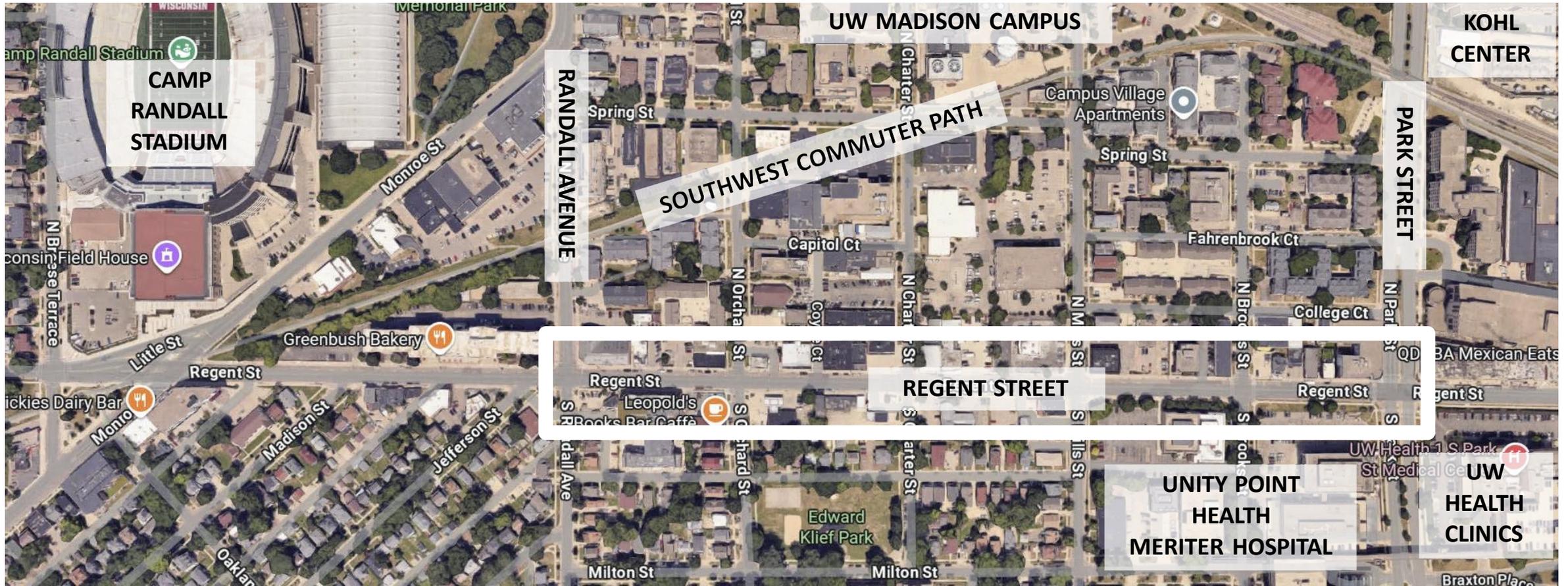


Regent Street Reconstruction—Randall Ave to Park St

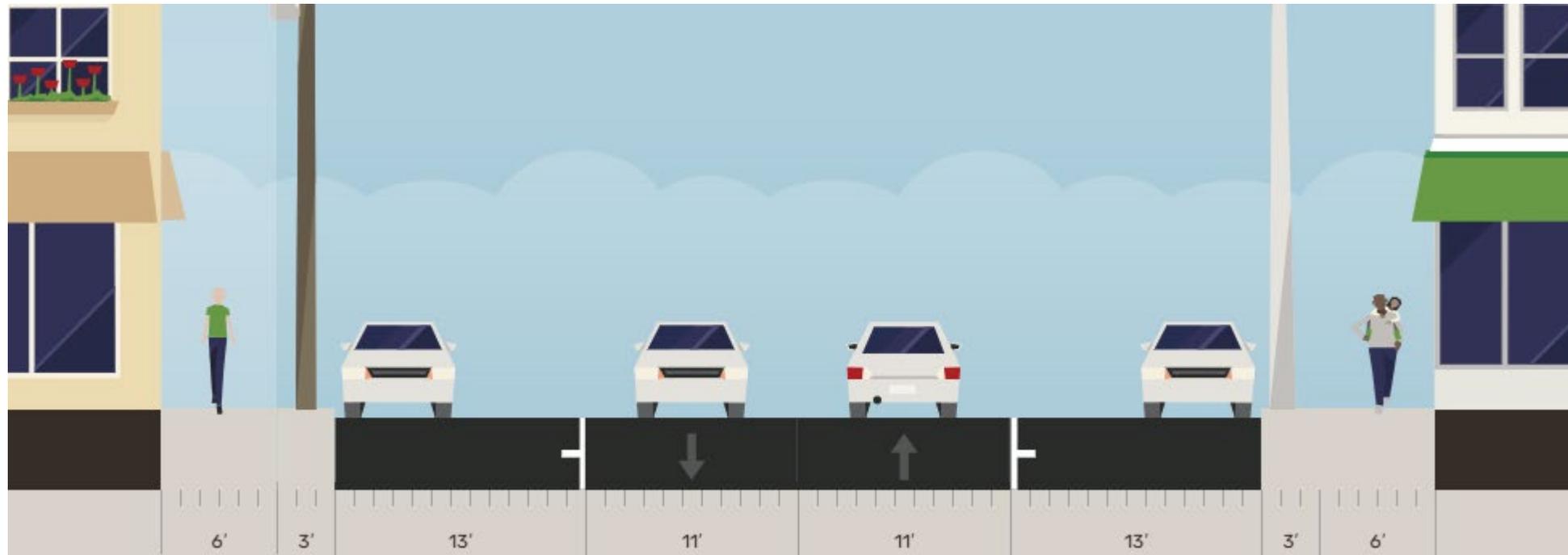


Presentation Outline

- 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/loading
- 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

Budget Bicycle Center

ANNEX

MPM MAVERICK
PHARMACY

Furniture &
Clothing

DISCOUNT
CAR RENTALS

Discount
Services

STATE
25

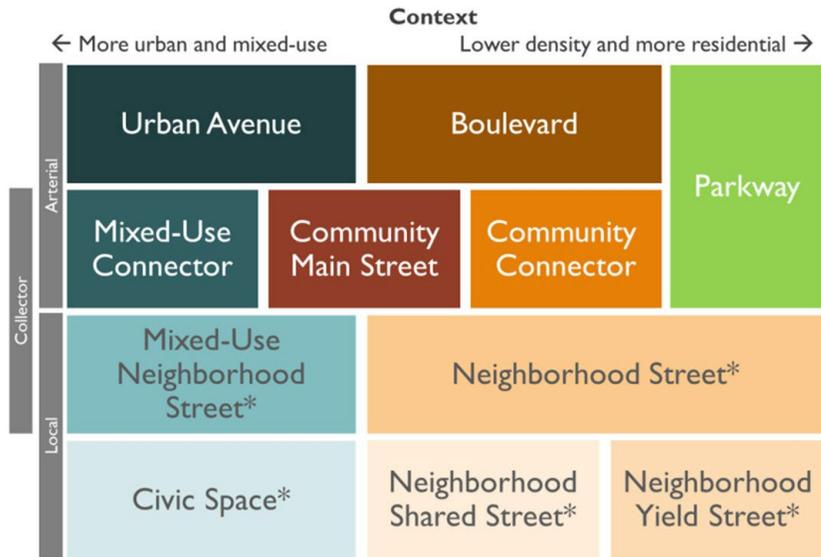
Super Mover



Previous Meetings

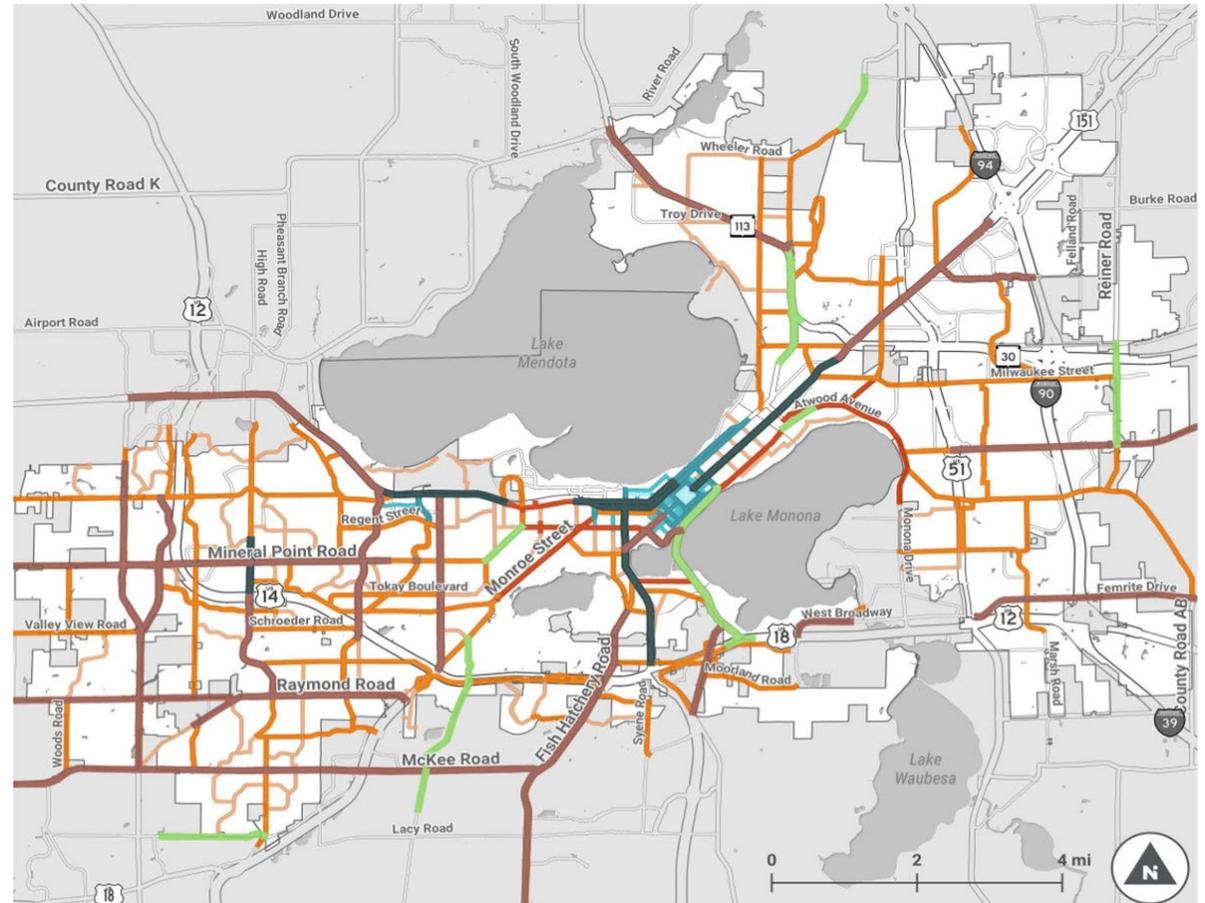
- September 15, 2025—Public Information Meeting
 - Focused on public engagement and project info
- December 3, 2025—Transportation Commission Meeting
 - Discussed public engagement, no plans shown
- January 26, 2026—Public Information Meeting
 - Discussed alternative with a “preferred alternative”

Complete Green Streets Guide

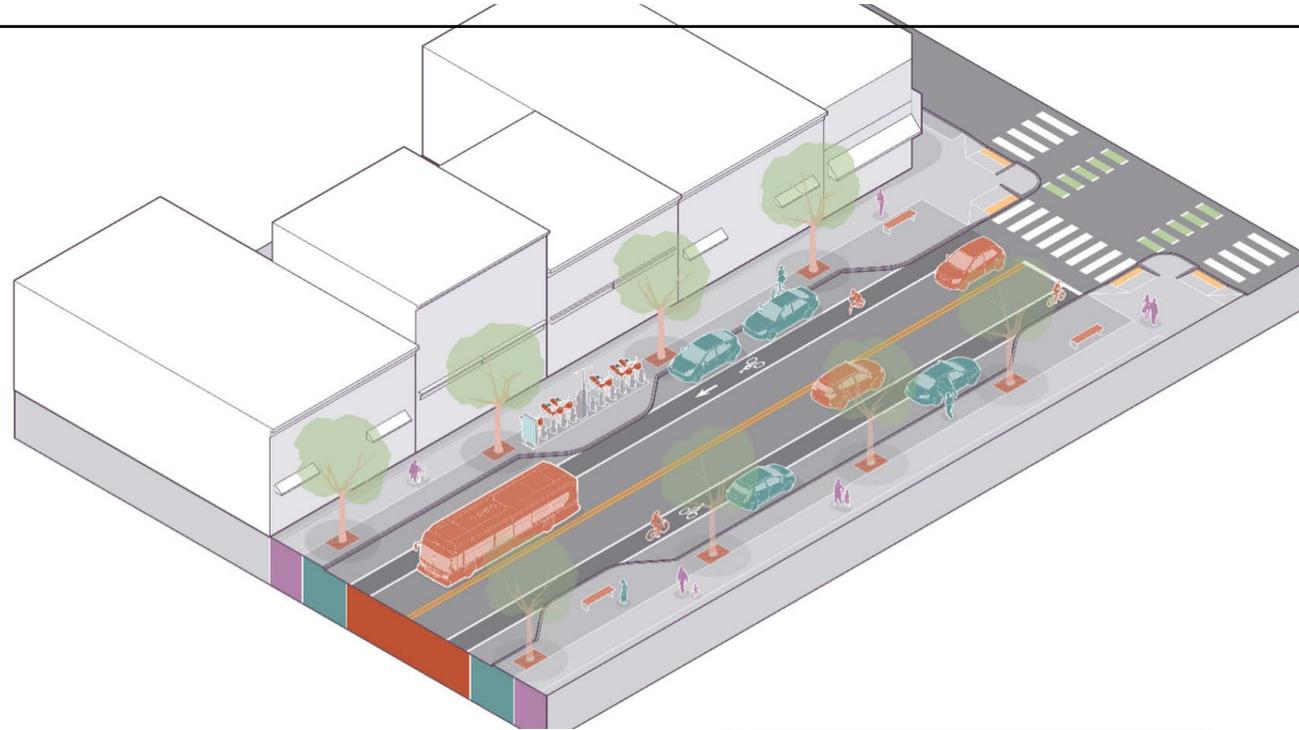


Street types organized by context and intensity.

*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.

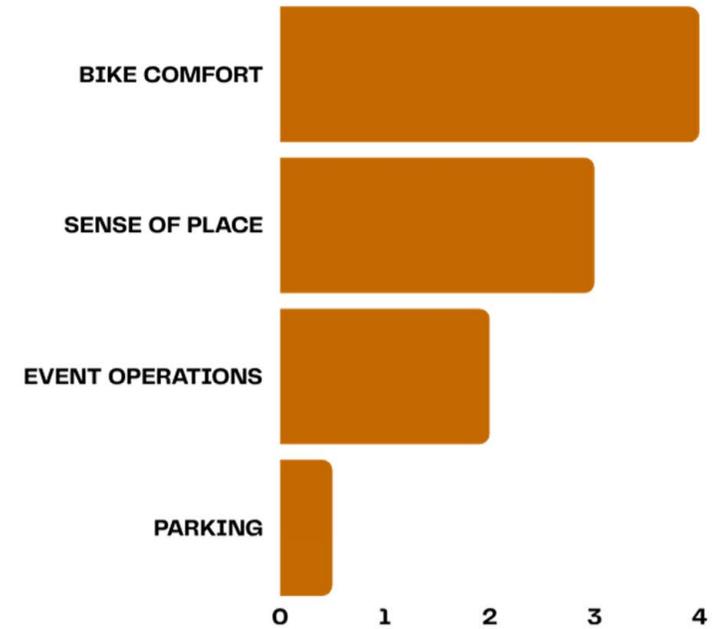
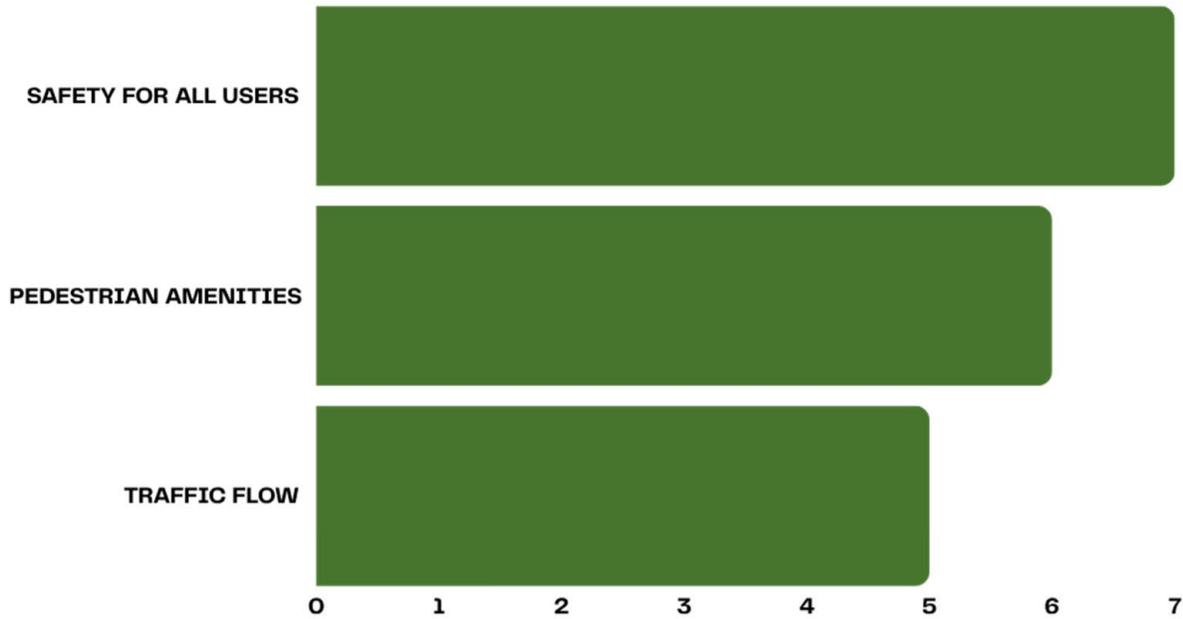


Regent Street as a Community Main Street



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

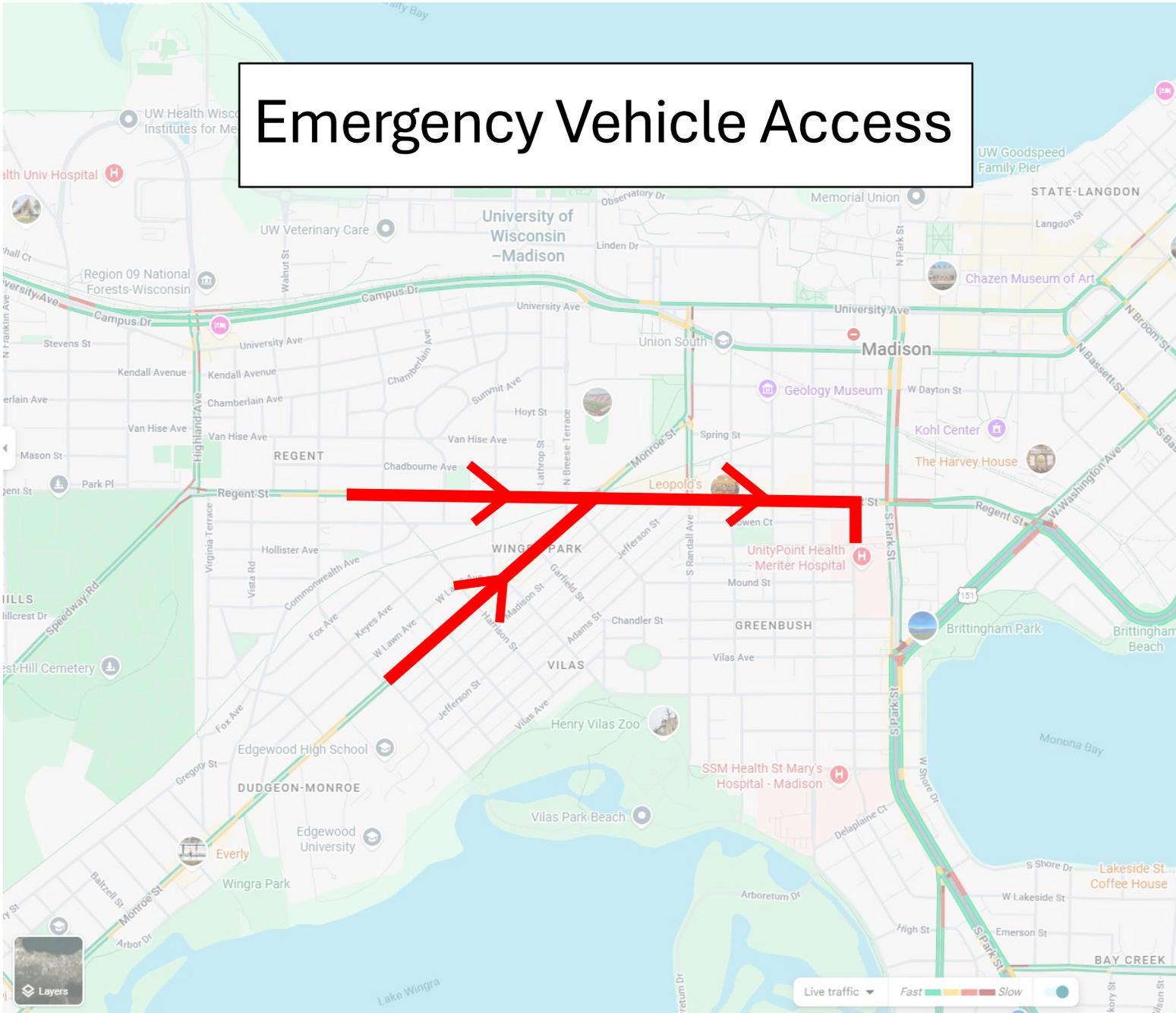


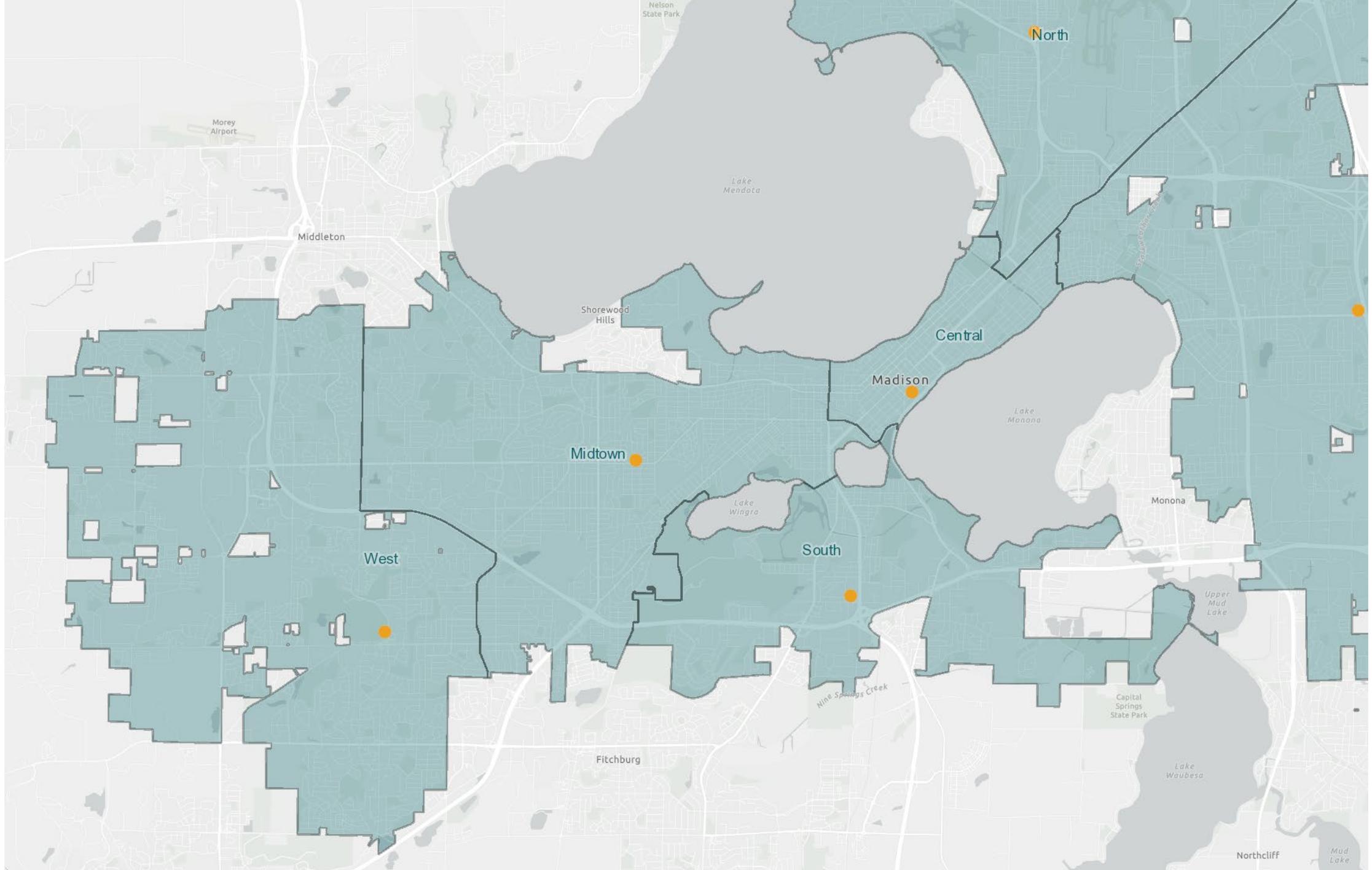
2. Bike Option



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

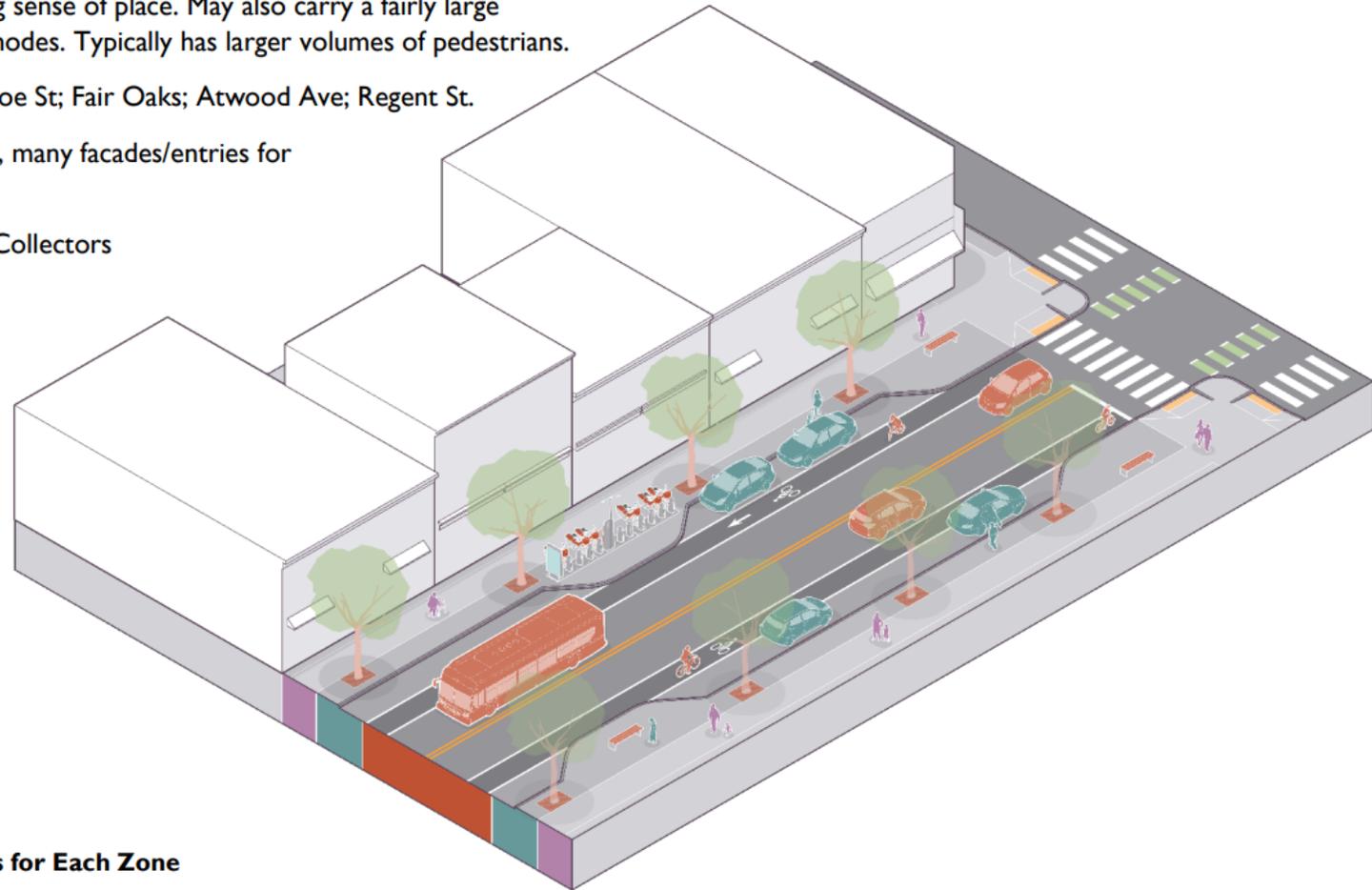
Destination/shopping street with a strong sense of place. May also carry a fairly large number of people by a variety of travel modes. Typically has larger volumes of pedestrians.

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

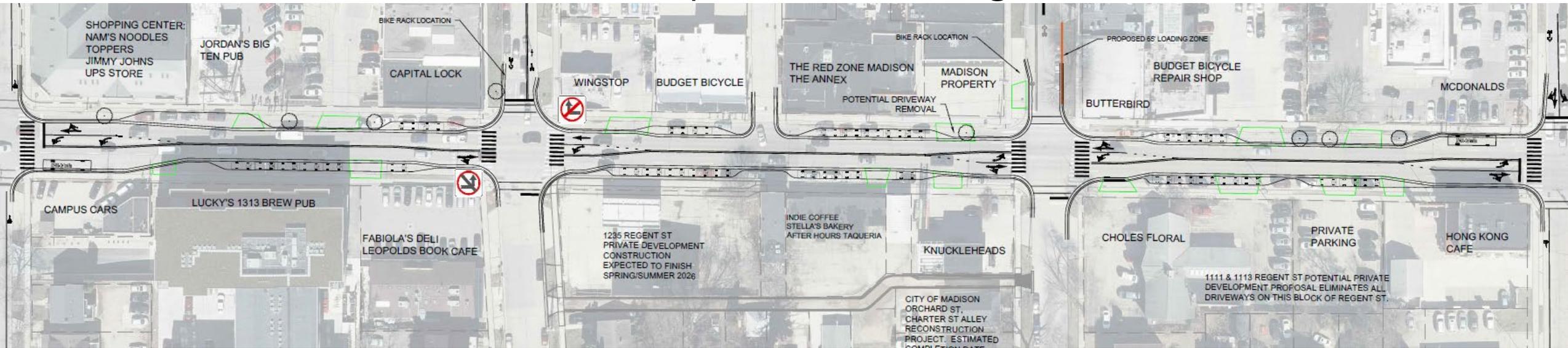
Target Speed: 25 mph or less



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

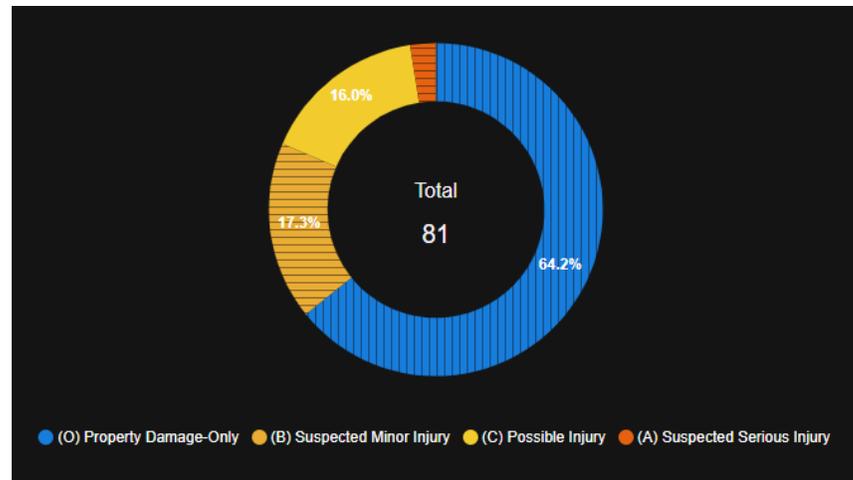
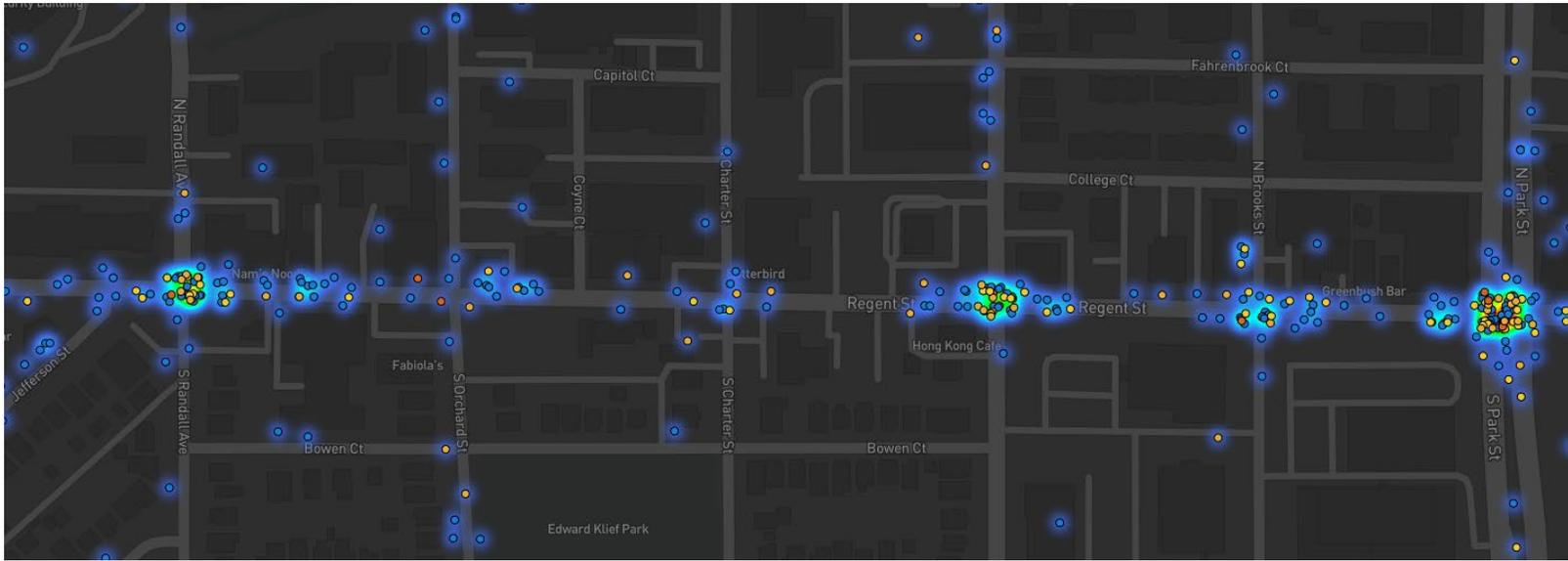


Advantages over previous Center Turn Lane option

- 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



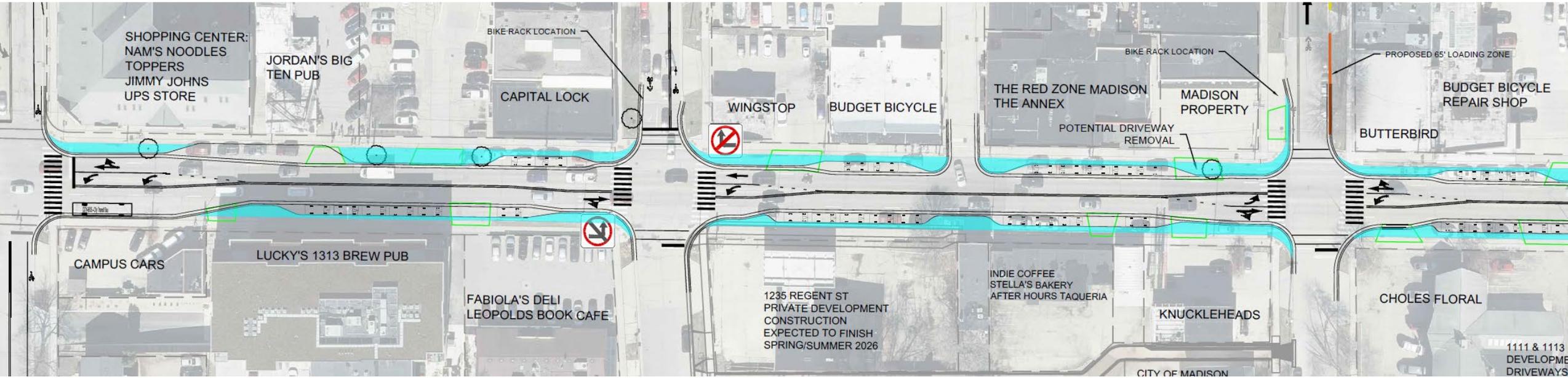
ALIGNMENT WITH COMPLETE GREEN STREETS ANALYSIS

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

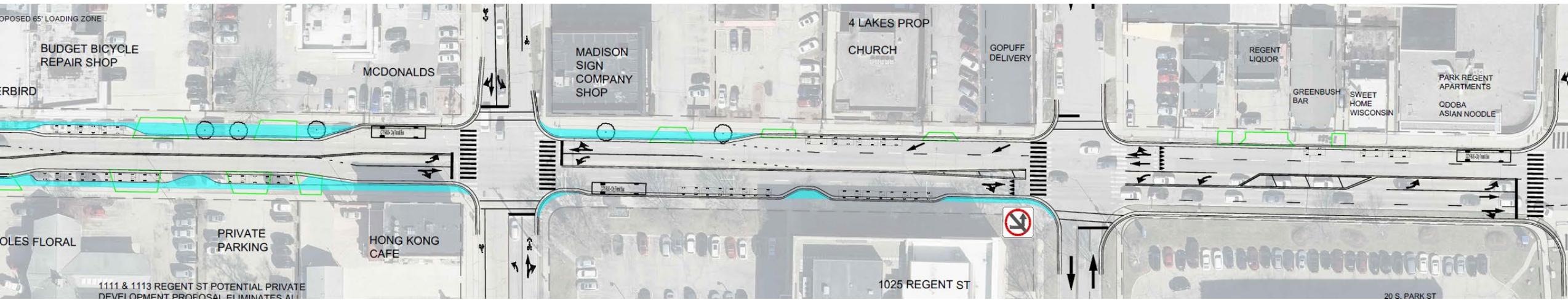


Respondents want a tested, transparent, **people-first corridor** that feels safe to cross, easy to use, and reliable to access

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

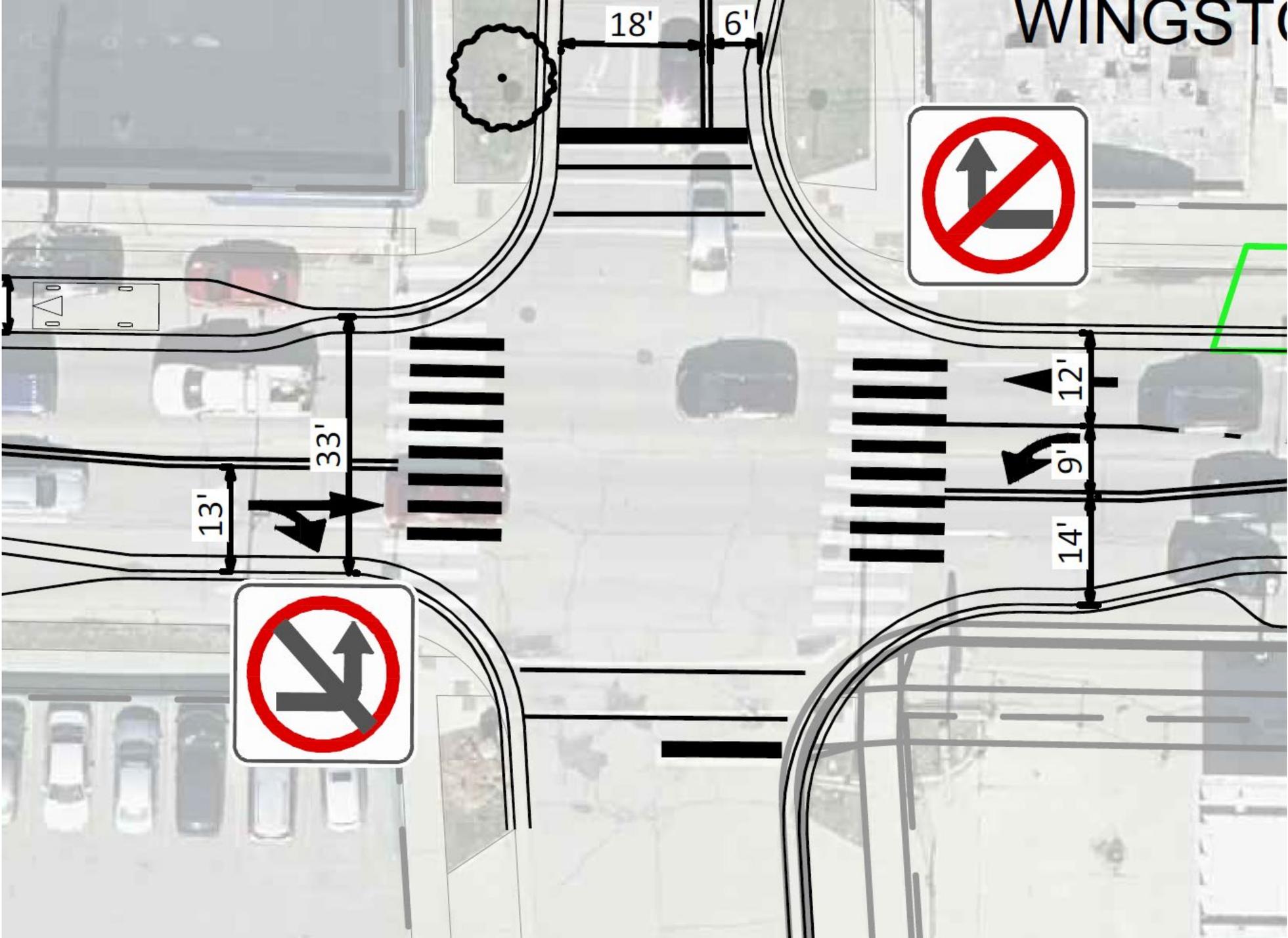


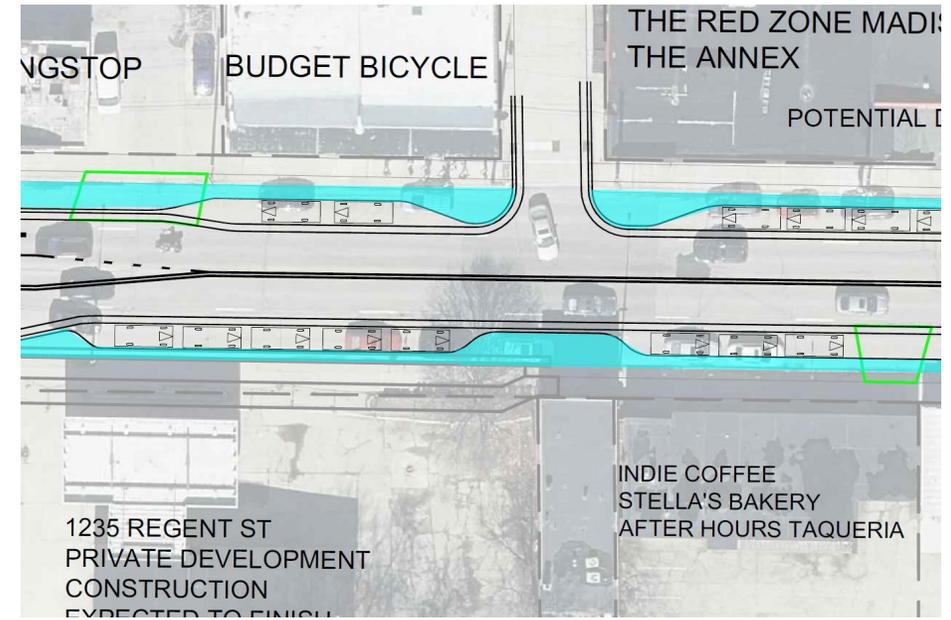
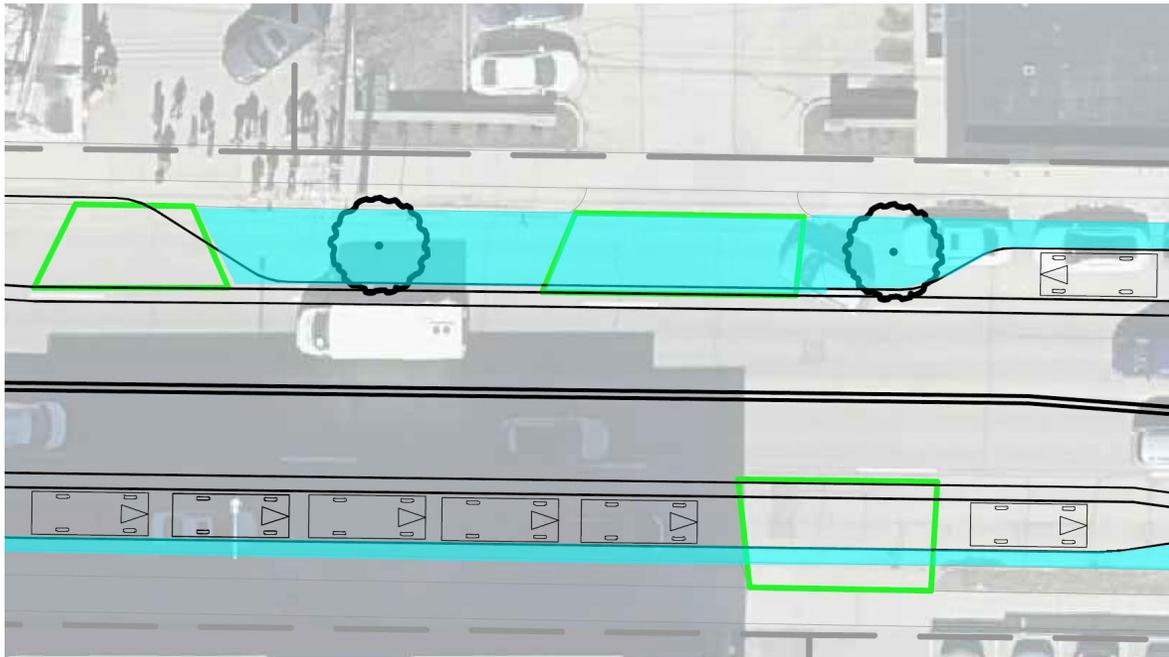
Shaded areas show additional pedestrian space compared to today



Shaded areas show additional pedestrian space compared to today

WINGSTON

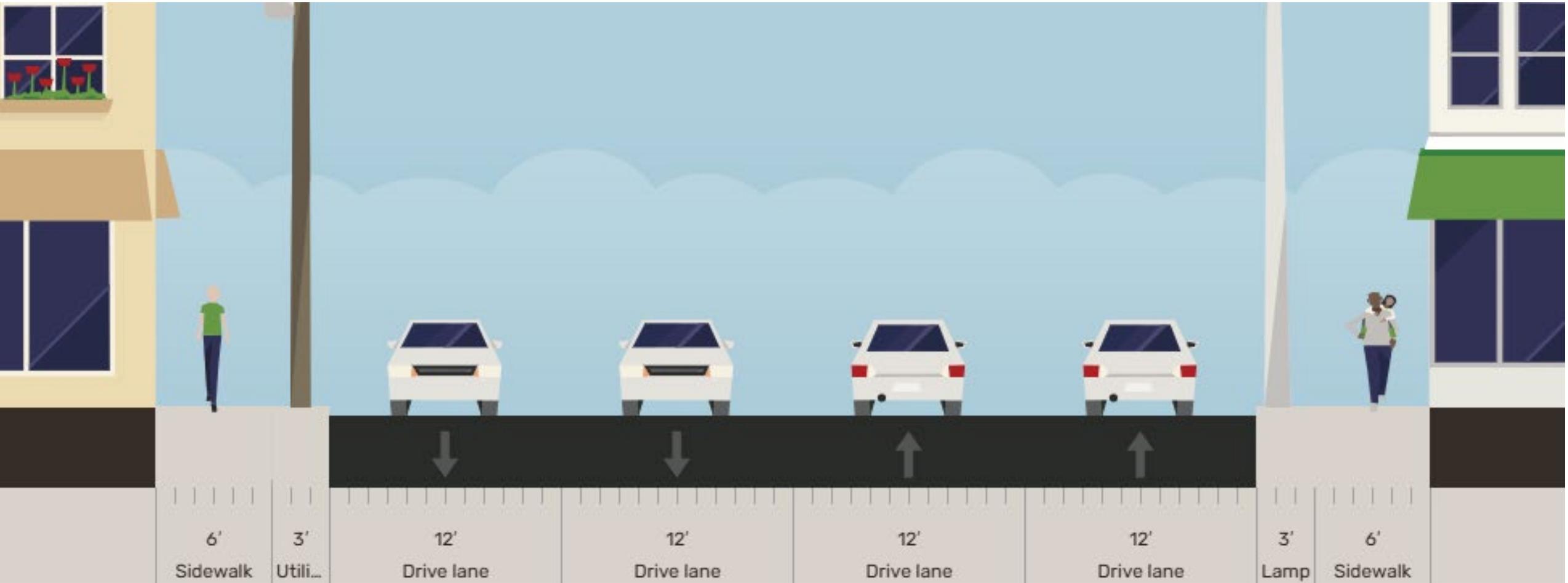




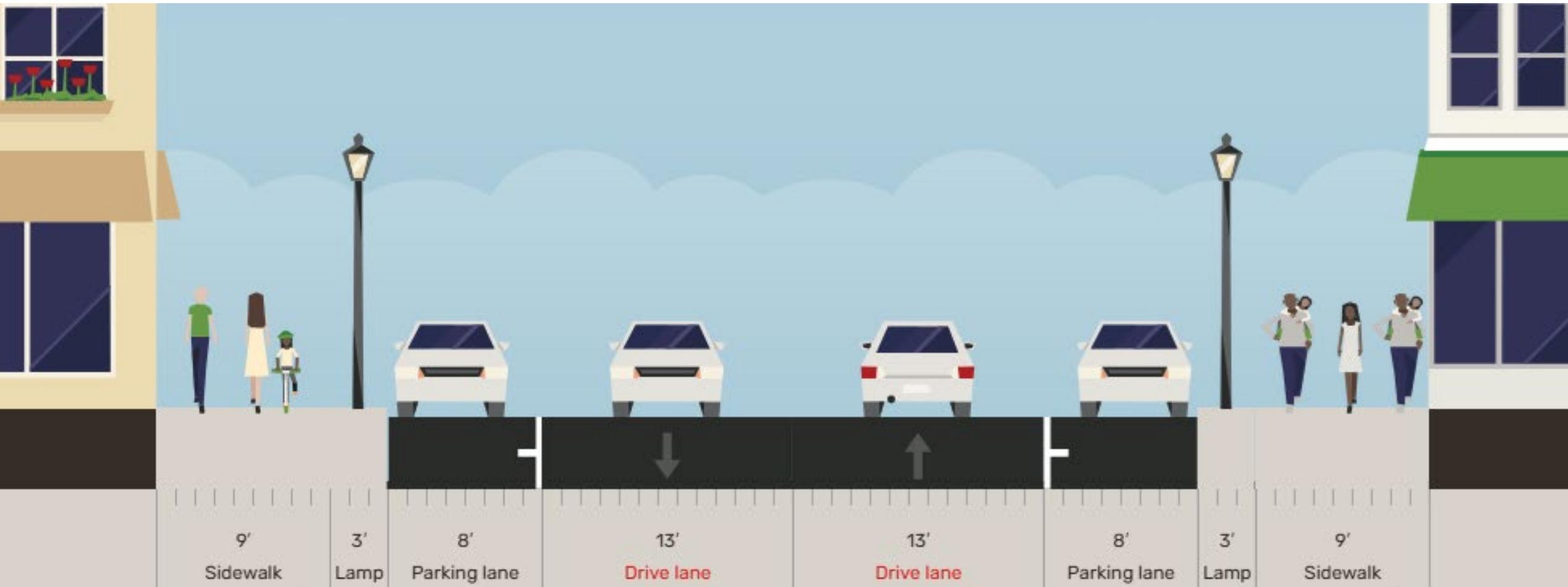
- Large midblock bumpouts for sidewalk café space
- For existing and future businesses
- Staff will coordinate with existing business owners during final design



Existing—48' curb to curb



Proposed—42' curb to curb

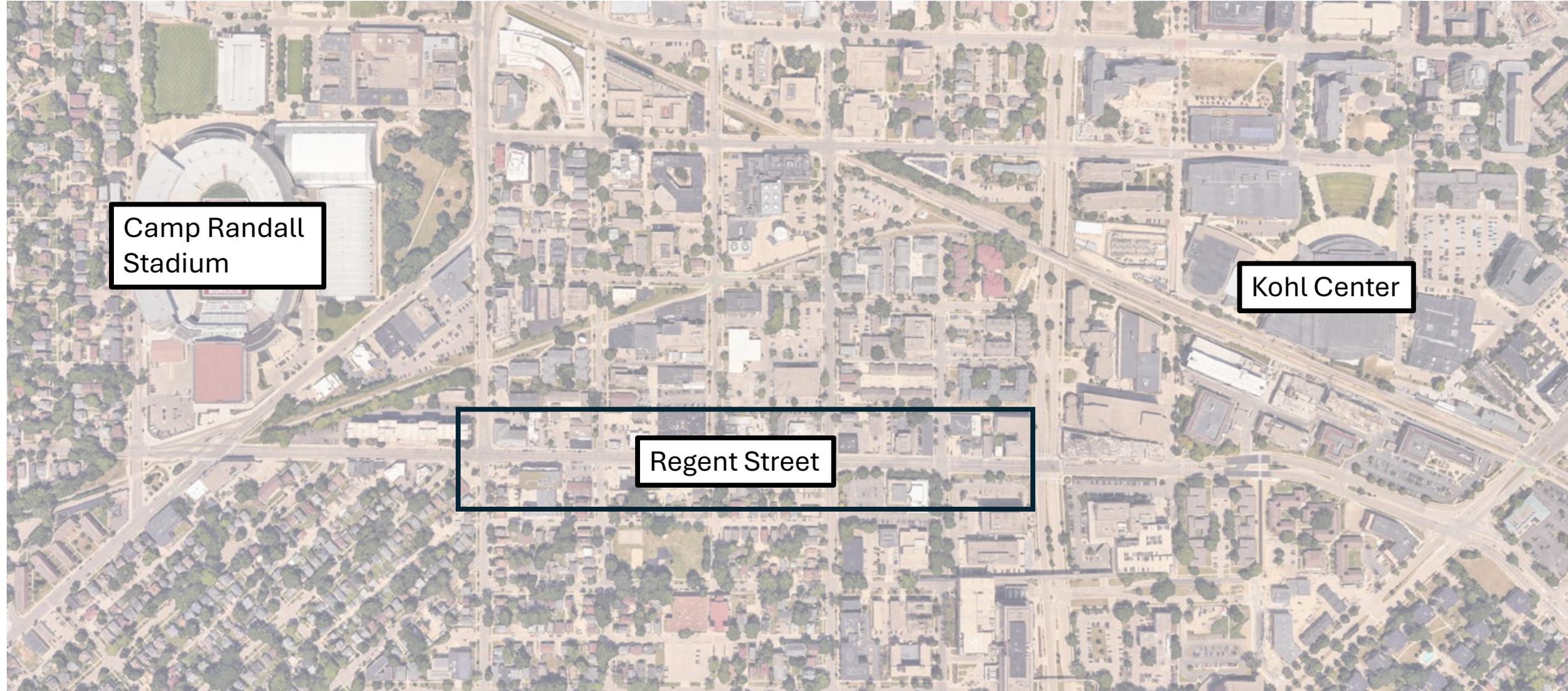




Google Maps



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



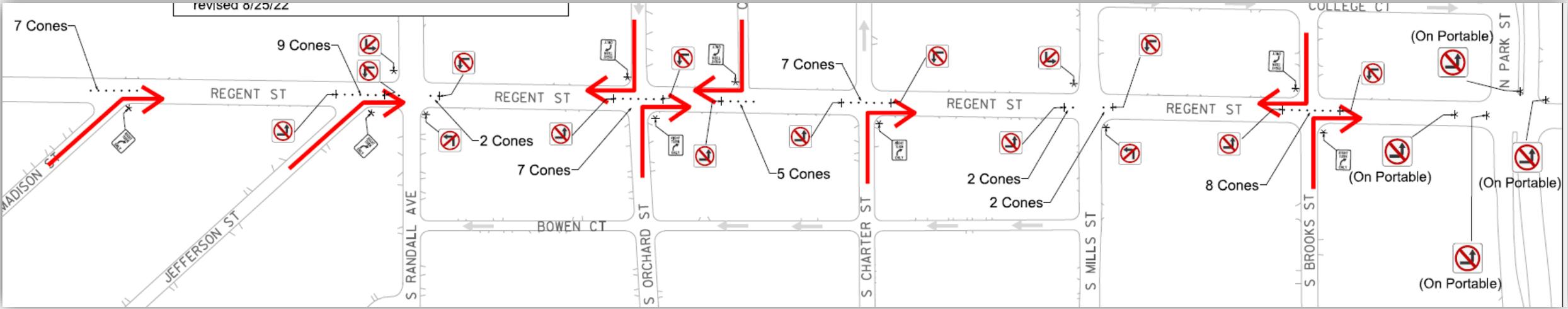
Post-Concert—Regent Street closure



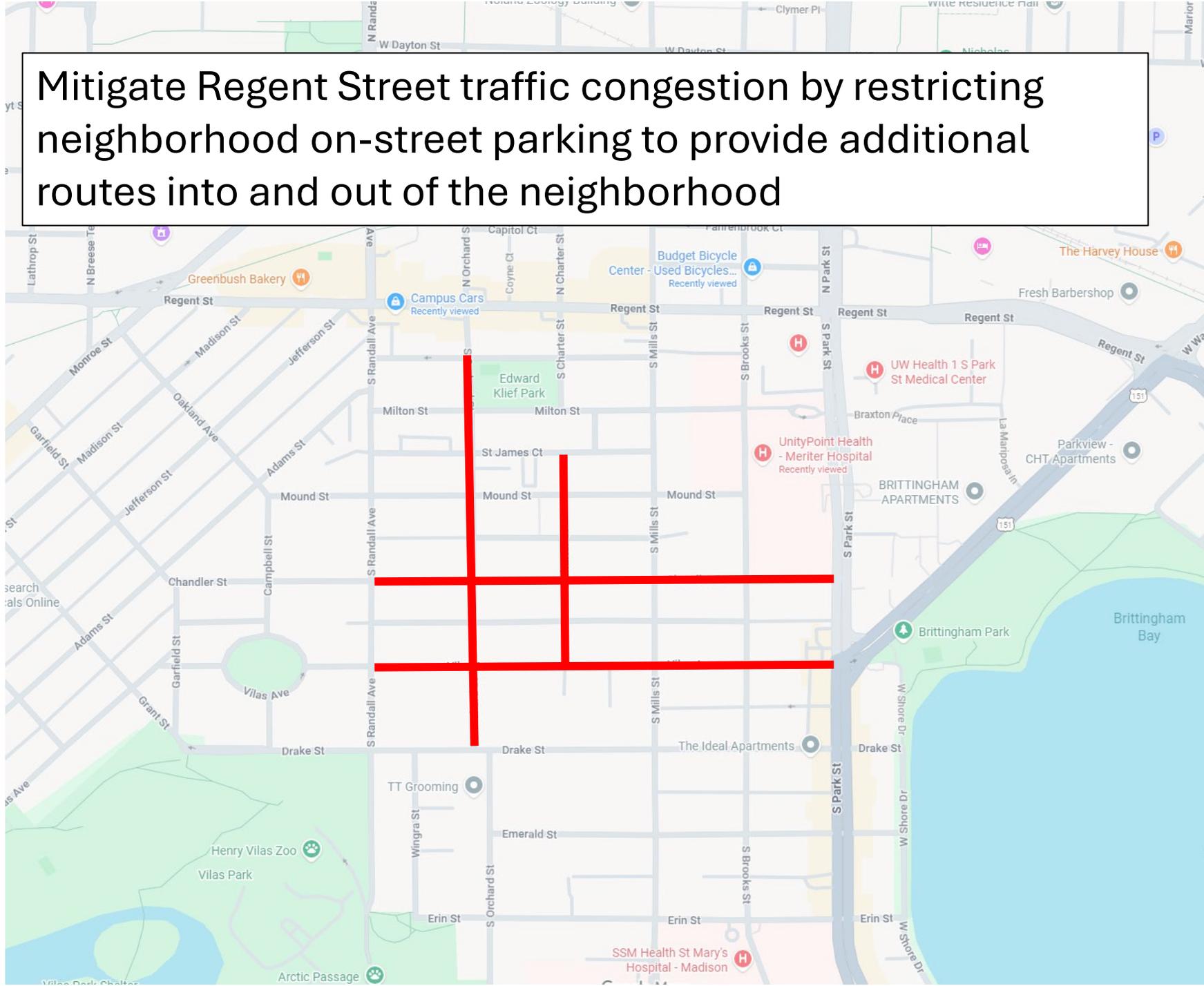
Post-Concert—eastbound-only traffic



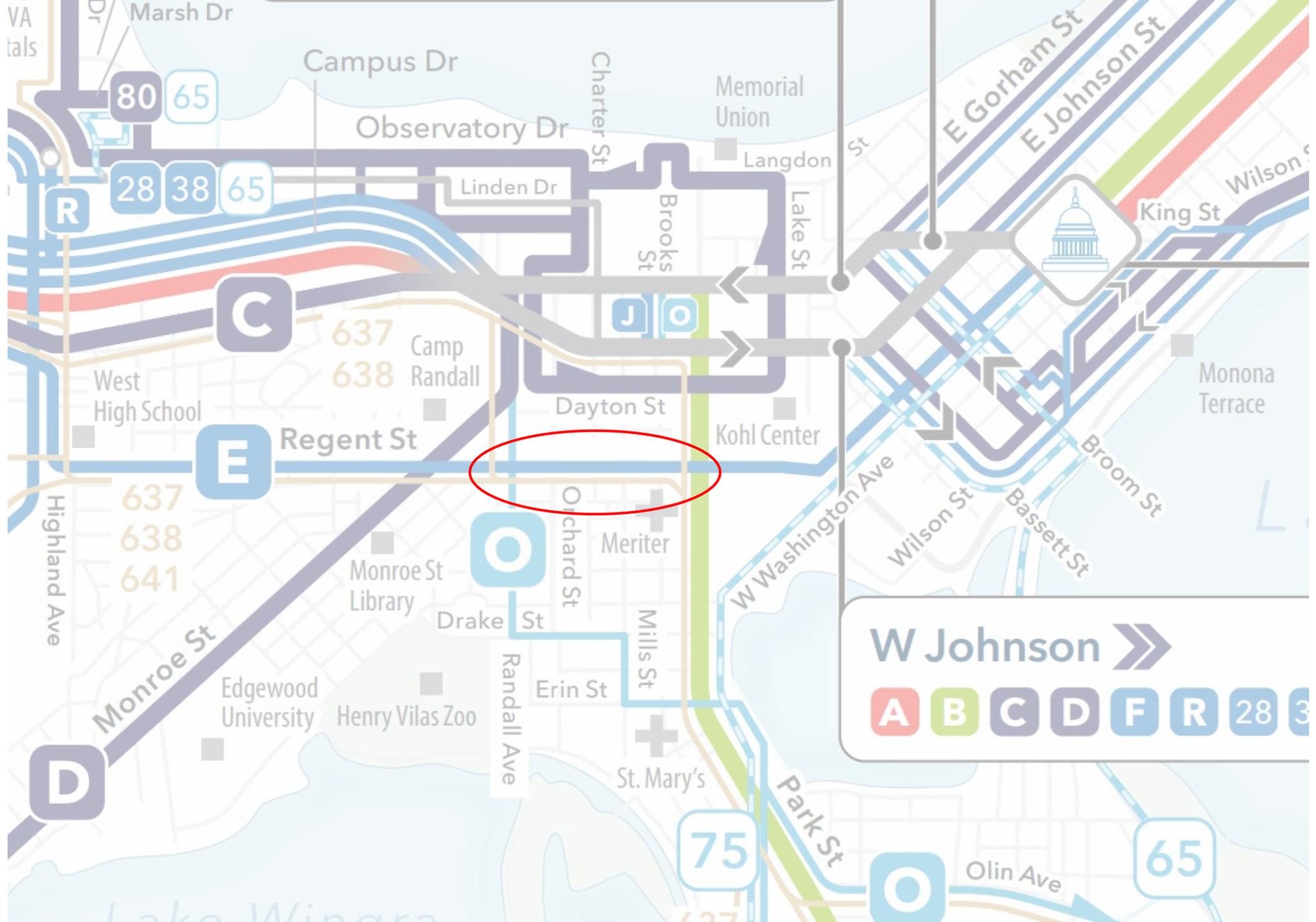
Football Postgame Traffic Plan



Mitigate Regent Street traffic congestion by restricting neighborhood on-street parking to provide additional routes into and out of the neighborhood



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

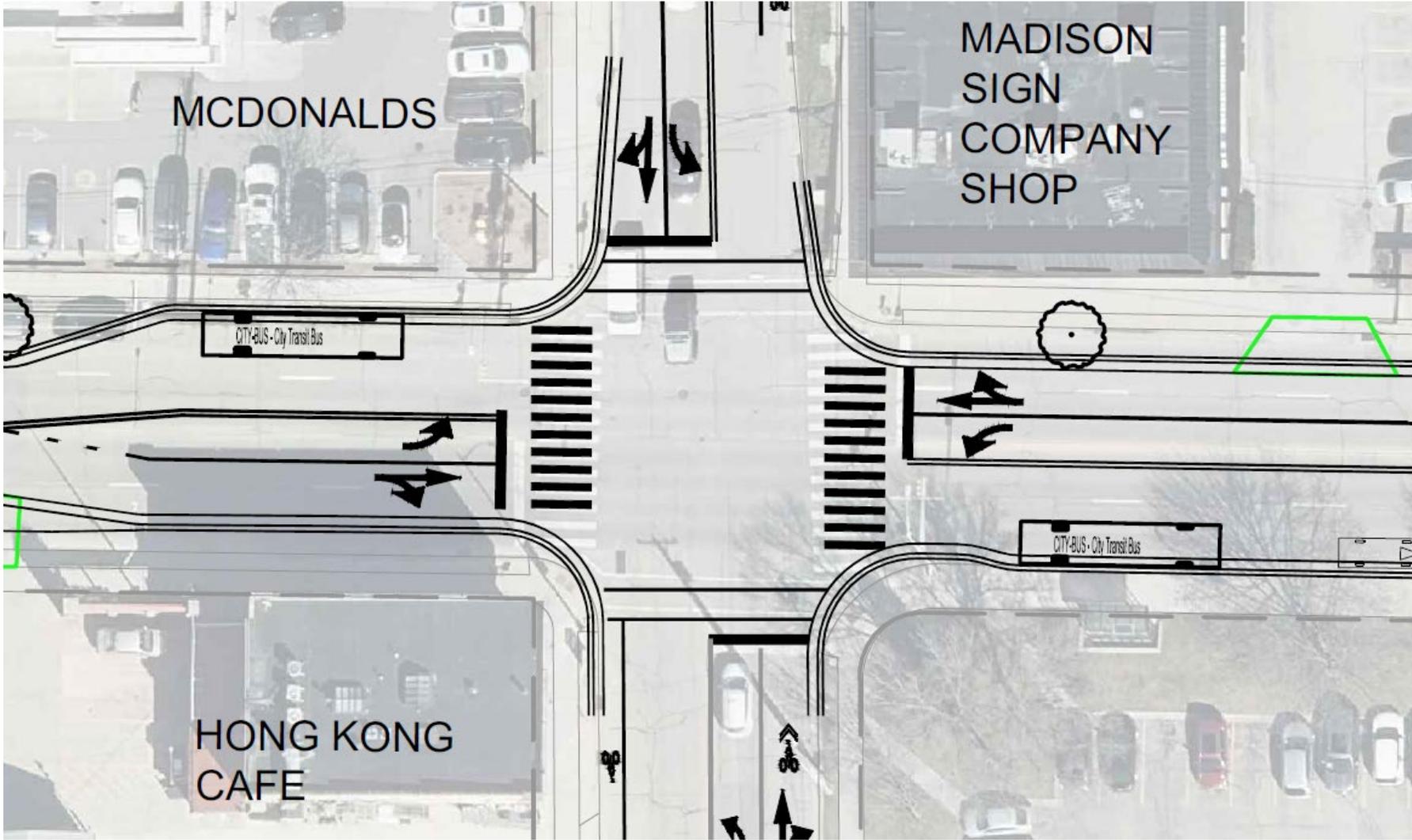


Mills St



Park St







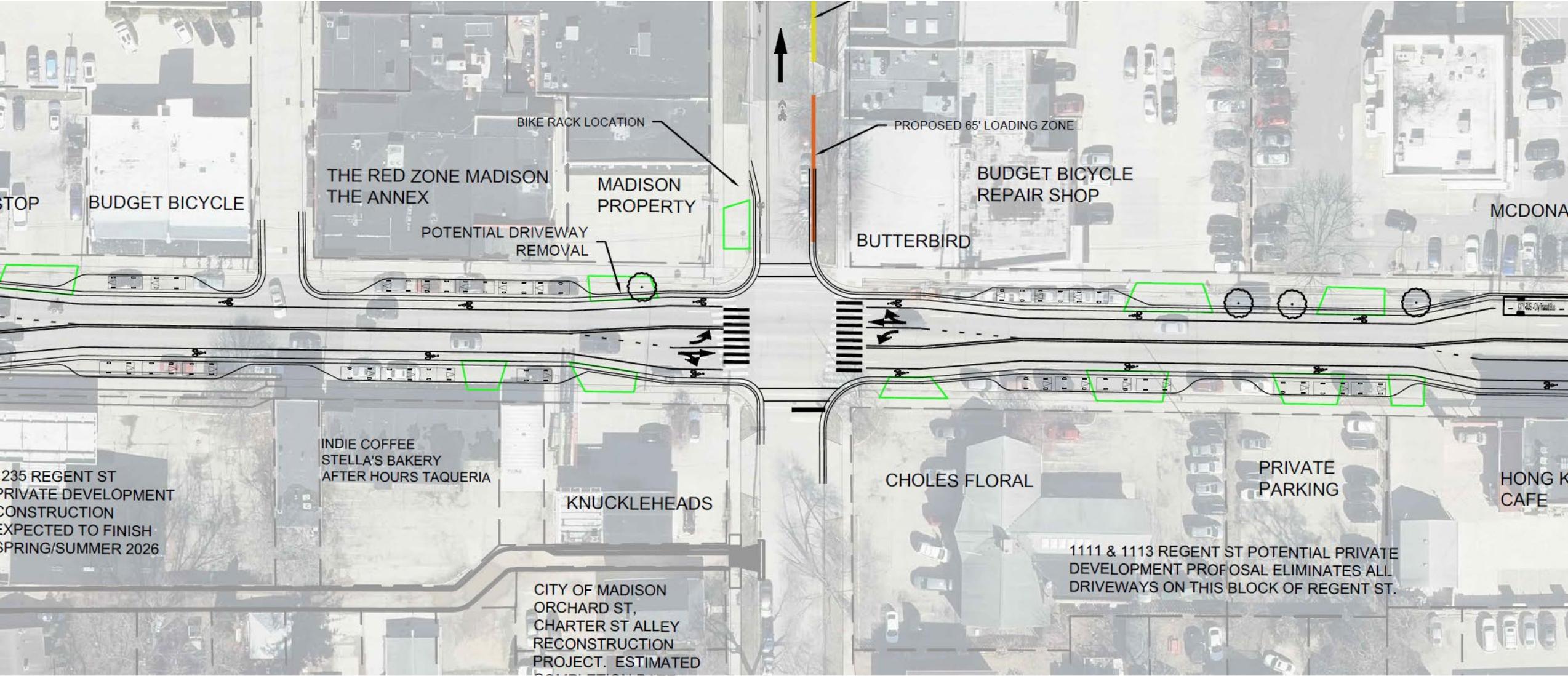
Bikes

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



STOP

BUDGET BICYCLE

THE RED ZONE MADISON
THE ANNEX

MADISON
PROPERTY

POTENTIAL DRIVEWAY
REMOVAL

BIKE RACK LOCATION

PROPOSED 65' LOADING ZONE

BUDGET BICYCLE
REPAIR SHOP

BUTTERBIRD

MCDONALD

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

INDIE COFFEE
STELLA'S BAKERY
AFTER HOURS TAQUERIA

KNUCKLEHEADS

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

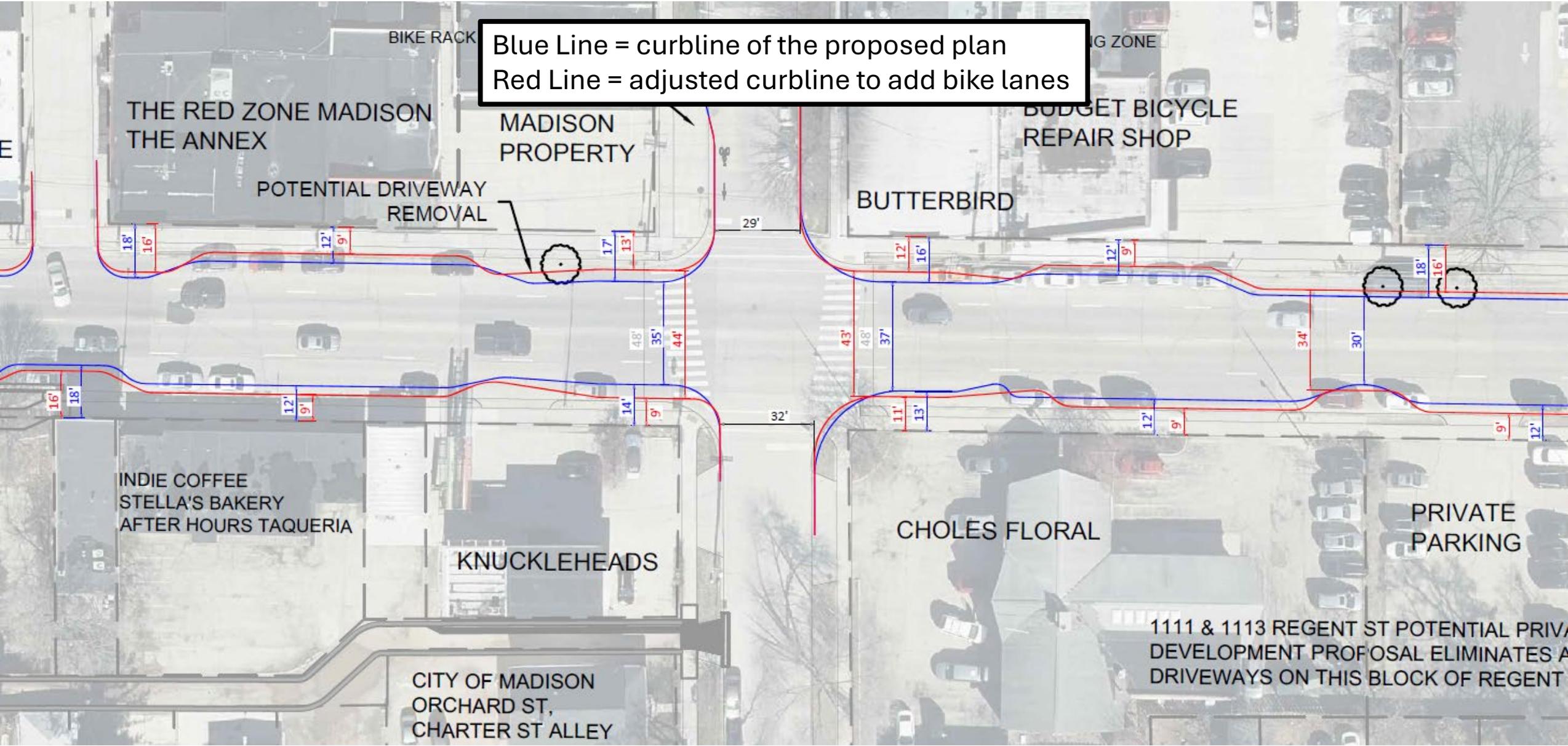
CHOLES FLORAL

PRIVATE
PARKING

HONG K
CAFE

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

Blue Line = curbline of the proposed plan
Red Line = adjusted curbline to add bike lanes





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

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' ⁱ	10' ⁱ	22'	20'	18'	64'	50'
Neighborhood Yield Street	6' ^h	6' ^h	17' ⁱ	10' ⁱ	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

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.

FAHRENBRUCK 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
GOPUR DELIVERY

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

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

MEXI COPPIS
STELLA'S BAKERY
AFOR YAGUERA
KNUCKLEHEADS

CHOLES FLORAL
PRIVATE PARKING
HONG HONG CAFE

1015 REGENT ST
FORMER BSM HEALTH DAVIS DUEHR DEAN EYE CLINIC

BOWEN CT

CITY OF MADISON
ORCHARD ST
COURTNEY 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

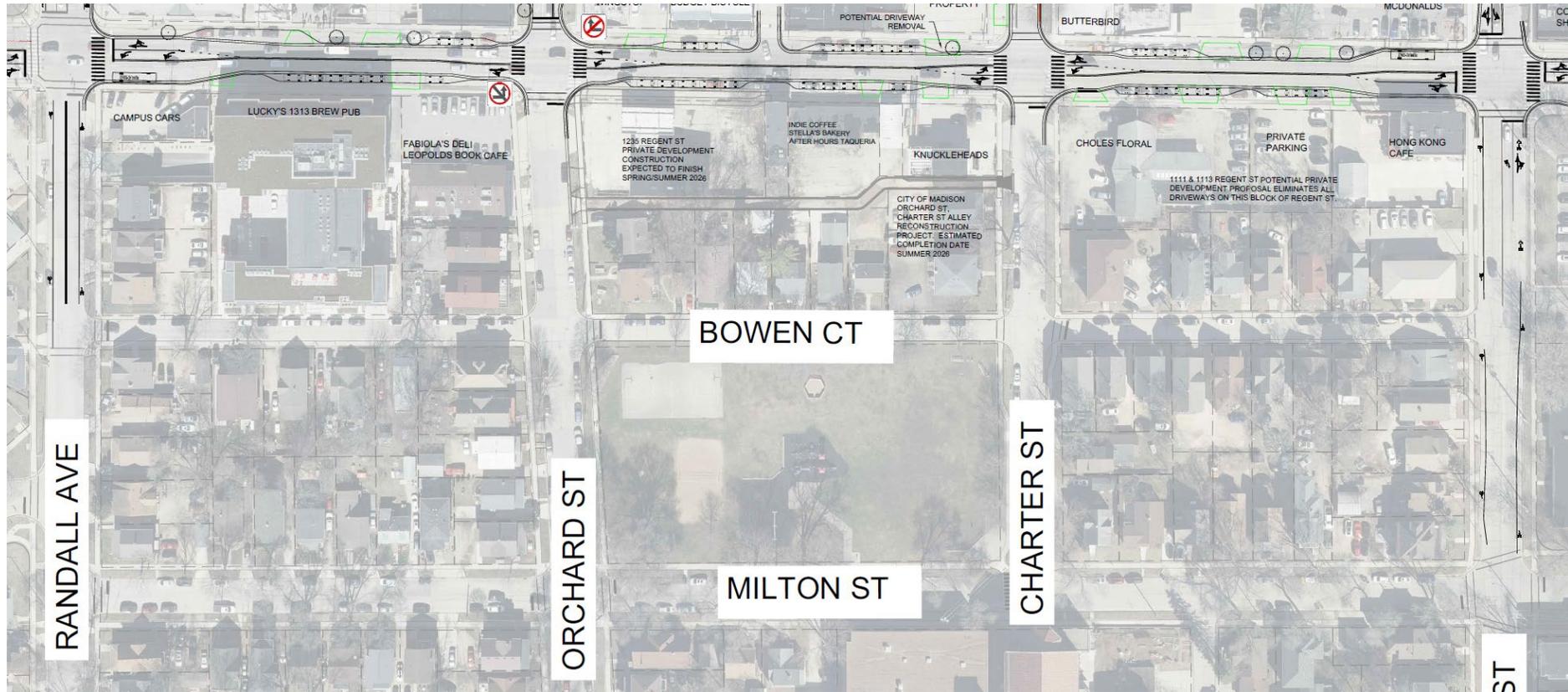
ARD ST

ARTER ST

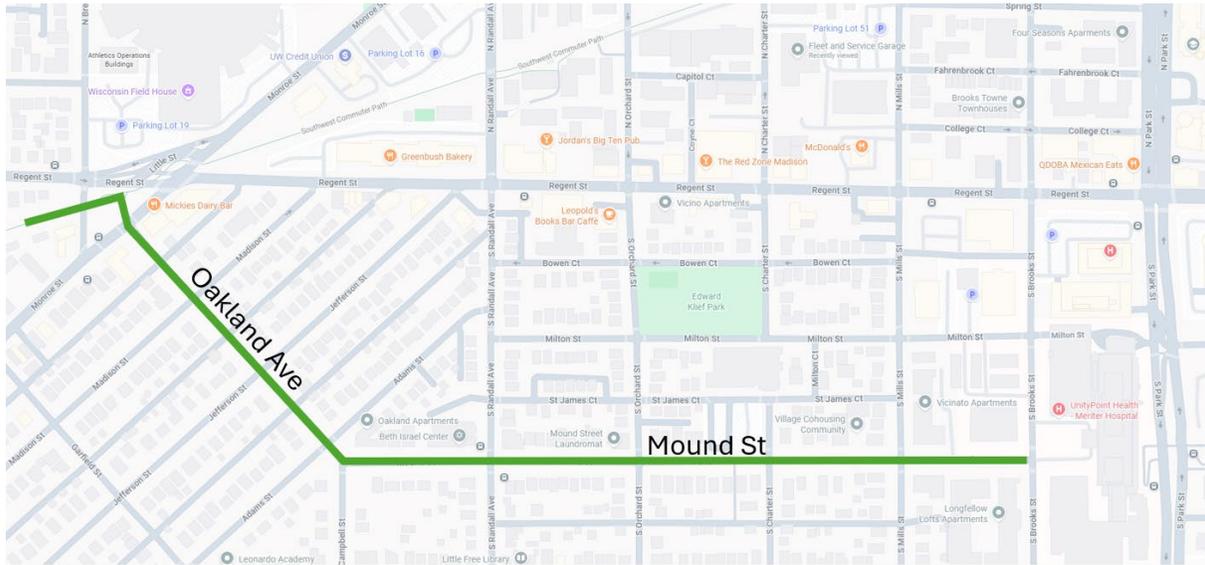
Planned Bike Connections to Southwest Path

- 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



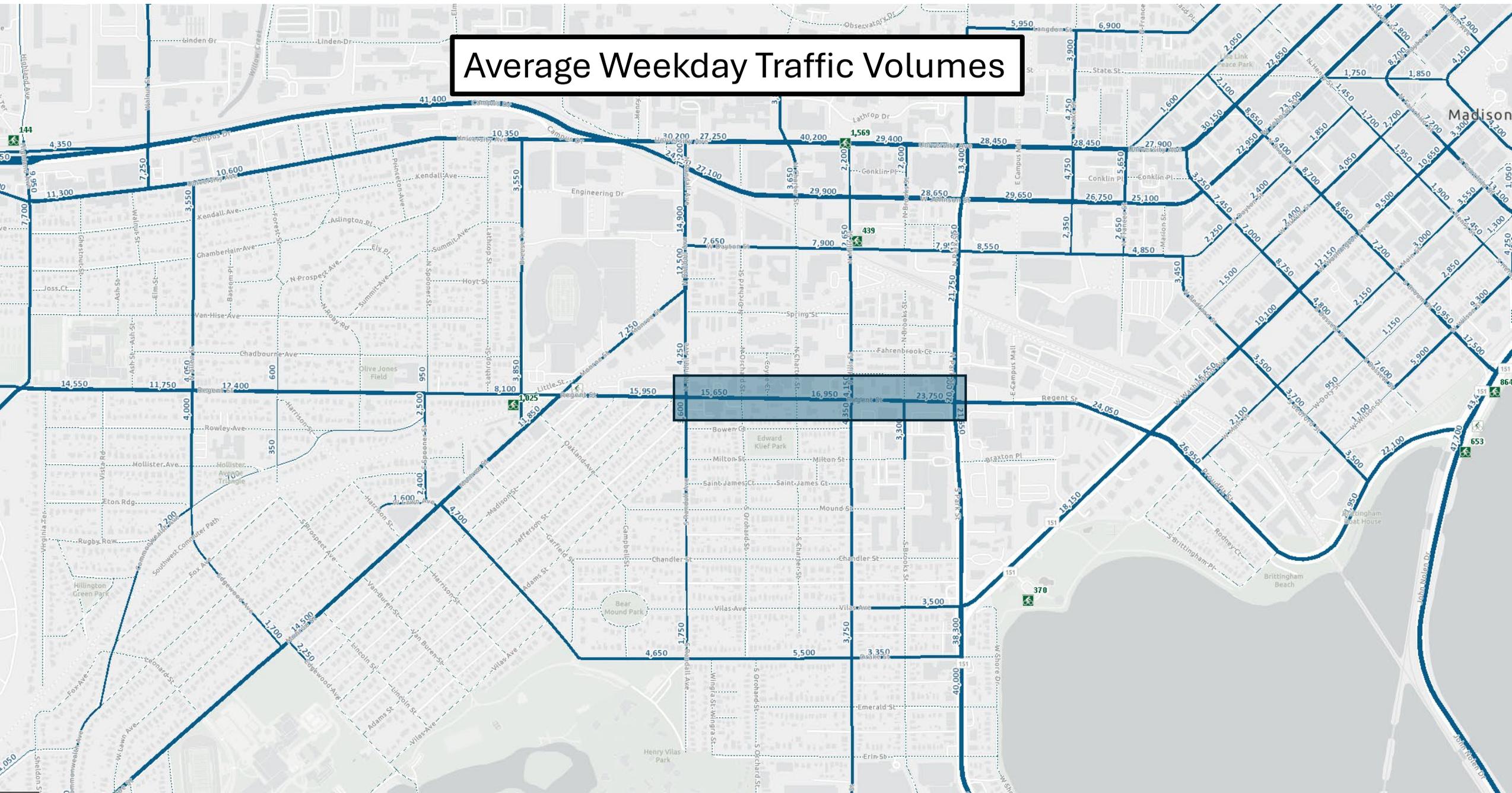
- S Randall Ave—restrict parking and extend bike lanes south to Bowen Ct
- S Mills St—add bike lanes two blocks south to Milton Street. Investigate extending this further south via a Safe Streets Madison project.
- East/West parallel routes:
 - Bowen Ct is a one-way, westbound street (Randall Ave to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



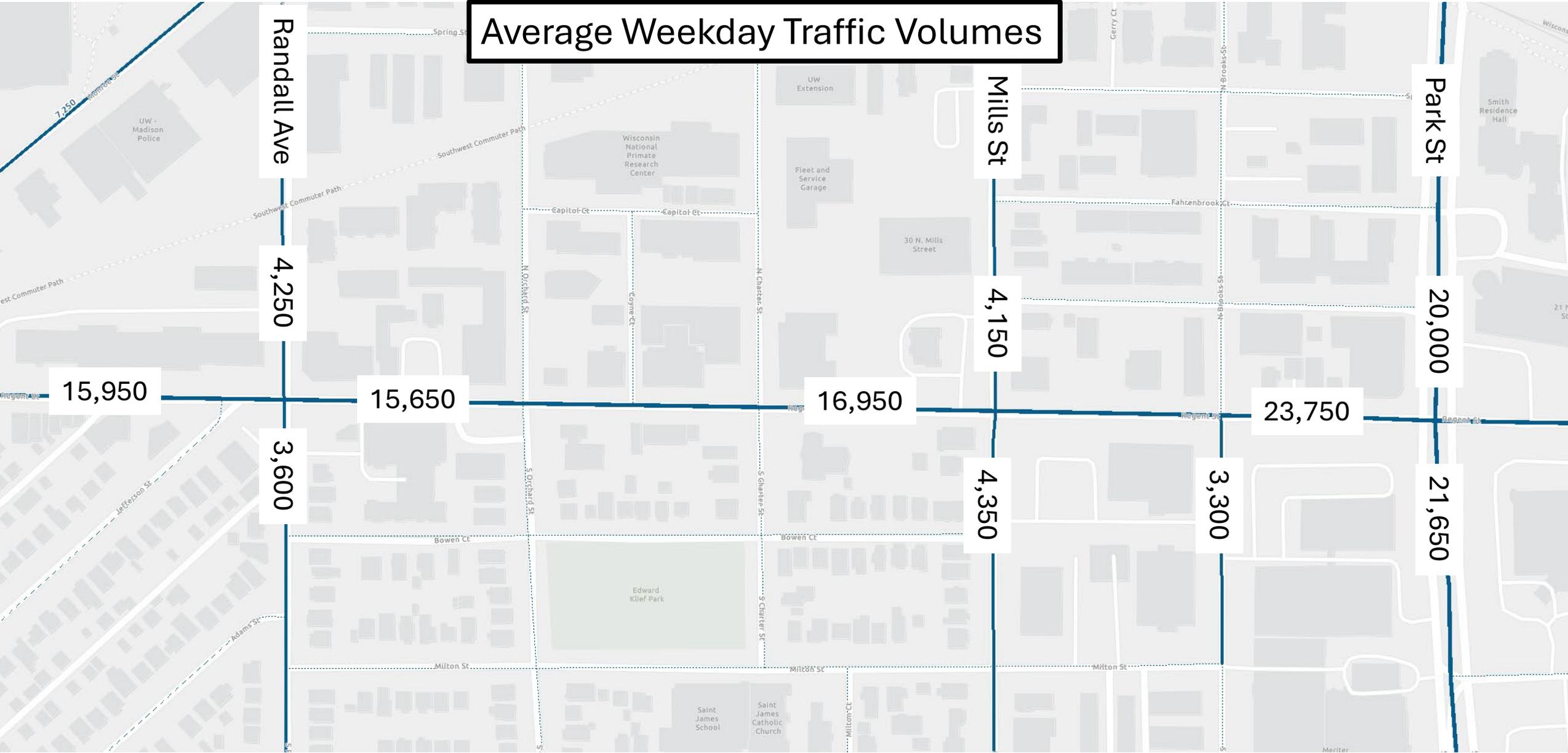
- Neighborhood streets are low-volume
- Oakland Ave is a marked connection to the Southwest Commuter Path
- Wayfinding signs can be considered

Traffic Flow

Average Weekday Traffic Volumes

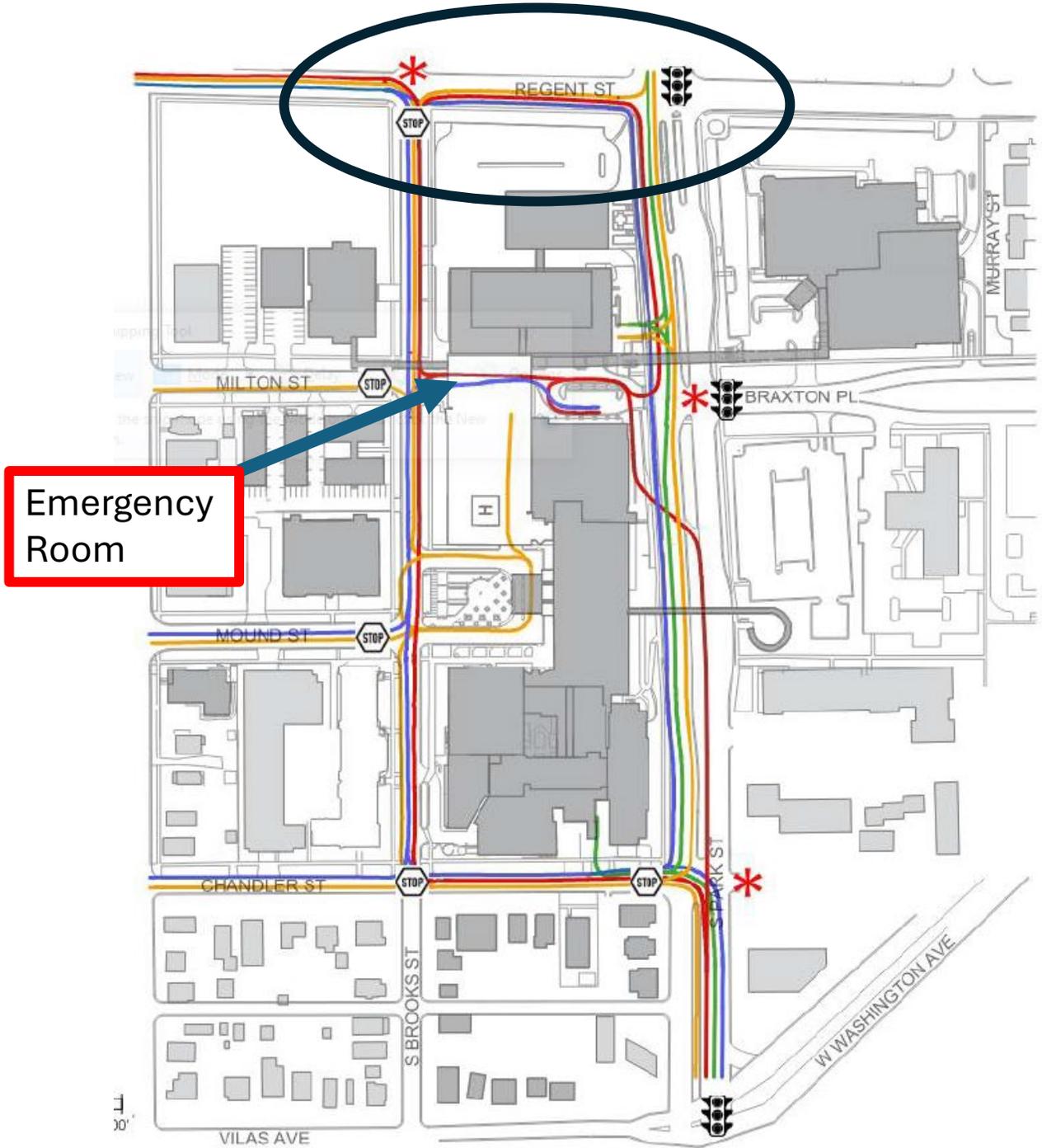


Average Weekday Traffic Volumes



Traffic Flow: Park St

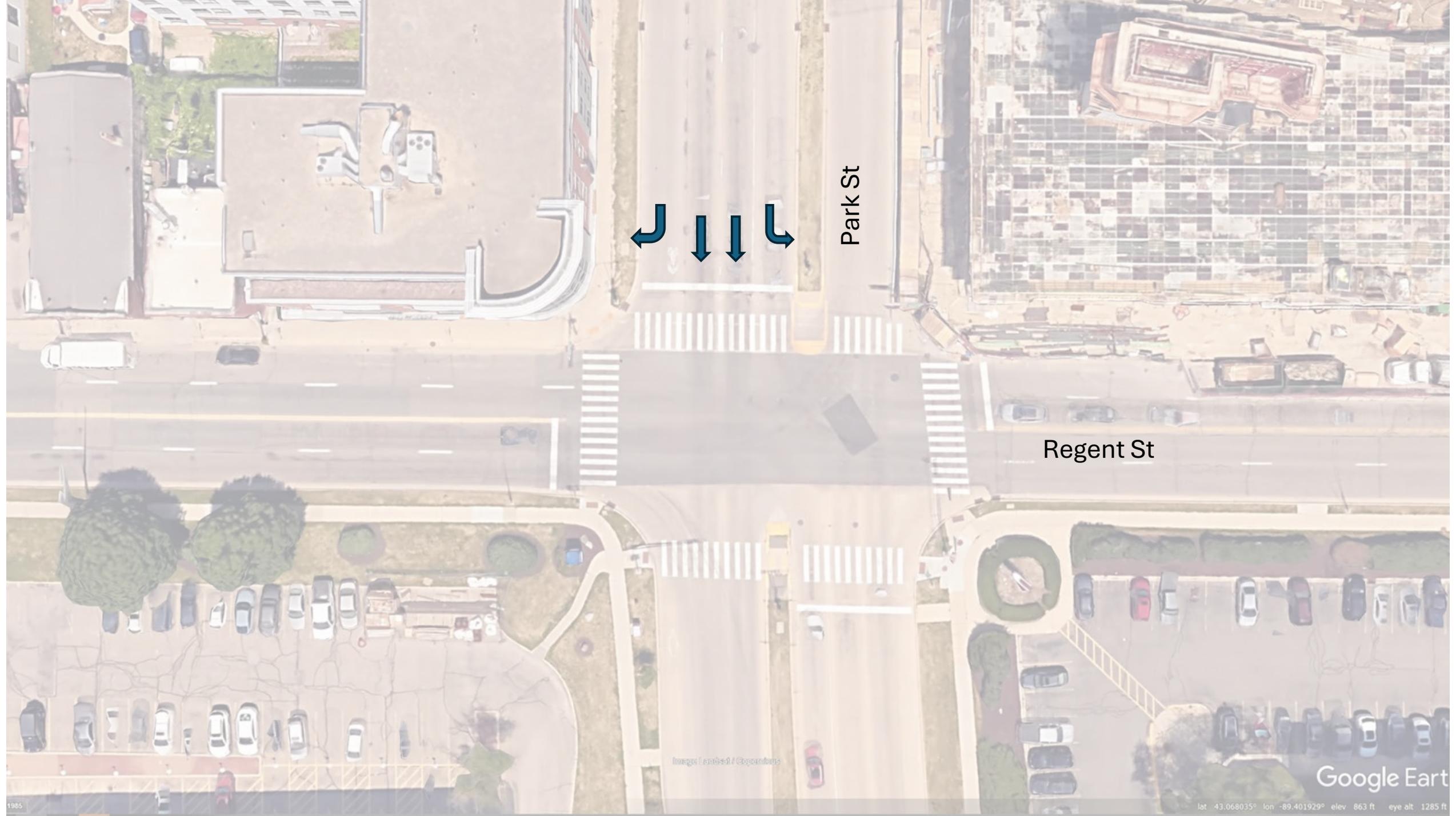
UnityPoint Health – Meriter Hospital



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



Park St

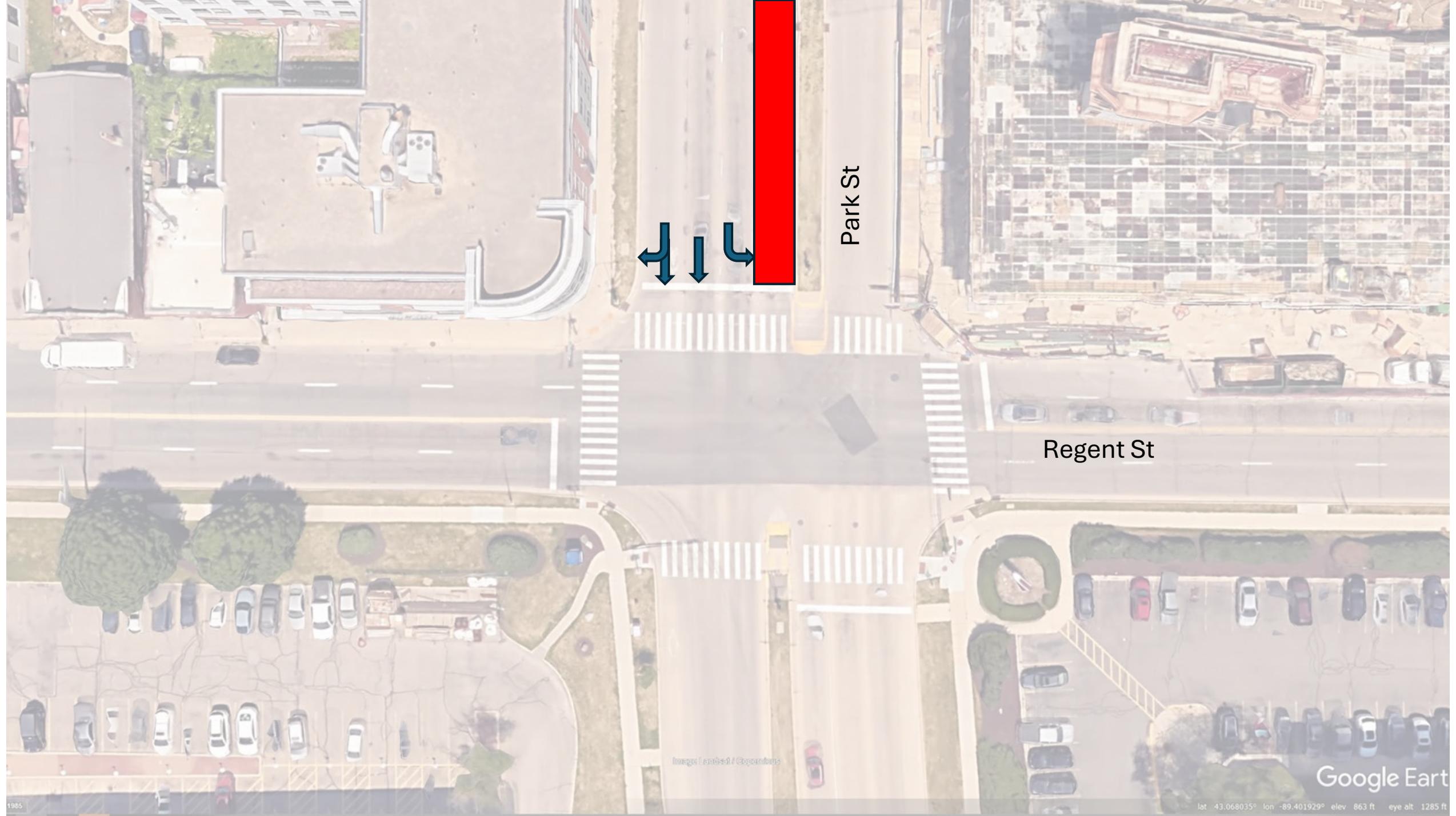
Regent St

Images Licensed / Contributions

Google Earth

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

1995



Park St

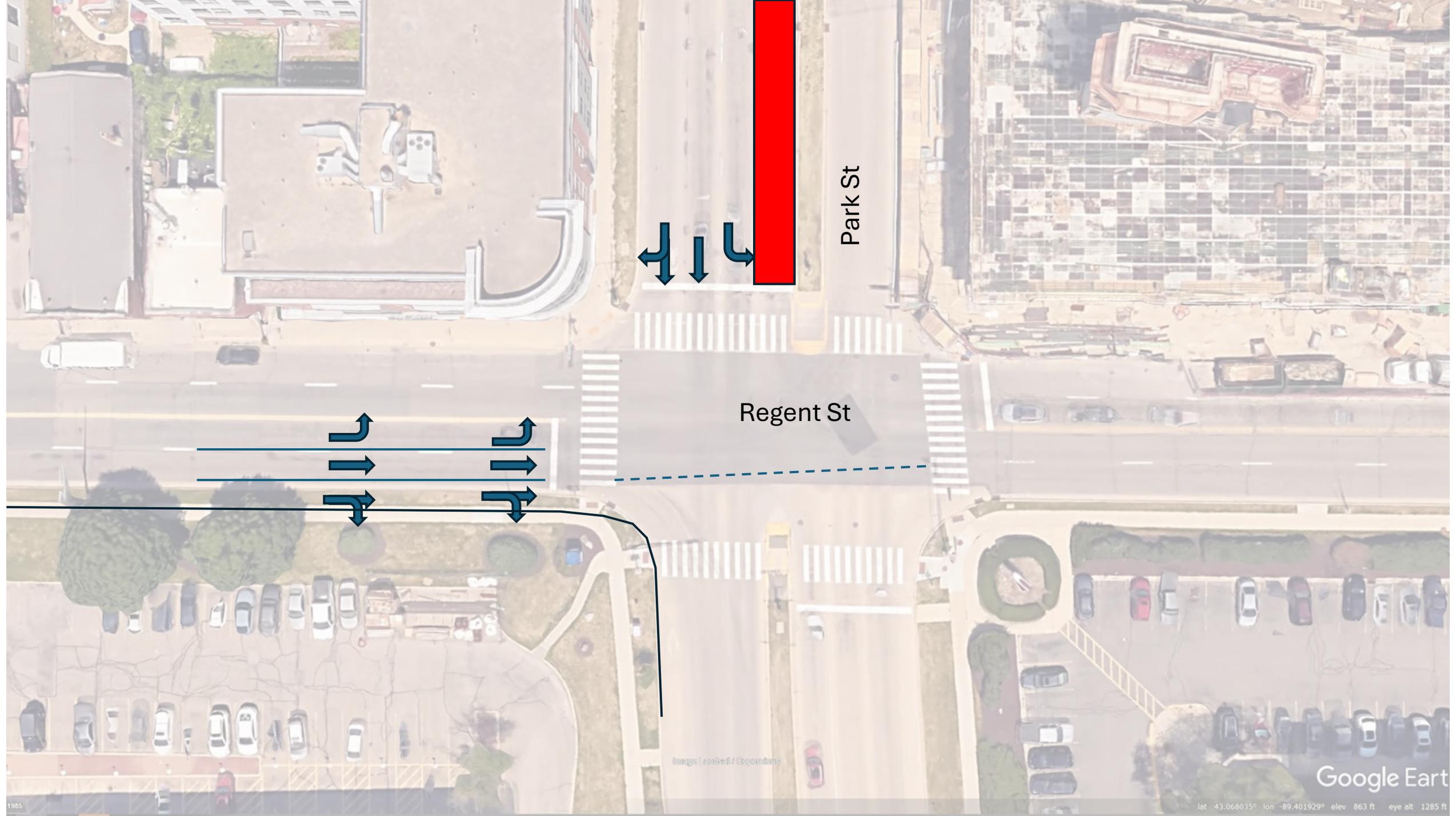
Regent St

Images Licensed / Copyrighted

Google Earth

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

1995



Park St

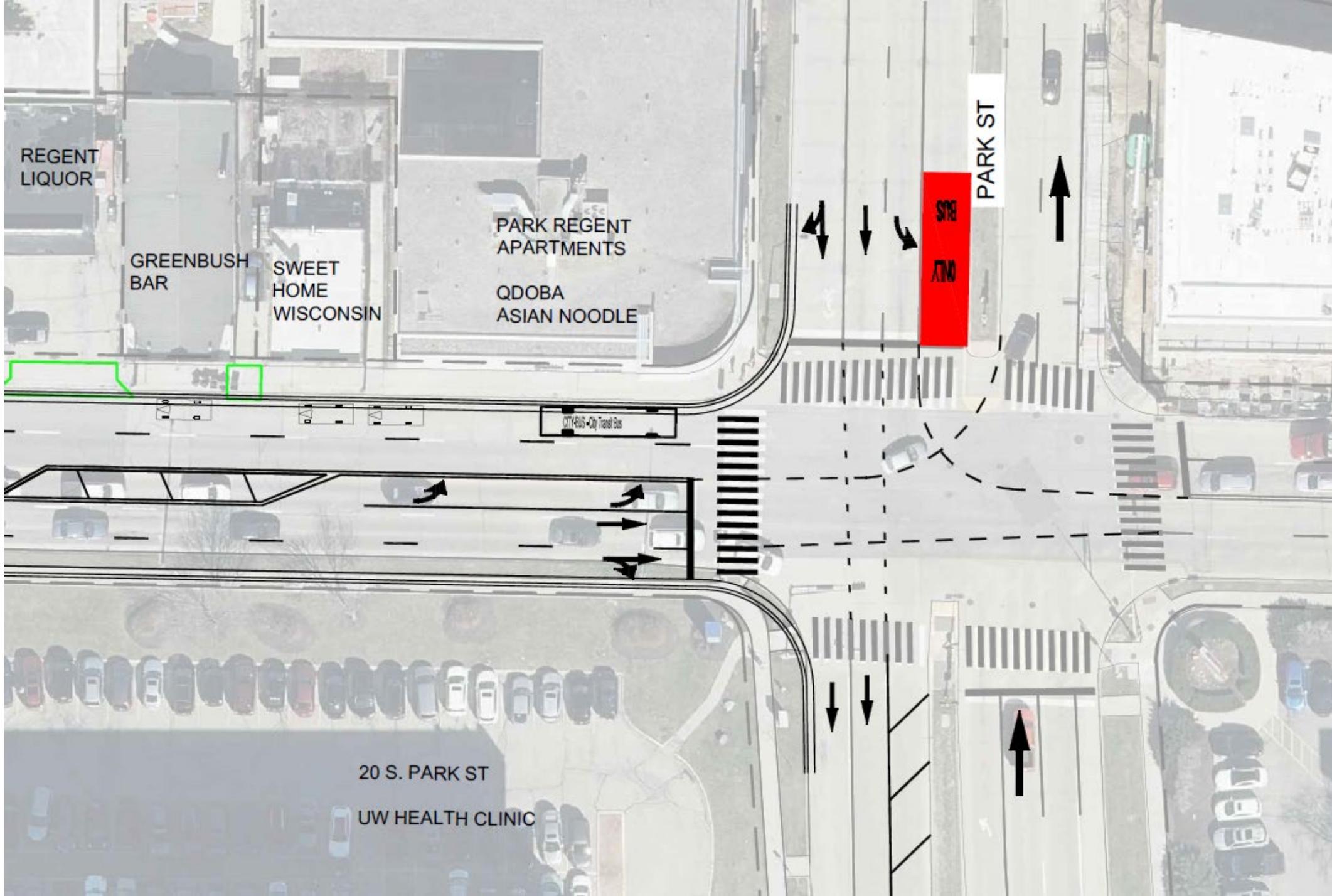
Regent St

Images Licensed / Copyrighted

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

S18
A10

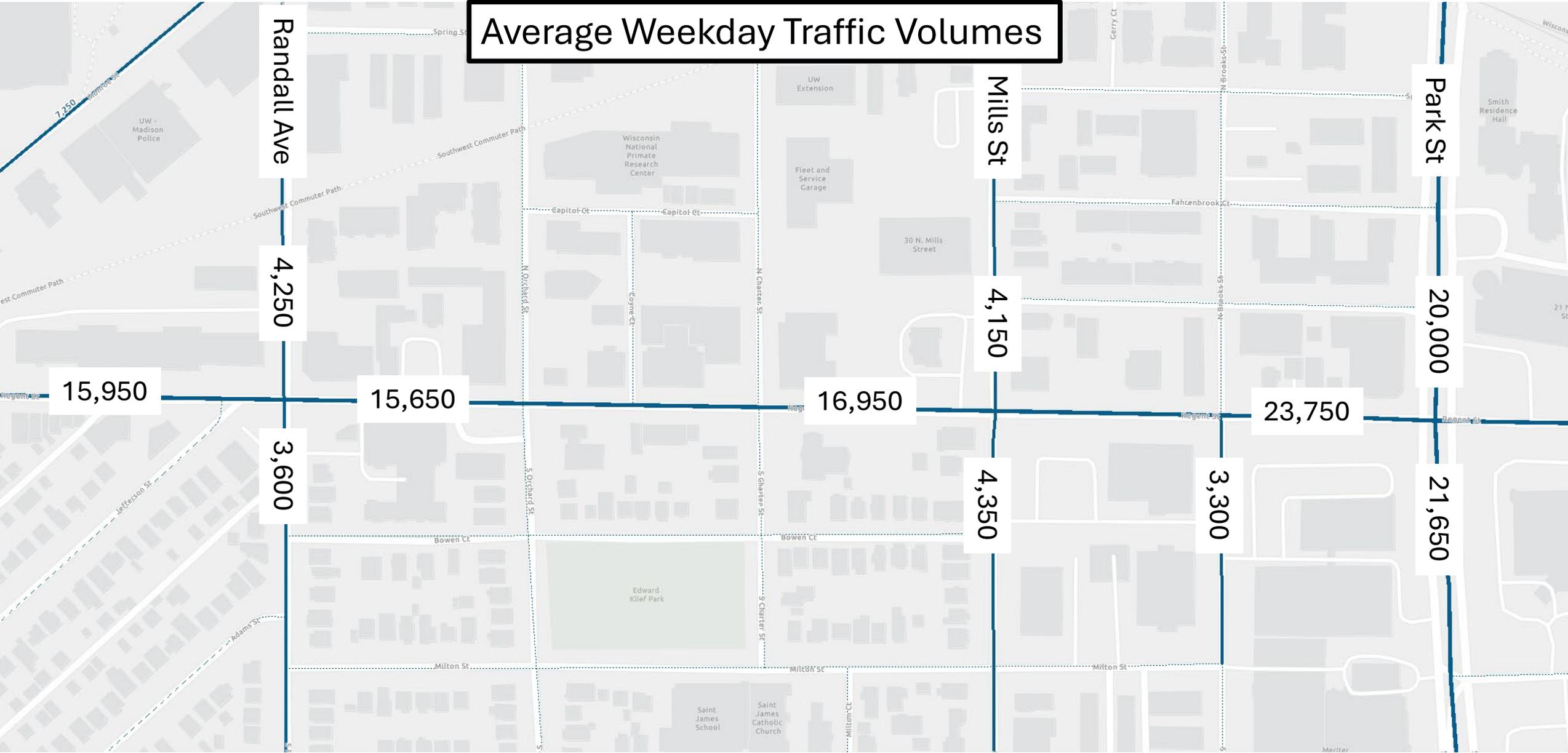
D17406 - City Transit bus

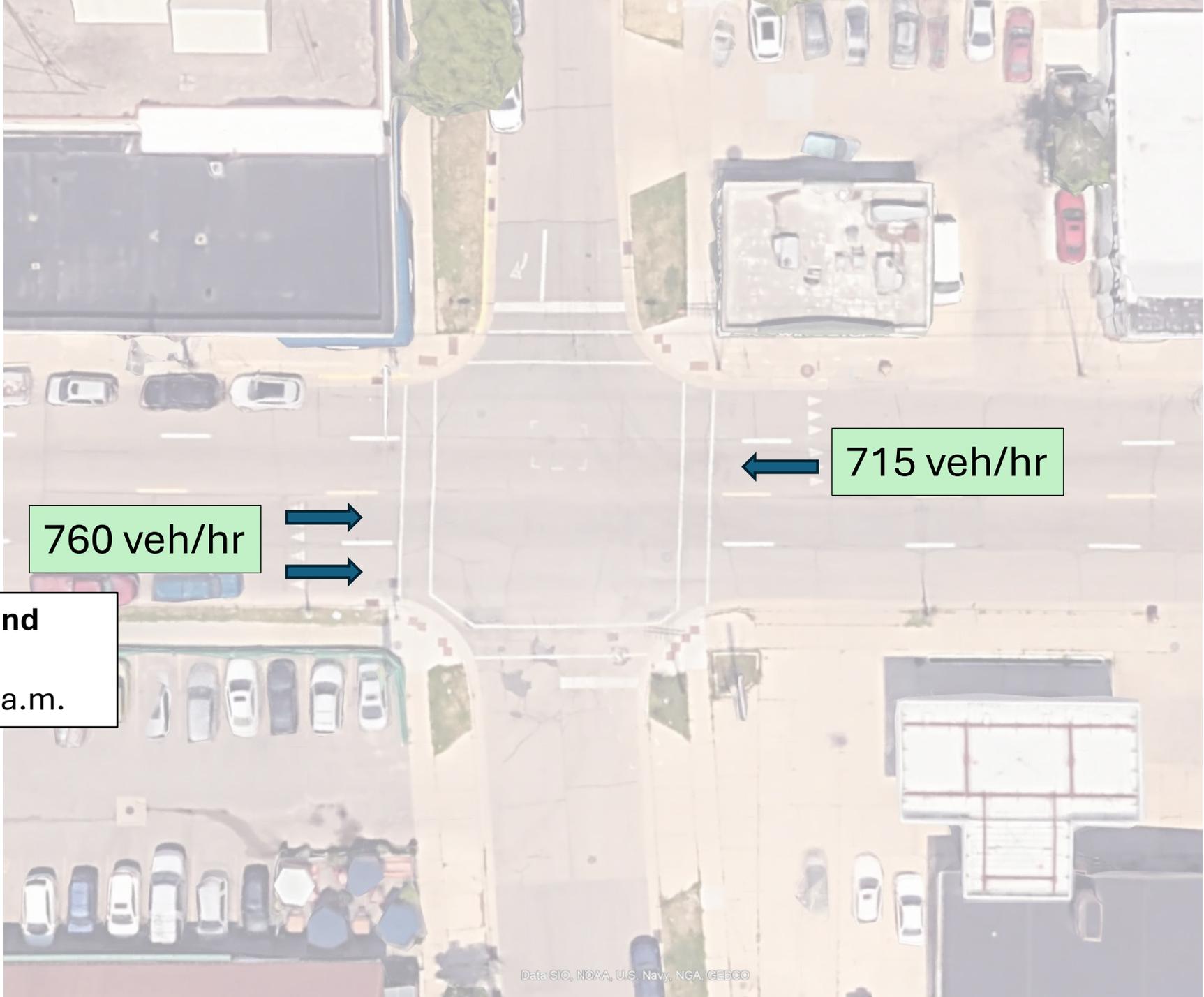
20 S. PARK ST

UW HEALTH CLINIC

Traffic Flow: West of Brooks St

Average Weekday Traffic Volumes

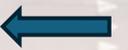




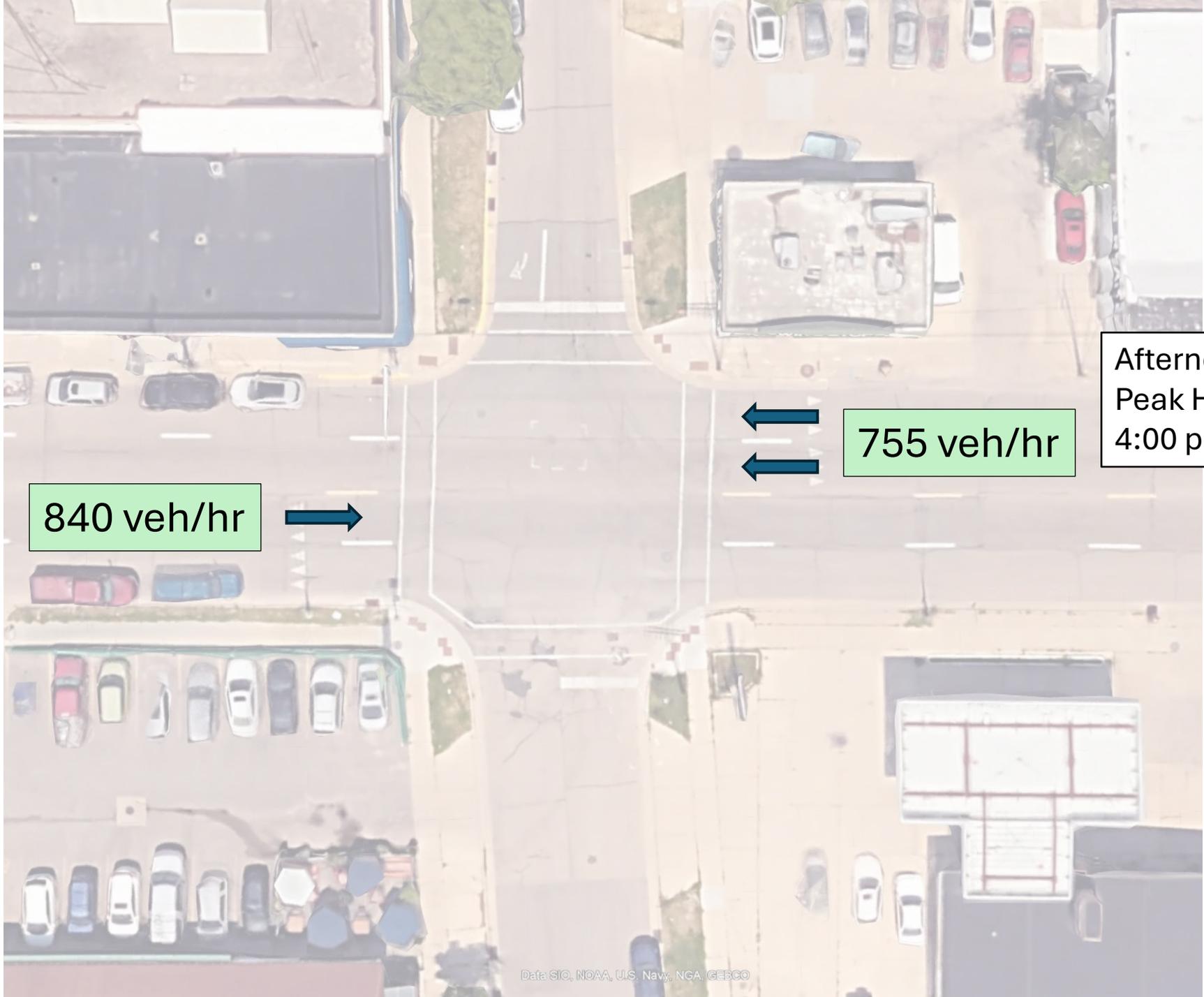
760 veh/hr



715 veh/hr



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



840 veh/hr

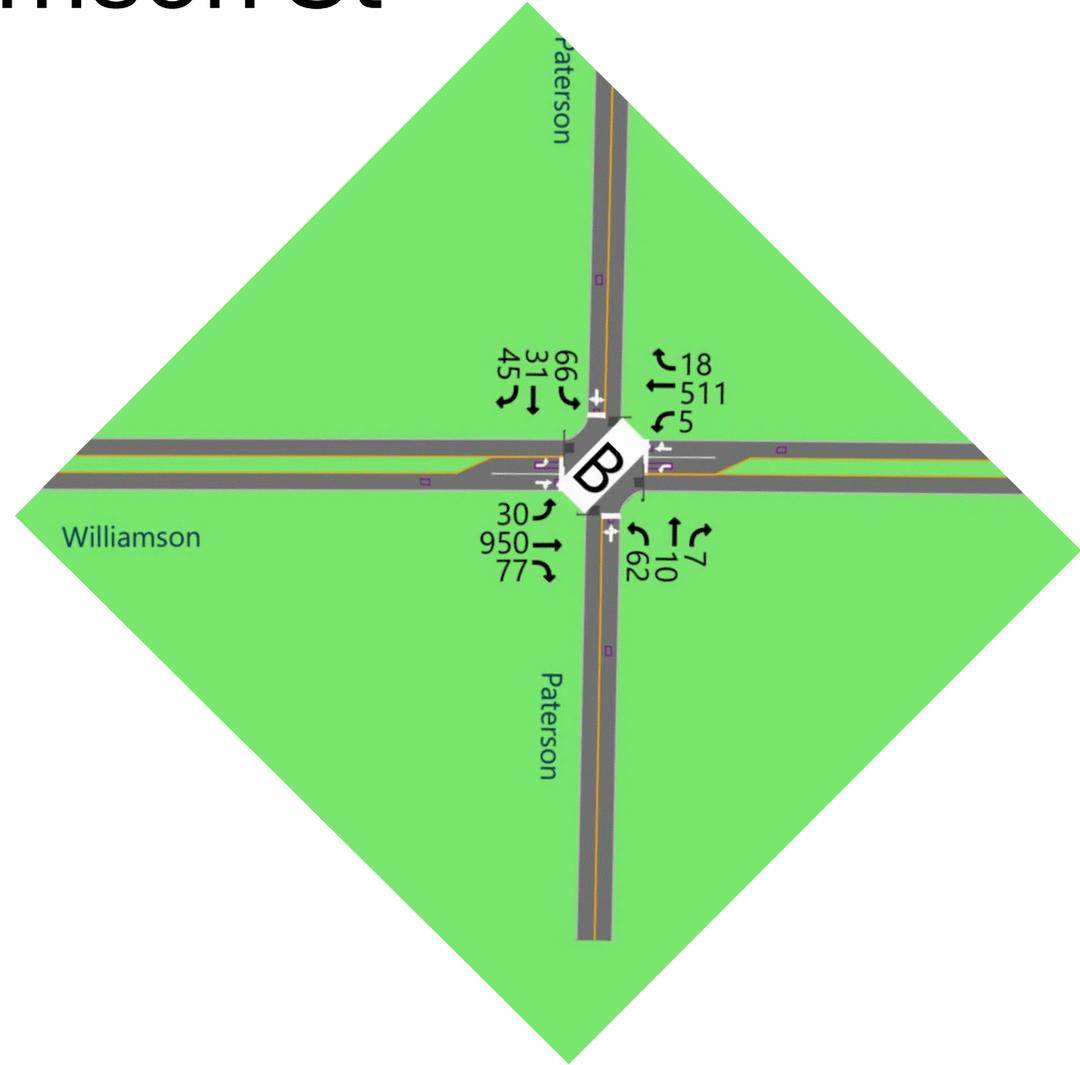
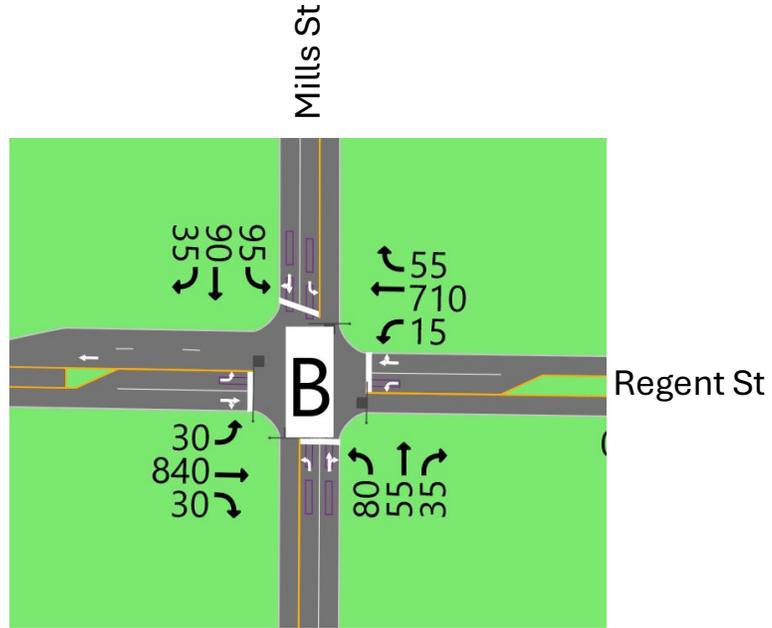


755 veh/hr



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

Comparison to Williamson St



Travel Times—Morning Peak

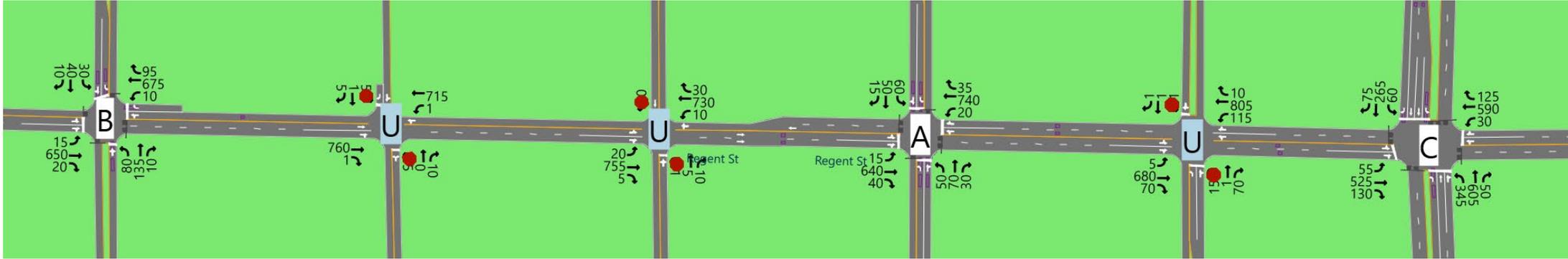
Lane Configuration	Morning Eastbound	Morning Westbound
Existing Today (eastbound peak hour lane) & No BRT	1 min 48 sec	1 min 22 sec
Existing (eastbound peak hour lane) & BRT	1 min 49 sec	2 min 17 sec
3-Lane (center turn lane)	1 min 52 sec	2 min 12 sec
2-Lane Proposed Design	1 min 52 sec	2 min 12 sec

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

Morning Rush Hour

Existing

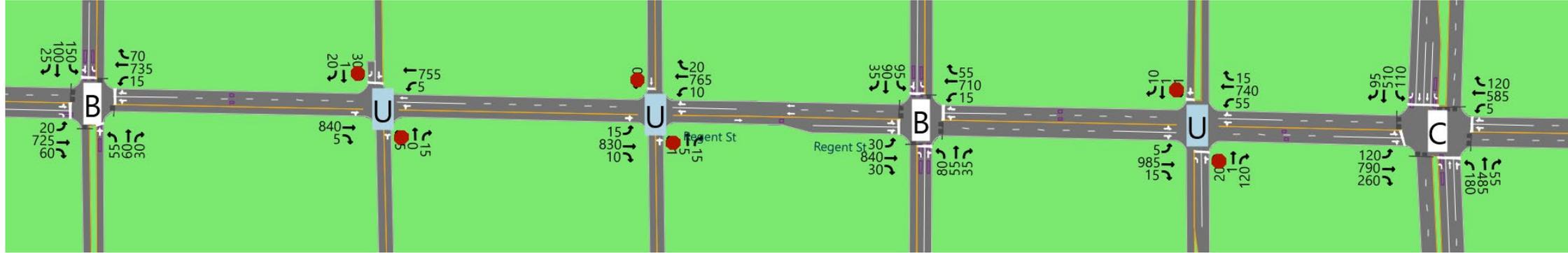


Proposed

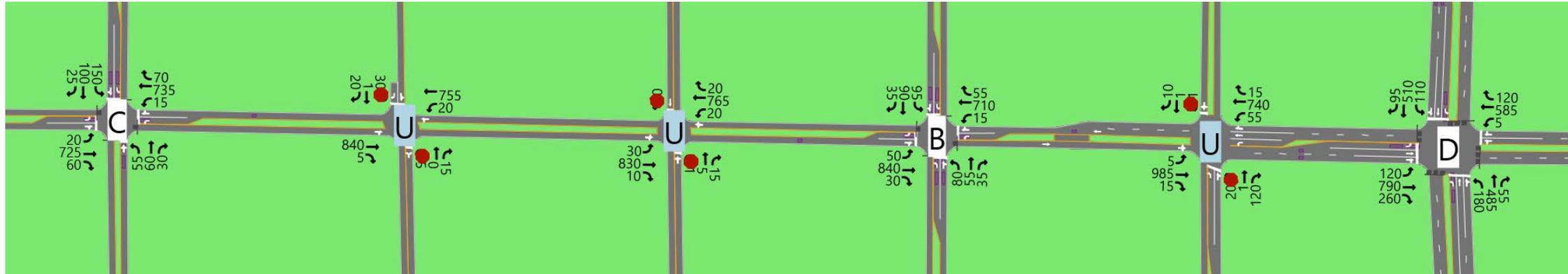


Afternoon Rush Hour

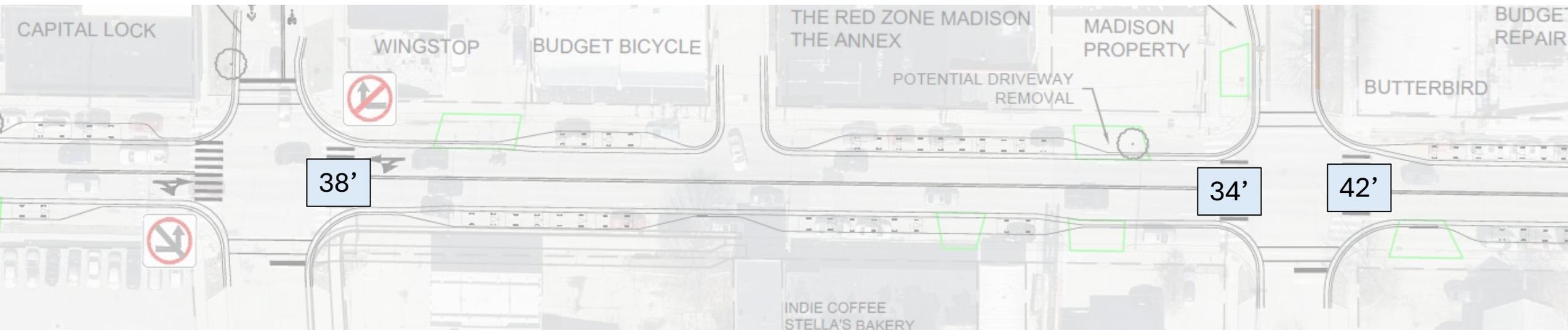
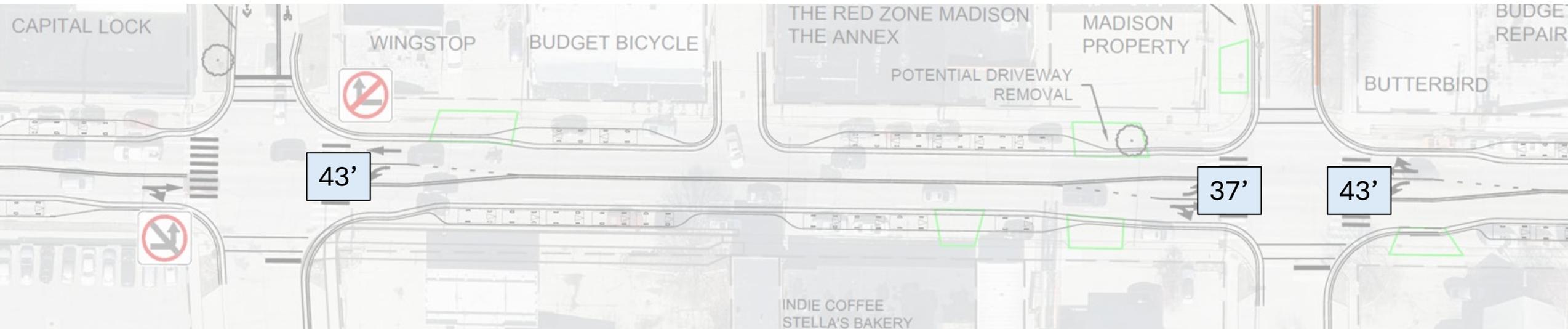
Existing



Proposed



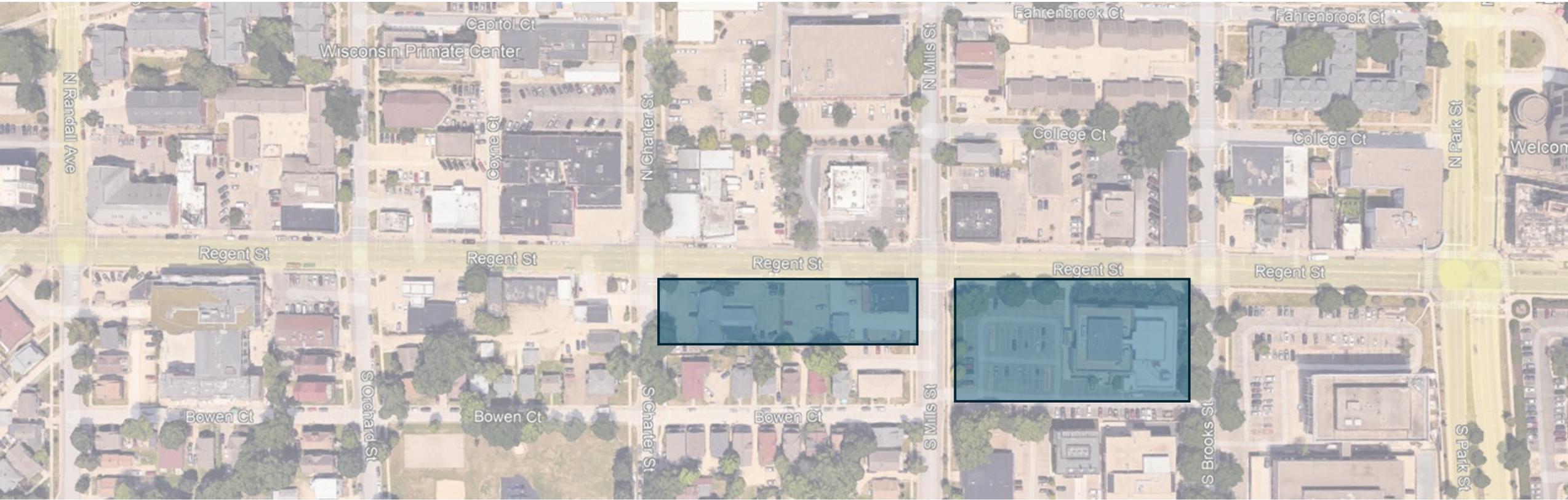
Left Turn Lanes at Orchard St & Charter St



Left turn lanes at Orchard St & Charter St

- Currently 10 – 20 left turns during the peak hour with peaks during events around 30 left turns
- For the current volumes of 755 vph in the opposing direction, left turning drivers are often waiting for gaps, which will backup the through lane
- Increase chance of rear-end crashes without the turn lanes
- Left turn lane is good choice with future redevelopment—especially at N Charter Street which is the only access point
- The tradeoff is relatively small—(0.5 – 1.5 additional seconds to cross)

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

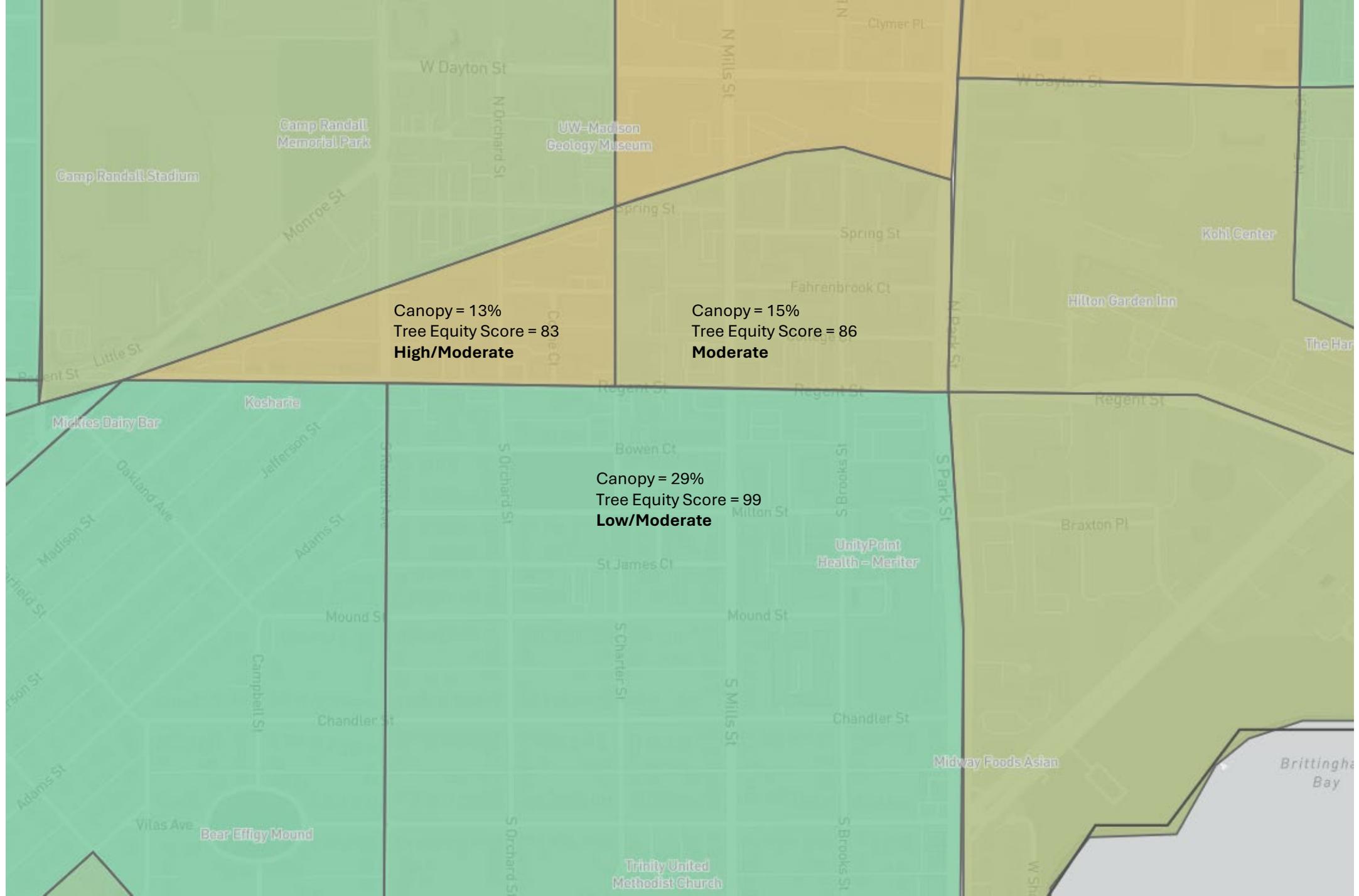
Brooks St

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



Tree Size, Terrace Width, and Suspended Pavement Appropriateness Per Street Type – High Priority Canopy Areas

The intent in Canopy Priority areas is to make cross sectional trade-offs that maximize terrace area needed for improved tree canopy.

		Street Typology	Optimal Tree Size (No Overhead Utility Conflicts ²)	Recommended Terrace Width (ft) ¹	Terrace Minimum Width (ft) ³	Suspended Pavement Use
						○: Yes ●: Maybe ■: No
Collector	Arterial	Urban Avenue	Narrow or Large	12	8	●
		Boulevard	Narrow or Large	12	8	●
		Parkway	Large	10 to 12	8	■
		Mixed-Use Connector	Narrow or Large	10 to 12	8	●
		Community Main Street	Narrow or Large	10 to 12	8	○
		Community Connector	Narrow or Large	10 to 12	8	●
Local	Local	Mixed-Use Neighborhood Street	Narrow or Large	10	8	●
		Neighborhood Street	Large	10	8	■
		Neighborhood Yield Street	Large	10	8	■
		Civic Space	Narrow or Large	10	8	○
		Neighborhood Shared Street ⁴	Narrow or Large	NA	NA	●

¹2019 Urban Forestry Task Force Report

²Limited to ornamental trees where there are higher voltage electric overhead line(s)

³ Terrace Minimum Width should be no less than 8 feet without the use of suspended pavement, which would allow for large tree plantings in a narrower terrace width. All options to provide the required terrace width must first be exhausted before considering suspended pavement system.

⁴Consider curb extensions with street trees or limiting to private property tree planting only, if trees desired.

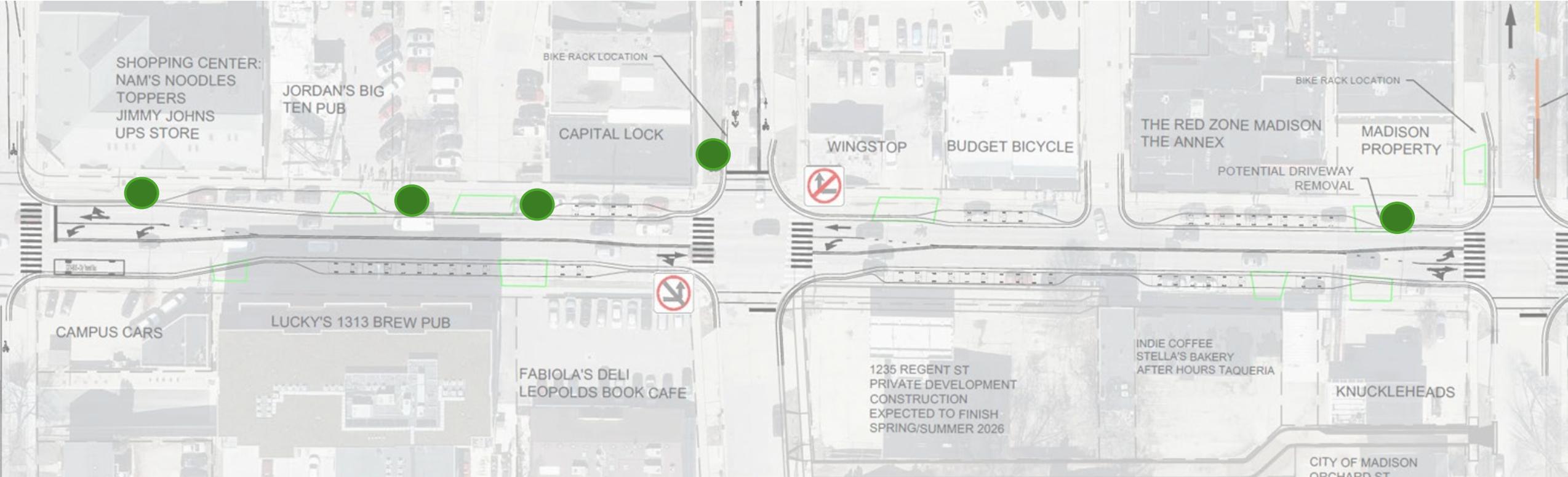
Note: Use of suspended pavement would be evaluated on a case by case basis given existing site conditions, context, and available budget

Tree Size and Terrace Width Per Street Type – Retrofit Areas, outside of Canopy Priority Areas

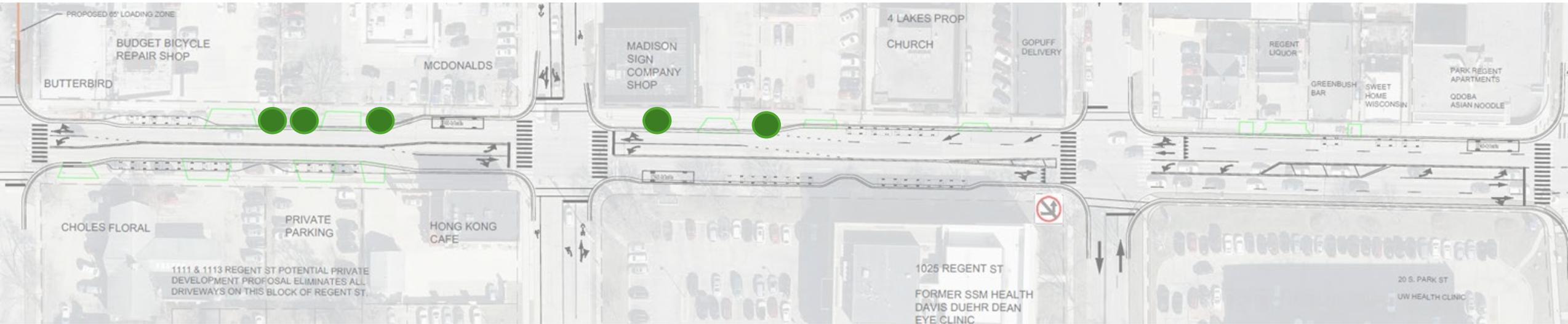
		Street Typology	4' to 6' Terrace, No overhead Utility Conflicts	4' to 6' Terrace, Overhead Utility Conflicts	6' or Greater Terrace, No overhead Utility Conflicts	6' to 8' Terrace, Overhead Utility Conflicts
Collector	Arterial	Urban Avenue	Narrow	Ornamental	Narrow or Large	Ornamental
		Boulevard	Narrow	Ornamental	Narrow or Large	Ornamental
		Parkway	Narrow	Ornamental	Large	Ornamental
		Mixed-Use Connector	Narrow	Ornamental	Narrow or Large	Ornamental
		Community Main Street	Narrow	Ornamental	Narrow or Large	Ornamental
		Community Connector	Narrow	Ornamental	Narrow or Large	Ornamental
Local	Local	Mixed-Use Neighborhood Street	Narrow	Ornamental	Narrow or Large	Ornamental
		Neighborhood Street	Narrow	Ornamental	Large	Ornamental
		Neighborhood Yield Street	Narrow	Ornamental	Large	Ornamental
		Civic Space	Narrow	Ornamental	Narrow or Large	Ornamental
		Neighborhood Shared Street ⁴	Narrow	Ornamental	Narrow or Large	Ornamental



Potential Tree Locations

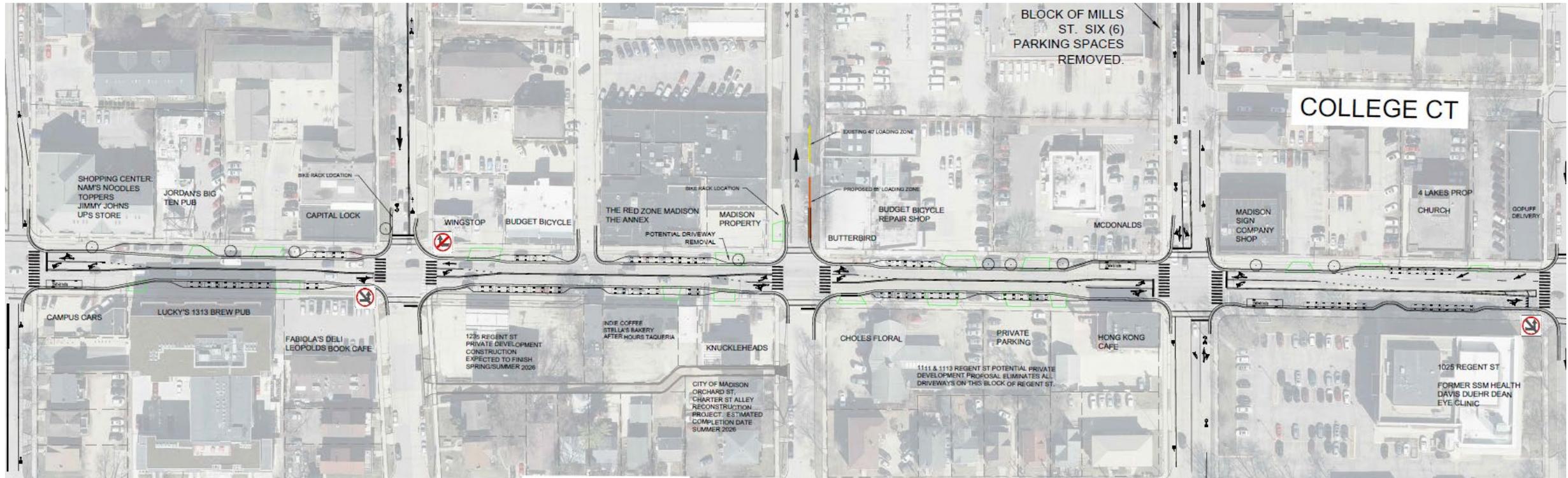


Potential Tree Locations



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.



River Road Motel
3.2 (308)
2-star hotel

Top Hat Motel

Finch Motel

Gables Motel

Tres Chic Hair Studio

Dells Lodge

Riverwalk

Ripley's Believe It Or Not

H. H. Bennett Studio
Temporarily closed

Dells Escape Rooms

TRICOR Insurance

Broadway

Broadway

Broadway

Broadway

Broadway

Monk's Bar & Grill
American

High Rock
American

Wild Fun Zone

Wizard Quest
Fantasy-themed
maze with riddles

La Crose St

Eddy St

Superior St

Oak St

Oak St

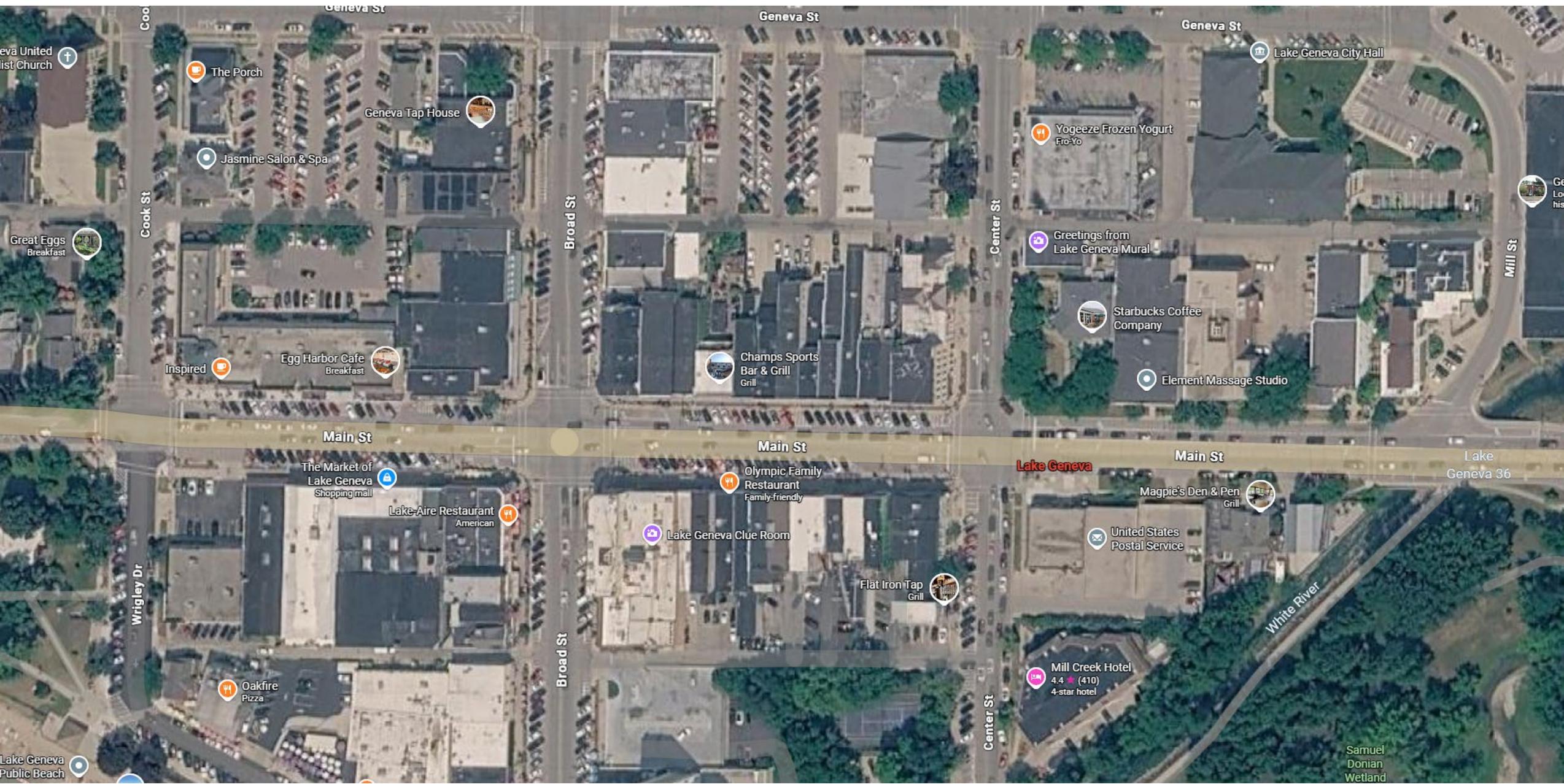
Alpine Motel | Wisco
Dells, WI,
4.4
2-star

YETIYARD Next
Level Entertainment, ...

Blink Charging Station

Wisconsin Dells,
Wisconsin

Google Maps



Geneva United
ist Church

The Porch

Geneva Tap House

Jasmine Salon & Spa

Great Eggs
Breakfast

Inspired

Egg Harbor Cafe
Breakfast

Champs Sports
Bar & Grill
Grill

Yogeeze Frozen Yogurt
Fro-Yo

Greetings from
Lake Geneva Mural

Starbucks Coffee
Company

Element Massage Studio

Lake Geneva City Hall

Main St

Main St

Lake Geneva

Main St

Lake
Geneva 36

The Market of
Lake Geneva
Shopping mall

Lake-Aire Restaurant
American

Olympic Family
Restaurant
Family-friendly

Lake Geneva Clue Room

Flat Iron Tap
Grill

Maggie's Den & Pen
Grill

United States
Postal Service

Oakfire
Pizza

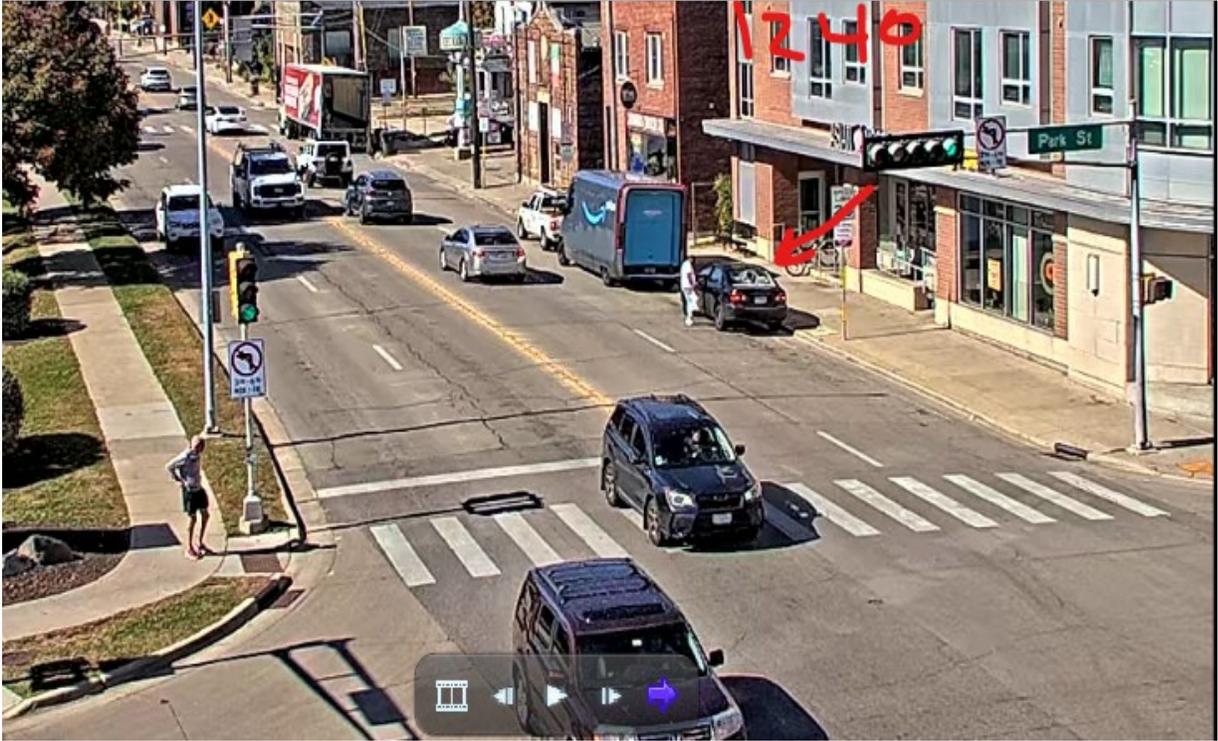
Mill Creek Hotel
4.4 (410)
4-star hotel

Lake Geneva
Public Beach

Samuel
Donian
Wetland

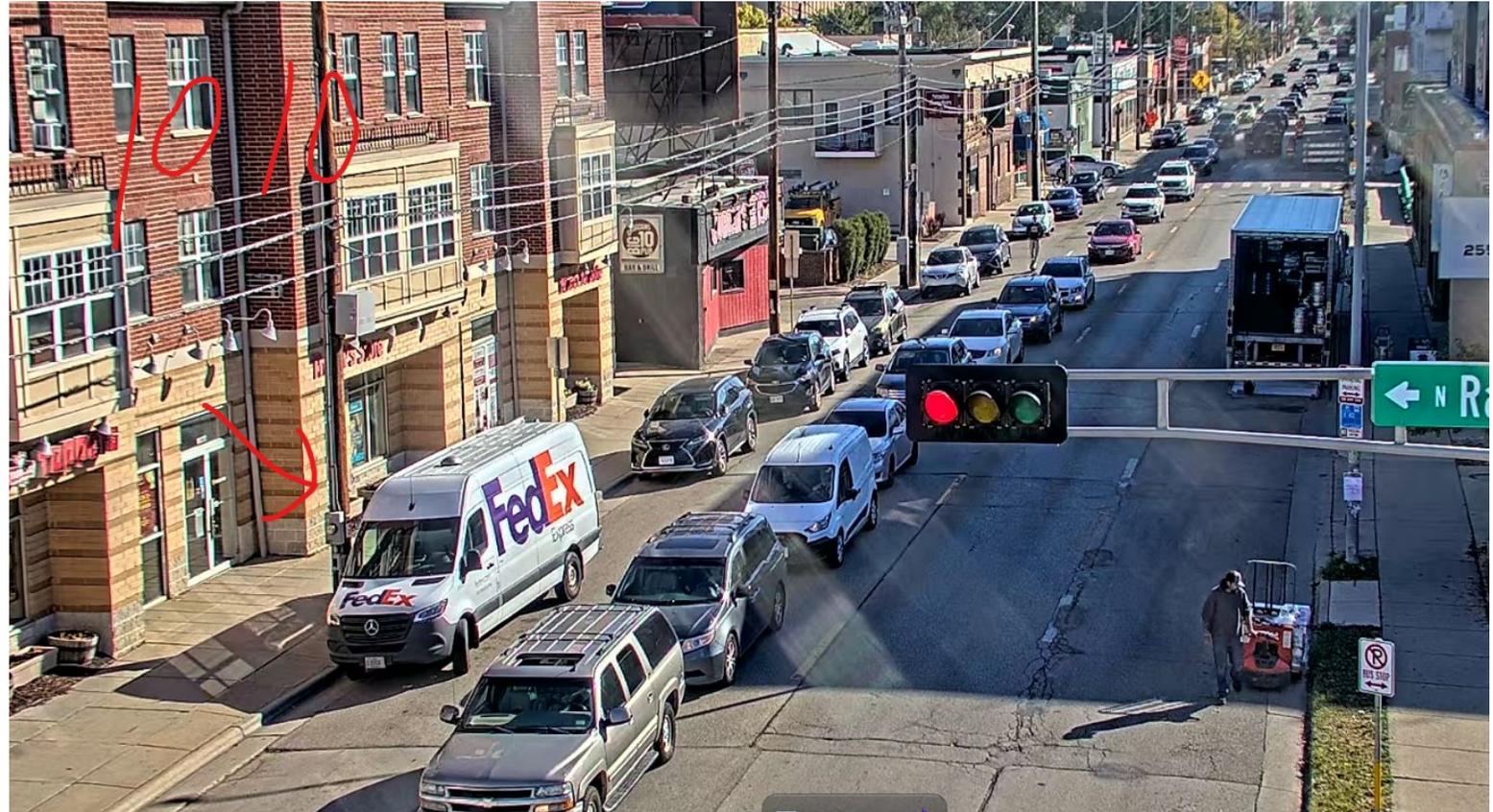
Deliveries/loading

Wednesday, October 8, 2025, 7:00 a.m. to 6:00 p.m.				
Arrival Time	Depart Time	Loading Duration	Loading Type	Camera
1 734am	757am	23 min	Delivery Truck	Park
2 1024am	1040am	16 min	Semi Truck	Park
3 1037am	1050am	13 min	White Van	Park
4 1039am	1042am	3 min	White Truck	Park
5 1056am	1058am	2 min	Fedex Box Truck	Park
6 1120am	1122am	2 min	Red car food pickup?	Park
7 1120am	1122am	2min	Black cae food pickup?	Park
8 1127am	1151am	30min	Beer Semi	Park
9 1136am	128pm	1hr 52 min	Semi truck	Park
10 1140am	1146am	6min	Black car food pickup?	Park
11 1203pm	1204pm	1 min	White car food pickup?	Park
12 1223pm	1224pm	1min	Red car food pickup?	Park
13 1228pa	1231pm	3min	Red car food pickup?	Park
14 1238pm	1244pm	6min	Amazon Van	Park
15 1240pm	1242pm	2min	Black car food pickup?	Park
16 1254pm	1256pm	2min	Gray car food pickup?	Park
17 1258pm	106pm	8 min	Gray car food pickup?	Park
18 107pm	111pm	4min	Black car food pickup?	Park
19 107pm	108pm	1min	Gray car food pickup?	Park
20 111pm	113pm	2min	Black car food pickup?	Park
21 113pm	114pm	1min	Black car food pickup?	Park
22 116pm	120pm	4min	Gray car food pickup?	Park
23 122pm	132pm	10 min	Blue car food pickup in bus spot	Park
24 133pm	137pm	4 min	Gray car food pickup?	Park
25 140pm	146pm	6min	Black car food pickup?	Park
26 142pm	152Pm	10Min	White Box Truck	Park
27 146 pm	149pm	3min	Red car food pickup? Bus Stop	Park
28 150pm	156pm	6min	Black car food pickup? Bus Stop	Park
29 156pm	158pm	2 min	Black Car Loading	Park
30 203pm	229pm	26min	Delivery Truck	Park
31 208pm	212pm	4 min	Red car food pickup?	Park
32 220pm	222pm	2min	White car food pickup?	Park
33 246pm	350pm	4min	Gray car food pickup?	Park
34 312pm	314pm	2min	Gray SUV	Park
35 314pm	316pm	2min	Blue car food pickup	Park
36 316pm	353pk	27min	White delivery Van	Park
37 317pm	319pm	2min	White car food pickup? Bus spot	Park
38 346pm	348pm	2min	white car food pick up	Park
39 358pm	401pm	3min	White delivery Truck	Park
40 406pm	407pm	1min	White car food? Bus Stop	Park
41 452pm	454pm	2min	White car food pickup	Park
42 510pm	512pm	2min	Car food pickup	Park
43 513pm	514pm	1min	Uber pickup?	Park
44 516pm	541pm	25min	Work Truck	Park
45 518pm	520pm	2min	Car food pickup?	Park
46 528pm	533pm	5min	Car food pickup	Park
47 549pm	552pm	3min	Gray car food pickup?	Park
48 549pm	553pm	4min	White Car food pickup	Park
49 558pm	559pm	1min	Car food pickup	Park
50 558pm	600pm	2min	Car food pickup	Park



Deliveries/loading

Wednesday, October 8, 2025, 7:00 a.m. to 6:00 p.m.				
Arrival Time	Depart Time	Loading Duration	Loading Type	Camera
1 842am	912am	30 min	White Van	Mills
2 906am	927am	21 min	Construction box truck	Randall
3 907am	1001am	54 min	Semi Beer Truck	Randall
4 942am	951am	9 min	White box Truck	Mills
5 956am	1006am	10 min	Semi Truck	Mills
6 1006am	1047am	41 min	Semi Beer Truck	Randall
7 1010am	1015am	5 min	FedEx Van	Randall
8 1115am	1119am	4min	White box truck	Randall
9 1203pm	1204pm	1 min	Red car food pickup?	Randall
10 1234pm	1235pm	2min	Gray car pickup	Randall
11 1242pm	1244pm	2min	FedEx	Randall
12 155pm	157pm	2 min	Amazon Van	Randall
13 213pm	223pm	10 min	Food Delivery Truck	Randall
14 233pm	234pm	1min	Amazon Van	Randall
15 244pm	248pm	4 min	Box Truck	Randall
16 304pm	305pm	1min	Gray car food pickup?	Randall
17 312pm	314pm	2min	Black car food pickup?	Randall
18 314pm	317pm	3min	Amazon Van	Randall
19 322pm	325pm	3 min	Amazon Van	Randall
20 330pm	337pm	7min	White Car	Randall
21 349pm	400pm	11min	White delivery Truck	Randall
22 419pm	420pm	1min	Black Car didn't want to risk tow	Randall



Deliveries/loading



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