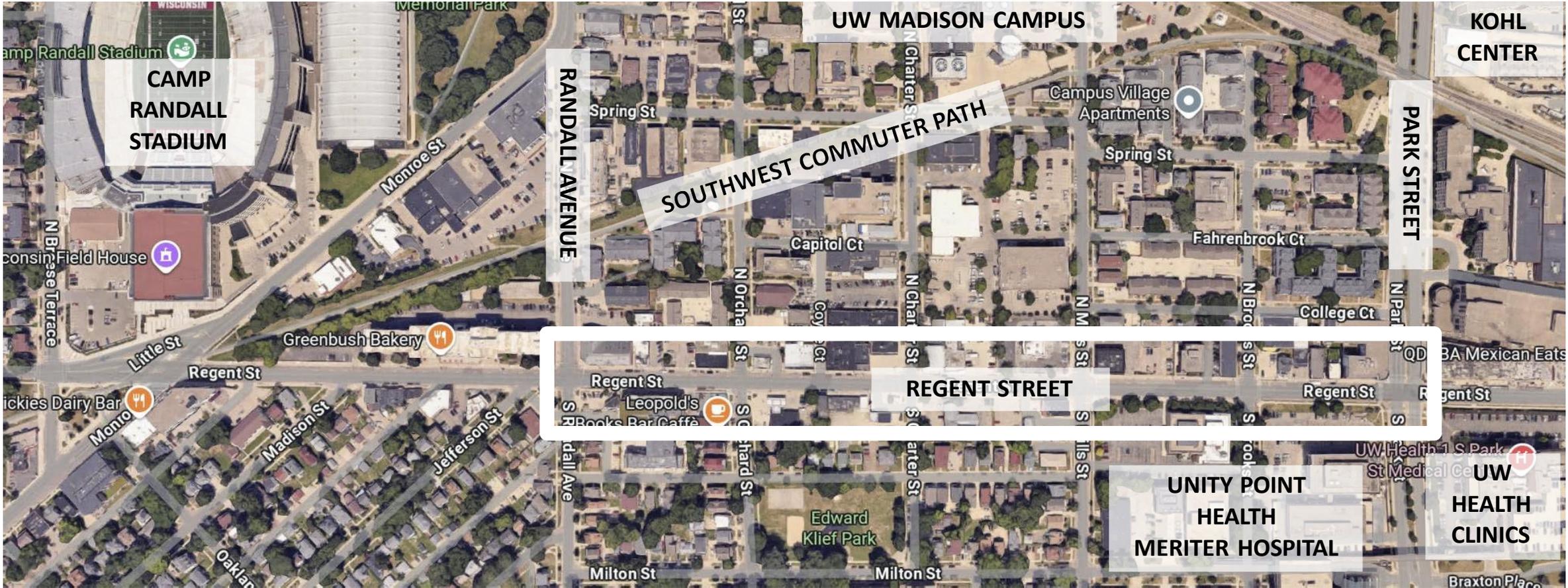


Regent Street Reconstruction—Randall Ave to Park St

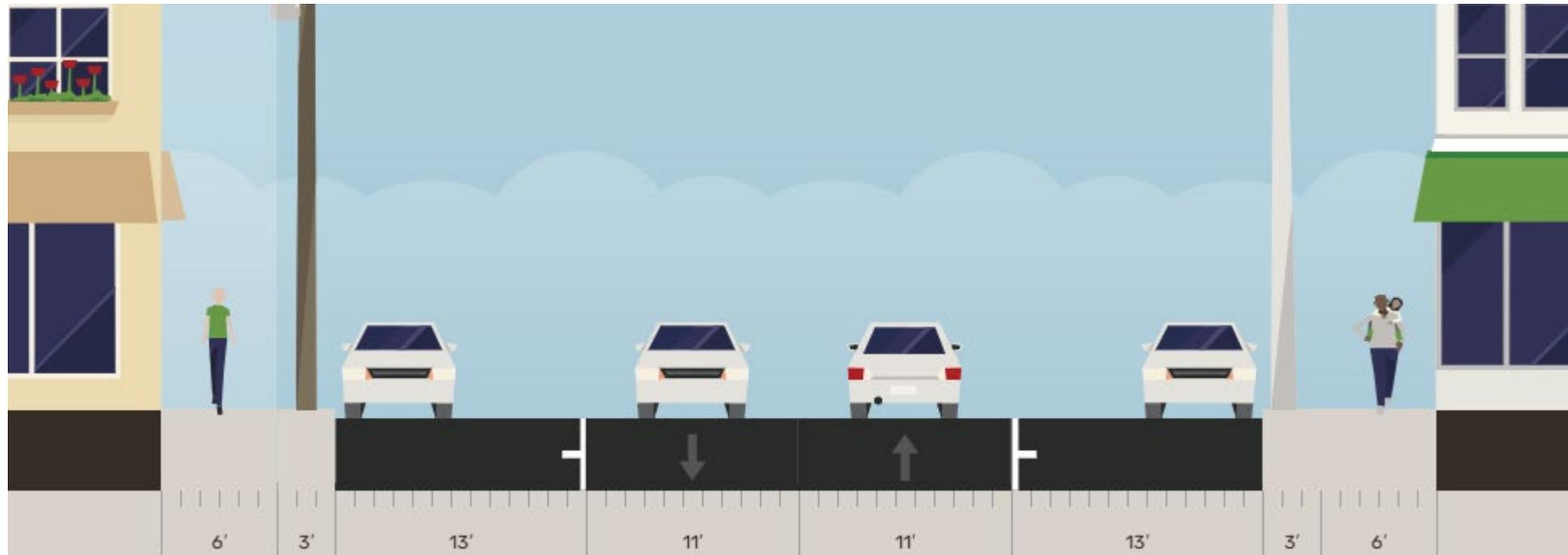


Presentation Outline

- Background Information
- Design Process—how we developed the proposed plan
- Specific considerations in the design:
 - Safety
 - Pedestrian Facilities
 - Events
 - Bus Stops
 - Bicycle Options
 - Traffic Flow
 - Trees
 - Parking
- Summary

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.

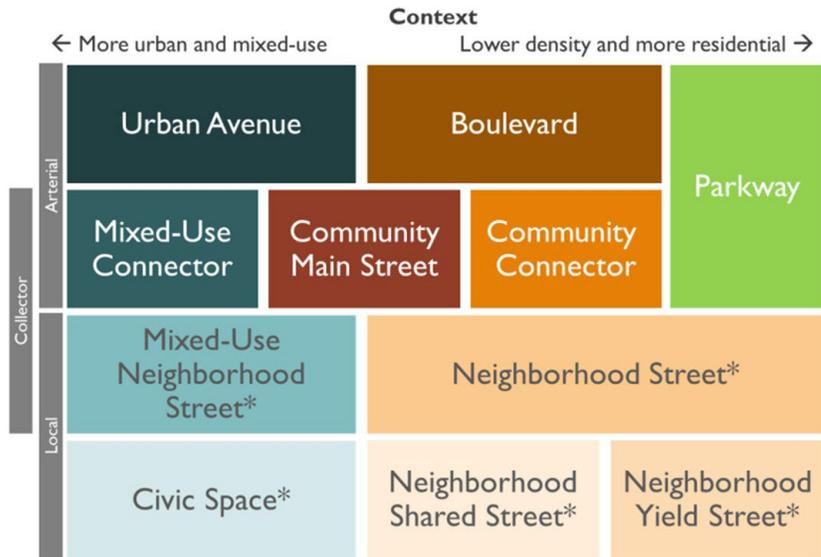
ONLY AT  uw
credit
union



Previous Meetings

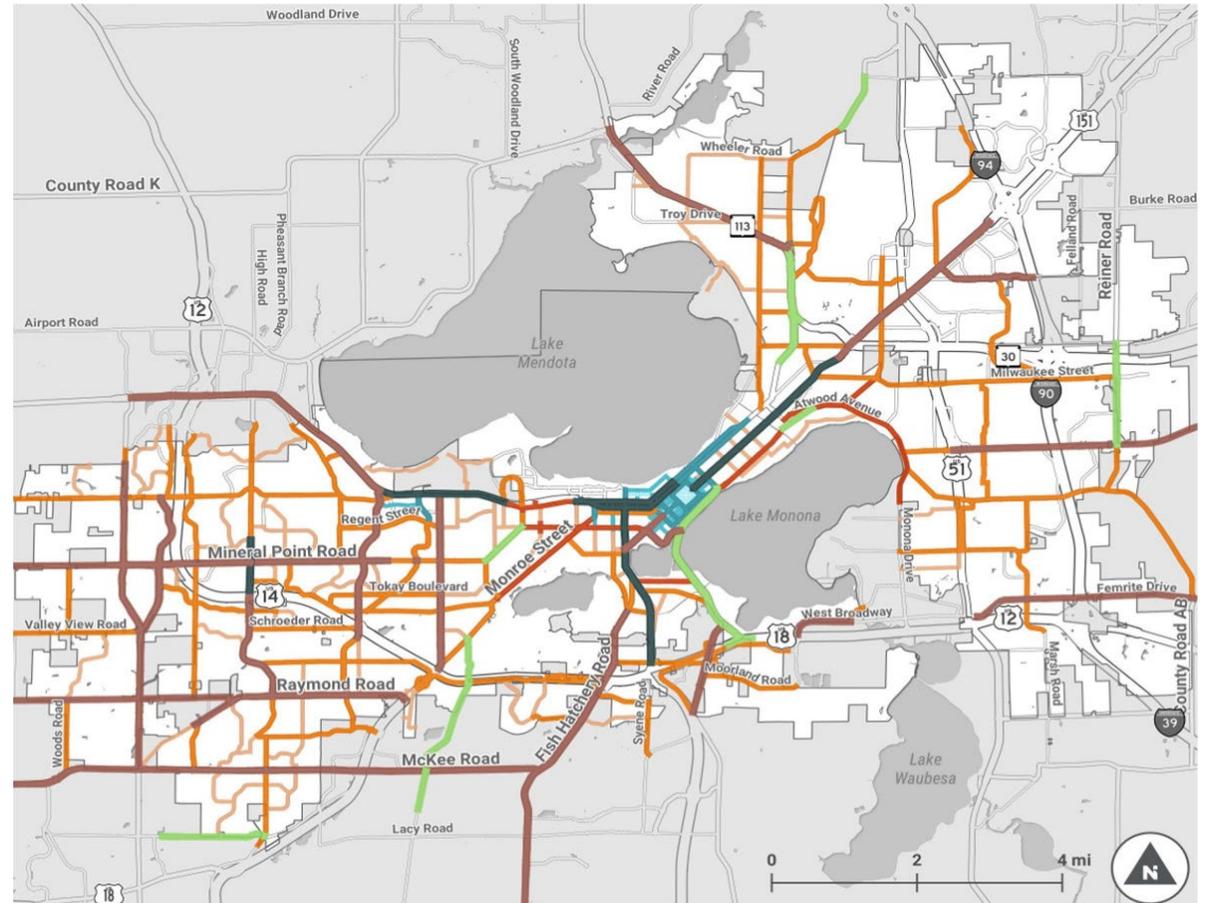
- September 15, 2025—Public Information Meeting
 - Focused on public engagement and project info
- December 3, 2025—Transportation Commission Meeting
 - Discussed public engagement, no plans shown
- January 26, 2026—Public Information Meeting
 - Discussed alternative with a “preferred alternative”

Complete Green Streets Guide

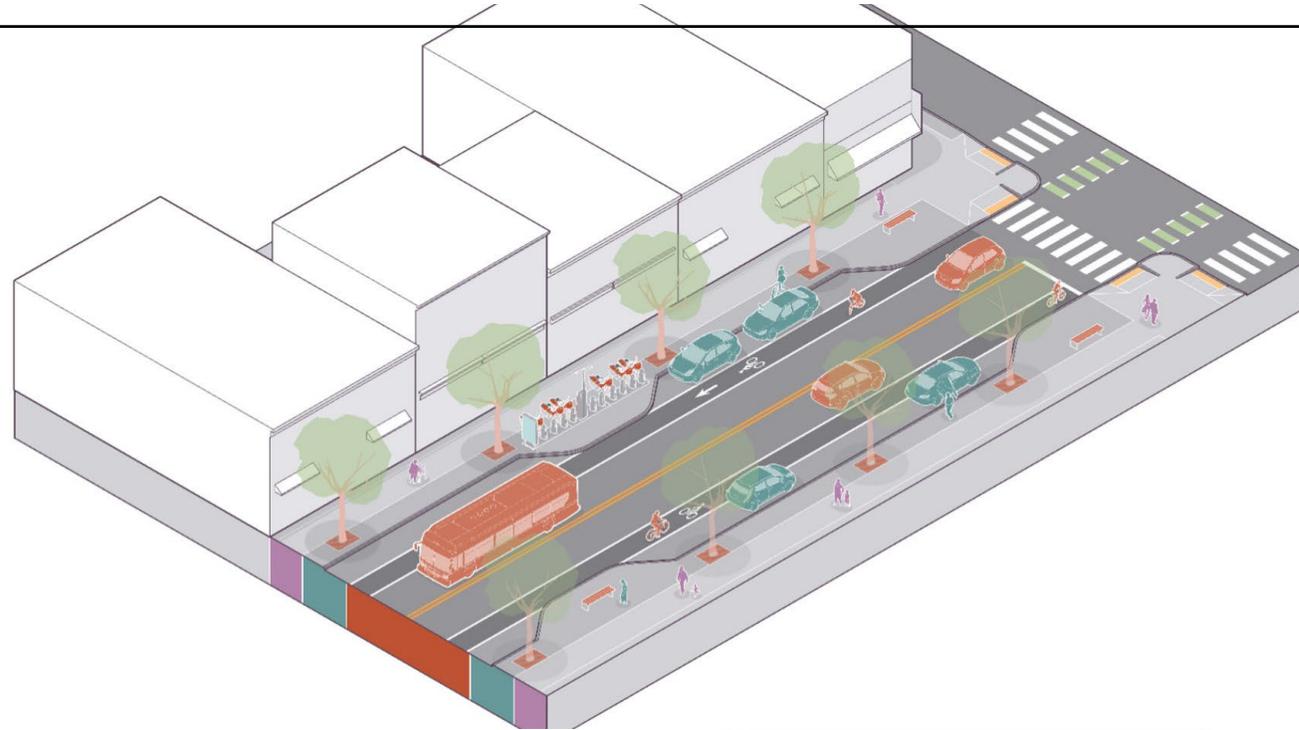


Street types organized by context and intensity.

*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.

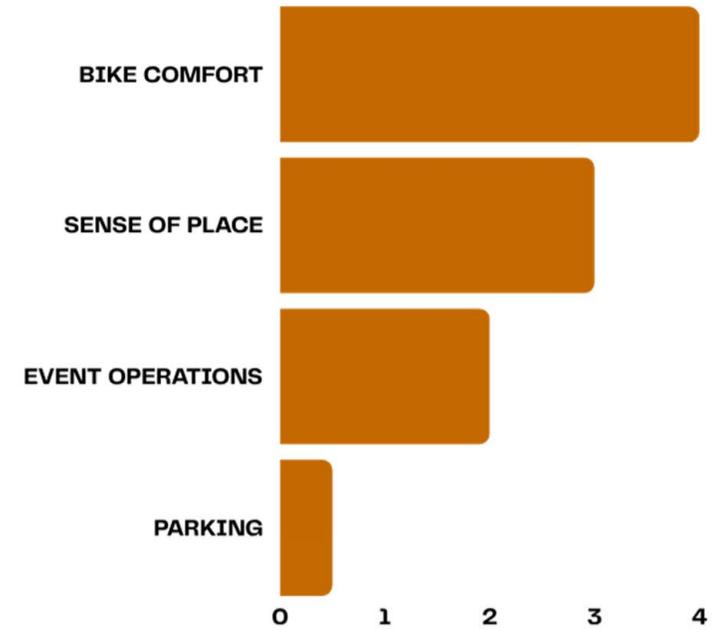
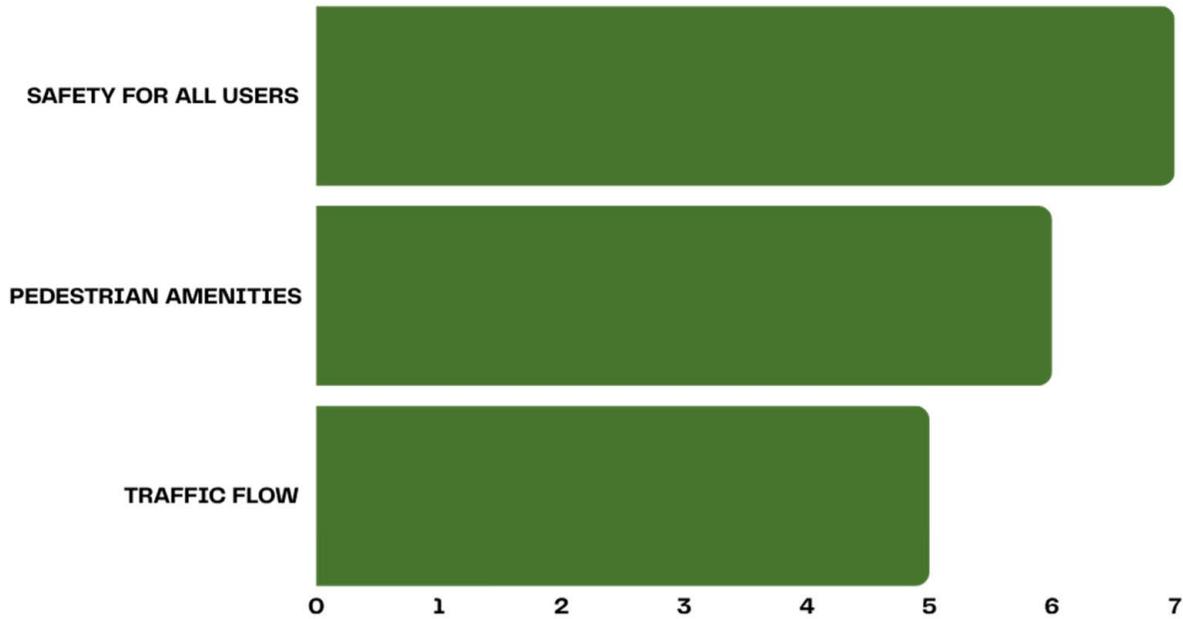


Regent Street as a Community Main Street



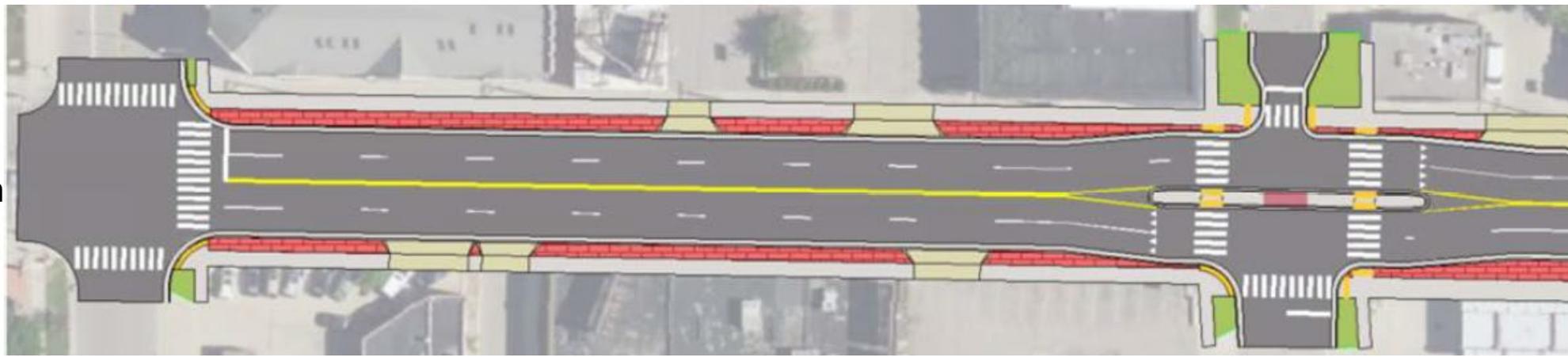
Walkway Medium Priority	Flex Zone High Priority	Travelway	Additional Considerations
Wide sidewalks with buildings close to or touching the sidewalk.	Hardscaped or landscaped terrace with street trees, bike racks, enhanced transit stops, and sidewalk cafés. Higher demand for on-street parking more frequent 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 bikeshare opportunities. Crosswalk enhancements including raised crossings/intersections. Peak hour traffic volumes and need for peak hour travel lane. Snow storage. Accessible parking.

1,000+ Public Surveys Returned



Top 3 Key Rankings

Original Concepts



1. Narrowed Lane Option

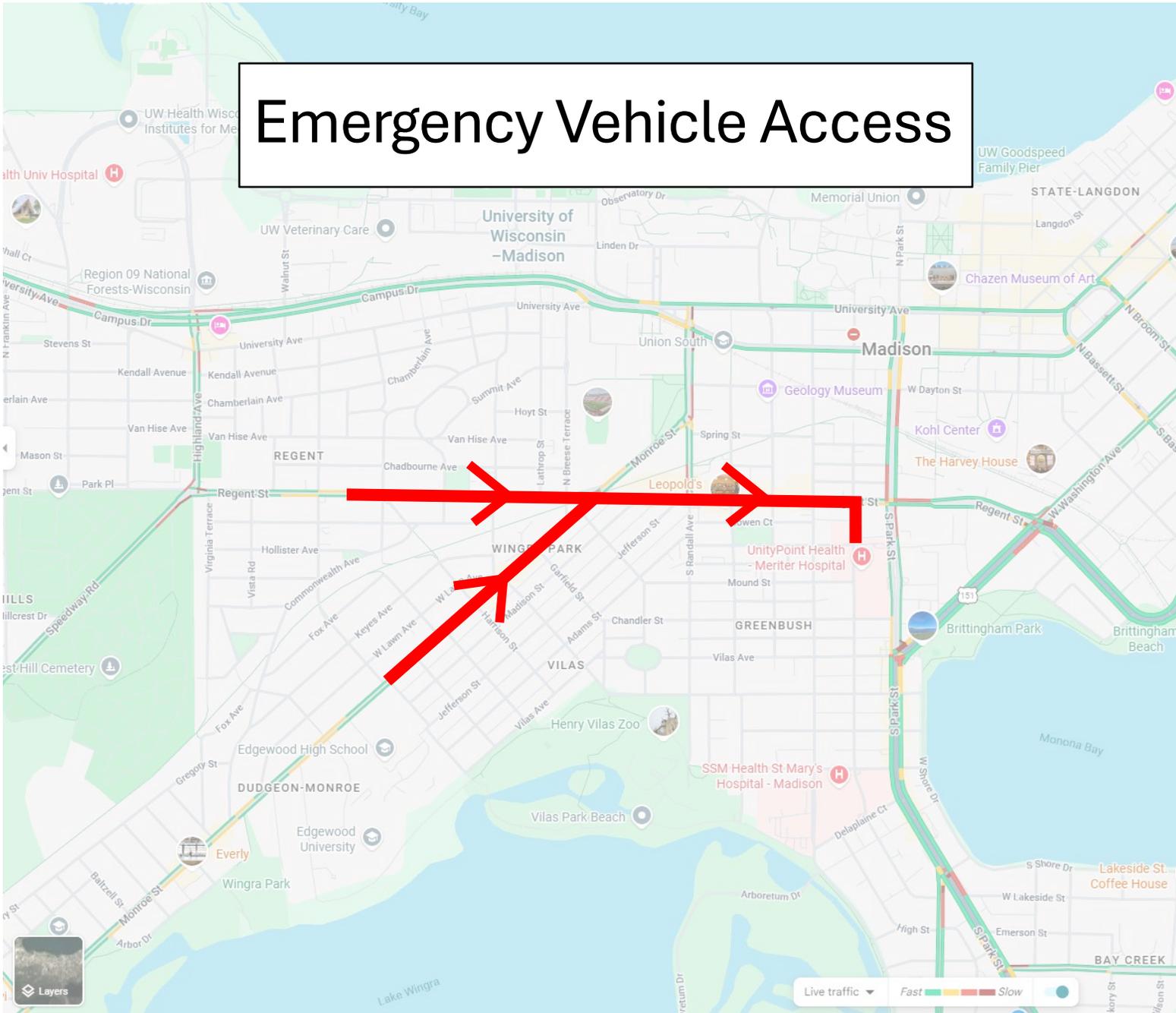


2. Bike Option



3. Two Lane Option

Emergency Vehicle Access



RANDALL ST

ORCHARD ST

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

JORDAN'S BIG
TEN PUB

CAPITAL LOCK

WI

WB-47 - Interstate Semi-Trailer

CITY-BUS - City Transit Bus

10'

PLANTER

PLANTER

PLANTER

PLANTER

5'

9'

12'

10'

12'

9'

9'

LUCKY'S 1313 BREW PUB



FABIOLA'S DELI
LEOPOLDS BOOK CAFE



Previously Proposed Street Design



Concerns

- Sidewalk has pinch points at parking cutouts—same width as today
- Active travel lane adjacent to sidewalk at all times in most places—no physical buffer—**might be a worse pedestrian experience compared to existing**
- Center turn lane would be minimally used—not warranted based on left turn volume
- Center turn lane may be used as “bypass lane”—increased risk of crashes
- Very limited parking and loading zones
- No option for pedestrian refuge islands due to Emergency Vehicle needs

5.8. Community Main Street

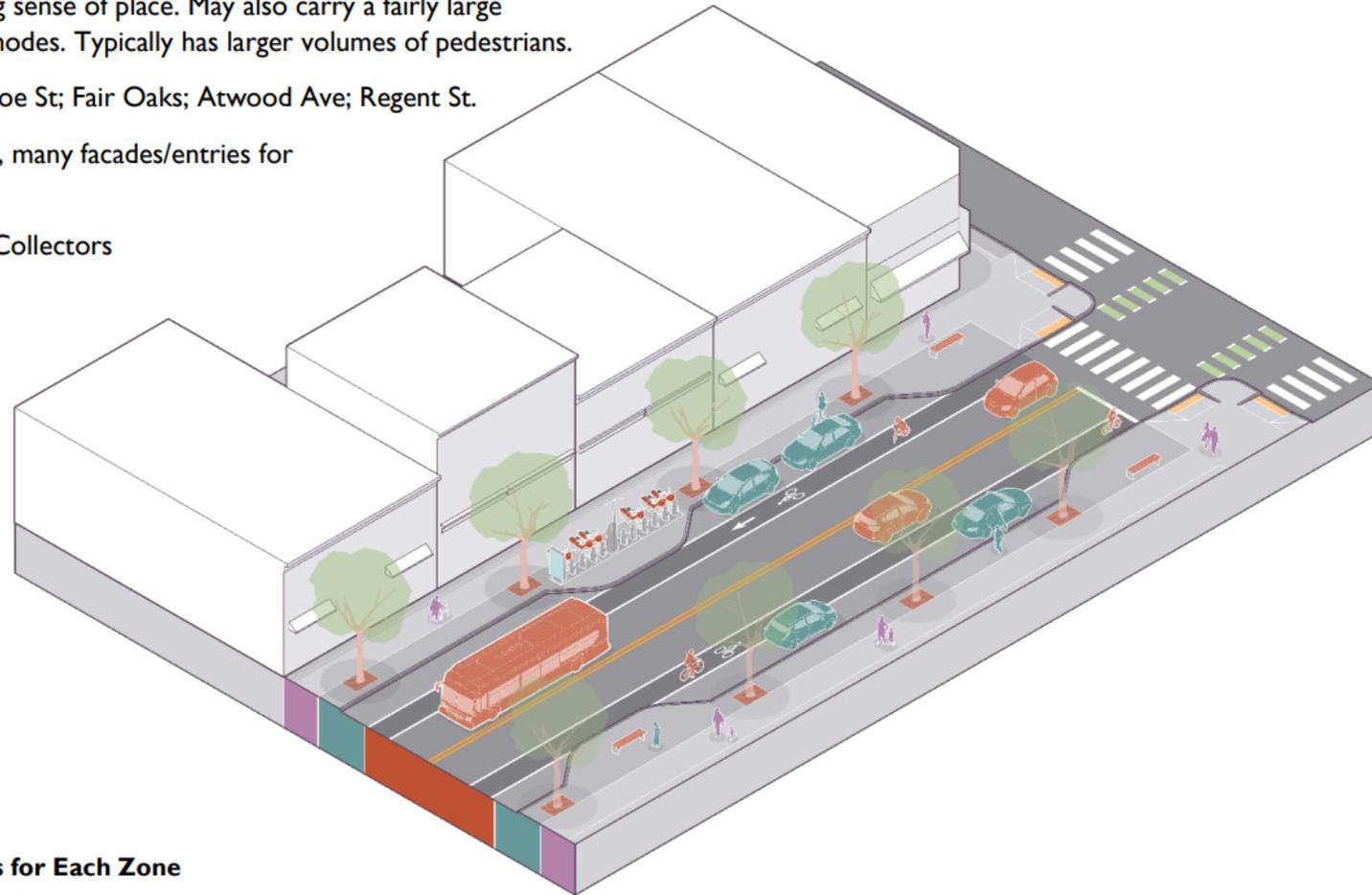
Destination/shopping street with a strong sense of place. May also carry a fairly large number of people by a variety of travel modes. Typically has larger volumes of pedestrians.

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

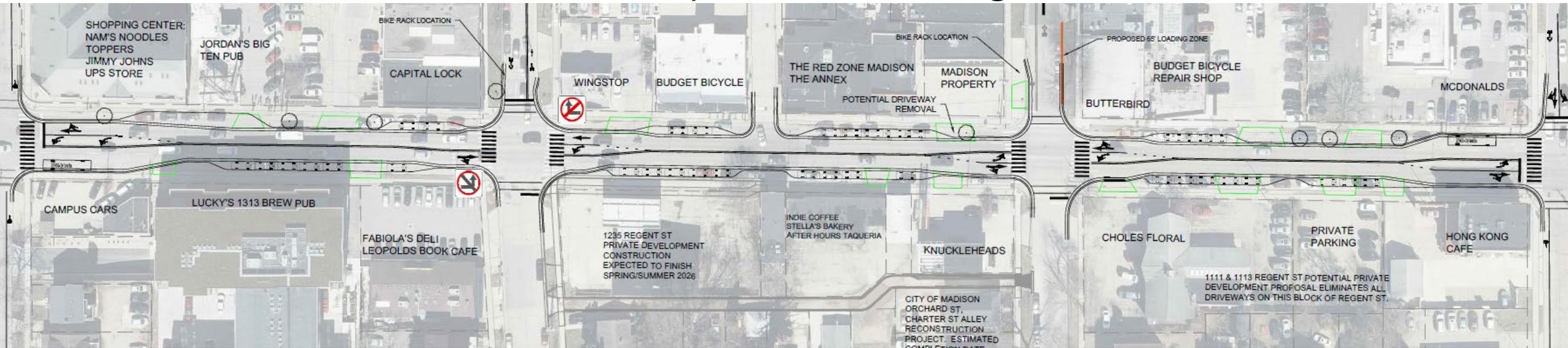
Target Speed: 25 mph or less



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.

Current Proposed Street Design

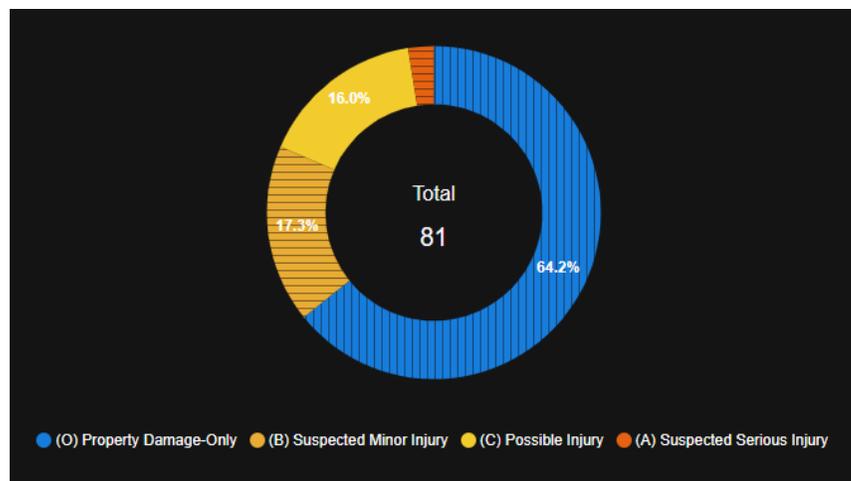
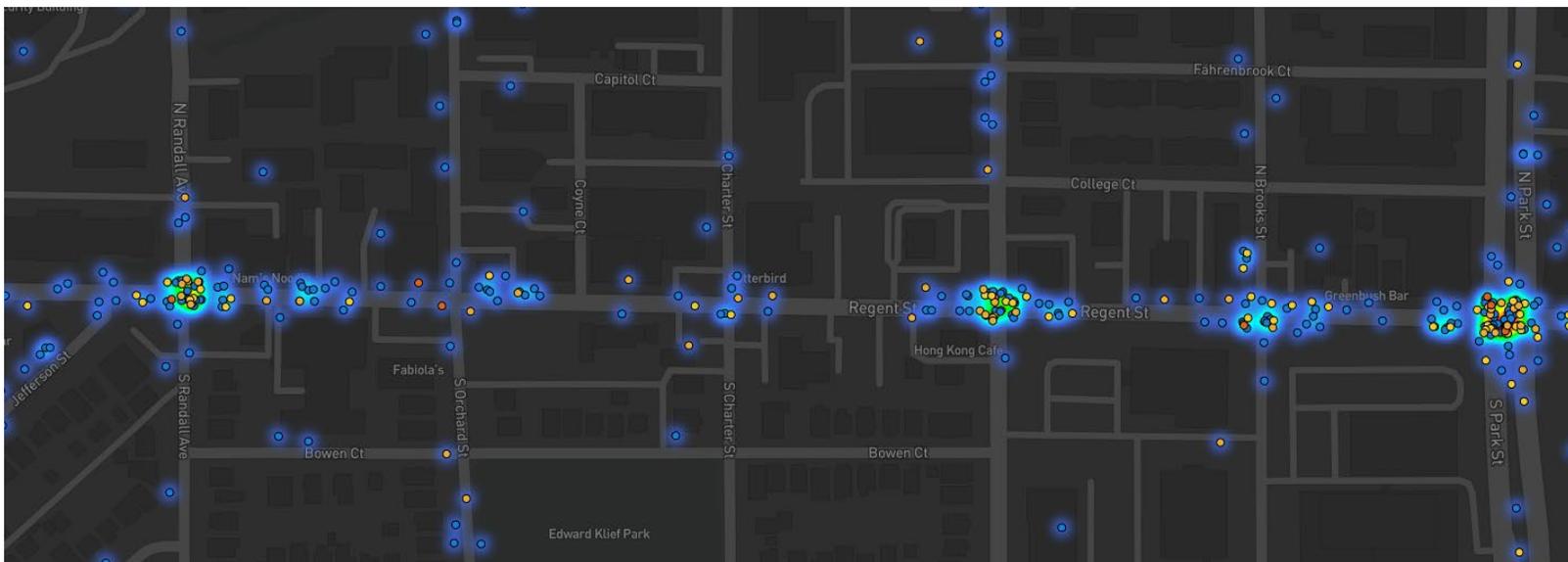


Advantages over previous Center Turn Lane option

- Closest to a “Community Main Street” layout
- Pedestrians
 - No pinch-points. Wider sidewalks throughout—9’ wide vs 7’ at the parking locations
 - Parking provides physical buffer for pedestrians
- Businesses
 - Maintains parking/loading equally for all businesses—no winners/losers
 - More attractive for future redevelopment & Main Street type businesses

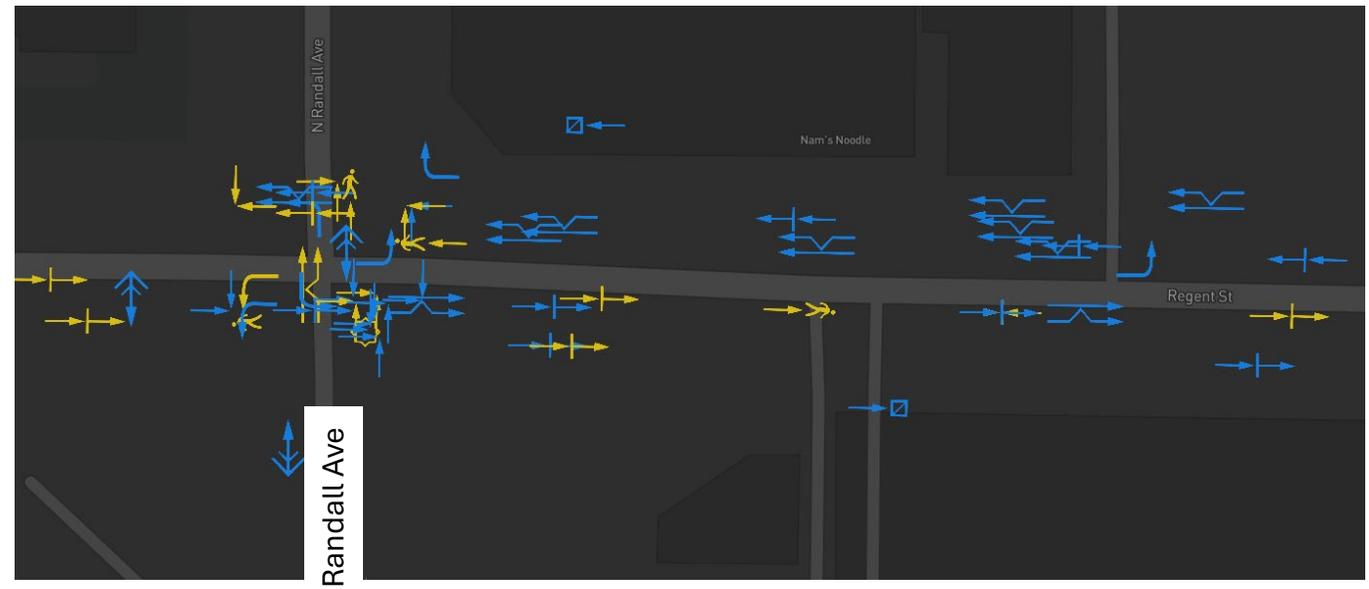
Safety/Crashes

Crashes—Prior 5 Calendar Years (Jan 2021 – Dec 2025)



Does not include Park St intersection

- Many crashes are related to lane changes leading into intersections
- Rear-ends and side-swipes
- This is due to the flexible use of the lanes (turns, thru traffic, parking/loading)



Pedestrians

THE PEDESTRIAN EXPERIENCE IS THE CORE OF RECONSTRUCTION



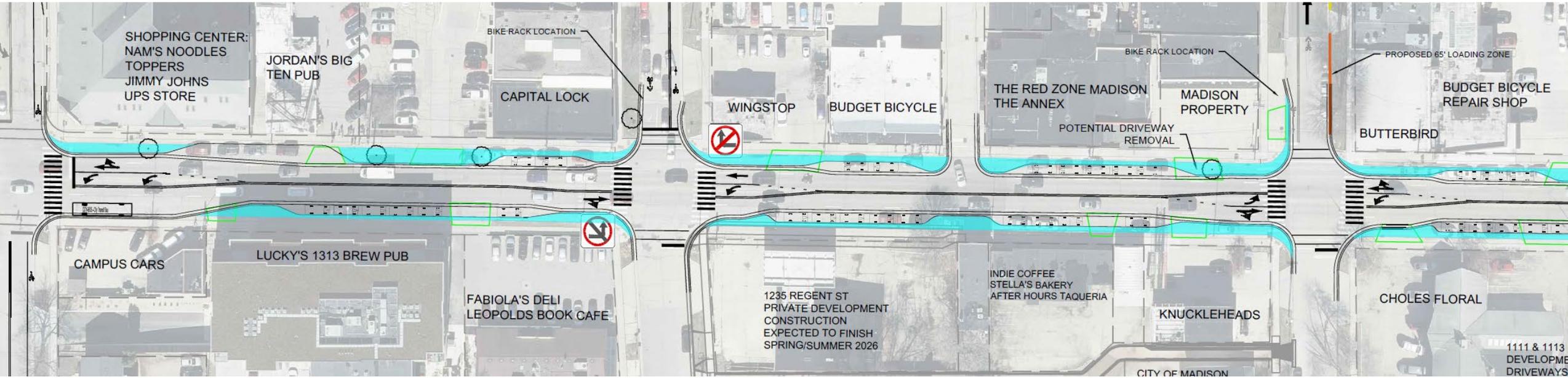
ALIGNMENT WITH COMPLETE GREEN STREETS ANALYSIS

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

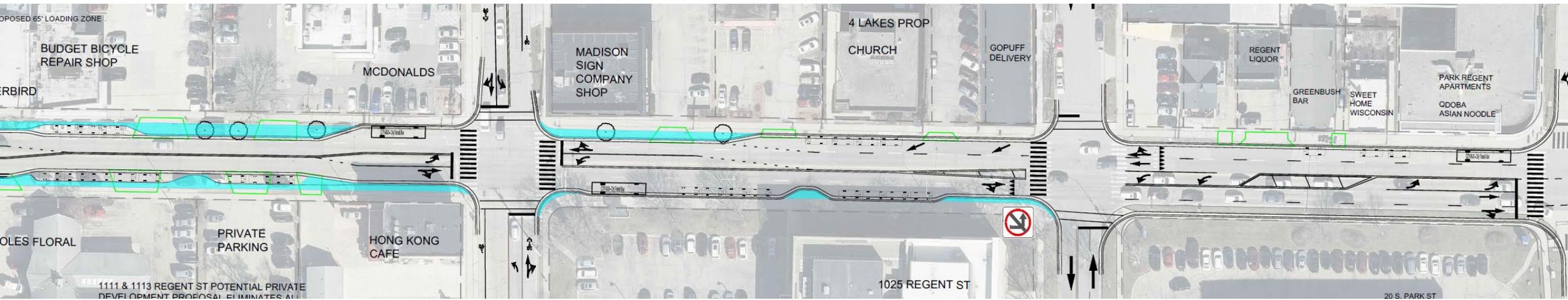


Respondents want a tested, transparent, **people-first corridor** that feels safe to cross, easy to use, and reliable to access

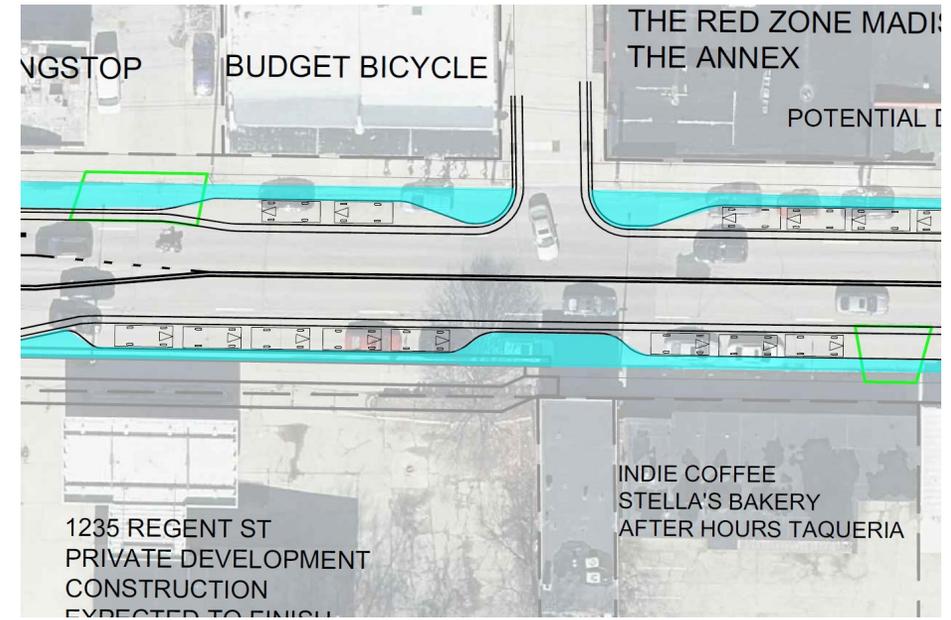
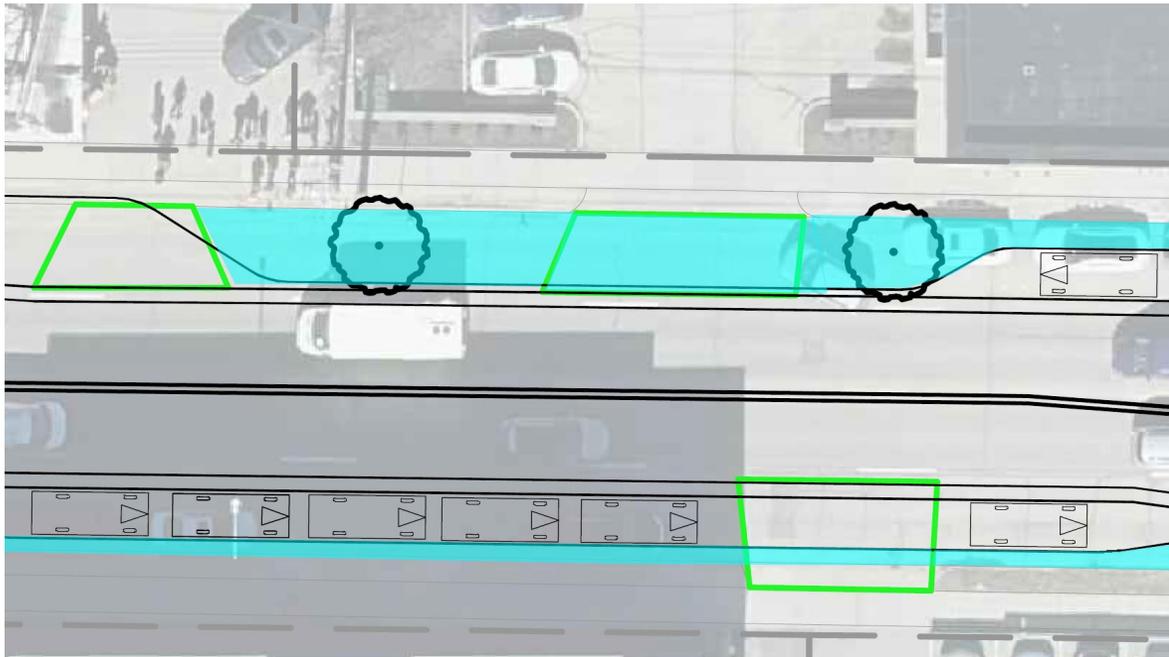
“If walking doesn’t feel safe, nothing else works.”



Shaded areas show additional pedestrian space compared to today



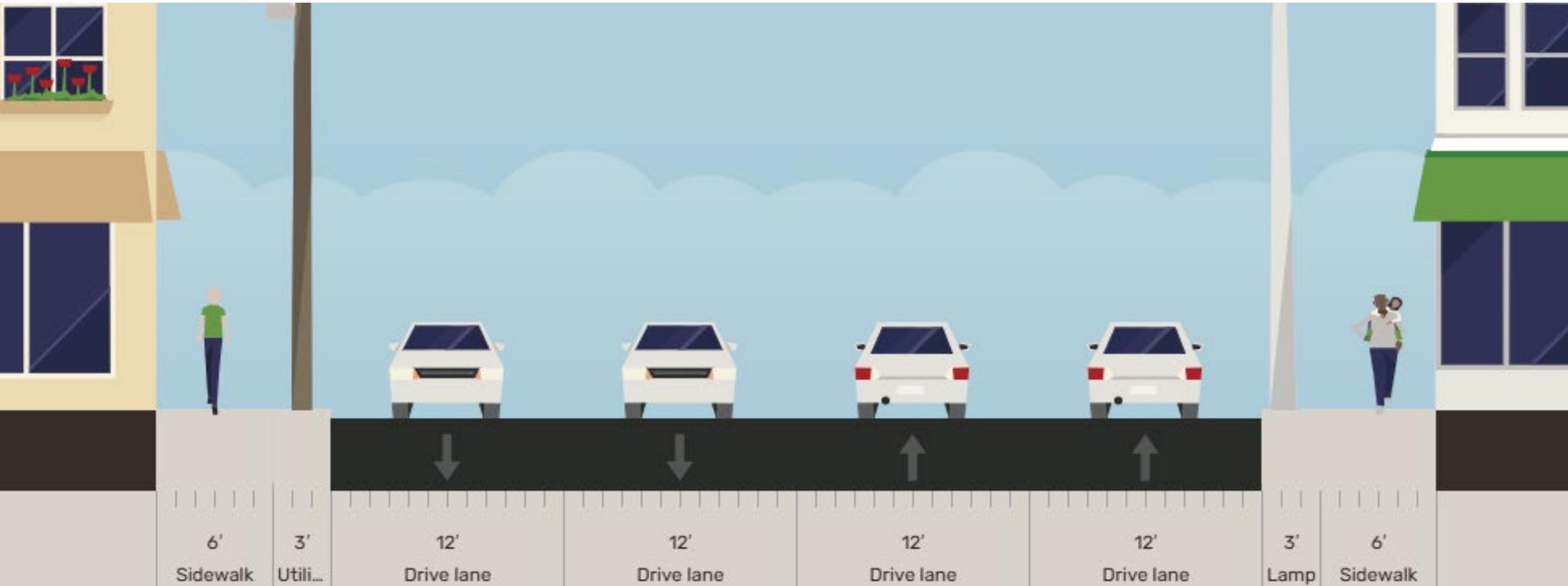
Shaded areas show additional pedestrian space compared to today



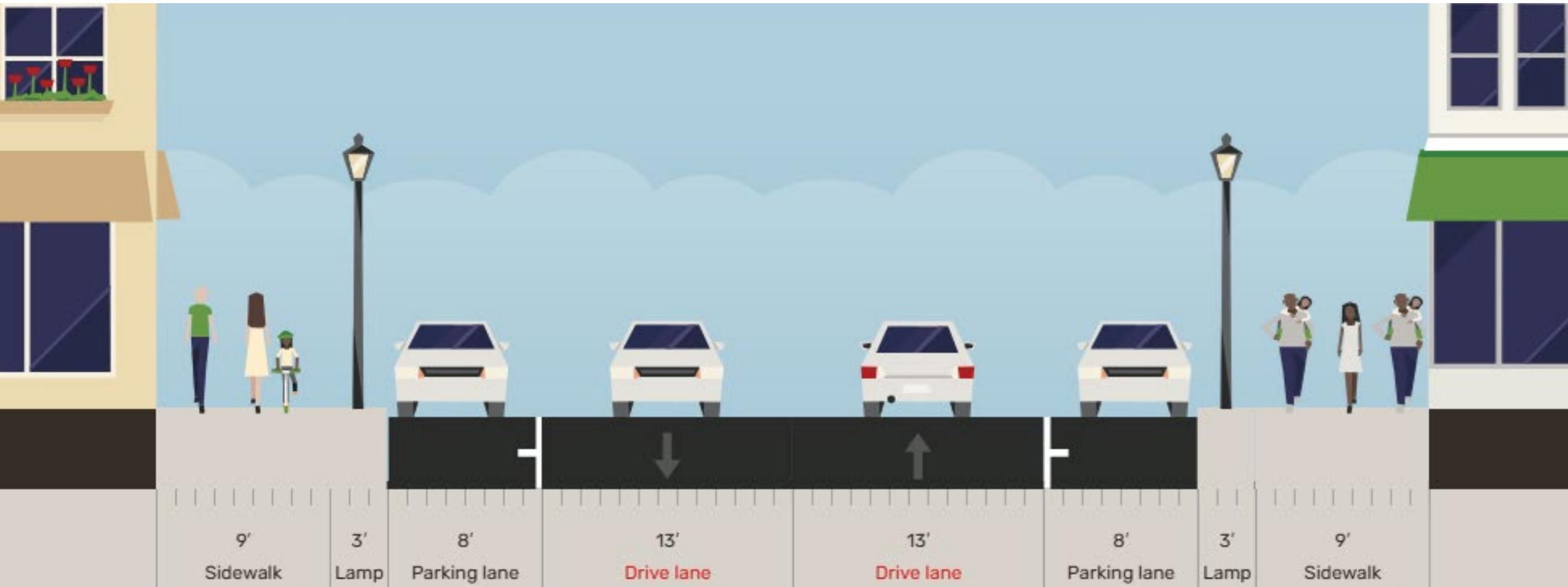
- Large midblock bumpouts for sidewalk café space
- For existing and future businesses
- Staff will coordinate with existing business owners during final design



Existing—48' curb to curb

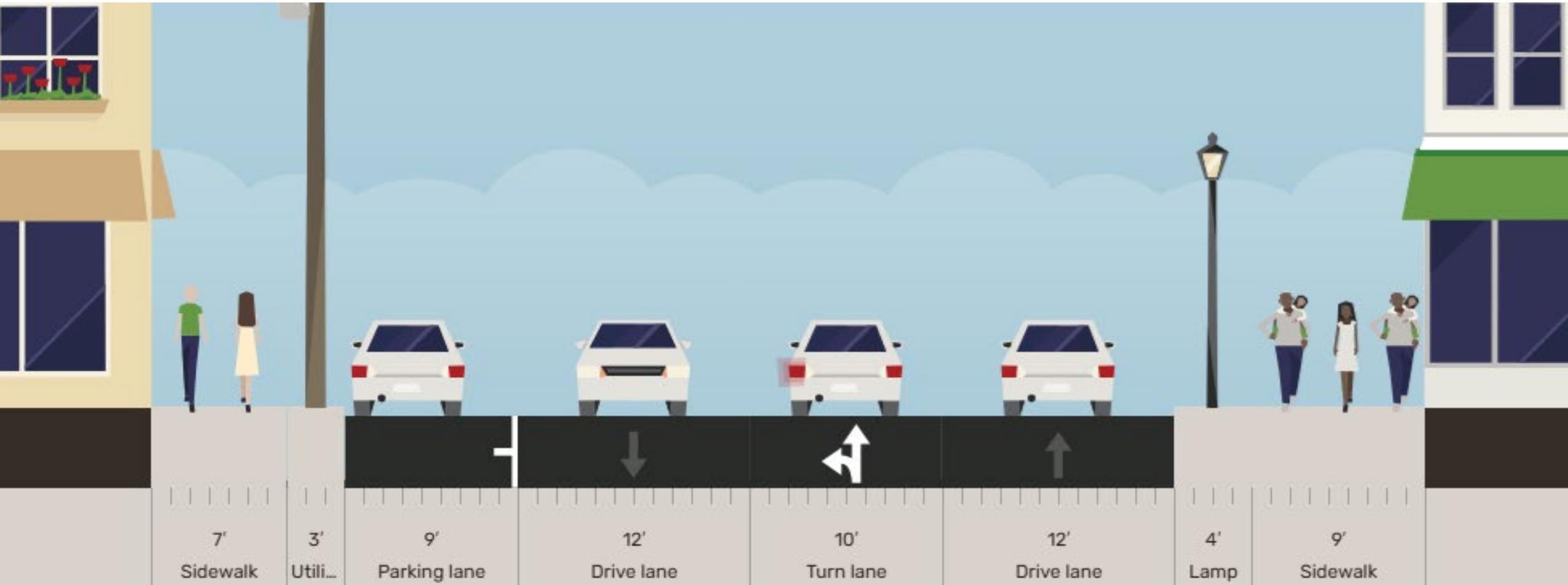


Proposed—42' curb to curb

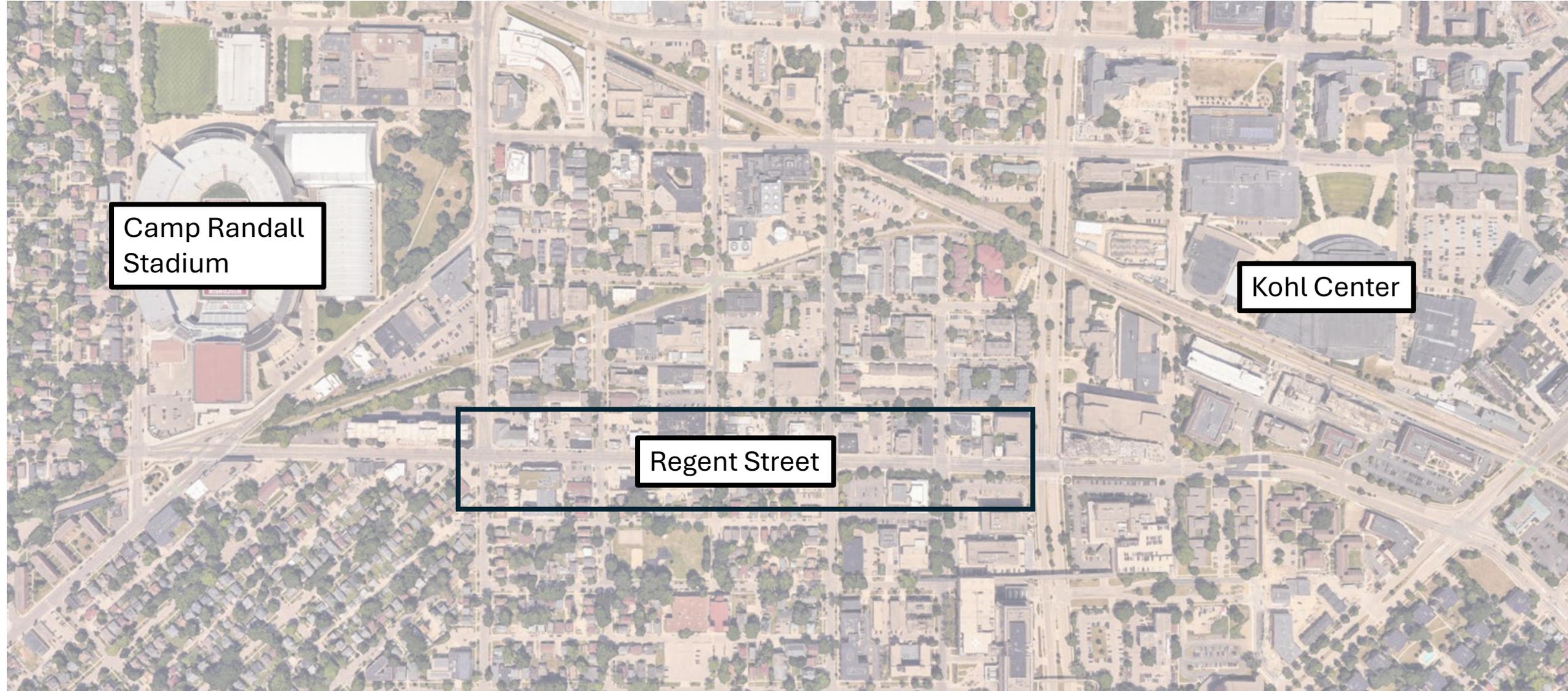


Center Turn Lane Option for comparison

Not recommended by City Staff



Events



Camp Randall
Stadium

Regent Street

Kohl Center

Major Events:

- 7 Football Games (50,000 – 70,000 attendees)
 - 3 Concerts (50,000)
 - 1 UW Commencement (45,000)
-
- 11 Major Events

Other Events:

- 20—UW Volleyball (6,000)
 - 2—WIAA State Football (9,000)
 - 17—UW Basketball (9,000)
 - 18—UW Hockey (6,000)
-
- ~57 Other Events

Football Pregame



Post-Concert—Regent Street closure



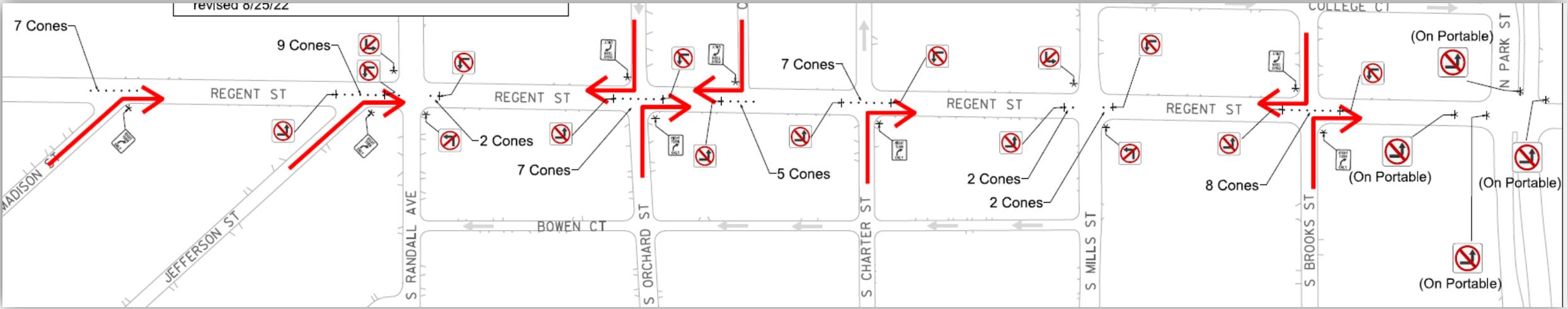
Post-Concert—Regent Street closure



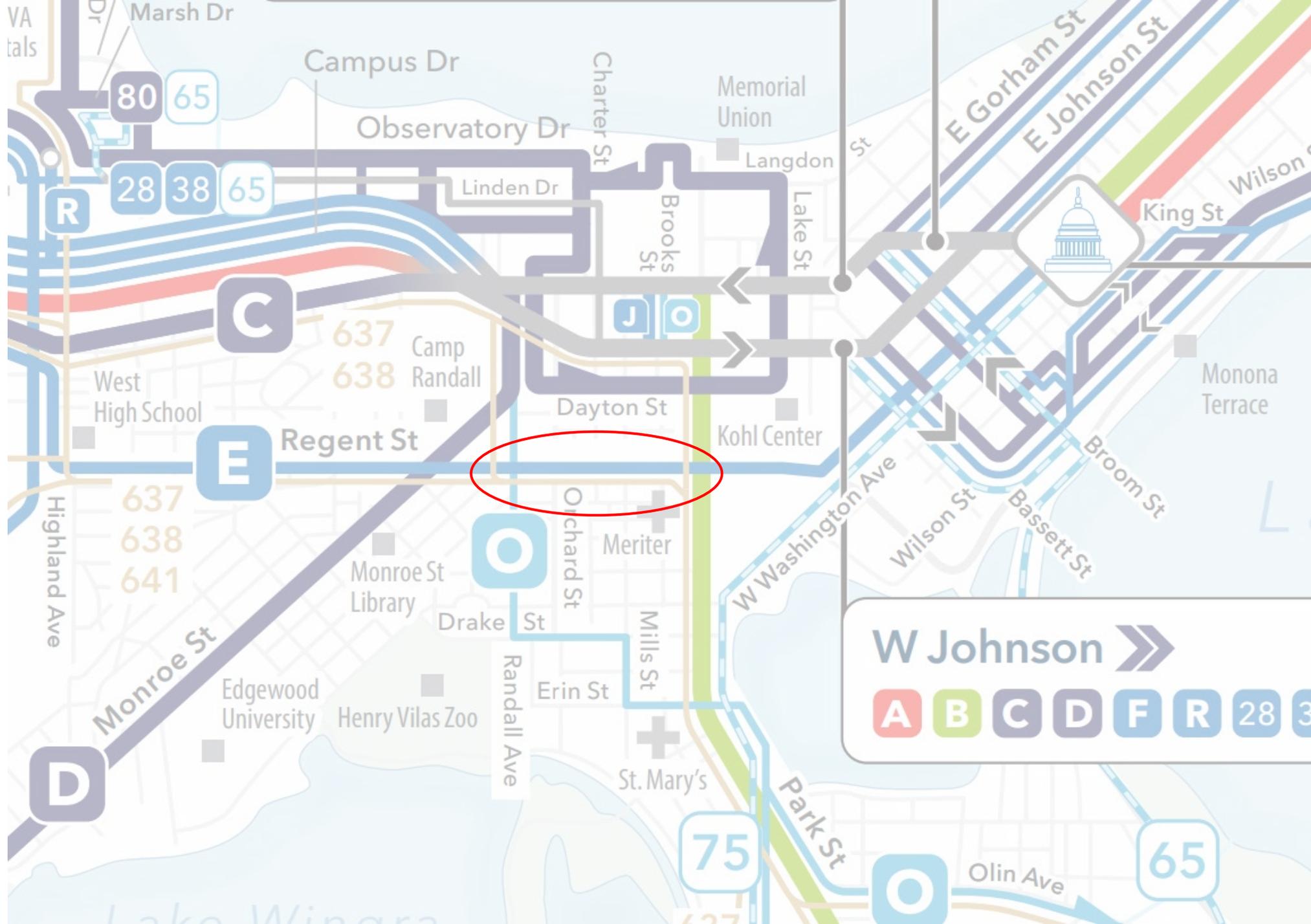
Post-Concert—eastbound-only traffic



Football Postgame Traffic Plan



Transit



W Johnson »

- A
- B
- C
- D
- F
- R
- 28
- 3

Existing bus stops are maintained with bus pullouts in the proposed design. Buses will not block traffic while loading.

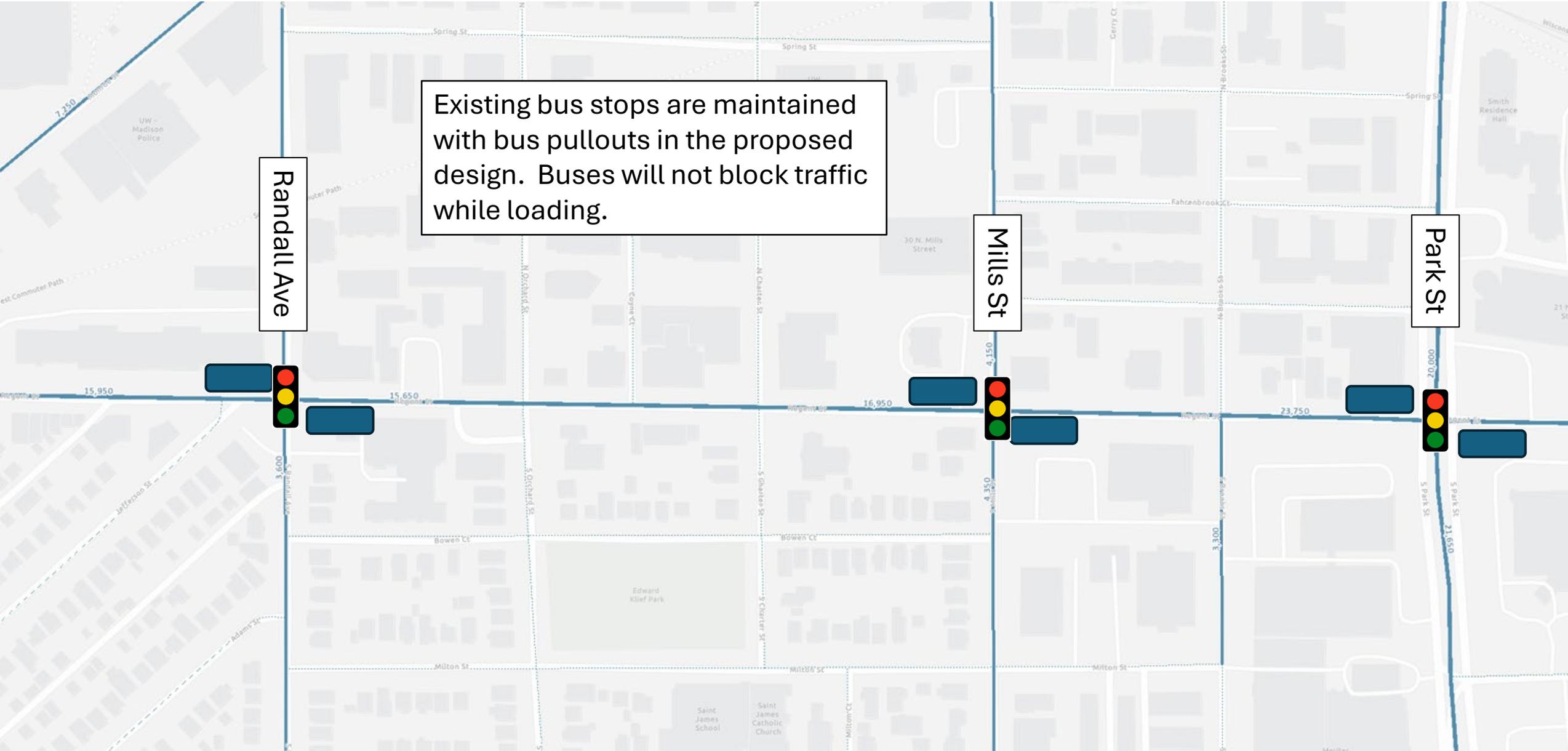
Randall Ave

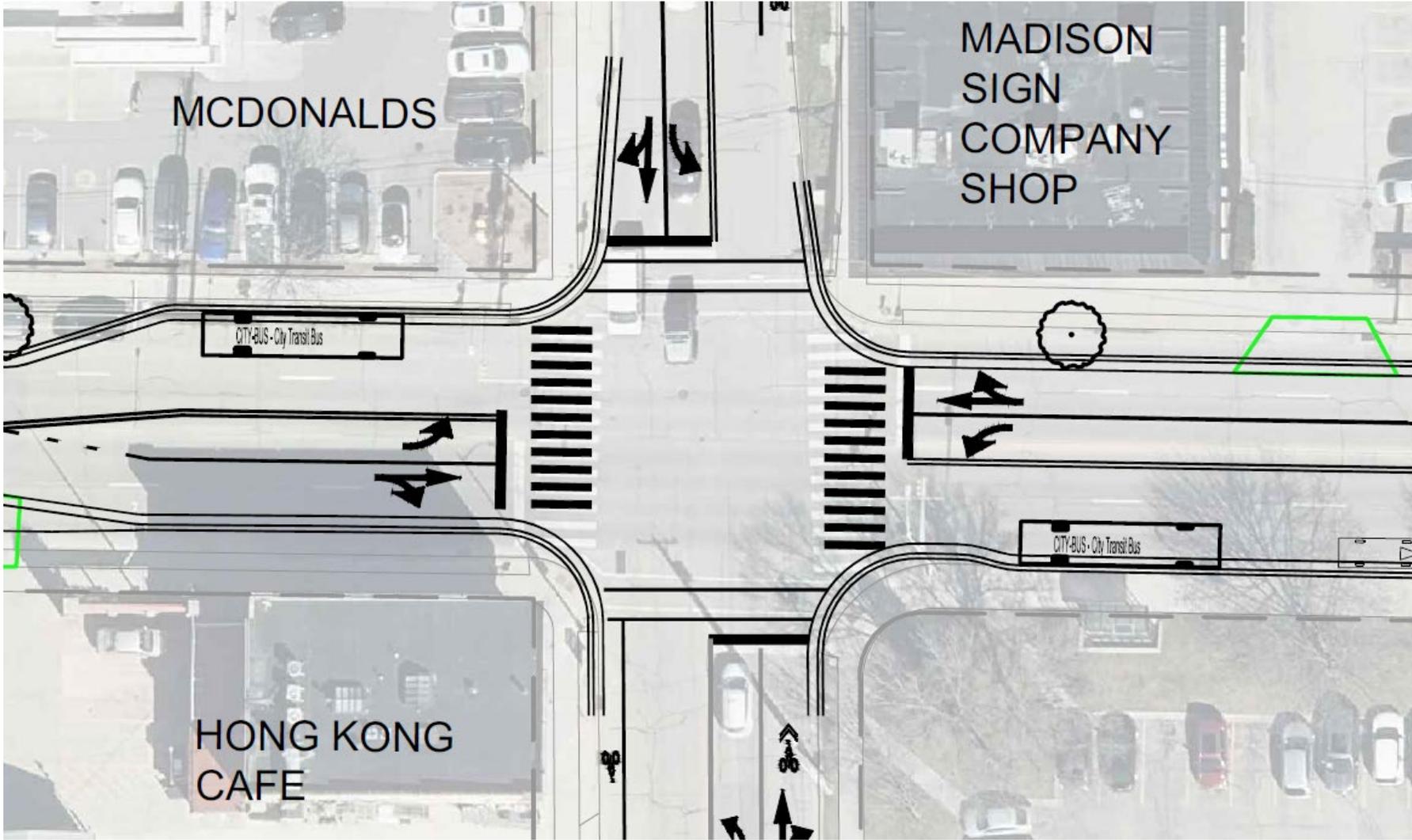


Mills St



Park St





Bikes

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



Major Concerns:

- Does not allow for Emergency Vehicles access
- Does not allow for bus stops at the intersections
- Severely limits parking/loading zones for businesses

Potential, continuous bike lanes along Regent St

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



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



Southwest Commuter Path



SPRING ST

ADD 2 HOUR RESIDENTIAL PERMIT PARKING TO NORTH SIDE OF SPRING ST (MILLS ST TO PARKS ST). 19 SPOTS ADDED.

SPRING ST

REMOVE RESIDENTIAL PERMIT PARKING ON THE WEST SIDE OF THIS BLOCK OF MILLS ST. SEVEN (7) PARKING SPACES REMOVED.

FAHRENBRÖCK CT

REMOVE RESIDENTIAL PERMIT PARKING ON THE WEST SIDE OF THIS BLOCK OF MILLS ST. SIX (6) PARKING SPACES REMOVED.

COLLEGE CT

SW COMMUTER PATH

FLIP PARKING TO WEST SIDE OF ROAD. CONVERT EAST SIDE FROM PARKING TO CONTRAFLOW BIKE LANE

SHOPPING CENTER: NAMI'S NOODLES, TOPPERS, JIMMY JOHN'S, UPS STORE
JORDAN'S BIG TEN PUB
CAPITAL LOCK

WINGSTOP
BUDGET BICYCLE

THE RED ZONE MADISON THE ANNEX
POTENTIAL DRIVEWAY REMOVAL
MADISON PROPERTY

BUDGET BICYCLE REPAIR SHOP
MCDONALDS

MADISON SIGN COMPANY SHOP
A LAKES PROP CHURCH

CAMPUS CARS
LUCKY'S 1313 BREW PUB
FABOLA'S DELI
LEOPOLD'S BOOK CAFE

1236 REGENT ST PRIVATE DEVELOPMENT CONSTRUCTION EXPECTED TO FINISH SPRING/SUMMER 2026

MEN'S COPPER STEELER'S BARBERS
AFRO HEARS TAQUERIA
KNUCKLEHEADS

CHOLES FLORAL
PRIVATE PARKING
HONG HONG CAFE

1015 REGENT ST FORMER BSM HEALTH DAVIS DUEHR DEAN EYE CLINIC

BOWEN CT

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

1111 & 1113 REGENT ST POTENTIAL PRIVATE DEVELOPMENT PROPOSAL ELIMINATE ALL DRIVEWAYS ON THIS BLOCK OF REGENT ST

Mills St

BROOKS ST

DALL AVE

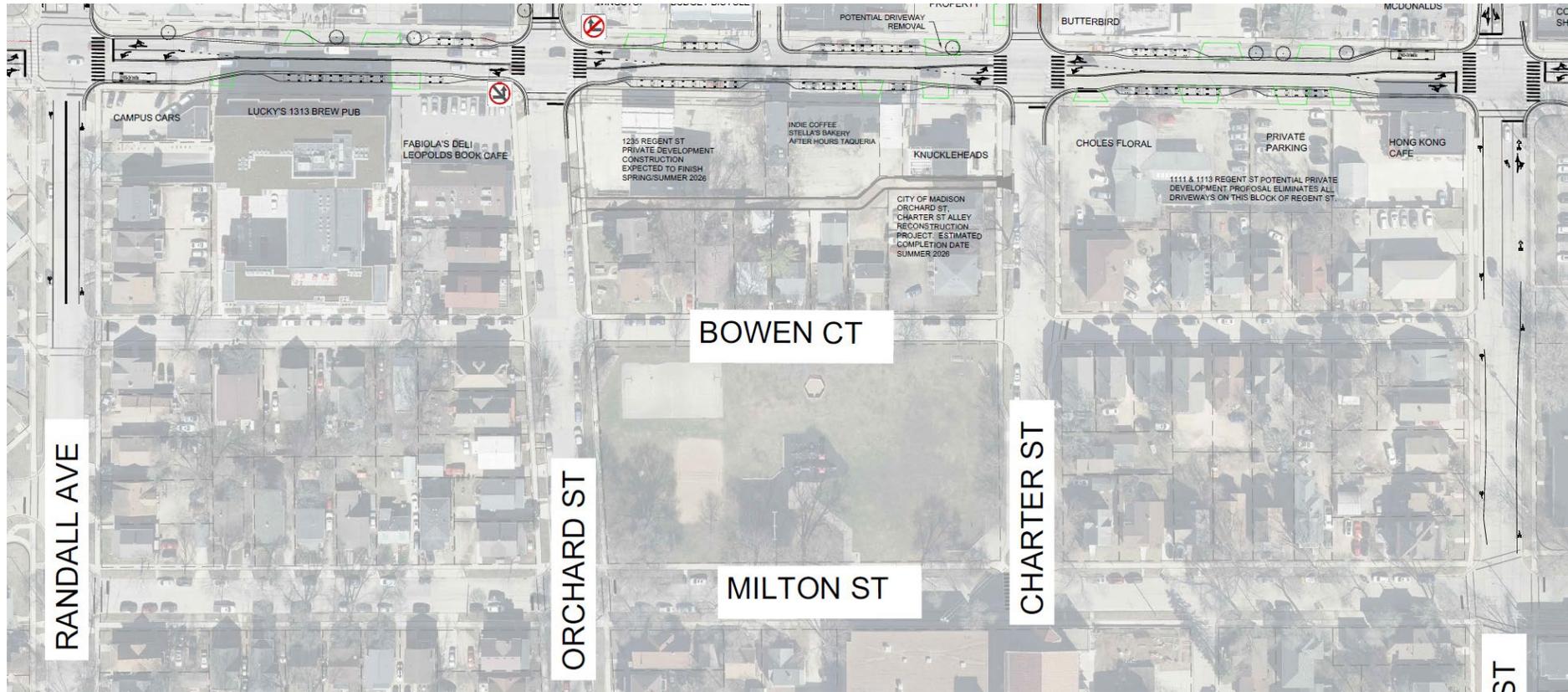
ARD ST

ARTER ST

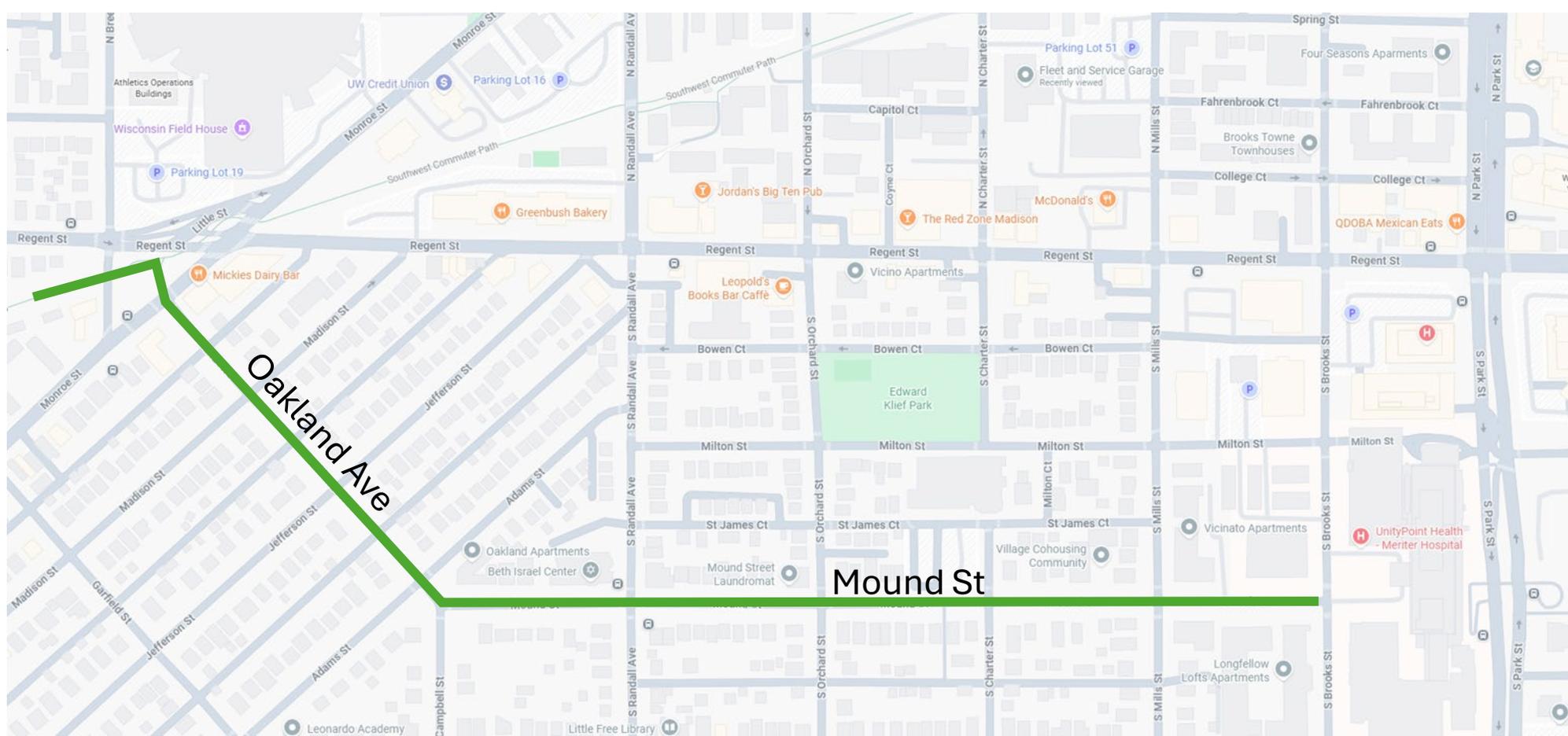
Planned Bike Connections to Southwest Path

- 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



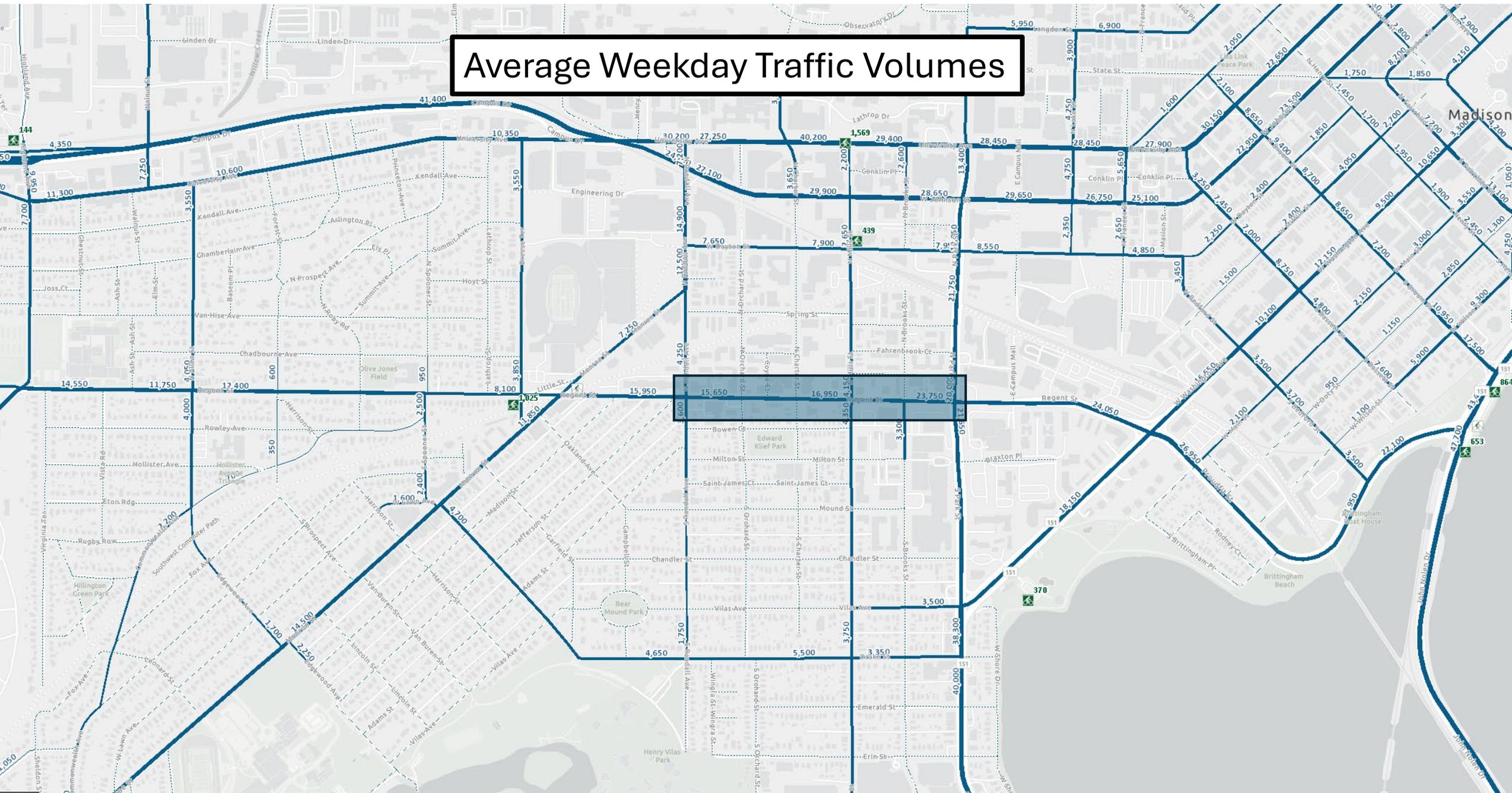
- S Randall Ave—restrict parking and extend bike lanes south to Bowen Ct
- S Mills St—add bike lanes two blocks south to Milton Street. Investigate extending this further south via a Safe Streets Madison project.
- East/West parallel routes:
 - Bowen Ct is a one-way, westbound street (Randall Ave to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



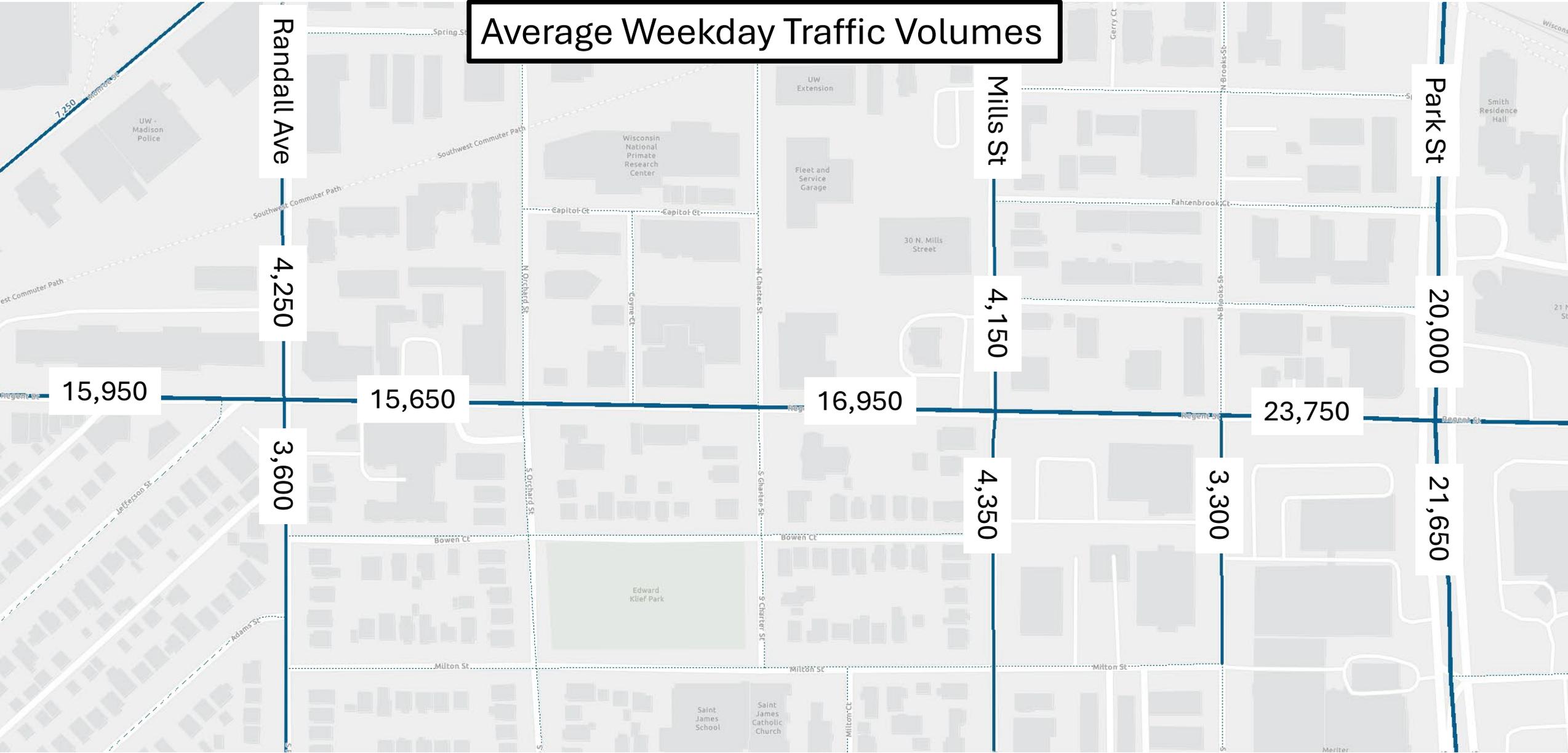
- Neighborhood streets are low-volume
- Oakland Ave is a marked connection to the Southwest Commuter Path
- Wayfinding signs can be considered

Traffic Flow

Average Weekday Traffic Volumes

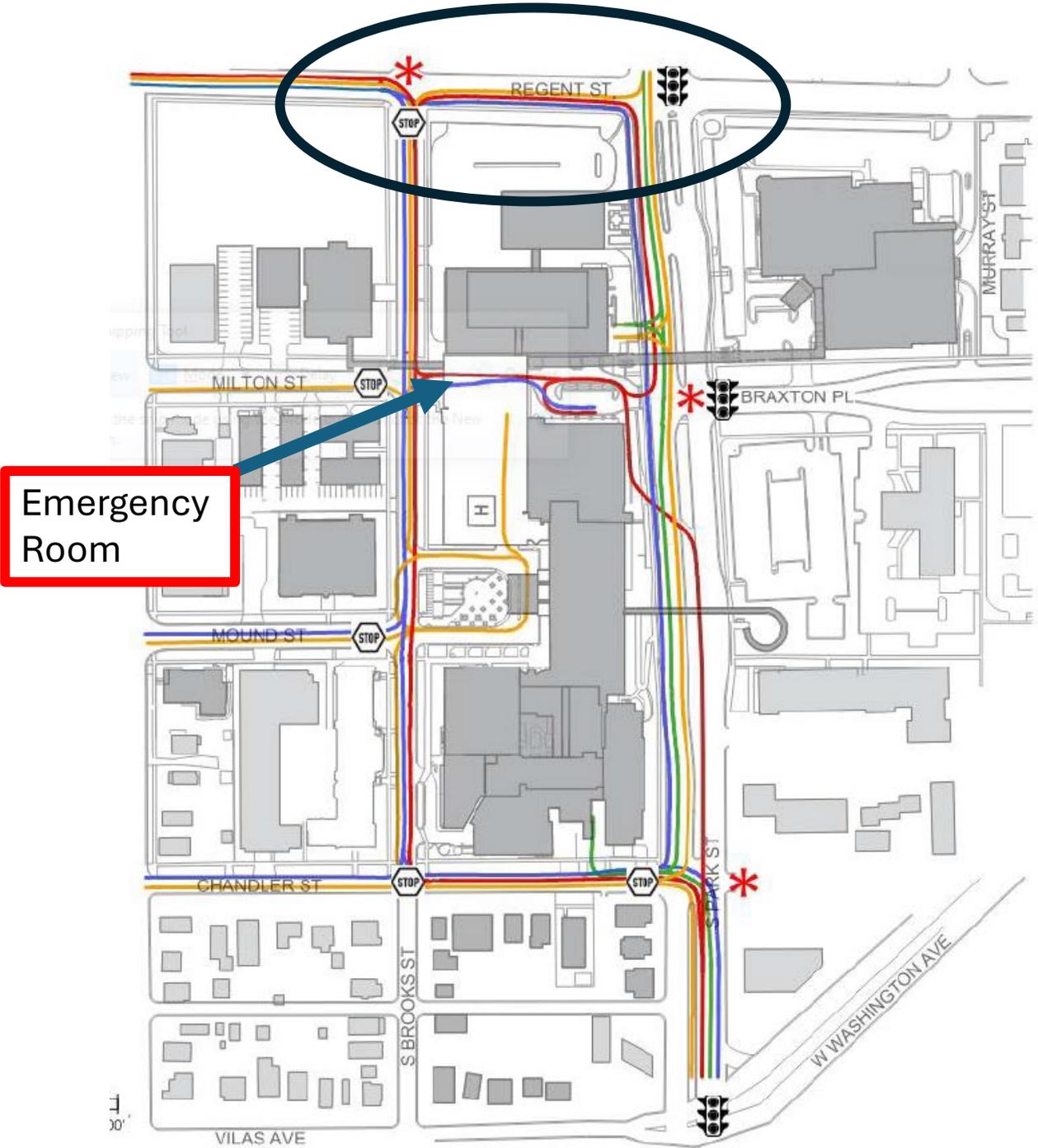


Average Weekday Traffic Volumes



Traffic Flow: Park St

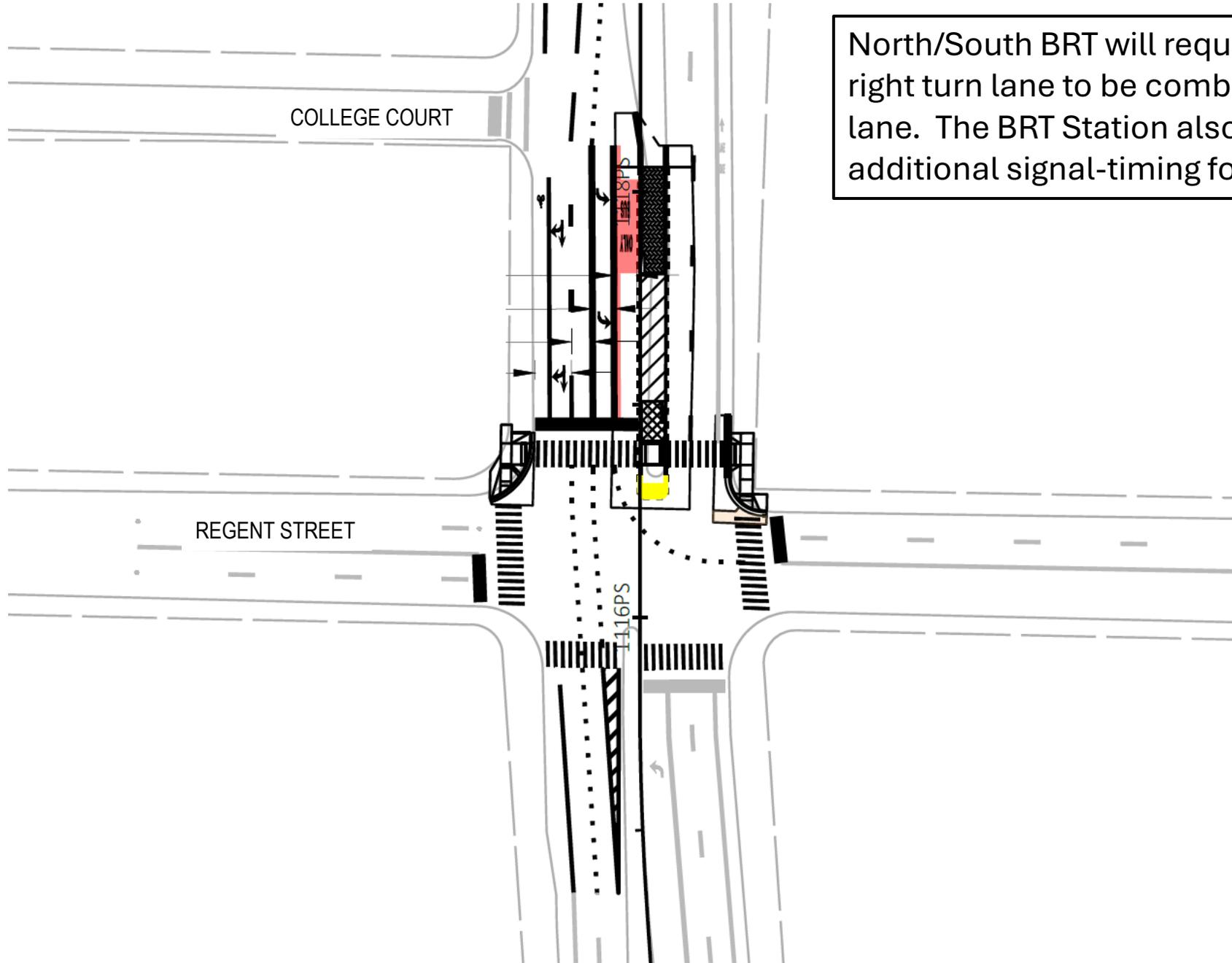
UnityPoint Health – Meriter Hospital



Emergency Room

Color Key

-  Public patient, visitor, and staff traffic
-  Service vehicle traffic
-  Emergency vehicle traffic
-  Public patient and visitor ED traffic
-  Non signal intersection
-  Traffic signal intersection
-  Possible traffic flow conflicts



North/South BRT will require the southbound right turn lane to be combined with a thru lane. The BRT Station also requires additional signal-timing for the bus phase.



Park St

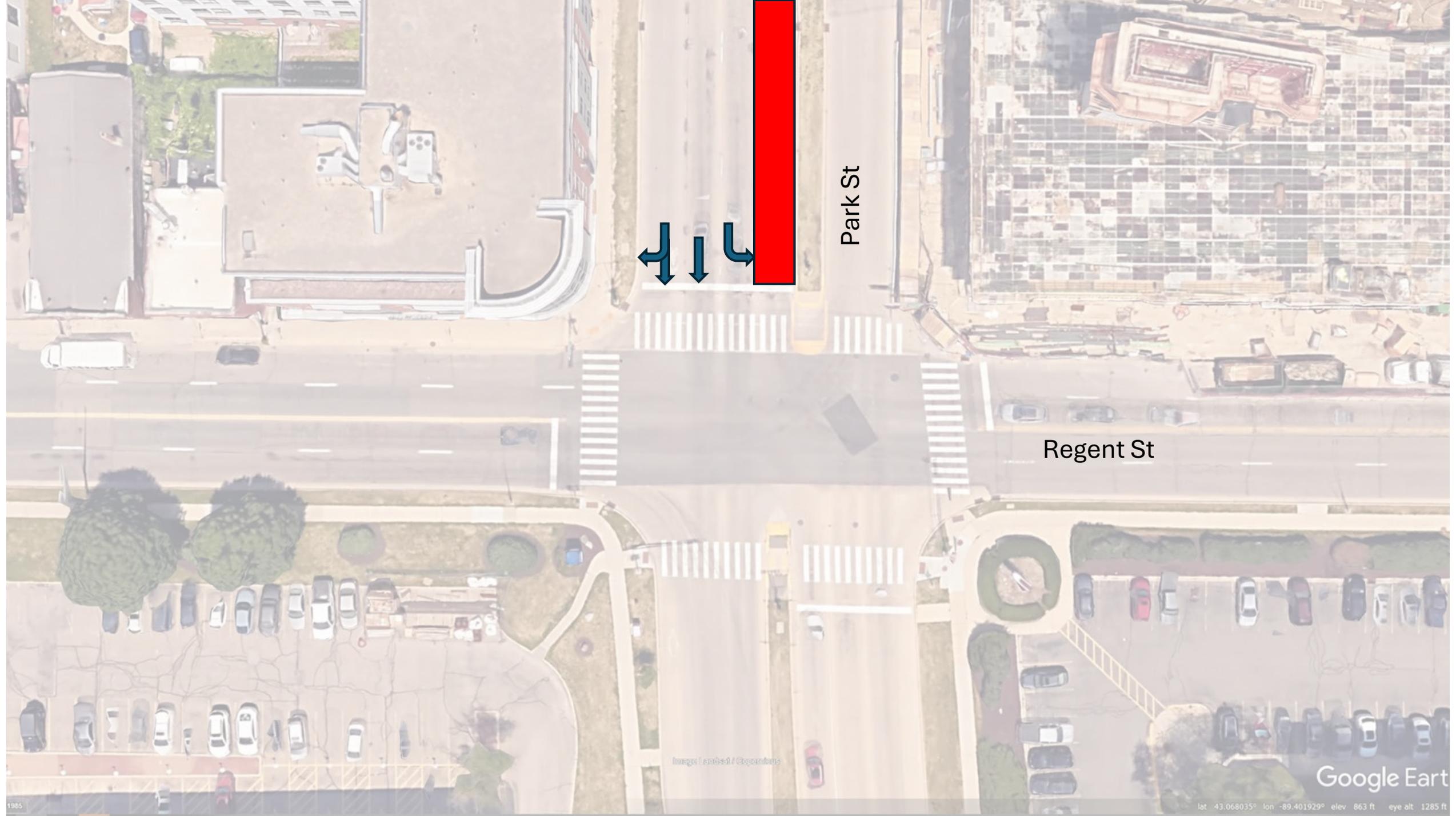
Regent St

Images Licensed / Contributions

Google Earth

lat 43.068035° lon -89.401929° elev 863 ft eye alt 1285 ft

1995



Park St

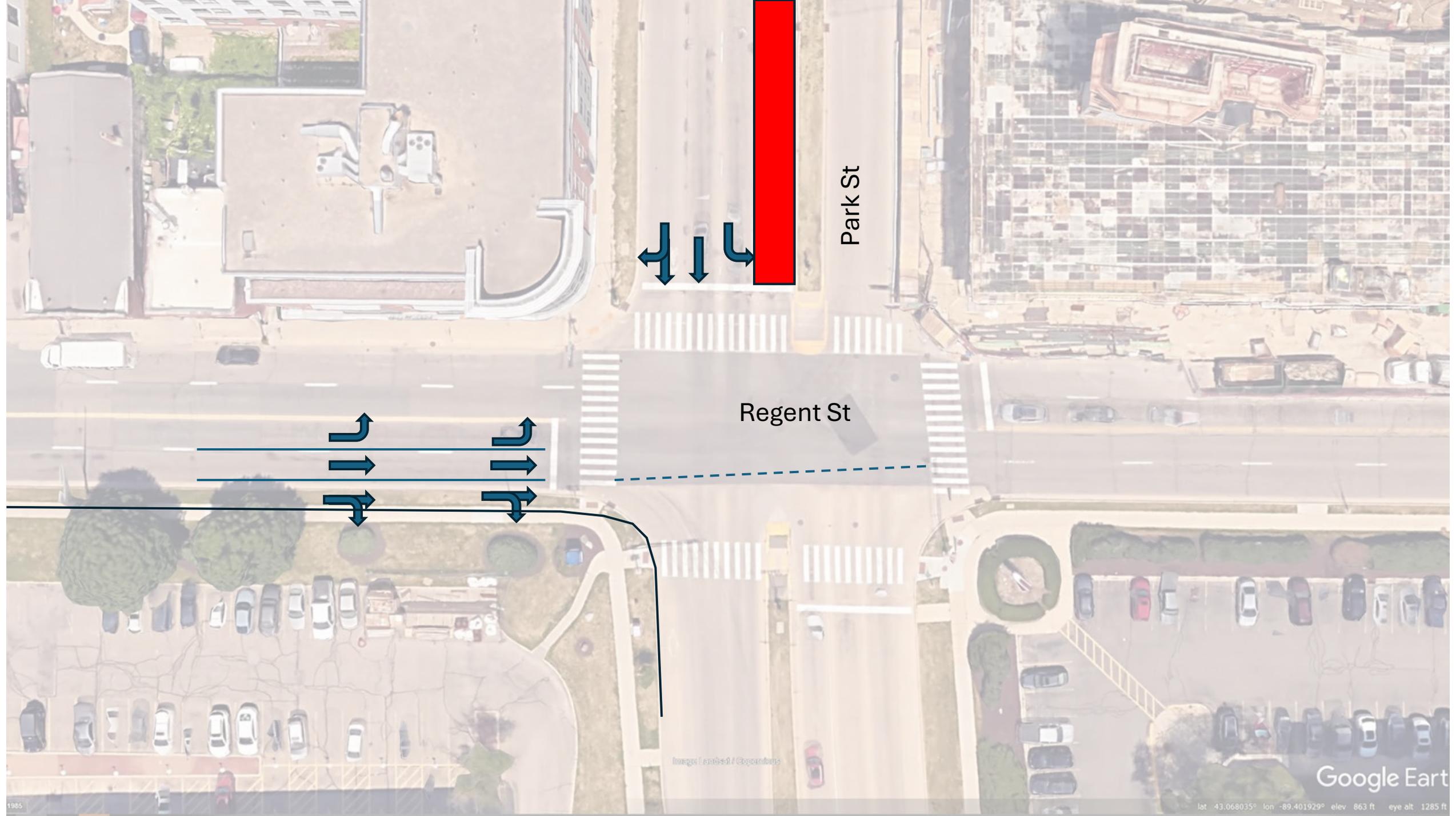
Regent St

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Google Earth

lat 43.068035° lon -89.401929° elev 863 ft eye alt 1285 ft

1995



Park St

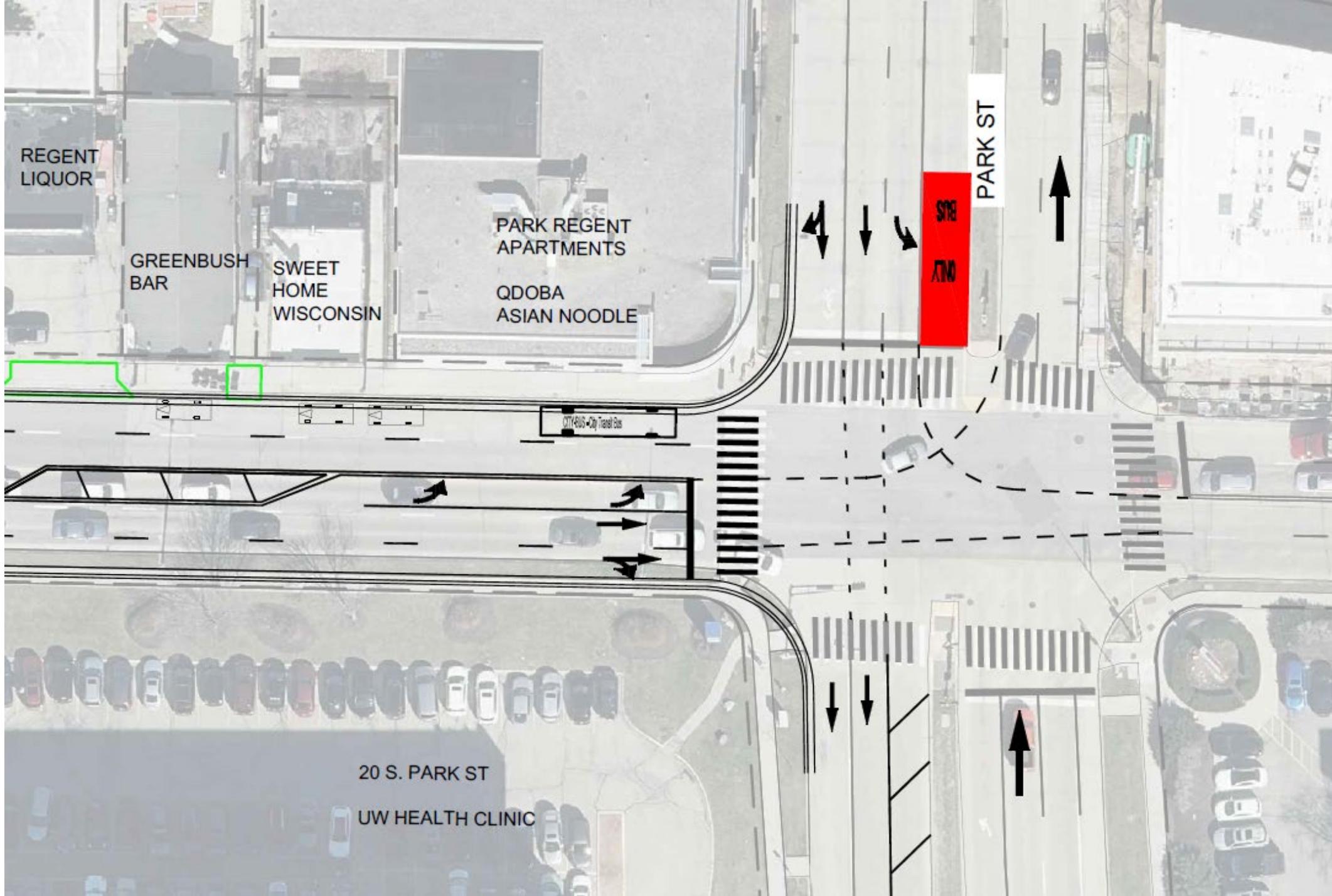
Regent St

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Google Earth

lat 43.068035° lon -89.401929° elev 863 ft eye alt 1285 ft

1995



REGENT LIQUOR

GREENBUSH BAR

SWEET HOME WISCONSIN

PARK REGENT APARTMENTS

QDOBA ASIAN NOODLE

PARK ST

S18E
A100

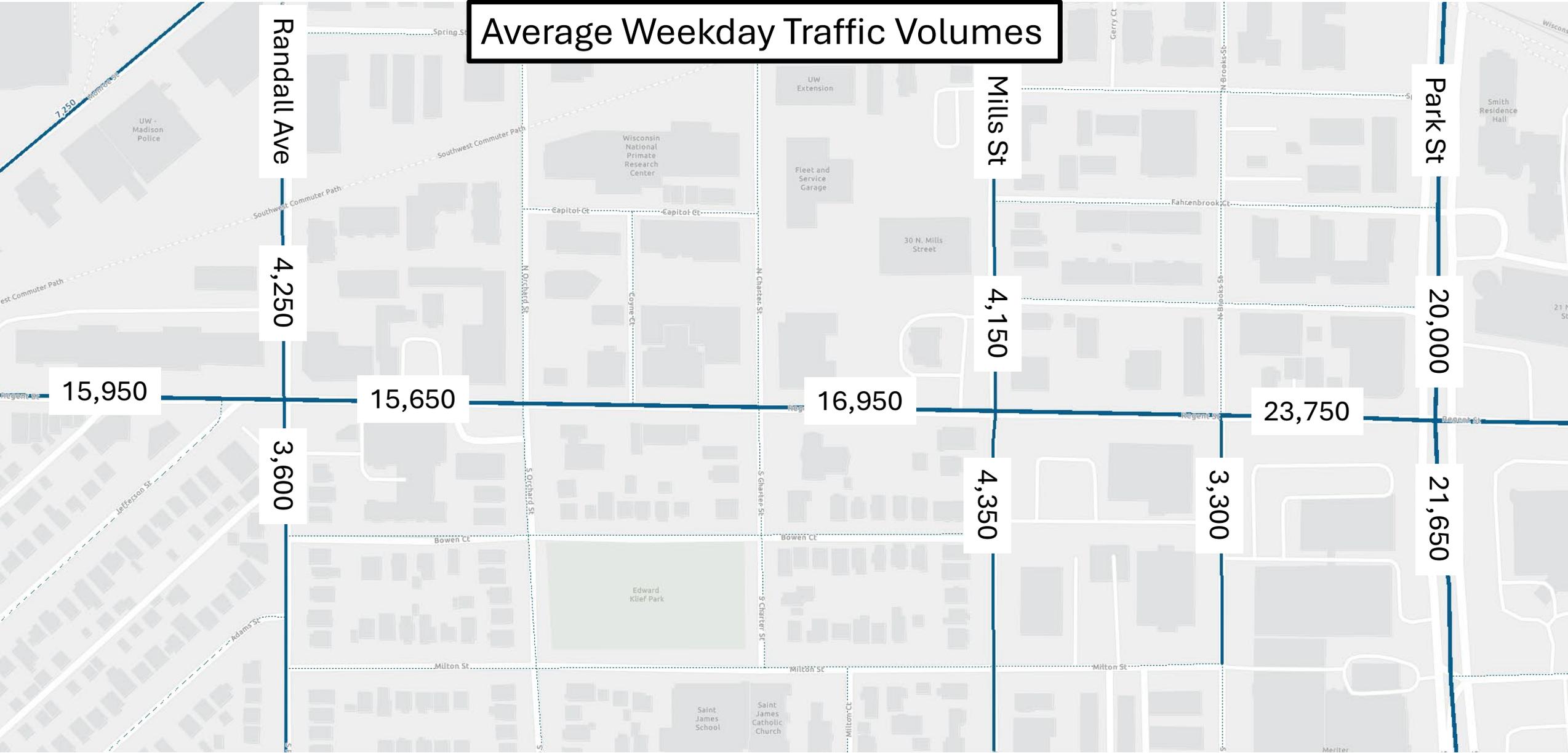
D17406 - City Transit bus

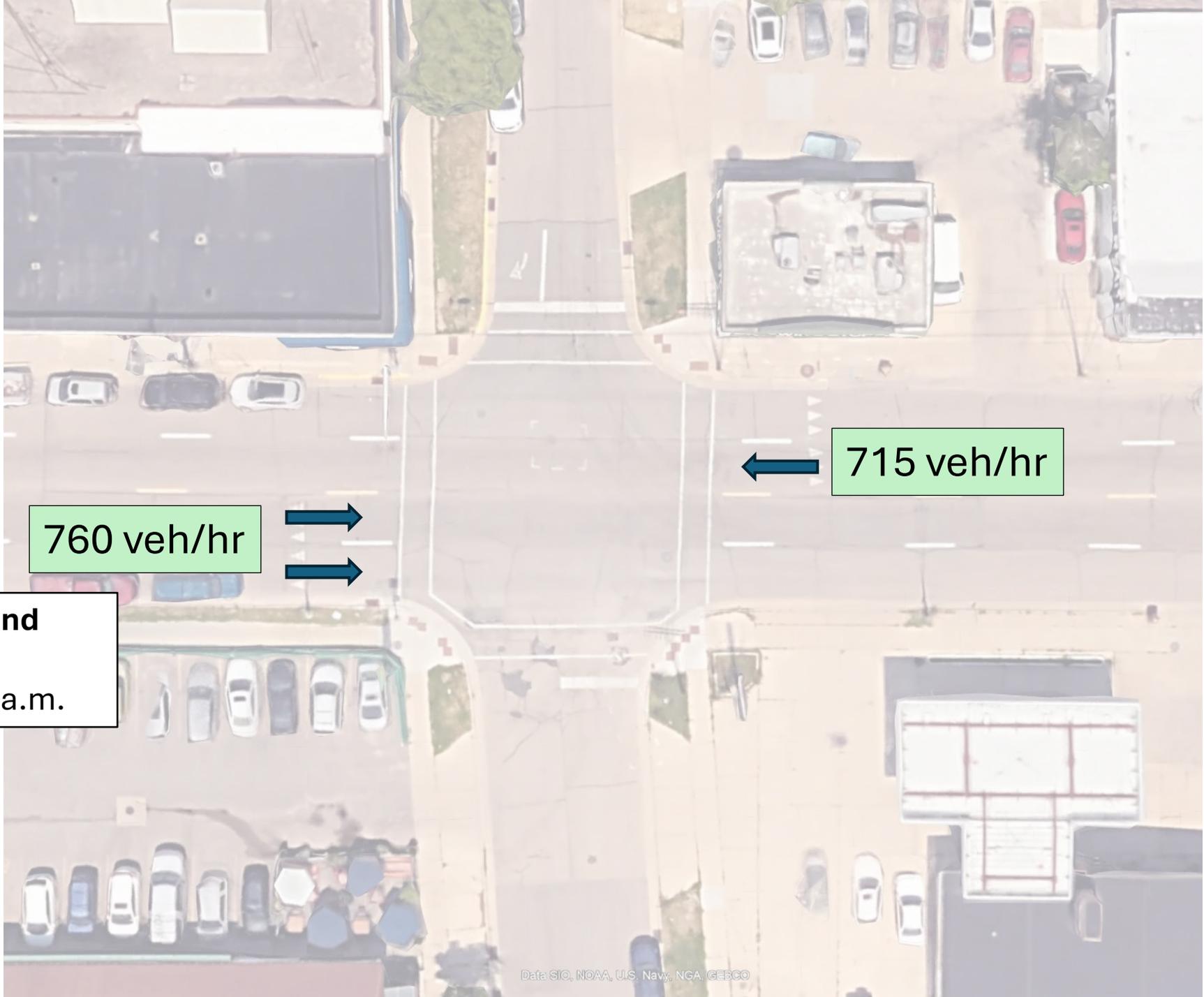
20 S. PARK ST

UW HEALTH CLINIC

Traffic Flow: West of Brooks St

Average Weekday Traffic Volumes





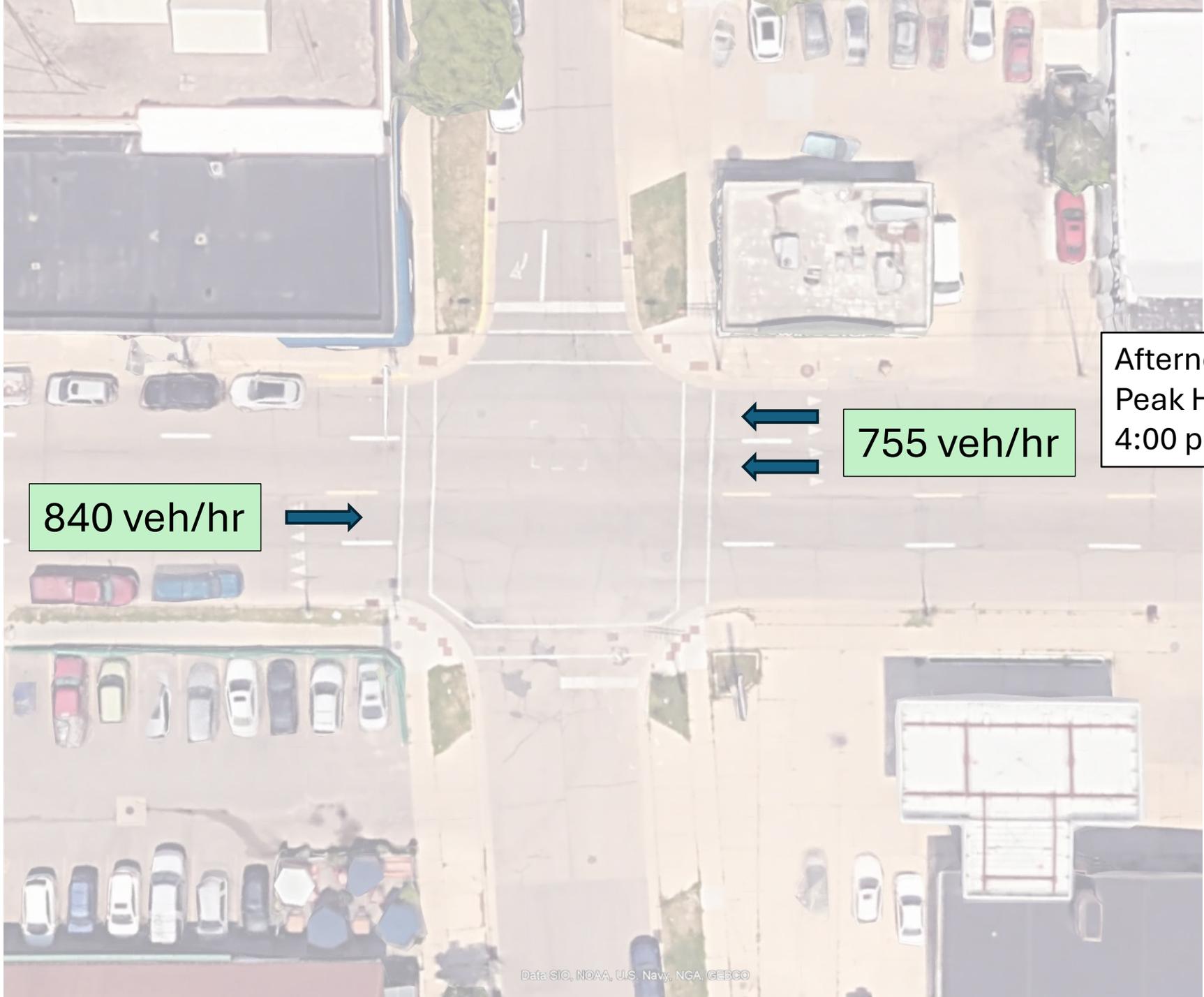
760 veh/hr



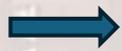
715 veh/hr



Morning **Eastbound**
Peak Hour Lane
7:00 a.m. to 8:30 a.m.



840 veh/hr

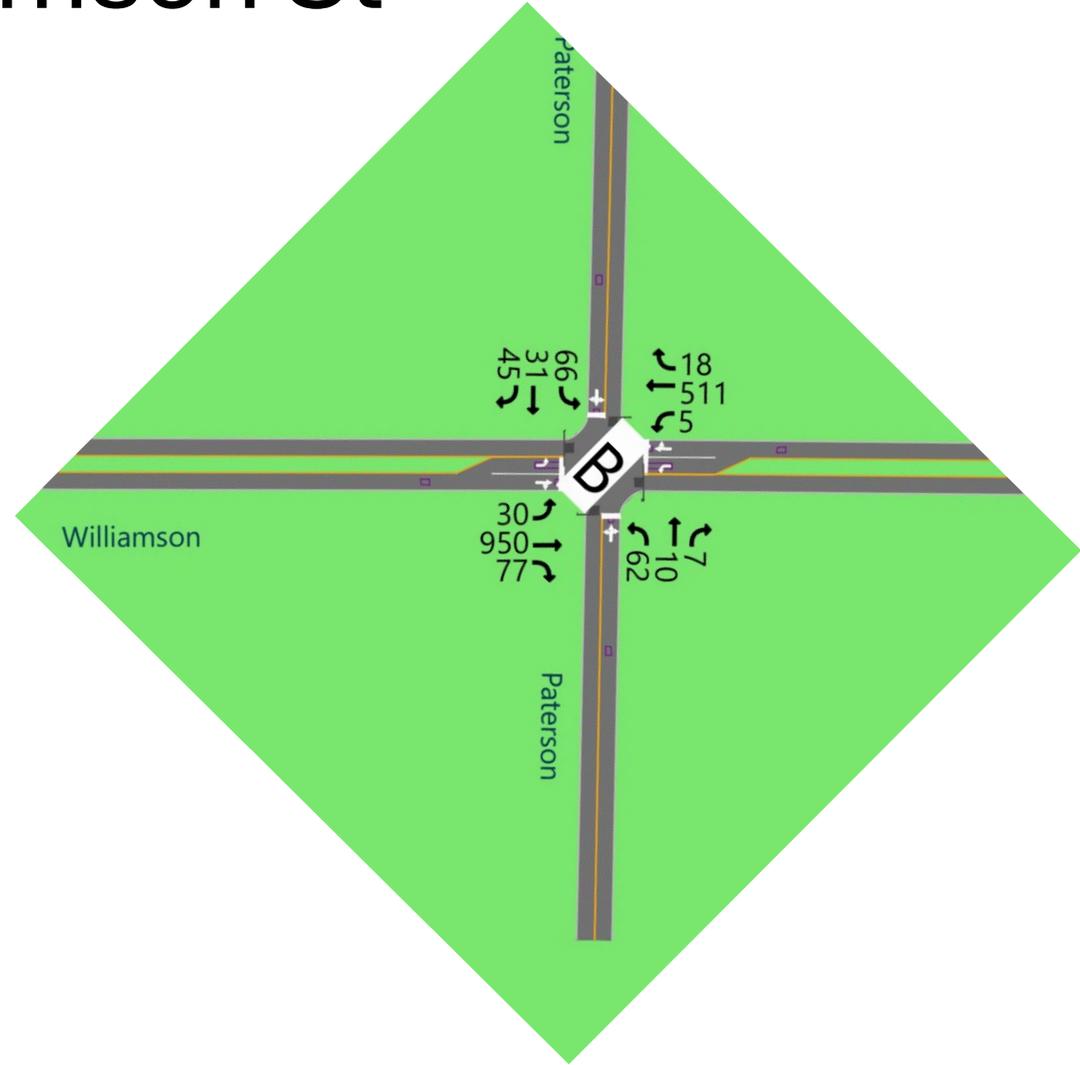
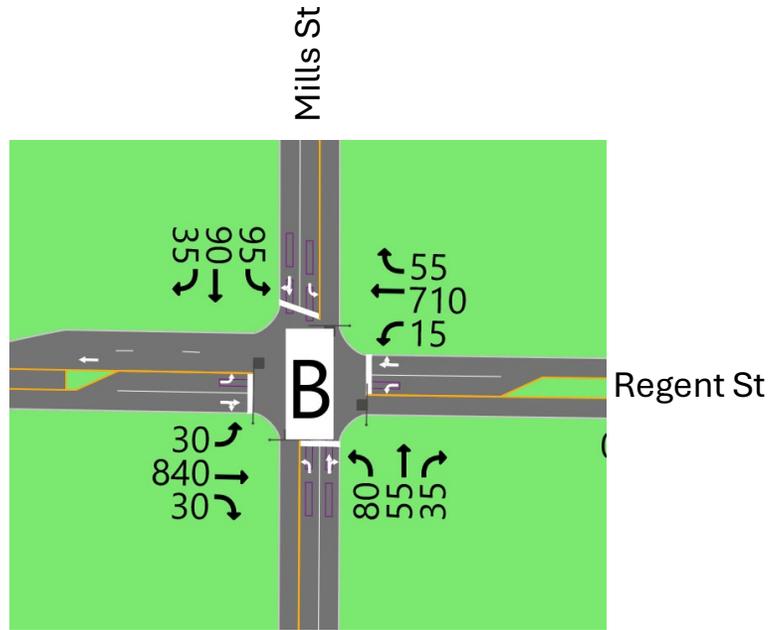


755 veh/hr



Afternoon **Westbound**
Peak Hour Lane
4:00 p.m. to 5:30 p.m.

Comparison to Williamson St



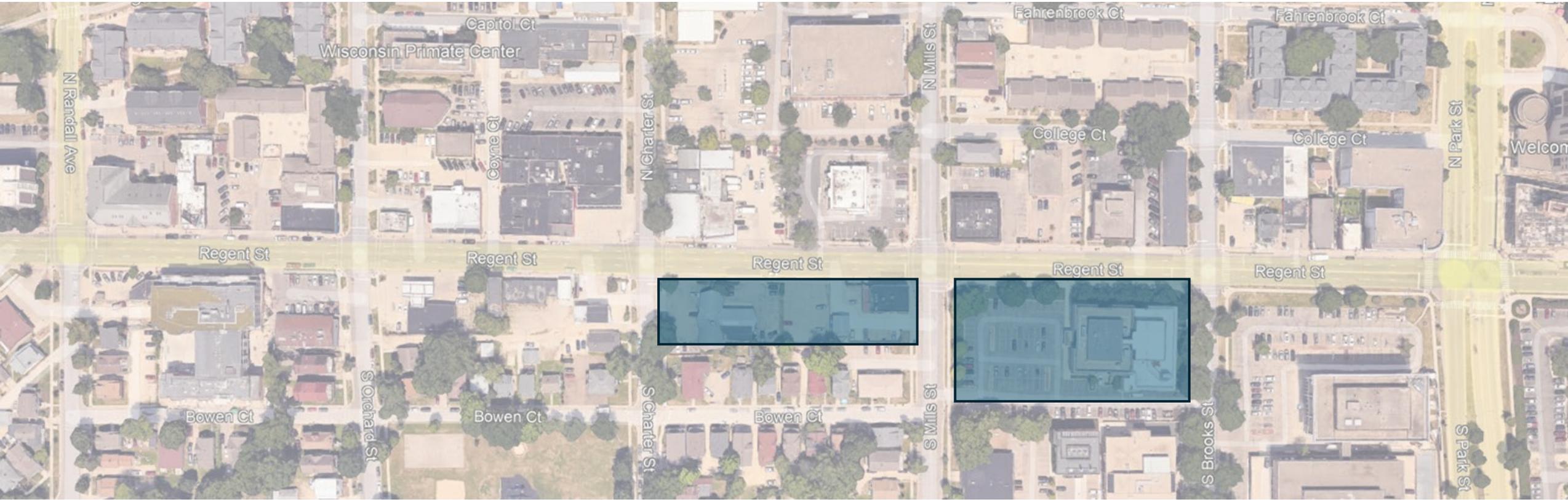
Travel Times—Morning Peak

Lane Configuration	Morning Eastbound	Morning Westbound
Existing Today (eastbound peak hour lane) & No BRT	1 min 48 sec	1 min 22 sec
Existing (eastbound peak hour lane) & BRT	1 min 49 sec	2 min 17 sec
3-Lane (center turn lane)	1 min 52 sec	2 min 12 sec
2-Lane Proposed Design	1 min 52 sec	2 min 12 sec

Travel Times—Afternoon Peak

Lane Configuration	Afternoon Eastbound	Afternoon Westbound
Existing Today (westbound peak hour lane) & No BRT	2 min 43 sec	2 min 11 sec
Existing (westbound peak hour lane) & BRT	2 min 17 sec	2 min 50 sec
3-Lane (center turn lane)	2 min 31 sec	2 min 45 sec
2-Lane Proposed Design	2 min 31 sec	2 min 45 sec

Future Redevelopment



- Many properties are potentials for redevelopment
- South side of 1100 & 1000 blocks are likely near-term projects

Trees

No City trees currently exist on Regent St.
All existing trees are on private property.



Randall Ave

Orchard St

Charter St

Mills St

Brooks St

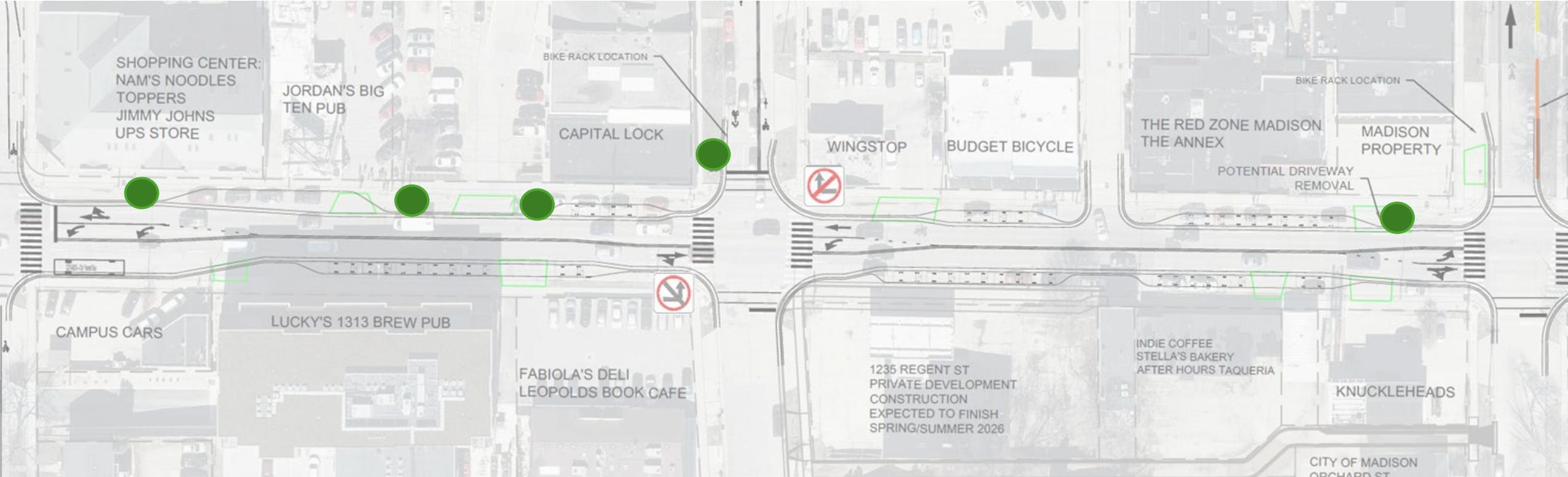
Park St



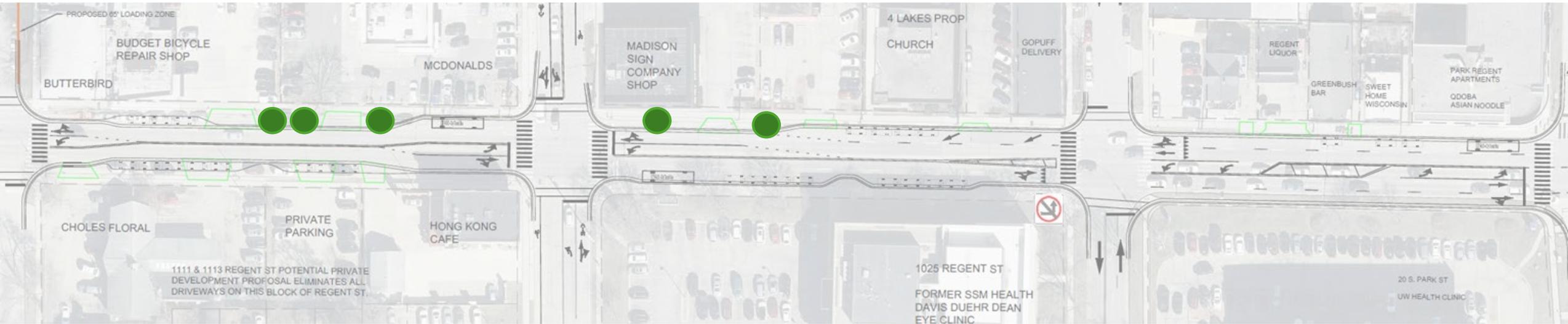
Overhead wires will need to be undergrounded for any trees to be planted on the north side of street.

New storm sewer box on the south side of Regent Street will not allow for any trees to be planted on the south side

Potential Tree Locations

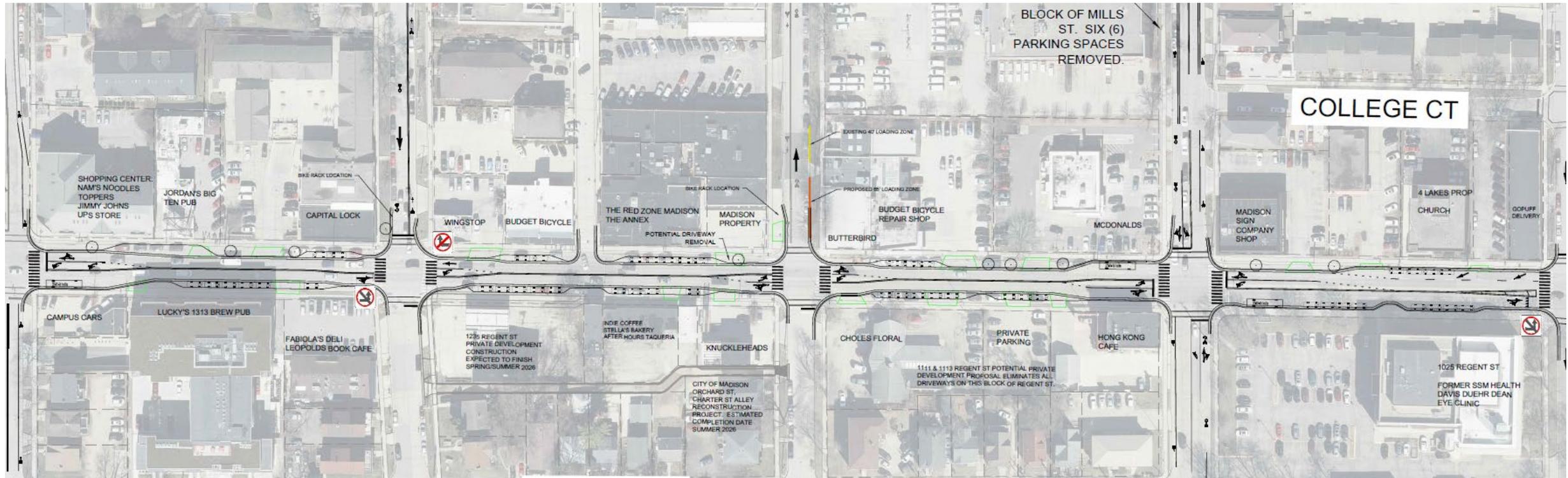


Potential Tree Locations



Parking/Loading/Delivery

Is the on-street parking/loading/delivery needed?



- Complete Green Streets Guide calls out higher priority for parking in this situation
- No back lots or parking structures—sometimes the case with Community Main Streets
- Side streets also have minimal parking availability.
- Current parking is highly-used especially mid-day with high turnover.
- Business owners request to maintain current parking levels
- Specific delivery zones are needed
- Small parking lots tend to fill up quickly
- On street parking provides a buffer between traffic and pedestrians. **NACTO** supports on-street parking in this type of situation for pedestrian comfort, retail access, and traffic calming assuming daylighting at intersections or curb extensions.

Parking/loading/delivery Zone Design



- Could be similar to the cutouts on University Ave (image on left)
- This provides opportunities for flexible use on event days and other times
- This design limits the requirement for bollards or other pedestrian obstructions
- This would not be completely flush with the sidewalk level (image on right)
- Parking flush with the sidewalk would require physical obstructions which narrows usable pedestrian space
- Final design is yet to be determined

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
- Opportunity for trees with undergrounding overhead lines