

APPENDIX A
PEL STUDY SUPPORTING DOCUMENTS

SUPPORTING BELTLINE PEL REPORTS AND DOCUMENTATION

Reports have been created to document the process, interaction, and results and recommendations from the Beltline PEL. These reports are briefly summarized in the following and finalized documents are available from the Wisconsin Department of Transportation (WisDOT) Southwest Region by request.

A. Work Plan (February 2012)

The work plan provided a detailed outline and schedule of activities, interaction, and analysis that would be performed as part of the Beltline PEL.

B. Existing Conditions Report (ECR) (December 2015)

The ECR identified the various roles and functions of the Madison Beltline and surrounding environment. The report documented existing conditions and emerging trends. The ECR sections include the following: Economic Importance; Origin and Destination Data; Bicycle and Pedestrian; Motor Vehicle Operations; Transit; Motor Vehicle Safety; Geometry; Environment; and Land Use.

C. Public Involvement Plan (PIP) (Revised January 2025)

The PIP summarized, in general, the public involvement efforts for the Beltline PEL. It was a living document and not necessarily all inclusive due to the extent, and changing nature, of the outreach efforts. The PIP was multifaceted to meet the outreach needs of a diverse range of issues, milestones, and stakeholders. Components included scheduled PIMs, media visits, study details and news dissemination, community presentations, a study Web site, a study Facebook page, e-mail lists, and stakeholder meetings. The format for the Beltline PEL PIP was based on the typical format used for an EIS.

D. Beltline Goal, Objectives, and Screening Report (Revised December 2020)

This report summarized the Beltline PEL process including its legal foundation, requirements that a PEL must fulfill, and the appropriate level of analysis. It also documented the Problem Statement, Goal, Objectives, root objectives, and desired outcomes developed collaboratively between the study team, agencies, local officials, and other stakeholders and provided screening questions to be used in testing the effectiveness of components and strategy packages. See Section 2–Goal, Objectives, and Strategy Development.

E. Stand-Alone Strategies Screening Report (SSSR) (Revised December 2020)

The purpose of this report was to document the development and evaluation of strategies to determine whether and to what extent each would potentially satisfy the root objectives of the Beltline PEL, remove enough traffic from the Beltline to be viable and effective, and minimize impacts to social, cultural, and environmental resources. Stand Alone Strategies would need to effectively meet these criteria to be recommended for further evaluation in potential future NEPA studies. The Stand-Alone Strategies only partially satisfied the root objectives, did not

remove enough traffic from the Beltline to be viable and effective, or had large, anticipated impacts to social, cultural, and environmental resources. All of the Stand-Alone Strategies investigated were eliminated as a potential solution on their own. However, specific Stand-Alone Strategies were recommended for consideration as a component of one or more Strategy Packages. The SSSR is summarized in Section 4 of this document.

F. *Park and Ride Options Technical Memorandum (January 2021)*

This memorandum identified potential locations for park and ride facilities for consideration in Beltline PEL Strategy Packages. New park and ride locations have potential to capture traffic before it reaches the Beltline. Traffic could be removed from the Beltline by providing park and ride facilities where commuters, people attending sporting events or concerts, and others could meet and carpool or take alternative modes, such as a bicycle or bus, to their destination. See Section 5–Components.

G. *Crossings and Connections Options Technical Memorandum (Revised March 2021)*

This technical memorandum documented the evaluation of additional parallel local street connections and/or grade-separated crossings of the Beltline. The crossings and connections would not add new access to the Beltline at the locations considered. These connections and crossings may relieve congestion, improve multimodal travel options, reduce the barrier effect of the Beltline corridor, and are potential components for one or more of the Beltline PEL Strategy Packages. See Section 5–Components.

H. *Bicycle and Pedestrian Options Technical Memorandum (April 2021)*

This memorandum evaluated the types of treatments that may be appropriate for improving bicycle and pedestrian travel and proposed components for consideration in Beltline PEL Strategy Packages. Bicycle and pedestrian components were developed and evaluated through focus group meetings with local bicycle and pedestrian advocates, based on the results of a Survey Monkey survey sent to the PEL TAC and PAC members and through study team discussions. During component development, new grade separated crossings of the Beltline, new routes, or route extensions parallel to the Beltline were considered to extend and link existing bicycle and pedestrian facilities. In general, potential new grade separated crossings would connect employment centers and businesses to neighborhoods and on a broader scale, provide opportunities to link existing and planned paths and on-street bicycle accommodations on both sides of the Beltline. See Section 5–Components.

I. *Transit and Managed Lanes Options Technical Memorandum (June 2021)*

This memorandum evaluated transit and managed lane options such as BRT, in-line bus stops, additional grade-separated transit crossings of the Beltline, transit priority through interchanges, and High Occupancy Vehicle (HOV) lanes for inclusion in Beltline PEL Strategy Packages. See Section 5–Components.

J. Madison Beltline HOV Demand Volumes (August 2021)

This memorandum discussed methodology and provided draft volume estimates for the addition of a single HOV lane on the Madison Beltline between Parmenter Street and County N. The HOV demand analysis was originally drafted in 2017. Since then, a dynamic part-time shoulder use lane, or the Flex Lane, was approved and opened to traffic in July 2022. The HOV volume estimated in this memorandum assumed the HOV lane would replace the Flex Lane. The speed improvements and travel time savings presented were compared to the pre-Flex Lane conditions on the Beltline. Refer to Section 3–Traffic Data Summary and Section 5–Components.

K. Impact Analysis Methodology (IAM) Report (Revised August 2021)

The IAM Report was intended to be a dynamic document available to stakeholders and updated as appropriate throughout the duration of the study. The purpose of the IAM was to communicate and document the Joint Lead Agencies' (FHWA and WisDOT) structured approach to analyzing impacts of the proposed transportation project and its alternatives. Collaboration on the impact analysis methodology was intended to promote an efficient and streamlined process and early resolution of concerns or issues.

L. Beltline Improvements Investigation Memorandum (BIIM) (Revised September 2021)

This memorandum documented the operational evaluation of Beltline Mainline Components. The memorandum analyzed traffic operations for various concepts and focused on identifying types of geometric modifications that would be effective in addressing motor vehicle congestion on the Beltline. The Beltline PEL included assessment of multiple Strategy Packages that included both multimodal and motor vehicle components. The Mainline Components described in the BIIM were potential components for one or more of these Strategy Packages. The memorandum was meant to provide guidance to future study teams as to which improvements showed promise and included evaluation of adding lanes, extending the shoulder-running (known as the Beltline Flex Lane) limits, implementing collector distributor (CD) roads, constructing basket weave ramps (grade-separated ramps), combining ramp entrances and exits, and relocating interchanges. In addition to vehicle mobility, factors such as safety, infrastructure condition and deficiencies, system mobility for all modes, and impacts, among others were considered when deciding what to include for future studies or NEPA documents. Findings of the BIIM were refined and summarized in the Mainline and Interchanges Improvement Refinement Report (MIIRR). See Section 5–Components.

M. Environmental Justice (EJ) Plan (Revised January 2025)

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (Executive Order 12898) addresses disproportionately high and adverse effects on minority populations and low-income populations. Executive Order 12898 emphasizes that federal agencies should use existing laws and programs to achieve EJ, including Title VI of the Civil Rights Act of 1964 (Title VI). The FHWA Title VI Program is broader than the Title VI statute and addresses other nondiscrimination statutes and authorities, including Executive Order 12898 on EJ. The FHWA Office of Civil Rights oversees

FHWA's Title VI Program, which ensures that FHWA policies, programs, and activities do not discriminate based on race, color, national origin, income, sex, age, disability, or limited English proficiency (LEP). The Beltline PEL EJ Plan documents how WisDOT will engage EJ populations through each phase of the study and consider their input and needs. Potential impacts to these populations resulting from improvement concepts will be analyzed and documented as the study advances into future studies or NEPA documents. Outreach activities to EJ populations were detailed in the EJ Plan and the PIP. The format for the Beltline PEL EJ Plan was based on the typical format used for an EIS.

N. Coordination Plan for Agency and Public Involvement (Revised September 2023)

The Coordination Plan was a dynamic document available to stakeholders and updated as appropriate throughout the duration of the study. The Coordination Plan outlined the Joint Lead Agencies' (FHWA and WisDOT) responsibilities for compliance with various aspects of the planning and environmental review processes, such as the issuance of invitation letters, and how the Joint Lead Agencies would provide opportunities for input from the public and other agencies. The Coordination Plan also identified comment points, coordination points, and study milestones and established a schedule of meetings and time frames for input and review by the Cooperating and Participating Agencies, as well as by the public, Native American Tribes of Wisconsin and other interested Tribal communities. The format for the Coordination Plan was based on a typical format used for an Environmental Impact Statement (EIS).

O. Interchange Improvement Investigations Memorandum (IIIM) (April 2024)

This memorandum documented the investigation of Interchange Components and was intended to provide guidance as to which interchange improvements showed promise. The Beltline PEL included assessment of multiple Strategy Packages that included both multimodal and motor vehicle components. The Interchange Components were potential components for one or more of these Strategy Packages. They included the ramp terminal intersections and the functional area of interchanges along the Beltline. Improvement types beyond the no-build condition generally included conventional expansion, reconfiguration of the interchange and/or intersection type, and/or reconfiguration of access for some movements. Factors considered at a planning level for the various concepts included intersection motor vehicle Levels of Service (LOS), bicycle and pedestrian accommodations, transit service, ramp terminal spacing to adjacent intersections, and potential impacts. Environmental impacts and additional analysis may occur in future studies or NEPA documents. Findings of the IIIM were refined and summarized in the MIIRR. See Section 5—Components.

P. MIIRR (January 2025)

The MIIRR built on analysis completed in the BIIM and the IIIM. Concepts carried forward from the BIIM and IIIM were summarized in the MIIRR and vetted further to determine which components should be considered for one or more Strategy Packages. The PEL study included assessment of multiple Strategy Packages that included multimodal components. The Mainline and Interchange Components described in the MIIRR were potential motor vehicle components for one or more of these Strategy Packages. See Section 5—Components.

Q. EJ Report (September 2024)

The EJ Report summarized the mixed-method research conducted to consider the United States Department of Transportation Environmental Justice requirements and identify whether the components being considered in the PEL study could potentially have disproportionately high and adverse impacts on minority populations and low-income populations. Executive Order 12898 was issued in 1994 to focus attention on the environmental and human health effects of federal actions on minority populations and low-income populations with the goal of achieving environmental protection for all communities. Research included quantitative data collected via a University of Wisconsin–Madison Survey Center (UWSC) mailed survey that was completed by 256 residents who live near the Beltline in neighborhoods with higher percentages of EJ populations. These neighborhoods were identified by comparing neighborhood U.S. Census data to the Dane County average poverty levels and minority population percentages. Additionally, the report explained the outcomes of 46 interviews with community leaders and business owners whose constituencies represented EJ communities near the Beltline or use the Beltline. The interviews were followed by a survey of the constituents to gather additional input.

R. Safety and Traffic-Related Technical Memorandums

In addition to the reports and memorandums summarized in the previous paragraphs, the study team prepared several technical memorandums to document various elements of the safety and traffic analysis conducted in the PEL study. These technical memorandums are also available from the WisDOT Southwest Region by request.

The following technical memorandums were completed between 2014 and 2017 before the scope of the PEL study expanded to include analyzing short-term solutions to coincide with an upcoming programmed overlay project between Seminole Highway and I-39/90.

1. *Traffic Modeling Software Comparison (September 2014)*

This technical memorandum summarized the traffic analysis software considered for intersections and freeways, discussed volume versus demand, and recommended traffic modeling software for the study.

2. *Design Hour Volume (DHV) for the Beltline PEL (December 2014)*

This technical memorandum documented a request by the Beltline PEL to FHWA to allow the use of traffic volumes experienced on a single day (September 11, 2012) as the basis for the operations modeling. The advantage to using this single day was the value provided by the data collection that occurred for the full study corridor on the same day (through the use of Aerial Time Lapse Photography and Bluetooth detection) allowed compilation of turning movement counts and origin-destination (OD) data simultaneously.

3. *Traffic Forecasting Methods* (December 2014)

This memorandum described the process by which the future 2050 Paramics OD matrices were created for use in the Beltline PEL Paramics operations models. This memorandum also described how the Greater Madison Metropolitan Planning Organization (MPO) Travel Demand Model (TDM) was used as a tool to forecast the growth along the study corridor.

4. *Traffic Forecast Memorandum* (February 2015)

The study team prepared a memorandum describing the daily forecasts prepared by the WisDOT Central Office Traffic Forecasting Section (TFS). This memorandum made observations regarding the differences in growth in 2050 Future, Existing, and Committed (FEC) conditions predicted by two tools used by WisDOT: the Traffic Analysis Forecasting Information System (TAFIS) and the TDM. FEC is essentially the “No Build” (i.e., preserve and maintain) forecast. This memorandum described the forecasting process used for the Beltline, observations regarding the resulting forecasts, and possible courses of action for WisDOT regarding the FEC scenario.

5. *Vehicle Occupancy Study* (May 2015)

This technical memorandum documented field-collected vehicle occupancy data for the Beltline corridor. The data was collected using high-definition cameras on three Beltline overpasses and reviewing the photos to determine the percentage of vehicles having at least two occupants (i.e., someone in the front passenger seat). Backseat occupancy could not be collected.

6. *Paramics Modeling Methodology Technical Memorandum* (Revised February 2016)

This technical memorandum documented the calibration and validation of the Beltline PEL Paramics traffic operations models to field data. Primary measures to test the validity for the Paramics models included flow rates (traffic volumes), turning volumes at intersections, travel times, speeds, bottleneck phenomena (where, when, and how long they exist), freeway densities, and queuing at intersections.

The remaining technical memorandums listed were completed after 2017. These technical memorandums summarized efforts that were either part of the brief investigation of short term solutions to coincide with an upcoming programmed overlay project between Seminole Highway and I 39/90 or after HSR, also known as the Beltline Flex Lane, was put into operation on the Beltline between Whitney Way and I 39/90.

7. *Madison Beltline Interactive Highway Safety Design Model (IHSDM) Technical Memorandum (November 2019)*

The Madison Beltline IHSDM Technical Memorandum summarized the predictive safety analysis methodology used by the study team to assess implementing part-time Hard Shoulder Running (HSR) along the Beltline between approximately Whitney Way and the BIC and to further understand the potential impact of HSR on Beltline safety. The predictive safety analysis was performed using IHSDM software.

8. *2018 Versus 2019 Origin-Destination Comparison, Beltline PEL (October 2020)*

This technical memorandum validated that the origin-destination patterns in 2019 did not substantially change in comparison to year 2018. At the time of the document, the year 2019 traffic volumes appeared to be the most complete and up-to-date set for use in the PEL study's traffic analysis. Year 2018 had minimal construction along the corridor and thus represented typical traffic conditions. Year 2019 had multiple construction activities between Seminole Highway and I-39/90 with various ramp closures. However, most of the 2019 closures were at night and were not suspected to substantially impact AM and PM peak period travel patterns. Therefore, before proceeding with use of 2019 traffic volume data, the origin-destination patterns observed in 2019 were compared to those observed in 2018 and were reported in this memorandum.

9. *2019 Versus 2016 and 2012 Speed Comparisons, Beltline PEL Study (April 2021)*

This technical memorandum compared 2019 Beltline speed and travel time data to the previously documented 2016 and 2012 travel time and speed data.

10. *Base Year Traffic Data Review Memorandum (October 2021)*

This memorandum summarized a data driven review of the base year traffic data for the Beltline PEL base conditions traffic analysis. The goal of the traffic data review was to:

- a. Review how the 2012 traffic data used in the base conditions developed as part of previous Beltline PEL efforts compares to newer base year (2019) conditions, and
- b. Continue to make optimal use of the substantial data collection and modeling investment WisDOT made with previous Beltline PEL efforts.

By performing the comparison, assessments could be made regarding the applicability of the Highway Capacity Manual (HCM)-based operations analysis and microsimulation operations analysis that was performed using 2012 traffic data for previous Beltline PEL efforts. See Section 3–Traffic Data Summary.

11. *2050 Traffic Volume Development Memorandum (November 2021)*

This memorandum provided a summary of the process used to develop the Beltline PEL traffic forecasts and how the study team was using the forecasts to develop hourly volumes for the 2050 Highway Capacity Software (HCS) operations analysis. Previous HCS traffic modeling efforts for the Beltline PEL, which began in 2015, involved separating the Beltline into seven sections for planning-level operations analysis. This previous HCS analysis was completed by direction (eastbound and westbound) for weekday AM and PM peak hours. This analysis used a 2012 base year and a 2050 design year. At the time, it was anticipated that microsimulation models would be used to evaluate 2050 improvement strategies along the Beltline. The traffic modeling efforts for the Beltline PEL, conducted in 2020 and 2021, did not include additional microsimulation. Rather, microsimulation was anticipated to occur during future NEPA phases. More detail on the previous HCS traffic modeling efforts can be found in the BIIM. See Section 3–Traffic Data Summary.

12. *Madison Beltline PEL Travel Time Reliability (TTR) Analysis (August 2023)*

TTR analysis was performed for 2050 conditions within the study corridor. This technical memorandum documented the HCS TTR methodology and results. The analysis used the Freeway Facilities Module of HCS and focused on the west side of the Beltline between Verona Road and Parmenter Street. More specifically, 2050 Preserve and Maintain (e.g., No Build) conditions and two 2050 Build conditions were reviewed.

S. Other Technical Memorandums

In addition to the reports and memorandums summarized in the previous paragraphs, the study team prepared several other brief technical memorandums to document various elements of the study process. These technical memorandums are also available from the WisDOT Southwest Region by request.

1. *UW Survey Center Dane County Transportation Survey (January 2015)*

The study team worked with the UW Survey Center to circulate a survey to Dane County residents. The survey contained 24 questions related to travel in Dane County to common destinations and the role of the Beltline on that travel. It was mailed to 1,300 residents in spring 2014; 641 responses were received and results were deemed a representative sample.

2. *Femrite Half-Diamond Interchange (April 2015)*

The study team evaluated the benefits and impacts of adding partial access to I 39/90 at Femrite Drive north of the I-39/90–US 12/18 Beltline interchange (BIC) near the east end of the Beltline PEL corridor. A half-diamond interchange at this location would provide a southbound off-ramp from I 39/90 to Femrite Drive and a northbound on-ramp from Femrite Drive to I-39/90. This memorandum evaluated this half-diamond interchange because congestion on the Beltline, at the Stoughton Road interchange, and at the BIC

was prompting consideration of other high-cost infrastructure improvements in this challenging section of the Beltline corridor.

3. Southwest Wisconsin Freeway Design Workshop (June and July 2015)

WisDOT hosted a designer's workshop to bring together engineers with unique qualifications to assist in development of improvements for adjacent ongoing studies at the time of the workshop including the Beltline PEL study, the I-39/90 BIC study, the I-39/90/94 Environmental Impact Statement (EIS), and the Stoughton Road (US 51) EIS¹. The workshop focused on two components of these overlapping projects: the Beltline Mainline from Monona Drive to I-39/90 and the Stoughton Road Interchange. Attendees included a variety of experts from the FHWA Safety and Design Resource Center, FHWA Wisconsin Division, an independent national consultant, WisDOT Bureau of Project Development, WisDOT SW Region, and study team members. During the workshop, participants focused on two specific sections: the Beltline from Monona Drive to the BIC (Beltline Study) and I 39/90/94 from the BIC to the US 151 Interchange (I-39/90/94 Study). The goal for the Beltline Study was to review potentially viable improvement options developed prior to the workshop (eight westbound options and 17 eastbound options) and indicate which had the most potential to address Beltline congestion while noting relative differences in impacts and costs. The goal for the I-39/90/94 Study was to develop a range of alternatives for the study team to evaluate and document challenging constraints and potentially successful approaches to solve congestion, improve safety, correct substandard geometrics, and replace aging infrastructure.

4. *Hard Shoulder Running (HSR) Feasibility on the Madison Beltline Technical Memorandum* (March 2024)

Pavement distress on the Beltline from I-39/90 to Todd Drive grew to a point where WisDOT considered interim pavement rehabilitation measures. In 2017, the scope of the PEL study expanded to include analyzing short-term solutions to coincide with an upcoming programmed overlay project between Seminole Highway and I-39/90. The asphalt overlay being considered provided an opportunity to implement HSR, a Transportation Systems Management and Operations (TSMO) strategy that allows use of the left or right shoulders as travel lanes during some, but not all, hours of the day. Implementing HSR during the AM and PM peak hours had the potential to provide additional roadway capacity when needed. This memorandum provided background on the feasibility and conceptual costs for implementing HSR along the Beltline.

5. *Madison Beltline PEL: Accessibility Analysis for the Strategy Packages Technical Memorandum* (February 2025)

The study team evaluated the accessibility benefits that are anticipated to be achieved under each of the build Strategy Packages 2 (Higher Priority Components), 3 (Mid-to-High Priority Components), and 4 (All Retained Components) developed for the

¹The Stoughton Road (US 51) EIS was split into two EAs after the workshop.

PEL study. The memorandum summarizes the accessibility benefit to each of four modes available in the TDM including walking, biking, riding the bus, and driving. Benefits were reported by total number of person-hours saved in the entire modeled region.

T. Adjacent WisDOT Studies and Projects

WisDOT is conducting numerous other studies and projects in Dane County that were not part of the Beltline PEL but provided information toward the analysis. These other studies are of the Beltline corridor or highways that connect to the Beltline and provided information that is relevant to the Beltline's safety, travel demand and congestion, and alternate travel modes. These included the following (Web page links accessed January 31, 2025):

1. ID 5410-08-01/5410-06-00, US 51–Stoughton Road Studies from Voges Road to I-39/90/94.

At the time of this report, these studies are in the NEPA (north study) and pre-NEPA (south study) documentation stages. The limits of ID 5410-08-01 (north study) extend from WIS 30 in the city of Madison to I-39/90/94 in the town of Burke while the limits of ID 5410-06-00 (south study) extend from Voges Road in the village of McFarland to WIS 30 in the city of Madison. The studies are evaluating safety and mobility improvements to Stoughton Road.

<https://wisconsindot.gov/Pages/projects/by-region/sw/us51-corridor/default.aspx>

2. ID 5845-16-01/02/04/06, US 51 Stoughton to McFarland Project from I-39/90 to US 12/18 (Beltline Highway)

This project completed the NEPA documentation stage in 2021 that evaluated safety and mobility improvements on US 51 as it travels through McFarland and Stoughton. At the time of this report, this project is in the design and construction phase.

<https://wisconsindot.gov/Pages/projects/by-region/sw/us51-danecounty/default.aspx>

3. ID 1012-05-00/1012-05-01/1012-05-02, I-39/90/94 Study from US 12/18 (Beltline Highway) to WIS 16/US 12 (Wisconsin Dells)

This study initiated NEPA documentation in 2022. The study evaluated potential improvements to the I-39/90/94 corridor in Dane, Columbia, Sauk and Juneau counties from the Beltline to Wisconsin Dells. The study assessed how best to address existing and future traffic demands, safety issues and aging and outdated infrastructure along I-39/90/94. A Final EIS/Record of Decision was released by WisDOT and FHWA on December 5, 2024.

<http://wisconsindot.gov/Pages/projects/by-region/sw/399094/default.aspx>

4. ID 1206-06-79, US 12 (Beltline Highway) from Whitney Way to I-39/90

WisDOT implemented the state's first Flex Lane (dynamic part-time shoulder use) along the Beltline between the Whitney Way exit and the I-39/90 interchange. The project is complete and became operational July 2022. The Flex Lane uses the inside median shoulders on the Beltline as an additional travel lane during peak traffic periods, typically during weekday morning and afternoon rush hours.

<https://wisconsindot.gov/Pages/travel/road/flexlane/default.aspx>

U. Plans and Other Documents

The Beltline PEL considered local land use and transportation plans when developing and screening improvement strategies. Copies of these plans are available from the WisDOT Southwest Region or local agency by request. Key plans reviewed include:

- North Mendota Parkway Alternatives Study, Dane County (2003)
- Transport 2020 New Starts Application (2008) by Madison, Dane County, and WisDOT
- Connections 2030 Statewide Long-Range Transportation Plan
- Capital Area Regional Planning Commission North Yahara Future Urban Development Area Planning, FUDA Study (2012)
- Greater Madison MPO Madison Transit Corridor Study (2013)
- Greater Madison MPO, 2013-2017 Transit Development Plan for the Madison Urban Area (2013)
- Greater Madison MPO, Bicycle Transportation Plan (2015)
- City of Monona Comprehensive Plan 2016-2036 (2016)
- Madison in Motion, the City's Sustainable Transportation Plan (2017)
- Capital Area Regional Planning Commission, Vision 2020: Dane County Land Use and Transportation Plan (Amended 2017)
- Imagine Madison, City of Madison Comprehensive Plan (2018)
- City of Fitchburg Comprehensive Plan (2020)
- City of Middleton Comprehensive Plan Update (2021)
- Connect 2050, Wisconsin's Statewide Long-Range Transportation Plan (2022)
- Greater Madison MPO, Connect Greater Madison 2050 Regional Transportation Plan (2022)
- 2023-2032 WisDOT Transportation Asset Management Plan (2023)