



Department of Planning & Community & Economic Development

Planning Division

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To: Transportation Commission

From: Southeast Area Plan Project Managers (Jeff Greger, Rebecca Cnare)

Date: December 3, 2025

Subject: Southeast Area Plan Update

Background

Planning Division staff engaged with the public and gathered further feedback, coordinated with other agency staff, and drafted Southwest Area Plan actions and maps since the last Transportation Commission check-in on June 25th. Staff is updating the Commission on the additional public feedback and the draft actions and maps prior to compiling a final draft of the Southwest Area Plan for introduction to the Common Council. Please see the project website for background material, public feedback summaries, and material from past meetings.

Public Engagement

Public participation has included public meetings (virtual and in-person). In addition to the public meetings, staff collected feedback from various other sources such as the Online Commenting Map, Resident Surveys, Madison Madness Bracket Exercise, Community Partners, Focus Group meetings, Neighborhood walks, Business walk, Bike to work week events, Pop-Up events, UW PEOPLE Program engagement with Memorial High School students, Neighborhood Associations and Neighborhood Resource Teams, among others.

This Commission update focuses on community feedback received thus far on draft actions and maps, and reviewing draft actions and maps.

Wisconsin Department of Transportation South Stoughton Road redesign project

One of the most impactful transportation issues in the Southeast area is the South Stoughton Road Redesign Project. In 2025 and 2026, the Wisconsin Department of Transportation (WisDOT) is studying potential changes and improvements for a redesign of the US 51 / South Stoughton Road Corridor. The Study will evaluate 4.4 miles of Stoughton Road from Voges Road/Terminal Drive in McFarland to south of WIS 30 in Madison. WisDOT's purpose statement of the US 51 South Study is to improve safety and mobility for all modes of travel and improve community connectivity, guided by local plans and goals. The Southeast Area Plan is one of the plans that will guide the future of the corridor. The redesign of the corridor will have significant impacts on safety, mobility, connections and land use. This Plan encourages a design that includes more multi-modal connections, slower speeds, and encourages redevelopment opportunities that make the corridor a central feature to connect neighborhoods and commerce instead of the barrier that it creates on Madison's east side.

Highlights of Draft Transportation Actions

1. Pedestrian Network Map: Only 66% of the Southeast area street network includes sidewalks on one or both sides. We received a lot of public feedback about missing sidewalks and desire to fill in the sidewalk gaps particularly near schools. The sidewalk map recommends filling in the sidewalk gaps through reconstruction and Safe Streets Madison program and calls out priority projects near community activity centers, parks and schools.
 - a. **It has been essential to educate the public on the new sidewalk assessment policy implemented in 2023.** It is still widely assumed by many residents that they will be directly assessed for new sidewalks and sidewalk repairs.
 - b. Many people were much more enthusiastic about new sidewalks once they learned about the policy and ways that sidewalks could be designed to save larger trees.
2. Planned Street Network Map:
 - a. Potential new streets are shown in primarily undeveloped areas.
 - b. Connect City Streets to former Town of Blooming Grove streets after properties are attached to the City in 2027.
3. Transit: Draft recommendations discuss the lack of a north-south route east of S Stoughton Road, and lack of high frequency transit service to LaFollette High School.
 - a. There was also a desire from residents for bus stops with a higher level of amenities.
4. Street safety improvements include actions on:
 - a. Thompson Road: Speeding between Milwaukee St and Swanton Road is a major concern and this plan is recommending traffic calming measures and traffic lane markings on Milwaukee St, Kurt Dr., Swanton Rd, and N. Thompson Rd to ensure a safe, accessible pedestrian and bicycle-friendly neighborhood environment.
 - b. East West Arterials: Milwaukee, Cottage Grove Road and Buckeye Road all have intersections on the high-injury network and are near community activity centers. Many of the unsignalized intersections should be studied for potential signals, continental crosswalks and /or rapid flashing beacons.
5. Shared-Use Path and Bicycle Network:
 - a. Improve multi-use path crossings as identified in the Safe Streets for All Program.
 - b. Upgrade and add to the multi-use path system to increase north-south connectivity to an All Ages and Abilities (AAA) standard.

Partnerships:

- A. Encourage Bcycle shared bike stations to complete the network of Bike share in the Southeast Neighborhoods that connect crucial community assets.

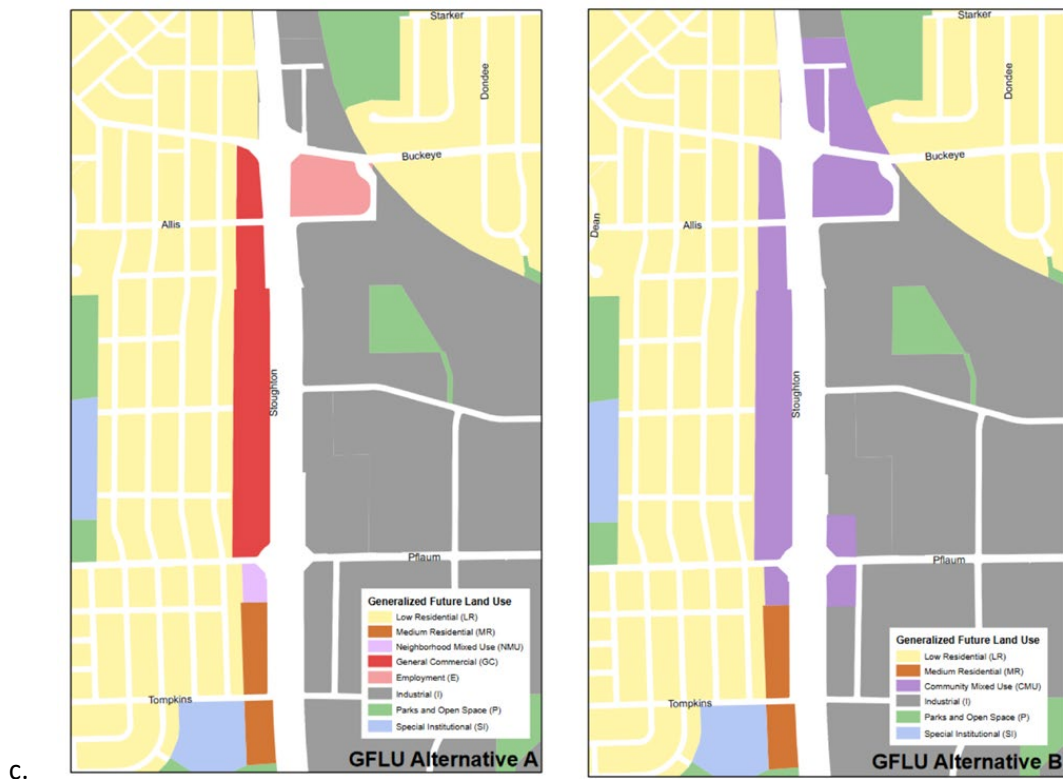
Wisconsin Department of Transportation South Stoughton Road redesign project

- B. Work with WisDOT, in conjunction with Traffic Engineering, to determine the feasibility of constructing a bicycle lane on the east side of Highway 51 from Milwaukee Street to Nakoosa Trail.
- C. Continue working with Wisconsin Department of Transportation (WisDOT) on the redesign of the Highway 51 / S Stoughton Road Corridor between US Hwy 30 and Voges Road. Work with WisDOT to ensure changes to the Highway 51 corridor align with the City's vision for land use and transportation as discussed in this section.

- a. Supporting a future design that reflects a Safe Systems approach—integrating speed management, high quality bicycle and pedestrian facilities, and smart access management to advance our shared priority of safety for all users.
 - b. Supporting options that utilize a 35-mph speed limit along the length of the corridor
 - c. The City prefers the hybrid intersection concepts at both Milwaukee Street and Cottage Grove Road to provide an improved transition between STH 30 (Aberg Avenue) and the wide boulevard segment south of Cottage Grove Road.
 - d. Between Buckeye Road and Tompkins Drive the City strongly prefers the wide boulevard design.
- a. The City would also like to explore how the Capital City Trail could connect to a north-south bike/ped route along US 51.
 - b. Land Use and Transportation Nexus: The City's Land Use Map may significantly change depending upon the final design of S Stoughton Road. A 35 mph Boulevard could allow for a more intensive mixed-use neighborhood that would support additional housing, transit, and community amenities that are not supported by single-story rural highway fronting development.

45 MPH, limited access future land uses

35 MPF urban boulevard future land use



Public Feedback Summary

A. Feedback from Initial Rounds of Public Participation

- Improve pedestrian safety and accessibility along major thoroughfares and heavily traveled neighborhood streets.
- Increase sidewalk and bike network connectivity.
- Increase safety and connectivity across S Stoughton Road.
- Increase Transit routes to LaFollette and to neighborhoods east of S Stoughton Road

B. Feedback received on Draft Transportation Actions

Public feedback received so far on the draft actions and maps are the following:

- There is a lack of North/South bike routes, most are east/west.
- Need for traffic lights, and traffic calming at Milwaukee Street and Thompson Rd.
- Need or sidewalks on streets near Virginia Henderson Elementary and Sennett/LaFollette, especially on Spaanem Rd.
- There continues to be mixed feelings on safety issues for the future of S Stoughton Road, although many people agreed that the 35 MPH Boulevard does promote more desirable land use opportunities.

Transportation Commission Discussion

Staff is seeking feedback from the Transportation Commission on draft actions and maps in the Transportation chapter prior to completing a full final draft:

1. Does the Commission agree with the potential street connections?
2. Does the Commission agree with the proposed pedestrian and bicycle network improvements?
3. Does the Commission have any initial feedback on the S Stoughton Road redesign as related to the Planning Process?
4. Is there anything you think we missed?
5. Do you have additional comments or questions?

Attachment

- [Draft Actions and maps Public Commenting Portal](#)
- [SEAP Project Webpage](#)
- [SEAP Draft Actions Meeting Boards](#)