



# WisDOT Beltline Planning and Environmental Linkages (PEL) Study

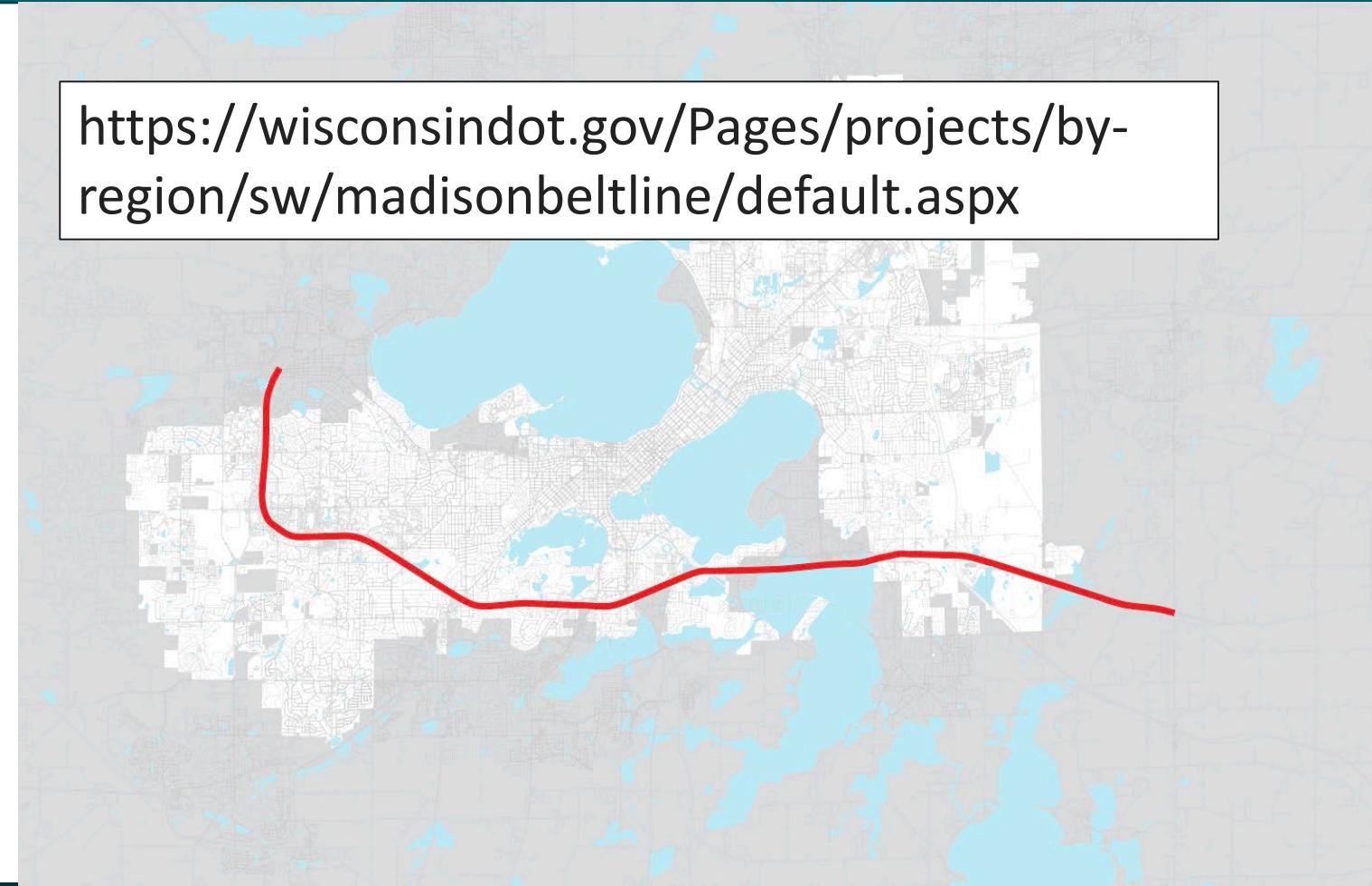
Overview for Transportation Commission

January 7, 2026

# What is WisDOT's PEL Study?

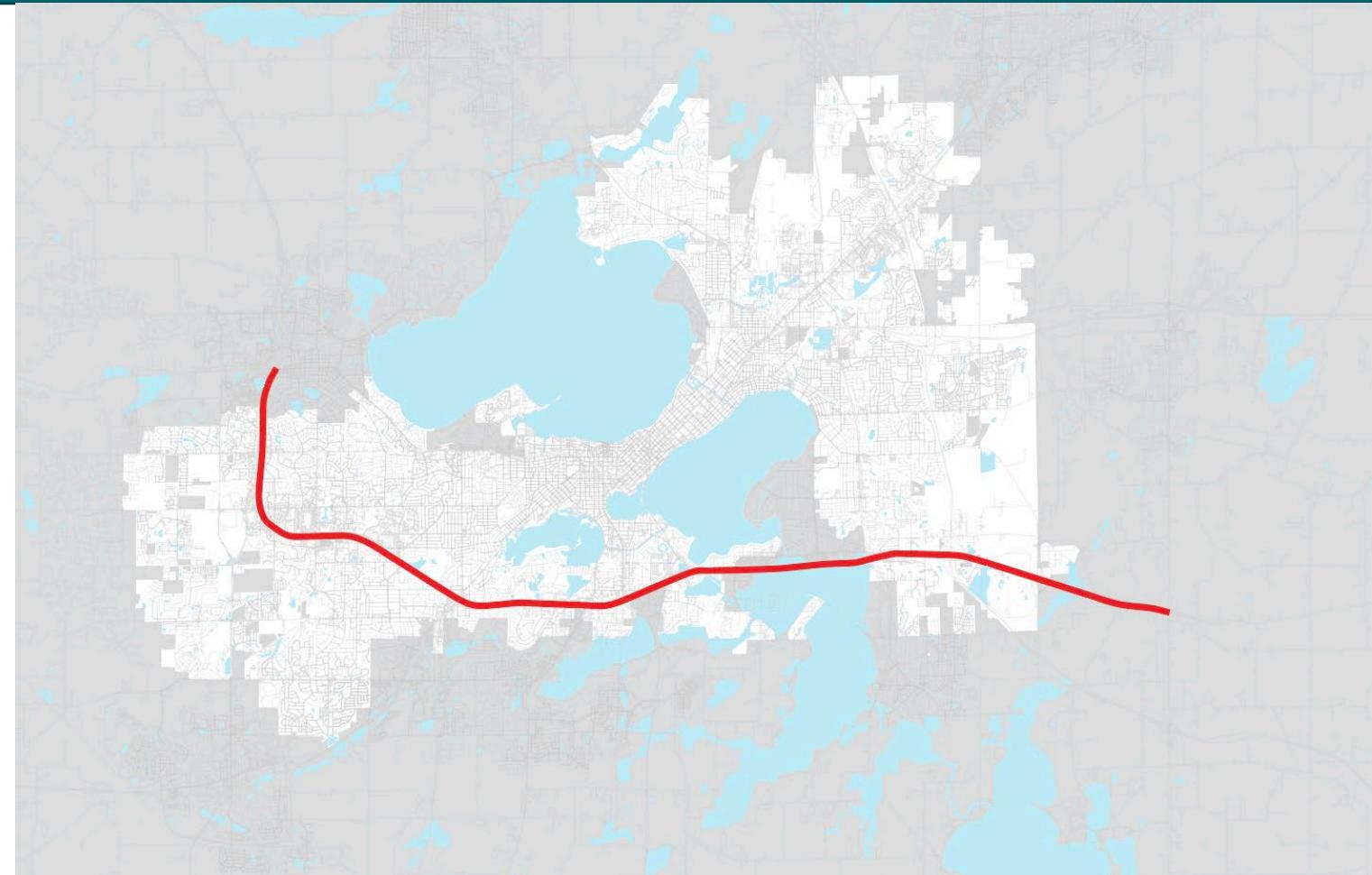
- First step in the federal process for a transportation project, intended to identify transportation issues, develops a clear project purpose, and evaluates alternative. It comes before a NEPA process.
- Limits: USH 14 to CTH N

<https://wisconsindot.gov/Pages/projects/by-region/sw/madisonbeltline/default.aspx>



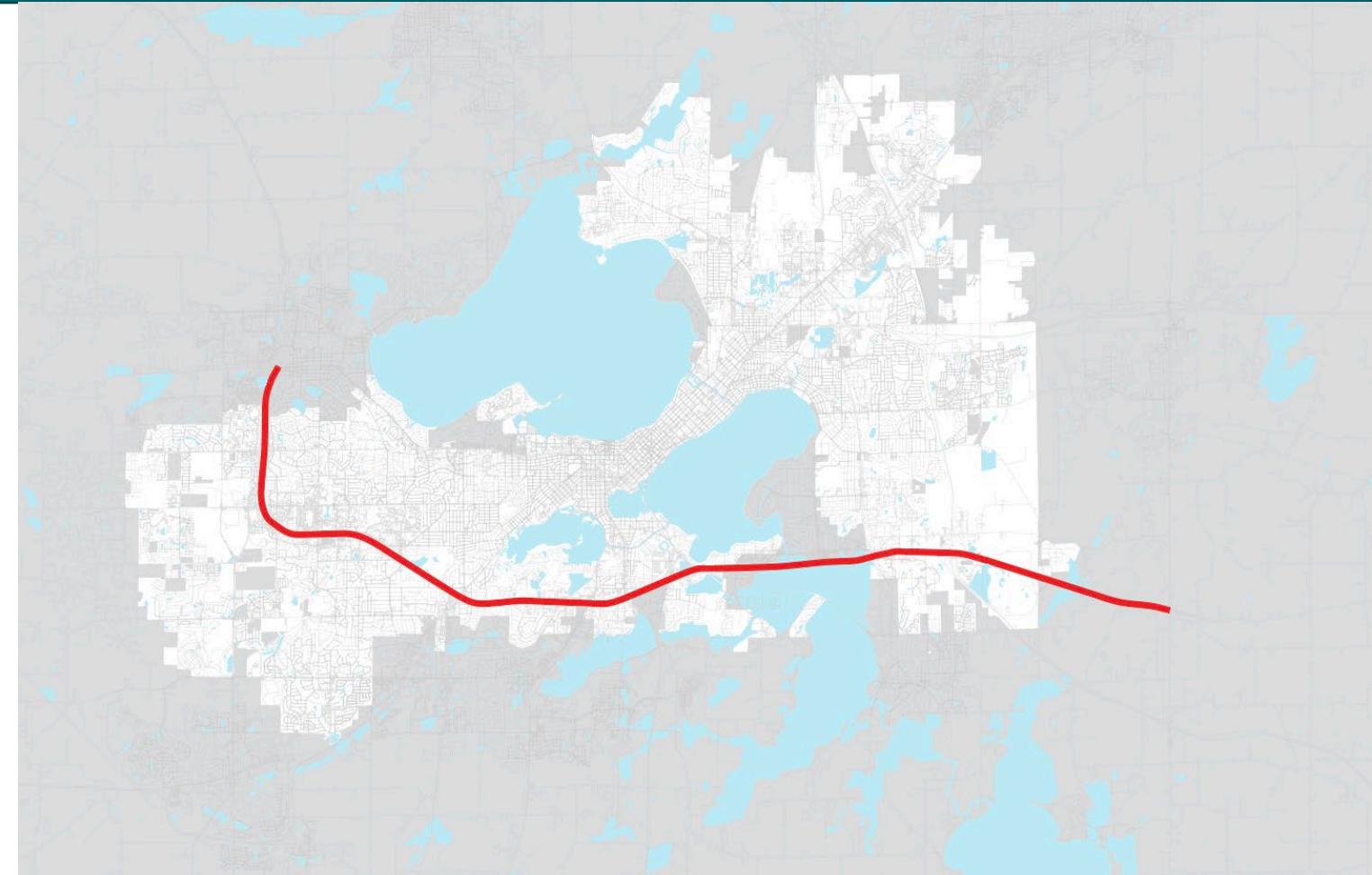
# The city's role

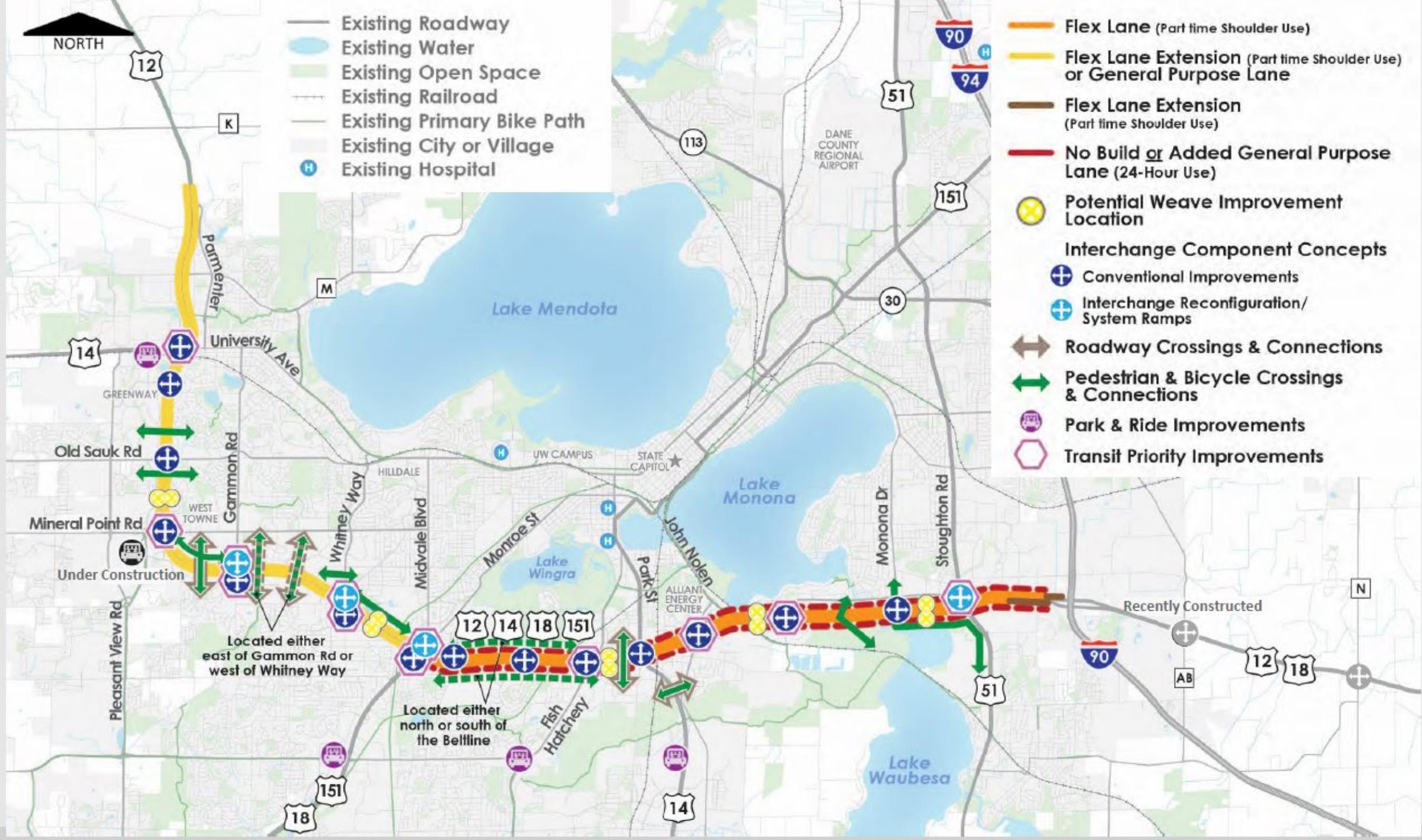
- This is a WisDOT study.
- The City will provide comments to WisDOT.
- Common Council could also choose to adopt a resolution.
- Any members of the public with comments should submit them to WisDOT by Jan 15.



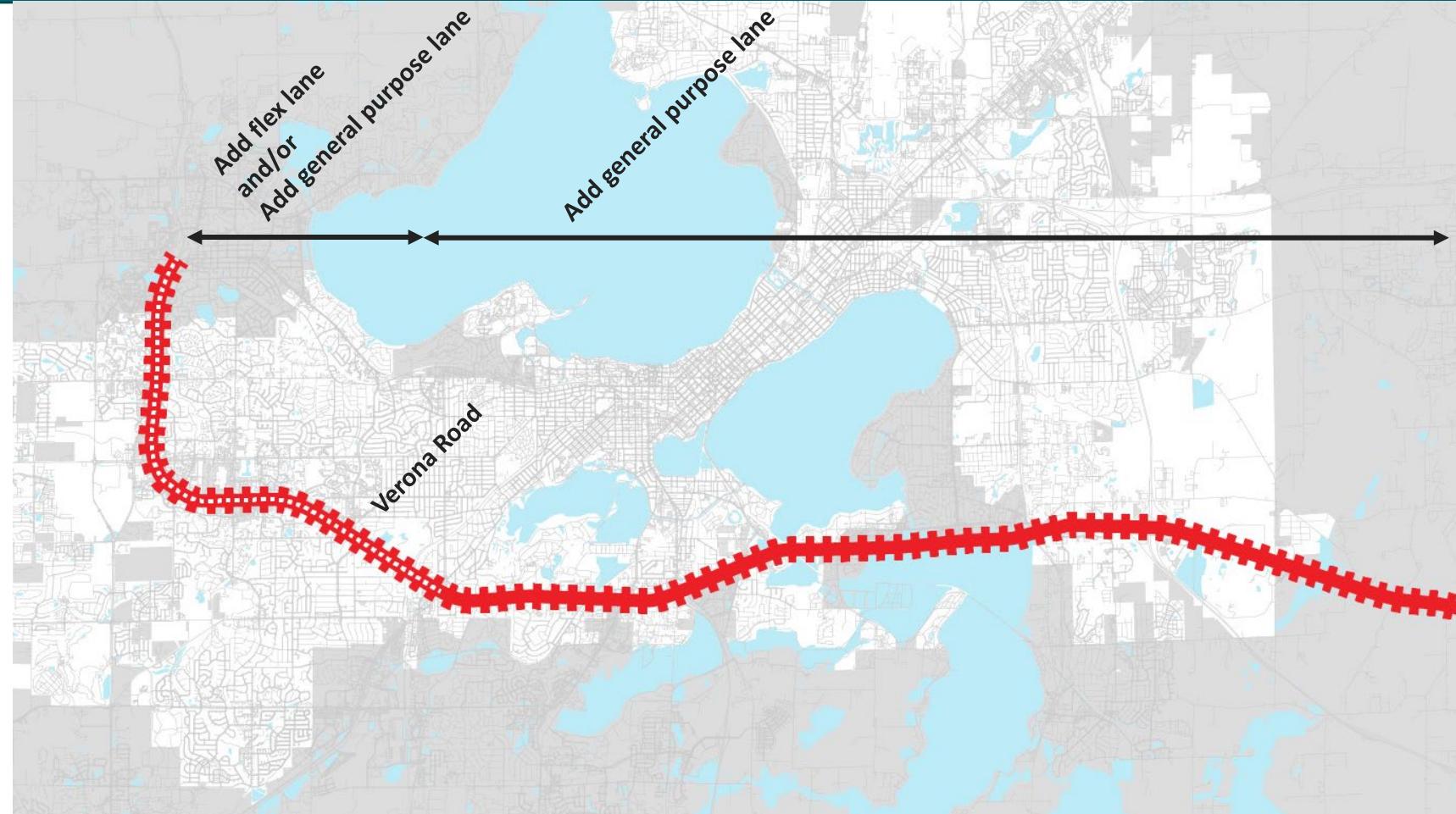
# What's being considered by WisDOT

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



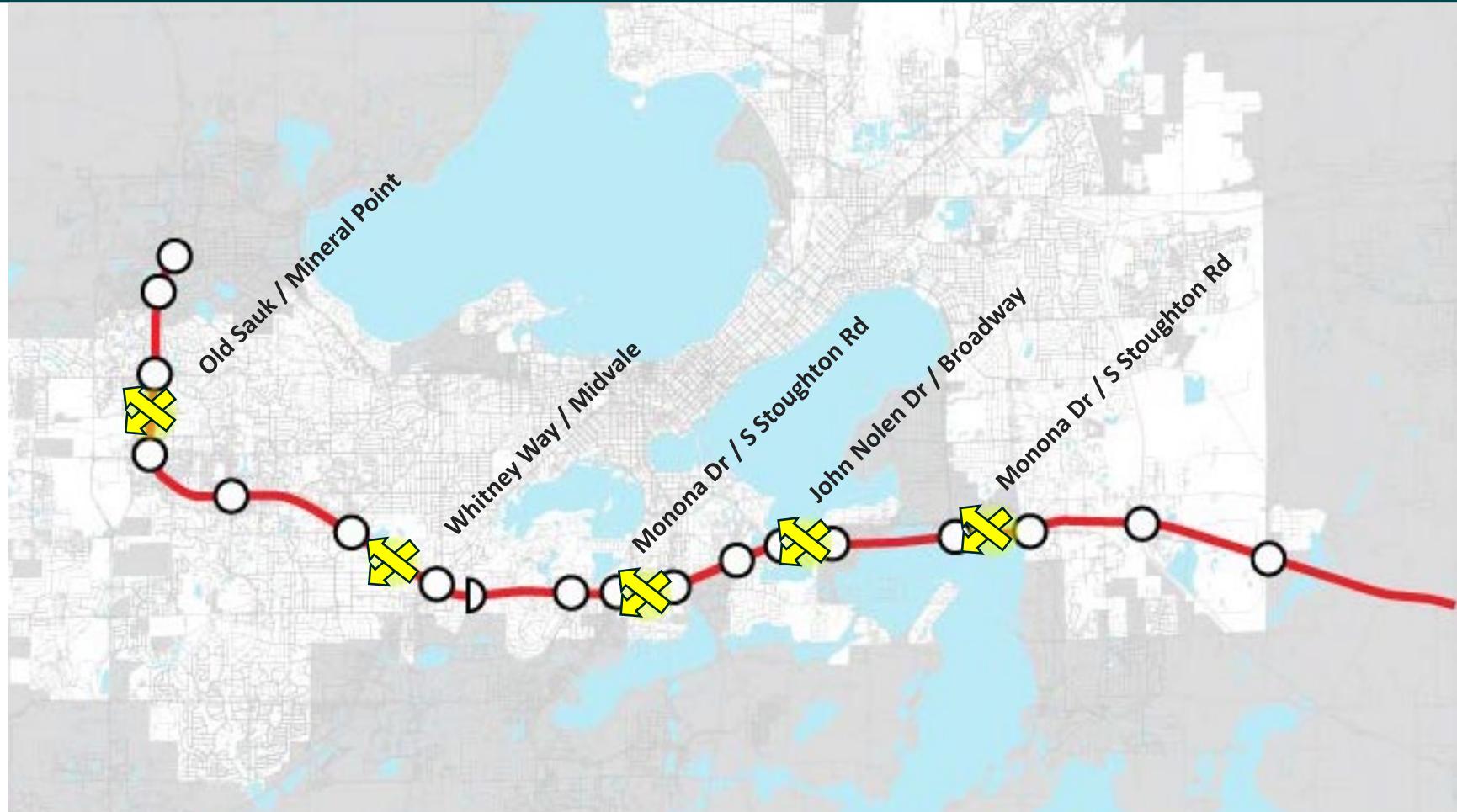


# General Purpose and/or Flex Lane Extensions



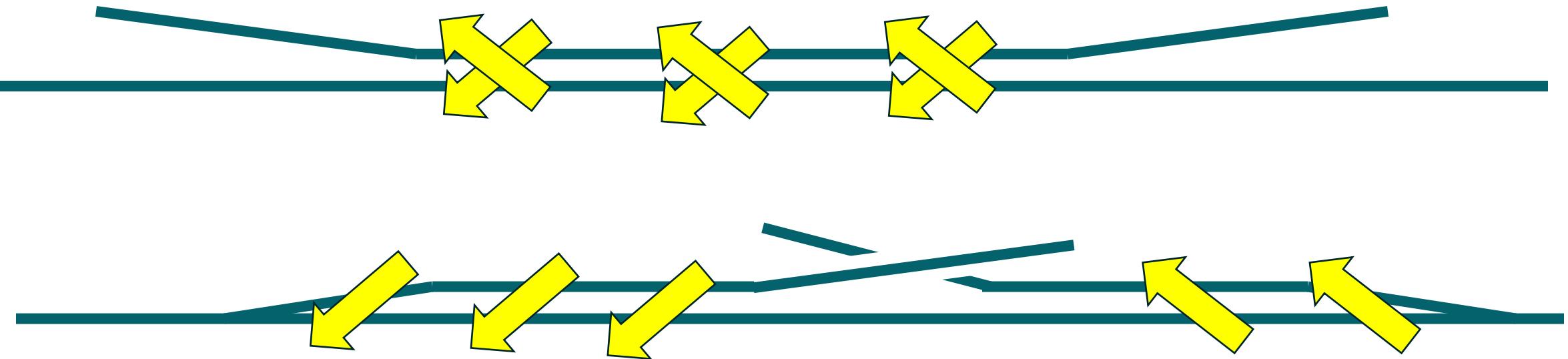
# Weaves

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



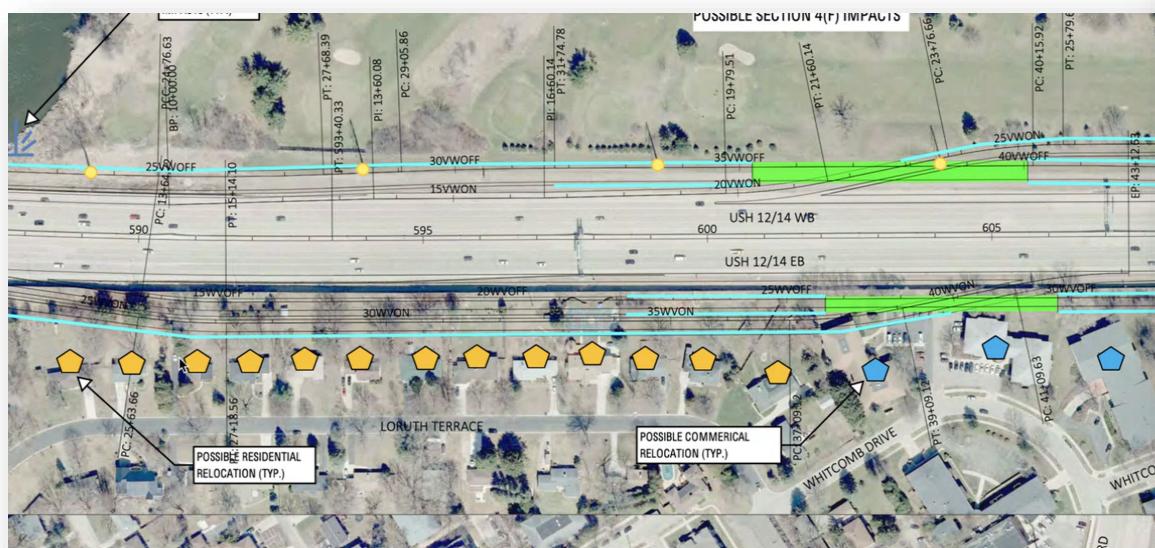
# Weaves – Overview

- Benefits – reduced conflicts between interchanges; improved merging geometry



# Weaves – Overview

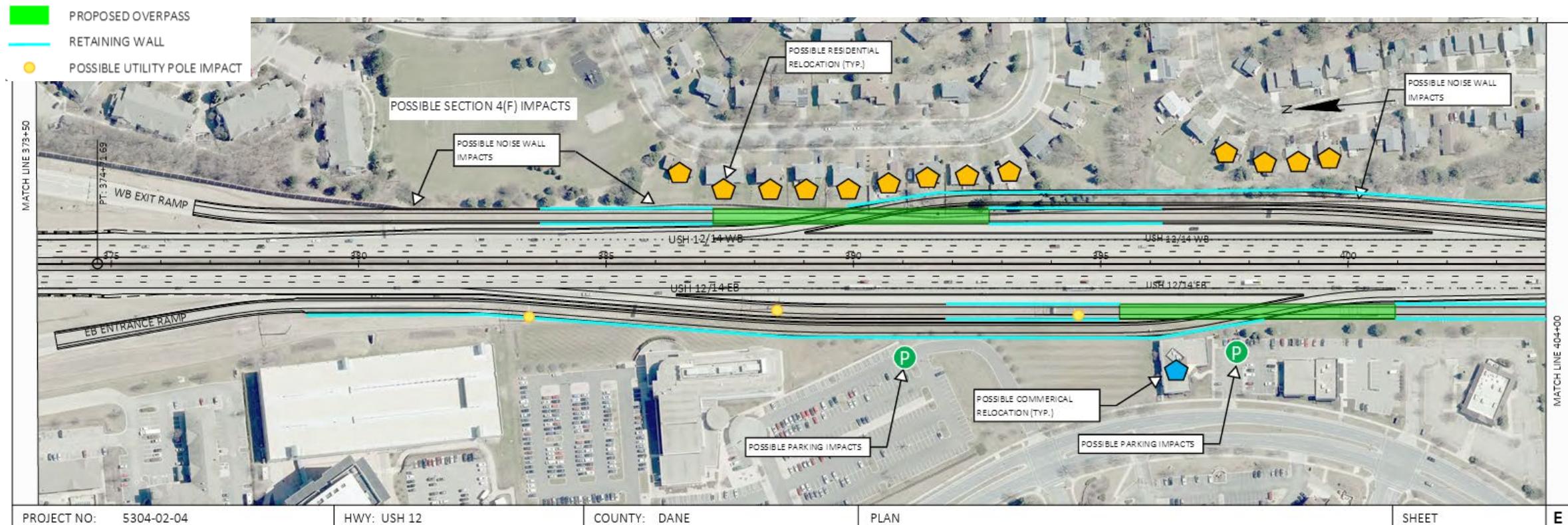
- Concerns – Property impacts, visual, noise impacts, encourages higher vehicle speeds



Source: Mobility 35, Texas Department of Transportation

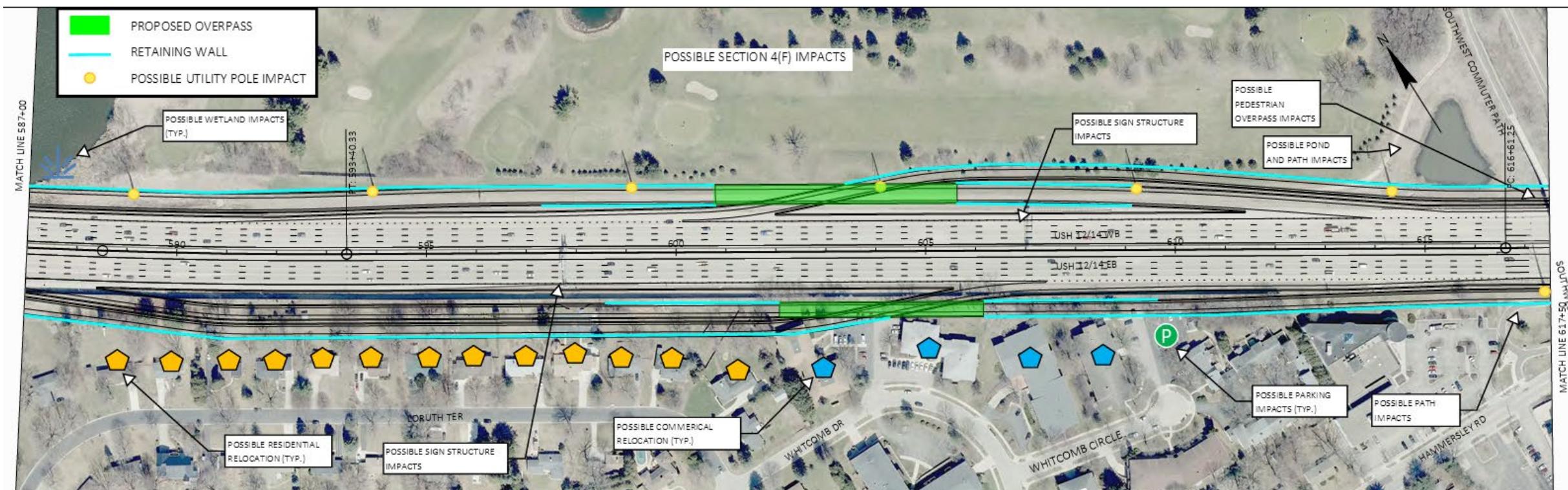
# 1. Old Sauk / Mineral Point Weave

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



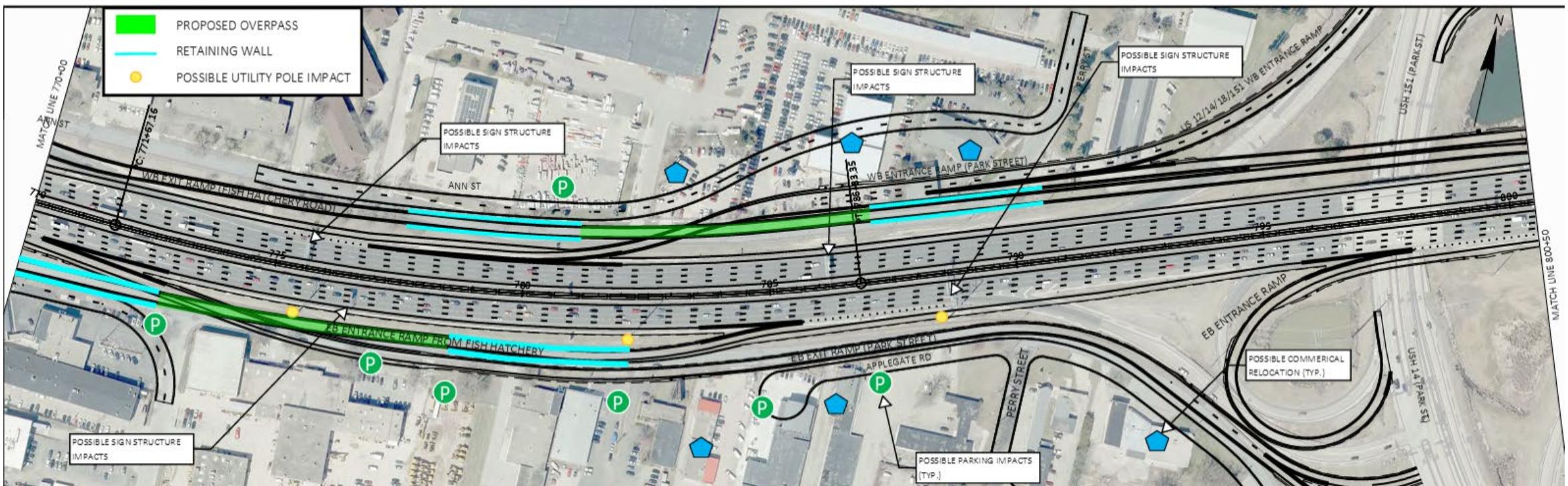
## 2. Whitney Way / Midvale

**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



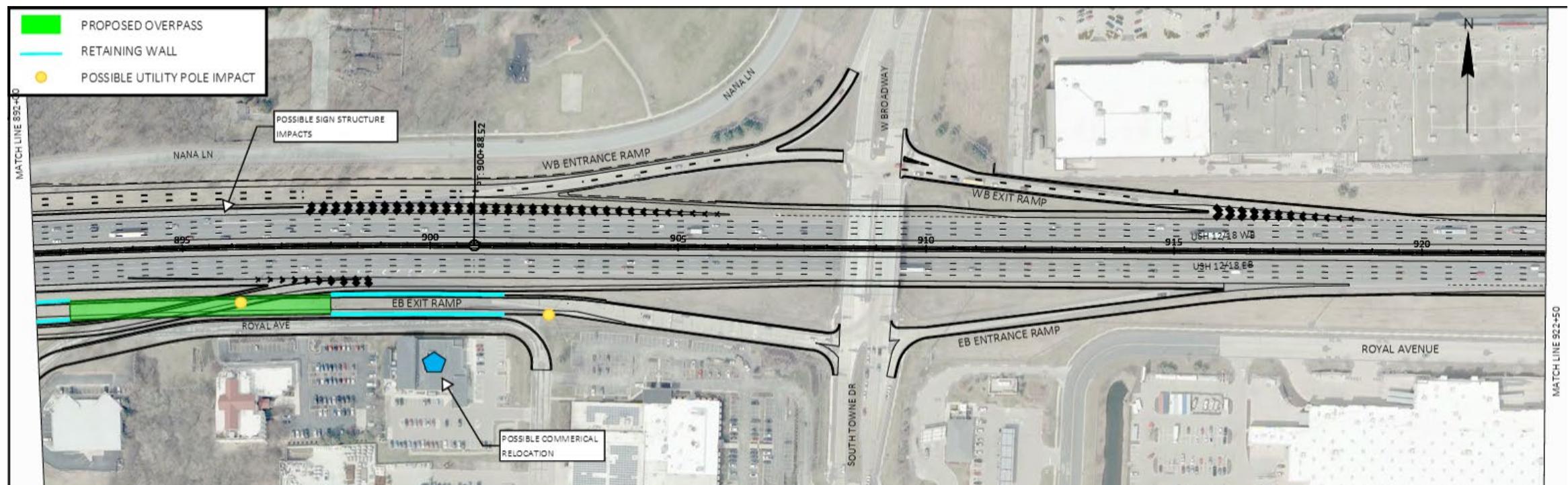
# 3. Fish Hatchery Rd / Park Street

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



# 4. John Nolen Dr / Broadway (EB Only)

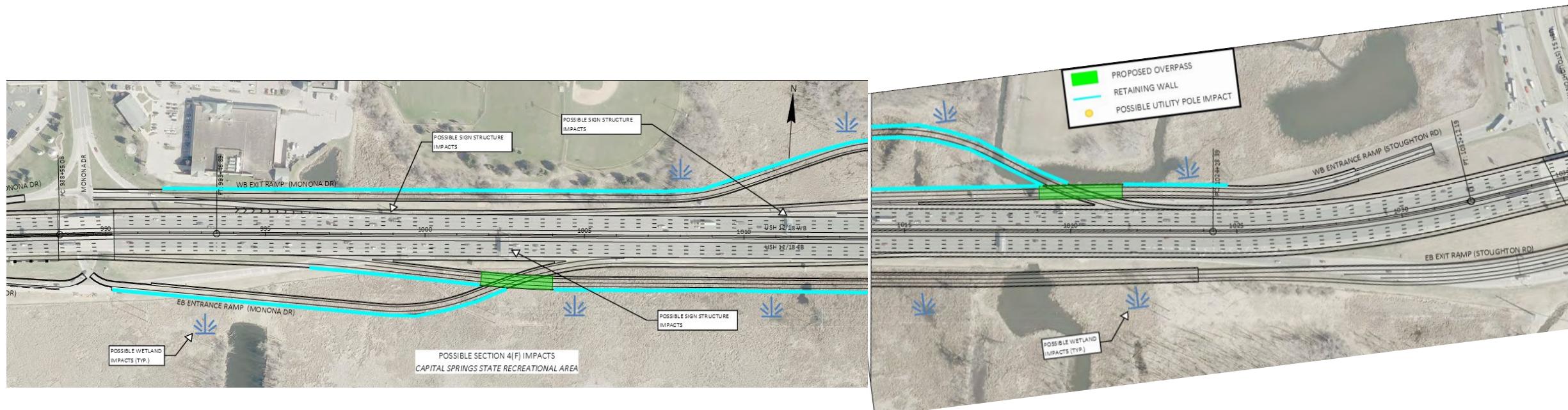
**Possible impacts:** 0 residential relocations; 1 commercial relocation; additional utility and sign impacts



# 5. Monona Dr / S Stoughton Rd

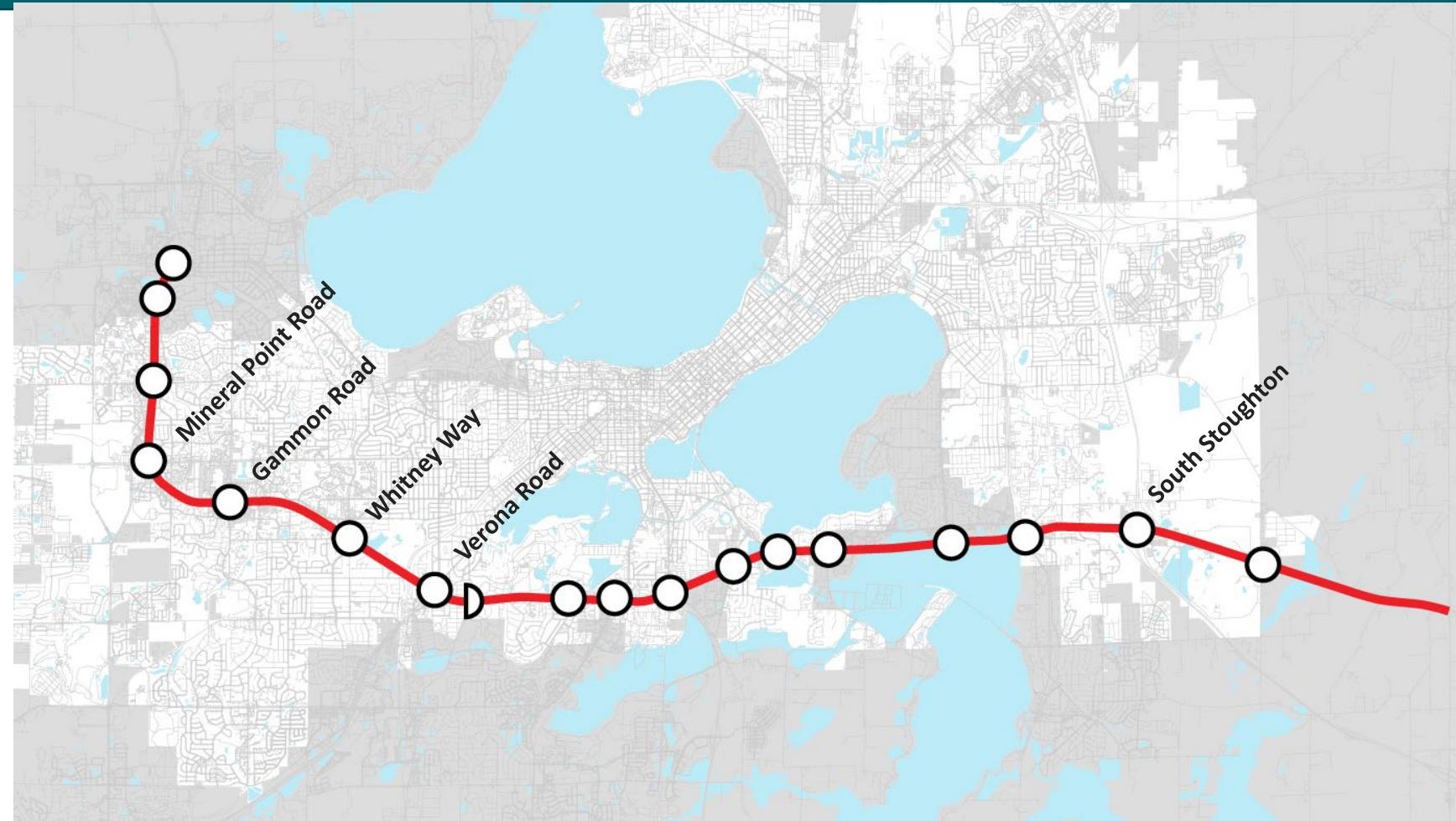
City of Monona

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.

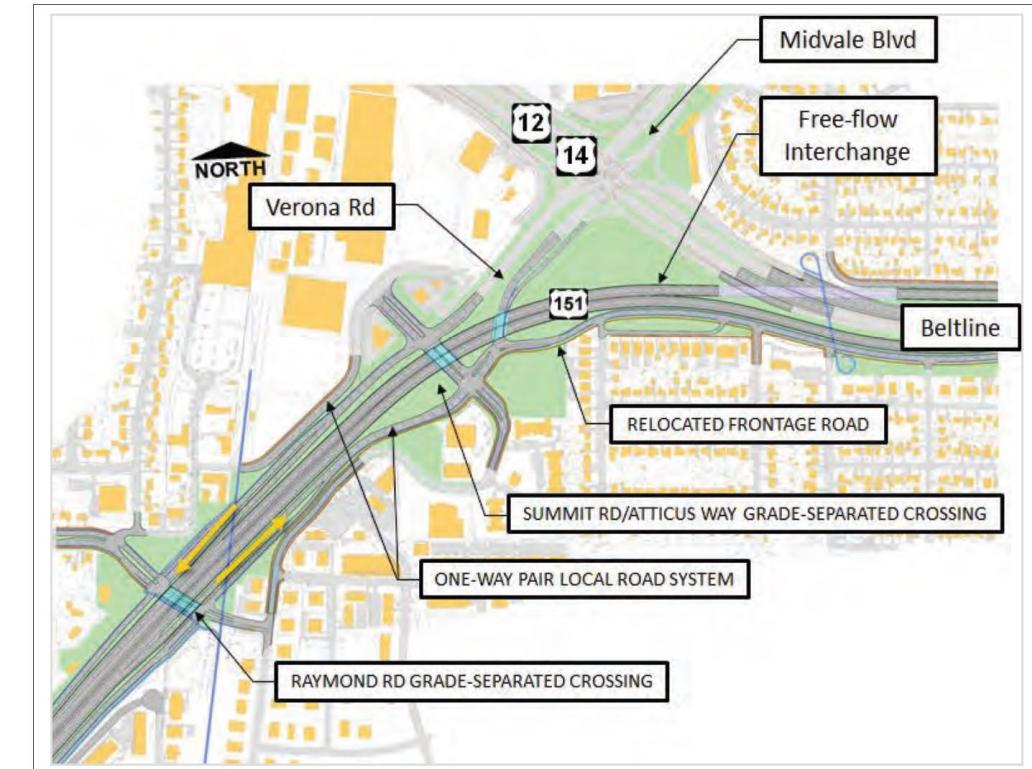
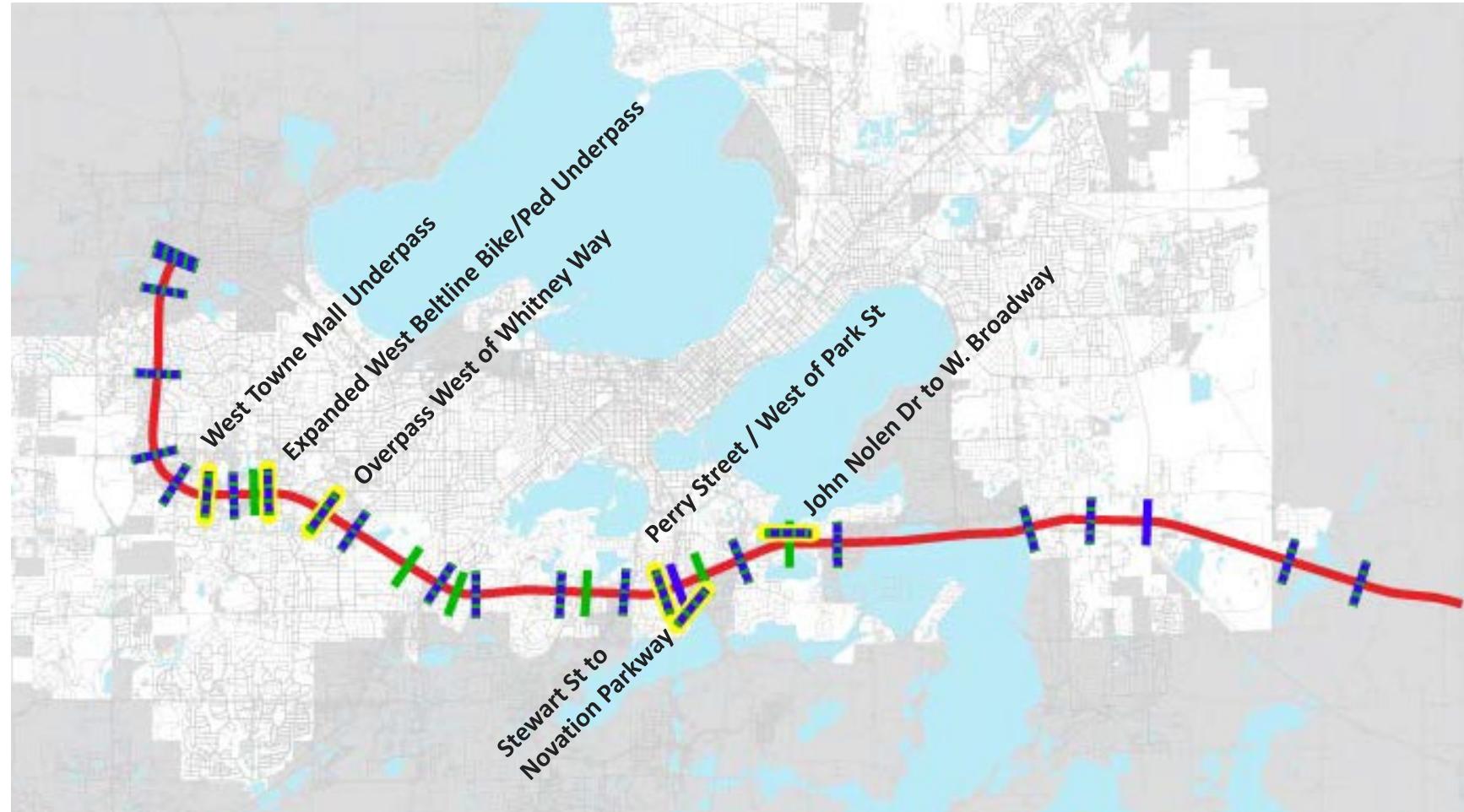


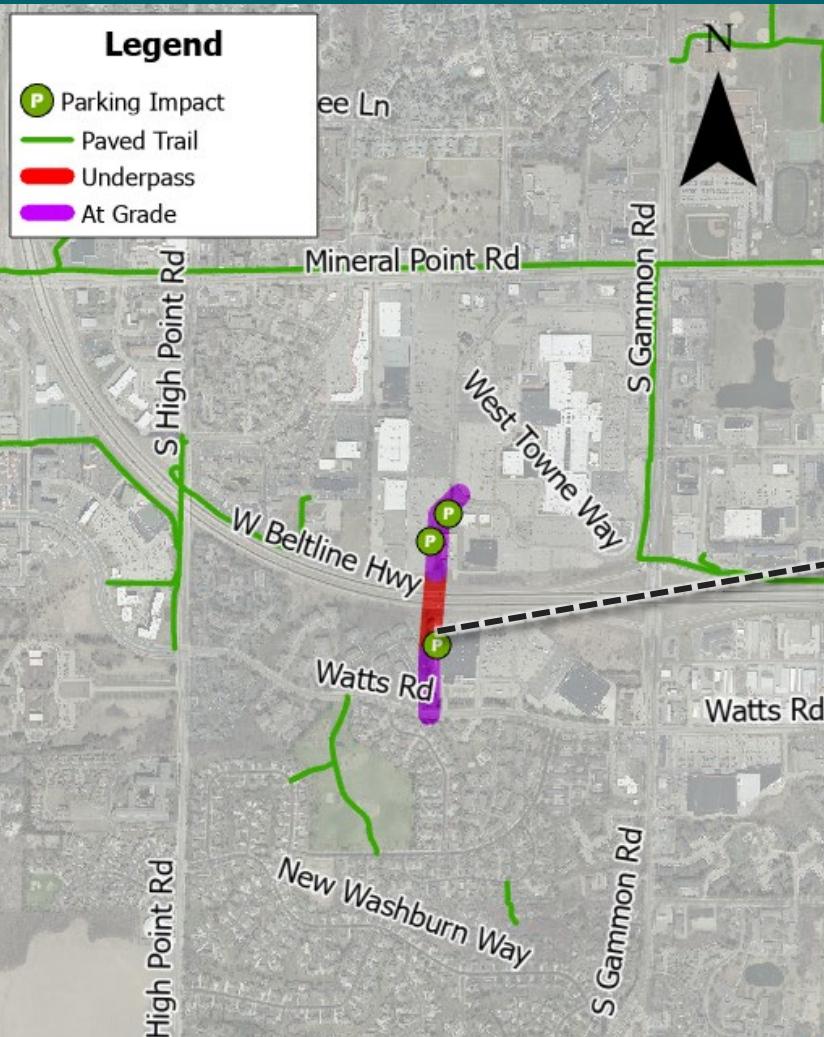
Figure 3.11-2 Component Concept 3-Free-flow System Interchange for US 18/151

# Roadway Connections

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



# 1. West Towne Mall Underpass (W of Gammon Rd)



In Southwest Area Plan



Improves Transit Access

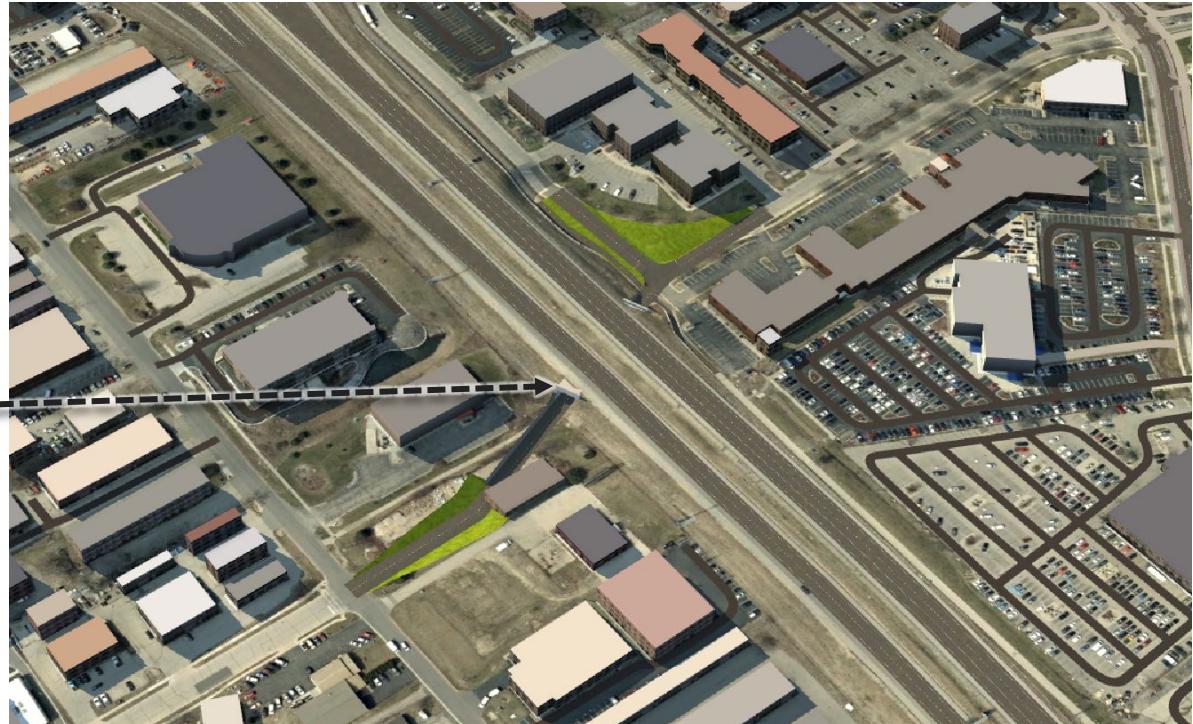
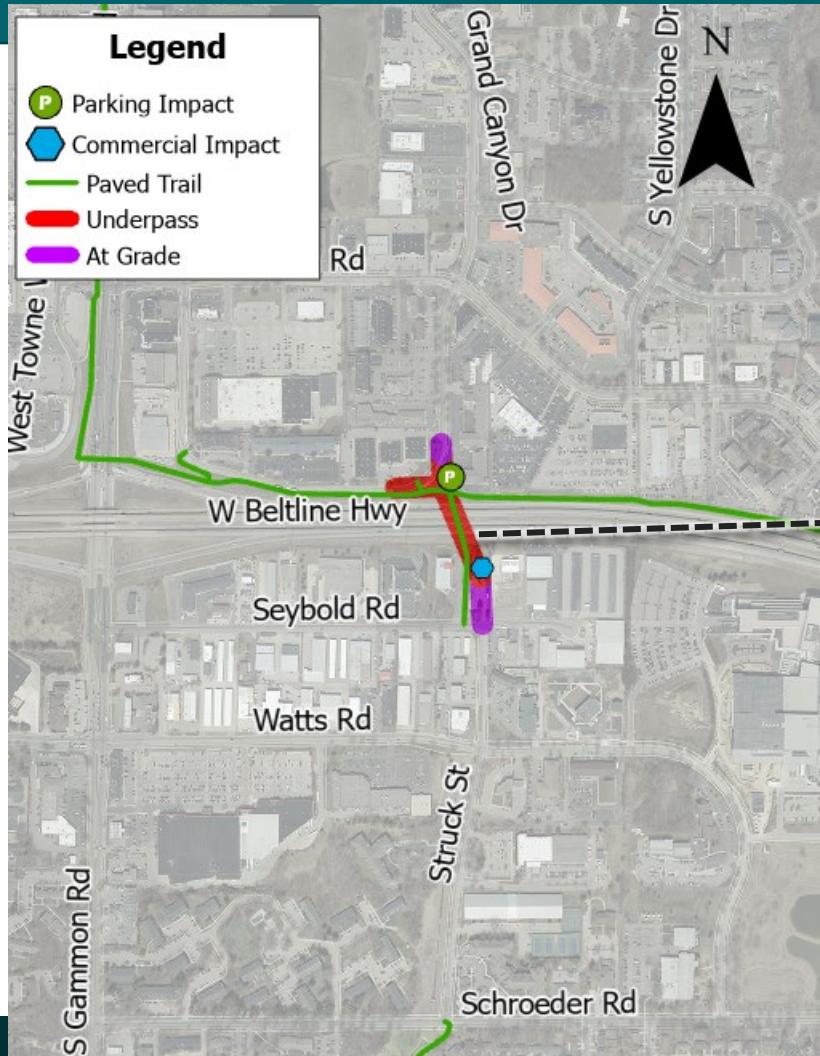
## Nearest Crossings:

West: 0.5 mile (High Point)

East: 0.33 miles (Gammon)

# 2a. Expanded West Beltline Bike/Ped Underpass

(East of Gammon)



In Southwest Area Plan

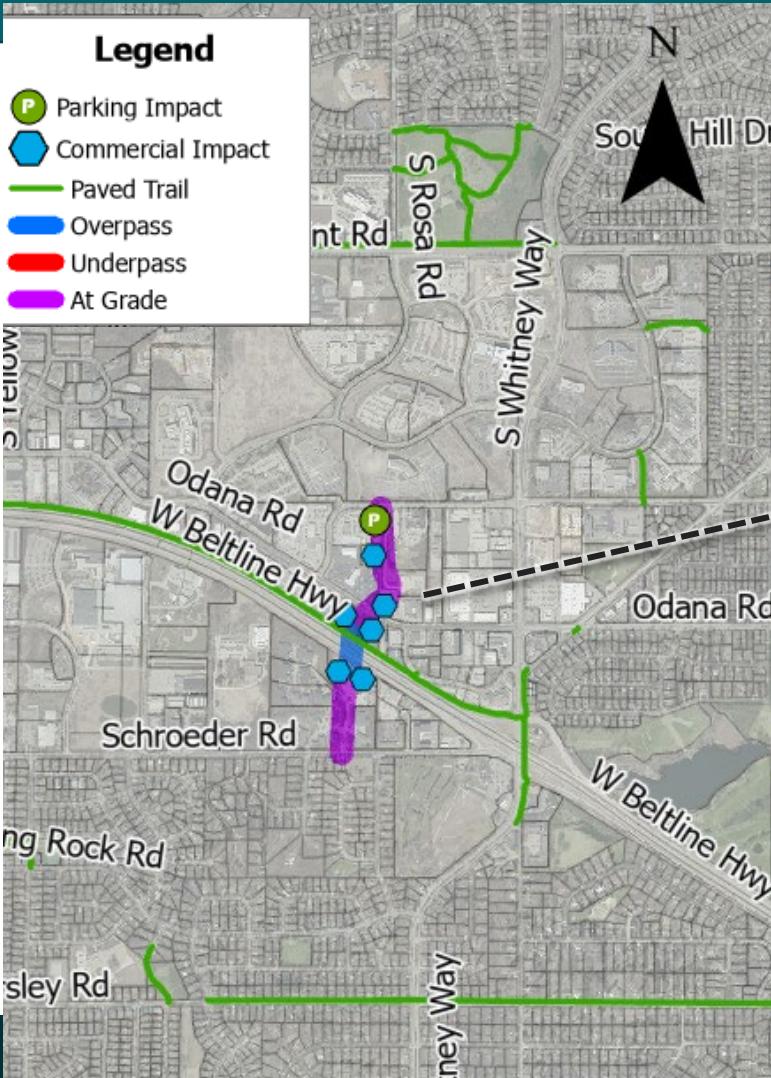
## Nearest Crossings:

West: 0.33 mile (Gammon)  
East: 1.25 miles (Whitney)



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OF TRANSPORTATION

## 2b. Overpass West of Whitney Way (west of Whitney Way)



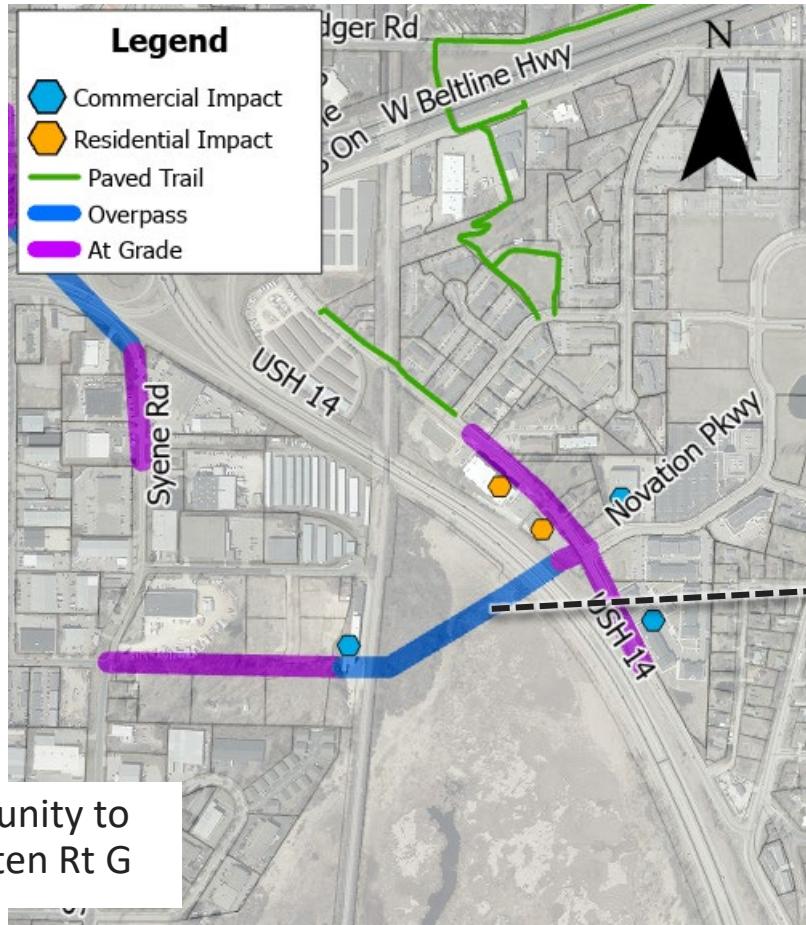
# 3. Perry Street / West of Park St



Opportunity to  
Straighten Rt G

**Nearest Crossings:**  
South: Stewart Proposed  
0.25 miles

# 4. Stewart St to Novation Parkway



Opportunity to Straighten Rt G

## 5. John Nolen Dr to W. Broadway

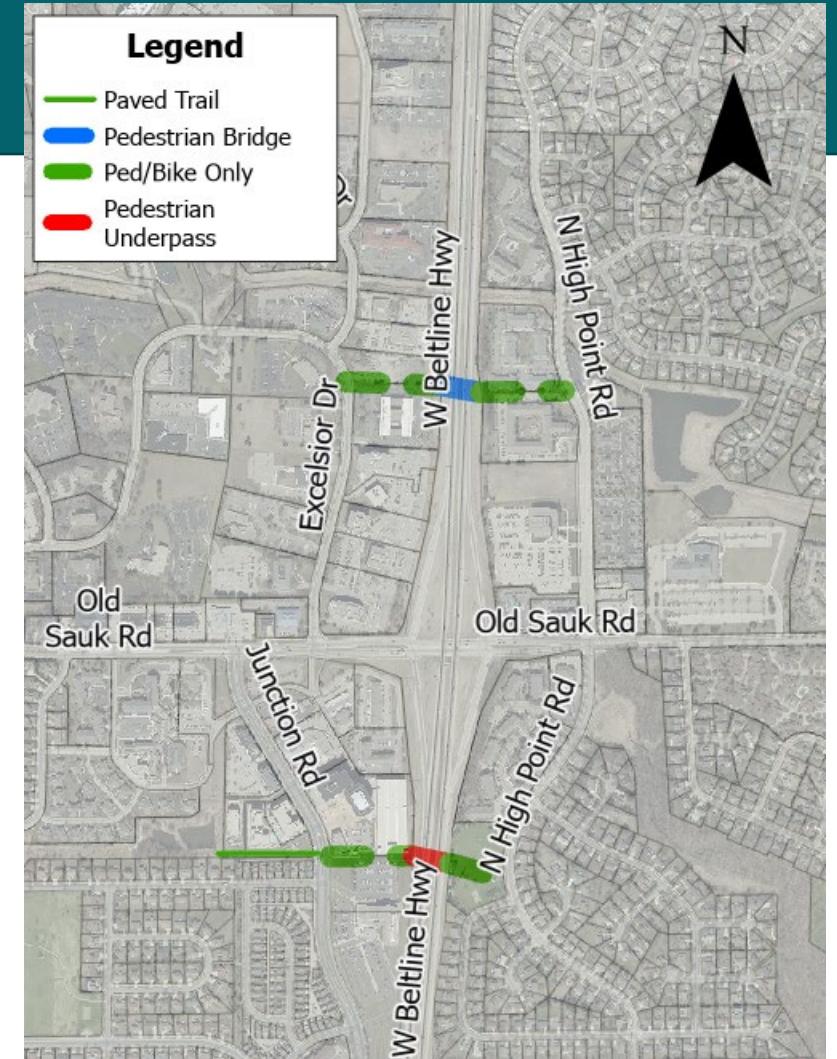


# New Bike/Ped Crossings + Components

Study evaluates  
8 new bike/ped  
connections



# North & South of Old Sauk Rd

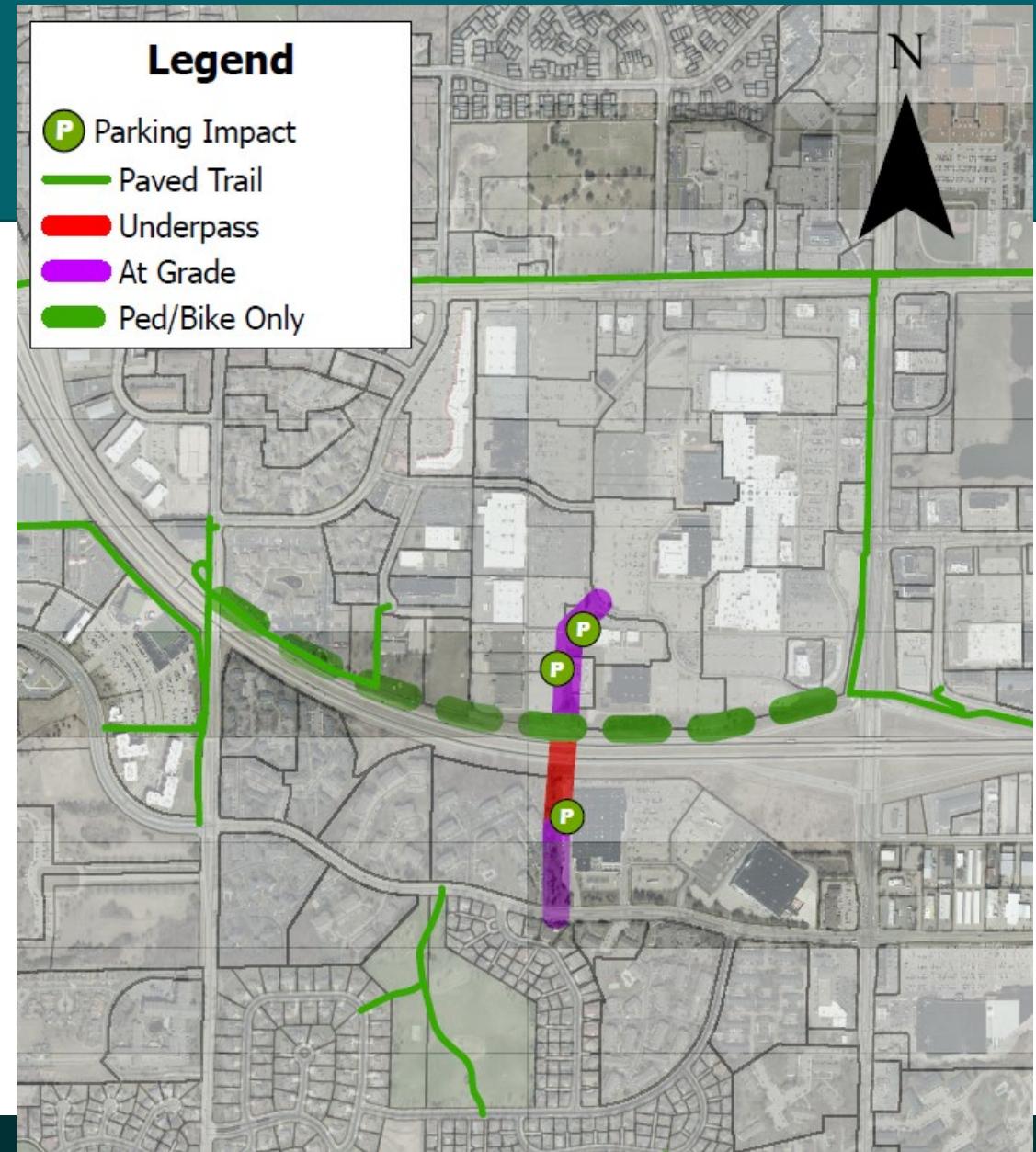


Improve transit access  
for underserved  
neighborhood



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# West of Gammon Rd



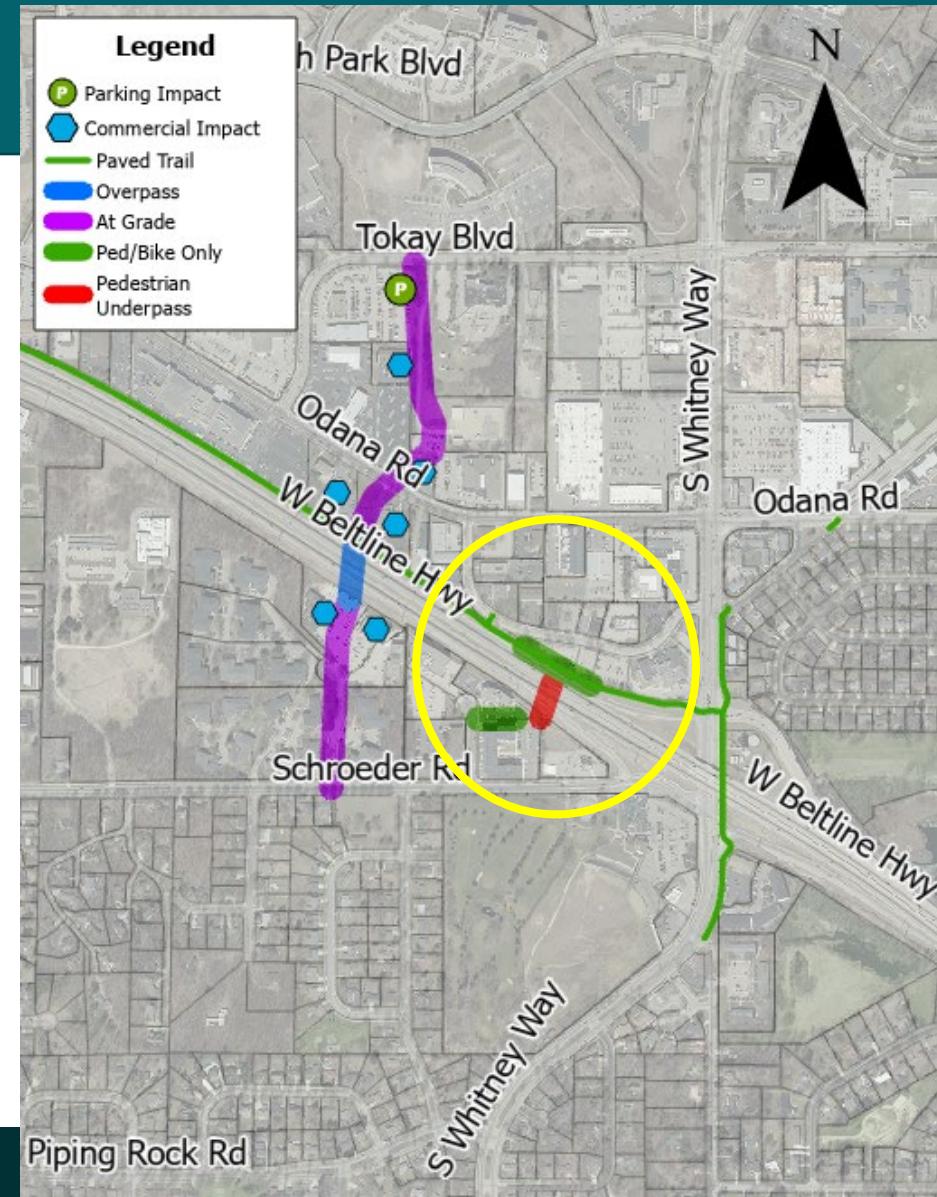
# Forward Drive



In Southwest Area Plan

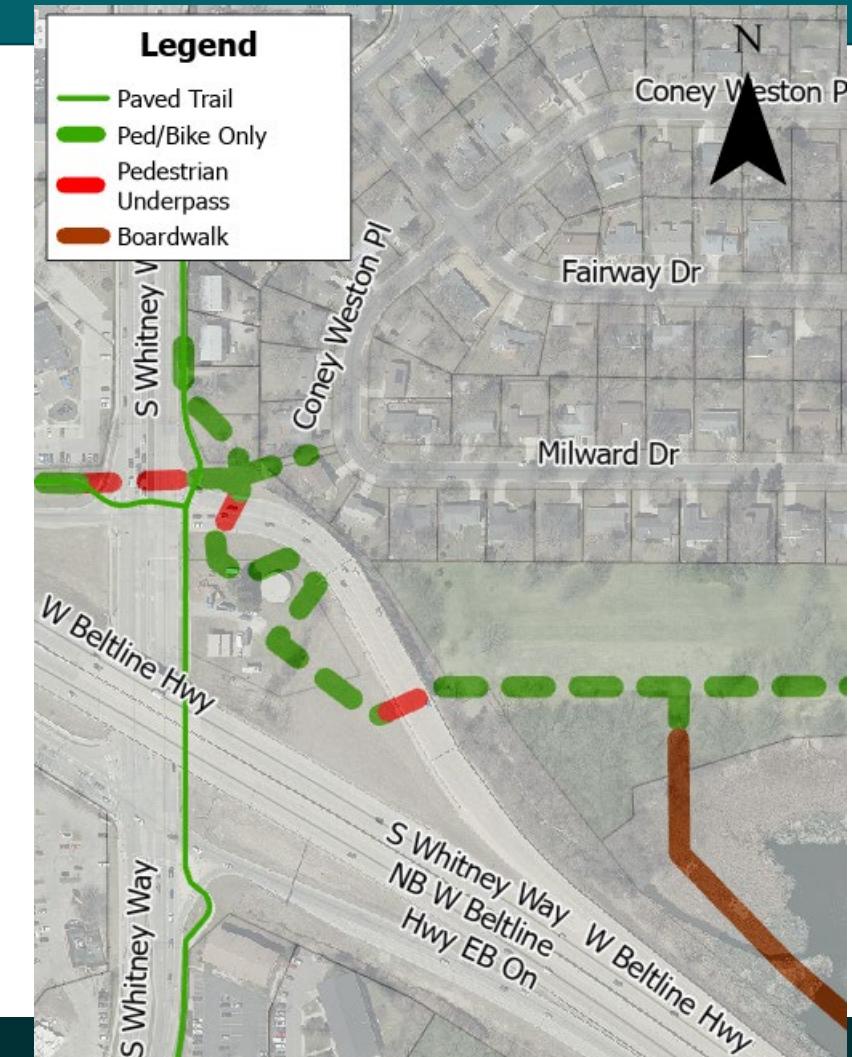


# West of Whitney Way



# West Towne Path to Southwest Path

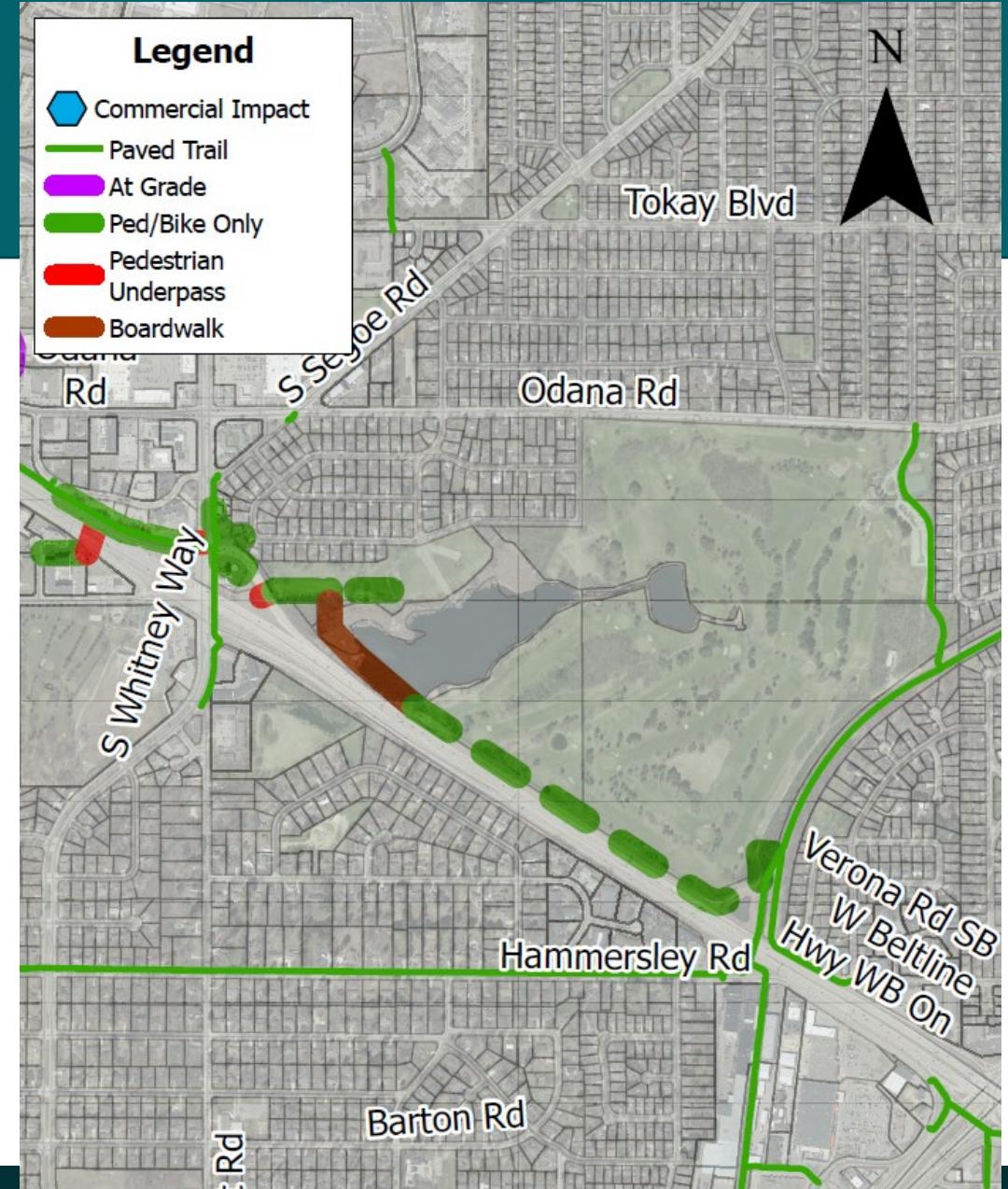
- ✓ Connecting West Towne Path to Southwest Commuter Path



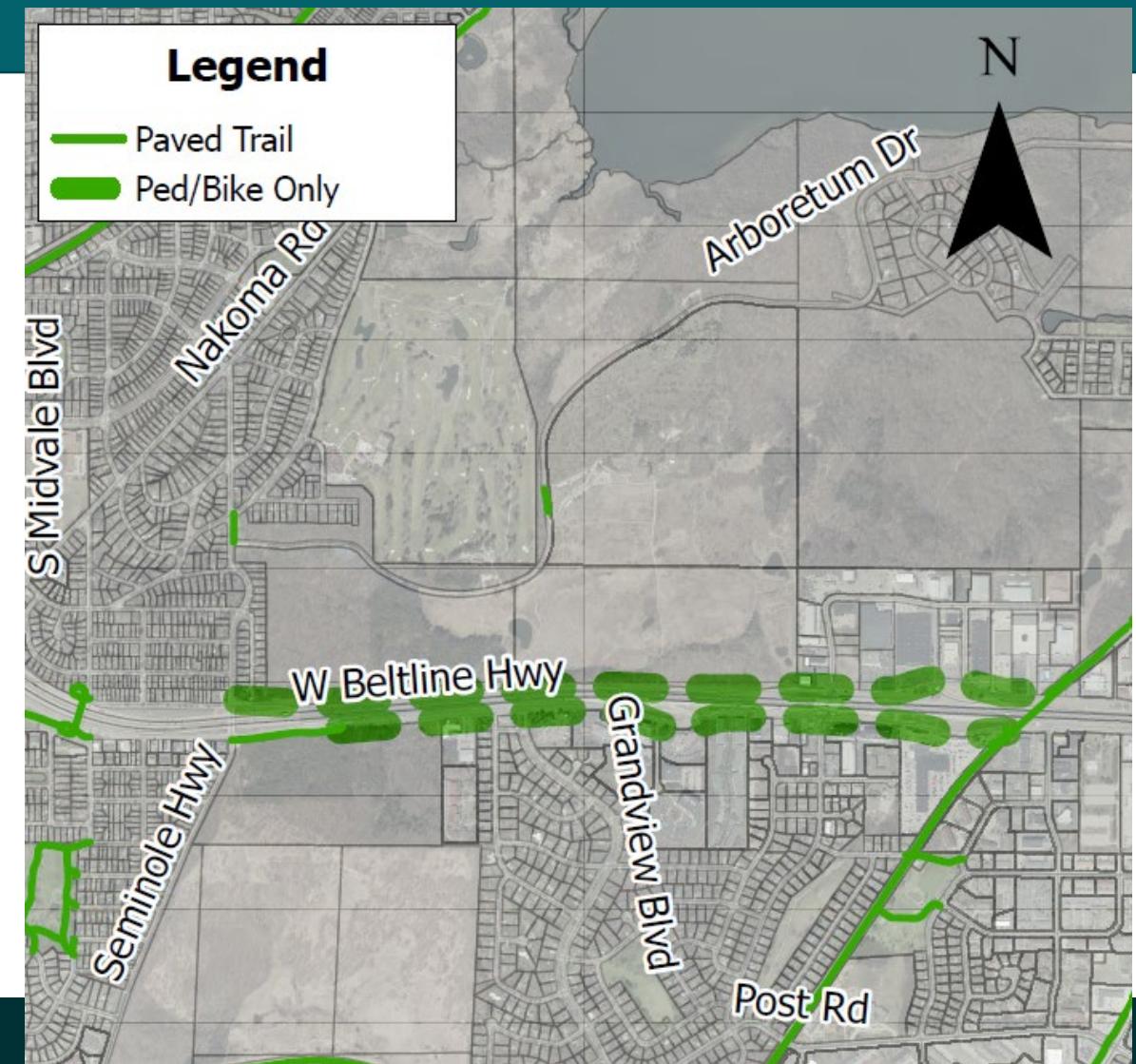
# West Towne Path

(Zoomed out)

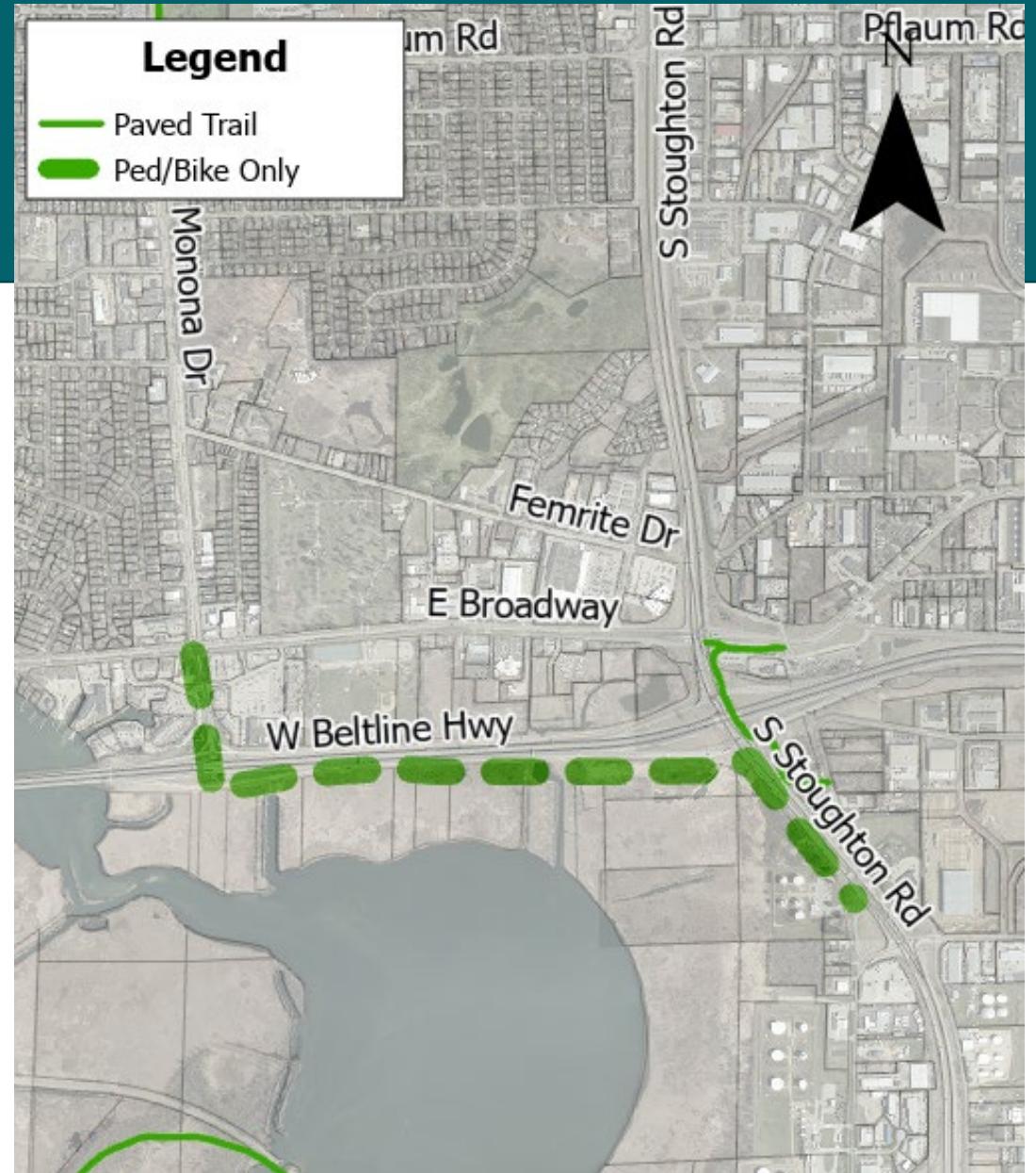
- ✓ West Towne Path connection  
(have built most of it except  
last segment)



# Seminole to Cannonball Path



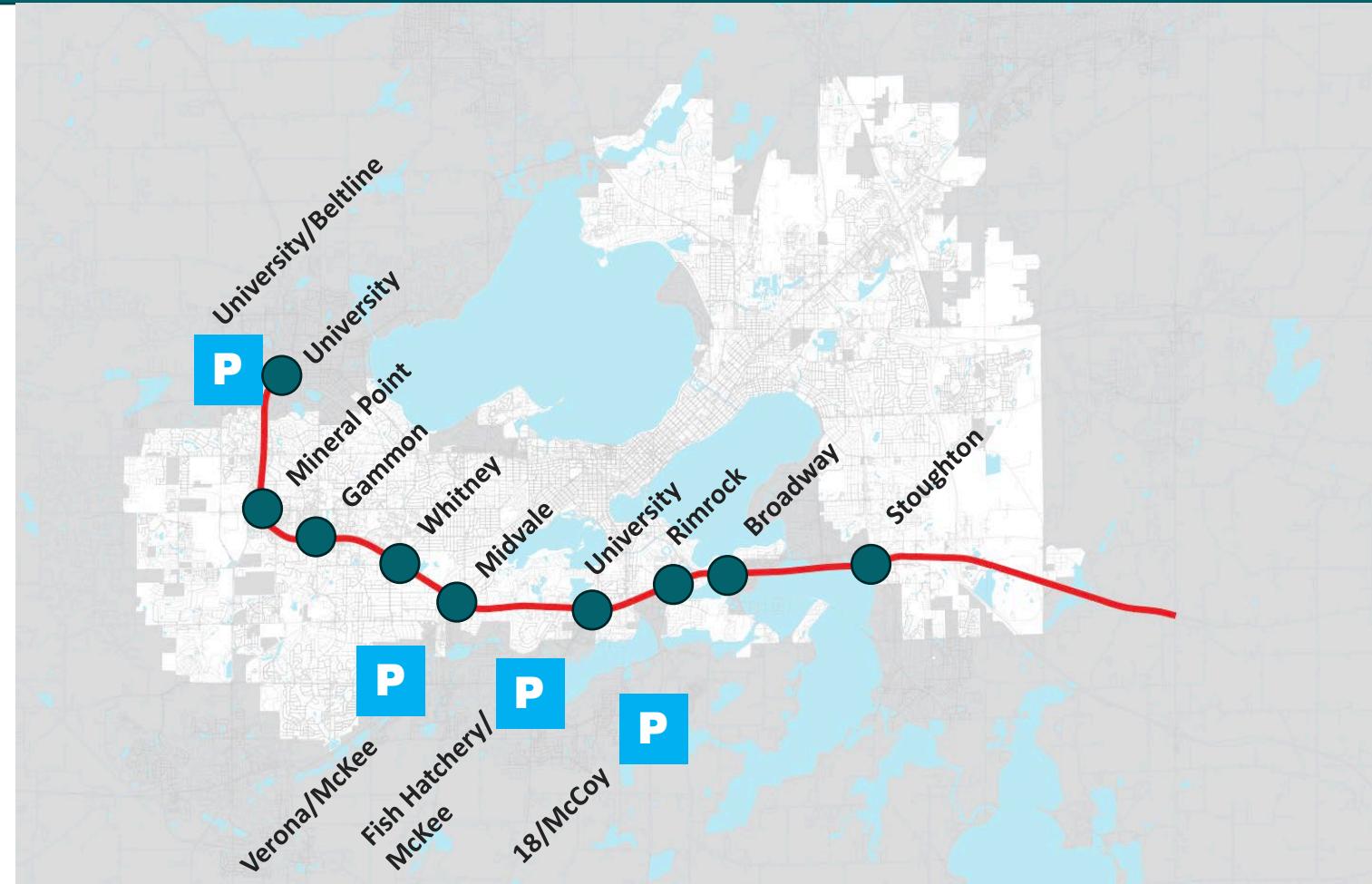
# Monona Dr





# 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?