

**Meeting of the
Greater Madison MPO Technical Coordinating Committee**

September 23, 2026

Virtual Meeting

1:00 p.m.

This meeting is being held virtually.

1. **Written Comments:** You can send comments on agenda items to mpo@cityofmadison.com.
2. **Register for Public Comment:**
 - Register to speak at the meeting.
 - Register to answer questions.
 - Register in support or opposition of an agenda item (without speaking)

If you want to speak at this meeting, you must register. You can register at <https://www.cityofmadison.com/MeetingRegistration>. When you register, you will be sent an email with the information you will need to join the virtual meeting.
3. **Watch the Meeting:** If you would like to join the meeting as an observer, please visit <https://www.cityofmadison.com/clerk/meeting-schedule/watch-meetings-online>
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Meeting ID: 836 0906 3748
Passcode: 475916
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Koj muaj txoj cai tau txais kev txhais lus, kev pes lus los sis kev pab cuam txhawm rau kev tsis taus uas tsis muaj nqi rau koj: Xav paub ntxiv tiv tauj rau (608) 266-4336 los sis mpo@cityofmadison.com.

AGENDA

1. Roll Call and Introductions
2. Approval of July 22nd, 2026, Meeting Minutes
3. Committee Member Reports
4. Review and Recommendation on Draft 2027-2031 Transportation Improvement Program for the Madison Metropolitan Area and Dane County
5. Staff Reports
 - Communications re: WisDOT US 51 (Stoughton Road) South Study
6. Next Scheduled Meeting Date
 - Wednesday, October 28th
7. Adjournment

**Greater Madison MPO
Technical Coordinating Committee
Meeting Minutes**

July 22, 2026

[Virtual Meeting via Zoom](#)

1:00 p.m.

1. Roll Call & Introductions

Members present: Acton, Blau (departed during item #6), Bruun, John, Kahler, Kocaja, Nordberg, Schmid, Violante

Members absent: Clark (due to meeting link mix-up), Gorman, Grady, Igl, Jancke, O’Laughlin, Petykowski, Salmon, Schreiber, Sivertson, Tao

MPO Staff present: Andros, Holloway, Kanning, Lyman

Other present in official capacity: Scott Lee (Iteris)

2. Approval of February 25, 2026, Meeting Minutes

Blau moved, Acton seconded, to approve the February 25, 2026, meeting minutes. Motion carried.

3. Committee Member Reports

- City of Monona (Bruun)
 - We are going to be at 60% design on the STBG-funded Nichols Rd project. That’s set to be bid out in September of 2028, with construction in 2029. The public information meeting for that project will be scheduled in the upcoming months. We’re trying to get it in ahead of the capital budget process, which starts in October.
 - We submitted some projects into the eTIP. Might have a couple more to submit.
- Village of DeForest (Blau)
 - We are working to get the Vinburn Road project (scheduled for 2027) completed. We submitted a request to the MPO to move that project back to February (PS&E) and let it in May, which still falls within the fiscal year. We’ve had some delays with RR crossing issues. The MPO approved the request to move it back; we’re still waiting on approval from WisDOT.
 - Continuing to work for 2028 on the Holum St project, which has WisDOT funds, and a new trail segment (funded through a Carbon Reduction grant) on the north side of CTH V.
 - The DeForest PD is interested in working collaboratively with the MPO on the issue of e-bikes—particularly with regard to kids operating electric motorcycles.
- Madison Metro Transit (Acton)
 - Madison Metro is requesting a TIP amendment to support the 2026 cost to continue budget so that we are not requesting additional funds from the City of Madison. That would allow us to utilize remaining 5307 funding from FTA to help fund preventative maintenance salaries.

- We have submitted our 2027 operating budget with the mayor's requested cuts to the general fund subsidy. That doesn't fix Metro's budget woes, so we'll be looking for other ways to cut.
- We have gotten Metro's TIP updates into the eTIP program.
- We have some new projects coming along that are based on the CIB/CIP that we submitted for 2027. That is going to push us to capitalize some of our operating expenses, which is going to be something different that Metro has not done before but it will provide some relief for the operating budget.
- We have finished up all of the documentation that we need to provide for the North-South BRT line for that to continue to move along in the CIG pipeline. We are hopefully on track for a fully funded grant agreement at the end of 2026 or early 2027.

4. Transportation Systems Management and Operations (TSMO) Plan update

Scott Lee provided an update on the TSMO plan currently underway. The project is expected to be complete in October.

5. 2027 Unified Planning Work Program (UPWP)

Andros provided a short update on the MPO's 2027 UPWP and requested that committee members contact her if there are technical assistance projects, such as reviewing draft comprehensive plans, that they expect their community will want help with in 2027.

6. Safe Streets for All (SS4A) grant update

Andros explained that every community that is a part of the SS4A grant is in the process of developing, approving, and posting RFPs for their local project. Some communities are still working on approving and submitting the grant subrecipient agreements between themselves and the City of Madison, the fiscal agent, because the MPO is the primary grantee.

The next two quarters will probably be very busy.

7. Review of approved 2026-2031 STBG-Urban Program Priority Projects and Proposed Funding Changes

Kanning detailed proposed funding increases for the Glacial Drumlin Trail project and the Vinburn Road project. These revised funding levels will be reflected in the draft 2027-2031 TIP, which will be released in August.

8. Review of approved 2026-2031 STBG-Urban Transportation Alternative (TA) Program Projects

No updates/proposed changes.

9. Review of Draft 2027-2031 Transportation Improvement Program (TIP) Projects

Kanning provided an update on the development of the 2027-2031 TIP, which is being prepared using the new eTIP software. Local community staff have been entering the information for their communities. MPO staff have been reviewing the information and assisting local staff as necessary.

The eTIP software is currently displaying projects that have been removed/completed on the map in a way that makes it look like they are active projects. MPO staff is working with the eTIP vendor to get this issue fixed so that inactive projects are no longer displayed.

Bruun asked that MPO staff send out a reminder email closer to the deadline for TIP project submittals to be finalized. He noted that the deadline is close to the time when Monona will be finalizing its budget and that that could result in changes to the projects.

10. Recommendation on amendment to 2025-2029 TIP

No quorum. Recommendation was not needed for this amendment to move forward. It will go before the MPO Policy Board at the August meeting.

11. Metro Transit Proposed Service Standards & Change Processes

Acton asked whether this item needs TCC adoption. She noted that this is an internal process for Metro.

Lyman noted that the transit-related TIP amendments are all very time sensitive and need to be acted on by the Policy Board at their next meeting. He said that if anyone has questions or comments, those should be sent to him and that he would forward them to the Policy Board.

Bruun suggested that TCC members interested in this and the previous item review the information in the packet related to items 10-11 (pages 47 to the end) and send comments to Lyman.

12. Staff Reports

- E-Device Guidance

Andros said that the MPO's e-device guidance and other materials related to e-devices are available on the MPO's website. She also described the MPO's work developing short (< 1 minute) videos with information about e-device safety, how to identify what kind of e-device you have and where it is legal to ride, and other topics.

Lyman mentioned that the MPO has a table on its e-device website showing the communities where it is legal/illegal to ride bikes and e-scooters on the sidewalk. He said that MPO staff reviewed the ordinances in local communities to put the table together and asked TCC members to let MPO staff know if they notice anything incorrect or if their laws have changed.

- WisDOT presentations at TCC meetings

Andros mentioned that in past years, there have been more frequent presentations by WisDOT to the TCC regarding state facility project planning. She said she makes sure to have presentations from WisDOT if she knows that the topic will be of interest to the TCC, but she has opted not to have WisDOT present on topics that are more removed. She said that she can get WisDOT to present on any project of interest to TCC members. She asked TCC members to let her know if there is anything that WisDOT is doing that they would like to hear about.

Bruun said having presentations once or twice a year focused on the big multijurisdictional projects would be helpful.

13. Next Scheduled Meeting Date

- The next meeting is scheduled for August 26th.

14. Adjournment

Violante moved, Bruun seconded, to adjourn. The meeting was adjourned at 1:56 p.m.

MPO Agenda Cover Sheet September 2, 2026

Item No. 5

Re:

Public Hearing on the 2027-2031 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

The [Draft 2027-2031 TIP](#) was released for public review and comment on August 18th. Memorandums describing the release of the Draft TIP and public hearing notice were sent to our contact list, in accordance with the MPO's Public Participation Plan, and posted to the MPO TIP page. The [Draft 2027-2031 TIP](#), available on the MPO's [TIP website](#), is now entirely in electronic form and meets the City of Madison's Digital Accessibility Guidelines. As a result, the content is easier to use for all users. In previous years, the Draft TIP and Final TIP were released as PDFs.

The Draft TIP consists of project submittals from WisDOT, Dane County, and local units of government through the MPO's new electronic TIP (eTIP) platform. Staff have reviewed the state and local roadway and bicycle/pedestrian projects and transit projects submitted for inclusion in the Draft TIP to ensure consistency with the MPO's long-range regional transportation plan.

Comments on the draft TIP will be accepted until Monday, September 21. Action is anticipated at the board's October 7th meeting.

Materials Presented on Item:

1. Memorandum: [Notice of Availability of Draft 2027–2031 Transportation Improvement Program \(TIP\) for the Madison Metropolitan Area & Dane County](#)
2. Memorandum: [Notice of Availability of Draft 2027–2031 Transportation Improvement Program \(TIP\) for the Madison Metropolitan Area & Dane County and 2027–2031 Transit Improvement Projects](#)

Staff Recommendation/Rationale: For review and discussion purposes only at this time. Action is anticipated at the board's October meeting.

From: [Nicholas Davies](#)
To: [mpo](#)
Cc: [Engineer; Martinez-Rutherford, Dina Nina](#)
Subject: 2027-2031 TIP feedback
Date: Sunday, August 30, 2026 10:41:03 PM

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

Dear MPO Policy Board,

There are so many great projects on this list! Just a few that I wanted to provide feedback on:

21 - S. WHITNEY WAY (Odana Road Intersection)

The issue here is that the project description makes no mention of including bike lanes in this intersection redesign. According to Madison's Complete Green Streets ordinance, both of the streets passing through this intersection are supposed to have bike lanes. But currently they don't. For example, Odana Rd has bike lanes to the east of this intersection, and to the west of this intersection, the bike lanes are just missing from the stretch of Odana Rd that passes through the intersection.

Therefore any redesign of this intersection needs to include addressing these gaps, or at least take into account that in the future these streets will have bike lanes, even if that means eliminating redundant travel lanes.

70 - MINERAL POINT ROAD (Beltline Highway to S. High Point Road)

The description mentions adding path on the north side of the street, where there is path already. But approved designs for this project actually included a portion of path on the south side of the street, to bring cyclists up to sidewalk level in the 7900 block, where the bike lane currently disappears unexpectedly.

135 - REGENT STREET (Randall Avenue to Park Street)

Current designs for Regent Street do not include any bike facility, so as to create unneeded parking. This is in violation of Madison's Complete Green Streets ordinance, and Dane County's climate goals of reducing VMT. Therefore I would recommend not approving this project in its current form.

Temp-18 - PLEASANT VIEW ROAD (Mineral Point Road to Timber Wolf Trail)

A multi-use path is much-needed here! However, WisDOT data from 2025 shows only about 10k vehicle trips per day, so two lanes each way would be excessive. Rebuilding this as one lane each way would be better for safety, and at lower cost.

Temp-83 - Hoepker Rd. and Portage Rd.

The project description ought to include a bike/ped facility. Portage Rd is a crucial connection for municipalities to the north; Hoepker Rd is one of few low-stress crossings of I90, and will soon connect to a multi-use path along north Stoughton Rd.

**Temp-11 - INTERSTATE 39/90/94 (S Beltline (USH 12/18) to Hanson Road)
Reconstruction and Expansion from 6 to 8 lanes with associated reconstruction of bridges and interchanges.**

I urge you to take this opportunity to disapprove of the additional lanes, which will do nothing to alleviate congestion, but only enable worse speeding and safety issues, and do further

environmental harm to the surrounding community.

Thank you,

Nick Davies
3717 Richard St

MPO Agenda Cover Sheet September 2, 2026

Item No. 6

Re:

Presentation on the Draft 2027-2031 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:

As noted in Item 5, the Draft 2027-2031 TIP was released for public review and comment on August 18th. The [Draft 2027-2031 TIP](#), available on the MPO's [TIP website](#), is now entirely in electronic form and meets the City of Madison's Digital Accessibility Guidelines.

The 2027–2031 TIP includes:

1. [2027–2031 TIP Project Listings](#) (*available through the eTIP*)
2. [Selection Process for MPO Funding Programs](#)
3. Financial Summary/Fiscal Constraint Information (*to be added*)
4. Past Transportation Improvements (*to be added*)
5. [Title VI and ADA Analysis of the 2027–2031 TIP](#)
6. [Analysis of the Anticipated Effect of the TIP Toward Achieving Federal Performance Measure Targets](#)
7. Summary of Public Review Comments Received on the Draft 2027–2031 TIP (*to be added*)
8. [Procedure for Preparing and Amending the Transportation Improvement Program](#)

The TIP projects constitute a coordinated listing of projects submitted by the implementing agencies and projects already approved by the MPO for funding. The board only approves projects with federal funding. Others are included in the TIP for informational purposes. Staff have reviewed all projects submitted for inclusion in the Draft TIP to ensure consistency with the MPO's long-range regional transportation plan.

Comments on the draft TIP will be accepted until Monday, September 21. Action is anticipated at the board's October 7th meeting.

Materials Presented on Item:

1. [Draft 2027-2031 Transportation Improvement Program](#)
2. eTIP website and Interactive Map of major pedestrian/bicycle and roadway projects in the Draft 2027-2031 TIP: <https://greatermadisonmpo.ecointeractive.com/>

Staff Recommendation/Rationale:

MPO staff will request approval of the Final TIP at the October board meeting.

**2027-2031
Transportation Improvement Program
For the Madison Metropolitan Area & Dane County Area**

ADDITION/CHANGE SHEET

Pedestrian/Bicycle Projects in the Madison Metropolitan Planning Area

Prj. No. 381: **ADD** the Old Middleton Road Underpass and Path.

Prj. No. 152: **REVISE** the Troy Drive RR Bridge as follows: Move construction funding from 2025 to 2023.



July 17, 2026

Alexandra Andros
Director and Transportation Manager
Greater Madison MPO
100 State St. #400
Madison, WI 53703

TO: Jeff Berens, Major Studies Project Manager, WisDOT SW Region – Madison Office

RE: WisDOT USH 51 (Stoughton Road) South Study -Reasonably Foreseeable Effects Workshop

Thank you for inviting staff from the Greater Madison MPO to attend the Reasonably Foreseeable Effects Workshop last month for the USH 51 (Stoughton Road) South Study.

While we appreciate that all of the alternatives presented at the workshop aim to improve upon existing conditions, we are concerned that the current direction of this process will lead the project to a suboptimal outcome. This in turn could result in the potential that the project will be excluded from the Greater Madison MPO's Transportation Improvement Program due to its failure to align with local and regional priorities.

All of the alternatives currently being studied include adding an additional traffic lane in each direction. Based on the presentation provided at the workshop, where it was stated that the travel model indicated that an additional travel lane will be needed in each direction, it appears that there may be a misunderstanding about the capabilities and role of the MPO/WisDOT Travel Model in determining transportation infrastructure needs. The MPO/WisDOT travel model provides only traffic forecasts based on its inputs, not infrastructure decisions.

The MPO's adopted [Congestion Management Process](#) defines the level of service (LOS) target on all non-Interstate roads as Mid E (see page 8). The forecasted LOS, as shown in the MPO's most recently adopted Regional Transportation Plan ([RTP](#)), for most of the USH 51 South Corridor indicates that it will remain LOS D through 2050 (see page 4-16). We will be putting together new 2050 LOS forecasts later this year as part of updating our Congestion Management Process for our Regional Transportation Plan Update.

Given the recent approval to add capacity on Interstate-39/90/94, a high-speed alternative parallel route, and the implications of increasing the width of this section of USH 51—including reduced safety, livability, and property tax revenues—MPO staff feel that it is imperative that WisDOT consider options that do not include adding travel lanes.

Beyond the proposal of additional travel lanes, WisDOT's current approach appears to have failed to reflect the concerns of the community most affected by the design of the roadway, the City of Madison. The City's recently adopted [Southeast Area Plan](#) includes a large map and an extensive list of priorities for the corridor (see South

Stoughton Road Redesign, p. 22 of 60). Only one of the proposed alternatives, however, the 35-mph Wide Boulevard, meets City's most basic goals for the corridor:

- A 35-mph speed limit on the length of the corridor.
- A design that enables the addition of a future bus rapid transit (BRT) route.
- A design that integrates speed management, high-quality bicycle and pedestrian facilities, and smart access management for safety for all users.

I appreciate that the WisDOT project team has done a great deal of work to provide various methods and opportunities for public engagement and input into the study process, including numerous meetings with City staff. My concern is that what was shared at those meetings is not reflected in the alternatives presented at the Reasonably Foreseeable Effects Workshop.

Another concern I would like to note is the role of the cost share policy and how far removed it is from the project study phase. It is not clear to someone reviewing these project alternatives that certain features will only occur if the local community is willing and able to pay for them. In most cases, those are the very features that address local concerns related to the given State Highway project.

Redesigning the corridor as a wide boulevard with shared-use paths, safer crossings, and a speed limit of 35 mph or less, without the addition of new lanes, appears to be the most feasible option and the option most likely to receive the approval of the communities represented on the MPO Policy Board.

Feel free to contact me (PH: 266-9115; E-mail: pandros@cityofmadison.com) with any questions or comments.

Sincerely,

Alexandra Andros

Alexandra Andros, AICP
Director, Greater Madison MPO

Equal Opportunity Employer

From: Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>
Sent: Monday, August 3, 2026 1:17 PM
To: Andros, Alexandra <PAndros@cityofmadison.com>
Cc: Howe, Michelle - DOT <michelle.howe@dot.wi.gov>
Subject: RE: WisDOT US 51 (Stoughton Road) South Study - Reasonably Foreseeable Effects Follow-up Email

Hi Alex,

Thank you for providing feedback from the Greater Madison MPO regarding the US 51 South Study Reasonably Foreseeable Effect Workshop. I understand your concerns with the alternatives presented at the workshop and have provided some additional information and responses to your comments in the paragraphs below. WisDOT looks forward to continuing to coordinate with the MPO as the study moves forward.

US 51 in the study area is classified as an urban arterial and designated a National Highway System (NHS) route and is under WisDOT jurisdiction. As such, both WisDOT and the Federal Highway Administration (FHWA) describe its purpose is to serve as a high mobility corridor within an urban area. Improving mobility for all modes of travel along the corridor has been identified as a primary need for the study and the WisDOT Facilities Development Manual (FDM) provides the policy and procedural guidance we use to achieve that.

I apologize if there was an incorrect statement or misunderstanding regarding the use of the MPO/ WisDOT Travel Demand Model (TDM) during the workshop. I agree that the TDM does not provide infrastructure decisions on WisDOT projects, however we do use it to help generate forecasts that are used in our traffic analysis. The future year traffic analysis results, along with the policies outlined in the FDM, have assisted us in identifying potential infrastructure improvements along the corridor.

Current traffic volumes north of the Beltline range from 42,000 to 48,000 vehicles per day (vpd), and these volumes are anticipated to increase by approximately 14% to 23% to range between 49,000 and 59,000 vpd by the 2050 design year. The existing volumes north of the Beltline currently warrant 3 lanes in each direction based on the WisDOT FDM ([Chapter 11-20](#), Attachments 1.1 & 1.5) and would be well over the 3-lane threshold by 2050. The need for a third lane has been confirmed by the traffic analysis.

In addition, US 51 traffic queues currently reach over a quarter-mile during peak periods at the Buckeye Road and Pflaum Road intersections, and side road queues extend past adjacent intersections. By 2050, US 51 queues are anticipated to reach over a half-mile if no improvements are made.

A potential option to maintain two lanes in each direction with acceptable operations would be to convert the section to a freeway-type facility to remove the intersection conflicts that are causing the operational issues. However, based in part on conversations with the city of Madison early in the study, WisDOT agreed to not pursue that option.

I understand that the MPO's adopted Congestion Management Process defines the LOS target on all non-interstate roads as Mid LOS E, however this does not align with WisDOT policy. The WisDOT

FDM, [Chapter 11-5-3](#), provides desirable LOS thresholds for different types of roadways in Table 3.1. As I mentioned above, US 51 is designated an NHS route north of the Beltline and is located within an urbanized area with a population over 50,000; therefore, LOS D is desirable and that is what we are striving for on the US 51 mainline, intersections, and mainline intersection movements for all locations along US 51 from the Beltline to Milwaukee Street.

I don't disagree that the overall corridor LOS may be LOS D or better in the TDM, however the corridor's traffic operations are controlled by the signalized intersections which are not modeled very accurately in the TDM. The TDM is not an accepted tool used by WisDOT as described in *FDM 11-5-3.5 Level of Service Analysis*. WisDOT supported traffic analysis software as described in the Traffic, Engineering, Operations, and Safety Manual (TEOpS) [Chapter 16-10](#) should be used for Level of Service Analysis, such as the Synchro and Vissim models that this study is utilizing. Currently there are intersections along US 51 that don't meet the desirable LOS during weekday peak periods and there are several mainline US 51 movements that are LOS E and LOS F. By 2050, it is anticipated that each of the US 51 intersections from Buckeye Road through Voges Road will have an overall LOS worse than mid-LOS E and operate with LOS F movements, several of which are thru movements along US 51.

The primary safety concerns along the US 51 corridor are concentrated at the at-grade intersections, where approximately 85% of the corridor's historical crashes have occurred. In addition, roughly 55% of all crashes along the corridor have been rear-end collisions, largely attributable to congestion and vehicle queues approaching signalized intersections. The proposed additional through lanes are expected to improve intersection operations by reducing delay and queue lengths along US 51, and as a result there are several safety benefits which are anticipated, including:

- Reduced potential for rear-end crashes resulting from congestion-related queueing.
- Improved visibility of traffic signals, pedestrians, and bicyclists at intersections.
- Improved emergency vehicle access and response times through the corridor.
- Reduced frequency of sudden stopping on approaches to signalized intersections.
- Increased driver reaction time due to more predictable traffic operations and improved visibility.
- Fewer aggressive or non-compliant driving behaviors associated with driver frustration and delay.

I do feel that the alternatives that are currently under development reflect and incorporate the feedback we have received to date and align with various aspects of local plans and goals. Regarding the basic goals you referenced from the City's Southeast Area Plan:

- While there is only one alternative with a posted 35 mph speed, all the alternatives propose a decrease in the posted speed limit in areas along the corridor.
- None of the alternatives are proposed to add additional BRT lanes within the existing right-of-way in the Buckeye Road to Pflaum Road area; however, none of the alternatives would preclude the potential to convert a travel lane to a BRT lane in the future either, similar to what has been done on East Washington Avenue. We have coordinated with the city of Madison and Metro Transit as part of the study, and they have indicated there are no current plans for additional transit on the corridor at this time. Please note that if a BRT lane

conversion took place in the future, capacity analysis would be needed to account for the reduction in travel lanes along the corridor.

- All alternatives greatly increase bicycle and pedestrian accommodations/options north-south along the corridor to a similar extent. Based on the safety analysis completed to date, the alternatives that incorporate hybrid intersections are anticipated to provide safer, grade-separated crossings of US 51 for bike/peds with fewer conflict points compared to the at-grade crossings included in the wide boulevard alternative.
- All alternatives incorporate speed and access management principles/options throughout the corridor. Related to speed management, all alternatives remove the rural ditches and replace them with curb and gutter, provide shared-use paths, and have the opportunity to incorporate landscaping and reduced lane widths. The 40-mph Hybrid Alternative option also adds two new signalized intersections to the corridor. For access management, the Wide Boulevard alternative is the least compatible with [WisDOT's Access Management principles](#).

The alternatives also align well with many of the transportation concerns from the public that are summarized on page 31 of the Southeast Area Plan report (tan box). Please remember we need to balance local plans and goals with the WisDOT and FHWA policies and principles for the roadways under WisDOT jurisdiction. FHWA is the final approver of the environmental document, and WisDOT must prove that the preferred alternative addresses all the corridor needs (traffic congestion, safety, and connectivity) in order to obtain approval and receive federal funding for construction.

Regarding the cost share policy, to date we have primarily focused on bicycle and pedestrian accommodations. The potential bike/ped accommodations included within the range of alternatives were developed in close coordination with the local municipalities (Madison, McFarland, Monona), who are aware of potential cost share and maintenance responsibilities for these facilities. These discussions will continue, along with any additional potential cost-share items (lighting, certain utilities, etc.) as the study progresses. That being said, moving forward we can include language in our public involvement materials and other relevant documents identifying items where a local cost share would be required to implement them in a future project.

Please let me know if you have any additional comments or if you would like to set up a meeting with WisDOT and the MPO to discuss things further.

Sincerely,

Jeff

Jeff Berens, P.E.
Major Studies Project Manager
WisDOT SW Region - Madison Office
(608) 245-2656

From: [Nicholas Davies](#)
To: [mpo](#); jeff.berens@dot.wi.gov
Cc: [Martinez-Rutherford, Dina Nina](#)
Subject: No additional lanes needed on Stoughton Rd (Policy Board agenda item 3)
Date: Sunday, August 30, 2026 9:34:57 PM

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

Dear MPO Policy Board,

I support and appreciate your letter on the topic of Stoughton Rd, and I disagree with statements that Jeff Berens included in his response as if they are matters of fact.

According to WisDOT's own data, traffic counts on Stoughton Rd have been level over the past 20 years. WisDOT projects growth in trips based on growth in population, but Madison and Dane County have been growing over those past 20 years while traffic counts on Stoughton Rd have been flat.

Traffic counts for Madison as a whole have even been decreasing in recent years, while the population has been increasing, showing that the WisDOT models are clearly inaccurate and far out of date.

Furthermore, level of service D should be the goal we aspire to. This level of service is described as: *"drivers have little freedom to select their own speeds"*

In other words, level of service D is where you see people actually driving the speed limit. That would be a very, very good thing indeed!

Madison PD's quarterly traffic safety reports have routinely included drivers going 100 mph or more on Stoughton Rd, where the speed limit is supposed to be 55 mph. Clearly WisDOT hasn't the slightest clue how to design a road for 55 mph, and the consequences of that have been severe already.

Thank you,

Nick Davies
3717 Richard St