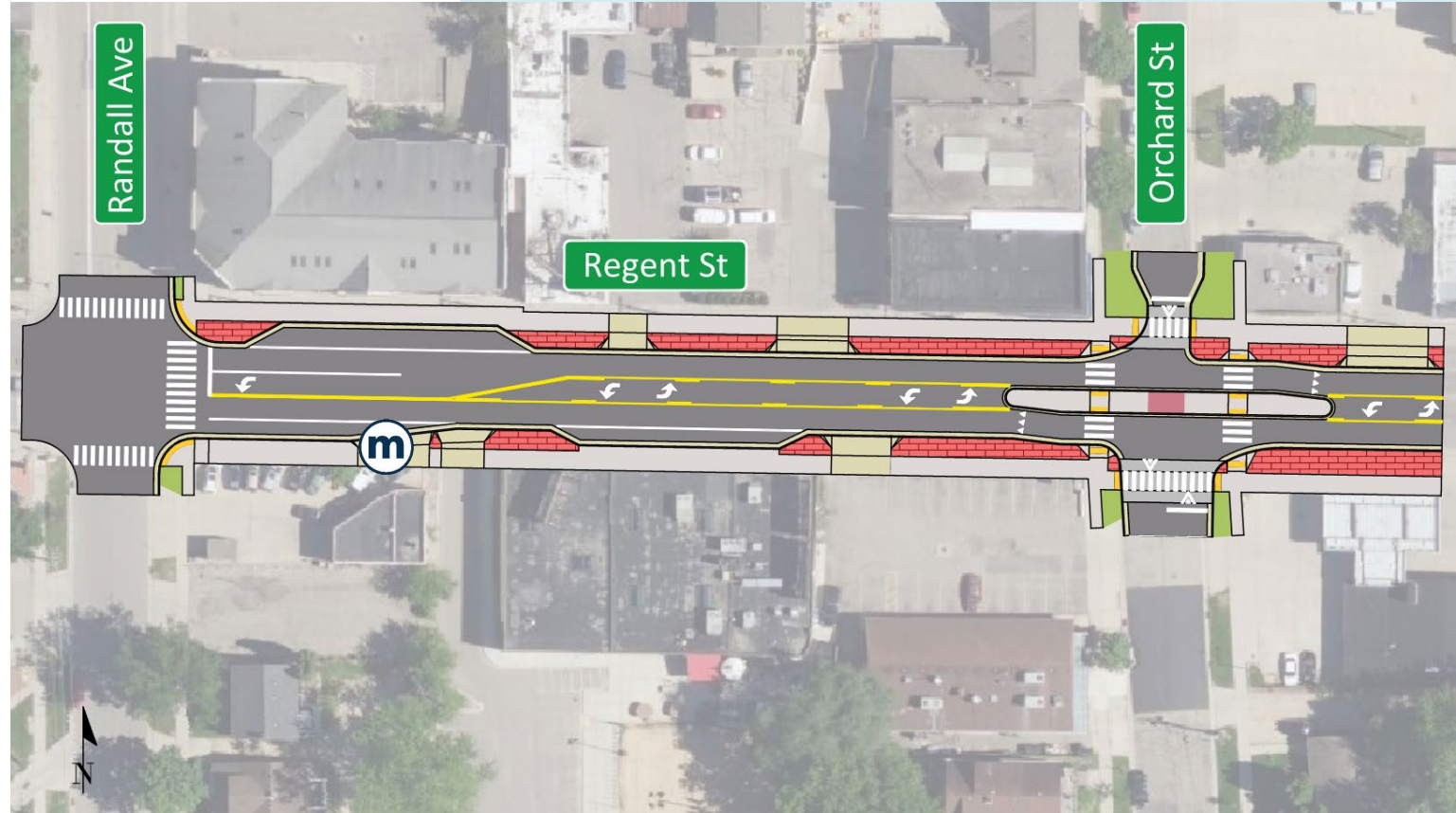


REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



Preferred Alternative: 3-Lane Street



REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street

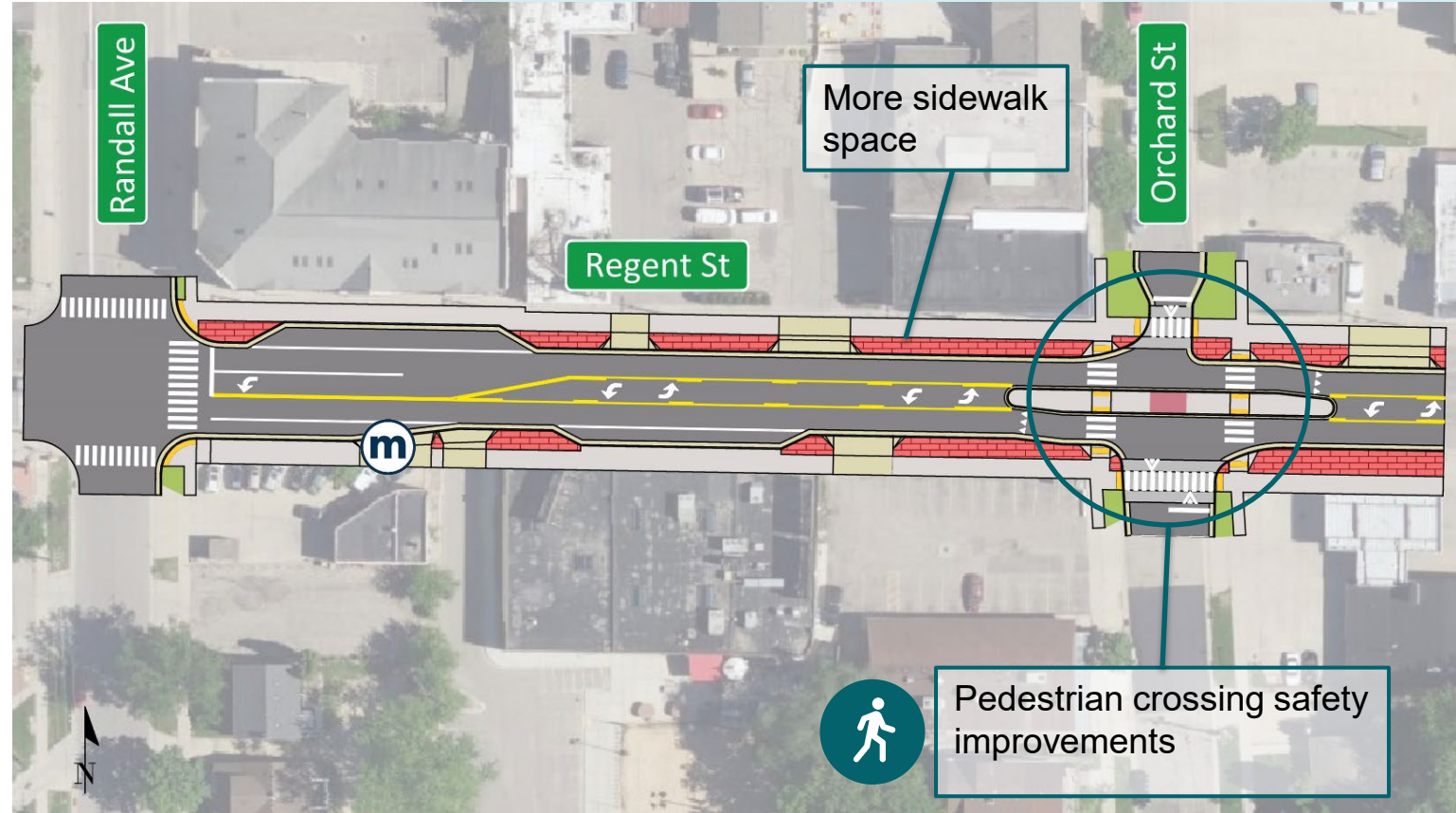


Preferred Alternative: 3-Lane Street

Advantages



Pedestrian safety and comfort



Preferred Alternative: 3-Lane Street

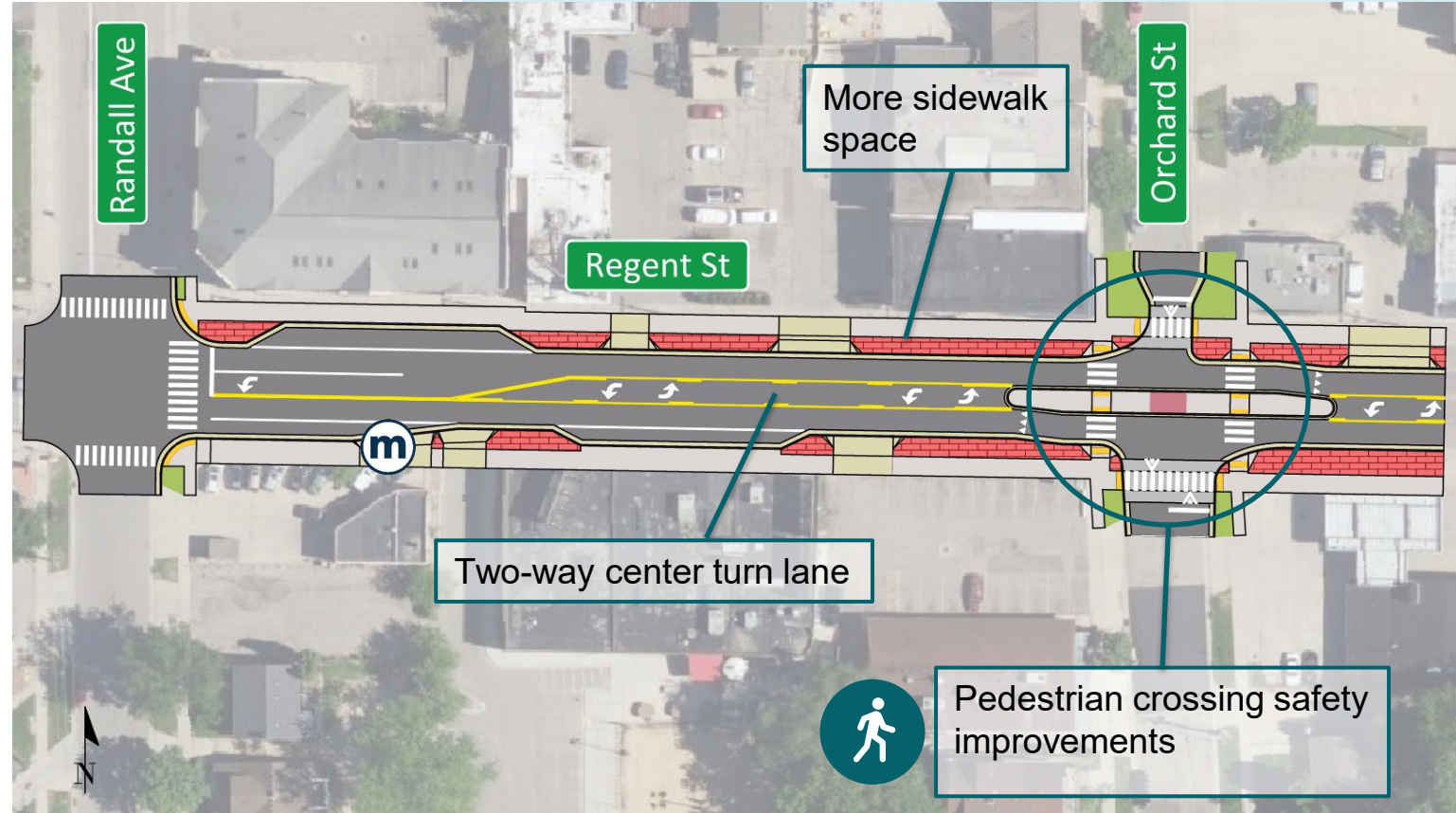
Advantages



Pedestrian safety and comfort



Space for left-turning cars



REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



Preferred Alternative: 3-Lane Street

Advantages



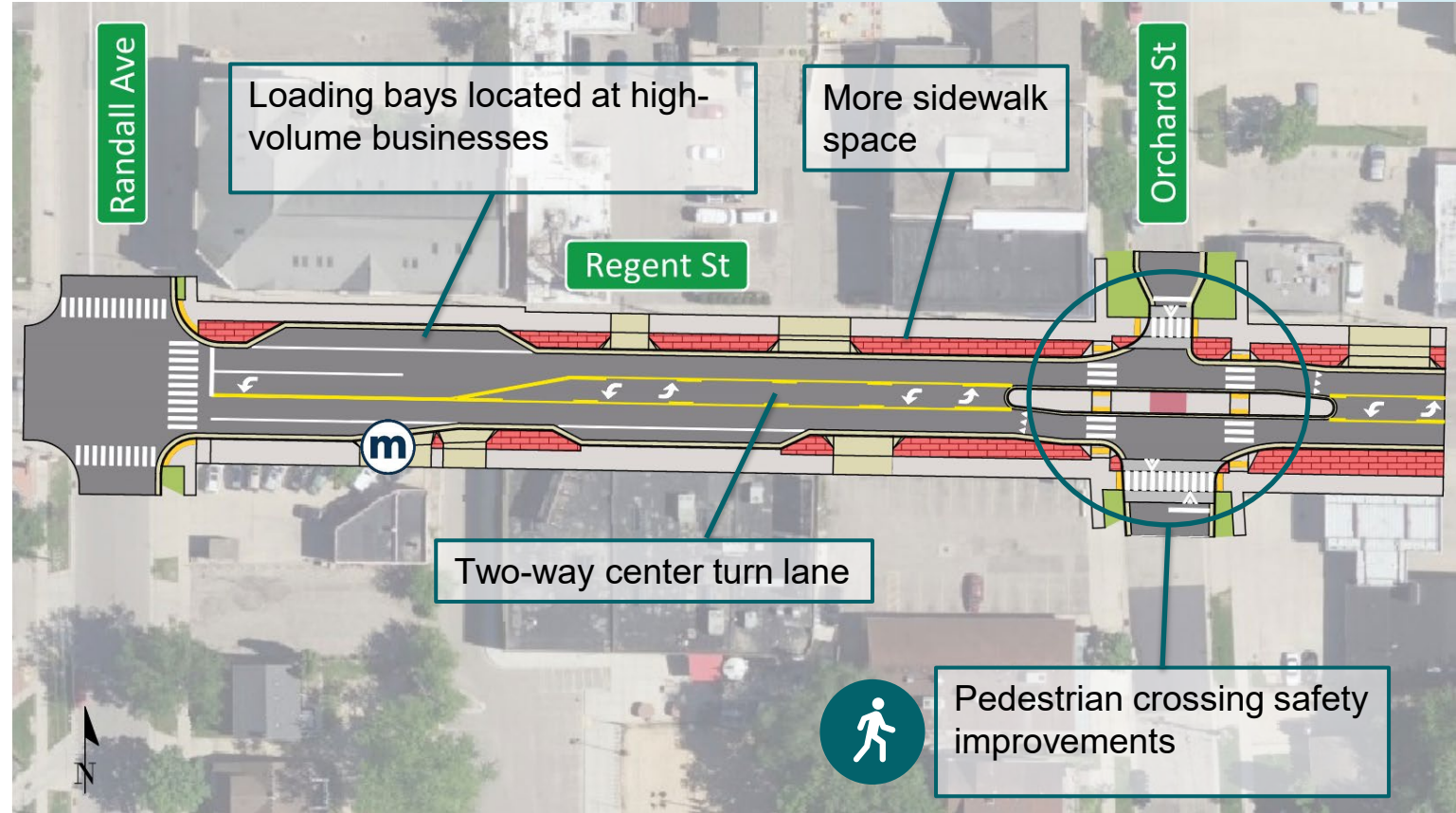
Pedestrian safety and comfort



Space for left-turning cars



Parking/loading at key locations, all day



REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



Preferred Alternative: 3-Lane Street

Advantages



Pedestrian safety and comfort

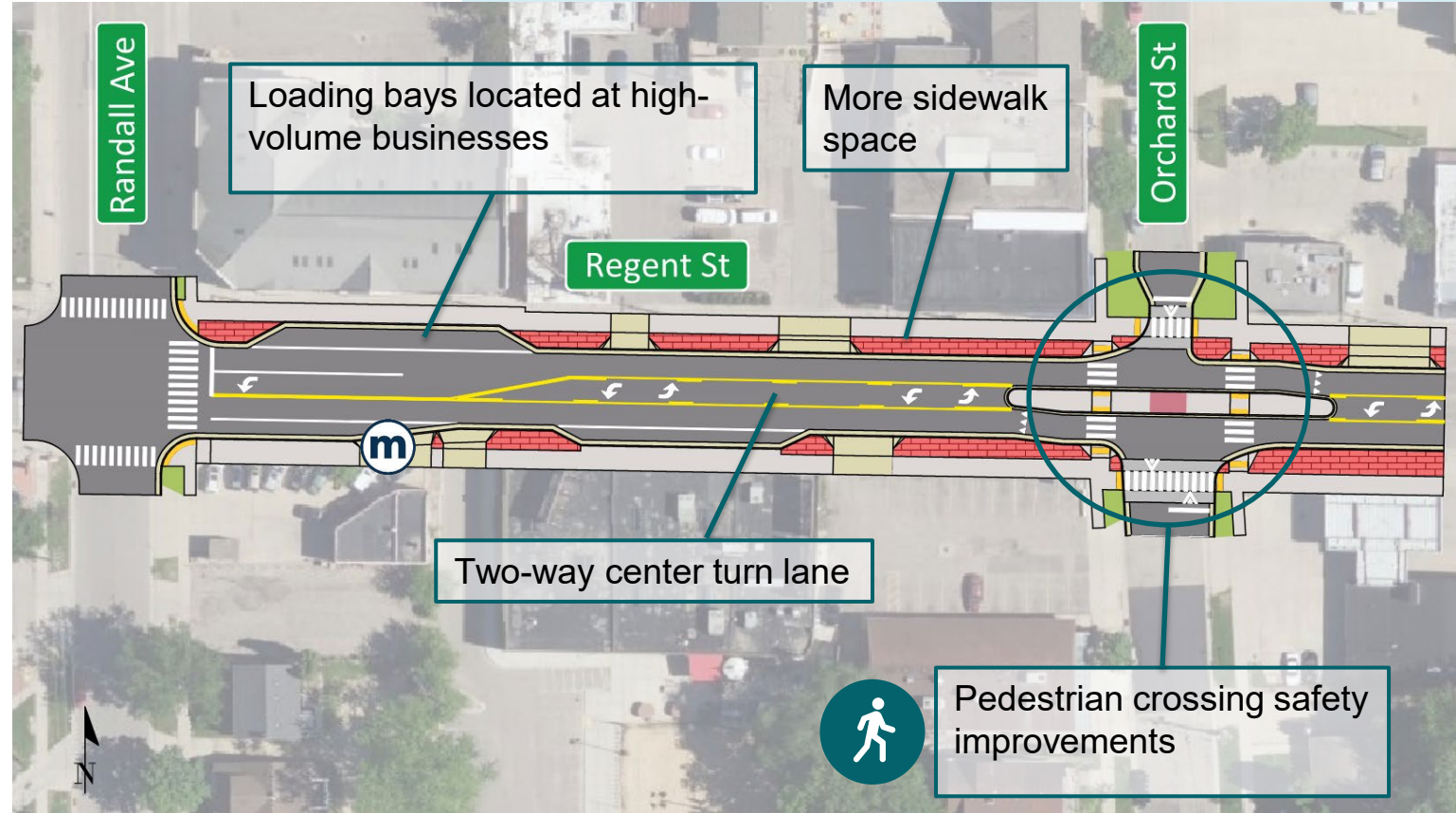


Space for left-turning cars



Parking/loading at key locations, all day

Challenges/Drawbacks No bikeway along Regent Street



REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street

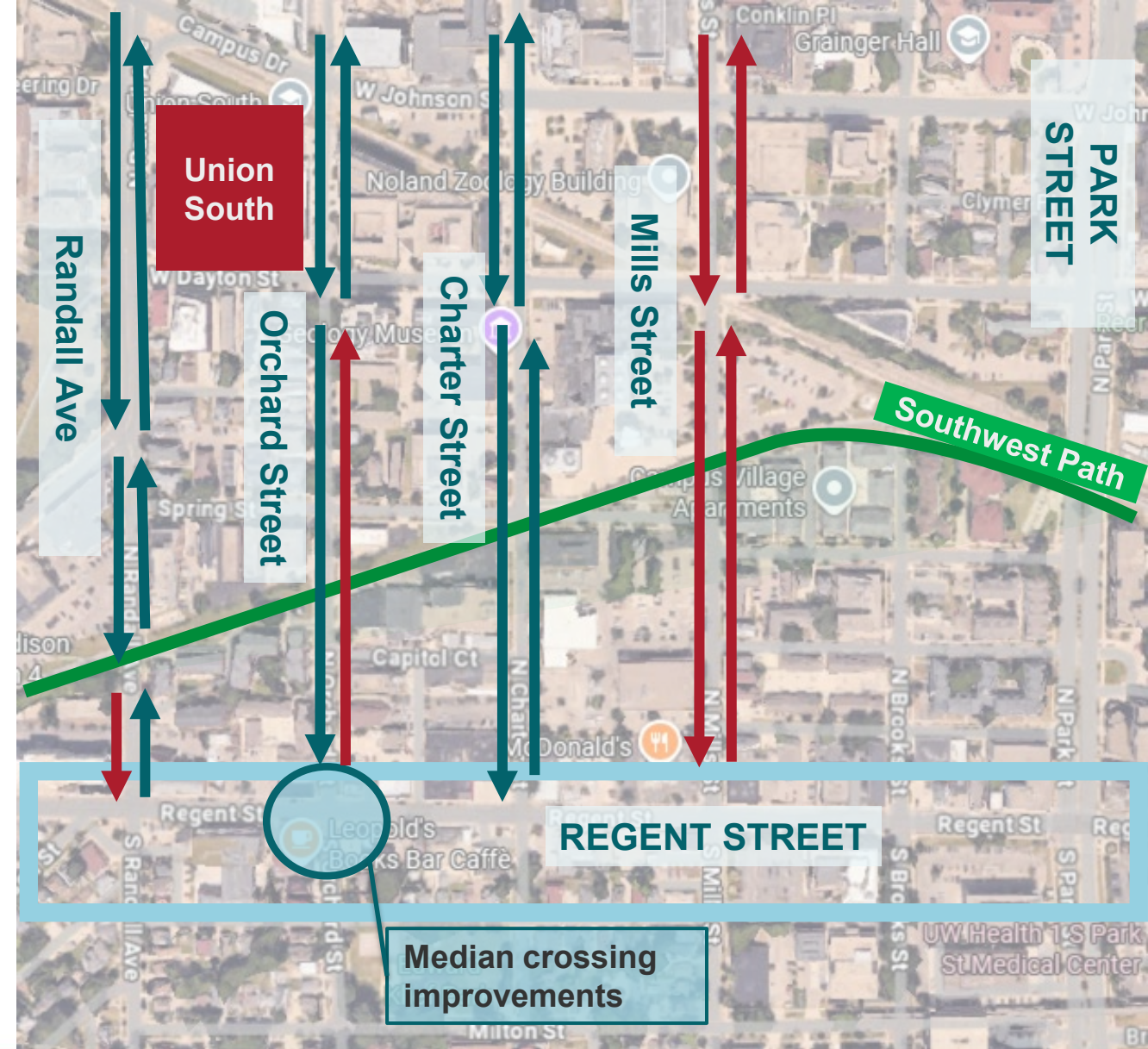


North-South Bike Connections



North-South connections

- Fill in **gaps** on Orchard and Randall Avenue
- Provide medians where possible
- Mills Street—potential future AAA bikeway



REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street

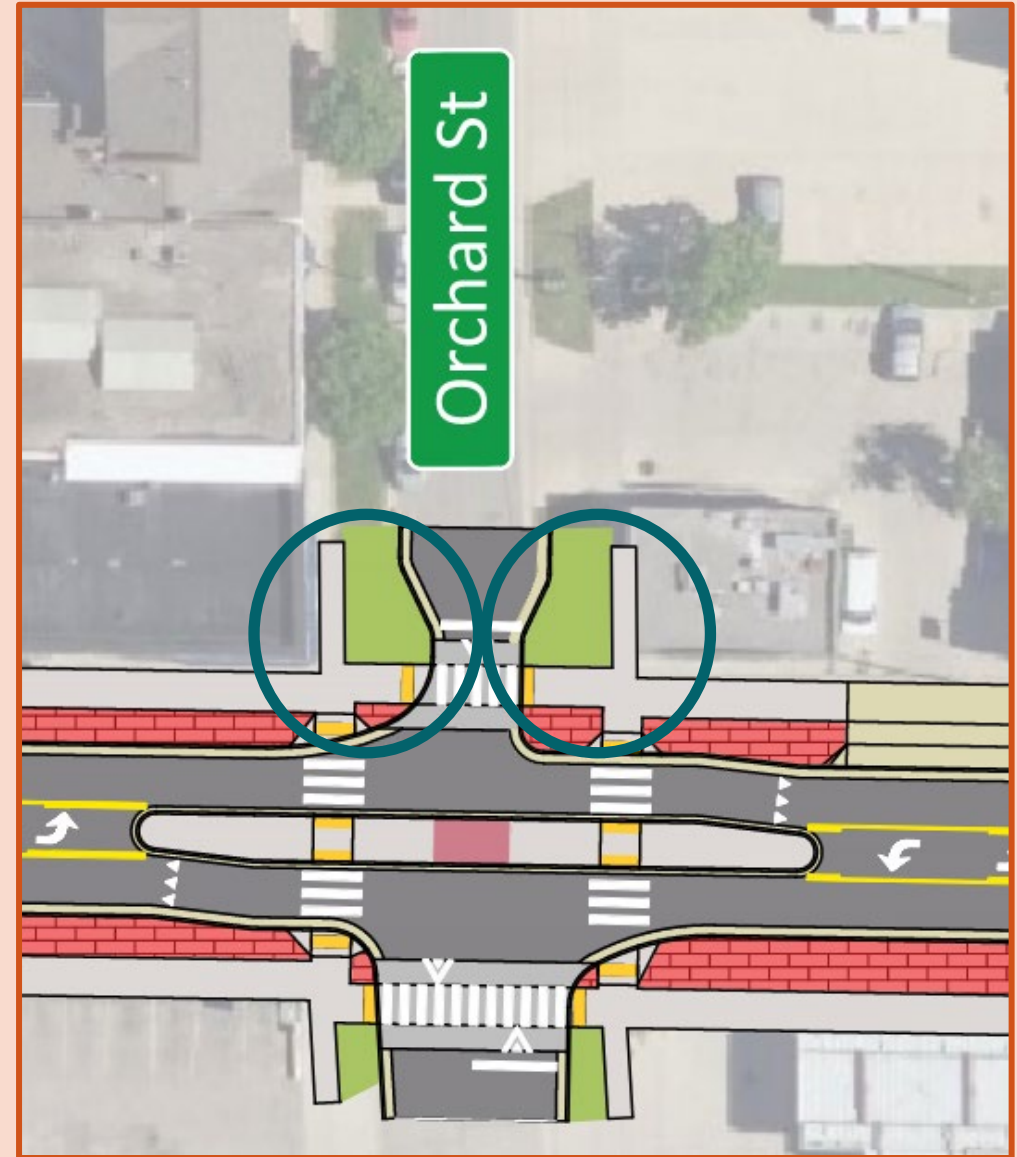


North-South Bike Connections



Mobility hubs at intersections

- Bike or scooter parking
- B-cycle station
- Amenities (benches, shade, water)



Parking Cut Outs: Flexible Space

Parking in street



Parking on the curb?



REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



Evaluated Concept Alternative:

2/3-Lane Street + Bikeway

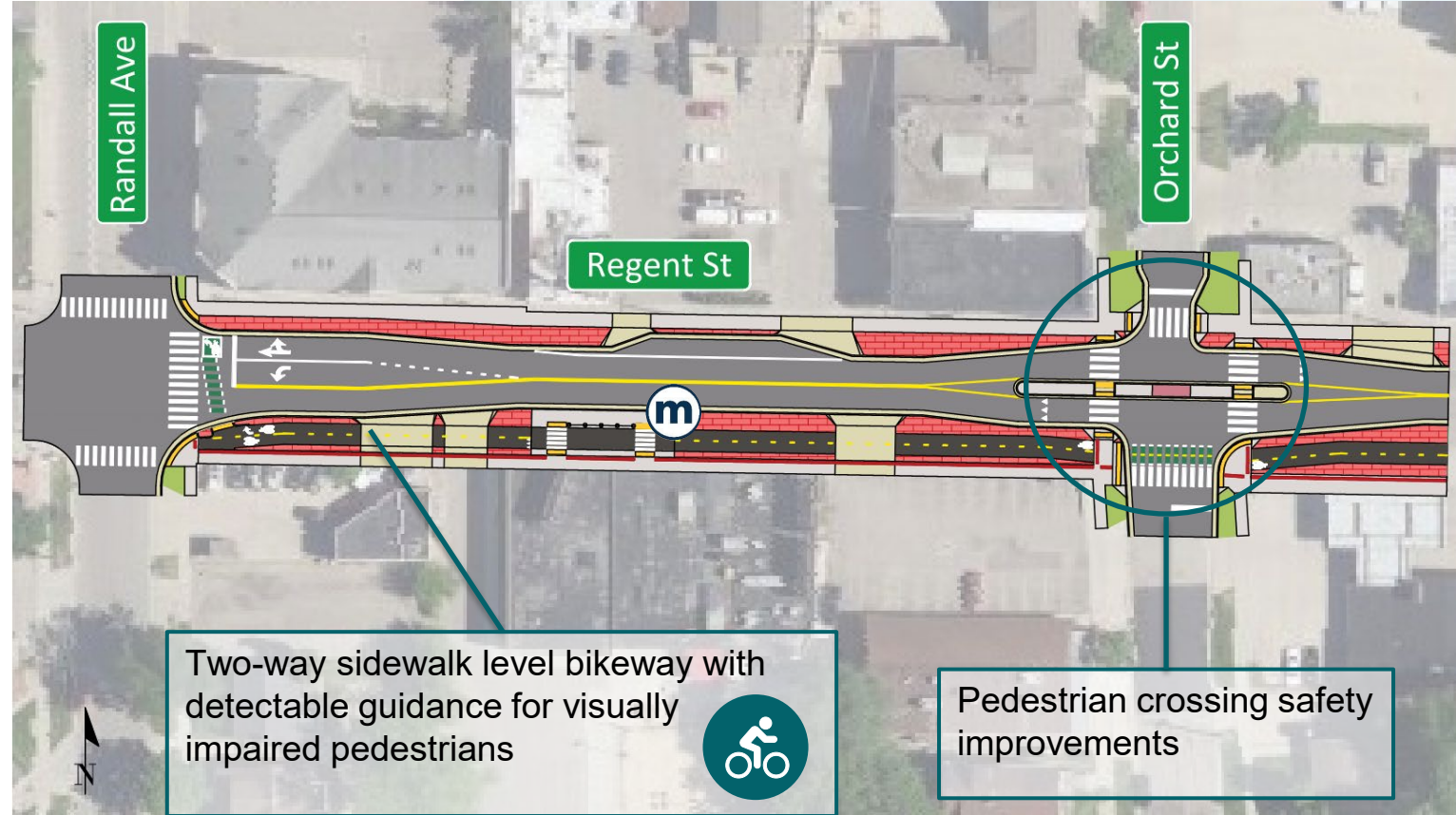
Advantages



Safer for all users



New bike connection



REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



Evaluated Concept Alternative:

2/3-Lane Street + Bikeway

Advantages



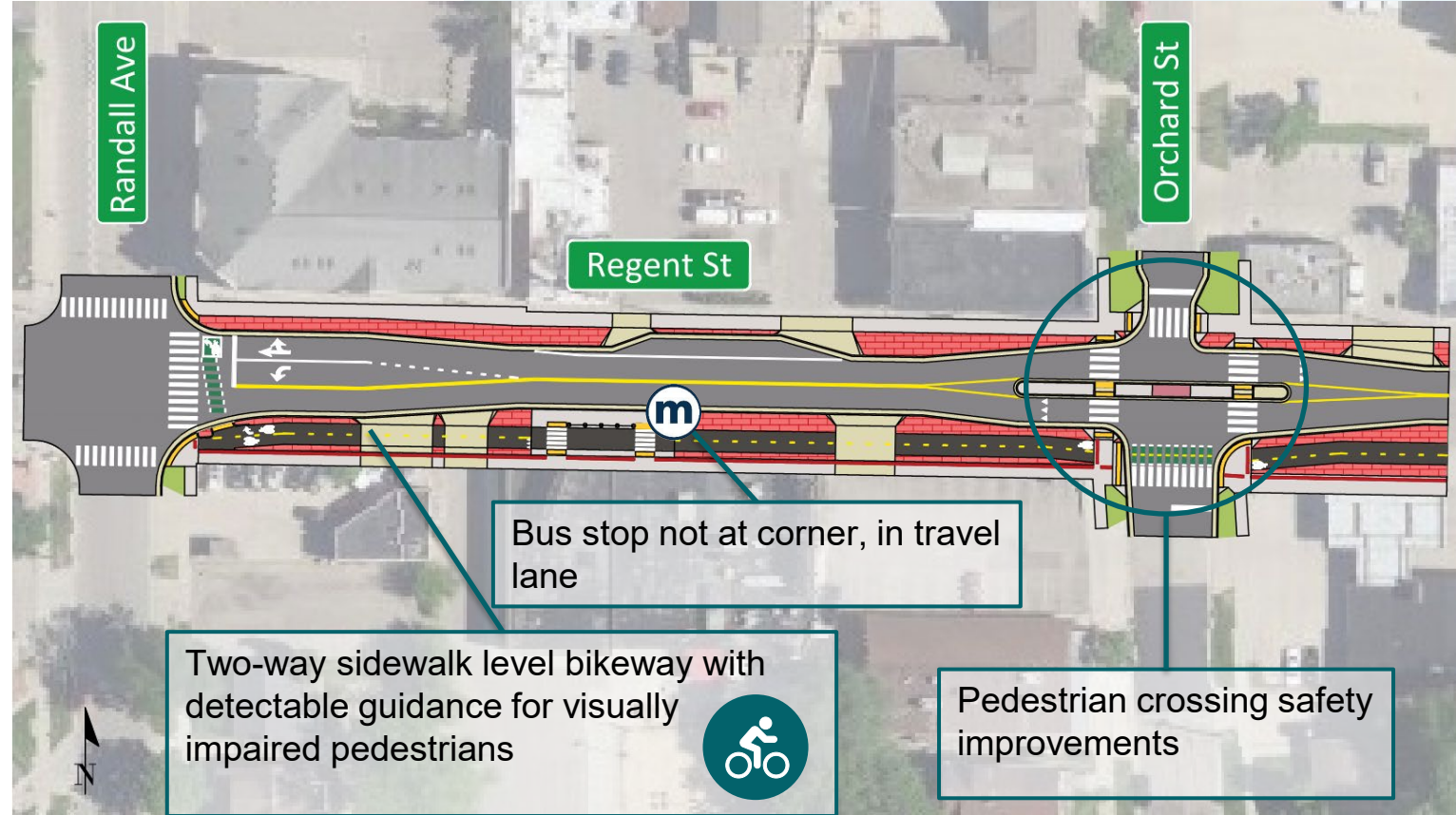
Safer for all users



New bike connection

Challenges/Drawbacks

- Narrow sidewalks
- Bus stop location
- Emergency vehicle delays



Evaluated Concept Alternative:

2/3-Lane Street + Bikeway

Advantages



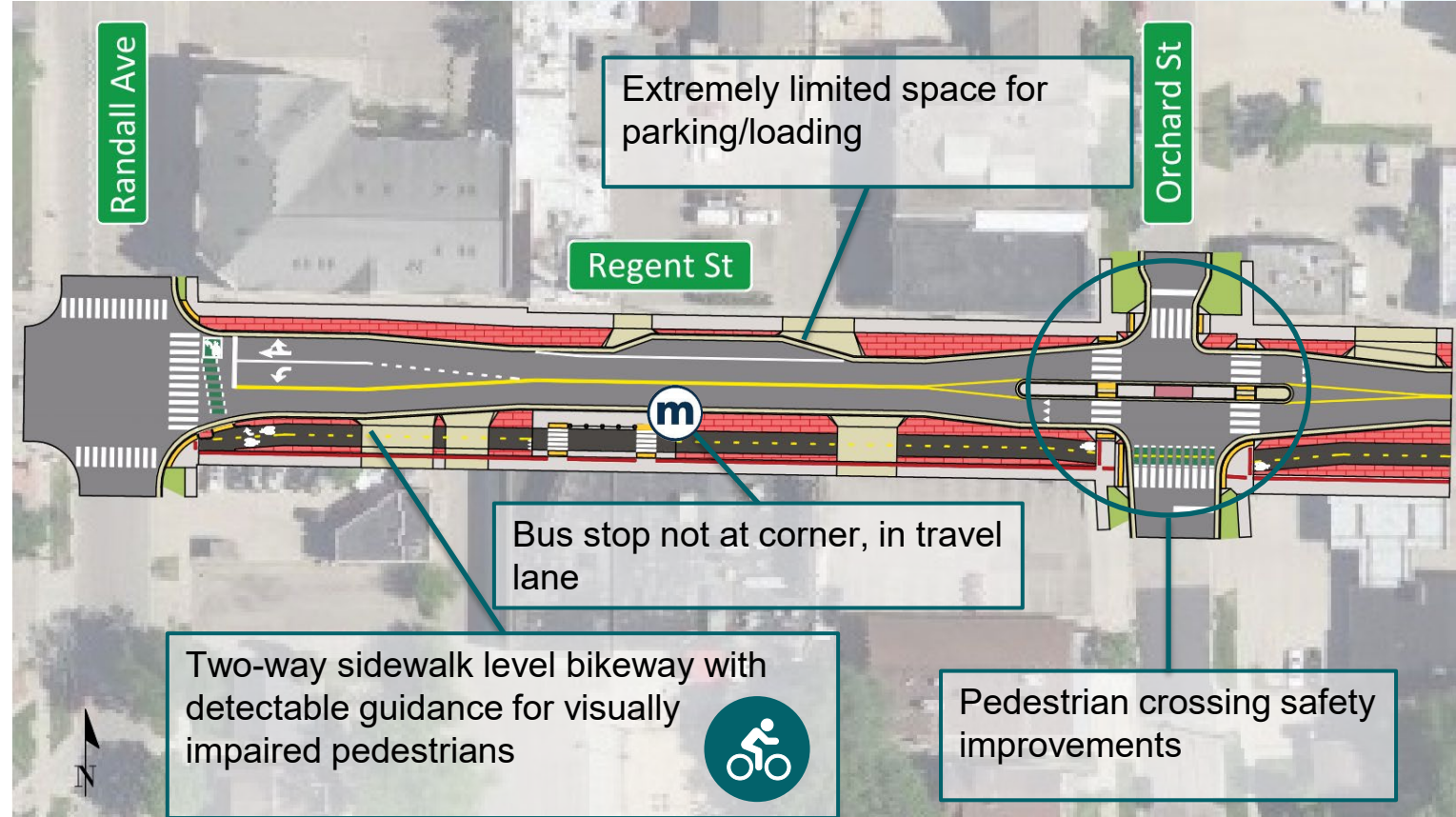
Safer for all users



New bike connection

Challenges/Drawbacks

- Narrow sidewalks
- Bus stop location
- Emergency vehicle delays
- Limited parking/loading



Evaluated Concept Alternative:

4-Lane Street

Advantages



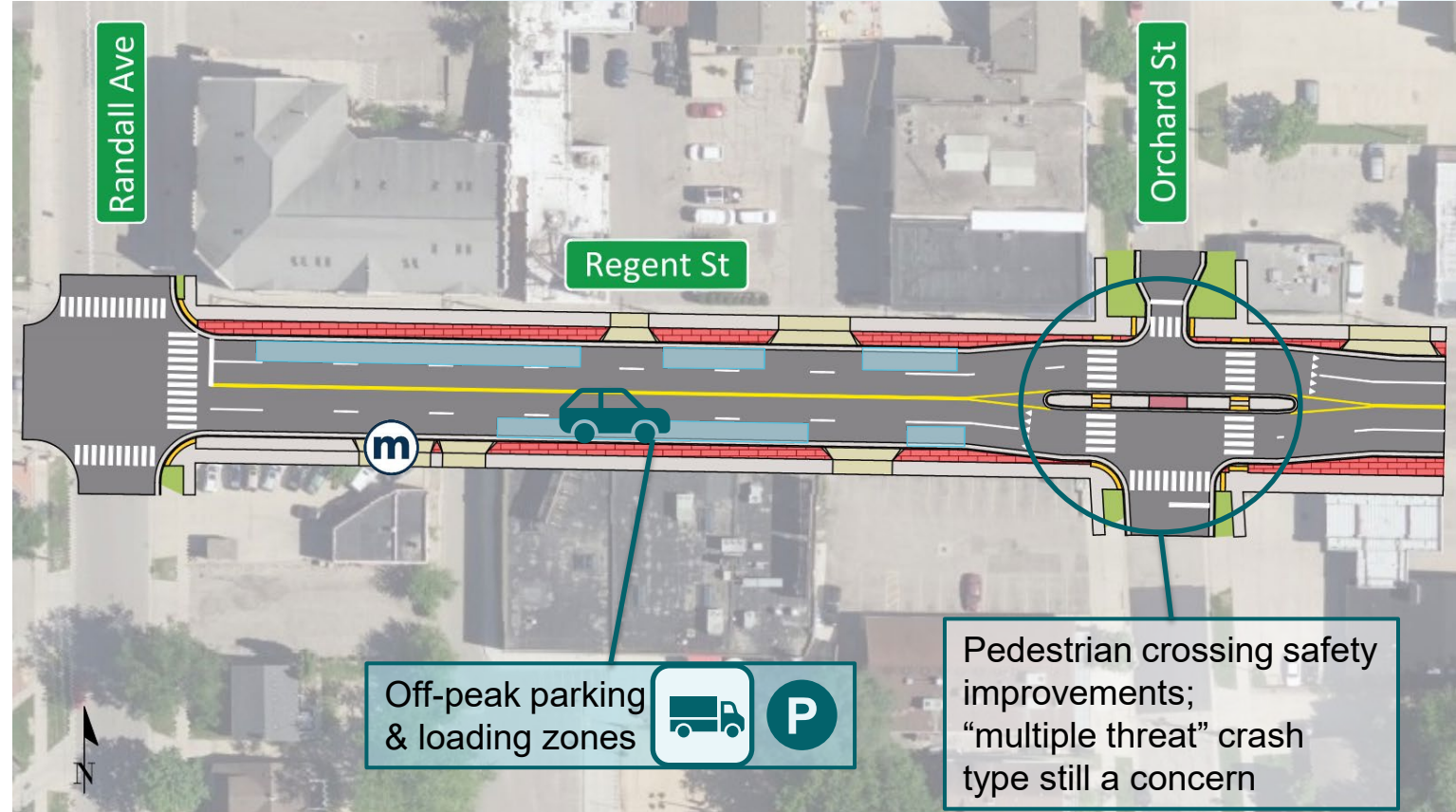
Maintains rush hour vehicle throughput











Parking/loading space outside rush hour

Challenges/Drawbacks

- Narrow sidewalks
- Safety concerns remain
- Bike access to businesses
- Unpredictable



Concept Alternatives Comparison

	MULTIMODAL EVALUATION	EXISTING CONDITION	3-LANE STREET (PREFERRED ALTERNATIVE)	4 LANE STREET WITH OFF-PEAK PARKING	2/3-LANE STREET WITH PROTECTED BIKE LANE
	Pedestrian comfort (sidewalk & buffer width)				
	Pedestrian safety (crossing Stress)				
	Transit (bus stop quality, accessibility, location)				
	Biking (bike level of traffic stress on Regent Street)				
	Emergency vehicle delay				
	Vehicle throughput (travel time)	AM: 2 min 27 sec PM: 2 min 50 sec	AM: 3 min 2 sec (+35 sec) PM: 3 min 45 sec (+55 sec)	AM: 2 min 27 sec (+0 sec) PM: 2 min 50 sec (+0 sec)	AM: 3 min 2 sec (+35 sec) PM: 3 min 45 sec (+55 sec)
	Vehicle safety				
	Parking and loading				

REGENT STREET RECONSTRUCTION PROJECT

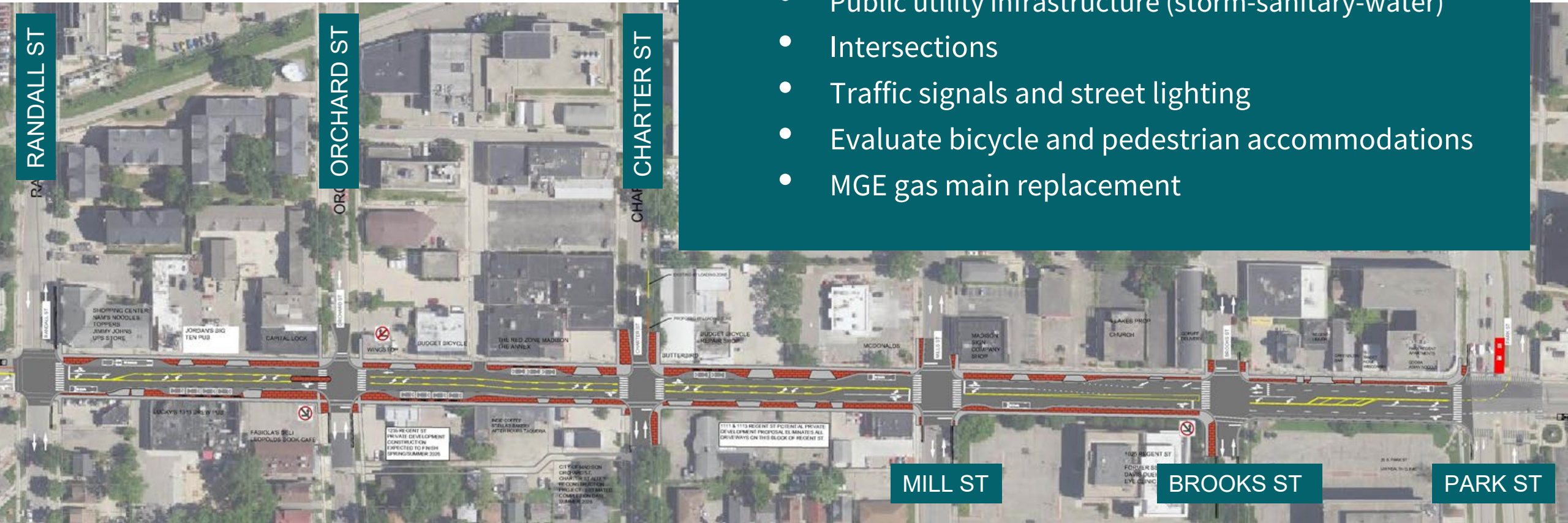
Randall Avenue to Park Street



Preferred Alternative

Roadway reconstruction:

- Pavement and sidewalks
- Public utility infrastructure (storm-sanitary-water)
- Intersections
- Traffic signals and street lighting
- Evaluate bicycle and pedestrian accommodations
- MGE gas main replacement

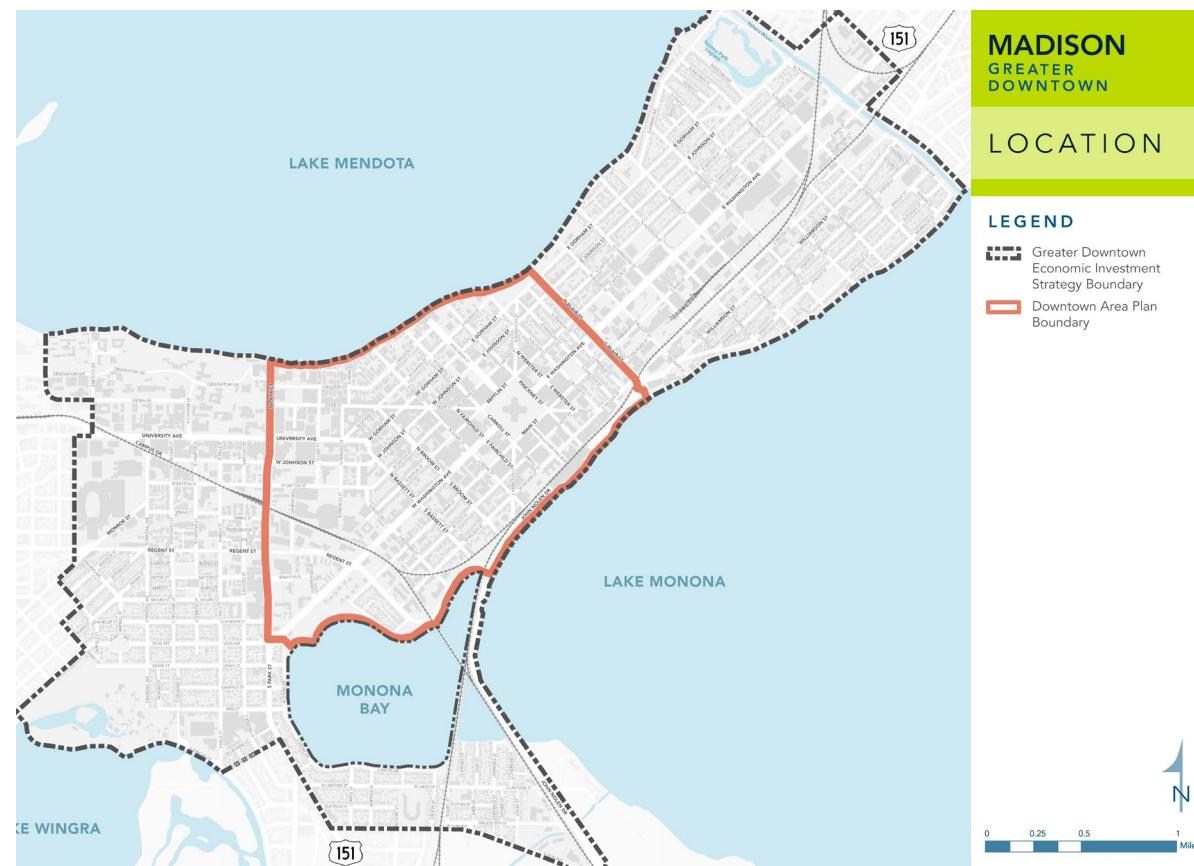


REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



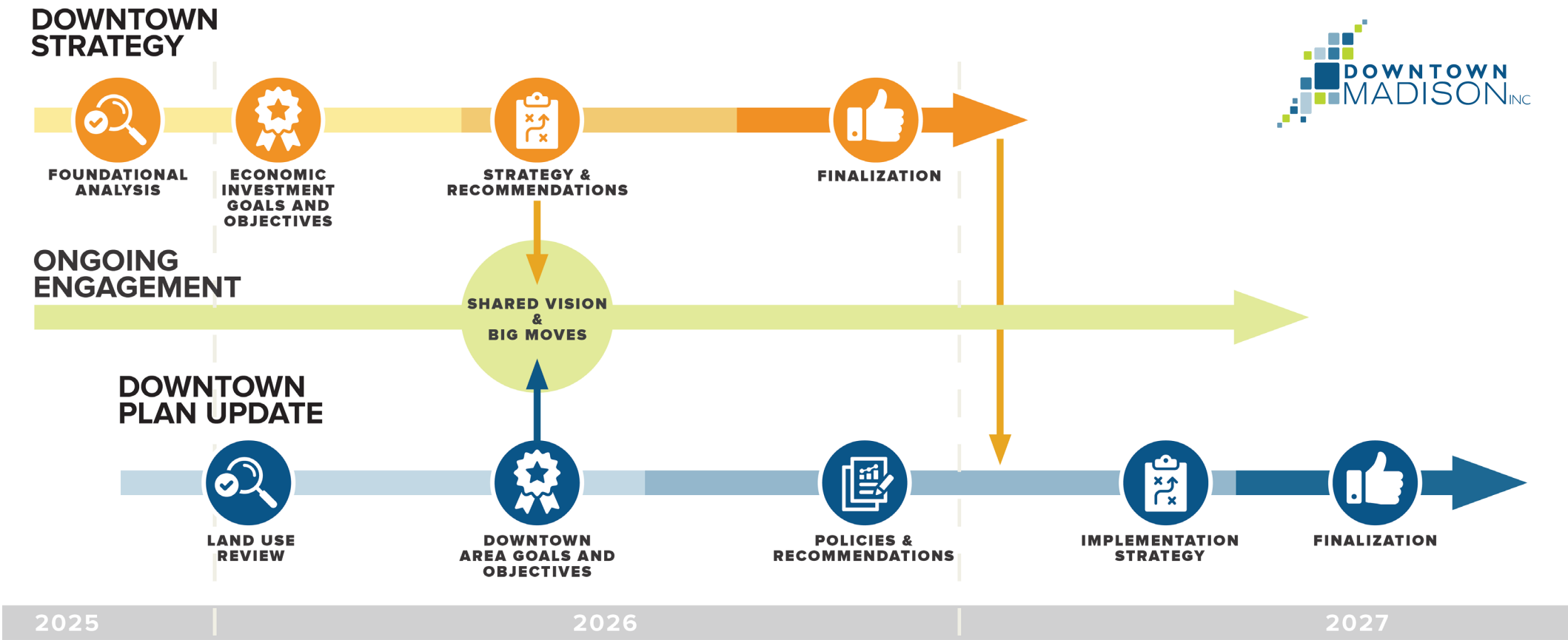
Other Projects – Downtown Area Plan



REGENT STREET RECONSTRUCTION PROJECT
Randall Avenue to Park Street



Other Projects – Downtown Area Plan



REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street



Other Projects – Downtown Area Plan

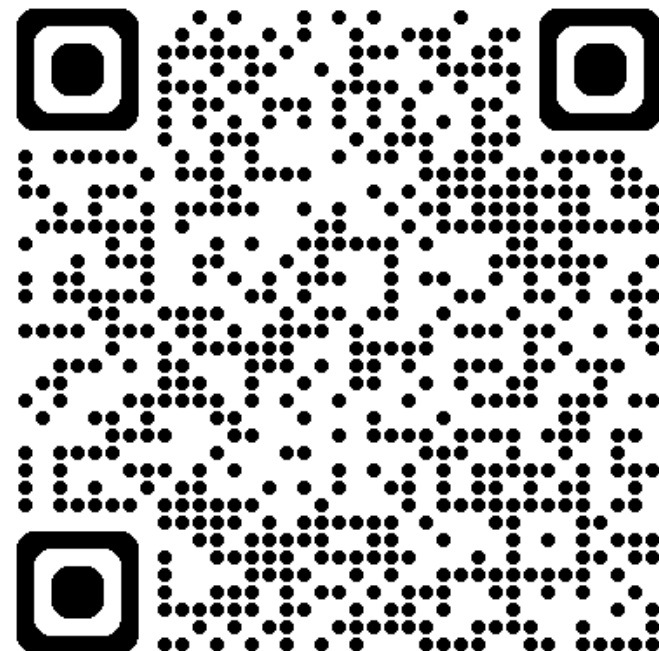
Information and Updates

www.cityofmadison.com/downtownplan

Contact:

Dan McAuliffe or Rebecca Cnare
City of Madison Planning

downtownplan@cityofmadison.com



Project Schedule

Planning

- July 2025 – Feb 2026

Design

- Dec 2025 – Dec 2026

Construction*

- March 2027 – Nov 2027

* Dependent upon funding & other projects

PROJECT SCHEDULE																																					
City of Madison, Regent Street (Randall Avenue - Park Street), Dane County																																					
Project Task	2025												2026												2027												
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Analysis of Current Conditions																																					
Community Engagement																																					
Design Alternatives Analysis																																					
Corridor Study Report																																					
Design																																					
Construction																																					

Next Steps

1. Approval of concept geometry (Winter/Spring 2026)
 - Transportation Commission (TC)
 - Board of Public Works (BPW)
 - Common Council (CC)
2. Project design (Spring/Summer/Fall 2026)
3. Public Engagement Meeting #3 (Summer/Fall 2026)
4. Approval of plans, specifications, and assessments (Fall 2026)
 - Transportation Commission (TC)
 - Board of Public Works (BPW) Public Hearing
 - Common Council (CC) Public Hearing
5. Public Engagement Meeting #4 (Prior to Construction)



FEEDBACK & QUESTIONS?

REGENT STREET RECONSTRUCTION PROJECT

Randall Avenue to Park Street





Project website:

<https://www.cityofmadison.com/engineering/projects/regent-street-reconstruction>

Project Contact: Andrew Zwieg

Phone: 608-266-9219

Email: azwieg@cityofmadison.com

