

WisDOT Madison Beltline Overview

6/14/2021



WisDOT and the Beltline

- **Have studied the Beltline on and off since 1994.**
 - Verona Road interchange was an off shoot of one of the studies
- 2013 WisDOT Initiated Planning and Environmental Linkages (PEL) Study
 - Was put on “pause” from 2015-2020
 - Seek to complete it by end of 2021

PEL

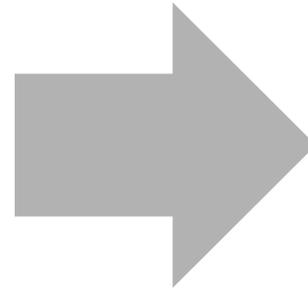


Looks at Broad Solutions

Pre-NEPA

23 USC 168

- Goals/Objectives
- Strategies
- Evaluation
- Screening



NEPA

National Environmental Policy Act

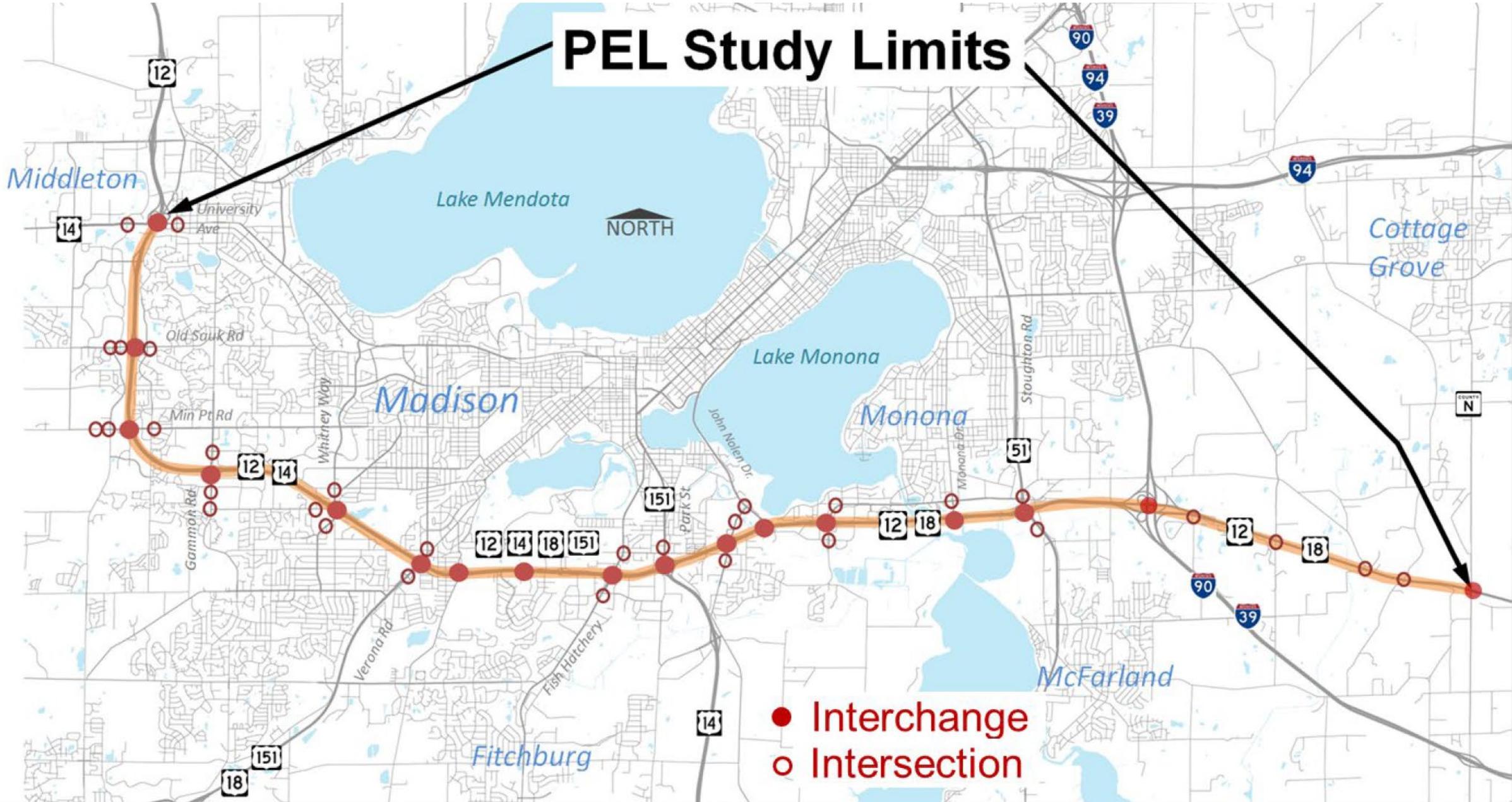


Typically known and “EIS”

40 CFR 1500-1508

- Purpose and Need
- Alternatives
- Environmental Consequences
- Preferred Alternative

PEL Study Limits



Screening Strategies



High Level look at
Broad Range of
Potentially Effective
**Stand-alone
Strategies**
(completed)

More detailed look
at Individual Modal
Components
and combinations
(ongoing)



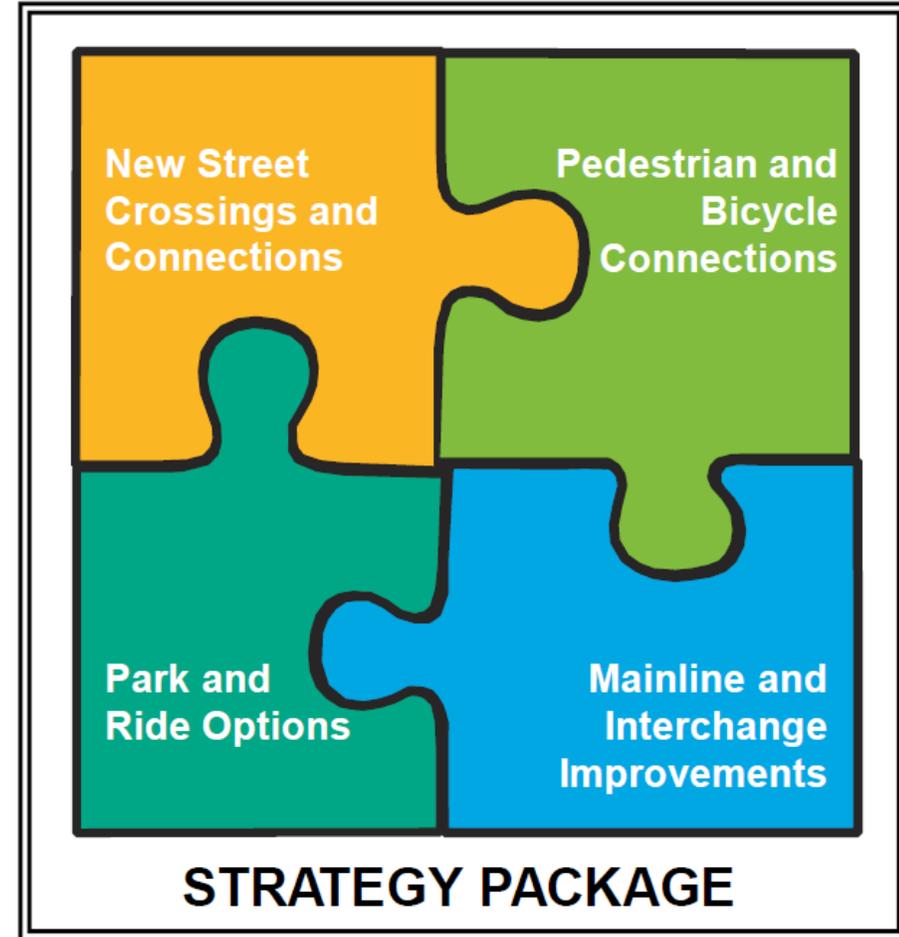
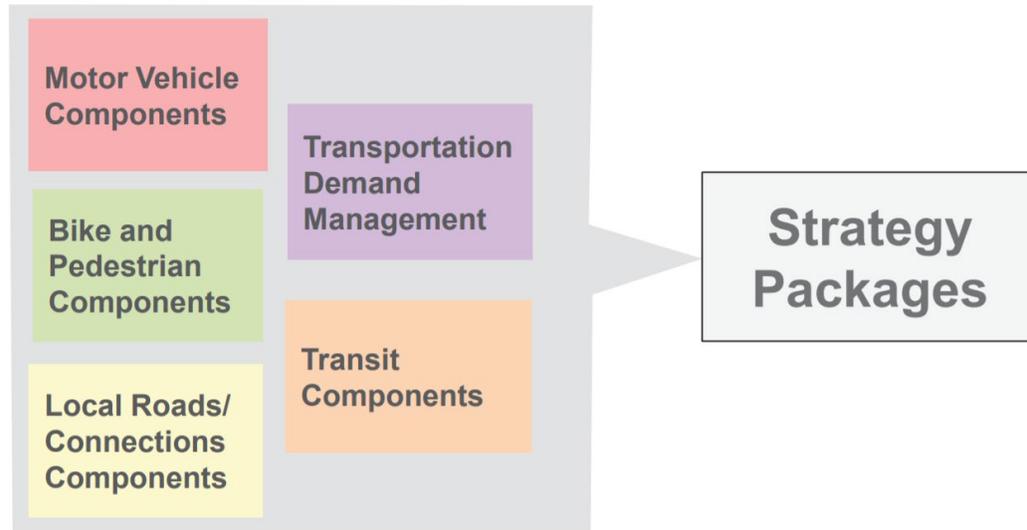
WisDOT looked at Broad Strategies

- North Mendota Pkwy
- South Reliever
- Transit Only
- Beltline

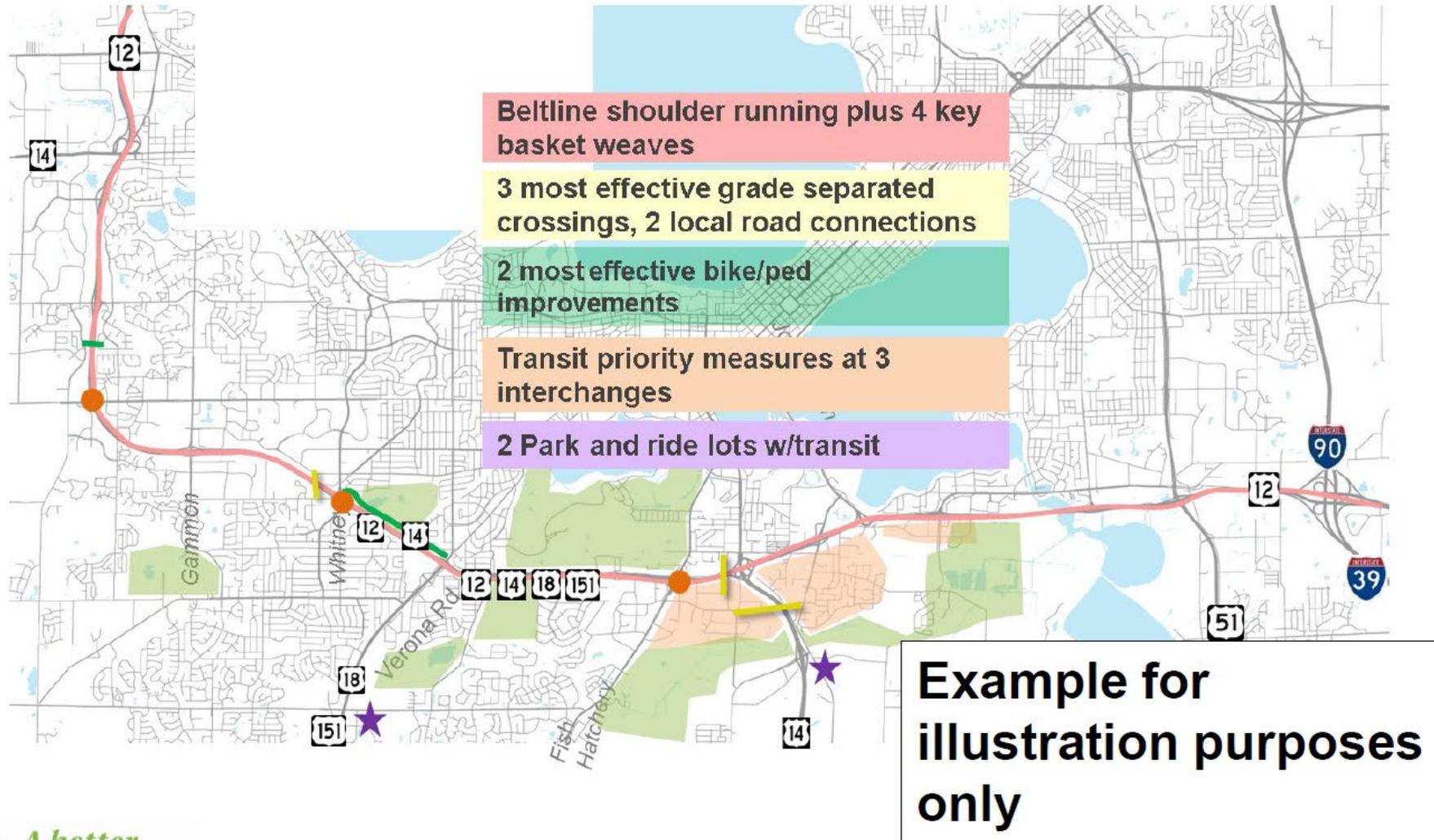
Consisted of Demand Modeling

Most non-Beltline Strategies were dismissed

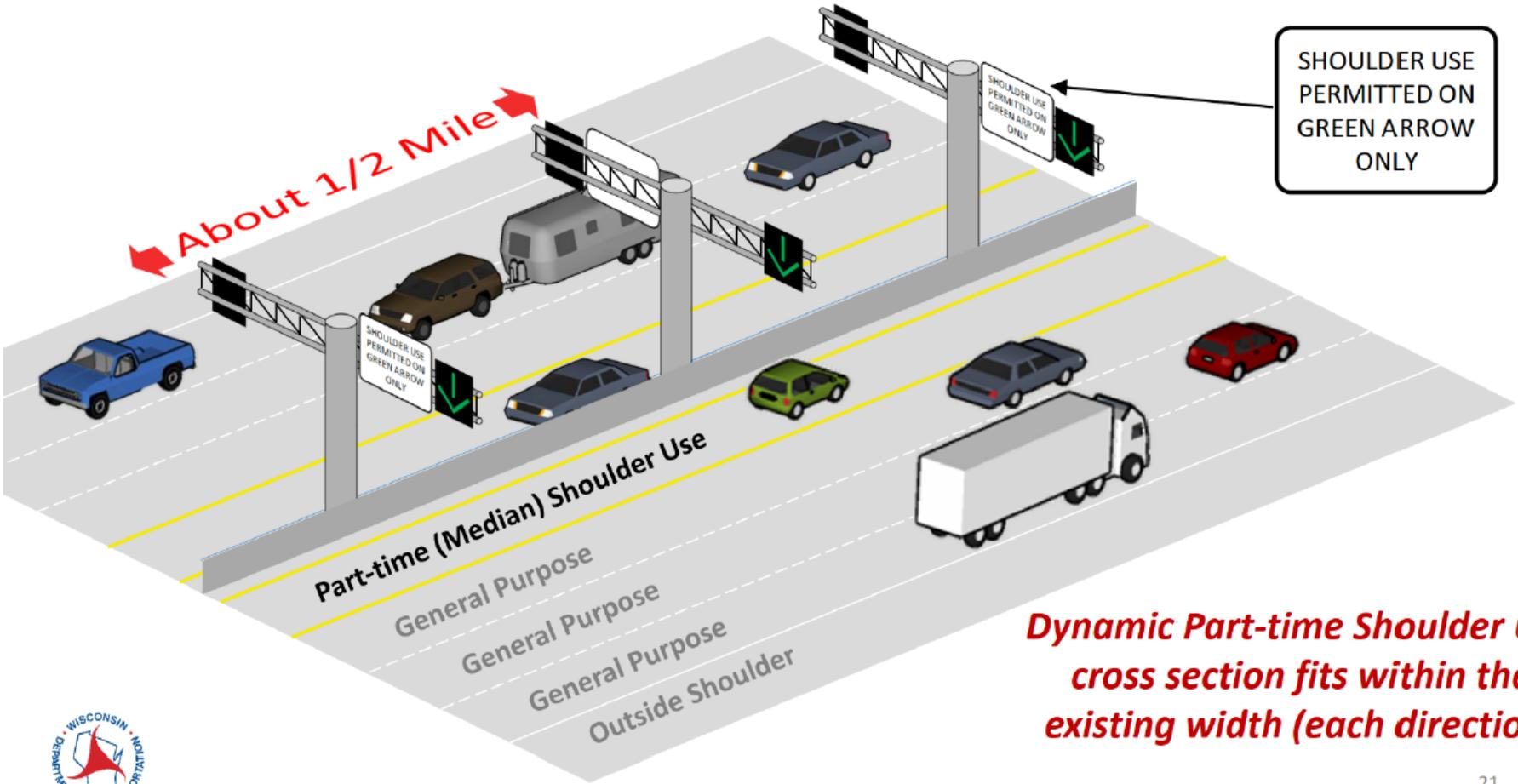
WisDOT is now looking at “Strategy Packages



Strategy Package Example



Much of the Beltline Capacity Issues Are Addressed with the Beltline Flex Lane



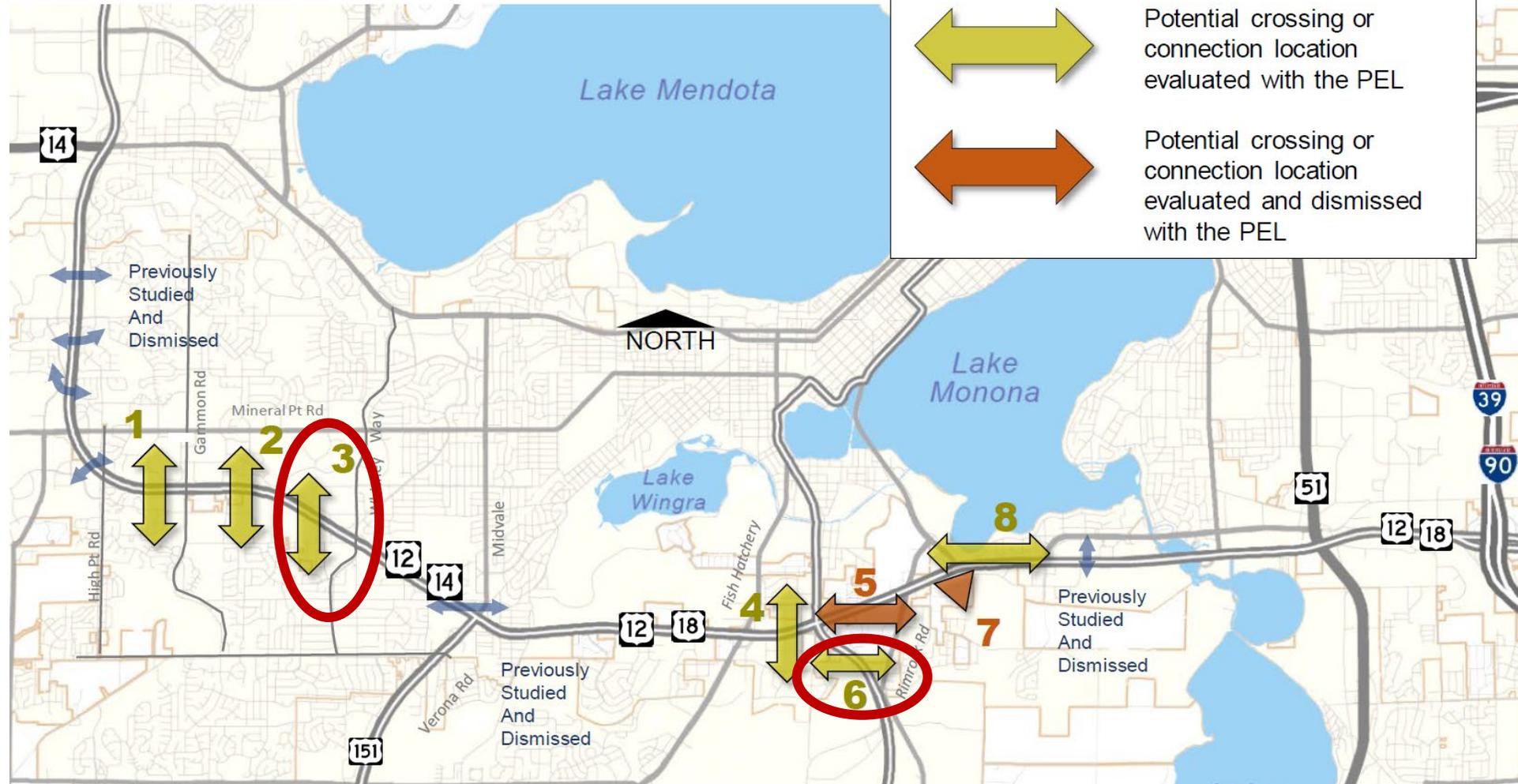
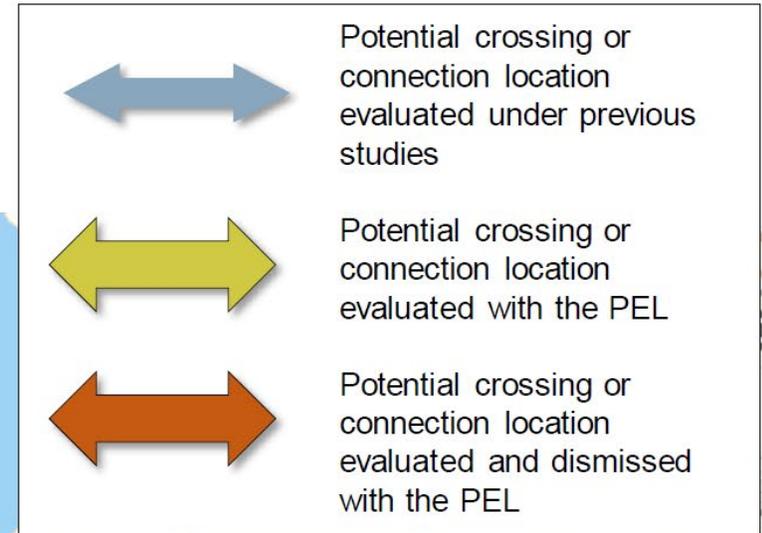
Dynamic Part-time Shoulder Use cross section fits within the existing width (each direction)



WisDOT

Crossings and Connections Components

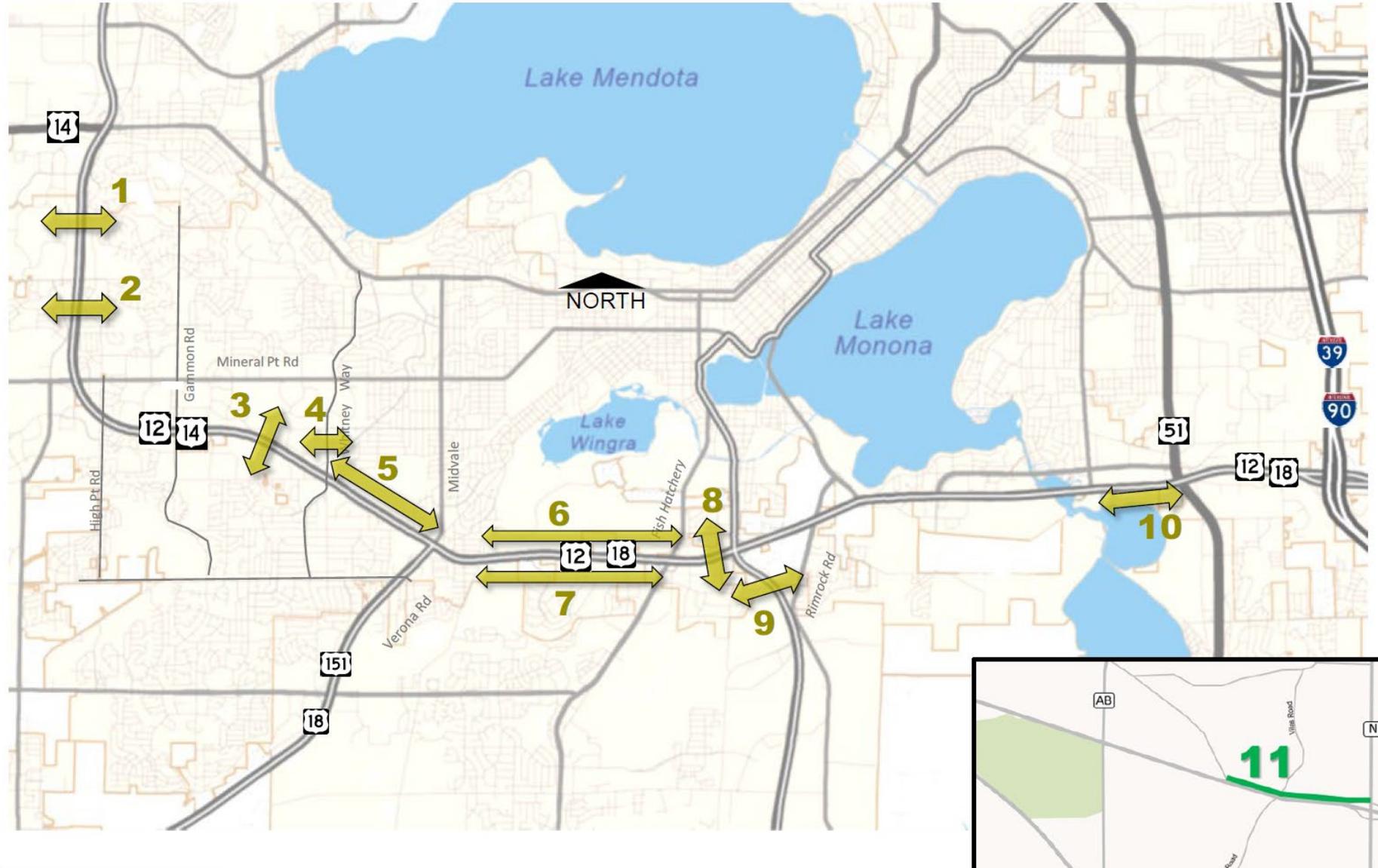
Areas of Opportunity



Pedestrian and Bicycle Components

Areas of Opportunity

Different connections have different levels of feasibility



Crossings for Ped/Bike

Areas of Opportunity

Most interchanges represent a constraint to bike/ped

