



Department of Transportation

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Jeff Berens

WisDOT SW Region
101 Wright Street
Madison WI 53704

Subject: Preferred Alternative
North Stoughton Road Project

Jeff,

We appreciate the opportunity to be involved in the design development for the North Stoughton Road project. Your team has provided a great deal of openness and an unprecedented level of transparency. We understand that WisDOT is about to select a preferred alternative, and we would like to provide our comments to your team for consideration.

General

- Speed – Madison believes speeds greater than 45 mph should be reserved for a fully access controlled facility. Angle crashes at high-speed signal-controlled intersections have much greater probability of severe injury or death. Since a fully access controlled facility is not proposed and would be difficult to achieve, the facility should migrate towards an urban roadway with corridor speeds generally between 35 to 45 mph, with the lower speed limit strongly preferred.¹ Note that speed is unrelated to capacity and both low and high-speed arterials can carry similar amounts of traffic.
- Consistency – To the extent possible, Stoughton Road should maintain a facility type for the longest stretch possible. Changing between urban roadway, expressway, freeway, back to expressway or urban roadway leads to confusion and fosters inconsistent speeds and driver behavior. Because of the closely spaced side roads on the northern portion of the corridor,

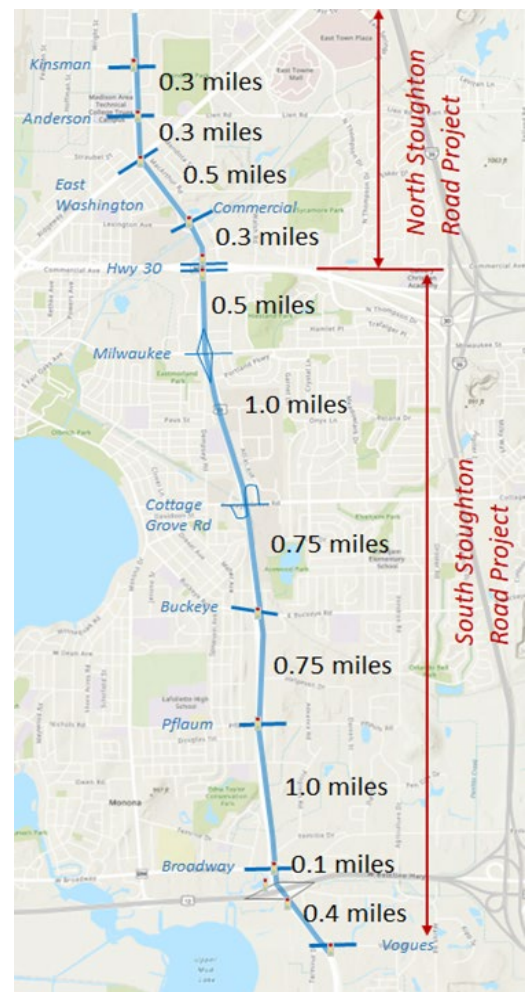


Figure 1 Corridor Access Spacing

¹ [FHWA Principles of Intersection Safety](#) lists three factors to manage intersection crash severity: conflict points, vehicle speed, and collision angle. Reducing corridor speeds addresses one of these factors.

it is perhaps least suited for freeway types of access treatments. (Fig 1)

- Infrastructure scale – Generally, providing access and mobility with less pavement is favored.

Individual Intersections

East Washington and Stoughton Road

For the remaining alternatives, Madison prefers the at-grade intersection alternative over the jug-handle intersection alternative. While providing better ped/bike crossing, the jug-handle only removes 15 to 20 percent of the traffic from the intersection yet requires over 20 driveway closures and 11 relocations. The impacts are large and permanently preclude investment/development of almost 10 acres of land.

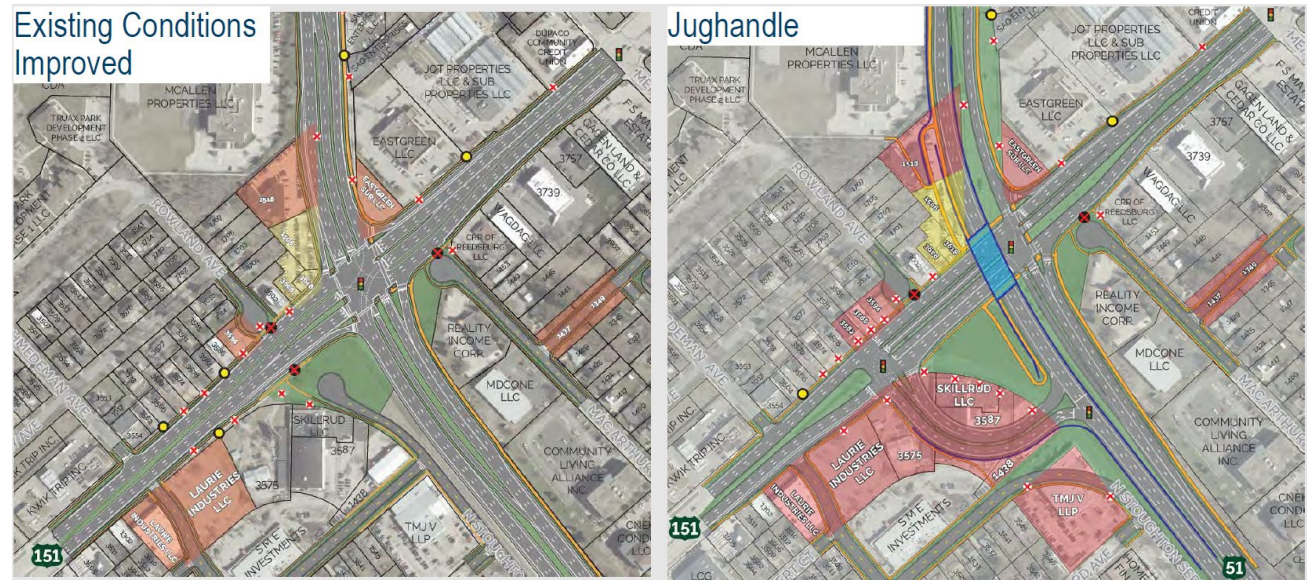


Figure 2 Stoughton Road/East Washington Alternatives

Madison requests that the driveway closures be reduced to the extent possible. These driveways have operated as right-in/right-out for decades with little effect on injury crashes. We believe maintaining these driveways does not pose a significant safety risk and will prevent at least 5 relocations.

Stoughton Road and Commercial Ave

Staff support the partial jug handle over the existing conditions alternative. It provides a local road connection across Stoughton Road with an “All Ages and Abilities” crossing for bicycles and pedestrians. The jug handle restores the grade separated crossing of the railroad that existed prior to 1990, aiding in the restoration of passenger rail. If restored, the grade separation would eliminate crossing exposure and substantially decrease crossing risk. Discussions with Amtrak representatives also indicate that they strongly prefer an alternative that includes a grade separation of the railroad.

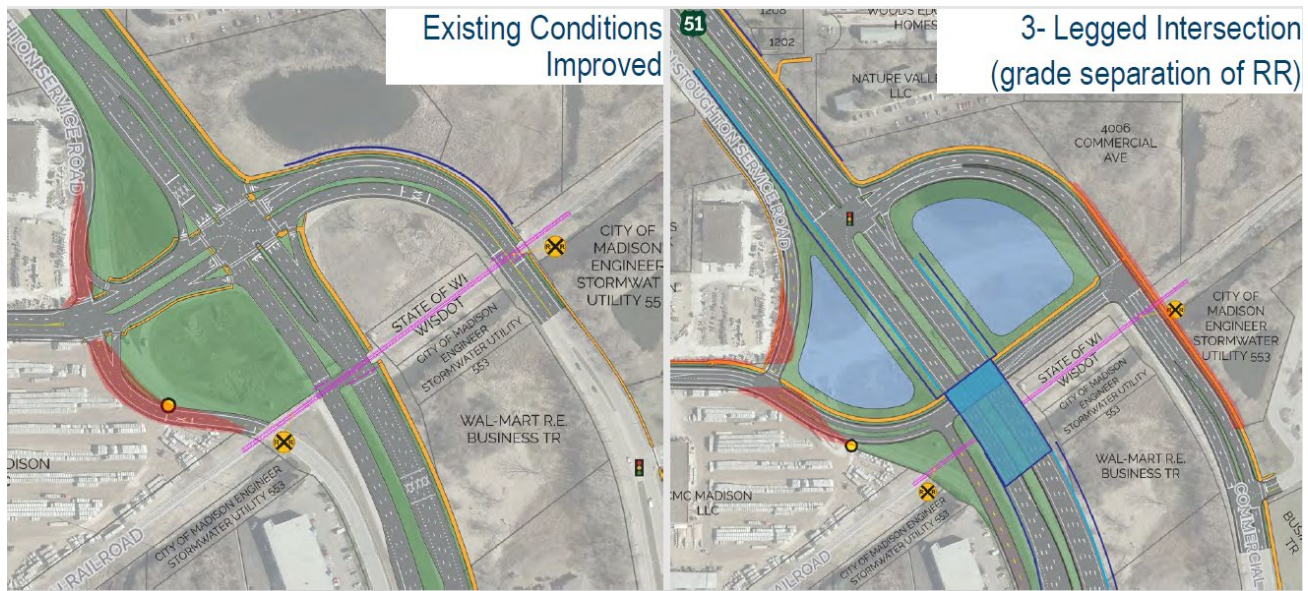


Figure 3 Commercial Avenue Alternatives

Stoughton Road and Highway 30

Madison prefers the conventional diamond interchange over the diverging diamond interchange. While north-south pedestrian/bicycle volumes are not anticipated to be large, the crossings of a diverging diamond are not “All Ages and Abilities”. The diverging diamond requires pedestrians and cyclist to cross and walk along the median of the roadway through the interchange. Consequently, the contextual clues used by the visually impaired do not exist. Also crossing to and walking/biking in the unprotected median would be challenging for younger users. The conventional diamond does not decrease operations significantly and we believe provides a more intuitive and safer facility for vulnerable users.

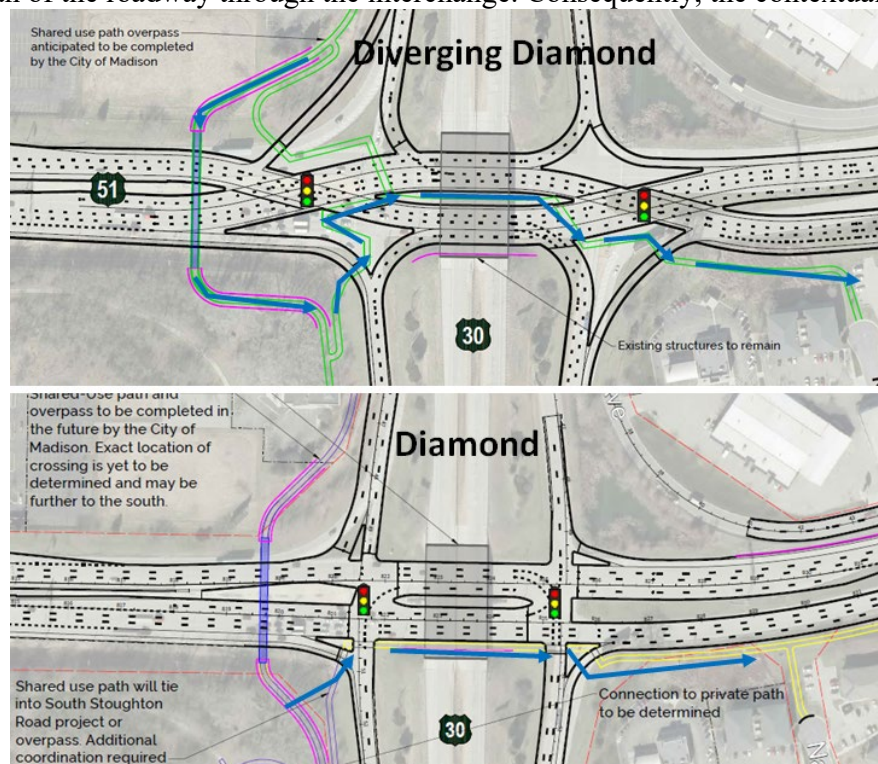


Figure 4 Highway 30 Alternatives and Pedestrian Routing

Thank you for allowing the City of Madison to participate in the project development of North Stoughton Road. We hope you will give our comments and preferences strong consideration as you select a Preferred Alternative.

Sincerely,

A handwritten signature in red ink, appearing to read 'Tom Lynch', is positioned above the printed name.

Thomas W. Lynch PE PTOE PTP AICP
Director of Transportation, City of Madison

cc:

Dan Schave – WisDOT SW Region Director

Satya Rhodes-Conway – Madison Mayor

Shon Barnes – MPD Chief

Chris Carbon – MFD Chief

Jim Wolfe – Madison Engineering

Yang Tao – Madison Traffic Engineering