

## **Stoughton Road (US 51) Corridor Study**

The Stoughton Road Corridor Study examines 10 miles of US 51 (Madison, Wisconsin) from Terminal Drive/Voges Road, south of the Beltline, in the Village of McFarland to Token Creek Park Road, north of Interstate 39/90/94, in the Town of Burke.

The Wisconsin Department of Transportation (WisDOT) has completed a Needs Assessment to determine the existing roadway's condition and how future volumes will impact traffic flow. The input the Department received during the Needs Assessment indicated that there is sufficient need to begin studying improvement alternatives.

The second phase of the corridor study, an Alternatives Analysis, has begun. The Alternatives Analysis includes development of solutions to address the problems identified in the Needs Assessment and preparation of an Environmental Impact Statement.

The alternatives will be developed and selected using input received from the public. The first opportunity for public comments was the Alternative Solutions Workshop for the study held on Monday, May 3, 2004 at LaFollette High School.

Evaluation of the alternatives will include: modeling and assessment of the travel demands, a traffic operations analysis, investigation of potential land use development and re-development impacts, coordination with the public during the alternative development and selection process, analysis of existing and future bicycle and pedestrian accommodations, and coordination with environmental agencies regarding impacts of the selected alternatives. Coordination with local officials, businesses, neighborhood associations and other focus groups is also essential throughout the project.

WE BIKE has been hired to complete the bicycle transportation portion of the corridor study.

## **Stoughton Road (US 51) Corridor Study purpose**

Stoughton Road is being studied because:

- The entire project area has never been addressed as a whole. Several improvements have been made to different areas of Stoughton Road at different times. The speed limit changes several times and some sections are built as expressways. Other sections are signalized and function as local roadways. This study will consider the needs of the entire corridor at the same time.
- Present traffic volumes are high and planned development may contribute to increased traffic. The ability to get to and from locations has a significant impact on neighborhoods and businesses. Currently, the roadway handles vehicles with a diverse mix of commuter, local, and inter-regional destinations. The impacts of future growth on the study area and the roadway need to be determined.
- Traffic congestion has increased. This is especially evident during the morning and afternoon rush hours. The roadway is at a point where small incidents can cause large traffic delays.
- It needs to provide safe travel for pedestrians and bicycles. Crossing and parallel routes are important to maintaining safe bicycle and pedestrian travel throughout the corridor.

The goals of the second phase of the Stoughton Road corridor study are:

- Involve the community in determining solutions to the address the corridor's needs as identified in the Needs Assessment.
- Identify and evaluate impacts of the alternatives in order to determine those that best satisfy the corridor's needs.
- Document the corridor impacts in an Environmental Assessment.
- Share information with the community and elicit comments regarding the study alternatives.
- Select preferred alternatives to address the problems identified in the Needs Assessment phase.

### **Stoughton Road (US 51) Need**

Present traffic volumes are high and planned development may contribute to increased traffic. This study will help guide the Wisconsin Department of Transportation in maintaining and developing a safe, efficient transportation system for the traveling public.

The following chart shows how traffic has increased on Stoughton Road by decade since 1960:

[Stoughton Road \(US 51\) traffic counts](#)  (97 KB)

The following crash charts display the types of crashes that occurred in those areas from 1998 to 2000:

[Terminal Drive to Milwaukee Street](#)  (641 KB)

[WIS 30 to Hanson Road](#)  (616 KB)

[Hoepker Road to Interstate 39/90/94](#)  (559 KB)

### **Needs Assessment**

The recently completed a Needs Assessment Report determined the existing roadway's condition and how future traffic volumes will impact traffic flow.

The needs assessment is was extensive research effort based upon public input, future land use analysis, projected traffic volumes and analysis of existing and future traffic operations.

The input the Department received during the needs assessment indicated that there is sufficient need to begin studying improvement alternatives.

[Final needs assessment](#)

### **Stoughton Road (US 51) Corridor Study schedule**

The Needs Assessment was completed in spring 2003.

From 2004 through 2005, WisDOT will study alternatives for addressing the problems identified in the Stoughton Road Needs Assessment. Information about the study will be posted on this Web site.

Alternatives to address the short term problems will be developed and potentially implemented as part of this phase of the study. No major construction projects are planned at this time.

## **Stoughton Road (US 51) Corridor Study map**

The study area extends from its southern limit at Terminal Drive/Voges Road in McFarland to its northern limit past the Interstate 90/94 interchange to Token Creek Park Road.

Traffic modeling will encompass the entire east side of Madison. Each of the selected alternatives will evaluate the impacts to traffic on all major roadways in the area.

## **Stoughton Road (US 51) Corridor Study public involvement**

Highway studies are a cooperative effort between the public, state and federal review agencies, and WisDOT. WisDOT welcomes public comments and provides many opportunities for community involvement.

A 14-minute video on the project is now available to community groups. The video gives an overview of existing problems and concerns along the Stoughton Road corridor. Project staff are also available to give a presentation about the findings of the Needs Assessment. To borrow a copy of the video or to arrange for a presentation, send an e-mail to [stoughtonroad@klengineering.com](mailto:stoughtonroad@klengineering.com) or contact:

Barbara Feeney, WisDOT Project Manager, (608)246-3869  
[barbara.feeney@dot.state.wi.us](mailto:barbara.feeney@dot.state.wi.us)

## **Public information meetings and workshops**

An Alternative Solutions Workshop will be held for the project on **Monday, May 3, 2004, from 6:30 p.m. to 9:30 p.m. at LaFollette High School Cafeteria, 702 Pflaum Road, in Madison.** Invitations to those living within the project area will be sent soon. At the workshop, residents and others who use Stoughton Road can give their opinions on problems, and ideas on what can be done about them. The results of this workshop will be used as the basis for design and construction of improved facilities for Stoughton Road that will make it easier and safer to use. Workshops allow attendees to give input about the study and work within groups to analyze the existing roadway.

[Alternative Solutions Workshop Notice](#) 

Refer to this site for future public information meetings and workshops. Public information meetings allow additional comment opportunities as well.

## **Previously held**

Three public information meetings were held on April 7, 9, and 10, 2003 at Kennedy Elementary, LaFollette High School, and the WisDOT Transportation District 1 office.

## **E-mail list**

E-mail [stoughtonroad@klengineering.com](mailto:stoughtonroad@klengineering.com) to be added to a mailing list. Participants will receive notices of public involvement workshops and meetings, meeting minutes, and newsletters.

The Wisconsin Department of Transportation (WisDOT) completed a survey to help citizens express their ideas about the study. Results of this survey may be requested from [stoughtonroad@klengineering.com](mailto:stoughtonroad@klengineering.com).

## **Newsletters**

Additional information regarding the Alternatives Analysis will be provided in upcoming newsletters. The previous newsletters for the completed Needs Assessment are available.

[US 51 \(Stoughton Road\) March 2003 newsletter](#)  (1.4 MB)

[US 51 \(Stoughton Road\) needs assessment](#)  (37 KB)

## **Advisory committees**

A Technical Advisory Committee and a policy advisory committee have involved in the study process. The technical advisory committee consists of representatives from:

- The city of Madison Engineering and Planning Departments
- Local government representatives from the communities of Monona, McFarland, Burke and Blooming Grove
- The Dane County Highway Department
- The Madison Area Metropolitan Planning Organization
- Madison Metro
- The Federal Highway Association
- The Wisconsin Department of Natural Resources

The Policy Advisory Committee has not yet been selected. It includes elected officials and representatives from neighborhood groups and businesses along the corridor. Committee members will be determined by WisDOT with input from the city of Madison. WisDOT will make decisions based on the recommendations of these committees.