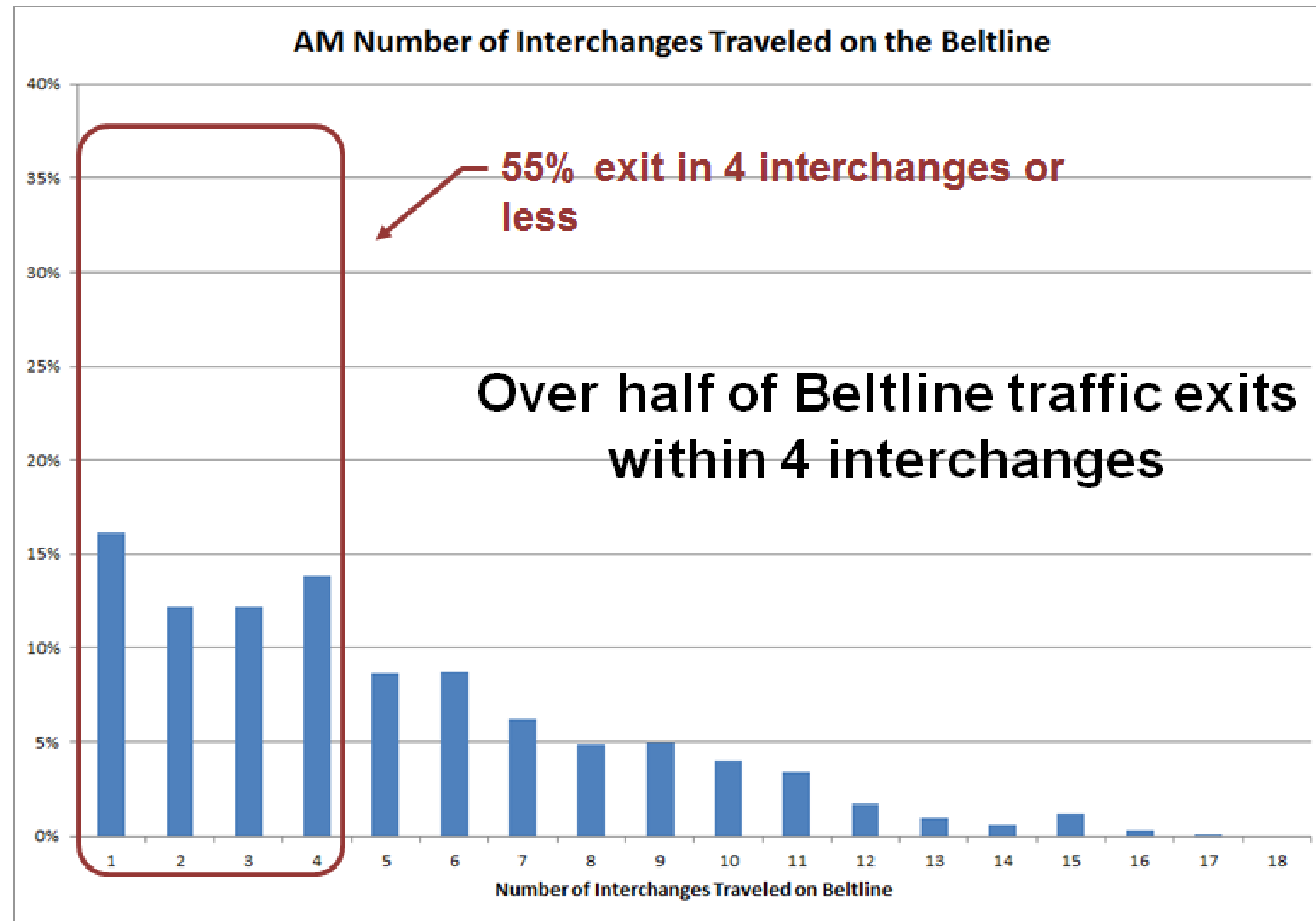
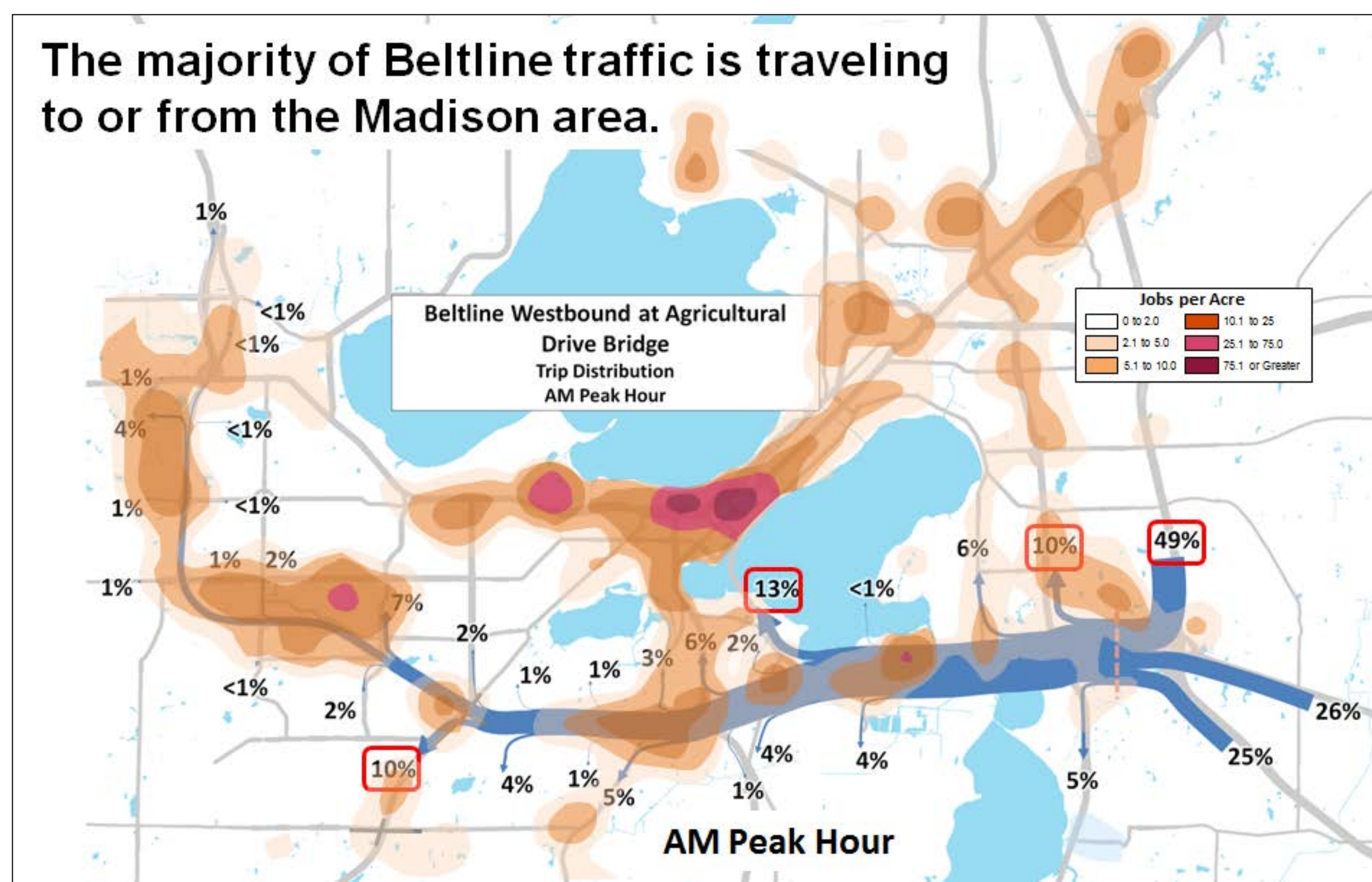


Beltline origins and destinations



Beltline serves local traffic

WisDOT's origin destination study looked at how long vehicles stay on the Beltline once they have entered it. The adjacent graphic shows that over half of the traffic exits within 4 exits after entering the Beltline. This indicates that much of the traffic is locally oriented rather than through traffic. Madison has a radial network of roads that resemble "spokes" of a wheel. The Beltline distributes traffic to the desired spoke as it enters the central Madison Area.



Beltline serves employment centers

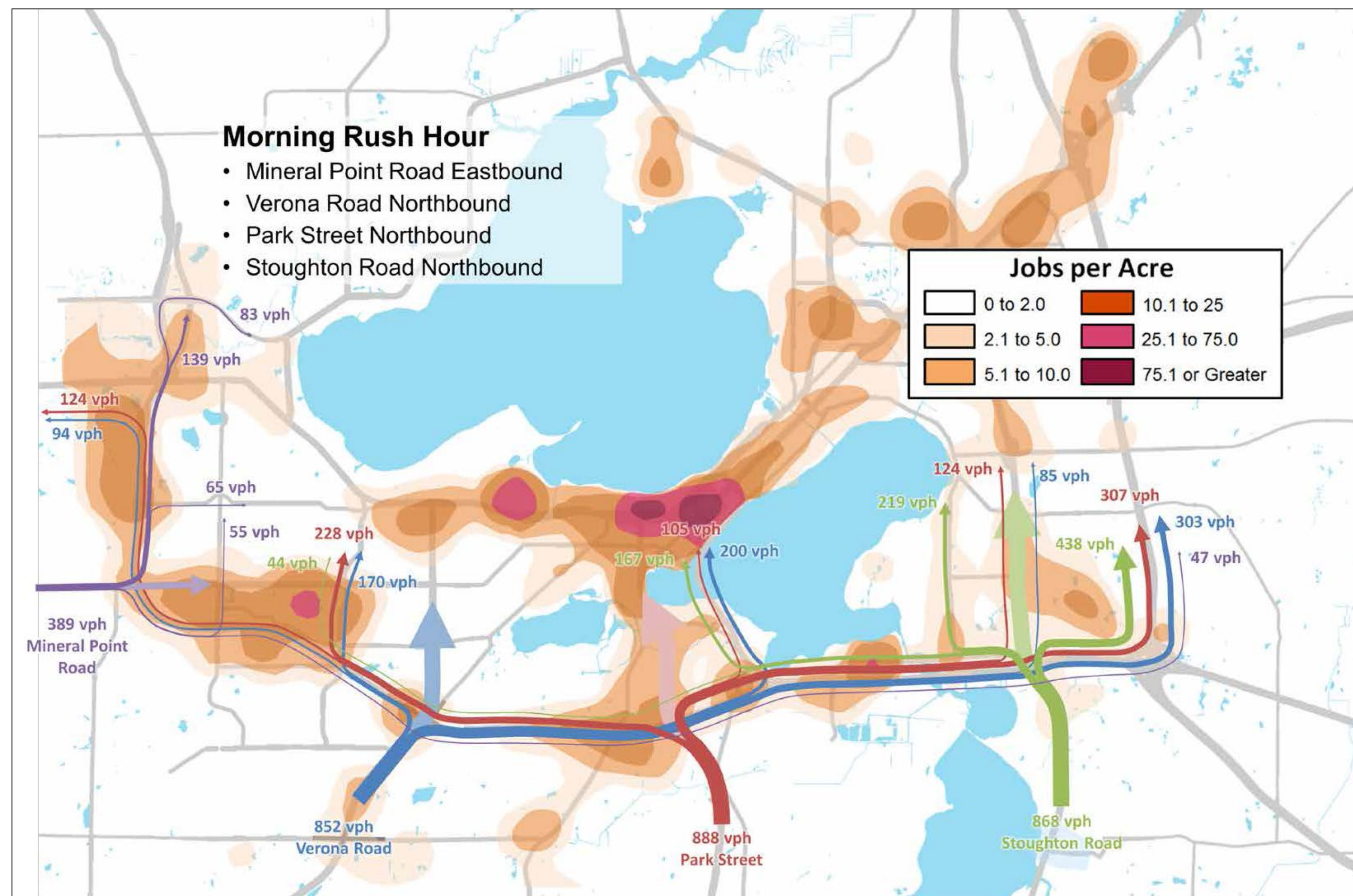
The adjacent graphic shows the destinations of interstate traffic that enters the Madison Beltline during the morning rush hour. The orange and red shading designates employment centers. Notable exits for this traffic include Stoughton Road, John Nolen Drive, and Verona Road. The graphic illustrates how important the Beltline is for providing access to employment centers.

Origins and destinations

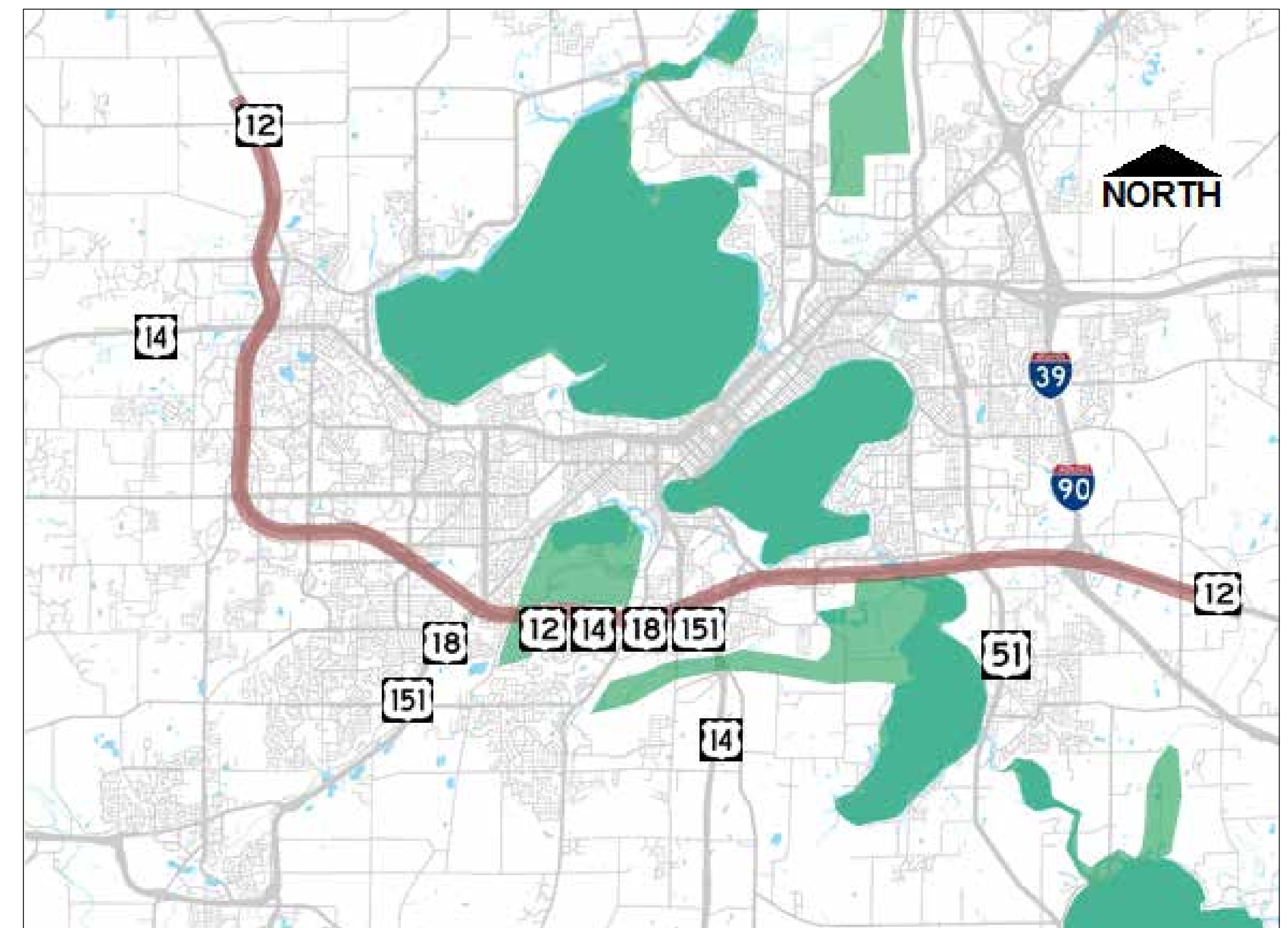
Madison's roadway network

Because of the area lakes, the metropolitan areas road system is largely a radial network rather than a grid network. There are several major arterials that lead to the central business district and employment centers. The graphic below illustrates the destinations for the three major roads feeding the Beltline; Verona Road, Park Street, and Stoughton Road. The Beltline's primary function is to distribute trips to the desired local arterial. Through trips that travel from one end of the Beltline to the opposite end of the Beltline represent a small portion of Beltline traffic.

Drivers use the Beltline to get to their desired arterial



Drivers use the Beltline to travel around resources

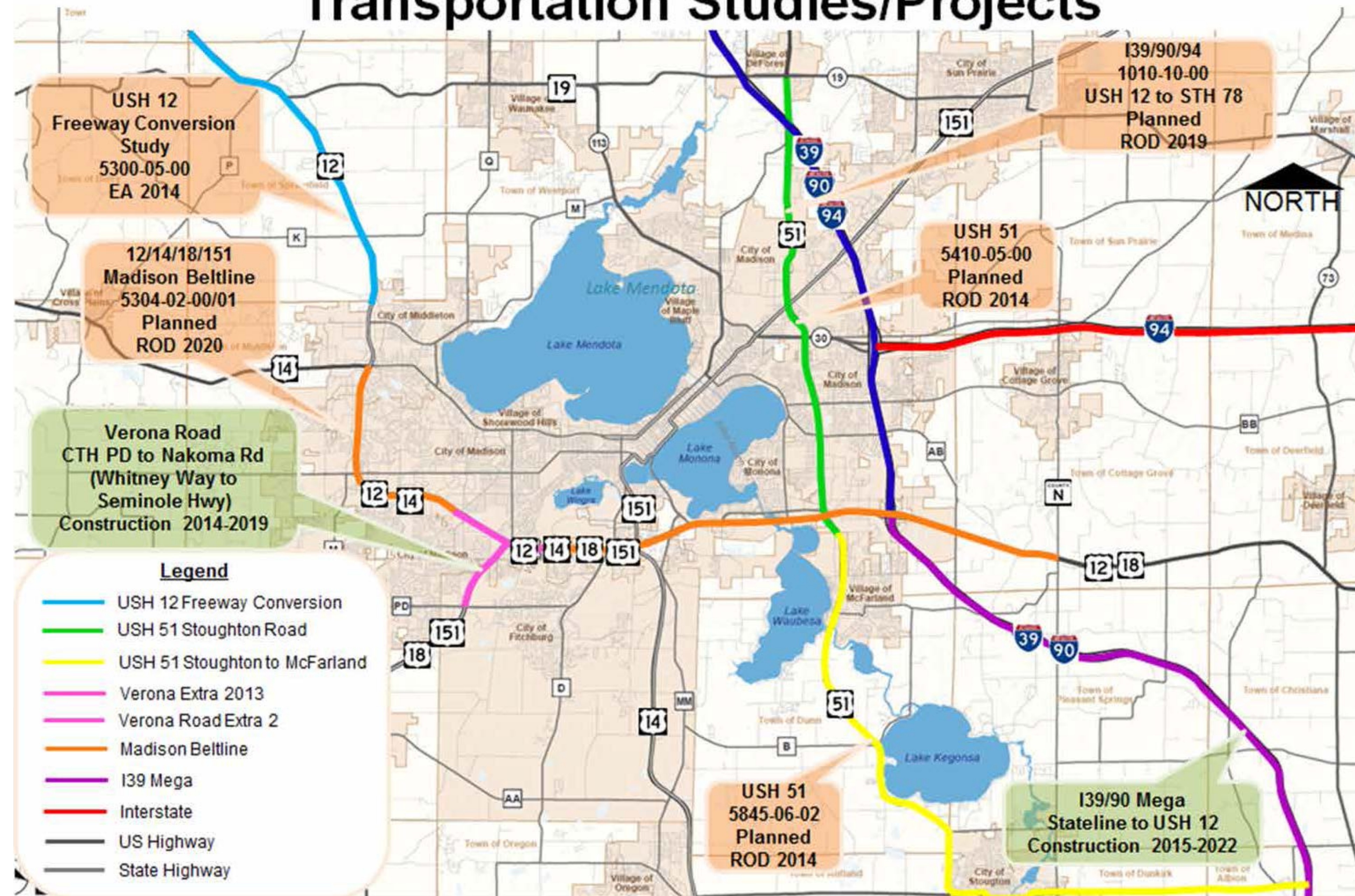


Other studies

WisDOT has initiated several studies and projects in Dane County. The graphic below lists some of the studies being conducted. The Madison Beltline Planning and Environment Linkages (PEL) Study will compliment these studies by incorporating their findings into the study process. When appropriate, the PEL study will also provide information and alternatives to other studies being conducted.

Also
BRT Study
Madison Transportation
Plan
Transport 2020

Beltline PEL Relationship to Other Transportation Studies/Projects



We want your comments!

The draft Problem Statement, Goal, and Objectives will form the foundation for strategy development and evaluation. The degree to which alternatives and strategies satisfy the goal and objectives will determine if they are brought forward for further study. The draft Problem Statement and Goal are provided below. We have obtained valuable comments from officials and resource agencies which have been incorporated in the text. Do you agree with the Problem Statement and Goal? Do you have suggestions? Please provide your comments on the comment sheet so that we can include them in the study process.

Draft Problem Statement

A 2008 Madison Beltline Needs Assessment Report documented a number of deficiencies associated with this freeway corridor. They have grown to a level that in November of 2011 Wisconsin's Transportation Projects Commission authorized the study of long-term solutions for the Madison Beltline from US 14 in Middleton to County N in Cottage Grove. Solutions are needed to address the following Beltline issues:

- Roadway safety concerns.
- Increasing travel demand and congestion.
- Limited accommodations for and integration of alternate travel modes.

These issues lead to unreliable travel times, higher travel costs, and negative economic and environmental consequences for area residents, commuters, businesses, and freight movements.

Draft Goal

Improve safety and multimodal travel along and across the Madison Beltline corridor in a way that supports economic development, contributes positively to the quality of life for area residents, and has responsible environmental and social impacts.

We want your comments!

The draft Problem Statement, Goals, and Objectives will form the foundation for strategy development and evaluation. The degree to which alternatives and strategies satisfy the goals and objectives will determine if they are brought forward for further study. The draft objectives are provided below. We have obtained comments from officials and resource agencies which have been incorporated. Do you agree with these objectives? Do you have suggestions? Please provide your comments on the comment sheet so that we can improve them.

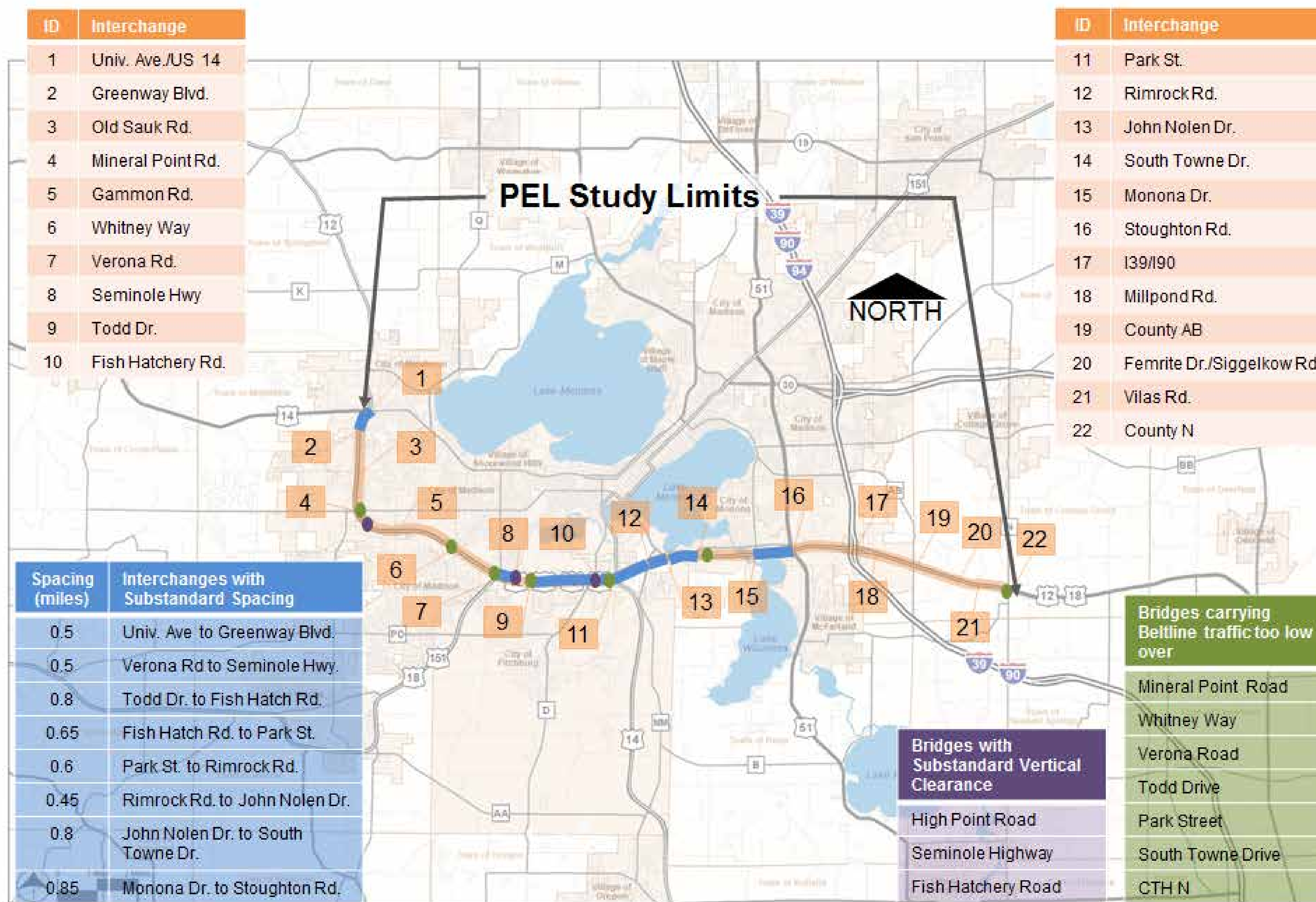
Draft Objectives

The study will investigate the ability of multiple strategies and corridors to satisfy the Beltline problem statement, goal, and the following objectives:

- Improve safety for all travel modes.
- Address Beltline infrastructure condition and deficiencies.
- Address system mobility (congestion) for all travel modes;
 - Local and Regional Passenger Vehicles
 - Transit
 - Pedestrian
 - Bicycle
 - Freight
- Limit impacts to a responsible level of social, cultural, and environmental effects.
- Increase system travel time reliability for regional and local trips.
- Improve connections across and adjacent to the Beltline for all travel modes.
- Enhance efficient regional multimodal access to Madison metropolitan area economic centers.
- Decrease Beltline traffic diversion impacts to neighborhood streets.
- Enhance transit ridership and routing opportunities.
- Improve pedestrian and bicycle accommodations.
- Complement other major transportation initiatives and studies in the Madison area.

Pavement and geometric deficiencies

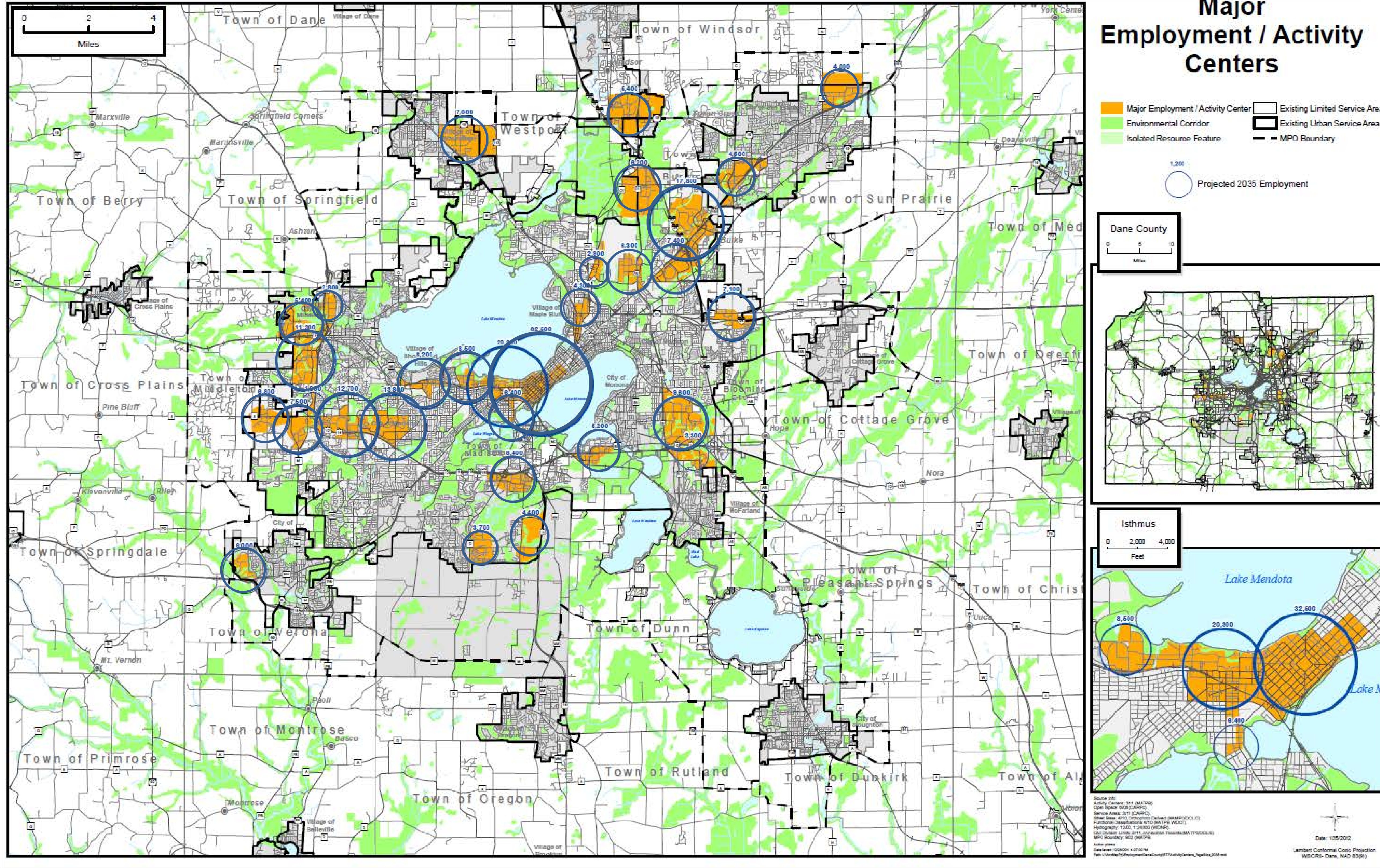
The Beltline, its interchanges, and overpasses was constructed and improved over decades. Originally built as a rural bypass of Madison, it has become a major urban freeway. Highway standards are continually being updated to improve safety and traffic flow. The design of many elements of the Beltline no longer conform to current highway standards. The graphic below summarizes these deficiencies. Additionally, much of the Beltline pavement is over the typical 20 year service life and will need resurfacing or reconstruction in the coming years.



Madison Area
T · P · B
Transportation Planning Board
A Metropolitan Planning Organization (MPO)

Regional Transportation Plan 2035

Madison Metropolitan Area
& Dane County



Regional commutershed

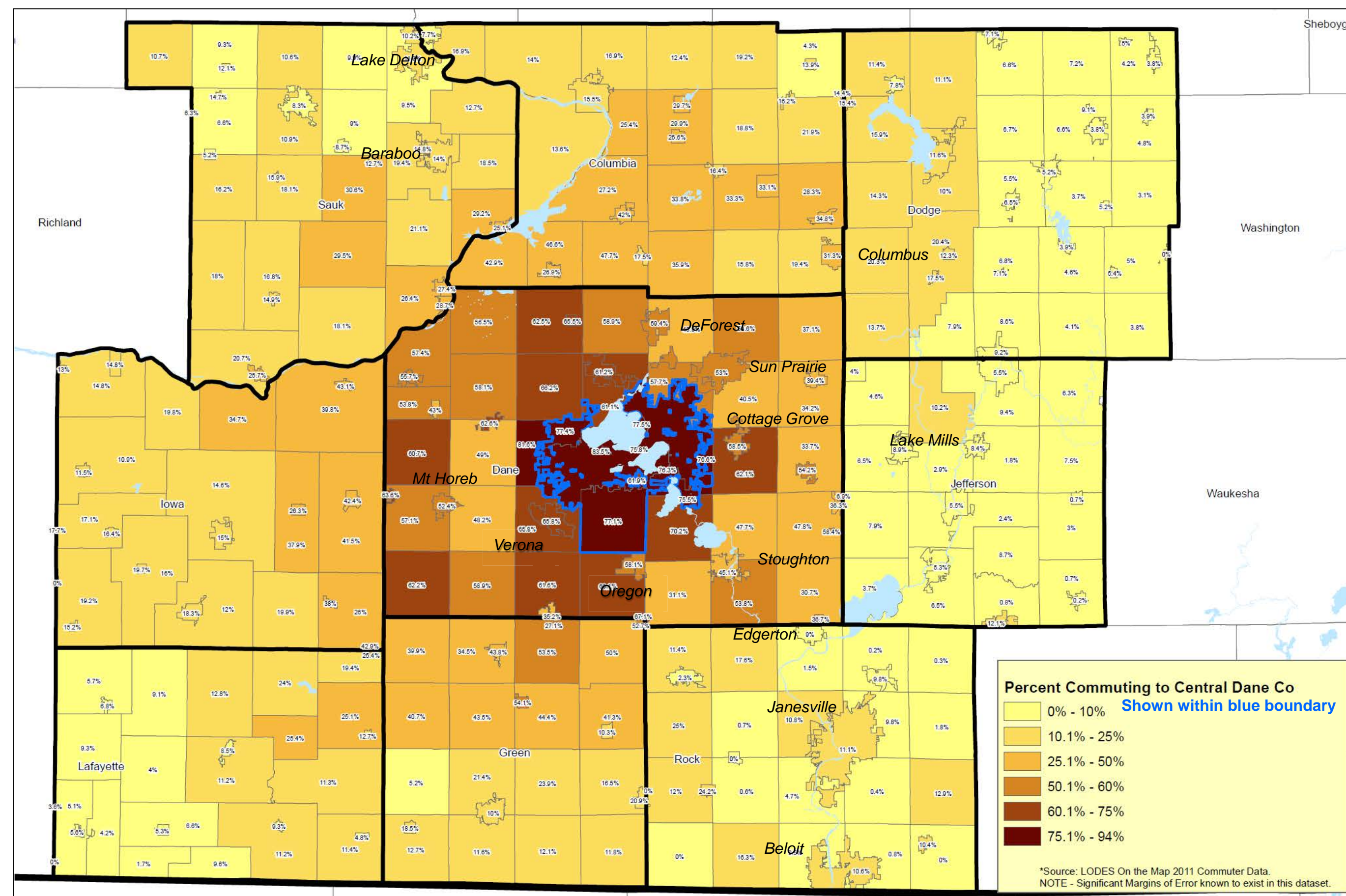
Population in the Madison Primary Statistical Area, as designated by the US Census, is projected to grow substantially over the next 40 years. The area is projected to add over 340,000 new residents, a 40 percent increase from 2010. The Madison urban area has become a major commuting destination drawing workers from 9 counties. Many of the commuters originating from the south and west use the Beltline.

Population increase

County	2000	2010	2020	2030	2040	2050	Increase 2010-2050
Dane	426,526	489,712	559,005	624,500	683,252	742,004	252,292
Columbia	52,468	57,207	62,314	66,504	69,366	72,228	15,021
Iowa	22,780	24,738	26,722	28,412	29,614	30,816	6,078
Green	*	*	41,360	44,869	47,569	50,269	12,920
Madison Metropolitan Statistical Area Total	501,774	609,006	689,401	764,285	829,801	895,317	289,311
Sauk	55,225	62,965	71,112	77,968	83,158	88,348	25,383
Rock	*	*	172,310	180,379	186,343	192,307	30,169
All 2013 Primary Statistical Area Total	556,999	671,971	932,823	1,022,632	1,099,302	1,175,972	341,863

Source: Vandewalle & Associates based on data from US Census and Wisconsin Department of Administration
*Added to Primary Statistical Area in 2013 by U.S. Census Bureau

Commuting



Inbound commuters

