

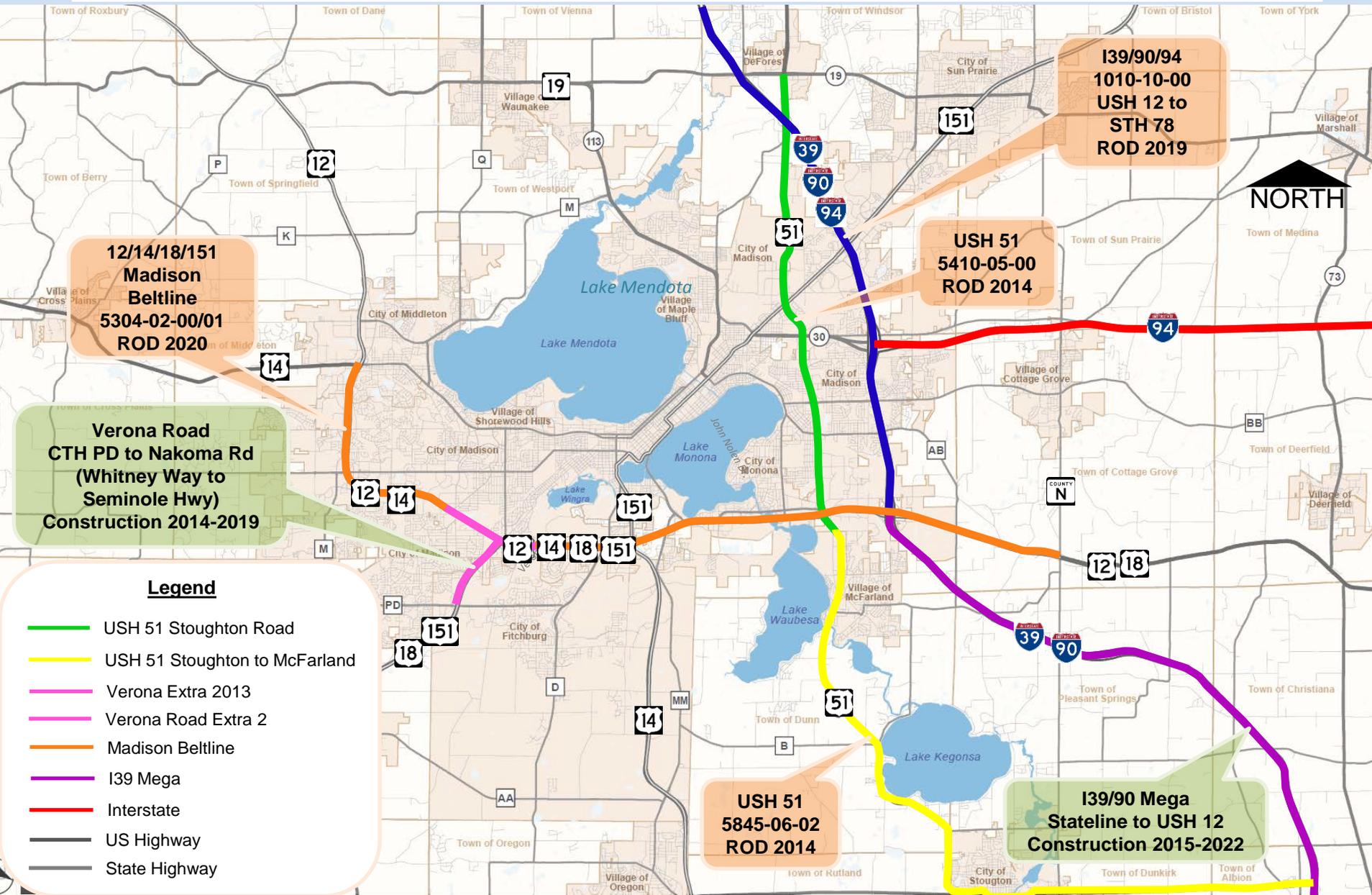


US 12 Madison Beltline Planning Study

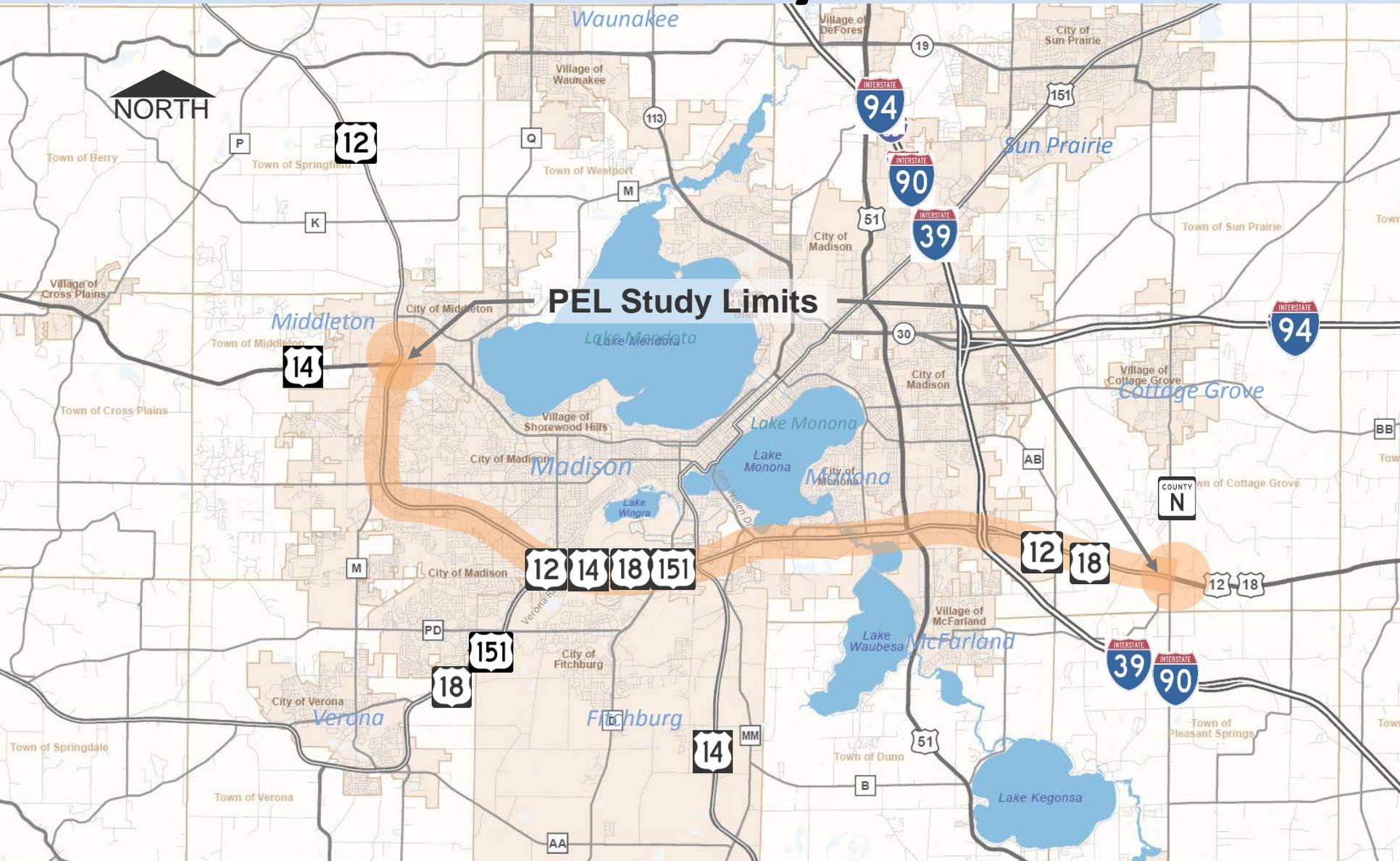


Briefing for City of Madison Long
Range Transportation Planning
Committee - July 25, 2013

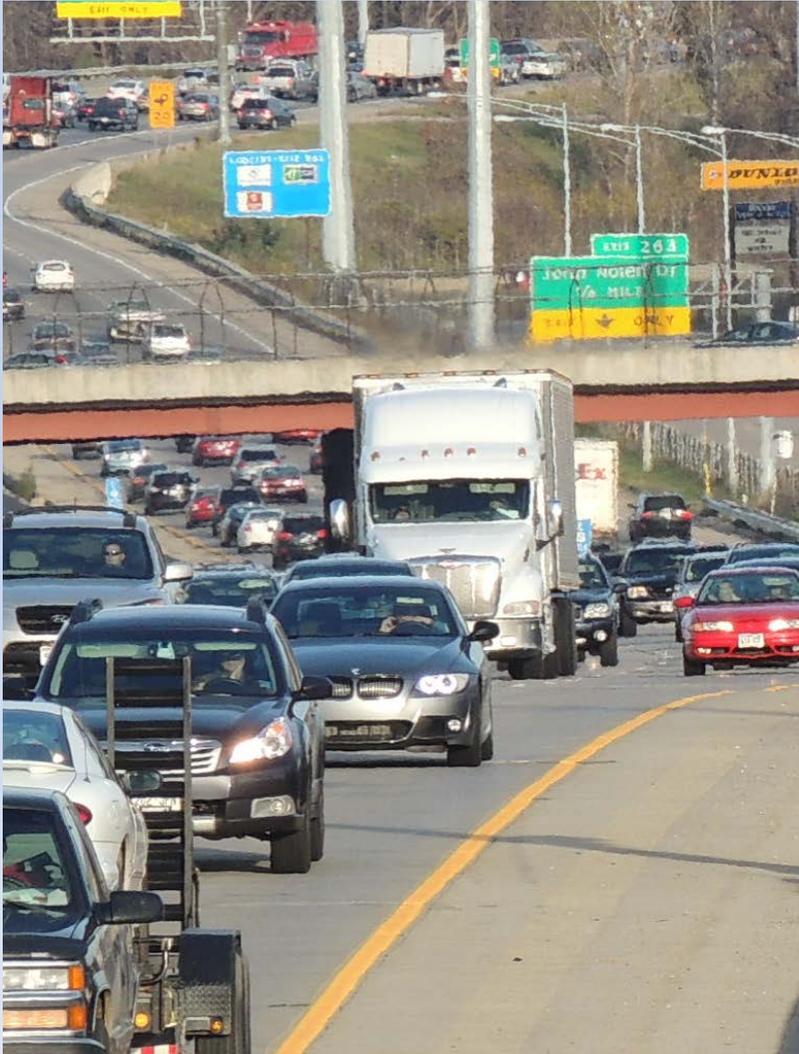
WisDOT Majors Program Studies/Projects



Beltline Study Limits



Beltline Significance

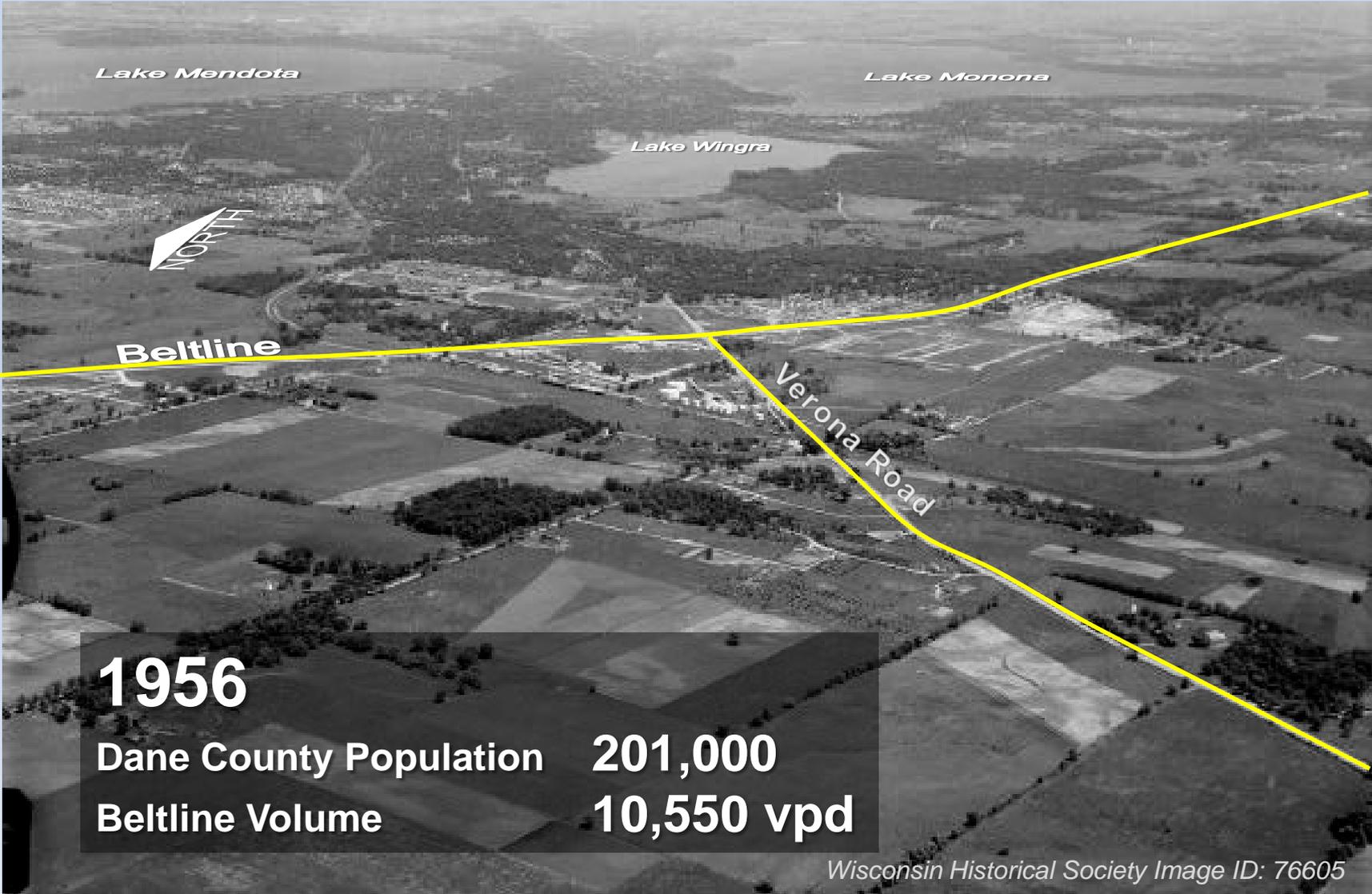


- Most heavily travelled Madison area route
- Only east-west freeway
- Primary access to area neighborhoods, jobs and businesses
- Connects to many major state roadways
- Moves people and goods

Importance to Local Economy

- **43 industrial parks** with over 5000 acres within 5 miles of Beltline
- **5,500** businesses within 1 mile of Beltline
- In 2007 8.6 million tons of freight valued at **\$23 billion** was shipped on the Beltline
- **56%** of the freight originated in Wisconsin



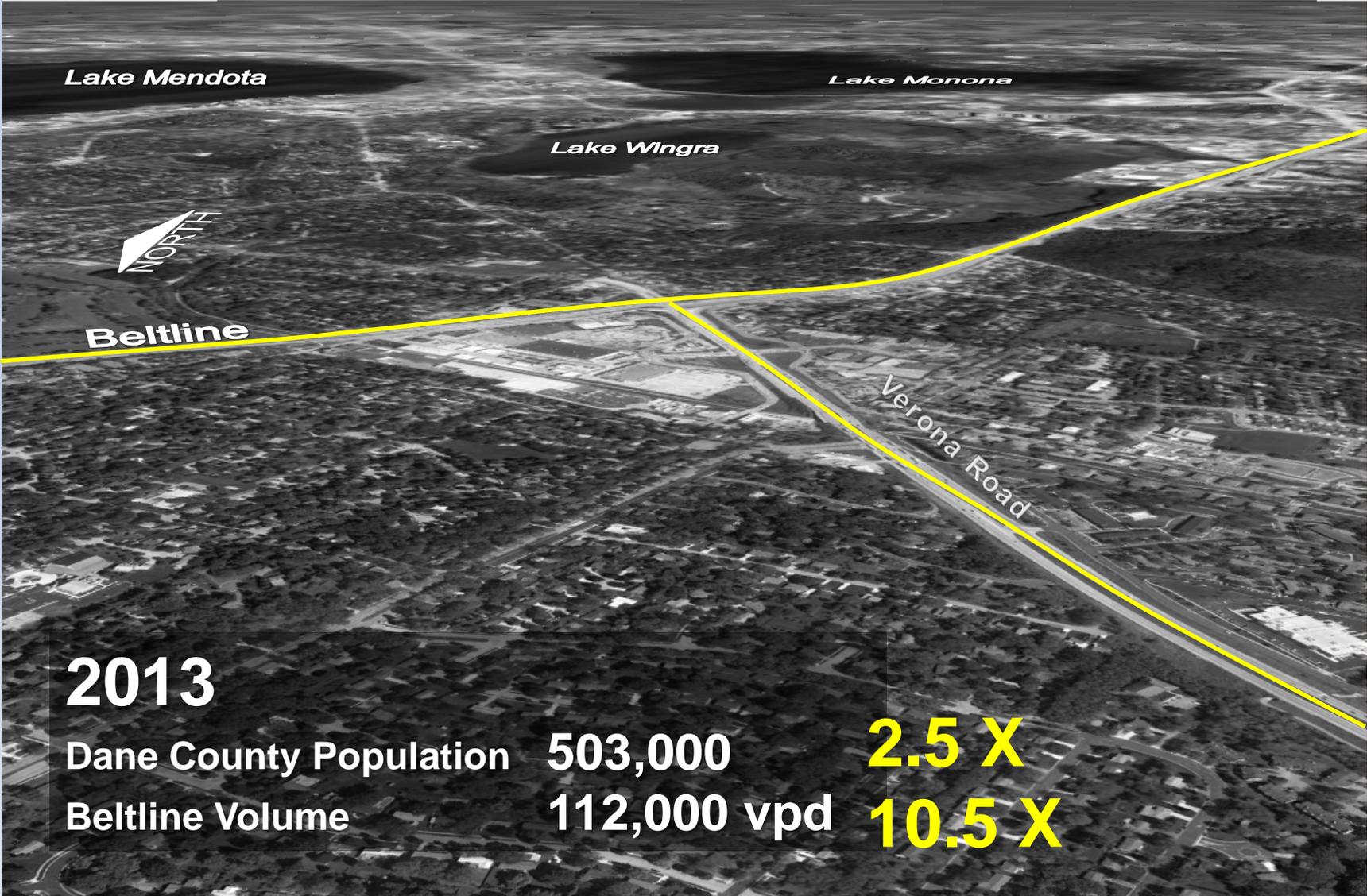


1956

Dane County Population 201,000

Beltline Volume 10,550 vpd

Wisconsin Historical Society Image ID: 76605

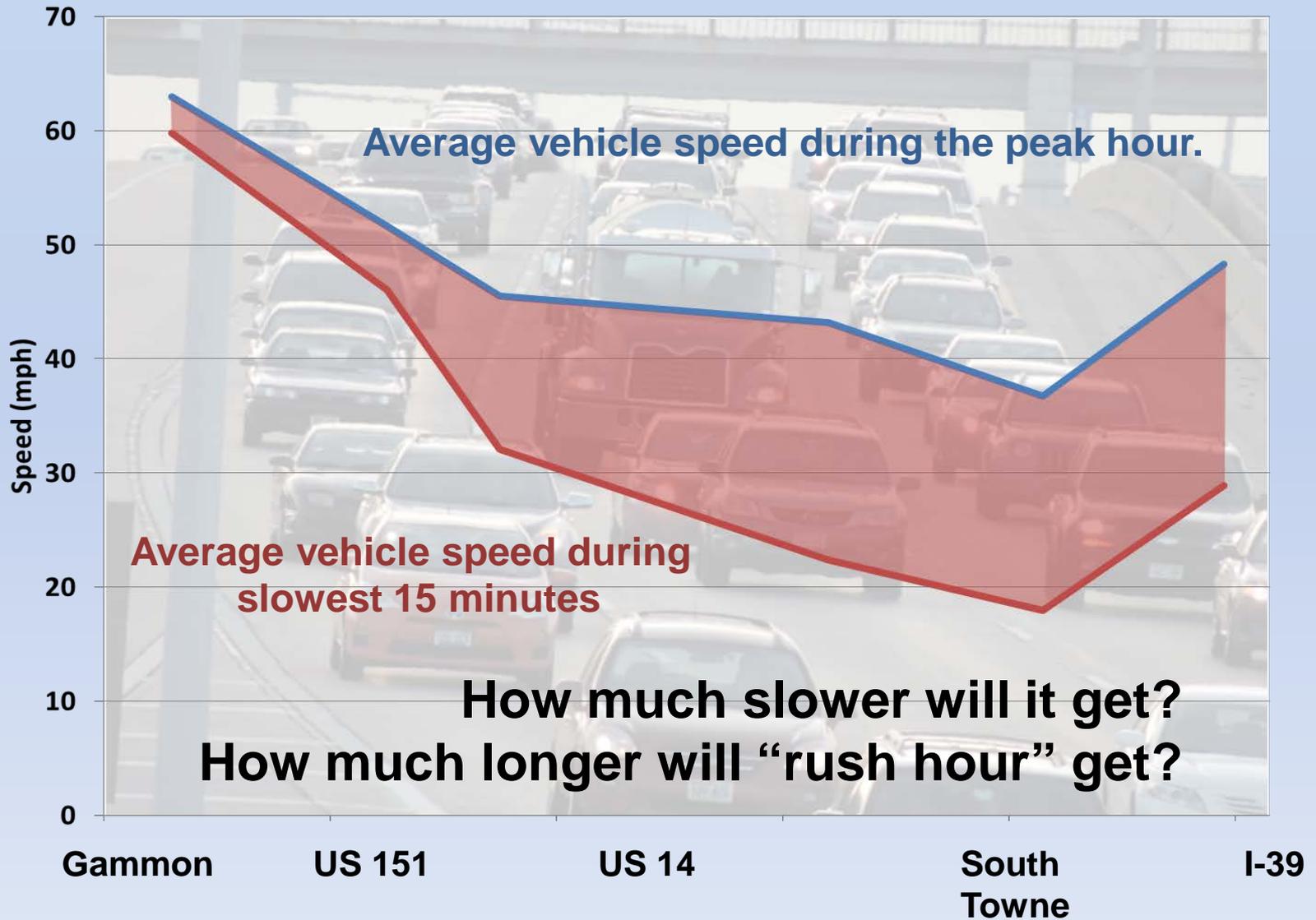


Beltline Problems and Constraints

(Documented in 2008 Study Report)

- Daily congestion, rising traffic volume
- Above average crash rates
- Limited accommodations for and integration of alternate modes of travel.
- Deteriorating pavement and bridges and substandard geometric features
- Physical setting
 - Highly developed corridor, expensive right of way
 - Passes through wetlands and Arboretum
- Lack of continuous alternate routes

AM Peak Hour Westbound Beltline Highway Average Speeds

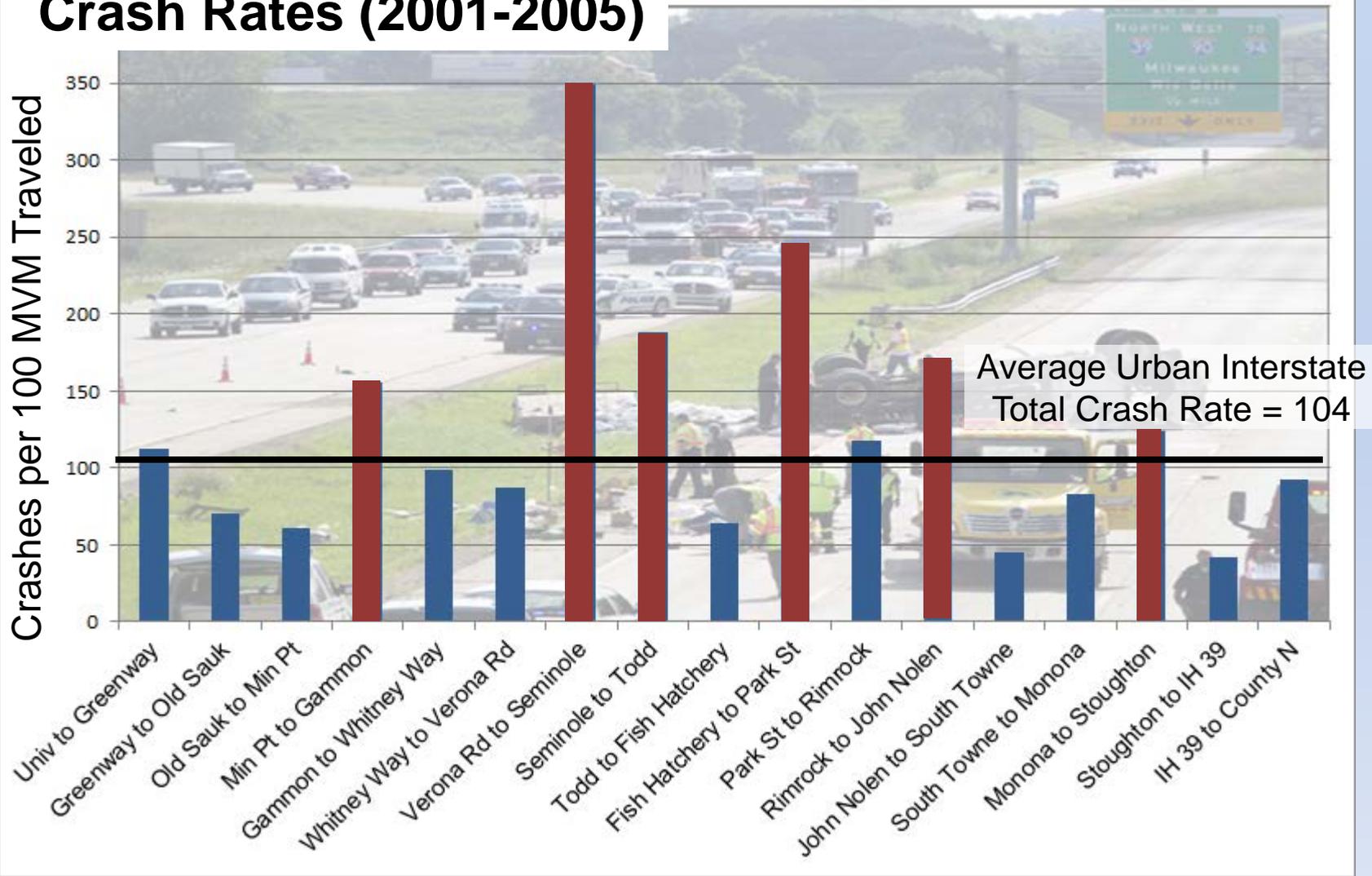


Average vehicle speed during the peak hour.

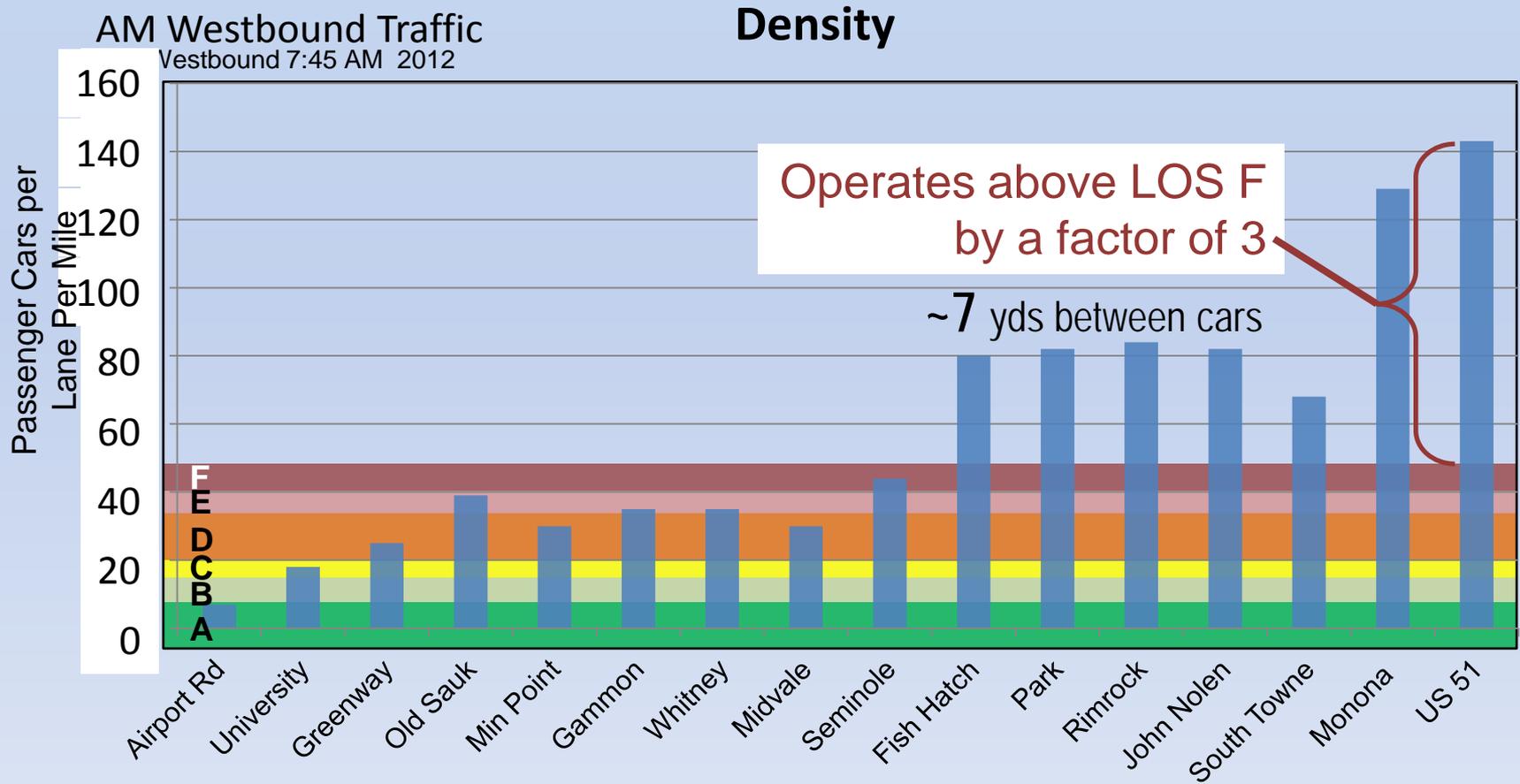
Average vehicle speed during slowest 15 minutes

**How much slower will it get?
How much longer will “rush hour” get?**

Crash Rates (2001-2005)



Very little capacity for additional traffic is left on portions of the Beltline



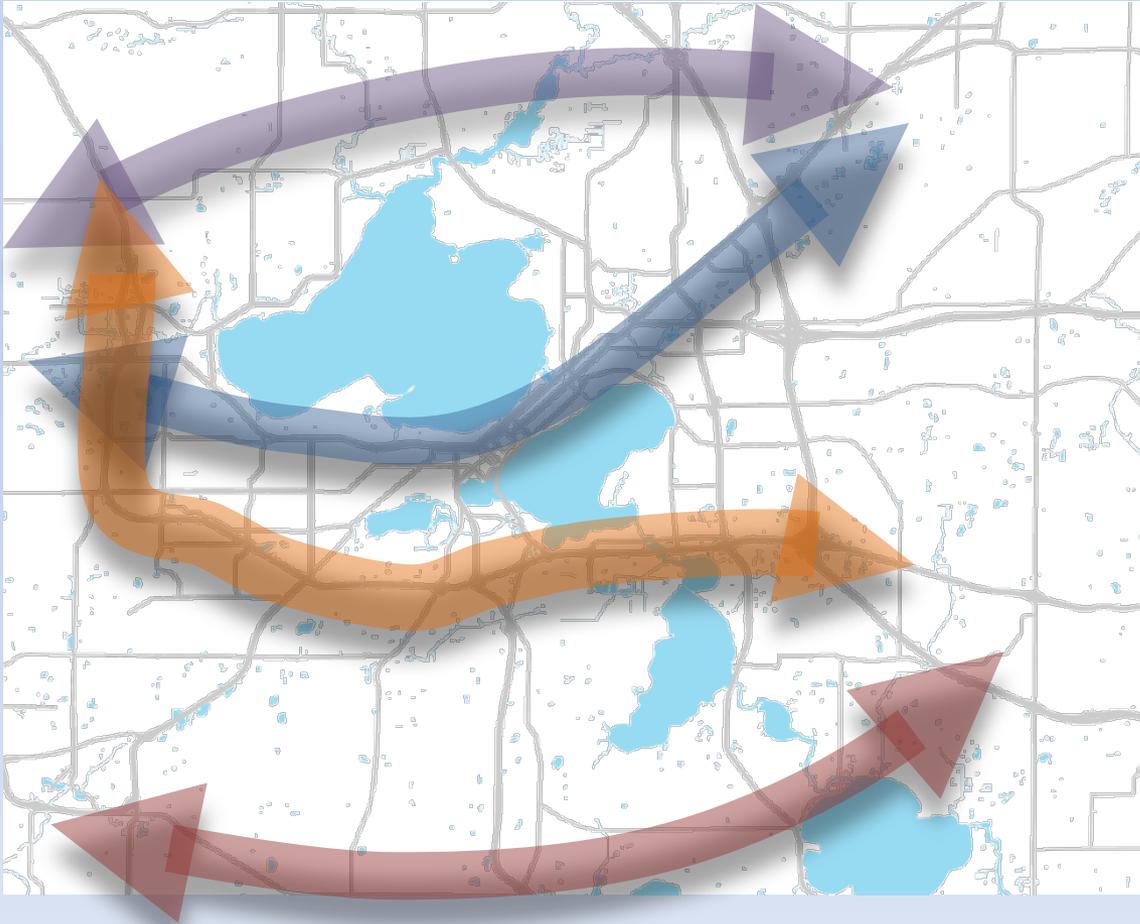
Interim Safety and Operational Improvements 2008-2014



Beltline Study Challenges

- High level of stakeholder interest
 - Extensive outreach and coordination effort required
- All modes of travel must be considered
- Minimize neighborhood impacts (air, noise, EJ)
- Compatibility with area plans and studies (US 51, I-39, etc.)
- Areas outside of Beltline Corridor must be investigated
- Construction will be costly and take many years to complete

Study of Long-term Transportation Solutions



**Many strategies
will be
investigated**

Three Study Phases

Phase 1 : O/D Study

Data Collected = Summer/Fall 2012

Completed Report = Summer 2013

Phase 2: Planning and Environmental Linkages (PEL) Study

Start of Study = Fall 2012

Study Completion = 2015

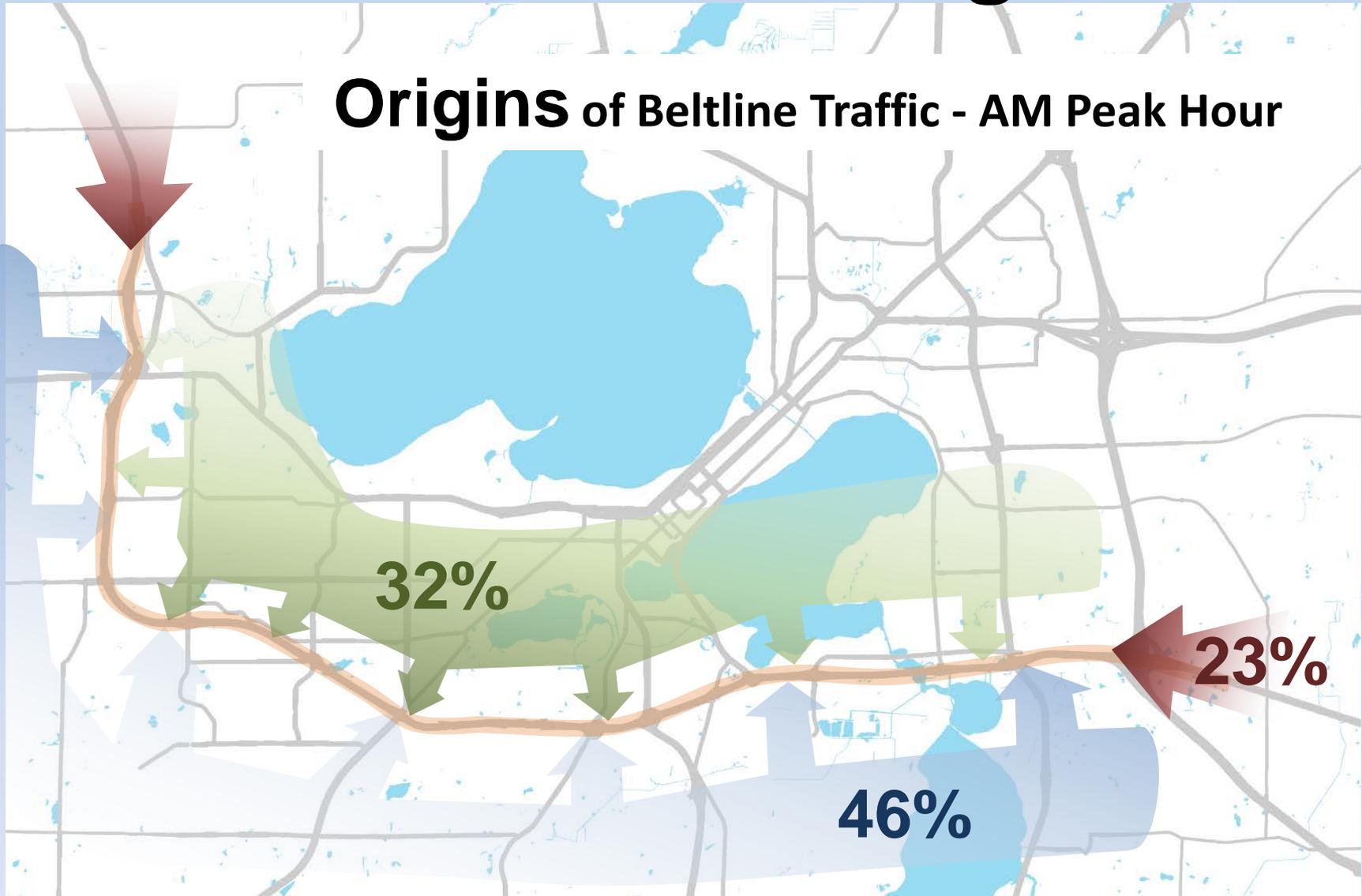
Phase 3: Environmental Impact Statement

Start of Study = 2015

Est. Completion of ROD = 2018/2019

Initial O-D Findings

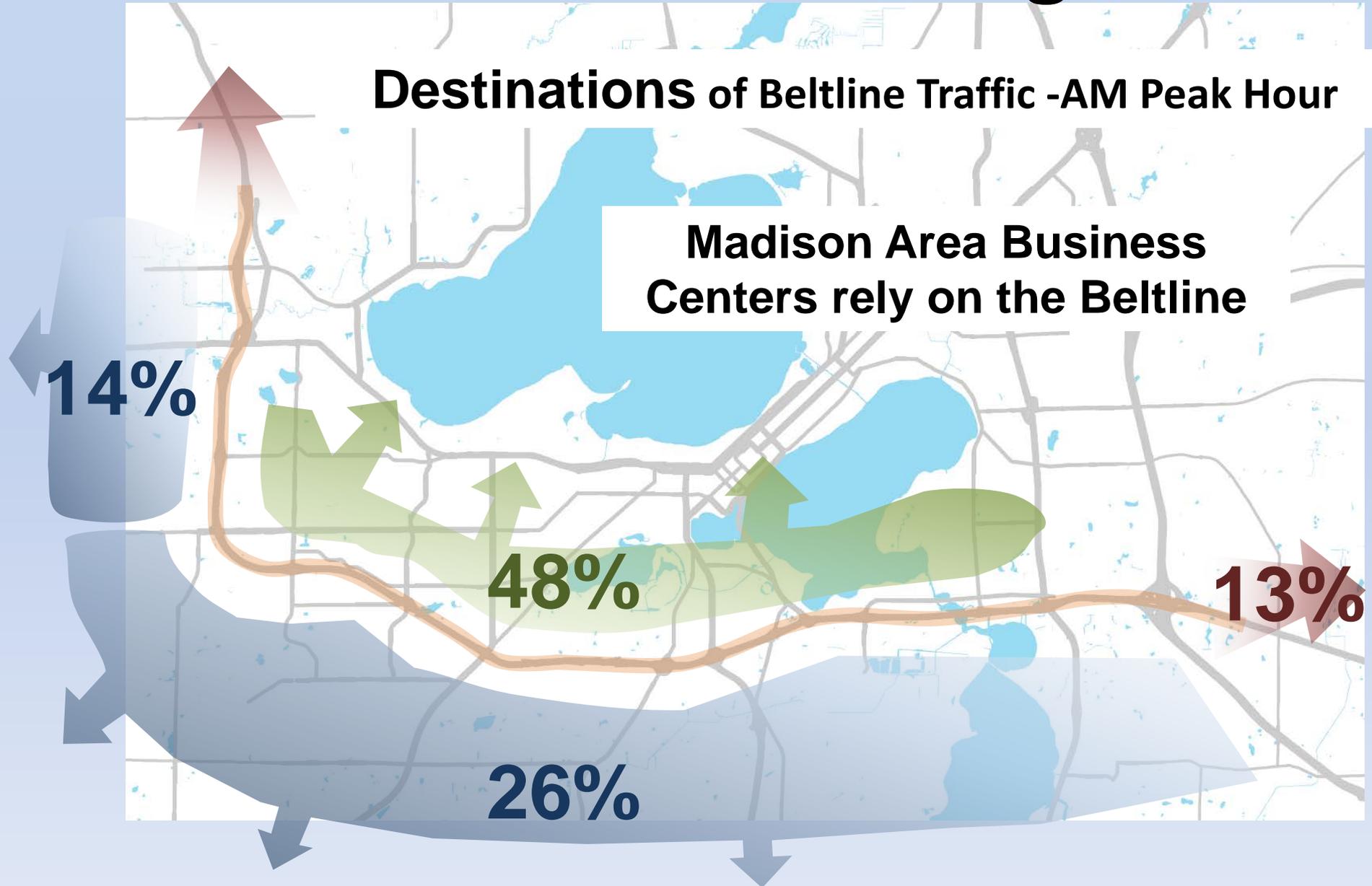
Origins of Beltline Traffic - AM Peak Hour



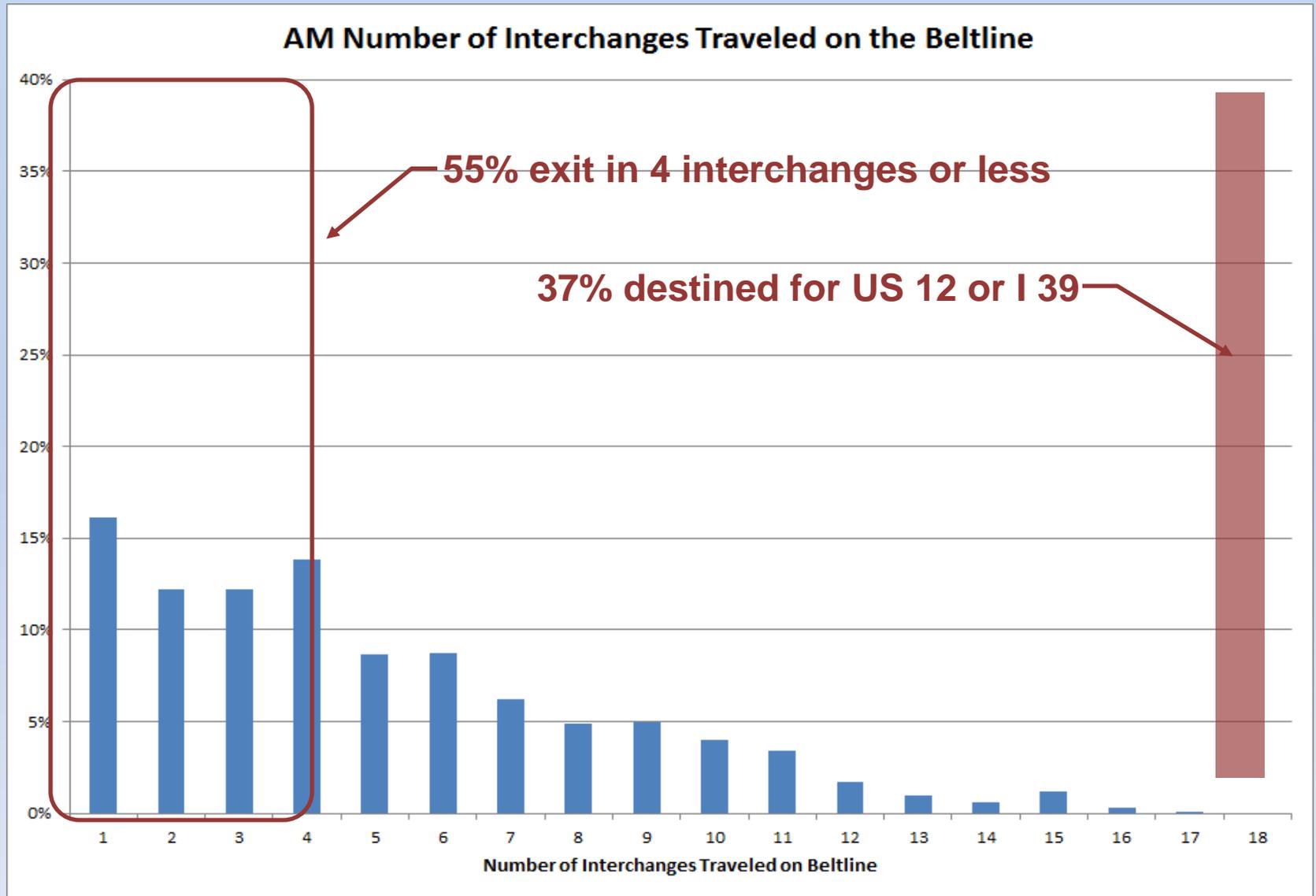
Initial O-D Findings

Destinations of Beltline Traffic -AM Peak Hour

Madison Area Business Centers rely on the Beltline



Initial O-D Findings



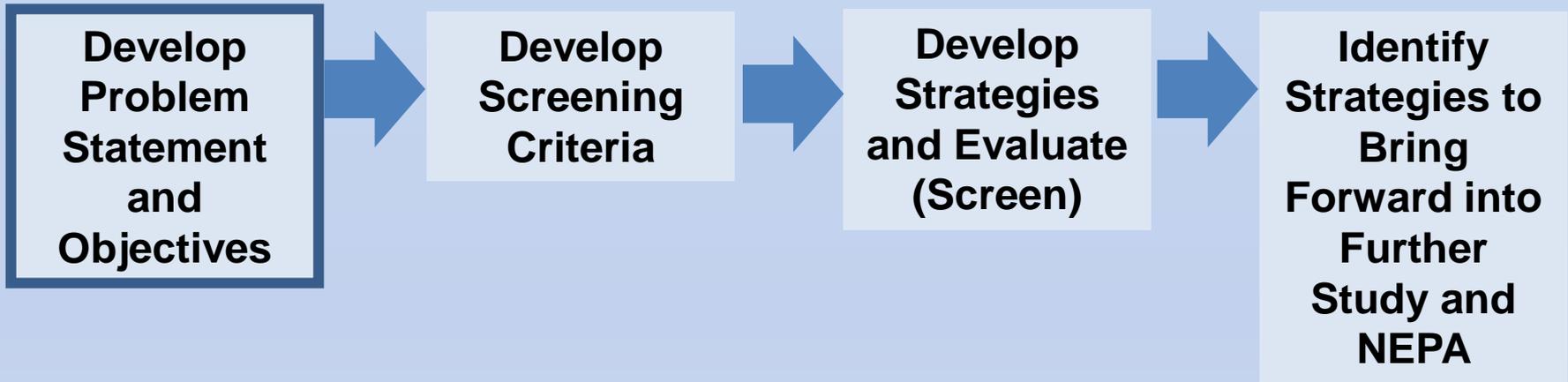
What is a PEL Study?

- PEL = Planning and Environmental Linkages
 - Integration of Planning Corridor Studies and the NEPA Environmental Review (EIS, EA, etc) process
 - Links existing planning documents (land use and development plans, resource conservation and management plans, etc) to the identification of transportation needs and solutions during planning.
- One of Ten FHWA “Every Day Counts” initiatives
 - Shorten project delivery time
 - Enhance roadway safety
 - Protect the environment
- Appended to SAFETEA – LU planning guidance
- Codified in MAP -21

Why Conduct a PEL Study?

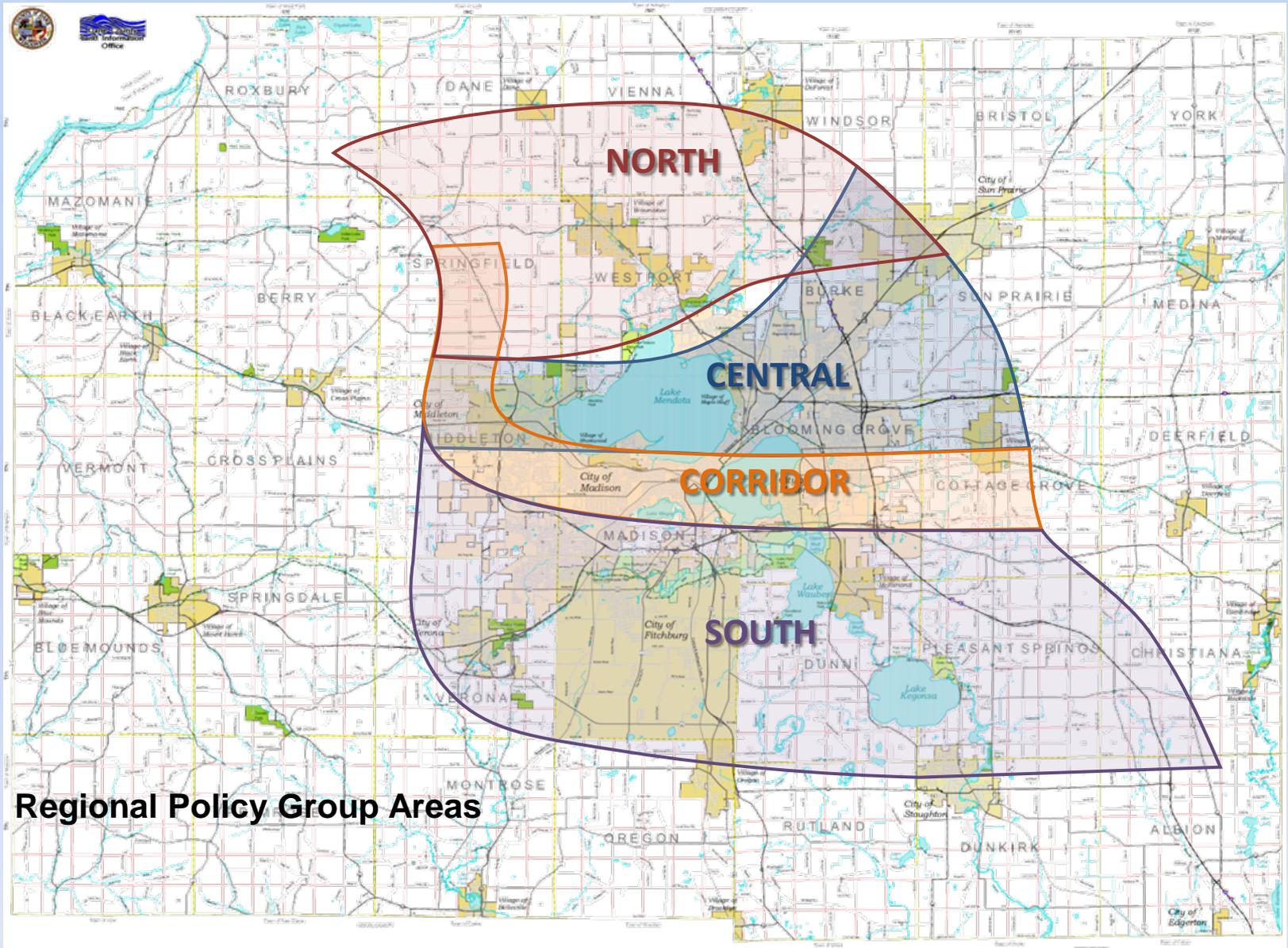
- Engages a broad range of agencies and community stakeholders in thinking about the area's future
 - Ensures natural resource and community goals are fully understood
 - Increases comprehensiveness and quality of transportation strategies
 - Improves decision-making process
- Reduces controversy and improves public buy-in by measuring possible strategies against detailed and easily understood criteria
- Reduces project delivery time and cost
 - eliminates ineffective strategies earlier (prior to NEPA process)
 - focuses the more intensive NEPA process efforts on only those strategies that might solve purpose and need
- Improves accuracy of project cost forecasting in planning stage.
- Reduces agency duplication of effort by using planning study products in the NEPA process

PEL Process



Data analysis and stakeholder collaboration utilized to objectively and comprehensively to develop, evaluate and screen possible transportation solutions

PEL Study Sub-Areas



Regional Policy Group Areas

Advisory Committees and Agency Involvement will enhance process

Technical Committee

- Comprised of staff from communities that will be affected.

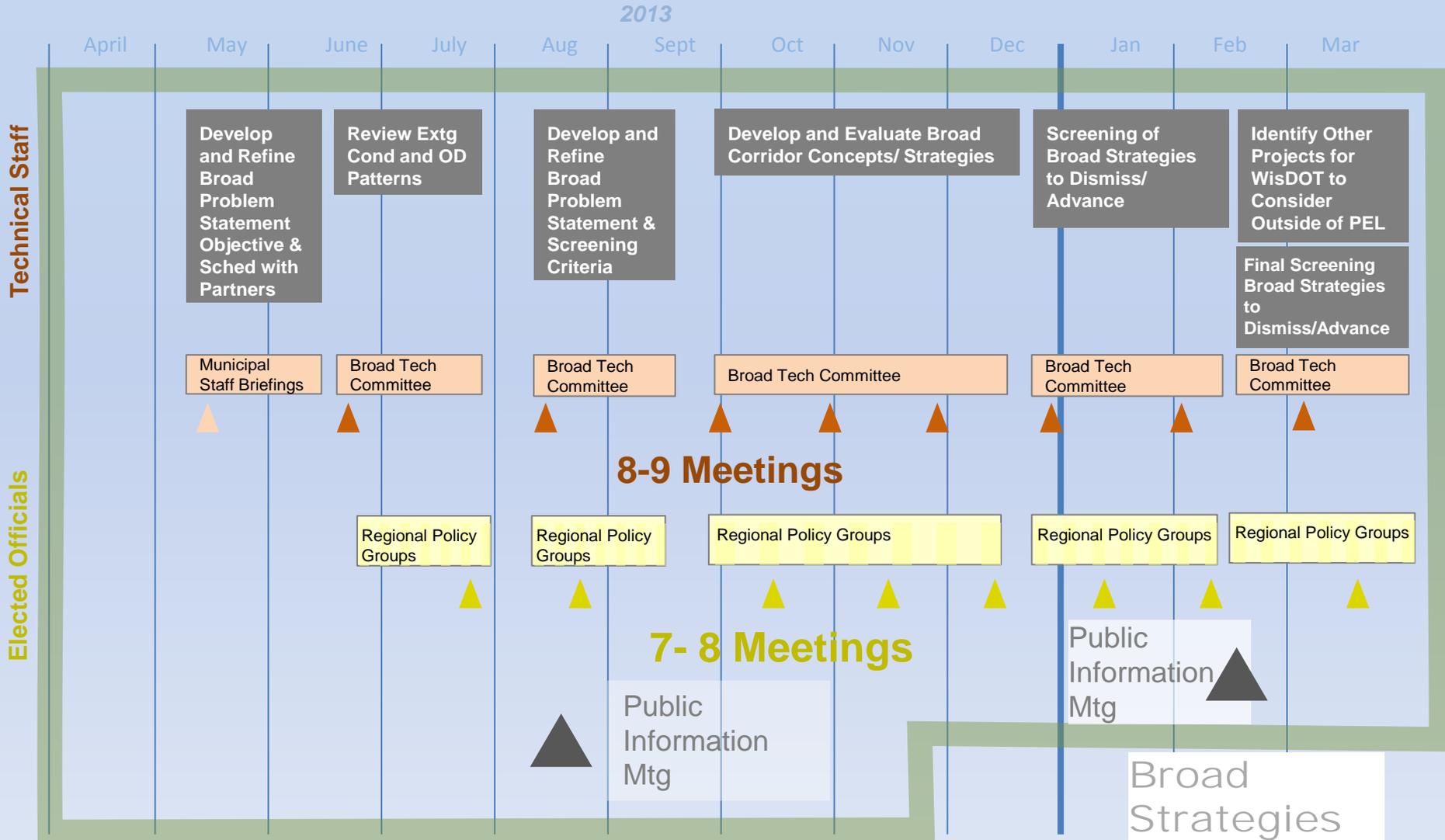
Policy Committee

- Comprised of elected officials from communities that will be affected.

State and Federal Agency Coordination

- Input provided at multiple points in the process.
- Memorandum of Understanding ensures PEL results can be used in the NEPA study that follows

Anticipated Commitment



Draft Goal

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

Draft Objectives

Draft Objectives:

- Improve safety for all travel modes.
- Improve mobility for all travel modes.
- Minimize environmental impacts.
- Increase travel time reliability for regional and local trips.
- Improve connectivity across the Beltline for all travel modes.
- Enhance efficient regional access to Madison area economic centers.
- Decrease Beltline traffic diversion impacts to local streets.
- Enhance transit routing opportunities.
- Improve pedestrian and bicycle accommodations.
- Complement other major transportation initiatives and studies in the Madison area.



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