

From: [Nicholas Davies](#)
To: [Transportation Commission](#)
Cc: jeff.berens@dot.wi.gov
Subject: WisDOT Stoughton Rd South feedback
Date: Sunday, July 20, 2025 1:08:51 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Transportation Commission,

I didn't make it to last week's PIM, so I hope to share feedback on this project with you all this week.

My top priorities for this project are:

- Safety/Vision Zero. What makes the road unsafe today are its high speeds, its wide intersections, and its stretches of unrestricted freeway. Any reduction in speed we can achieve will have a huge safety impact, and bringing traffic to a stop periodically is a necessary part of achieving that speed reduction.
- Avoid condemning additional land. We risk creating even larger dead zones, along one of the few activatable corridors in the area.
- No capacity expansion. Capacity expansion does not solve congestion, it creates it, through induced demand. Especially since WisDOT's own traffic counts do not justify projected growth, even if you consider anticipated population growth (like we've already seen over the last 20 years).
- Preserve and expand access for other modes.
- Push for a corridor alternative that facilitates "after-market" conversion to a city street (consistent with Complete Green Streets).

Based on those priorities, here is how I see the intersection concepts that WisDOT has just introduced:

- I support the hybrid intersections at Milwaukee and Cottage Grove, since those will bring Stoughton Rd traffic periodically under control. There are also elements of the Milwaukee St concept I don't understand (such as the added traffic circle). Tearing down the freeway entirely would be even better. Lots of places have done this.
- I support standard intersections at Buckeye and Pflaum. Standard intersections can operate safely, particularly if WisDOT reconsidered its unjustified capacity expansion. Alternatives that allow free-flowing "freeway-like" traffic would condemn more land, and are antithetical to Stoughton Rd's future as a city street.
- I support adding crossing opportunities at Tompkins and Helgesen.
- I'm concerned about both alternatives at Broadway, and the diverging diamond option at the Beltline, restricting bike/ped access at one of the few available Beltline crossings.
- South of Terminal Dr, there's another transition to/from freeway, that brings high-speed traffic into central McFarland. As Madison redevelopment patterns bridge the gap in the coming years, I expect to see increasing desire to turn this stretch into a safer, multimodal, activatable corridor as well. Therefore I oppose "freeway-ifying" the Terminal Dr intersection.

Thank you,

Nick Davies
3717 Richard St