

**From:** [Nicholas Davies](#)  
**To:** [Transportation Commission](#)  
**Cc:** [Martinez-Rutherford, Dina Nina](#)  
**Subject:** Stoughton Rd recommendations  
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Dear Transportation Commission,

On the decision points that WisDOT is seeking input on, I concur with the drafted letter, for these reasons:

#### Lowering overall speeds

As someone who lives nearby the anomalous freeway section of 151 (Milwaukee to Cottage Grove), the constant road noise--even from 1/4 mile away--is one of the significant downsides of living here. I don't wish that on anyone. If traffic were slower, and not free-flowing, that would be a big improvement.

I find these high-speed sections of 51 inhospitable even as a driver. When I'm going to East Towne, for example, I often take a longer, lower-speed route to avoid the stress of merging into traffic that is effectively unlimited in speed. I know how the freeway creates a "particle collider" at Buckeye Rd for example, and I don't want to be the target of it. Especially whenever I've had to drive a borrowed car that isn't as reliable or can't accelerate as quickly.

#### Keeping existing configuration at 51 & 30

With traffic volumes on 51 steady or in some spots declining, there is no good reason to make the interchange at 51 and 30 more expensive, more complicated, and more hostile.

#### Keeping existing configuration at 51 & 151

Allegedly, parts of the jughandle would be easier to cross on foot than the gigantic intersection as it exists today. However those crossings have not been planned out enough to convince me of this.

And to cross...to what? The void in the middle?? The jughandle would require making 10 more acres of land unbuildable, and make the overall distance to cross the interchange much, much longer. To me, that places a much greater burden on pedestrians, for whom that distance is felt in minutes and steps.

#### Improving crossing safety at Commercial Ave

Currently the approach to this intersection is a significant gap in our bike network. Anything that adds bike lanes or a shared path would be a significant improvement.

However, there's also the enormous intersection itself, and the dangers associated with that. On the whole, a conflict-free way across 51 is appealing, and likely to be accessible to more users.

#### Keeping existing intersection at Kinsman & Hoepker

When the approach to a roundabout has more than one lane of free-flowing traffic, it becomes very challenging to cross safely. Additionally, WisDOT-designed roundabouts tend to be "spiky", where non-car users have to make a series of sharp-angled turns, and their sight-lines are pointed away from the very traffic they need to be watching for.

Make it a street!

So overall, I concur with the drafted recommendations on the questions that WisDOT is exploring, but I also want to question the underlying premise, that Stoughton Rd even has to be the high-speed limited-access highway that it is today. Traffic counts are steady or dropping, and the current road is already overbuilt for them. Closing a lane for BRT construction didn't cause any major issues. For getting travelling north-south quickly, 90 is right there.

Imagine how much more we could do with the Stoughton Rd corridor if it were just...a street, like Monona Dr or E Wash. There's all this wasted land around it today, which could be turned into more commercial amenities or much-needed housing, and ultimately tax revenue. We could have crossings of Stoughton Rd wherever it makes sense to, not the logistical barrier it acts as today.

There's nothing that says 51 can't be a 25 mph street. After all, 151 already is. However, if preferred, 51 be rerouted around the urban section of Stoughton Rd.

The recommendation to lower speeds and keep normal intersections is at least not a step in the *wrong* direction on this--maybe that's as much as we can expect from WisDOT--but I think it'd be worthwhile for the city's recommendations to explicitly include this.

Thank you,

Nick Davies  
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