

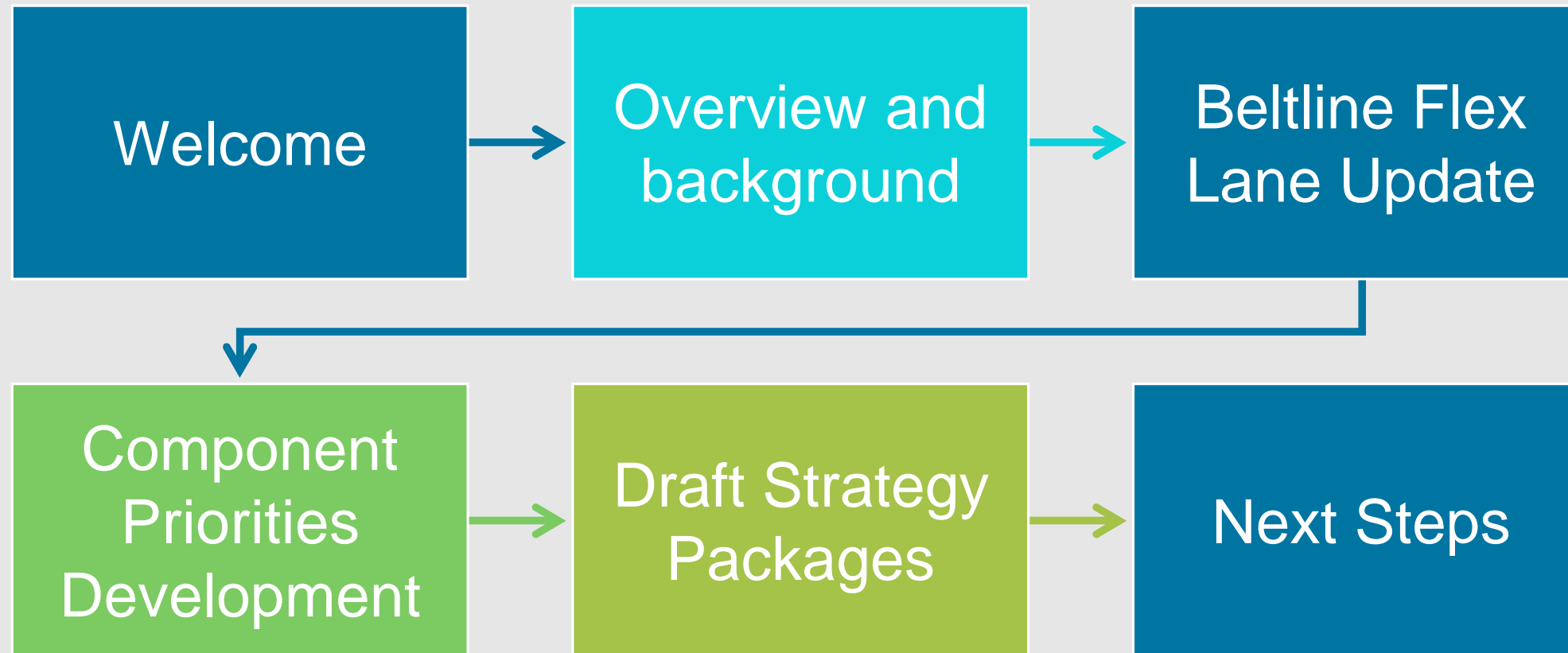
# Madison Beltline Planning and Environment Linkages (PEL) Study

Public Involvement Meetings

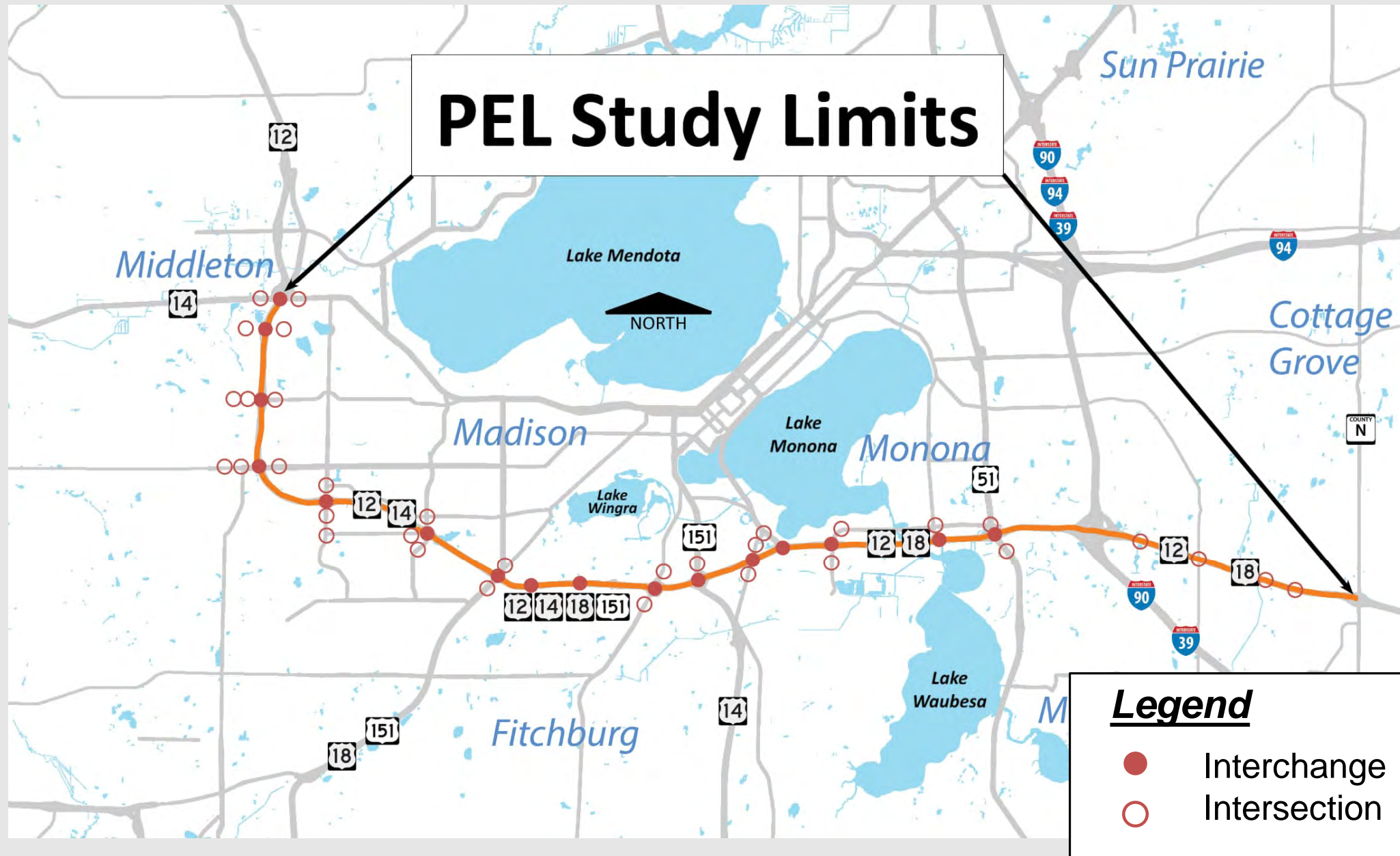
June 6 and 7, 2023



# Meeting agenda

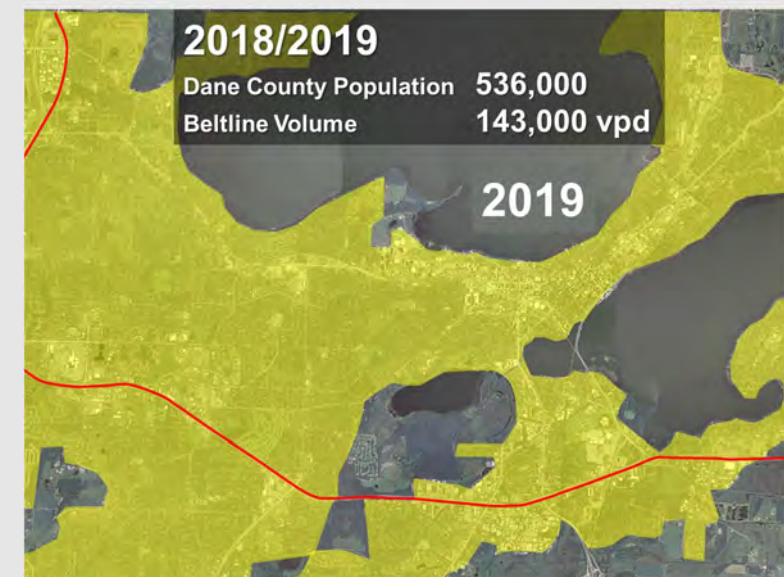
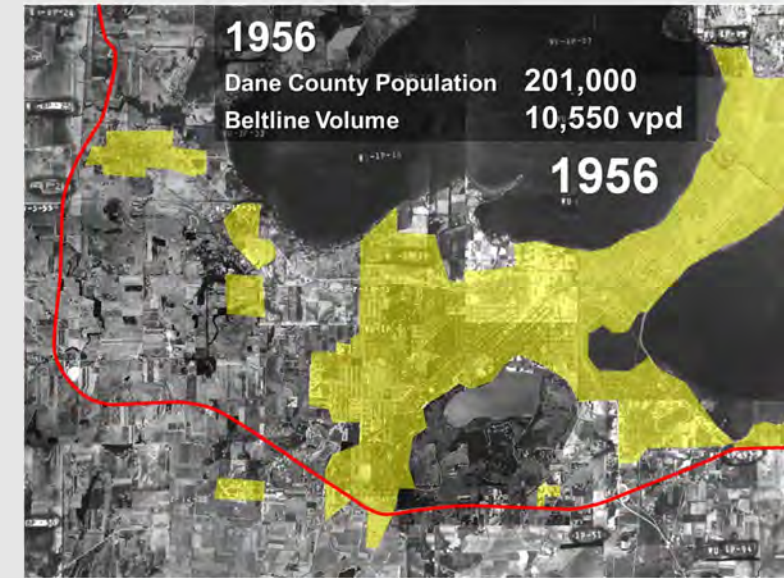


# Overview



# Beltline PEL goal

- Improve safety and multimodal travel along and across the Madison Beltline corridor in a way that:
  - Supports economic development
  - Acknowledges community plans
  - Contributes positively to the area's quality of life
  - Limits adverse environmental and social effects to the extent practicable



# 12 Beltline PEL objectives

Improve safety for all travel modes	Address infrastructure conditions and deficiencies	Address system mobility (congestion) for all travel modes	Limit adverse social, cultural and environmental effects to the extent practicable
Increase system travel time reliability	Improve connections across/adjacent to the Beltline	Enhance efficient regional multimodal access	Decrease Beltline traffic diversion impacts
Enhance transit ridership and routing	Improve pedestrian and bicycle accommodations	Complement other major transportation initiatives/studies	Support infrastructure and other measures encouraging alternatives to SOV travel

# What is being studied?

- Long term solutions to/for:
  - High crash rate
  - Motor vehicle congestion
  - Bicycle/pedestrian accommodation needs
  - Transit needs
  - Deteriorating physical conditions
  - Few alternate routes



# Beltline PEL process

Engage agencies and stakeholders

Develop goals and objectives

Develop screening criteria

We are here

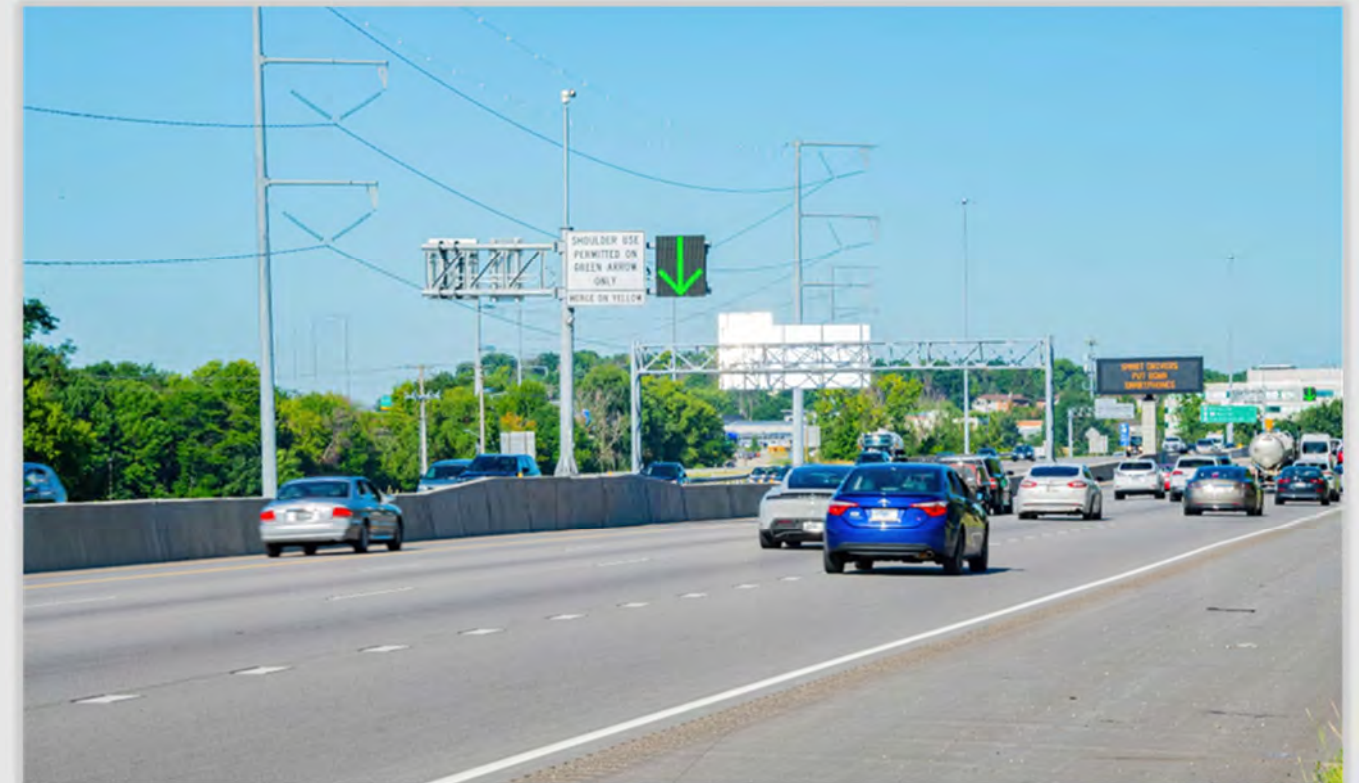
Develop and evaluate (screen) strategies

Identify strategies to bring forward into NEPA

# Beltline Flex Lane



*A better*  
**BELTLINE**  
*Studying Highways 12, 14, 18, 151*



Source: Strand Associates, Inc.

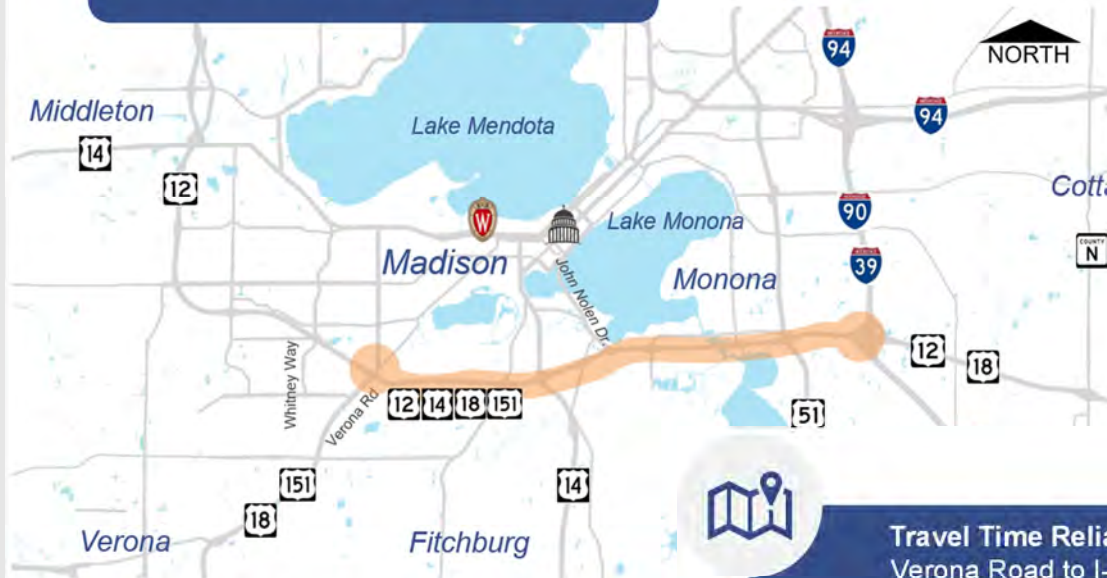


# Beltline Flex Lane Performance

## July – December 2022



### Corridor Map



### Travel Time Reliability Verona Road to I-39/90

- In 2019, it took 25 to 38 minutes to travel westbound between I-39/90 and Verona Road in the morning.
- In 2022 with the Flex Lane in operation, the same westbound trip between I-39/90 and Verona Road took 12 to 15 minutes, **a reduction of up to 60 percent.**

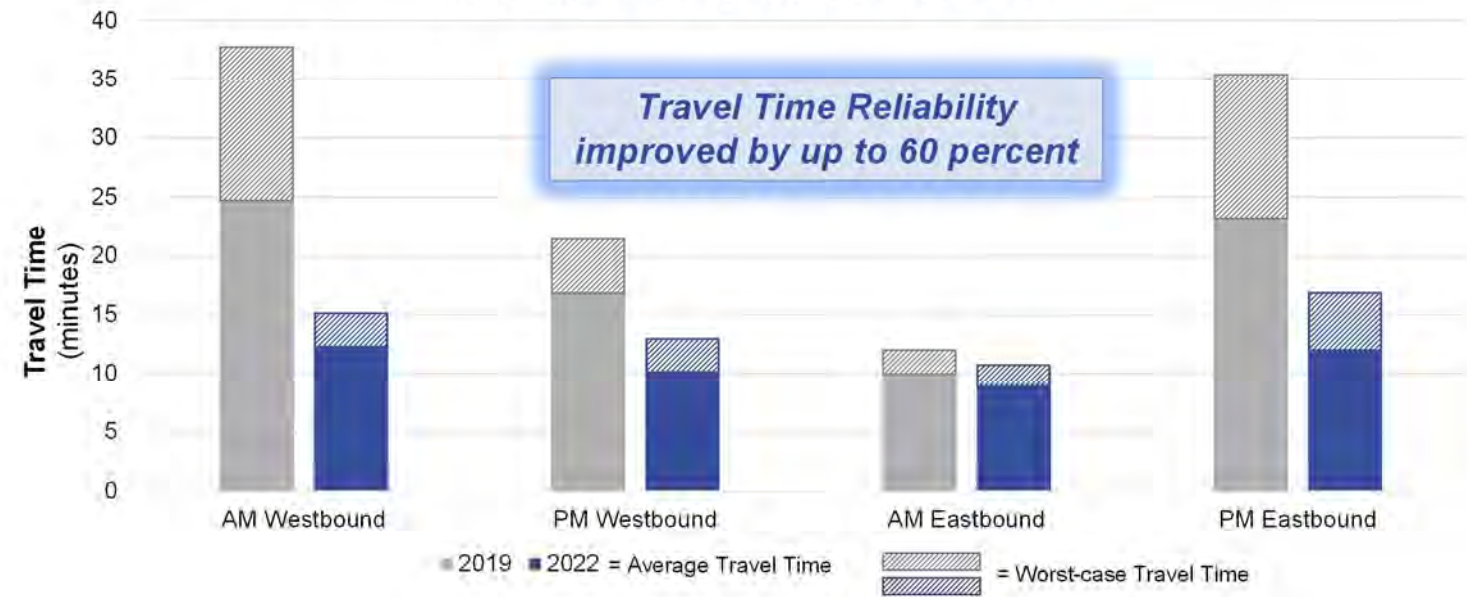


### Crash Information

Total Number of Crashes (Average per Month)		Total Number of Fatal/Injury Crashes (Average per Month)	
2015-2019	2022 w/Flex Lane	2015-2019	2022 w/Flex Lane
53	43	4.7	3.8

Note: Reported crash information is from July 1 through December 31 of each year shown.

### Travel Time Reliability: Verona Road to I-39/90



Note: Safety and Operations comparisons noted are from pre-pandemic (2019) and post-pandemic (2022) timeframes.



Travel Lanes  
Interchanges  
Weaves

Mainline and interchange improvements

# Components



Source: Mobility 35, Texas Department of Transportation

Transit

Improved transit



Example: Transit Signal Priority, Source: Madison Metro Transit

New street crossings and connections

Road Crossings and Connections



Example: Cannonball Trail over Beltline, Source: Strand Associates, Inc.

Park and ride options

Park & Ride



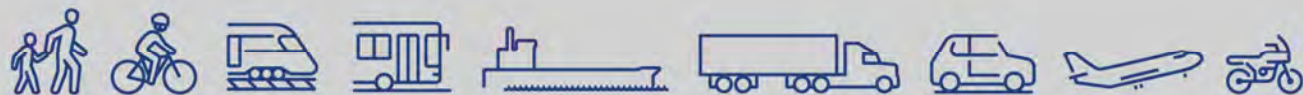
Source: City of Sun Prairie, WI

Pedestrian and bicycle connections

Pedestrian & Bicycle



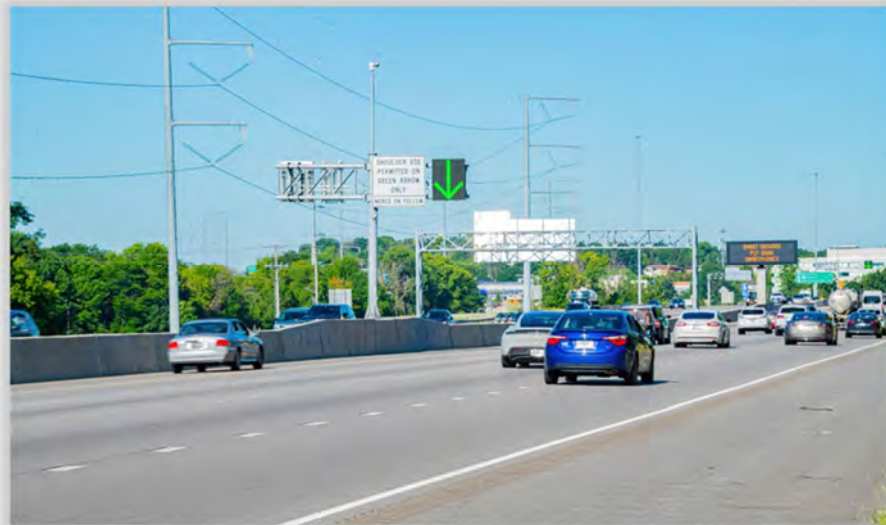
Example: High Point Rd. over Beltline, Source: Google 2022



Mainline and interchange improvements

# Mainline and Interchange Component Priorities

## Travel Lanes



Source: Strand Associates, Inc.

## Weaves



Source: Mobility 35, Texas Department of Transportation

## Interchanges



Example: US 51/Stoughton Rd Interchange at the Beltline, Source: Google 2023



# Beltline PEL Draft Strategy Packages

- SP1 Preserve and Maintain
- SP2 Higher Priority Components
- SP3 Mid-to-High Priority Components
- SP4 All Retained Components

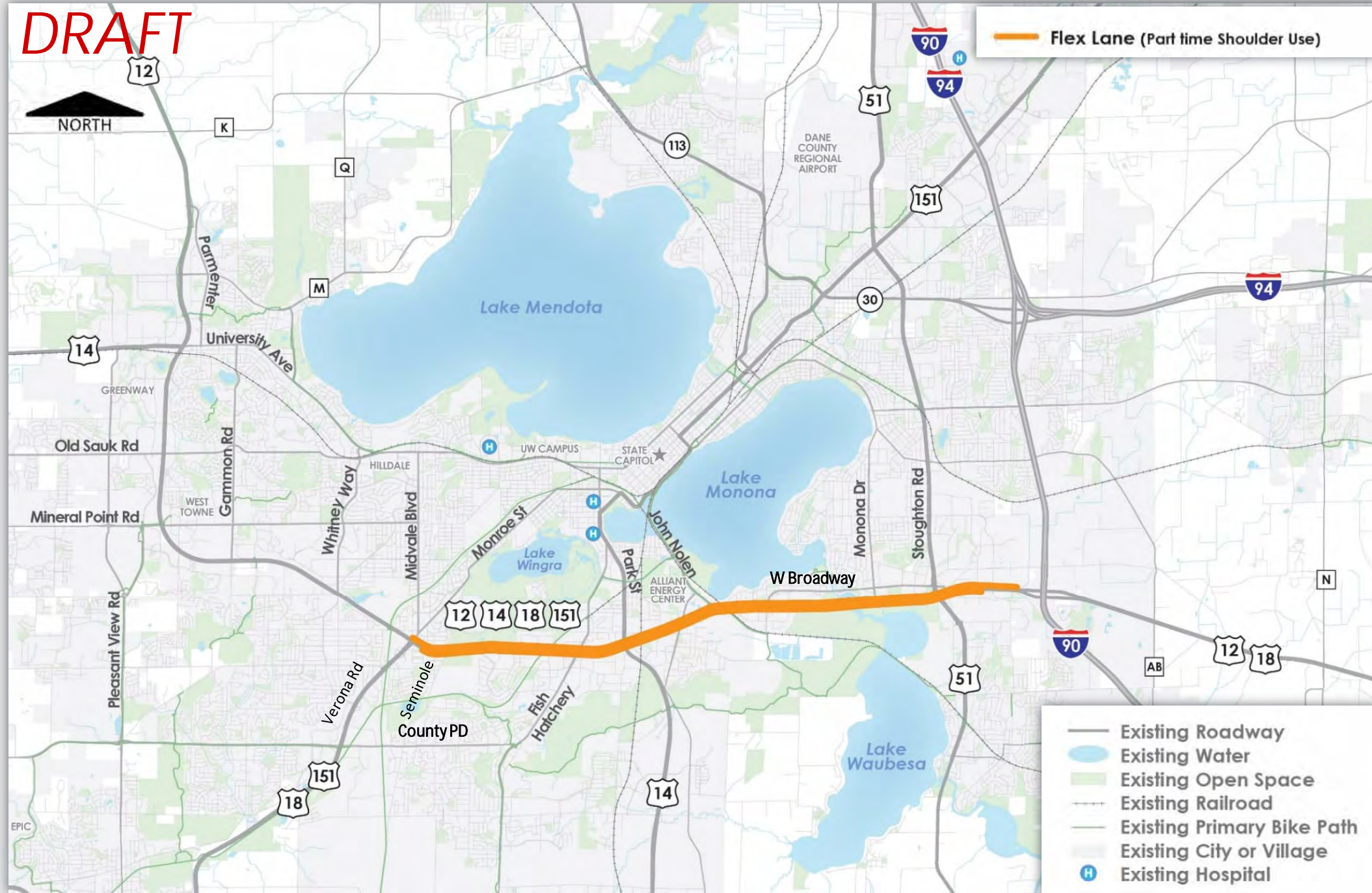


# a) Draft Strategy Package 1 (SP1)



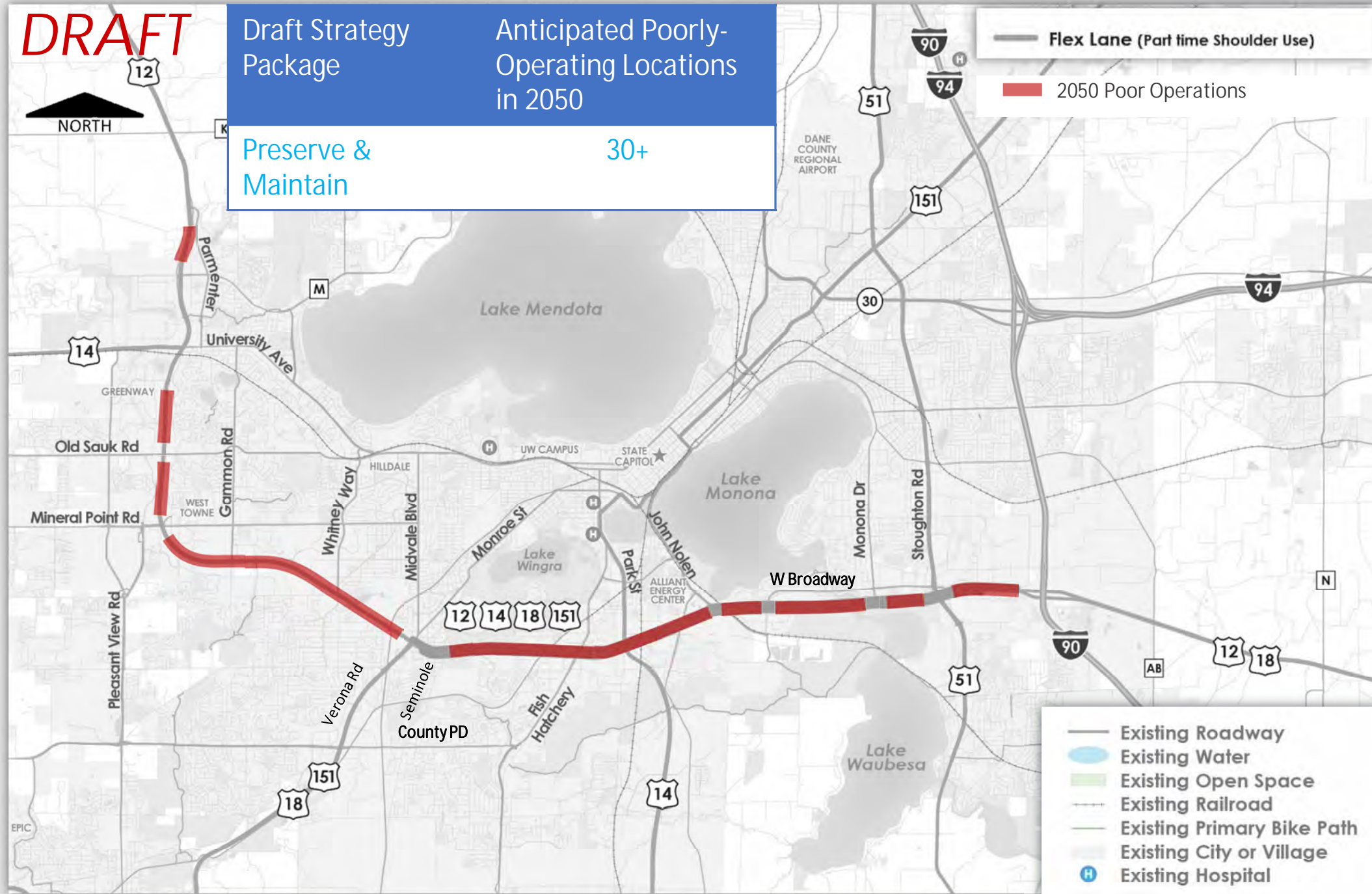
# SP1: Preserve & Maintain

# Travel Lanes



# SP1: Preserve & Maintain

# Travel Lanes (LOS Map)



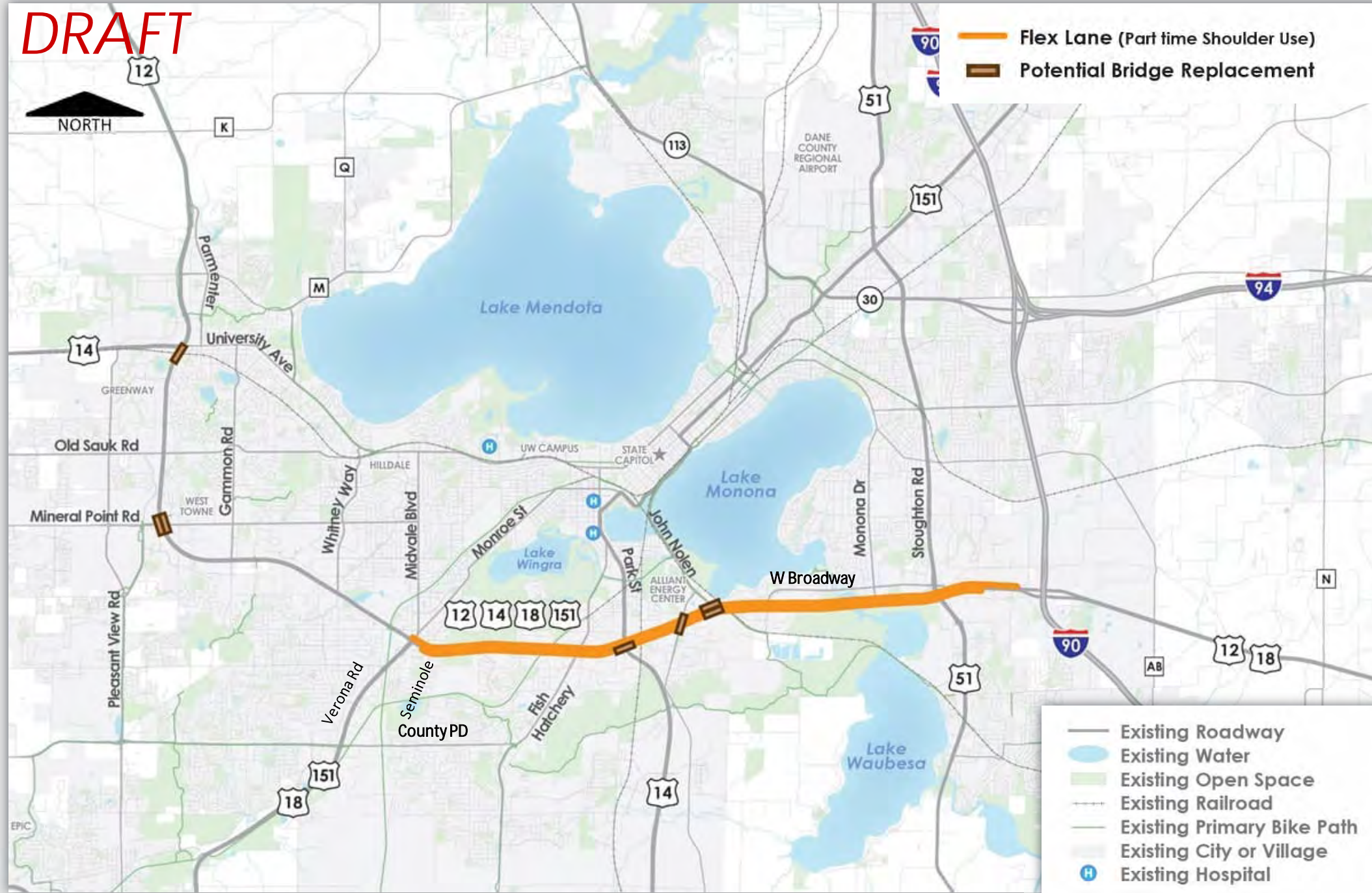


# SP1: Preserve & Maintain Pavement Replacement

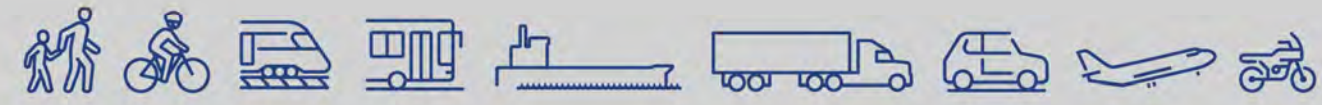
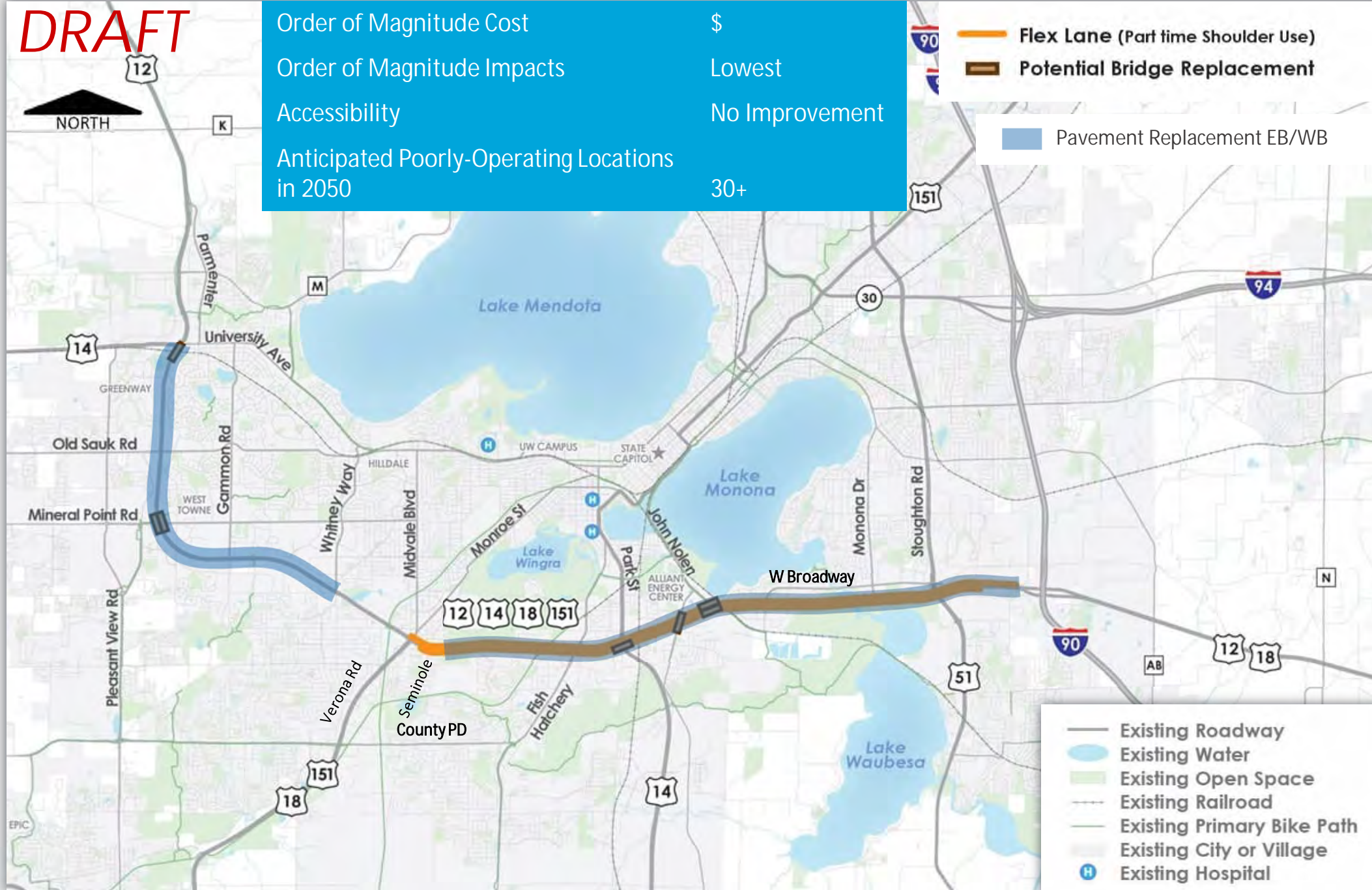


# SP1: Preserve & Maintain

# Bridge Replacement



# SP1: Preserve & Maintain



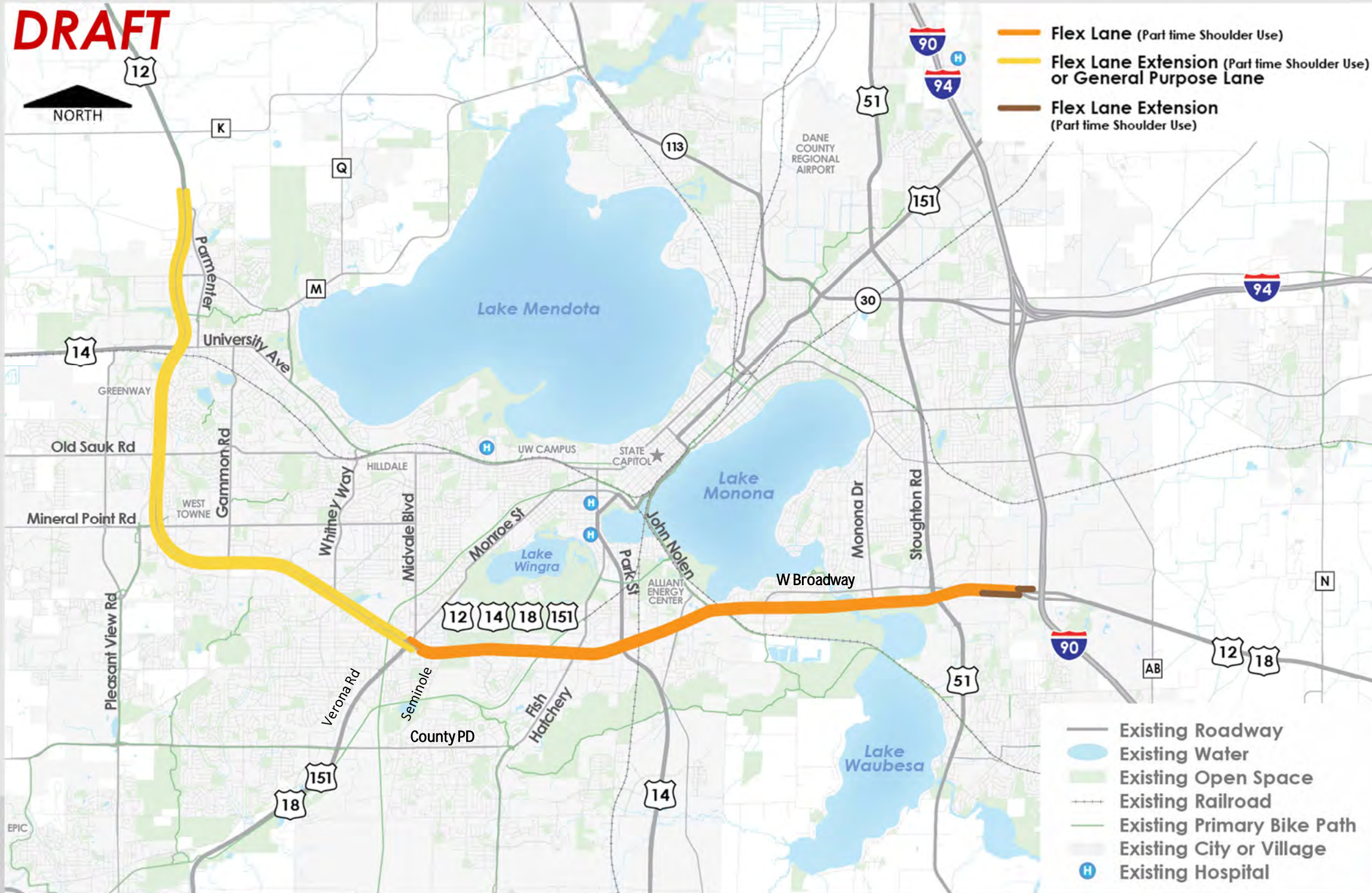
# b) Draft Strategy Package 2 (SP2)



# SP 2: Higher Priority Components

# Travel Lanes

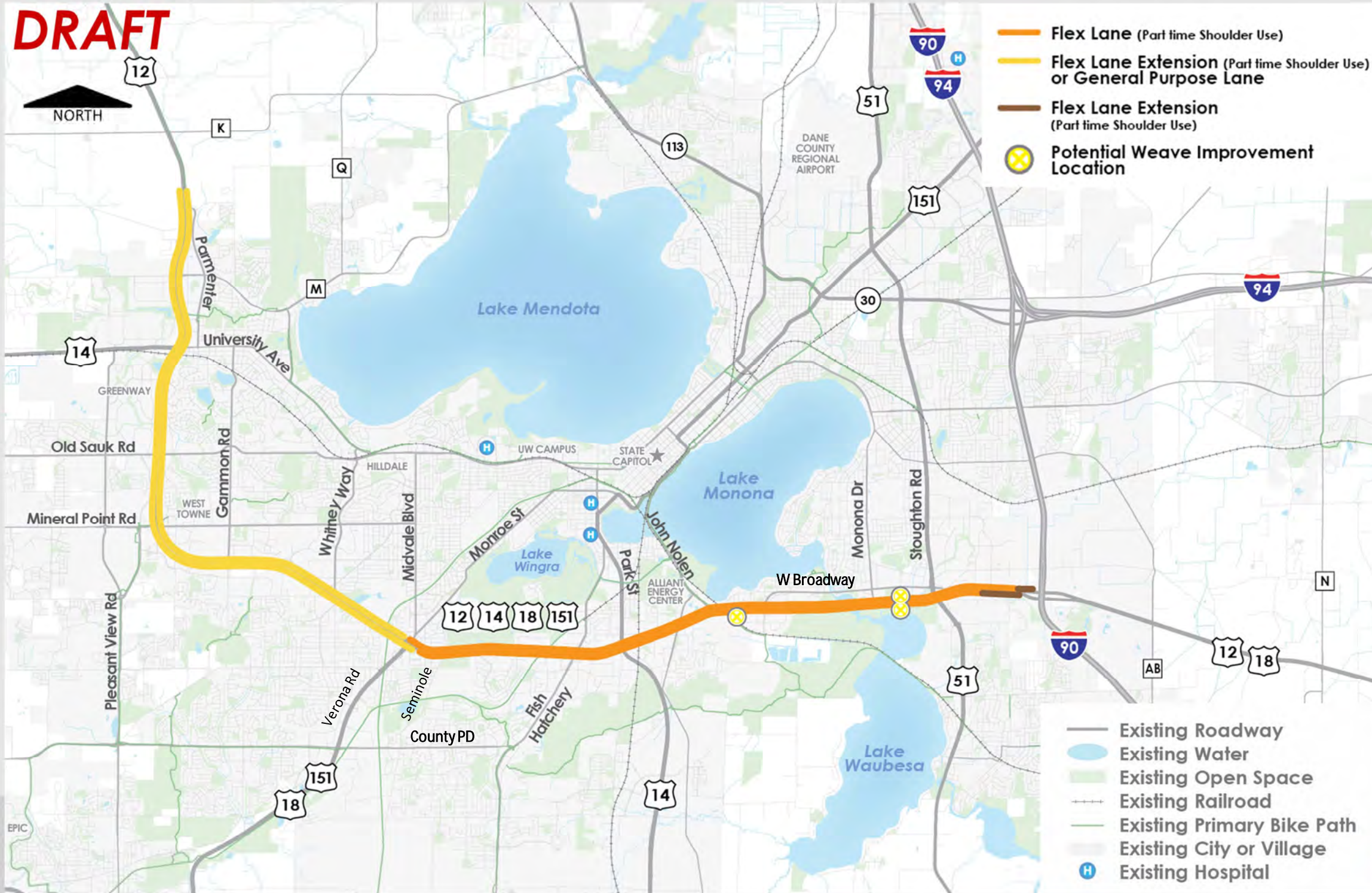
Mainline and interchange improvements



# SP 2: Higher Priority Components

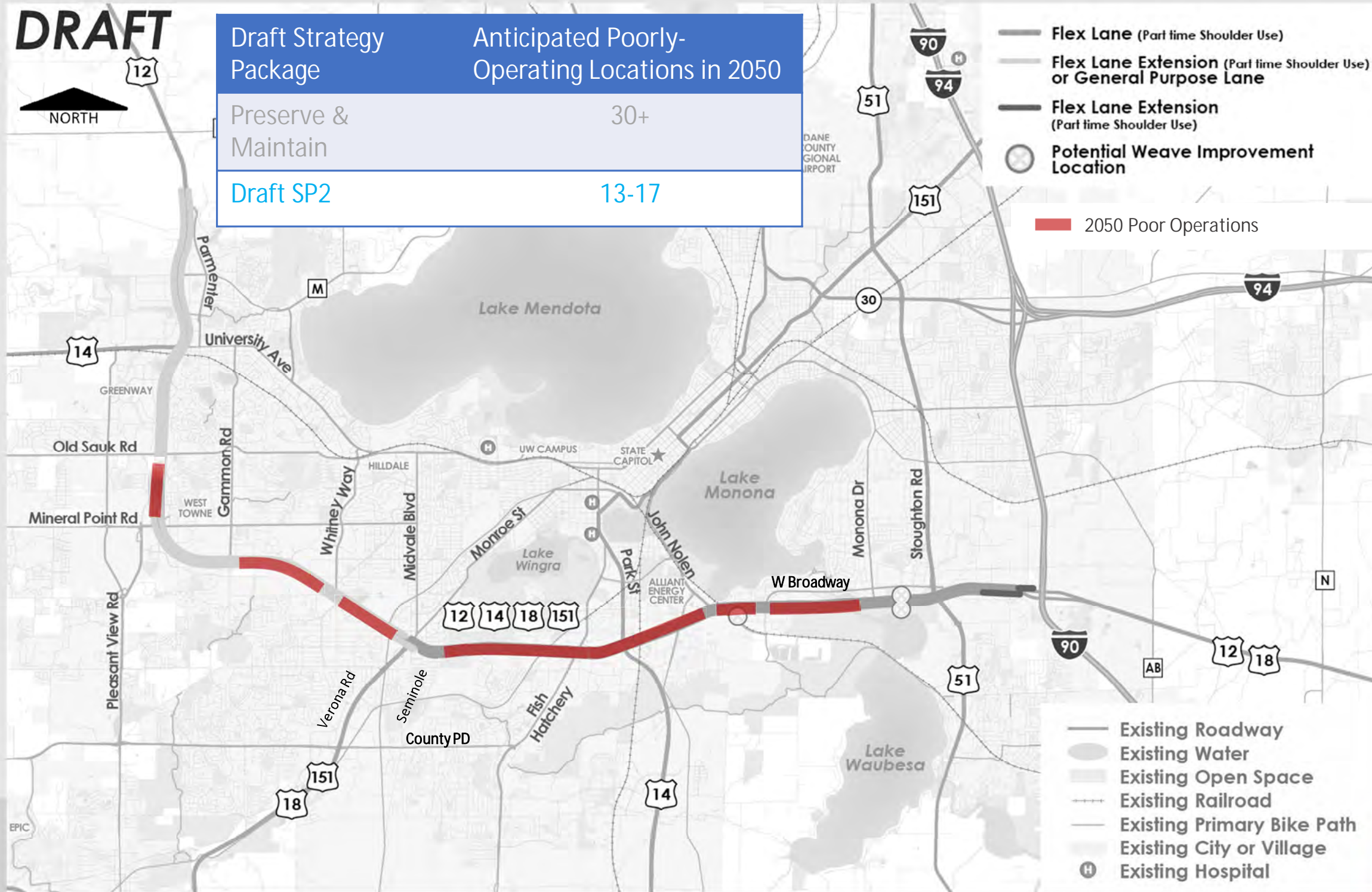
# Weaves

Mainline and interchange improvements



# SP 2: Higher Priority Components

# Travel Lanes & Weaves (LOS Map)



# SP 2: Higher Priority Components

# Interchanges

Mainline and interchange improvements





# SP 2: Higher Priority Components

# Road Crossing

New street crossings and connections



# SP 2: Higher Priority Components

# Ped & Bicycle Crossing

Pedestrian and bicycle connections





# SP 2: Higher Priority Components

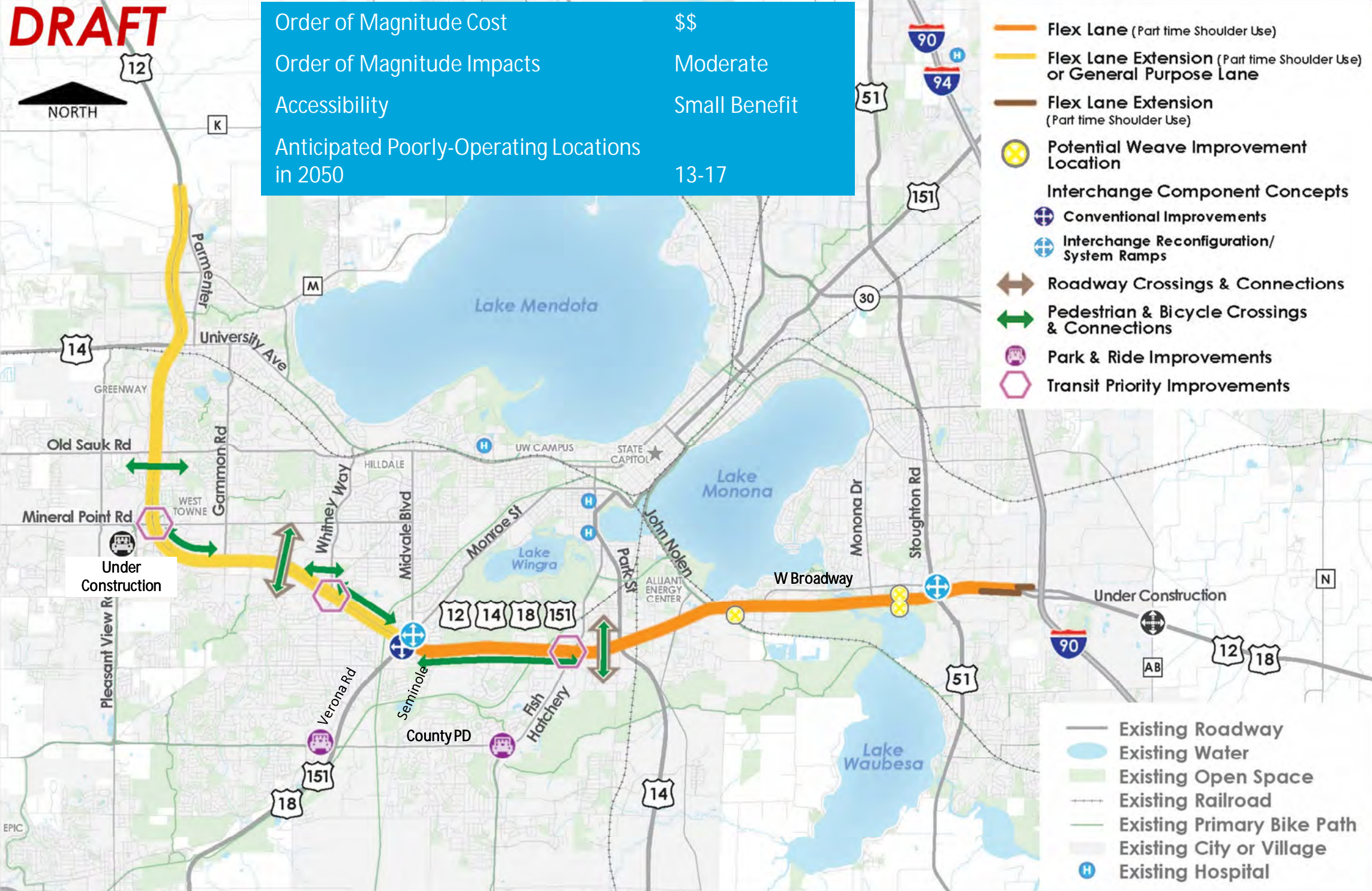
# Transit



**DRAFT**



# SP 2: Higher Priority Components Overall Package



# c) Draft Strategy Package 3 (SP3)



# SP 3: Mid-to-High Priority Components

## Travel Lanes

Mainline and interchange improvements

**DRAFT**



# SP 3: Mid-to-High Priority Components

## Weaves

Mainline and interchange improvements

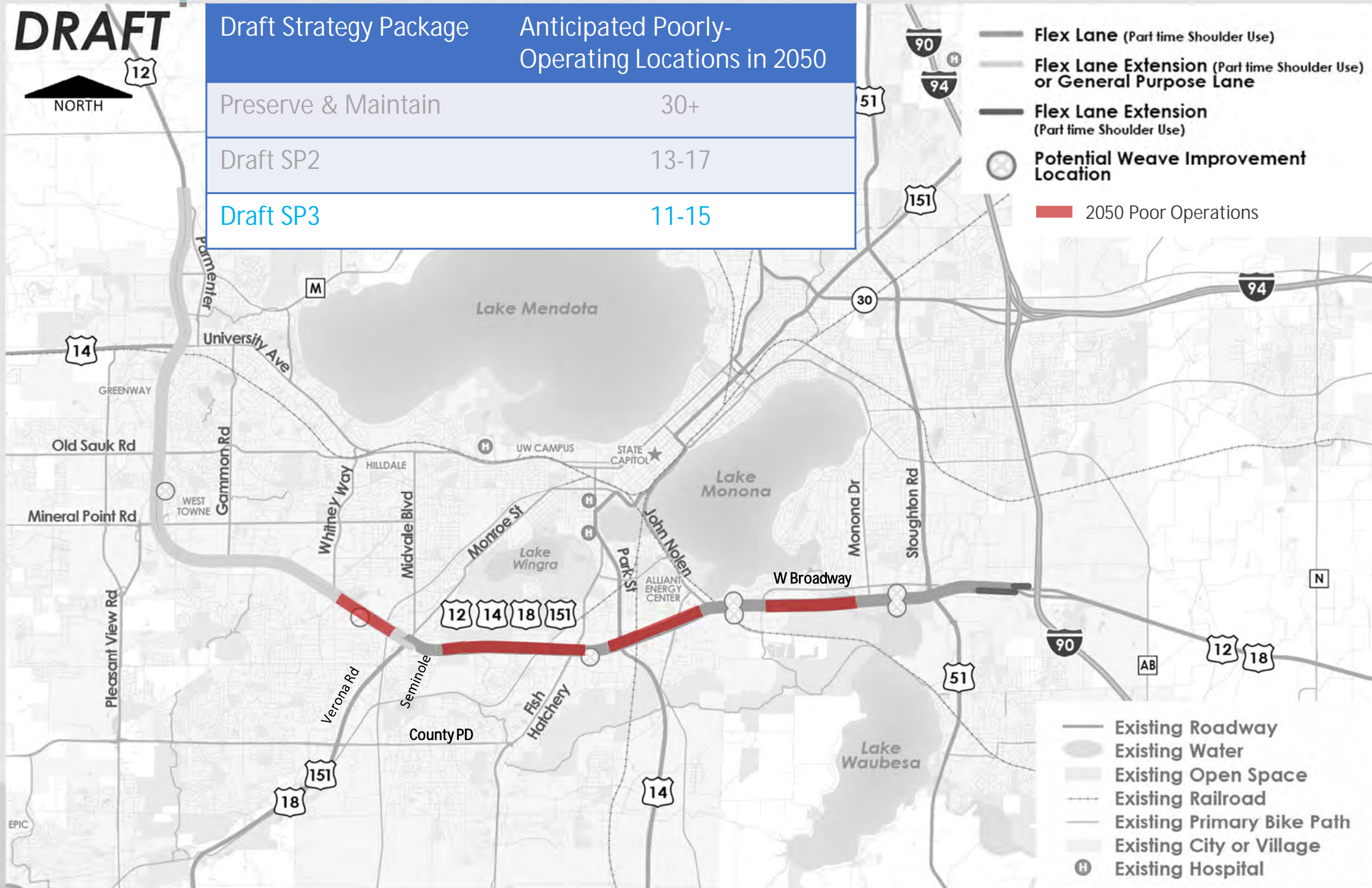
**DRAFT**





# SP 3: Mid-to-High Priority Components

# Travel Lanes & Weaves (LOS Map)



# SP 3: Mid-to-High Priority Components

## Interchanges

Mainline and interchange improvements



# SP 3: Mid-to-High Priority Components

## Road Crossing

New street crossings and connections

**DRAFT**



# SP 3: Mid-to-High Priority Components

# Ped & Bicycle Crossing

Pedestrian and bicycle connections

**DRAFT**



# SP 3: Mid-to-High Priority Components

## Park & Ride

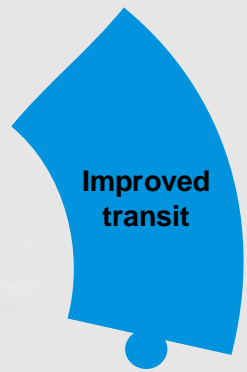


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# SP 3: Mid-to-High Priority Components

## Transit



# SP 3: Mid-to-High Priority Components

# Overall Package



**DRAFT**

Order of Magnitude Cost	\$\$\$
Order of Magnitude Impacts	Moderate
Accessibility	Medium Benefit
Anticipated Poorly-Operating Locations in 2050	11-15



- Flex Lane (Part time Shoulder Use)
- Flex Lane Extension (Part time Shoulder Use) or General Purpose Lane
- Flex Lane Extension (Part time Shoulder Use)
- ⊙ Potential Weave Improvement Location
- Interchange Component Concepts**
- ⊕ Conventional Improvements
- ⊕ Interchange Reconfiguration/ System Ramps
- ↔ Roadway Crossings & Connections
- ↔ Pedestrian & Bicycle Crossings & Connections
- ⊕ Park & Ride Improvements
- ⬡ Transit Priority Improvements

- Existing Roadway
- Existing Water
- Existing Open Space
- Existing Railroad
- Existing Primary Bike Path
- Existing City or Village
- H Existing Hospital



# d) Draft Strategy Package 4 (SP4)

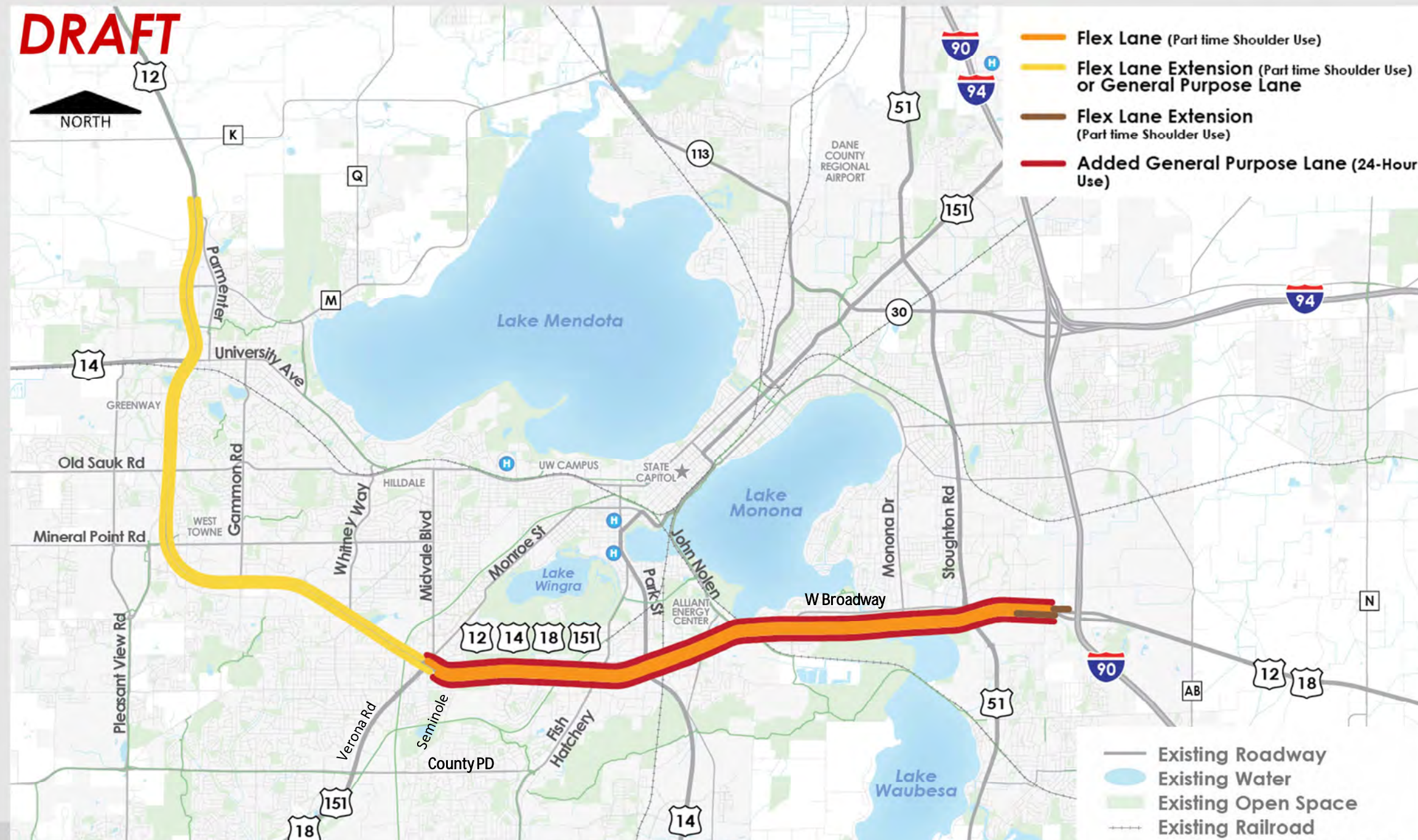




# SP 4: All Retained Components

## Travel Lanes

Mainline and interchange improvements



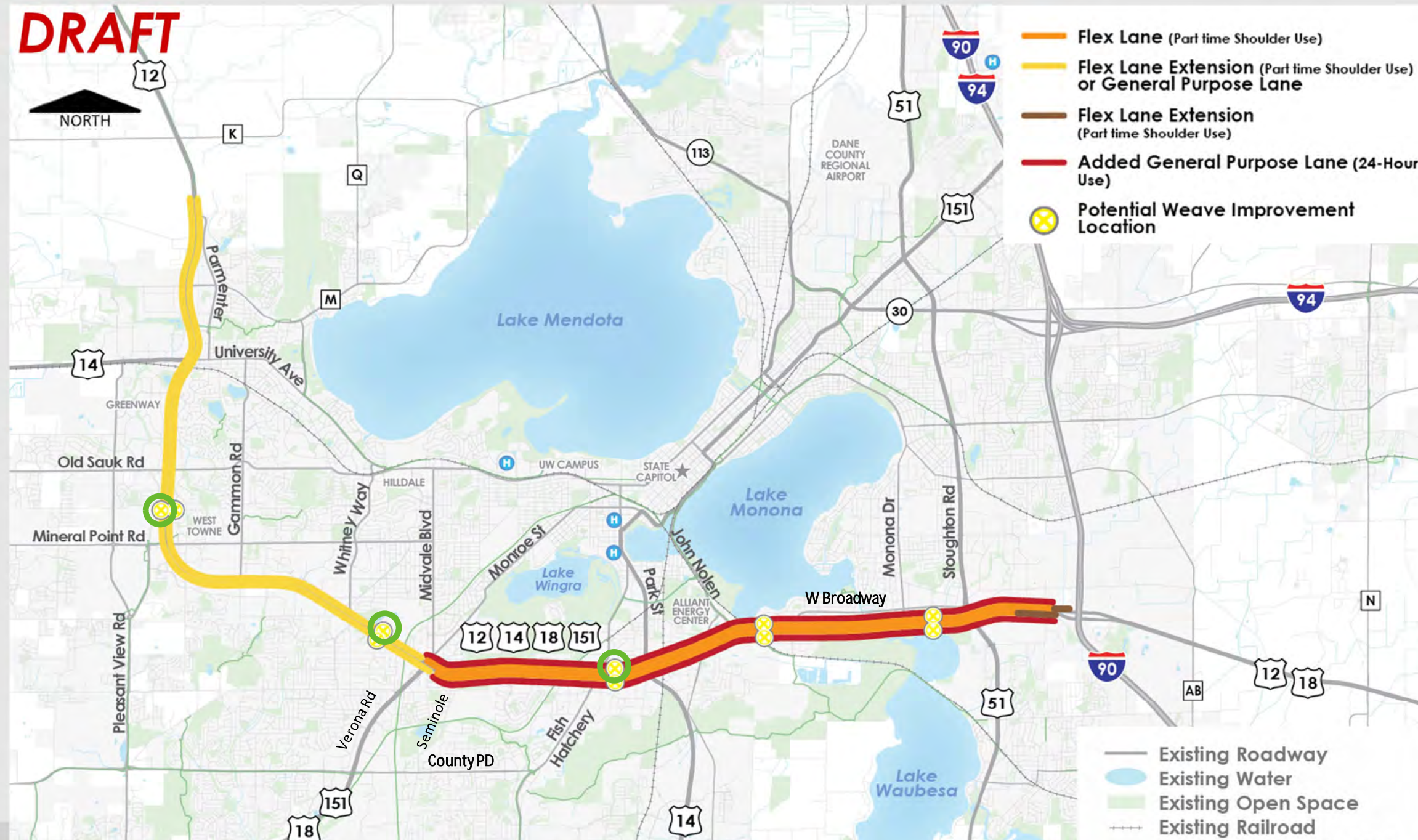
Note: Monitoring of the existing Flex Lane is ongoing. East of Verona Road, the addition of general-purpose lanes is not anticipated to be needed for at least the next ten years.



# SP 4: All Retained Components

# Weaves

Mainline and interchange improvements

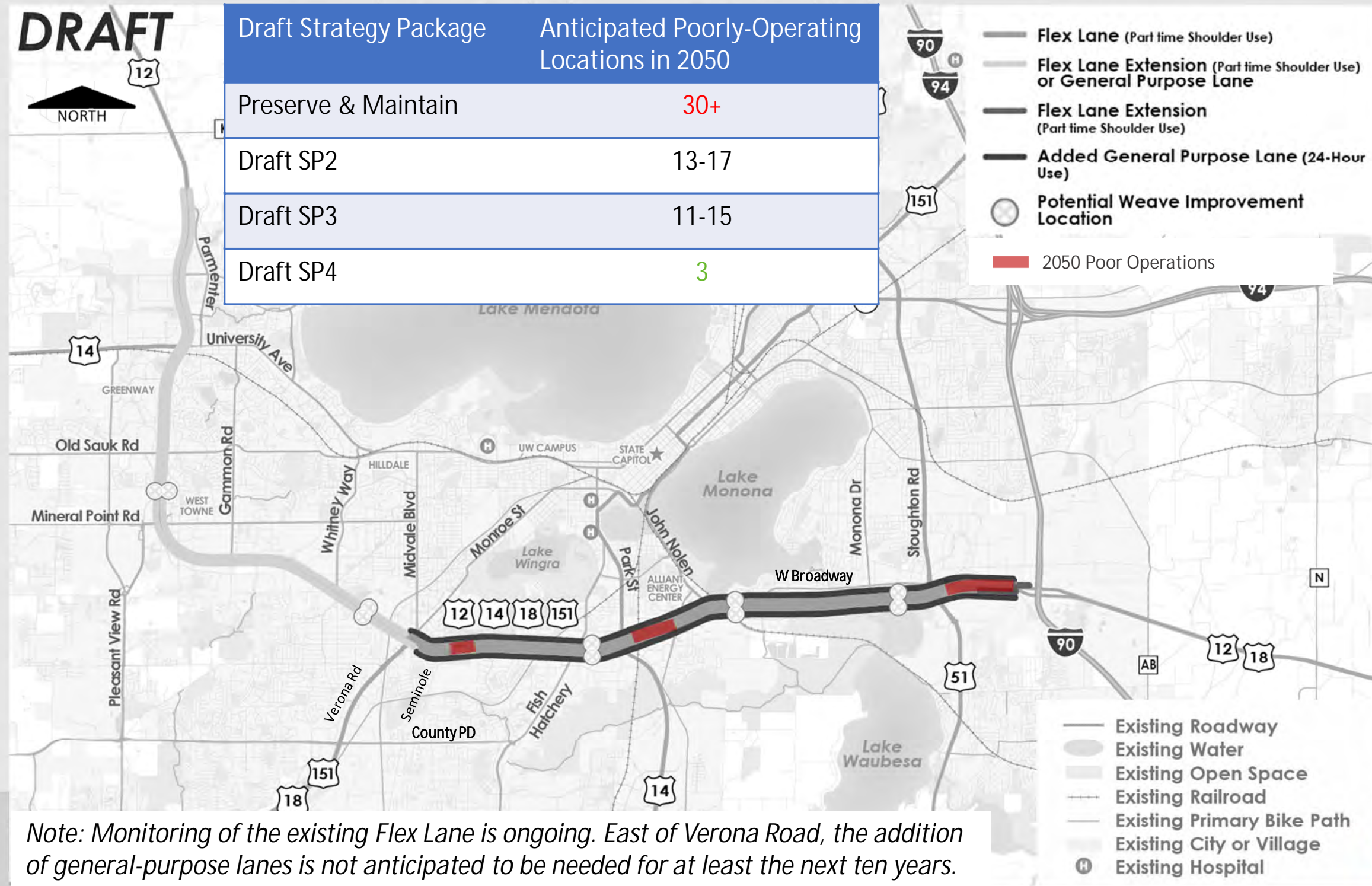


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# SP 4: All Retained Components

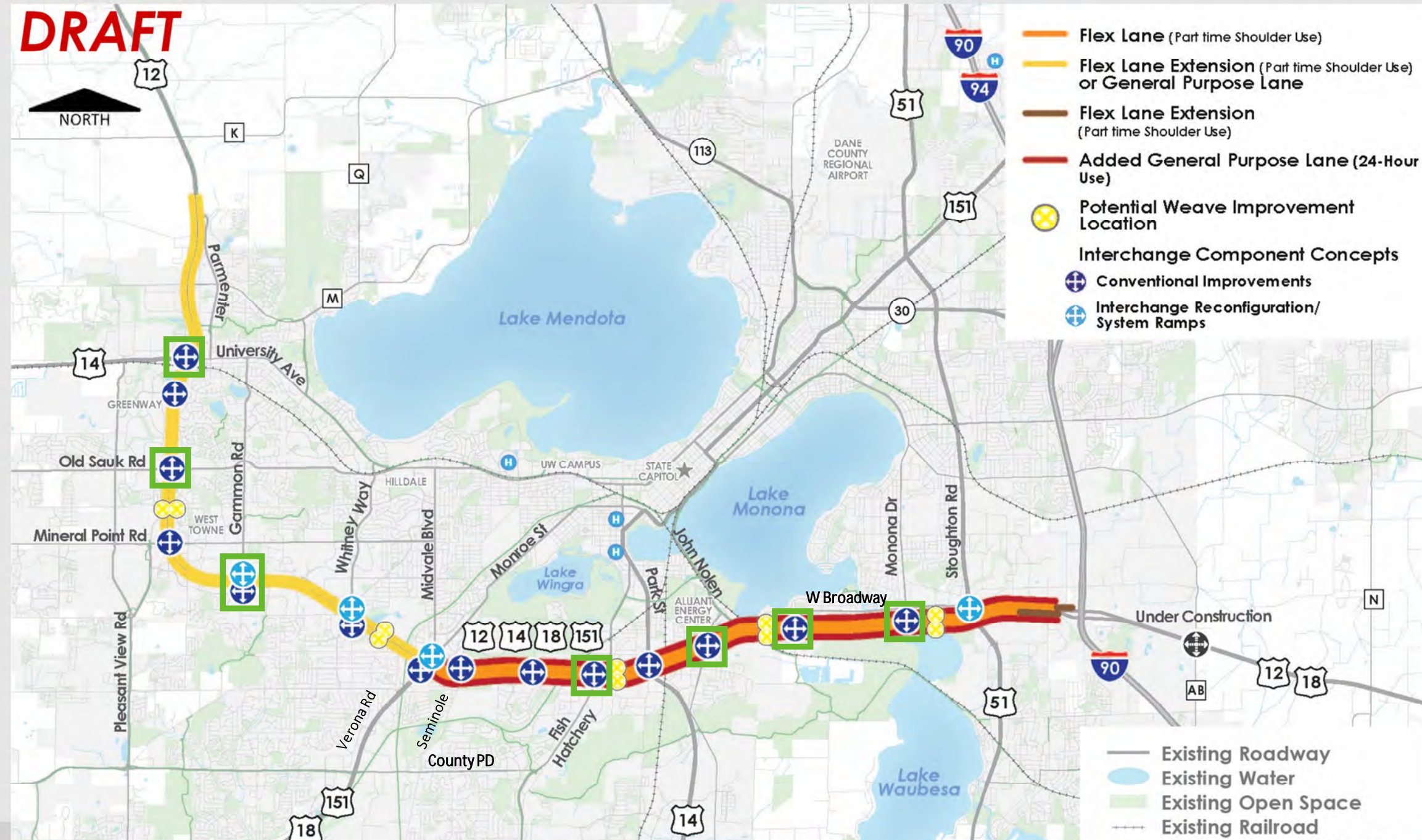
# Travel Lanes & Weaves (LOS Map)



# SP 4: All Retained Components

# Interchanges

Mainline and interchange improvements



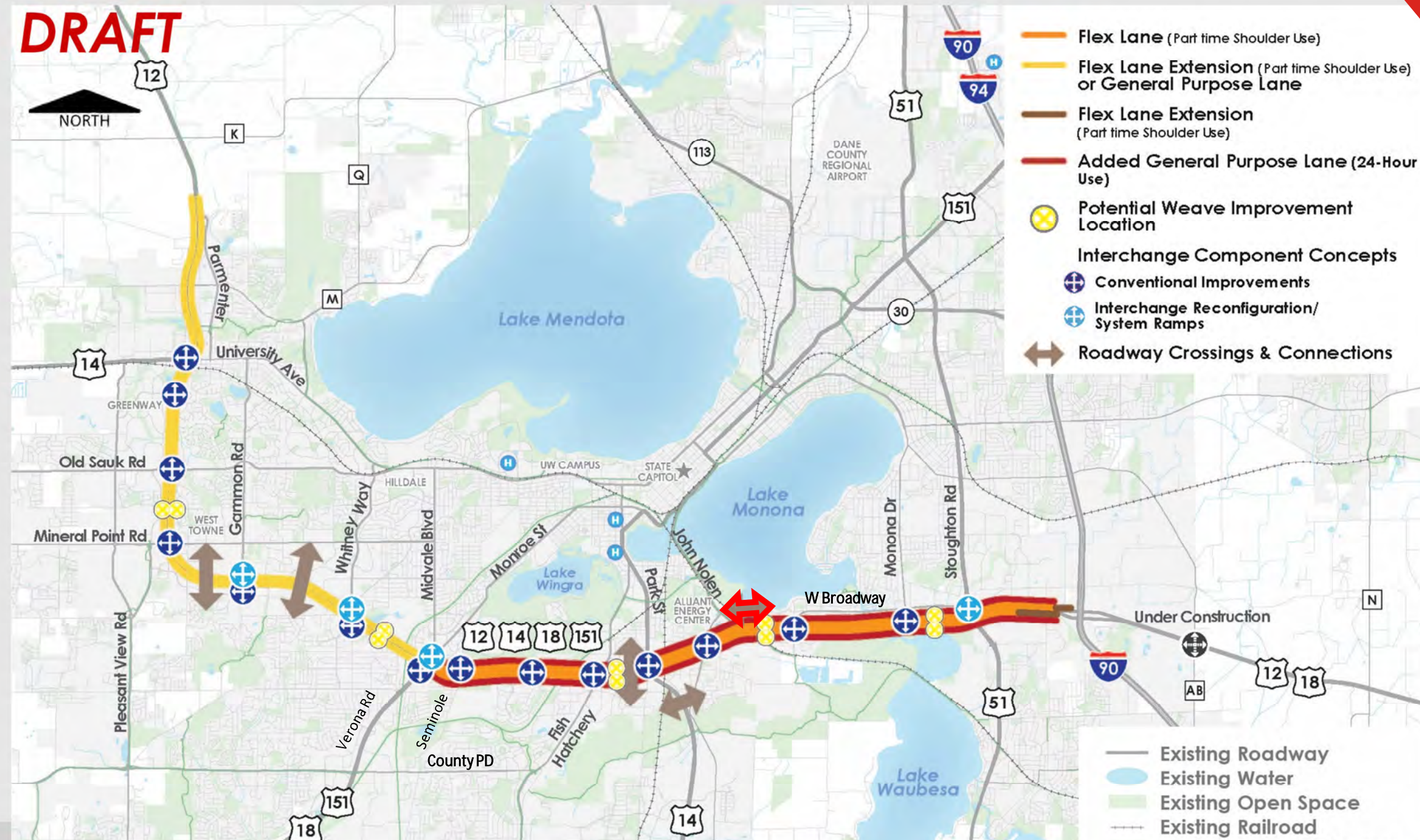
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# SP 4: All Retained Components

# Road Crossing

New street crossings and connections



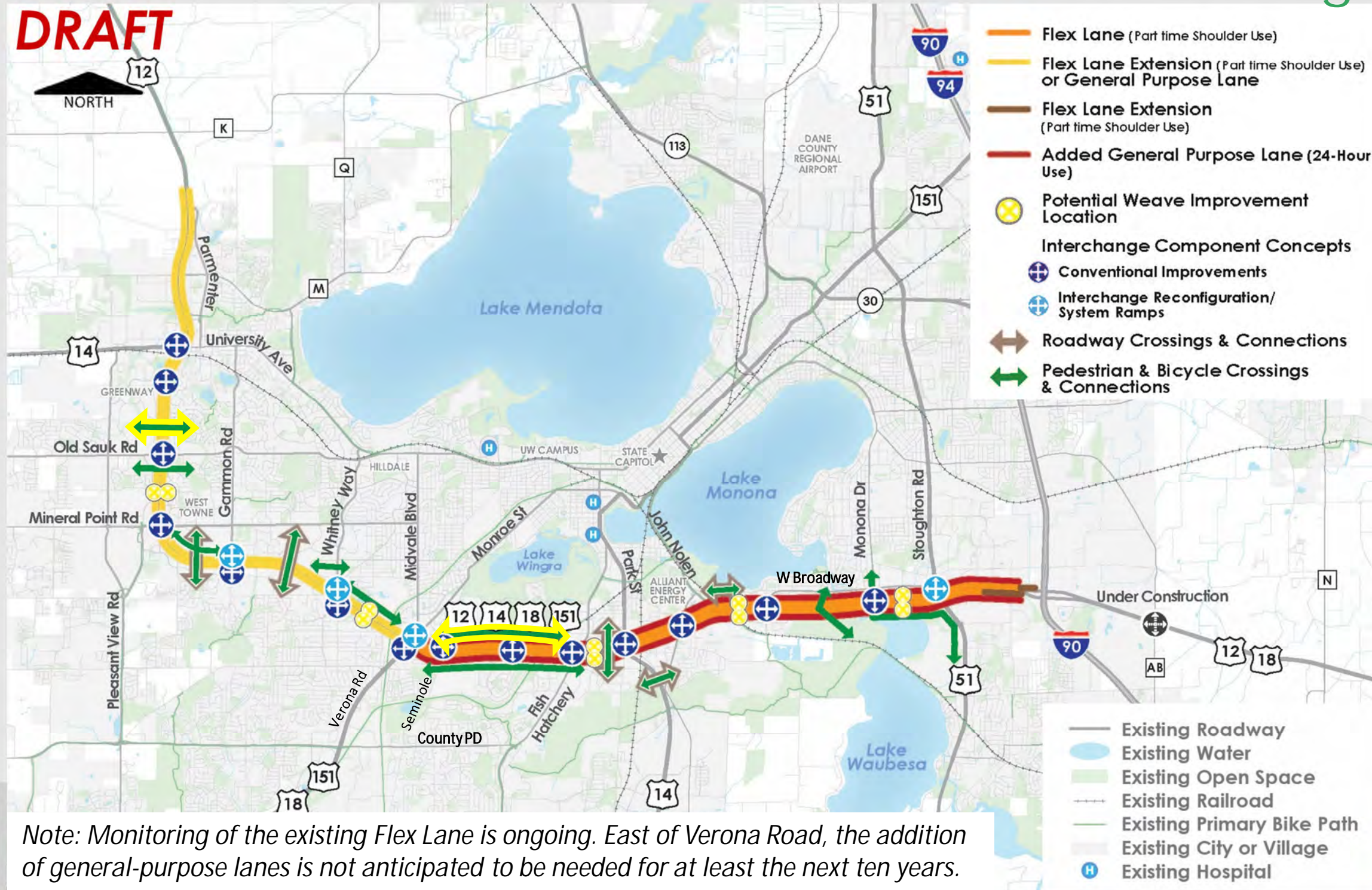
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# SP 4: All Retained Components

## Ped & Bicycle Crossing

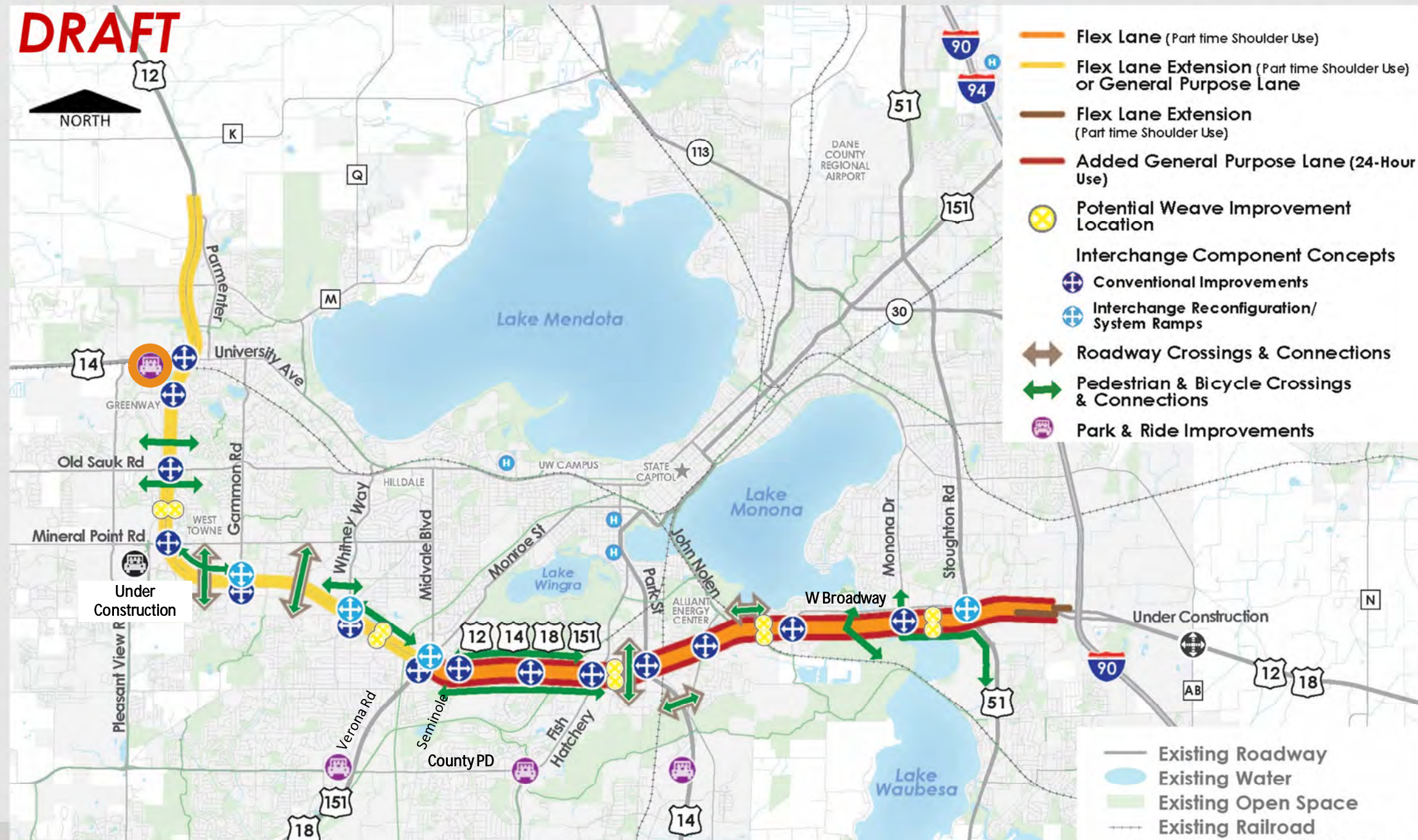
**Pedestrian and bicycle connections**



*Note: Monitoring of the existing Flex Lane is ongoing. East of Verona Road, the addition of general-purpose lanes is not anticipated to be needed for at least the next ten years.*

# SP 4: All Retained Components

## Park & Ride

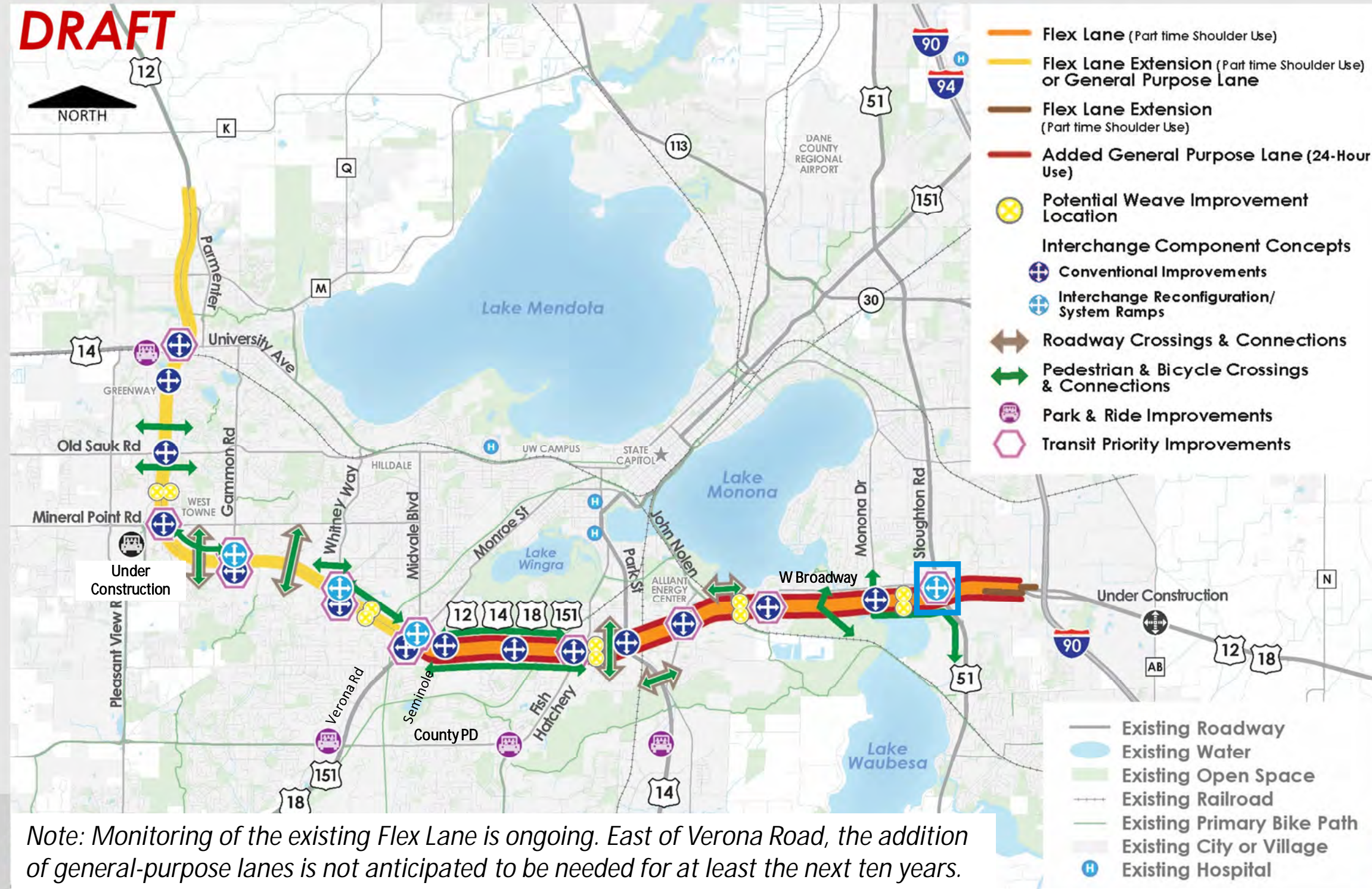
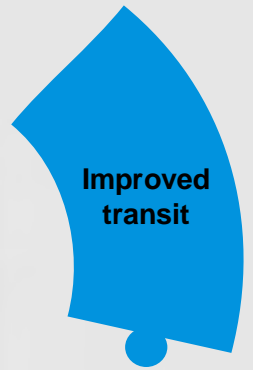


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# SP 4: All Retained Components

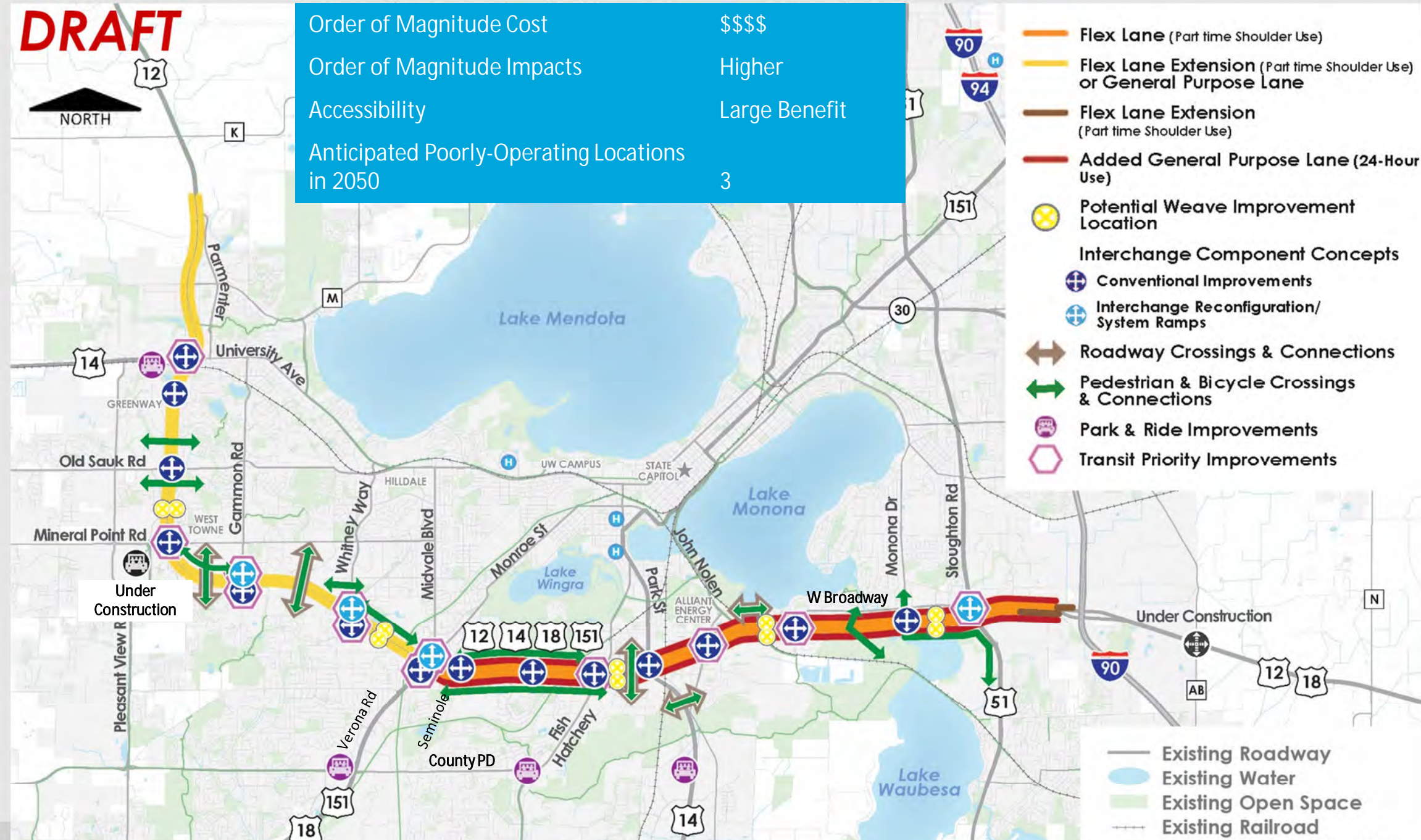
## Transit





# SP 4: All Retained Components

# Overall Package



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# 7. Next Steps



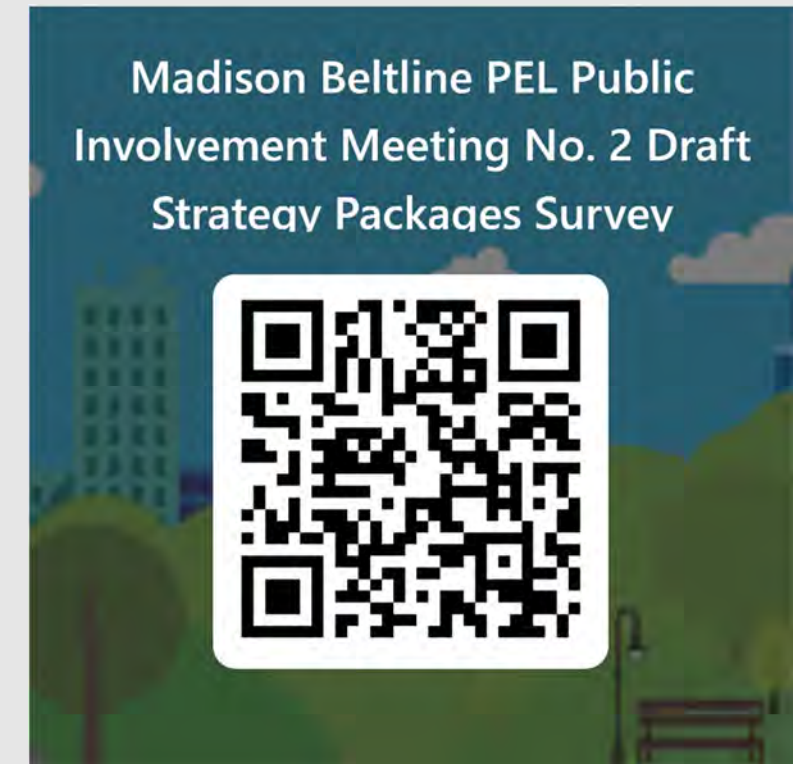
# Major milestones ahead

- Select Preferred Strategy Package(s)
  - Summer 2023
  - Present Preferred Strategy Package(s)
    - Fall 2023
- PEL Summary Report and completion
  - Early 2024
- NEPA (Detailed Study), Design, Construction
  - 2024+



# Opportunities to provide input

- Comment form
  - Online form on study website
- Draft Strategy Package Online Survey
  - Scan QR code
  - Online survey on study website
- Contact WisDOT Project Manager Jeff Berens
  - Information on website
- Please provide feedback by July 7, 2023



<https://forms.office.com/r/rPsTtCgPD9>



# Questions and Answers

## WisDOT Contact Information

- Jeff Berens, WisDOT Beltline PEL Study Project Manager
- Email: [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)
- Phone: 608-245-2656
- Project Website: <https://wisconsindot.gov/Pages/projects/by-region/sw/madisonbeltline/default.aspx>

