



Chapter 7: Transportation

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INTRODUCTION

Transportation plays a vital role in the daily lives of Stoughton residents, businesses, and visitors. As a growing community within the Greater Madison metropolitan region, Stoughton’s transportation network must serve a wide range of needs, including local travel, regional commuting, freight movement, recreation, and access to services.

While automobiles remain the primary mode of transportation in Stoughton, residents increasingly seek safe and convenient alternatives for walking, biking, rolling, ridesharing, and public transit.

This chapter provides a framework for building a safe, connected, accessible, and resilient transportation network that supports the community’s long-term growth, economic vitality, environmental sustainability, and quality of life.

KEY TAKEAWAYS

- ◇ Stoughton functions as a regional commuter community. Approximately 85% of employed residents work outside the city, while roughly 80% of workers employed in Stoughton live elsewhere. Madison is the primary employment destination for Stoughton residents (39% of workers living in Stoughton commute to Madison for work).
- ◇ Personal vehicles remain the dominant transportation mode, but survey results demonstrate strong community support for additional transportation choices, particularly expanded transit service, walking, and bicycling infrastructure.
- ◇ Residents identified limited public transportation, pedestrian safety, and roadway maintenance as the community’s most significant transportation concerns.
- ◇ Improving connections to Madison and neighboring communities is a major transportation priority. Expanded regional transit and trail connections would improve access to jobs, education, healthcare, and other services.
- ◇ Many residents expressed concerns regarding sidewalk gaps, unsafe crossings, speeding traffic, ADA accessibility, and bicycle safety, particularly near schools, downtown, and along key transportation corridors.

Transportation

GOALS, STRATEGIES, AND ACTIONS

Goal 1: Provide a safe, accessible, and connected transportation system for people of all ages, abilities, and modes of travel.

Strategies:

1. Implement Complete Streets principles in the planning, design, construction, and maintenance of transportation facilities.
2. Prioritize the safety of pedestrians, bicyclists, transit users, and other vulnerable roadway users.
3. Improve sidewalk, crossing, and bicycle facility connectivity throughout the city.
4. Address barriers to accessibility and support compliance with Americans with Disabilities Act (ADA) standards.
5. Reduce traffic safety concerns at high-crash and high-stress locations.

Actions:

- ◇ Continue implementing the City’s sidewalk inspection, maintenance, and replacement program.
- ◇ Incorporate ADA-compliant facilities into all street reconstruction and transportation improvement projects.
- ◇ Identify and prioritize improvements at high-stress crossings, particularly along USH 51, STH 138, CTH B, schools, parks, and downtown corridors.
- ◇ Require sidewalks on both sides of new public streets and evaluate opportunities to retrofit sidewalks into existing neighborhoods during reconstruction projects.
- ◇ Prioritize pedestrian, bicycle, para-transit, and future public transportation investments in areas designated as “local priority areas” by the Greater Madison MPO – areas identified based on demographic factors related to household income.
- ◇ Track and report annually on implementation of the City’s Complete Streets policy.
- ◇ Complete required ADA transition planning activities and prioritize removal of accessibility barriers in public rights-of-way.
- ◇ Evaluate adoption of a city ordinance regulating the use of e-bikes, e-scooters, and other micro-mobility devices that pose safety concerns.
- ◇ Prioritize implementation of bicycle network “missing link” projects identified in the Greater Madison MPO Active Transportation Plan.
- ◇ Establish Intergovernmental Agreements with neighboring communities for developing a Complete Streets framework for roads and multi-use paths that cross jurisdictional boundaries.



Goal 2: Improve regional mobility and expand transportation options connecting Stoughton to jobs, services, and destinations throughout the Greater Madison area.

Strategies:

- 1. Strengthen connections between Stoughton and Madison, neighboring communities, and major employment centers.
- 2. Support development of regional public transit service.
- 3. Improve connections to the regional bicycle and trail network.
- 4. Coordinate transportation planning efforts with regional, county, state, and local partners.

Actions:

- ◇ Continue working with the Greater Madison Metropolitan Planning Organization (MPO), Wisconsin Department of Transportation (WisDOT), Dane County, Madison Metro, and neighboring communities to pursue regional transit service connecting Stoughton to Madison.
- ◇ Explore the feasibility of establishing Stoughton as a future Madison Metro Bus Rapid Transit or regional express transit destination, specifically with a Park & Ride at the intersection of STH 138 and USH 51.
- ◇ Support implementation of recommendations from the MPO’s Connect Greater Madison Regional Transportation Plan.
- ◇ Work with Dane County and regional partners to complete and expand the Lower Yahara River Trail and other regional trail connections.
- ◇ Identify and pursue funding opportunities for regional bicycle, pedestrian, and transit improvements.
- ◇ Coordinate with surrounding municipalities on transportation improvements along USH 51, STH 138, CTH A, CTH B, CTH N, and other key corridors.

Goal 3: Coordinate transportation investments with land use, economic development, and future growth.

Strategies:

- 1. Promote development patterns that reduce dependence on automobile travel.
- 2. Support walkable, connected neighborhoods and mixed-use development.
- 3. Ensure transportation infrastructure keeps pace with growth and development.
- 4. Preserve and plan transportation corridors needed to serve future residents and businesses.

Actions:

- ◇ Maintain and update the City’s Official Map to preserve rights-of-way needed for future transportation facilities.
- ◇ Coordinate transportation planning with the Future Land Use map and anticipated growth areas. Design new or expanded collector roads and an interconnected network of local streets to serve the # Future Neighborhood growth areas identified on the Future Land Use Map in a manner compatible with adjoining land uses, topography, and natural areas.
- ◇ Design interconnected street networks that improve circulation and emergency access.
- ◇ Review and update parking regulations regularly to ensure parking supply reflects actual demand.
- ◇ Consider reducing or eliminating minimum parking requirements and evaluating the potential for parking maximums where appropriate.
- ◇ Ensure transportation improvements support access to downtown, industrial areas, employment centers, schools, and commercial districts.
- ◇ Coordinate capital improvement planning with transportation priorities identified in this plan.



Goal 4: Create a resilient, efficient, and environmentally sustainable transportation system.

Strategies:

- 1. Reduce environmental impacts associated with transportation infrastructure and travel.
- 2. Support transportation choices that reduce dependence on single-occupancy vehicles.
- 3. Leverage technology and innovation to improve transportation system performance.
- 4. Balance transportation investments with long-term fiscal responsibility.

Actions:

- ◇ Incorporate “green street” and green infrastructure practices into transportation projects where feasible.
- ◇ Continue evaluating opportunities for publicly accessible electric vehicle charging infrastructure.
- ◇ Encourage installation of EV charging stations, bicycle facilities, and other sustainable transportation amenities in new development.
- ◇ Promote participation in ridesharing, vanpooling, and commuter assistance programs such as Wisconsin RIDESHARE and RoundTrip Greater Madison.
- ◇ Coordinate signal timing, traffic management, and other intelligent transportation system improvements where appropriate.
- ◇ Regularly evaluate transportation performance, maintenance needs, and capital investment priorities to maximize public benefit and long-term system reliability.

What Are Complete Streets?

Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all users, including pedestrians, bicyclists, motorists, transit riders, and people of all ages and abilities.



What Is a Green Street?

A **green street** is a stormwater management approach that incorporates vegetation, soil, and engineered systems such as permeable pavement to capture, filter, and absorb rainfall close to where it falls. Green streets help reduce flooding, improve water quality, beautify public spaces, and lessen the environmental impacts of transportation infrastructure.



What is Micromobility?

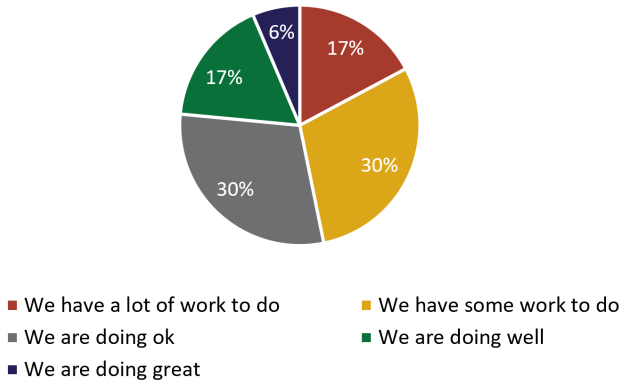
Micromobility refers to small, lightweight transportation options usually designed for one or two people that are ideal for short trips. These vehicles are often powered by electricity or human effort and include things like e-scooters, bicycles, e-bikes, cargo bikes, and other similar devices.



SURVEY RESULTS

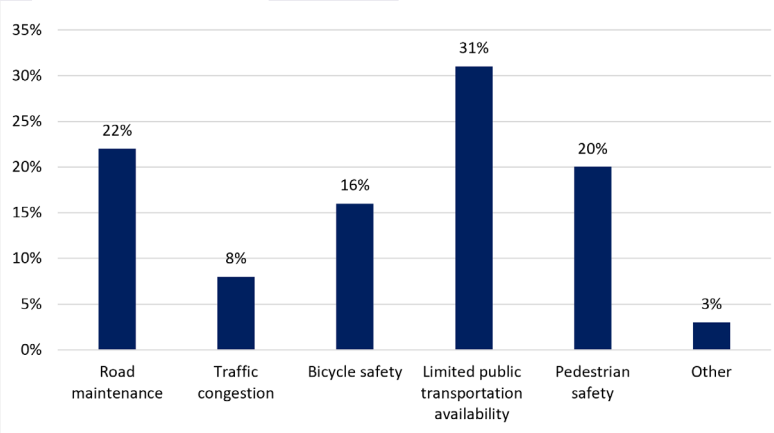
Transportation

Graph 25. Residents can easily reach places throughout Stoughton using various modes of transportation, including bus, car, bike, or walking



47% of survey respondents think that Stoughton has some or a lot of work to do in ensuring residents can easily reach places throughout the city using various modes of transportation, while 30% think the city is doing “ok” in this area and 23% feel the city is doing well or great.

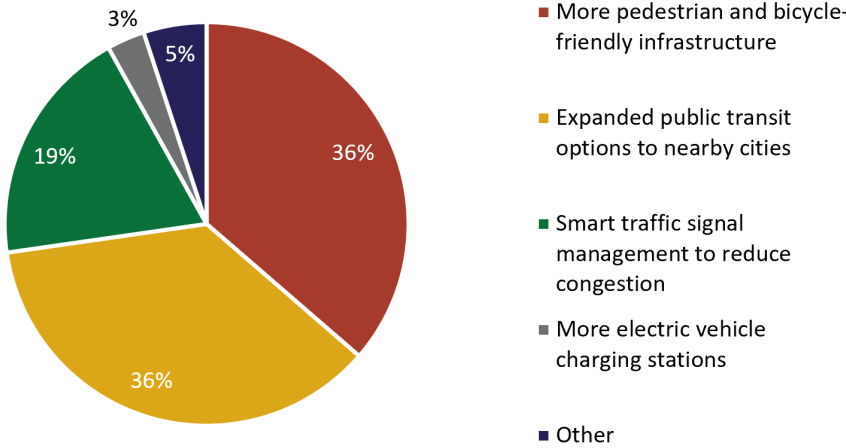
Graph 26. Transportation Concerns



The top three biggest transportation concerns by survey respondents are:

- 1. Limited public transportation availability
- 2. Road maintenance
- 3. Pedestrian safety

Graph 27. What transportation improvements would most benefit Stoughton?



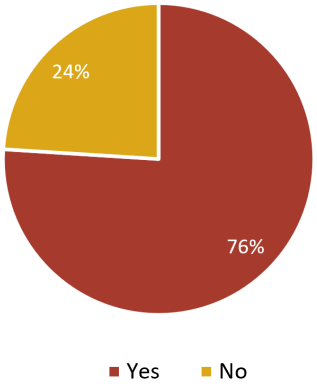
When asked what transportation improvements would most benefit Stoughton, 36% of survey respondents chose “More pedestrian and bicycle-friendly infrastructure” and 36% chose “Expanded public transit options to nearby cities”.

Public input consistently expressed concerns about speeding traffic, unsafe crossings, pedestrian and bicycle safety, and gaps in sidewalks and active transportation infrastructure, particularly near schools and along key corridors. Many called for safer crossings, additional and/or improved sidewalks, protected bike facilities, improved wayfinding, and ADA-accessible storefronts, parking, and public buildings.

A major theme across comments and survey responses was the need for expanded transportation options, especially reliable connections to Madison and other nearby communities. Residents emphasized that improved transit is particularly important for seniors, people with disabilities, youth, and households without access to a vehicle.

Overall, residents envision a future transportation system that balances Stoughton’s small-town character with enhanced mobility through safer streets, improved walking and biking networks, expanded local and regional transit options, stronger accessibility for people with disabilities, and transportation choices that allow residents to participate fully in community life without relying solely on a personal vehicle.

Graph 28. Would you support new forms of public transportation or alternative mobility options in Stoughton (e.g. shared electric scooters, regional transit expansion)



Support for new mobility options is strong, with 76% of survey respondents favoring expanded public transportation or alternative transportation services.

Representative Quotes

“We need transportation to Madison... The lack of options is a problem for seniors and those without cars.”

“Most stores are still not handicap accessible... Not enough handicap parking.”

“Bike and pedestrian safety needs to be taken more seriously.”

“Accessibility isn’t just ramps — it’s transportation, services, and inclusion.”

“Parking and accessibility barriers keep people from fully participating downtown.”



EXISTING TRANSPORTATION NETWORK

The City of Stoughton’s transportation system consists of a variety of roads, some of which it owns and maintains while others are part of the County, State, and Interstate highway systems; the transportation system also includes facilities for pedestrian and bicyclists, railroads, airports, and public transit. This section describes the transportation system in the city and the issues and plans impacting the system.

Roadways

Stoughton is served by a network of roads that are categorized into three types according to the Roadway Functional Classification system:

- Arterials – high-capacity urban or suburban roads designed to move heavy volumes of traffic to and through an area.
- Collectors – mid-capacity roadways that channel traffic from local neighborhood streets to major arterial highways.
- Local Roads – neighborhood streets that provide access to individual properties.

Arterials

U.S. Highway (USH) 51 is a principal arterial serving north-south cross-state traffic through Dane County, linking Stoughton to McFarland and Madison to the north, and Janesville to the south. Within the City, USH 51 runs east-west and forms a 3-mile stretch of Main Street. 5.7 miles east of Stoughton USH 51 intersects Interstate 39/90. County Highway (CTH) N is another north-south principal arterial road that serves as a link between Stoughton and Sun Prairie. CTH B is an east-west principal arterial road in Stoughton that runs from USH 51 to CTH N. State Highway (STH) 138 is another principal arterial running east to west, providing a direct connection from Stoughton to the Village of Oregon.

Minor arterials in Stoughton include Lincoln Ave and Williams Drive which run north-south, and Roby Road and Jackson Street which run east-west.

As of January 1, 2026, there were a total of 7.67 arterial road miles in the city, 2.49 of which are under county jurisdiction and 5.18 are under city jurisdiction.

Collectors

Stoughton is also served by several collector roads, including CTH A which runs east-west. Other primary collectors in the city include Page, Nygaard, Milwaukee, and Academy Streets; Kriedeman, Silverado, and Pleasant View Drives; Kings Lynn and Race Track Roads; and Hoel, and Dunkirk Avenues.

There were a total of 10.03 collector road miles in the city in 2026, 0.41 miles of which the county has jurisdiction over and 9.62 miles the city has jurisdiction over.

Local Streets

The city’s local street system (about 50.13 miles of road surface as of January 1, 2026) complements the major roadway network. Stoughton’s Public Works Department actively maintains these streets.

Existing Traffic Volumes

Traffic volumes in and around Stoughton have fluctuated since 2015. Measured through a metric known as Annual Average Daily Traffic (AADT), which estimates the number of vehicles passing a specific point on an average day throughout the year, traffic counts along USH 51 in Stoughton have generally decreased from 2015 to 2021 (most recently available data). Exceptions include the area along USH 51 between CTH B and Rutland-Dunn Town Line Road, which has remained consistent at 10,300 AADT; USH 51 at Hoel Avenue which has increased from 13,000 AADT in 2015 to 14,200 in 2021; and USH 51 (E. Main St.) between N. Morris St. and N. Franklin St. which has remained consistent at 8,400 AADT. Traffic has decreased almost 20% in the heart of downtown on USH 51 (Main Street) between the railroad and S. Forrest Street.

Along CTH B, traffic counts have remained fairly consistent since 2015, hovering at about 5,300 – 5,400 AADT on average.

Traffic has decreased along CTH N from just north of CTH B to USH 51, but has increased by about 21% from 3,300 to 4,000 AADT where CTH N turns into Veterans Rd, immediately south of USH 51 at Vernon St.

On STH 138/S. Van Buren Street, traffic has generally increased, growing from 3,600 AADT in 2012 between USH 51 and Milwaukee St to 4,300 AADT in 2022.

In other prominent areas in the city, traffic has decreased by approximately 30-40% from 2009 to 2022. For example, Lincoln Ave has seen a 32% decline, Page St. between W. Prospect St. and Forton St. has dropped by 34%, and traffic downtown at Water St., Division St., and Jefferson St. has decreased an average of 40%.

Interestingly, traffic counts at the Yahara River Bridge along Forton St. dropped 81% from 2009 to 2022, from 2,200 average annual daily trips to just 450.

Much of this decrease in traffic may be due to post-pandemic commute changes, where more workers are working from home than before 2020. 2019 ACS data show that 92.4% of workers in Stoughton used a car, truck, or van to get to work, while 3.1% worked from home. In 2024, 77.2% of workers used a car, truck, or van to get to work, and 17.5% worked from home.



Truck Traffic

Freight truck traffic is heavily concentrated on Interstate and U.S. highways. The closest access to Interstate 39/90 from Stoughton is either 5.7 miles east along USH 51, or 5.7 miles north along CTH N. 2019 data show that in Stoughton, USH 51, CTH N, and CTH B from Williams Drive to N had 5,001-15,000 average daily trips of truck traffic, while CTH B from 51 to Williams Drive and STH 138/S. Van Buren Street had 0-5,000 average daily trips. Comparatively, Interstate 39/90/94 had 120,001-350,918 average daily trips of truck traffic.

Forecasted Traffic Volumes

The Wisconsin Department of Transportation (WisDOT) provides [planning-level traffic forecast data](#) for U.S. and State highways that is available to the public. Traffic on USH 51 in Stoughton from CTH B to east of CTH N is projected to increase by 7-25% from 2025 to 2050, while traffic on STH 138 is expected to increase by 14-20% in that timeframe. Map x shows current and forecasted traffic counts in Stoughton. It will be important to consider this projected growth when planning transportation projects in and around Stoughton during the planning period.

Construction Projects and Studies

The reconstruction of US Highway 51 from I-39/90 east of Stoughton to US 12/18 north of McFarland is likely the most significant transportation infrastructure project affecting Stoughton during the planning period. From 2024-2029, WisDOT is implementing a multi-phase corridor modernization project intended to improve safety, roadway capacity, multimodal connectivity, pavement condition, and long-term mobility between Stoughton and the Madison metropolitan area.

Improvements include: reconstructing sidewalks, curb ramps, and crosswalks to meet Americans with Disabilities Act (ADA) standards, upgrading turn lanes and signal equipment at intersections, reconstructing the existing rural 2-lane undivided roadway from Roby Road to CTH B to a 4-lane urban divided roadway with a raised median, constructing a 10-foot sidewalk on both sides of USH 51 up to a new pedestrian underpass near the Rutland-Dunn Townline Road intersection, adding roundabouts at the Rutland-Dunn Townline Road and County B intersections, reduce the speed limit from 55 mph to 35 mph, install a continuous lighting system in the median, water and sanitary line upgrades, and adding bike lanes and pedestrian improvements on Main Street through downtown Stoughton.

Local planned road construction projects include:

- The westward extension of Kriedeman Drive from High Point Circle to the recently constructed Greenbriar Drive that serves the STI/”Stoughton Gateway” development south of 51 and B.

Safety

According to the Stoughton Police Department and data from WisDOT, the top intersections for accidents involving a vehicle are:

1. USH 51/CTH B
2. USH 51/Jackson Street
3. CTH B/Page St.
4. USH 51/Rutland-Dunn Townline Road
5. USH 51/Page Street
6. CTH N/CTH B
7. USH 51/S. Van Buren St.
8. STH 138/CTH A (Aaker Rd)

The stretches of roads with the highest number of accidents include USH 51 from STH 138 to CTH N and Page St. from CTH B to USH 51.

As mentioned above, the USH 51 reconstruction project will make safety improvements that will impact some of these “problem” areas, including dual-lane roundabouts at CTH B and at Rutland-Dunn Townline Road, a speed limit reduction from the existing 55 mph to 35 mph, two 12-foot travel lanes in each direction with a 30-foot raised median, and 10-foot concrete sidewalks on both sides of USH 51.

Airports

Privately-owned Matson Airport is located less than a mile east of Stoughton, off of USH 51, and has a grass landing strip of about 3,000 feet. The Dane County Regional Airport, located about 20 miles north of Stoughton, offers passenger and freight service.

Rail

The Wisconsin and Southern rail line services Stoughton, running southeast to northwest through the city, cutting through East Main Street downtown. The line continues north to Madison and southeast to Milton Junction. Currently, there is just one primary user of the rail line in Stoughton – a business located in the city’s northern industrial park. The rail spur serving this business is in need of repairs, and currently the rail spur has no owner. The City has been working with the primary user and the Wisconsin and Southern Railroad (WATCO) to determine a best fit for ownership of the spur and its needed maintenance so that it can continue to be a useful method of transporting freight and serving Stoughton’s economy.

Long-term, there may be the possibility of a commuter rail line from Madison to Stoughton, as recommended in the Transport 2020 Alternatives Analysis for Dane County final report (2002); however, the Greater Madison Metropolitan Planning Organization’s (MPO) [current regional transportation plan](#) emphasizes bus rapid transit, local transit improvements, and a regional express bus network rather than development of a new commuter rail system due to the significant hurdles that would need to be overcome to establish commuter rail.



Bicycle and Pedestrian Facilities

The city’s existing bike and pedestrian system is characterized by sidewalks along most streets, some off-street paths (both biking and walking), and a limited number of on-street bicycle facilities in the form of dedicated bike lanes. Map x shows existing and planned bike routes and off-street pedestrian paths within the city. These routes are intended to connect the city’s key destinations such as schools, parks, the river, and the downtown area to each other and to surrounding neighborhoods, and to connect to the regional bike network.

2024 American Community Survey estimates indicate that 2.8% of workers in Stoughton aged 16+ walked to work, while just 0.2% biked. However, many more Stoughton residents walk and bike around the city recreationally.

Bicycle and pedestrian facilities are important for a community like Stoughton, where many of the City’s primary destinations (e.g., downtown, schools, and parks) are generally within walking or biking distance of one another.

Planned growth should accommodate, or at least not impede, safe bicycle and pedestrian travel as an integral part of the community’s growth. According to national standards, bike routes should be designed along streets that provide a direct route to a useful destination, have traffic volumes of less than 2,000 cars per day, and have speed limiters of 30 mph or less. Bike routes on streets that do not meet these standards should have wider travel lanes and/or designated bike lanes to safely accommodate bike traffic.

Dane County’s Active Transportation Plan lists “missing links” in the area’s bike network, which are defined as the most important locations where key routes on the low-stress bike network are interrupted by high-stress intersections or road segments, or where a new connection is needed to bridge an existing gap in the network. These “missing links” reflect the highest priority areas for improvement to serve bicyclists traveling within and between communities. Missing links identified in Stoughton (shown on Map x) include:

- Page Street from West Wilson Street to Main Street
- Main Street from Page Street to South Fifth Street
- Along the river (currently Uniroyal property) from Water Street to South Fourth Street
- South Fourth Street from East South Street to East Milwaukee Street
- STH 138/South Van Buren Street from Main Street to West Milwaukee Street
- Williams Drive from Park Road (Lake Kegonsa State Park) to Emmi Roth Headquarters

The City should prioritize improvements to these identified sections of the bike network.

Dane County is in the process of developing the Lower Yahara River Trail, a multi-use regional trail connecting the communities of McFarland and Stoughton to the Capital City Trail and the City of Madison. Construction of Phase 1, which connects the Capital City Trail to the Village of McFarland was completed in 2017. Phase 2, which connects McFarland (Fish Camp County Park) to Lake Kegonsa State Park, was completed in 2024. The third phase will connect Lake Kegonsa State Park to Stoughton via local roads and the existing path that runs from Viking County Park into the city. While no specific timeline is currently set for Phase 3, the trail remains a top priority in the 2025–2030 Dane County Parks and Open Space Plan.

A shared-use bicycle/pedestrian trail from Oregon to Stoughton is proposed in the 2025-2030 Dane County Parks and Open Space Plan.

Bus and Para-transit

Para-transit is a specialized transit service to specific segments of the population that require more accessible vehicles and flexible routing.

Stoughton Transit is a shared-ride taxi service that operates within a three-mile radius of the city and provides discounted rates for seniors and those with disabilities.

Stoughton Affordable Transportation Program is a nonprofit that provides free rides to low-income individuals living within the Stoughton Area School District boundaries. Destinations often include medical and dental appointments, job interviews and testing sites, rental assistance, and food pantries in the greater Madison area.

While Stoughton does not currently have a bus system, the Connect Greater Madison 2050 Regional Transportation Plan generally recommends establishing a regional express bus system to serve outlying communities in the region, including Stoughton. The Plan also recommends a Park and Ride in Stoughton, at the intersection of STH 138 and USH 51, that would connect to such public transit.

Given the high number of people who live in Stoughton and commute to jobs in Madison or surrounding communities, this would address the needs of these commuters and open opportunity for others who would not otherwise have reliable transportation.



REVIEW OF STATE AND REGIONAL TRANSPORTATION PLANS

The following is a review of state and regional transportation plans and studies relevant to the Stoughton planning area.

Connect Greater Madison 2050 Regional Transportation Plan

The [Connect Greater Madison 2050 Regional Transportation Plan](#) was adopted in 2022. It is a multi-modal system plan that provides an overall framework for transportation planning and investment decision-making in the Madison Metropolitan Area and Dane County. It identifies transportation projects and actions to be implemented. The Plan recommends implementing a regional express bus network, stating that the “MPO continues to support community efforts to plan for new regional transit service; Stoughton, DeForest, and Waunakee have all expressed interest in new service to Madison.”

The Plan also lists the Riverfront Path in Stoughton, connecting to Dunkirk Ave, as a regional priority multi-use path to be completed between 2022 to 2026.

This plan is currently being updated (named ***Pathways to 2050***) with a goal of adoption in April 2027.

Active Transportation Plan for Dane County

The [Active Transportation Plan \(ATP\)](#) is a regional plan to improve conditions for people walking, biking, rolling (using wheelchairs and similar devices), and using e-micromobility devices, such as e-scooters, in Dane County. The Plan was prepared by the Greater Madison Metropolitan Planning Organization (MPO) and published in 2026, replacing the 2015 Bicycle Transportation Plan for the Madison Metropolitan Area and Dane County. In addition to an analysis of existing biking and pedestrian facilities, their conditions and deficiencies throughout the region, the plan provides goals and recommendations for improvement. Analysis and recommendations relevant to the Stoughton planning area include prioritizing [“Local Priority Areas”](#) (neighborhoods with higher proportions of lower-income people than other parts of the Greater Madison Area) for transit, bike, and pedestrian connections, and addressing “Missing Links” in the bicycle network, such as:

- Page Street from West Wilson to Main Street
- Main Street from Page to South 5th Street
- Along the riverfront from Water Street to South 4th Street
- Along South 4th Street from East South to Milwaukee Street
- 138/South Van Buren Street from Main Street to Milwaukee Street
- Williams Drive from Park Road (Lake Kegonsa State Park) to Emmi Roth Headquarters

The analysis of existing conditions and recommendations for improvements in this plan are integrated throughout this chapter.

Transportation Improvement Program 2025-2029

The [Transportation Improvement Program \(TIP\)](#) is a five-year plan that outlines priority transportation projects in the Greater Madison Region. Updated annually by the Greater Madison MPO, the TIP ensures projects align with the region’s long-range transportation goals. Projects must be included in the TIP to qualify for federal funding. The plan covers a variety of transportation improvements, including roads and highways, public transit, bike and pedestrian infrastructure, and rideshare and transportation demand management projects. Projects identified in Stoughton include the following roadway improvements:

- Lincoln Ave and Kriedeman Drive (2025)
- West Wilson Street (2025)
- USH 51/Main Street (2025-2029)
- STH 138/South Van Buren Street (2028)
- Nygaard St. (2026)
- E. South St. (2029)
- Racetrack Rd. (2026)

And the following bicycle/pedestrian improvements:

- Jefferson Street bridge replacement (2025)
- West of Greig Trail around Sandhill Elementary School toward the STI development (2027)
- Riverfront path from S. Water St. to S. 4th St. (2026)
- Coopers Causeway (2027)
- Mandt Parkway (2025)
- A path from Lowell St. Park south past Isham St. and east to connect to S. 4th St. (2025) – South Loop Trail, off-road gravel path completed in 2025.
- A path along the Yahara River from CTH N (north of CTH B) to Viking Park Landing at CTH B (2028)



Dane County Parks, Recreation, and Open Space Plan

The [Dane County Parks, Recreation, and Open Space Plan \(2025-2030\)](#) identifies cultural, historical, and natural resources that should be considered for protection, preservation, or restoration. The plan also identifies Dane County’s role in providing facilities to meet anticipated demands for county-wide recreation needs. Updated every five years, the vision of this 2025-2030 plan is to “connect people to the land, water, and cultural resources of Dane County.” This plan prioritizes developing more trail and passive recreation activities, including the planning and development of the regional off-road shared-use trail system.

Recommendations relevant to the Stoughton planning area include:

- Viking County Park (located on the Yahara River north of Stoughton on CTH N) – investigate potential expansion of the park north for boat launch improvements and continuous public ownership to existing City of Stoughton and WI DNR lands; investigate paving of the Lower Yahara River Trail and connections to other completed segments.
- Badfish Creek Natural Resource Area (located in the Towns of Rutland, Dunkirk, and Dunn) – continue to investigate acquisition and stewardship opportunities with conservation partners.
- Lower Yahara River Trail (McFarland to Stoughton) – Dane County will continue efforts to advance planning and development of the trail as time and resources allow.

Dane County Land Use and Transportation Plan

The [Dane County Comprehensive Plan \(2007\)](#) includes recommendations for a number of different components of the countywide transportation system designed to serve the County’s development for the next 20 years. The plan includes recommendations for include transit, bicycle and pedestrian facilities, highways, transportation facilities for the disabled, railroads, air transportation, trucking and water transportation. One of the plan’s objectives is to develop express commuter transit and vanpool services between the central Madison area and outlying villages and cities, including park and ride lots along major travel corridors and at transit system transfer points.

Connect 2050 – Statewide Long-Range Multimodal Transportation Plan

WisDOT’s statewide long-range transportation plan, [Connect 2050](#), was adopted in 2023 and provides a framework for guiding future policies, multimodal network investments, and safety improvements across roads, transit, rail, ports, and active travel choices in the state of Wisconsin through 2050. Priorities of the plan include pursue sustainable, long-term transportation funding, focus on transportation partnerships to coordinate and cooperate toward shared objectives, pursue continuous improvement and expand data-driven decision-making processes, increase options, connections, and mobility for people and goods, maximize technology benefits, maximize transportation safety, maximize transportation system resiliency and reliability, and balance transportation needs with those of the natural environment, socioeconomic, historic, and cultural resources.

Wisconsin Active Transportation Plan 2050

WisDOT is currently updating the Wisconsin Bicycle Transportation Plan and the Wisconsin Pedestrian Policy Plan and combining them into the [Wisconsin Active Transportation Plan for 2050](#). This will be a statewide long-range plan focused on human-powered modes of transportation, such as bicycling and walking. Goals of the plan include eliminating fatal and serious injury crashes involving pedestrians, bicyclists, and other vulnerable roadway users; ensure that people of all ages, abilities, backgrounds, and incomes have access to active transportation throughout Wisconsin; increase the number of people who walk, bike, and use active transportation; create safe, comfortable, and convenient active transportation networks; promote active transportation use to support healthy lifestyles, reduce environmental impacts, support local economies, and improve quality of life; and offer guidance, resources, and funding to help local communities design and implement active transportation projects.

Figure 29. Space reserved for image.



Figure 30. Space for full-page map.