



# WisDOT Beltline Planning and Environmental Linkages (PEL) Study

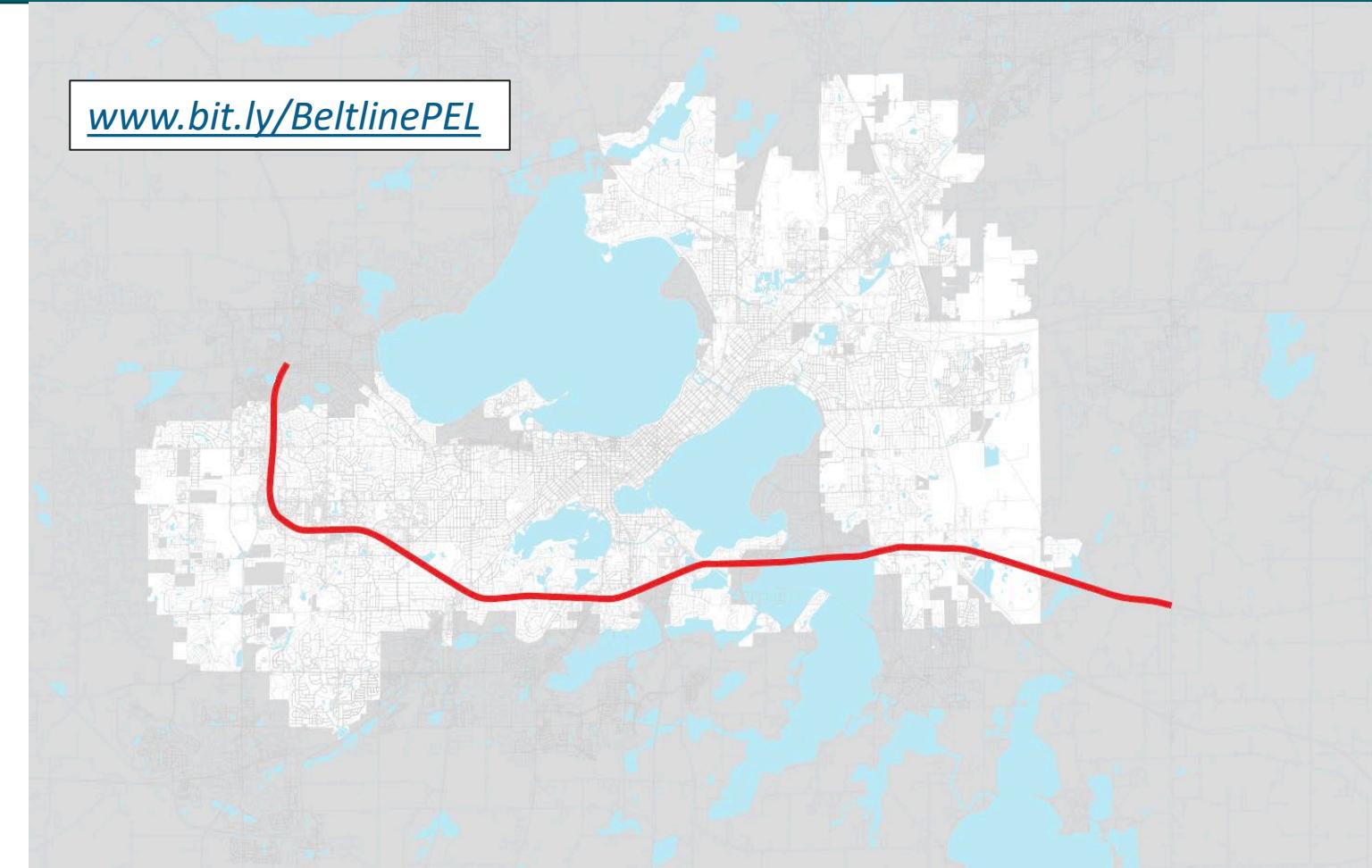
## Overview for Transportation Commission

January 7, 2026

updated with additional information for January 21, 2026

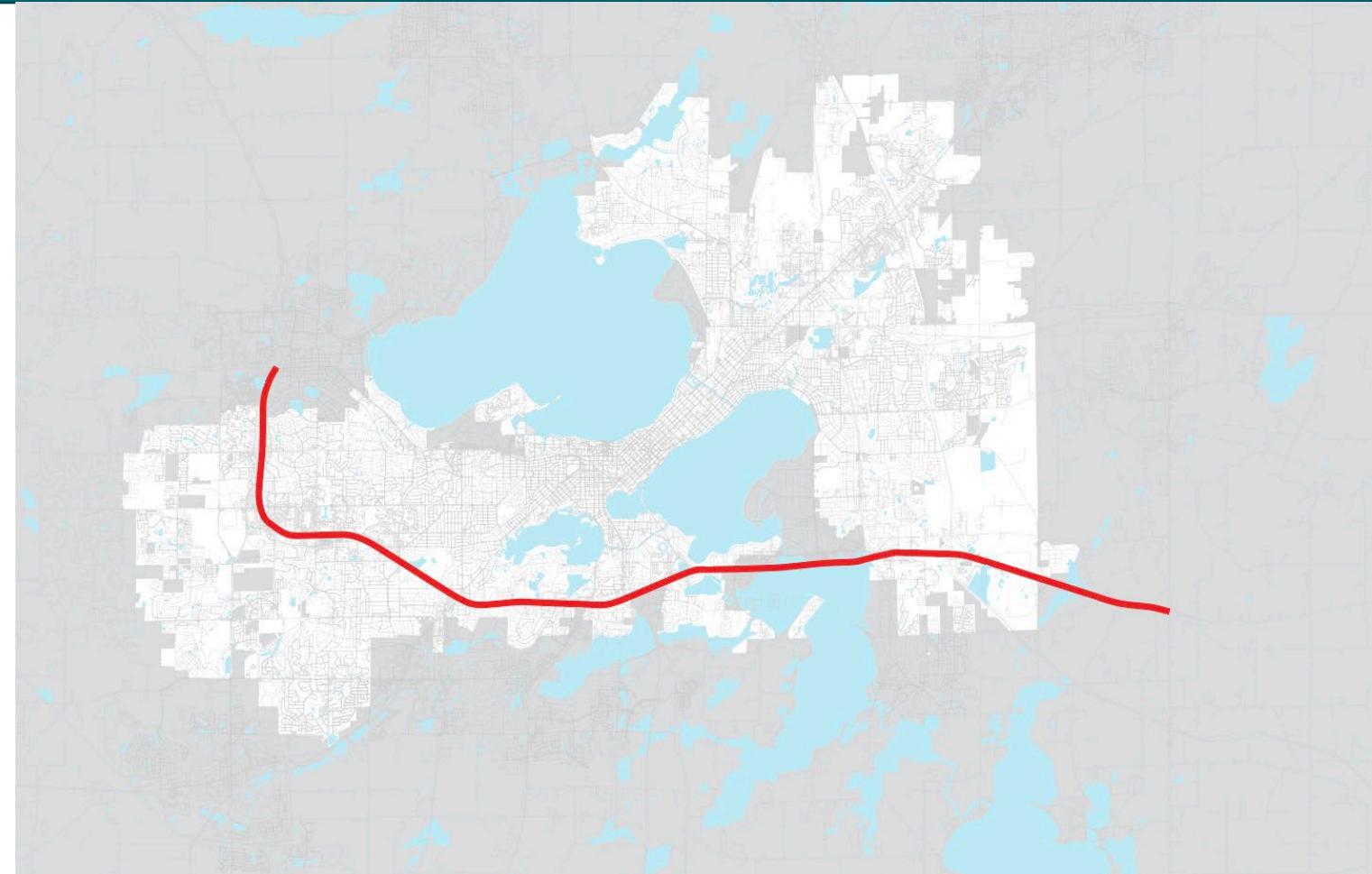
# What is WisDOT's PEL Study?

- First step in the federal process for a transportation project, intended to identify transportation issues, develop a clear project purpose, and evaluate alternatives. It comes before a NEPA process.
- Limits: USH 14 to CTH N



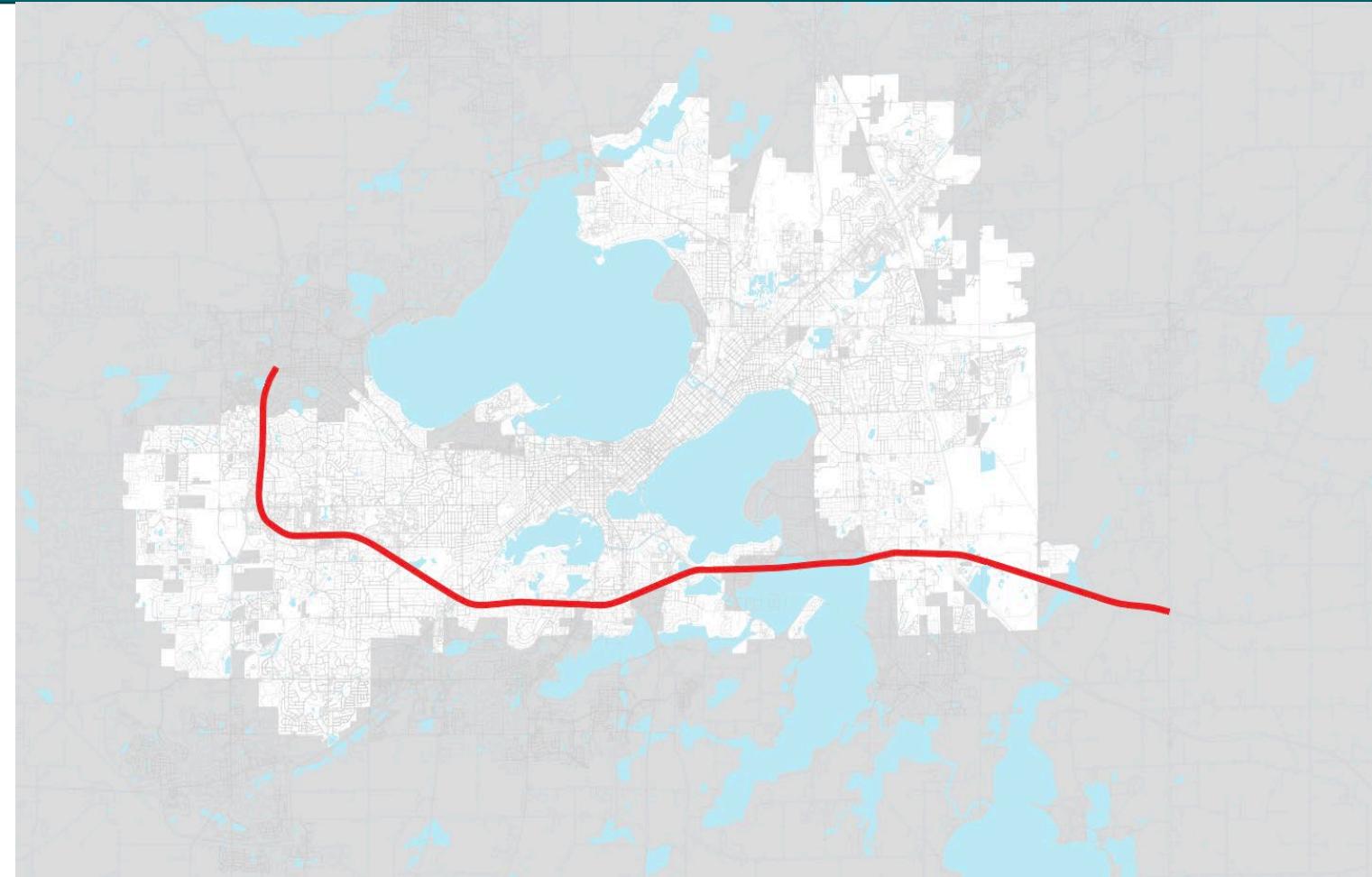
# The city's role

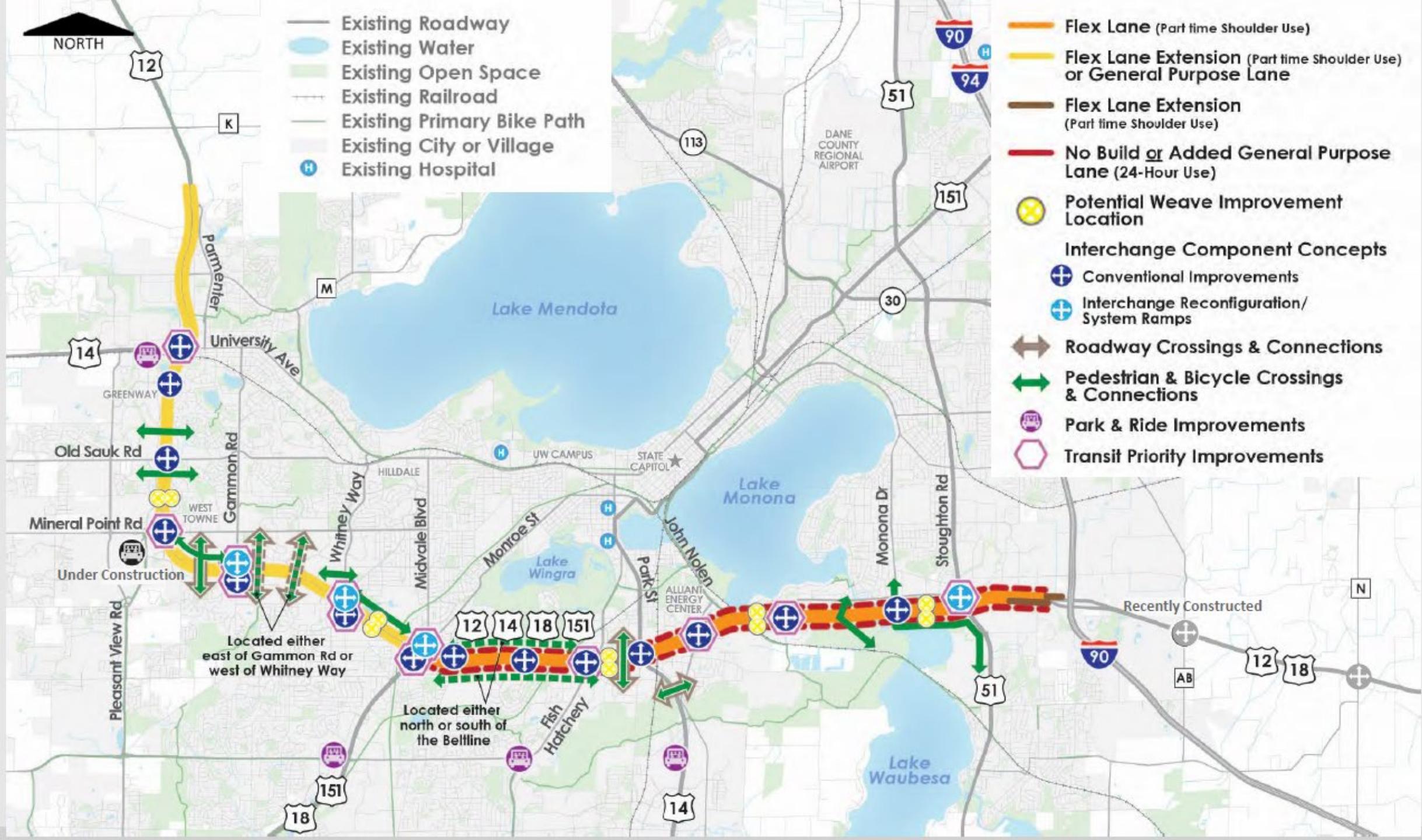
- This is a WisDOT study.
- The City will provide comments to WisDOT.
- Common Council could also choose to adopt a resolution.
- Any members of the public with comments should submit them to WisDOT by Jan 15.



# What's being considered by WisDOT

- Travel lanes
- Interchanges
- Weaves
- Road crossings and connections
- Pedestrian & Bicycle
- Transit Priority
- Park & Ride





# General Purpose and/or Flex Lane Extensions

Possible addition of a general purpose lane along the length of the Beltline

Anticipated Relocations:



0-5



0-5

Extension of the flex lane west of Verona Road

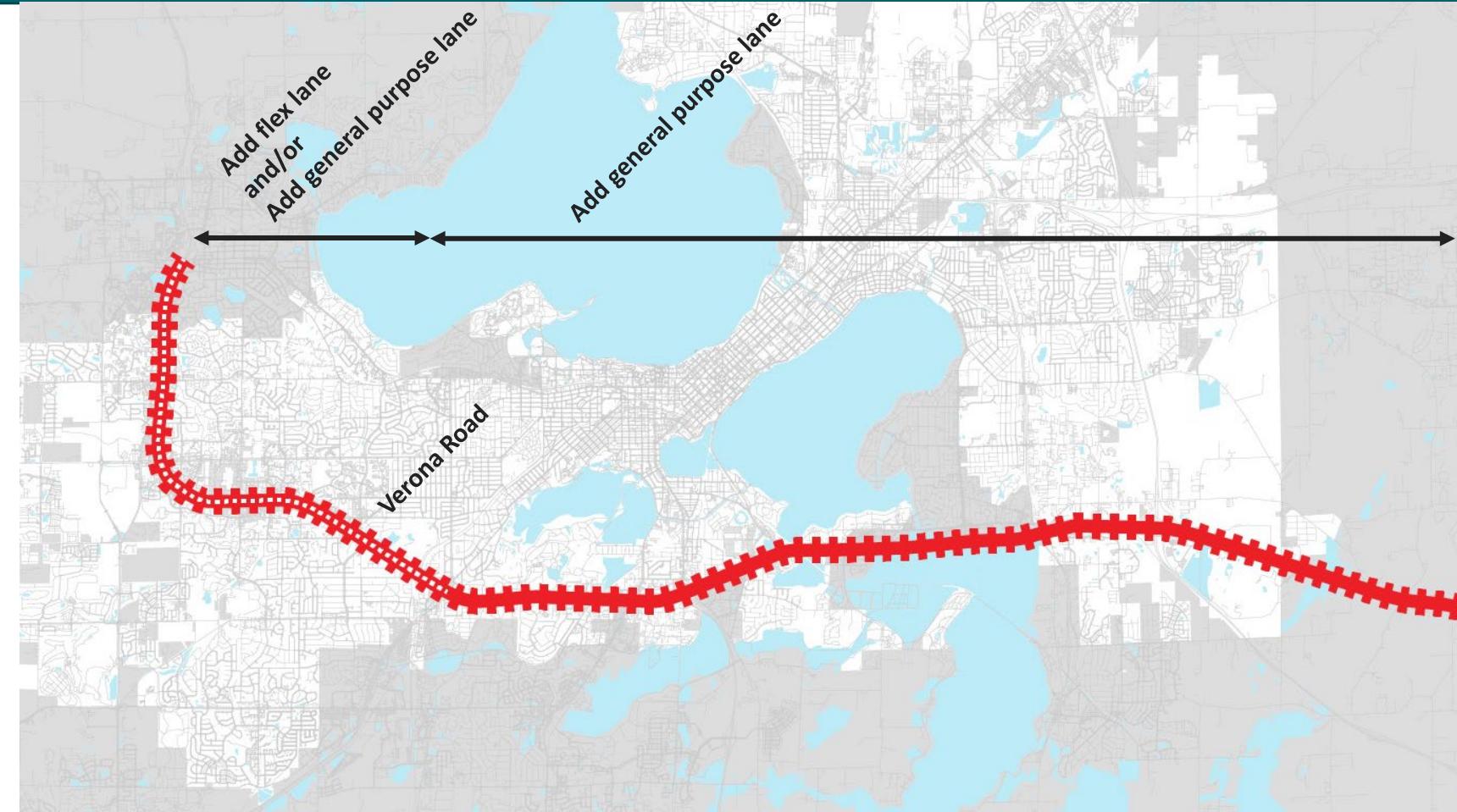
Anticipated Relocations:



0

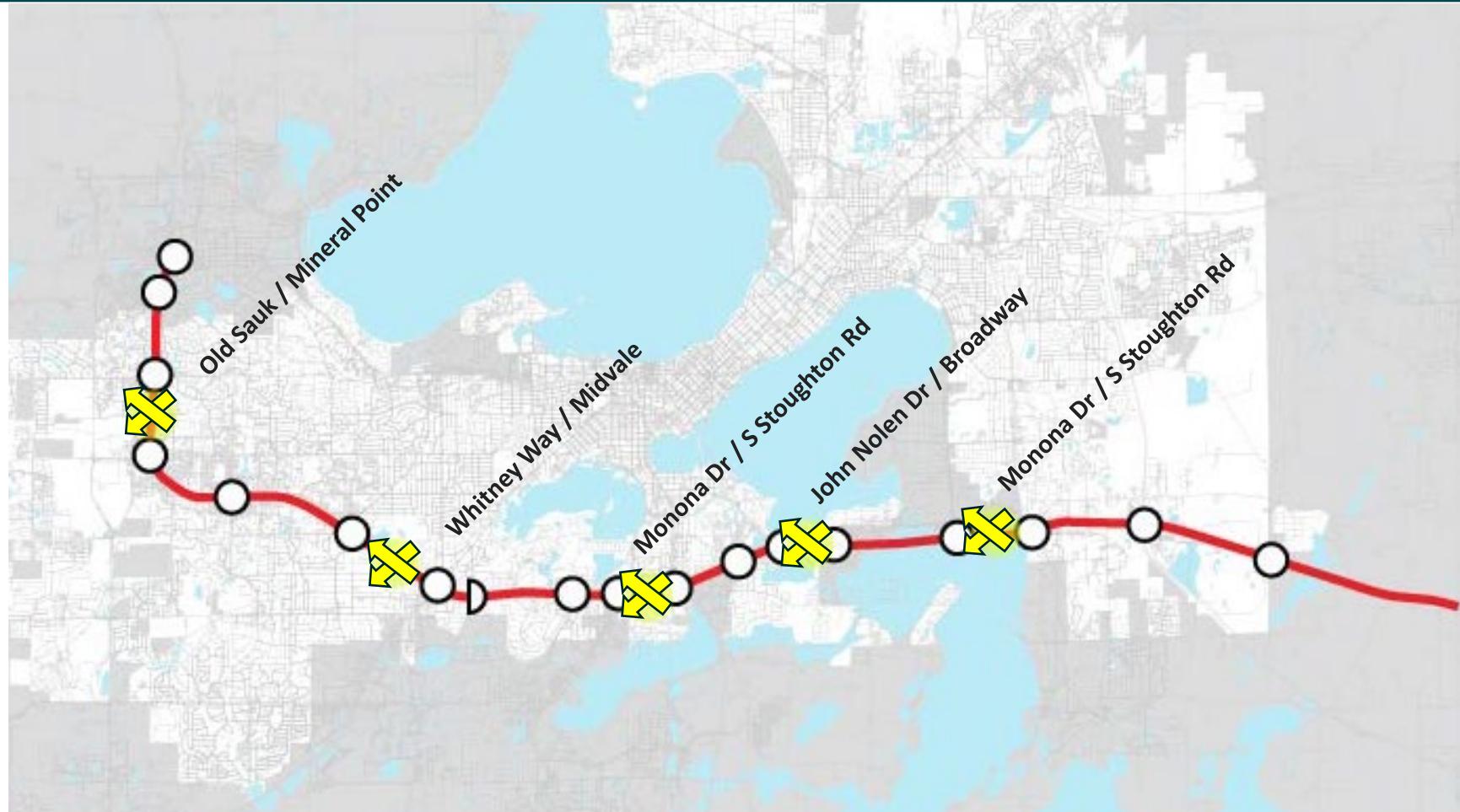


0



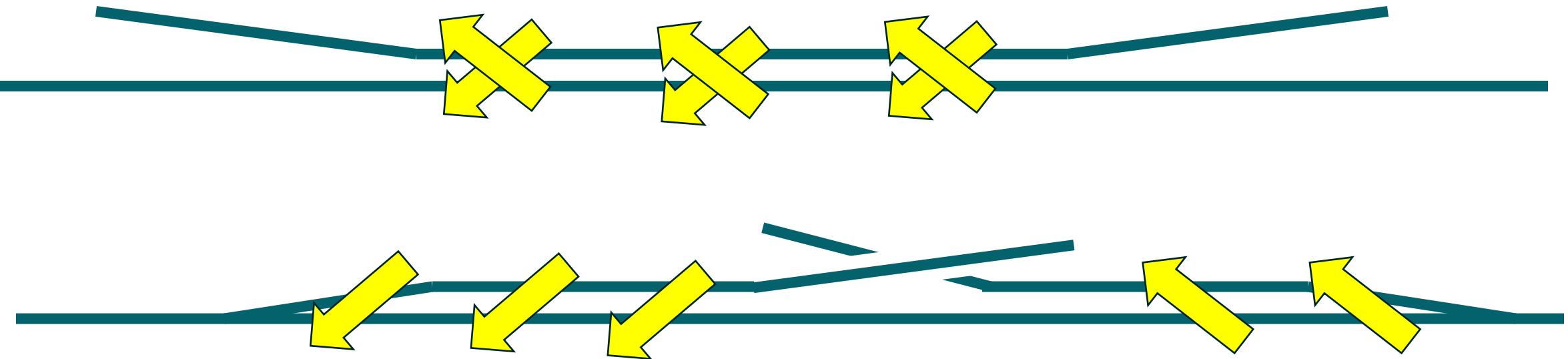
# Weaves

Five sets of weave structures proposed—most consisting of one new structure in each direction



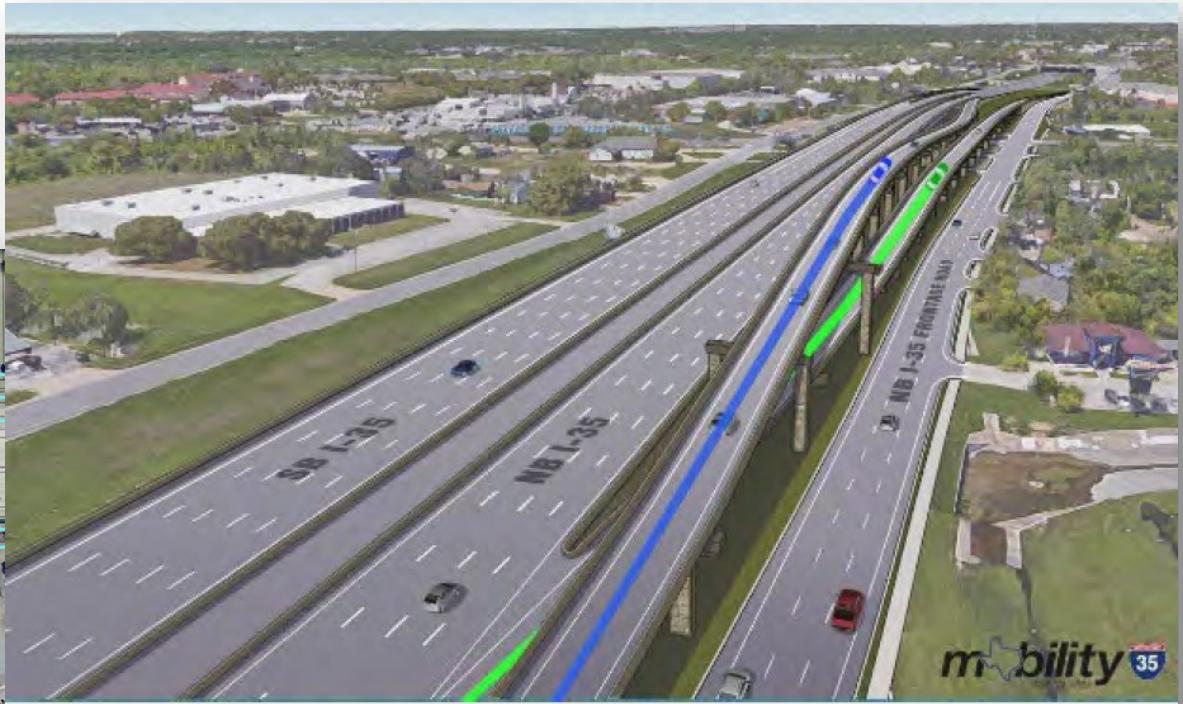
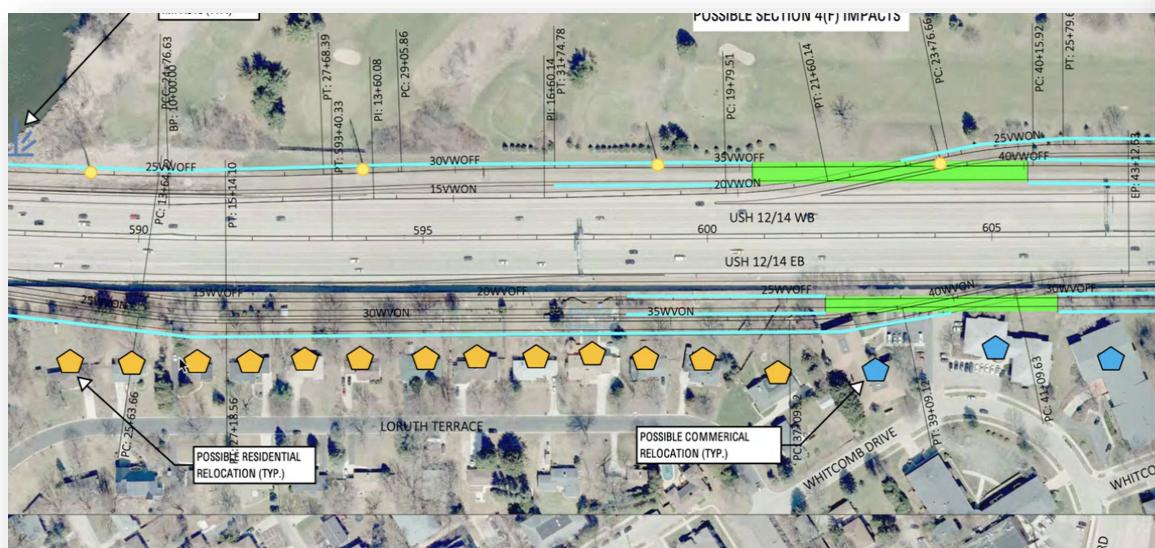
# Weaves – Overview

- Benefits – reduced conflicts between interchanges; improved merging geometry



# Weaves – Overview

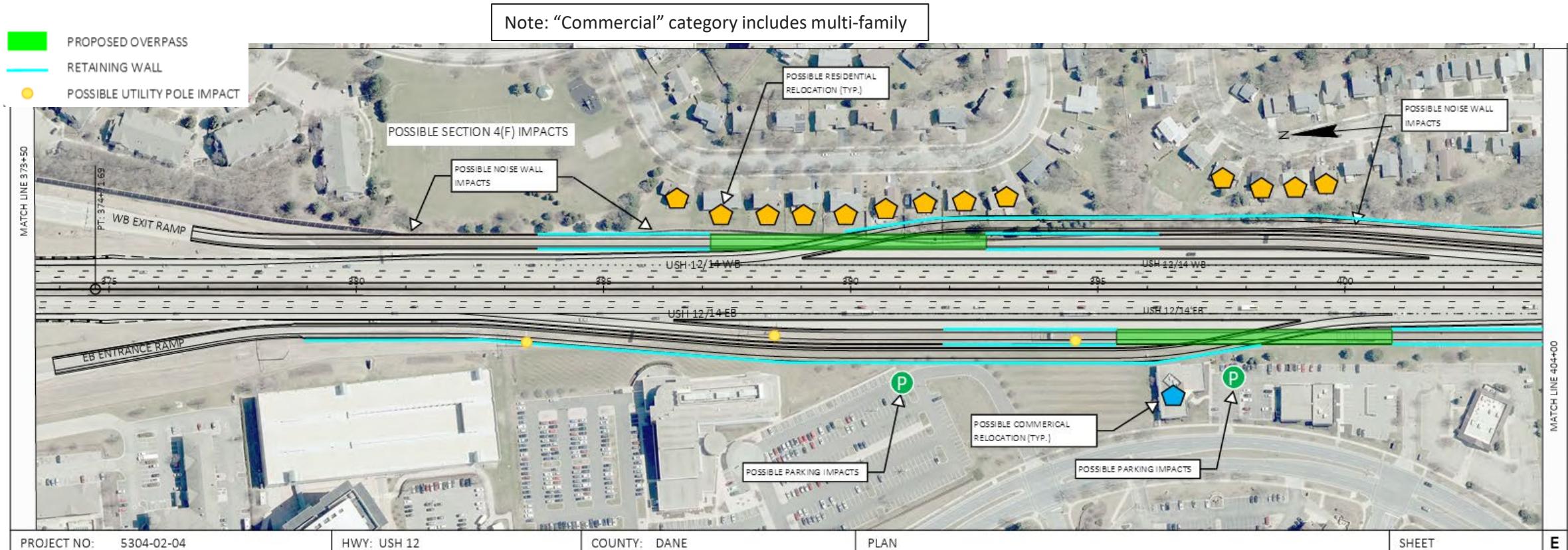
- Concerns – Property impacts, visual, noise impacts, encourages higher vehicle speeds



Source: Mobility 35, Texas Department of Transportation

# Old Sauk / Mineral Point Weave

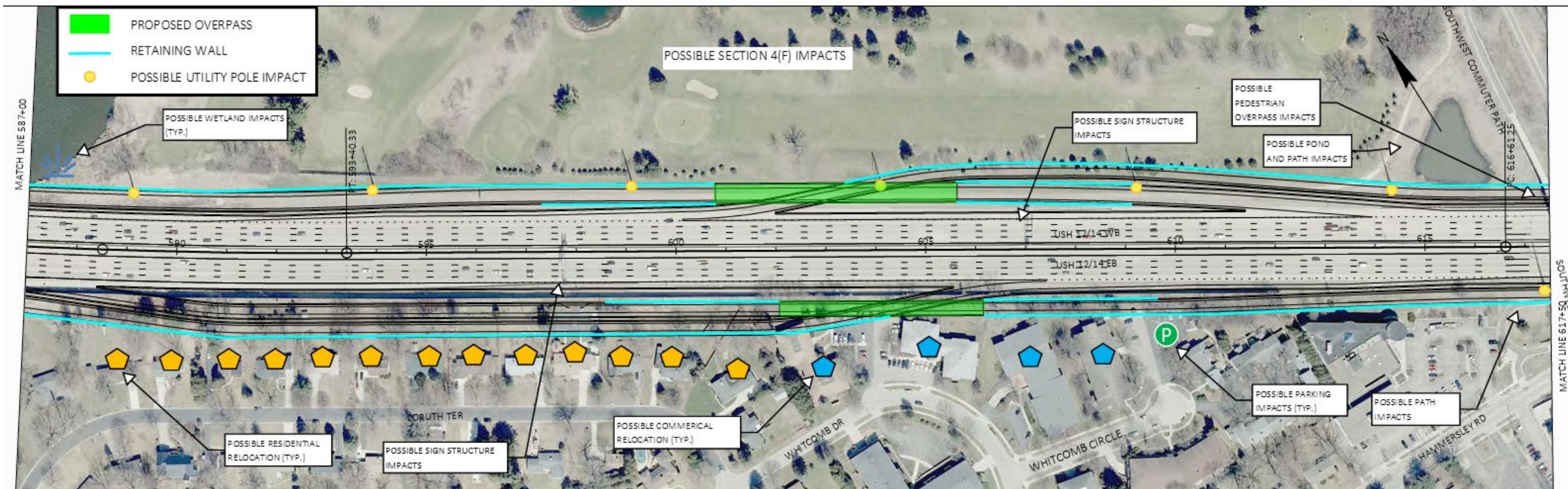
Possible impacts: **13** residential relocations; **1** commercial relocation; **2** parking impacts; additional utility and sign impacts



# Whitney Way / Midvale Weave

**Possible impacts:** 13 residential relocations; 5 commercial relocations; 6 parking impacts; path and ped overpass impacts; wetland and 4(f) impacts; additional utility and sign impacts

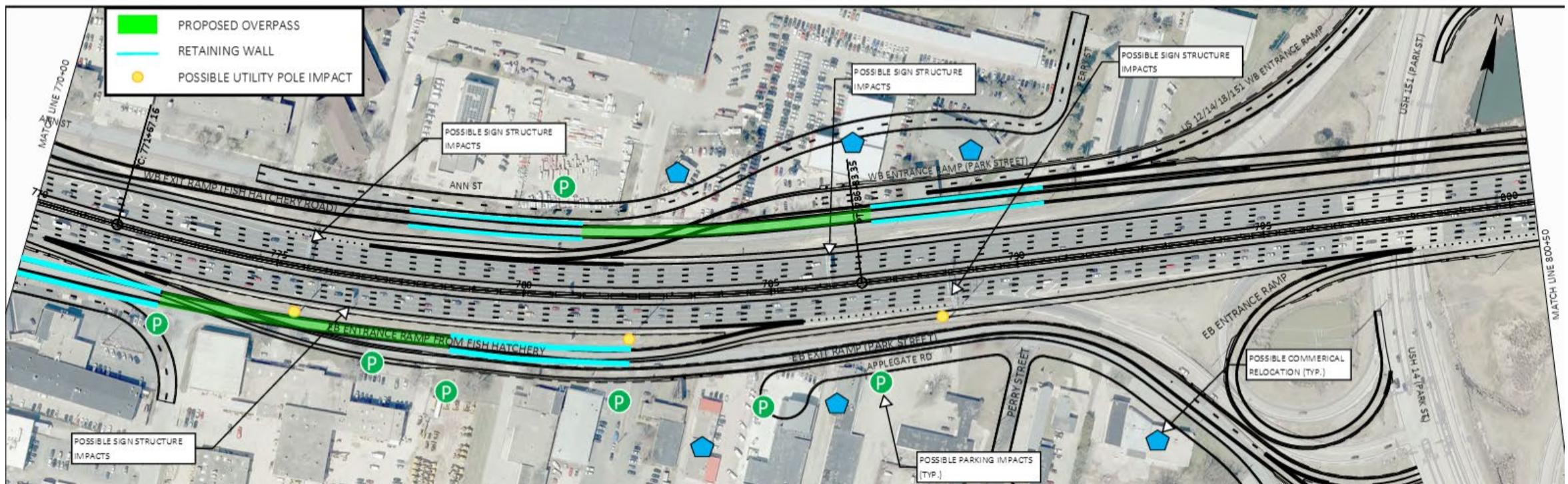
Note: "Commercial" category includes multi-family



# Fish Hatchery Rd / Park Street Weave

**Possible impacts:** 0 residential relocations; 6 commercial relocations; 8 parking impacts; additional utility and sign impacts

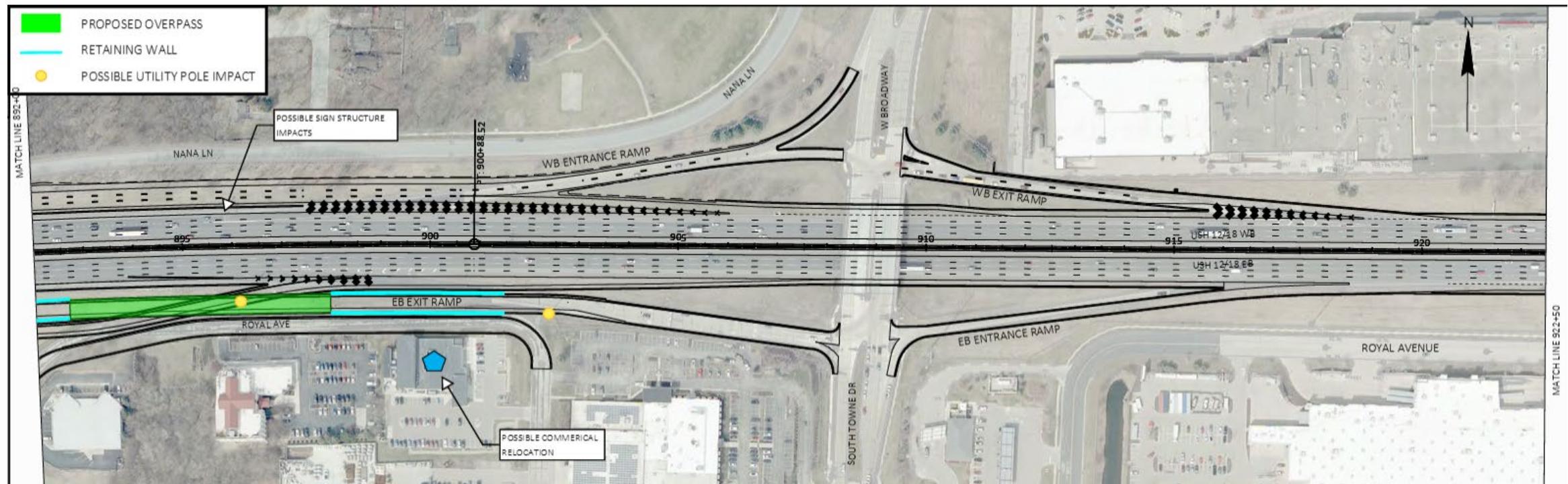
Note: "Commercial" category includes multi-family



# John Nolen Dr / Broadway Weave (EB Only)

**Possible impacts: 0 residential relocations; 1 commercial relocation; additional utility and sign impacts**

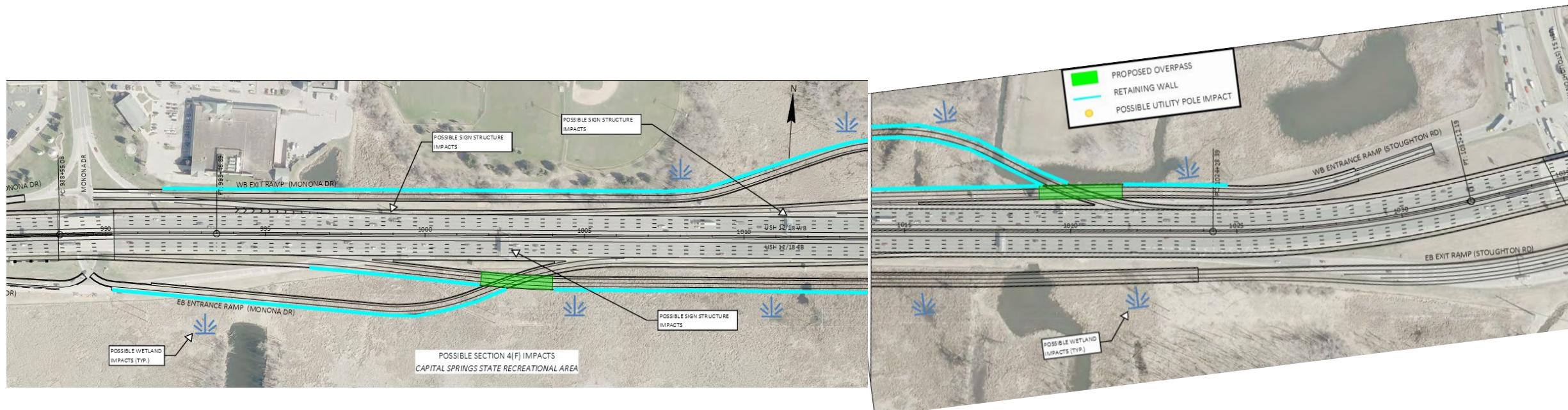
Note: "Commercial" category includes multi-family



# Monona Dr / S Stoughton Rd Weave

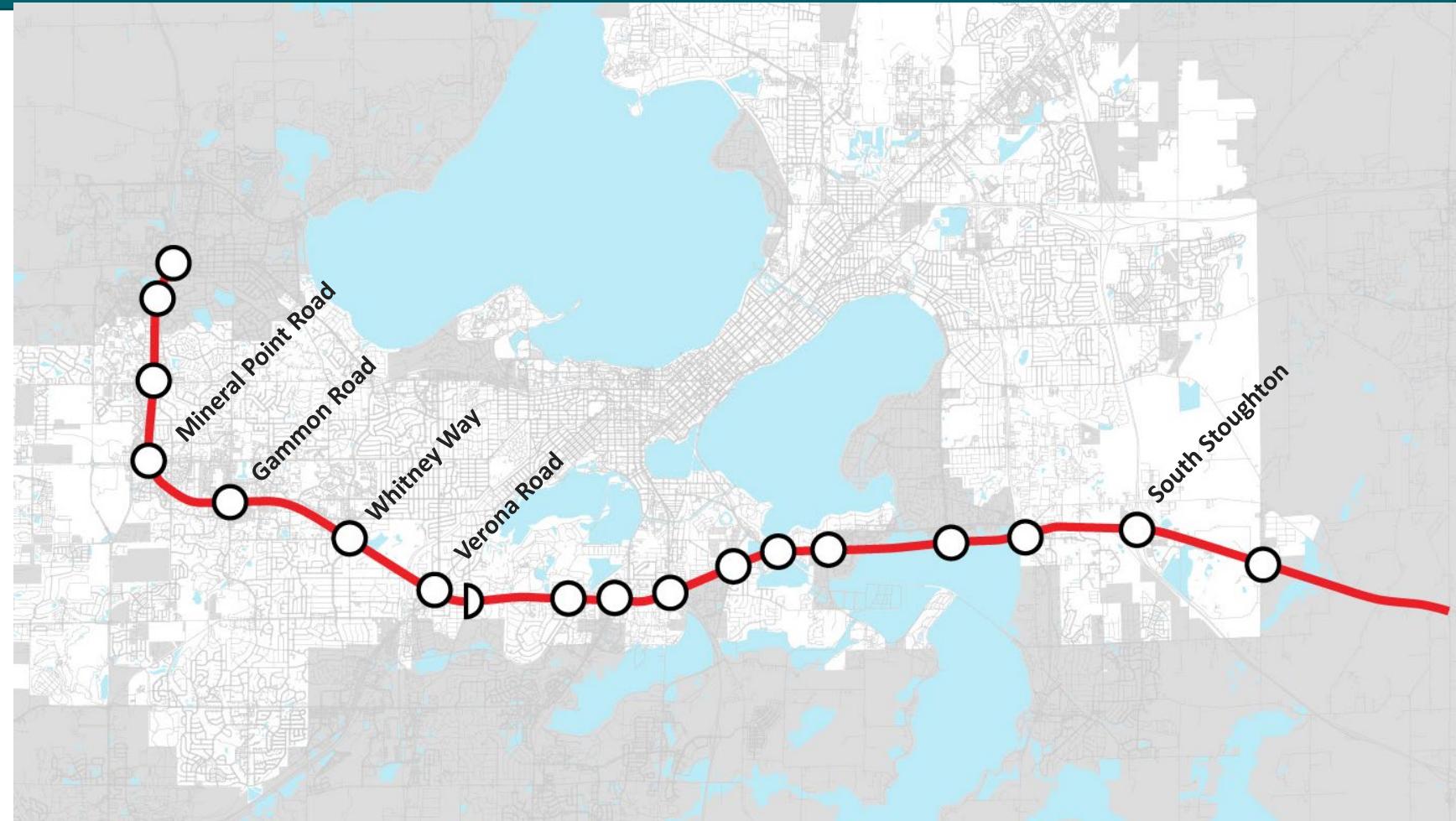
City of Monona

**Possible impacts: 4(f) [park] and wetland impacts; additional utility and sign impacts**



# Interchanges

- Study proposes reconfiguring 5 interchanges/ ramps
- Also proposes “conventional expansion” at all interchanges



# Verona Road Interchange Redesign

## Four Options + No Build into NEPA

- WisDOT bringing four design improvements into NEPA evaluation
  - Free Flow System Interchange
  - Full Diverging Diamond Interchange (DDI) with Southern Crossover
  - Partial DDI with design refinements
  - Lower Speed / Lower Impact Free Flow System Interchange
- Could have significant property impacts - up to 21 business and 33 household relocations
- Potential opportunity to improve local street connections

Figure 3.11-2 shows Component Concept 3 at the Verona Road interchange.

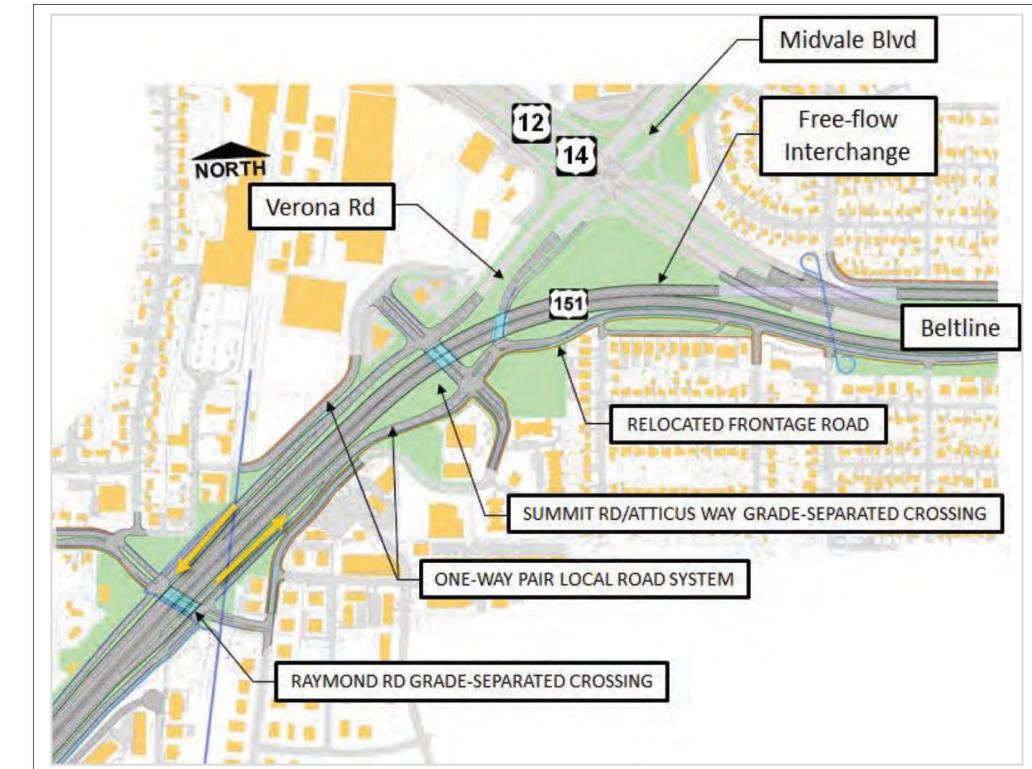
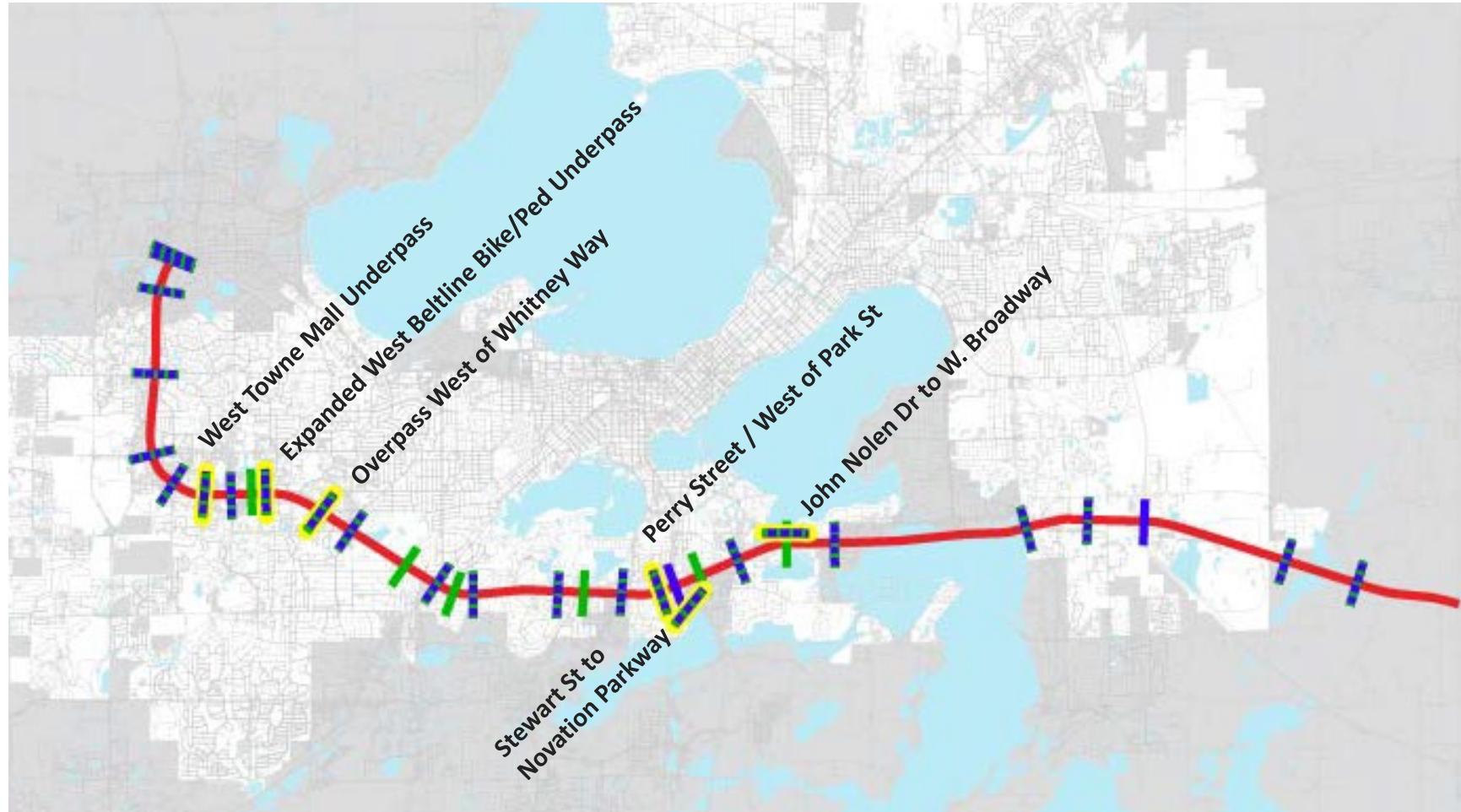


Figure 3.11-2 Component Concept 3-Free-flow System Interchange for US 18/151

# Roadway Connections

Study evaluates 5 new roadway connections that would include bike/ped facilities



# W of Gammon Roadway Underpass

(Watts Road to West Towne Mall)



Anticipated Relocations:



0



0



In Southwest Area Plan

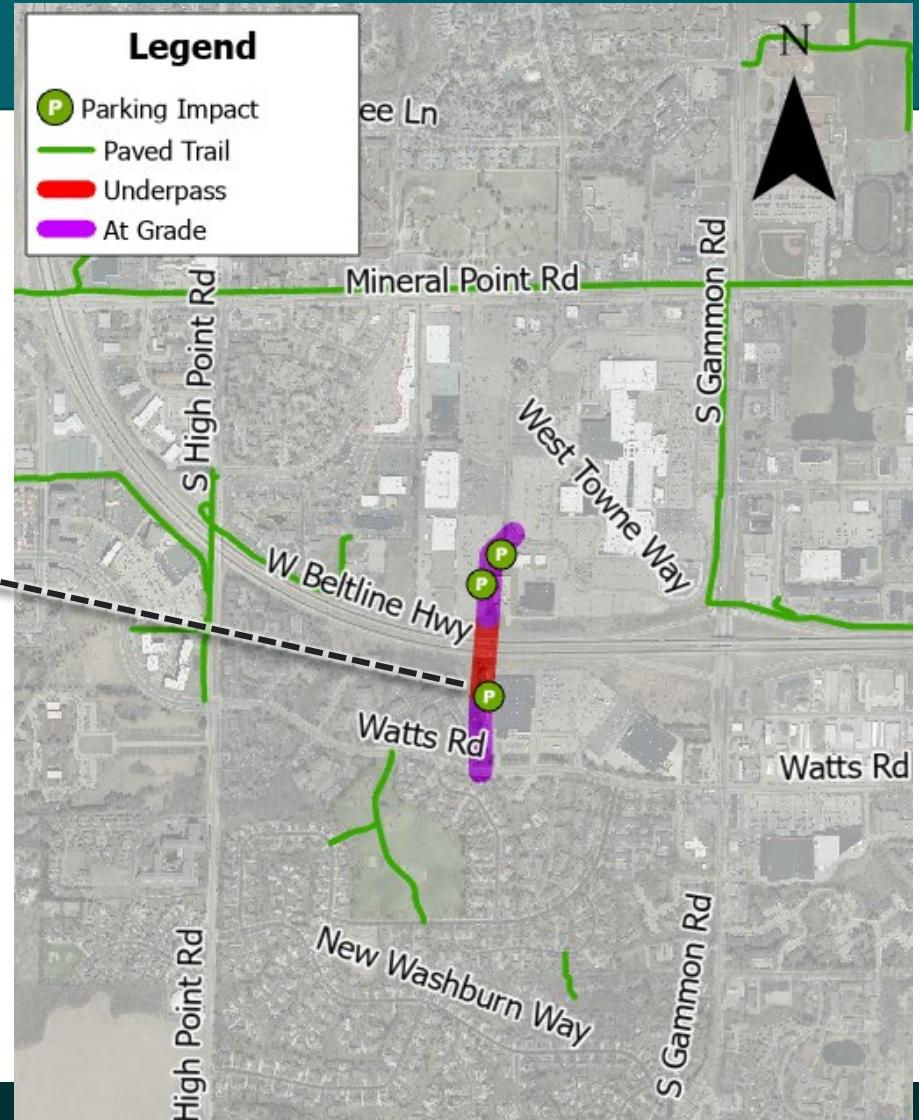


Improves Transit Access

## Nearest Crossings:

West: 0.5 mile (High Point)

East: 0.33 miles (Gammon)



# E of Gammon Roadway Underpass

(Seybold/Struck to Grand Canyon; replaces Bike/Ped)

Anticipated Relocations:

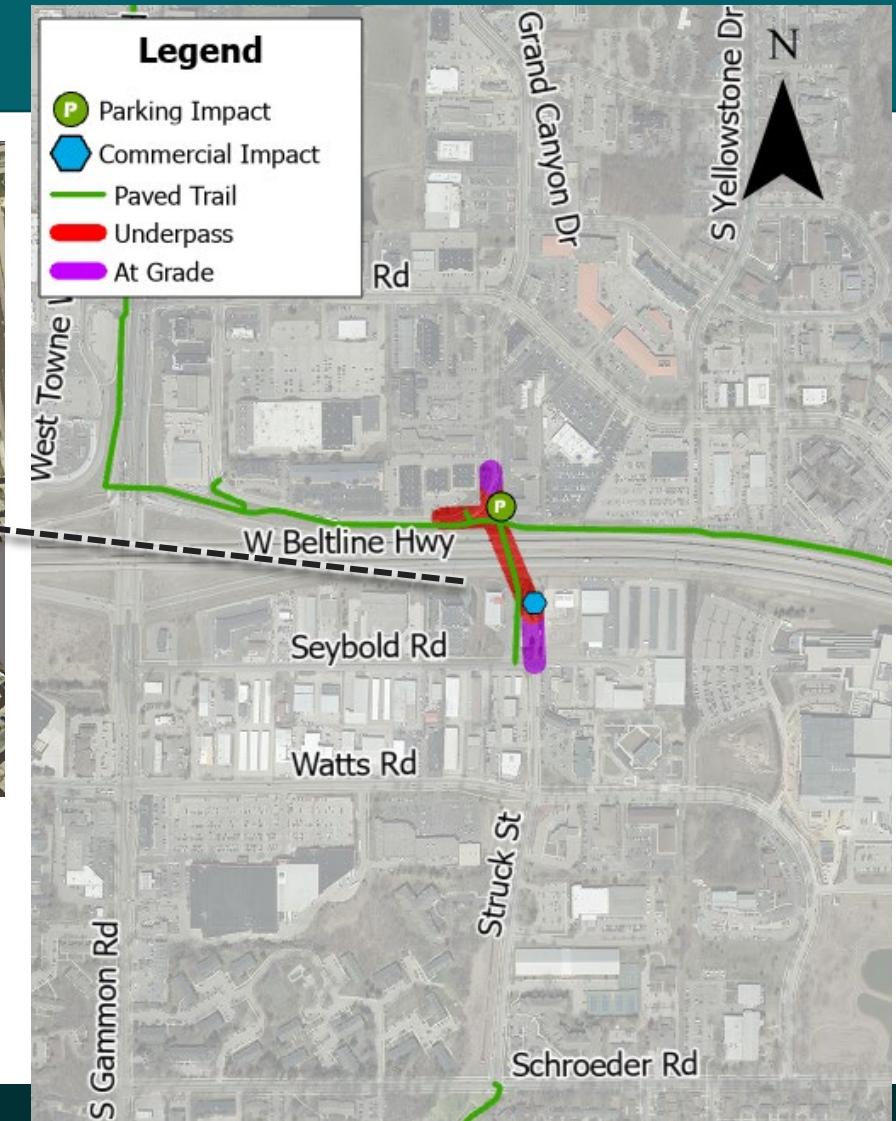


 In Southwest Area Plan

## Nearest Crossings:

West: 0.33 mile (Gammon)

East: 1.25 miles (Whitney)



# W of Whitney Way Roadway Overpass

(Kessel Court to Odana Road)

Anticipated Relocations:



0



6

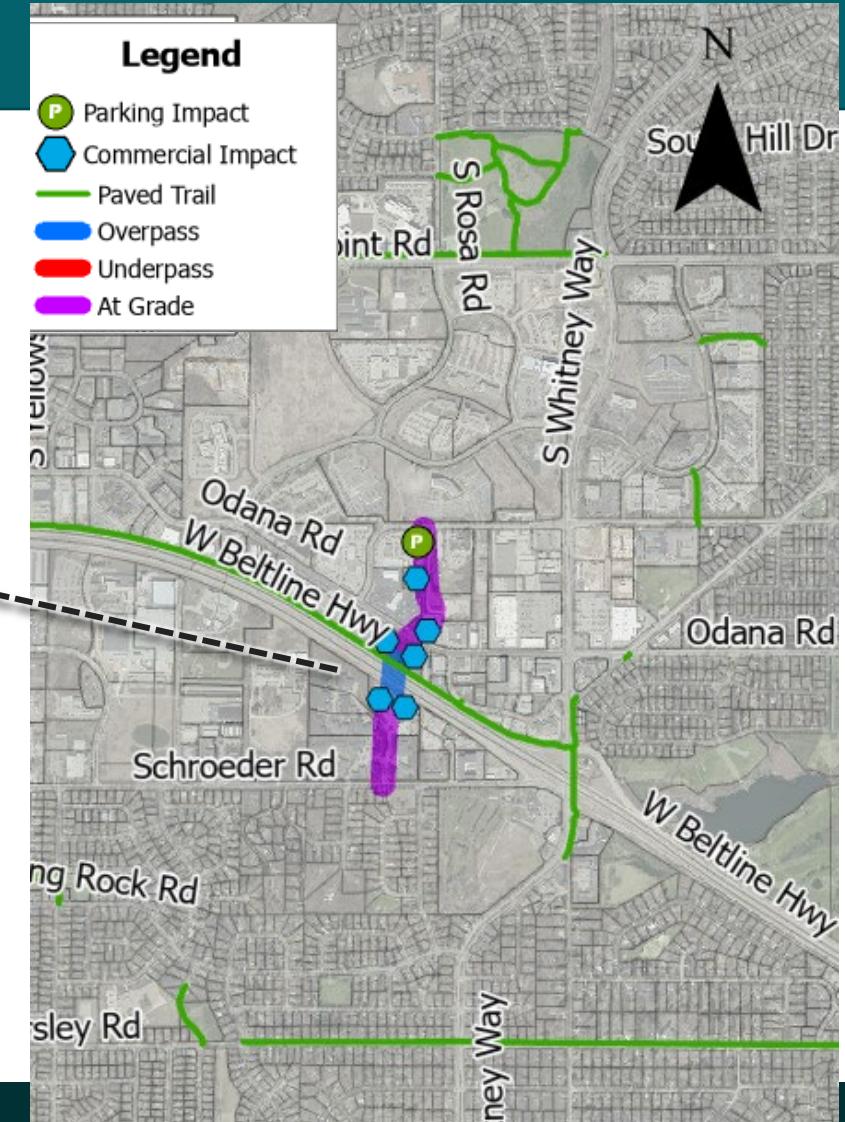


In Southwest Area Plan

## Nearest Crossings:

West: 1.33 mile (Gammon)

East: 0.25 miles (Whitney)



# W of Park St Roadway Overpass

(Perry Street)

Anticipated Relocations:

 2  
 7

 Opportunity to  
Straighten Rt G or  
H

## Nearest Crossings:

South: Stewart Proposed  
0.25 miles



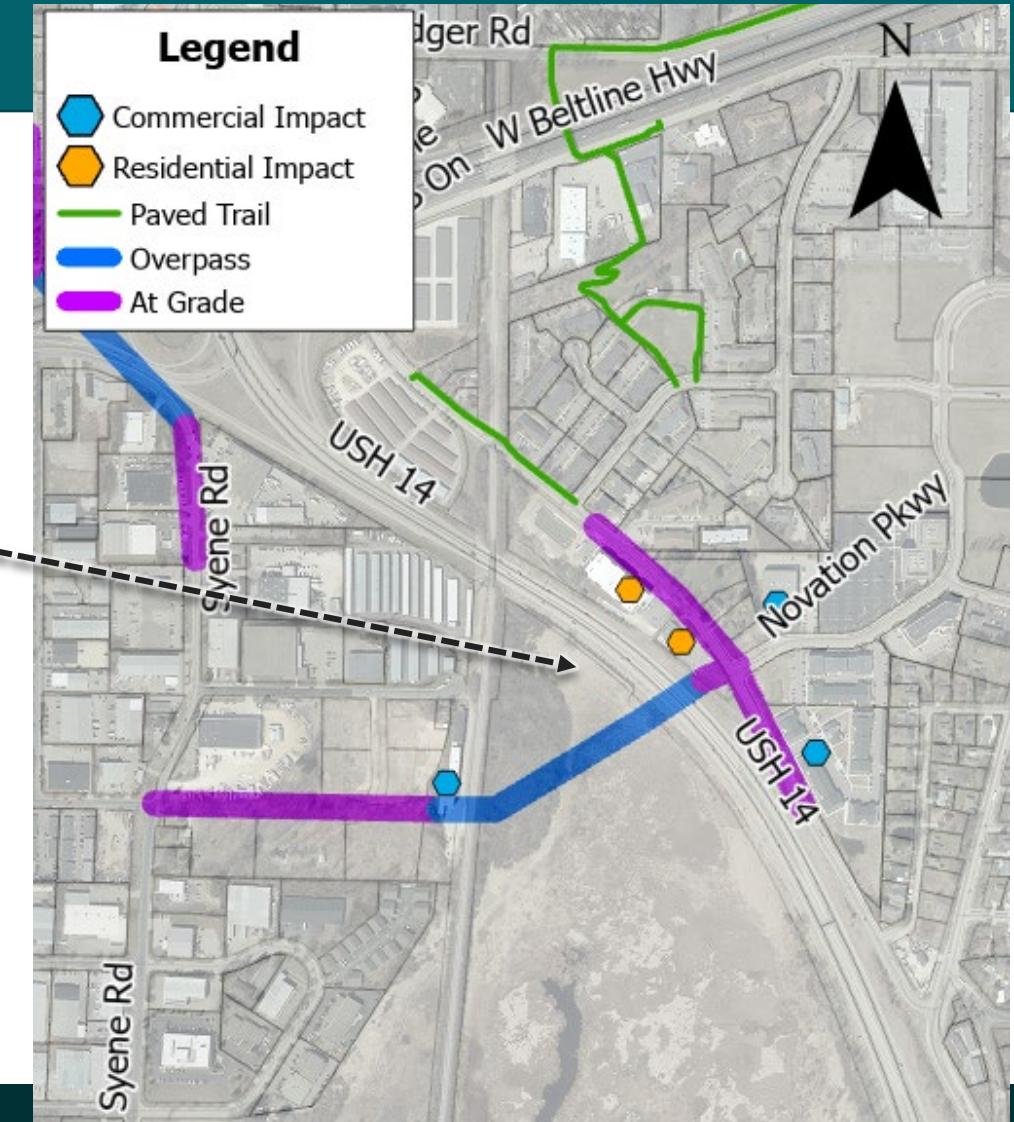
# Stewart St to Novation Parkway Roadway Overpass



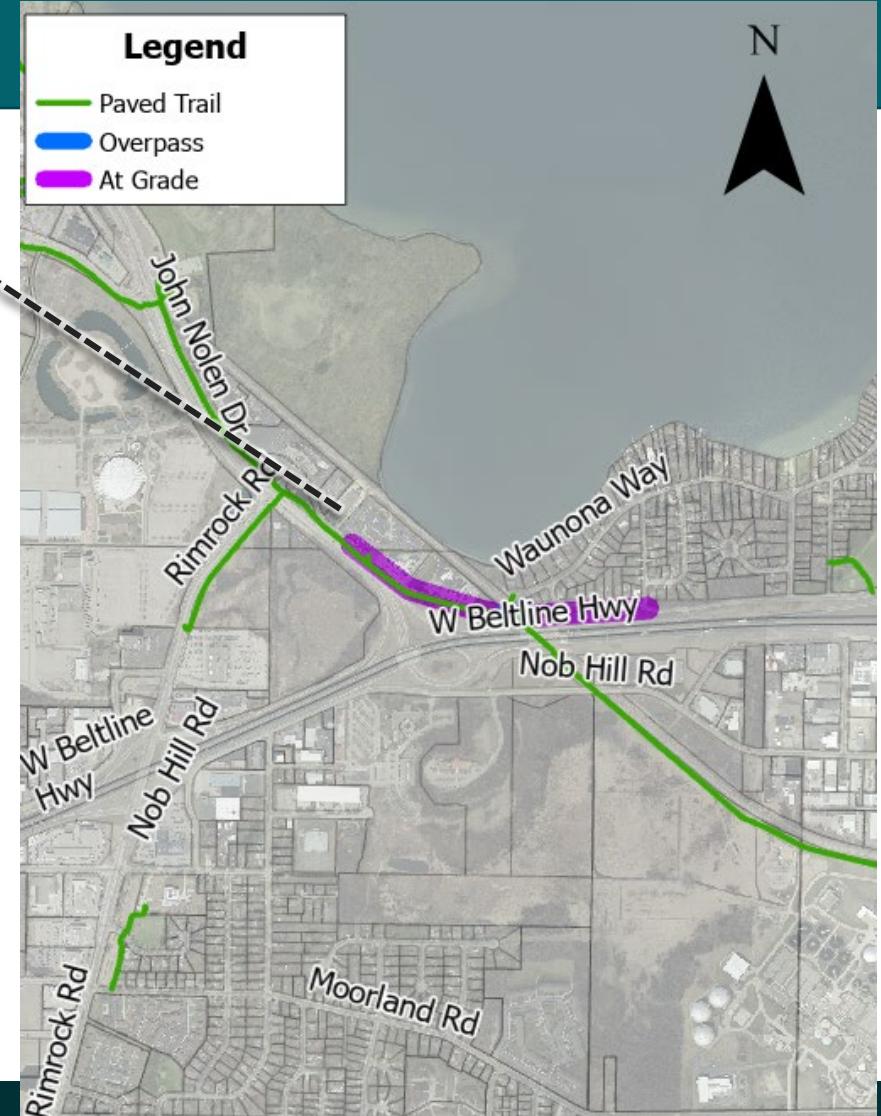
Anticipated Relocations:

Opportunity to Straighten Rt G

2  
 3



# John Nolen Dr to W. Broadway Roadway Connection



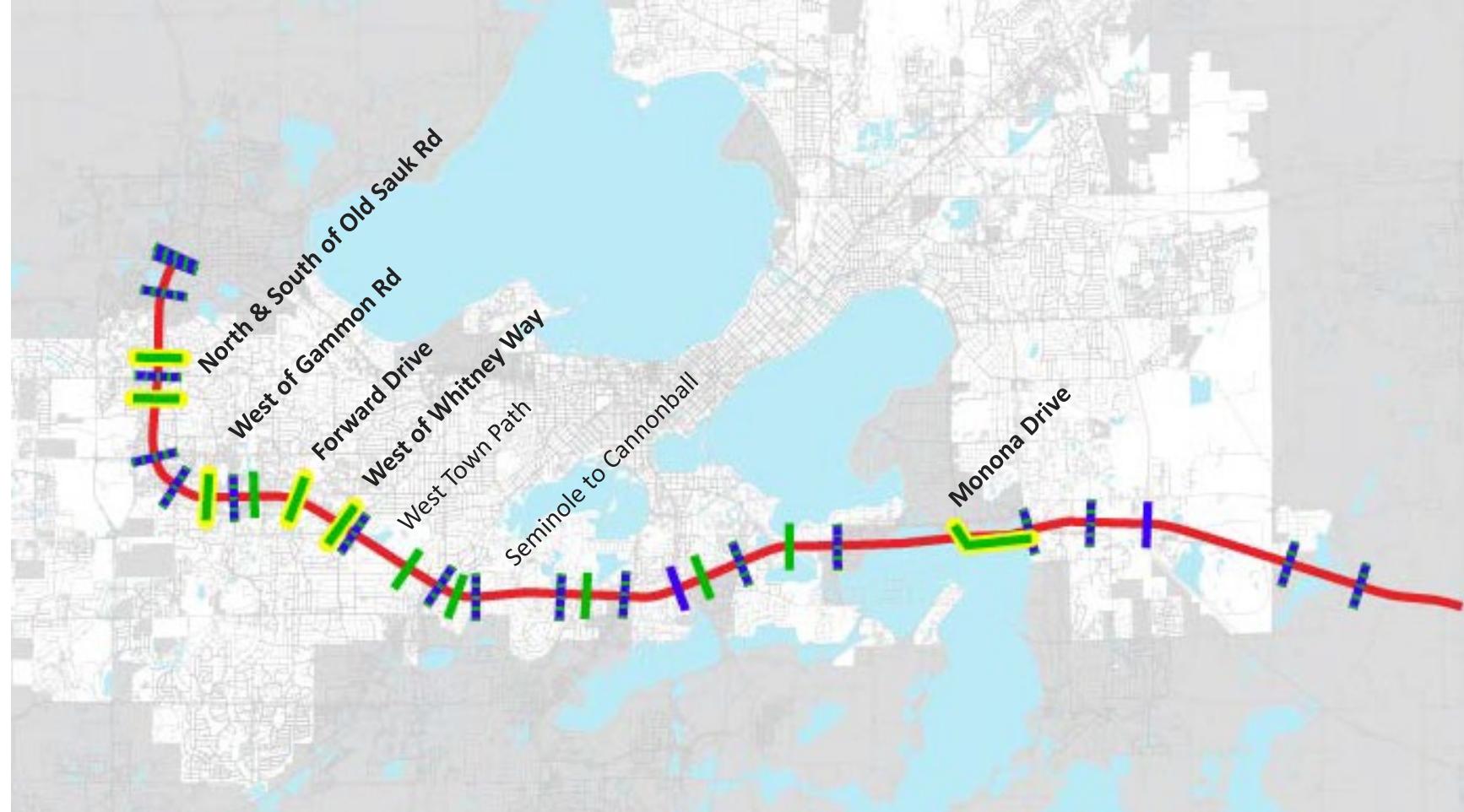
Anticipated Relocations:

	1
	0



# New Bike/Ped Crossings + Components

Study evaluates  
8 new bike/ped  
connections

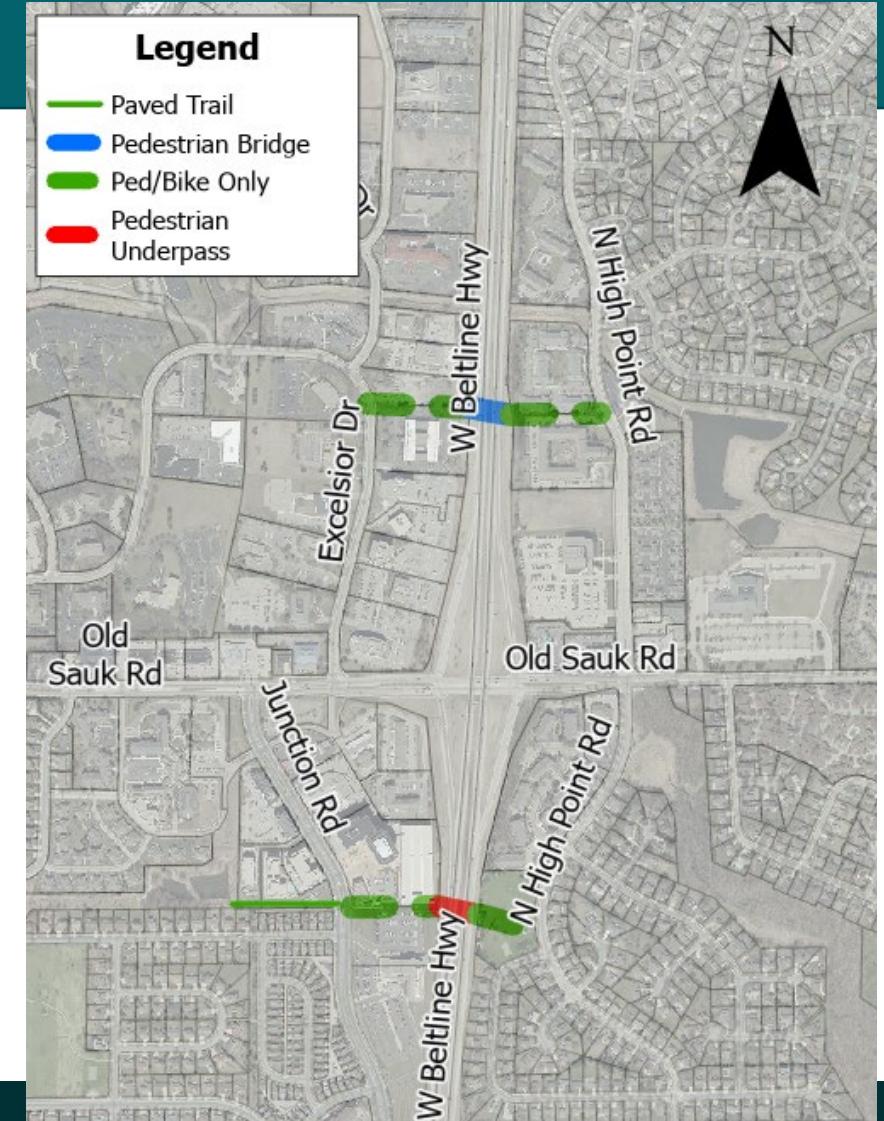


# North & South of Old Sauk Rd Ped/Bike connections

Anticipated Relocations:



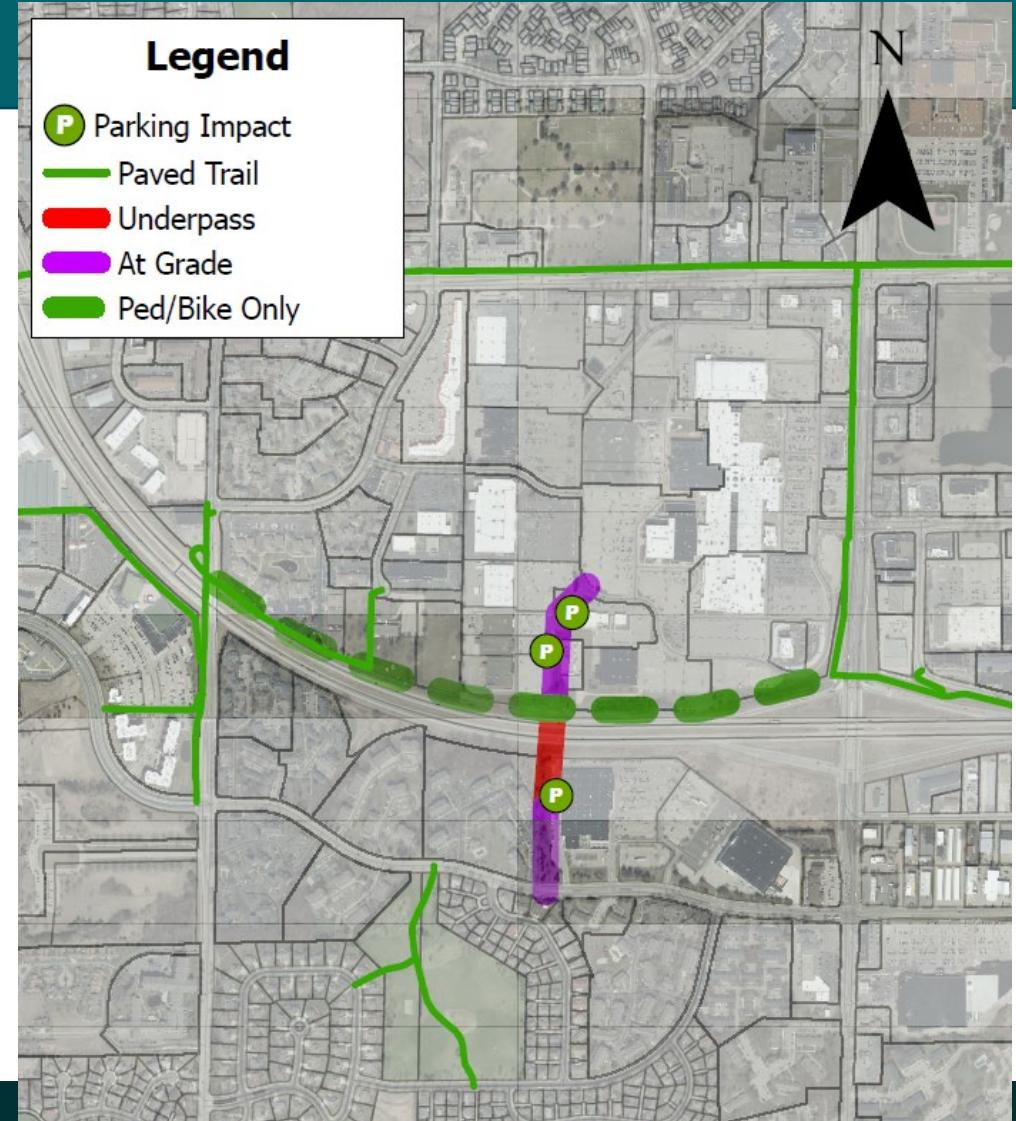
Improve transit access  
for underserved  
neighborhood



# West of Gammon Rd Ped/Bike connection

Anticipated Relocations:

 0  
 0

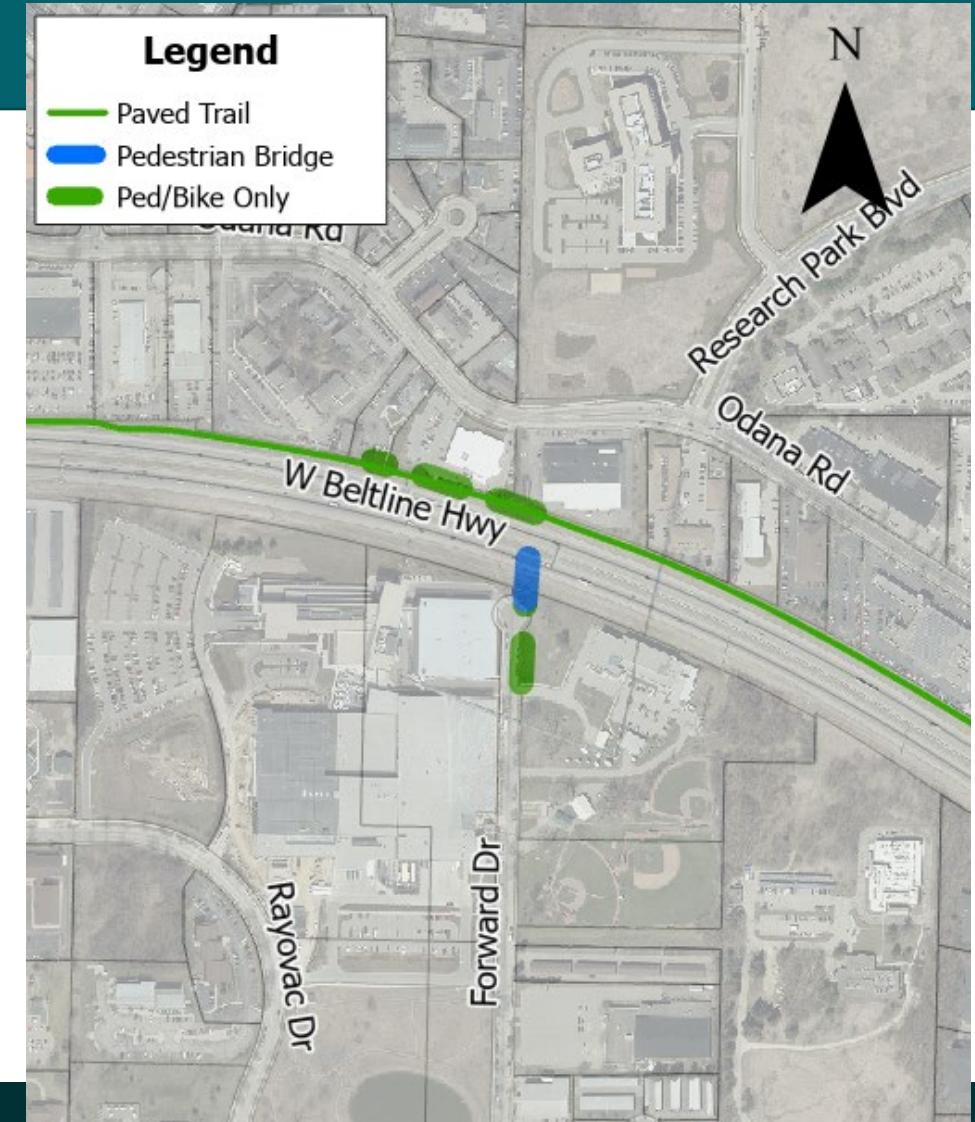


# Forward Drive (West of Whitney Way) Ped/Bike connection

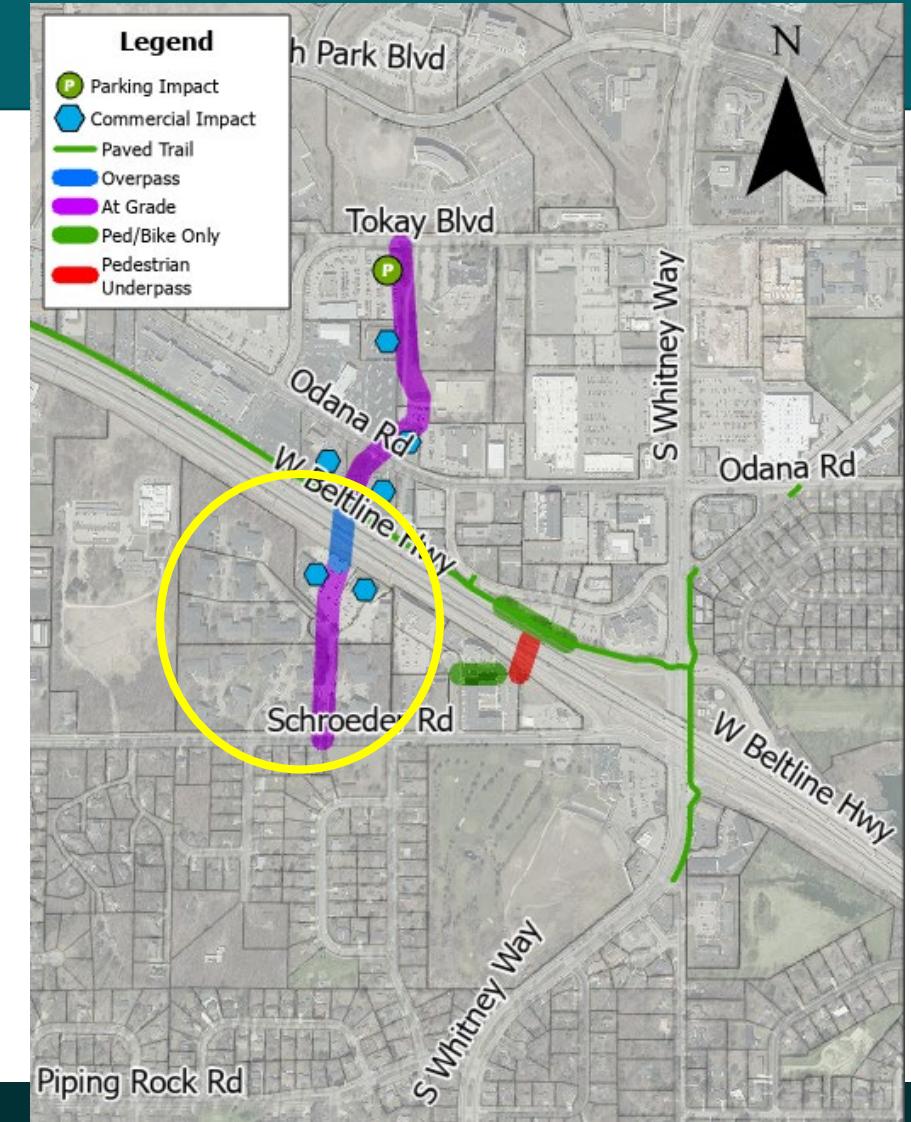
Anticipated Relocations:

 0  
 0

 In Southwest Area Plan



# West of Whitney Way Ped/Bike connections



Anticipated Relocations:

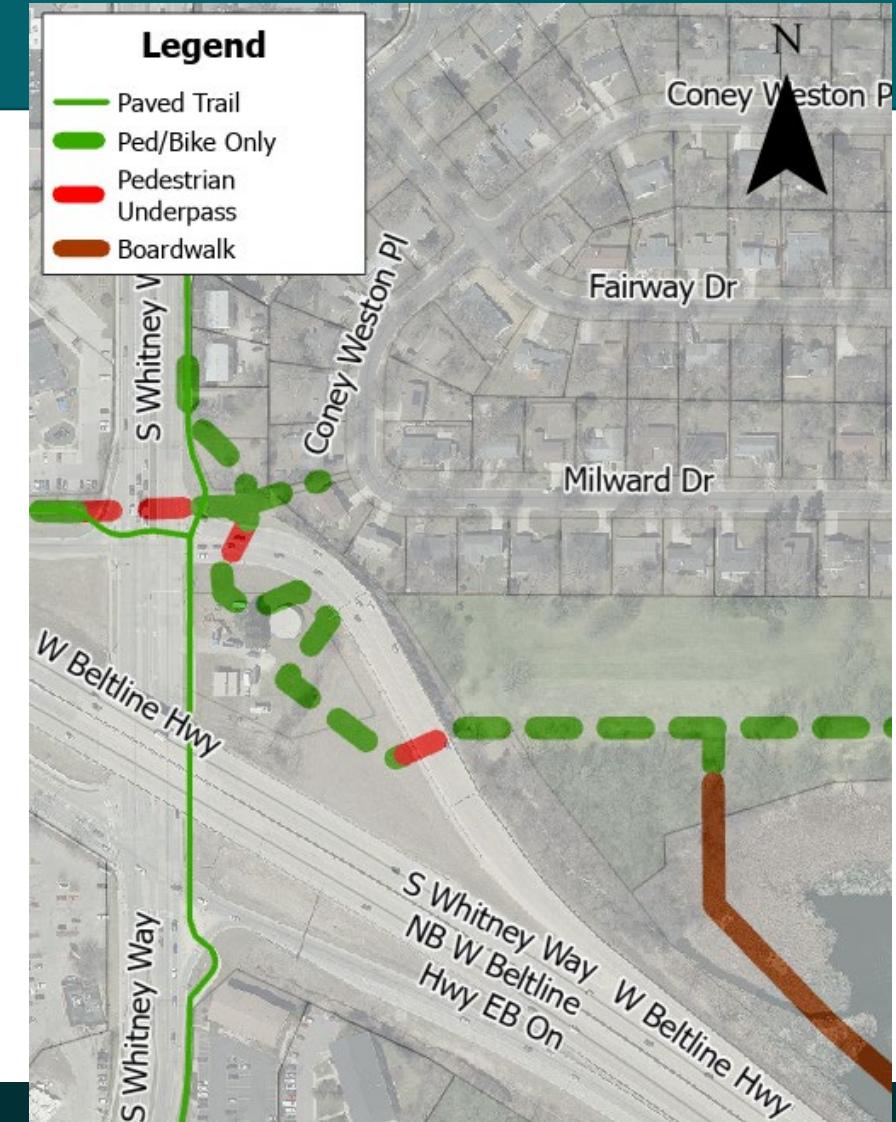
0  
6

# West Towne Path to Southwest Path (across Whitney) Ped/Bike connection

- ✓ Connecting West Towne Path to Southwest Commuter Path

Anticipated Relocations:

 0  
 0

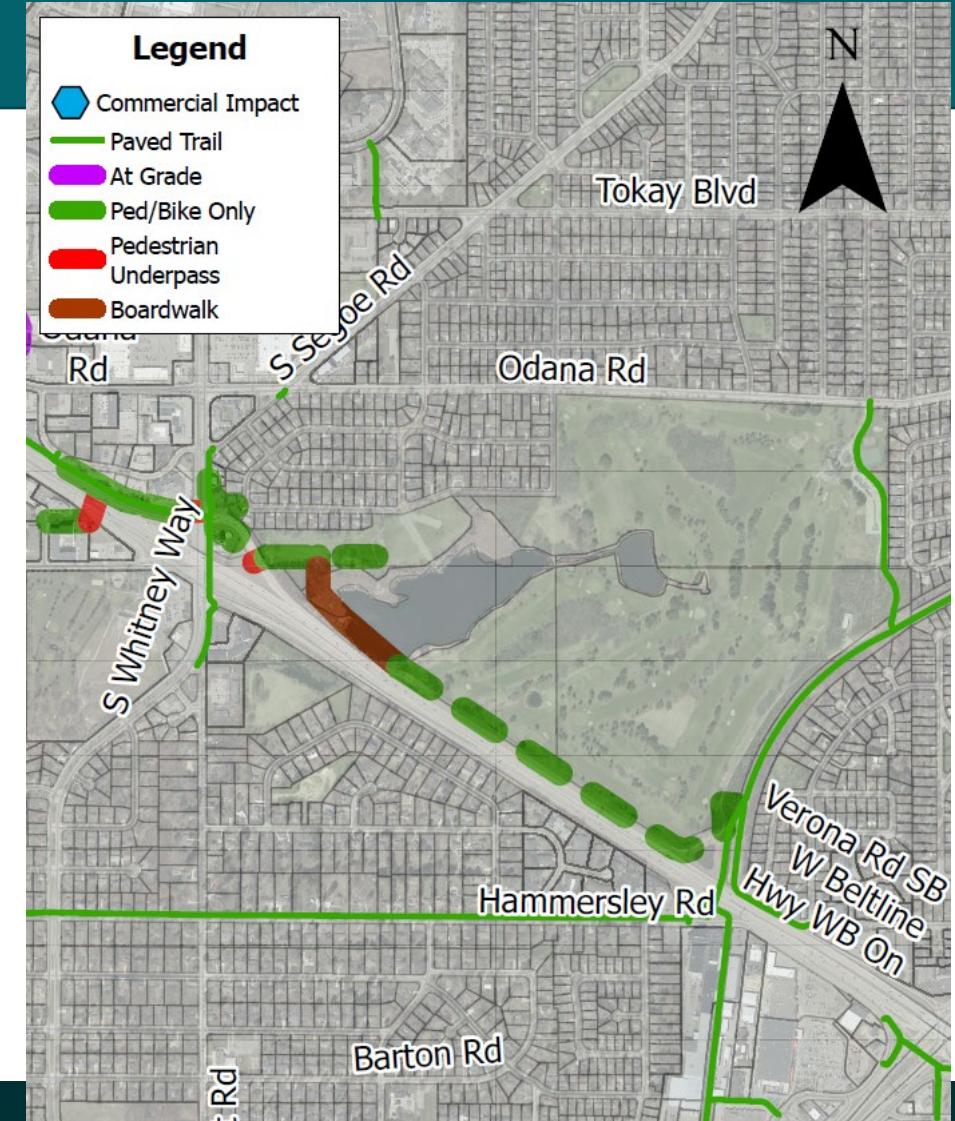


# West Towne Path to Southwest Path Ped/Bike connection

- ✓ West Towne Path connection  
(have built most of it except  
last segment)

Anticipated Relocations:

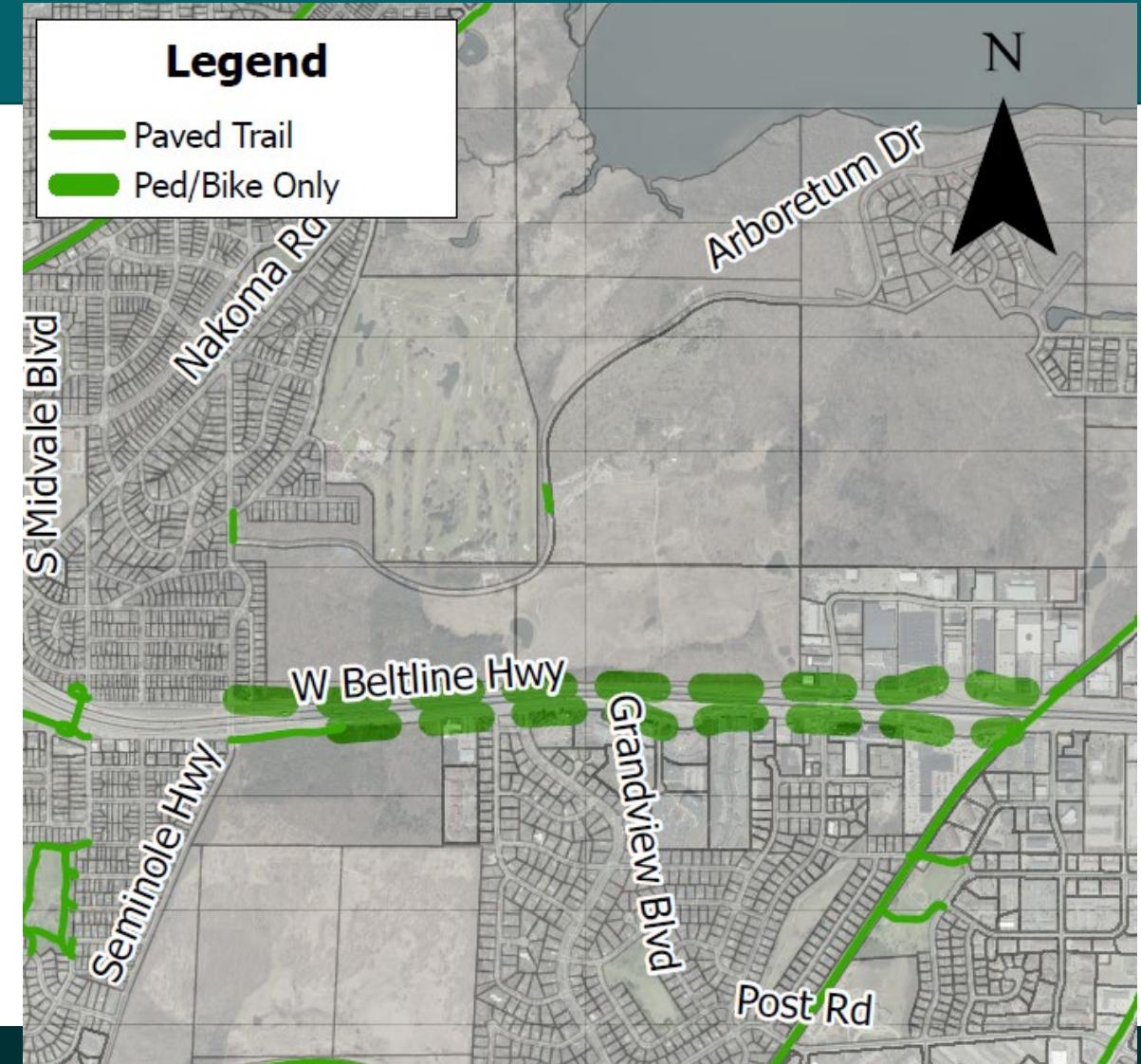
 0  
 0



# Seminole to Cannonball Path Ped/Bike connection

Anticipated Relocations:

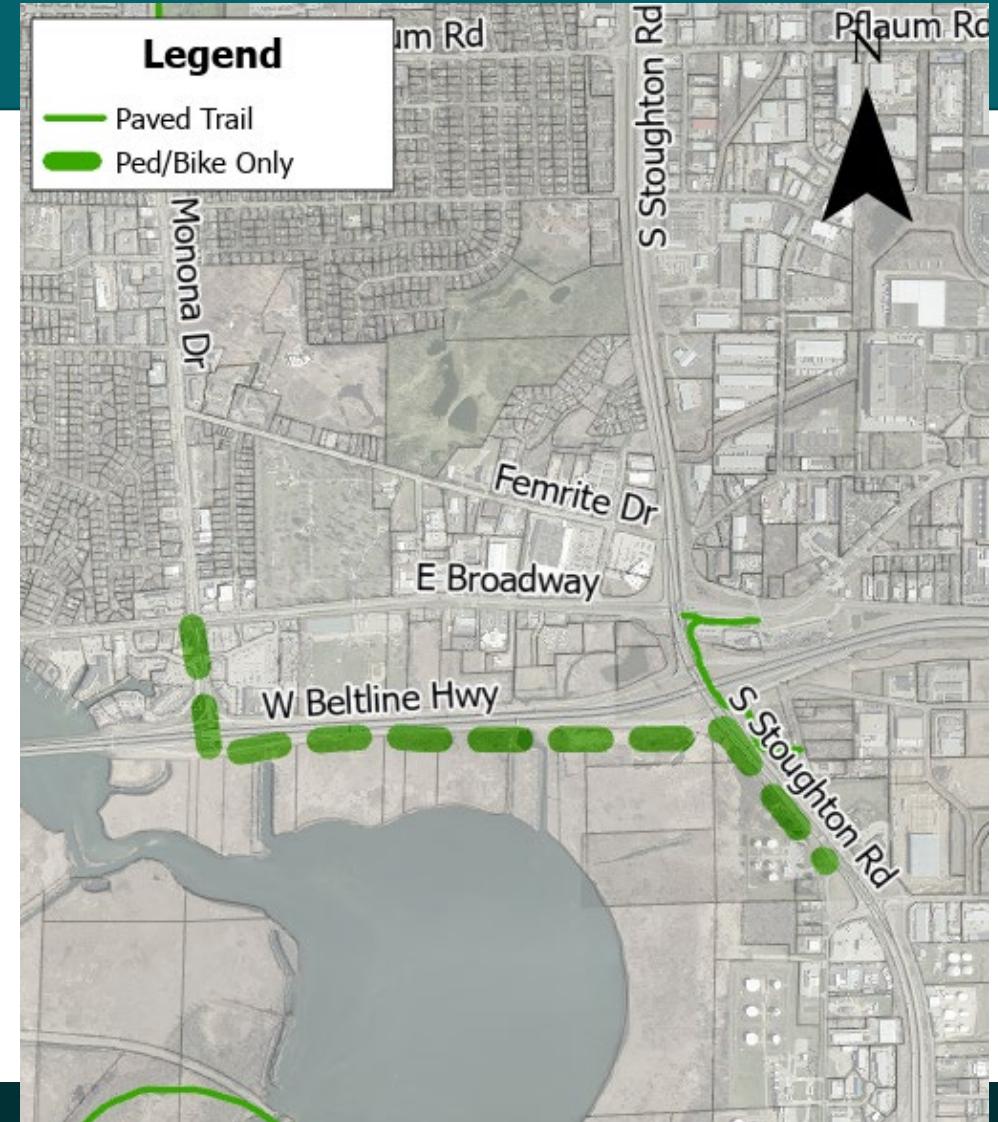
 2  
 10



# Monona Dr Ped/Bike connection

Anticipated Relocations:

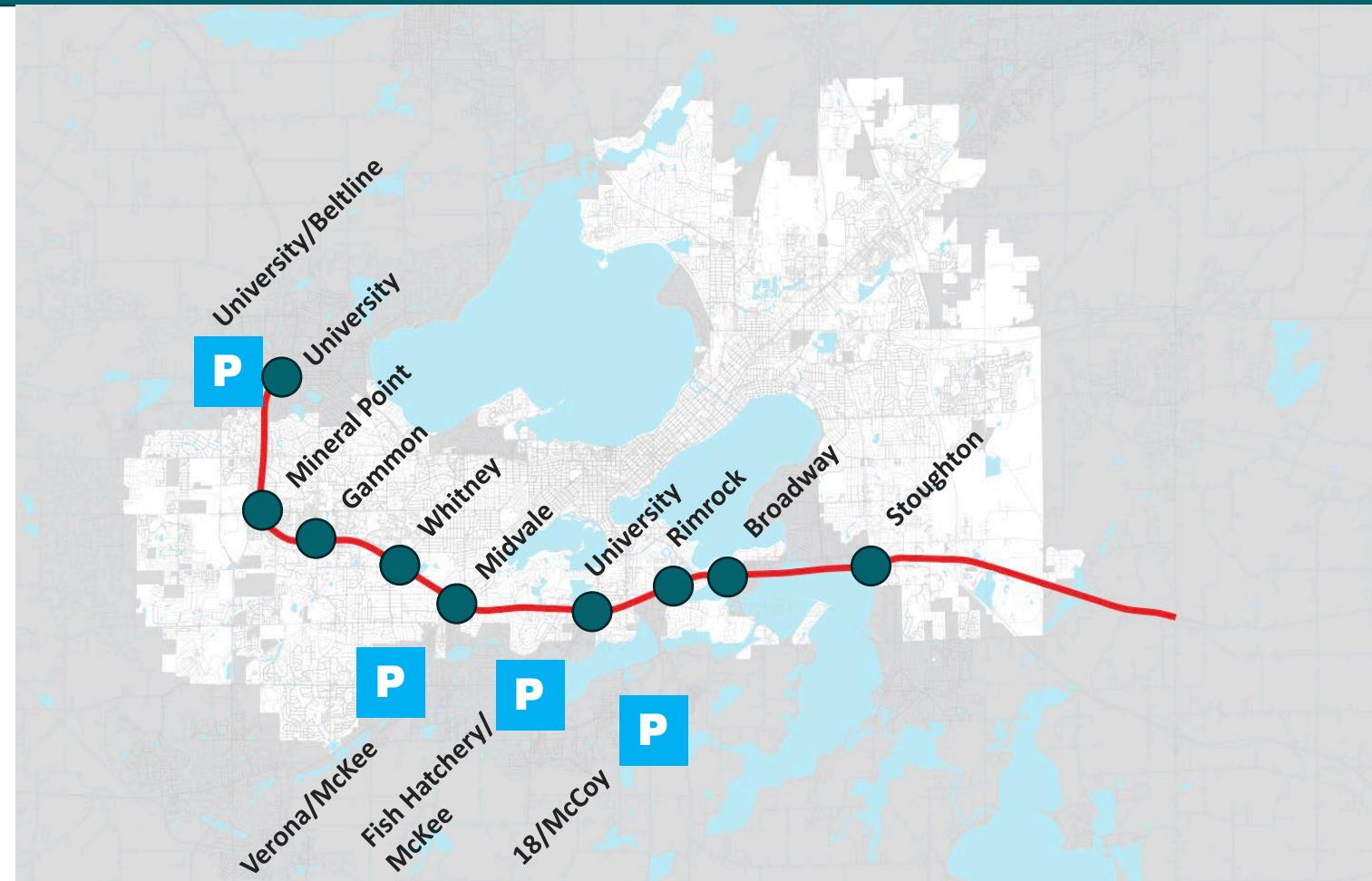
 0  
 0





# Transit and Park & Ride

- Transit priority on roadways crossing the Beltline
- 4 park and rides



# Key questions

- Does the city support adding general purpose lanes?
- Does the city support extending the flex lane?
- Does the city support the weave structures?
- Does the city support interchange reconstructions?
- Does the city have any concerns about roadway and ped/bike connections?
- Should additional connections be considered?
- Should anything else be considered?