



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.

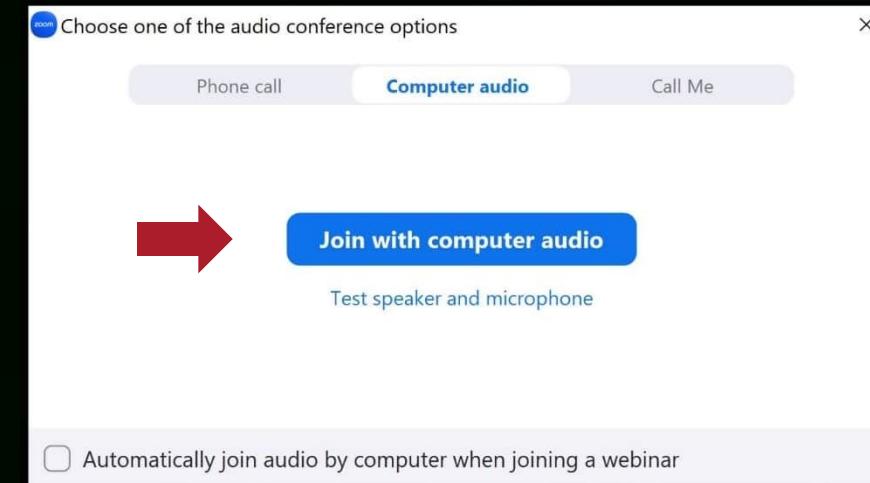
Recording

**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



Audio



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Raise hand



Q&A



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How to Participate

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

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How to Participate

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



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How to Participate

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



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Raise hand



Q&A



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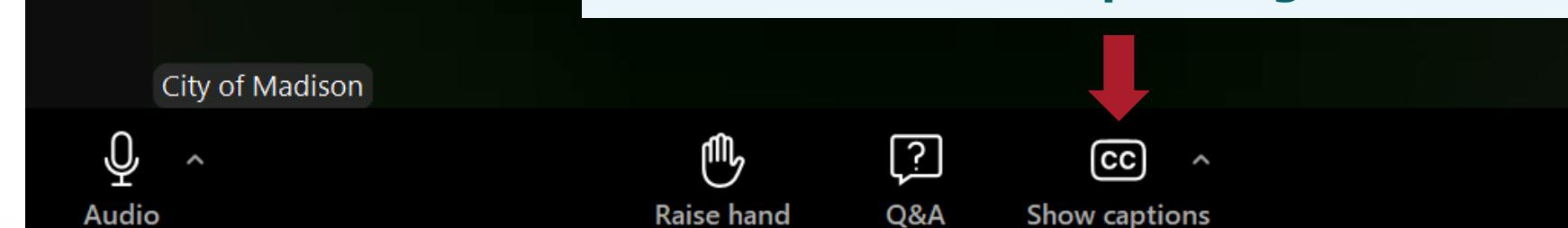
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How to Participate

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

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How to Participate

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Q&A



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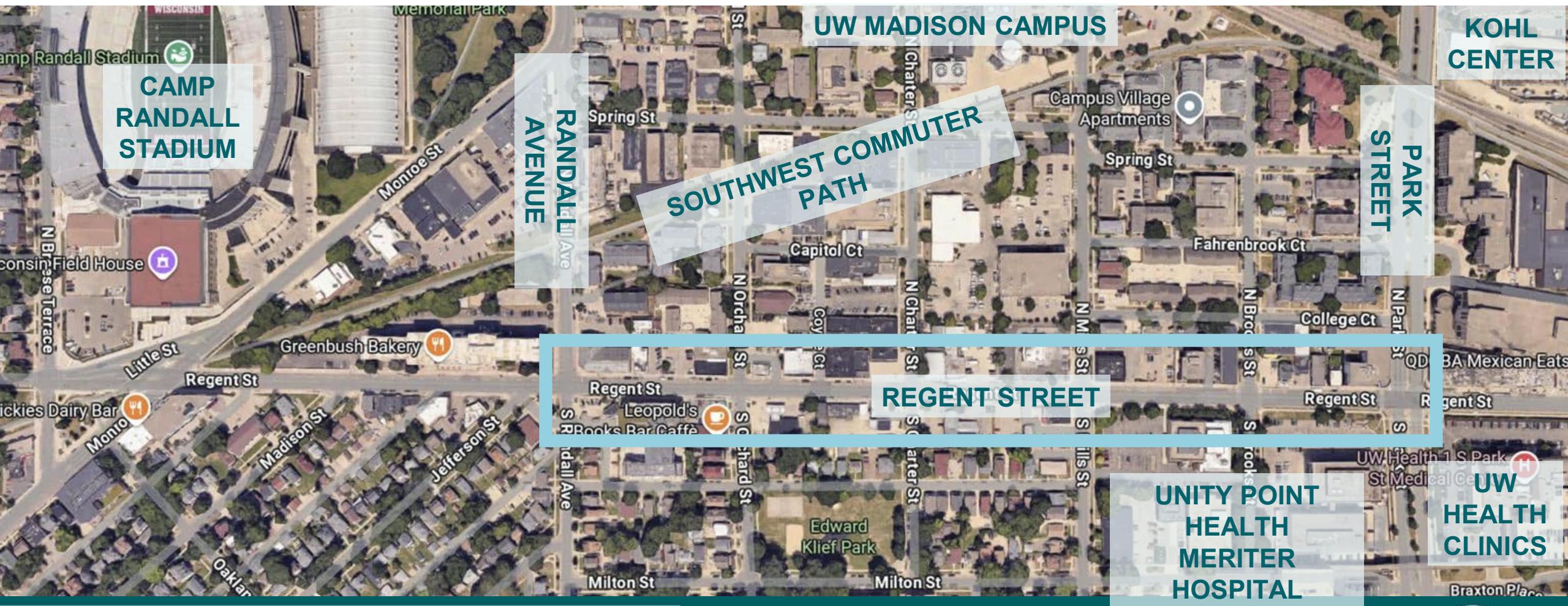
Discussion Ground Rules

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



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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



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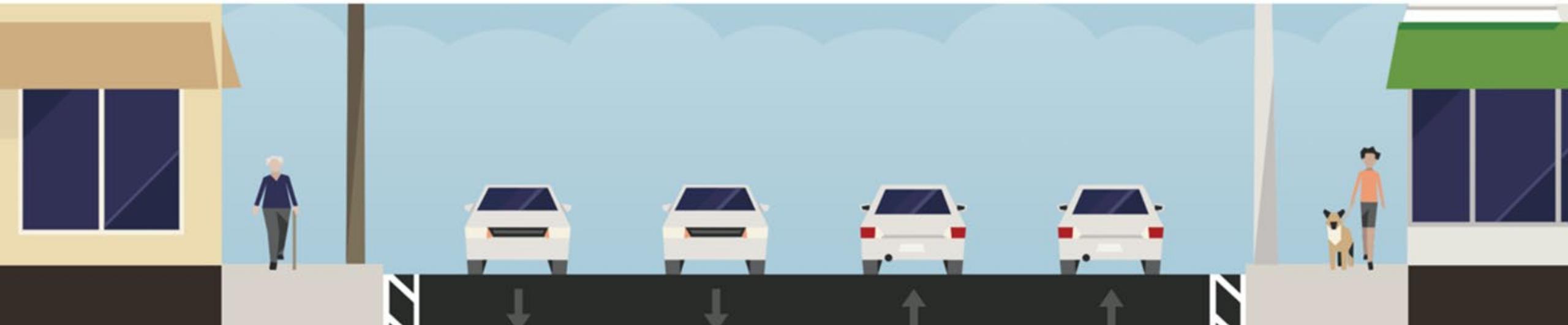
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PIM #1 Review

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



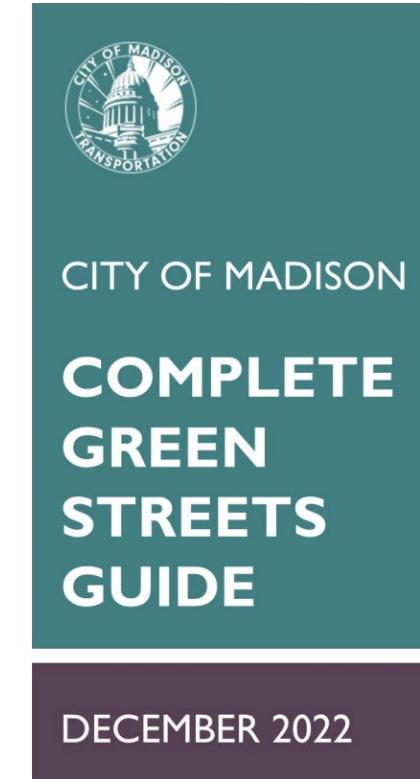
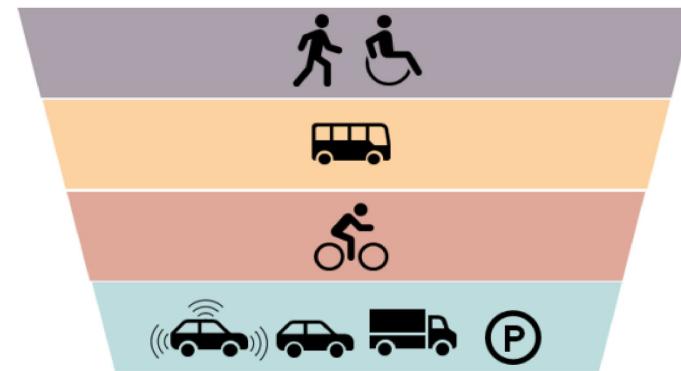
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Complete Green Streets Guide

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

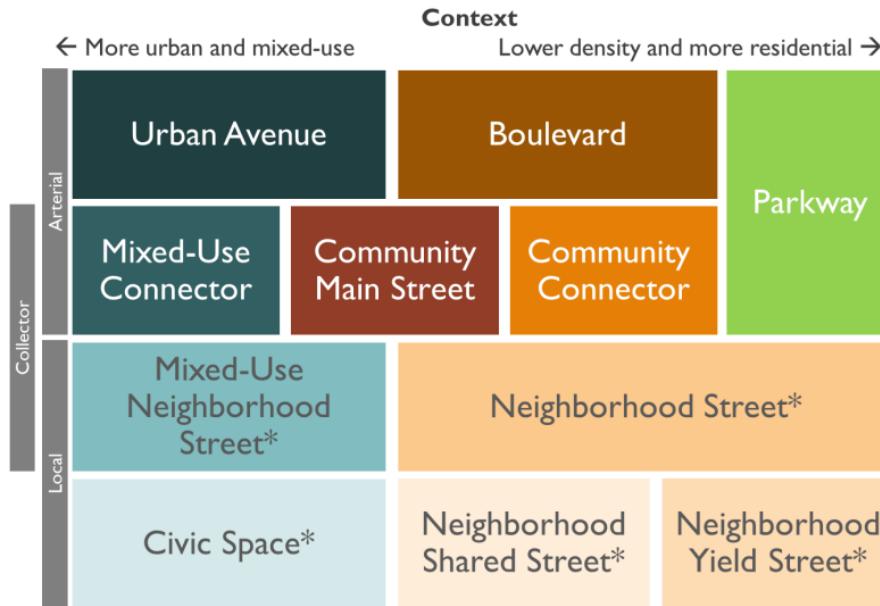


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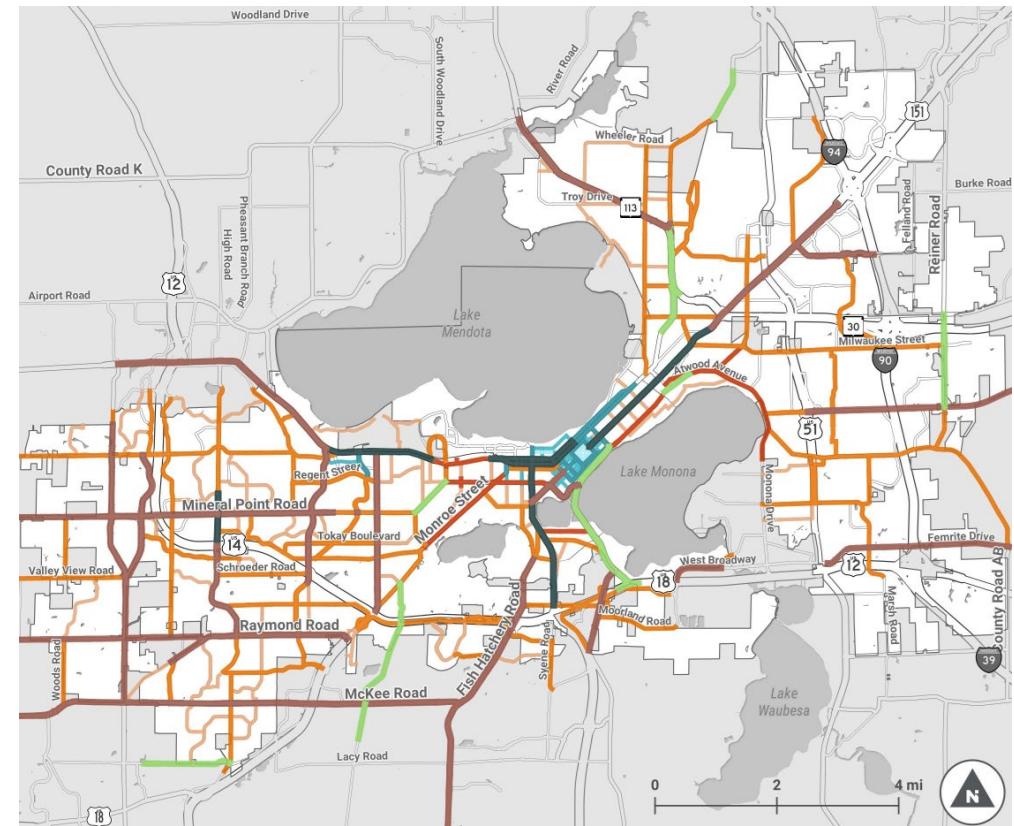


Complete Green Streets Guide



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.



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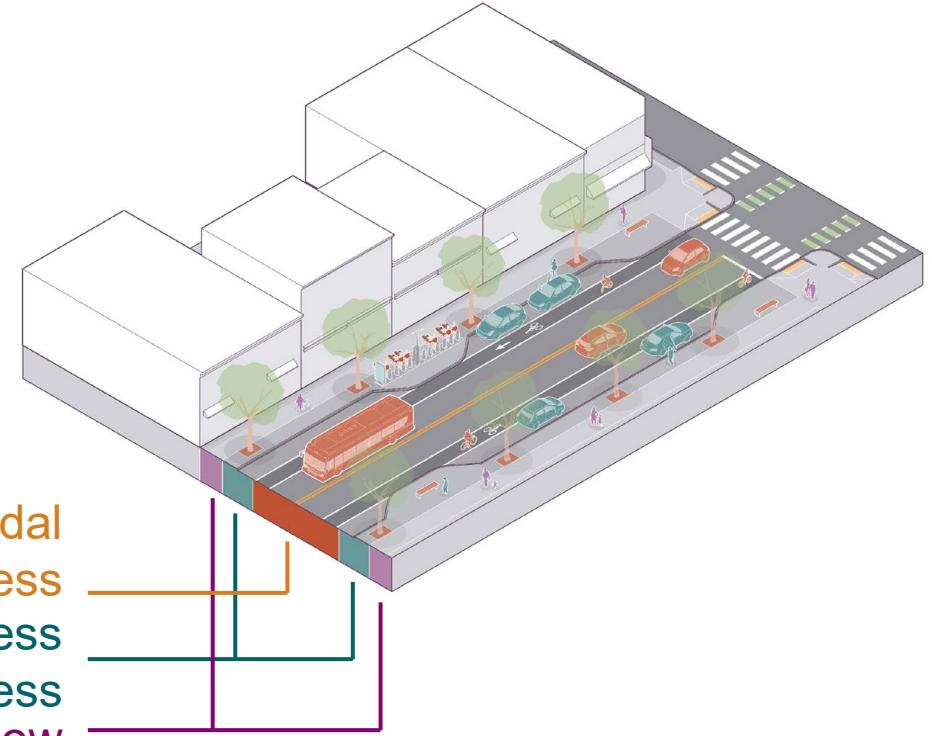
Regent Street as a Community Main Street

“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?



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Equity Priority Areas
(includes additional process elements)

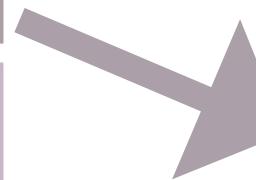
Transit Priority Network
(prioritizes transit on high frequency transit routes)

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

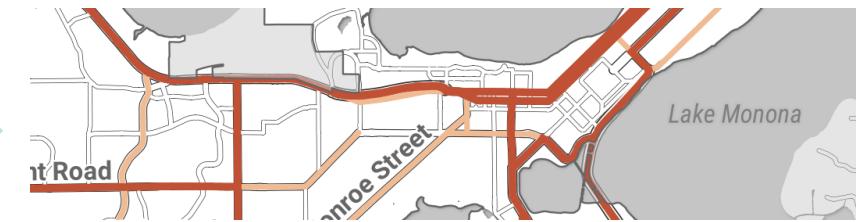
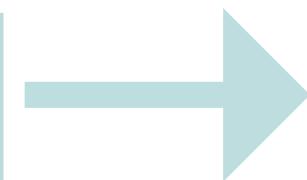
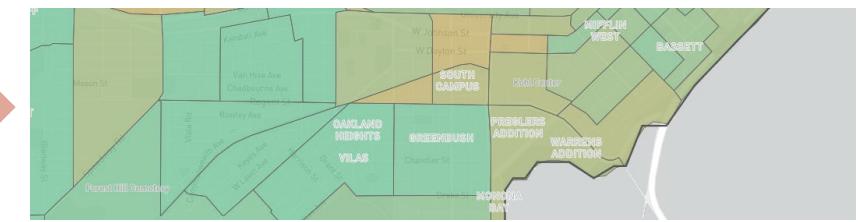
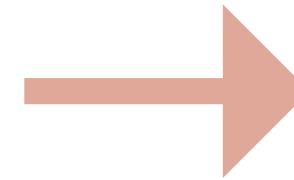
Tree Canopy Priority Areas
(includes detailed decision matrix)

Green Infrastructure Priority Areas
(includes detailed decision matrix)

NHS & Truck Routes
(higher traffic streets)



Overlays



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PIM #1 Summary

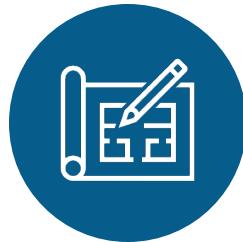
Key themes & takeaways

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

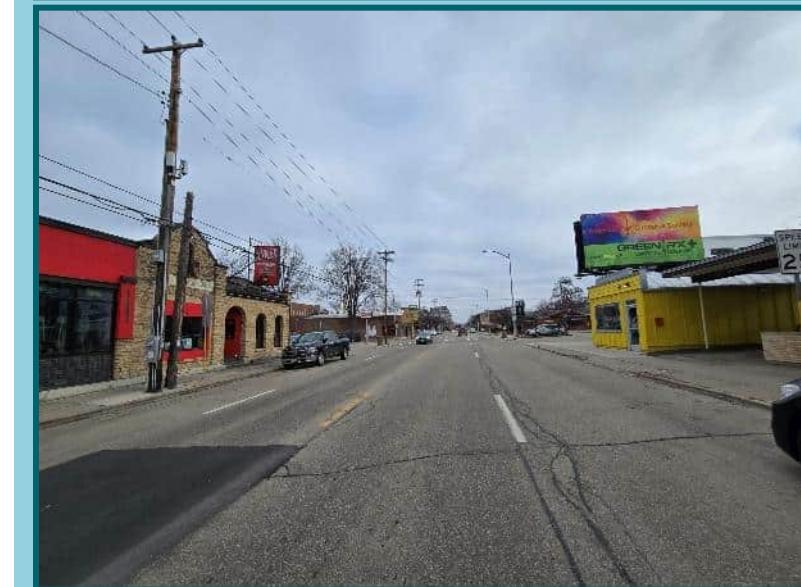
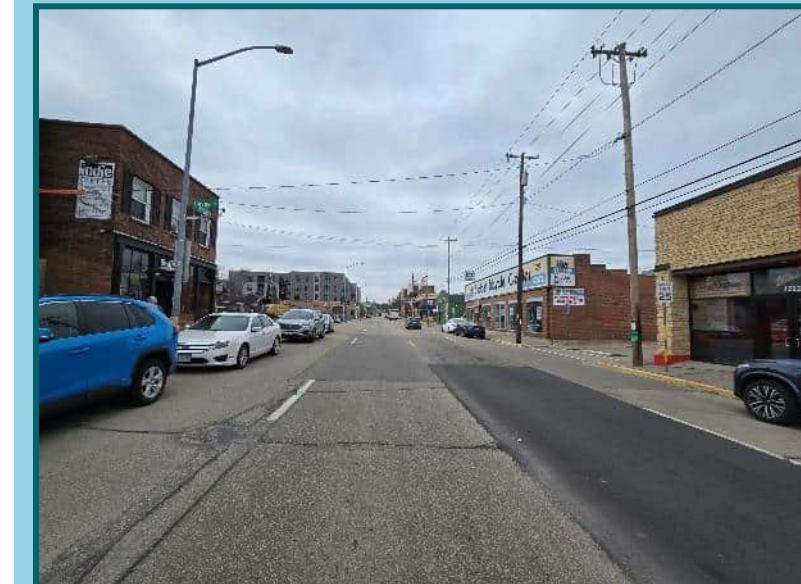


KEY
TAKEAWAYS

Project Needs



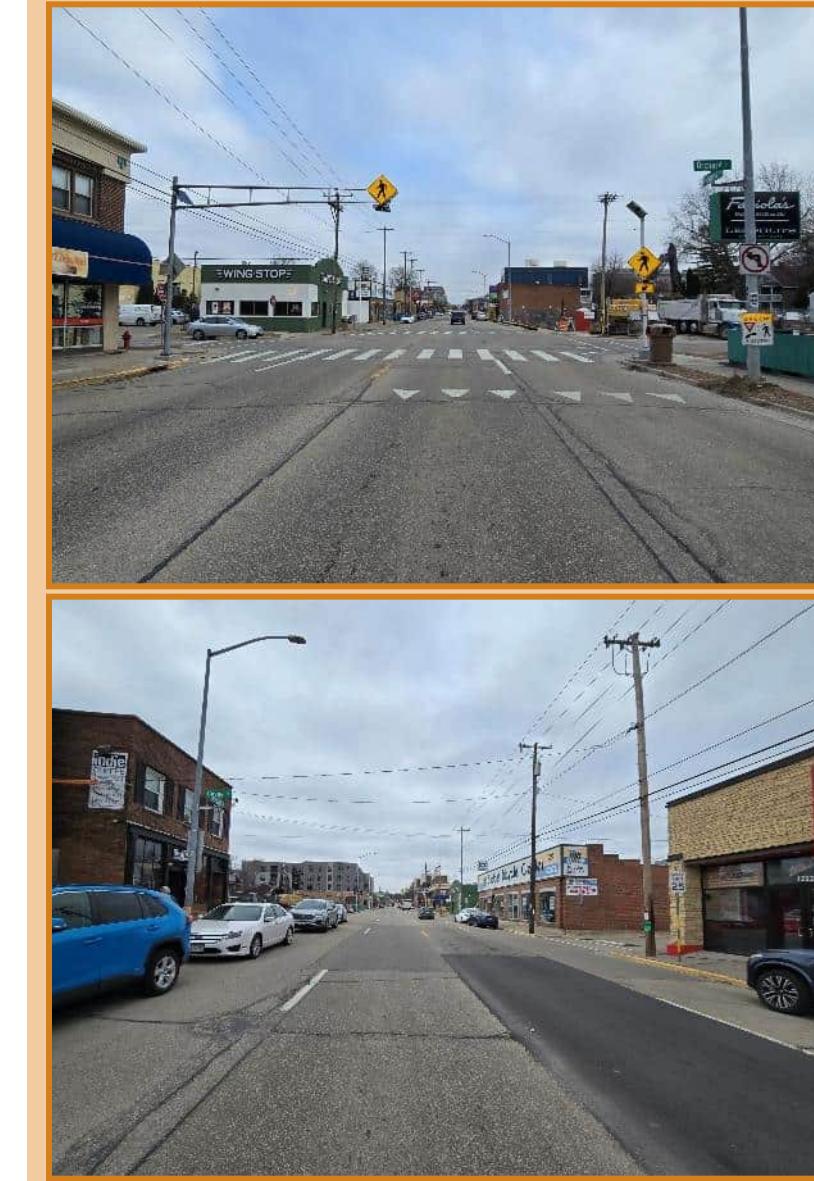
- Pavement condition
- Storm sewer box condition
- Safety and crash prevention
 - Bicycles and pedestrians
- Improved bicycle and pedestrian mobility
- Improved pedestrian crossings



Project Challenges



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



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Randall Avenue to Park Street



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.

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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



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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.
 - Integrating cultural storytelling through art, design, and events.
- Key values: **authenticity, memory, and connection.**

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



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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.

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

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

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Randall Avenue to Park Street



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



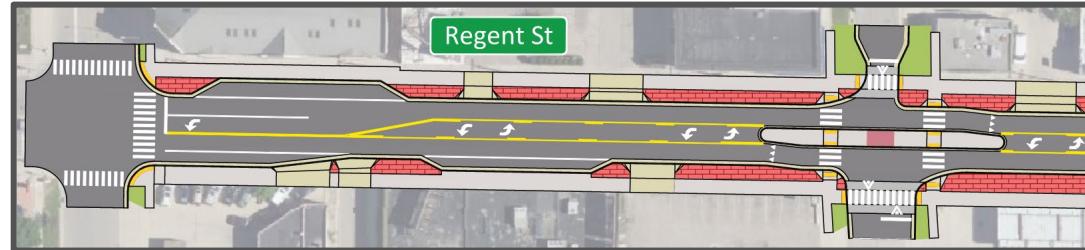
Medians & parking

Medians & parking

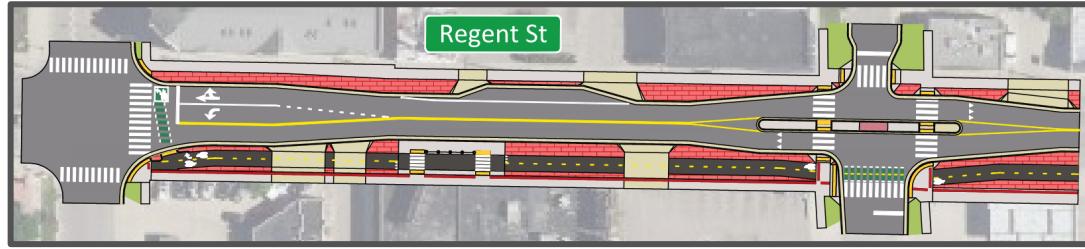
Turn lane & parking

Preferred Alternative

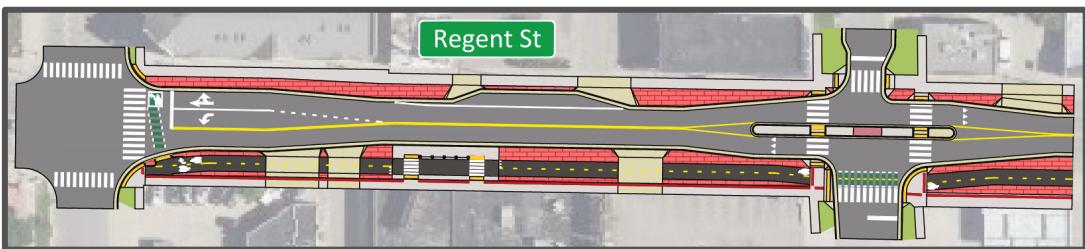
3 lanes (balance of wider sidewalks, parking, turn lanes)



2 lanes (protected bike lane)



4 lanes (narrow) with off-street parking

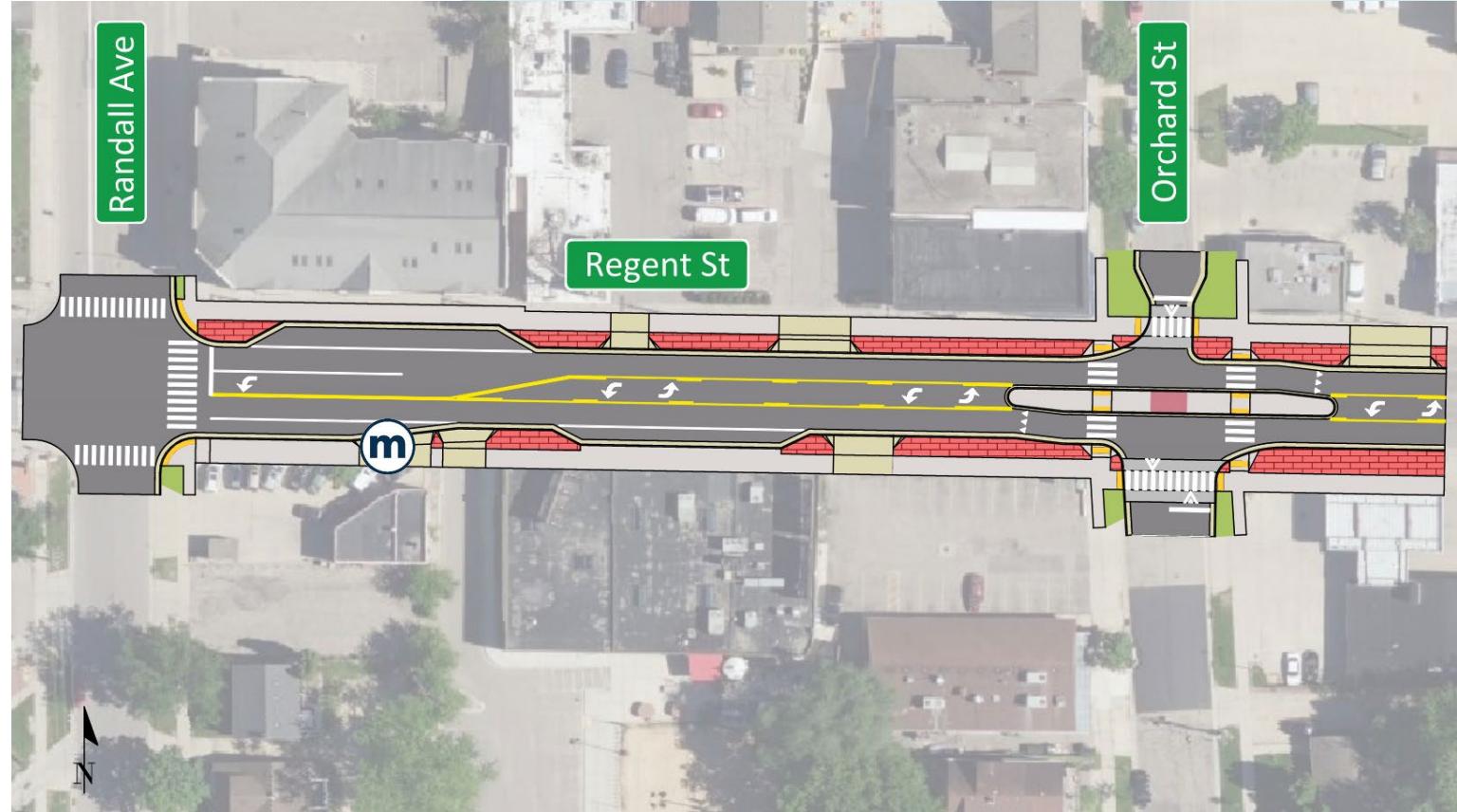


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Preferred Alternative: 3-Lane Street



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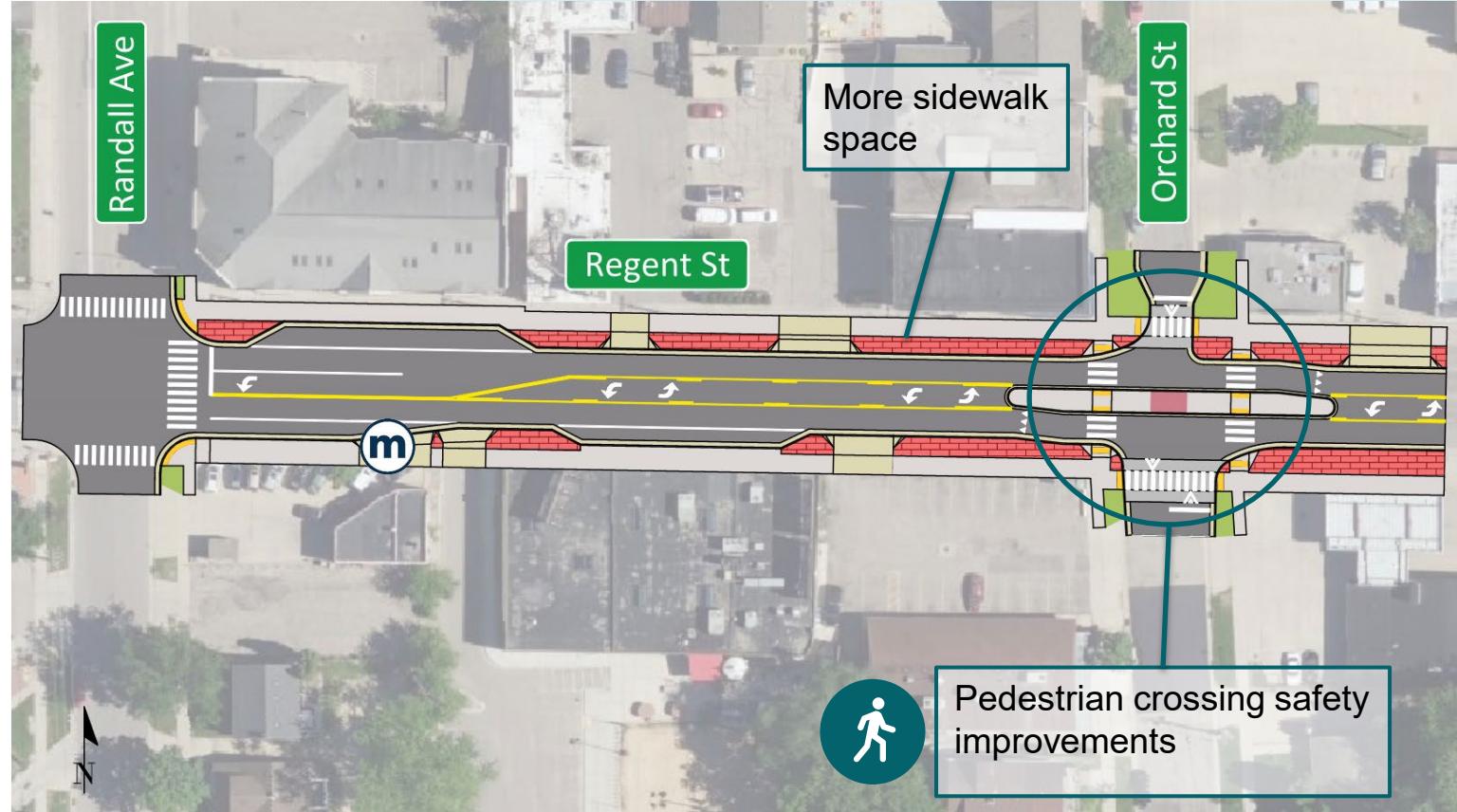


Preferred Alternative: 3-Lane Street

Advantages



Pedestrian safety and comfort



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Preferred Alternative: 3-Lane Street

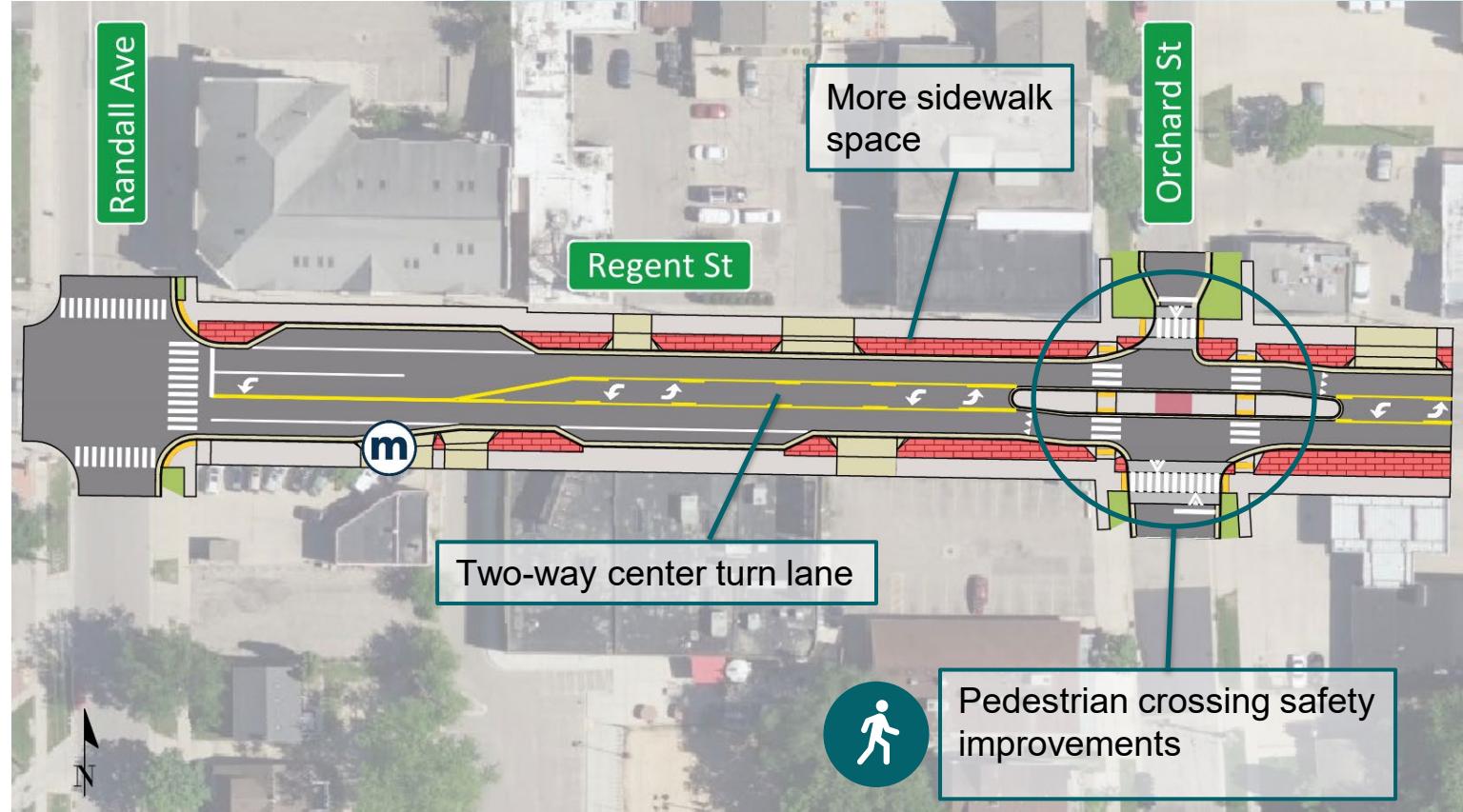
Advantages



Pedestrian safety and comfort



Space for left-turning cars



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Preferred Alternative: 3-Lane Street

Advantages



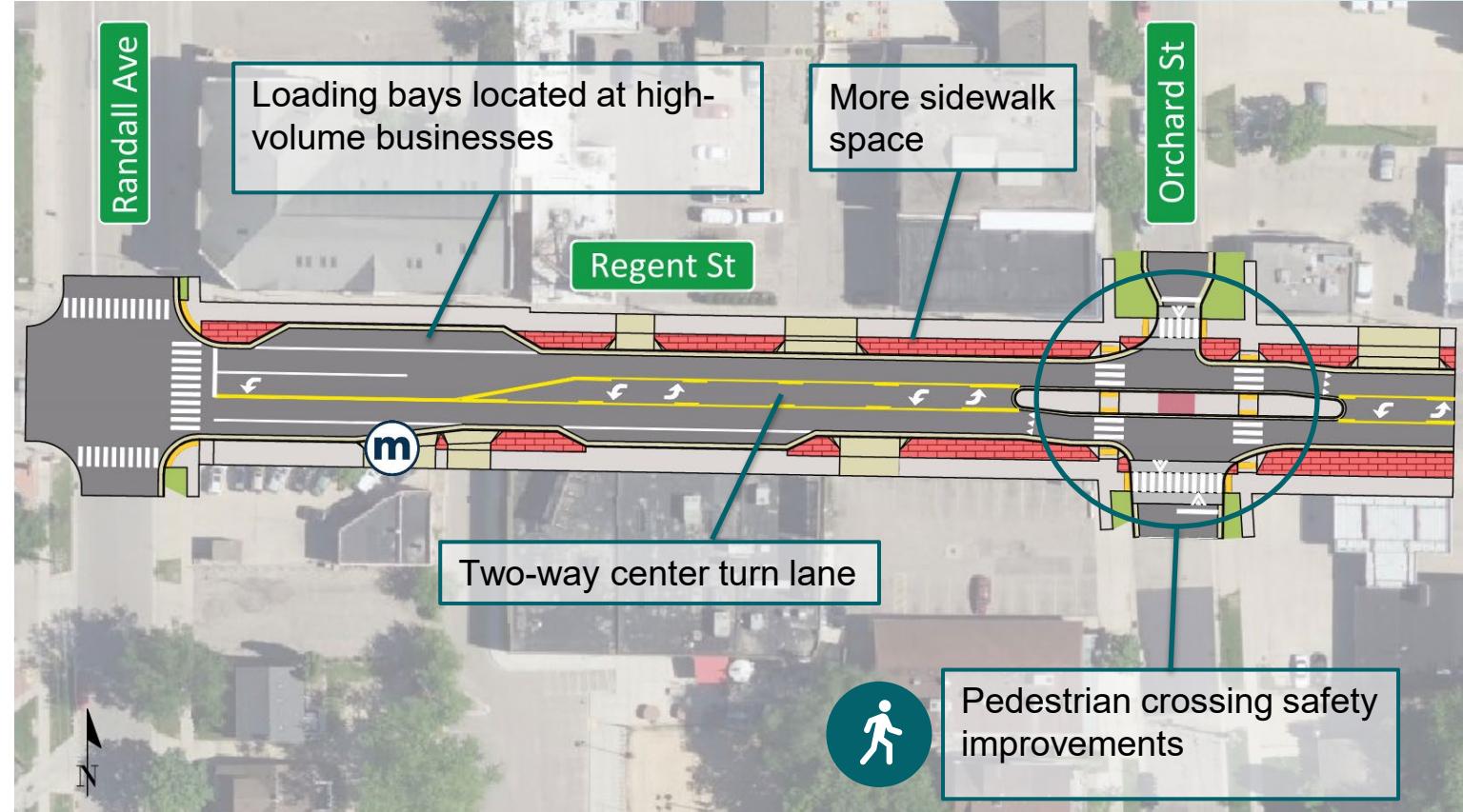
Pedestrian safety and comfort



Space for left-turning cars



Parking/loading at key locations, all day



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Preferred Alternative: 3-Lane Street

Advantages



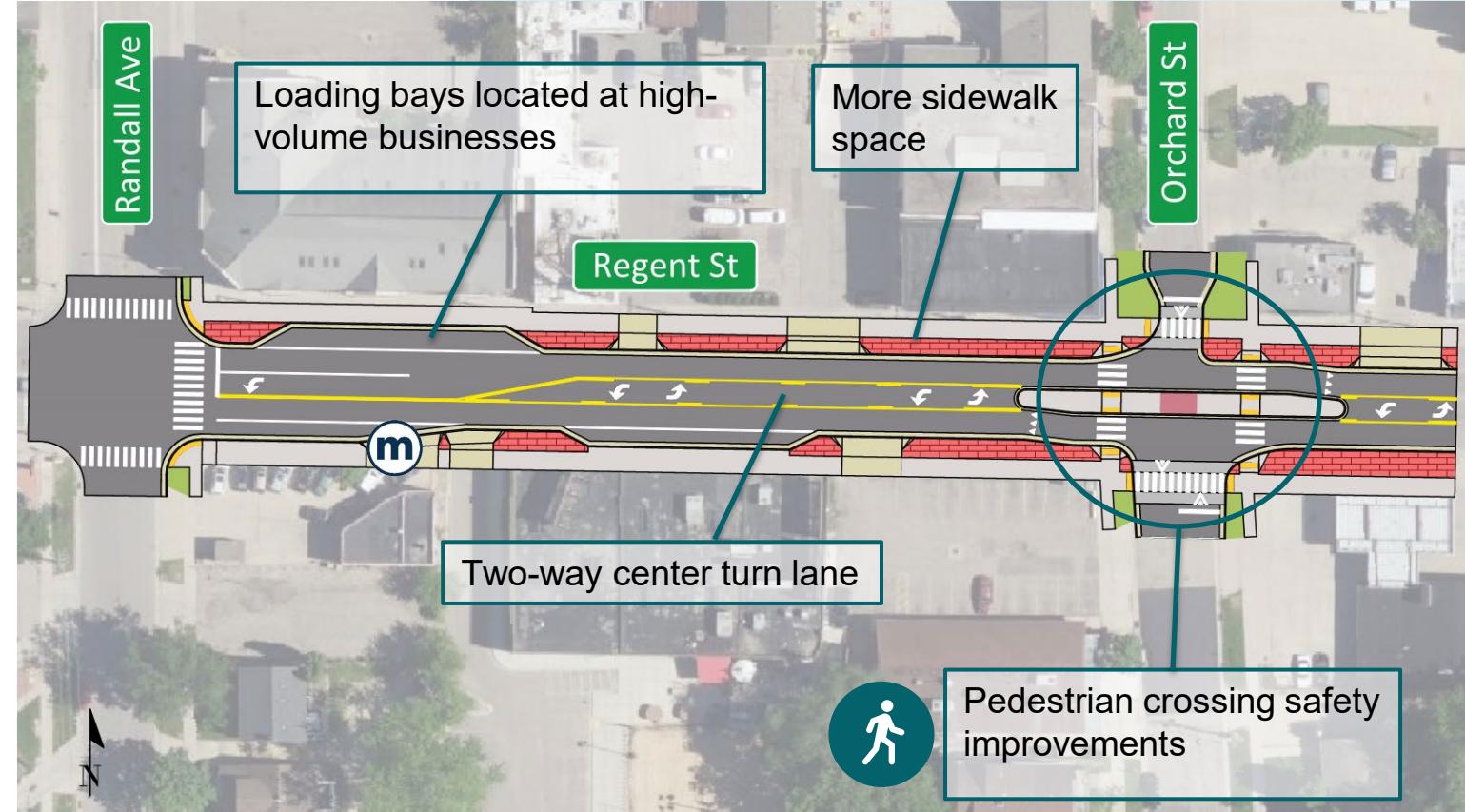
Pedestrian safety and comfort



Space for left-turning cars



Parking/loading at key locations, all day



Challenges/Drawbacks No bikeway along Regent Street

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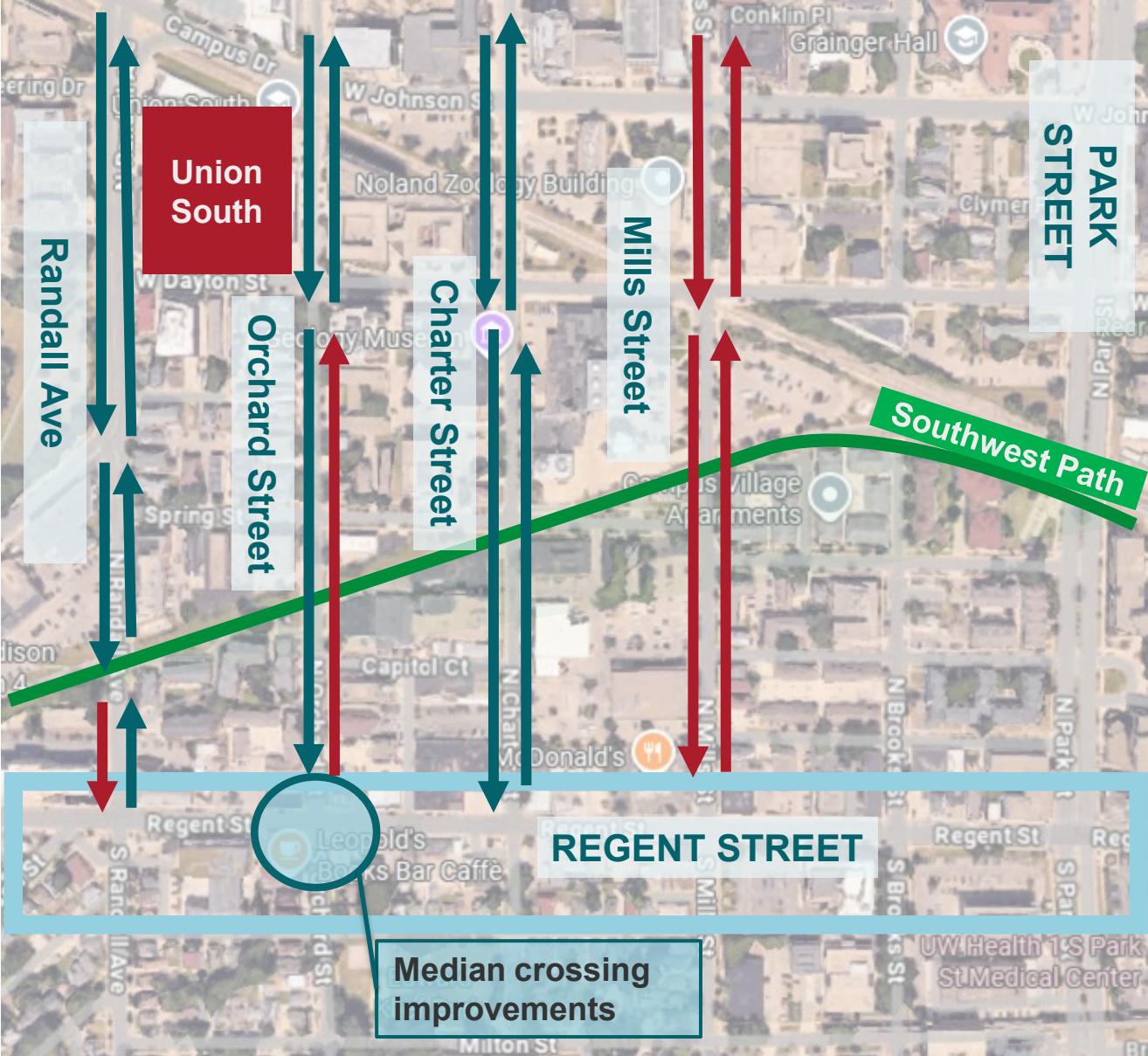


North-South Bike Connections



North-South connections

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



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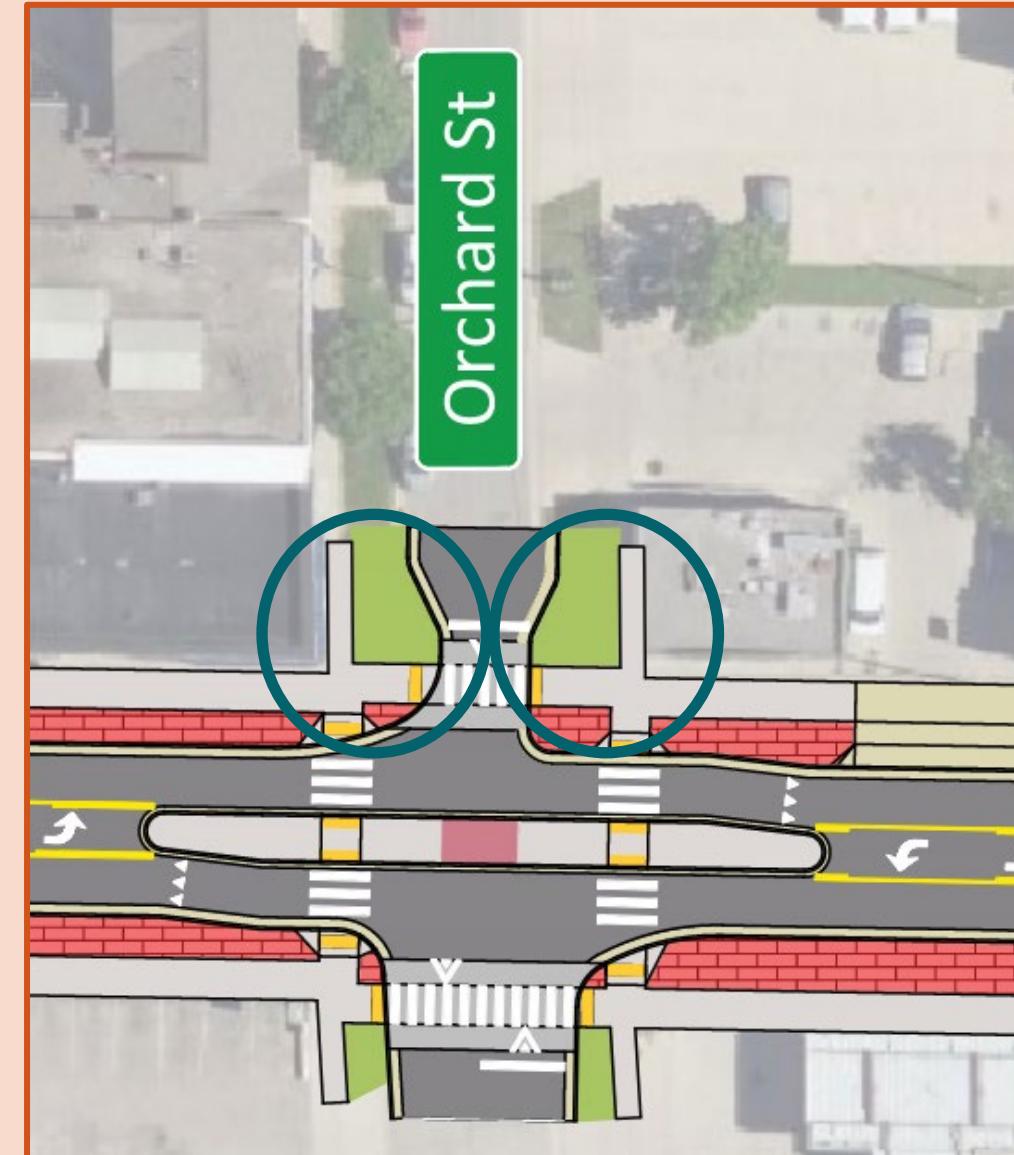


North-South Bike Connections



Mobility hubs at intersections

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



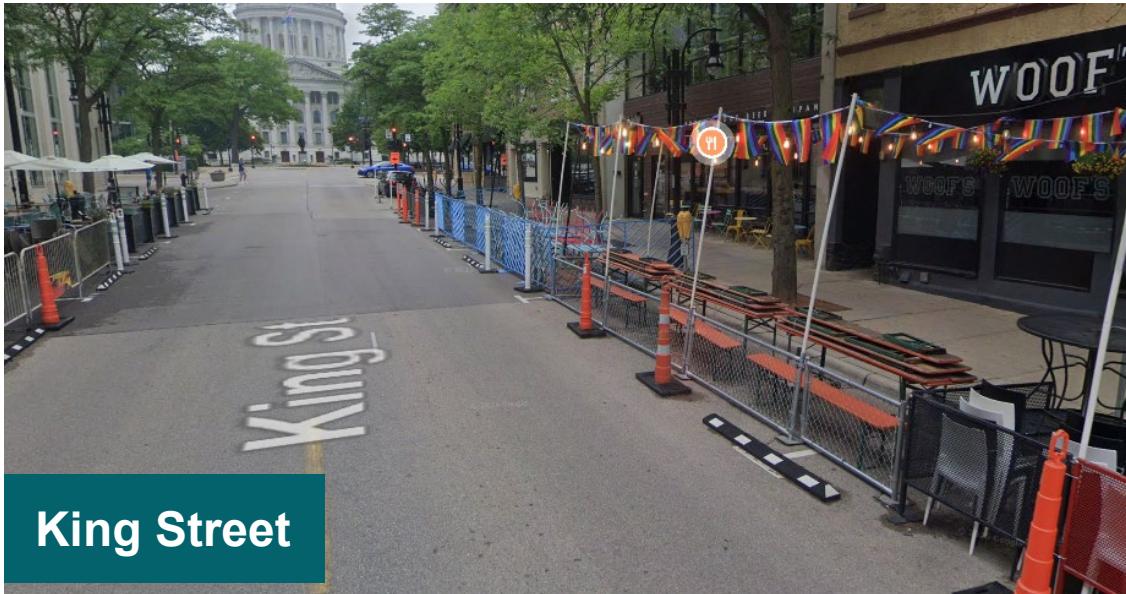
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Parking Cut Outs: Flexible Space

Parking in street



Parking on the curb?



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Evaluated Concept Alternative:

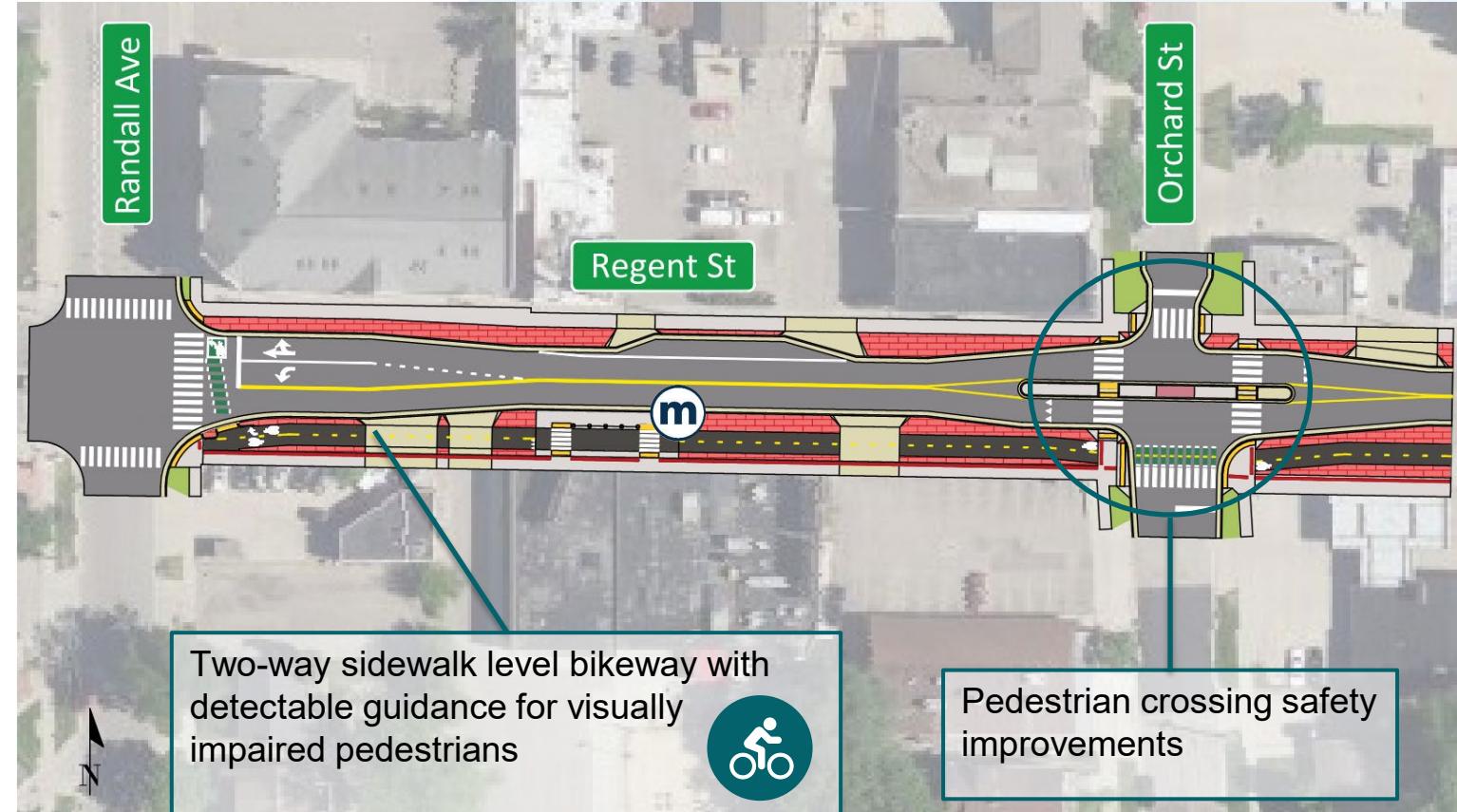
2/3-Lane Street + Bikeway

Advantages



Safer for all users

New bike connection



Two-way sidewalk level bikeway with
detectable guidance for visually
impaired pedestrians



Pedestrian crossing safety
improvements

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Evaluated Concept Alternative:

2/3-Lane Street + Bikeway

Advantages



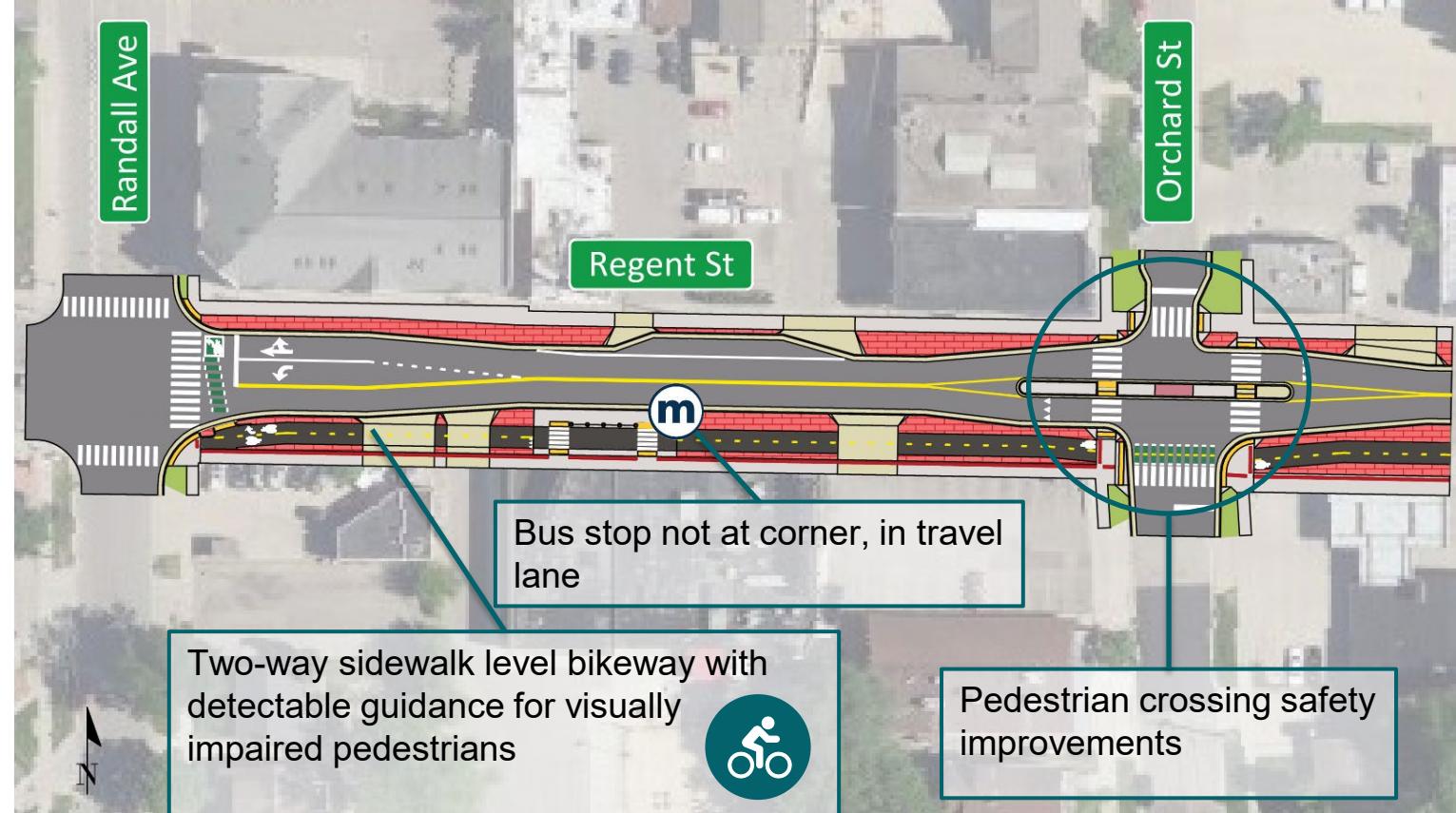
Safer for all users



New bike connection

Challenges/Drawbacks

- Narrow sidewalks
- Bus stop location
- Emergency vehicle delays



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Evaluated Concept Alternative:

2/3-Lane Street + Bikeway

Advantages



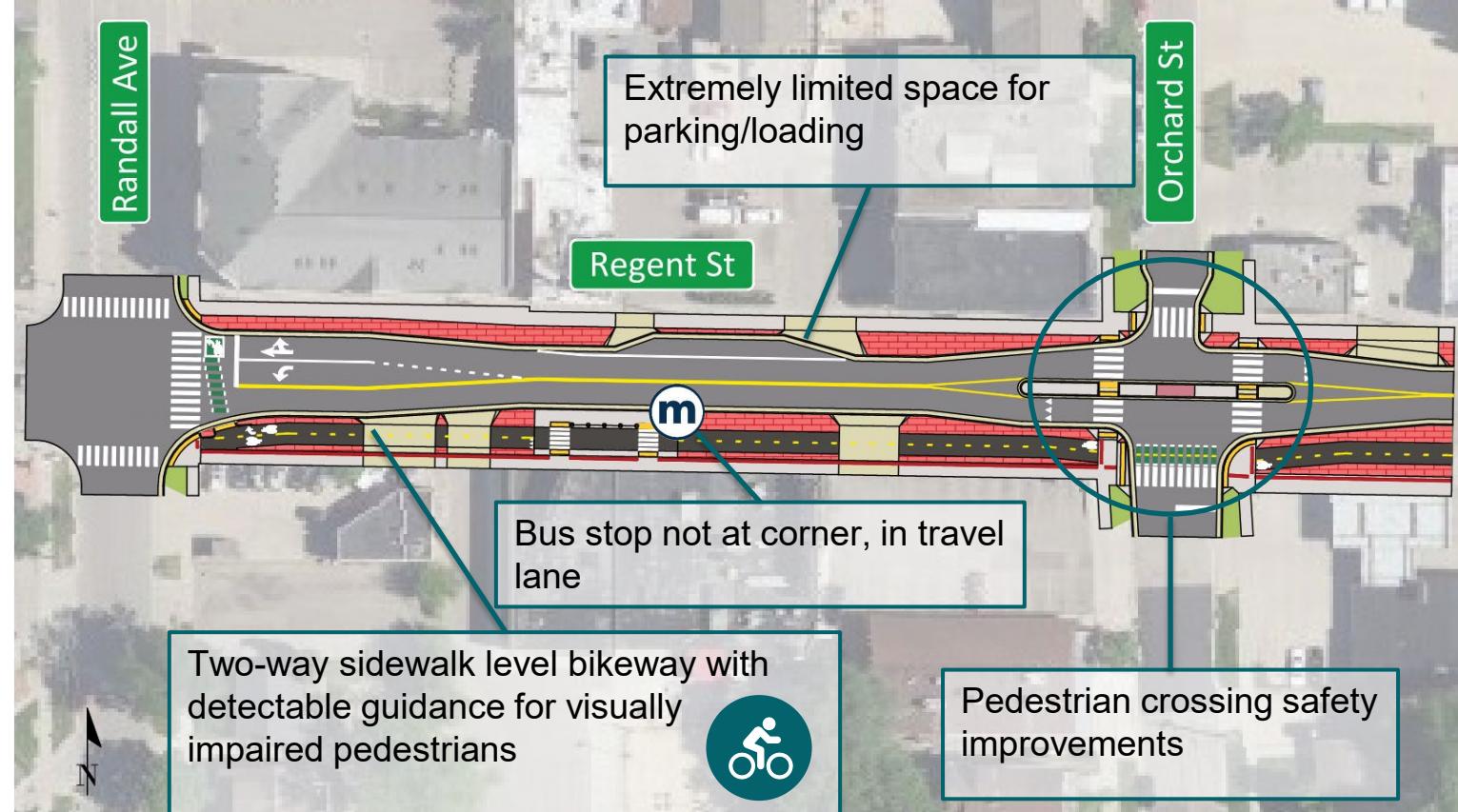
Safer for all users



New bike connection

Challenges/Drawbacks

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



Evaluated Concept Alternative: 4-Lane Street

Advantages



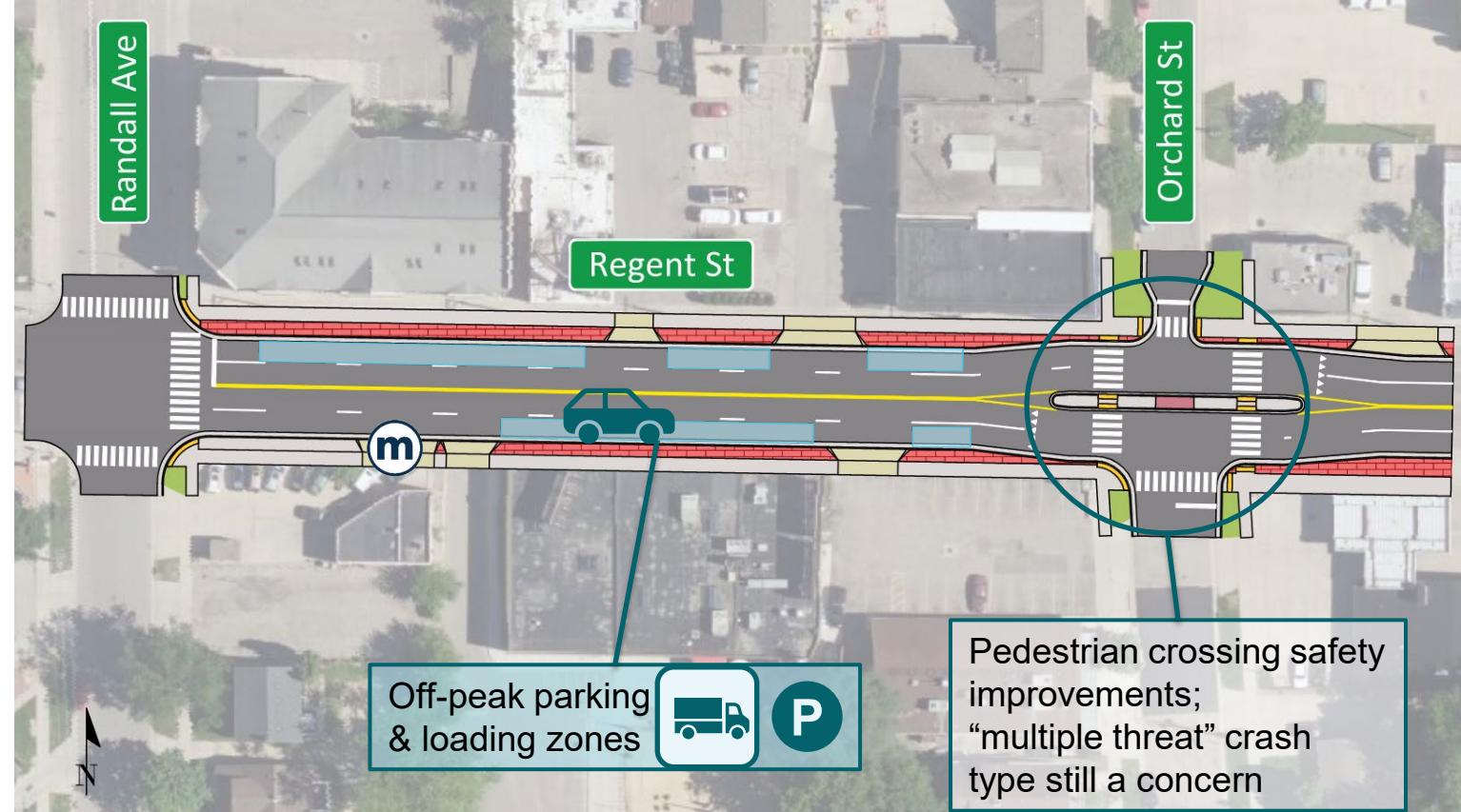
Maintains rush hour vehicle throughput



Parking/loading space outside rush hour

Challenges/Drawbacks

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



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Concept Alternatives Comparison

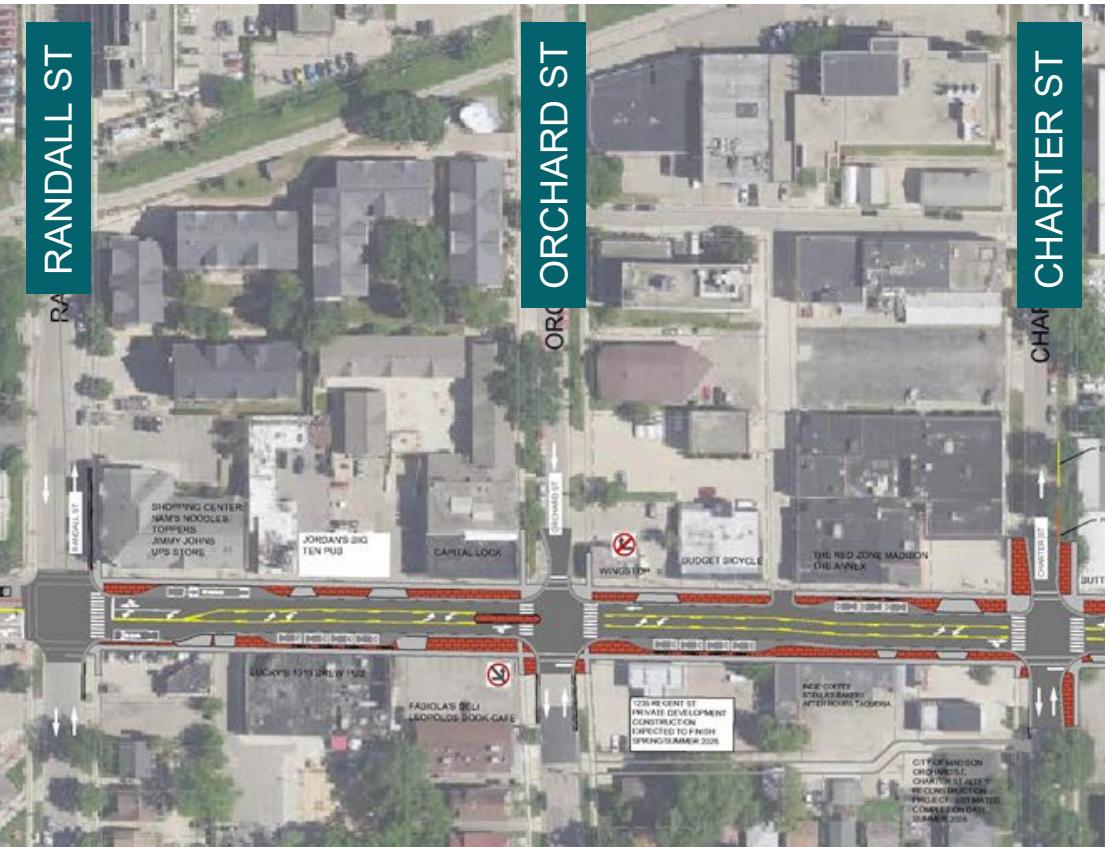
	MULTIMODAL EVALUATION	EXISTING CONDITION	3-LANE STREET (PREFERRED ALTERNATIVE)	4 LANE STREET WITH OFF-PEAK PARKING	2/3-LANE STREET WITH PROTECTED BIKE LANE
	Pedestrian comfort (sidewalk & buffer width)				
	Pedestrian safety (crossing Stress)				
	Transit (bus stop quality, accessibility, location)				
	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				

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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

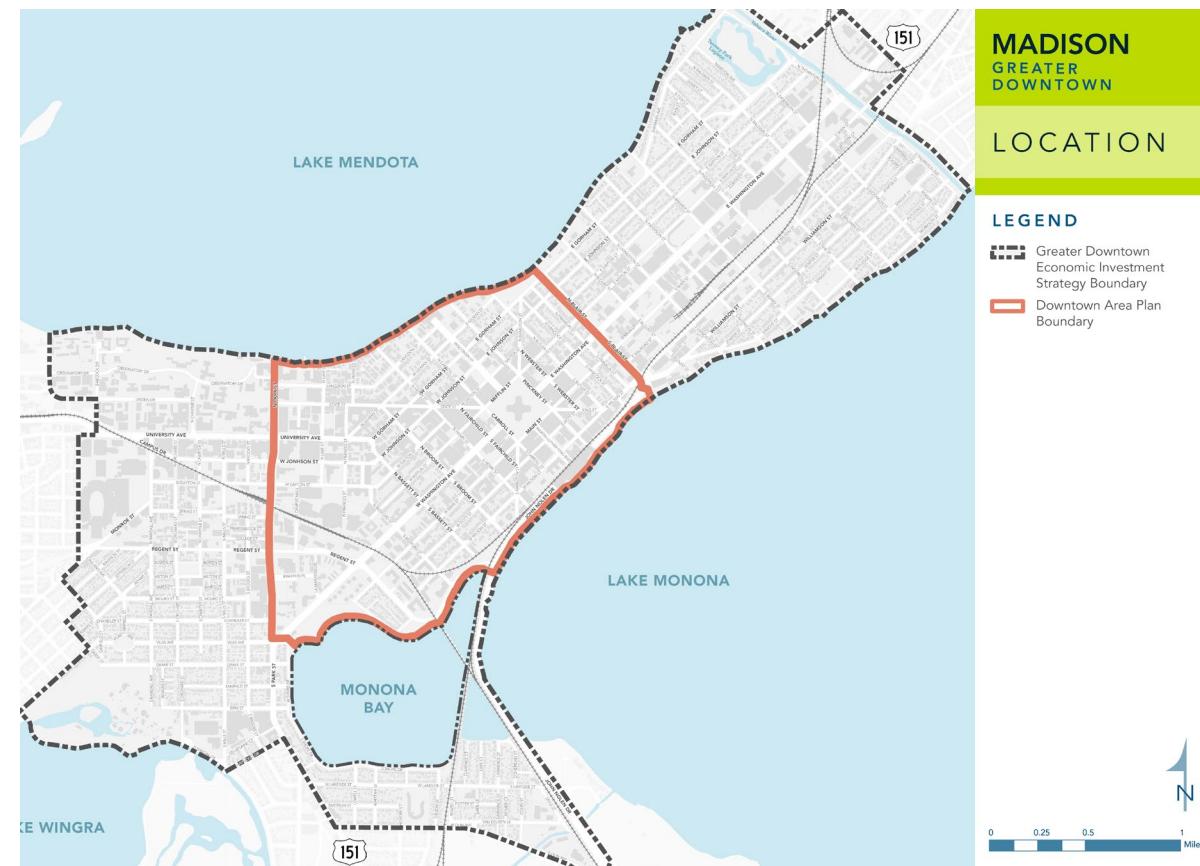


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Other Projects – Downtown Area Plan

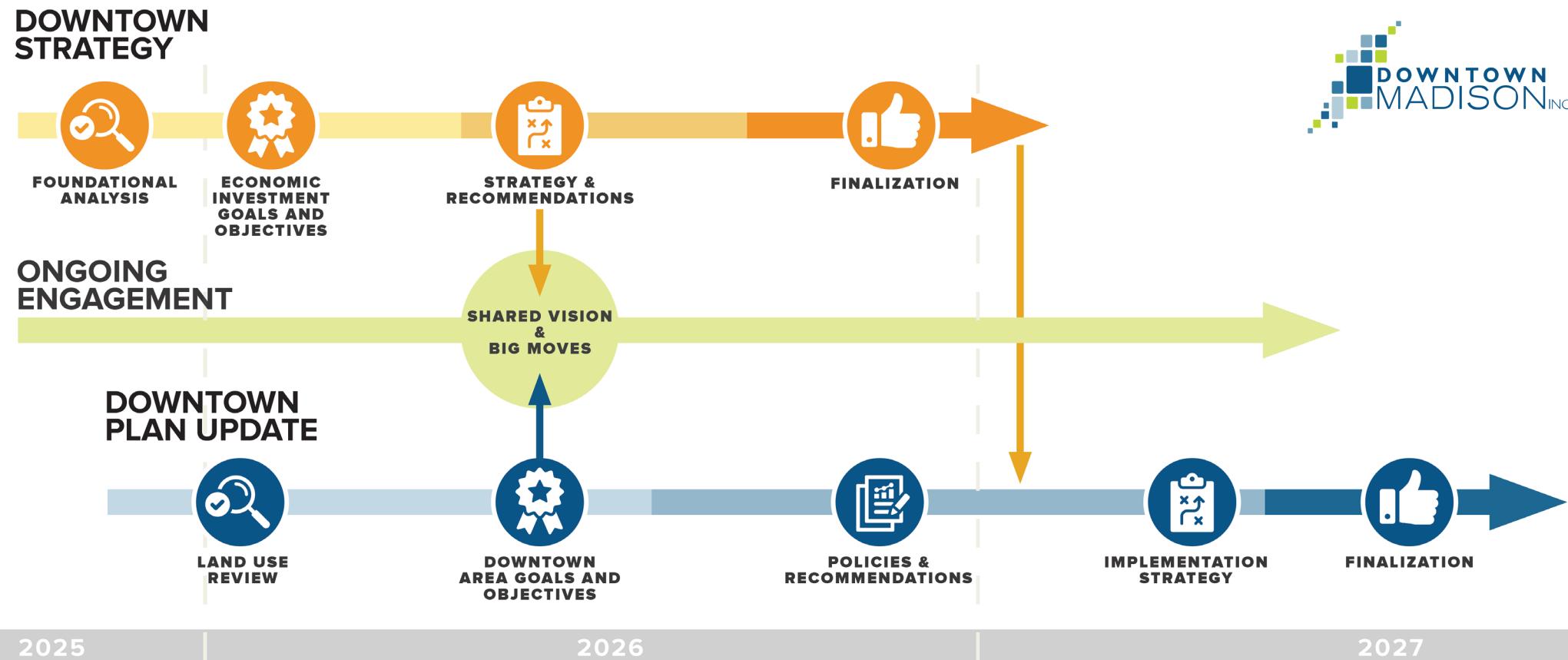


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Other Projects – Downtown Area Plan



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Other Projects – Downtown Area Plan

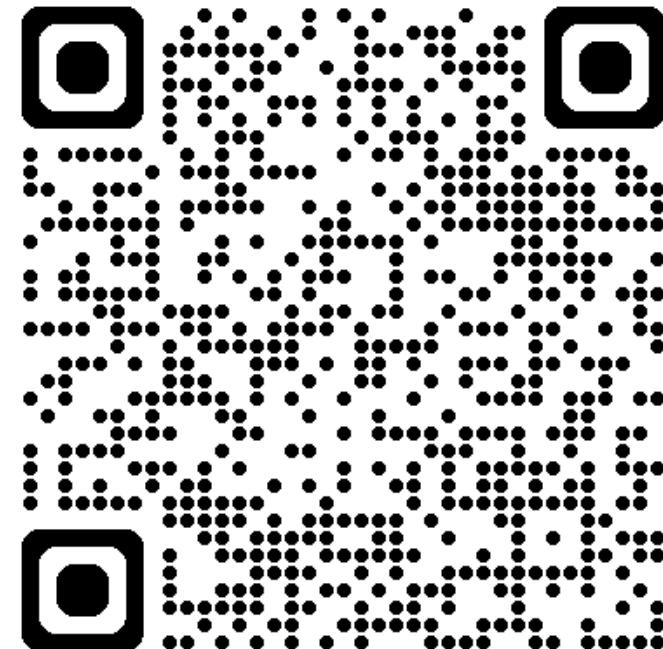
Information and Updates

www.cityofmadison.com/downtownplan

Contact:

Dan McAuliffe or Rebecca Cnare
City of Madison Planning

downtownplan@cityofmadison.com



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Randall Avenue to Park Street



Project Schedule

Planning

- July 2025 – Feb 2026

Design

- Dec 2025 – Dec 2026

Construction*

- March 2027 – Nov 2027

Project Task	PROJECT SCHEDULE																						
	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	D
Analysis of Current Conditions																							
Community Engagement																							
Design Alternatives Analysis																							
Corridor Study Report																							
Design																							
Construction																							

* Dependent upon funding & other projects

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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

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Project website:

[https://www.cityofmadison.com/engineering/projects/
regent-street-reconstruction](https://www.cityofmadison.com/engineering/projects/regent-street-reconstruction)

Project Contact: Andrew Zwieg

Phone: 608-266-9219

Email: azwieg@cityofmadison.com

