

Madison Beltline Planning and Environment Linkages (PEL) Study

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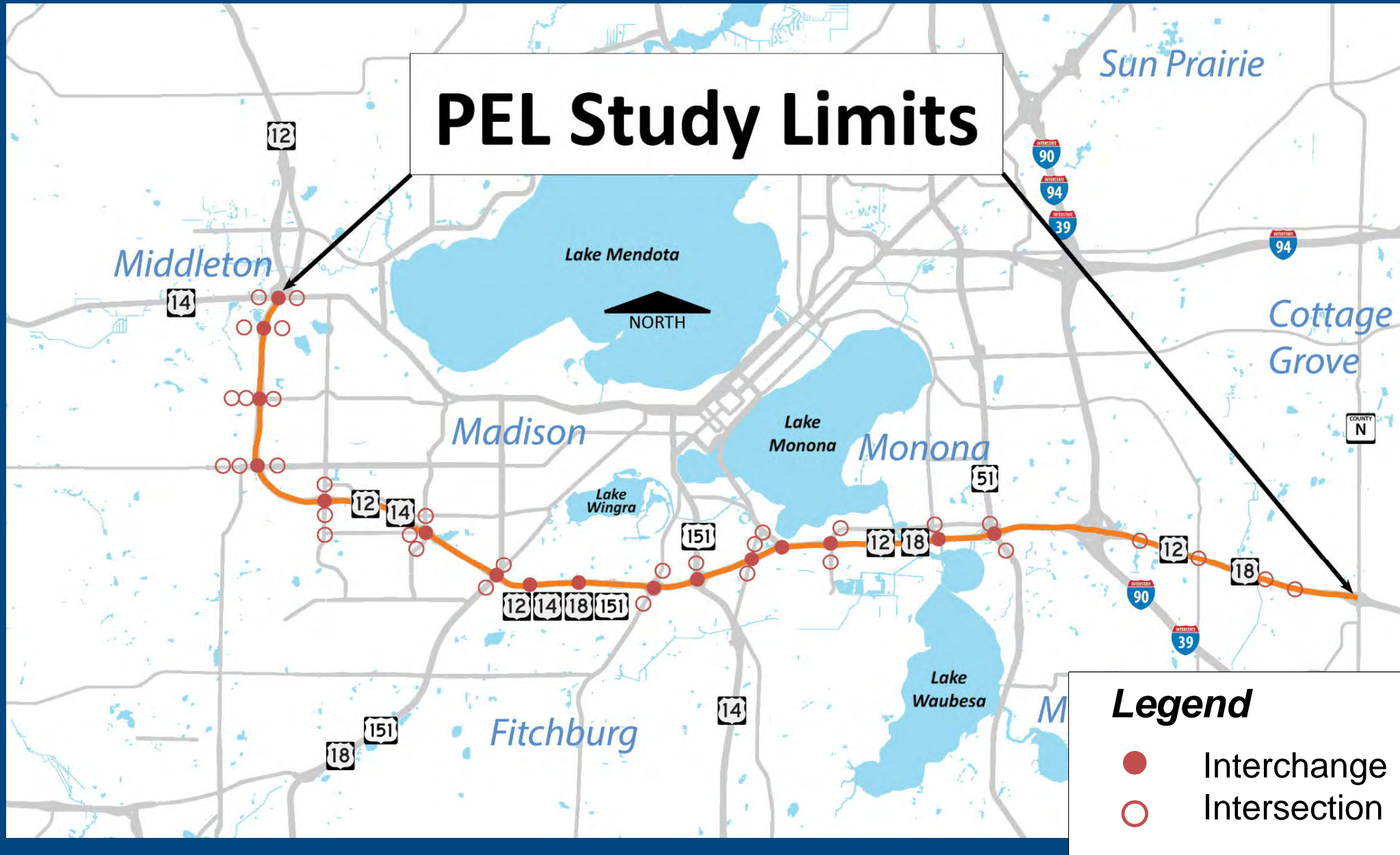
Public Involvement Meetings
April 12 and 13, 2022



Meeting agenda



Overview



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



What is a PEL study?

Named a Planning and Environment Linkages (PEL) study, it will allow the study results to flow directly into National Environmental Policy Act (NEPA) activities



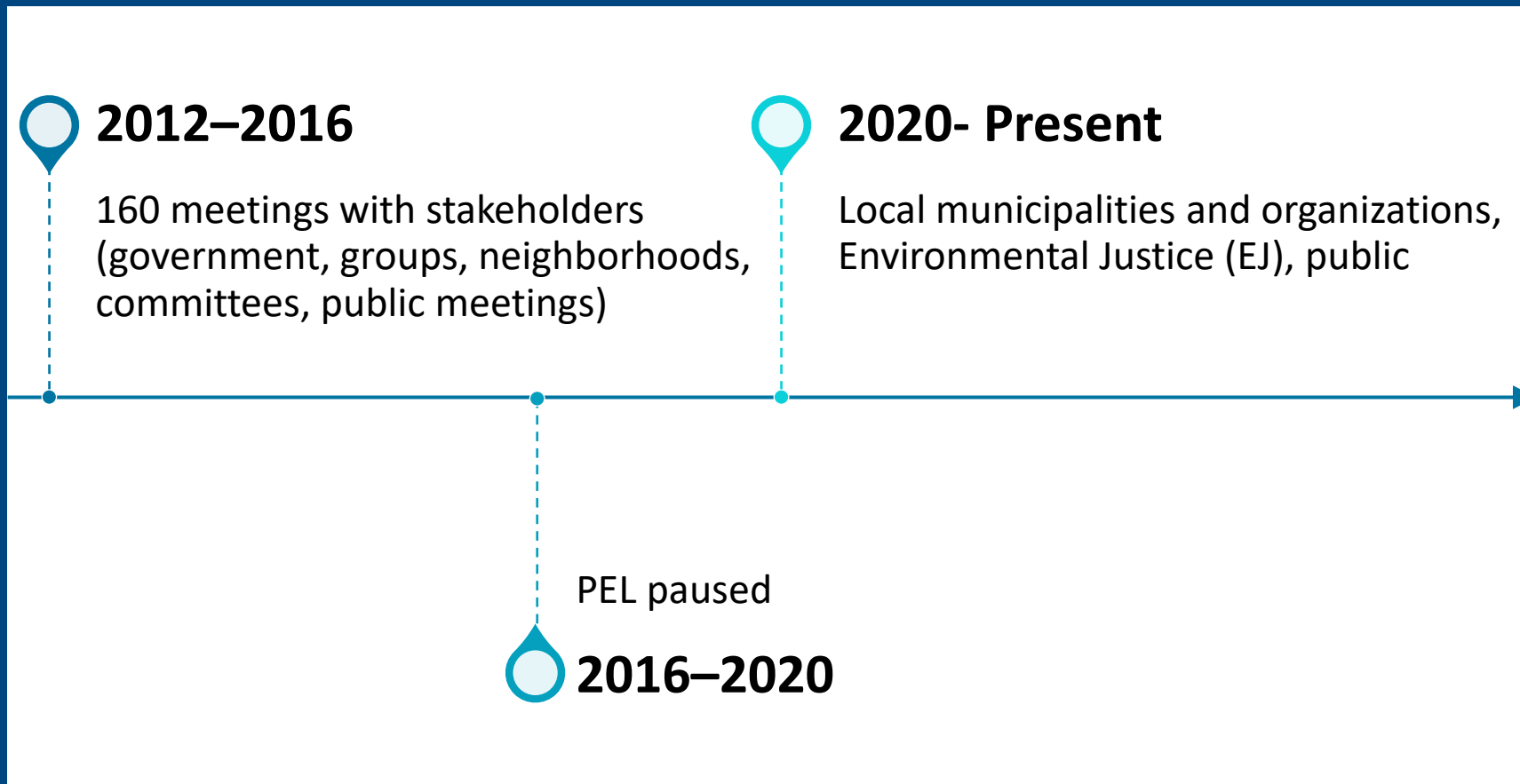
Alternatives analysis is compatible with the future NEPA Process



Summary of PEL efforts to date



Stakeholder involvement

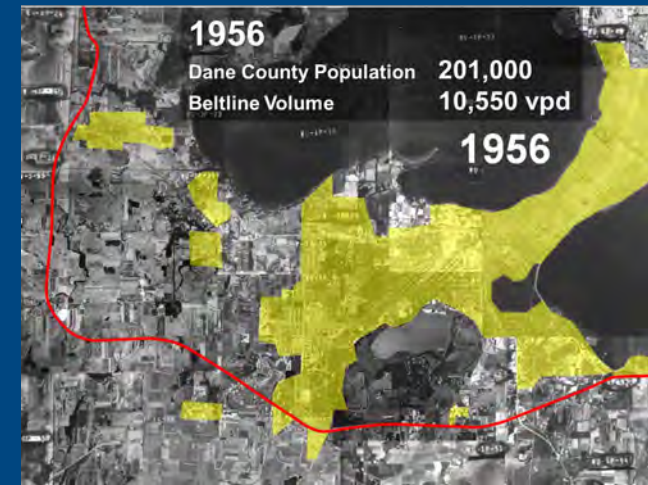


Beltline PEL process



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



Desired outcomes

All modes of travel evaluated

All potential solutions considered/evaluated

Broad spectrum of stakeholder involvement

Reduced controversy through data-driven, easy to understand process

Neighborhood, resource impacts understood; mitigation potential considered

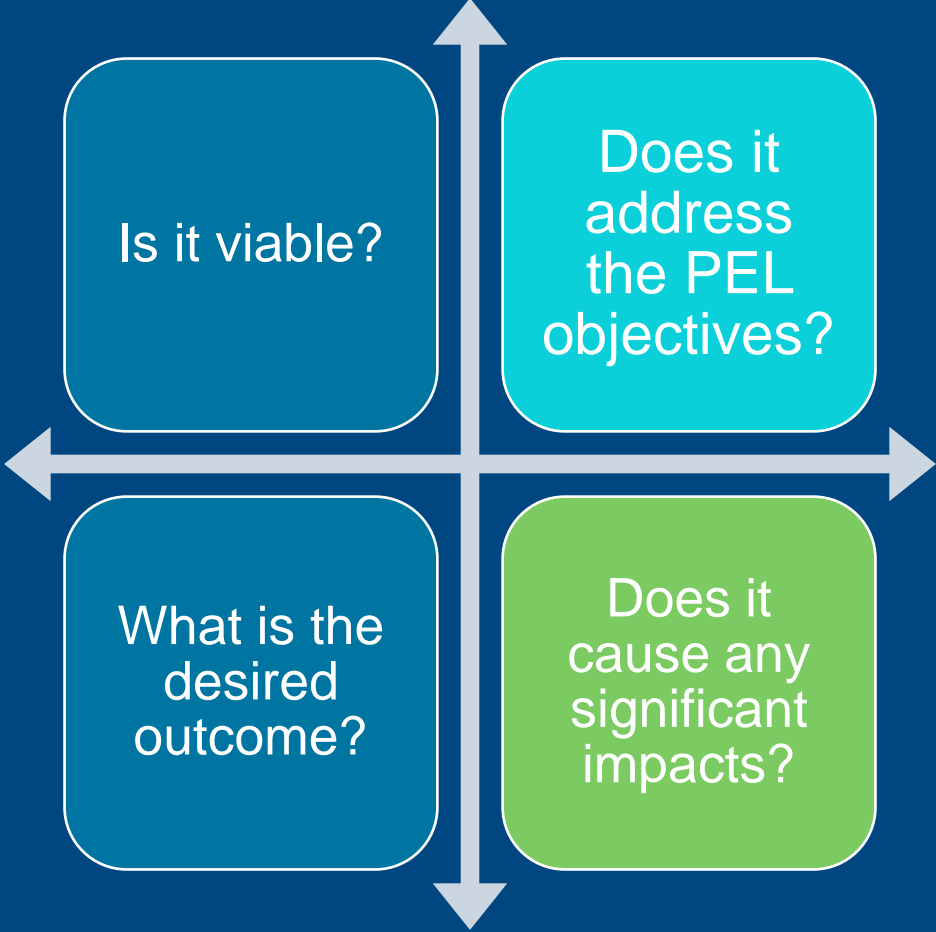
Improvement recommendations compatible with other area plans/studies

Constructability challenges understood

Limits and sequence of construction projects understood



Stand-alone strategy screening

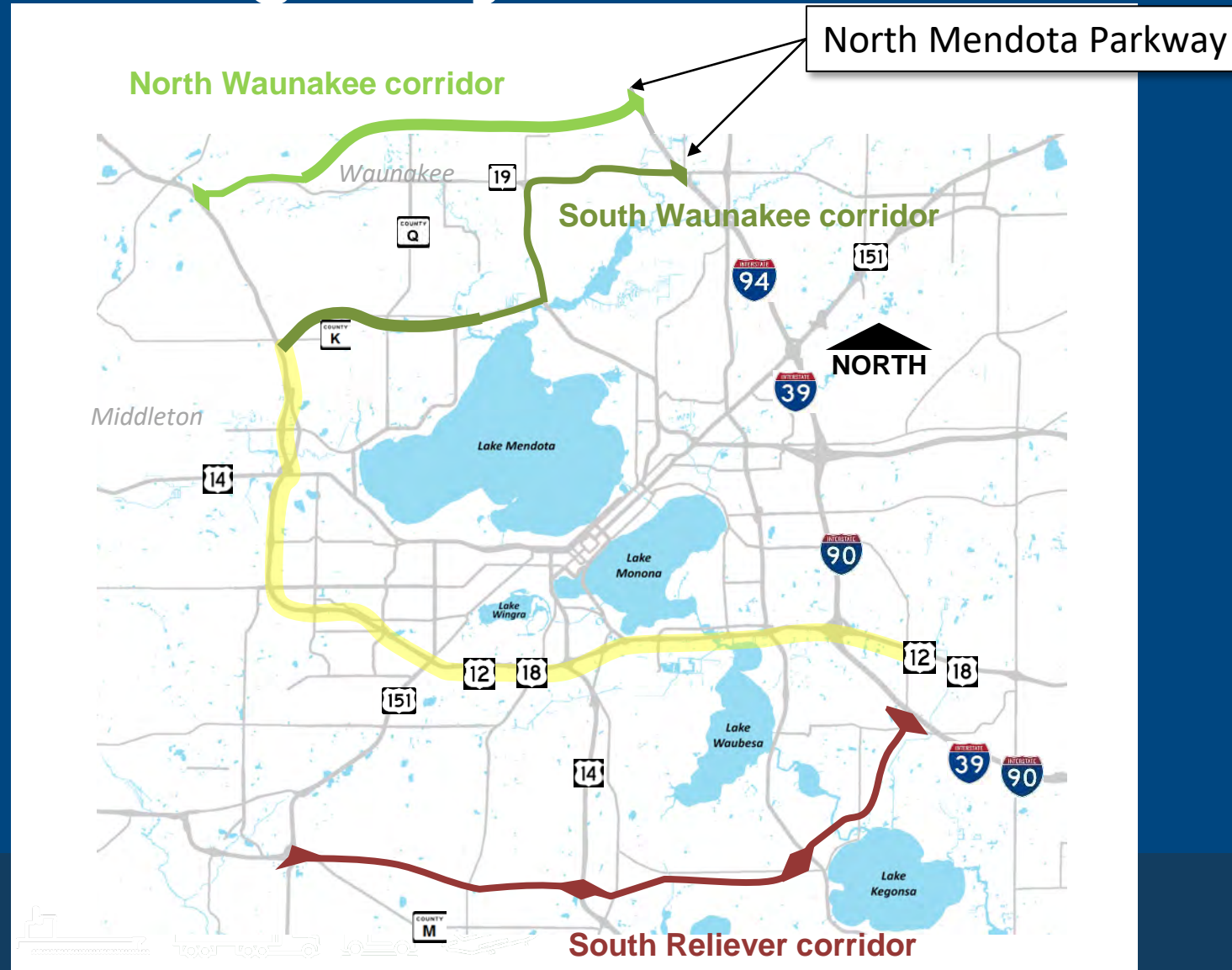


What's out

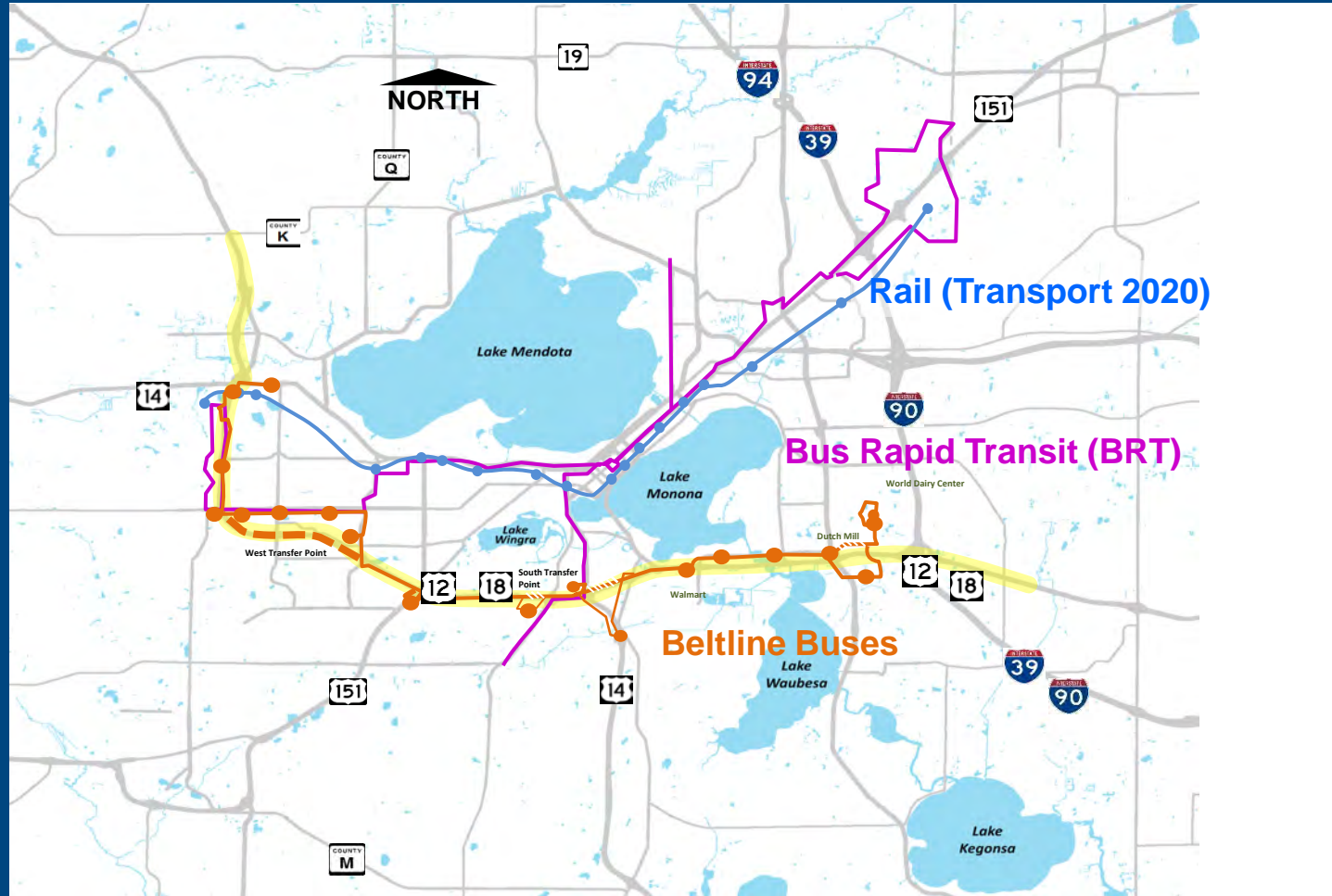
(Dismissed from consideration)



Evaluation of broad modal strategies: highway corridors

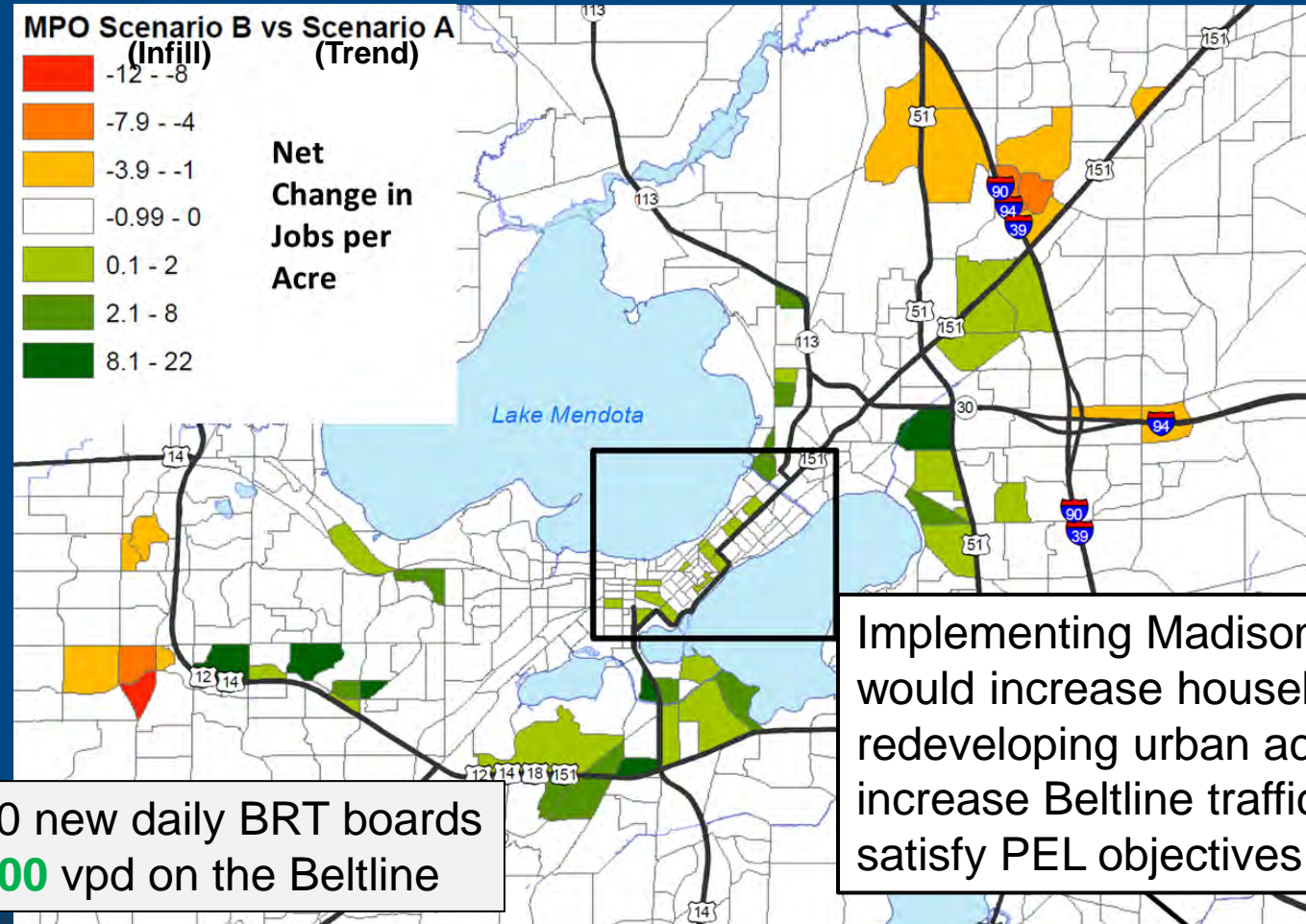


Evaluation of broad modal strategies: transit



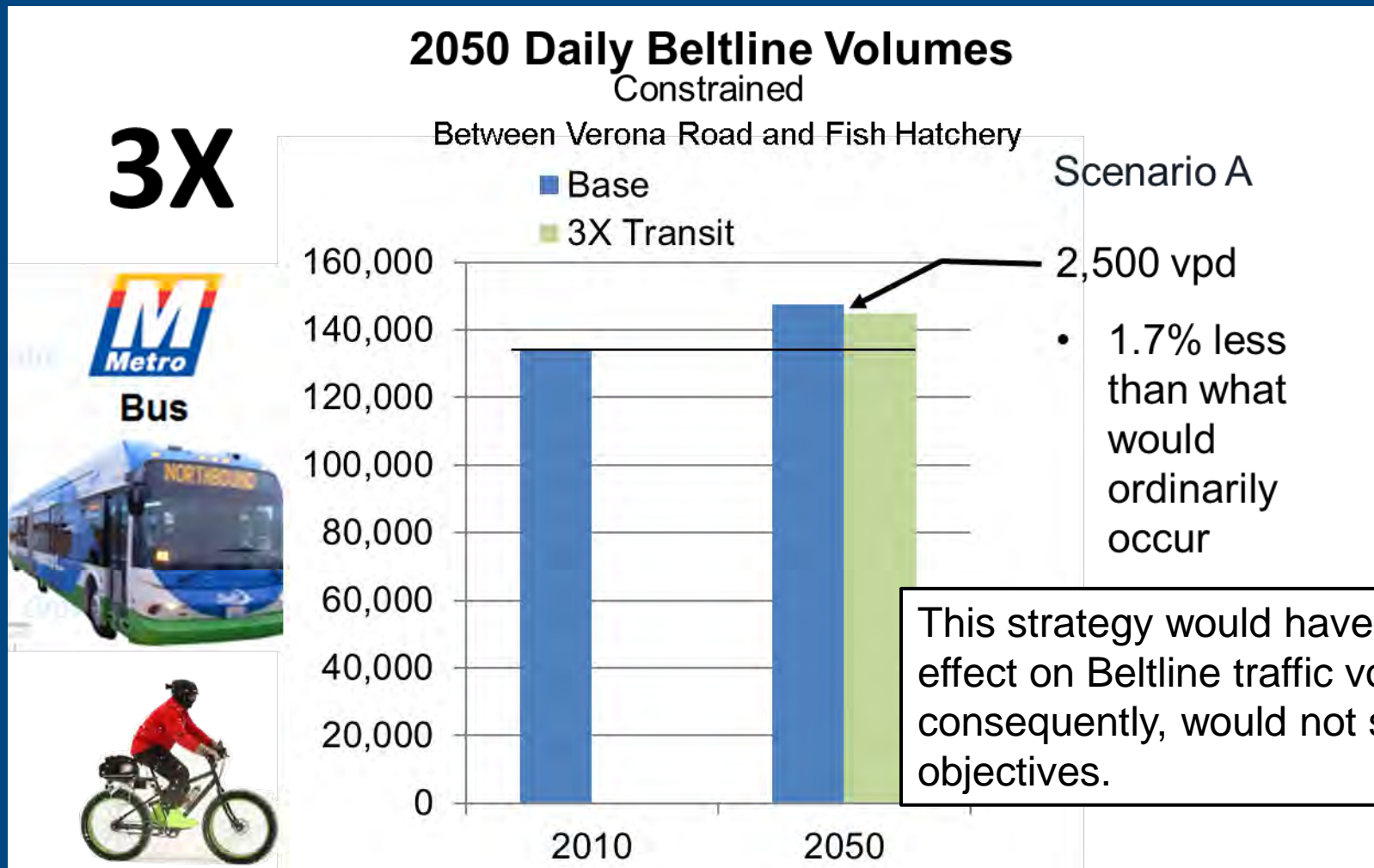
Scenario planning (compact land use)

Reverse Historic Development Patterns: 85% Infill, 15% Greenfield

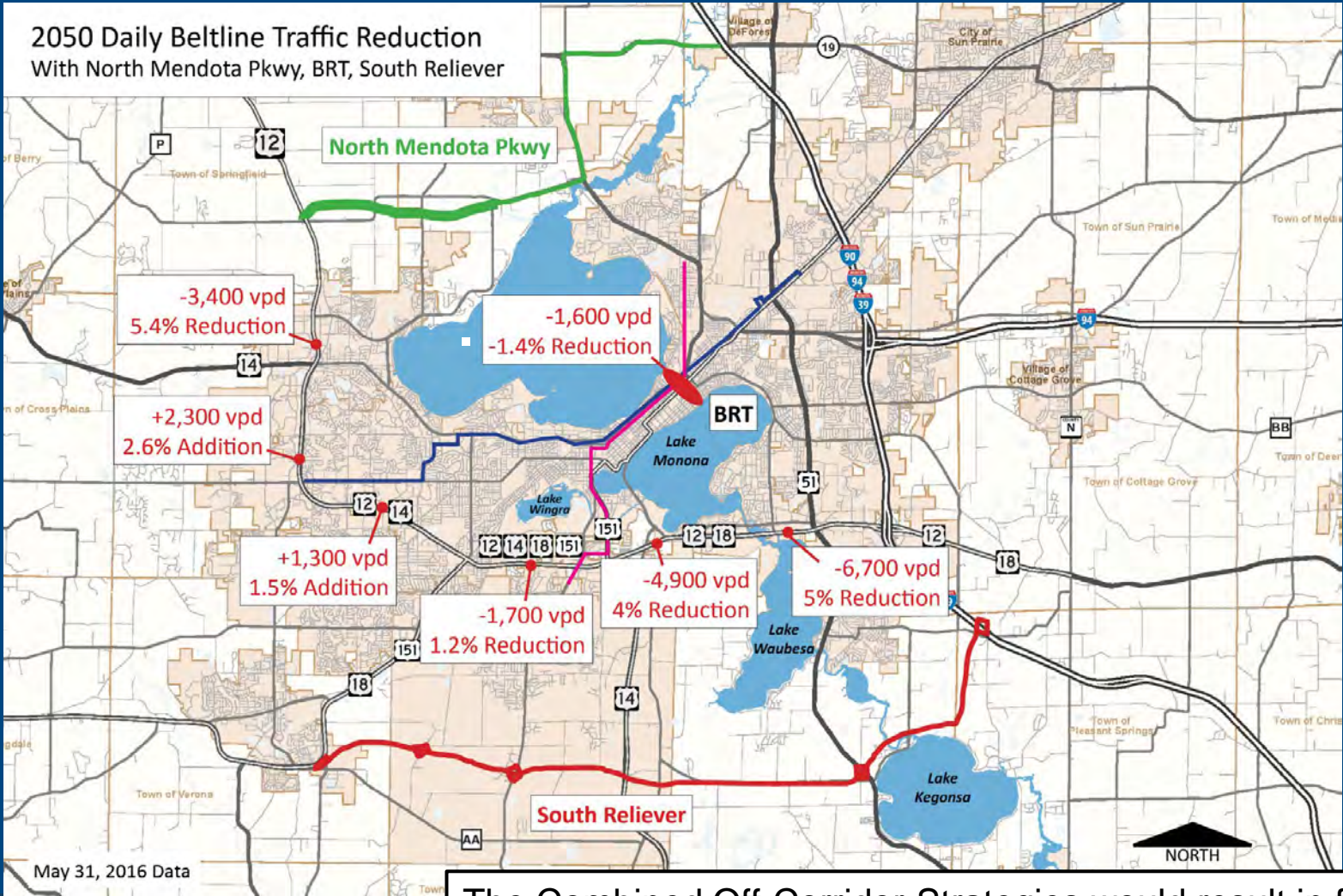


Up to 4,200 new daily BRT boards
Up to **+3,900** vpd on the Beltline

Scenario planning (triple alternate modes)



Combined strategies (NMP, BRT, SR)



The Combined Off-Corridor Strategies would result in future Beltline traffic volumes that would be similar to existing volumes. These combined strategies would also incur considerable land and monetary impacts.

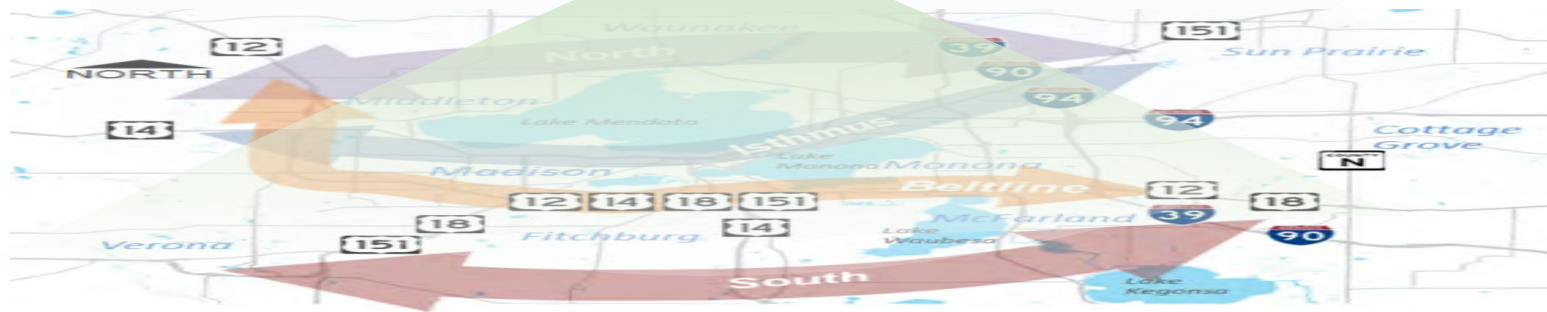


Screening strategies



High-level look at broad range of potentially effective **stand-alone strategies** (completed)

More detailed look at individual modal **components** and combinations (ongoing)



What's in

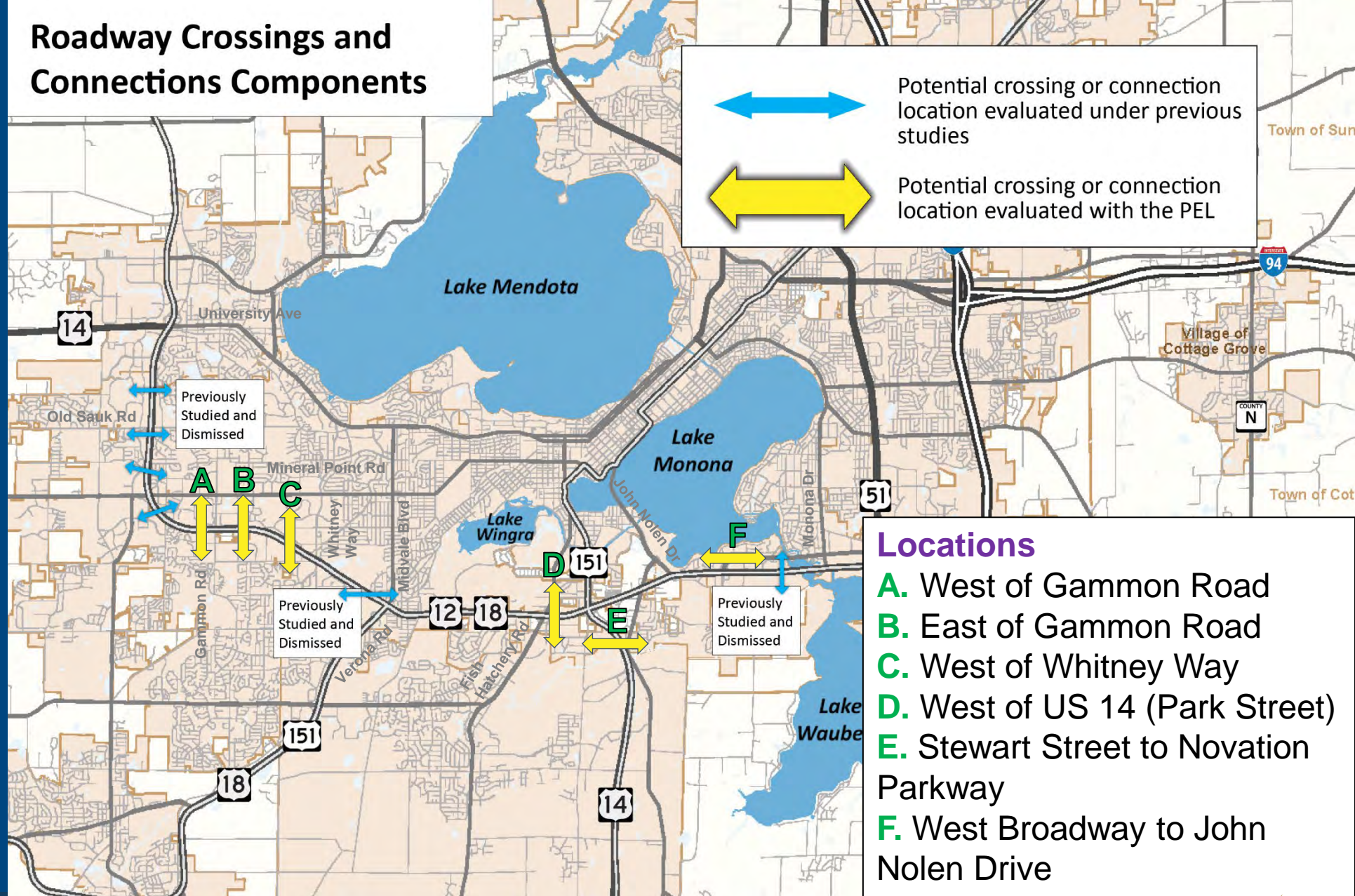
(Still under consideration)



Possible improvement components



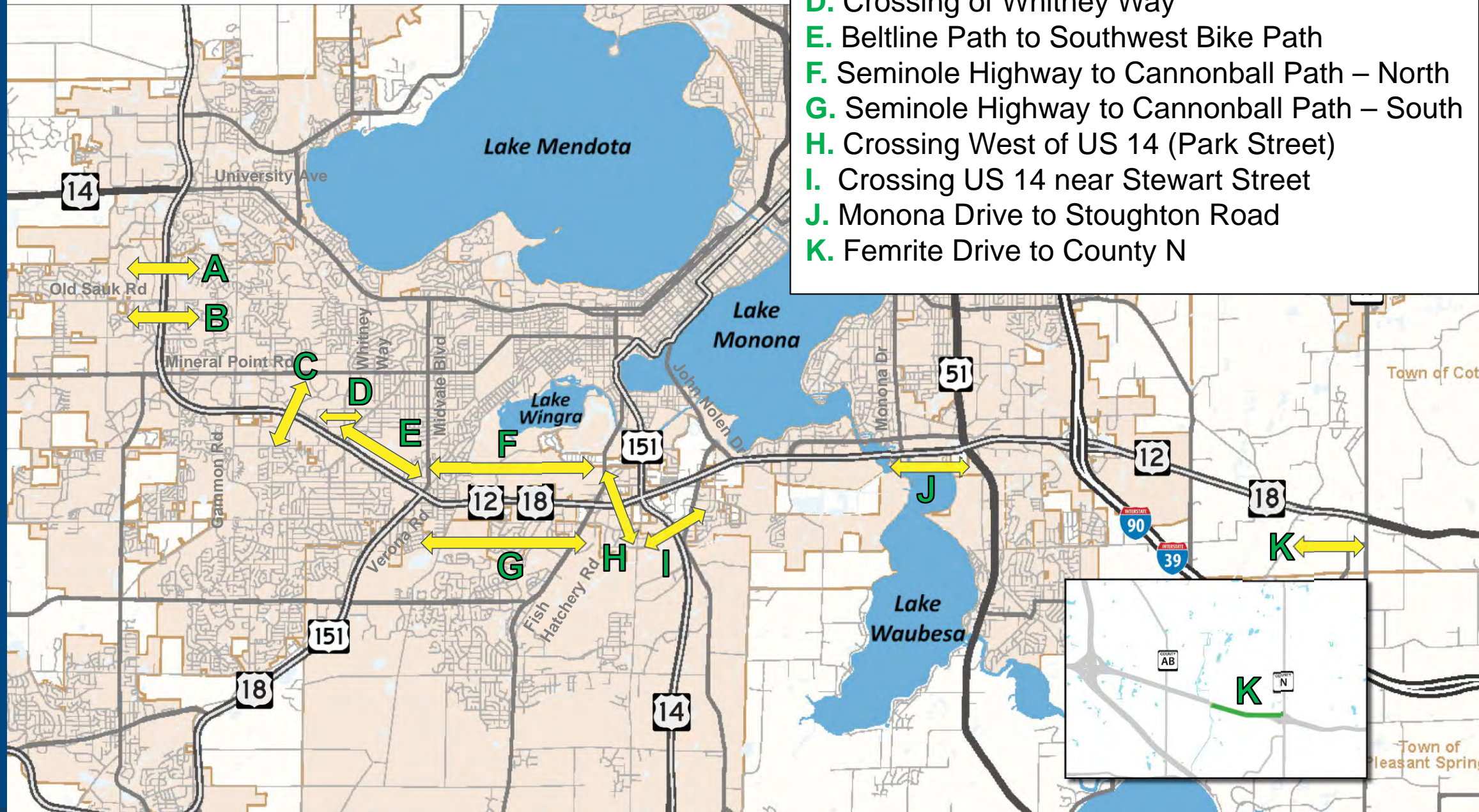
Roadway Crossings and Connections Components



Pedestrian and Bicycle Components

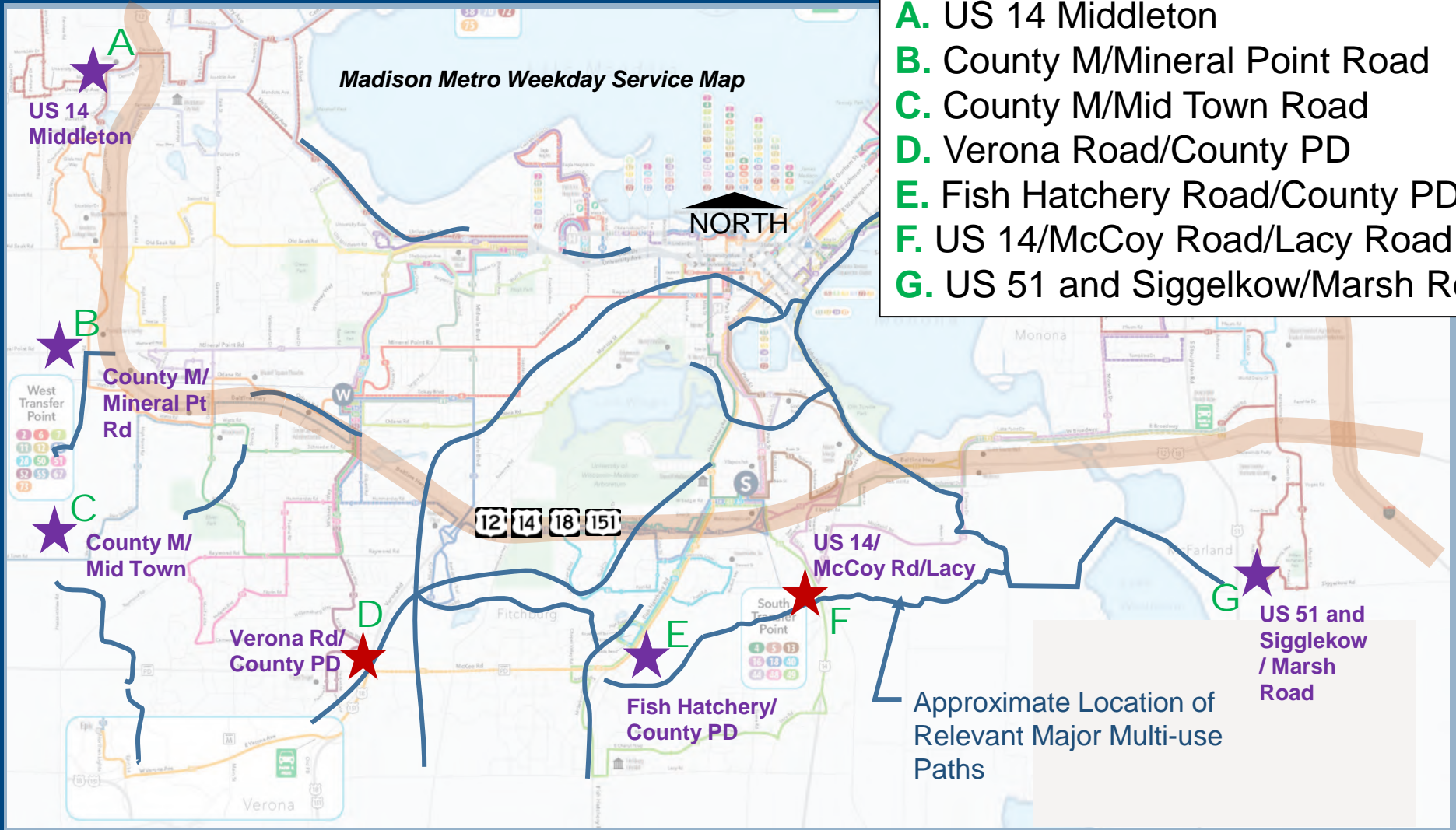
Locations

- A. Crossing North of Old Sauk
- B. Crossing South of Old Sauk
- C. Crossing West of Whitney Way
- D. Crossing of Whitney Way
- E. Beltline Path to Southwest Bike Path
- F. Seminole Highway to Cannonball Path – North
- G. Seminole Highway to Cannonball Path – South
- H. Crossing West of US 14 (Park Street)
- I. Crossing US 14 near Stewart Street
- J. Monona Drive to Stoughton Road
- K. Femrite Drive to County N



Locations

- A. US 14 Middleton
- B. County M/Mineral Point Road
- C. County M/Mid Town Road
- D. Verona Road/County PD
- E. Fish Hatchery Road/County PD
- F. US 14/McCoy Road/Lacy Road
- G. US 51 and Siggelkow/Marsh Road



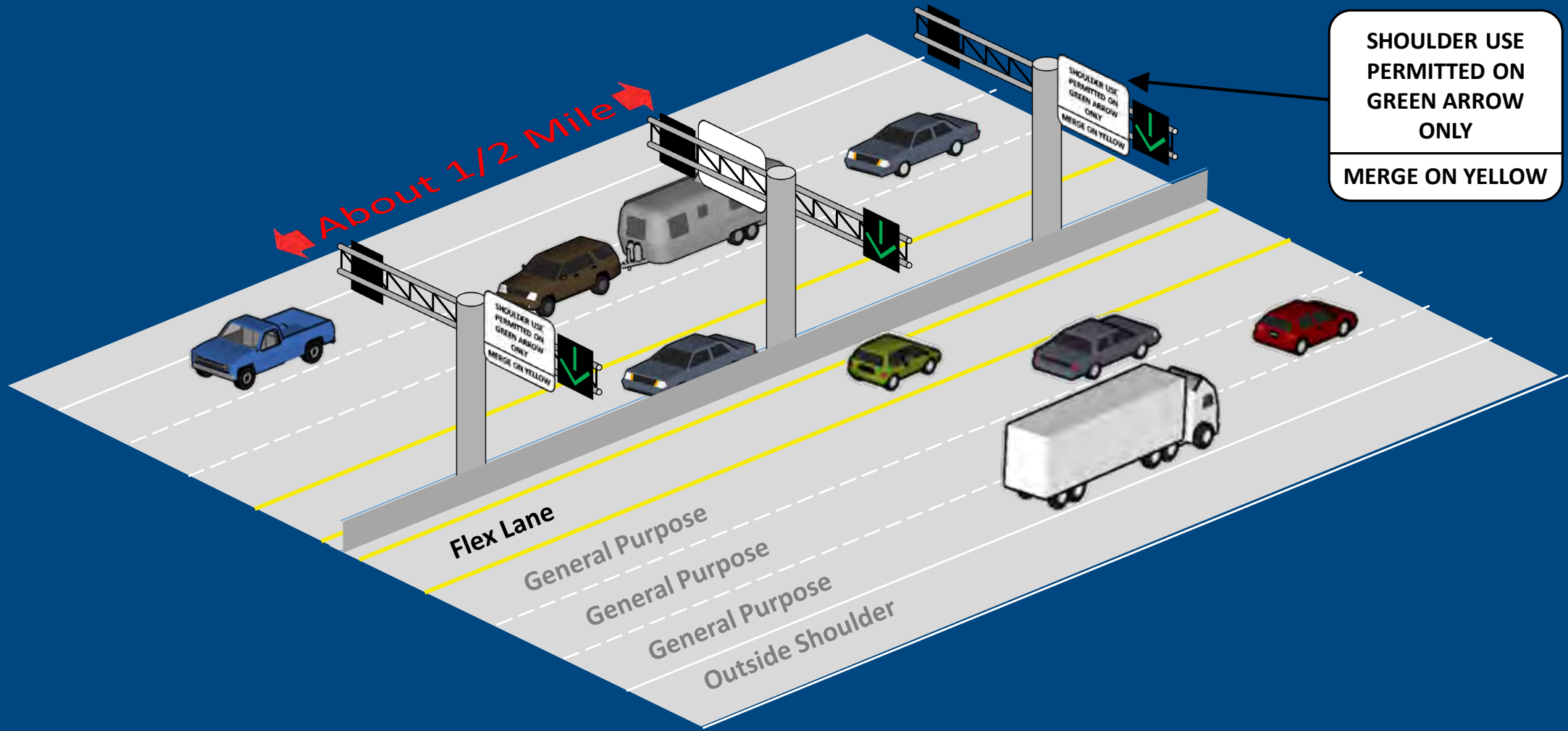
★ = Recommended in SW Region Park and Ride System Study





Dashed lines show proposed Bus Rapid Transit routes

Flex Lane on Madison Beltline

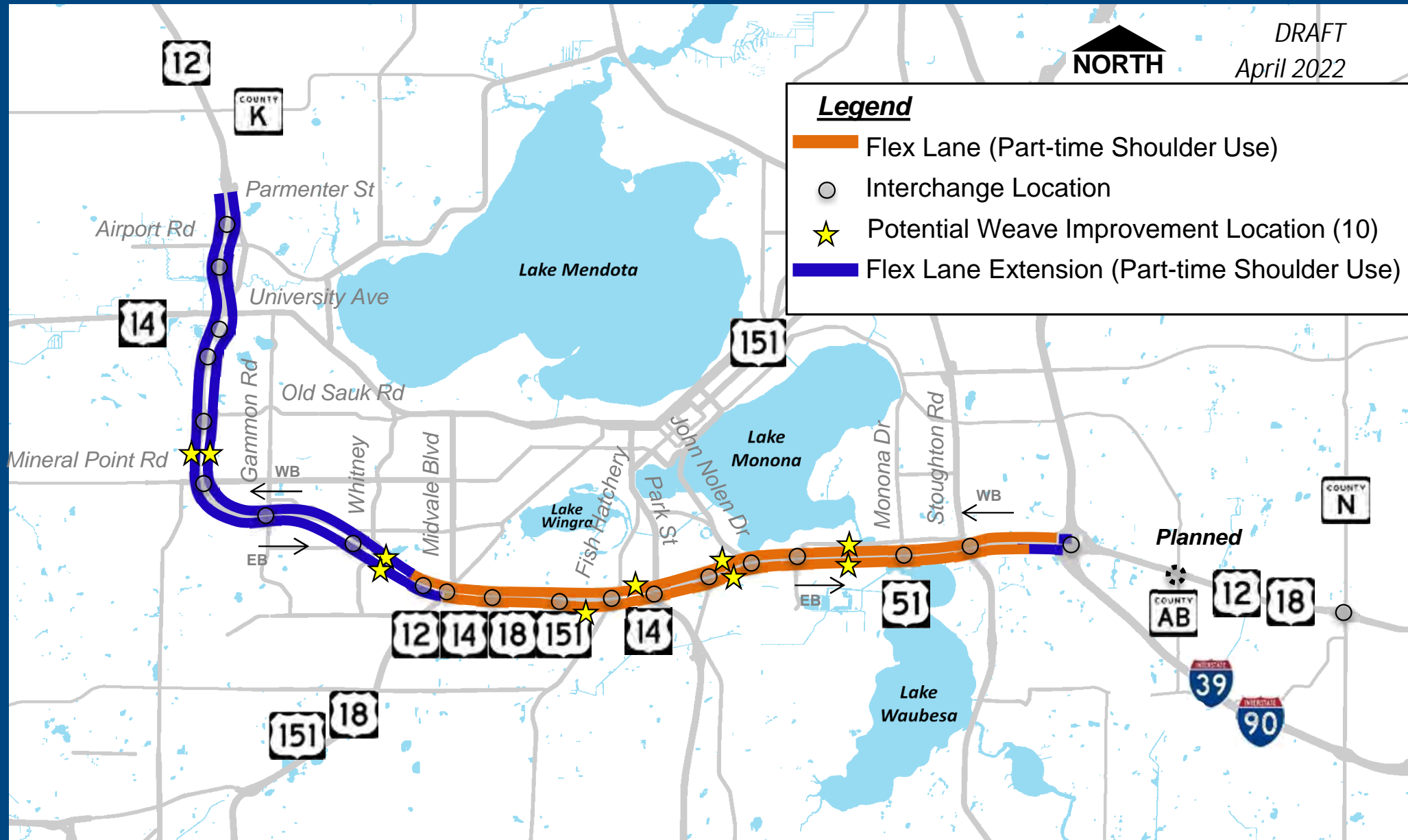


Possible mainline components

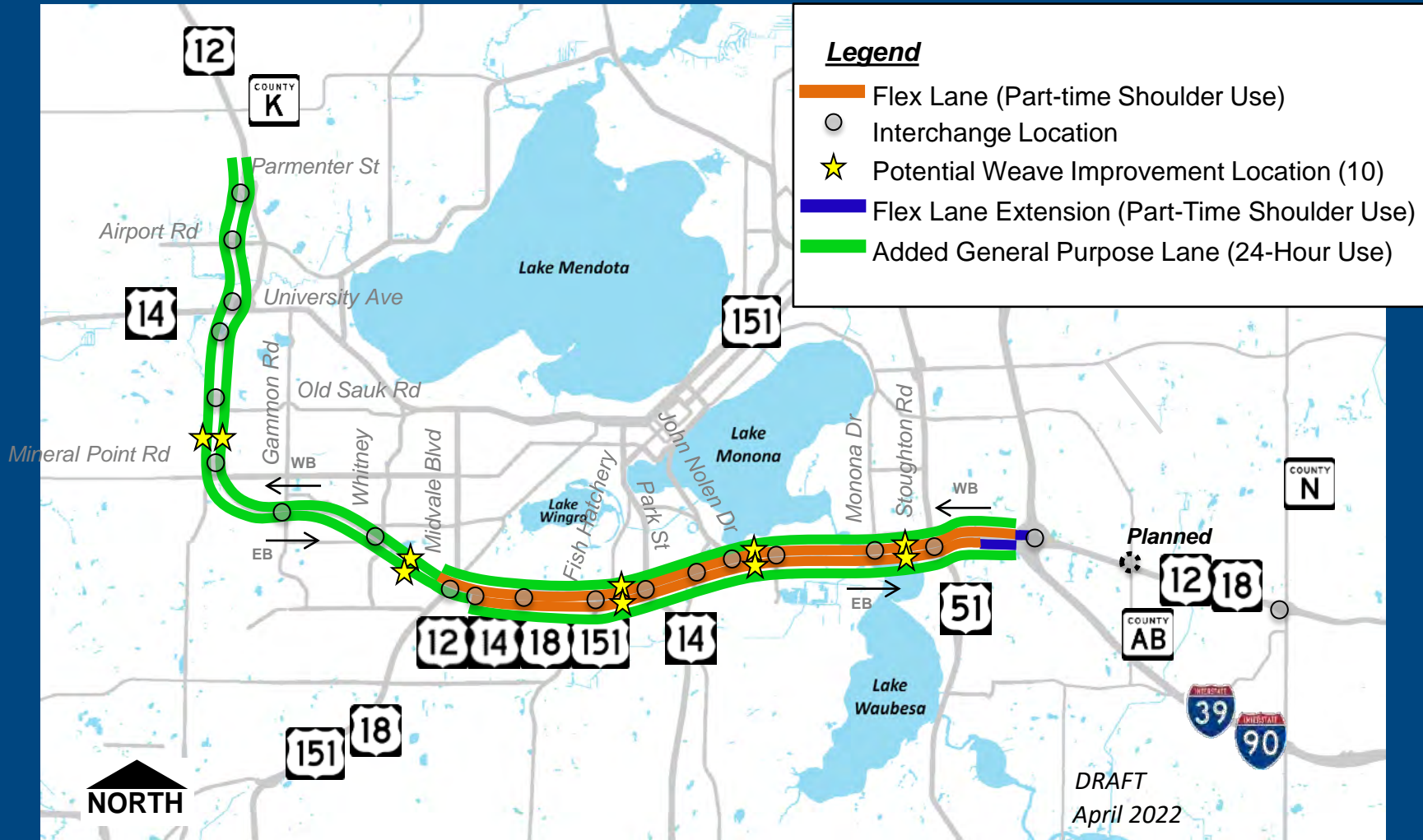
- No build or preserve and maintain
- Extend Flex Lane
 - Continue Flex Lane west from current limits near Whitney Way
 - Improve weaving areas where needed to eliminate severe bottlenecks
- Add one lane
 - Maintain Flex Lane from Whitney Way to I-39/90
 - Add one lane to the corridor (general use, high occupancy, etc.)
 - Improve weaving areas if needed to eliminate severe bottlenecks



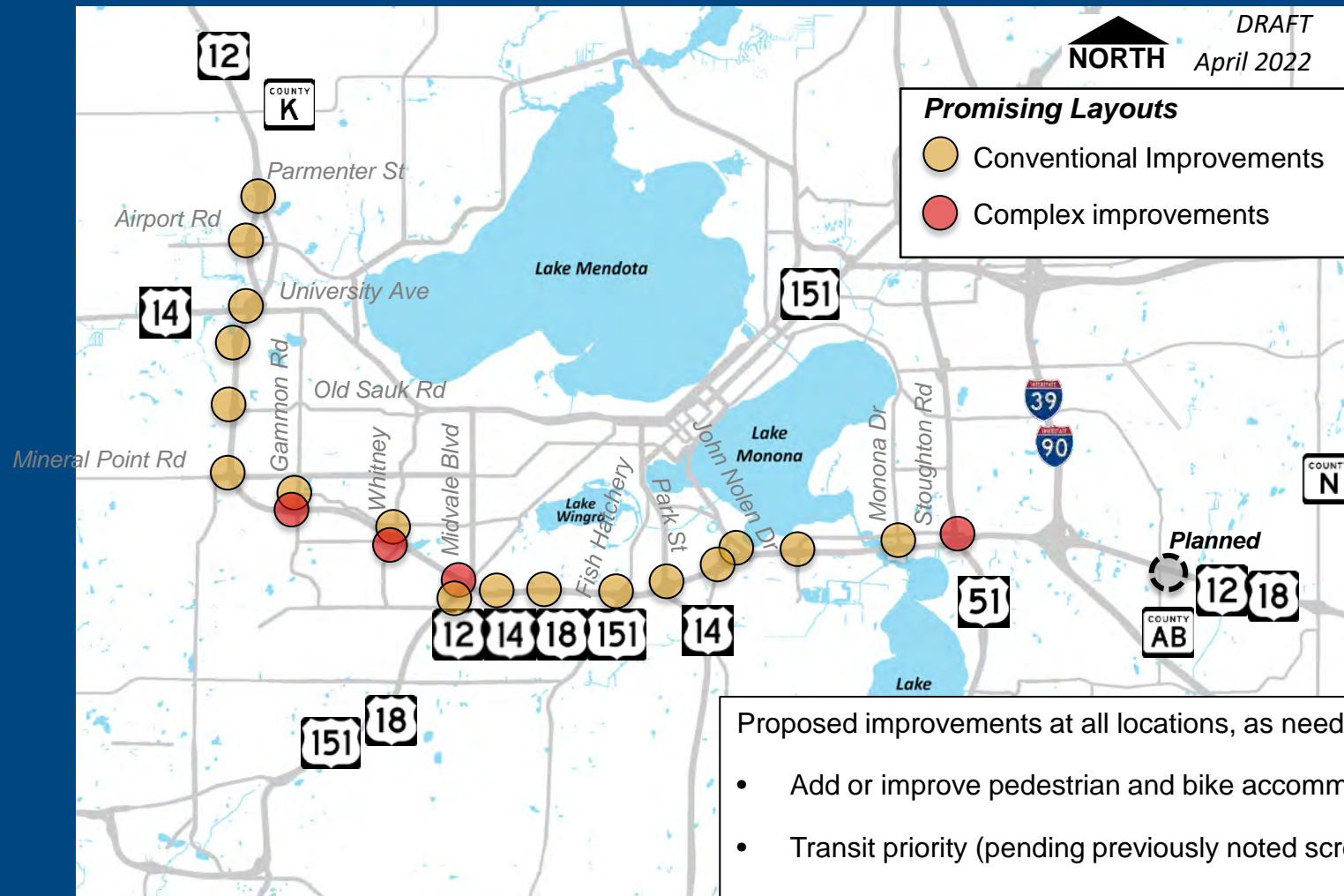
Extend Flex Lane



Add one lane



Interchange Components



What's next



Major milestones ahead

- Select highest priority Components
 - Spring/summer 2022
- Develop Strategy Packages
 - Summer 2022
- Select Preferred Strategy Package(s)
 - Fall/winter 2022
- PEL Summary Report and completion
 - Spring 2023
- NEPA (Detailed Study), Design, Construction
 - 2024+



Opportunities to provide input

- Comment form
 - Online form on study website
- Component Online Survey
 - Scan QR code
 - Online survey on study website
- Contact WisDOT Project Manager Jeff Berens
 - Information in handout and on website
- Please provide feedback by May 13, 2022

Component Survey



Questions?

WisDOT contact information:

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Project Website:

<https://bit.ly/MadisonBeltlinePEL>

Component Survey

