

From: [Colin Williams](#)
To: [Traffic](#); [Transportation Commission](#)
Subject: Safety Improvements Needed: Midvale-Seminole-Yuma Corridor
Date: Wednesday, August 13, 2025 3:17:40 PM

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Dear Transportation Commission and Traffic Engineering Staff,

My name is Colin Williams, a resident of Yuma Drive with a background in mathematics, operations research, and computer science. I'm writing to propose a comprehensive safety strategy for the Midvale-Seminole-Yuma corridor that could address multiple interconnected hazards through coordinated improvements.

1. The Seminole Highway Exit Problem

The westbound Seminole Highway exit creates demonstrable safety hazards due to its proximity to the Verona Road/Midvale exit (<0.5 mi). I regularly observe dangerous weaving as confused drivers swerve back into traffic after initiating the wrong exit.

Since Midvale/Nakoma provides equivalent access, studying exit consolidation could eliminate these conflicts while simplifying the corridor.

2. Cut-Through Impact on Yuma Drive

The Seminole exit drives substantial cut-through traffic onto Yuma Drive. Existing traffic calming has proven insufficient—we still see high traffic flow and dangerous speeds. While additional calming measures might help, addressing the source through exit reconfiguration would be more effective.

3. Midvale Boulevard: A Fixable "Stroad"

Midvale's dual identity—urban street meets highway speeds—creates predictable dangers for all users. With vehicles routinely traveling 40+ mph between signals, it's hostile to pedestrians and prohibitive for cyclists, effectively severing neighborhood connectivity.

The good news: this is solvable. With minimal parking demand outside the Hilldale block, we have the space for protected bike lanes. I know this was recently delayed, but the fundamental logic remains sound. Let's get it back on track.

4. Southwest Commuter Path Crossing

This intersection concentrates all the corridor's problems into one dangerous pinch point. Without safe cycling infrastructure on Midvale, everyone funnels through this crossing where poor sight lines meet high vehicle speeds. I've witnessed multiple collision aftermaths here on my daily bike commute.

Request:

I'm proposing we treat this as an integrated corridor project. Specifically:

1. **Add to next Transportation Commission agenda** for discussion
2. **Conduct focused analysis** on:
 - Seminole exit usage patterns (could likely use existing WisDOT data)
 - Yuma Drive speeds/volumes (1-week traffic study focusing on morning/evening peaks)
 - Comprehensive crash analysis for all four locations
3. **Develop integrated improvement plan** that could qualify for federal Safe Streets funding
4. **Revive the Midvale bike lane project** as part of this comprehensive approach

These are achievable improvements that align with Madison's stated Vision Zero and Complete Streets commitments. The improvements could be phased. But the planning should be comprehensive.

Thank you for your time and expertise in addressing these safety challenges.

All the best,

Colin Williams