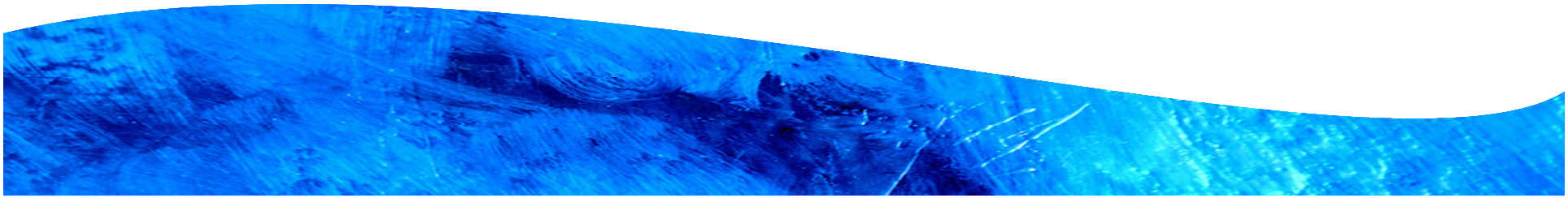
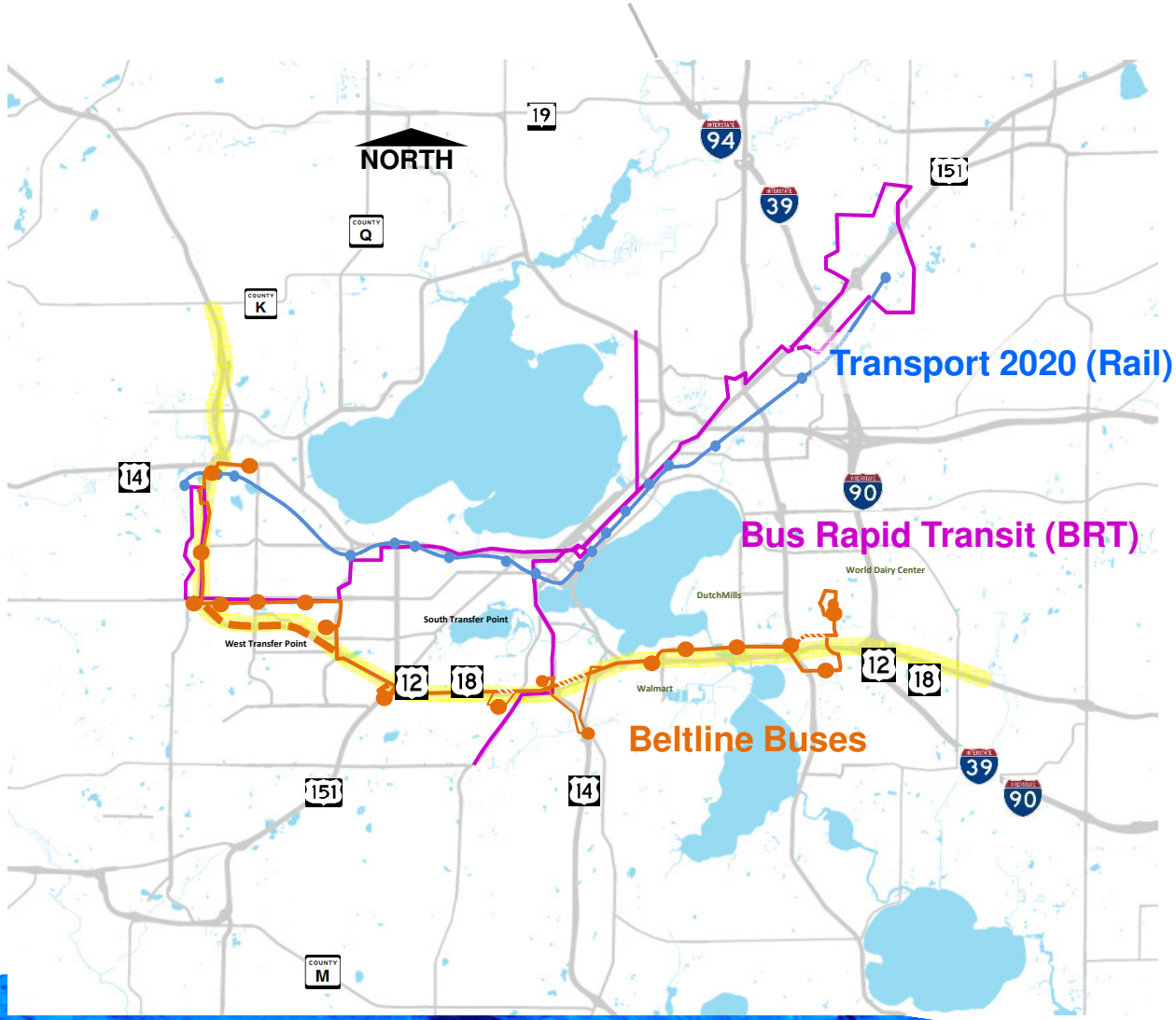
What's out.

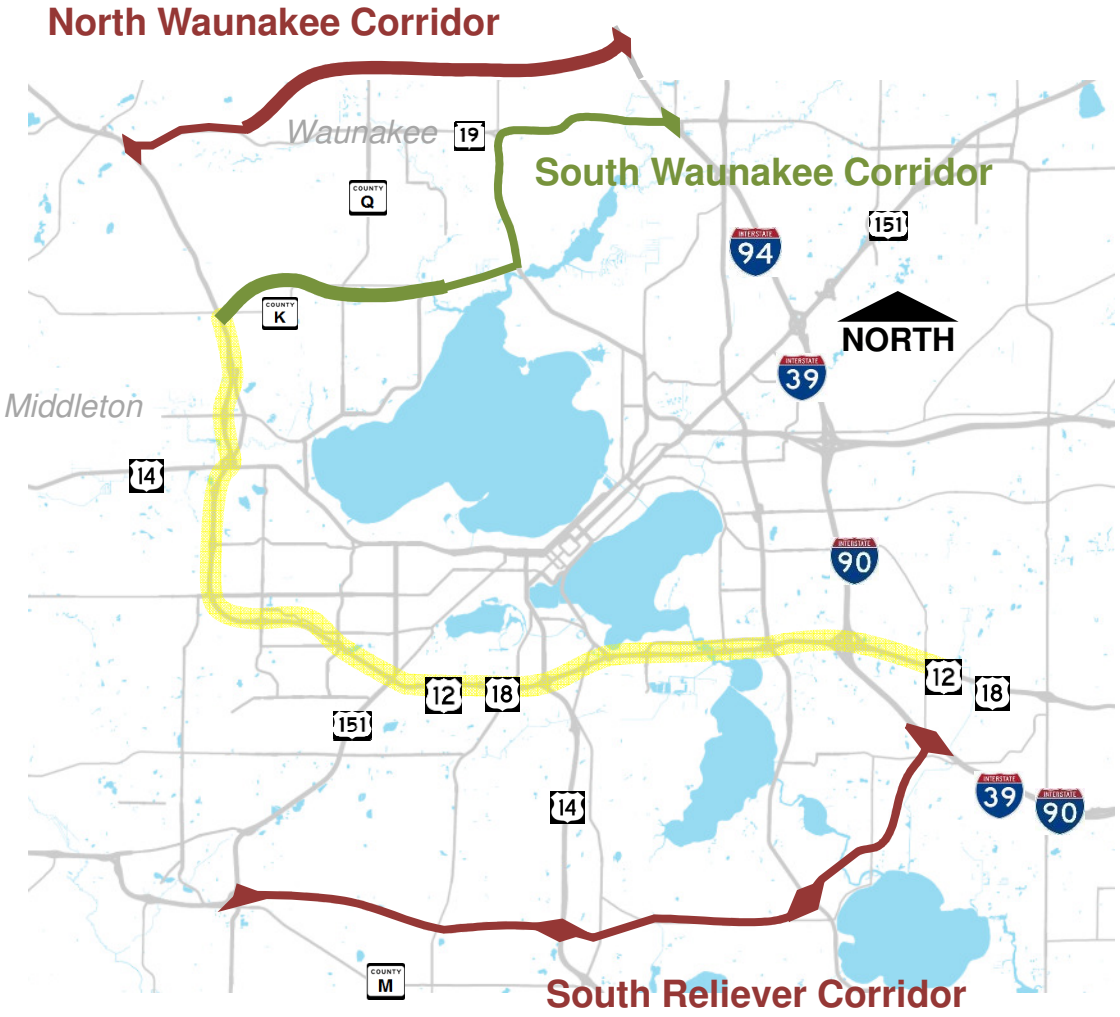


Evaluation of broad modal strategies



Transit

Evaluation of broad modal strategies



Highway Corridors

Modal strategy observations

Transit

- New Transit Systems (i.e. BRT, Transport 2020, etc.) do not reduce Beltline traffic. Enhancing existing transit system remains a study objective and is expected to be part of a solution studied in the EIS.

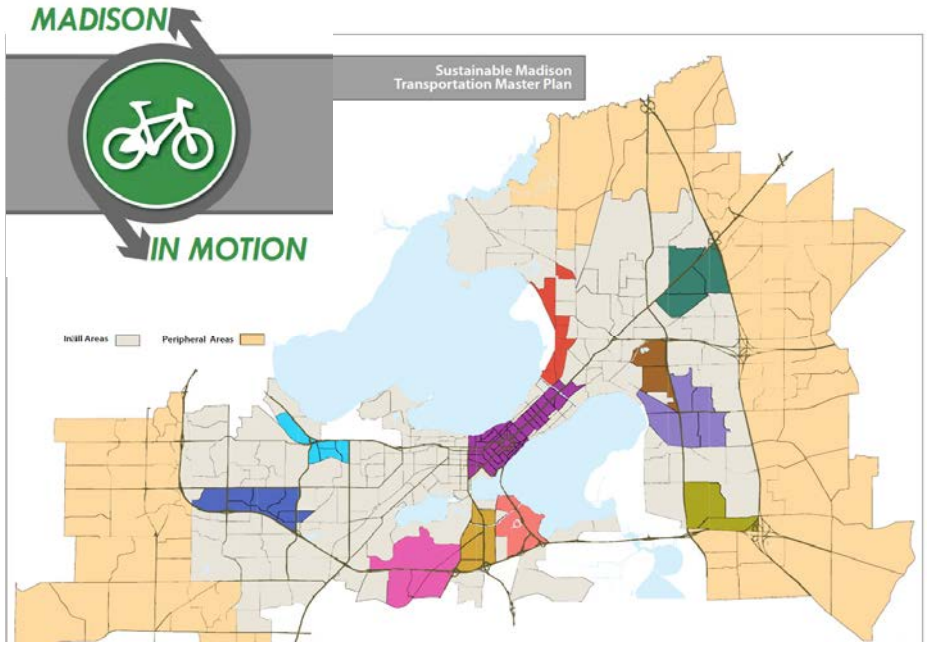
Highway Corridors

- A new roadway north of Lake Mendota does not reduce Beltline traffic or address Beltline objectives, will not be part of Beltline Solution.

- South Reliever would not reduce Beltline volumes, only slow their growth, is not stand-alone solution.

Evaluation of scenarios

More Compact Land Use



Scenario B

Triple Bike/ Transit Ridership

3X

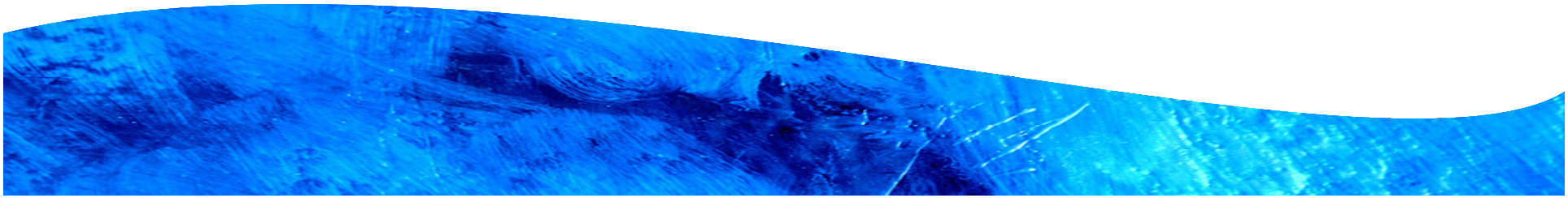
Scenario planning observations

Compact Land use (Scenario B)

- Compact land use patterns increase potential BRT ridership by 20%
- Compact land use patterns increase Beltline volumes, and therefore does not reduce Beltline's transportation role.

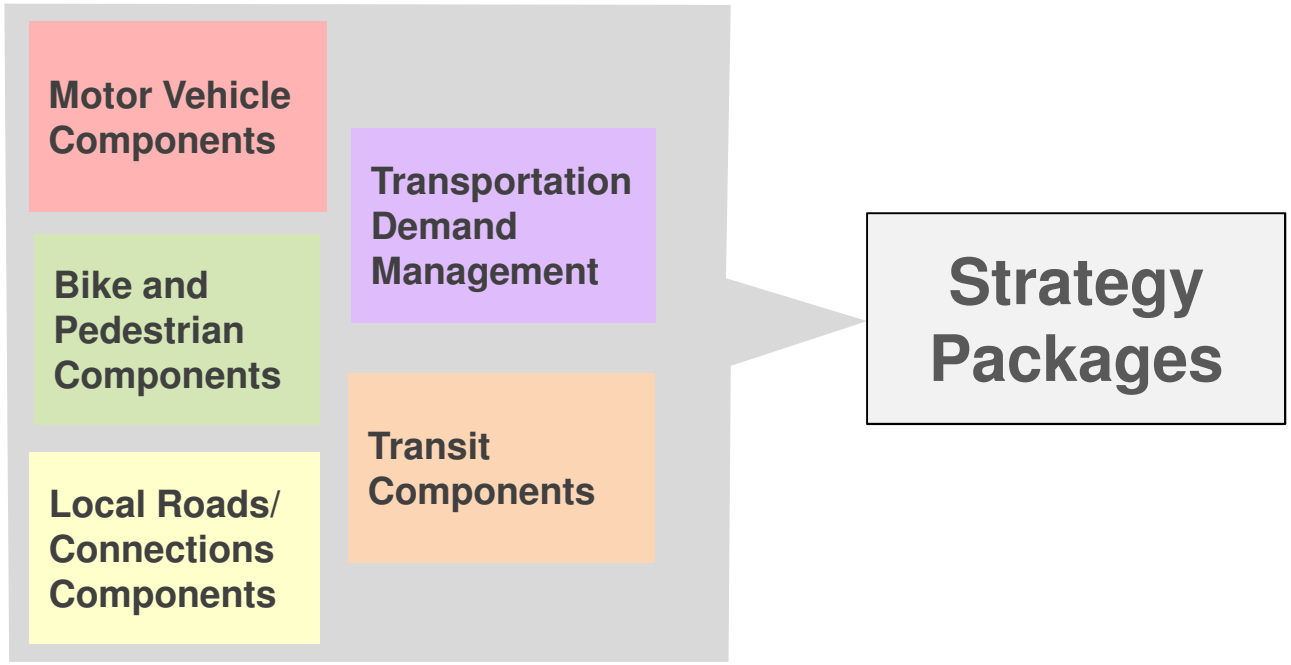
Increased Transit and Bike Ridership

- Increasing transit and bike ridership reduces traffic volumes through the isthmus over what would otherwise occur.
- Increasing transit and bike ridership has limited effect on Beltline volumes and Beltline improvements would still be needed.

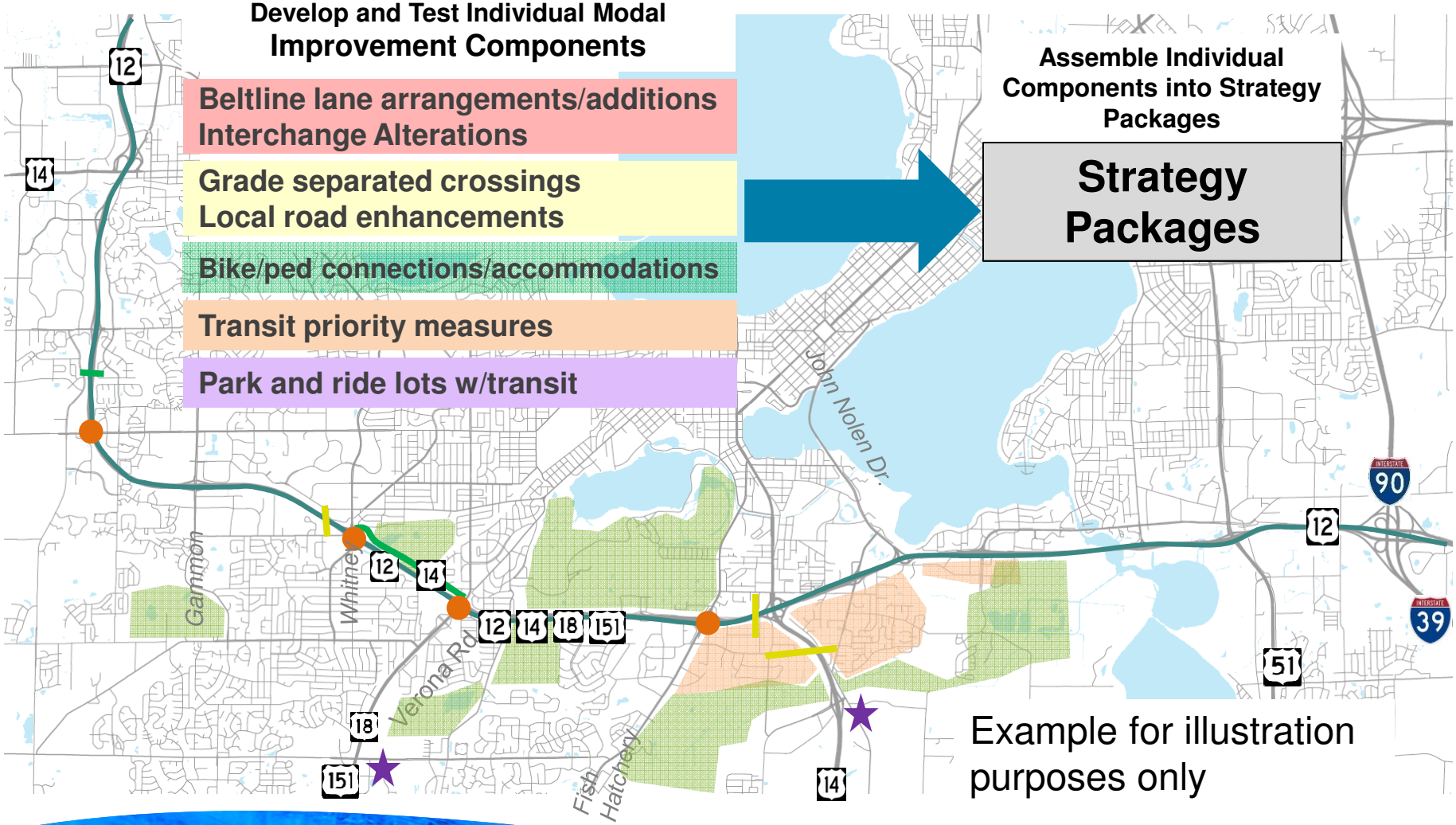


What's in.

Assemble individual components into Strategy Packages



Strategy modal components



Motor vehicle component

1. Hard Shoulder Running

Allows all vehicles to use one of the two shoulders as a travel lane

2. Bus on Shoulder

Allows buses to use shoulder under certain conditions.

3. Bus Only Lane

A dedicated bus lane, typically located on the inside.

Motor vehicle component

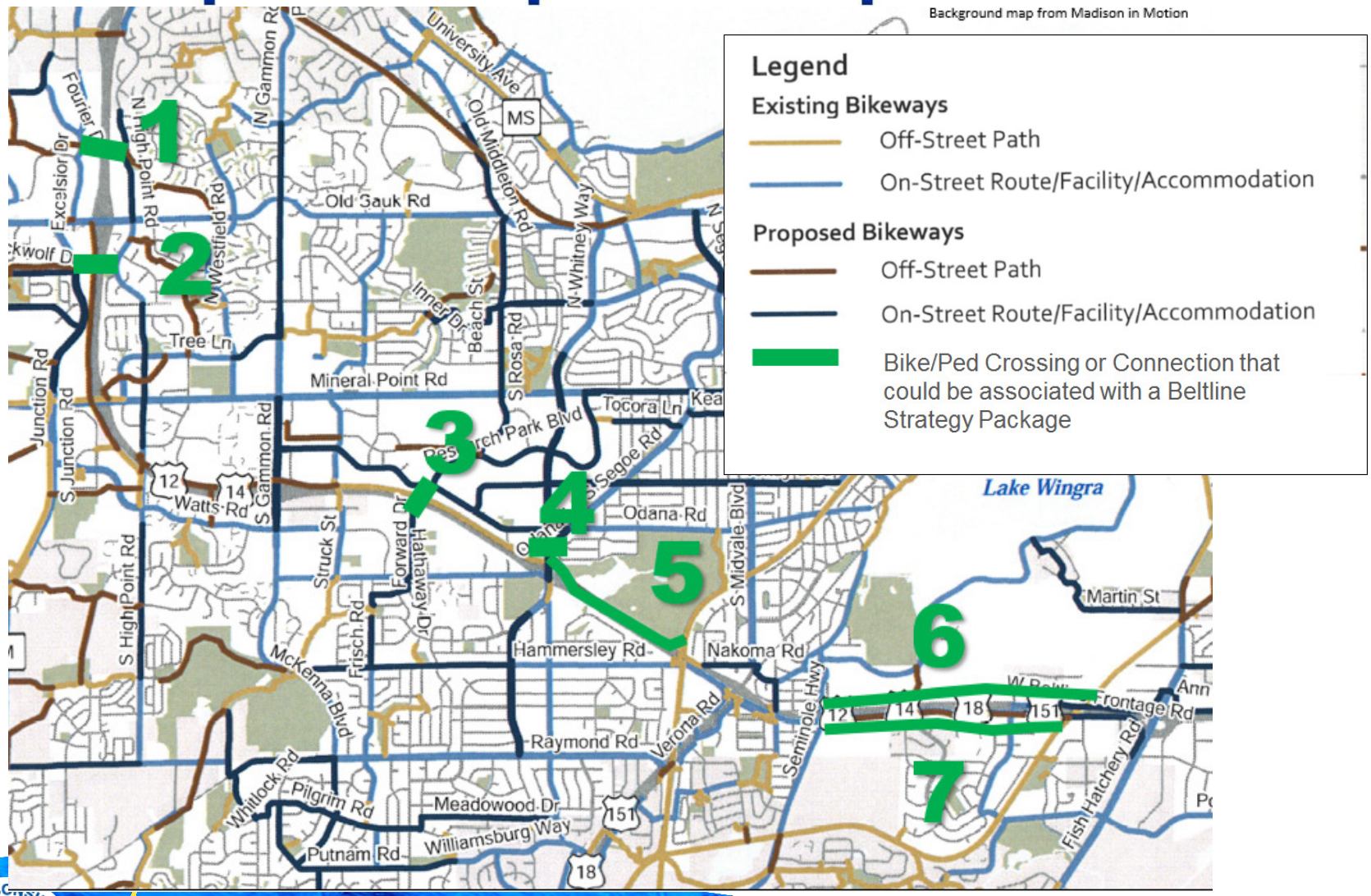
4. High Occupancy Vehicle Lane
(option for tolling - HOT lane - could be examined)

Dedicated lane for vehicles with 2 or more occupants. Static or dynamic tolling could be examined. (often called High Occupancy Toll lane, or HOT lane).

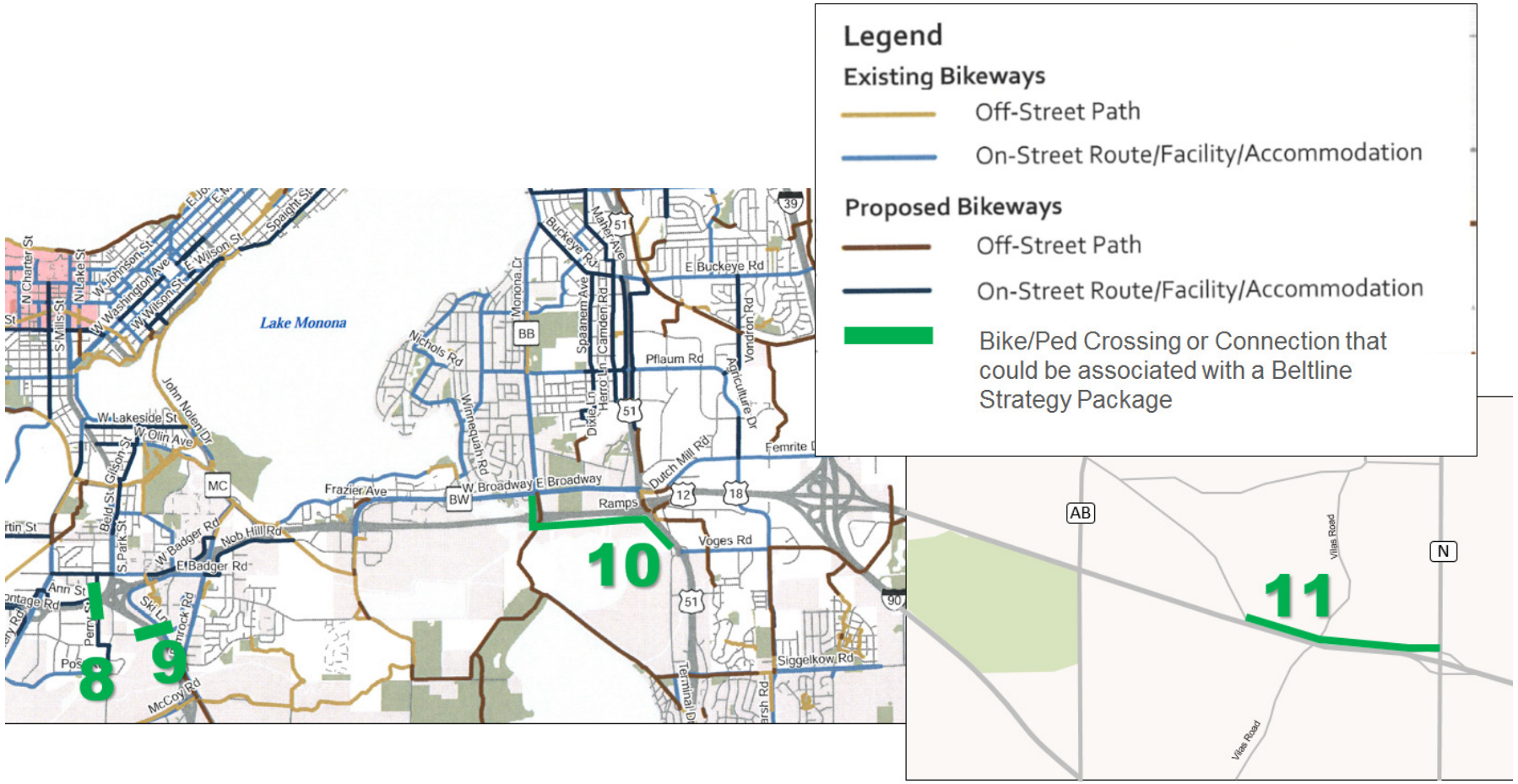
5. Conventional Lane

General purpose lane(s) for all vehicles.

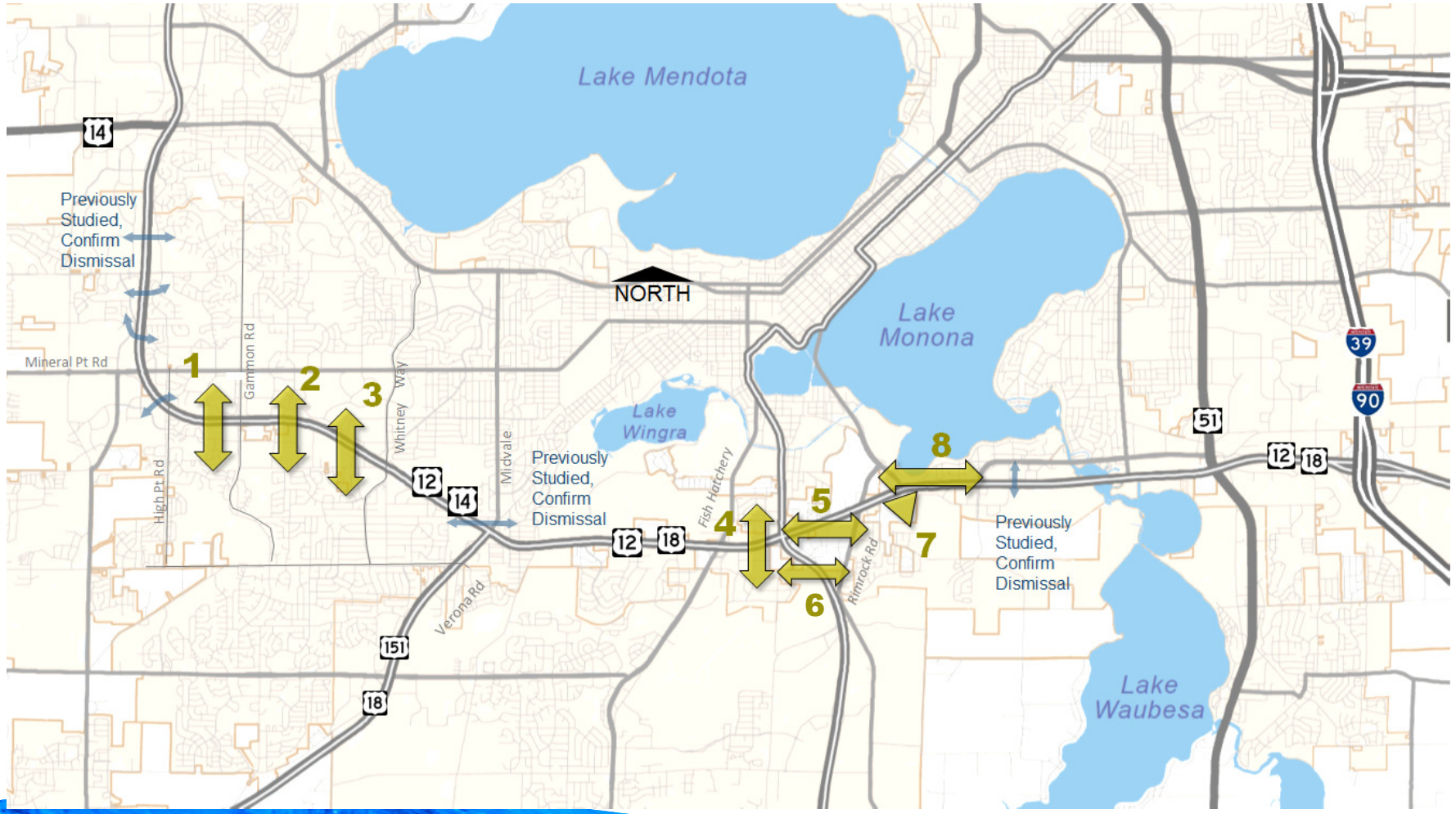
Example bike/ped components



Example bike/ped components

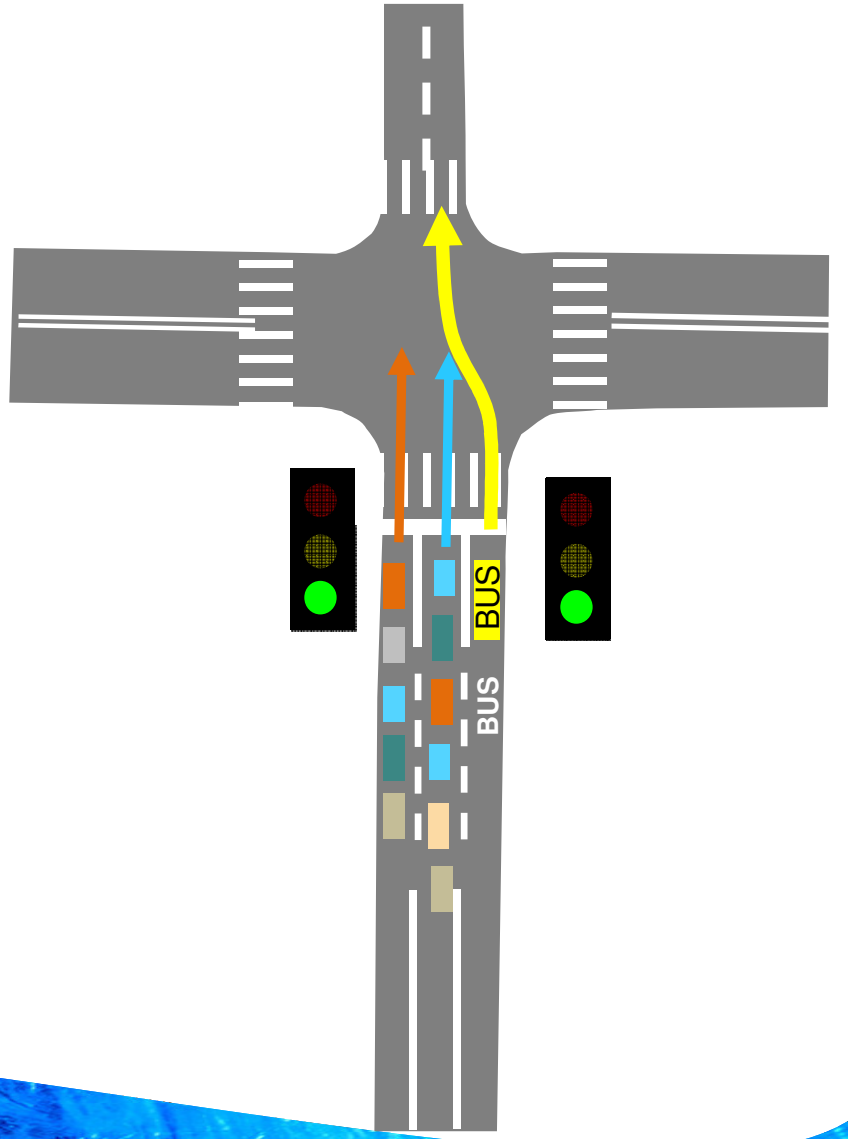


Example local connection components

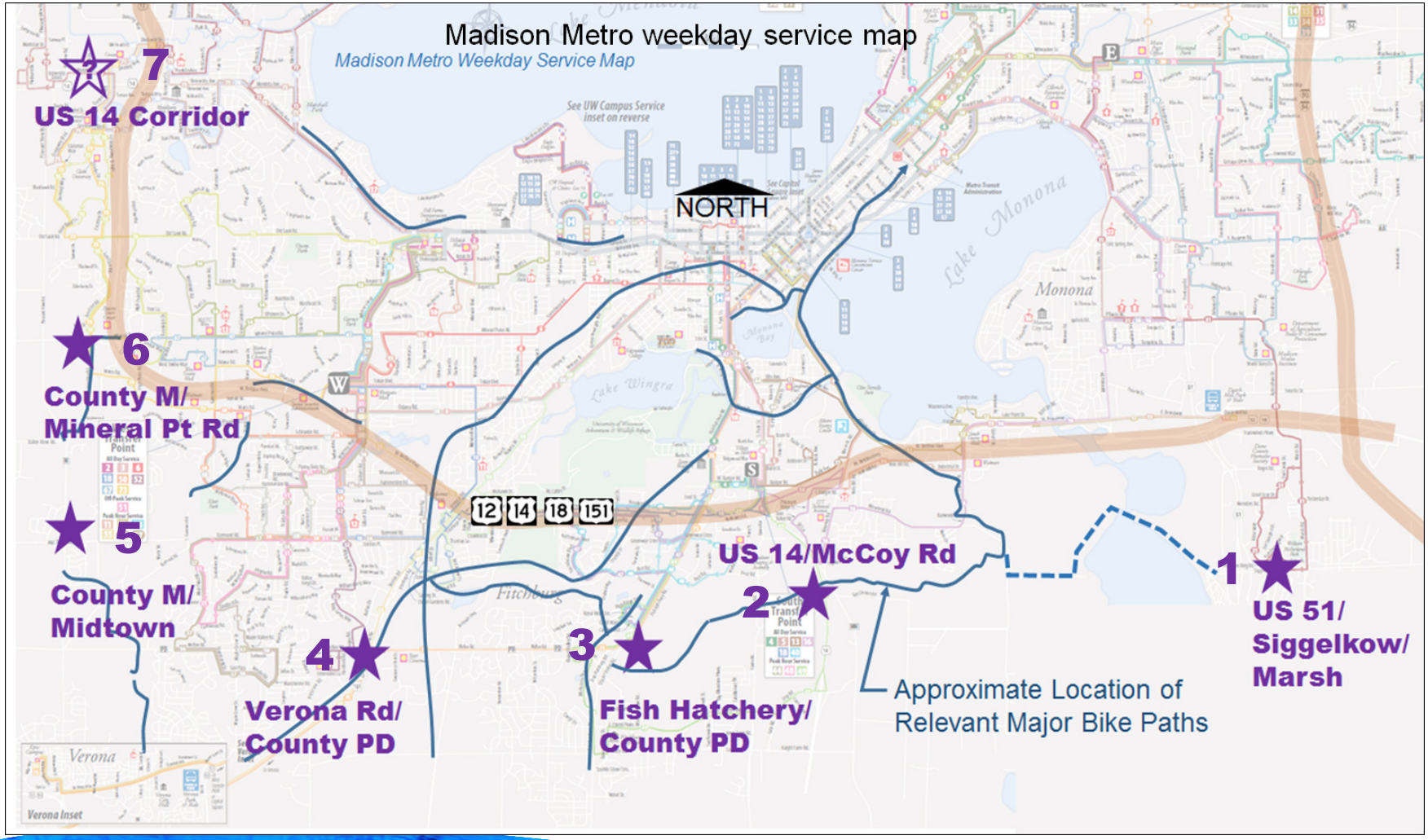


Example transit priority component

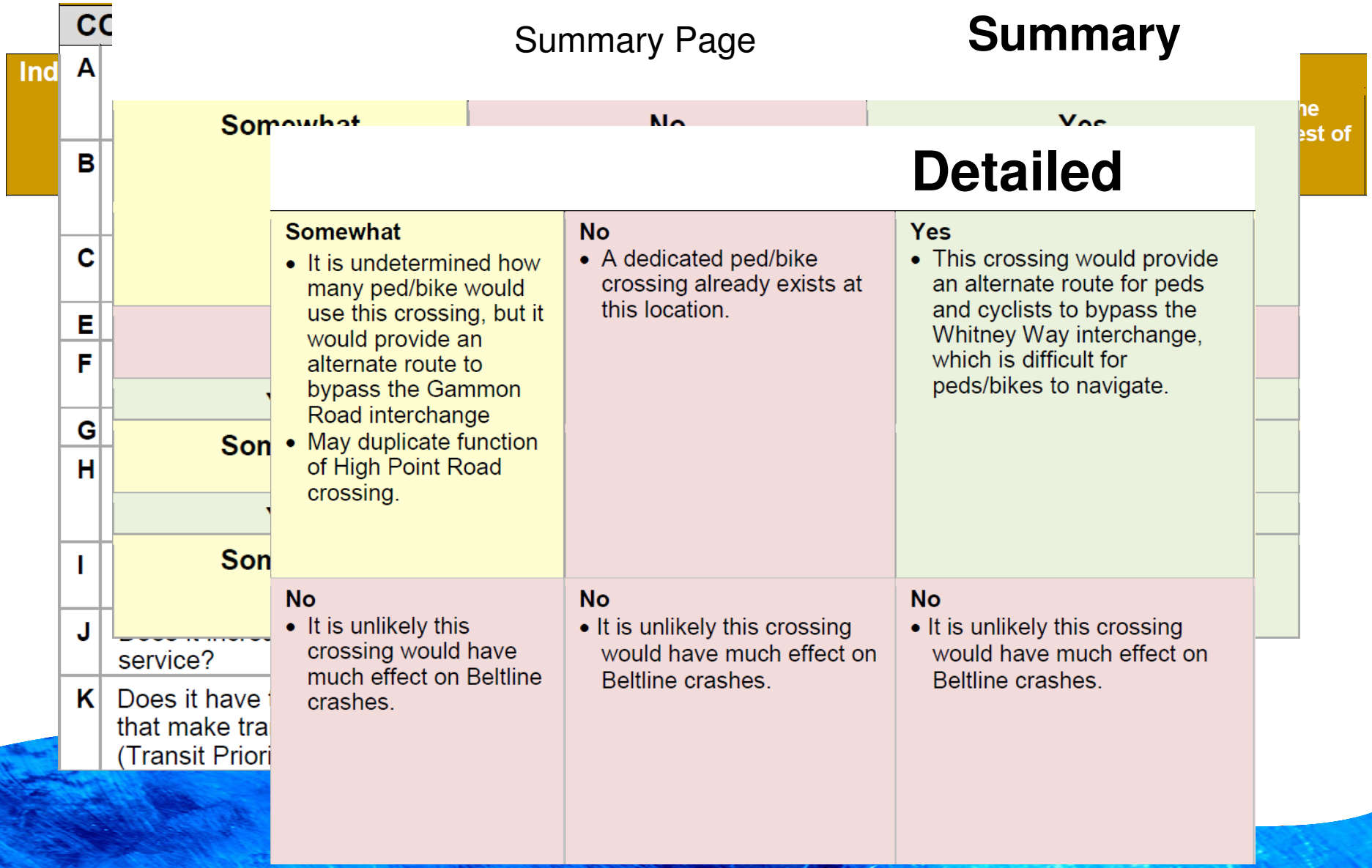
- Considers Transit Priority at service interchanges along the Beltline



Example park and ride locations



Component evaluation



What's ahead.

Strategy packages development

- Component screening analysis will be defined and detailed
- Strategy Package screening analysis non-specific and less detailed

Component only Screening

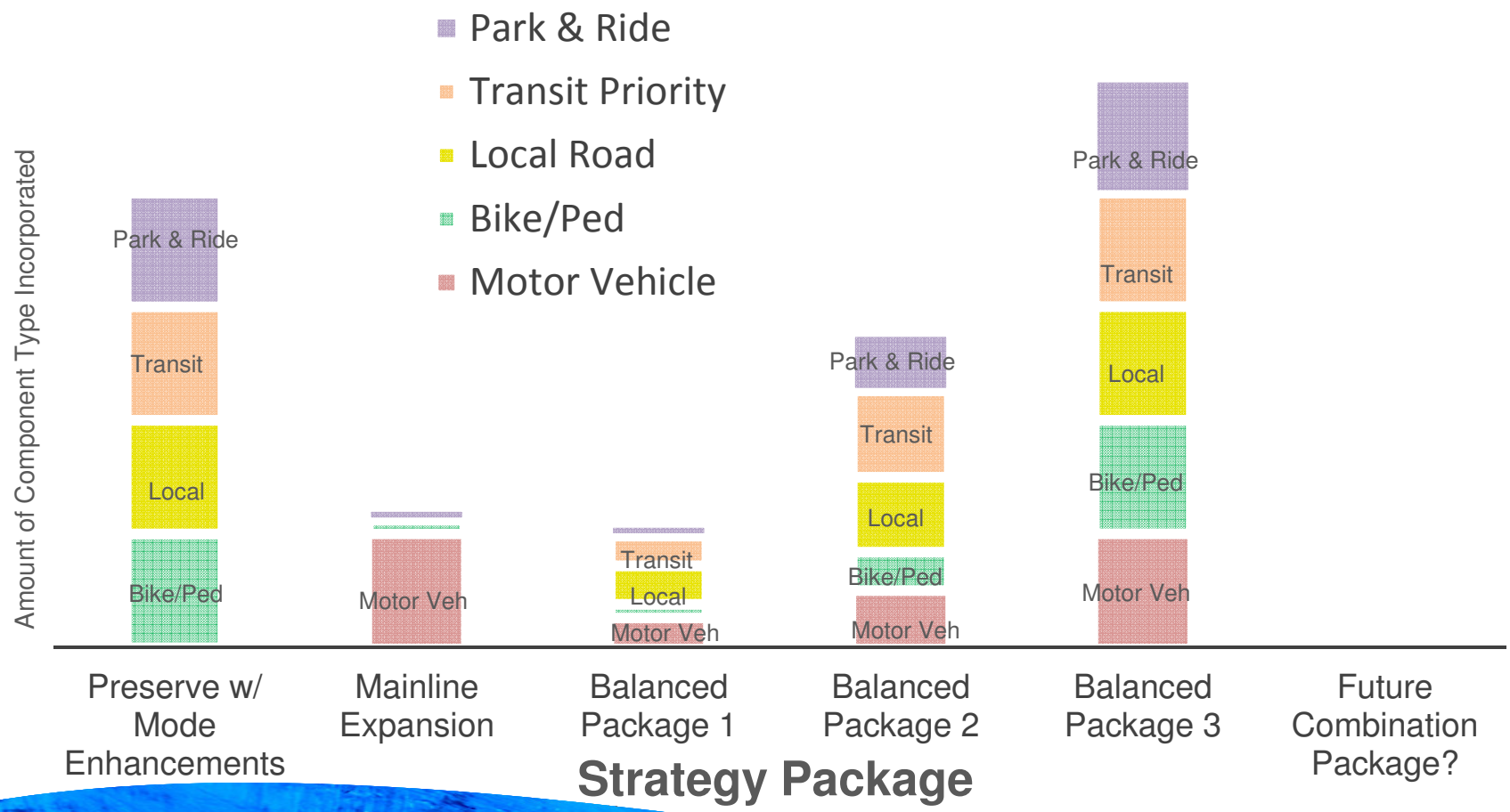
Detailed analysis eliminates ineffective components

Strategy Packages w/ generic components

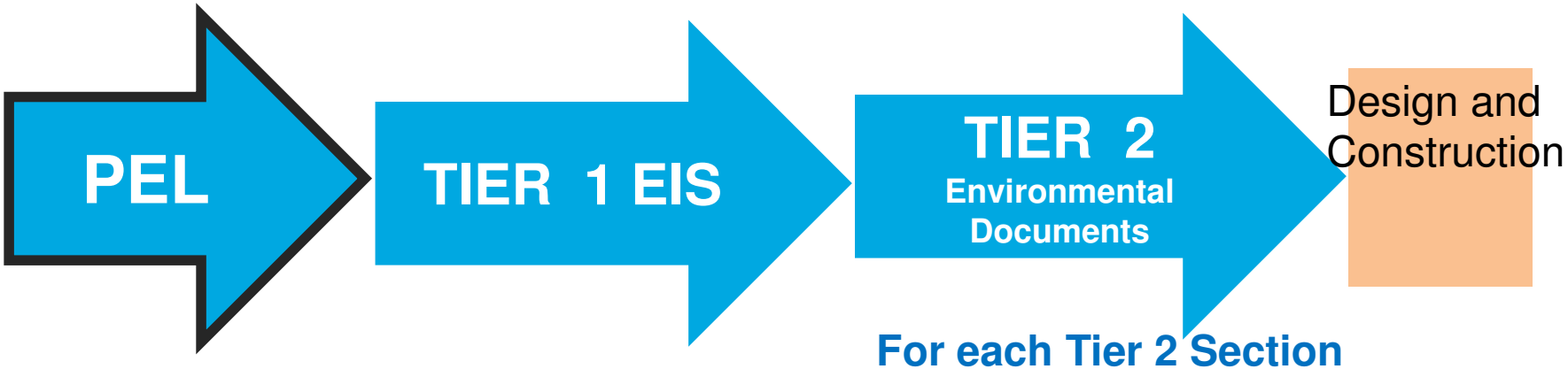
Does not communicate commitment to components prematurely

Allows public vetting of different package combinations in next study phase

Strategy Package Assembly



Estimated timeline



Screen and Eliminate unreasonable or ineffective components

Select general modes

Adopt PEL Findings

Select preferred corridor alternative.

Select general component locations, including crossings, bike/ped, etc.

Select general Beltline capacity

Identify corridor sections for Tier 2 analysis

For each Tier 2 Section
(likely multiple documents)

Analyze and document specific alternative geometry and impacts of all components

Select specific Preferred Alternative

2016 2017-18 2022 2025+

We want your input!

- What do you think would be the most effective components?
- What do you think would be the most useful combination of components?
- What type of improvements would you like to see made?

Please let us know by talking to us or use the comment sheets!

Questions?

Contacts: WisDOT Southwest Region

- Larry Barta, WisDOT Project Manager
  - (608) 246-3884
- Robert Knorr, WisDOT Deputy Project Manager
  - (608) 246-5444
- Michael Bie, Project Communications Manager
  - (608) 246-7928
- Steven Theisen, Southwest Region Communications Manager
  - (608) 884-1230

Let us know if you would like WisDOT to make a presentation to your group.

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Madison Beltline Planning and Environment Linkages (PEL) Study Public Involvement Meeting Presentation

FALL 2015

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