



WisDOT Beltline Planning and Environmental Linkages (PEL) Study

Overview for Transportation Commission

January 7, 2026

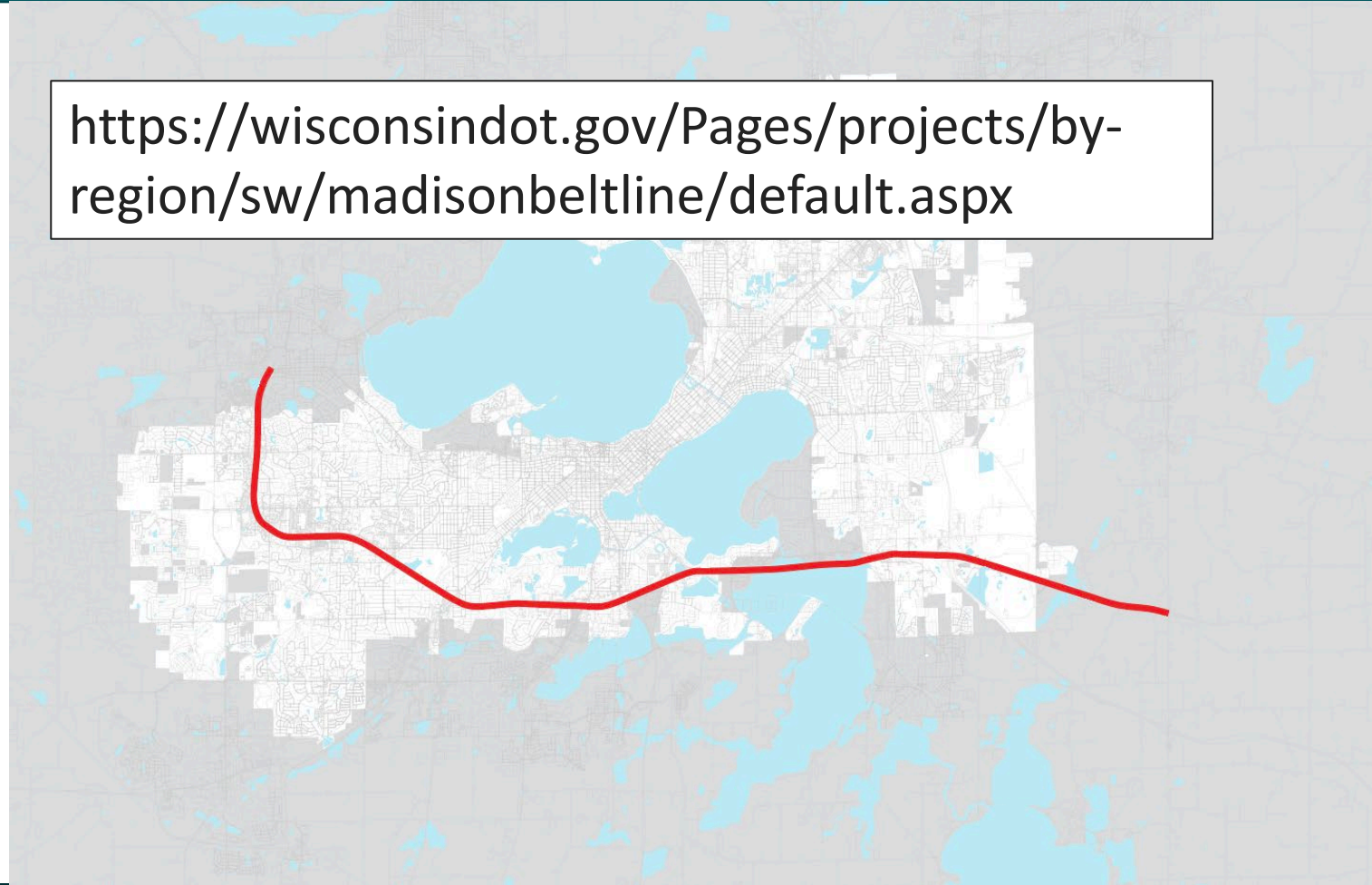


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What is WisDOT's PEL Study?

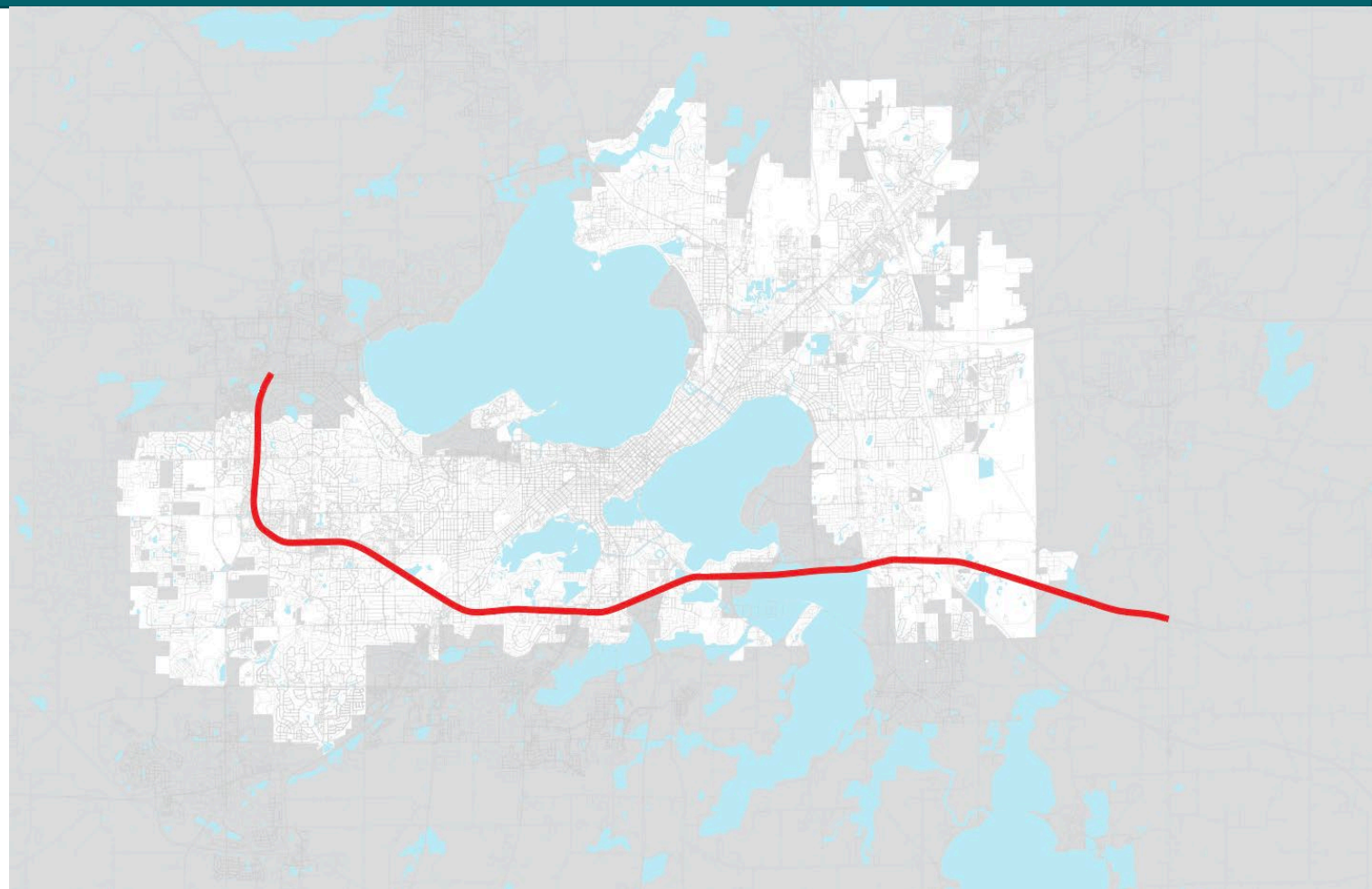
- First step in the federal process for a transportation project, intended to identify transportation issues, develops a clear project purpose, and evaluates alternative. It comes before a NEPA process.
- Limits: USH 14 to CTH N

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



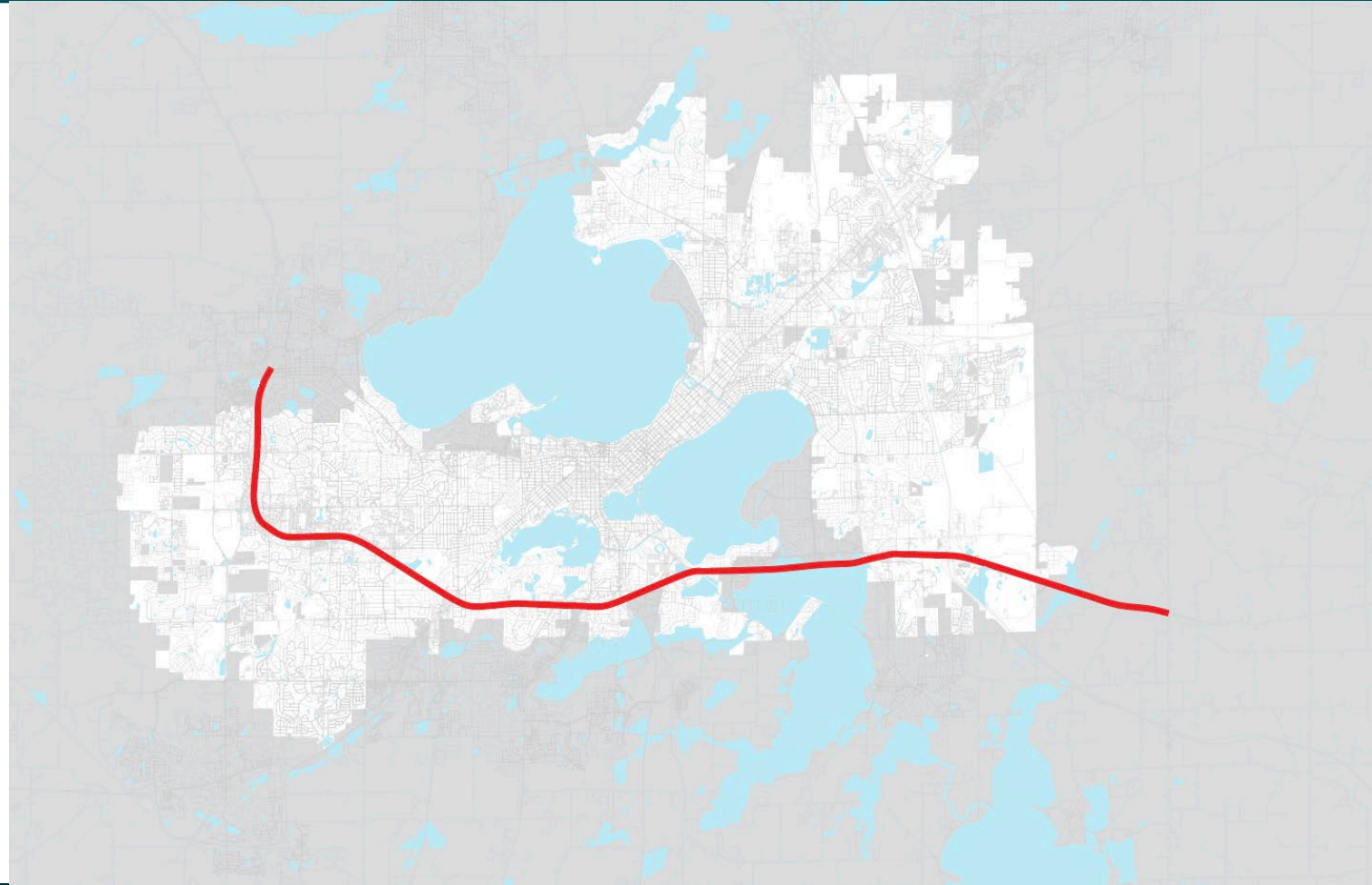
The city's role

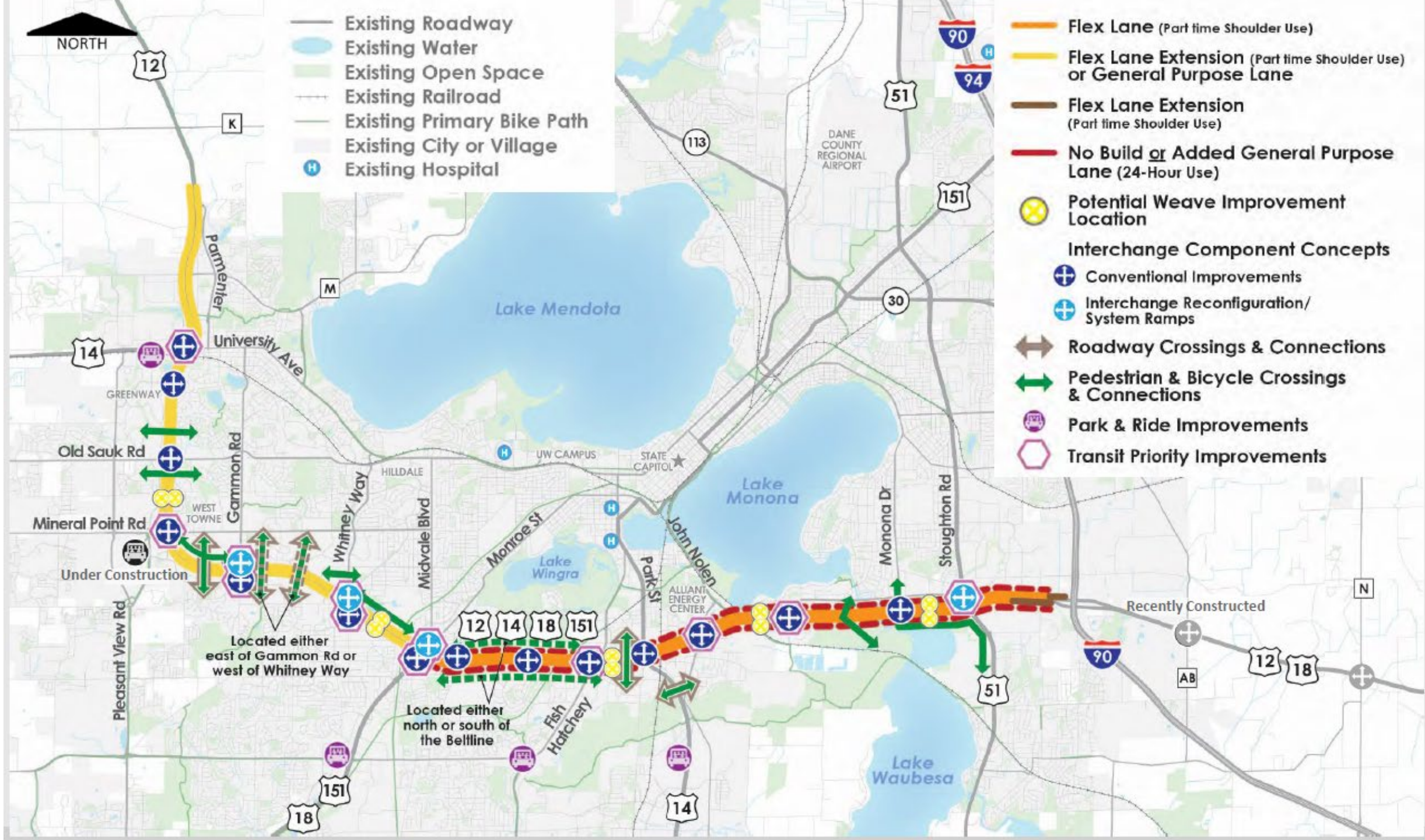
- This is a WisDOT study.
- The City will provide comments to WisDOT.
- Common Council could also choose to adopt a resolution.
- Any members of the public with comments should submit them to WisDOT by Jan 15.



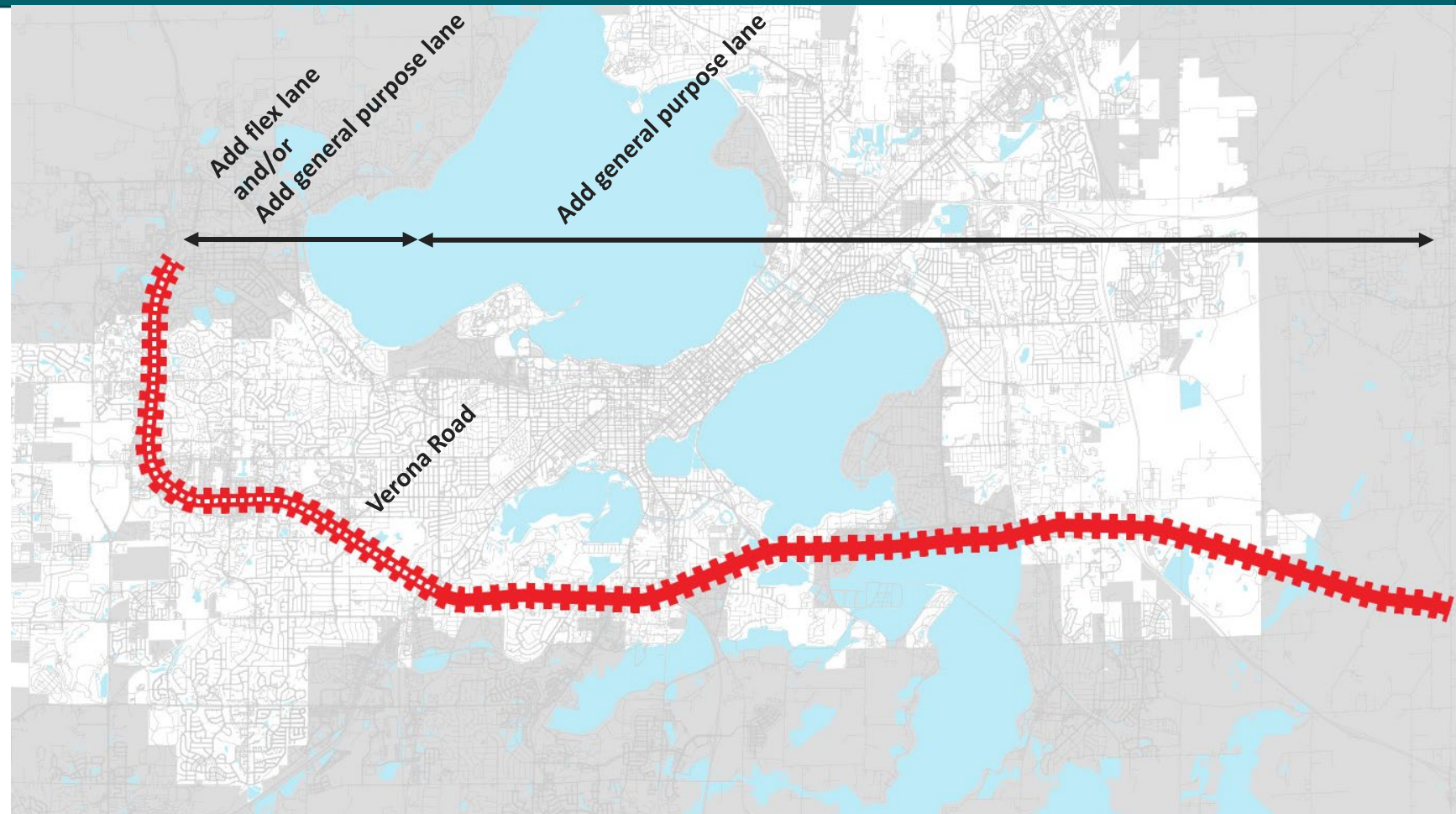
What's being considered by WisDOT

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



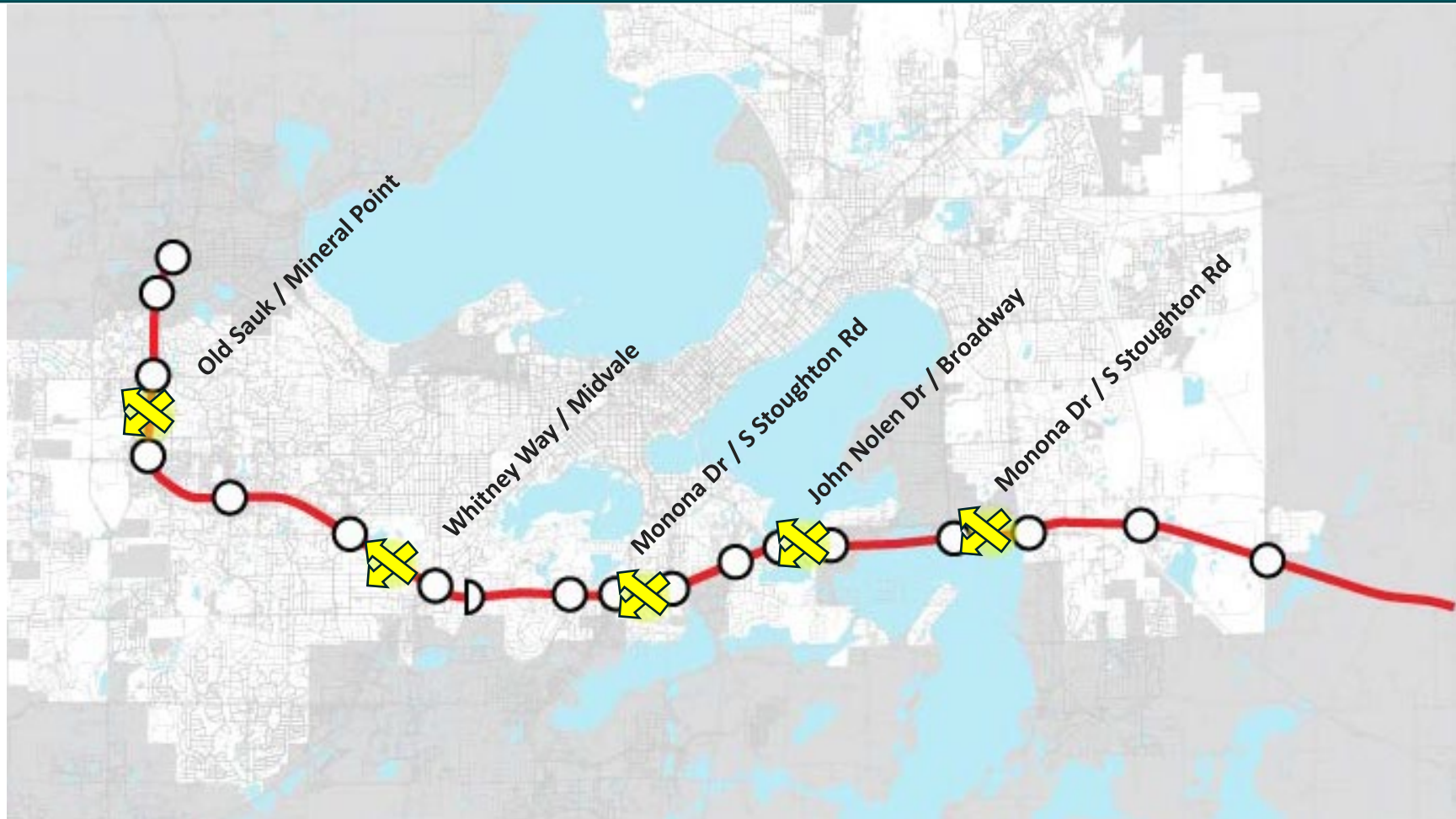


General Purpose and/or Flex Lane Extensions



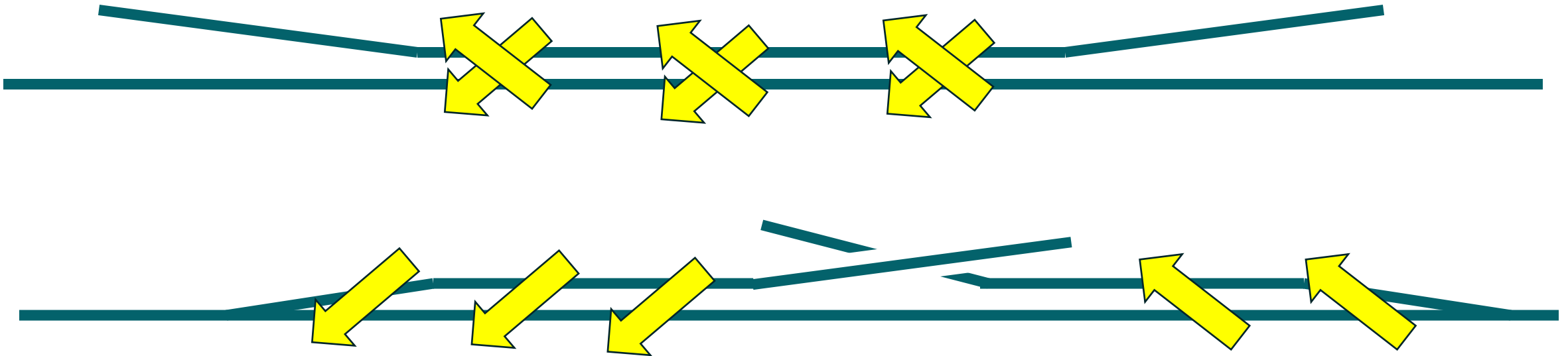
Weaves

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



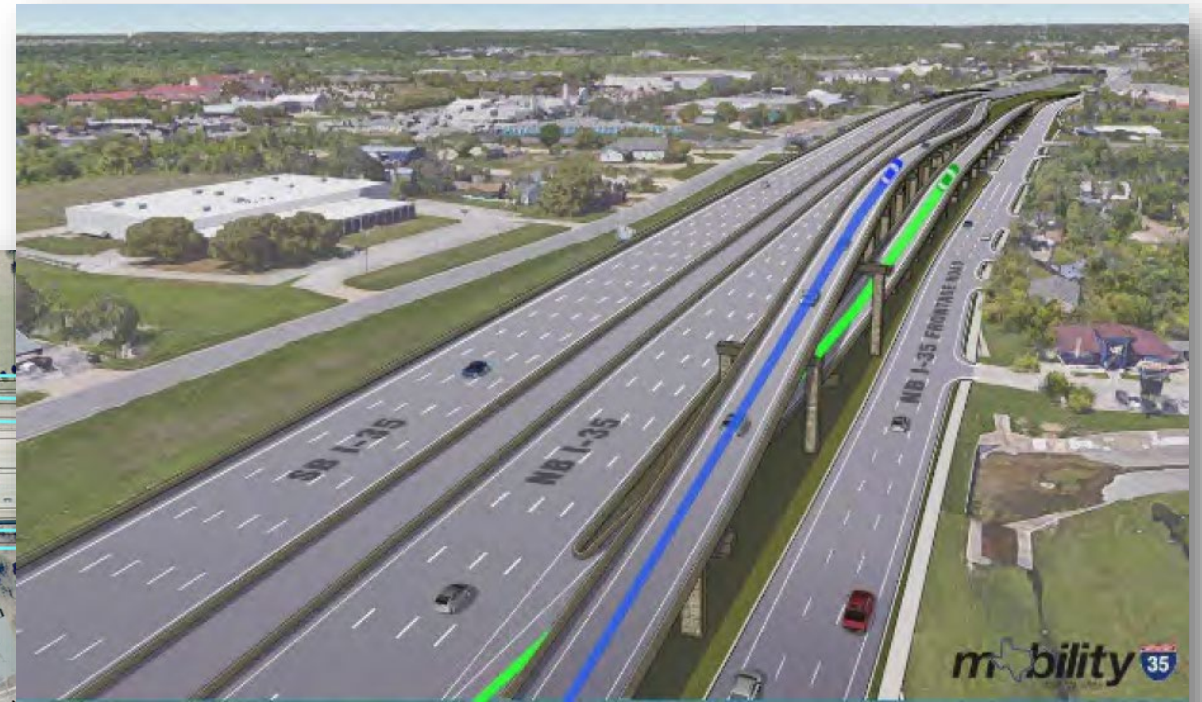
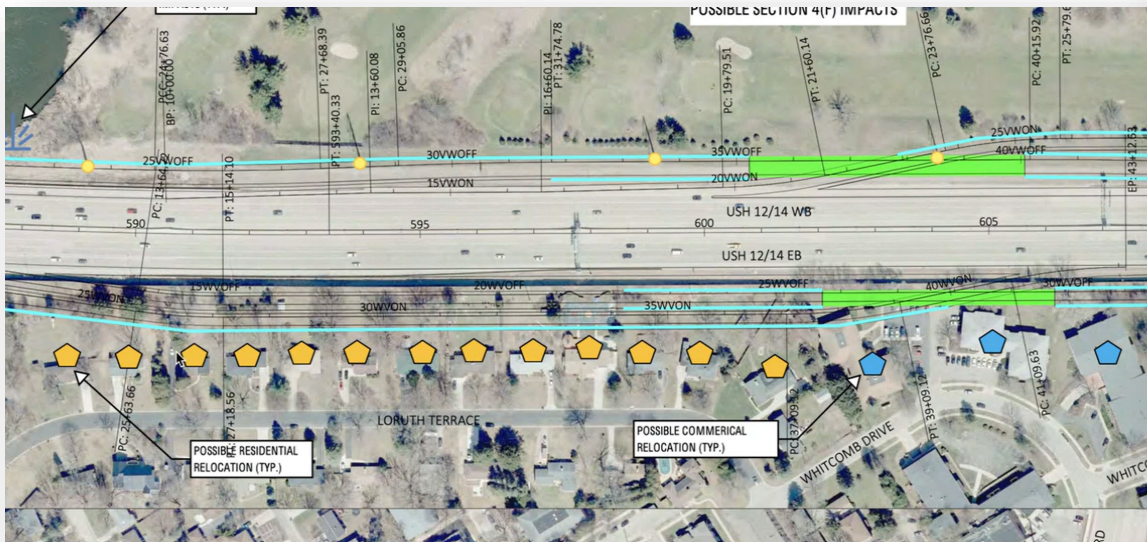
Weaves – Overview

- Benefits – reduced conflicts between interchanges; improved merging geometry



Weaves – Overview

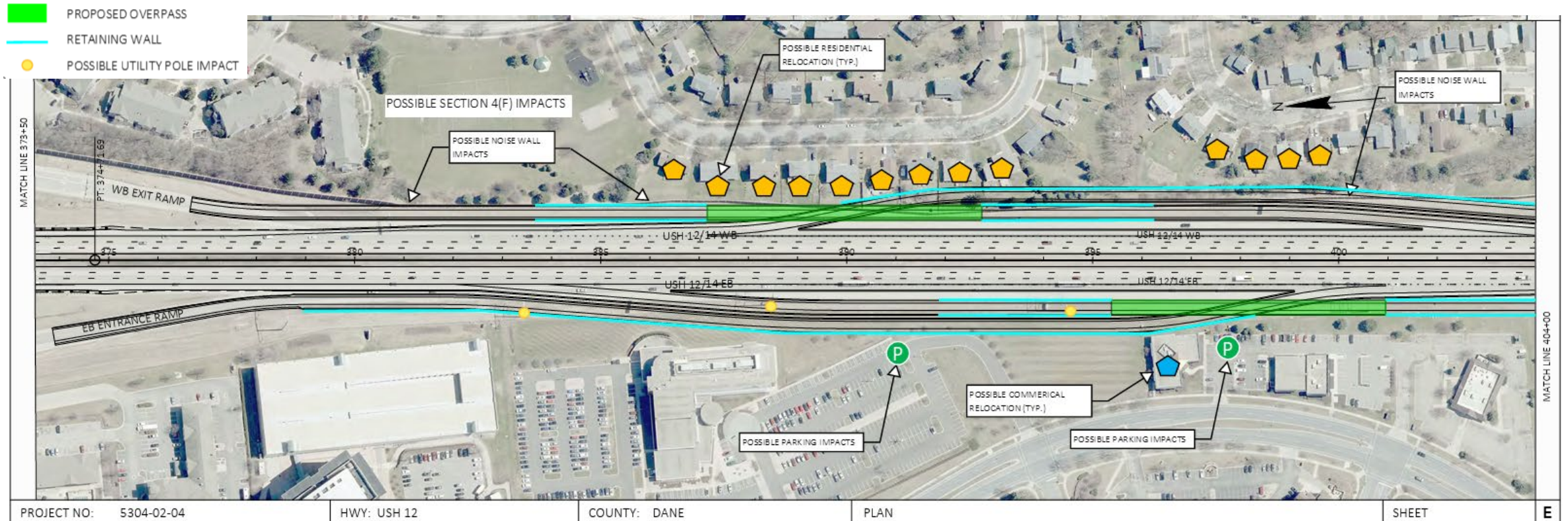
- Concerns – Property impacts, visual, noise impacts, encourages higher vehicle speeds



Source: Mobility 35, Texas Department of Transportation

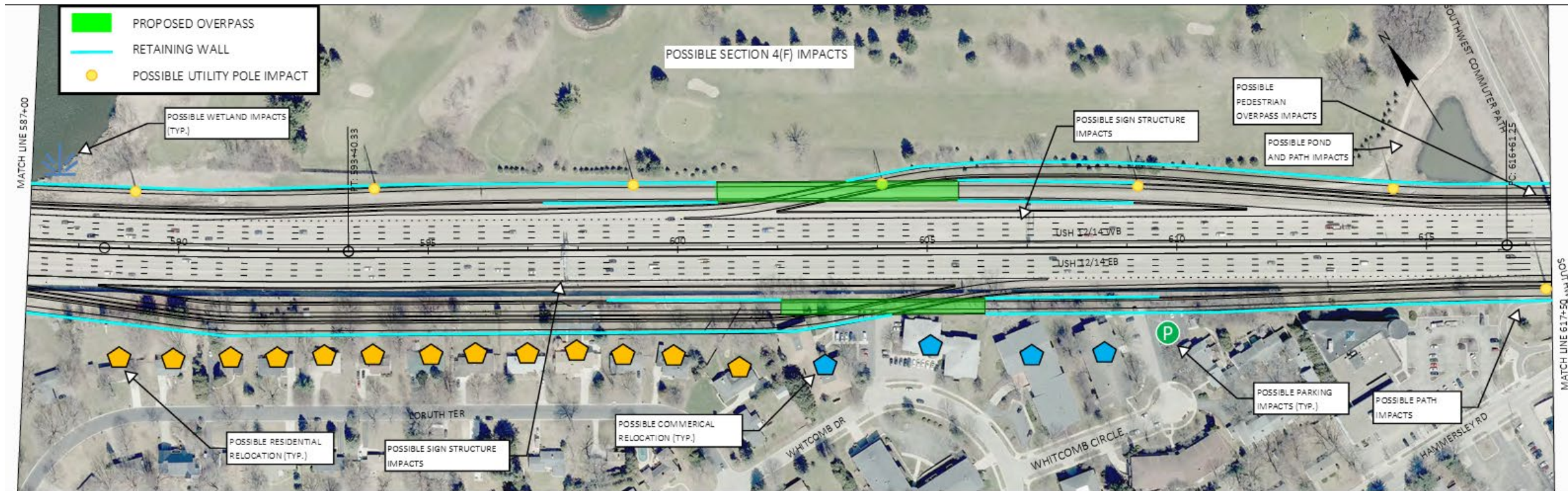
1. Old Sauk / Mineral Point Weave

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



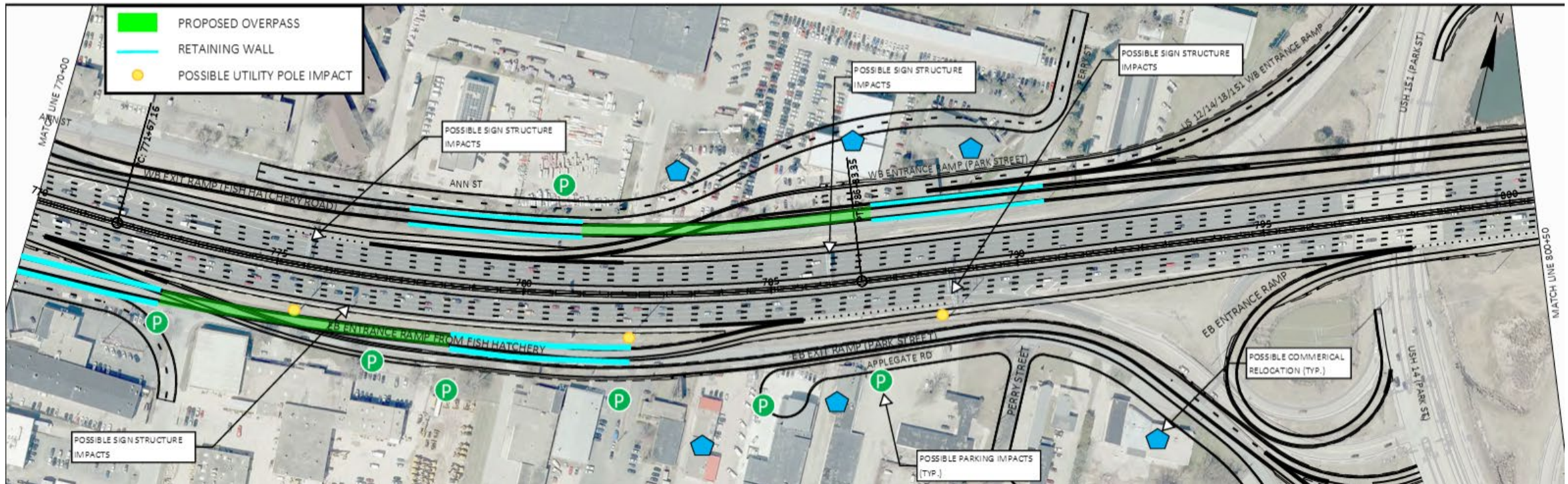
2. Whitney Way / Midvale

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



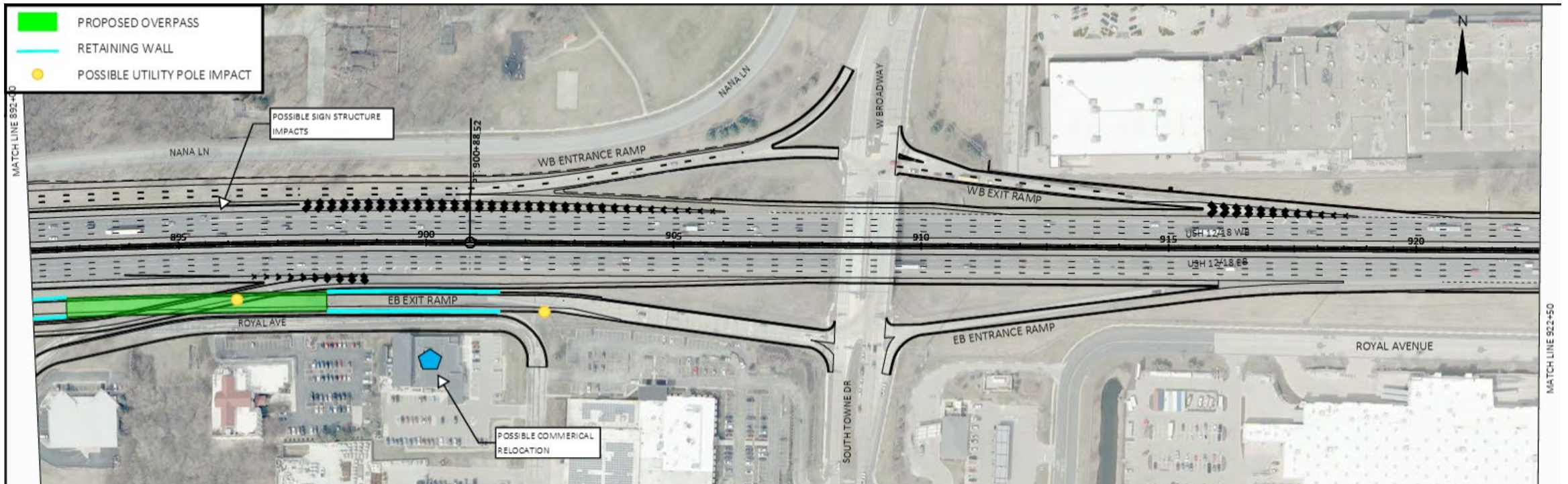
3. Fish Hatchery Rd / Park Street

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



4. John Nolen Dr / Broadway (EB Only)

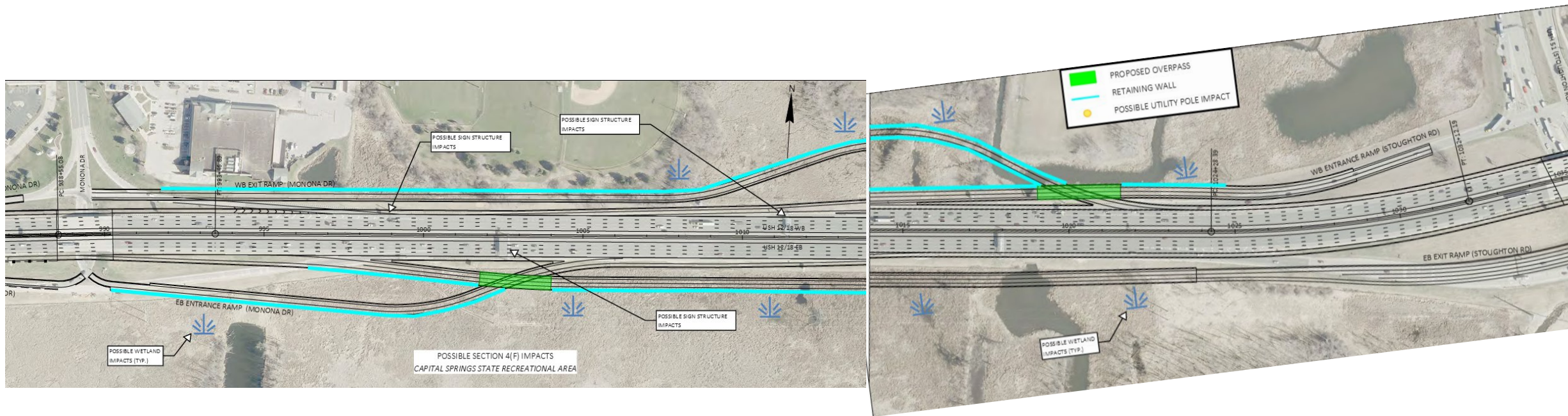
Possible impacts: 0 residential relocations; **1** commercial relocation; additional utility and sign impacts



5. Monona Dr / S Stoughton Rd

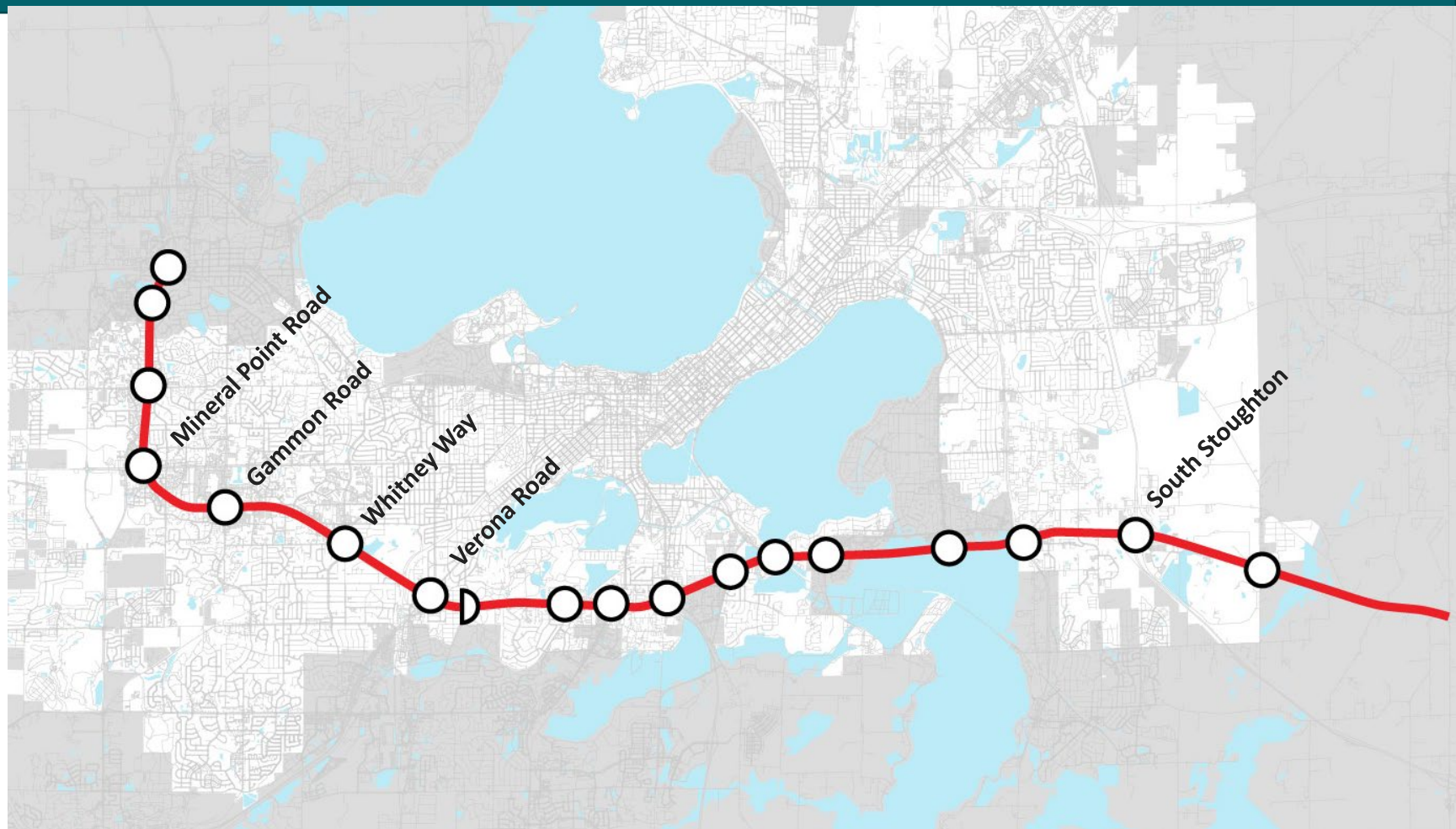
City of Monona

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.

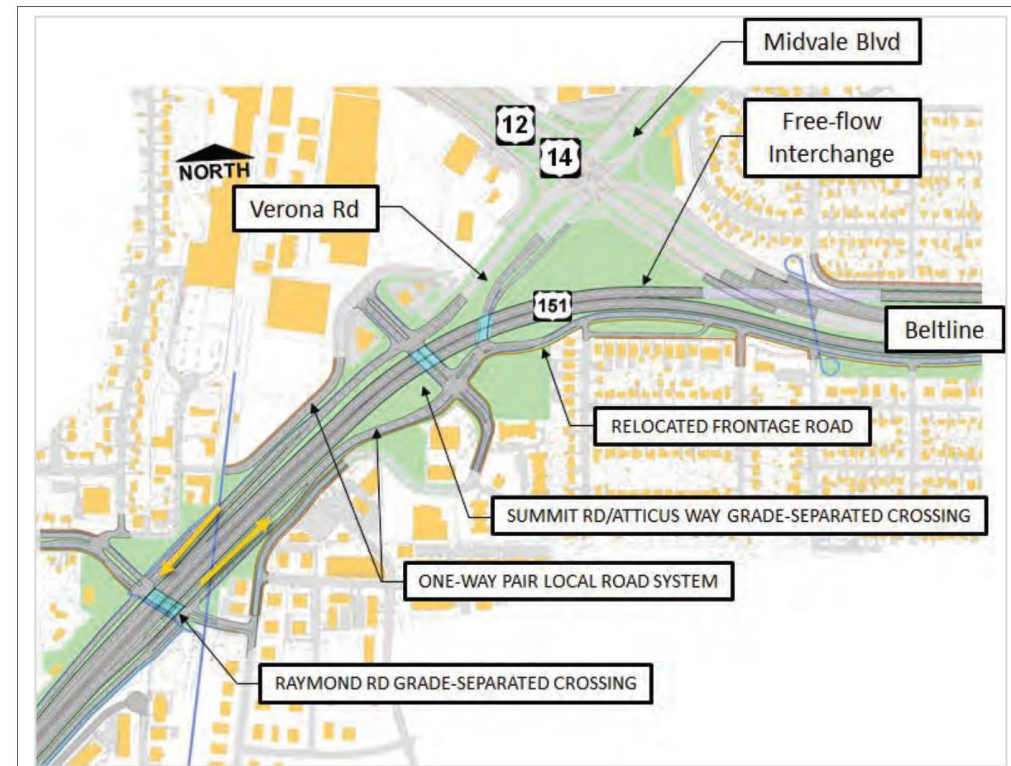
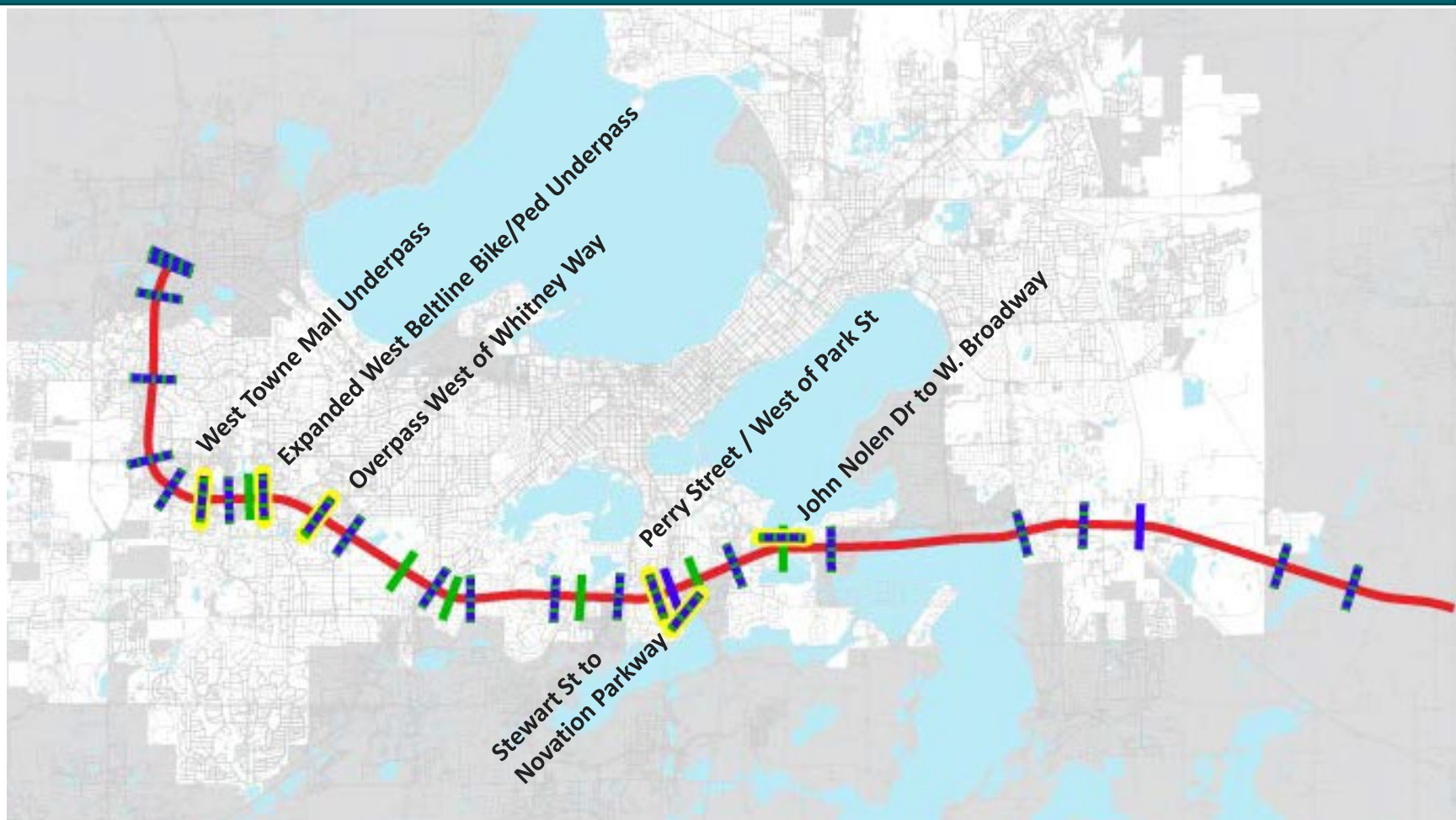


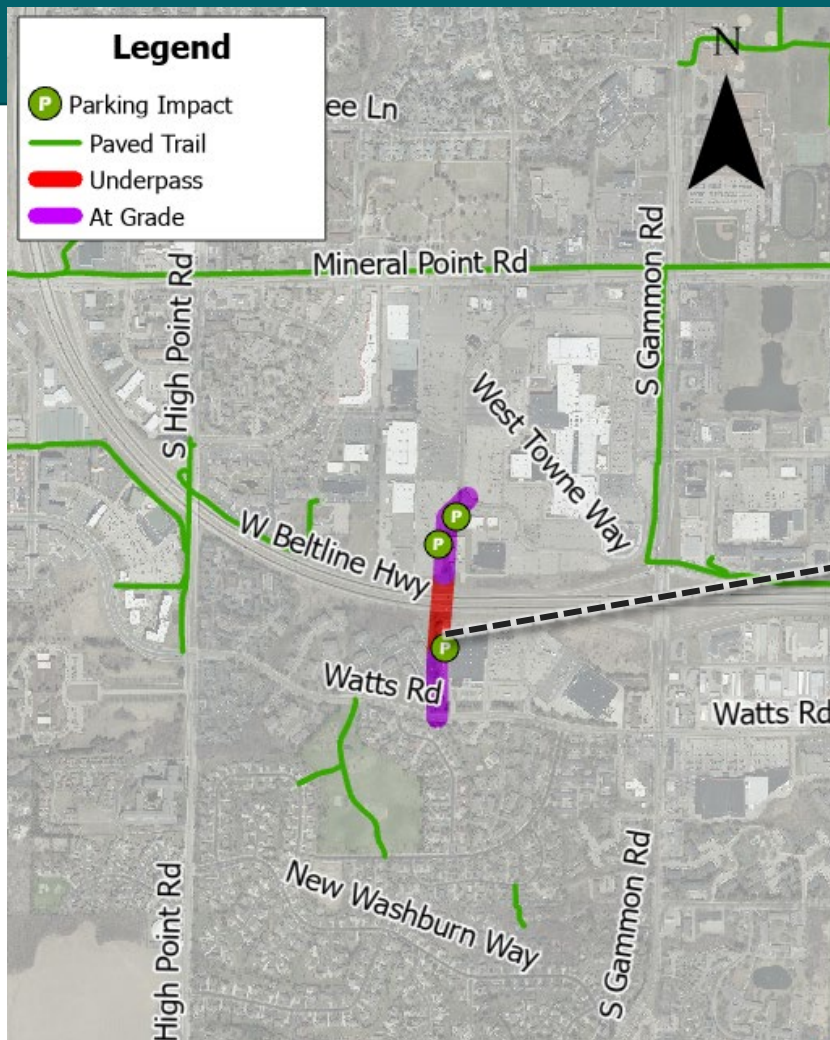
Figure 3.11-2 Component Concept 3—Free-flow System Interchange for US 18/151

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:

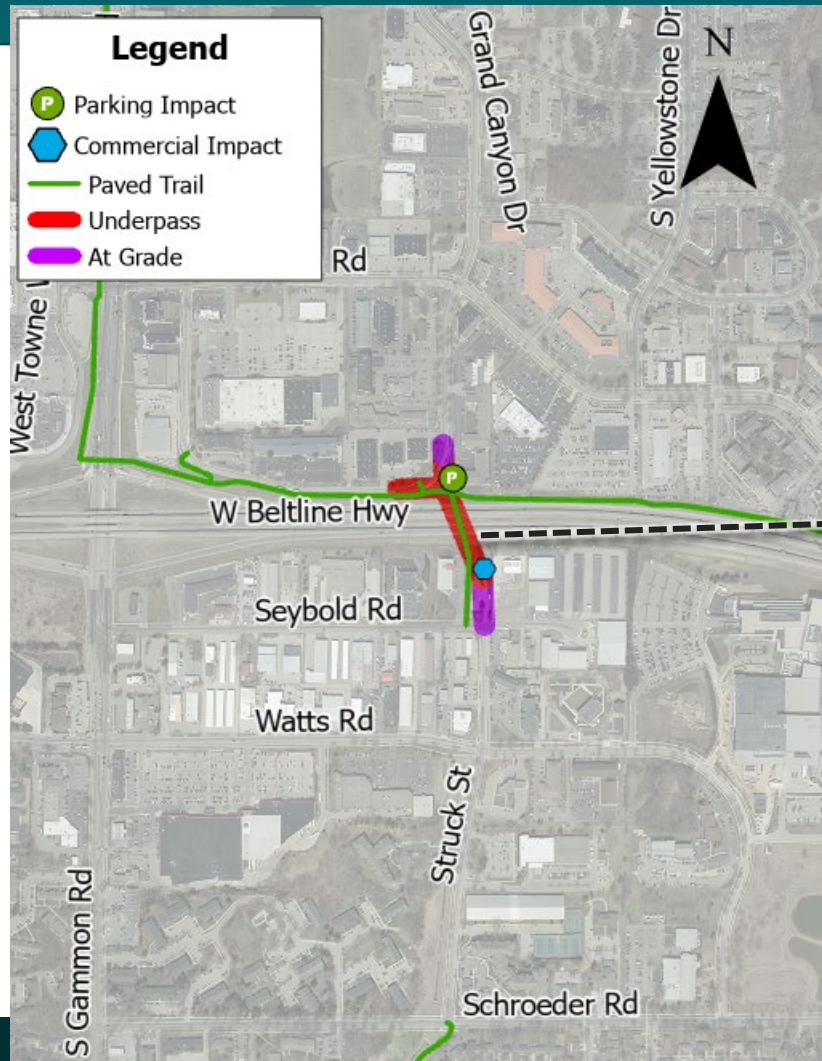
West: 0.5 mile (High Point)

East: 0.33 miles (Gammon)



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2a. Expanded West Beltline Bike/Ped Underpass (East of Gammon)



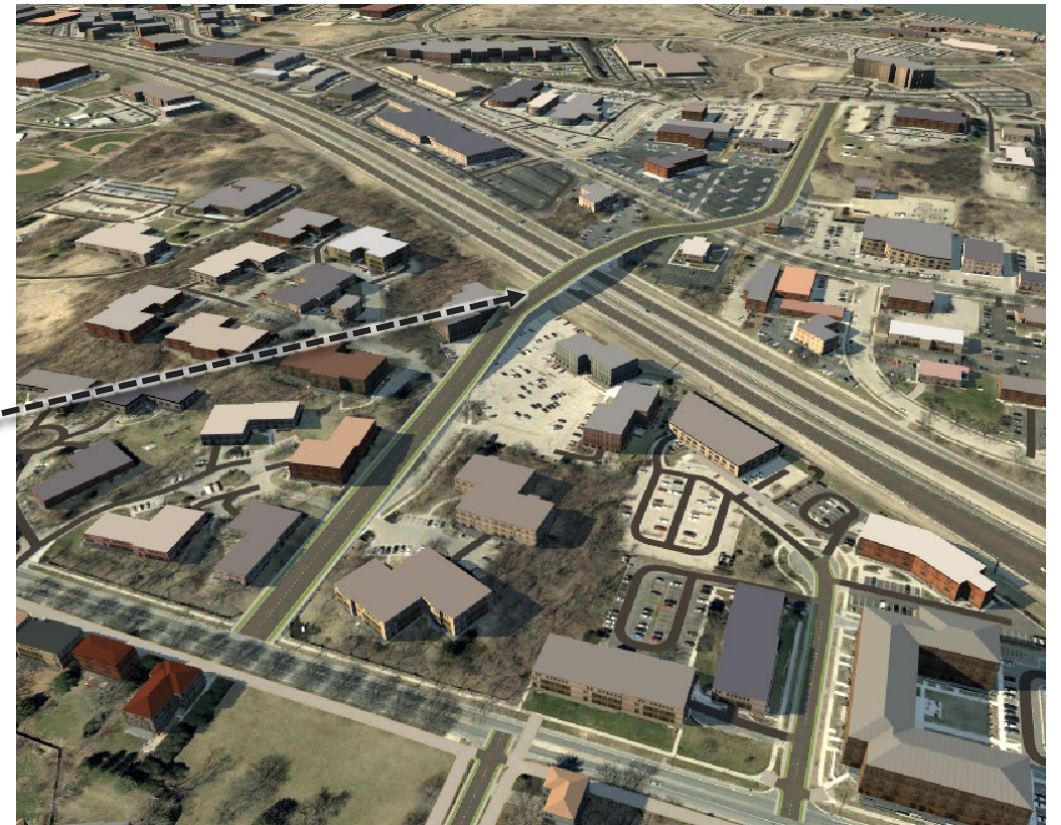
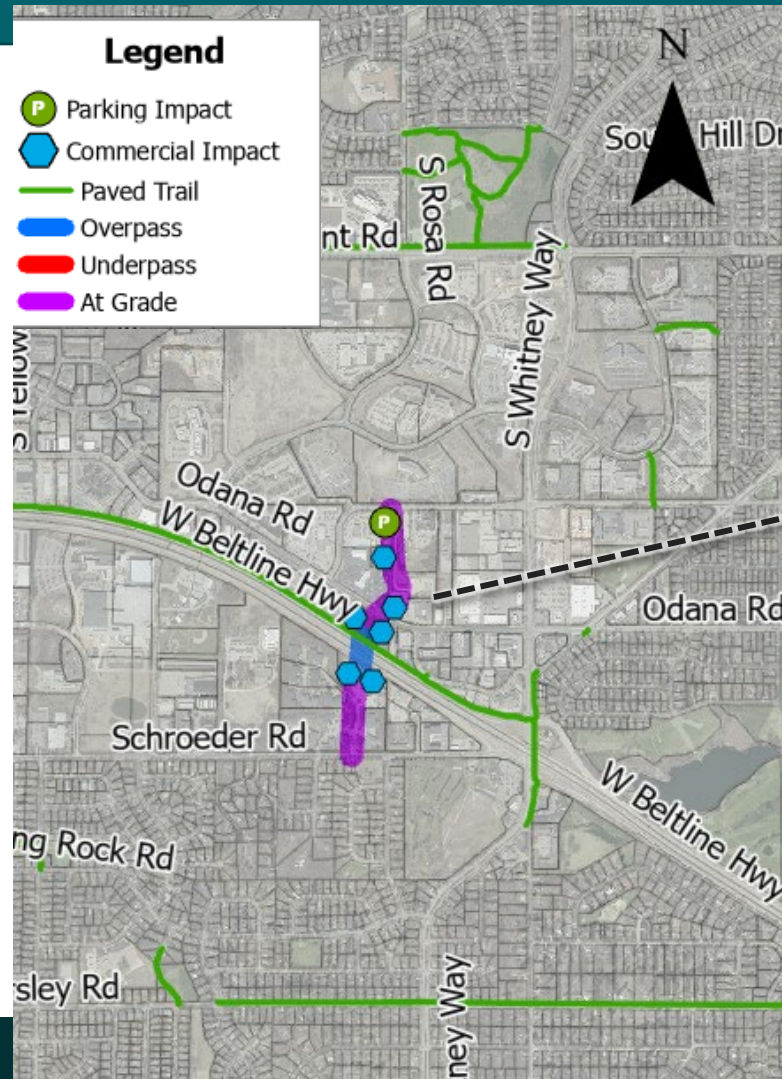
In Southwest Area Plan

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



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



In Southwest Area Plan

Nearest Crossings:

West: 1.33 mile (Gammon)

East: 0.25 miles (Whitney)



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3. Perry Street / West of Park St



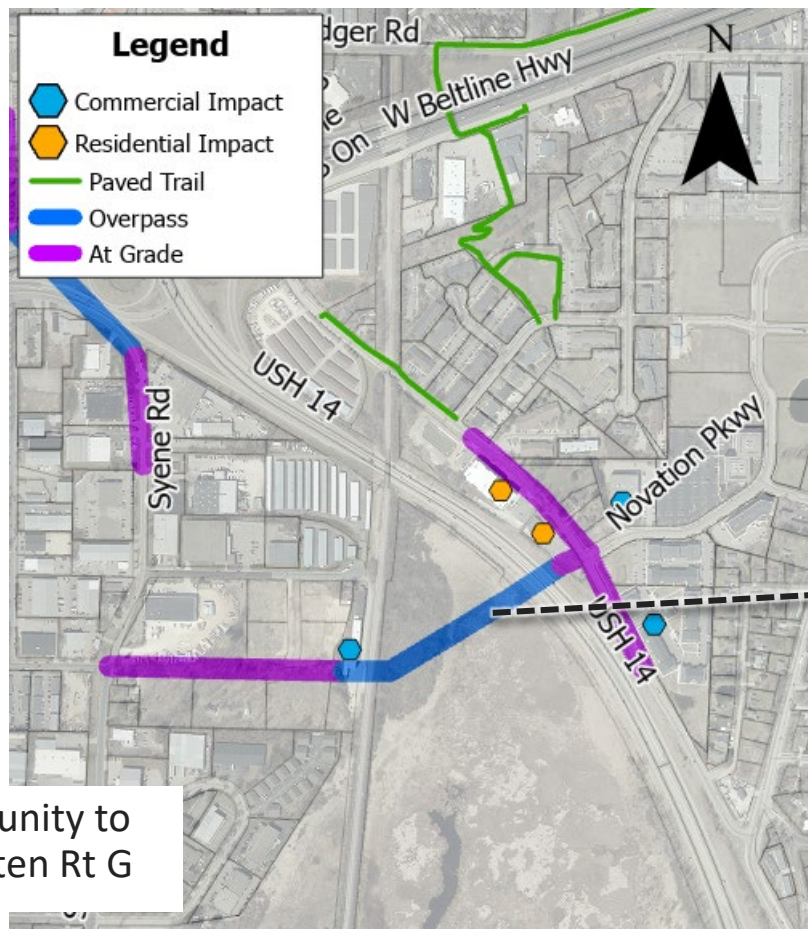
Opportunity to
Straighten Rt G

Nearest Crossings:
South: Stewart Proposed
0.25 miles



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4. Stewart St to Novation Parkway



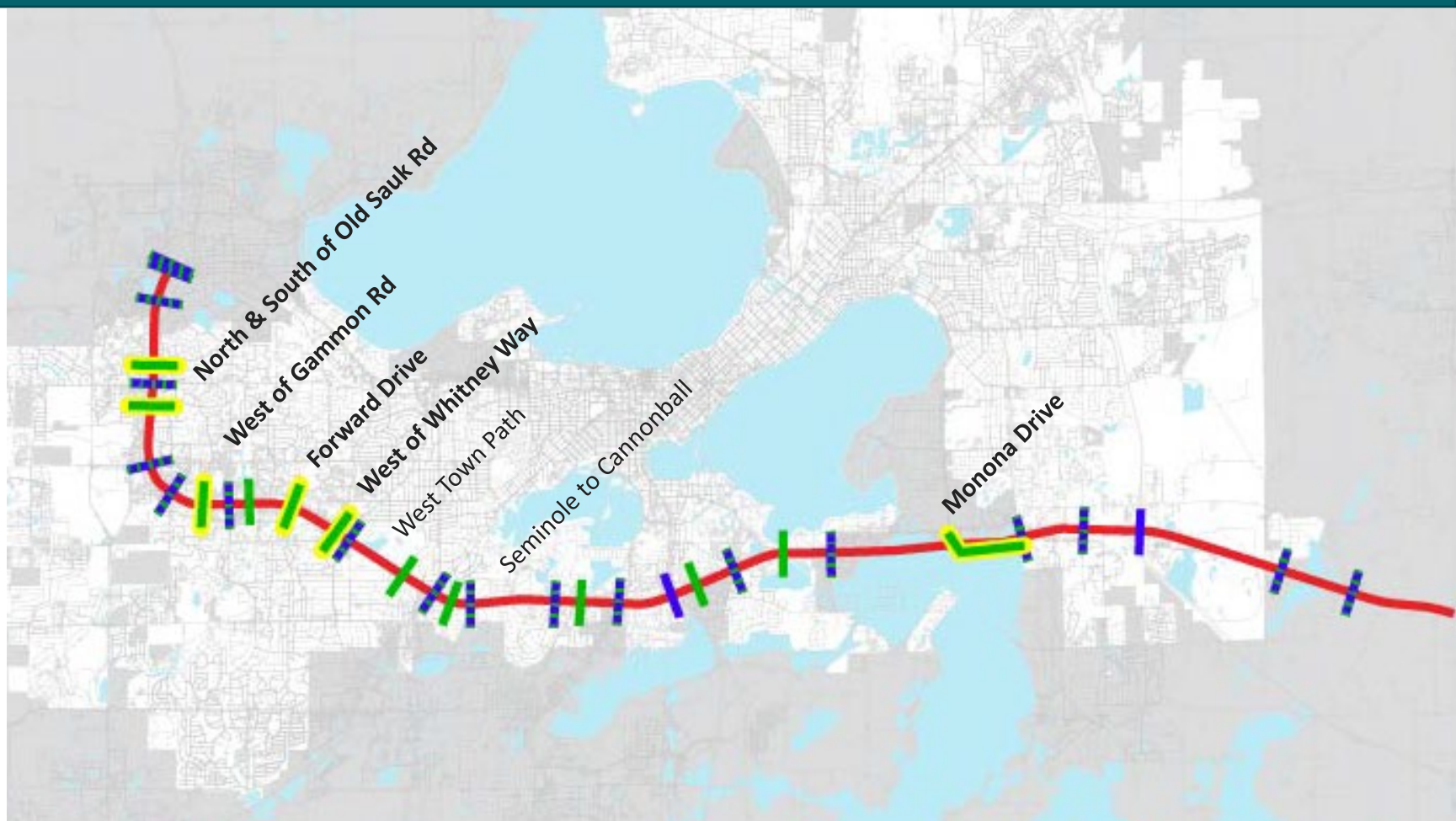
Opportunity to
Straighten Rt G

5. John Nolen Dr to W. Broadway



New Bike/Ped Crossings + Components

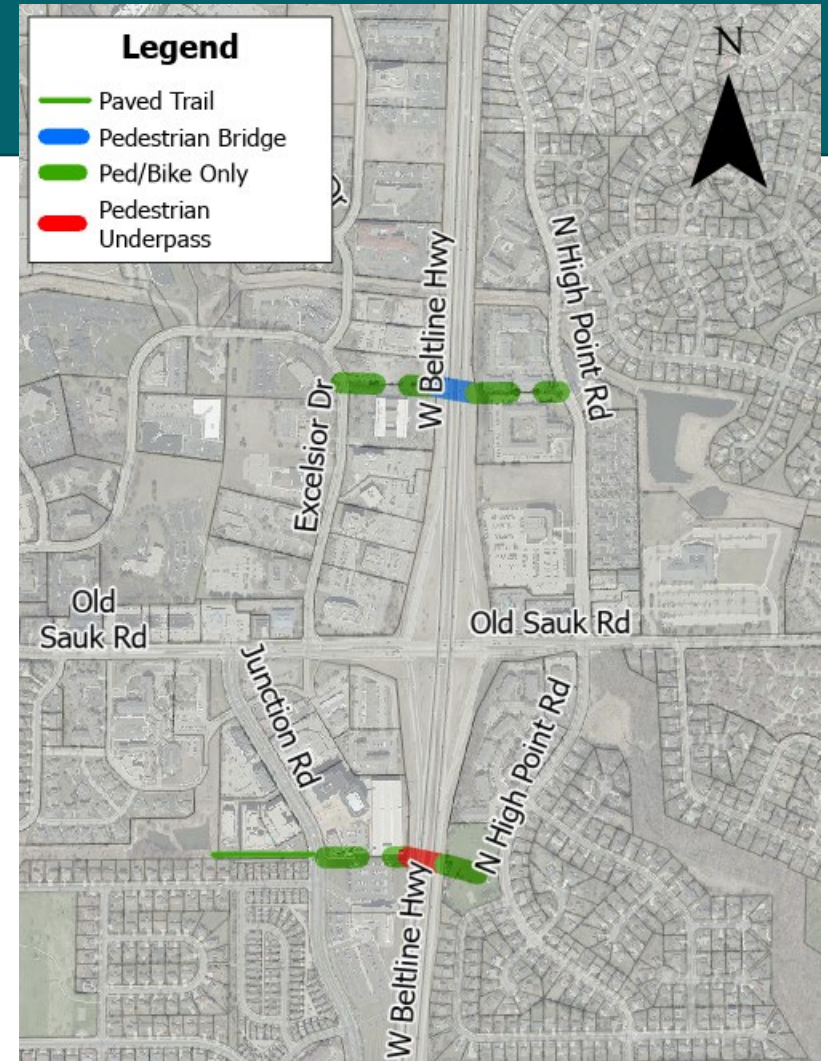
Study evaluates
8 new bike/ped
connections



North & South of Old Sauk Rd

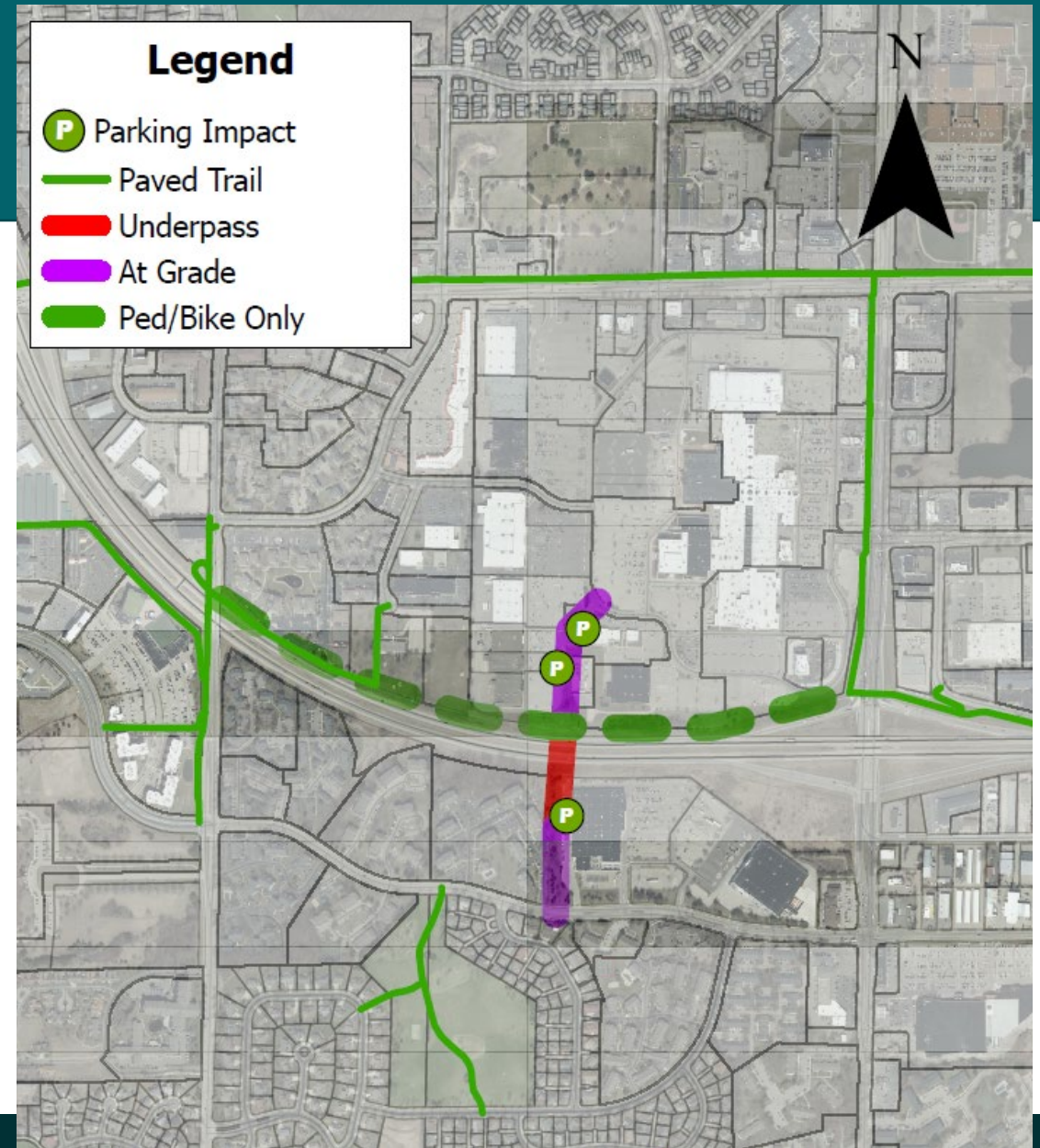


Improve transit access
for underserved
neighborhood



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West of Gammon Rd



Forward Drive

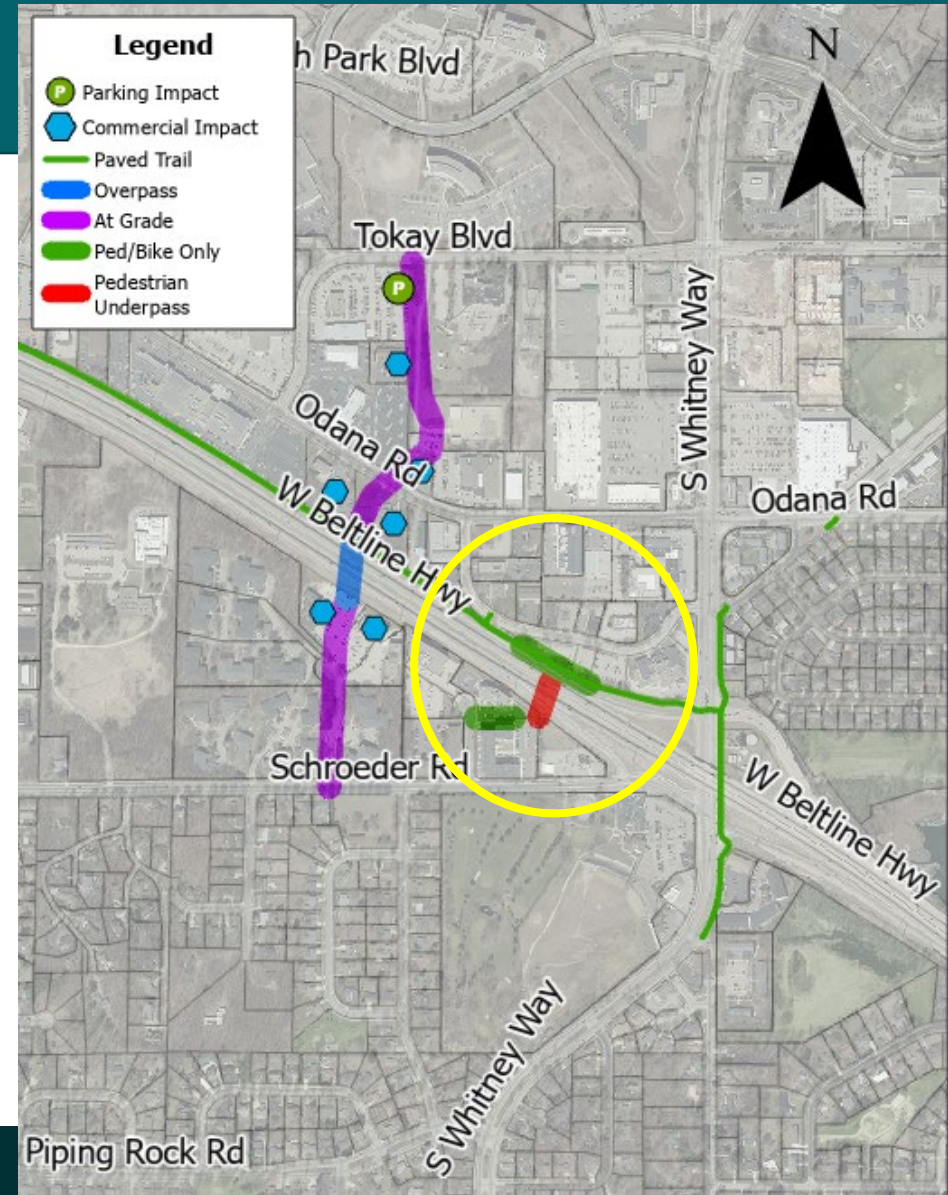


In Southwest Area Plan



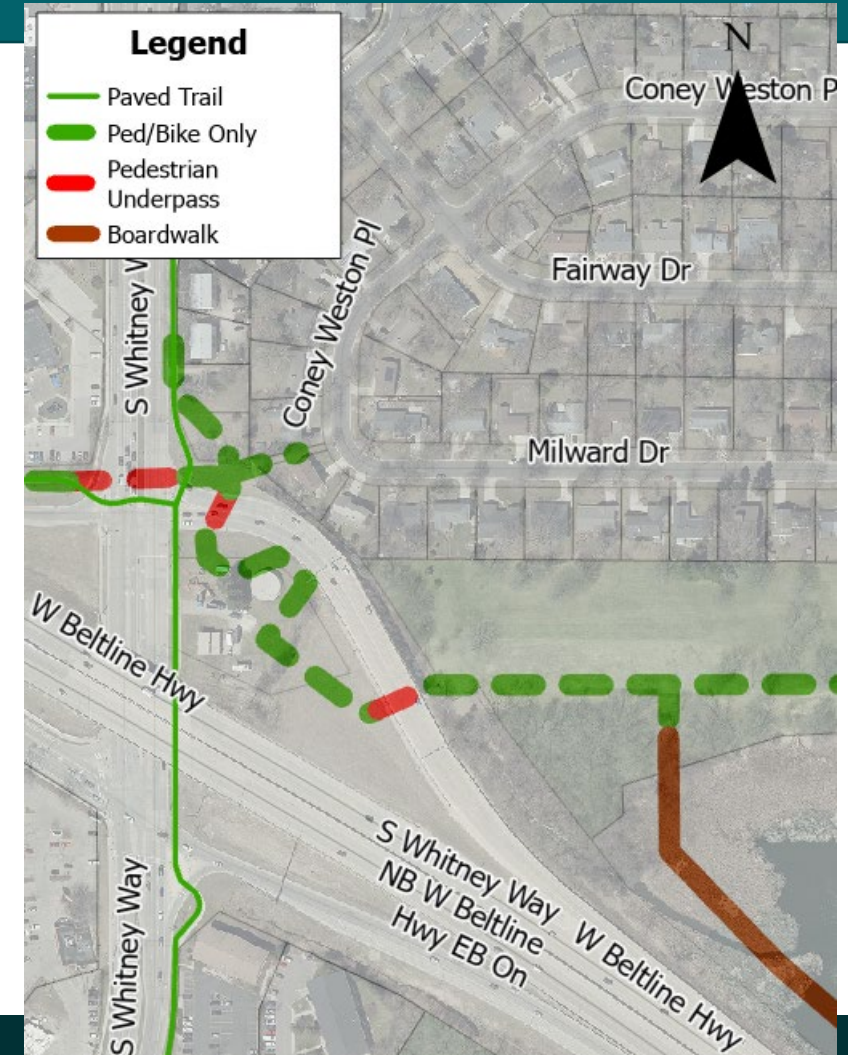
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West of Whitney Way



West Towne Path to Southwest Path

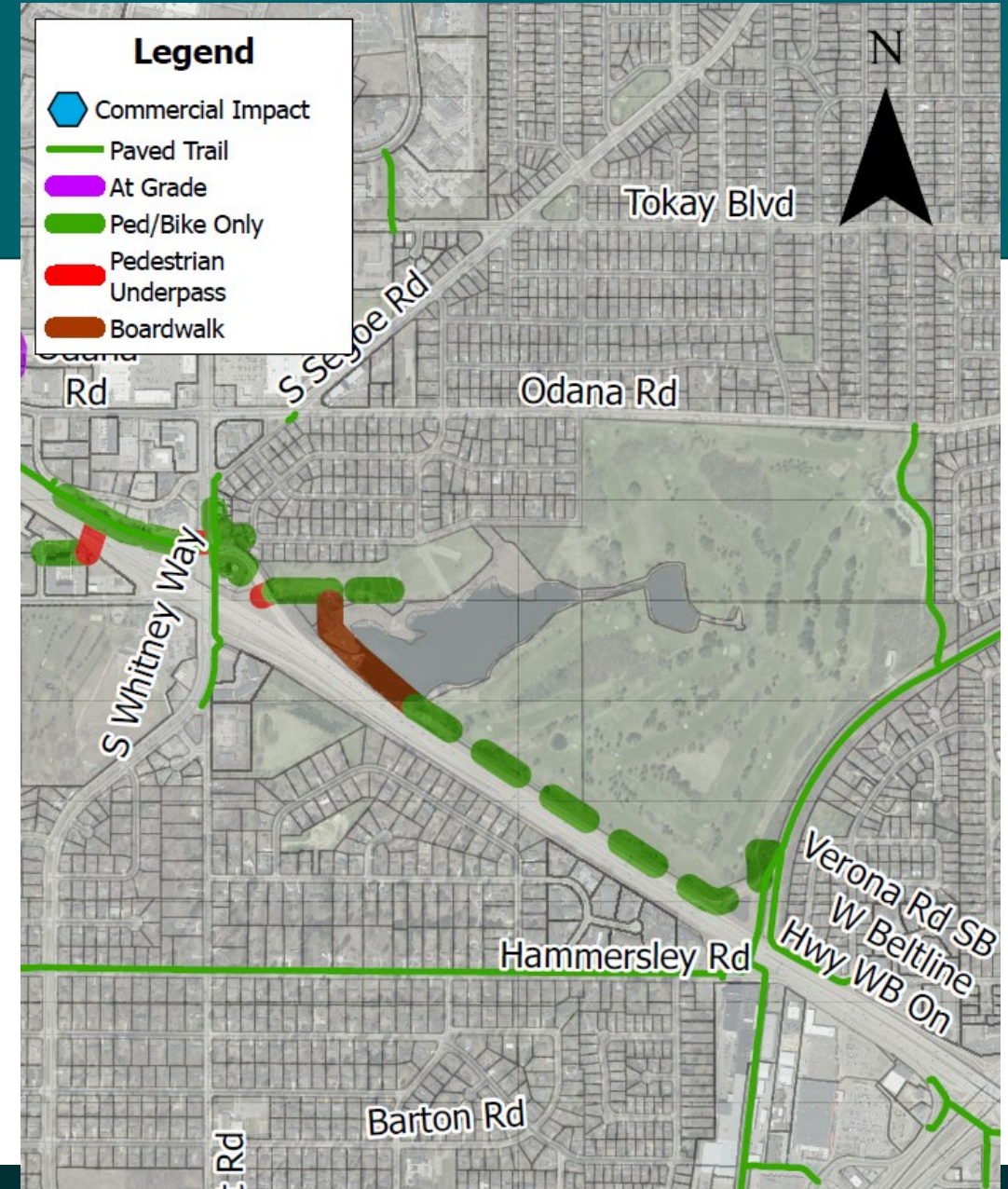
✓ Connecting West Towne Path to Southwest Commuter Path



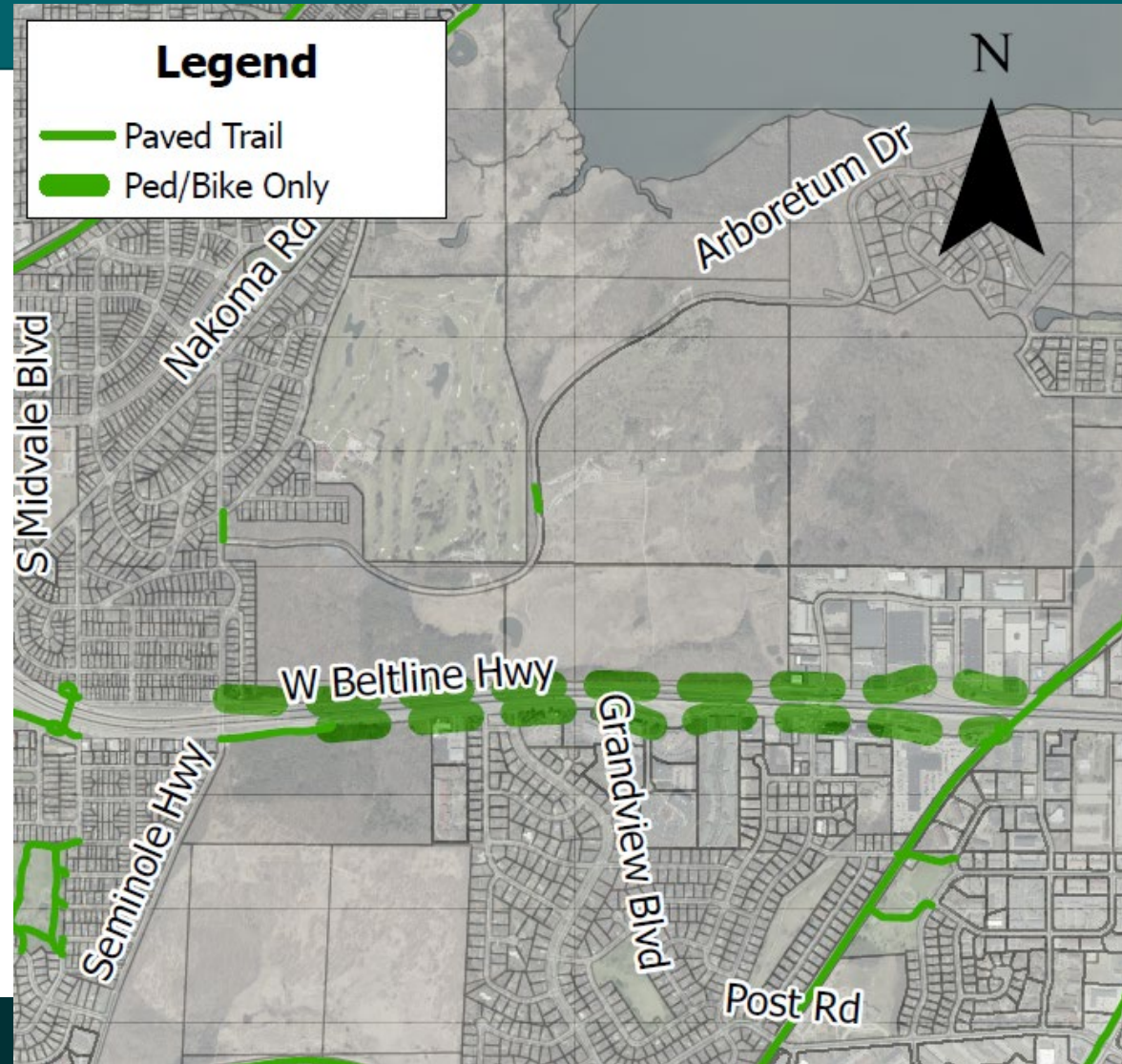
West Towne Path

(Zoomed out)

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

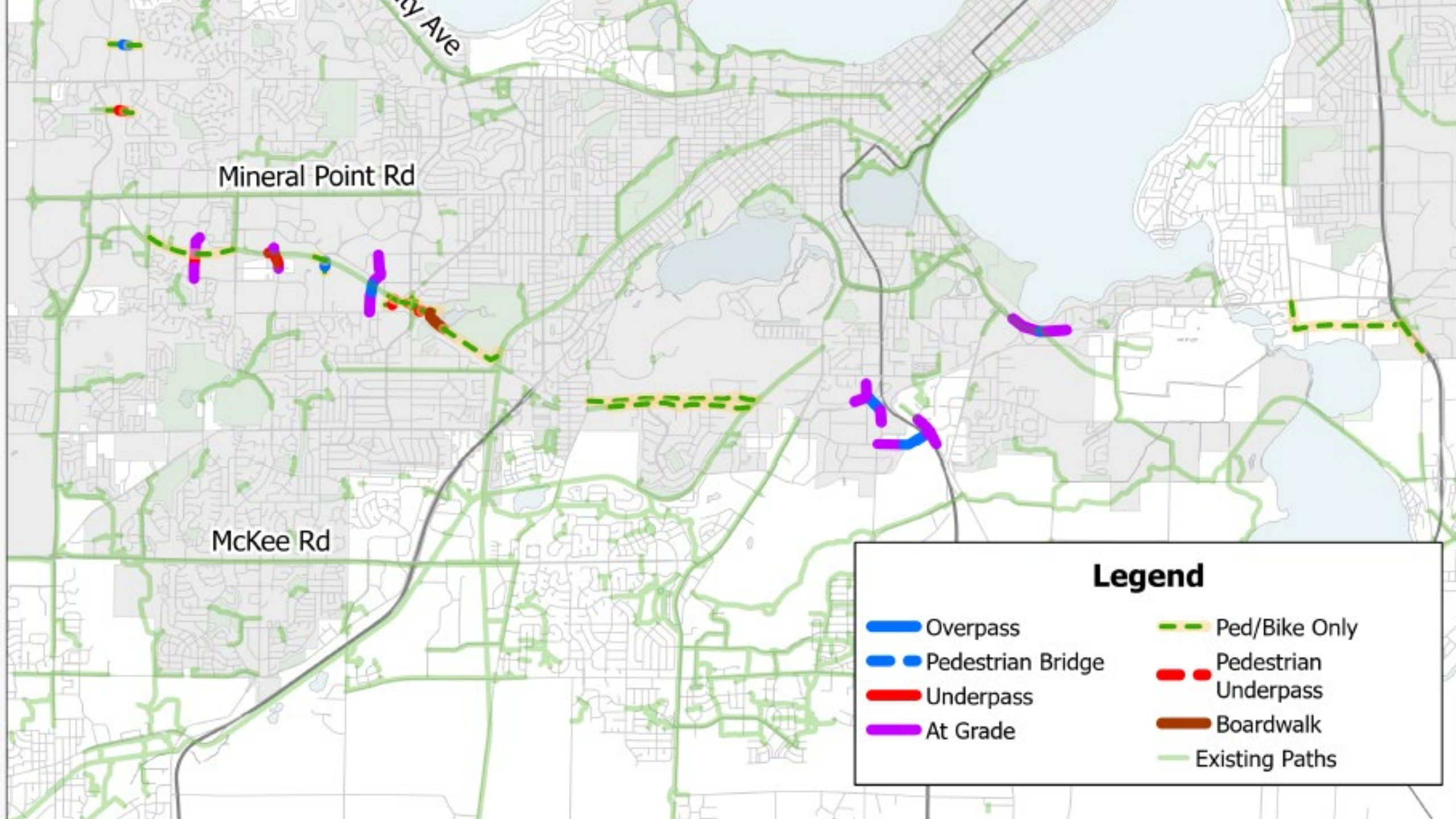


Seminole to Cannonball Path



Monona Dr





Mineral Point Rd

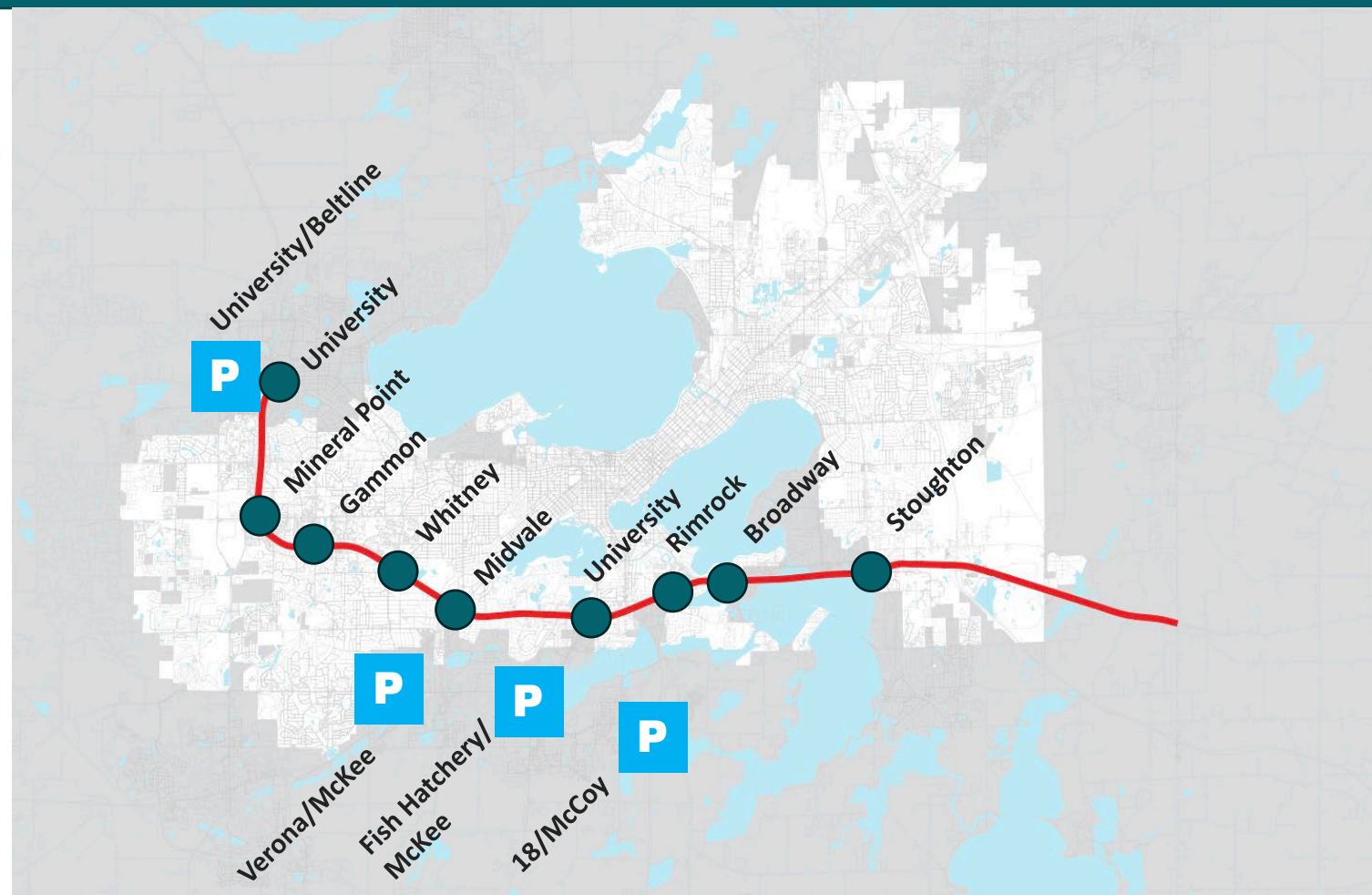
McKee Rd

Legend

- Overpass
- Pedestrian Bridge
- Underpass
- At Grade
- Ped/Bike Only
- Pedestrian Underpass
- Boardwalk
- Existing Paths

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?