

Appendix C: Outreach

Appendix C-1: Outreach - Agencies

Appendix C-2: Outreach - Local Officials/Interest Groups

Appendix C-3: Outreach - Public Meetings and Environmental Justice

Appendix C-4: Outreach - Technical and Policy Advisory Committees

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates, Inc - Madison**DATE and TIME:** 5/30/2013 at 10 A.M.**SUBJECT:** Agency Kickoff Meeting

ATTENDEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT Planning	X
Franco Marcos	WisDOT Planning	X
Jennifer Grimes	WisDOT Environmental	X
Jamie MacAlister	WisDOT Environmental	X
Jay Waldschmidt	WisDOT Central Office	X
John Vesperman	WisDOT – SW Region	X
Tom Koprowski	WisDOT	X
Carolyn Amegashie	WisDOT	X
Russ Anderson	WDNR	X
Eric Heggelund	WDNR	X
Bethaney Bacher-Gresock	FHWA	X
Mike Slavney	Vandewalle & Associates	X
Ken Leonard	Cambridge Systematics	X
Susan Finco	Leonard & Finco	X
Cole Buergi	Leonard & Finco	On Phone
Stephanie Thomsen	Strand Associates, Inc. [®]	X
Joan Petersen	Strand Associates, Inc. [®]	X
Jeff Held	Strand Associates, Inc. [®]	X
Kimberly Cook	WHS-SHPO	X
Sherman Banker	WHS-SHPO	X
Mike Sedlacek	EPA	On Phone
Rebecca Graser	USACE	On Phone
Simone Kolb	USACE	X
Alice Halpin	DATCP	X
Paul Nelson	Cotter Consulting	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
	5/30/13	INTRODUCTIONS			
1.0	5/30/13	MADISON BELTLINE: AN OVERVIEW			
		The Beltline carries the most traffic in the Madison area as it is the only route through Madison. The Beltline is over capacity and has crash rates that are higher than average. The team is working to come up with solutions for the Beltline's issues. The first stage of the project was collection of origin destination (OD) data. Currently, the team is in the PEL Study. This is a pilot study for Wisconsin. The history of the Beltline was discussed, which compared the initial service and the current service situation. The population has increased by a factor of 2.5 while traffic volume has increased 10 times over. The Beltline helps service forty-three industrial parks and approximately 5500 businesses.			

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		Traffic issues do not just occur during the morning and evening commutes. Any special event or EMS concern may cause a backup, which also affects side roads. Population Trend vs. Beltline Traffic: This study, in part, is to determine how the Beltline can handle population and traffic growth in the future. Growth was compared at three different locations. Over the last twenty years, growth has averaged ~3-6 percent per year, however over the last ten years growth has ranged from 0.1-1.4 percent per year. Stakeholders now commonly question the validity of WisDOT forecasts, believing miles driven will not rise in the future, might go down. <i>At what point do people divert off of the Beltline?</i> Capacity is exceeded daily during peak hours. If the daily traffic volumes continue to increase, these peaks will spread out over a longer period of time and people will be avoiding the Beltline during those peak hours. Speed during the peak fifteen minutes is much lower than the average peak hour speed (Bluetooth data from Verona Rd). Origin-Destination data is being analyzed now. Data collection is ongoing and up-to-date data will be presented moving forward. <i>Does this set of data reflect the part of the population that avoids the Beltline?</i> Yes. Current Beltline difficulties: Several locations are significantly above the average crash rates. The Beltline poses traffic barriers, including difficult for bikes and pedestrians to cross through numerous interchanges which are opportunities to get on and off. This can be a hindrance to traffic moving through the corridor. Travel times are not reliable, which is one of the reasons bus transit is avoiding the Beltline. Another study consideration is the Arboretum, which is located on either side of the Beltline and the Marsh. The potential to impact both environmental resources make it difficult to expand the Beltline. On-going interim safety and operational improvements were described: A 3-phase study took place from 2006-2012, to find interim safety and operational improvements for the Beltline. The easy fixes are nearly exhausted. The PEL Study will look at what may be needed 30 years from now. Study Limits (HWY 14 Interchange in Middleton to the CTH N Interchange): Though the team is looking at long term strategies for the Beltline, other corridors will also be studied. Providing alternate routes through another corridor may relieve Beltline traffic. The south reliever route will be			

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		revisited. In 2002, the south reliever didn't pull enough traffic off of Verona Rd. As the study moves forward, the team wants to eliminate any broad strategies and corridor concepts that are not viable.			
2.0	5/30/13	PEL Relationship to other SW region majors: There are other projects scheduled concurrently with this study (Verona Rd construction is upcoming, there are two studies being done on I-39, etc). Those other projects can offer a more comprehensive solution for the SW region, but will require a great deal of coordination between the projects. WHY PLANNING AND ENVIRONMENTAL LINKAGES? It weaves together transportation agencies, resource agencies and the public with the PEL and NEPA process. This early coordination helps to eliminate unreasonable alternatives, accelerates environmental review and may identify fatal flaws. LINKAGES TO NEPA The PEL Study can feed into the NEPA environmental review. Goals, objectives, and the Problem Statement lead to the "Purpose and Need". Screening strategies lead to alternative development. Environmental effects lead into environmental impacts and so on. BENEFITS OF PEL PROCESS The PEL process sets up collaboration between FHWA, WisDOT, and the environmental agencies. It also reflects the environmental values in the process and allows you to rule out some of the more unreasonable alternatives, earlier in the process. A proper PEL Study can prevent repeat work when it comes to the environmental review, ultimately speeding up project delivery and reducing review costs. Montana PEL Benefits – Libby North Corridor Study: Montana has successfully implemented the PEL process on several projects. Ken talked about the Libby North Corridor Study where they identified fatal flaws in planning, reduced study time, and reduced cost. SUPPORTED BY MAP-21 The PEL process is now part of legislation with regard to MAP-21 (Sections 1310, 1311, 1320). Conditions for adopting the planning products into the environmental were discussed:			
2.01	5/30/13				
2.02	5/30/13				
2.03	5/30/13				

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		- Planning product must be developed through a federally approved planning process - Analytical methods must be scientifically accepted - Active consultation with Federal & State resource agencies and Indian Tribes - Public must be given an opportunity to participate and comment - Planning products must be sufficiently documented and incorporated into the environmental review report.			

2.04 5/30/13 **WisDOT's PEL process was developed from those used in other states.*

AGENCY INPUT

Examples of agency participation:

- Technical assistance on environmental data and methods for identifying potential effects and mitigation
- Assistance on adopting appropriate planning products and methodology into environmental review
- Screening and eliminating unreasonable alternatives
- Identification of other environmental review requirements
- Reduction of duplication between NEPA/WEPA and planning requirements
- Establishment of timelines for agency actions

Many of these items are referenced in the work plan. There is a legend in the work plan that is color coded to identify the different types of task.

The PEL process will consist of five stages spanning two and one half years. After the creation of a work plan, the process moves towards the development of broad strategies and through the stages toward refined concepts and finally to a report.

WisDOT needs the agencies help to become a participating or cooperating agency, provide written comments on the draft Problem Statement, draft MOA, and draft coordination plan.

The team identified six points where input is essential:

1. Work plan, MOA, Problem Statement
2. Screening criteria
3. Develop and screen strategies
4. Develop and screen corridor concepts

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		5. Recommend concepts for future NEPA study 6. Acceptance/acknowledgement of PEL study Five meetings are scheduled throughout the process. Along the way, participation will be requested for general input, comments on drafts, as well as comments on the final report. The draft Problem Statement was discussed. The team would like comments from the group regarding the statement. Based on the Problem Statement a draft goal was developed and based on that goal, objectives were identified to meet that goal. These items were shared with the group. The team would like comment on these draft items. A more in-depth discussion took place later in the meeting.			
3.0	5/30/13	PEL WORK PLAN COMPONENTS The detailed work plan is still a working document. It includes scheduling information for agency and public coordination. Public involvement items including an informational video, a project website, and social media accounts are in process for public outreach. The initial PIM is tentatively scheduled for late August/early September (multiple locations). Another document was handed out (Table 2.04-1) which goes along with the work plan. There are numbers on the work plan that correspond to the numbers on Table 2.04-1. This table provides more detailed information about whom and what is involved for each of those items. The study is currently in stage 2. Municipal briefings have been conducted in an effort to get them informed and up to speed on what is to come. The team is expecting a response on cooperating/participating decision by June 30th.	New		Agencies
3.01	5/30/13	DRAFT MOA A list of items regarding early coordination and cooperation with resource agencies is listed in the draft MOA and includes such items as: analyze environmental data and develop screening criteria used to evaluate strategies, etc. These are the types of things the team would like agency input on. Please inform the team if there are any environmental regulations that the team may be unaware of. By signing the MOA, an agency is agreeing to be a participating and cooperating agency. The work load includes attending the meetings, prepping for those			

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		meetings, and providing comment on draft and final reports.			
		Participation can be terminated with a 90 day notice. This isn't a legal document, but it documents an agreement on what the PEL is trying to accomplish and the approach used. Each agency should decide whose signature is appropriate.			
		Draft MOA Comments:			
		<i>R. Graser spoke to the district office and recommended calling it a MOU. Doing such would reduce the level of staff required to commit.</i>			
		<i>The bullet points on page two that state what comments are expected should be called out more clearly in the document.</i>			
		<i>Is this document the appropriate place to call out timeline for agency response? The coordination plan has the tentative timeline, but the MOA/MOU could reference that.</i>			
		The draft coordination plan mentions that there is a limited time to recall an item that was dismissed. This should be included in the MOA/MOU as well.			
		<i>*This memorandum is only for state and federal agencies. The department's agreement with the MPO covers the local agencies.</i>			
		<i>S. Banker stated that this document is not a MOA as it is not legally binding. A MOU would be more appropriate.</i>			
		As a MOU, is this something that the present agencies would sign? The agencies would need to discuss internally and respond prior to signing.			
		MAP 21 does not distinguish between MOA/MOU, but encourages one or the other.			
		The MOA comments will be addressed by the team. The group agrees the MOU would be more appropriate.	New		WisDOT/ Strand
3.02	5/30/13	DRAFT COORDINATION PLAN			
		The plan is a work in progress (27 page document). It discusses comment points from the detailed work plan which are further detailed in this document.			
		<i>Comment Point 1 – Initial PEL Documents:</i> Provide written comments on draft documents (PEL Work Plan, Coordination Plan, Problem Statement, Goal, Objectives, and MOA). Revised documents will be sent out to the agencies with 30 days to respond.			

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		<i>*These points follow an order – state and federal agency coordination, local coordination, public coordination.</i> Documents will still be in draft form during outreach to the public; their input is needed. <i>Comment Point 2 – Screening Criteria:</i> This is following the Kick-off PIM. It incorporates PIM input, input from technical committees, input from the policy meeting, etc. The goal is to determine whether the proper screening criteria were selected. <i>S. Banker stated that by utilizing data with different layers on a GIS map from the start, the number of intervening steps to get comments would be minimized.</i> Corridor development people will have this data at their disposal. Perhaps it could be stated in MOU that the state will be drawing data from the agencies and compiling that data. <i>Comment Point 3 – Draft Broad Strategies:</i> Screening strategies is the most important step. This is when it is decided which options are eliminated and which to move forward with. Options that are eliminated will not be re-evaluated in the future unless there are big changes to corridor conditions, laws pertaining to studies or the environment, etc. Another PIM follows the end of stage 2, where broad strategies will be taken to the public. The team will be working with the TAC and the PAC on the development of strategies. Also working with over 20 communities, some of which may drop off. Stage 3 moves to refining these strategies. <i>Comment Point 4 – Specific Corridor Concepts and Screening Criteria:</i> Provide written comments (retain or reject reasoning). <i>Comment Point 5 – Draft PEL Report:</i> Corridor report findings will be brought to the agencies (may be a workshop). <i>Would the final PIM be a hearing?</i> This is not in the legislation, but it may be something to consider based on the reaction. The team will double check requirements (23CFR 450). <i>Step 24 – Agency Acceptance/Acknowledgement Point:</i> Acceptance would mean your agency was involved and agreeing with findings and that the findings may proceed to NEPA. Acknowledgement would mean an agency may not			
			New		WisDOT/ Strand

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		agree with the findings, but it acknowledges the process was followed and should continue to flow into NEPA.			
3.03	5/30/13	DRAFT PROBLEM STATEMENT, GOAL, OBJECTIVES			
		The draft Problem Statement, goal, and objectives were based on a previous Beltline needs assessment. The traffic delay and crash rate issues will be updated as data comes in.			
		Comments:			
		<i>USACE had a question about the last sentence of the Problem Statement and the broad mention of environmental consequences. What are the environmental effects? Air quality and social issues (bike/ped) were two examples mentioned</i>			
		<i>Is using "increasing/decreasing" language appropriate?</i>			
		The issue of travel demand may be argued that it is decreasing or it may need more qualification. In the larger sense, travel demand is rising with an increase in population, but the question is, <i>will demand also increase on the Beltline? Would demand on the Beltline increase if there was more capacity? Is there an advantage to speak of it being at capacity or over capacity?</i> Eventually this information would be expanded upon as a Purpose and Need.			
		<i>Does this consider increasing diversion to local roads that run parallel to Beltline?</i> Decreasing diversion is mentioned in the objectives.			
		<i>It may be hard to identify the actual problems when citing old reports. How do we know the issues have grown? Have they actually grown? Is safety actually getting worse?</i>			
		Continuous safety improvements have hopefully increased safety. The last five years of crash reports will be analyzed to find out. If crash rates are no longer above average, or below average in relatively few spots, the draft problem statement will be altered appropriately.			
		The existing conditions report will help identify more specifically the current issues. Team is unsure of where the project stands with the public. The team wants to wait until the current situation is fleshed out with the existing conditions report data.			
		<i>Is it worth including in the Problem Statement, the importance of the Beltline?</i> S. Banker - This seems reverse engineered into a problem looking for a solution. The problem isn't the Beltline; it is the growth in business, freight, and commuters. Fixing the Beltline may not solve			

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		this as the freight solution is not the same as the commuter solution. A bigger Beltline may not solve everything. <i>What's the freight solution? What is a commuter solution?</i> The team is looking at alternate route improvements to relieve Beltline traffic. <i>Will multimodal solutions be analyzed?</i> Yes, but it may not be the decided solution, which needs to be made clear to the public. Draft Goal Statement: Improve modal travel, not just highway travel for increasing economic development. The term "Quality of life" is nebulous and hard to demonstrate achievement of. The goal is meant to indicate along and across the study area, not just the Beltline. The intent is to look more regionally/globally. The Objectives were set aside as time ran out. Agencies should send in any comments regarding any of the draft items. They will be reviewed internally and the team will provide a response.			
4.0	5/30/13	NEXT STEPS	New		Group
		- Revised MOU will be sent to agencies that are signatories - June 30, 2013 target for agency signatures on MOU - Comments on Work Plan; Draft Problem Statement; Draft Coordination Plan			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: Cotter Consulting**Signed:** Paul Nelson**Dated:** 5/30/13

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Wisconsin Bank & Trust

Madison, WI

DATE and TIME: 11/6/2013 at 3:15 - 4 P.M.**SUBJECT:** Agency Coordination
Meeting - Agency Comment Point #2

INVITEE NAME	Representing	ATTENDED
Ian Chidister	FHWA	X
Fred Wisner	WisDOT – Env	X
Mike Sedlacek	USEPA	X
Ken Westlake	NEPA	X
Tim Mason	WisDOT – NW	X
Dave Siebert	WDNR	X
Steve Vetsch	WisDOT – SW	X
Brian Taylor	WisDOT – SW	X
Alyssa Barrette	WisDOT – SW	X
Amy Adrihana	WisDOT – NW	X
Jenny Fredrickson	WisDOT – SW	X
Ruth Alfaro	WisDOT – SW	X
Rosie Meer	WisDOT – NC	X
Elizabeth Poole	USEPA	X
Alice Halpin	DATCP	X
Katy Vosburg	DATCP	X
Ann-Marie Kirsch	WisDOT – PDS	X
Rebecca Graser	USACE – WI	X
Ben Goldsworthy	CH2M Hill	X
Dobra Payant	WisDOT	X
Jim Becker	WisDOT – Madison	X
Janet Smith	WisDOT – NC	X
George Poirier	FHWA	X
John Glaze	WisDOT – Madison	X
Andy Brinkerhoff	FHWA	X
Dan Scudder	WisDOT	X
Jay Waldschmidt	WisDOT	X
Janet Nodorft	WisDOT	X
Jennifer Grimes	WisDOT	X
Dave Simon	WisDOT	X
Craig Smits	WisDOT – NC	X
Jordan Kelbley	WisDOT – NC	X
Eric Heggelund	WDNR	X
Bruce Enke	WisDOT – NE	X
Claudia Peterson	WisDOT – SE	X
Bethaney Bacher-Gresock	FHWA	X
Kim Cook	Wisconsin Historical Society	X
Franco Marcos	WisDOT – SW	X
Kim Cook	WHS - SHPO	X
Seth McClure	WisDOT	X
Mike Halsted	DNR	X
Jennifer Queram	WisDOT – SW	X

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Johnny Gerbitz	FHWA	X
Sara Walling	DATCP	X
Scott Lee	WisDOT	X
Anthony Jamison	USACE	X
Mavic Kupke	USACE	X
Charlie Webb	CH2M Hill	X
Jamie MacAlister	WisDOT	X
Rebecca Burkel	WisDOT	X
Pam Schuler	NPS	X
Bob Murphy	USDA – NRCS	X
Larry Barta	WisDOT	X
Russ Anderson	WDNR	X
Ken Leonard	Cambridge Systematics	X
Nick Schaff	WisDOT	X
Wendy Braun	WisDOT	X

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1.0 11/6/13 MADISON BELTLINE PEL STUDY BACKGROUND

Larry Barta began the presentation with a few team introductions, a recap of past PEL Study agency coordination and a summary of the presentation content. Tom Lynch led the group through the power point. Comments and questions were taken during and after the power point presentation.

Background:

The Beltline provides access to homes, schools, jobs, and businesses.

WisDOT conducted comprehensive Origin and Destination study for Beltline through the use of Bluetooth technology, aerial time lapse photography, and volume data.

The majority of Beltline traffic comes from outside the Beltline during the AM. Approximately 48 percent of trips are destined for inside of the Beltline. The Beltline serves the economic centers in and around Madison.

55 percent of traffic in the AM peak hour exit in 4 interchanges or less.

People use the Beltline to get around resources such as the lakes, the Arboretum, and the airport. These resources create multiple isthmuses within the study area.

The Beltline carries more people than any other road or

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		roadway combination in Dane County (123,000 AADT). Beltline congestion is growing and has sections with high crash rates compared to state averages. The Beltline can also pose a challenge to bikes and pedestrians. A number of the crossings are difficult to traverse. There is a lack of parallel connections in some locations and other locations don't offer any pedestrian facilities. <i>Planning and Environment Linkages (PEL):</i> A PEL will allow the study results to flow directly into an Environmental Impact Statement (EIS). It also engages a broad range of stakeholders to plan for area's environmental, community, and economic future in light of transportation problems and needs. Many strategies and corridors will be investigated (north, south, isthmus, Beltline).			
2.0	11/6/13	PROBLEM STATEMENT, GOAL AND OBJECTIVES <i>Draft goal: Improve safety and multimodal travel along and across the Madison Beltline corridor in a way that supports economic development, contributes positively to the quality of life for area residents, and has responsible environmental and social impacts.</i> <i>Draft Objectives:</i> Tom explained how some of the redundancy of the objectives was eliminated by combining some objectives into others. <i>1. Improve safety for all travel modes.</i> <i>2. Address Beltline infrastructure condition and deficiencies.</i> <i>3. Address system mobility (congestion) for all travel modes;</i> <i>• Local and Regional Passenger Vehicles</i> <i>• Transit</i> <i>• Pedestrian</i> <i>• Bicycle</i> <i>• Freight</i> <i>4. Limit impacts to a responsible level of social, cultural, and environmental effects.</i> <i>5. Increase system travel time reliability for regional and local trips.</i> <i>6. Improve connections across and adjacent to the Beltline for all travel modes.</i>			

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7. Enhance efficient regional multimodal access to Madison metropolitan area economic centers.
8. Decrease Beltline traffic diversion impacts to neighborhood streets.
9. Enhance transit ridership and routing opportunities.
10. Improve pedestrian and bicycle accommodations.
11. Complement other major transportation initiatives and studies in the Madison area.

Agency Comment: Does the second objective address the fact the current Beltline infrastructure is failing?

Yes. If an alternate corridor is determined to be the solution to meet the project goals and objectives, the current condition of the Beltline will still need to be addressed.

3.0 11/6/13 SCREENING CRITERIA

The PEL study will use a series of questions to determine if a strategy satisfies project objectives. Strategies that have the potential to satisfy project objectives will be advanced for more detailed study (corridor concepts) in the spring of 2014. The team is looking at this from a higher level (broad strategies) at this point.

The broad strategy screening questions for objective 3 were discussed in detail. Comments included:

Objective 3 – pedestrian:

“Along and across” – “near and across” - Why did you choose to use and, rather than along or across? Since there is no pedestrian/bike travel on the Beltline currently, the team would want to consider a route that runs parallel, along the Beltline. There are a number of crossings for pedestrians/bikes along the Beltline; some of which offer more “comfort” than others.

Objective 3 – transit: Transit priority is typically implemented a little bit at a time; it could refer to a bus lane, or it could be a queue cutter that lets the bus move on green before the rest of the vehicles.

Objective 3 – Motor Vehicles:

*Will the strategy provide a reduction in motor vehicle trips?
Do you have a plan? Does it address the fact that there*

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		<i>is growth in employment centers and population?</i> The idea is that the strategy would reduce the rate of growth of motor vehicle trips. The Study Team doesn't have forecasts yet.			
		<i>Who is on the PAC?</i> The PAC is comprised of mostly elected officials or a committee member of a jurisdiction being affected by this project. The majority of towns, villages, and cities shown on the map have a representative.			
5.0	11/6/13	UPCOMING MEETINGS			
		Beltline PEL PAC Meeting 12/12/13			

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Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Paul Nelson**Dated:** 11-21-2013



WisDOT Madison Area Majors Projects Agency Coordination Meeting

November 13, 2014

8:00 A.M. – 4:30 P.M.

Edgerton Project Office – 111 Interstate Blvd, Edgerton

Rock River A & B Conference Rooms

Conference Call Line: 1-888-557-8511 Access Code: 4253910#

Objectives: (1) Provide status updates on major projects underway in the Southwest Region, (2) provide agencies an opportunity to discuss project concerns with WisDOT and FHWA staff, and (3) determine level of agency coordination preferred for the Beltline Interchange (BIC) and US 51 Stoughton-McFarland.

Attendees:

Ken Leonard	Cambridge Systematics	<u>WisDOT</u>	<u>FHWA</u>
Rebecca Graser (Phone)	COE	Carolyn Amegashie	Bethaney Bacher-Gresock
Simone Kolb (Phone)	COE	Craig Pringle	Daniel Holt
Bryan Burris	Cotter Consulting	Franco Marcos (Phone)	Ian Chidister
Paul Nelson	Cotter Consulting	Jamie MacAlister	Johnny Gerbitz
Lisa Dreifuerst	Dane Partners - OTIE	Janet Nodorft	Tracey Blankenship
Alice Halpin	DATCP	Jennifer Grimes	
Bob Battaglia	DATCP	Joe Conduah	
Eric Heggelund	DNR	John Steiner	
Mike Sedlacek (Phone)	EPA	John Vesperman	
Cole Buergi	Leonard & Finco	Mark Vesperman	
Mary / Pam? (Phone)	NPS	Michael Hoelker	
Michelle Komiskey	NRCS	Tom Koprowski (Phone)	
Jeff Held	Strand Assoc.	Jay Waldschmidt	
Tom Lynch	Strand Assoc.	Brandon Lamers	
Jackie Mich	Vandewalle & Assoc.	Jeff Berens	
Mike Slavney	Vandewalle & Assoc.	Larry Barta	
Kim Cook	WHS	Robert Knorr	

Minutes:

Introduction (Ian Chidister, FHWA)

- Fiscal constraint and how this impacts WisDOT studies
- How WisDOT is addressing fiscal constraint/environmental document options



Beltline Planning and Environment Linkages Study (PEL)

(Larry Barta, WisDOT/Tom Lynch, Strand)

Background: Limits span from US 14 in Middleton through the Beltline Interchange (BIC) to County N in Cottage Grove. An Origin Destination (OD) study was performed in 2012, this project is currently in the PEL process through 2015 and an EIS is expected to follow. This project is not in the NEPA stage, at this point. PEL study products will be adopted in the future NEPA study. Accordingly, agency briefings represent comment points rather concurrence points.

PEL Process:

- Develop a problem statement, goals, and objectives
- Develop screening criteria
- Develop strategies and evaluate
- Identify strategies to take forward into the NEPA process

Develop Strategies: Initially the study developed stand alone strategies, after which individual components were identified, improvements will be assembled into strategy packages and then those packages must be evaluated to determine the extent to which each package satisfies the study objectives. The best package of components will be identified and documented and the end of the PEL study.

Reason for Study: The Beltline has issues with regard to congestion, facility condition, safety, etc.

- Population has more than doubled since the original Beltline planning was performed. Traffic volumes have increased tenfold as of 2012.
- The isthmus carries 109,600 vpd (6 roadways, 22 lanes), while the Beltline utilizes 6 lanes to carry 123,000vpd.
- Physical constraints include are lakes, the arboretum, the airport, etc. These constraints channel traffic to the Beltline, which is then used to get around these resources. One example of this is the movement from Monona Drive to John Nolen Drive. This is essentially a local route that must utilize the Beltline to navigate around Lake Monona.
 - Downtown is where majority of jobs in Madison are located and 48 percent of traffic using the Beltline is destined for downtown.
 - 55 percent of traffic entering the Beltline exit within 4 interchanges.
- There is need for improvements today.
 - The problem is more than just volumes. In one particular instance at the Stoughton Road Interchange, the directional split of traffic was 52 percent WB, 48 percent EB. WB traffic was greatly congested; EB not nearly as much.
 - Crash rates are high relative to state averages, specifically between Seminole and South Towne.
 - The Beltline is a barrier to bikes and pedestrians. It is difficult to cross the Beltline at many locations.
- PEL results will be adopted directly into NEPA process.

Goal: Improve multimodal travel and safety along and across the Madison Beltline corridor in a way that supports economic development, acknowledges community plans, contributes positively to the area's quality of life, and limits adverse environmental and social effects to the extent practicable.

- 12 objectives were developed, encompassing many transportation modes (Ped, bike, transit, local/regional passenger vehicles/freight).
- The PEL is long range planning. 2050 is the planning horizon. Construction could start by mid 2020.
- Population growth is project to slow to 0.7 percent exponentially (2010-2050).
- Employment growth and household growth differ. Nearly one third of Madison household grown is projected to occur in the isthmus, while only one tenth of the employment growth is projected to occur in the isthmus.

Public Perception: The majority of people traveling on the Beltline (61-62 percent) feel that congestion is unacceptable.

- *Comment: Compared to what? New York or Chicago? Urban areas have congestion.*

- Based on survey results of Dane County residents, there is much more support for Beltline improvements and less so for funding of other modes.

Strategy Development/Evaluation: The study team was able to model these changes to the transportation system using the travel demand model. At this point, the study team would like to dismiss some stand alone strategies that do not meet the project goal and objectives.

- Alternate mode stand-alone strategies:
 - o Transit on the Beltline with in-line stops: The model shows no measurable reduction in Beltline traffic volumes.
 - o Transit on and off the Beltline with on street stops: Though this strategy attracts more ridership, the model still shows no measurable reduction in Beltline traffic volumes.
 - o Bus Rapid Transit (BRT) – This is a current topic in the transportation community. The EW BRT route captures ~11,000 riders in 2010 and ~20,000 riders in 2050. The NS BRT route captures ~8,600 riders in 2010 and ~11,000 riders in 2050. Though the ridership numbers are significant, there is still only a small reduction in traffic volume on the Beltline. It may be that many of these riders are already using transit.
 - o Transport 2020 (rail) – The original study done in 2008 forecasted ~11,000 riders in 2030. The New Starts application was withdrawn in 2009 (lack of a Regional Transportation Authority - RTA). The PEL study forecasted ~6,600 riders in 2010 and ~9,500 in 2050. The two studies had differences in the bus/transit system when modeled. Ultimately, there was no measurable change in Beltline volumes.

*Note: Price wasn't a significant factor on ridership.

Comment: Does each Bluetooth signal assume one car? What about multiple signals per vehicle? This was accounted for in the software. There was also aerial photography performed to compare, which was used in conjunction with the Bluetooth data.

*Note: These transit options are only being dismissed as standalone strategies. Transit must be addressed as part of a solution to meet objectives. Also, the study is not eliminating strategies that WisDOT cannot currently fund based on policy.

Alternate Corridors:

- North Mendota Parkway: Multiple routes at various speeds were modeled. These routes captured a fair amount of traffic, but did not reduce isthmus or Beltline traffic volumes. This corridor is being dismissed as a standalone strategy.
- South Reliever: A south reliever captures a significant amount of traffic and also reduces Beltline volumes to some degree. The reduction in Beltline traffic volumes may not be significant as the current unmet demand for the Beltline fills up the newly found capacity. This would be a very costly strategy with many environmental considerations and opposition from some municipalities, particularly the Town of Dunn.

Comment: What type of roadways were these modeled as? Freeways.

Beltline Stand alone:

- The demand for the Beltline may be greater than its capacity. Excess demand currently has to use alternate routes. Beltline volumes would increase if the roadway was unconstrained. In the 2050 constrained condition, volumes would still increase by 20 percent or more. 2050 employment growth, likely to occur through planned developments, is served by the Beltline. Unconstrained growth in 2050 would increase in excess of 40 percent of 2010 volumes.
- Environmental challenges include public lands, water features, agriculture, etc.

Scenario planning: The City of Madison is going through a transportation planning process known as Madison Moves. The evaluation uses two scenarios (A & B). Scenario A is based off of traditional, historical data. Scenario B is a very aggressive infill development, where 70 percent of growth occurs downtown (~38,000 households). This PEL study also plans to do an alternate, more aggressive, infill scenario and remodel some of the strategies.

Though the majority of infill in scenario B is downtown, 4 of the 9 redevelopment areas are still served by the Beltline.

Comment: Madison's apartment vacancy rate is so low, that developers could build two 700 household complexes per year for 25 years and the vacancy rate would still be less than the next lowest metro vacancy rate in the midwest. Based on current market conditions, this aggressive infill rate is feasible.

Next steps:

- Evaluate improvement components
- Assemble strategy packages
- Evaluate packages
- Release draft report with recommendations in winter of 2015/16

The study team plans to continue with intensive outreach and collaboration with stakeholders. This is a data driven study meant to increase involvement and increase public confidence in the study.

Comment – Johnny Gerbitz stated that he was impressed with questions and responses from the Technical Advisory Committee (TAC), Policy Advisory Committee (PAC) and the study group itself. He feels it has been very successful thus far.



I-39/90 and US 12/18 (Beltline) System Interchange (BIC)

(Craig Pringle, WisDOT/Lisa Dreifuerst, OTIE)

- See attached presentation and handouts
- Natural Resources (handout)
 - Pennito Creek
 - Comes from east and crosses I-39, continues along west side of I-39, crosses to south side of 12/18, crosses back to north, crosses Stoughton Rd., goes through Area 3 mitigation site, back to south across 12/18 and into Upper Mud Lake.
 - Substantial coordination to date on creek relocation alternatives
 - Ag Ditch #4
 - Located just south of interchange
 - Door Creek
 - Primarily on east side of interchange
 - 2 Unnamed Streams
 - Wetlands
 - All wetlands for project have been delineated
 - Area 3 & 4 Mitigation Sites
 - Area 3: NW quadrant of 12/18 – 51 interchange
 - Area 4: SW quadrant of 12/18 – 51 interchange
- Cultural & Recreational resources
 - Ho-Chunk Nation Tribal Trust Land
 - Parcel with gaming facility
 - Yahara Hills Golf Course – 4(f) parkland and historic property
 - Clubhouse and surrounding 36 holes – designed area
 - Historian & Central Office Environment have agreed that it is historic, is now at SHPO
 - Coordinating with City of Madison – should not impact interchange
 - Bill Kettle Park – City transferred land to Dane County for landfill expansion and will no longer be considered 4(f)
- Recommended Alternative
 - Turbine Configuration with Collector-Distributor System
 - Eliminates loop ramps and has larger, sweeping movements
 - By separating out traffic, eliminating or reducing weaving to west exiting to Stoughton Rd. and reducing backups into interchange
- Agency Coordination to date
 - Ho-Chunk Nation
 - Meeting regularly; primary concern is access during and after construction
 - Will be losing direct access to 12/18 via Millpond Rd. as interchange ramps will extend into this area
 - Project providing frontage road on south side of 12/18 and to new interchange at AB
 - Another access point, as another project with a separate environmental document, would add an overpass at Meier Rd. to connect over 12/18 as an extension of Femrite Dr.
 - FHWA
 - Current focus on traffic modeling parameters, key design elements – ramp and weaving distances, lane tapers
 - Coordinating with FHWA resource center (Chicago)
 - Expanding traffic modeling area
 - from Stoughton Rd. to Southtowne Dr. to west
 - to Badger Interchange (I-39/90 & I-94) to north

- o added additional hour to before and after peak hour
 - o sensitivity analysis adding 25% to design year traffic volumes
 - IAJR (Interstate Access Justification Report) is a summary report that looks at how design of new interchange works and affects traffic in the area
 - Tracey Blankenship explained that FHWA asked for 25% sensitivity to account for potential additional traffic due to improvements with other projects in the area such as the Beltline, Stoughton Rd, and I-39 to the north
- o USACE, WDNR, City of Madison, WisDOT drainage & stormwater
 - Meeting bi-monthly
 - Pennito Creek Relocation
 - Moving forward with preferred alternative to relocate creek to south
 - Have installed monitoring wells to collect data through 2015 at site to determine if creek is influencing Area 3 water levels
 - Additional WDNR coordination with Flood Storage District and Floodplain Analysis
 - WisDOT not obligated to meet local ordinances but City of Madison is – so indirectly coordinating with FEMA
 - If relocation of Pennito Creek is outside of floodplain the coordination with City of Madison would be required and a letter of map revision would be submitted.
 - WDNR:
 - Biological and natural resource inventories
 - Wetland Delineation report approved in 2013
 - Stream survey – initial fish diversity submitted, full report expected end of 2014
- o Process to date:
 - The original scoping letter talked about informal concurrence points (purpose and need, range of alternatives, selection of the preferred)
 - There were no agency comments received from March 2014 meeting and it was asked if this was due to no comments or not being the formal process
 - With project limits and scope changing slightly due to expanded traffic analysis, EA may determine if there is a significant impact and project team wants to setup process so that if there are impacts, the project team can smoothly transition to an EIS or if all agencies on board, can move to permitting
 - The project team will solicit additional comments from agencies in writing as part of the EA process but would like any feedback now to avoid backing up to this date in six months
- o Question on if there has been an Environmental Justice Investigation:
 - Jennifer Grimes stated that WisDOT performs an EJ investigation as a part of every project
 - Currently project is at 30% design and will be determining areas of analysis soon
 - Beltline interchange to coordinate with Beltline PEL team to share data
- o Johnny Gerbitz (FHWA): there will be a follow up with letter to agencies to gather input on use of a merged process
- o FHWA comment: even with EA and any uncertainty of impact significance, there may be a notice of intent in federal register and team can decide to do a coordination plan, etc. as an optional, not mandated process, if it would help
- o Project issues / traffic analysis concerns that have caused project limits to expand:
 - Eastbound 12/18 comes together with WB 12/18 and merges with I-39 northbound
 - Weekday ramps (commuter traffic) has higher volume
 - Weekend I-39 (tourist traffic) has higher volume
 - Friday PM peak – both ramps and I-39 have high volume
 - Westbound 12/18 between interchange and Stoughton Rd.
 - Westbound 12/18 between Stoughton Rd. and Monona Dr.
 - FHWA's concern and goal with expanded limits is to make the Beltline Interchange operate properly and keep traffic from backing up onto interchange ramps and onto I-39
- o Core of interchange is stable while outer limits of project continues to be refined to address traffic issues

- o It was noted that there is a difference between the environmental resources map and study and construction limits map. This is due to recent refinement of limits and documentation.
 - 4th lane likely to Badger Interchange but details being worked out
 - Coordination with other study teams
- o Questions:
 - It was asked how far on 12/18 eastbound was being mapped as there is new language in hearing notices – moratorium statement on signage, to be aware of
 - It was asked if this was going to be brought to the TPC?: This project is currently enumerated for construction



US 51 Stoughton Road

(Jeff Berens, WisDOT/Gerry Schmitt, KL Engineering)

- See attached presentation
- Overview
 - Traffic volumes 18,000-55,000 vehicles/day with heavier volumes on the southern 2/3 of the corridor
 - Speed limit primarily 55 MPH with some 45 MPH areas, and 1-35 MPH section at E. Washington which is the busiest intersection in the corridor
- Traffic Safety
 - City of Madison recently published worst crash locations for 2013
 - 1) Stoughton Rd. / E. Washington Ave.
 - 2) Stoughton Rd. / Buckeye Rd.
 - 7) Stoughton Rd. / Pflaum Rd.
- Document and Agency Timeline
 - Requested Agency Re-Concurrence on P&N / Range of Alternatives
 - Letter received back from DNR
 - Still need to work with EPA and ACE
- Recommended alternative in EIS:
 - Combination of A, B & C
 - Beltline to Broadway
 - Diverging diamond interchange under existing beltline structure
 - Broadway Intersection – proposing modified echelon interchange
 - WB Broadway, SB 51 traffic that want to go to WB Beltline and elevate on structures over 51 and over Broadway
 - Would remove ~2000 vehicles from Broadway and ramp terminal intersection during peak travel hour allowing intersection to function acceptably well into future
 - ~1 acre wetland impact to Area 3 mitigation site minimized by the use of bridged roadway
 - No covenants or restrictions found that would invalidate original 404 Beltline permit
 - Alt B & C have free flow ramps that go from SB 51 to WB Beltline and EB Beltline to NB 51 – in order to match ramps into Beltline, there would be impacts to the Yahara Bridge which would have significant wetland impacts
 - Coordination with Beltline Interchange Project through Stoughton Rd. area
 - Pflaum to Buckeye
 - Diamond interchange with south ramps at Pflaum and north ramps at Buckeye Rd. connected by 1-way frontage roads on either side of 51
 - 51 lowered 20-25' to provide free flow movement with Buckeye and Pflaum at existing elevation
 - Added crossings at Allis Ave. & Helgesen Dr. would provide additional access to businesses
 - Interchange (Texas U-turn) just north of Pflaum Rd. to allow vehicles heading SB on frontage road to turn around and head NB without going through signalized intersection
 - Slip on/off ramps on either side of Helgesen Dr. to provide more access to/from 51 and frontage roads
 - Major impact in area is relocations due to wider roadway footprint
 - Up to 24 commercial business relocations and 36 residential relocations
 - Only site eligible for NHRP - historic site in SW quadrant of 51 & Pflaum – historic gas station – proposal would not have adverse effect on site
 - East Washington to Pierstorff - 2 potential recommended alternatives
 - Alt B:
 - E. Washington – single point interchange with E. Washington raised ~8' and Stoughton Rd. lowered ~17' and would be free flow movement
 - Split diamond interchange concept

- High water table and drainage issues force 51 up and over Anderson, Kinsman and connects back in to existing near Pierstorff St.
- Major impacts in area is number of relocations, access restrictions
 - Up to 30 commercial business and 16 residential relocations
 - Redevelopment project partnership with City of Madison
 - City responsible for redevelopment plan based on recommended alternative
 - DOT responsible for coming up with functional local road connections that fit in with redevelopment plan
- Alt C
 - Similar to Alt B
 - Split diamond – instead of north ramps being at Anderson St., they are at Kinsman Blvd.
 - Extends 1-way CD road between Anderson & Kinsman and allows direct access to Kinsman from 51
 - Number of potential relocations same as Alt B
- Pierstorff to Hanson
 - Wetland impacting on east side of 51
 - Multi use path on east side being proposed through area
 - Attempted to reduce wetland and airport impacts to area by reducing existing 50' median to 27' median barrier section – airport restrictions would not allow for median barrier so went back to 50' median
- Hoepker to WIS 19
 - Defer selection of preferred alternative to I39/90 study to north of Portage'
 - Final design in area dependent on interstate interchange
- Impacts:
 - Majority of wetland impacts outside of Beltline & Airport areas are in roadway ditches and medians
 - Farmland impacts are to northern end of corridor and are areas already proposed for redevelopment
- Questions:
 - It was asked how much the proposal impacts to alternate route to the interstate – looking to accommodate future traffic but has not been analyzed in detail
 - It was requested by WHS that the project team keep the historic gas station site in mind as a potential business location and keep property viable by project team



US 51 Stoughton –McFarland

(Jeff Berens, WisDOT/Joan Petersen, Strand)

- See attached presentation
- Overview
 - The study corridor covers US 51 from Voges Road/Terminal Drive north of the Village of McFarland to I-39/90 east of the City of Stoughton.
 - Resources in the study area include registered and potentially eligible historic structures and districts, parks, wetlands, archaeological resources, and more.
- Study History up to December 2013
 - Project purpose is to “Provide a safe and efficient transportation system in the US 51 corridor to serve present and long-term travel demand while minimizing disturbance to the environment.
 - Project needs include:
 - Improve safety - 9 fatal crashes on US 51 between 2009 and 2013.
 - Accommodate travel demand - LOS E operations on US 51 mainline in 2035 between County B northwest of Stoughton and County B/AB.
 - Improve bicycle and pedestrian accommodations
 - Corridor preservation and long-term planning
 - Improve deteriorated pavement
 - Range of alternatives
 - A key feature of the study is that the team initially looked at improving corridors other than US 51 to mitigate future operational concerns including capacity expansion along WIS 138 and/or County N.
 - The alternate route improvements (Alternatives C, D, and E) were dismissed because they did not draw sufficient traffic away from US 51 to the point that it no longer needed operational improvements.
 - Alternative A is a lower build improvement that maintains two lanes on US 51 while upgrading the intersections between Stoughton and McFarland. It also includes safety improvements in McFarland and Stoughton. This alternative is popular with the public because it has lower impacts.
 - Alternative B expands US 51 to four-lanes between Stoughton and McFarland and also adds a four-lane “bypass” of Stoughton on County B north of the City that connects to US 51 east of County N. This alternative is more controversial, particularly among residents impacted by the bypass.
 - Document and agency timeline
 - Needs assessment completed in 2004.
 - Project initiation letter to FHWA in February 2007.
 - First Coordination Plan (CP) and Impact Assessment Methodology (IAM) approved in 2008.
 - Concurrence with the project’s purpose and need (Concurrence Point 1) in 2008 and 2009.
 - Concurrence with the range of alternatives (Concurrence Point 2) from USACE, USEPA, and WDNR in 2011 and 2012.
 - Early review draft EIS sent to USACE, USEPA, and WDNR in November 2013.
 - Fiscal constraints issue required “rethinking” of 2013 DEIS.
- Current Status
 - Options for modifying the 2013 DEIS considering the fiscal constraints discussion:
 - A Tiered EIS
 - Several Environmental Reports (ERs) on smaller corridor sections for immediate improvements, followed by a Tiered EIS for long-term improvements.

- One EA covering all immediate improvements, followed by a Tiered EIS for long-term improvements. (*selected option*)
- o Tiered EIS.
 - Tier 1 EIS provides coverage of general matters in a broader context.
 - Tier 2 document(s) prepared after the Tier 1 will focus on the issues specific to the Tier 2 action. Tier 2 document(s) could be EIS, EA, CE or a combination of classes of action.
- o FHWA and WisDOT are proposing to develop an EA for the immediate improvements followed by a Tier 1 EIS for long-term improvements.
- o The EA covering immediate improvements will introduce Alternative H (a hybrid alternative combining aspects of the DEIS' Alternatives A and B), as well as adding reconstruction through Stoughton:
 - Pavement replacement in the expressway portion north of McFarland.
 - Reconstruction through Stoughton and McFarland.
 - Maintain two-lane US 51 between Stoughton and McFarland with improvements at intersections.
 - Construct four-lane expansion of US 51 on the west side of Stoughton between WIS 138 and County B.
 - Resurface US 51 east of Stoughton.
 - Construct multiuse path north of County B to Lake Kegonsa.
- Summary of Anticipated Resource Impacts

ENVIRONMENTAL ISSUE	Alternative		
	A	B	H
Total Cost Millions (2012 \$)	\$75	\$240 to \$250	\$120
Relocations	1	22 to 33	5 to 6
Land Converted to R/W (acres)	37	293 to 320	60
Wetland Area Impacted, (acres)	6.8	20.6 to 21.8	10 to 15 +/-
Upland Area Impacted, (acres)	0.8	10.7 to 16.2	~ 5
Agricultural land to R/W (acres)	26	216 to 256	40 to 50

- Next Steps and Schedule
 - o EA Schedule
 - Late 2014: Prepare Project Initiation Letter
 - Spring 2015: Public Involvement Meetings
 - Winter 2015 through Spring 2016: Section 106 process
 - Winter 2015 through Summer 2016: Section 4(f) process
 - Spring 2016: Public Hearing
 - Fall 2016: Signed FONSI
 - o Tier 1 EIS Schedule
 - Spring 2015: Update NOI, CP, and IAM
 - Spring 2016: Agency Coordination Meeting
 - Fall 2016: Public Involvement Meeting
 - Winter 2017: Draft EIS

- Spring 2017: Public Hearing
 - Summer 2017: Agency Concurrence Point 3.
 - Summer 2018: FEIS/ROD
- Questions:
 - *Is the project team aware of the Kettle West development in Stoughton?* Yes, we've been working with the City and developers regarding this development located northwest of the intersection of US 51 and WIS 138 on the west side of Stoughton.
 - *Regarding the Phase 2 archaeological investigations - this field work probably needs to be done in the next week or so, or it may need to wait until Spring 2015.* Note: Inclement weather after the agency meeting resulted in the archaeological investigations work to be delayed until Spring 2015.

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates, Inc.®

910 W Wingra Drive, Madison, WI

DATE and TIME: 5/15/15 10-11:30 A.M.**SUBJECT:** Advance Mitigation Meeting with
WDNR–Capital Springs Recreation Area

INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT	X
Michael Hoelker	WisDOT	X
Rob Knorr	WisDOT	X
Brandon Lamers	WisDOT	X
Joel Brown	WisDOT	X
Jenny Grimes	WisDOT	X
Carrie Cox	WisDOT	X
Eric Heggelund	WDNR	X
Joan Petersen	Strand Associates	
Tom Lynch	Strand Associates	X
Stephanie Thomsen	Strand Associates	X
Ken Leonard	Cambridge Systematics	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0	5/15/15	INTRODUCTIONS			
2.0	5/15/15	MEETING PURPOSE/STUDY BACKGROUND			

Tom Lynch began the meeting providing some background on the “South Beltline” and its relationship with the Capital Springs area. The South Beltline is the link between South Towne Drive and the Interstate. This was a highly controversial Environmental Impact Study (EIS) because of the impacts to the wetlands. Tom and Stephanie talked with Mary O’Brien who worked on the South Beltline EIS in 1984. Mary provided Strand with some information on the properties surrounding the Beltline in that area between Monona Drive and Stoughton Road. Jenny has also completed some investigation of properties and wetlands in this area for the Stoughton Road project. Jenny asked that information be shared between the projects. Generally, there appear to be no covenants, LWCF, Dingell-Johnson, or state stewardship funds associated with properties adjacent to the Beltline. Many of the properties are currently under WisDOT ownership.

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ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		Carrie added that this is at the very beginning of the process and that WisDOT is not yet looking at alternatives where sequencing would be appropriate. For this reason, we said to consider much of what followed to be hypothetical for now.			
3.0	5/15/15	PEL AUTHORITIES (23 CFR 450)			
		Even though any potential Madison Beltline improvements are many years into the future, it is likely that some impacts to resource areas will occur. The PEL process (23 USC 168 and 23 CFR 450) allows the identification of potential mitigation measures early in the process. By identifying resources that could possibly be impacted, it allows WisDOT and resource agencies to better plan impact minimization and mitigation years in advance.			
4.0	5/15/15	CAPITAL SPRINGS STATE RECREATION AREA BACKGROUND			
		The following questions were asked: 1. Are there special restrictions on Capital Springs properties? 2. How are the lands adjacent to the Beltline viewed (e.g., recreation, passive management)? 3. What types of impacts would be of concern to WDNR? Jenny mentioned that WisDOT should try to avoid wetland mitigation sites where public funds have already been used (these are known as red flag wetlands). There is one wetland mitigation site in the northwest quadrant of the Stoughton Road/Beltline interchange that was constructed to offset losses for the South Beltline Strand investigated the ownership of the properties surrounding the Beltline. The Capital Springs State Recreation Area–			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates, Inc.®

910 W Wingra Drive, Madison, WI

DATE and TIME: 5/15/15 10-11:30 A.M.**SUBJECT:** Advance Mitigation Meeting with
WDNR–Capital Springs Recreation Area

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		Master Plan and Environmental Assessment (DRAFT–December 2009) shows all the recreational units in the area. The Capital Springs State Recreation Area is made up of multiple units. The units, and portions of the units, have different ownership. WDNR, WisDOT, and the City of Monona all own parcels within the recreation area. Of those units, the Monona Conservancy and Upper Mud Lake Unit could be impacted by potential future Beltline improvements. The Monona Conservancy was gifted to the City of Monona and the portion of the Upper Mud Lake Unit that is north of the lake (between the Monona Conservancy and Stoughton Road) is owned by WisDOT. WDNR owns parcels on the east side of Upper Mud Lake, one parcel down from the Beltline. LWCF funding was used in the purchase of these parcels, so they would be Section 6(f). The group asked Eric, how Capital Springs is managed and whether the WDNR manages the entire system. Carrie asked what the relationship (or agreement) is with the WDNR and WisDOT that allows the WisDOT property to be included in the Upper Mud Lake unit of the plan. Carrie and Eric are going to look into the agreement/use of these properties. From Strand's investigation efforts, it is known that the South Beltline EIS stated that there would be 122 acres put into public ownership as preservation. However, it is unclear where those 122 acres are located. It could be the parcels adjacent to the Beltline that are already owned by WisDOT. There is the potential to impact a WDNR parcel in the Southwest quadrant of the Stoughton Road interchange. Eric will investigate whether this parcel would be considered 6(f)/LWCF since it is adjacent to a LWCF site. The group needs to understand the LWCF funds on the WDNR site.			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates, Inc.®

910 W Wingra Drive, Madison, WI

DATE and TIME: 5/15/15 10-11:30 A.M.**SUBJECT:** Advance Mitigation Meeting with
WDNR–Capital Springs Recreation Area

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		Questions regarding the status of the properties in Capital Springs include the following:			
		1. Did Monona use LWCF monies to purchase or improve the Monona Conservancy?			
		2. How does WisDOT real estate view the wetland properties adjacent to the Beltline that are incorporated into the Capital Springs Recreation area? Is WisDOT real estate aware those parcels have been incorporated into the recreation area?			
		3. Is there a formal agreement/relationship for the WisDOT parcels within the state recreation area?			
		4. Are there any parcels that are to remain undeveloped in perpetuity (e.g., deed restricted?)			
5.0	5/15/15	MITIGATION POSSIBILITIES			
		Jenny thought the wetland bank located near the World Dairy center could be a possibility for Beltline wetland mitigation that cannot be mitigated on-site.			
		Impacts to 6(f) properties will require replacement. The same is generally true for state stewardship-funded properties.			
		Jenny asked about the 1/4-mile rule/policy where project funds cannot be used to purchase land more than 1/4 mile from the project? Does that mean 6(f) replacement lands need to be within a one-quarter mile of the project? This could be very difficult for finding 6(f) replacement lands from willing sellers that are also contiguous to the state recreation area.			
		The group needs to have a better understanding of where and what type of stewardship funds have been used.			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates, Inc.®

910 W Wingra Drive, Madison, WI

DATE and TIME: 5/15/15 10-11:30 A.M.**SUBJECT:** Advance Mitigation Meeting with
WDNR–Capital Springs Recreation Area

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		When discussion turned to advanced mitigation, Carrie mentioned that WisDOT can identify potential mitigation but most likely cannot do any advanced mitigation. Jay stated that if there is <u>already</u> a 6(f) impact associated with another project, additional 6(f) lands can be purchased and banked in anticipation of another project. But this can only occur where there is already a 6(f) conversion taking place.			
		Jenny asked whether lands currently owned by WisDOT within the recreation area can be deeded to the WDNR as 6(f) replacement lands?			
		Can conversion lands be purchased using general funds instead of using project funds?			
6.0	5/15/15	NEXT STEPS IN THE PEL PROCESS			
		Need an updated list of threatened and endangered species.			
		If there are red flag wetlands (wetlands that state funding has already been used on once) or regular wetlands, US Army Corps and WDNR need to be involved. For 6(f) parks, coordination with NPS and WDNR is required.			
		The group developed a list of Action Items:			
		1. Forward existing information regarding the LWCF and State Stewardship funding for parcels adjacent to the Beltline–Jenny G.			Jenny Grimes
		2. How did WisDOT lands get incorporated into the Capital Springs Plan–Eric Heggelund			Eric Heggelund
		3. Who is the overall management authority of the Capital Springs area?–Eric Heggelund			Eric Heggelund

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates, Inc.®

910 W Wingra Drive, Madison, WI

DATE and TIME: 5/15/15 10-11:30 A.M.**SUBJECT:** Advance Mitigation Meeting with
WDNR–Capital Springs Recreation Area

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
4.		Need to understand the Monona Conservancy ownership and restrictions–Strand			Strand
5.		Ability to obtain 6(f) replacement lands–distance from the project and timing (how far in advance)–Carrie			Carrie Cox
6.		Deed language for excess/landlocked parcels–Jenny G.			Jenny Grimes
7.		Right-of-way plat–Strand/WisDOT			Strand

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meetings.

Prepared By: WisDOT, Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 6/09/15

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** UW Arboretum Visitor Center

1207 Seminole Highway, Madison, WI

DATE and TIME: 6/09/15 2:30-4 P.M.**SUBJECT:** Advance Mitigation Meeting with UW Arboretum

INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT	X
Michael Hoelker	WisDOT	X
Rob Knorr	WisDOT	X
Brandon Lamers	WisDOT	X
Joel Brown	WisDOT	X
Jenny Grimes	WisDOT	X
Carrie Cox	WisDOT	X
Donna Paulnock	UW Arboretum (interim director)	X
Bradley Herrick	UW Arboretum (ecologist)	X
Mark Wegener	UW Arboretum (assistant director)	X
Rhonda James	UW Facilities (landscape architect)	X
David Liebl	UW Arboretum and UW Extension (Faculty Associate)	X
Joan Petersen	Strand Associates	X
Tom Lynch	Strand Associates	X
Stephanie Thomsen	Strand Associates	X
Ken Leonard	Cambridge Systematics	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0	6/09/15	INTRODUCTIONS			
2.0	6/09/15	MEETING PURPOSE/STUDY BACKGROUND Tom provided a handout with background information and talked about why the Beltline is being studied. Larry added that the Beltline Study is broken into three parts: an origin-destination study, the Planning and Environment Linkages Study (PEL), and an Environmental Impact Study (EIS). Currently WisDOT is in the PEL phase of studying the Beltline. An EIS is planned to be initiated in fall of 2015 and could span until 2020. By starting coordination early, both WisDOT and the Arboretum can identify potential impacts, seek to avoid them, and identify ways to mitigate impacts years in advance of when they could occur. David asked whether the Level of Service (LOS) grades are related to the existing capacity on the Beltline? <i>(They are related to</i>			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** UW Arboretum Visitor Center

1207 Seminole Highway, Madison, WI

DATE and TIME: 6/09/15 2:30-4 P.M.**SUBJECT:** Advance Mitigation Meeting with UW Arboretum

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		<i>both the existing highway volumes and the future highway volumes)</i> David also asked whether the previous studies would be used for the future EIS to either help aid or develop the EIS. <i>(The EIS team will use existing studies, such as the Verona Road hydrology study, in evaluating impacts and needs.)</i> Tom mentioned construction of any type of preferred Beltline alternative will not likely occur before the mid-2020s.			
3.0	6/09/15	PEL AUTHORITIES (23 CFR 450) Even though any potential Madison Beltline improvements are many years into the future, it is likely that some impacts to resource areas will occur. The PEL process (23 USC 168 and 23 CFR 450) allows the identification of potential mitigation measures early in the process prior to NEPA. By identifying resources that could possibly be impacted, it allows WisDOT and resource agencies to better plan impact minimization and mitigation years in advance.			
4.0	6/09/15	UW Arboretum Background–Plans The UW Arboretum is considered both a Section 4(f) (parks and history) and Section 106 (history) facility that WisDOT is required to avoid or minimize impacts, and mitigate as appropriate, from a transportation improvement to the Beltline. The Arboretum land was purchased before 1966; therefore the team has assumed LWCF funds were not used in the purchase. However, those funds may have been used for projects or facilities within the arboretum. Brad Herrick thought some LWCF funds were used to purchase 10 acres in the southeast area of the Arboretum for a pond. (Note:			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** UW Arboretum Visitor Center

1207 Seminole Highway, Madison, WI

DATE and TIME: 6/09/15 2:30-4 P.M.**SUBJECT:** Advance Mitigation Meeting with UW Arboretum

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		LWCF information was provided by Arboretum to WisDOT after meeting.)			
		The team also asked whether state stewardship funds were used. State stewardship funds often have similar restrictions as LWCF-funded properties/projects. If so, Jenny asked for any documentation from the Arboretum on those types of funds used. The Board of Regents may have more information on funds used. Typically there are deed restrictions if LWCF funds were used. Mark said he would check with the Board of Regents.			
		The team asked whether the Grady Tract and main parcels are considered contiguous. Jenny said they looked into this for the Seminole Project and it is and 4(f) mitigation would be required if there are impacts.			
5.0	6/09/15	IMPACT MINIMIZATION, MITIGATION POSSIBILITIES			
		Tom discussed Section 106 protections. The Arboretum falls under both Section 4(f) and Section 106 for protection. Section 4(f) protects publically owned park and public recreational lands that are open to the public. Section 4(f) also protects historic sites that are of national, state, or local significance regardless of whether they are open to the public. Section 106 relates to the Arboretum's eligibility to be on the National Register of Historic places. Tom explained that adding a lane in the future may require land from the Arboretum. This land could affect the preservation and management functions of the Arboretum. It may also encroach on the historic boundary of the Arboretum, creating a Section 106 impact.			
		Tom gave an example by asking how the Arboretum views the existing trees bordering the Arboretum along the Beltline. They may			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** UW Arboretum Visitor Center

1207 Seminole Highway, Madison, WI

DATE and TIME: 6/09/15 2:30-4 P.M.**SUBJECT:** Advance Mitigation Meeting with UW Arboretum

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		provide a wildlife function, a screening function, and other functions—all of which are important. Or, they may not be part of the Arboretum's long-term plan for the area.			
		David asked whether the flyover lanes that are part of Stage 3 of the Verona Road project or interim construction (Stage 1) would impact the Arboretum and could this study change the proposed Stage 3 recommendations. The study team stated that the freeflow lanes would actually travel under (not over) the Beltline and that all three stages of the Verona Road project were not anticipated to affect the Arboretum. This EIS study will consider Stage 3 of the Verona Road project and may integrate Stage 3 into the long-term plan; this study could also supercede what was discussed in the Verona Road EIS.			
		David Liebl asked whether WisDOT could be more specific in describing improvement scenarios to then reference the potential ecological impacts of those scenarios. Carrie stated that while the study is not yet developing detailed alternatives, one could imagine what an expansion of a freeway would entail and the types of impacts that would accompany it.			
		David also mentioned that they would be concerned about increased stormwater runoff from the Beltline. The Arboretum is currently enlarging its retention ponds for stormwater and has increased the size to accommodate Verona Road improvements.			
		Larry added to this statement. For instance, if expansion were to occur, which portions of the Arboretum are of higher value? North of the Beltline or south of the Beltline? Understanding these priorities could help guide the formation of alternatives so that they have the least impacts. Arboretum staff			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** UW Arboretum Visitor Center

1207 Seminole Highway, Madison, WI

DATE and TIME: 6/09/15 2:30-4 P.M.**SUBJECT:** Advance Mitigation Meeting with UW Arboretum

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		indicated it is difficult to put a value or level of importance on different parts of its property. The entire property is of high value or importance for different reasons.			
		Tom added that knowing impacts many years in advance may help form management and mitigation strategies. Maybe trees could be planted 10 years in advance of when tree impacts would actually occur to offset those impact losses.			
		A general concern by the Arboretum staff is related to stormwater impacts. There is additional impervious area (20 to 30 percent) draining to the Arboretum. The facility may need to expand its pond to be able to handle the water. The pond was modeled with the Verona Road Stage 3 surface area.			
		The Arboretum asked about the potential loss of the Seminole ramps and impacts to the Arboretum from lack of access for visitors. Tom mentioned that eliminating the Seminole ramps was considered as part of Stage 3 of the Verona Road project, and it will continue to be evaluated.			
		Donna added that the Arboretum actually has limited parking and it is interested in multimodal solutions that may provide visitors ways other than cars to access the Arboretum and visitor center.			
		Tom stated that the PEL study team is exploring different types of bicycle and pedestrian improvements. One concept that is being explored is a "bicycle Beltline." He asked the Arboretum staff/representatives what their thoughts are. How would the Arboretum feel about a multiuse trail through the Arboretum property? Would it be better on the north side or on the south side? Would it be better directly adjacent to the			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** UW Arboretum Visitor Center

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ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		Beltline, or better going through the Arboretum property?			
		The PEL Team also asked how the Arboretum views its tunnel under the Beltline. Staff/representatives stated that it is very long, and it is not large enough to get equipment through, only pedestrians. Because of this, there is a fair amount of indirection with maintenance equipment, which has to drive out of the Arboretum to Seminole Highway or Fish Hatchery Road, and then cross the Beltline on city streets. The Arboretum could see benefits to improving/increase the size of this tunnel. At this time, the Arboretum does not allow bicyclists in that area. The Arboretum would be interested in daylighting/skylight in the tunnel. The new Verona Road pedestrian tunnel was cited as a nearby recent example that WisDOT has installed. Tom suggested that one discussion item could be additional screening (trees) that would reduce impacts when/if Beltline impacts affect the Arboretum. A survey of natural communities, including important trees along the Beltline, has been completed. The group asked what signifies an important tree. Trees of importance are usually hackberry, white pines, burr oaks, native trees, trees of substantial size, and community type. The survey was not conducted all the way to Todd Drive but mostly around the area of the stormwater interceptor. The Arboretum group asked whether evaluation of noise, air quality, and other factors will be conducted in the EIS phase. Yes, and there are different regulations associated with noise and with air quality. The group pointed out that the trees on the south side of the Beltline are providing noise reduction for the houses south of the Beltline.			

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		Tom stated that WisDOT is somewhat limited on how it mitigates for noise impacts and that the current policy focuses on providing noise relief to residences. Carrie augmented this discussion stating that Section 106 (history) regulations can look at noise and visual impacts, and noise mitigation could possibly be applied under this regulation.			
		The Arboretum asked whether it would be possible for WisDOT to provide scenarios that the Arboretum could respond to instead of the Arboretum determining what it is willing to give up. Some Arboretum staff expressed concern that they are not engineers and have difficulty visualizing what an additional lane or lanes (for example) could look like along the beltline and therefore, have issues visualizing possible impact areas. Michael stated that WisDOT is not at the point to provide reasonable range of alternatives at this time. But in the EIS phase, scheduled to start in the next year, more detailed improvement concepts would be developed.			
		The Arboretum responded that it would rather react to something instead of developing it. It would be good to discuss Beltline buffer options. Carrie asked whether the Arboretum has a 10- or 20-year plan. Michael recommended the Arboretum share any long-term plans with WisDOT.			
		Tom suggested that perhaps the Arboretum could respond to a set of questions posed by WisDOT, with the understanding that the responses were nonbinding and were for informational purposes only. The responses to the questions could then help guide the formation of alternatives, both for motor vehicles and bikes and pedestrians.			

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6.0	6/09/15	NEXT STEPS IN THE PEL PROCESS			

Donna concluded that the Arboretum would like more opportunities to talk about options for the Beltline project. The Arboretum would like to be proactive and need to get to be more comfortable with the concepts being explored. The Arboretum would like to keep the conversation going.

Donna was also concerned that commitments would be assumed based on these discussions on potential impacts/needs. The group agreed that the information would just be for informational purposes to help guide concept development.

The study team will provide the Arboretum with a process timeline and some of the materials. WisDOT will also have a conceptual discussion with the Arboretum before the next legal stages.

As mentioned, Tom said it would be useful to understand the Arboretum's opinion on certain features on the property. It would also be useful to understand the priorities. These opinions would provide the study team with some guidance. To do this, WisDOT will send the Arboretum a letter requesting comments on features of the Arboretum and how some improvement concepts would affect the Arboretum. This process will be more information gathering and would not represent a commitment on either WisDOT's or the Arboretum's part.

Jenny added that it is important to find a balance between protecting the Arboretum and accommodating the growing traffic.

The study team will develop an informal memo with study information for the Arboretum and there will be another meeting

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** UW Arboretum Visitor Center

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Arboretum

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT

with WisDOT and the Arboretum before the
fall PIMs.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meetings.

Prepared By: WisDOT, Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 7/24/15



Minutes
Agency Meeting Comment Point 4
Madison Beltline PEL Phase 2
ID 5304-02-04



Wisconsin Department of Transportation–Southwest Region
September 29, 2023, 10 A.M.

Invitee	Representing	Present	Absent
Jim Oettinger, Major Studies Chief	Wisconsin Department of Transportation, Southwest Region (WisDOT SWR)	☒	☐
Jeff Berens, Study Team Manager	Wisconsin Department of Transportation, Southwest Region	☒	☐
Michelle Howe, Major Studies Project Manager	Wisconsin Department of Transportation, Southwest Region	☒	☐
Franco Marcos, Major Studies Project Planner	Wisconsin Department of Transportation, Southwest Region	☒	☐
Michael Bie, Communications	Wisconsin Department of Transportation, Southwest Region	☐	☒
Brian Taylor, Environmental Coordinator	Wisconsin Department of Transportation, Southwest Region	☒	☐
John Steiner, System Operations Chief	Wisconsin Department of Transportation, Southwest Region	☒	☐
Thomas Koprowski, Urban and Regional Planner	Wisconsin Department of Transportation, Southwest Region	☒	☐
Ruchi Dutta, Traffic Supervisor	Wisconsin Department of Transportation, Southwest Region	☐	☒
Jason Koster, Traffic	Wisconsin Department of Transportation, Southwest Region	☐	☒
Joseph Lamere, Traffic	Wisconsin Department of Transportation, Southwest Region	☐	☒
Jay Waldschmidt, Environmental Process and Documentation Section Chief	Wisconsin Department of Transportation, Bureau of Technical Services (BTS)	☐	☒
Jonquil Johnston, Environmental Liaison	Wisconsin Department of Transportation, Bureau of Technical Services	☒	☐
Lynn Cloud, Cultural Resources	Wisconsin Department of Transportation, Bureau of Technical Services	☒	☐
Katherine Kaliszewski, Cultural Resources	Wisconsin Department of Transportation, Bureau of Technical Services	☐	☒
Samuel Rumschlag, Environmental Liaison	Wisconsin Department of Transportation, Bureau of Technical Services	☐	☒
Carolyn Amegashie, Program Policy Analyst	Wisconsin Department of Transportation, Bureau of Technical Services	☒	☐
Holly Wilson, Project Attorney	Wisconsin Department of Transportation, Office of General Counsel (OGC)	☒	☐
Kory Dercks, Traffic Forecasting	Wisconsin Department of Transportation, Division of Transportation Investment Management (DTIM)	☒	☐
Asadur Rahman, Traffic Forecasting	Wisconsin Department of Transportation, Division of Transportation Investment Management	☒	☐
Mike Finkenbinder, Highway Safety Improvement Program (HSIP) Manager	Wisconsin Department of Transportation, Division of Transportation Investment Management	☐	☒



David Esse, Manager	Wisconsin Department of Transportation, Office of Workforce Innovation & Budget	☐	☒
Michael Banaszak, Design Project Oversight	Wisconsin Department of Transportation, Bureau of Project Development (BPD)	☒	☐
Linette Rizos, Traffic Design	Wisconsin Department of Transportation, Bureau of Traffic Operations (BTO)	☐	☒
Michelle Brokaw, Multimodal Engineer	Wisconsin Department of Transportation, Southwest Region	☒	☐
Brett Wallace, Region Director	Wisconsin Department of Transportation, Southwest Region	☐	☒
Mark Buechel, Historical Architect	United States Department of the Interior (DOI)–National Park Service (NPS), Historic Preservation Partnerships	☒	☐
Katherine Frauen, Trail Manager	United States Department of the Interior–National Park Service	☒	☐
Eric Gabriel, Superintendent	United States Department of the Interior–National Park Service	☐	☒
Timothy J. Guyah, M.A., Midwest Regional Office	United States Department of the Interior–Bureau of Indian Affairs	☐	☒
Bethaney Bacher-Gresock, Environmental Program/Project Specialist	Federal Highway Administration (FHWA)	☒	☐
Lisa Hemesath, Environmental Program/Project Specialist	Federal Highway Administration	☐	☒
Michelle Gehrke	Federal Highway Administration	☒	☐
Mary Forlenza, Senior Transportation Planner	Federal Highway Administration	☒	☐
Liz Pelloso, Environmental Impact Statements	United States Environmental Protection Agency (USEPA)	☐	☒
Krystle McClain, National Environmental Policy Act (NEPA)	United States Environmental Protection Agency	☒	☐
David Palme, Regulatory Field Office	United States Army Corps of Engineers (USACE)	☒	☐
Eric Hegglund, Transportation Liaison	Wisconsin Department of Natural Resources (WDNR)	☒	☐
Kimberly Cook, Historic Preservation Specialist	State Historical Preservation Office (SHPO)–Wisconsin Historical Society	☒	☐
Tyrone Larson, State Conservationist	United States Department of Agriculture (USDA)–Natural Resource Conservation Service (NRCS)	☐	☒
Dale Darrow, Milwaukee Field Office Director	United States Department of Housing and Urban Development (HUD)	☐	☒
Kelley Brookins, Region 5 Administrator	Federal Transit Authority (FTA)	☐	☒
Bill Wheeler, Community Planner	Federal Transit Authority	☐	☒
Mandy Ranslow, Program Analyst/FHWA Liaison	Advisory Council on Historic Preservation (ACHP)	☐	☒



Shauna Marquardt, Field Supervisor	United States Fish and Wildlife Service (USFWS)	☐	☒
Katy Smith, Agricultural Impact Analysis	Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP)	☐	☒
Susan Brown, Division Administrator	Department of Administration (DOA)– Division of Intergovernmental Relations (DIR)	☐	☒
Dawn Vick, Division Administrator	Department of Administration–Division of Intergovernmental Relations	☐	☒
Lawrence Plucinski, THPO	Bad River Band of the Lake Superior Chippewa Indians of Wisconsin	☐	☒
Evan Schroeder, THPO	Fond du Lac Band of Lake Superior Chippewa	☐	☒
Ben Rhodd, THPO	Forest County Potawatomi Community of Wisconsin	☐	☒
Olivia Nunway, Deputy THPO	Forest County Potawatomi Community of Wisconsin	☐	☒
Amy Scott, Cultural Preservation Department	Iowa Tribe of Oklahoma	☐	☒
William Quackenbush, THPO	Ho-Chunk Nation	☐	☒
Brian Bisonette, THPO	Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin	☐	☒
Sarah Thompson, THPO	Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin	☐	☒
Alina J. Shively, THPO	Lac Vieux Desert Band of Lake Superior Chippewa Indians	☐	☒
Dave Grignon, THPO	Menominee Indian Tribe of Wisconsin	☐	☒
Kanani Nunies, Oneida Cultural Heritage	Oneida Nation of Wisconsin	☐	☒
Hattie Mitchell, THPO	Prairie Band Potawatomi Nation	☐	☒
Noah White, THPO	Prairie Island Indian Community	☐	☒
Marvin DeFoe, THPO	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	☐	☒
Edwina Buffalo-Reyes, Assistant THPO	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	☐	☒
Jonathan Buffalo, NAGPRA Representative	Sac and Fox Nation of the Mississippi in Iowa	☐	☒
Gary Bahr	Sac and Fox Nation of Missouri in Kansas and Nebraska	☐	☒
Chris Boyd, THPO	Sac and Fox Nation of Oklahoma	☐	☒
Michael LaRonge, THPO	Sokaogon Chippewa Community Mole Lake Band	☐	☒
Wanda McFaggen, THPO	St. Croix Band Chippewa Indians of Wisconsin	☐	☒
Jeff Bendremer, THPO	Stockbridge-Munsee Community of Wisconsin	☐	☒
Jeff Held, Project Manager	Strand Associates, Inc.® (Strand)	☒	☐



Elizabeth Garfoot, Agencies, Outreach, and Documentation	Strand Associates, Inc. [®]	☒	☐
Joe Urban, Traffic and Documentation	Strand Associates, Inc. [®]	☒	☐

Action items are listed in **bold**.

1. Welcome and Introductions

Jeff H. and Jeff B. welcomed the attendees.

2. PEL Study Overview

Jeff B. reviewed the items on the slides.

3. Stand-Alone Strategies Screening

Jeff B. reviewed the items on the slides.

4. Beltline Flex Lane Update

Jeff B. reviewed the items on the slide.

5. Individual Improvement Components

Elizabeth reviewed the items on the slides.

6. Component Priorities

Elizabeth reviewed the items on the slides.

7. Draft Strategy Packages

- a. Jeff H. reviewed the items on the slides.
- b. Bethaney asked to review the level of service (LOS) locations summary table presented with Strategy Package 4. She commented on how Strategy Packages 2 and 3 do not show much difference in number of LOS E and F locations in design year 2050. Jeff H. noted the biggest drop in number of LOS E and F locations comes between Strategy Packages 3 and 4 when the general purpose lane is added on the Beltline east of Verona Road in Strategy Package 4. He noted the public feedback received favored extending the Flex Lane on the west end versus adding a general purpose lane on any part of the Beltline.
- c. John asked for clarification on the Flex Lane and whether the intent is to make the existing Flex Lane a general purpose lane. Jeff H. clarified that the existing Flex Lane on the Beltline east of Verona Road would remain in operation and could be extended to the west of Verona Road.



8. Next Steps

- a. Jeff B. reviewed the items on the slides.
- b. John complimented the team and said he better understands what the PEL study has reviewed and how it anticipates moving forward.
- c. Brian T. commented on the information presented regarding how the PEL study team anticipates splitting the Beltline into different sections and will decide the level of NEPA documentation associated with each section. He looks forward to further discussion on this topic. Jeff B. confirmed that Agency Meeting Comment Point 5 will cover the anticipated NEPA sections and staging on the Beltline.
- d. **Jeff B. will send a follow up e-mail to the agency representatives after the meeting with a copy of the presentation slides and link to a survey. He will ask that agency representatives respond to the survey or provide other additional feedback by November 1, 2023.**

9. Next Meeting

Agency Meeting Comment Point 5 is anticipated to be held in winter 2023.

If there are any additions or comments, please call me at 608-251-2129 ext. 1264.

Prepared and respectfully submitted by Elizabeth Garfoot, P.E.

Enclosure

c/enc: All Participants

Please provide your name and who you are representing.	Do you agree or disagree with the placement and prioritization of the roadway crossings and connections components within each Strategy Package?	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).	Do you agree or disagree with the placement and prioritization of the bicycle and pedestrian components within each Strategy Package?	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).	Do you agree or disagree with the placement and prioritization of the park and ride components within each Strategy Package?	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).	Do you agree or disagree with the placement and prioritization of the transit priority locations within each Strategy Package?	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).
Tom Koprowski-WisDOT-SWR-Planning	Agree		Agree		Agree		Agree	
Mark Buechel - National Park Service	Agree		Agree		Agree		Agree	
Eric Heggelund DNR	Agree		Agree		Agree		Agree	

How likely are you to support SP1 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP1.	How likely are you to support SP2 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP2.	How likely are you to support SP3 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP3.	How likely are you to support SP4 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP4.	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
1		5		8	Good Long-Term Solutions balance	6	Good Balance, but with significant impacts. Flex lanes, weave improvements, aux lanes, interchange improvements help with capacity without adding lanes is more agreeable with me overall.	Thanks for all you work and thought put into this study so far.
8	"Support" is the wrong word. My job is to review for possible 106 and 110 conformance issues and doing nothing guarantees there will be no adverse effect. This does not mean I favor this option; it means that it is the likeliest to not have any compliance issues. My reviews are not about like or dislike but rather appropriate or inappropriate as it relates to compliance. Any of the possible	8	This option also should not result in any significant compliance issues since it remains mostly in the existing right of way. My one concern is if trails are added that bisect the University Arboretum they will need to be sensitive to the NHL status of the area. There may be added issues with the design of any trails through the NHL, traveling around the NHL would not be an issue.	8	Sane concerns as last proposed treatment.	3	This proposal has the greatest potential to be an adverse effect given it widens the road. This would likely be an adverse effect on the University Arboretum National Historic Landmark site. Great care to minimize the effects and possibly mitigate them would be necessary. other portions not associated with the NHL site are not as much of a compliance concern.	As stated earlier, the word support is the wrong word. If a solution is designed to meet all compliance issues, then it can be acceptable, but just as easily a design can violate compliance and be an adverse effect. The devil is in the details, I need to see more than schematics to determine if any proposal is an adverse effect or not. Any of the solutions are possible if
5	SP1 has the lowest environmental impact, so we would prefer it if it meets P&N objectives of the study.	5	This also has a lower environmental impact and would be preferred from that perspective, if P&N objectives are met.	5	Sensitive areas including the UW arboretum, Yahara River corridor, etc. will need to be evaluated for impacts. We would be concerned with significant impacts to these resources. All alternatives should consider impacts, avoidance and minimization measures	5	Sensitive areas including the UW arboretum, Yahara River corridor, etc. will need to be evaluated for impacts. We would be concerned with significant impacts to these resources. All alternatives should consider impacts, avoidance and	



Minutes
Agency Meeting Comment Point 5
Madison Beltline PEL Phase 2
ID 5304-02-04



Wisconsin Department of Transportation–Southwest Region
June 25, 2024, 11 A.M.

Invitee	Representing	Present	Absent
Dan Schave, Director	Wisconsin Department of Transportation, Southwest Region (WisDOT SWR)	☐	☒
Randy Hoyt, Deputy Director	Wisconsin Department of Transportation, Southwest Region	☒	☐
Jim Oettinger, Major Studies Chief	Wisconsin Department of Transportation, Southwest Region	☐	☒
Jeff Berens, Study Team Manager	Wisconsin Department of Transportation, Southwest Region	☒	☐
Michelle Howe, Major Studies Supervisor	Wisconsin Department of Transportation, Southwest Region	☒	☐
Franco Marcos, Major Studies Project Planner	Wisconsin Department of Transportation, Southwest Region	☐	☒
Michael Bie, Communications	Wisconsin Department of Transportation, Southwest Region	☐	☒
Brian Taylor, Environmental Coordinator	Wisconsin Department of Transportation, Southwest Region	☒	☐
John Steiner, System Operations Chief	Wisconsin Department of Transportation, Southwest Region	☐	☒
Thomas Koprowski, Urban and Regional Planner	Wisconsin Department of Transportation, Southwest Region	☐	☒
Ruchi Dutta, Traffic Supervisor	Wisconsin Department of Transportation, Southwest Region	☒	☐
Jason Koster, Traffic	Wisconsin Department of Transportation, Southwest Region	☒	☐
Joseph Lamere, Traffic	Wisconsin Department of Transportation, Southwest Region	☒	☐
Michelle Brokaw, Multimodal Engineer	Wisconsin Department of Transportation, Southwest Region	☐	☒
Jay Waldschmidt, Environmental Process and Documentation Section Chief	Wisconsin Department of Transportation, Bureau of Technical Services (BTS)	☐	☒
Jonquil Johnston, Environmental Liaison	Wisconsin Department of Transportation, Bureau of Technical Services	☒	☐
Lynn Cloud, Cultural Resources	Wisconsin Department of Transportation, Bureau of Technical Services	☒	☐
Katherine Kaliszewski, Cultural Resources	Wisconsin Department of Transportation, Bureau of Technical Services	☐	☒
Samuel Rumschlag, Environmental Liaison	Wisconsin Department of Transportation, Bureau of Technical Services	☐	☒
Katherine Bruni, Environmental Liaison	Wisconsin Department of Transportation, Bureau of Technical Services	☒	☐
Holly Wilson, Project Attorney	Wisconsin Department of Transportation, Office of General Counsel (OGC)	☐	☒
Kory Dercks, Traffic Forecasting	Wisconsin Department of Transportation, Division of Transportation Investment Management (DTIM)	☐	☒



Asadur Rahman, Traffic Forecasting	Wisconsin Department of Transportation, Division of Transportation Investment Management	☐	☒
Mike Finkenbinder, Highway Safety Improvement Program (HSIP) Manager	Wisconsin Department of Transportation, Division of Transportation Investment Management	☒	☐
David Esse, Manager	Wisconsin Department of Transportation, Office of Workforce Innovation & Budget	☐	☒
Michael Banaszak, Design Project Oversight	Wisconsin Department of Transportation, Bureau of Project Development (BPD)	☒	☐
Brian Porter, Traffic and Safety Section Supervisor	Wisconsin Department of Transportation, Bureau of Traffic Operations	☒	☐
Alyssa Barrette, Environmental Services Section Chief	Wisconsin Department of Transportation, Bureau of Traffic Operations (BTO)	☐	☒
Mark Buechel, Historical Architect	United States Department of the Interior (DOI)–National Park Service (NPS), Historic Preservation Partnerships	☐	☒
Katherine Frauen, Trail Manager	United States Department of the Interior– National Park Service	☐	☒
Eric Gabriel, Superintendent	United States Department of the Interior– National Park Service	☐	☒
Timothy J. Guyah, M.A., Midwest Regional Office	United States Department of the Interior– Bureau of Indian Affairs	☐	☒
Bethaney Bacher-Gresock, Environmental Program/Project Specialist	Federal Highway Administration (FHWA)	☐	☒
Lisa Hemesath, Environmental Program/Project Specialist	Federal Highway Administration	☒	☐
Michelle Gehrke, Transportation Engineer	Federal Highway Administration	☒	☐
Mary Forlenza, Senior Transportation Planner	Federal Highway Administration	☐	☒
Emma Johnson, CTR	Federal Highway Administration	☒	☐
Suse La Gory, Environmental Impact Statements	United States Environmental Protection Agency (USEPA)	☒	☐
Kathleen Kowal, Environmental Impact Statements	United States Environmental Protection Agency	☒	☐
David Palme, Regulatory Field Office	United States Army Corps of Engineers (USACE)	☒	☐
Eric Heggelund, Transportation Liaison	Wisconsin Department of Natural Resources (WDNR)	☒	☐
Kimberly Cook, Historic Preservation Specialist	State Historical Preservation Office (SHPO)–Wisconsin Historical Society	☐	☒
Josh Odekirk, Acting State Conservationist	United States Department of Agriculture (USDA)–Natural Resource Conservation Service (NRCS)	☐	☒
Dale Darrow, Milwaukee Field Office Director	United States Department of Housing and Urban Development (HUD)	☐	☒



Kelley Brookins, Region 5 Administrator	Federal Transit Authority (FTA)	☐	☒
Bill Wheeler, Community Planner	Federal Transit Authority	☐	☒
Mandy Ranslow, Program Analyst/FHWA Liaison	Advisory Council on Historic Preservation (ACHP)	☐	☒
Betsy Galbraith, Acting Field Office Supervisor	United States Fish and Wildlife Service (USFWS)	☐	☒
Kirsten Biefeld, Agricultural Impact Analysis	Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP)	☒	☐
David Pawlisch, Division Administrator	Department of Administration (DOA)–Division of Energy, Housing, and Consumer Relations	☐	☒
Dawn Vick, Division Administrator	Department of Administration–Division of Intergovernmental Relations	☐	☒
Lawrence Plucinski, THPO	Bad River Band of the Lake Superior Chippewa Indians of Wisconsin	☐	☒
Evan Schroeder, THPO	Fond du Lac Band of Lake Superior Chippewa	☐	☒
Olivia Nunway, Deputy THPO	Forest County Potawatomi Community of Wisconsin	☐	☒
Amy Scott, Cultural Preservation Department	Iowa Tribe of Oklahoma	☐	☒
William Quackenbush, THPO	Ho-Chunk Nation	☐	☒
Brian Bisonette, THPO	Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin	☐	☒
Sarah Thompson, THPO	Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin	☐	☒
Alina J. Shively, THPO	Lac Vieux Desert Band of Lake Superior Chippewa Indians	☐	☒
Dave Grignon, THPO	Menominee Indian Tribe of Wisconsin	☐	☒
Kanani Nunies, Oneida Cultural Heritage	Oneida Nation of Wisconsin	☐	☒
Raphael Wahwassuck, THPO	Prairie Band Potawatomi Nation	☐	☒
Tara Mitchell, Deputy THPO	Prairie Band Potawatomi Nation	☐	☒
Noah White, THPO	Prairie Island Indian Community	☐	☒
Marvin DeFoe, THPO	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	☐	☒
Jonathan Buffalo, NAGPRA Representative	Sac and Fox Nation of the Mississippi in Iowa	☐	☒
Gary Bahr	Sac and Fox Nation of Missouri in Kansas and Nebraska	☐	☒
Chris Boyd, THPO	Sac and Fox Nation of Oklahoma	☐	☒
Michael LaRonge, THPO	Sokaogon Chippewa Community Mole Lake Band	☐	☒
Wanda McFaggen, THPO	St. Croix Band Chippewa Indians of Wisconsin	☐	☒
Jeff Bendremer, THPO	Stockbridge-Munsee Community of Wisconsin	☐	☒



Jeff Held, Project Manager	Strand Associates, Inc.® (Strand)	☒	☐
Elizabeth Garfoot, Agencies, Outreach, and Documentation	Strand Associates, Inc.®	☒	☐
Joe Urban, Traffic and Documentation	Strand Associates, Inc.®	☒	☐

Action items are listed in **bold**.

1. Welcome and Introductions

Jeff H. and Jeff B. welcomed the attendees.

2. PEL Study Overview

Jeff B. reviewed the items on the slides.

3. Summary of Study Activities Since Last Meeting

Jeff H. reviewed the items on the slides.

4. Draft Preferred Strategy Package

- a. Jeff H. reviewed the items on the slide. Typically, four attendees participated in a series of live poll questions during the meeting. As Jeff H. reviewed each of the component types included in the Draft Preferred Strategy Package, a live poll question asked how much participants thought the components included in the Draft Preferred Strategy Package were reasonable or appropriate. Participants could choose a rating from 1 to 5. The following table summarizes results from the live poll questions.

Component Type	How much do you think (components) included in the Draft Preferred Strategy Package are reasonable or appropriate? (Live Poll Average Rating)
Mainline	4.2
Weaving	4.8
Interchange	4.3
New Roadway Crossings and Connections	4.0
Pedestrian and Bicycle	4.3
Park and Ride	4.5
Transit Priority	4.3
Overall Draft Preferred Strategy Package	4.0

- b. When Jeff H. presented the Mainline components included in the Draft Preferred Strategy Package, Kathleen asked why the general purpose lanes are disliked by the public. Jeff H. replied that throughout the study, several comments have been received related to opposition of any capacity expansion on the Beltline. Those commenting generally point to potential for induced demand and increased greenhouse gas emissions as reasons for the opposition.
- c. When Jeff. H. presented the interchange components, Kathleen asked why the Stoughton Road interchange is part of a separate study. Jeff H. replied that this interchange study was approved by



the Transportation Projects Commission (TPC) a while back. He also explained that the Beltline PEL Study looks at how an improved interchange effects the Beltline while the Stoughton Road interchange study looks at improving the interchange.

5. Proposed Environmental Studies (NEPA)

- a. Jeff H. reviewed the items on the slides.
- b. Kathleen commented on how the three sections approach may not allow for a thorough cumulative impacts study and appears to segment the project. She asked study team members to discuss how the proposed NEPA sections and timing approach addresses these two issues. Jeff H. explained that an indirect and cumulative impacts analysis was completed for the Beltline PEL Study. He said NEPA will need to consider a larger area than just the individual segment for each of the segments proposed. He noted that there will need to be discussions with appropriate agencies about logical termini and independent utility during the NEPA phase.
- c. Kathleen asked for the rationale for dividing into three sections. Jeff H. explained that the timing of needs along the corridor influenced the three sections.

6. Next Steps

- a. Jeff B. reviewed the items on the slides.
- b. **Jeff B. will send a follow up e-mail to the agency representatives after the meeting with a copy of the presentation slides and link to a survey. He will ask that agency representatives respond to the survey or provide other additional feedback by July 12, 2024.**

If there are any additions or comments, please call me at 608-251-2129 ext. 1264.

Prepared and respectfully submitted by Elizabeth C. Garfoot, P.E.

Enclosure

c/enc: All Participants

Live Poll Agencies Comment Point 5

June 2024

Poll results

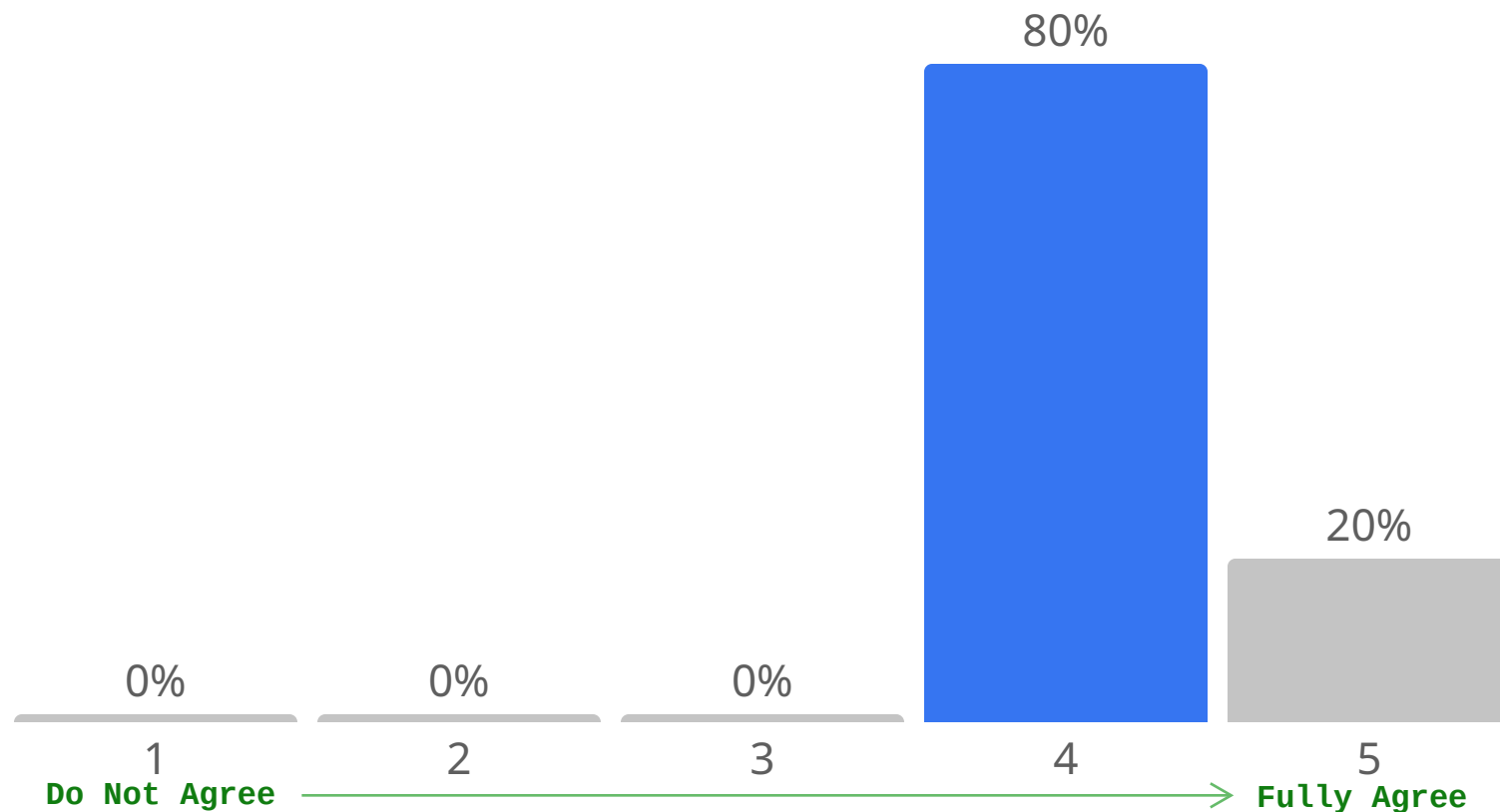
Table of contents

- How much do you think that the Beltline Mainline components included in the Draft Preferred Strategy Package are reasonable/appropriate?
- How much do you think that the Beltline Weaving components included in the Draft Preferred Strategy Package are reasonable/appropriate?
- How much do you think that the Beltline Interchange components included in the Draft Preferred Strategy Package are reasonable/appropriate?
- How much do you think that the New Roadway Crossings and Connections components included in the Draft Preferred Strategy Package are reasonable/appropriate?
- How much do you think that the Pedestrian and Bicycle components included in the Draft Preferred Strategy Package are reasonable/appropriate?
- How much do you think that the Park and Ride components included in the Draft Preferred Strategy Package are reasonable/appropriate?
- How much do you think that the Transit Priority components included in the Draft Preferred Strategy Package are reasonable/appropriate?
- How much do you think that the overall Draft Preferred Strategy Package is reasonable/appropriate?

How much do you think that the Beltline Mainline components included in the Draft Preferred Strategy Package are reasonable/appropriate?

005

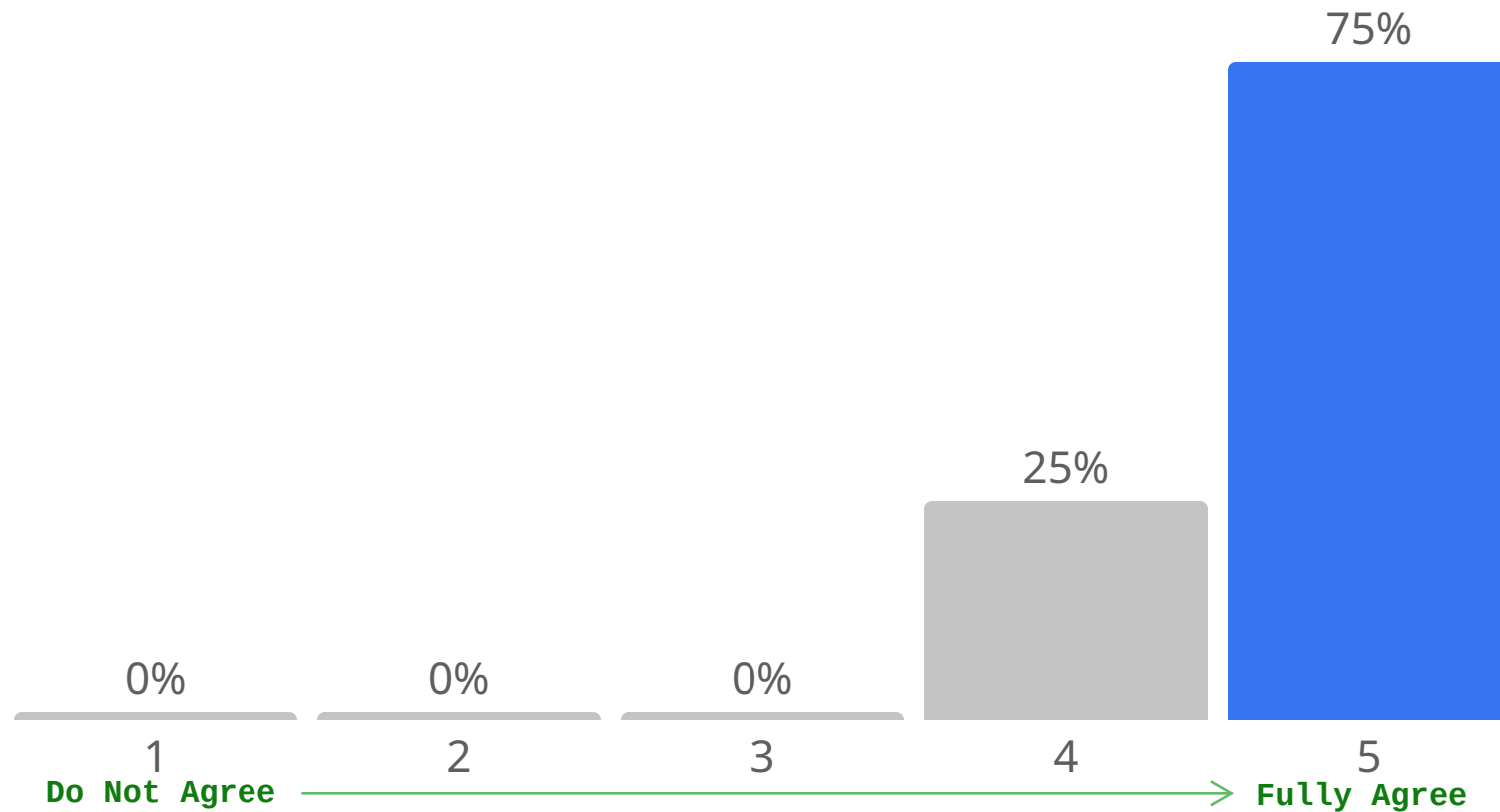
Score: 4.2



How much do you think that the Beltline Weaving components included in the Draft Preferred Strategy Package are reasonable/appropriate?

0 0 4

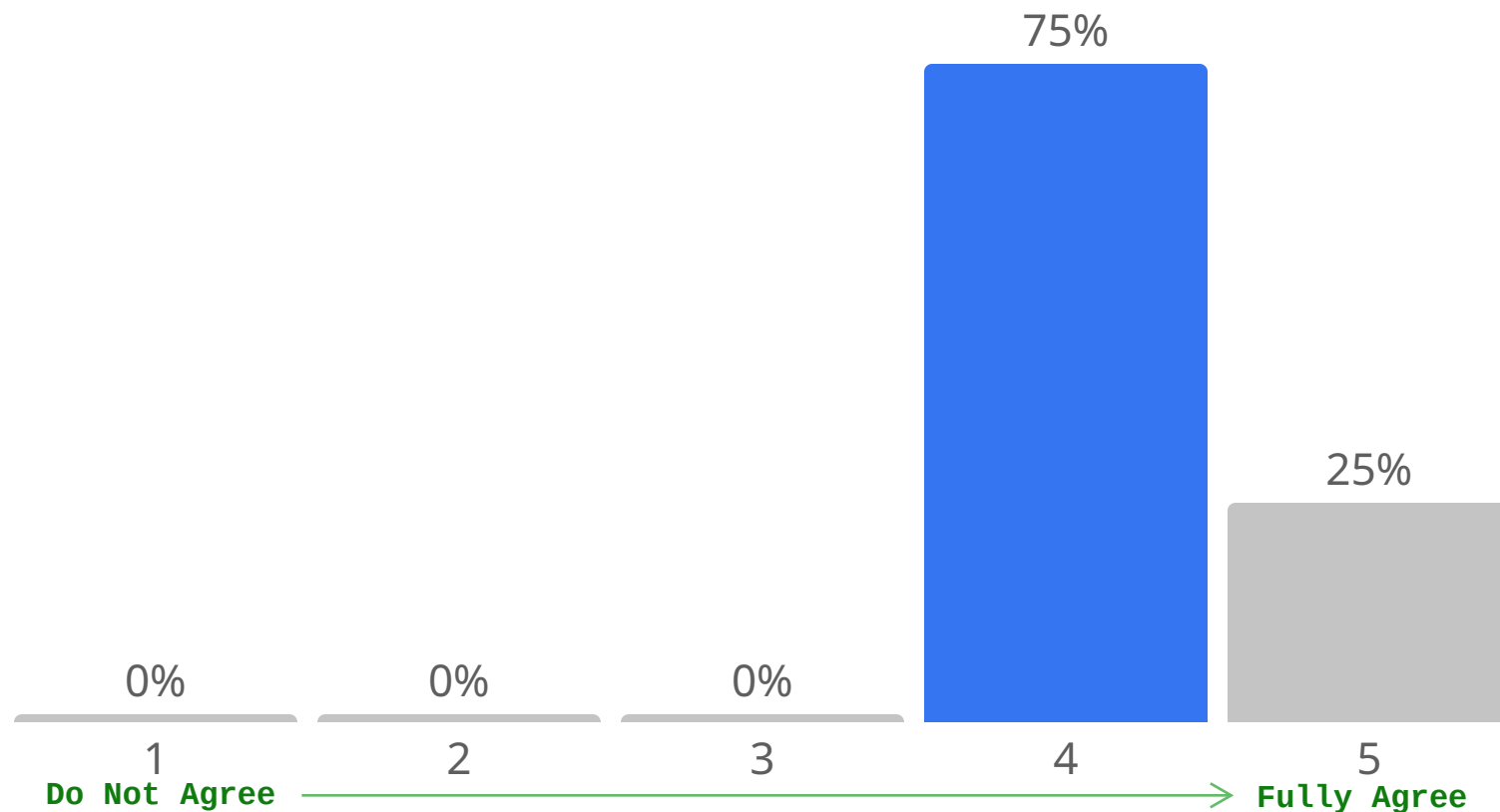
Score: 4.8



How much do you think that the Beltline Interchange components included in the Draft Preferred Strategy Package are reasonable/appropriate?

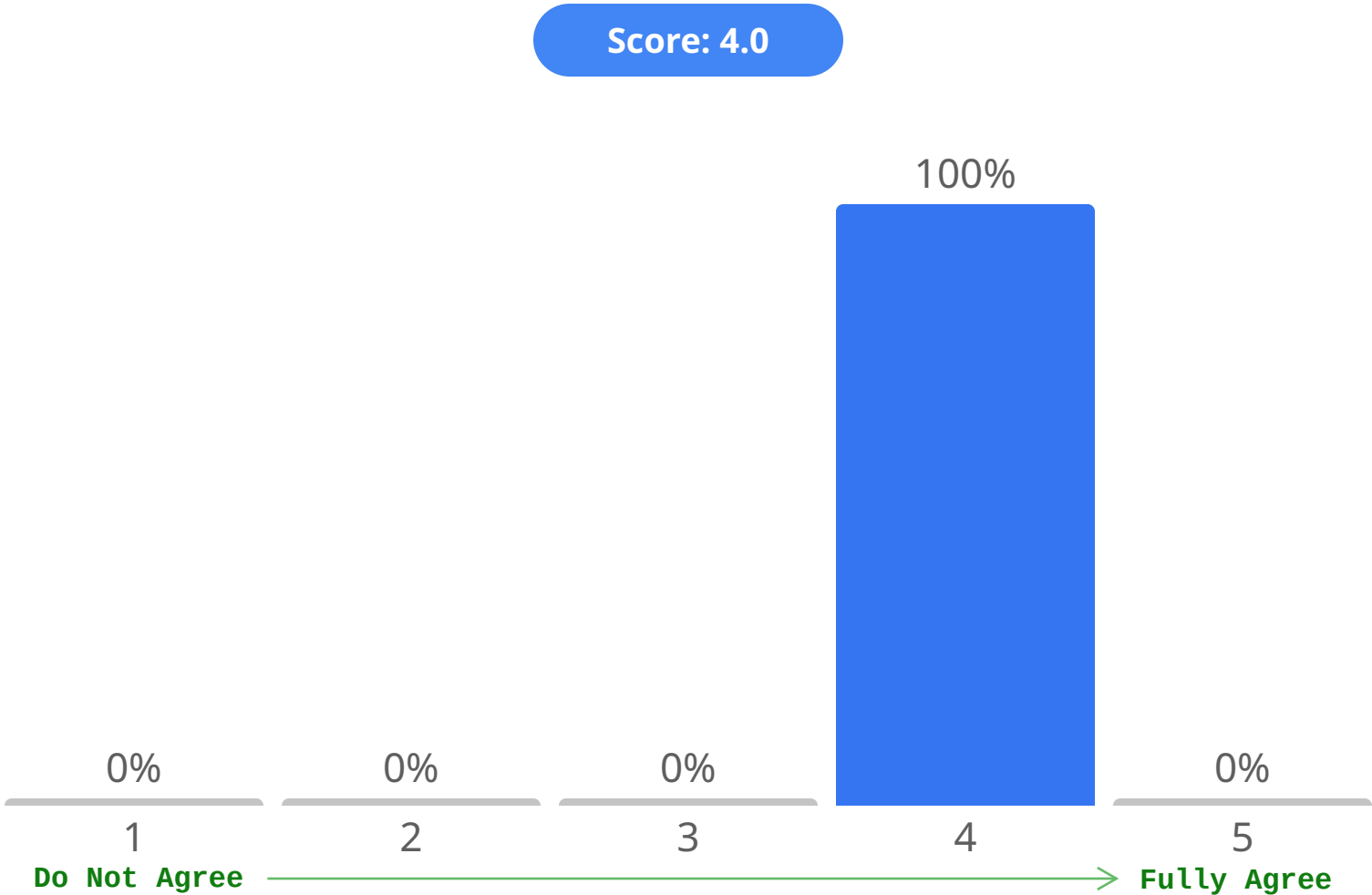
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Score: 4.3



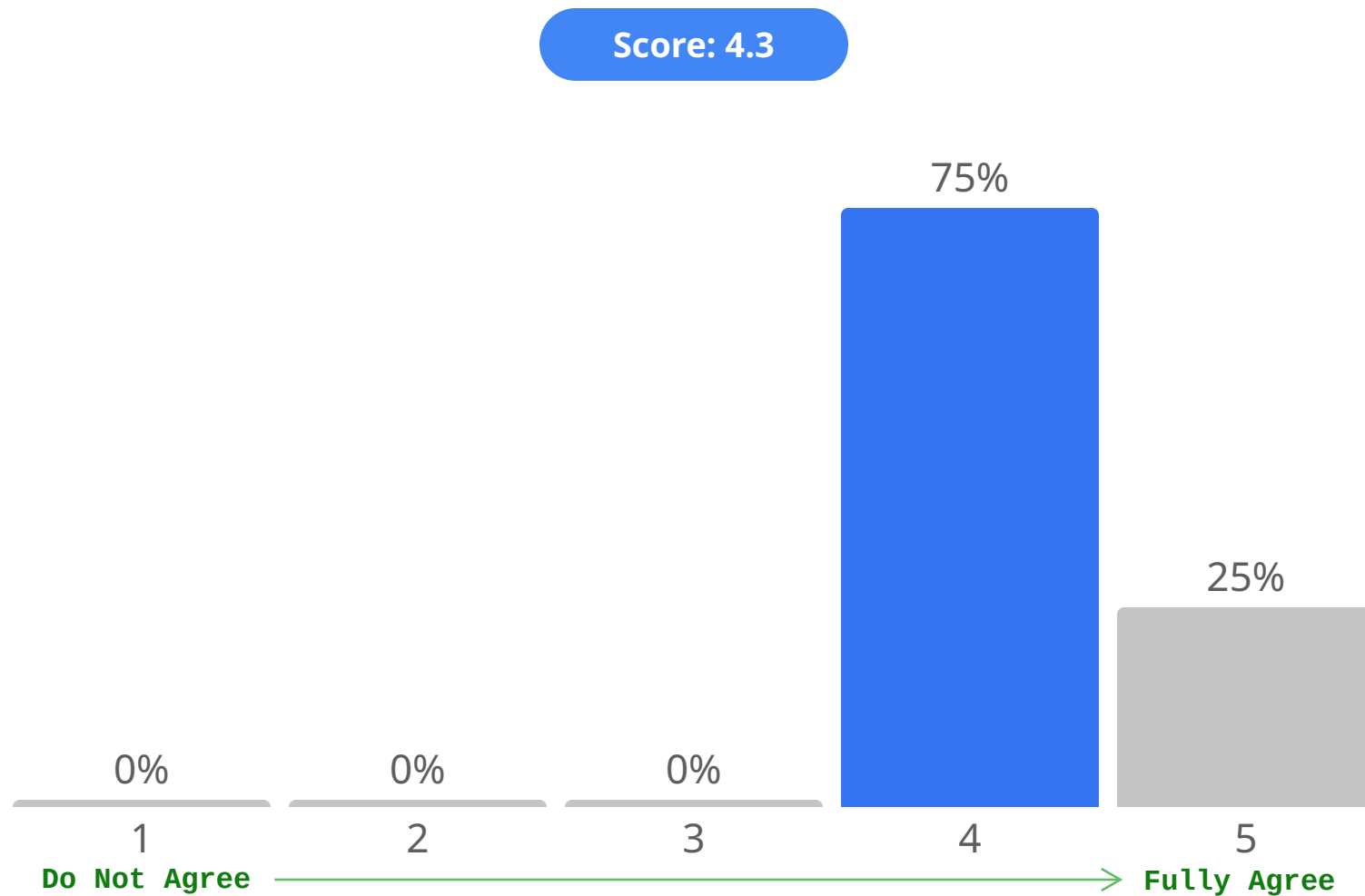
How much do you think that the New Roadway Crossings and Connections components included in the Draft Preferred Strategy Package are reasonable/appropriate?

004



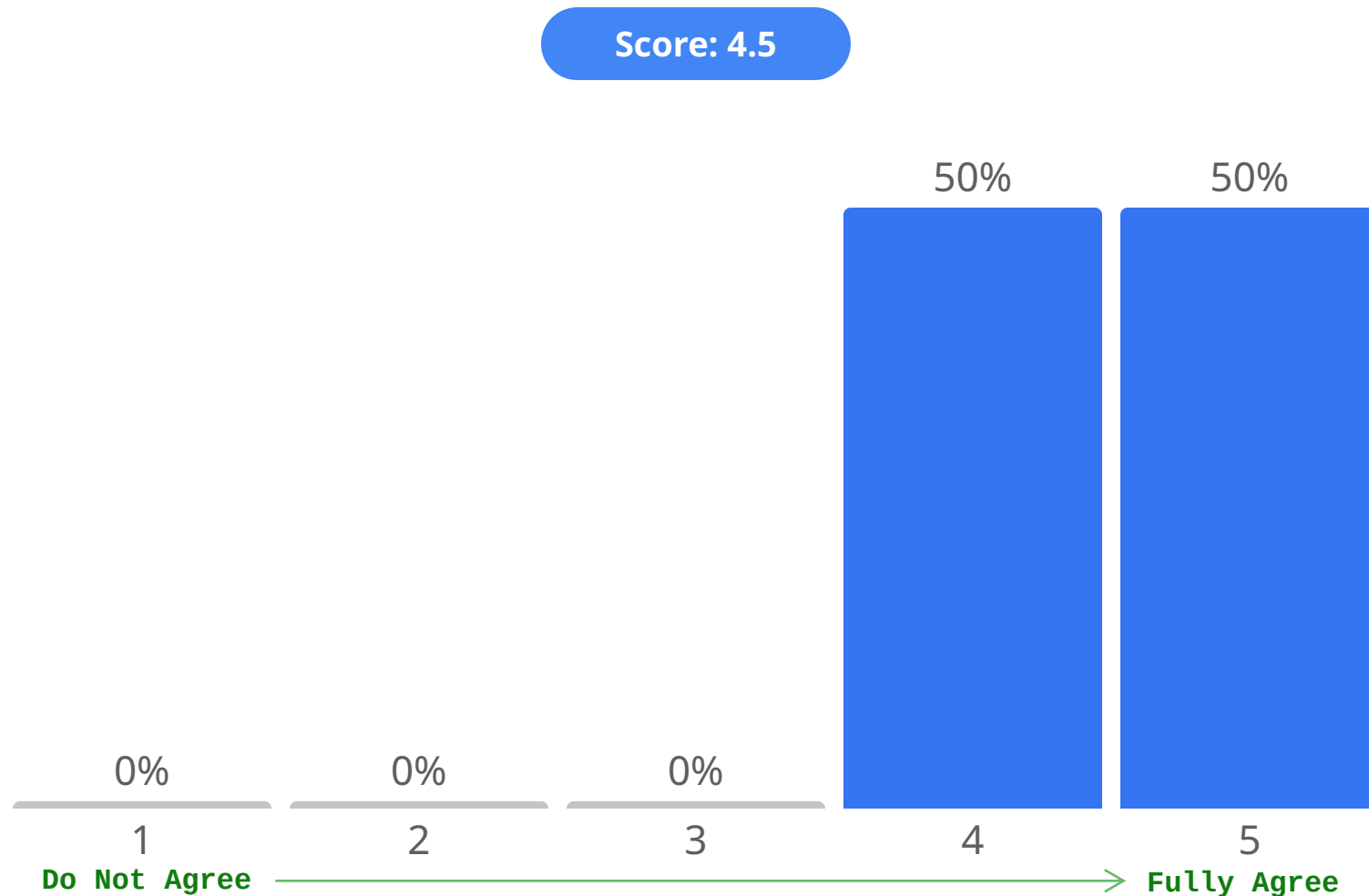
How much do you think that the Pedestrian and Bicycle components included in the Draft Preferred Strategy Package are reasonable/appropriate?

004



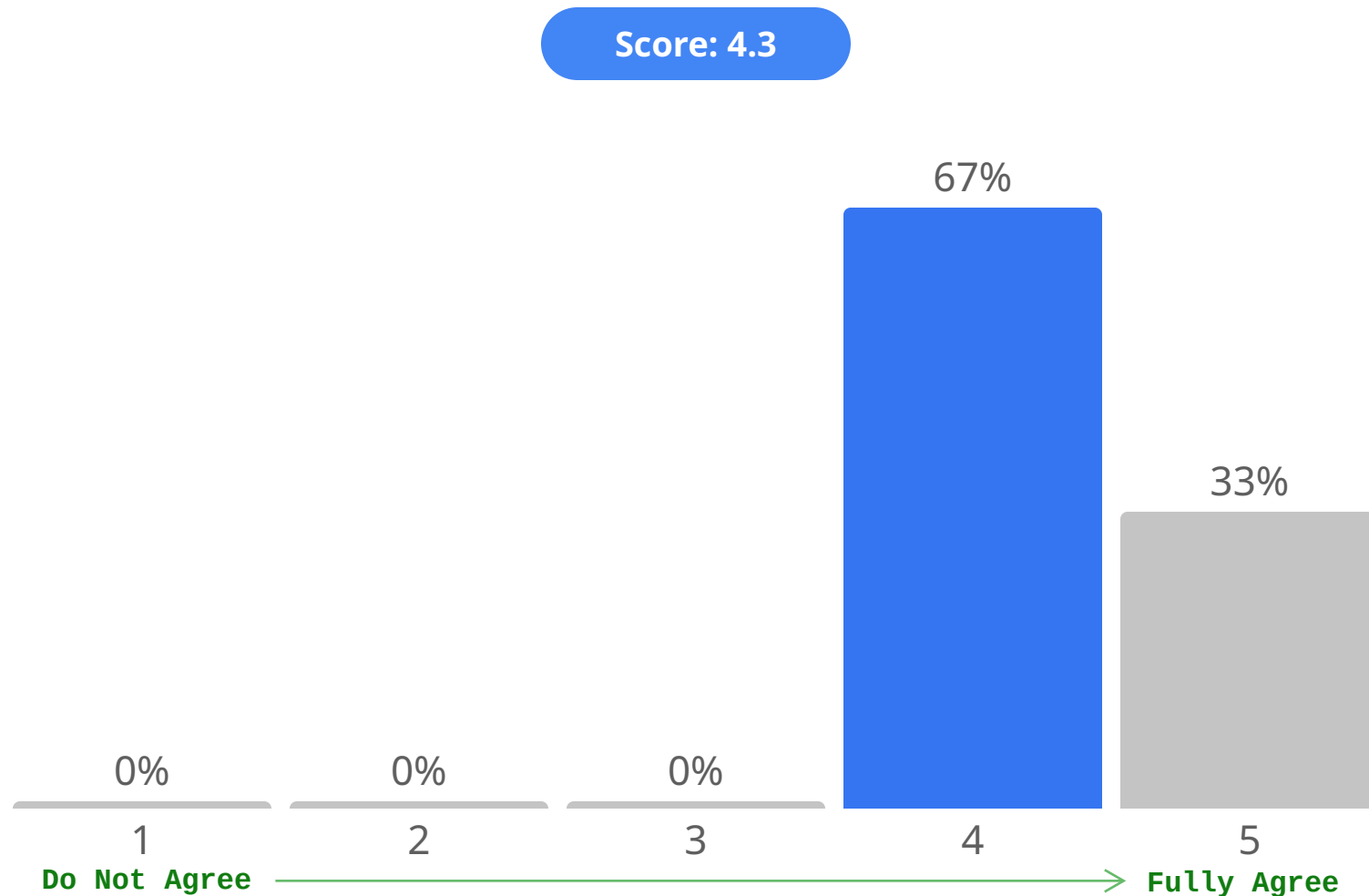
How much do you think that the Park and Ride components included in the Draft Preferred Strategy Package are reasonable/appropriate?

004



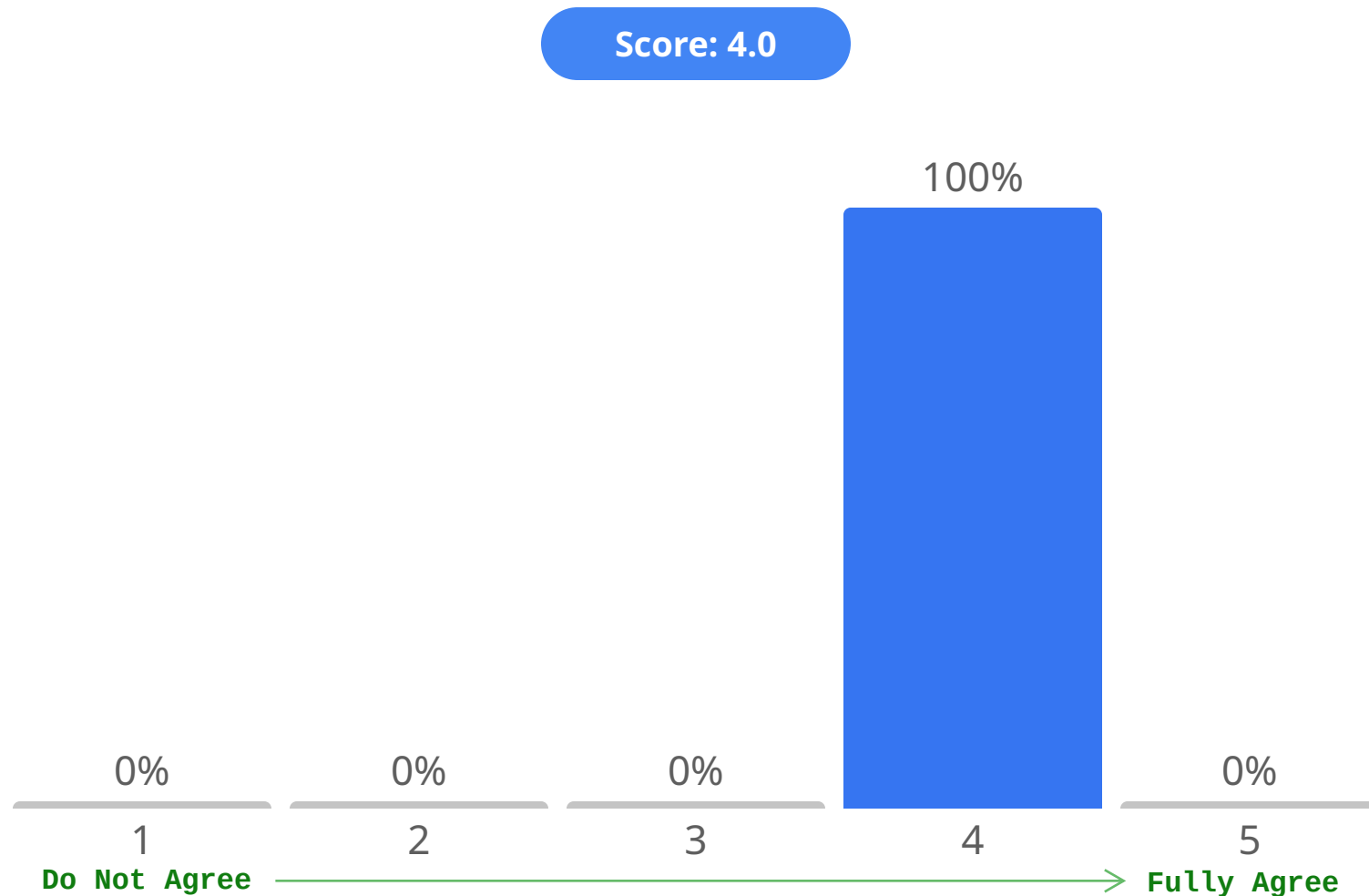
How much do you think that the Transit Priority components included in the Draft Preferred Strategy Package are reasonable/appropriate?

003



How much do you think that the overall Draft Preferred Strategy Package is reasonable/appropriate?

0 0 4



Please provide your name and who you are representing.	How much do you think that the Beltline Mainline components included in the Draft Preferred Strategy Package are reasonable/appropriate? 1 star indicates you do not think the components are reasonable/appropriate, 5 stars indicates you think the components are reasonable/appropriate.	Please share any comments you have regarding the Beltline Mainline components included in the Draft Preferred Strategy Package.	How much do you think that the Beltline Weaving components included in the Draft Preferred Strategy Package are reasonable/appropriate? 1 star indicates you do not think the components are reasonaable/appropriate, 5 stars indicates you think the components are reasonable/appropriate.	Please share any comments you have regarding the Beltline Weaving components included in the Draft Preferred Strategy Package.	How much do you think that the Beltline Interchange components included in the Draft Preferred Strategy Package are reasonable/appropriate? 1 star indicates you do not think the components are reasonable/appropriate, 5 stars indicates you think the components are reasonable/appropriate.	Please share any comments you have regarding the Beltline Interchanges components included in the Draft Preferred Strategy Package.	How much do you think that the New Roadway Crossings and Connections components included in the Draft Preferred Strategy Package are reasonable/appropriate? 1 star indicates you do not think the components are reasonable/appropriate, 5 stars indicates you think the components are reasonable/appropriate.	Please share any comments you have regarding the New Roadway Crossings and Connections components included in the Draft Preferred Strategy Package.	How much do you think that the Pedestrian and Bicycle components included in the Draft Preferred Strategy Package are reasonable/appropriate? 1 star indicates you do not think the components are reasonable/appropriate, 5 stars indicates you think the components are reasonable/appropriate.	Please share any comments you have regarding the Pedestrian and Bicycle components included in the Draft Preferred Strategy Package.
Eric Heggelund WDNR	4		5	Seems appropriate to improve safety and operations. Some current weave movements could be improved.	5		5		5	

Please provide your name and who you are representing.	How much do you think that the Park and Ride components included in the Draft Preferred Strategy Package are reasonable/appropriate? 1 star indicates you do not think the components are reasonable...	Please share any comments you have regarding the Park and Ride components included in the Draft Preferred Strategy Package.	How much do you think that the Transit Priority components included in the Draft Preferred Strategy Package are reasonable/appropriate? 1 star indicates you do not think the components are reasonable/appropriate, 5 stars indicates you think the components are reasonable/appropriate.	Please share any comments you have regarding the Transit Priority components included in the Draft Preferred Strategy Package.	How much do you think that the overall Draft Preferred Strategy Package is reasonable/appropriate on a scale from 1 star (not reasonable/appropriate) to 5 stars (reasonable/appropriate)?	Please use the box below to provide any additional feedback on the Draft Preferred Strategy Package or long-term vision for the Beltline corridor.	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are satisfied with all survey responses, please click the submit button below.
Eric Heggelund WDNR	5		5		4		

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** City of Monona - City Hall**DATE and TIME:** 5/8/13 at 8 A.M.**SUBJECT:** Municipal Briefing

INVITEE NAME	ORGANIZATION	ATTENDED
Pam Dunphy	Dane County Department of Public Works	X
Patrick Marsh	City of Monona Administrator	X
Don Peterson	Village of McFarland Administrator	X
Dan Stephany	City of Monona DPW	X
Larry Barta	WisDOT Planning	X
Michael Hoelker	WisDOT Planning	X
Jennifer Grimes	WisDOT Environmental	X
Franco Marco	WisDOT Planning	X
Tom Lynch	Strand Associates, Inc. [®]	X
Stephanie Thomsen	Strand Associates, Inc. [®]	X
Cole Buergi	Leonard & Finco	X

ITEM	DATE	DESCRIPTION
1.0	5/8/13	INTRODUCTIONS The meeting began with self-introductions
1.1		Larry introduced the Madison Beltline Planning and Environmental Linkages (PEL) study to the group. A PEL study is a type of transportation planning study that links planning information and planning reports directly, or by reference, into a National Environmental Policy Act study, also known as a NEPA study. A NEPA study is part two of the WisDOT analysis of the Beltline and will follow the PEL study now underway. Approval of a NEPA study's recommendations is needed before an improvement project can be funded and constructed.
2.0	5/8/13	PRESENTATION A presentation was given introducing the PEL study. Key points from the presentation as follows: - Since the Beltline was built, Dane County population has increased 2.5 times and the Beltline traffic volume has increased 10.5 times. - The Beltline is important in our local economy. - The Beltline capacity is currently running out, the volume keeps increasing. - Average speed during peak hour is 50 mph and 30 mph or slower during the slowest 15 minutes. - Crash rates are above the urban interstate average on several portions of the Beltline. - The PEL study will look at long-term transportation solutions throughout the region. - Study results flow directly into the EIS. Alternatives analyzed and dismissed do not need to be reevaluated within the NEPA process. - PEL Process includes: - Development of problem statement and objectives. - Development of screening criteria. - Development of strategies and evaluation against screening criteria. - Identifying and refining strategies to bring forward into further study and NEPA. - There will be two Advisory Committees - Technical Advisory Committee (TAC)—Staff with technical expertise from communities that may be affected by the Beltline. - Policy Advisory Committee (PAC)—Elected officials from communities that may be affected. - The PEL is a Staged study - Stage 1—Work Plan. - Stage 2—Broad Strategies, currently in this stage. - Stage 3—Corridor Concepts. - Stage 4—Refined Concepts.

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** City of Monona - City Hall**DATE and TIME:** 5/8/13 at 8 A.M.**SUBJECT:** Municipal Briefing

ITEM	DATE	DESCRIPTION
		- Stage 5–Draft and Final report. - WisDOT needs Local Communities help to participate in TAC and PAC - Collaborate in development of broad strategies. - Communicate community expectations to study team. - Identify effective solutions. - Help communicate study findings to community. - Anticipated Commitment during the stage looking at broad strategies 8 to 9 TAC meetings 7 to 8 PAC meetings
3.0	5/8/13	DISCUSSION Patrick asked who will be on technical committee. - WisDOT prefers representatives with engineering/public works knowledge of their community. - Local officials should think about who should be on the PAC/TAC and what type of outreach they will prefer. - How did communities handle PAC/TAC members for other projects? - Patrick added that for Stoughton Road, the mayor asked for volunteers. WisDOT should consider using a letter asking the mayor to appoint members to the PAC. The letter should provide information on time commitment.
3.1		Don thought it would be helpful to attach the PowerPoint from this meeting to the invites. Don asked how wide the corridor will be that WisDOT is studying? How will the Verona Road and Stoughton Road projects impact the Beltline Planning? The initial study area will be the whole Madison metropolitan area, from Waunakee to Stoughton, at this planning stage. We expect it will be narrowed to specific, definable corridors based on viable alternatives. WisDOT has a number of planning and construction projects in progress that are interconnected with the Beltline. Improvements to both the Stoughton Road and Verona Road interchanges have been pushed into the Beltline Study to prevent making improvements now that may need to be reconstructed later depending on the preferred alternative for the Beltline.
3.2		Patrick asked whether commuter rail links are included in this study? Mass transit will be investigated as part of the PEL study. It will need to be determined whether rail will help improve traffic congestion conditions on the Beltline. Mass transit will most likely not be an either/or solution, but it could be combined with other solutions.
3.3		Pam asked whether there will be just one technical committee meeting group? Yes, there will be one TAC group.
3.4		Pam asked whether this study will be investigating the North Mendota Pkwy corridor identified by the Dane County study? Pam thought it might be difficult to explain to the public why WisDOT is not investigating the same corridor as was previously studied.
3.5		Don–Is there something west of the Beltline to relieve the traffic? Similar to north/south routes to relieve the Interstate? HWY M improvements and Pleasant View Road will provide some relief. It is difficult to find a good route north of US 14 because of existing development.
4.0	5/8/13	CONCLUSION WisDOT will provide the communities with invites via the Mayor to participate in the PAC/TAC. The invites will include a schedule outlining anticipated time commitment and the PowerPoint slides from this meeting.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.[®]**Signed:** Larry Barta**Dated:**

July 14, 2013

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** City of Fitchburg - City Hall**DATE and TIME:** 5/15/13 at 10 A.M.**SUBJECT:** Municipal Briefing

INVITEE NAME	ORGANIZATION	ATTENDED
Bill Burns	City of Verona	X
Mike Gracz	Village of Oregon	X
Rodney Scheel	City of Stoughton	X
Paul Woodard	City of Fitchburg	X
Larry Barta	WisDOT Planning	X
Michael Hoelker	WisDOT Planning	X
Jennifer Grimes	WisDOT Environmental	X
Joan Petersen	Strand Associates, Inc. [®]	X
Stephanie Thomsen	Strand Associates, Inc. [®]	X
Cole Buergi	Leonard & Finco	X

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2.0	5/15/13	PRESENTATION A presentation was given introducing the PEL study. Key points from the presentation are as follows: - Since the Beltline was built, Dane County population has increased 2.5 times and the Beltline traffic volume has increased 10.5 times. - The Beltline is important in our local economy. - The Beltline capacity is currently running out, the volume keeps increasing. - Average speed during peak hour is 50 mph and 30 mph or slower during the slowest 15 minutes. - Crash rates are above the urban interstate average on several portions of the Beltline. - The PEL study will look at long-term transportation solutions throughout the region. - Study results flow directly into the EIS. Alternatives analyzed and dismissed do not need to be re-evaluated within the NEPA process. - PEL Process includes: - Development of problem statement and objectives. - Development of screening criteria. - Development of strategies and evaluation against screening criteria. - Identifying and refining strategies to bring forward into further study and NEPA. - There will be two Advisory Committees - Technical Advisory Committee (TAC)–Staff with technical expertise from communities that may be affected by the Beltline. - Policy Advisory Committee (PAC)–Elected officials from communities that may be affected. - The PEL is a Staged study - Stage 1–Work Plan. - Stage 2–Broad Strategies, currently in this stage. - Stage 3–Corridor Concepts. - Stage 4–Refined Concepts. - Stage 5–Draft and Final report. - WisDOT needs Local Communities help to participate in TAC and PAC

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** City of Fitchburg - City Hall**DATE and TIME:** 5/15/13 at 10 A.M.**SUBJECT:** Municipal Briefing

ITEM	DATE	DESCRIPTION
		- Collaborate in development of broad strategies. - Communicate community expectations to study team. - Identify effective solutions. - Help communicate study findings to community.
		- Anticipated Commitment during the stage looking a broad strategies 8 to 9 TAC meetings 7 to 8 PAC meetings
3.0	5/15/13	DISCUSSION Paul asked what the capacity is of the Beltline? - Larry said there should be 4 lanes in each direction that would handle a volume of 95,000 VPD. The Beltline volume is currently at 112,000 VPD. (follow-up note: FDM 11-15 indicates 85,000 is the threshold for expansion to 8 lanes) Paul asked what NEPA is and when is an EIS required? - NEPA is the National Environmental Policy Act. It is a federal law that requires federally funded projects to consider the effects of their actions on the quality of the human environment. Wisconsin also has a similar act, WEPA, that requires the Wisconsin Department of Natural Resources (WDNR) and other state agencies to gather relevant environmental information and use it in their decision-making. This project will be required to comply with both policies. - An EIS is required when a project proposes many impacts and/or is controversial and includes federal funds. Wasn't improving connectivity across the Beltline already investigated? - WisDOT completed a 3-phase study of the Beltline that resulted in four or five potentially viable solutions for improvement. All crossings that were investigated during that previously study could be reevaluated during the Beltline PEL. Mike Gracz asked how the South Reliever and North Mendota Parkway that were previously studied are being incorporated? Also, is local opposition taken into consideration during this study? - Larry said it is important to remember that the South Reliever sounded like a viable option; however, the modeling and study showed it did not solve the traffic issues on Verona Road. These routes will be reinvestigated during the PEL study. - Opposition is always taken into account. Bill asked how far out does the scope of the project reach? Will the Beltline PEL include the Verona Road project and other road projects? - WisDOT will be reviewing/considering including non-beltline road projects in the PEL. WisDOT also has other projects and studies underway that will be included for consideration and coordination within this study. These projects include the current reconstruction of I-39/90 south of the Beltline, the interstate from the Beltline to Wisconsin Dells, Verona Road, US 51, and Stoughton Road. Paul provided his perspective on the Verona Road TAC. - The City of Fitchburg had members of its council and the neighborhood representatives participate. The council was very satisfied with the committee structure. - WisDOT offers briefings to the communities in addition to PAC/TAC meetings. - The meetings will become more focused and detailed throughout the five stages of the PEL. - The first stage is probably the most important because we will determine what will work and what will not work and not revisit what will not work. Community involvement is encouraged during the development of the broad strategies. Paul commented that WisDOT could end up with more than one corridor to resolve the congestion; does that mean there will be more than one EIS? - The number of EISs needed will depend upon the outcome of the study but if the best solution involves multi-corridors, they will be interdependent; therefore, one EIS will most likely be needed.

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** City of Fitchburg - City Hall**DATE and TIME:** 5/15/13 at 10 A.M.**SUBJECT:** Municipal Briefing

ITEM	DATE	DESCRIPTION
		Paul asked whether the TAC could change over time. - Yes, that is a possibility as WisDOT moves forward in the process and alternatives are selected. For example, an alternative in one area may be dismissed resulting in that community's TAC members no longer needing or wanting to attend meetings. - The PEL is intended to reduce the total time of the study, specifically through dismissing alternatives that do not work. Rodney Scheel asked how the dismissal criteria will be identified. - Currently, WisDOT and FHWA are developing screening criteria based on a problem statement and objectives (improve safety for all modes, improve mobility for all modes, etc.). How will public input be factored in to the decision? - There will be several public information meetings at various locations to receive feedback throughout the study. - WisDOT is looking for locations to hold the PIMs that are easy for residents to access (via public transportation). - Other public involvement tools that will be used include a project website, Facebook page, PIM's, phone survey, You Tube, and a video of the study. Rodney asked what is the initial makeup of the TAC? What other communities will be involved? What about the towns? - All communities, including towns, potentially impacted by alternatives will be invited to the TAC. Their involvement may change as the alternatives are narrowed. - It may be beneficial for the communities to assign a TAC representative and an alternate representative in the event the main representative cannot attend. - An information letter will be mailed to the communities Mayor's/elected official in May. - The first year of TAC meetings will be looking at the bigger picture. It is important for TAC members to participate at meetings to understand the screening criteria and alternatives. Rodney commented that the schedule is aggressive; is it possible to complete the study on time? - Larry acknowledged that the schedule is aggressive and WisDOT would like to stay on track; however, it can be adjusted if needed. - Larry said the success of the project will depend in great part on the acceptance of the screening criteria. Mike Gracz asked if it is physically possible to expand the Beltline. - Yes, but very expensive. Bill asked what role the MPO has in the regional traffic involved in the study. - WisDOT is coordinating with Bill Schaefer of the MPO and the City of Madison long-range plan. Bill will represent the MPO on the TAC. - As required by NEPA, the project must be compatible with other areas/networks. When will the letters go out to the mayors? - Sometime in May. Follow up: Letters were mailed on 5/31/13. The group suggested reaching out to the Dane County Cities and Village Associations meeting. Their next meeting is in July. Bill is on the board. Also, suggested reaching out to the Dane County Town Association. Fire Station No. 2 in Fitchburg might be a good location for a public information meeting.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Larry Barta**Dated:**

June 14, 2013

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** City of Middleton - City Hall**DATE and TIME:** 5/15/13 at 1 P.M.**SUBJECT:** Municipal Briefing

INVITEE NAME	ORGANIZATION	ATTENDED
Shawn Stauske	City of Middleton	X
Kevin Even	Village of Waunakee	X
Tom Wilson	Town of Westport	X
Mark Opitz	City of Middleton	X
Larry Barta	WisDOT Planning	X
Michael Hoelker	WisDOT Planning	X
Jennifer Grimes	WisDOT Environmental	X
Tom Koprowski	WisDOT Planning	X
Franco Marcos	WisDOT Planning	X
Tom Lynch	Strand Associates, Inc. [®]	X
Stephanie Thomsen	Strand Associates, Inc. [®]	X
Cole Buergi	Leonard & Finco	X

ITEM	DATE	DESCRIPTION
1.0	5/15/13	INTRODUCTIONS The meeting began with self introductions
1.1		Larry Barta introduced the Madison Beltline Planning and Environmental Linkages (PEL) study to the group. A PEL study is a type of transportation planning study that links planning information and planning reports directly, or by reference, into a National Environmental Policy Act study; also known as a NEPA study. A NEPA study is part two of the WisDOT analysis of the Beltline and will follow the PEL study now underway. Approval of a NEPA study's recommendations is needed before an improvement project can be funded and constructed.
2.0	5/15/13	PRESENTATION A presentation was given introducing the PEL study. Key points from the presentation as follows: - Since the Beltline was built, Dane County population has increased 2.5 times and the Beltline traffic volume has increased 10.5 times. - The Beltline is important in our local economy. - The Beltline capacity is currently running out, the volume keeps increasing. - Average speed during peak hour is 50 mph and 30 mph or slower during the slowest 15 minutes. - Crash rates are above the urban interstate average on several portions of the Beltline. - The PEL study will look at long-term transportation solutions throughout the region. - Study results flow directly into the EIS. Alternatives analyzed and dismissed do not need to be re-evaluated within the NEPA process. - PEL Process includes: - Development of problem statement and objectives. - Development of screening criteria. - Development of strategies and evaluation against screening criteria. - Identifying and refining strategies to bring forward into further study and NEPA. - There will be two Advisory Committees - Technical Advisory Committee (TAC)–Staff with technical expertise from communities that may be affected by the Beltline. - Policy Advisory Committee (PAC)–Elected officials from communities that may be affected. - The PEL is a Staged study - Stage 1–Work Plan. - Stage 2–Broad Strategies, currently in this stage. - Stage 3–Corridor Concepts.

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** City of Middleton - City Hall**DATE and TIME:** 5/15/13 at 1 P.M.**SUBJECT:** Municipal Briefing

ITEM	DATE	DESCRIPTION
		▪ Stage 4–Refined Concepts. ▪ Stage 5–Draft and Final report.
		▪ WisDOT needs Local Communities help to participate in TAC and PAC ▪ Collaborate in development of broad strategies. ▪ Communicate community expectations to study team. ▪ Identify effective solutions. ▪ Help communicate study findings to community. ▪ Anticipated Commitment during the stage looking a broad strategies ▪ 8 to 9 TAC meetings ▪ 7 to 8 PAC meetings
3.0	5/15/13	DISCUSSION Mark asked whether the decrease in Beltline diversion traffic is meant to preclude or discourage all local street traffic? Local streets may be well-suited for expansion and to be used as alternative routes. ▪ WisDOT expects to evaluate some local roads to see if they can help alleviate congestion on the Beltline. WisDOT will send out letters to the local elected officials (mayors, chairperson, president) inviting them to participate in the study and to appoint members to participate on the PAC and TAC committees. The local staff will be copied on this letter. Mark asked what the timeframe is for analyzing the Bluetooth and helicopter photo data? ▪ The goal is to have the analysis completed by the middle to end of the summer. Data analysis is currently taking place. Shawn asked whether there is seasonal data that may not have been collected within the timeframe the Bluetooth and helicopter research was completed. ▪ There were several different times captured including a football Badger Saturday. Tom W. asked whether it is possible to complete this study in the time frame established. ▪ The goal is to stay on schedule, but the time frame can be extended if more time is needed. Tom W. wondered why the study is stopping at Hwy 14? Why not go all the way to CTH K? ▪ The authorized limits are to Hwy 14. The Paramics model does not extend to CTH K but CTH K will be taken into account. Tom W. recalled a past project where FHWA was concerned that interstate highways are being used as commuter routes. Is this still the case? ▪ Tom L. stated that there continues to be a concern regarding the use of the interstate for local trips. WisDOT will be asking the local communities to appoint elected officials and staff to attend PAC and TAC meetings. The meetings will begin in early July.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Larry Barta**Dated:** July 14, 2013



City of Madison

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Meeting Minutes - Draft LONG RANGE TRANSPORTATION PLANNING COMMITTEE

Thursday, July 25, 2013

5:00 Room 108, City-County Building (Parks Conference Room)

1 CALL TO ORDER / ROLL CALL

LRTPC Chair Robbie Webber called the 7-25-13 meeting of the Long Range Transportation Planning Committee to order. Mark Shahan and Ald. Marsha Rummel are not in the Legistar system at this time, and are not shown as present (although they were present).

Present: E" F"

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2 APPROVAL OF MINUTES FROM MAY 16, 2013 MEETING

The minutes of the 5-16-13 LRTPC meeting were unanimously approved, on a motion submitted by Sup. Al Matano/Margaret Bergamini.

A motion was made by Matano, seconded by Bergamini, to Approve the Minutes. The motion passed by voice vote/other.

3 PUBLIC COMMENT

Cheryl Elkinton (205 Corporate Drive, Madison) urged the Committee to erect signs along East Washington Avenue to remind drivers to obey speed limits. She felt that this would reduce road rage and allow traffic to move more smoothly. She also said that there are some properties on East Washington Avenue that would be quite suitable for use as an intercity bus terminal (she specifically noted 939 East Washington Avenue).

4 DISCLOSURES AND RECUSALS

There were no disclosures or recusals reported by Committee members.

NEW BUSINESS

5 [31030](#)

OVERVIEW AND DISCUSSION OF ISSUES PERTAINING TO MADISON BELTLINE CORRIDOR PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

Larry Barta (Wisconsin Department of Transportation) provided an update of a planning process that will begin shortly, and will likely last several years into the future. He said that numerous alternatives would be

considered, including potential new routes along the north side of Lake Mendota, as well as to the south of the City. After his interview, he asked Committee members for initial comments or questions.

Ken Golden said that he has served on committees looking at the north corridor and said that STH 19 could be a suitable route for regional traffic.

Mark Shahan asked about the timing of a potential project. Mr. Barta replied that a targeted completion time for the Environmental Impact Statement (EIS) could be 2019 or 2020. He said that the upcoming PEL study is the first phase of the process.

Ken Golden noted that there have been a number of interim projects along the Beltline completed to help address interchange problems, etc. Susan DeVos said that she believed that lower speeds help traffic move more efficiently. Barta said that the data collection phase of the study (completed) has yielded good information about where people using the Beltline are coming from and going to. For example, Barta reported that 48% of Beltline trips are destined for the Madison area.

Margaret Bergamini said that UW-Madison trips likely affect Beltline volumes significantly. She commended including the UW on one of the advisory committees. She also commended including someone from the Center on Wisconsin Strategies (COWS), as they conduct a great deal of research that could be helpful to the project.

Sup. Al Matano said that a south reliever would likely only draw a small percentage of traffic from the Beltline. Barta agreed, noting that past valuations of this issue have determined that as well. He added that a wide range of options will be looked at in the PEL study, and many likely dismissed for various reasons. Only the options with the most promise in addressing the problems will advance through the EIS process.

Ken Golden asked that the process start with a clean slate of ideas. He also said that additional crossings of the Beltline (not necessarily access points/interchanges) are very important to overall mobility in the area. Mark Shahan agreed that crossings are important for all modes, and added that bus rapid transit (BRT) along the Beltline should be looked at. Ken Golden said that a transit lane could be possible. He also added that land values are affected by various alternatives as well, and should be considered throughout the process.

Robbie Webber said that travel time liability is an important factor, and not just for auto drivers. She felt that transit and other modes need to have reliable travel times.

Larry Barta thanked the Committee for their comments. He said that he would be presenting this information to the Madison Common Council on August 6th, and welcomed their suggestions regarding who might serve on the advisory committees.

24273

REVIEW AND DISCUSSION OF ISSUES PERTAINING TO AN INTERCITY BUS AND/OR INTERMODAL TRANSIT TERMINAL IN THE CITY OF MADISON

David Trowbridge reported that the South Capitol District Planning Committee will be commencing a downtown intermodal terminal site evaluation, based on a set of criteria. Trowbridge referred to a 1-page set of

criteria and asked LRTPC if there were any important considerations missing.

Ken Golden said that both current and future intercity transit users should be kept in mind. Mark Shahan said that proximity of the terminal to future high-capacity transit modes (such as commuter rail and rapid transit) should be an implicit criteria.

Margaret Bergamini said that intercity uses often carry different forms of freight, and that the terminal location and building should be able to accommodate freight. Robbie Webber asked about the U-Haul site, and whether or not it was being considered. David Trowbridge reported that U-Haul had been contacted in the past but their business was doing well at that location and they were not interested in selling.

Margaret Bergamini said that access to local transit is very important, and noted that the West Washington area has some deficiencies, although there is a stop along Bedford Street (route 82).

7 [08484](#)

INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION MEMBERS

- Note: No Discussion of Specific Items

Sup. Al Matano noted that construction of a cycle and pedestrian bridge across the Beltline would begin soon, and will extend the Cannonball Trail across the Beltline to the south.

There were no announcements or information submitted by the Chair Committee members.

8 [08486](#)

SCHEDULE OF FUTURE MEETINGS

David Trowbridge noted that the August 29th meeting location will be in Room LL-110 MMB. He added that the Hoyt Neighborhood Plan will be on the agenda.

9 **ADJOURNMENT**

The Committee adjourned its meeting at 7:25 p.m.

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** SW Region Office**DATE and TIME:** 8/19/2013 at 1 P.M.**SUBJECT:** Bicycle & Pedestrian
Focus Group

INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT – Planning	X
Jennifer Grimes	WisDOT – Environmental	X
Michael Hoelker	WisDOT – Planning	X
Michael Rewey		X
Sonja Reichertz	City of Monona	X
Janine Glaeser	City of Monona	X
Michelle Brokaw	WisDOT – Planning	X
Tom Koprowski	WisDOT	X
Tom Klein	Wisconsin Bike Federation	X
Tony Fernandez	City of Madison	X
Jill Mrotek-Glenzinski	City of Madison	X
Renee Callaway	Madison Area MPO	X
David Trowbridge	City of Madison	X
Robbie Webber	City of Madison – LRTPC	X
Mark Opitz	City of Middleton	X
Ahna Bizjak	City of Fitchburg	X
Matt Tronnes	Strand Associates	X
Tom Lynch	Strand Associates	X
Tom Huber	Toole Design Group	X
Adam Wood	Toole Design Group	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0	8/19/13	INTRODUCTIONS			
2.0	8/19/13	PROJECT OVERVIEW			
2.01	8/19/13	BIKE & PEDESTRIAN TRAFFIC COUNTS	NEW		WisDOT

- Tom K asked if AM (morning) bike/ped counts before and after the new school year begins should be performed.
- Tom K asked if PM (afternoon) counts after the new school year begins to supplement the existing PM counts should be performed.
- If PM counts are performed after the new school year begins, perhaps they should not occur during the standard 4:00 – 6:00 PM period; an earlier start would capture school children in the counts.
- In general, what are the best hours for counts?

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** SW Region Office**DATE and TIME:** 8/19/2013 at 1 P.M.**SUBJECT:** Bicycle & Pedestrian
Focus Group

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
2.02	8/19/13	GENERAL COMMENTS	NEW		
		• How do we define “Average Adult Cyclist”? Who is our “design” cyclist? • Cyclists need non-interchange crossings of Beltline. However, these types of crossings don’t always provide meaningful or the best connections. • Routes that are good for cyclists eventually turn into arterials as development occurs. They are then diminished for cycling because of increased auto traffic/speed. • At major crossings (where the cross street has high ADT), make bike lanes wider than the minimum. • Consider innovative approaches/facilities, such as cycle tracks at major crossings. • The past avoidance of green pavement is a problem. With new FHWA guidance, WisDOT is more open to using it, assuming the maintaining entity (city or county) approves of its use. • Where you have separate crossings, preserve them or replace them if they are taken away (in reference to potential Struck Canyon conversion).			
3.0	8/19/13	EXISTING CONDITIONS – CROSSINGS OVERVIEW			
3.01	8/19/13	ONGOING PROJECTS AND PLANNED CHANGES			
		• A future planned development is on the horizon for the area north of Beltline along Femrite. There is no timeline for development at this point. • The Long Drive crossing and the landfill entrance will be removed. • Meier Road will cross Beltline just east of IH-39/IH-90.			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** SW Region Office**DATE and TIME:** 8/19/2013 at 1 P.M.**SUBJECT:** Bicycle & Pedestrian
Focus Group

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		- City of Madison and WisDOT are considering a separate bike/ped crossing of US-51/Stoughton Rd north of Beltline. - The US-51/Stoughton Rd interchange with Beltline is planned as a diverging diamond with a shared-use path through the center. - A direct connection ramp for motor vehicles is planned to connect Femrite to Beltline at US-51. - WisDOT is exploring the potential for a grade-separated bike/pedestrian crossing from Dutch Mill Rd south of the Beltline to Broadway. - WisDOT is underway with an EIS study of US-51/Stoughton Road from WIS-19 to Beltline. It should be completed within a year. - The PEL Study may investigate opening traffic access to the south side of John Nolen to Nob Hill Rd. – there may be potential for serving bicyclists and pedestrians. - Cannonball Path will only be constructed up to the north frontage road of the Beltline this year. - The Whenona bike/pedestrian bridge is being reconstructed. While comfortable, this crossing does not currently connect major destinations, it is in close proximity to Seminole Hwy. - The Verona Rd/Beltline interchange is planned as a single-point interchange with bike lanes. It will also have a 200' long, 20' wide below-grade crossing linking Hammersley to the Beltline frontage road south of the Beltline. - The Beltline path north of the Beltline and east of Gammon Rd is being extended south to Whitney Way and a wide sidewalk will be constructed up Whitney. - The potential to extend the Beltline path west, under Gammon, to High Point is being investigated. At High Point, it will loop up to grade and cross Beltline along the existing street crossing.			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** SW Region Office**DATE and TIME:** 8/19/2013 at 1 P.M.**SUBJECT:** Bicycle & Pedestrian
Focus Group

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		- A potential east-west path is being considered along the railroad track that crosses the Beltline at Terrace Ave in Middleton. - Completion of paths along Deming Way will happen soon. - Schneider Rd is planned to connect to Belle Fontaine Blvd in the future, which could provide additional bicycle and pedestrian access in Middleton to the US-12 Path. - Some have suggested that Struck Street Trail could become a street crossing. - WisDOT has previously considered a street crossing from Walmart to West Towne Mall (west of Gammon). - Wide sidewalks on the north side of Mineral Point Rd are planned.			

3.02 8/19/13 DISCUSSION

- Femrite Rd bike lanes are generally complete, but approximately ½ mile is missing.
- Frazier Rd is a preferred route over Nana for a connection from Broadway to the John Nolen path (Capital City Trail).
- Vilas Rd is an important US-12 crossing for cyclists. A freeway conversion (for US-12 east of IH-39) is being considered. WisDOT is considering bike/ped bridge(s).
- County Road AB is not a great route for cyclists (at the crossing or elsewhere). It will eventually be a multi-lane divided highway. Its cross section may be similar to that of Broadway Ave.
- There was some disagreement as to the importance and connectivity of the Marsh Road crossing. Some feel that, other than McFarland High School, it does not connect to major destinations now. However, it is a comfortable crossing and is an important link to McFarland.

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** SW Region Office**DATE and TIME:** 8/19/2013 at 1 P.M.**SUBJECT:** Bicycle & Pedestrian
Focus Group

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		- Broadway is a good corridor, but motorists in the area are not used to cyclists on the street. - The West Broadway crossing bike lanes are too narrow. The west-bound slip ramp is a problem because its large radius allows high-speed traffic flow. On Broadway, the west-bound bike lanes approaching Frazier disappear, making this intersection challenging for bikes. - The multi-lane roundabout at the intersection of South Towne Dr and Industrial Dr is difficult for cyclists. - The Capital City Trail "T" north of Beltline has bike traffic right-of-way problems with cyclists using the underpass cutting the corner at the intersection with the John Nolen path, interacting with those continuing to Waunona Way. - The Rimrock Rd bike lanes are narrow and the free-right/slip lane (northwest quadrant) creates a significant challenge for cyclists. Northbound on Rimrock Rd, there is not a through-lane for bikes at the approach of the Beltline interchange. - The Badger Rd overpass crossing is comfortable, but does not currently connect with many destinations. - Badger Rd itself is not a very comfortable street. - The Fish Hatchery Rd Interchange is a bit more comfortable now than in the past, but has been known as one of the worst crossings. - Turning east on to Greenway Cross from south-bound Fish Hatchery Rd is very challenging. - Todd Dr is not wide enough for an adequately-wide bike lane. - The west-bound frontage road of Beltline at Todd Dr is confusing for cyclists. The bike lane			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** SW Region Office**DATE and TIME:** 8/19/2013 at 1 P.M.**SUBJECT:** Bicycle & Pedestrian
Focus Group

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		is to the right of a travel lane that allows through movements and turns in both directions. How is a cyclist supposed to turn left if the motor vehicles are going straight? • The braided ramps east and west of Todd Dr are challenging for cyclists. Could roundabouts or signalized intersections be installed in these locations? • Seminole Hwy bike lanes are too narrow on the approaches to the crossing especially from the south (the bridge is comfortable, however). This is especially a problem since both approaches are up-hill. • Northbound bikes cannot cross Old Sauk Rd on Excelsior. • On Old Sauk Rd, the pavement is poor and curb radii are excessive. There is a considerable amount of debris. Bike through lanes are needed on the approaches.			

3.03 8/19/13 SUGGESTED ALTERNATIVES TO CONSIDER

- What about an east-west crossing south of the Hwy 12/ IH-39/IH- interchange near the casino?
- Broadway needs a better crossing/intersection for bicyclists and pedestrians at US-51/Stoughton Rd.
- An overpass/crossing connecting Pheasant Ridge to Rusk Ave over the Beltline would be a good crossing.
- The Perry St overpass should have been built. Maybe it should be constructed as a street crossing. Greenway Cross (one of the few ways in or out of the area) is overloaded with traffic. A street crossing at Perry would help alleviate auto traffic as well as provide a bike/pedestrian crossing of the Beltline. However, allow motor vehicle traffic would

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** SW Region Office**DATE and TIME:** 8/19/2013 at 1 P.M.**SUBJECT:** Bicycle & Pedestrian
Focus Group

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		change the nature of the crossing and Perry St itself.			
		• Perhaps connect Rolfsmeyer Ln to Novation Pkwy (would require railroad crossing and crossing of Park St). • A path between Whitney Way and the Southwest Commuter Path is desirable, but the pond in the golf course is a major constraint. • Whitney Way needs bike lanes. • University Ave needs better sidewalks and paved shoulders or bike lanes. • Find a way for bikes on the Beltline path to cross over to the west side at the County Road K intersection. • Provide a crossing somewhere between Mineral Point and Old Sauk. Perhaps at the minor greenbelt (between Brule St and Oakbrook Cir), or maybe at Sauk Creek Park. Noise barriers are being studied along the east side of Beltline at this location.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Toole Design Group, and Strand Associates, Inc.®**Signed:** Adam Wood**Dated:** 09-13-2013

From: [Lynch, Tom](#)
To: [DOT US 12/18 Madison Beltline \(DOTUS1218MadisonBeltline@dot.wi.gov\)](#); [Larry Barta \(Larry.Barta@dot.wi.gov\)](#); ["Hoelker, Michael" \(michael.hoelker@dot.wi.gov\)](#); [Amegashie, Carolyn - DOT \(Carolyn.Amegashie@dot.wi.gov\)](#)
Cc: [Thomsen, Stephanie](#); [Petersen, Joan](#); [Lynch, Tom](#)
Subject: 5304-02-01, Beltline PEL, Public Inv, Meeting with Centro Hispano
Date: Wednesday, September 25, 2013 11:53:18 AM

On September 24, Larry Barta, Carolyn Amegashie, and Tom Lynch met with Judith Rosario, who is the interim director for Centro Hispano. The following bullets summarize our discussion.

- Their building is large and has many uses and tenants. It allows them to house many non-profits that serve the Latino community. They serve Latinos in all of Dane County.
- Many Latinos are transient, so it is difficult to get their opinion.
- Many Latinos do not have papers, so they are reluctant to interact with the government at any level. She states that if the census shows a ____% increase in Latinos, the actual increase is probably much greater. But because of documentation concerns, they do not fill out the census questionnaire.
- Centro Hispano has a fall banquet, which is their major fund raiser. Probably over 400 will attend. She stated that we could have a presence there, but later in the discussion we all thought that this event wasn't quite the right venue.
- Centro Hispano, because of Centro Hispano's change in leadership, is not doing much with the Urban League yet.
- Possible interaction opportunities that would allow us to understand the Latino community's transportation needs include:
 - o Giving a presentation at the Latino Chamber of Commerce (Julia Arata-Fratta, President, Juan Lopez, Vice President)
 - o Latino Academy
 - o Latino Health Council (Alderperson Shiva is active in this)
 - o Latino Education Council
- When trying to reach Latinos through the media, La Voz is best. (La Comunidad not as good.) The radio station La Movida is also broadly listened to.
- When asked what would be good locations for public meetings to achieve Latino attendance, she said:
 - o Renting out Cento Hispano building (it is large enough)
 - o Goodman Center
- She also suggested interacting with local churches. This includes Fountain of Life, and Mt Zion. She said there were some smaller Latino churches around also.

We thanked her for her time.

Tom

Thomas W. Lynch P.E. PTOE

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Wisconsin Dept. of Transportation**MEETING NOTES**

PROJECT: 5304-02-01 Madison Beltline PEL

LOCATION: Strand Associates Inc.®

DATE and TIME: 12/05/2013 at 3 P.M.

SUBJECT: Transit Focus Group No. 1

INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT	X
Brandon Lamers	WisDOT	X
Michelle Brokaw	WisDOT	X
Gary Poulson	Madison Transit and Parking Commission	X
Ken Golden	Madison Transit and Parking Commission	X
Mike Slavney	WisDOT	X
Michael Hoelker	WisDOT	X
David Trowbridge	City of Madison	X
Tom Koprowski	City of Madison	X
Steve Hiniker	1000 Friends of Wisconsin	X
Time Sobota	Madison Metro Transit	X
Bill Schaefer	Madison Area MPO	X
Mike Cechvala	Madison Area MPO	X
Ken Leonard	Cambridge Systematics	X
Tom Lynch	Strand Associates Inc.®	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1	12/5/13	INTRODUCTIONS	NEW		
2.	12/5/13	REVIEW OF PEL PROCESS AND SCREENING Tom Lynch introduced the Beltline PEL process. Key points included the following: • The TPC authorized study of the Beltline in 2011. • The Beltline is an important area arterial. It carries more traffic than any other roadway combination in the Madison area and provides the main access through the Monona/Waubesa and Arboretum isthmus. • The PEL process is part of MAP 21 and allows the results of planning studies to be incorporated into an Environmental Impact Statement. • The PEL process allows WisDOT to look at a larger range of alternatives. Because of that, WisDOT will look at alternate corridors as well as alternate modes to seek solutions to Beltline problems. • The PEL process involves developing a problem statement, goals, objectives, and screening criteria. • Improving transit is in many of the PEL objectives and therefore will be an important part of the study.	NEW		

Wisconsin Dept. of Transportation**MEETING NOTES**

PROJECT: 5304-02-01 Madison Beltline PEL

LOCATION: Strand Associates Inc.®

DATE and TIME: 12/05/2013 at 3 P.M.

SUBJECT: Transit Focus Group No. 1

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT

3.	12/5/13	REVIEW EXISTING TRANSIT STRATEGIES AND SUGGEST SUPPLEMENTS	NEW		

GENERAL DISCUSSION

Some in the group questions if the Travel Demand Model (TDM) could accurately predict a shift to transit and other modes and a reduced reliance on private vehicles. They wondered if the model is detailed enough and incorporates the decline in vehicle miles traveled (VMT) per person. Tom mentioned the TDM is able to model a shift in travel modes. The model can provide an estimate of new transit users based on new or improved transit service. He does not believe it is currently able to directly model a mode shift to non-motorized travel modes. In regards to current VMT trends, the TDM currently contains information based on the 2000 Community Survey. It will be updated with information from the 2010 Community Survey when that is available.

There was also concern that if transit improvements did not significantly improve Beltline conditions, they would not be included, even though their contribution to an improved Beltline was relatively more cost effective than say, adding another through lane or building an outer route. Tom stated that in this early phase we are primarily looking to see if improved transit can address the study objectives as a stand-alone strategy. If improved transit is not able to do this, improved transit will still be incorporated as a component into the overall strategies which include roadway improvements. It is not possible to satisfy the overall project objectives (which contain many references to transit) without including a transit component. Some type of transit measures will be part of the strategy packages recommended by the PEL. Depending on the type of transit measures, WisDOT funding may or may not be possible under current regulations and policies.

Wisconsin Dept. of Transportation**MEETING NOTES**

PROJECT: 5304-02-01 Madison Beltline PEL

LOCATION: Strand Associates Inc.®

DATE and TIME: 12/05/2013 at 3 P.M.

SUBJECT: Transit Focus Group No. 1

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
3a.	12/5/13	CURRENT METRO ROUTES Tom Lynch briefly reviewed Metro service as it runs on, along, or across the Beltline. Tim Sobota also helped clarify some routing questions: Routes that use the Beltline • 55 Verona Road to Whitney Way • 18 Park Street to Seminole Highway • 16 Fish Hatchery Road to Rimrock Road • 12 South Towne Drive to John Nolen Drive Routes that roughly parallel the Beltline • 73 Middleton Transfer to West Transfer • 11 and 16 South Towne Drive to Dutch Mills Major transit corridors crossing the Beltline • Fish Hatchery (5 routes) • Whitney Way (7 routes) • Discovery (4 routes) Steve Hiniker mentioned one thing that should be considered by the study is how do people complete “the last mile?” Non-single-occupant motor vehicle options need to be encouraged. Tim Sobota listed a series of improvements that help existing Metro ridership. They included the following: • Providing an inline Transit Facility (lane or shoulder riding) between Dutch Mill Road to John Nolen Drive. South Towne Drive to John Nolen Drive and Todd Drive to Seminole Highway are the most important. The facility should be on the right side for easier access to entrance and exits. • Consider a park and ride for transit somewhere along John Nolen Drive. • Provide a noninterchange crossing between Rimrock Road and Park Street. • Provide a noninterchange Beltline crossing between Park Street and Fish	NEW		

Wisconsin Dept. of Transportation**MEETING NOTES**

PROJECT: 5304-02-01 Madison Beltline PEL

LOCATION: Strand Associates Inc.®

DATE and TIME: 12/05/2013 at 3 P.M.

SUBJECT: Transit Focus Group No. 1

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		Hatchery Road.			
		• Extend Badger Road to the west, and then have it cross the Beltline somewhere near the new bike/ped crossing of the Beltline. • Eliminate the braided ramps on the frontage roads between Fish Hatchery Road and Seminole Drive—particularly the one associated with the Seminole eastbound on-ramp. • Provide a transit lane from Todd Drive to Seminole Avenue? • Provide a noninterchange Beltline crossing between Hammersley Road and Midvale Boulevard, without having to go through the Verona Road interchange. • Provide a noninterchange Beltline crossing between Whitney Way and Gammon Road. • Connect Raymond Road to the Allied Drive neighborhood. • Provide a noninterchange Beltline crossing between West Towne and Target.			
3b.	12/5/13	MTB EXPRESS BUS ROUTE EXTENSION PLANS The group briefly reviewed and discussed possible Metro extension plans as incorporated in both the TDP and the BRT study. The group made a couple of suggestions regarding possible park and ride locations. They included the following: • Near Seminole Highway and the Badger Trail crossing (just off County PD). • Somewhere off John Nolen Drive (near Olin-Turville Park?). • On Mineral Point Road west of Pleasant View Road. • On Monona Drive.			
3c.	12/5/13	2013 BRT ROUTE RECOMMENDATIONS The group very briefly reviewed the BRT recommendations. Mike Cechvala provided some additional insight into the BRT lines			

Wisconsin Dept. of Transportation**MEETING NOTES**

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LOCATION: Strand Associates Inc.®

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that were investigated.

- Of the 60,000 boardings that Metro experiences per day, one-third of them occur in the BRT corridors that were studied.
- The BRT ridership figures in the report are a little misleading. By far, the most productive route is the west route—which captures approximately 8,700 riders. The south route is a little misleading. The report states that it would capture 6,100 riders, but most of that would occur downtown. In the far extreme areas, the south route only captures 2,000 riders. The north and east routes only capture about 3,300 riders.

It became apparent that the agenda could not be covered in one meeting. The group agreed to meet one more time before the holidays.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meetings.

Prepared By: Wisconsin Department of Transportation, and Strand Associates, Inc.®

Signed: Tom Lynch **Dated:** 12/27/13

Wisconsin Dept. of Transportation**MEETING NOTES**

PROJECT: 5304-02-01 Madison Beltline PEL

LOCATION: Strand Associates Inc.[®]

DATE and TIME: 12/17/2013 at 3 P.M.

SUBJECT: Transit Focus Group No. 2

INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT	X
Brandon Lamers	WisDOT	X
Michelle Brokaw	WisDOT	X
Ken Golden	Madison Transit and Parking Commission	X
Mike Slavney	WisDOT	X
David Trowbridge	City of Madison	X
Tom Koprowski	City of Madison	X
Tim Sobota	Madison Metro Transit	X
Bill Schaefer	Madison Area MPO	X
Mike Cechvala	Madison Area MPO	X
Ken Leonard	Cambridge Systematics	X
Tom Lynch	Strand Associates Inc. [®]	X
Joan Petersen	Strand Associates Inc. [®]	X
Steve Hiniker	1000 Friends of Wisconsin	X
Robin Schmidt	Dane County	X
Ian Ritz	WisDOT	X
Sarah Probasco	WisDOT	X
Paul Nelson	Cotter Consulting	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.	12/17/13	INTRODUCTIONS	NEW		
2.	12/17/13	STUDY REFRESHER AND REVIEW OF PEL PROCESS AND SCREENING	NEW		

Tom Lynch reviewed some details of the Beltline PEL study process. Key points included the following:

The Beltline supports employment centers throughout Madison. Traffic data shows very few end to end trips. Over 50 percent of traffic exits within four interchanges.

The Beltline is used in some areas to get around resources and facilities. For example, 40 percent of traffic entering the Beltline WB at South Towne exits at John Nolen to get around Lake Monona.

The PEL process is part of MAP 21 and allows the results of planning studies to be incorporated into an Environmental Impact Statement.

The PEL process allows WisDOT to look at a larger range of alternatives. Because of that, WisDOT will look at alternate corridors as well as alternate modes to seek solutions to Beltline problems.

Wisconsin Dept. of Transportation**MEETING NOTES**

PROJECT: 5304-02-01 Madison Beltline PEL

LOCATION: Strand Associates Inc.®

DATE and TIME: 12/17/2013 at 3 P.M.

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ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		The PEL process involves developing a problem statement, goals, objectives, and screening criteria. The team is looking broadly at this point. The evaluation needs to be kept at a high level and the details saved for future meetings. In the summer when a strategy package(s) are chosen to move forward, the special details of the strategies can be discussed.			
3.	12/17/13	TRANSIT STRATEGIES AND SUGGESTED SUPPLEMENTS <u>Transit focused concepts:</u> The team will likely focus on the people-moving mode categories and run iterations in a given category. Then repeat for each different mode category. Effective people-moving modes will be taken and combinations will be coupled into multi-faceted strategies. <u>Bus on shoulder:</u> Ken Leonard put together a review of shoulder riding cities. The areas that do use bus on shoulder only use it in certain traffic conditions and there is a speed limit imposed (Twin Cities). <u>Madison Metro route infrastructure improvements:</u> These strategies could help transit service and possibly increase ridership. Motor vehicles could also see a benefit. Possible transit alternatives to study include: • Dedicated transit lane on the Beltline from Park St to Seminole. Extension of Badger Rd to the west of Fish Hatchery and subsequent crossing of the Beltline. • A Beltline crossing at Perry St that connects to the South Transfer Point. • Eliminate braided ramps on frontage road between Seminole Hwy and Fish Hatchery Rd. • Non-interchange Beltline crossing to connect the west transit point to south Whitney Way. • Non-interchange Beltline crossing connection Whitney Way and Gammon. • Non-interchange Beltline crossing to connect between West Towne and Target. • Connect west Hammersly to Midvale without going through the Verona Rd interchange.	NEW		

Wisconsin Dept. of Transportation**MEETING NOTES**

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LOCATION: Strand Associates Inc.®

DATE and TIME: 12/17/2013 at 3 P.M.

SUBJECT: Transit Focus Group No. 2

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT

- Connect Raymond Rd with Allied Drive.
- Transit priority measures through interchanges.

Possible Park and Ride locations for study:

- West of Pleasant View near Black Hawk Church
- Verona Rd – CTH PD
- Monona
- Park St/Fish Hatchery area

3.1 12/17/13 BUS RAPID TRANSIT (BRT) NEW

The group discussed possible additions and alterations to what was proposed by the BRT study.

Background:

Of the 60,000 boardings that Metro experiences per day, one-third of them occur in the BRT corridors that were studied. The BRT ridership figures in the report are a little misleading. By far, the most productive route is the west route—which captures approximately 8,700 riders. The south route is a little misleading. The report states that it would capture 6,100 riders, but most of that would occur in the downtown boarding. In the far extreme areas, the south route only captures 2,000 riders. The north and east routes only capture about 3,300 riders.

The BRT study assumed all day service, similar to the light rail study. The idea was to have consistent ridership at all of the stops, the entire day, every day. One of the selling points of BRT was the reduction in travel times from a motor vehicle to the BRT service.

Discussion:

Can there be something between BRT and standard bus service? The group could develop routing for an express service, which could have improved travel times, but would not require service all day long or special branding. Peak hour service is of more concern to alleviate congestion

If the Alliant Energy Center area were to develop, as it may, it would be nice to connect it to a BRT line. The redevelopment may not alter the BRT route, but it may be a good location for a park and ride and other bus service.

Wisconsin Dept. of Transportation**MEETING NOTES**

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Extend the west line to the UW Research Park II.

What about a connection to Dutch Mill? The BRT study questioned the viability of Dutch Mill as an immediate need. Currently, the Madison metro boardings at Dutch Mill are very low.

The BRT study's intent was to serve areas where it would be successful with present land uses. BRT routing could be modified in the future as areas redevelop.

The University corridor drew some interest, could ridership support both? Middleton service is peak oriented. It is only an hourly route during off peak hours. Ridership in Middleton is very diverse in geography (not all near University). Middleton may be a better candidate for a peak hour express bus, depending on if ridership warranted it. It could function similarly to a BRT, but not branded as BRT. Or, perhaps BRT service could split between a west route and a Middleton route.

What are we trying to solve here? The study team would have to establish a route and boarding locations are to determine time savings, among other things. The amount of time saved by dedicated lanes is very small and the BRT study didn't include a time savings for dedicated lanes. Time savings for the BRT were based on signal priority, reducing stops, etc.

Can the intersections have signal priority for transit such as on Fish Hatchery and Whitney Way? Could Fish Hatchery be avoided all together? Yes, but there are issues with congestion on other routes and with removing bus service from a low income neighborhood. Grade separations are not necessarily a substitute for transit priority.

BRT and Rail:

This study is projecting out to 2050 and is evaluating a potential north freeway and/or south freeway. The team should be looking at large transit concepts such as a commuter rail system and compare the best BRT service to the best commuter rail system. The earlier studies haven't looked at the projected population and land use. There

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was concern that if a commuter rail system is not studied in the PEL, this study may be seen as deficient.

Regarding Transport 2020 and the locally preferred alternative, could this be put in the model to test the rail option? It doesn't serve the population and employment centers as well because it uses existing

RR corridors, which aren't typically where housing and employment are. It also brings up the problem, how do we get people downtown? The locally preferred alternative for Transport 2020 gathered 10k trips, 80 percent of which were current transit ridership. ***Of the 2k trips left, how many would be attracted from Beltline use?*** As a note, this did not include park and ride, ridership.

A two level system was suggested. A very high level service with a fixed guide-way transit (bus or rail) and a corridor level transit system (bus or rail). Express routes were also suggested. Ultimately, the group wanted a robust combination of transit alternatives to determine if the need for substantial motor vehicle improvements (expansion) could be eliminated, then look at a robust combination of transit and roads.

A trolley may be used to address the last mile of moving around down town. It could complement a BRT system (if it's a circulator). It was suggested to address it as part of the last mile.

3.2 12/17/13 BELTLINE TRANSIT

The discussion turned to the use of transit on the Beltline.

Would Madison Metro use the Beltline more if there was a dedicated transit lane on the Beltline, assuming traffic wasn't interfering? A managed lane that includes HOV would make more sense based on the peak hour ridership and lack of ridership during the off periods (on or near the Beltline).

What if there were a number of grade separated Beltline crossings for transit that didn't go through interchanges? What would this do to the traffic volume on the Beltline? These crossings have been

Wisconsin Dept. of Transportation**MEETING NOTES**

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modeled, but they will be remodeled with the new Traffic Demand Model (TDM).

- A Perry St overpass may benefit transit, bike/ped, and motor vehicles.
- Modeling a grade separation between Whitney Way and Gammon Rd may show that 10k cars would be drawn to the facility. This could also benefit transit route times.

Ken Golden expressed concern regarding a center running transit line on the Beltline (similar to trains in Chicago). Traffic doesn't show the need for a center transit service on the Beltline, but the team should address it and document how it does or does not work.

What if the transit line on Beltline were setup so the lines have some overlap and a rider could access land uses on either side of the Beltline with inline transfers in either direction (similar to the NY train service). The vast majority of buses exit within one interchange.

With regard to transit on the Beltline, the team will develop routes that use the Beltline and estimate ridership. The results will be brought back to the groups and committees. It may or may not be effective. The Study will document the best transit service/system on the Beltline and how that affects transit ridership and traffic volumes on the Beltline.

Even if a solution doesn't solve the issues for the Beltline, doesn't mean it doesn't have merit. It could still be considered to satisfy other objectives in the Problem Statement.

3.3	12/17/13	OTHER DISCUSSION AND COMMENTS	NEW

If you model a Beltline capacity expansion, there are only so many cars that the local roads can support and some cannot be expanded. How Beltline expansion affects local roads leading from and to the Beltline needs to be considered. In this stage, the question is, does a strategy show promise? If yes, then it can move forward and the team can look at how it effects operations on the Beltline, the local system, etc. Jurisdictional and political constraints will be considered in the future.

Wisconsin Dept. of Transportation**MEETING NOTES**

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In relation to effectiveness, the primary question is, are these strategies effective enough to prevent the need for expansion of the Beltline? The team can also investigate if there are other items with merit that they should be included in the project. Ultimately, there needs to be an integrated solution. Modeling isn't just for traffic impacts, it's for all impacts. With the iterative evaluation, the team will try combinations based on the effectiveness of each modeled strategy.

No transportation strategies are being linked with land use plan. Ken Golden would like to see Consistency with local land use plans, be one of the PEL Objectives. Currently, it's not an objective because of the grey areas. There are conflicts between municipalities and their land use plans. A strategy may support one community's plans, but may also oppose another community's plans. Impacts to land use are required to be addressed in the NEPA process and will be addressed in the PEL. The trip production in the demand model is based on Local land use plans.

4. 12/17/13 FUTURE MEETING

No future Transit Focus Group meeting is scheduled at this time.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meetings.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®

Signed: Paul Nelson **Dated:** 1/10/14

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Vandewalle and Associates**DATE and TIME:** February 27, 2014 at 12 P.M.**SUBJECT:** Meeting with YWCA

INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT	X
Carolyn Amegashie	WisDOT	X
Colleen Butler	YWCA	X
Julie Larson	YWCA	X
Rachel Krinsky	YWCA	X
Mike Slavney	Vandewalle	X
Jackie Mich	Vandewalle	X
Mary Robb	Vandewalle	X
Brian Vandewalle	Vandewalle	X
Tom Lynch	Strand Associates, Inc. [®]	X
Stephanie Thomsen	Strand Associates, Inc. [®]	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT

1.0 2/27/14 INTRODUCTIONS

2.0 2/27/14 PRESENTATION

Tom provided a presentation of the Beltline PEL Study that included information on the following:

1. Importance of the Beltline—Provides access to homes, schools, jobs, and businesses.
2. Problems the Beltline is experiencing.
3. Explanation of why WisDOT is initiating a study of long-term solutions—Planning and Environment Linkages.
4. How WisDOT is reaching out to all community members.

3.0 2/27/14 SUGGESTIONS FOR ENGAGEMENT

Rachel, Colleen, and Julie provided many valuable suggestions for engaging underrepresented populations. Their ideas included the following:

1. YWCA provides a class for people to work in the trades. WisDOT could provide a presentation to this class. The people in this class may be more interested in the project because they are interested in working with WisDOT and getting future jobs in construction.
2. Most people do not attend the traditional public information meetings open to all with an interest. For better outreach, maybe target specific neighborhoods and topics to get people involved.
3. Phrase the project issues and solution details so that it will matter to the user. Broad topics such as relieve congestion may not be as interesting as cut-through traffic on my street.
4. Provide a stipend or give gift cards to low-income and minorities to attend advisory committees. (WisDOT

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Vandewalle and Associates**DATE and TIME:** February 27, 2014 at 12 P.M.**SUBJECT:** Meeting with YWCA

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		noted this I not allowed per current policy).			
		5. Contact and make relationships with community leaders and stakeholders.			
		6. Organization and group suggestions: Latino Academy, Allied Drive Task Force, jobs clubs at Park Street, and the Dane County Job Center.			
		7. Meet people at the locations where they are already going.			
		8. Provide information and questions before the meeting with stakeholders so that they have an opportunity to review the information and ask questions.			
		9. Possibly add a survey question: "I choose my transportation based on: a. Income, b. Time, c. Comfort."			
		10. Ask people how their current transportation choices are working for them (such as transit, bike, and pedestrian).			
		11. Ask how WisDOT could increase transportation connections to isolated neighborhoods.			
		12. Meet with the community ambassadors from Race to Equity, Erica Nelson, and Lawrence Torry Winn.			
		13. Meet with developers of the city of Madison's Equity Impact Tools. Perhaps use that tool in the PEL.			
		14. YWtransit provides job rides to people who need to get to work and walking, bus, or car does not work for them. This group of people may have good insight on improvements to the transportation system.			

4.0 2/27/14 FOLLOW-UP

WisDOT will work with Julie Larson to set up a time to speak with the construction class.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 3-11-2014

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** City-County Building, Rm. 523**DATE and TIME:** March 3, 2014 at 10 A.M.**SUBJECT:** Meeting with City of Madison
Department of Civil Rights

INVITEE NAME	COMPANY NAME	ATTENDED
Lucia Nunez	Department of Civil Rights	X
Norman Davis	Department of Civil Rights	X
Kate McCarthy	Department of Civil Rights	X
Tom Koprowski	WisDOT	X
Carolyn Amegashie	WisDOT	X
Stephanie Thomsen	Strand Associates, Inc. [®]	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT

1.0 3/3/14 INTRODUCTIONS

2.0 3/3/14 PRESENTATION

Tom and Stephanie provided a presentation of the Beltline PEL Study that included information on the following topics:

1. Importance of the Beltline—Provides access to homes, schools, jobs, and businesses.
2. Problems the Beltline is experiencing.
3. Explanation of why WisDOT is initiating a study of long-term solutions—Planning and Environment Linkages.
4. How WisDOT is reaching out to all community members.

Lucia would like a list of the organizations and stakeholders WisDOT has currently reached out to. She may have suggestions for additional organizations and stakeholders after reviewing the list.

Lucia would like to see how the bike and pedestrian crossings of the Beltline correspond to the existing paths and connections.

Lucia commented that many people work downtown. Those employees have pretty predictable schedules. How many employees would use park and rides? We discussed that this will be investigated during the screening process.

3.0 3/3/14 SUGGESTIONS FOR ENGAGEMENT

Lucia, Norman, and Kate provided many valuable suggestions for engaging underrepresented populations. Their ideas included the following:

1. Libraries—Provide project materials, hold meetings, and possibly have the project web site as a favorite on the public computers.
2. Reach out to churches with large Latino, African-American, and Hmong populations. Possible

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** City-County Building, Rm. 523**DATE and TIME:** March 3, 2014 at 10 A.M.**SUBJECT:** Meeting with City of Madison
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		churches include Holy Redeemer, Good Shepherd, Bethel Lutheran (Latino population and food pantry), and Sherman Avenue Methodist Church (large Hmong population). Also Centro Guadalupe (Catholic Multicultural Center), Temples and all places of worship.			
3.		Joining Forces for Families—There are several locations along the Beltline area, isthmus, and north side (Allied Drive, Badger/Magnolia, Darbo/Worthington, Leopold/Post, Northside, Rimrock, Southwest, and Northeast/Truax).			
4.		Outreach events need to be tailored to the group, rather than the detailed presentation given today.			
5.		WisDOT should set goals for participation from the underrepresented groups.			
6.		Have information or someone to talk with people at food pantries—such as the River Food Pantry.			
7.		Provide one-on-one outreach with stakeholders rather than larger meetings.			
8.		The Madison Department of Civil Rights could do a focus group on a monthly basis – affinity groups. These focus groups would reach more people.			
9.		Attend the monthly meeting at LaSup (Latino Support Network). This meeting is the second Wednesday of the month.			
10.		Contact the Network of Black Professionals and 100 Black Men. Possibly speak at one of their events.			
11.		Contact the City of Madison Neighborhood Resource Team. Tariq Saqqaf is the team coordinator and he may have some connections to stakeholders.			
12.		Engage high-school-level students in area schools.			
13.		Reach out to Madison College. The students are mostly local and commuters who may use the Beltline.			
14.		Post information at Latino grocery stores and retail businesses—Park Street area (Korean grocery store and Villager Mall).			
15.		Provide incentives for people to take a survey. For example, take this survey, win a bus pass. Possibly have Madison Metro donate a bus pass.			
16.		Reach out to or have events at Neighborhood Community Centers—Goodman Center, Lussier Center, Truax, Vera Court and the Allied Drive Boys & Girls club.			
17.		Bring the project to the present time to engage people. It is difficult for people to care when the project is so far in the future.			
18.		Provide information for people at Madison Metro retail outlets.			
19.		Provide information for people at Woodman's and			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** City-County Building, Rm. 523**DATE and TIME:** March 3, 2014 at 10 A.M.**SUBJECT:** Meeting with City of Madison
Department of Civil Rights

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		McDonald's.			
20.		Reach out to the Dane County Parents Council.			
21.		Contact the City of Madison's Commissions (e.g. Commission on people with Disabilities, the Equal Opportunity Commission) to help get the information out.			
22.		Send Lucia links to a survey and she can distribute to different groups and stakeholders.			
23.		Provide a recognizable face to reach out to minority populations.			
24.		Send someone out to collect and go through (translate) surveys with people.			
25.		Reach out to Carmen Porco Consulting Services. Carmen is involved in the Housing Ministries of American Baptist in Wisconsin--focused on housing in the northside of Madison.			
26.		Reach out to clinics in the area--Northeast Family Clinic (Large Hmong population), and Wingra Clinic (Park Street) and contact the Community Action Coalition for South Central Wisconsin and Access to Community Health.			
27.		Contact the Latino Chamber of Commerce and the Latino Professional Association. Possibly provide a presentation at an upcoming meeting or event.			
4.0	3/3/14	FOLLOW-UP			
		WisDOT will provide Lucia with the outreach lists and continue to work with the City of Madison's Department of Civil Rights to engage underrepresented populations.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 3-10-2014

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** SW Region Office**DATE and TIME:** 10/23/2014 at 1 P.M.**SUBJECT:** Bicycle & Pedestrian
Focus Group

INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT – Planning	X
Jennifer Grimes	WisDOT – Environmental	
Michael Hoelker	WisDOT – Planning	
Michael Rewey	City of Madison - PBMVC	X
Sonja Reichertz	City of Monona	
Janine Glaeser	City of Monona	
Michelle Brokaw	WisDOT – Planning	X
Tom Koprowski	WisDOT	
Sarah Gaskell	Wisconsin Bike Federation	
Tony Fernandez	City of Madison	
Jill Mrotek-Glenzinski	WisDOT	
Renee Callaway	Madison Area MPO	X
Mike Cechvala	Madison Area MPO	X
David Trowbridge	City of Madison	
Robbie Webber	City of Madison – PBMVC	
Mark Opitz	City of Middleton	
Ahna Bizjak	City of Fitchburg	
Arthur Ross	City of Madison	
Jamie McAlister	WisDOT	
Chris James	Dane County Park	
Steve Arnold	City of Fitchburg	X
Brandon Lamers	WisDOT Southwest Region	X
Robert Knorr	WisDOT Southwest Region	X
Shannon Haydin	City of Monona	X
Mark Shahan		
Franklin Marcos	WisDOT	
Matt Tronnes	Strand Associates	X
Tom Lynch	Strand Associates	X
Tom Huber	Toole Design Group	X
Adam Wood	Toole Design Group	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0	10/23/14	INTRODUCTIONS			
2.0	10/23/14	PROJECT OVERVIEW/UPDATE	NEW		
		Tom Lynch (Strand Associates) provided an overview of project progress to date. The Beltline PEL is currently in the second stage of the project. Over the last few months, the team has been looking at stand-alone strategies and is now looking more at individual improvement projects.			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** SW Region Office**DATE and TIME:** 10/23/2014 at 1 P.M.**SUBJECT:** Bicycle & Pedestrian
Focus Group

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
2.01	10/23/14	DISCUSSION	NEW		
		- Some concern has been expressed by members of the Madison Transportation Plan Steering Committee that the goals of the Beltline PEL study do not align with the goals of the Madison Transportation Plan. No specifics were discussed. - There was discussion regarding the potential of reconnecting Hammersley Road across the Beltline. This has not yet been considered as part of the Beltline PEL, but could be looked at. The primary challenge is that Hammersley Road's intersection with Verona Road is very close to the Beltline and the potential increase in traffic that could occur as a result of the reconnection could create operational issues along Verona Road. - Eight public meetings will occur over the next few months (to be held in six different locations). The first two will be held on November 11th. These meetings will primarily focus on standalone strategies and introduce the idea of new grade-separated crossings of the Beltline.			
3.0	10/23/14	UW Survey			
		Adam Wood (Toole Design Group) discussed the results of a survey performed for this project by the UW Survey Center. 1,300 questionnaires were sent out to a randomly-selected sample of people living within Dane County. The response rate was approximately 50%. The survey results included a subset of residents living within the Beltline. The results show strong support for bicycle and pedestrian improvements in lieu of driving on the Beltline, especially amongst residents living within the Beltline.			

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4.0	10/23/14	CHANGES SINCE 2013			
		Tom Huber (Toole Design Group) discussed infrastructure changes since 2013.			
4.01	10/23/14	DISCUSSION			
		- Steve Arnold from the City of Fitchburg reported that Stage 4 of the Cannonball Path will finished by the end of the month. <i>In a separate meeting with Tony Fernandez and Arthur Ross from the City of Madison, Tony reported that construction has commenced on Stage 5 of the Cannonball Path (connecting the bridge over the Beltline to Fish Hatchery Road) as of October 28, 2014. The contractor has until July 15, 2015 to complete construction. In addition, Tony reported that access has been added to the Cannonball Path from the back of the shopping center that is east of the Cannonball Path and north of the Beltline. Also upcoming are crossing treatments where the path intersects Fish Hatchery Road. Finally, the City of Madison is beginning to work on Phase 6, which will extend east of Fish Hatchery, north through the wooded area behind Bowman Park and Wright Middle School, to Plaenert Drive. This phase is budgeted. A potential new bridge over Wingra Creek would connect this to the existing Wingra Creek Bike Path.</i> - The Whenona Drive path bridge approaches have recently been reconstructed, but the entire bridge will be rebuilt next year (to be wider with improved geometric design). This may get more use in the near future due to upcoming connection to the Cannonball Path. - When the Seminole Highway bridge over the Beltline was replaced, the north-bound bike lanes (south of the bridge) were widened. They then narrow down to five feet in width at the			

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bridge.

5.0 10/23/14 REPORT REVIEW

- Adam Wood (Toole Design Group) discussed analysis completed since the previous Focus Group meeting, which is contained and discussed in the draft Bicycle and Pedestrian chapter of the Beltline PEL study report. This chapter was sent to the Focus Group in advance of the meeting.

5.01 10/23/14 DISCUSSION

- The City of Fitchburg has recently approved approximately 1,500 new residential units (many of which are multi-family) west of Highway 14. The Bicycle and Pedestrian Demand Heat Maps presented do not reflect the population growth that will result.
- One of the maps presented shows closest parallel routes north and south of the Beltline for bicyclists. The map indicates portions that are within an acceptable distance of the Beltline and portions that are not within an acceptable distance. Arboretum Drive is shown as a parallel route that is not within an acceptable distance. It was discussed that a closer parallel route on the north side of the Beltline is not feasible and will likely never be built. It was noted that a shared-use path was recently built along the south side of the south frontage road east of Seminole Highway.

6.0 10/23/14 PRIORITIES, CONCEPTS, STRATEGIES

- Tom Lynch (Strand Associates) and Tom Huber and Adam Wood (Toole Design Group) led a discussion on priorities, concepts, and strategies for improving the Beltline corridor for bicycle and pedestrian access, safety, and

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connectivity.

- This included discussion about potential new crossings of the Beltline between Gammon Road and Whitney Way (one of three options) and in the vicinity of the Beltline/Park Street interchange.

6.01 10/23/14 DISCUSSION

- General
 - Reconstructed crossings/interchanges should be built with higher standards than what exists at the Rimrock Road and South Towne interchanges. The Southwest Region office staff agreed, noting complete streets standards will be the starting point for all Beltline crossing work that is included in the preferred alternative.
- Broadway/South Towne Boulevard Crossing
 - The existing bike lanes are too narrow. It was suggested that they should be one foot over the minimum standard due to motor vehicle traffic volume. The Southwest Region office staff agreed that wider-than-standard accommodations should be considered for crossings with high motor vehicle traffic volumes.
 - The free-flow slip lane from Broadway to the Beltline creates significant challenges for bicyclists.
 - Improving this crossing is a short-term priority.
- Rimrock Road (County MM)
 - This interchange needs to be improved with wider bike lanes, better pavement, and fewer conflicts with cars. Although not ideal, the recently-reconstructed Fish Hatchery interchange is a good

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		example for how Rimrock could be improved.			
		Improving this crossing is a short-term priority.			
		- Fish Hatchery Road - This crossing is an important connection because the new Cannonball Path crossing is relatively indirect for many trips. - The southern approach to the interchange allows cars to use the bus/bike lane in advance of a right turn onto Greenway Cross. This creates conflicts with bicycles. An immediate improvement would be shared lane markings (sharrows) and signage. - The right turn lanes from Fish Hatchery onto the Beltline require bicyclists to weave with right-turning cars. - Green lane pavement markings could help improve this crossing. - Improving this crossing is a short-term priority. - Badger Road to Cannonball Path - The current way to get from one to the other is to use Fish Hatchery Road and the Beltline Frontage Road. - A direct connection from Badger Road to the Cannonball Path would require crossing an active railroad, which would be difficult from infrastructure and coordination perspectives. - Perry Street (Potential new crossing) - Making this a street crossing (rather than a bicycle/pedestrian path bridge) would help improve access to the 1,500 new residential units (many of which are multi-family) platted south of this area and west of Highway 14.			

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		○ Connecting this for bicyclists and pedestrians (whether as a dedicated crossing or a street crossing with adequate bicycle and pedestrian accommodations) would provide more utility than a potential path along the railroad that lies east of Highway 14. ○ This connection would also provide more utility than the potential Stewart Street extension and Park Street crossing (each discussed below).			
		• Stewart Street Extension (Potential new crossing) ○ This potential new crossing would extend Stewart Street over Highway 14, where it would connect with Novation Parkway. ○ This crossing would shorten the east-west connection for bicycling (currently, the shortest connection is to go south to McCoy Road). ○ However, compared to the potential Perry Street crossing, this provides lower utility for bicycling and walking. ○ This may be a longer-term priority. • Park Street / Highway 14 (Potential new crossing) ○ Currently there is no bicycle or pedestrian access through this interchange or across Highway 14 between Badger Road north of the Beltline and McCoy Road south of the Beltline (a distance of 1.3 miles). ○ In addition to (or as an alternative to) the Perry Street crossing, it may be desirable to provide a path crossing through the Park Street interchange to connect the southwest quadrant with the northwest quadrant.			

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		○ In addition, a path crossing connecting the southwest quadrant to the southeast quadrant would be desirable instead of (or in addition to) the potential Stewart Street extension.			

7.0 10/23/14 NEXT STEPS

- The Bicycle and Pedestrian Focus Group will need to meet one or two more times to continue discussing priorities, concepts, and strategies. Meeting dates were not discussed.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Toole Design Group, and Strand Associates, Inc.®**Signed:** Adam Wood**Dated:** 11-3-2014

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates Madison Offices**DATE and TIME:** 01/08/2015 at 9 A.M.**SUBJECT:** Bicycle & Pedestrian
Focus Group

INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT – Planning	X
Jennifer Grimes	WisDOT – Environmental	
Michael Hoelker	WisDOT – Planning	
Michael Rewey	City of Madison - PBMVC	
Sonja Reichertz	City of Monona	
Janine Glaeser	City of Monona	
Michelle Brokaw	WisDOT – Planning	X
Tom Koprowski	WisDOT	
Sarah Gaskell	Wisconsin Bike Federation	X
Tony Fernandez	City of Madison	X
Jill Mrotek-Glenzinski	WisDOT	
Renee Callaway	Madison Area MPO	X
Mike Cechvala	Madison Area MPO	X
David Trowbridge	City of Madison	
Robbie Webber	City of Madison – PBMVC	X
Mark Opitz	City of Middleton	X
Ahna Bizjak	City of Fitchburg	X
Arthur Ross	City of Madison	X
Jamie McAlister	WisDOT	
Chris James	Dane County Park	
Steve Arnold	City of Fitchburg	X
Brandon Lamers	WisDOT Southwest Region	X
Robert Knorr	WisDOT Southwest Region	X
Shannon Haydin	City of Monona	X
Mark Shahan		
Franklin Marcos	WisDOT	
Trent Schultz	Iowa State University (attending with City of Middleton)	
Matt Tronnes	Strand Associates	
Tom Lynch	Strand Associates	X
Tom Huber	Toole Design Group	X
Adam Wood	Toole Design Group	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0	01/08/15	INTRODUCTIONS			
2.0	01/08/15	PROJECT OVERVIEW/UPDATE			
		Tom Lynch (Strand Associates) provided an overview of project progress to date. The Beltline PEL is now in the third stage of the project. The team is now beginning the process of identifying specific strategies, priorities, and concepts for the Beltline.			

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		Adam Wood (Toole Design Group) gave an overview of the past tasks completed related to bicycle and pedestrian mobility.			
2.01	01/08/15	DISCUSSION			
		It was pointed out that one of the maps shown is missing the Terrace Avenue crossing.			
3.0	01/08/15	RECAP OF PRIORITIES, CONCEPTS, STRATEGIES DISCUSSION FROM OCTOBER 2014 MEETING			
		During the October 2014 meeting, the Focus Group discussed potential improvements in the area between Fish Hatchery Road and Broadway. Several improvements were identified as desirable, including for example building a bridge over the Beltline to connect Perry Street. Adam Wood and Tom Huber (Toole Design Group) gave an overview of the key discussion points from the previous meeting and facilitated a discussion of additional considerations.			
3.01	01/08/15	DISCUSSION			
		- Mike Cechvala mentioned there is preliminary discussion occurring regarding potential commuter or light rail stations in this area. One potential location is at US Highway 14 where it is crossed by the railroad. A station in this location would require bicycle and pedestrian access to both sides of the highway, thereby providing an additional non-motorized connection between the two neighborhoods. A non-motorized connection has been identified as a significant need by the City of Fitchburg. - The existing Badger Road bicycle and pedestrian bridge was identified as underutilized, especially as a connection into the neighborhood to the south.			

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		- There was discussion about whether it would ever be feasible to remove the Rimrock Road interchange (thereby making it a non-connecting crossing of the Beltline). This would be a very difficult change, especially considering the proximity of the Alliant Energy Center. - Assuming the Perry Street crossing is constructed, it would also be desirable to enhance Syene Road for bicyclists by adding paved shoulders or other accommodations..			
4.0	01/08/15	PRIORITIES, CONCEPTS, STRATEGIES			
		Adam Wood and Tom Huber (Toole Design Group) facilitated a discussion of potential improvements for additional segments of the Beltline—namely the corridor from Old Sauk Road to Fish Hatchery Road.			
4.01	01/08/15	DISCUSSION			
		Mineral Point Road to Verona Road			
		There are three potential new street crossings of the Beltline being considered for the area between Gammon Road and Whitney Way (not all three would be constructed). If constructed, the crossing would include appropriate bicycle and pedestrian accommodations. There was discussion regarding the possibility of converting the Struck Canyon bicycle and pedestrian underpass to a full street crossing. Concern was expressed that this could have a significant negative impact on level of service for bicyclists and pedestrians, both for those crossing the Beltline as well as those moving parallel along the Beltline Path. The statement was made that there is still a significant crossing gap between Struck Canyon and			

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		Whitney Way and that an additional crossing between these two is desirable for bicyclists and pedestrians. • Gammon Road is a major barrier to completing the east-west Beltline Path (from its current terminus at Struck Canyon to High Point Road). An underpass crossing of Gammon Road is desirable and is being explored by the City of Madison. • Mineral Point Road was discussed as a parallel route. Because of the traffic volumes and amount of adjacent commercial development (which results in high volumes of right-turning traffic), a higher level bicycle facility is needed (the street currently has shared bus/bike lanes that also function as right-turn lanes). Potential options discussed include buffered bike lanes and separated bike lanes. While there is wide existing right-of-way to accommodate such facilitates, there are also existing mature trees that would limit the feasibility of implementation. Furthermore, the feasibility of these types of accommodations is questionable considering the density of driveways. Driveway consolidation was posed as a potential part of a solution. As an alternative, the ability to provide business access for bicyclists from the back side was discussed. • There is a need to connect the Southwest Path to Whitney Way and the Beltline Path. Odana Road is currently the best connection; however, crossing Whitney Way in this area is challenging. The potential to build a new path parallel to the Beltline between Whitney Way and the Southwest Path was discussed. The biggest challenge is the pond in Odana Hills Park. It is possible that the Verona Road project construction may make the connection			

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		between the pond and Whitney Way (around the exit ramp from the Beltline) easier. WisDOT will follow up on this issue.			WisDOT to follow up.
		There is a significant need to get across Whitney Way south of the Beltline to connect Schroeder Road to Gilbert Road (a significant east-west bike route). This stretch of Whitney Way as well as its interchange with the Beltline has very low level of service for bicycling and walking. There is the potential to build a sidepath on the west side of Whitney Way, but the crossing of Whitney Way itself is still a challenge. There was consensus that improving the crossing of the interchange on the north side (to connect the existing Beltline Path to Odana Lane) is a higher priority. However, interchange reconstruction limits for WisDOT projects generally extend in both directions to the nearest intersections; therefore, bicycle and pedestrian improvements on both sides of the Beltline could occur simultaneously as part of a future interchange reconstruction project.			

Verona Road to Park Street

- The frontage road on the south side of the Beltline between Verona Road and Fish Hatchery Road is the most significant east-west connection for bicyclists in this area. It is a relatively low-traffic road, but the traffic moves at high speeds. It now includes a connection to the Cannonball Path bridge and therefore is in need of a bicycle accommodation upgrade of some sort. Furthermore, there is a pressing need to provide pedestrian accommodations along the frontage road. A new segment of shared use path has been constructed east of Seminole

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		Highway. This should be continued east to at least Grandview Boulevard and then sidewalks should be built to complete the connection to Todd Drive, the Cannonball Path, and Fish Hatchery Road. • The design of the Todd Drive interchange is perceived by this group to be unsafe for bicyclists and has been the scene of multiple bicycle/car crashes. One issue is that the bike lanes are to the right of the right-turn lanes. • The Greenway Cross/Fish Hatchery Road intersection is challenging because it is very wide. Greenway Cross itself does not have bike lanes. Left turns off of Fish Hatchery Road onto Greenway Cross are very difficult because the traffic levels on Fish Hatchery are a challenge to bicyclists crossing travel lanes to reach the left-turn lanes.			

Overall Comments

- It was stated that improving linear and crossing movements for bicyclists and pedestrians along Whitney Way between Odana Road and Gilbert Road is perhaps the biggest need along the south Beltline.
- It was generally agreed that it is highly desirable to provide a high-level bicycle and pedestrian crossing of the Beltline between every interchange. The potential new crossings include:
 - Fourier Drive to Tramore Trail
 - Blackwolf Drive to Sauk Creek Park
 - Schroeder Road to Odana Road (by way of Forward Drive or Schroeder Court)
 - Perry Street (agreed to be the highest priority)

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		○ Ski Lane to Rolfsmeyer (across US Highway 14) along the railroad ○ Stewart Street extension to Novation Parkway (across US Highway 14) ● The potential for a motor vehicle connection between John Nolan Parkway and Nob Hill Road was also discussed. Concern was expressed that providing a motor vehicle connection at this location could have a negative impact on bicycling in the area due to the potential traffic increase it would create on Nob Hill Road.			

5.0 01/08/15 NEXT STEPS

- The Bicycle and Pedestrian Focus Group will meet in February to continue discussing priorities, concepts, and strategies.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Toole Design Group, and Strand Associates, Inc.®**Signed:** Adam Wood**Dated:** 02-02-2015

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates Madison Offices**DATE and TIME:** 02/19/2015 at 9 A.M.**SUBJECT:** Bicycle & Pedestrian
Focus Group

INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT – Planning	X
Jennifer Grimes	WisDOT – Environmental	
Michael Hoelker	WisDOT – Planning	
Michael Rewey	City of Madison - PBMVC	
Sonja Reichertz	City of Monona	
Janine Glaeser	City of Monona	
Michelle Brokaw	WisDOT – Planning	X
Tom Koprowski	WisDOT	
Sarah Gaskell	Wisconsin Bike Federation	
Tony Fernandez	City of Madison	
Jill Mrotek-Glenzinski	WisDOT	
Renee Callaway	Madison Area MPO	
Mike Cechvala	Madison Area MPO	
David Trowbridge	City of Madison	
Robbie Webber	City of Madison – PBMVC	X
Mark Opitz	City of Middleton	X (via phone)
Ahna Bizjak	City of Fitchburg	
Arthur Ross	City of Madison	
Jamie McAlister	WisDOT	
Chris James	Dane County Park	
Steve Arnold	City of Fitchburg	
Brandon Lamers	WisDOT Southwest Region	
Robert Knorr	WisDOT Southwest Region	X
Shannon Haydin	City of Monona	
Mark Shahan		
Franklin Marcos	WisDOT	
Trent Schultz	Iowa State University (attending with City of Middleton)	
Matt Tronnes	Strand Associates	
Tom Lynch	Strand Associates	X
Tom Huber	Toole Design Group	X
Adam Wood	Toole Design Group	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT

1.0 02/19/15 PROJECT OVERVIEW/UPDATE

- Tom Lynch (Strand Associates) provided an overview of project progress to date. The Beltline PEL is now in the third stage of the project. The team is now beginning the process of identifying specific strategies, priorities, and concepts for the Beltline.

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2.0	02/19/15	PRIORITIES, CONCEPTS, STRATEGIES			
		Adam Wood and Tom Huber (Toole Design Group) facilitated a discussion of potential improvements for segments of the west Beltline.			
2.01	02/19/15	DISCUSSION			
		Whitney Way Interchange - The Whitney Way interchange (including improving the connection between Schroeder Road and Gilbert Road) was revisited. - Previous conversations about this interchange were revisited, including: - The potential sidepath connecting Schroeder and Gilbert Roads (including sidepath connections for west-bound bicycle traffic along the north side of Schroeder west of Whitney Way); - Extending the sidepath under the Beltline to the existing path along the north side; and - The potential extension of the existing Beltline Path to the east through the Odana Hills Golf Course. Collectively these projects could result in the Whitney Way Interchange serving as a major nexus for bikeways in this part of the city. - The group discussed whether a tunnel under Whitney Way (north of the Beltline) to connect these bikeways would be necessary. There was debate as to the need based on current motor vehicle and bicycle traffic volumes.			

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Blackwolf Drive to Sauk Creek Park Overpass

- This is a long-term need because crossing the Beltline at Mineral Point will likely never be comfortable for less confident or “interested but concerned” bicyclists, which comprise the majority of potential adult bicyclists.

Old Sauk Road Crossing

- Crossing Old Sauk Road in the Junction Road/Excelsior Drive area received much discussion. For north-bound bicycle travel, people have to turn right from Junction, onto Old Sauk, and then turn left onto Excelsior in order to go north. The north-bound Excelsior Drive approach to Old Sauk Road only allows right turns. Excelsior Drive allows southbound through traffic for bicycles and motor vehicles.
- Several potential solutions for north-bound bicycle travel were discussed including:
 - Placing a crosswalk on the east side of the Excelsior/Old Sauk Road intersection for through bicycle and pedestrian traffic. However, this would substantially affect traffic flow at this intersection.
 - Add a sidepath on the north side of Old Sauk Road from the Junction Road intersection to the Excelsior Drive intersection.
 - Provide a curb cut along the north-bound Excelsior Drive approach to Old Sauk Road to allow bicycles to go straight through. This would impact traffic flow, but if the bicycle signal is push-button-activated, its use (and therefore impact) would be only occasional.

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- Provide a left turn lane for bicycles on east-bound Old Sauk Road toward north-bound Excelsior Drive. In addition (or as an alternative) provide a bike box at this location.

The group agreed that the second, third, and fourth options listed above should be explored further.

- Along Excelsior Drive/John Q Hammons Drive, from Old Sauk Road north to University Avenue, wayfinding signage is desirable to help people navigate the multiple turns that are required in order to maintain a relatively straight path parallel to the Beltline.

Greenway Boulevard Interchange

- Greenway Boulevard does not have bike lanes. Bike lanes are highly desirable on this street, especially under the Beltline bridge, which should have adequate horizontal clearance for a retrofit such as this.
- John Q Hammons Drive has bike lanes north of Greenway, but not on the south side (north-bound approach). Bike lanes are needed on the north-bound approach and a bike box is desirable on the south-bound approach.

University Avenue Crossing

- Nearby Terrance Avenue is a low-stress crossing of the Beltline. While it probably is and will continue to be a more regularly utilized crossing, it is still desirable to provide wider bike lanes and sidewalks under the Beltline along University Avenue.

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		- Bicycle and pedestrian access along Deming Way across the railroad and University Avenue was recently changed to include a sidepath (it formerly had neither bike lanes nor sidewalks). There was debate about the outcome of this change with some arguing that Deming Way should also include bike lanes in addition to the sidepath. - The City of Middleton is planning several improvements along and in the vicinity of University Avenue, including: - Providing bicycle accommodations along Franklin Avenue and Elmwood Avenue (which flank University Avenue) generally from Branch Street to the Beltline. - A path connecting University Avenue near the north-bound Beltline entrance ramp (at Cayuga Street) to the Parmenter Street/Discovery Drive roundabout. - The Good Neighbor Trail connecting Cross Plains to Madison (through Middleton along the railroad under the Beltline) is being planned as a longer-term solution in this area. However, the future use of railroad right-of-way is in question at this time.			

Overall Comments

- It was mentioned that in Middleton, the primary need for the Beltline is to improve existing crossings, rather than create new crossings. That said, the group still believe it should be standard to have a non-interchange crossing between each interchange crossing.

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		- The group believes it should be a standard treatment throughout the corridor to provide left turn bike lanes wherever dedicated left turn lanes exist. - The group also prefers that free-flow right-turn lanes not be used within this corridor and that right-turn-on-red should be prohibited.			
3.0	02/19/15	NEXT STEPS			
		The Bicycle and Pedestrian Focus Group will meet in March or April to continue discussing priorities, concepts, and strategies. The next meeting will focus on the section of the Beltline east of Broadway.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Toole Design Group, and Strand Associates, Inc.®
Signed: Adam Wood **Dated:** 03-10-2015



Minutes
Beltline PEL Expert Panel
Madison Beltline PEL Phase 2
ID 5304-02-04



Wisconsin Department of Transportation–Southwest Region
August 28, 2023, 11 A.M.

Invitee	Representing	Present	Absent
Jim Oettinger, Major Studies Chief	Wisconsin Department of Transportation, Southwest Region (WisDOT SWR)	☐	☒
Dan Schave, Major Studies Supervisor	Wisconsin Department of Transportation, Southwest Region	☐	☒
Jeff Berens, Study Team Manager	Wisconsin Department of Transportation, Southwest Region	☒	☐
Michelle Howe, Major Studies Project Manager	Wisconsin Department of Transportation, Southwest Region	☒	☐
Franco Marcos, Major Studies Project Planner	Wisconsin Department of Transportation, Southwest Region	☒	☐
Jenny Grimes, Environmental Liaison	Wisconsin Department of Transportation, Southwest Region	☐	☒
Michael Bie, Communications	Wisconsin Department of Transportation, Southwest Region	☐	☒
Jonquil Johnston, Environmental Liaison	Wisconsin Department of Transportation, Bureau of Technical Services (BTS)	☒	☐
Jeff Maloney, Planner	Vandewalle and Associates, Inc.	☒	☐
Jackie Mich, Planner	Vandewalle and Associates, Inc.	☒	☐
Dan Eckberg, Planner	Vandewalle and Associates, Inc.	☒	☐
Lisa Hemesath, Environmental Specialist	Federal Highway Administration (FHWA)	☒	☐
Michelle Gehrke, Transportation Engineer	Federal Highway Administration	☒	☐
Ross Kahler, Public Works Engineer	City of Fitchburg	☒	☐
Tim Voelker, Director of Public Works	City of Fitchburg	☒	☐
Colleen Hoesley, Transportation Planner	Greater Madison Metropolitan Planning Organization (MPO)	☒	☐
Pamela Alexandra Andros, Transportation Planning Manager	Greater Madison Metropolitan Planning Organization	☐	☒
Eric Heggelund, Transportation Liaison	Wisconsin Department of Natural Resources (WDNR)	☐	☒
John Haverberg	Town of Middleton Plan Commission	☒	☐
Mark Opitz, Assistant Planning Director/Zoning Administrator	City of Middleton	☐	☒
John Haverberg, Plan Commission Member	Town of Middleton	☐	☒
Lee Igl, Director of Public Works	Village of McFarland	☒	☐
Dan Stephany, Director of Public Works	City of Monona	☐	☒
Katherine Holt, Community Development Specialist	City of Verona	☐	☒
W. Christopher Barnes, Town Public Works Director	Town of Verona	☐	☒
Katy Smith, Land and Resource Section Manager	Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP)	☒	☐
Carl Glasemeyer, Transportation Policy Analyst	1000 Friends of Wisconsin	☒	☐



Deb Nemeth, Transportation Policy Director	1000 Friends of Wisconsin	☐	☒
Steve Steinhoff, Agency Director	Capital Area Regional Planning Commission (CARPC)	☐	☒
Carolyn (Carey) McAndrews, Associate Professor, Department of Planning and Landscape Architecture	University of Wisconsin (UW)-Madison	☐	☒
Tom Veith, Assistant City Engineer	City of Sun Prairie	☒	☐
Todd Violante, Senior Planner	Dane County Planning	☐	☒
Jason Ilstrup, President	Downtown Madison Inc.	☐	☒
Heather Stouder, DPCED Planning Director	City of Madison	☐	☒
Erin Ruth, Director of Planning and Development	Village of Cottage Grove	☐	☒
Mike DuPlayee, Town Supervisor	Town of Cottage Grove	☐	☒
Elise Cruz, Director of Planning and Zoning Administrator	Village of Oregon	☐	☒
Todd Schmidt, Village Administrator	Village of Waunakee	☐	☒
Michael Wolf	Town of Blooming Grove	☐	☒
Kevin Viney, Town Chair	Town of Burke	☐	☒
Ben Kollenbroich, Planning and Land Conservation Director	Town of Dunn	☐	☒
David Pfeiffer, Town Chairperson	Town of Pleasant Springs	☐	☒
Kevin Even, Town of Westport Engineer	Town of Westport	☐	☒
Jeff Held, Project Manager	Strand Associates, Inc. [®] (Strand)	☒	☐
Elizabeth Garfoot, Agencies and Outreach	Strand Associates, Inc. [®]	☒	☐
Joe Urban, Traffic and Reports	Strand Associates, Inc. [®]	☐	☒

Action items are listed in **bold**.

1. Background

- a. Jeff Berens reviewed the project background, study limits, goals and objectives. The PEL Study process and individual Strategy Packages were also reviewed.
- b. Reduced crashes and travel times following the introduction of the Flex Lane were discussed.

2. Indirect and Cumulative Impacts (ICI)

Jackie Mich reviewed definitions and examples of ICI.

3. Mapping Exercise

Dan Eckberg reviewed responses received on the web-mapping exercise to-date and demonstrated how comments could be added to the map.



4. Group Discussion

a. City of Fitchburg

- (1) Ross Kahler noted there is a potential impact to existing affordable housing east of US 14 near Novation Parkway where a planned road crossing in Strategy Packages 3 and 4 seems to overlap with the footprint of existing affordable housing and a church. The City of Fitchburg likes the crossing but would like it realigned to avoid building conflicts.
- (2) Ross also noted that he has not heard much discussion of rail in the PEL study so far. He said it is something the City of Fitchburg is keeping in mind regarding potential development on the western side of city limits. Jeff H. noted that commuter rail was looked at early on as a stand-alone strategy. It was dismissed in the PEL study because it did not meet the goal and objectives.
- (3) Ross mentioned the Uptown Neighborhood in the City of Fitchburg, though it presently has pretty good access via US 14, it would have a more direct route into the City of Madison via the planned Syene Road crossing of the Beltline in Strategy Packages 3 and 4—especially combined with the City of Fitchburg's planned reconfiguration of the Syene Road and McCoy Road intersection in 2025. Little additional development is likely along Syene Road as it is mostly marsh, but Ross noted it could hasten the relatively slow pace of commercial development in the Uptown Neighborhood area.
- (4) Ross also said that affordable housing along Fish Hatchery Road could see beneficial impacts from planned Transit Priority Components in Strategy Packages 2 through 4.

b. Greater Madison MPO

- (1) Colleen Hoesly mentioned the PEL study should make sure to take into consideration new road improvements around Epic. Dairy Ridge Road (west of Epic), Nine Mound Road (southeast of Epic), and possible signalization of County Road G are all improvements to consider. Jeff Held noted the team is certainly aware of Epic's growth and the Travel Demand Model (TDM) considers future growth from Epic.
- (2) Colleen asked whether Madison Region Economic Partnership (MadREP) was included in the expert panel to provide an economic development perspective. Members of the PEL team noted that Downtown Madison Inc. was included but not MadREP. **The PEL study team will contact MadREP following the meeting.**
- (3) Colleen asked whether potential removal of some lanes or lack of planned capacity expansion on nearby arterial routes such as John Nolen Drive are being factored into the analysis. Jeff H. responded that the PEL study considers nearby plans as well as the assumptions included in the TDM. Jeff H. also noted the North-South BRT along Park Street could be another major project that impacts the TDM. Lastly, Jeff H. noted that if there were capacity reductions on John Nolen Drive that would certainly have an impact on demand.
- (4) Colleen asked whether the local roadway connections have been looked at in regard to what a new connection might mean for the local communities. Jeff H. replied that the PEL study is relying on the TDM to anticipate impacts but the PEL study team is also looking for input today.



c. Town of Middleton

- (1) John Haverberg noted the properties east of Pioneer Road from approximately Midtown Road (south) to approximately Blackhawk Road (north) are still under Town of Middleton jurisdiction. These properties are scattered throughout the southwest portion of the City of Madison and will be absorbed into the City of Madison by 2042. However, if any usage of the property changes before 2042, the City of Madison can take over jurisdiction earlier.
- (2) John asked whether the PEL study mapping exercise reflects the most recent Town of Middleton 2019 Comprehensive Plan land use. Dan E. confirmed that the map included the most recent Town of Middleton 2019 Comprehensive land use unless different land use was noted in the current parcel layer from Dane County, in which case these alternate land uses were confirmed and remained in the map.
- (3) John asked whether capacity demand for specific high-profile events like the Dairy Expo is factored into the TDM. Jeff H. and Jeff B. responded that, in general, these types of events are not, but the Flex Lane provides the ability to accommodate the additional traffic during peak periods.

d. 1000 Friends of Wisconsin

- (1) Carl Glasemeyer asked whether there had been a change in annual average daily traffic (AADT) with the introduction of the Flex Lane. Jeff H. said the Beltline as a whole is approximately back to pre-pandemic traffic volumes but noted no analysis of origin-destination data has been done to see whether commuters are actually changing their routes based on the Flex Lane. He added that it might be a bit early to analyze origin-destination given how short of a time the Flex Lane has been in operation. Carl is curious to see how much of an impact the Flex Lane has on AADT versus a full general-purpose lane.
- (2) Carl complimented the PEL process to date. Carl supported the decision to have additional multi-modal improvements added between Strategy Packages 2 and 3, but not an additional general-purpose lane or other mainline improvements.

5. Wrap-up

Jeff Berens reviewed the upcoming project timeline, including the anticipation to select the Preferred Strategy Package or Packages in fall 2023.

Maps from the web-mapping exercise are anticipated to be included as an appendix to the Beltline PEL ICI Report. Documentation of the report is anticipated before the end of the PEL study and can be requested from Jeff Berens.

If there are any additions or comments, please call me at 608-251-4843.

Prepared and respectfully submitted by Elizabeth Garfoot.

Enclosure

c/enc: All Participants

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Savannah Oaks Middle School - Fitchburg**DATE and TIME:** 9/9/2013 at 5:30-8 P.M.**SUBJECT:** PIM 1

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT-Planning	X
Michael Hoelker	WisDOT-Planning	X
Joe Conduah	WisDOT-Planning	X
Carolyn Amegashie	WisDOT-Environmental	X
Tom Koprowski	WisDOT-Planning	X
Steven Theisen	WisDOT-Communications	X
Michael Bie	WisDOT-Communications	X
Ken Leonard	Cambridge Systematics	X
Cole Buergi	Leonard and Finco	X
Stephanie Thomsen	Strand Associates, Inc.®	X
Tom Lynch	Strand Associates, Inc.®	X
Kyle Henderson	Strand Associates, Inc.®	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		Thirty-nine people signed in (included team members). English and Spanish flyers were available as a handout.			
2.0		English and Spanish exhibits were in the hallways for the public to view.			
2.01		Team staff were on hand to answer questions the public had while viewing the exhibits. One-on-one questions/comments included the following: - A resident in the southeast quadrant of the Park Street and Beltline interchange is concerned about how much traffic (particularly truck traffic) is using the Beltline and US 14. She would like to see other routes for the trucks to take outside of the Madison area (either north or south). - A couple commented on wanting to know more information about the regional trucks that use the Beltline. - Two people would like WisDOT to make sure to include alternate modes within the analysis and solutions. - One gentleman was concerned about the number of interchanges along the Beltline. He would like to see less and thinks it would reduce crashes. - One did not want to see roadways built in the farmland south of Madison. She was against a potential South Reliever and is still. - Received a suggestion to give the Beltline an interstate classification. - Would it be possible to improve County M to			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Savannah Oaks Middle School - Fitchburg**DATE and TIME:** 9/9/2013 at 5:30-8 P.M.**SUBJECT:** PIM 1

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		become a truck route?			
		▪ Increase use of the railroads to reduce truck traffic. ▪ One person suggested a south reliever route between I-39 and Verona Road. ▪ Another person suggested reversible lanes during peak periods such as in Chicago.			
3.0		Two presentations were given by Larry Barta (WisDOT) at 6 P.M. and 7:15 P.M.			
3.01		Questions at the presentation included the following: ▪ What is the overall timeline for the whole process? ▪ Another Beltline to the south? ▪ Create a new Beltline in the Lacy Road (general location) area. ▪ Ideas for North/South Beltline—Three center lanes open (like Chicago) except open to cross traffic (e.g., without barriers).			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations and local libraries), email (PAC, TAC, state elected officials, stakeholders), Facebook, project web site.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 10-29-2013

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Monona Grove Community Center**DATE and TIME:** 9/10/13 at 5:30-8 P.M.**SUBJECT:** PIM 2

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT–Planning	X
Jennifer Grimes	WisDOT–Environmental	X
Michael Hoelker	WisDOT–Planning	X
Joe Conduah	WisDOT–Planning	X
Tom Koprowski	WisDOT–Planning	X
Bethaney Bacher-Gresock	FHWA	X
Jackie Mich	Vandewalle	X
Cole Buergi	Leonard & Finco	X
Stephanie Thomsen	Strand Associates, Inc. [®]	X
Tom Lynch	Strand Associates, Inc. [®]	X
Jon Savage	Strand Associates, Inc.	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		Thirty-seven people signed in (including team members). This included a reporter for the Hometown News Group and the assistant to State Rep. Robb Kahl (former mayor of Monona). English and Spanish flyers were available as a handout.			
2.0		English and Spanish exhibits were in the room for the public to view.			
2.01		Team staff were on hand to answer questions the public had while viewing the exhibits. One-on-one questions/comments included the following: - How many trucks are traveling the entire length of the Beltline? - Why is WisDOT planning for more road miles to accommodate more travel, given it will worsen the rising CO₂ levels and all the extreme weather associated with it.			
3.0		Two presentations were given by Larry Barta at 6 P.M. and 7:15 P.M.			
3.01		Questions at the presentation included the following: - Is WisDOT going to coordinate the Stoughton Road project with the Beltline PEL corridor study? - How are you involving businesses in the area in this study? - Any idea of dedicating transit lines or including park and ride facilities and/or intermodal concept in the study? - What is the composition of DOT employees involved in the project? - How do you seek input from the communities being impacted by the project?			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Monona Grove Community Center**DATE and TIME:** 9/10/13 at 5:30-8 P.M.**SUBJECT:** PIM 2

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		- Are you considering identifying alternative routes to the Beltline? - How does the Stoughton Road interchange affect the Beltline Study? - We see a lot of single occupancy vehicles (SOVs) on the Beltline. Do you plan to engage businesses to encourage their employees to carpool/vanpool and use high occupancy vehicle (HOV) lanes? - There is a problem of freight trains blocking intersections on major streets during morning rush hour causing traffic delays. Any thoughts on that? - We do not have Transit authority in Madison. Any thoughts on establishing Transit Authority here? - Many communities in the area would like to have Park and Ride facilities but do not because they cannot finance them. Can DOT encourage establishing these facilities in the communities? - What technology did you use for the Origin/Destination study? - Is the Beltline considered a local road? - Has DOT considered going to two levels using bridges to avoid new r/w?			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations and local libraries), email (PAC, TAC, state elected officials, stakeholders), Facebook, project web site.			

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Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:**

10-29-2013

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Boys & Girls Club–Madison**DATE and TIME:** 9/18/2013 at 5:30-8 P.M.**SUBJECT:** PIM 3

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT–Planning	X
Michael Hoelker	WisDOT–Planning	X
Franco Marcos	WisDOT–Planning	X
Carolyn Amegashie	WisDOT–Environmental	X
Tom Koprowski	WisDOT–Planning	X
Mike Slavney	Vandewalle	X
Ken Leonard	Cambridge Systematics	X
Cole Buergi	Leonard and Finco	X
Stephanie Thomsen	Strand Associates, Inc. [®]	X
Matt Tronnes	Strand Associates, Inc. [®]	X
Jeff Held	Strand Associates, Inc. [®]	X
Jon Savage	Strand Associates, Inc. [®]	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		Twenty-seven people signed in, including some team members. English and Spanish flyers were available as a handout.			
2.0		English and Spanish exhibits were in the gym for the public to view.			
2.01		Team staff were on hand to answer questions the public had while viewing the exhibits. One-on-one questions and comments included the following: Where is all of the traffic coming from? Is there a way to identify alternative routes based on the origin of the traffic?			
3.0		One presentation was given by Larry Barta at 6:30 P.M. The second presentation was canceled because there were no new attendees.			
3.01		Questions at the presentation included the following: - If alternative corridors are on the table, shouldn't goals and objectives be about east/west travel? - What limitations does the Department have in funding transit, park and rides, etc? - Can improvements to freight rail be part of the solution to reduce truck trips? - We are seeing a reduction in vehicle miles traveled; will this impact the study? - Isn't one solution to limit access to the Beltline to remove the shorter trips (greater than 4 interchanges)? - Where can we get more information on local trips? - What is the percent of freight and trucks?			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Boys & Girls Club–Madison**DATE and TIME:** 9/18/2013 at 5:30-8 P.M.**SUBJECT:** PIM 3

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
4.0		- Is it correct that the volumes spiked in the 1980s when capacity was added? - If so many trips are local, make the Beltline a multilane boulevard at a lower speed instead of a freeway. This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations and local libraries), e-mail (PAC, TAC, state elected officials, stakeholders), Facebook, and the project web site.			

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Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 10-29-13

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Westport Administrative Building**DATE and TIME:** 9/19/2013 at 5:30-8 P.M.**SUBJECT:** PIM 4

TEAM MEMBER	COMPANY NAME	ATTENDED
Michael Hoelker	WisDOT-Planning	X
Mike Slavney	Vandewalle	X
Cole Buergi	Leonard and Finco	X
Joe Urban	Strand Associates, Inc. [®]	X
Tom Lynch	Strand Associates, Inc. [®]	X
Kyle Henderson	Strand Associates, Inc. [®]	X
Jon Savage	Strand Associates, Inc. [®]	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		Twenty-three people signed in, including some team members. English and Spanish flyers were available as a handout.			
2.0		English and Spanish exhibits were on display for the public to view.			
2.01		Team staff were on hand to answer questions the public had while viewing the exhibits.			
3.0		Two presentations were given by Tom Lynch at 6 P.M. and 7:15 P.M.			
3.01		Questions at the presentation included the following: - Will the study take into consideration that multiple municipalities have rejected commuter rail? - How will the larger group of the public get to weigh in on the alternatives? - Has the North Mendota Parkway been mapped? - Will WisDOT take into consideration that some communities have mapped a North Mendota Parkway route? - Will there be expansions of bus service to outlying communities? - There are current Beltline projects such as at Verona Road and Fish Hatchery Road; are other improvements like new lanes going to happen on the Beltline? - Is this a study of the Beltline, or is this a study of transportation in the entire Dane County area? - The individuals who go one, two, or three interchanges are not commuters. - Are we looking at a way to see if we improve other areas to draw long-range traffic from the Beltline? - Is there a good model city on how to accommodate growth in the city? - Where is the North Mendota Parkway planned to be located? - Why are crashes so high between Parmenter and			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Westport Administrative Building**DATE and TIME:** 9/19/2013 at 5:30-8 P.M.**SUBJECT:** PIM 4

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		County K?			
		- What are the goals and objectives about helping the Beltline? - How can mobility be increased east/west across the county? - How are we going to accommodate our projected growth on the Beltline? - It is a shame that there have been three studies for the North Mendota Parkway and nothing has been constructed. - Why did the North Mendota Parkway study not address how to connect from County M to I-39/90/94?			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations and local libraries), e-mail (PAC, TAC, state elected officials, stakeholders), Facebook, and the project web site.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 10-29-2013

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Middleton City Hall Council Chambers**DATE and TIME:** 9/23/2013 at 5:30-8 P.M.**SUBJECT:** PIM 5

TEAM MEMBER	COMPANY NAME	ATTENDED
Michael Hoelker	WisDOT-Planning	X
Larry Barta	WisDOT-Planning	X
Tom Lynch	Strand Associates, Inc. [®]	X
Joe Urban	Strand Associates, Inc. [®]	X
Jon Savage	Strand Associates, Inc. [®]	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		Twenty-seven people signed in, including some team members. English and Spanish flyers were available as a handout.			
2.0		English and Spanish exhibits were on display for the public to view.			
2.01		Team staff were on hand to answer questions the public had while viewing the exhibits.			
3.0		Two presentations were given by Larry Barta at 6 P.M. and 7:15 P.M.			
3.01		Questions at the presentation included the following: - Will there be mode transfer sites? Currently people using the west transfer site are parking on neighborhood streets. - Will the affects to University Avenue be considered? - Why won't improvements be constructed before 2020? A delay of that length is unacceptable. - With the safety problems on the Beltline, something should be done immediately. - Will the study consider the North Mendota Parkway? Will it consider all the work that has already been performed for that corridor?			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations and local libraries), e-mail (PAC, TAC, state elected officials, stakeholders), Facebook, and the project web site.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.[®]**Signed:** Stephanie Thomsen**Dated:** 10-29-2013

Written and Verbal Comments Summary Project I.D. 5304-02-01 Madison Beltline PEL Study Kickoff Public Information Meetings - September 2013 Series Received 20 Comment Sheets	
Comment	Number
Supports a multimodal approach/improvements (BRT system for downtown workers, bus lanes on the Beltline, bike lanes near the Beltline, improved bike paths in the City, mode transfer sites near the Beltline) to get people out of cars. Also park and ride facilities and engage businesses to encourage carpool/vanpool.	16
Supports the north Mendota Parkway or a route north of Lake Mendota. Has this route been mapped by WisDOT? Some communities have mapped the route. The north route should address how to connect from County M to I-39/90/94.	13
Move the traffic out of Madison; identify alternative routes between the west and east side other than the Beltline and for US 151 traffic.	7
Create or add designated lanes - truck lanes, through lanes, car pool only, transit lanes, express lanes, etc.	5
Truck traffic affects the Beltline traffic flow. Remove truck traffic from the Beltline.	3
Link plan with need for RTA authority to fund integrated transit.	3
Need to shift more freight from trucks to railroads.	3
How will this study coordinate with other studies, such as the Stoughton Road, Verona Road, and Fish Hatchery projects?	3
County K cannot currently handle daily traffic; safety is an issue. Fix US 12/18 and County K interchange immediately.	3
One solution could be to limit access to the Beltline to remove the shorter trips (greater than 4 interchanges). Local trips traveling one, two, or three interchanges are not commuters.	3
Need more lanes on the Beltline (4 to 6).	2
Consider freight, TDM strategies (such as overnight deliveries), ITS Technology, parking policies, modal shift, etc. State Smart Transportation Initiative (SSTI) at UW is putting out a report on these strategies in October.	2
Take time and plan out long-term plan - 50 years.	2
Supports a southern route or south reliever.	2
Double-decker highway for the Beltline lower loop around Madison.	2
How are other stakeholders, such as communities and businesses being informed and involved in the Beltline project?	2
Is the Beltline considered a local road? If so, make it a multilane boulevard at a lower speed instead of a freeway.	2
Looking at alternative corridors, the goals and objectives should be about east/west travel.	2
Improvements should be constructed before 2020, especially with the safety issues on the Beltline.	2
How does the Stoughton Road interchange affect Beltline traffic?	1
Support a gas tax increase so DOT has funding to build what needs to be built.	1
Diamond interchanges at USH 51 and Verona Road are significant traffic choke points. The SPU currently proposed at Verona Road is a waste of	1

Written and Verbal Comments Summary Project I.D. 5304-02-01 Madison Beltline PEL Study Kickoff Public Information Meetings - September 2013 Series Received 20 Comment Sheets	
Comment	Number
transportation dollars.	
Used the Beltline daily until 2 years ago; it's too unreliable.	1
Problems on the Beltline are from people staring, not allowing others to merge, etc.	1
Protect the marsh; it's an important natural resource.	1
Encouraged by the scope and thoroughness of the planning process...Good Work!	1
Incorporate bike paths - it is difficult to get across the Beltline in the Monona Area, getting to the Capital City Trail is difficult.	1
The Beltline creates air and noise pollution.	1
Car traffic may reduce as gas prices continue to increase.	1
Coordinate with the City of Madison Engineering and Planning, Madison Metro, etc. to optimize solutions.	1
Put people first, not cars.	1
Trains block intersections around the downtown during the morning commute.	1
Concerned about urban sprawl.	1
Will costs of improvements be passed on to the municipalities who will benefit from them?	1
Preserve farmland.	1
Use County M corridor to connect to Verona.	1
Use US 14 for north-south traffic or build a connector along County B to US 51.	1
Previous Beltline ADT projections for the section that replaced Broadway were way low.	1
Account for induced traffic in all road expansion/new road projections.	1
Account for road life cycle costs, transit/life cycle costs in all projections.	1
Do not address congestion by building more lanes or bypasses; need real solutions.	1
Could the US 14 western approach to the Beltline be considered a candidate location for a state-assisted park and ride facility?	1
For the second most populous area in the state, all alternatives that parallel the Beltline should be considered, i.e., County K and Pleasant View Rd.	1
Pleasant View Road south of US 14 should be designated as an arterial roadway and north of US 14 should be a minor arterial to access state and federal funds for improvements.	1
Need an alternative for east/west traffic south of the Beltline and north of the railroad connecting High Point Road/Elmwood Avenue with Deming Way. This would provide one more reliever of the Beltline Traffic in an area primed for redevelopment.	1
Do not add roundabouts.	1
Need more information about the regional trucks that use the Beltline.	1
Concerned about the number of interchanges along the Beltline. Less interchanges may reduce crashes.	1
Opposes a Southern route	1

Written and Verbal Comments Summary Project I.D. 5304-02-01 Madison Beltline PEL Study Kickoff Public Information Meetings - September 2013 Series Received 20 Comment Sheets	
Comment	Number
The Beltline should have an interstate classification	1
Would it be possible to improve County M to become a truck route?	1
Consider reversible lanes during peak periods such as in Chicago.	1
How many trucks travel the entire length of the Beltline?	1
More roads will worsen the rising CO ₂ levels and all of the extreme weather associated with it.	1
What is the composition of DOT employees involved in the project?	1
Freight trains are blocking the isthmus intersections during morning rush hour causing traffic delays.	1
What technology was used for the origin/destination study?	1
What are WisDOT's limitations to funding transit, park and rides, etc.?	1
How will the reduction in vehicle miles traveled impact this study?	1
Where can we get more information on local trips?	1
What is the percent of freight and trucks?	1
Did volumes pike in the 1980's when capacity was added?	1
Will the study take into consideration that multiple municipalities have rejected commuter rail?	1
How will the public get to weigh in on the alternatives?	1
Will there be expansions of bus service to outlying communities?	1
Is this a study of the Beltline or a study of transportation in the entire Dane County area?	1
Looking to improve other areas may draw long-range traffic from the Beltline.	1
Is there a good model city on how to accommodate growth in the city?	1
How will projected growth be accommodated on the Beltline?	1
Take into account affects to University Avenue.	1

News Release

Wisconsin Department of Transportation

August 28, 2013

For more information, contact:

WisDOT Project Manager Larry Barta, P.E.
(608) 246-3884; larry.barta@dot.wi.gov

Public information meetings scheduled for Madison Beltline study
To be held in Fitchburg, Monona, Madison, Westport and Middleton

The Wisconsin Department of Transportation (WisDOT) Southwest Region will hold a series of public information meetings to introduce the Madison Beltline study that will identify and evaluate a range of potential strategies to address safety and mobility issues along the highway corridor. The study limits run from US 14 in Middleton to County N in Cottage Grove.

“The Madison Beltline links southwest Wisconsin to the nation, and provides an important connection between neighborhoods, businesses, communities, and regions,” said WisDOT Southwest Region Project Manager Larry Barta. “Public participation will be critical to the study, and we encourage Beltline users as well as the general public to participate in this major effort.”

Additional information on the study can be found at www.madisonbeltline.dot.wi.gov.

Initially constructed in the late 1950s, the Beltline is now a main east-west highway in the greater Madison area, carrying up to 112,000 vehicles per day. A 2008 operational needs assessment documented a number of deficiencies along the corridor. The deficiencies have grown to a level that Wisconsin’s Transportation Projects Commission authorized the study of long-term solutions addressing the following Beltline issues:

- Travel demand and congestion
- Roadway safety concerns
- Limited accommodations for and integration of alternate travel modes

The initial phase of the study is called Planning and Environment Linkages (PEL). During the PEL phase, multiple corridors and strategies will be evaluated to determine how they address key needs. The PEL final report is expected in 2015. Recommended strategies and corridors will then be carried forward and examined in a future National Environmental Policies Act (NEPA) study, such as an environmental impact statement.

All five public meetings will present the identical information about the Beltline and will focus on study goals and objectives. They will be held on the following dates, times and locations:

Monday, September 9, 2013

Savannah Oaks Middle School, Fitchburg, 5890 Lacy Road
5:30 p.m. to 8:00 p.m., with presentations at 6 p.m. and 7:15 p.m.

Tuesday September 10, 2013

Monona Community Center Main Hall, 1011 Nichols Road
5:30 p.m. to 8:00 p.m., with presentations at 6 p.m. and 7:15 p.m.

Wednesday, September 18, 2013

Madison Boys & Girls Club, 4619 Jenewein Road
6:00 p.m. to 8:30 p.m., with presentations at 6:30 p.m. and 7:45 p.m.

Thursday, September 19, 2013

Westport Administration Building, 5387 Mary Lake Road, Waunakee
5:30 p.m. to 8:00 p.m., with presentations at 6 p.m. and 7:15 p.m.

Monday, September 23, 2013

Middleton City Hall, 7426 Hubbard Avenue
5:30 p.m. to 8:00 p.m., with presentations at 6 p.m. and 7:15 p.m.

Interested persons may attend any time during the allotted meeting times to review displays and other study materials, ask questions, and provide comments. WisDOT project staff will be available to explain the PEL study process and answer questions.

The meetings are wheelchair accessible. A Spanish language translator will be available at each location.

The Madison Beltline study website can be found at www.madisonbeltline.dot.wi.gov, or in the Plans and Projects section at www.dot.wi.gov.

For more information, contact WisDOT Project Manager Larry Barta at (608) 246-3884; larry.barta@dot.wi.gov.

Citizens who are hearing-impaired and require an interpreter may request one by contacting the DOT Southwest Region at (608)-246-7928 at least three working days prior to the meeting via the Wisconsin Telecommunications Relay System (dial 711).



WisDOT

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Madison Central Public Library, Room 302**DATE and TIME:** 11/11/2014 at 11:30-1:30 A.M.**SUBJECT:** PIM Series 2 – Location 1

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT–Planning	X
Brandon Lamers	WisDOT–Planning	X
Jay Waldschmidt	WisDOT–Environmental	X
Jonquil Johnston	WisDOT - Environmental	X
Jenny Grimes	WisDOT–Environmental	X
Tom Koprowski	WisDOT–Planning	X
Michael Bie	WisDOT–Communications	X
Craig Pringle	WisDOT	X
Mike Slavney	Vandewalle	X
Susan Finco	Leonard and Finco	X
Stephanie Thomsen	Strand Associates, Inc.®	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		24 people signed in (team members not included). Most indicated they were notified of the meeting by: - Email (vast majority) - Local media - Newsletter/Poster - Facebook A reporter from NBC 15 and Channel 3 news interviewed Larry Barta prior to the presentation.			
2.0		English and Spanish exhibits were in the room for the public to view.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits. One-on-one questions/comments included the following: - Do the outlying communities want transit options extended to them? - There should be more information on transit.			
3.0		One 30 minute presentations was given by Larry Barta (WisDOT) at 12:25 A.M.			
3.01		Questions at the presentation included the following: - In regards to transit, what is the conclusion and how did you come up with it? - Are the transit options something WisDOT can fund? - How are evolving technologies (i.e. smart cars) being taken into consideration during this study? - Have noise and air pollution issues been studied? If not, is that planned? - How many vehicles per day (VPD) are originating outside of Dane County? - When looking at future development, was the			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Madison Central Public Library, Room 302**DATE and TIME:** 11/11/2014 at 11:30-1:30 A.M.**SUBJECT:** PIM Series 2 – Location 1

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
4.0		option of enhancing other alternative modes and not expanding driving an option? Seems like the options presented are being reactive and not giving people a choice. This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local businesses, and local libraries), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.[®]**Signed:** Stephanie Thomsen**Dated:** 12-12-2014

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Madison Central Public Library, Room 302**DATE and TIME:** 11/11/2014 at 5:30-8 P.M.**SUBJECT:** PIM Series 2 – Location 2

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT–Planning	X
Brandon Lamers	WisDOT–Planning	X
Michael Hoelker	WisDOT - Planning	X
Tom Koprowski	WisDOT - Planning	X
Jay Waldschmidt	WisDOT–Environmental	X
Jamie MacAlister	WisDOT–Environmental	X
Jonquil Johnston	WisDOT - Environmental	X
Tom Koprowski	WisDOT–Planning	X
Craig Pringle	WisDOT	X
Steven Theisen	WisDOT–Communications	X
Jackie Mich	Vandewalle	X
Susan Finco	Leonard and Finco	X
Jeff Held	Strand Associates, Inc. [®]	X
Tom Lynch	Strand Associates, Inc. [®]	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		14 people signed in (team members not included). Most indicated they were notified of the meeting by: - Email (vast majority) - Local media - Newsletter/Poster - Facebook			
2.0		English and Spanish exhibits were in the room for the public to view.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits. One-on-one questions/comments included the following: A comment on how rail (e.g. Transport 2020) doesn't meet the needs of the area and should be dismissed.			
3.0		One - 30 minute presentations was given by Larry Barta (WisDOT) at 6 P.M..			
3.01		Questions at the presentation included the following: - A comment that the exhibits were very informative. - A comment about variable lane pricing.			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local businesses, and local libraries), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site.			

Wisconsin Dept. of Transportation

MEETING NOTES

PROJECT: 5304-02-01 Madison Beltline PEL

LOCATION: Madison Central Public Library, Room 302

DATE and TIME: 11/11/2014 at 5:30-8 P.M.

SUBJECT: PIM Series 2 – Location 2

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.®

Signed: Stephanie Thomsen

Dated:

12-12-2014

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** McFarland High School Cafeteria**DATE and TIME:** 11/12/2014 at 5:30-8 P.M.**SUBJECT:** PIM Series 2 – Location 3

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT–Planning	X
Brandon Lamers	WisDOT–Planning	X
Michael Hoelker	WisDOT- Planning	X
Robert Knorr	WisDOT - Planning	X
Rosie Meer	WisDOT–Environmental	X
Tom Koprowski	WisDOT–Planning	X
Johnny Gerbitz	FHWA	X
Mary Robb	Vandewalle	X
Cole Buerge	Leonard and Finco	X
Stephanie Thomsen	Strand Associates, Inc.®	X
Joan Petersen	Strand Associates, Inc.®	X
Jon Savage	Strand Associates, Inc.®	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		41 people signed in (team members not included). Most indicated they were notified of the meeting by: - Channel 3 news, Wisconsin State Journal, or Radio (vast majority) - Facebook - Email notifications - Other			
2.0		English and Spanish exhibits were in the room for the public to view.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits. One-on-one questions/comments included the following: - It is very difficult to get from McFarland to Downtown. - Ed Minihan, Town of Dunn chairman, noted the South Reliever exhibit shows an alternative corridor along County B. Ed noted that there are conservation easements with federal participation along County B, and this is why the planned location for an overhead transmission corridor along County B was revised to a new location.			
3.0		One 30-minute presentation was given by Larry Barta (WisDOT) at 6:00 P.M.			
3.01		Questions/comments at the presentation included the following: - Are there 4 lanes going each way on the Beltline? - It would be nice to get the trucks/buses off of the Beltline.			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** McFarland High School Cafeteria**DATE and TIME:** 11/12/2014 at 5:30-8 P.M.**SUBJECT:** PIM Series 2 – Location 3

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		- With the large number of government/university workers traveling downtown, have there been any studies to encourage carpooling? - When was the last study of this type conducted on the Beltline? - There was a comment that McFarland was not labeled on the map shown during the presentation. - What was the result of the previous South Reliever study that occurred in 2002? - What is occurring on the Beltline for maintenance? Will asphalt be placed on the Beltline? - Why can't a 4th lane be carried all the way along the Beltline? Why can't you just put the lanes in now with all the construction ongoing? Why has that option not been analyzed yet? - What kind of objections to funding do you anticipate? - What are the alternatives to get from McFarland to Campus/downtown? - Have you considered the sensitive environmental corridor to build a South Reliever from US 51 to the I-39/90? - Are there any short term fixes in the next 10 years? - Have you kept track of how many crashes have occurred on the Beltline during this last round of construction? - Have you considered HOV lanes as a short term solution? - Have you considered elevated roadways? - What about US 14 to WIS 138 to US 51 for a South Reliever route? - Larry noted WisDOT has money to study the Beltline, but the design will not occur until 2020. - In the transit analysis showing bus ridership, was length of time on the bus considered? - I understand there is a limited time for construction, but do all of the alternative routes also need to be under construction at the same time? Is there any coordination between municipalities?			

4.0 This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations,

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** McFarland High School Cafeteria**DATE and TIME:** 11/12/2014 at 5:30-8 P.M.**SUBJECT:** PIM Series 2 – Location 3

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		local businesses, and local libraries), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 12-12-2014

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Middleton High School Performing Arts Center**DATE and TIME:** 11/17/2014 at 5:30-8 P.M.**SUBJECT:** PIM Series 2 – Location 4

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT–Planning	X
Brandon Lamers	WisDOT–Planning	X
Robert Knorr	WisDOT - Planning	X
Franco Marcos	WisDOT - Planning	X
Joe Conduah	WisDOT - Planning	X
Jay Waldschmidt	WisDOT–Environmental	X
Mary Robb	Vandewalle	X
Susan Finco	Leonard and Finco	X
Stephanie Thomsen	Strand Associates, Inc.®	X
Tom Lynch	Strand Associates, Inc.®	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		20 people signed in (team members not included). Most indicated they were notified of the meeting by: • Local media • Newsletter/poster • Facebook • Email notifications (majority) • Other A reporter from NBC 15 interviewed Larry Barta after the presentation. Questions included: • What were the findings? • What is a PEL? • How will you ensure Bike/Ped transit is safe at the Beltline? • Still fairly early in stages of study? • What is the main goal of the project? • What are the next steps? • Anything else to add?			
2.0		English and Spanish exhibits were in the room for the public to view.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits. One-on-one questions/comments included the following: ▪ How many hours is level of service poor for Beltline peak hour traffic? ▪ How much will traffic conditions improve due to the Verona Road changes?			
3.0		One 30-minute presentation was given by Larry Barta (WisDOT) a little after 6:00 P.M.			
3.01		Questions/comments at the presentation included the following:			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Middleton High School Performing Arts Center**DATE and TIME:** 11/17/2014 at 5:30-8 P.M.**SUBJECT:** PIM Series 2 – Location 4

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
4.0		Looking at the household growth estimates on the Westside of Madison and the employment growth estimates in the Sun Prairie area, wouldn't this lend to a north reliever? This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local businesses, and local libraries), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site.			

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Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 12-12-2014

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Boys & Girls Club Gym**DATE and TIME:** 11/19/2014 at 2:30-4:30 P.M.**SUBJECT:** PIM Series 2 – Location 5

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT–Planning	X
Brandon Lamers	WisDOT–Planning	X
Michael Hoelker	WisDOT- Planning	X
Michelle Brokaw	WisDOT	X
Carolyn Amegashie	WisDOT - Environmental	X
Franco Marcos	WisDOT–Planning	X
Mike Salvney	Vandewalle	X
Cole Buergi	Leonard and Finco	X
Stephanie Thomsen	Strand Associates, Inc. [®]	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		13 people signed in (team members not included). Most indicated they were notified of the meeting by: • Fox 47 news • Email notifications (majority) • Other (local newspaper)			
2.0		English and Spanish exhibits were in the room for the public to view.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits. One-on-one questions/comments included the following: ▪ The exhibits are very detailed. ▪ This was a good location for a meeting.			
3.0		One 30-minute presentation was given by Larry Barta (WisDOT) a little after 3 P.M.			
3.01		Questions/comments at the presentation included the following: ▪ Seems like adding 50,000 vehicles per day (VPD) to the Beltline would cause gridlock. Is there an alternative to the South Reliever? ▪ Looking at the constrained/unconstrained slide, is the solution to widen or provide a double deck roadway? ▪ What about looking at the Beltline in demand management, is congestion an option? ▪ For the north Mendota parkway, does WisDOT market forecast? Higher demand after something is build? There needs to be a solution to traffic issues in the north Mendota area.			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local businesses, and local libraries), email (PAC, TAC, state elected officials, stakeholders, constant			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Boys & Girls Club Gym**DATE and TIME:** 11/19/2014 at 2:30-4:30 P.M.**SUBJECT:** PIM Series 2 – Location 5

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT

contact list), Facebook, project web site.

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Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 12-12-2014

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Boys & Girls Club Gym**DATE and TIME:** 11/19/2014 at 5:30-8 P.M.**SUBJECT:** PIM Series 2 – Location 6

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT–Planning	X
Brandon Lamers	WisDOT–Planning	X
Jay Waldschmidt	WisDOT–Environmental	X
Michelle Brokaw	WisDOT	X
Ken Leonard	Cambridge	X
Cole Buergi	Leonard and Finco	X
Stephanie Thomsen	Strand Associates, Inc.®	X
Jeff Held	Strand Associates, Inc.®	X
Jon Savage	Strand Associates, Inc.®	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		7 people signed in (team members not included). Most indicated they were notified of the meeting by: • Fox 47 news • Email notifications (majority) • Other			
2.0		English and Spanish exhibits were in the room for the public to view.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits. One-on-one questions/comments included the following: ▪ Interest expressed for North Mendota Parkway			
3.0		One 30-minute presentation was given by Larry Barta (WisDOT) a little after 6:00 P.M.			
3.01		Questions/comments at the presentation included the following: ▪ There were no questions.			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local businesses, and local libraries), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site.			

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Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:**

12-12-2014

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Glacial Drumlin Middle School Cafeteria -
Cottage Grove**DATE and TIME:** 12/01/2014 at 5:30-8 P.M.**SUBJECT:** PIM Series 2 – Location 7

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT–Planning	X
Brandon Lamers	WisDOT–Planning	X
Jenny Grimes	WisDOT–Environmental	X
Tom Koprowski	WisDOT - Planning	X
Janet Nodorf	WisDOT	X
Ken Leonard	Cambridge	X
Susan Finco	Leonard and Finco	X
Stephanie Thomsen	Strand Associates, Inc.®	X
Tom Lynch	Strand Associates, Inc.®	X
Jon Savage	Strand Associates, Inc.®	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		15 people signed in (team members not included). Most indicated they were notified of the meeting by: - Local Media - Newsletter/Poster - Email Notification - Other (WisDOT employee)			
2.0		English and Spanish exhibits were in the room for the public to view.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits.			
3.0		One 30-minute presentation was given by Larry Barta (WisDOT) a little after 6:10 P.M.			
3.01		Questions/comments at the presentation included the following: - How many lanes are needed on the Beltline? - Will there always be some level of congestion on the Beltline because it cannot be expanded enough? - Is this the only study of the Beltline that is going on or are there other projects/groups looking at short term improvements? - Why was 2050 used as the target year? Seems like WisDOT should be looking further out and possibly expanding major transit improvements because additional improvements in 2050 will be much more expensive. - What formal efforts are in place to try out other flexible transit options? - Wouldn't trucks use an alternative route like the South Reliever? - Did WisDOT analyze different design speeds for			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Glacial Drumlin Middle School Cafeteria -
Cottage Grove**DATE and TIME:** 12/01/2014 at 5:30-8 P.M.**SUBJECT:** PIM Series 2 – Location 7

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
4.0		the Beltline? - Will light-rail be revisited? - Has there been any consideration to reducing the number of interchanges on the Beltline? This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local businesses, and local libraries), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site.			

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Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 12-12-2014

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Centro Hispano - Madison**DATE and TIME:** 12/03/2014 at 5:30-8 P.M.**SUBJECT:** PIM Series 2 – Location 8

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT–Planning	X
Brandon Lamers	WisDOT–Planning	X
Franco Marcos	WisDOT–Planning	X
Sherman Banker	WisDOT–Environmental	X
Michelle Brokaw	WisDOT	X
Jackie Micah	Vandewalle	X
Cole Buergi	Leonard and Finco	X
Stephanie Thomsen	Strand Associates, Inc.®	X
Joan Petersen	Strand Associates, Inc.®	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		13 people signed in (team members not included). Most indicated they were notified of the meeting by: - Local media - Project website - Email notifications (majority) - Other			
2.0		English and Spanish exhibits were in the room for the public to view.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits.			
3.0		One 30-minute presentation was given by Larry Barta (WisDOT) at 6:15 P.M. Franco Marcos translated the presentation in Spanish for a small group of 7 people.			
3.01		Questions/comments at the presentation included the following: - The transit studies (such as bus rapid transit) were not intended to relieve the Beltline volumes. Is there any intent on looking at transit systems that are designed to relieve the Beltline or interchanges? - What specifically is the north Waunakee route? Is it CTH D or CTH I/East Street? - Are semi trucks through traffic? - Agree with what was said about how the Beltline functions. Have you considered combining some of the exits with slip lanes? Is it possible the function of the Beltline would improve if you combined ramps? - Consider creating more of a grid system near west town mall and also an overpass at Watts Road to the Research Park area. - The blue tooth data is very innovative. - What are slip lanes? Are they similar to CD			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Centro Hispano - Madison**DATE and TIME:** 12/03/2014 at 5:30-8 P.M.**SUBJECT:** PIM Series 2 – Location 8

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
4.0		roads? ▪ Is bike travel parallel to the Beltline being considered? ▪ There are several economically challenged neighborhoods along the Beltline - when are the impacts to those neighborhoods considered? ▪ Why is the North Mendota Parkway alternative being discussed if it does not take any traffic off of the Beltline? ▪ Dedicated lanes on the Beltline may make conditions worse. ▪ In Columbia, there is a certain time of day where cars with certain license plate numbers are prohibited from using certain highly traveled roadways. ▪ Will there be more frequent service for transit? ▪ Will there be more bus stops closer to people's homes? ▪ What about light rail service? This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local businesses, and local libraries), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site. This meeting was also advertised on the Capital City Hues website and through their email distribution list.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 12-12-2014

Comments Summary Project I.D. 5304-02-01 Madison Beltline PEL Study Public Information Meetings - Series 2 Fall 2014 Received 11 Comment Sheets	
Comment	Number
Supports Alternative routes	2
Citizens should become better drivers	2
Supports a South Reliever	2
Supports a North Mendota Parkway with a parallel bike path.	1
Need to think long term and outside the box when considering solutions	1
Supports reducing the speed on the Beltline during rush hour to 50 mph	1
Add thru traffic signs to create express lanes on the Beltline	1
Support rail and bus alternatives	1
The presentation was informative and well put together	1
Supports park and rides with increased and more efficient bus routes to and from the park and rides	1
With reducing vehicle miles traveled (VMT) in Wisconsin, there is not a need for additional capacity	1
Analysis should be performed with a \$100-\$200 cost of carbon that will be needed to fight global warming	1
Beltline is too congested	1
Consider light rail to University, Capital Square, East Towne area and West Towne Area	1
Supports mass transit from point to point , limit number of stops	1
Adjust work schedules to avoid peak hours	1
Live close to where you work	1
Drivers should use frontage road rather than the Beltline for short distances	1
Improve frontage road connections	1
Consider east-west and north-south routes for rail	1
Traffic modeling should consider rising gas prices	1
Support replacing the Beltline with a surface-level boulevard	1
Supports Traffic Demand Management	1
Does not support a south reliever	1
Investigate using tunnels	1

Dane County Survey

Conducted for the Planning and Environment Linkages (PEL)
Corridor Study Process for

US 12/14/18/151

MADISON BELTLINE

US 14 to County N

Dane County

WisDOT Project I.D. 5304-02-01



**Wisconsin
Department of Transportation**

January 2015

1.0 INTRODUCTION

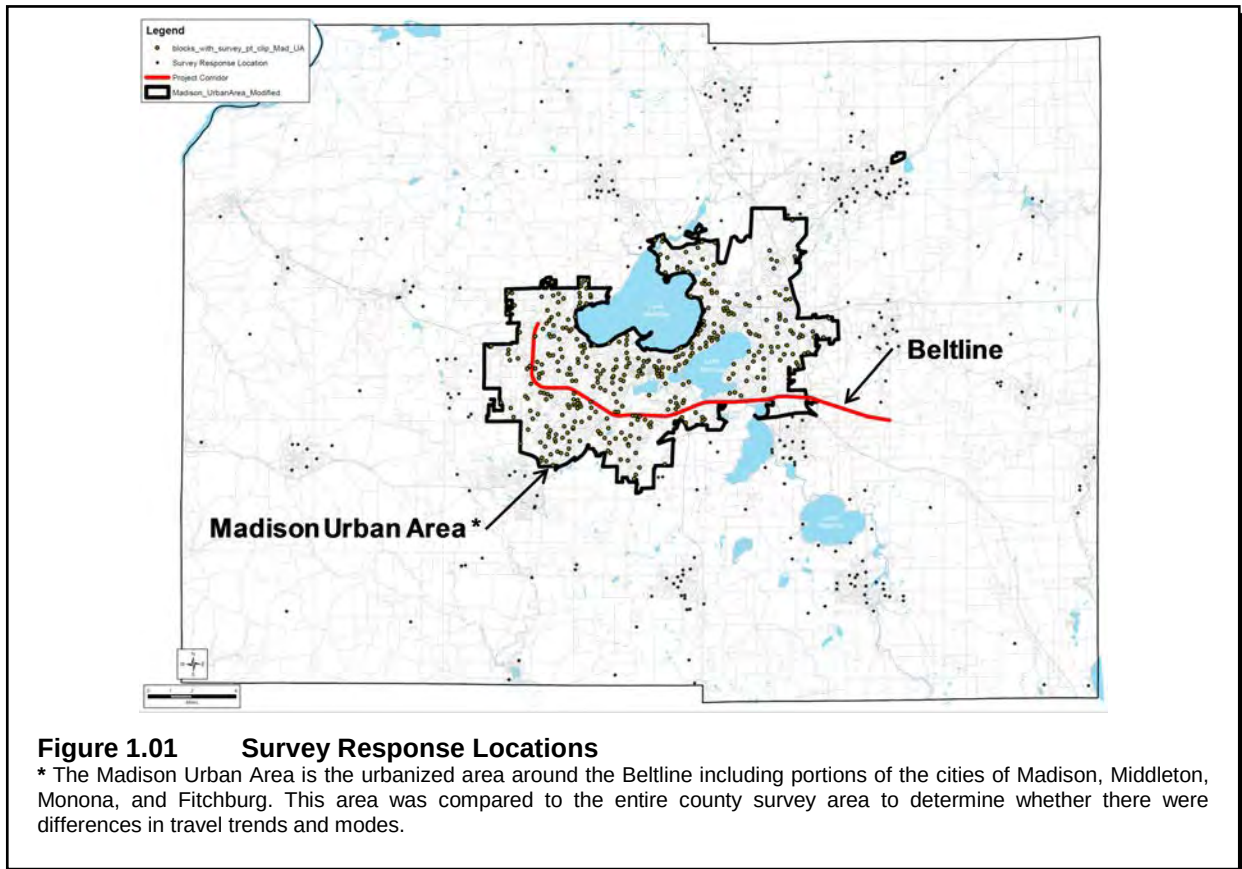
In the spring of 2014, the Wisconsin Department of Transportation (WisDOT) enlisted the services of the UW Survey Center (UWSC) to conduct a transportation survey of Dane County residents. The purpose of the survey was to examine how Dane County residents travel to regular destinations and perceive incentives and obstacles to transit and bike/pedestrian travel and the role of the Beltline on Dane County travel.

A. Survey Center

The UWSC is a department of the College of Letters and Science at the University of Wisconsin-Madison and serves the survey research needs of the UW faculty, staff, and administration; faculty at other universities; federal, state, and local governmental agencies; and not-for-profit organizations.

B. Sample Description

The Beltline survey was mailed to an address-based random, geographically representative sample of households in Dane County, Wisconsin. The mailing distribution for the survey was purchased by UWSC from Survey Sampling International. The sample was composed of 1,300 residential, mailable addresses in Dane County, Wisconsin; see Figure 1.01. Addresses designated seasonal or vacant were removed from consideration. Throwbacks, rural addresses that have a residential format, were not removed because they receive their mail at a post office box. The sample company also attempted to match names with the addresses selected for the sample to improve response rate and was successful for 88 percent of the households. This is better than the targeted 80 percent success rate typical in name matching.



C. Survey Procedures

The survey mailings included a standard 4-wave protocol. The wave protocol included the following:

- Wave 1-April 4, 2014 (1,300 mailings): Full mailing to 1,300 randomly selected United States Postal Service (USPS) addresses in Dane County, Wisconsin. The mailing included a cover letter, first class postage-paid return envelope, and the 8-page survey.
- Wave 2-April 8, 2014 (1,300 mailings): Postcard reminder.
- Wave 3-May 2, 2014 (865 mailings): Full mailing to those respondents who had not returned the survey 4 weeks after initial mailing. This included cover letter, first class postage-paid return envelope, and 8-page survey.
- Wave 4-May 30, 2014 (668 mailings): Full mailing to those respondents who had not returned the survey 4 weeks after second full mailing. This included cover letter, first class postage-paid return envelope, and an 8-page survey.

After the returned surveys were received, trained data entry operators entered the responses into a Computer-Assisted Survey Execution System (CASES) software programmed data entry instrument. CASES is a software package for collecting survey data based on structured questionnaires, using telephone or face-to-face interviewing, and web surveys, as well as self-administered procedures. A final data set was delivered on June 24, 2014, using Statistical Package for the Social Sciences (SPSS), a software package used for statistical analysis. This data set also included a set of descriptive statistics and an Excel file of any open-ended responses written on the survey by the respondent that were transcribed verbatim by a data operator. UWSC will archive and maintain the SPSS data set in its computer archives. A hard copy of the surveys will be archived for 7 years.

Initial surveys were received by the UWSC on April 14, 2014, and continued until June 18, 2014. Of the 641 completed surveys returned, 70 percent were returned following the first mailing and postcard, 22 percent were returned in response to the second mailing, and the other 8 percent were returned in response to the third survey mailing.

D. Response Rate

At the close of the data collection, 641 sample members had returned completed surveys, 60 were undeliverable by the USPS, and 6 refused to participate. The locations of the returned surveys are shown in Figure 1.01.

Number in Sample	Number of Completed Surveys	Number of Confirmed Ineligible	Number of Undeliverable Surveys	Response Rate
1,300	641	NA	60	51.7%

Table 1.01 Response Rate Summary

Several respondents removed the case identification number from their survey before returning it. This commonly happens and typically those responses are not included as completed surveys for the purpose of a response rate report. Since this survey used an address-based sample and specified that mail should not be forwarded by the USPS, the survey center was reasonably confident that respondents who returned the surveys have an address in Dane County, Wisconsin and included them in the response rate.

The response rate was calculated using the following formula:

$$\begin{aligned}\text{Response Rate} &= \frac{\text{Completed Questionnaires}}{(\text{Total N} - [\text{ineligible members} + \text{undeliverable surveys}])} \\ &= \frac{641}{1300-60} = 51.7\%\end{aligned}$$

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2.0 SURVEY QUESTIONS AND RESPONSES

The survey included 24 questions asking residents how they get to and from work, use of transit, use of bicycle/pedestrian facilities, and perception of Beltline congestion. The full survey is attached. Below is a summary of the questions and results.

Questions 1 and 2, Figure 2.01, focused on primary mode of transportation (car, bicycle, bus, or walking) and factors influencing choice of transportation. Figures 2.02 and 2.03 summarize the first two questions. Overall, 91 percent of all respondents use a car as their primary mode of transportation, compared to 85 percent in the Madison Urban Area. Overall, 92 percent of all respondents responded that convenience is the primary factor in selecting their mode of transportation. The percentage that uses bicycles and buses as their primary mode of transportation is consistent with other data from the City of Madison and the MPO on bus/bike usage in the City of Madison.

1. What is your primary mode of transportation for getting to and from work or to other activities you do regularly?

☐ Car
☐ Bicycle
☐ Bus
☐ Walk

2. Is each of the following a factor for your choice of transportation mode for getting to work or to other activities you do regularly?

	Yes	No
a. Do not own a car or bike	☐	☐
b. Cost/finances	☐	☐
c. Convenience	☐	☐
d. Lifestyle choice/exercise	☐	☐
e. Other reason. Please tell us:	☐	☐

Figure 2.01 Survey Questions 1 and 2

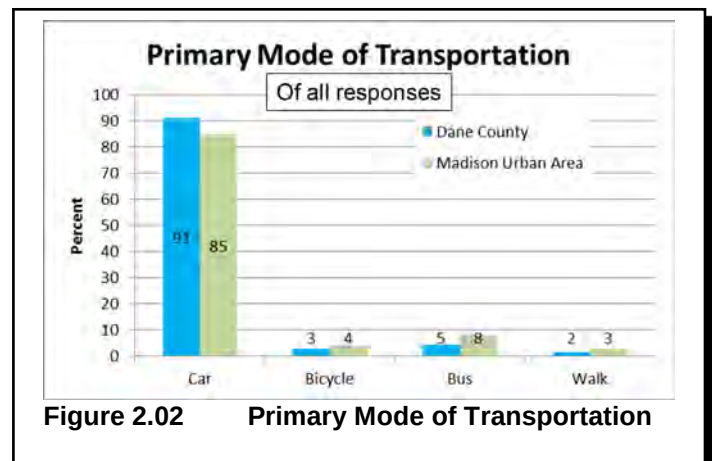


Figure 2.02 Primary Mode of Transportation

Question 3, Figure 2.04, asked how often those surveyed drive on the Beltline. From all those who responded, 62 percent use the Beltline several times a week or more.

Questions 4-9, Figure 2.05, asked respondents if they drive on the Beltline during the peak periods of 7-8:30 A.M. and 4-6 P.M. The survey results showed 66 percent of those surveyed drive the Beltline during the rush hours.

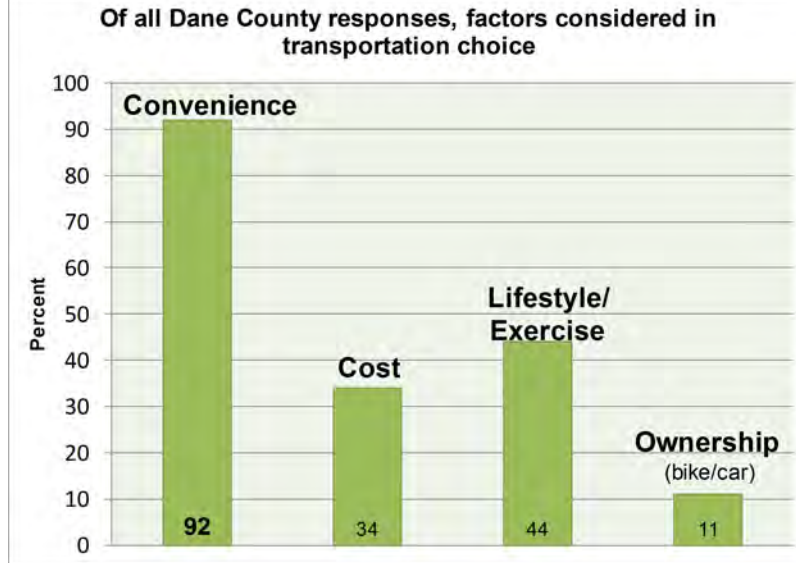


Figure 2.03 Factors in Transportation Choice

3. Which one of the following best describes how often you drive on the Beltline?

- ☐ Daily
- ☐ Several times a week
- ☐ 2 or 3 times a month
- ☐ Once a month or less

Figure 2.04 Survey Question 3

Of those who drive the Beltline during the rush hours, 47 percent of the trips are mostly or always commuting to work; see Figure 2.06.

About 60 percent total feel the Beltline is very or extremely congested during the morning and evening rush hours; see Figure 2.07.

Also, about 60 percent of respondents driving on the Beltline during rush hour feel that an acceptable level of traffic would be traffic that moves, but not always at the speed limit.

The figure displays a series of survey questions and their corresponding response options, arranged in a vertical flowchart format. Each question is contained within a rectangular box. Arrows indicate the flow from one question to the next, or to a specific page reference.

4. Do you ever drive the Beltline during the rush hours of 7:00-8:30am and 4:00-6:00pm?

- ☐ Yes
- ☐ No → Go to question 12 on page 4

5. For the next 7 questions please think about driving on the Beltline during the rush hours of 7:00-8:30 am and 4:00-6:00 pm, on a typical Monday-Thursday when there is no construction.

How many of your rush hour Beltline trips are to commute to and from work, versus other trips, such as visiting a friend or transporting family members, etc.?

- ☐ None
- ☐ A few
- ☐ Some
- ☐ Most
- ☐ All

6. How congested do you consider the Beltline to be during the morning and evening rush hours?

- ☐ Not at all congested
- ☐ A little congested
- ☐ Somewhat congested
- ☐ Very congested
- ☐ Extremely congested

7. Still thinking about the Beltline during the morning and evening rush hours, which one of the following levels of traffic on the Beltline is acceptable to you?

- ☐ Traffic moves at the speed limit
- ☐ Traffic moves, but not always at the speed limit
- ☐ Some stop-and-go traffic
- ☐ Mostly stop-and-go traffic

8. Do you ever use alternate routes to avoid Beltline congestion during rush hour?

- ☐ Yes
- ☐ No → Go to question 10 on the next page

9. Which alternate routes do you use to avoid Beltline congestion during rush hour?

[Text input field]

Figure 2.05 Survey Questions 4 - 9

Of those driving on Beltline during rush hour,
percentage of trips that involve commuting to
and from work

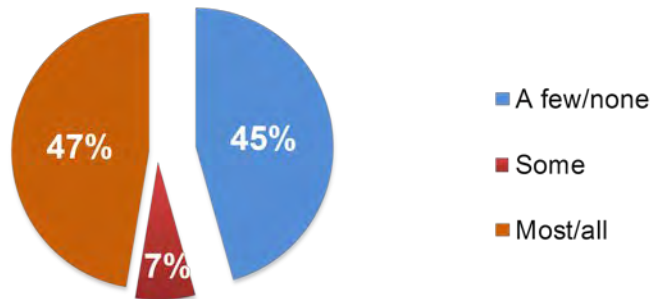


Figure 2.06 Percentage of trips during rush hour coming to/from work

Dane County Residents View of Rush Hour Congestion

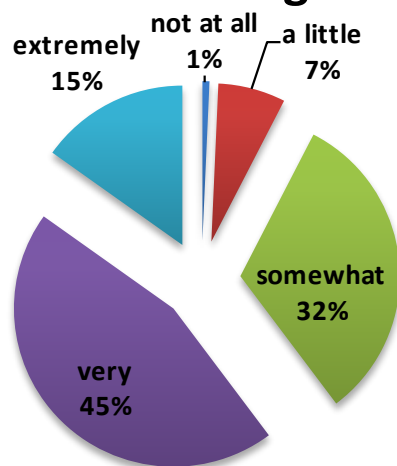


Figure 2.07 View of Congestion during Rush Hour

Wisconsin Department of Transportation
Beltline Planning and Environment Linkages

Section 2–Questions and Responses

Of those who drive the Beltline during rush hour, 69 percent sometimes use alternative routes. Table 2.01 lists the alternative routes being used by the survey respondents.

Alternative Route	Frequency Mentioned	Alternative Route	Frequency Mentioned
1 Through downtown	29	52 Hwy 78 to Mount Horeb; Hwy 18/151 to Verona; Hwy M to Oregon	1
2 Broadway	21	53 Hwy B to Hwy 14	1
3 University Avenue	17	54 Hwy B to Hwy MM to Hwy M to CTH PB to Hwy 151	1
4 Local Streets/City Routes	14	55 Hwy K and Hwy 113	1
5 CTH PD	29	56 I 90/94	1
6 Mineral Point Road	12	57 John Nolen Drive; University Avenue; Stoughton Road; East Washington Avenue; Broadway	1
7 Frontage Roads	11	58 Lacy Road to Fitchrona Road to HWY PD/McKee Road	1
8 CTH M (south)	13	59 Lacy Road to Rimrock Road	1
9 HWY M North of Lake Mendota to West side	9	60 Lacy Road; CTH M; Gammon Road; etc	1
10 Depends on destination and congestion	8	61 Lacy Road	2
11 Seminole Highway	7	62 local roads between Monona and Madison	1
12 Gammon Road	5	63 Mineral Point Road west to Pine Bluff Road	1
13 Odana Road	5	64 Mineral Point Road to Speedway to Regent Street to Proudfit Street to North Shore Drive	1
14 Back roads	4	65 Moorland Road	1
15 East Washington Avenue	4	66 North of the Lake HWY V; CTH HWY M	1
16 Midvale Boulevard	4	67 Northern routes	1
17 Seminole Highway or Fish Hatchery Road	4	68 Odana Road	1
18 Highway 14	7	69 Old Sauk Road	1
19 HWY 19 to HWY 12	3	70 Other Beltline routes; Monona Drive; Broadway; South Towne; John Nolen Drive	1
20 Monona Drive to Broadway	3	71 Packer's Avenue to 113 to Hwy M to get to Middleton	1
21 Stoughton Road	3	72 Park Street	1
22 CTH B to CTH M/Lacy Road to CTH PD to Verona Road to Beltline	2	73 Parmenter Street to Greenbriar Road	1
23 East Washington Avenue	2	74 Pleasant View Road	1
24 Femrite Drive and East Broadway	2	75 Raymond Road to McKee/CTH PD	1
25 High Point Road, Gammon Road, Hwy M/Junction Road	2	76 Rimrock-McCoy Rd-S. Syene Rd-Lacy Rd.	1
26 Hwy BB to Hwy 51	2	77 Seminole Highway	1
27 John Nolen Drive, then through the city	2	78 Seminole Highway; Whitney Way; Fish Hatchery Road to Post Road East	1
28 Monroe Street	2	79 Stoughton Road south through McFarland, east to HWY 12 to CTH AB and south around McFarland	1
29 Northport Drive to HWY 30 to connect to interstate.	2	80 Take Badger Road from Rimrock Road to Fish Hatchery Road	1
30 Regent Street - Speedway - Mineral Point Road	2	81 take the bus	1
31 South Towne	2	82 The Interstate to Stoughton Road, local roads west.	1
32 Whitney Way	2	83 through town or HWY 51 to HWY 113 to CTH M	1
33 Beltline to HWY 14 to Oregon to 135 into Stoughton	1	84 Through town to get to East Towne	1
34 Bike routes	1	85 through town US 151 (East Washington Avenue); Monroe Street - Regent Street- Mineral Point Road	1
35 CTH B to MM going west	1	86 Through Verona	1
36 CTH M to Segoe Road to Midvale Boulevard to Verona Road	1	87 Todd Drive	1
37 CTH M; Pleasant View Road Between Verona and Middleton	1	88 Try not to travel the Beltline during the rush hour.	1
38 CTH PD to CTH M	2	89 University Avenue to Allen Boulevard; Allen Boulevard to Century Avenue; Century Avenue to Waunakee/STH 19; STH 19 to I 90/94	1
39 From American Family Headquarters (East Side) County M; County K; County Q	1	90 University Avenue to Whitney Way (or Schroeder Road; etc.) and reverse it University Avenue to Gammon Road/Park Street to Watts Road (etc)	1
40 Greenway Boulevard/ Airport Road	1	91 University Avenue to Whitney Way to Raymond Road	1
41 Highway 14; Rimrock Road; Fish Hatchery Road	1	92 University Avenue to Johnson Street to East Washington Avenue	1
42 Highway 51 to East Washington Avenue to Rimrock Road; Beltline to Nob Hill Road to Rimrock Road; Beltline to W Broadway to Industrial Drive/Nob Hill Road to Rimrock Road	1	93 University Avenue; Johnson Street; Gorham Street; Willy Street; East/West Washington Avenue	1
43 Hwy 113 and Hwy M from Middleton to east Madison	1	94 University Avenue - Johnson Street - First Street - East Washington Avenue - Park Street - West Washington Avenue to Johnson Street - First Street - East Washington Avenue - Belleville to CTH MM - Oregon to HWY 14 - Beltline to West interstate to 151 N. University to 113 River Road to Hwy 19	1
44 HWY 12 to HWY 19 through Waunakee to Sun Prairie.	1	95 US 151, Hwy 19 or HWY 30	1
45 Hwy 14 - MM to Hwy B to 51 to Stoughton	1	96 Verona Road to CTH PD to CTH M	1
46 HWY 14 to CTH M	1	97 Verona Road to CTH PD to Fish Hatchery to CTH MM	1
47 HWY 19 or CTH K	1	98 Verona Road to CTH PD to Seminole Highway to Monroe Street to Regent Street to West Washington Avenue or Verona Road to CTH PD to Fish Hatchery Road to West Washington Avenue	1
48 Hwy 30	1	99 Verona Road to Old Sauk Road	1
49 Hwy 30 to Stoughton Road	1	100 Watts Road to Junction Road to Old Sauk Road	1
50 Hwy 51 to East Washington Avenue	1	101 Whalen Road to Fish Hatchery Road	1
51 Hwy 51 to Stoughton to Hwy 138 to Oregon	1	102 Willy Street (from downtown or University campus area) to Atwood Avenue to go around Lake Monona	1

Table 2.01 Alternative Routes Used During the Rush Hours

Please use the map below as a reference for questions 10 and 11.



Figure 2.08 Map of Beltline Sections for Questions 9 and 10

10. Still thinking about the Beltline during the morning and evening rush hours, how often are the following areas of the Eastbound Beltline currently experiencing levels of traffic that are unacceptable to you? If you do not drive an area of the Eastbound Beltline, please choose “not applicable”.

	Never	Rarely	Sometimes	Often	Always	Not applicable
a. Section 1 between US 14/University Avenue and Verona Road	☐	☐	☐	☐	☐	☐
b. Section 2 between Verona Road and Park Street	☐	☐	☐	☐	☐	☐
c. Section 3 between Park Street and Interstate 39/90	☐	☐	☐	☐	☐	☐
d. Section 4 between Interstate 39/90 and County N	☐	☐	☐	☐	☐	☐

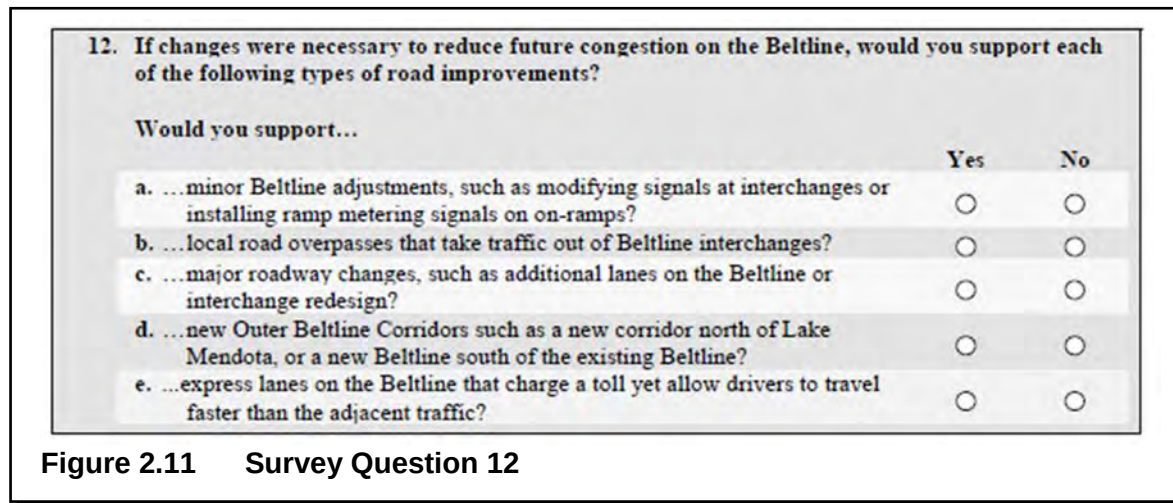
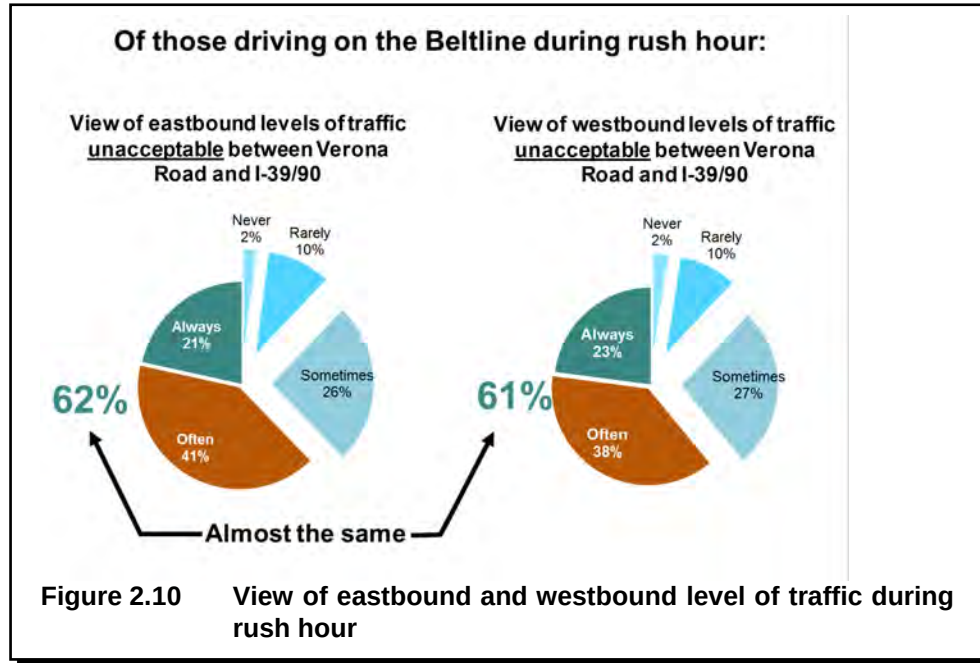
11. Still thinking about the Beltline during the morning and evening rush hours, how often are the following areas of the Westbound Beltline currently experiencing levels of traffic that are unacceptable to you? If you do not drive an area of the Westbound Beltline, please choose “not applicable”.

	Never	Rarely	Sometimes	Often	Always	Not applicable
a. Section 4 between County N and Interstate 39/90	☐	☐	☐	☐	☐	☐
b. Section 3 between Interstate 39/90 and Park Street	☐	☐	☐	☐	☐	☐
c. Section 2 between Park Street and Verona Road	☐	☐	☐	☐	☐	☐
d. Section 1 between Verona Road and US 14/University Avenue	☐	☐	☐	☐	☐	☐

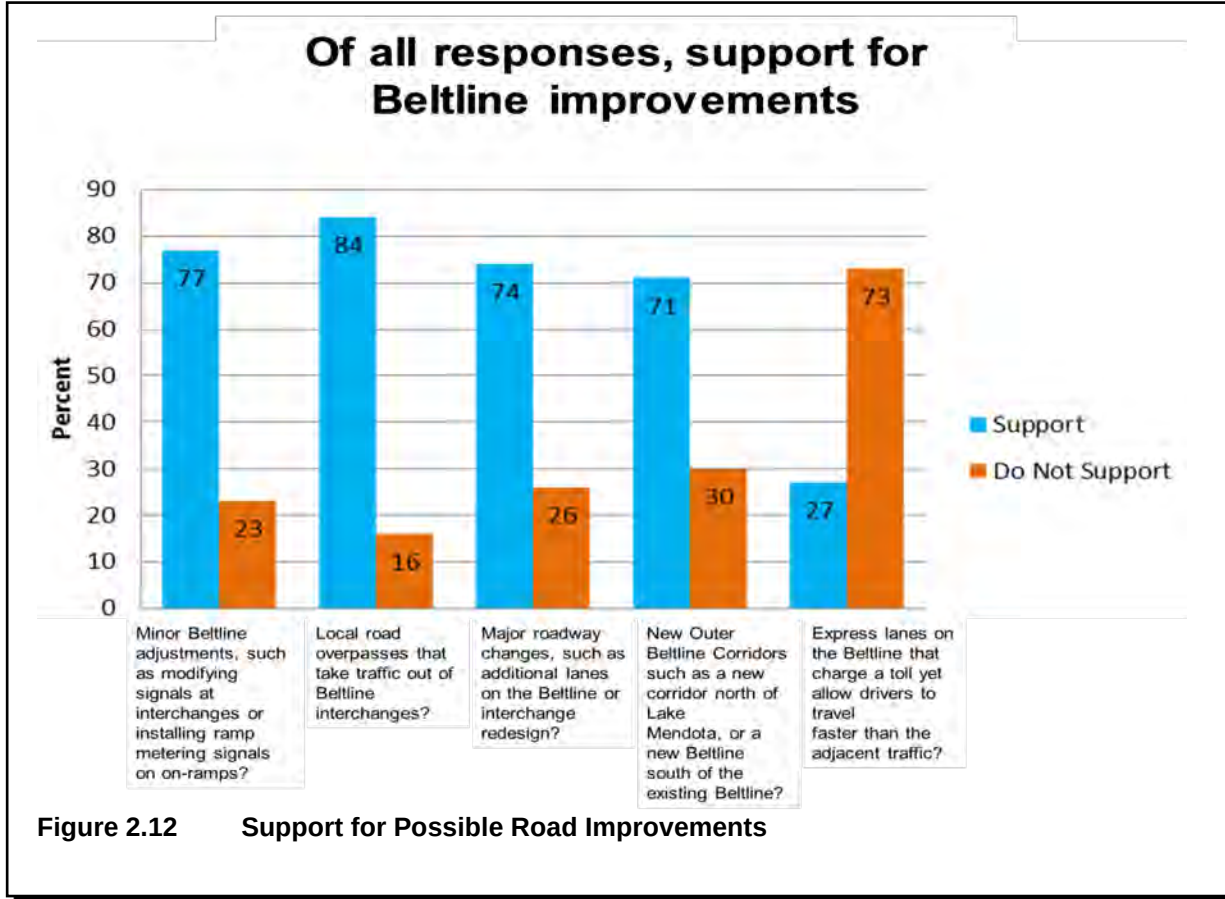
Figure 2.09 Survey Questions 10 and 11

Questions 10 and 11, Figure 2.09, used the map shown in Figure 2.08 to ask whether the current levels of traffic are unacceptable for sections 1, 2, 3, 4, both eastbound and westbound traffic, during the morning and evening rush hour. About 60 percent of the respondents felt both the east and westbound

Beltline always or often has levels of traffic that are unacceptable. See Figures 2.10 for the results of questions 10 and 11 for Beltline map sections 2-3.



Question 12, see Figures 2.11 and 2.12, asked what type of road improvements respondents would be willing to support to reduce future congestion on the Beltline. Overall, the respondents were in support of all road improvements except express lanes with tolls.



Questions 13-16, Figure 2.13, focused on alternative modes of transportation, specifically bus use.

Of those who responded to the survey, 53 percent do have scheduled bus service available where they live or work. Of the 53 percent, 23 percent (12 percent of total respondents) use the bus to get to work or other regularly scheduled activities. Of the 23 percent who use the bus, 32 percent use the bus daily while 27 percent use the bus once a month or less during good weather. Rainy

13. Is scheduled bus service available where you live or work?

☐ Yes

☐ No → Go to question 17 on the next page

14. Do you ever use buses to get to your place of work or to other activities you do regularly?

☐ Yes

☐ No → Go to question 17 on the next page

15. In good weather, how often do you use scheduled bus service to get to your place of work or to other activities you do regularly?

☐ Daily

☐ Several times a week

☐ 2 or 3 times a month

☐ Once a month or less

16. In rainy or wintery weather, how often do you use scheduled bus service to get to your place of work or to other activities you do regularly?

☐ Daily

☐ Several times a week

☐ 2 or 3 times a month

☐ Once a month or less

Figure 2.13 Survey Questions 13-16

or wintery weather tends to increase transit usage. See Figure 2.14 for a summary of bus use in relation to weather conditions.

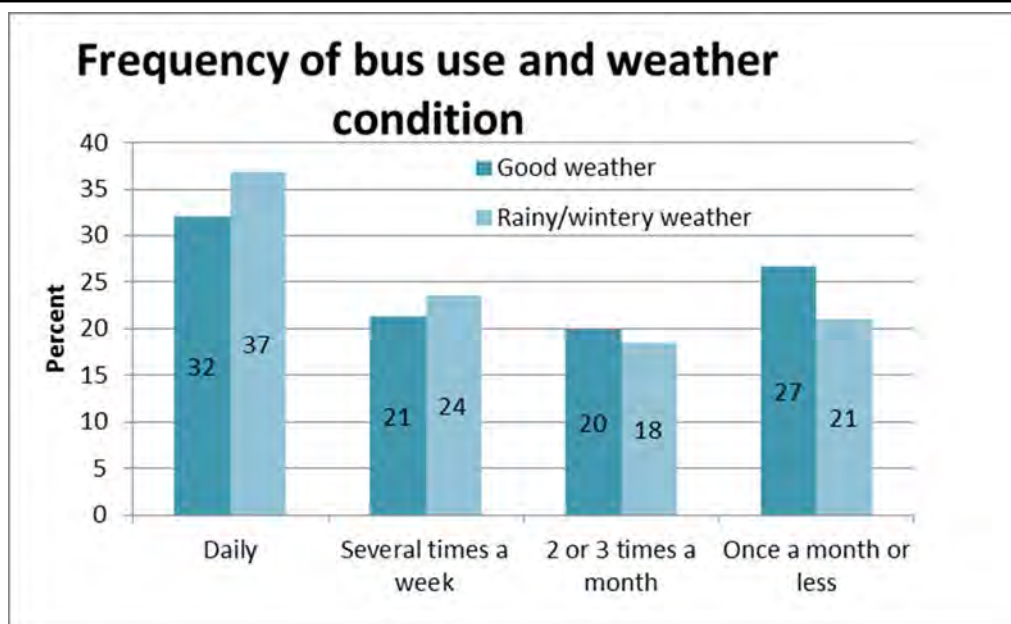


Figure 2.14 Bus use in relation to weather conditions

17. How much does each of the following factors prevent you or discourage you from using buses to get to work or to other activities you do regularly?

	Not at all	A Little	Some	Quite a Bit	A Great Deal
a. Number of bus routes in your neighborhood	☐	☐	☐	☐	☐
b. Number of bus routes near your place of work or other destination	☐	☐	☐	☐	☐
c. Frequency of bus service	☐	☐	☐	☐	☐
d. Length of ride using buses	☐	☐	☐	☐	☐
e. Cost of riding the bus	☐	☐	☐	☐	☐
f. Needing your motor vehicle for your work or other activity	☐	☐	☐	☐	☐
g. Preference to use a motor vehicle for flexibility	☐	☐	☐	☐	☐
h. Bad weather	☐	☐	☐	☐	☐

Figure 2.15 Survey Question 17

Question 17, Figure 2.15, asks what factors prevent or discourage respondents from using buses. Of all responses, needing a motor vehicle for work or other activity and the flexibility of a motor vehicle were the main reasons why those surveyed do not use transit as their main source of transportation. See Figure 2.16 for a summary of factors that discourage transit use as main source of transportation.

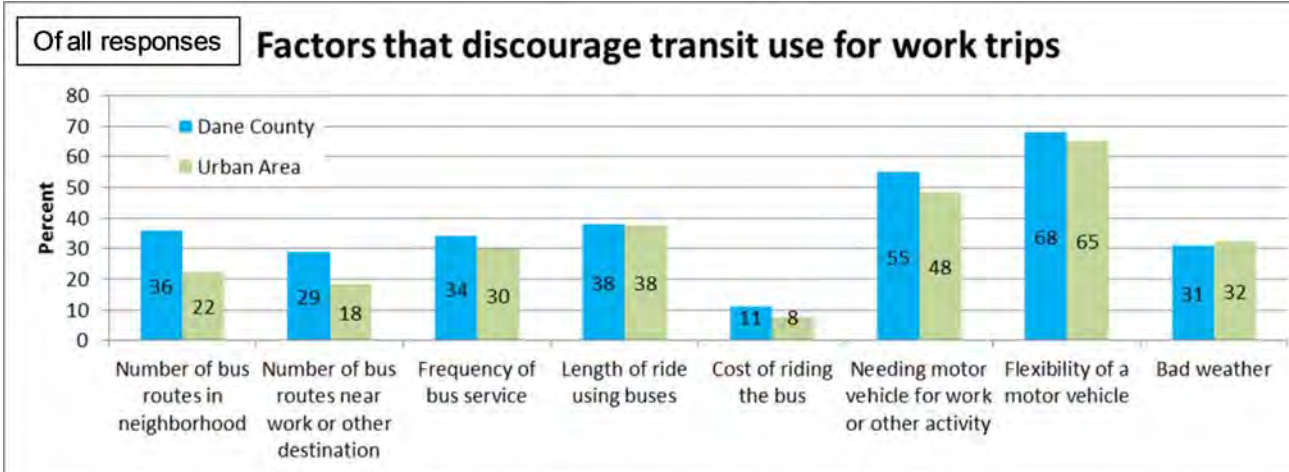


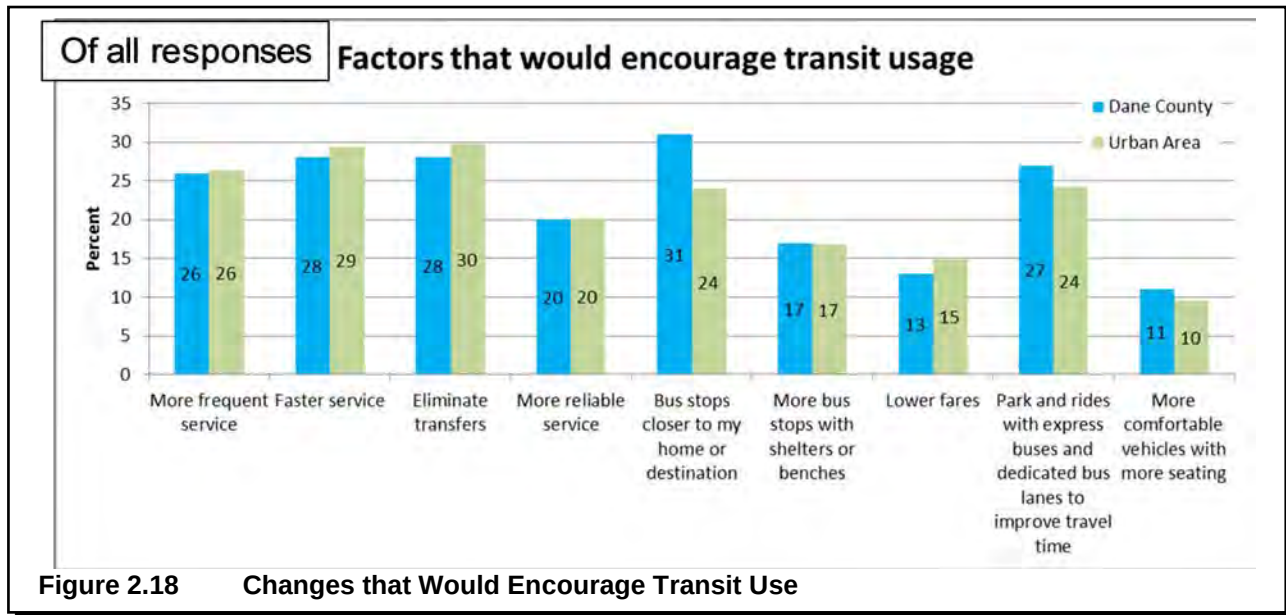
Figure 2.16 Factors that discourage transit use

18. How much would each of the following changes encourage you to use the bus to get to work or other activities you do regularly?

	Not at all	A Little	Some	Quite a Bit	A Great Deal
a. More frequent service	☐	☐	☐	☐	☐
b. Faster service	☐	☐	☐	☐	☐
c. Eliminate transfers	☐	☐	☐	☐	☐
d. More reliable service	☐	☐	☐	☐	☐
e. Bus stops closer to my home or destination	☐	☐	☐	☐	☐
f. More bus stops with shelters or benches	☐	☐	☐	☐	☐
g. Lower fares	☐	☐	☐	☐	☐
h. Park and rides with express buses and dedicated bus lanes to improve travel time	☐	☐	☐	☐	☐
i. More comfortable vehicles with more seating	☐	☐	☐	☐	☐

Figure 2.17 Survey Question 18

Question 18, Figure 2.17, asked what changes would encourage transit use. The results showed few factors would make a large impact on transit usage. A bus stop closer to home/destination was the most influential factor. See Figure 2.18 for a summary of changes that would encourage transit use.



Questions 19-22, Figure 2.19, focused on biking or walking. The survey results showed that of all respondents, 72 percent do not bike or walk from home to get to places of work or other activity. Of those who bike or walk to work or other activities, rainy/wintery weather tends to decrease biking and walking. These respondents may be shifting to transit during rainy/wintery weather (see Question 16). In good weather, 19 percent bike/walk daily and almost 40 percent bike/walk several times a week. See Figure 2.20 for a summary.

19. Do you ever bike or walk from home to get to your place of work or to other activities you do regularly?

☐ Yes

☐ No → Go to question 23 on the next page

20. How many of your daily trips do you bike or walk for?

☐ None

☐ A few

☐ Some

☐ Most

☐ All

21. In good weather, how often do you bike or walk from home to get to your place of work or to other activities you do regularly?

☐ Daily

☐ Several times a week

☐ 2 or 3 times a month

☐ Once a month or less

22. In rainy or wintery weather, how often do you bike or walk from home to get to your place of work or to other activities you do regularly?

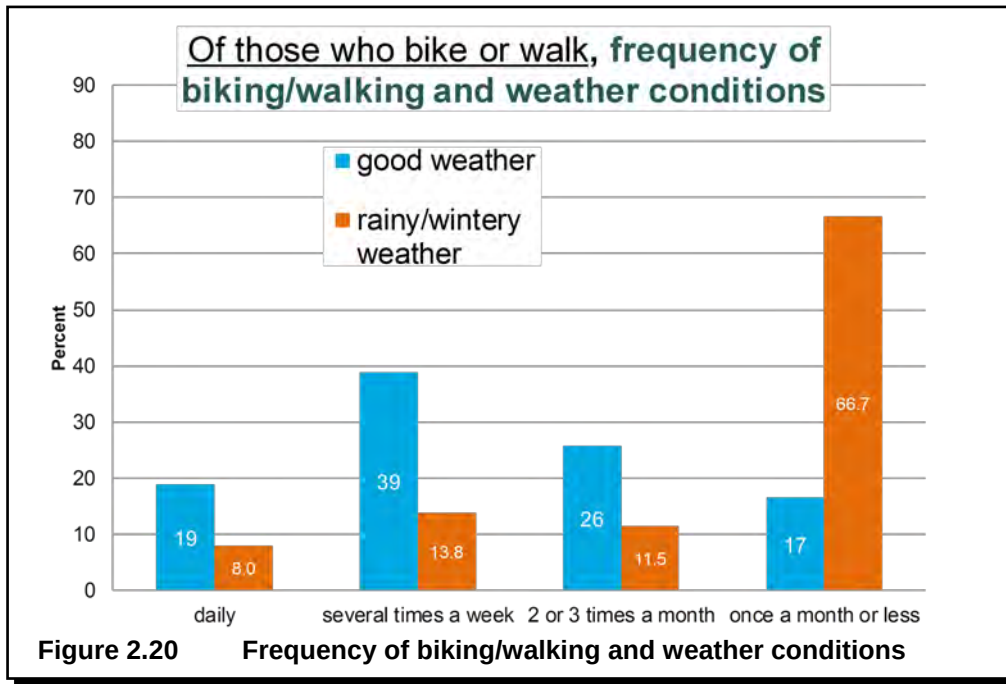
☐ Daily

☐ Several times a week

☐ 2 or 3 times a month

☐ Once a month or less

Figure 2.19 Survey Questions 19-22



23. How much does each of the following factors prevent you or discourage you from biking or walking to work or to other activities you do regularly?

	Not at all	A Little	Some	Quite a Bit	A Great Deal
a. Distance - it would take too long	☐	☐	☐	☐	☐
b. Bad weather	☐	☐	☐	☐	☐
c. Number of bike paths/lanes from my house to work or other destination	☐	☐	☐	☐	☐
d. Health concerns	☐	☐	☐	☐	☐
e. Safety concerns	☐	☐	☐	☐	☐
f. Needing your motor vehicle for your work or other activity	☐	☐	☐	☐	☐
g. Preference to use a motor vehicle for flexibility	☐	☐	☐	☐	☐

Figure 2.21 Survey Question 23

Question 23, Figure 2.21, asked whether the following factors prevent or discourage the respondents from biking or walking to work or to other activities they do regularly.

There are many factors that discourage or prevent people from biking or walking to work or to other activities. Of all responses, the main reason not to walk or bike is due to distance/time it takes to reach their destination. Bad weather, flexibility of a car, and needing a vehicle for work were also factors. See Figure 2.22 for the complete survey results.

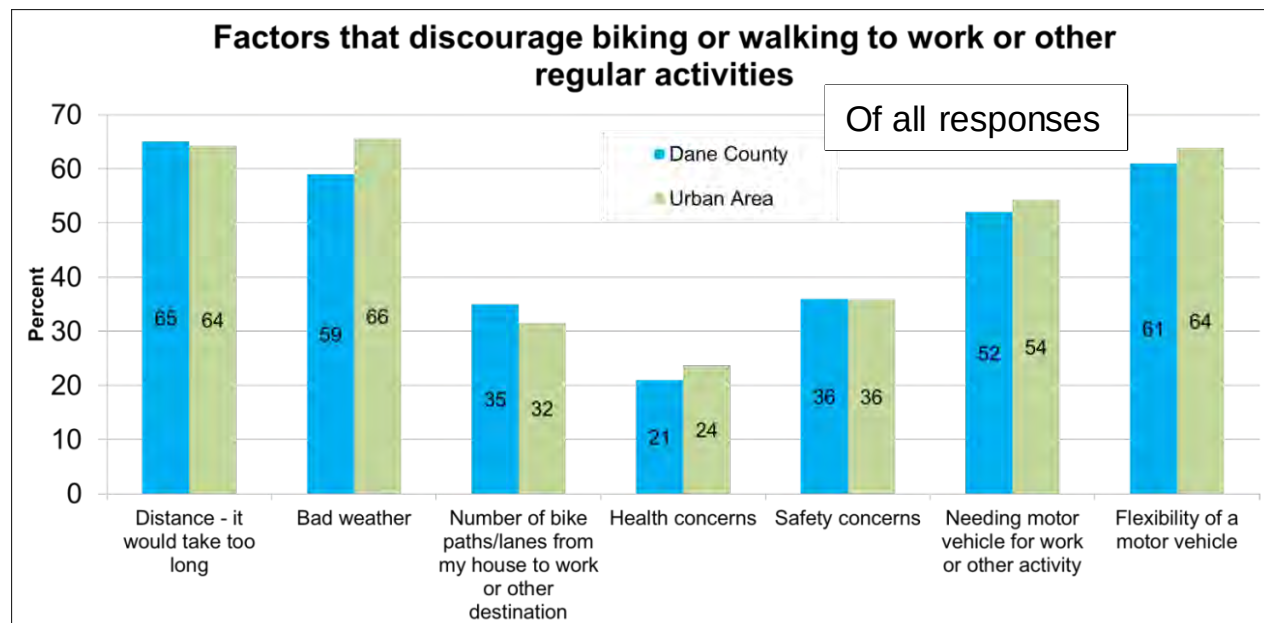


Figure 2.22 Factors that prevent people from walking/biking

24. How much would you support additional funding for each of the following transportation alternatives to driving on the Beltline?
How much would you support...

	Not at all	A Little	Some	Quite a Bit	A Great Deal
a. ...increased frequency of Metro's bus service to your home and place of work?	☐	☐	☐	☐	☐
b. ...extended bus service to areas and communities that currently do not have it?	☐	☐	☐	☐	☐
c. ...bus rapid transit service, with extra fast service and dedicated bus-ways?	☐	☐	☐	☐	☐
d. ...park and ride lots, with bike path connections and bus service?	☐	☐	☐	☐	☐
e. ...more sidewalks, bike paths, pedestrian/bicycle overpasses, etc.?	☐	☐	☐	☐	☐

Figure 2.23 Survey Question 24

Question 24, Figure 2.23, of the survey asked how much of those surveyed would they support additional funding for transportation alternatives to driving on the Beltline.

As shown in Figure 2.24, support for funding alternative modes of transportation ranked from 24 to 37 percent, depending on the measure, in Dane County. Support varied from 29 to 45 percent, depending on the measure, in the urban area.

3.0 ADDITIONAL COMMENTS

The last survey question, **Question 25**, asked respondents to provide any additional comments or problems related to travel on the Beltline and things that could be done to possibly improve conditions.

The comment that received the highest number of occurrences was that there are too many vehicles speeding on the Beltline and enforcement is needed. Also, there were a large number of comments supporting a North Mendota Parkway/North Beltline, additional lanes on the Beltline and support for a South Reliever/South Beltline. The comments received are summarized in the table below.

	Comment	Number of Occurrences
1	Too many vehicles speeding on the Beltline. Need speeding enforcement on the Beltline	25
2	Support a North Mendota Parkway/Beltline	17
3	Retired and do not use or avoid the Beltline	16
4	Support increasing the number of lanes on the Beltline to 2 or 3 in both directions.	15
5	Support a South Reliever/Beltline	11
6	Use alternative routes/avoid during rush hour	9
7	Support a fast moving passenger railway system (high speed rail)	8
8	Do not use the Beltline/avoid the Beltline during rush hour	7
9	Merging/weaving creates congestion and accidents	7
10	Do not feel safe biking on the current facilities	6
11	Support express toll lanes	6
12	Support trains with park and ride access in outlying communities	6
13	Bicycles/walking and transit will not solve any problems.	5
14	Do not support adding multilane roadways	5
15	Moved to avoid the Beltline	5
16	Support additional/direct bike lanes	5
17	Distracted drivers on the Beltline cause accidents	4
18	Do not feel safe taking the Bus	4
19	Support alternative routes and modes of transportation (overpasses, etc.)	4
20	Decrease the speed limit on the Beltline and enforce it	3
21	Do not support express lanes that charge a toll or tolls	3
22	Do not use the Beltline because it is not reliable	3
23	Happy with the current condition of the Beltline	3
24	Increase the speed on the Beltline to 60 or 65 mph	3
25	Like the flexibility of a car or need a car for work	3
26	Support a bus service at the Woodland/CTH M intersection from Waunakee into Middleton or East Madison.	3
27	Support an alternative Beltline route	3
28	Support frequent/reliable bus service	3
29	Support park and rides	3
30	Traffic is not that bad on the Beltline, residents are being unrealistic	3
31	Traveling on the Beltline is not safe	3
32	Add more signs to warn of upcoming exits	2

Wisconsin Department of Transportation
Beltline Planning and Environment Linkages

Section 3–Additional Comments

	Comment	Number of Occurrences
33	Beltline pavement needs to be improved	2
34	Consider a Metro/Subway route along the Beltline between Middleton to the Airport.	2
35	Divert truck traffic to use alternative routes rather than the Beltline	2
36	Do not drive	2
37	Do not support a North Mendota Parkway/Beltline	2
38	Do not use the Beltline; live in a community outside of Madison.	2
39	Exits are dangerous and too closely spaced together	2
40	Feel unsafe driving on the Beltline during bad weather	2
41	No bus service in Stoughton	2
42	Provide incentives for people to bike/take the bus to work	2
43	Suggests an ad campaign promoting not rubber-necking	2
44	Support adjusted work hours to reduce rush hour traffic on the Beltline	2
45	Support bus transportation	2
46	Support faster, more frequent metro options with more connections.	2
47	Support HOV lanes	2
48	Support light rail	2
49	Support more frequent Bus service from Verona to Downtown Madison	2
50	Support transit service in Sun Prairie	2
51	Supports bus service to outlying areas	2
52	The bus service in Madison is excellent	2
53	Too many accidents on the Beltline	2
54	Too many on and off ramps, use frontage roads to reduce the congestion	2
55	Too many people live out of town and commute in for work	2
56	Would support an improved, easy to read bus schedule	2
57	Add bridges to HWY 51 over Pflaum and Buckeye Roads. People may use HWY 51 as an alternative route	1
58	Better, faster public transportation is needed	1
59	Bike path through Chalet Gardens is dangerous at times. Support security cameras in this area.	1
60	Bikes should use sidewalks, not streets	1
61	Bus service is not available at home	1
62	Bus service takes too long	1
63	Close the Rimrock Road exit	1
64	Connect HWY 12 and I (90/94/39) north of Madison with a highway comparable to an interstate or at least like Hwy 12.	1
65	Coordinate all traffic lights within 1 mile of the Beltline	1
66	Costs of improvements should be shared by the entire county since congestion may be due to those living outside of Madison, but working or shopping in Madison.	1
67	Create a 2-lane frontage road both eastbound and westbound that has access on and off the Beltline.	1
68	Dane County is not very accommodating for alternative modes of transportation (walk/bike) into the City of Madison from nearby communities.	1

Wisconsin Department of Transportation
Beltline Planning and Environment Linkages

Section 3–Additional Comments

	Comment	Number of Occurrences
69	Develop more biking/walking friendly paths, such as pedestrian bridges over the Beltline.	1
70	Do not allow uninsured drivers to drive	1
71	Do not feel safe driving the Beltline	1
72	Do not like the combined on/off ramps on the Beltline	1
73	Do not support a Beltline expansion	1
74	Do not support more bike paths	1
75	Do not support more lanes on the Beltline	1
76	Do not support park and rides	1
77	Do not support roundabouts	1
78	Do not use a bike or bus	1
79	Do not use public transportation because it is not safe	1
80	Do not walk/bike due to weather or time concerns	1
81	Drive to a bus transfer station to take the bus to work	1
82	Even though there are bus stops near work/home, the trip time would take over an hour	1
83	Fix potholes on both east and westbound between Verona Road and Whitney Way	1
84	Improve alternative routes	1
85	Improve Beltline interchanges	1
86	Improve lighting on local roadways	1
87	Improve the condition of Stoughton Road	1
88	Include ramp metering from Stoughton Road to the Beltline	1
89	Keep roads in good repair and mark lanes clearly	1
90	Lengthy commute makes it difficult to use an alternative mode of transportation to work	1
91	Local roads are in bad shape and are in need of repair	1
92	Make Verona Rd Interstate equivalent and also make Hwy 14 west of Beltline.	1
93	Meter ramps at Whitney Way cause congestion	1
94	Modify/improve HWY 51/Monona Drive exits	1
95	Need a separate east/west travel system	1
96	On-ramp metering does not work	1
97	Overpass over the Beltline North/South for buses to serve the suburbs	1
98	Prefer to take the bus because of the unsafe drivers on the Beltline	1
99	prioritize improvements towards car traffic since bicycles do not pay a fee for paths	1
100	Providing rewards to alternative solutions would be less costly than building another road	1
101	Semi trucks should not travel in the fast lane	1
102	Send multiple surveys to each home to meet different transportation needs of those in the home	1
103	Some traffic exits at HWY 51 just to get back on the Beltline causing additional congestion/back up on the ramps	1
104	Study other larger cities out of Wisconsin to evaluation how traffic is handled, ie Alternative routes	1

Wisconsin Department of Transportation
Beltline Planning and Environment Linkages

Section 3–Additional Comments

	Comment	Number of Occurrences
105	Support a bike lane or path from Cottage Grove to Madison	1
106	Support a bike-only separated 'bike-highway' along the Beltline	1
107	Support a bus service from Middleton to the Airport/MATC area	1
108	Support a crossing from Odana to Watts Road, north of Rayovac	1
109	Support a dedicated bike path from West Madison to Epic	1
110	Support a regional train network	1
111	Support alternative solutions such as rideshares and bus routes with connecting route	1
112	Support Bike Paths from HWY N into the City.	1
113	Support bus passes	1
114	Support Bus service from Deerfield	1
115	Support bus shelters	1
116	Support car pool lanes	1
117	Support fewer cars on the roadways	1
118	Support lane changes during rush hour	1
119	Support less traffic on the Beltline in the morning and evening rush hours	1
120	Support more public transportation funding	1
121	Support prompt snow removal and ice control in winters	1
122	Support roundabouts	1
123	Support smart cars	1
124	Support traffic message boards	1
125	Supports more rapid response vehicles with towing equipment to remove accidents from the Beltline quickly	1
126	Supports more sound barriers, especially near the Arboretum.	1
127	Survey seemed focused on buses and bikes	1
128	Teach people how to navigate traveling by bus.	1
129	The Beltline does not have enough capacity during rush hour	1
130	The Beltline traveling west is extremely congested during the morning rush hour starting at the interstate	1
131	The Old Sauk Road ramp looks like an exit at Mineral Point road, which is confusing	1
132	The westbound Beltline is more congested in the morning and the eastbound Beltline is more congested in the evening	1
133	There is constant construction on the Beltline	1
134	Think ahead to the future needs	1
135	Too many people use the left lane as a travel lane instead of a passing lane	1
136	Turn the Beltline into a park	1

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Boys & Girls Club Gym**DATE and TIME:** 11/02/2015 at 5:30-8:00 P.M.**SUBJECT:** PIM Series 3 – Location 1

TEAM MEMBER	COMPANY NAME	ATTENDED
Brandon Lamers	WisDOT	X
Michael Hoelker	WisDOT	X
Robert Knorr	WisDOT	X
Larry Barta	WisDOT	X
Cole Buergi	L&F	X
Carolyn Amegashie	WisDOT	X
Joe Conduah	WisDOT	X
Tom Lynch	Strand	X
Andres Gomez-Gonzalez	Strand	X
Ashley Robertson	Vandewalle	X
Colleen Hoesly	WisDOT	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		18 people signed in (team members not included). Most indicated they were notified of the meeting by: • TV/Radio (3) • Newspaper (2) • Project website (1) • Facebook (1) • WisDOT email notification (5) • Library Advertisement A reporter from NBC 15, Amy Pflugshaupt, interviewed Larry Barta prior to the presentation.			
2.0		English and Spanish exhibits were in the room for the public to view. A Spanish translator was also available.			
2.01		Team staff were on hand to answer questions the public had while viewing the exhibits.			
3.0		One 30 minute presentations was given by Larry Barta (WisDOT) and Rob Knorr (WisDOT) at 6 P.M.			
3.01		Comment sheets and a handout were available. The comment sheet summary includes a summary of written comments submitted. Questions at the presentation included the following: ▪ There was a question pertaining to Verona Road/complete streets and how it would be implemented on the Beltline study. ▪ If a strategy/alternative does not pull traffic from the Beltline, it is eliminated? If a strategy/alternative pulls traffic from the Beltline is moves forward? ▪ How is congestion reduction factored (pertaining to bike-ped / transit / connections)?			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Boys & Girls Club Gym**DATE and TIME:** 11/02/2015 at 5:30-8:00 P.M.**SUBJECT:** PIM Series 3 – Location 1

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		▪ If traffic enters and exits within 4 interchanges or less, wouldn't HOV lanes introduce more crashes? ▪ Congestion due to geometry? ▪ Is/why not cost looked at now?			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local libraries and EJ areas), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site, Bus Ad on 150 Madison Metro buses, and a newspaper Ad in Madison's Capital City Hues newspaper.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 11-20-2015

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Boys & Girls Club Gym**DATE and TIME:** 11/03/2015 at 7-9 A.M.**SUBJECT:** PIM Series 3 – Location 2

TEAM MEMBER	COMPANY NAME	ATTENDED
Brandon Lamers	WisDOT	X
Michael Hoelker	WisDOT	X
Robert Knorr	WisDOT	X
Larry Barta	WisDOT	X
Cole Buergi	L&F	X
Carolyn Amegashie	WisDOT	X
Joe Conduah	WisDOT	X
Stephanie Thomsen	Strand	X
Eric Hanson	Strand	X
Franco Marcos	WisDOT	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		7 people signed in (team members not included). Most indicated they were notified of the meeting by: • WisDOT email notification (4) • Newspaper ad (1) • Neighbor (1)			
2.0		English and Spanish exhibits were in the room for the public to view. A Spanish translator was also available.			
2.01		Team staff were on hand to answer questions the public had while viewing the exhibits. One-on-one questions/comments included the following: ▪ One PAC member commented that she thought that the study was going well and the PAC was well informed.			
3.0		One 30 minute presentations was given by Larry Barta (WisDOT) and Rob Knorr (WisDOT) at 7:30 A.M.			
3.01		Comment sheets and a handout were available. The comment sheet summary includes a summary of written comments submitted. Questions at the presentation included the following: • How does transit priority work? • Are <u>specific</u> sites for Park and Ride strategies/alternatives identified now? • Are we using FHWA guidelines for forecasting? • The current Beltline corridor has constraints to future widening, so what changes could really happen beyond one more lane (in each direction)? Concerned with impacts of additional lanes.			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Boys & Girls Club Gym**DATE and TIME:** 11/03/2015 at 7-9 A.M.**SUBJECT:** PIM Series 3 – Location 2

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		- Do you look the elevation of additional crossings (over/under and “touchdown” points within residential/business areas adjacent to Beltline)? - Follow-up Statement: Additional crossings could provide a better grid system.			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local libraries and EJ areas), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site, Bus Ad on 150 Madison Metro buses, and a newspaper Ad in Madison's Capital City Hues newspaper.			

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Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 11-20-2015

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Wisconsin Bank & Trust (Community Room)**DATE and TIME:** 11/04/2015 at 5:30-8 P.M.**SUBJECT:** PIM Series 3 – Location 3

TEAM MEMBER	COMPANY NAME	ATTENDED
Colleen Hoesly	WisDOT	X
Michael Hoelker	WisDOT	X
Robert Knorr	WisDOT	X
Larry Barta	WisDOT	X
Susan Finco	L&F	X
Ken Leonard	Cambridge Systematics	X
Brenden Johnson	Strand	X
Stephanie Thomsen	Strand	X
Andres Gomez-Gonzalez	Strand	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		8 people signed in (team members not included). Most indicated they were notified of the meeting by: • TV/Radio (2) • Facebook (1) • WisDOT email notification (1) • Friend (1)			
2.0		English and Spanish exhibits were in the room for the public to view. A Spanish translator was also available.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits.			
3.0		One 30 minute presentations was given by Larry Barta (WisDOT) and Robert Knorr (WisDOT) at 6 P.M.			
3.01		Comment sheets and a handout were available. The comment sheet summary includes a summary of written comments submitted. Questions at the presentation included the following: ▪ Can you associate probable cost with packages? ▪ How safe is shoulder running?			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local libraries and EJ areas), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site, Bus Ad on 150 Madison Metro buses, and a newspaper Ad in Madison's Capital City Hues newspaper.			

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Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:**

11-20-2015

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Centro Hispano**DATE and TIME:** 11/10/2015 at 5:30-8 P.M.**SUBJECT:** PIM Series 3 – Location 4

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT	X
Sherman Banker	WisDOT	X
Brandon Lamers	WisDOT	X
Franco Marcos	WisDOT	X
Robert Knorr	WisDOT	X
Mike Slavney	Vandewalle	X
Cole Buergi	L&F	X
Tom Lynch	Strand	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		3 people signed in (team members not included). Most indicated they were notified of the meeting by: • WisDOT email notification (1) • Newspaper Ad (1)			
2.0		English and Spanish exhibits were in the room for the public to view. A Spanish translator was also available.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits.			
3.0		One 30 minute presentations was given by Larry Barta (WisDOT) and Rob Knorr (WisDOT) at 6 P.M.			
3.01		Comment sheets and a handout were available. The comment sheet summary includes a summary of written comments submitted. Questions/Comments at the presentation included the following: ▪ Additional public transportation (quantity of specific mode and options of additional modes) should improve the Beltline. ▪ Higher gas prices and higher parking costs should improve the Beltline.			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local libraries and EJ areas), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site, Bus Ad, Newspaper Ad in Capital City Hues, and newspaper ads in Madison's Capital City Hues and La Comunidad news newspapers.			

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Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:**

11-20-2015

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Kromrey Middle School - Cafetorium**DATE and TIME:** 11/12/2015 at 5:30-8 P.M.**SUBJECT:** PIM Series 3 – Location 5

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT	X
Robert Knorr	WisDOT	X
Brandon Lamers	WisDOT	X
Franco Marcos	WisDOT	X
Susan Finco	L&F	X
Stephanie Thomsen	Strand	X
Andy Troyanowski	Strand	X
Jeff Held	Strand	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		23 people signed in (team members not included). Most indicated they were notified of the meeting by: • TV/Radio (1) • Newspaper (1) • Facebook (2) • WisDOT email notification (7) • Middleton Chamber of Commerce (5) • Friend (2)			
2.0		English and Spanish exhibits were in the room for the public to view. A Spanish translator was also available.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits. One-on-one questions/comments included the following: ▪ This information is missing an option for motorcycles to be able to go between traffic during slow moving/heavy congested periods. ▪ One person asked what the impacts along the west side Beltline would be. ▪ Has the North Mendota Parkway been dismissed? ▪ Where exactly would the new crossings west of Gammon Road be? ▪ Why do you need a crossing west of Gammon Road with High Point there? ▪ Have you considered reversible lanes (asked twice)? ▪ Have you considered HOV or HOT lanes? ▪ For the Verona Road project, why not eliminate the signal at Raymond Road? ▪ When will the Highpoint Road overpass be reconstructed?			
3.0		One 30 minute presentations was given by Larry Barta (WisDOT) and Rob Knorr (WisDOT) at 6 P.M.			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Kromrey Middle School - Cafetorium**DATE and TIME:** 11/12/2015 at 5:30-8 P.M.**SUBJECT:** PIM Series 3 – Location 5

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
3.01		Comment sheets and a handout were available. The comment sheet summary includes a summary of written comments submitted. Questions at the presentation included the following: There were no questions pertaining to the material. One person asked if all of the exhibits are available on the web.			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local libraries and EJ areas), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site, Bus Ad, Newspaper Ad in Capital City Hues, and newspaper ads in Madison's Capital City Hues and La Comunidad news newspapers.			

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Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 11-20-2015

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Madison Central Library, Room 302**DATE and TIME:** 11/16/2015 at 11:30 A.M.-1:30 P.M.**SUBJECT:** PIM Series 3 – Location 6

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT	X
Robert Knorr	WisDOT	X
Brandon Lamers	WisDOT	X
Franco Marcos	WisDOT	X
Joel Brown	WisDOT	X
Jennifer Grimes	WisDOT	X
Michael Hoelker	WisDOT	X
Michelle Brokaw	WisDOT	X
Jonquil Johnston	WisDOT	X
Carolyn Amegashie	WisDOT	X
Susan Finco	L&F	X
Stephanie Thomsen	Strand	X
Chris Lynch	Strand	X
Ashley Robertson	Vandewalle	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		15 people signed in (team members not included). Most indicated they were notified of the meeting by: • TV/Radio (1) • Newspaper (3) • Project website (1) • WisDOT email notification (6) • Local email list-serve • Conservation group notice			
2.0		English and Spanish exhibits were in the room for the public to view. A Spanish translator was also available.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits.			
3.0		One 30 minute presentations was given by Larry Barta (WisDOT) at 12:15 P.M.			
3.01		Comment sheets and a handout were available. The comment sheet summary includes a summary of written comments submitted. Questions/comments at the presentation included the following: ▪ Are the screening components available for viewing online (study website)?			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local libraries and EJ areas), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site, Bus Ad, Newspaper Ad in Capital City Hues, and newspaper ads in Madison's Capital City Hues and La Comunidad news newspapers.			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Madison Central Library, Room 302**DATE and TIME:** 11/16/2015 at 11:30 A.M.-1:30 P.M.**SUBJECT:** PIM Series 3 – Location 6

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Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 11-20-2015

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Madison Central Library, Room 302**DATE and TIME:** 11/16/2015 at 5:30-8 P.M.**SUBJECT:** PIM Series 3 – Location 7

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT	X
Robert Knorr	WisDOT	X
Brandon Lamers	WisDOT	X
Colleen Hoesly	WisDOT	X
Michael Hoelker	WisDOT	X
Kyle Bartowitz	WisDOT	X
Dan Eckberg	Vandewalle	X
Susan Finco	L&F	X
Tom Lynch	Strand	X
Andres Gomez-Gonzalez	Strand	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		9 people signed in (team members not included). Most indicated they were notified of the meeting by: • Project website (1) • WisDOT email notification (4) • Community notification (1) • Facebook Calendar (1) • coworkers (1) • walk in (1)			
2.0		English and Spanish exhibits were in the room for the public to view. A Spanish translator was also available.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits.			
3.0		One 30 minute presentations was given by Larry Barta (WisDOT) at 6:15 P.M.			
3.01		Comment sheets and a handout were available. The comment sheet summary includes a summary of written comments submitted. Questions at the presentation included the following: ▪ Congestion and forecasting (nationwide/statewide) has been “spotty” on other projects. Response: (there is) a margin of error when looking (forecasting) future volumes. ▪ Note: Larry provided a very good detailed response highlighting that the beltline is currently overcapacity and population and jobs are forecasted to grow in Dane County.			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local libraries and EJ areas), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site, Bus Ad, Newspaper Ad in			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Madison Central Library, Room 302**DATE and TIME:** 11/16/2015 at 5:30-8 P.M.**SUBJECT:** PIM Series 3 – Location 7

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		Capital City Hues, and newspaper ads in Madison's Capital City Hues and La Comunidad news newspapers.			

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Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 11-20-2015

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Monona Community Center**DATE and TIME:** 11/18/2015 at 5:30-8 P.M.**SUBJECT:** PIM Series 3 – Location 8

TEAM MEMBER	COMPANY NAME	ATTENDED
Larry Barta	WisDOT	X
Robert Knorr	WisDOT	X
Brandon Lamers	WisDOT	X
Colleen Hoesly	WisDOT	X
Michael Hoelker	WisDOT	X
Joel Brown	WisDOT	X
Franco Marcos	WisDOT	X
Sherman Banker	WisDOT	X
Cole Buergi	L&F	X
Stephanie Thomsen	Strand	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		19 people signed in (team members not included). Most indicated they were notified of the meeting by: • Newspaper (1) • Project website (1) • WisDOT email notification (2) • Community notification (2) • Newsletter/Poster (1)			
2.0		English and Spanish exhibits were in the room for the public to view. A Spanish translator was also available.			
2.01		Team staff was on hand to answer questions the public had while viewing the exhibits. One-on-one questions/comments included the following: ▪ Do not agree with some of the matrices (yes, no, somewhat). ▪ It's very difficult to get from McFarland to Downtown. ▪ Bikes should be taxed. ▪ There is a lot of information for people to understand. Be more specific about what WisDOT is looking for comments on. ▪ Why was the local connection 8 eliminated?			
3.0		One 30 minute presentations was given by Larry Barta (WisDOT) and Rob Knorr (WisDOT) at 6:15 P.M.			
3.01		Comment sheets and a handout were available. The comment sheet summary includes a summary of written comments submitted. Questions at the presentation included the following: ▪ Robin Schmitt provided a positive comment to the Beltline Team that our data driven process helped her better understand the work we have done to understand traffic and geometric			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Monona Community Center**DATE and TIME:** 11/18/2015 at 5:30-8 P.M.**SUBJECT:** PIM Series 3 – Location 8

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		problems on the Beltline and in the Madison area. She also added that the Beltline is very unique, and will require multiple components together to address the problems.			
		▪ What is the end state (goal) of the Beltline study? ▪ Safe and reliable transportation facility ▪ Stakeholder was essentially asking why improve because a bigger Beltline will just attract more trips and be filled up. ▪ The time frame is 10 years? ▪ How flexible is the process (solution)...can it adapt to new technology, specifically self-driving cars? ▪ How are travel times calculated on the newly installed DMS boards (installed with the VR project)? ▪ How accurate is the information? ▪ Can WisDOT add special messages to those signs? ▪ Will sound be measured and addressed? ▪ Will alternate routes be evaluated for congestion improvements during construction?			
4.0		This meeting was advertised through a press release, newspaper articles, flyers distributed (PIM locations, local libraries and EJ areas), email (PAC, TAC, state elected officials, stakeholders, constant contact list), Facebook, project web site, Bus Ad, Newspaper Ad in Capital City Hues, and newspaper ads in Madison's Capital City Hues and La Comunidad news newspapers.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT and Strand Associates, Inc.®**Signed:** Stephanie Thomsen**Dated:** 11-20-2015



SAMPLE DESCRIPTION AND RESPONSE RATE REPORT
WI DOT Madison Beltline Planning and Environmental Linkages Study
P1608

DECEMBER 1, 2021

1. The Project

The University of Wisconsin Survey Center (UWSC) was hired in June 2021 to conduct Madison Beltline Planning and Environmental Linkages Study Survey for Daniel Shave of the WI Department of Transportation.

The researchers sought to understand the opinions of Dane County residents living in neighborhoods near the Beltline regarding possible improvements to address growing safety and congestion problems.

The UWSC provided assistance with project design and data collection. Data and documentation were provided to the client for analysis and reporting.

2. The University of Wisconsin Survey Center

The UW Survey Center (UWSC) is a department of the College of Letters and Science at the University of Wisconsin-Madison, and is supported by the College and revenue generated from contractual work. The UWSC serves the survey research needs of University of Wisconsin faculty, staff, and administration; faculty at other universities, federal, state, and local governmental agencies and not-for-profit organizations. The mission of the Survey Center is to assist researchers by providing the highest quality survey research services and as such, the Survey Center provides the complete range of survey research capabilities. Professor Jennifer Dykema is the Faculty Director of the UW Survey Center. Griselle Sánchez-Diettert served as Project Director on this project.

This report was prepared by Griselle Sánchez-Diettert (gsanchez@ssc.wisc.edu), Senior Project Director, University of Wisconsin Survey Center, University of Wisconsin-Madison, Sterling Hall, Room 4412, 475 North Charter Street, Madison, WI 53706

3. Project Summary

Target or Study Population	The target population for this study was Dane County residents of specific neighborhoods near the Beltline at least 18 years of age.
Sampling frame, coverage, supplier	An address-based sample was purchased from Marketing Systems Group (MSG) and was drawn from the Delivery Sequence files that MSG maintains
Method of recruitment if recruited pool	Not applicable
Sampling design, sampling method, and screening for eligibility	Simple random sampling within specific census block groups for 5 neighborhoods located near the Beltline in Dane County. No screening for eligibility

Selection of respondent	Selection of respondent was left to the household				
Selected and achieved sample size	Location 1	Location 2	Location 3	Location 4	Location 5
	Selected: 416	527	172	189	296
	Achieved: 58	65	41	46	43
Weight calculation	Sampling or nonresponse weights to be calculated by client if needed.				
Mode(s) or method(s)	Paper self-administered questionnaire				
Beginning and ending dates of data collection and use of replicates	Data began to be collected on September 29, 2021 and ended on November 22, 2021				
	All cases were fielded at the same time				
Methods for increasing cooperation	Two mailings of the paper questionnaire				
Language(s) of administration	English				

4. Sample Description

Target and survey population

The target population for this study was Dane County residents of specific neighborhoods near the Beltline at least 18 years of age.

Sampling frame and supplier

Address-based sample for the survey was purchased by the UWSC from Marketing Systems Group. Sample was drawn from Delivery Sequence Files maintained by MSG. The Delivery Sequence File (DSF) is a service made available through a nonexclusive license agreement with private companies. The DSF is a computerized file that contains all delivery point addresses serviced by the USPS, with the exception of general delivery. Using the DSF file to randomly draw sample allows for a better quality sampling frame than is offered by using listed telephone numbers, which only includes those addresses where an inhabitant maintains a listed telephone number. DSF files include all mailable addresses regardless of telephone listing status. Thus, the sampling frame for this study should have extremely high coverage.

Sample design, sample selection, size of selected sample.

A total of 1,600 households were drawn by simple random sampling (416 households from location 1; 527 households from location 2; 172 households from location 3; 189 households from location 4; 296 households from location 500). Census blocks included in each location were identified by the client.

Screening and selection of respondent

Each selected address was mailed a packet that contained a questionnaire. The selection of the household member who would participate was left to the household to determine.

Achieved sample size and sampling error

The final achieved sample size was 253. Details about the outcomes of cases and calculation of response rates are given in a later section.

The client did not request that UWSC supply sampling weights. Because a simple random sample was drawn, no sampling weights are needed for analysis. The client can use information provided by UWSC to compute sampling weights and nonresponse weights if they are needed.

All survey estimates are subject to fixed and variable errors from a variety of sources. One source of variable error is sampling error. We give an illustration of the impact of sampling error for a simple random or other self-weighting sample from a large population with the same achieved sample size as this one. For such a sample, the approximate margin of error (MOE) for a proportion of 0.5 estimated for Location 1 and a confidence level of 0.95 would be:

$$MOE = 1.96 * \sqrt{\frac{(0.5 * 0.5)}{n}}$$

For this study (Location 1), this yields +/- .1 using this formula:

$$MOE = 1.96 * \sqrt{\frac{(.5 * .5)}{58}}$$

The margin of error includes only sampling error, and refers to inference to a population – in this case a frame population -- for a sample estimate of 0.5. For a proportion calculated for a subgroup, the number of cases would be smaller and the MOE would be larger. Inference to a target population can also be affected by coverage and other errors that are not captured by the MOE.

5. Instruments and Field Materials

Questionnaires were available in English. There were 3 versions of the instrument, one for locations 1, 2 and 3, one for location 4, and one for location 5.

Instrument development and instruments

Draft items for the questionnaires were provided by the client; UWSC provided review and technical development.

Field materials

The cover letter, and questionnaire, were sent to all sampled address.

Archiving of instruments and field materials

The questionnaire and cover letters were provided to the client in electronic form. These materials are all archived with the data.

6. Overview of Data Collection

Field period and procedures

The survey design consisted of a three wave data collection protocol. This included:

- Wave 1: Full mailing to 1,600 randomly selected USPS addresses (cover letter, postage-paid return envelope, and survey).
- Wave 2: Full mailing to those who had not returned their survey.

Table 1. Summary of Mailings

Contact	Date	N
Paper survey mailing	September 29, 2021	1,600
Second paper survey mailing	October 27, 2021	1,332

7. *Delivery of Documentation and Dataset*

Final delivery of the items below was made to Jeff Berens. Copies of study materials (electronic except as noted) will be archived by UWSC for the required seven years:

- **Instrument:** The paper self-administered instruments included instructions to respondents. Electronic versions of the paper instruments will be archived with the data. Paper copies completed by respondents will be stored securely for seven years.
- **Field materials:** Cover letters.
- **Final cleaned data set:** Two Excel data sets (one with values and one with labels) were provided, including item notes
- **Codebook:** Question wording, allowed responses, and frequencies
- **Descriptive statistics:** Frequencies

8. *Response Rate*

The UW Survey Center is a charter member of the American Association for Public Opinion Research Transparency Initiative. This means we agree to follow practices for disclosing the way data were collected that allow researchers and data users to understand how their data were produced. More information about the AAPOR Transparency Initiative can be found at:

<https://www.aapor.org/Standards-Ethics/Transparency-Initiative.aspx>

The UWSC uses AAPOR response rate reporting methods, as described at:

<https://www.aapor.org/Education-Resources/For-Researchers/Poll-Survey-FAQ/Response-Rates-An-Overview.aspx>

The total number of completed questionnaires was 253. The overall response rate for the survey was 17.3%. AAPOR Response Rate 2 was used for this calculation.

Table 2. Overall Sample Disposition

Final Outcome	Location 1 cases	Location 2 cases	Location 3 cases	Location 4 cases	Location 5 cases	Total number of cases
Complete	58	65	41	46	43	253
Refusal		1				1
Undeliverable	4	15	1	3	3	26
Vacant	21	46	14	9	19	109
Non-response	333	400	116	131	231	1211
Total	416	527	172	189	296	1600

*In addition to the 253 completed surveys, 3 completed surveys were returned with the case id label torn off. Because we don't know who these came from, they are not included in the response rate calculation. Data for these cases are included in the data set with case id numbers 8200, 8201 and 8500.

Response Rate Calculation

$$\begin{aligned} \text{RR 2} &= \frac{\text{completed questionnaires}}{\text{total N} - (\text{undeliverable and vacant})} \\ &= \frac{253}{1,600 - (26 + 109)} \\ &= \frac{253}{1465} \\ &= 17.3\% \end{aligned}$$

Madison Beltline Planning and Environment Linkages (PEL) Study

The Wisconsin Department of Transportation is conducting a study of the Madison Beltline to address growing safety and congestion problems. The PEL study goal is to improve multimodal travel and safety along and across the Madison Beltline corridor in a way that supports economic development, acknowledges community plans, contributes positively to the area's quality of life, and limits adverse environmental and social effects to the extent practicable. Please take a moment to complete the following survey and send it back to us in the enclosed postage paid envelope.

1. Which one of the following best describes how you travel most often?

- ☐ I walk
- ☐ I bike
- ☐ I take the bus
- ☐ I drive
- ☐ I carpool or someone drives me

2. Which one of the following best describes how often you travel on the Beltline?

- ☐ Daily
- ☐ Several times a week
- ☐ Once a week
- ☐ 2 or 3 times a month
- ☐ Once a month or less

3. Questions 3, 4, 5 and 6 are about how you travel in the areas around the Beltline.

Do you use any alternate routes to avoid travel along the Beltline?

- ☐ Yes
- ☐ No → Go to question 7

4. Do you use the following alternate routes north of the Beltline?

	Yes	No
a. Odana Road	☐	☐
b. Mineral Point Road	☐	☐
c. Travel through the city of Madison Isthmus (US 151, East Washington Avenue, East Johnson Street, Gorham Street, John Nolen Drive)	☐	☐
d. Broadway	☐	☐

5. Do you use the following alternate routes south of the Beltline?

	Yes	No
a. Raymond Road	☐	☐
b. County PD	☐	☐
c. Schroeder Road	☐	☐
d. Beltline Frontage Road	☐	☐
e. Nob Hill Road	☐	☐
f. Moorland Road	☐	☐

- 6. Please list any other alternate routes not listed in questions 4 and 5 that you use to avoid travel along the Beltline:**

- 7. The next several questions ask your opinion about possible improvements to the Beltline or nearby transportation features.**

How much would you support the following on the Beltline?

	Not at all	A little	Somewhat	Very	Extremely
a. Minor changes, such as new signal timings or added turn lanes at ramp intersections, that would not impact property or buildings but help traffic flow on and off the Beltline	☐	☐	☐	☐	☐
b. Construction of bridges over the Beltline or making it easier to cross from one side to the other that could require the purchase of property or building relocations	☐	☐	☐	☐	☐
c. Additional lane(s) on the Beltline or other changes that would reduce traffic merging and weaving but could require the purchase of property or building relocations	☐	☐	☐	☐	☐
d. Minor changes to local roads near the Beltline, such as installing signals or roundabouts, or extending turn lanes, that could require the purchase of property or building relocations	☐	☐	☐	☐	☐
e. Major interchange reconstruction to better accommodate traffic, biking, walking, or buses that could include the need to purchase more property for the interchange and the purchase of buildings or houses	☐	☐	☐	☐	☐

- 8. Is there a specific interchange on the Beltline that you want to see improved to better accommodate traffic, biking, walking, or buses?**

- ☐ Yes → **Go to question 9**
☐ No → **Go to question 10**

9. Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply.

- ☐ Mineral Point Road
☐ Gammon Road
☐ Whitney Way
☐ Verona Road (US 18/151)
☐ Seminole Highway
☐ Fish Hatchery Road
☐ Park Street
☐ Rimrock Road
☐ John Nolen Drive
☐ South Towne Drive/West Broadway
☐ Monona Drive
☐ Stoughton Road (US 51)
☐ Other interchange → Please tell us:

10. New roadway bridges over the Beltline and/or new roadway connections between existing roadways next to the Beltline are being considered.

How helpful would you find each of the following roadway crossings and connections? Please refer to the following map to see each roadway crossing or location listed.

	Not at all	A little	Somewhat	Very	Extremely
a. Roadway bridge over the Beltline west of Gammon Road from Watts Road to West Towne Mall	☐	☐	☐	☐	☐
b. Roadway bridge over the Beltline east of Gammon Road connecting Struck Street north to Grand Canyon Drive	☐	☐	☐	☐	☐
c. Roadway bridge over the Beltline west of Whitney Way connecting Schroeder Court north to Odana Road	☐	☐	☐	☐	☐
d. Roadway bridge over the Beltline west of US 14 (Park Street) connecting Perry Street north and south of the Beltline	☐	☐	☐	☐	☐
e. Roadway bridge over US 14 (Park Street) south of the Beltline connecting Greenway Cross/Steward Street and Novation Parkway	☐	☐	☐	☐	☐
f. Roadway connection between West Broadway and John Nolen Drive	☐	☐	☐	☐	☐
g. Other roadway crossings or connections. Please tell us below:					
	☐	☐	☐	☐	☐



11. Park and ride facilities are parking lots that allow people to leave their vehicles and use a bus, bike, walk or carpool for the remainder of their journey.

Would you or people you know use the following Park and Ride facilities if available? Please refer to the following map to see each park and ride facility location listed.

	Yes	No
a. US 14 at the Beltline in Middleton	☐	☐
b. Mineral Point Road and Junction Road	☐	☐
c. County M and Midtown Road	☐	☐
d. Verona Road and County PD/McKee Road	☐	☐
e. Fish Hatchery Road and County PD/McKee Road	☐	☐
f. US 14 Near McCoy Road and Lacy Road	☐	☐
g. US 51 near Marsh Road and Siggelkow Road	☐	☐



12. Bus priority allows buses to pass cars lined up at traffic signals at or near the Beltline and would allow buses easier access through intersections and improve on-time service.

Would you support prioritizing bus travel through intersections at or near Beltline?

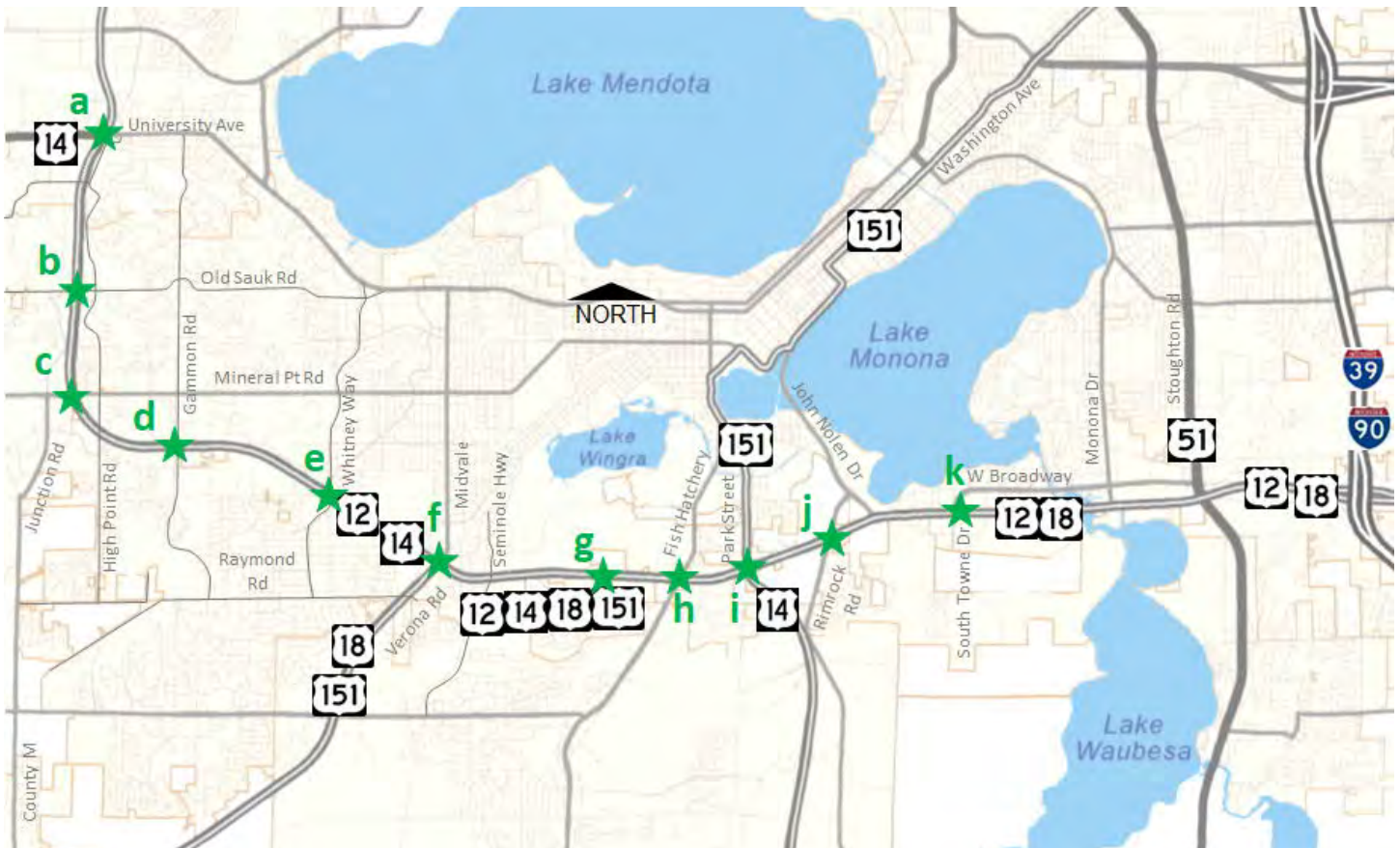
☐ Yes

☐ No → **Go to question 14**

13. How useful would you find prioritizing bus travel through the following intersections with the Beltline?

Please refer to the following map to see each intersection listed.

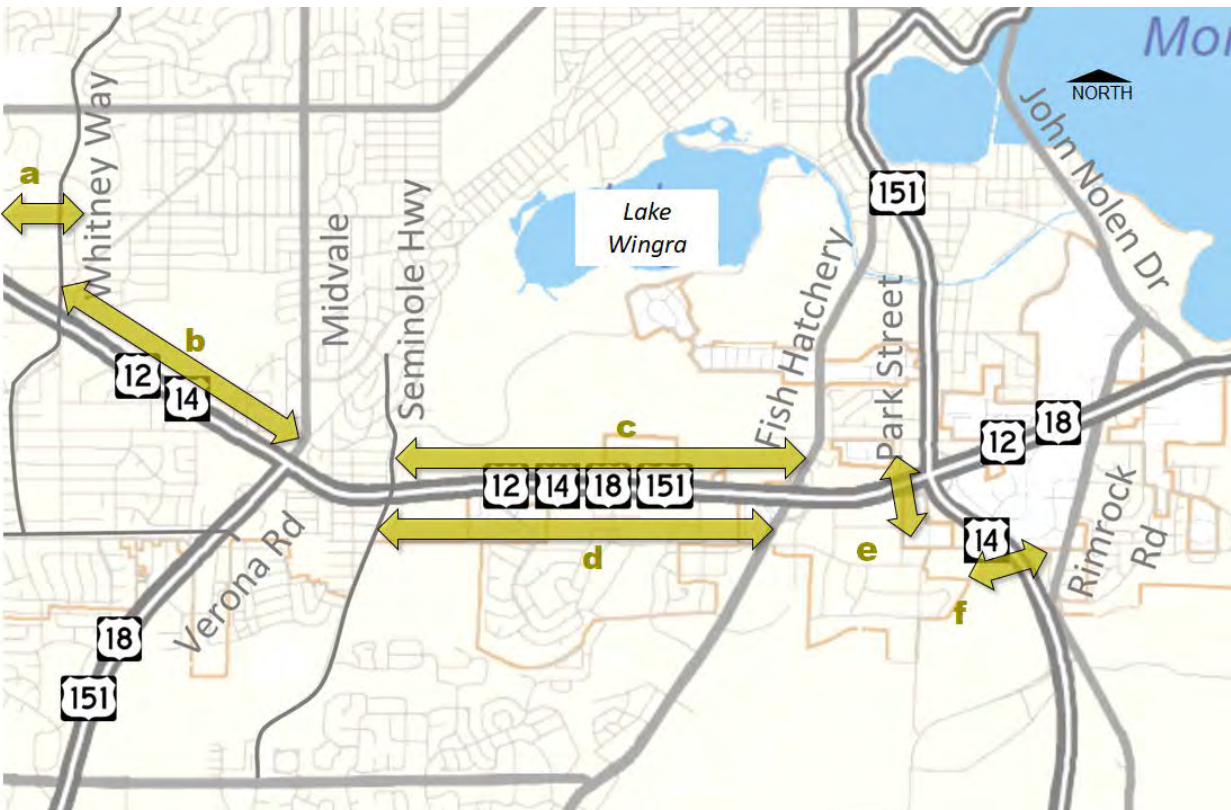
	Not at all	A little	Somewhat	Very	Extremely
a. US 14/University Avenue	☐	☐	☐	☐	☐
b. Old Sauk Road	☐	☐	☐	☐	☐
c. Mineral Point Road	☐	☐	☐	☐	☐
d. Gammon Road	☐	☐	☐	☐	☐
e. Whitney Way	☐	☐	☐	☐	☐
f. Verona Road (US 18/151)	☐	☐	☐	☐	☐
g. Todd Drive	☐	☐	☐	☐	☐
h. Fish Hatchery Road	☐	☐	☐	☐	☐
i. US 14/Park Street	☐	☐	☐	☐	☐
j. Rimrock Road	☐	☐	☐	☐	☐
k. South Towne Drive/West Broadway	☐	☐	☐	☐	☐



14. New bicycle and pedestrian bridges over and paths near the Beltline are being considered to make it easier to bike or walk in your area.

**How helpful would you find the following connections for biking or walking in your area?
Please refer to the following map to see each location listed.**

	Not at all	A little	Somewhat	Very	Extremely
a. Bridge over Whitney Way north of the Beltline	☐	☐	☐	☐	☐
b. Path connection along the north side of the Beltline from Whitney Way to the Southwest Bike Path, near Midvale Boulevard	☐	☐	☐	☐	☐
c. Path connection along the <u>north side</u> of the Beltline from Seminole Highway to the Cannonball Path	☐	☐	☐	☐	☐
d. Path connection along the <u>south side</u> of the Beltline from Seminole Highway to the Cannonball Path	☐	☐	☐	☐	☐
e. Bridge over the Beltline west of Park Street	☐	☐	☐	☐	☐
f. Bridge over US 14 south of the Beltline near Stewart Street	☐	☐	☐	☐	☐
g. Other biking or walking connections. Please tell us below:					
	☐	☐	☐	☐	☐



15. Do you have any other transportation related issues or concerns you would like to discuss?

17. Check all of the following that describe your race or ethnicity:

- ☐ American Indian or Alaskan Native
☐ Asian
☐ Black or African American
☐ Hispanic or Latino
☐ Native Hawaiian or Other Pacific Islander
☐ White
☐ Other: Please tell us: →

18. Including all sources, what is your current total annual household income before taxes?

- ☐ Less than \$15,000
☐ \$15,000 to \$34,999
☐ \$35,000 to \$49,999
☐ \$50,000 to \$74,999
☐ \$75,000 to \$100,000
☐ More than \$100,000
☐ Prefer not to answer

Thank you for completing the questionnaire. Please return it today in the postage paid envelope provided.

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- ☐ Daily
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- ☐ 2 or 3 times a month
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d. Broadway	☐	☐

5. Do you use the following alternate routes south of the Beltline?

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b. Construction of bridges over the Beltline or making it easier to cross from one side to the other that could require the purchase of property or building relocations	☐	☐	☐	☐	☐
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f. Roadway connection between West Broadway and John Nolen Drive	☐	☐	☐	☐	☐
g. Other roadway crossings or connections. Please tell us below:					
	☐	☐	☐	☐	☐



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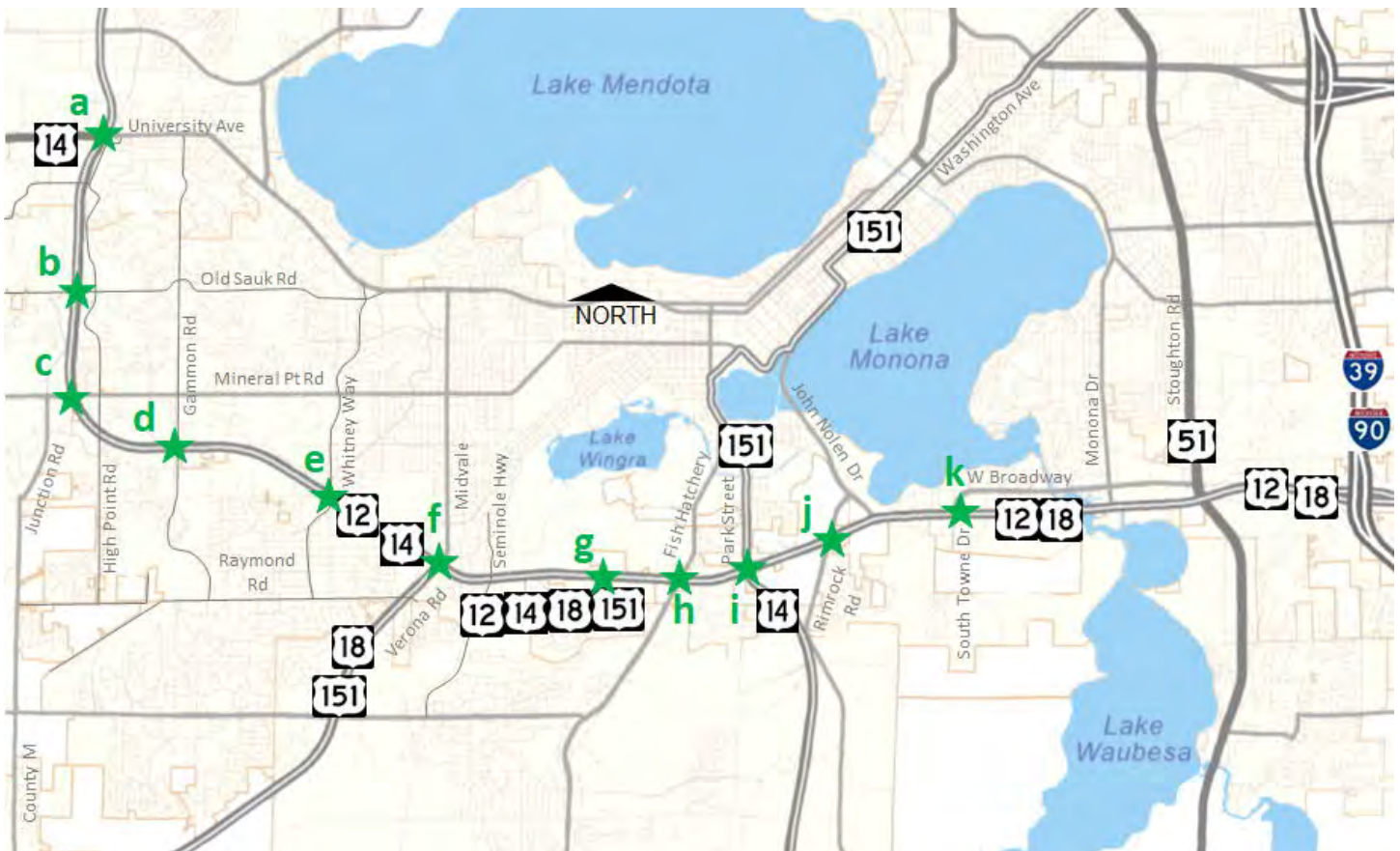
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☐ Yes

☐ No → **Go to question 14**

13. How useful would you find prioritizing bus travel through the following intersections with the Beltline? Please refer to the following map to see each intersection listed.

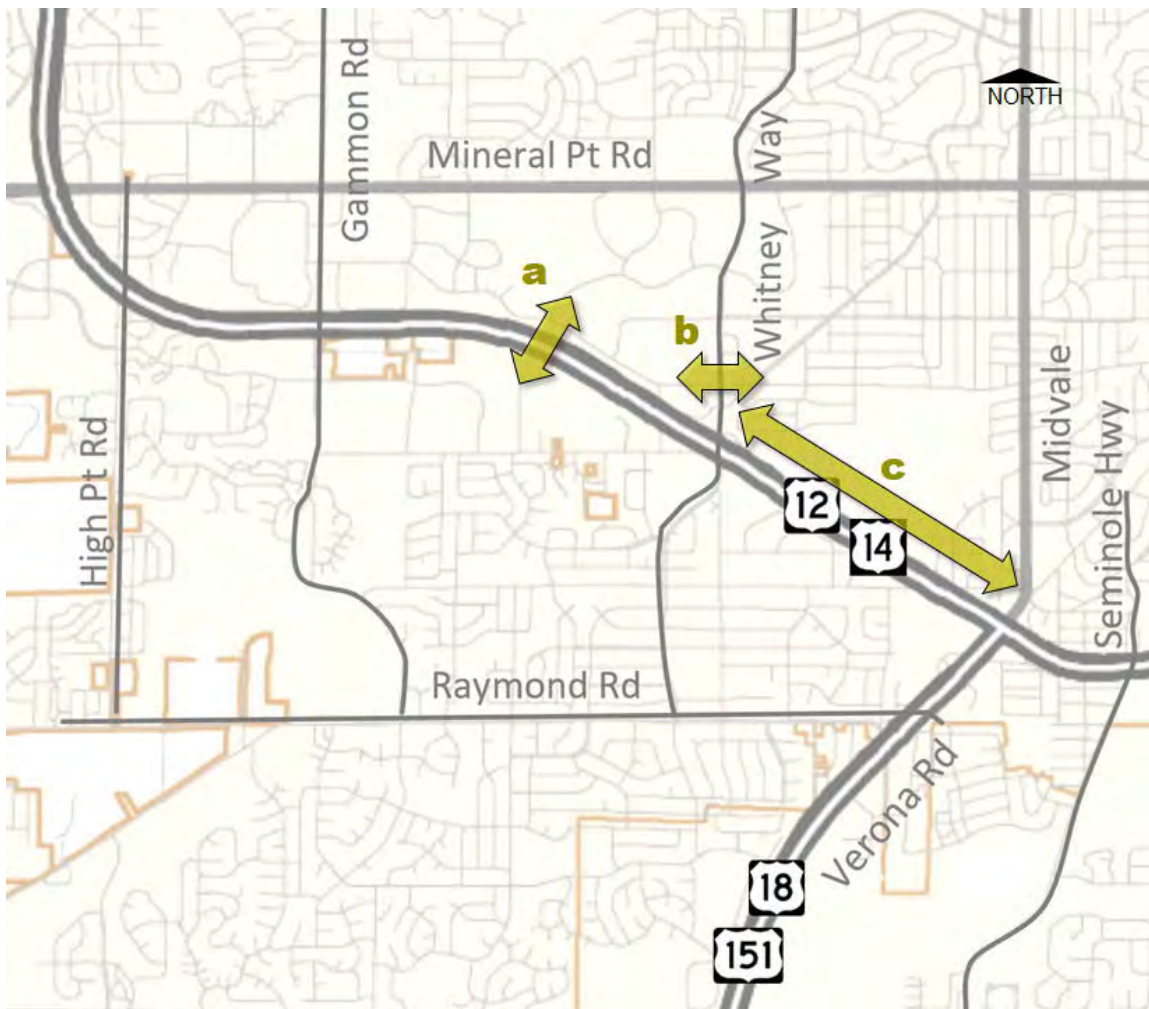
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c. Mineral Point Road	☐	☐	☐	☐	☐
d. Gammon Road	☐	☐	☐	☐	☐
e. Whitney Way	☐	☐	☐	☐	☐
f. Verona Road (US 18/151)	☐	☐	☐	☐	☐
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h. Fish Hatchery Road	☐	☐	☐	☐	☐
i. US 14/Park Street	☐	☐	☐	☐	☐
j. Rimrock Road	☐	☐	☐	☐	☐
k. South Towne Drive/West Broadway	☐	☐	☐	☐	☐



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How helpful would you find the following connections for biking or walking in your area? Please refer to the following map to see each location listed.

	Not at all	A little	Somewhat	Very	Extremely
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b. Bridge over Whitney Way north of the Beltline	☐	☐	☐	☐	☐
c. Path connection along the north side of the Beltline from Whitney Way to Southwest Bike Path, near Midvale Boulevard	☐	☐	☐	☐	☐
d. Other biking or walking connections. Please tell us below:	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐



15. Do you have any other transportation related issues or concerns you would like to discuss?

16. The next questions are about you.

Presidential Executive Order 12898 requires federal agencies to consider environmental justice in their actions. The purpose of the executive order is to focus federal 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. Federal agencies are to identify and address disproportionately high and adverse effects, including the interrelated social and economic effects of their programs, policies, and activities on minority populations and low-income populations in the United States.

The following questions will be used to better understand potential project effects related to Executive Order 12898. All responses will remain anonymous and confidential.

What is your age?

 Age
17. Check all of the following that describe your race or ethnicity:

- ☐ American Indian or Alaskan Native
- ☐ Asian
- ☐ Black or African American
- ☐ Hispanic or Latino
- ☐ Native Hawaiian or Other Pacific Islander
- ☐ White
- ☐ Other: Please tell us:

18. Including all sources, what is your current total annual household income before taxes?

- ☐ Less than \$15,000
- ☐ \$15,000 to \$34,999
- ☐ \$35,000 to \$49,999
- ☐ \$50,000 to \$74,999
- ☐ \$75,000 to \$100,000
- ☐ More than \$100,000
- ☐ Prefer not to answer

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- ☐ I walk
- ☐ I bike
- ☐ I take the bus
- ☐ I drive
- ☐ I carpool or someone drives me

2. Which one of the following best describes how often you travel on the Beltline?

- ☐ Daily
- ☐ Several times a week
- ☐ Once a week
- ☐ 2 or 3 times a month
- ☐ Once a month or less

3. Questions 3, 4, 5 and 6 are about how you travel in the areas around the Beltline.

Do you use any alternate routes to avoid travel along the Beltline?

- ☐ Yes
- ☐ No → Go to question 7

4. Do you use the following alternate routes north of the Beltline?

	Yes	No
a. Odana Road	☐	☐
b. Mineral Point Road	☐	☐
c. Travel through the city of Madison Isthmus (US 151, East Washington Avenue, East Johnson Street, Gorham Street, John Nolen Drive)	☐	☐
d. Broadway	☐	☐

5. Do you use the following alternate routes south of the Beltline?

	Yes	No
a. Raymond Road	☐	☐
b. County PD	☐	☐
c. Schroeder Road	☐	☐
d. Beltline Frontage Road	☐	☐
e. Nob Hill Road	☐	☐
f. Moorland Road	☐	☐

- 6. Please list any other alternate routes not listed in questions 4 and 5 that you use to avoid travel along the Beltline:**

- 7. The next several questions ask your opinion about possible improvements to the Beltline or nearby transportation features.**

How much would you support the following on the Beltline?

	Not at all	A little	Somewhat	Very	Extremely
a. Minor changes, such as new signal timings or added turn lanes at ramp intersections, that would not impact property or buildings but help traffic flow on and off the Beltline	☐	☐	☐	☐	☐
b. Construction of bridges over the Beltline or making it easier to cross from one side to the other that could require the purchase of property or building relocations	☐	☐	☐	☐	☐
c. Additional lane(s) on the Beltline or other changes that would reduce traffic merging and weaving but could require the purchase of property or building relocations	☐	☐	☐	☐	☐
d. Minor changes to local roads near the Beltline, such as installing signals or roundabouts, or extending turn lanes, that could require the purchase of property or building relocations	☐	☐	☐	☐	☐
e. Major interchange reconstruction to better accommodate traffic, biking, walking, or buses that could include the need to purchase more property for the interchange and the purchase <u>of</u> buildings or houses	☐	☐	☐	☐	☐

- 8. Is there a specific interchange on the Beltline that you want to see improved to better accommodate traffic, biking, walking, or buses?**

- ☐ Yes → **Go to question 9**
☐ No → **Go to question 10**

9. Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply.

- ☐ Mineral Point Road
☐ Gammon Road
☐ Whitney Way
☐ Verona Road (US 18/151)
☐ Seminole Highway
☐ Fish Hatchery Road
☐ Park Street
☐ Rimrock Road
☐ John Nolen Drive
☐ South Towne Drive/West Broadway
☐ Monona Drive
☐ Stoughton Road (US 51)
☐ Other interchange → Please tell us:

10. New roadway bridges over the Beltline and/or new roadway connections between existing roadways next to the Beltline are being considered.

How helpful would you find each of the following roadway crossings and connections? Please refer to the following map to see each roadway crossing or location listed.

	Not at all	A little	Somewhat	Very	Extremely
a. Roadway bridge over the Beltline west of Gammon Road from Watts Road to West Towne Mall	☐	☐	☐	☐	☐
b. Roadway bridge over the Beltline east of Gammon Road connecting Struck Street north to Grand Canyon Drive	☐	☐	☐	☐	☐
c. Roadway bridge over the Beltline west of Whitney Way connecting Schroeder Court north to Odana Road	☐	☐	☐	☐	☐
d. Roadway bridge over the Beltline west of US 14 (Park Street) connecting Perry Street north and south of the Beltline	☐	☐	☐	☐	☐
e. Roadway bridge over US 14 (Park Street) south of the Beltline connecting Greenway Cross/Steward Street and Novation Parkway	☐	☐	☐	☐	☐
f. Roadway connection between West Broadway and John Nolen Drive	☐	☐	☐	☐	☐
g. Other roadway crossings or connections. Please tell us below:					
	☐	☐	☐	☐	☐



11. Park and ride facilities are parking lots that allow people to leave their vehicles and use a bus, bike, walk or carpool for the remainder of their journey.

Would you or people you know use the following Park and Ride facilities if available? Please refer to the following map to see each park and ride facility location listed.

	Yes	No
a. US 14 at the Beltline in Middleton	☐	☐
b. Mineral Point Road and Junction Road	☐	☐
c. County M and Midtown Road	☐	☐
d. Verona Road and County PD/McKee Road	☐	☐
e. Fish Hatchery Road and County PD/McKee Road	☐	☐
f. US 14 Near McCoy Road and Lacy Road	☐	☐
g. US 51 near Marsh Road and Sigglekow Road	☐	☐



12. Bus priority allows buses to pass cars lined up at traffic signals at or near the Beltline and would allow buses easier access through intersections and improve on-time service.

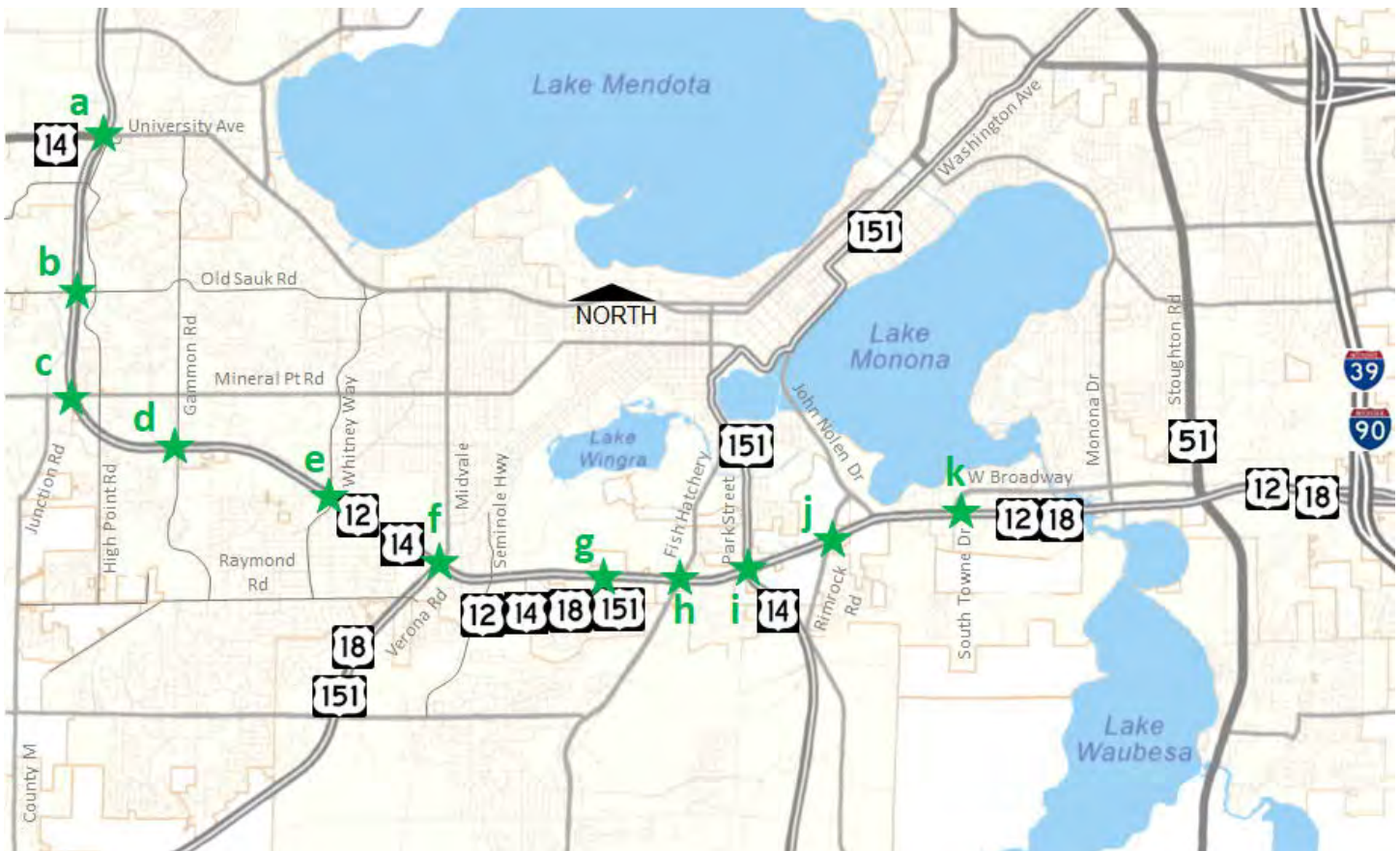
Would you support prioritizing bus travel through intersections at or near the Beltline?

☐ Yes

☐ No → **Go to question 14**

13. How useful would you find prioritizing bus travel through the following intersections with the Beltline? Please refer to the following map to see each intersection listed.

	Not at all	A little	Somewhat	Very	Extremely
a. US 14/University Avenue	☐	☐	☐	☐	☐
b. Old Sauk Road	☐	☐	☐	☐	☐
c. Mineral Point Road	☐	☐	☐	☐	☐
d. Gammon Road	☐	☐	☐	☐	☐
e. Whitney Way	☐	☐	☐	☐	☐
f. Verona Road (US 18/151)	☐	☐	☐	☐	☐
g. Todd Drive	☐	☐	☐	☐	☐
h. Fish Hatchery Road	☐	☐	☐	☐	☐
i. US 14/Park Street	☐	☐	☐	☐	☐
j. Rimrock Road	☐	☐	☐	☐	☐
k. South Towne Drive/West Broadway	☐	☐	☐	☐	☐



14. New bicycle and pedestrian bridges over and paths near the Beltline are being considered to make it easier to bike or walk in your area.

How helpful would you find the following connections for biking or walking in your area? Please refer to the following map to see each location listed.

	Not at all	A little	Somewhat	Very	Extremely
a. Bridge over the Beltline <u>north</u> of Old Sauk Road	☐	☐	☐	☐	☐
b. Bridge over the Beltline <u>south</u> of Old Sauk Road	☐	☐	☐	☐	☐
c. Bridge over the Beltline west of Whitney Way	☐	☐	☐	☐	☐
d. Other biking or walking improvements. Please tell us below:					
	☐	☐	☐	☐	☐



15. Do you have any other transportation related issues or concerns you would like to discuss?

16. The next questions are about you.

Presidential Executive Order 12898 requires federal agencies to consider environmental justice in their actions. The purpose of the executive order is to focus federal 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. Federal agencies are to identify and address disproportionately high and adverse effects, including the interrelated social and economic effects of their programs, policies, and activities on minority populations and low-income populations in the United States.

The following questions will be used to better understand potential project effects related to Executive Order 12898. All responses will remain anonymous and confidential.

What is your age?

 Age
17. Check all of the following that describe your race or ethnicity:

- ☐ American Indian or Alaskan Native
- ☐ Asian
- ☐ Black or African American
- ☐ Hispanic or Latino
- ☐ Native Hawaiian or Other Pacific Islander
- ☐ White
- ☐ Other: Please tell us:

18. Including all sources, what is your current total annual household income before taxes?

- ☐ Less than \$15,000
- ☐ \$15,000 to \$34,999
- ☐ \$35,000 to \$49,999
- ☐ \$50,000 to \$74,999
- ☐ \$75,000 to \$100,000
- ☐ More than \$100,000
- ☐ Prefer not to answer

Thank you for completing the questionnaire. Please return it today in the postage paid envelope provided.

Frequencies

sample_group Location		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Location 1	58	22.7	22.7	22.7
	2 Location 2	67	26.2	26.2	48.8
	3 Location 3	41	16.0	16.0	64.8
	4 Location 4	46	18.0	18.0	82.8
	5 Location 5	44	17.2	17.2	100.0
	Total	256	100.0	100.0	

note_item Participant Notes		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		221	86.3	86.3	86.3
	11: R wrote "handicapped"	1	.4	.4	86.7
	12: R wrote "No comment"	1	.4	.4	87.1
	16: R wrote "old"	1	.4	.4	87.5
	4: R wrote "I'll take Hwy 19 or Hwy K on north side instead"	1	.4	.4	87.9
	7b: R wrote "unless it's only pedestrian"	1	.4	.4	88.3
	9: R drew a diagram and wrote "Hwy 14 in Mdln - The ramp to get onto the Beltline heading east - then south. Then everyone but me ignores the long solid white line that you shouldn't cross to merge into traffic! Dangerous and frustrating - we need to retrain what 'solid white lines' mean!!"	1	.4	.4	88.7
	9c: R wrote "from Beltline eastbound to cross Schroeder + go east to Whitney Way"	1	.4	.4	89.1

note_item Participant Notes

	Frequency	Percent	Valid Percent	Cumulative Percent
9g: R wrote "There is very little time/space to merge into traffic before the Fish Hatchery exit (when heading west)"	1	.4	.4	89.5
At q10g, R wrote "We need separate bike lanes with concrete barriers protecting bikers from cars."	1	.4	.4	89.8
At q14v4c, R wrote "I!Please do this! :)"	1	.4	.4	90.2
At q4c, R wrote "Sometimes".	1	.4	.4	90.6
At q7b, R wrote "cross by foot or by car?" At q7e, R wrote "where will these people live?"	1	.4	.4	91.0
At q7d, R wrote "no roundabouts".	1	.4	.4	91.4
At q9, R wrote "Biking or walking under the Beltline. Dangerous entrance from Sem. Hwy onto BL going East. Trying to merge left while others are trying to merge right onto Todd... there's not enough room for both." At q11, R wrote "(I mostly know people within Madison)".	1	.4	.4	91.8
At q9e, R wrote "No eastbound exit and no westbound on ramp." At q9i, R wrote "Clearer on ramps to get on Beltline." At q10g, R wrote "Intersection at Wilson/Williamson, John Nolen more lanes."	1	.4	.4	92.2

note_item Participant Notes

	Frequency	Percent	Valid Percent	Cumulative Percent
R wrote, " - more - need to bike more." under q1 R wrote, "almost daily, but not quite" to right of answer at q2 R wrote, "Dangerous as is! Lights at Midvale back up traffic on the Beltline. This intersection should have had lanes + bridges for 151 traffic to flow freely through the area. Compounding the problem and the hazards is utter lack of speed limit enforcement. Excessive speeders drive with reckless abandon!" to the right of q9d. R wrote, "Definitely" to right of q11f R wrote, "Yes to all park and ride lots, anything we can do to ease congestion and encourage mass/alternate transportation, reduce pollution and avoid gridlock in downtown Madison." in the lower margin of page 5. R wrote, "Unable to give informed answers. Perhaps ridership, busiest routes should dictate this. Then again, we want to encourage all to use/consider alternative modes, including the affluent, not just the poor/low income people relying on mass transit. And, bus lanes are great but must be enforced. Can't have aggressive drivers thinking it is their express lane. We really need stronger enforcement on the Beltline - the speed is way over 55 and people are more reckless, jumping lanes, with all the space between cars. Not safe at all! And I can drive in difficult traffic. It's just getting too dangerous." underneath q13	1	.4	.4	92.6

note_item Participant Notes

	Frequency	Percent	Valid Percent	Cumulative Percent
R wrote, "!!! Yes" to right of answer selection at q14d	1	.4	.4	93.0
R wrote, "!!Please!" to right of answer at q14b	1	.4	.4	93.4
R wrote, "!" to right of q14a and q14b	1	.4	.4	93.8
R wrote, "Bike Lane this part is fine" and drew in some arrows/lines on the map on page 7.	1	.4	.4	94.1
R wrote, "Bridge under Beltline @ W. Way" in specify field at 14g	1	.4	.4	94.5
R wrote, "Can't answer this." under q11]	1	.4	.4	94.9
R wrote, "Commuter stack lane-set bypassing 3-4 exits getting us drivers who don't exit these places often the opportunity to move through this area un-interrupted by exiters! + expands overall capacity" and drew some lines on the map on page 4.	1	.4	.4	95.3
R wrote, "daily" above answer at q2 R wrote, "going west" at q9f	1	.4	.4	95.7
R wrote, "disabled" in specify field at q10g	1	.4	.4	96.1
R wrote, "doubtful" under q13	1	.4	.4	96.5
R wrote, "I hate 'roundabouts!'" in the margin under q8	1	.4	.4	96.9
R wrote, "No roundabouts!!" at q7d	1	.4	.4	97.3
R wrote, "nothing; excellent!" to right of q9d	1	.4	.4	97.7
R wrote, "Now retired." to right of answer at q18	1	.4	.4	98.0

note_item Participant Notes

	Frequency	Percent	Valid Percent	Cumulative Percent
R wrote, "Rimrock Road 2 lanes all the way to highway "M" southbound" under q9	1	.4	.4	98.4
R wrote, "Roundabout for Whitney off-ramp at Schroeder" in specify field at q10g.	1	.4	.4	98.8
R wrote, "Thank you so much for sending this out!" in the lower margin of page 8.	1	.4	.4	99.2
R wrote, "The signage telling drivers to get in right lane shouldn't be before Seminole Hwy. Also signage of multiple left & right turn lanes could improve traffic flow @ Verona/Midvale Blvd. interchange" to right of q9d+e	1	.4	.4	99.6
R wrote, "unsure if any of these would be used well" under q11	1	.4	.4	100.0
Total	256	100.0	100.0	

q1 Which one of the following best describes how you travel most often?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 I walk	4	1.6	1.6	1.6
	2 I bike	5	2.0	2.0	3.5
	3 I take the bus	7	2.7	2.7	6.3
	4 I drive	237	92.6	92.6	98.8
	5 I carpool or someone drives me	3	1.2	1.2	100.0
	Total	256	100.0	100.0	

q2 Which one of the following best describes how often you travel on the Beltline?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	1	.4	.4	.4
	1 Daily	89	34.8	34.8	35.2
	2 Several times a week	112	43.8	43.8	78.9
	3 Once a week	30	11.7	11.7	90.6
	4 2 or 3 times a month	15	5.9	5.9	96.5
	5 Once a month or less	9	3.5	3.5	100.0
	Total	256	100.0	100.0	

q3 Do you use any alternate routes to avoid travel along the Beltline?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	5	2.0	2.0	2.0
	1 Yes	186	72.7	72.7	74.6
	2 No	65	25.4	25.4	100.0
	Total	256	100.0	100.0	

q4a Do you use the following alternate routes north of the Beltline? Odana Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	23	9.0	12.0	12.0
	1 Yes	120	46.9	62.8	74.9
	2 No	48	18.8	25.1	100.0
	Total	191	74.6	100.0	
Missing	System	65	25.4		
Total		256	100.0		

q4b Do you use the following alternate routes north of the Beltline? Mineral Point Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	24	9.4	12.6	12.6
	1 Yes	121	47.3	63.4	75.9
	2 No	46	18.0	24.1	100.0
	Total	191	74.6	100.0	
Missing	System	65	25.4		
Total		256	100.0		

q4c Do you use the following alternate routes north of the Beltline? Travel through the City of Madison Isthmus

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	28	10.9	14.7	14.7
	1 Yes	118	46.1	61.8	76.4
	2 No	45	17.6	23.6	100.0
	Total	191	74.6	100.0	
Missing	System	65	25.4		
Total		256	100.0		

q4d Do you use the following alternate routes north of the Beltline? Broadway

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	35	13.7	18.3	18.3
	1 Yes	75	29.3	39.3	57.6
	2 No	81	31.6	42.4	100.0
	Total	191	74.6	100.0	
Missing	System	65	25.4		
Total		256	100.0		

q5a Do you use the following alternate routes south of the Beltline? Raymond Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	29	11.3	15.2	15.2
	1 Yes	79	30.9	41.4	56.5
	2 No	83	32.4	43.5	100.0
	Total	191	74.6	100.0	
Missing	System	65	25.4		
Total		256	100.0		

q5b Do you use the following alternate routes south of the Beltline? County PD

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	17	6.6	8.9	8.9
	1 Yes	121	47.3	63.4	72.3
	2 No	53	20.7	27.7	100.0
	Total	191	74.6	100.0	
Missing	System	65	25.4		
Total		256	100.0		

q5c Do you use the following alternate routes south of the Beltline? Schroeder Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	34	13.3	17.8	17.8
	1 Yes	75	29.3	39.3	57.1
	2 No	82	32.0	42.9	100.0
	Total	191	74.6	100.0	
Missing	System	65	25.4		
Total		256	100.0		

q5d Do you use the following alternate routes south of the Beltline? Beltline Frontage Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	23	9.0	12.0	12.0
	1 Yes	119	46.5	62.3	74.3
	2 No	49	19.1	25.7	100.0
	Total	191	74.6	100.0	
Missing	System	65	25.4		
Total		256	100.0		

q5e Do you use the following alternate routes south of the Beltline? Nob Hill Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	49	19.1	25.7	25.7
	1 Yes	28	10.9	14.7	40.3
	2 No	114	44.5	59.7	100.0
	Total	191	74.6	100.0	
Missing	System	65	25.4		
Total		256	100.0		

q5f Do you use the following alternate routes south of the Beltline? Moorland Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	40	15.6	20.9	20.9
	1 Yes	37	14.5	19.4	40.3
	2 No	114	44.5	59.7	100.0
	Total	191	74.6	100.0	
Missing	System	65	25.4		
Total		256	100.0		

**q6 Please list any other alternate routes not listed in questions 4 and 5
that you use to avoid travel along the Beltline:**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	65	25.4	25.4	25.4
-3	107	41.8	41.8	67.2
185 -> Lacy Road	1	.4	.4	67.6
Badger and Rimrock Rds.	1	.4	.4	68.0
Badger Rd	1	.4	.4	68.4
Badger Rd, Olin Ave, Rimrock, John Nolan	1	.4	.4	68.8
Badger Rd.	1	.4	.4	69.1
Badger Road	1	.4	.4	69.5
Century Ave - CT M - 113 - River Rd - 19 - 151 (North)	1	.4	.4	69.9
Co Hwy K	1	.4	.4	70.3
County M, K	1	.4	.4	70.7
Fish Hatch to Drake St., Monroe, Glenway to Midvale or Regent to University	1	.4	.4	71.1
Fish Hatchery Rd (S-SW) +/- Near Perkins	1	.4	.4	71.5
Fish Hatchery Rd.	1	.4	.4	71.9
For travel west on I-90/94, I will use Hwy 12 to Baraboo area to enter I-90/94 rather than taking the beltline to I- 90 and then west.	1	.4	.4	72.3
From Downtown to Monroe St - Yuma - Seminole	1	.4	.4	72.7
Gammon Junction Old Sauk	1	.4	.4	73.0
Hammersly	1	.4	.4	73.4
High Point Rd	2	.8	.8	74.2
High Point Road	1	.4	.4	74.6
Hwy K around the north side	1	.4	.4	75.0
Hwy K or 19 - going around north side instead	1	.4	.4	75.4

q6 Please list any other alternate routes not listed in questions 4 and 5 that you use to avoid travel along the Beltline:

	Frequency	Percent	Valid Percent	Cumulative Percent
Hwy M - west of Madison Seminole HWY to Lacy to Fitchrona to Nesbit to Maple Grove	1	.4	.4	75.8
I enter + exit at the Todd Drive	1	.4	.4	76.2
I prefer to bike but bike lanes without physical barriers from cars, e.g. concrete barriers, are NOT safe for bikers.	1	.4	.4	76.6
I sometimes take County K & M.	1	.4	.4	77.0
Industrial Blvd Todd Dr. to Fish Hatchery	1	.4	.4	77.3
Junction Road, Badger Road, McKee Road, High Point Road, Gammon Road, Midvale	1	.4	.4	77.7
Lacy Rd	1	.4	.4	78.1
Lacy Rd S. Syene Rd. Whelan Rd. Irish Rd. McCoy Rd. McKee Rd.	1	.4	.4	78.5
Lacy Rd to MM, Badger Rd	1	.4	.4	78.9
Lacy Rd, Whalen Rd	1	.4	.4	79.3
Lacy Road, Badger Road	1	.4	.4	79.7
McCoy, Syene, Post	1	.4	.4	80.1
McKee Rd, Pleasant View Rd, Coho St, Post Rd, Todd Drive. Wherever Google Maps routes us.	1	.4	.4	80.5
McKee Road, Stoughton Road	1	.4	.4	80.9
Midvale Blvd, University Ave, Fish Hatchery Rd.	1	.4	.4	81.3
Monroe St	1	.4	.4	81.6
Monroe St (crossover Beltline) to get to UW campus Midvale Blvd	1	.4	.4	82.0

**q6 Please list any other alternate routes not listed in questions 4 and 5
that you use to avoid travel along the Beltline:**

	Frequency	Percent	Valid Percent	Cumulative Percent
Monroe St + Seminole Hwy	1	.4	.4	82.4
N + S Gammon Rd	1	.4	.4	82.8
N. Badger, Rimrock	1	.4	.4	83.2
N/A	3	1.2	1.2	84.4
None	3	1.2	1.2	85.5
Odana, Monroe St	1	.4	.4	85.9
Park St	1	.4	.4	86.3
Park to Regent Street to get to West H.S. by avoiding Seminole Hwy exit	1	.4	.4	86.7
Park to University - Wingra, Vilas, Monroe	1	.4	.4	87.1
Pleasant View	1	.4	.4	87.5
Post Rd from Fish Hatchery through Arbor Mills to Frontage + Seminole Hwy / Also Sem Hwy/Monroe Park	1	.4	.4	87.9
Post Rd., South Frontage Rd.	1	.4	.4	88.3
Post Road, Syene Road, Seminole Hwy, Whalen Road	1	.4	.4	88.7
Raymond Rd, Gammon Rd.	1	.4	.4	89.1
Regent Street	1	.4	.4	89.5
Regent Street, West Washington and University Avenue and Old Sauk Road	1	.4	.4	89.8
Rimrock - McCoy - Syene - Steward or Post Rd	1	.4	.4	90.2
Rimrock -> McCoy -> E. Cheryl	1	.4	.4	90.6
Rimrock -> MM McCoy -> Syene -> Cheryl -> Fish Hatchery	1	.4	.4	91.0
Seminole Highway / Todd Drive	1	.4	.4	91.4

q6 Please list any other alternate routes not listed in questions 4 and 5 that you use to avoid travel along the Beltline:

	Frequency	Percent	Valid Percent	Cumulative Percent
Seminole Hwy, Fish Hatchery Rd, Verona Rd, Midvale Blvd, Whitney Way, Gamon Rd, McKee Rd, Park St, John Nolen Dr, Rimrock Rd	1	.4	.4	91.8
side roads, such as Perry, to get to frontage roads.	1	.4	.4	92.2
South Fish Hatchery to East Cheryl Parkway to Syene to Rimrock Road to John Nolen Drive	1	.4	.4	92.6
The isthmus land-lock from water limits, and the Arboretum limits, most of my alternative routes. We need another water bridge!! or a wider one.	1	.4	.4	93.0
Todd Dr. to 151 S. of Beltline Verona Rd	1	.4	.4	93.4
Todd Drive	1	.4	.4	93.8
Todd Drive / Rimrock Road / Badger Road	1	.4	.4	94.1
Todd exit / McKee	1	.4	.4	94.5
University	1	.4	.4	94.9
University Ave	2	.8	.8	95.7
University Ave.	1	.4	.4	96.1
University Avenue - Middleton to downtown Madison	1	.4	.4	96.5
University to Allen Blvd to M	1	.4	.4	96.9
Verona Rd.	1	.4	.4	97.3
Watts Rd., Junction Rd.	1	.4	.4	97.7
Watts Road	1	.4	.4	98.0
Watts Road Stoughton Rd Junction Rd John Nolan	1	.4	.4	98.4

q6 Please list any other alternate routes not listed in questions 4 and 5 that you use to avoid travel along the Beltline:

	Frequency	Percent	Valid Percent	Cumulative Percent
We downsized, moved from Nakoma to Fitchburg last year. Att routes: - up Park St. to University, then West. Or - Lacy to Fish Hatchery, then West on McKee. - or Lacy West - all the way.	1	.4	.4	98.8
West + East Badger Rd. Midvale Rd. Hy M; Oregon Rd (mm)	1	.4	.4	99.2
West Beltline Hwy West Badger Rd	1	.4	.4	99.6
Yuma -> Seminole	1	.4	.4	100.0
Total	256	100.0	100.0	

q7a How much would you support - Minor changes such as new signal timings or added turn lane ramps at intersections that would not impact property or buildings but help traffic flow on and off the Beltline

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	10	3.9	3.9	3.9
	1 Not at all	16	6.3	6.3	10.2
	2 A little	29	11.3	11.3	21.5
	3 Somewhat	42	16.4	16.4	37.9
	4 Very	92	35.9	35.9	73.8
	5 Extremely	67	26.2	26.2	100.0
	Total	256	100.0	100.0	

q7b How much would you support - Construction of bridges over the Beltline or making it easier to cross from one side of the other that could require the purchase of property or building relocations

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	12	4.7	4.7	4.7
	1 Not at all	61	23.8	23.8	28.5
	2 A little	48	18.8	18.8	47.3
	3 Somewhat	66	25.8	25.8	73.0
	4 Very	46	18.0	18.0	91.0
	5 Extremely	23	9.0	9.0	100.0
	Total	256	100.0	100.0	

q7c How much would you support - Additional lane(s) on the Beltline or other changes that would reduce traffic merging and weaving but could require the purchase of property or building relocations

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	11	4.3	4.3	4.3
	1 Not at all	45	17.6	17.6	21.9
	2 A little	34	13.3	13.3	35.2
	3 Somewhat	62	24.2	24.2	59.4
	4 Very	64	25.0	25.0	84.4
	5 Extremely	40	15.6	15.6	100.0
	Total	256	100.0	100.0	

q7d How much would you support - Minor changes to local roads near the Beltline, such as installing signals or roundabouts, or extending turn lanes, that could require the purchase of property or building relocations

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	10	3.9	3.9	3.9
	1 Not at all	34	13.3	13.3	17.2
	2 A little	52	20.3	20.3	37.5
	3 Somewhat	72	28.1	28.1	65.6
	4 Very	59	23.0	23.0	88.7
	5 Extremely	29	11.3	11.3	100.0
	Total	256	100.0	100.0	

q7e How much would you support - Major interchange reconstruction to better accommodate traffic, biking, walking, or buses that could include the need to purchase more property for the interchange and the purchase of buildings or houses

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	10	3.9	3.9	3.9
	1 Not at all	52	20.3	20.3	24.2
	2 A little	42	16.4	16.4	40.6
	3 Somewhat	63	24.6	24.6	65.2
	4 Very	49	19.1	19.1	84.4
	5 Extremely	40	15.6	15.6	100.0
	Total	256	100.0	100.0	

q8 Is there a specific interchange on the Beltline that you want to see improved to better accommodate traffic, biking, walking, or buses?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	22	8.6	8.6	8.6
	1 Yes	121	47.3	47.3	55.9
	2 No	113	44.1	44.1	100.0
	Total	256	100.0	100.0	

q9a Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply - Mineral Point Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	118	46.1	82.5	82.5
	1 Selected	25	9.8	17.5	100.0
	Total	143	55.9	100.0	
Missing	System	113	44.1		
Total		256	100.0		

q9b Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply - Gammon Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	112	43.8	78.3	78.3
	1 Selected	31	12.1	21.7	100.0
	Total	143	55.9	100.0	
Missing	System	113	44.1		
Total		256	100.0		

q9c Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply - Whitney Way

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	108	42.2	75.5	75.5
	1 Selected	35	13.7	24.5	100.0
	Total	143	55.9	100.0	
Missing	System	113	44.1		
Total		256	100.0		

q9d Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply - Verona Road (US 18/151)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	104	40.6	72.7	72.7
	1 Selected	39	15.2	27.3	100.0
	Total	143	55.9	100.0	
Missing	System	113	44.1		
Total		256	100.0		

q9e Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply - Seminole Highway

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	86	33.6	60.1	60.1
	1 Selected	57	22.3	39.9	100.0
	Total	143	55.9	100.0	
Missing	System	113	44.1		
Total		256	100.0		

q9f Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply - Fish Hatchery Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	88	34.4	61.5	61.5
	1 Selected	55	21.5	38.5	100.0
	Total	143	55.9	100.0	
Missing	System	113	44.1		
Total		256	100.0		

q9g Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply - Park Street

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	107	41.8	74.8	74.8
	1 Selected	36	14.1	25.2	100.0
	Total	143	55.9	100.0	
Missing	System	113	44.1		
Total		256	100.0		

q9h Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply - Rimrock Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	114	44.5	79.7	79.7
	1 Selected	29	11.3	20.3	100.0
	Total	143	55.9	100.0	
Missing	System	113	44.1		
Total		256	100.0		

q9i Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply - John Nolen Drive

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	101	39.5	70.6	70.6
	1 Selected	42	16.4	29.4	100.0
	Total	143	55.9	100.0	
Missing	System	113	44.1		
Total		256	100.0		

q9j Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply - South Towne Drive/West Broadway

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	131	51.2	91.6	91.6
	1 Selected	12	4.7	8.4	100.0
	Total	143	55.9	100.0	
Missing	System	113	44.1		
Total		256	100.0		

q9k Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply - Monona Drive

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	125	48.8	87.4	87.4
	1 Selected	18	7.0	12.6	100.0
	Total	143	55.9	100.0	
Missing	System	113	44.1		
Total		256	100.0		

q9l Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply - Stoughton Road (US 51)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	127	49.6	88.8	88.8
	1 Selected	16	6.3	11.2	100.0
	Total	143	55.9	100.0	
Missing	System	113	44.1		
Total		256	100.0		

q9m Which of the following interchanges on the Beltline would you like to see improved? Please check all that apply - Other interchange

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	126	49.2	88.1	88.1
	1 Selected	17	6.6	11.9	100.0
	Total	143	55.9	100.0	
Missing	System	113	44.1		
Total		256	100.0		

q9m_other Name of other interchange

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		239	93.4	93.4	93.4
	b	1	.4	.4	93.8
	Bus stop at Seminole needs shelter	1	.4	.4	94.1
	Could use an "On-ramp" eastbound Seminole Hwy.	1	.4	.4	94.5
	Improve distance between Park & Fish Hatchery	1	.4	.4	94.9
	Old Sauk Rd & Green Way	1	.4	.4	95.3
	Old Sauk Rd. and N. High Point	1	.4	.4	95.7
	Todd Drive	7	2.7	2.7	98.4
	Todd Drive!	1	.4	.4	98.8
	Todd Rd	1	.4	.4	99.2
	University/Hwy 14/ (Parmenter?)	1	.4	.4	99.6
	Westbound 151 exit to Verona Rd is still a mess	1	.4	.4	100.0
	Total	256	100.0	100.0	

q10a How helpful would you find each of the following roadway crossings and connections? Roadway bridge over the Beltline west of Gammon Road from Watts Road to West Towne Mall

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	19	7.4	7.4	7.4
	-1 Don't Know	1	.4	.4	7.8
	1 Not at all	84	32.8	32.8	40.6
	2 A little	45	17.6	17.6	58.2
	3 Somewhat	49	19.1	19.1	77.3
	4 Very	40	15.6	15.6	93.0
	5 Extremely	18	7.0	7.0	100.0
	Total	256	100.0	100.0	

q10b How helpful would you find each of the following roadway crossings and connections? Roadway bridge over the Beltline east of Gammon Road connecting Struck Street north to Grand Canyon Drive

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	17	6.6	6.6	6.6
	-1 Don't Know	1	.4	.4	7.0
	1 Not at all	87	34.0	34.0	41.0
	2 A little	48	18.8	18.8	59.8
	3 Somewhat	52	20.3	20.3	80.1
	4 Very	31	12.1	12.1	92.2
	5 Extremely	20	7.8	7.8	100.0
	Total	256	100.0	100.0	

q10c How helpful would you find each of the following roadway crossings and connections? Roadway bridge over the Beltline west of Whitney Way connecting Schroeder Court north to Odana Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	18	7.0	7.0	7.0
	-1 Don't Know	1	.4	.4	7.4
	1 Not at all	77	30.1	30.1	37.5
	2 A little	57	22.3	22.3	59.8
	3 Somewhat	55	21.5	21.5	81.3
	4 Very	35	13.7	13.7	94.9
	5 Extremely	13	5.1	5.1	100.0
	Total	256	100.0	100.0	

q10d How helpful would you find each of the following roadway crossings and connections? Roadway bridge over the Beltline west of US 14 (Park Street) connecting Perry Street north and south of the Beltline

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	17	6.6	6.6	6.6
	-1 Don't Know	1	.4	.4	7.0
	1 Not at all	90	35.2	35.2	42.2
	2 A little	38	14.8	14.8	57.0
	3 Somewhat	47	18.4	18.4	75.4
	4 Very	39	15.2	15.2	90.6
	5 Extremely	24	9.4	9.4	100.0
	Total	256	100.0	100.0	

q10e How helpful would you find each of the following roadway crossings and connections? Roadway bridge over US 14 (Park Street) south of the Beltline connecting Greenway Cross/Steward Street and Novation Parkway

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	18	7.0	7.0	7.0
	-1 Don't Know	1	.4	.4	7.4
	1 Not at all	76	29.7	29.7	37.1
	2 A little	50	19.5	19.5	56.6
	3 Somewhat	43	16.8	16.8	73.4
	4 Very	39	15.2	15.2	88.7
	5 Extremely	29	11.3	11.3	100.0
	Total	256	100.0	100.0	

q10f How helpful would you find each of the following roadway crossings and connections? Roadway connection between West Broadway and John Nolen Drive

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	20	7.8	7.8	7.8
	-1 Don't Know	1	.4	.4	8.2
	1 Not at all	60	23.4	23.4	31.6
	2 A little	33	12.9	12.9	44.5
	3 Somewhat	56	21.9	21.9	66.4
	4 Very	51	19.9	19.9	86.3
	5 Extremely	35	13.7	13.7	100.0
	Total	256	100.0	100.0	

q10g How helpful would you find each of the following roadway crossings and connections? Other roadway crossings or connections

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	220	85.9	85.9	85.9
	-1 Don't Know	1	.4	.4	86.3
	1 Not at all	15	5.9	5.9	92.2
	2 A little	1	.4	.4	92.6
	3 Somewhat	5	2.0	2.0	94.5
	4 Very	4	1.6	1.6	96.1
	5 Extremely	10	3.9	3.9	100.0
	Total	256	100.0	100.0	

q10g_other Name other roadway crossings or connections

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		220	85.9	85.9	85.9
	Verona Rd Interchange	1	.4	.4	86.3
	Meza + Fitchburg xx W-E N-S	1	.4	.4	86.7
	1	1	.4	.4	87.1
	151 East bound exit onto Seminole Hwy	1	.4	.4	87.5
	b	19	7.4	7.4	94.9
	Beltline exit added to High Point Road	1	.4	.4	95.3
	free flow interchange at Stoughton Rd redesign and bridge ramp from Beltline West to Verona Rd	1	.4	.4	95.7
	Improve Rimrock interchange. Direct exit to Alliant Center	1	.4	.4	96.1
	Lake Wingra water bridge expansion or Arboretum work around!!	1	.4	.4	96.5
	On/off ramps at either Buckeye Rd or Cottage Grove Rd on the Interstate	1	.4	.4	96.9

q10g_other Name other roadway crossings or connections

	Frequency	Percent	Valid Percent	Cumulative Percent
Reconnect Whenona Sr. over/under Beltline and reconnect Hammersly	1	.4	.4	97.3
Rimrock	1	.4	.4	97.7
See 9 above	1	.4	.4	98.0
Seminole -> Verona Rd	1	.4	.4	98.4
To be able to merge off beltline to Seminole Hwy heading east! Heading West I can get off over bridge. When heading east I have options but all suck and are confusing.	1	.4	.4	98.8
Todd Drive	1	.4	.4	99.2
Todd Drive / Frontage roads need more access or lanes	1	.4	.4	99.6
Whitney Way corridor: like Verona Road	1	.4	.4	100.0
Total	256	100.0	100.0	

q11a Would you or people you know use the following Park and Ride facilities if available? US 14 at the Beltline in Middleton

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	31	12.1	12.1	12.1
	-1 Don't Know	3	1.2	1.2	13.3
	1 Yes	51	19.9	19.9	33.2
	2 No	171	66.8	66.8	100.0
	Total	256	100.0	100.0	

q11b Would you or people you know use the following Park and Ride facilities if available? Mineral Point Road and Junction Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	31	12.1	12.1	12.1
	-1 Don't Know	3	1.2	1.2	13.3
	1 Yes	60	23.4	23.4	36.7
	2 No	162	63.3	63.3	100.0
	Total	256	100.0	100.0	

q11c Would you or people you know use the following Park and Ride facilities if available? County M and Midtown Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	37	14.5	14.5	14.5
	-1 Don't Know	3	1.2	1.2	15.6
	1 Yes	33	12.9	12.9	28.5
	2 No	183	71.5	71.5	100.0
	Total	256	100.0	100.0	

q11d Would you or people you know use the following Park and Ride facilities if available? Verona Road and County PD/McKee Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	29	11.3	11.3	11.3
	-1 Don't Know	3	1.2	1.2	12.5
	1 Yes	68	26.6	26.6	39.1
	2 No	156	60.9	60.9	100.0
	Total	256	100.0	100.0	

q11e Would you or people you know use the following Park and Ride facilities if available? Fish Hatchery Road and County PD/McKee Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	27	10.5	10.5	10.5
	-1 Don't Know	3	1.2	1.2	11.7
	1 Yes	72	28.1	28.1	39.8
	2 No	154	60.2	60.2	100.0
	Total	256	100.0	100.0	

q11f Would you or people you know use the following Park and Ride facilities if available? US 14 Near McCoy Road and Lacy Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	32	12.5	12.5	12.5
	-1 Don't Know	3	1.2	1.2	13.7
	1 Yes	45	17.6	17.6	31.3
	2 No	176	68.8	68.8	100.0
	Total	256	100.0	100.0	

q11g Would you or people you know use the following Park and Ride facilities if available? US 51 near Marsh Road and Siggelkow Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	36	14.1	14.1	14.1
	-1 Don't Know	3	1.2	1.2	15.2
	1 Yes	28	10.9	10.9	26.2
	2 No	189	73.8	73.8	100.0
	Total	256	100.0	100.0	

q12 Would you support prioritizing bus travel through intersections at or near Beltline?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	25	9.8	9.8	9.8
	-1 Don't Know	2	.8	.8	10.5
	1 Yes	134	52.3	52.3	62.9
	2 No	95	37.1	37.1	100.0
	Total	256	100.0	100.0	

q13a How useful would you find prioritizing bus travel through the following intersections with the Beltline? US 14/University Avenue

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	34	13.3	21.1	21.1
	-1 Don't Know	1	.4	.6	21.7
	1 Not at all	25	9.8	15.5	37.3
	2 A little	13	5.1	8.1	45.3
	3 Somewhat	42	16.4	26.1	71.4
	4 Very	31	12.1	19.3	90.7
	5 Extremely	15	5.9	9.3	100.0
	Total	161	62.9	100.0	
Missing	System	95	37.1		
Total		256	100.0		

q13b How useful would you find prioritizing bus travel through the following intersections with the Beltline? Old Sauk Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	34	13.3	21.1	21.1
	-1 Don't Know	1	.4	.6	21.7
	1 Not at all	21	8.2	13.0	34.8
	2 A little	21	8.2	13.0	47.8
	3 Somewhat	43	16.8	26.7	74.5
	4 Very	29	11.3	18.0	92.5
	5 Extremely	12	4.7	7.5	100.0
	Total	161	62.9	100.0	
Missing	System	95	37.1		
Total		256	100.0		

q13c How useful would you find prioritizing bus travel through the following intersections with the Beltline? Mineral Point Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	35	13.7	21.7	21.7
	-1 Don't Know	1	.4	.6	22.4
	1 Not at all	16	6.3	9.9	32.3
	2 A little	13	5.1	8.1	40.4
	3 Somewhat	41	16.0	25.5	65.8
	4 Very	39	15.2	24.2	90.1
	5 Extremely	16	6.3	9.9	100.0
	Total	161	62.9	100.0	
Missing	System	95	37.1		
Total		256	100.0		

q13d How useful would you find prioritizing bus travel through the following intersections with the Beltline? Gammon Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	32	12.5	19.9	19.9
	-1 Don't Know	1	.4	.6	20.5
	1 Not at all	15	5.9	9.3	29.8
	2 A little	15	5.9	9.3	39.1
	3 Somewhat	41	16.0	25.5	64.6
	4 Very	36	14.1	22.4	87.0
	5 Extremely	21	8.2	13.0	100.0
	Total	161	62.9	100.0	
Missing	System	95	37.1		
Total		256	100.0		

q13e How useful would you find prioritizing bus travel through the following intersections with the Beltline? Whitney Way

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	32	12.5	19.9	19.9
	-1 Don't Know	1	.4	.6	20.5
	1 Not at all	15	5.9	9.3	29.8
	2 A little	12	4.7	7.5	37.3
	3 Somewhat	43	16.8	26.7	64.0
	4 Very	41	16.0	25.5	89.4
	5 Extremely	17	6.6	10.6	100.0
	Total	161	62.9	100.0	
Missing	System	95	37.1		
Total		256	100.0		

q13f How useful would you find prioritizing bus travel through the following intersections with the Beltline? Verona Road (US 18/151)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	32	12.5	19.9	19.9
	-1 Don't Know	1	.4	.6	20.5
	1 Not at all	14	5.5	8.7	29.2
	2 A little	8	3.1	5.0	34.2
	3 Somewhat	38	14.8	23.6	57.8
	4 Very	41	16.0	25.5	83.2
	5 Extremely	27	10.5	16.8	100.0
	Total	161	62.9	100.0	
Missing	System	95	37.1		
Total		256	100.0		

q13g How useful would you find prioritizing bus travel through the following intersections with the Beltline? Todd Drive

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	32	12.5	19.9	19.9
	-1 Don't Know	1	.4	.6	20.5
	1 Not at all	16	6.3	9.9	30.4
	2 A little	11	4.3	6.8	37.3
	3 Somewhat	37	14.5	23.0	60.2
	4 Very	38	14.8	23.6	83.9
	5 Extremely	26	10.2	16.1	100.0
	Total	161	62.9	100.0	
Missing	System	95	37.1		
Total		256	100.0		

q13h How useful would you find prioritizing bus travel through the following intersections with the Beltline? Fish Hatchery Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	31	12.1	19.3	19.3
	-1 Don't Know	1	.4	.6	19.9
	1 Not at all	11	4.3	6.8	26.7
	2 A little	8	3.1	5.0	31.7
	3 Somewhat	32	12.5	19.9	51.6
	4 Very	44	17.2	27.3	78.9
	5 Extremely	34	13.3	21.1	100.0
	Total	161	62.9	100.0	
Missing	System	95	37.1		
Total		256	100.0		

q13i How useful would you find prioritizing bus travel through the following intersections with the Beltline? US 14/Park Street

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	32	12.5	19.9	19.9
	-1 Don't Know	1	.4	.6	20.5
	1 Not at all	15	5.9	9.3	29.8
	2 A little	7	2.7	4.3	34.2
	3 Somewhat	31	12.1	19.3	53.4
	4 Very	49	19.1	30.4	83.9
	5 Extremely	26	10.2	16.1	100.0
	Total	161	62.9	100.0	
Missing	System	95	37.1		
Total		256	100.0		

q13j How useful would you find prioritizing bus travel through the following intersections with the Beltline? Rimrock Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	34	13.3	21.1	21.1
	-1 Don't Know	1	.4	.6	21.7
	1 Not at all	17	6.6	10.6	32.3
	2 A little	15	5.9	9.3	41.6
	3 Somewhat	37	14.5	23.0	64.6
	4 Very	38	14.8	23.6	88.2
	5 Extremely	19	7.4	11.8	100.0
	Total	161	62.9	100.0	
Missing	System	95	37.1		
Total		256	100.0		

q13k How useful would you find prioritizing bus travel through the following intersections with the Beltline? South Towne Drive/West Broadway

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	35	13.7	21.7	21.7
	-1 Don't Know	1	.4	.6	22.4
	1 Not at all	22	8.6	13.7	36.0
	2 A little	15	5.9	9.3	45.3
	3 Somewhat	35	13.7	21.7	67.1
	4 Very	32	12.5	19.9	87.0
	5 Extremely	21	8.2	13.0	100.0
	Total	161	62.9	100.0	
Missing	System	95	37.1		
Total		256	100.0		

**q14v123a How helpful would you find the following connections
for biking or walking in your area? Bridge over Whitney Way
north of the Beltline**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	15	5.9	9.0	9.0
	-1 Don't Know	1	.4	.6	9.6
	1 Not at all	51	19.9	30.7	40.4
	2 A little	23	9.0	13.9	54.2
	3 Somewhat	37	14.5	22.3	76.5
	4 Very	26	10.2	15.7	92.2
	5 Extremely	13	5.1	7.8	100.0
	Total	166	64.8	100.0	
Missing	System	90	35.2		
Total		256	100.0		

**q14v123b How helpful would you find the following connections
for biking or walking in your area? Path connection along the
north side of the Beltline from Whitney Way to the Southwest
Bike Path, near Midvale Boulevard**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	15	5.9	9.0	9.0
	-1 Don't Know	1	.4	.6	9.6
	1 Not at all	43	16.8	25.9	35.5
	2 A little	15	5.9	9.0	44.6
	3 Somewhat	38	14.8	22.9	67.5
	4 Very	31	12.1	18.7	86.1
	5 Extremely	23	9.0	13.9	100.0
	Total	166	64.8	100.0	
Missing	System	90	35.2		
Total		256	100.0		

q14v123c How helpful would you find the following connections for biking or walking in your area? Path connection along the north side of the Beltline from Seminole Highway to the Cannonball Path

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	14	5.5	8.4	8.4
	-1 Don't Know	1	.4	.6	9.0
	1 Not at all	42	16.4	25.3	34.3
	2 A little	11	4.3	6.6	41.0
	3 Somewhat	31	12.1	18.7	59.6
	4 Very	31	12.1	18.7	78.3
	5 Extremely	36	14.1	21.7	100.0
	Total	166	64.8	100.0	
Missing	System	90	35.2		
Total		256	100.0		

q14v123d How helpful would you find the following connections for biking or walking in your area? Path connection along the south side of the Beltline from Seminole Highway to the Cannonball Path

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	14	5.5	8.4	8.4
	-1 Don't Know	1	.4	.6	9.0
	1 Not at all	37	14.5	22.3	31.3
	2 A little	12	4.7	7.2	38.6
	3 Somewhat	37	14.5	22.3	60.8
	4 Very	26	10.2	15.7	76.5
	5 Extremely	39	15.2	23.5	100.0
	Total	166	64.8	100.0	
Missing	System	90	35.2		
Total		256	100.0		

q14v123e How helpful would you find the following connections for biking or walking in your area? Bridge over the Beltline west of Park Street

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	17	6.6	10.2	10.2
	-1 Don't Know	1	.4	.6	10.8
	1 Not at all	35	13.7	21.1	31.9
	2 A little	14	5.5	8.4	40.4
	3 Somewhat	38	14.8	22.9	63.3
	4 Very	35	13.7	21.1	84.3
	5 Extremely	26	10.2	15.7	100.0
	Total	166	64.8	100.0	
Missing	System	90	35.2		
Total		256	100.0		

q14v123f How helpful would you find the following connections for biking or walking in your area? Bridge over US 14 south of the Beltline near Stewart Street

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	17	6.6	10.2	10.2
	-1 Don't Know	1	.4	.6	10.8
	1 Not at all	43	16.8	25.9	36.7
	2 A little	16	6.3	9.6	46.4
	3 Somewhat	39	15.2	23.5	69.9
	4 Very	25	9.8	15.1	84.9
	5 Extremely	25	9.8	15.1	100.0
	Total	166	64.8	100.0	
Missing	System	90	35.2		
Total		256	100.0		

q14v123g How helpful would you find the following connections for biking or walking in your area? Other biking or walking connections.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	132	51.6	79.5	79.5
	-1 Don't Know	1	.4	.6	80.1
	1 Not at all	14	5.5	8.4	88.6
	2 A little	2	.8	1.2	89.8
	3 Somewhat	4	1.6	2.4	92.2
	4 Very	3	1.2	1.8	94.0
	5 Extremely	10	3.9	6.0	100.0
	Total	166	64.8	100.0	
Missing	System	90	35.2		
Total		256	100.0		

q14v123g_other Name of other biking or walking connections

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		223	87.1	87.1	87.1
	b	27	10.5	10.5	97.7
	Bike path from Broadway to Rt. 51 to Pinecone Rest.	1	.4	.4	98.0
	From North to South at Midvale to connect Home Depot to Dorn's Hardware	1	.4	.4	98.4
	N/A	1	.4	.4	98.8
	Rimrock Rd	2	.8	.8	99.6
	Rimrock Road	1	.4	.4	100.0
	Total	256	100.0	100.0	

**q14v4a How helpful would you find the following connections
for biking or walking in your area? Bridge over the Beltline west
of Whitney Way**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	1	.4	2.2	2.2
	1 Not at all	11	4.3	23.9	26.1
	2 A little	5	2.0	10.9	37.0
	3 Somewhat	6	2.3	13.0	50.0
	4 Very	13	5.1	28.3	78.3
	5 Extremely	10	3.9	21.7	100.0
	Total	46	18.0	100.0	
Missing	System	210	82.0		
Total		256	100.0		

**q14v4b How helpful would you find the following connections
for biking or walking in your area? Bridge over Whitney Way
north of the Beltline**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	2	.8	4.3	4.3
	1 Not at all	13	5.1	28.3	32.6
	2 A little	4	1.6	8.7	41.3
	3 Somewhat	6	2.3	13.0	54.3
	4 Very	12	4.7	26.1	80.4
	5 Extremely	9	3.5	19.6	100.0
	Total	46	18.0	100.0	
Missing	System	210	82.0		
Total		256	100.0		

q14v4c How helpful would you find the following connections for biking or walking in your area? Path connection along the north side of the Beltline from Whitney Way to Southwest Bike Path, near Midvale Boulevard

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	1	.4	2.2	2.2
	1 Not at all	10	3.9	21.7	23.9
	2 A little	5	2.0	10.9	34.8
	3 Somewhat	10	3.9	21.7	56.5
	4 Very	11	4.3	23.9	80.4
	5 Extremely	9	3.5	19.6	100.0
	Total	46	18.0	100.0	
Missing	System	210	82.0		
Total		256	100.0		

q14v4d How helpful would you find the following connections for biking or walking in your area? Other biking or walking connections.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	34	13.3	73.9	73.9
	1 Not at all	4	1.6	8.7	82.6
	3 Somewhat	1	.4	2.2	84.8
	4 Very	5	2.0	10.9	95.7
	5 Extremely	2	.8	4.3	100.0
	Total	46	18.0	100.0	
Missing	System	210	82.0		
Total		256	100.0		

q14v4d_other Name of other biking or walking connections

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		246	96.1	96.1	96.1
	A) Bike path from Elver Park to the Ice Age Trail path near Raymond Rd. B)	1	.4	.4	96.5
	b	5	2.0	2.0	98.4
	e. Gammon Road bridge near High Point Rd.	1	.4	.4	98.8
	Hammersley Bike Lane	1	.4	.4	99.2
	Mineral Point Rd to Old Sauk Rd near Junction Rd	1	.4	.4	99.6
	West of Gammon for mall access	1	.4	.4	100.0
	Total	256	100.0	100.0	

q14v5a How helpful would you find the following connections for biking or walking in your area? Bridge over the Beltline north of Old Sauk Road

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	4	1.6	9.1	9.1
	1 Not at all	10	3.9	22.7	31.8
	2 A little	6	2.3	13.6	45.5
	3 Somewhat	8	3.1	18.2	63.6
	4 Very	6	2.3	13.6	77.3
	5 Extremely	10	3.9	22.7	100.0
	Total	44	17.2	100.0	
Missing	System	212	82.8		
Total		256	100.0		

**q14v5b How helpful would you find the following connections
for biking or walking in your area? Bridge over the Beltline south
of Old Sauk Road**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	2	.8	4.5	4.5
	1 Not at all	8	3.1	18.2	22.7
	2 A little	4	1.6	9.1	31.8
	3 Somewhat	8	3.1	18.2	50.0
	4 Very	10	3.9	22.7	72.7
	5 Extremely	12	4.7	27.3	100.0
	Total	44	17.2	100.0	
Missing	System	212	82.8		
Total		256	100.0		

**q14v5c How helpful would you find the following connections
for biking or walking in your area? Bridge over the Beltline west
of Whitney Way**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	4	1.6	9.1	9.1
	1 Not at all	15	5.9	34.1	43.2
	2 A little	5	2.0	11.4	54.5
	3 Somewhat	8	3.1	18.2	72.7
	4 Very	4	1.6	9.1	81.8
	5 Extremely	8	3.1	18.2	100.0
	Total	44	17.2	100.0	
Missing	System	212	82.8		
Total		256	100.0		

q14v5d How helpful would you find the following connections for biking or walking in your area? Other biking or walking connections.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	35	13.7	79.5	79.5
	1 Not at all	5	2.0	11.4	90.9
	3 Somewhat	2	.8	4.5	95.5
	5 Extremely	2	.8	4.5	100.0
	Total	44	17.2	100.0	
Missing	System	212	82.8		
Total		256	100.0		

q14v5d_other Name of other biking or walking connections

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		247	96.5	96.5	96.5
	b	7	2.7	2.7	99.2
	Mineral Point over Beltline	1	.4	.4	99.6
	More paths for biking connecting West Side	1	.4	.4	100.0
	Total	256	100.0	100.0	

q15 Do you have any other transportation related issues or concerns you would like to discuss?

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	.4	.4	.4
-3	148	57.8	57.8	58.2
(1) We need to prioritize public transportation & bike options over all road projects. (2) Convert car lanes to bike only separate lanes (physical separation from car, e.g. concrete barriers).	1	.4	.4	58.6
14a + 14b are extremely important	1	.4	.4	59.0
A north side/west side route.	1	.4	.4	59.4
Added capacity to the beltline + around beltline can draw more traffic through neighborhoods. Any changes to beltline area S/B matched w/ augmentations/improvements to neighborhoods.	1	.4	.4	59.8
Amtrak not located in Madison, and it should be; parking Regent St area is poor; Speedway/Regent St intersection is terrible. West Towne Mall area is crazy busy.	1	.4	.4	60.2
Anything that makes walking and biking safer.	1	.4	.4	60.5
Beltline should be six lanes at least to Gammon. Madison has not shown it knows how to build sufficient roads. Should see how Boise did it, including accommodating drivers through the city and commuter traffic.	1	.4	.4	60.9

q15 Do you have any other transportation related issues or concerns you would like to discuss?

	Frequency	Percent	Valid Percent	Cumulative Percent
Better access for handicap vans to deliver & pickup between Madison, Monona, McFarland, Fitchburg, Verona	1	.4	.4	61.3
Better defined areas for road services (disabled vehicle). Larger shoulder for cars to pull off the road.	1	.4	.4	61.7
Better monitoring of speed and aggressive driving on Beltline.	1	.4	.4	62.1
Bike lane on Monona Dr, also Atwood Ave	1	.4	.4	62.5
Bike lanes on back roads	1	.4	.4	62.9
bus routes - if we made bus routes more efficient, then more people would use public transit and we wouldn't need to fix car-related traffic issues. If it takes 10 min to drive, but 60 min by bus, people will drive. Same for bike routes - 6 miles to drive vs. 10 miles to bike, I'm going to drive.	1	.4	.4	63.3
Bus shelters where there are none at stops (i.e. Seminole Hwy)	1	.4	.4	63.7
Buses need to be more extensive in coverage and run more frequently	1	.4	.4	64.1
Buying property to expand the beltline.	1	.4	.4	64.5
Dedicated rail system along the beltline that then connected to bus routes. Allowed bikes as well. Extending the beltline to a full circle around //	1	.4	.4	64.8

q15 Do you have any other transportation related issues or concerns you would like to discuss?

	Frequency	Percent	Valid Percent	Cumulative Percent
Do not build more traffic lanes. Use existing lanes and other right of ways to build train, trolley, bus, bike lanes. More car lanes lead to more car traffic - induced demand.	1	.4	.4	65.2
Driving West on beltline, signage directs drivers to exit off next exit for Verona when many drivers then exit off Seminole to have to get back on beltline for next exit. Signage should reflect and exit.	1	.4	.4	65.6
Encourage bikers to use bike lanes & stay off sidewalks Reflective lines on all roads and/or reflective tags on lines	1	.4	.4	66.0
Enforcement of speeding law	1	.4	.4	66.4
Erratic drivers on Beltline. Either driving too fast or too slow. Traffic flow and average speed during rush hour need to be addressed.	1	.4	.4	66.8
Exit lanes between Gammon Rd and Mineral Point Rd. Does not make sense to merge into traffic and immediately exit.	1	.4	.4	67.2
Express + local lanes on the beltline	1	.4	.4	67.6
Flexible travel lanes during rush hour Drivers going too slow in left lane Encourage companies to have flexible work hours to decrease rush hour volume	1	.4	.4	68.0

q15 Do you have any other transportation related issues or concerns you would like to discuss?

	Frequency	Percent	Valid Percent	Cumulative Percent
Get rid of yield signs! I see people not yielding more often than should happen - just replace with stop signs!	1	.4	.4	68.4
High speed rail!	1	.4	.4	68.8
I bike a lot and have to travel a long distance to safe bike paths. The more bike paths the better!	1	.4	.4	69.1
I cannot drive. I call a cab when needed.	1	.4	.4	69.5
I cannot emphasize enough the need for more and stronger traffic enforcement. It's becoming a road rage no man's land. Also, we must get guns off the streets. It seems the incidence of running gun battles shots exchanged is up!	1	.4	.4	69.9

q15 Do you have any other transportation related issues or concerns you would like to discuss?

	Frequency	Percent	Valid Percent	Cumulative Percent
I love the changing word signs above the beltline reminding drivers of things to consider while driving. Very clever and attention-getting. My job is directing referrals for UW Health. I read about so many lives that have been destroyed by motor vehicle accidents (MVA). Severe brain injury, blindness, deafness, loss of limbs... the trauma is endless - maiming someone is permanent - and should never have happened. I note dangerous crossing of solid white lines, drivers not seeing it at all and ignoring what they should be doing and endangering a driver like me who is waiting until the end of the solid line to attempt to merge into traffic with a signal of my intent. I witnessed an SUV that was T-boned and knocked on its roof in broad daylight by a car speeding thru an "orange" light that I'll bet was red when they careened into these people, left hanging from their seatbelts in terror. This morning a speeder at the top of Monroe Street sped past me as I waited to turn right onto Midvale, he did not even slow down for the RED left turn arrow as he screeched onto Midvale to head for the beltline. How I wished a police officer had seen that! The beltline is well known to Madison area drivers so I never understand the need for speed that will just endanger everyone else - to save a few minutes. I think our population is above average in intelligence so reasoning with them should bear fruit. Could we try for no accidents on the beltline, like the Zero initiative I see DOT has going on? It is a privilege to be allowed onto	1	.4	.4	70.3

q15 Do you have any other transportation related issues or concerns you would like to discuss?

	Frequency	Percent	Valid Percent	Cumulative Percent
I think the Seminole exit needs redoing the most. Even extending the Todd on ramp down to the Seminole exit ramp might ease the confusion and decrease accidents.	1	.4	.4	70.7
I would like the state to explore a car platooning program to connect major cities.	1	.4	.4	71.1
I would like to see a double decker Beltline in the bottleneck between John Nolan and Whitney Way. This would require minimal land aquisition.	1	.4	.4	71.5
I would like to see a light rail planned to replace traffic on the Beltline out to Verona, Middleton, McFarland + Sun Prairie as well as downtown/campus	1	.4	.4	71.9
I would like to see a park and ride near the West Transfer Point. This would allow me to use the bus more easily.	1	.4	.4	72.3
I would use the buses more often if 1) more shelters 2) more safety at transfer points	1	.4	.4	72.7
I'm really not concerned about construction issues at all. I avoid the beltline entirely because of lack of enforcement around speed + reckless driving. If you are going to spend \$, spend it on detection systems or more traffic enforcement, period, the end!	1	.4	.4	73.0
Implement rapid transit for metro	1	.4	.4	73.4

q15 Do you have any other transportation related issues or concerns you would like to discuss?

	Frequency	Percent	Valid Percent	Cumulative Percent
Increase policing of excessive speeders on beltline (drivers going above 90 mph). Warning signs, something.	1	.4	.4	73.8
Increase the speed limit on Beltline and enforce or monitor traffic for reckless drivers.	1	.4	.4	74.2
Interurban rail to connect suburbs with Madison. Include interurban rail along the entire beltline with hubs connecting to suburban rail. A better solution than bus.	1	.4	.4	74.6
Just hope for more, better, + safer biking + walking paths near Beltline so I could drive less. Also, take the environment into consideration in all that's done.	1	.4	.4	75.0
Just that if projects would negatively impact low income and/or neighborhoods with higher #s of minority populations, they should not be considered.	1	.4	.4	75.4
Light rail or train! Would love to see more money & planning for transit that reduces cars & buses on the road.	1	.4	.4	75.8
Lighting on PATH's and cameras (safety)	1	.4	.4	76.2
lines on Beltline hard to follow. Can still see old ones at night. Speeding major issue!	1	.4	.4	76.6
More buses/routes down Fish Hatchery to the Fitchburg Library.	1	.4	.4	77.0

q15 Do you have any other transportation related issues or concerns you would like to discuss?

	Frequency	Percent	Valid Percent	Cumulative Percent
More exit lanes for Verona Rd West + East bound	1	.4	.4	77.3
More law enforcement. Traffic on Beltline goes too fast!	1	.4	.4	77.7
More lighting along commonly used bike/running paths - difficult to commute/use these paths during winter months.	1	.4	.4	78.1
More police checking speeding traffic.	1	.4	.4	78.5
More priority access to buses.	1	.4	.4	78.9
more roundabouts!	1	.4	.4	79.3
N.A.	1	.4	.4	79.7
N/A	3	1.2	1.2	80.9
Narrow East Washington Ave. More protected bike lanes. Maintain and expand streatory program for walkable downtown. High volume mass transit (times?). Better access to Pick n Save on Fish Hatch from McKee/Traceway don't add more Beltline lanes please! =)	1	.4	.4	81.3
no	1	.4	.4	81.6
No	11	4.3	4.3	85.9
NO	1	.4	.4	86.3
No, I think the Beltline would be fine except for the constant construction occurring. My girlfriend quotes, "I fee like I'm going to die every day while on the Beltline."	1	.4	.4	86.7
No.	2	.8	.8	87.5
Not at this time.	1	.4	.4	87.9

q15 Do you have any other transportation related issues or concerns you would like to discuss?

	Frequency	Percent	Valid Percent	Cumulative Percent
Park + Ride near transfer points as well as Whitney Way + Tokey Blvd.	1	.4	.4	88.3
Please fix potholes more often & quickly. Gammon & Watts and onto the Beltline west towards Middleton needs some smoothing out.	1	.4	.4	88.7
Please see notes on Question #9	1	.4	.4	89.1
Put a bridge from Britta to shopping center.	1	.4	.4	89.5
Re-surface Hammersley Road bike lane between Whitney Road and Southwest Bike Path near Sub-Zero.	1	.4	.4	89.8
Reducing the speed limits is ridiculous and is not helping.	1	.4	.4	90.2
Return Beltline thru traffic lanes to 12' width.[Get rid of useless "flex lane"]Beltline as it now exists is "severe traffic hazard".	1	.4	.4	90.6
Rimrock Road is not safe to bike please make safe so we can use it every day.	1	.4	.4	91.0
Road construction on Fish Hatchery is taking too long.	1	.4	.4	91.4
Roundabouts are not needed in the temp. Slow streets pilot program	1	.4	.4	91.8
Some/not all bus drivers, I - + noticed are sometimes not, real courteous	1	.4	.4	92.2
Speed traps are pointless and predatory	1	.4	.4	92.6

q15 Do you have any other transportation related issues or concerns you would like to discuss?

	Frequency	Percent	Valid Percent	Cumulative Percent
SPEEDING!! It is increasingly dangerous to drive on any street, highway or on the Beltline. Everyone but me is driving at least ten miles over the limit and follows much too closely. Rage abounds!	1	.4	.4	93.0
The constant road construction. I would really appreciate the use of better materials, better & longer wear of materials used to construct road surfaces.	1	.4	.4	93.4
The new narrow lanes are accidents waiting to happen and don't improve anything - makes driving treacherous [R underlined "treacherous"] !!	1	.4	.4	93.8
Time lights on Fish Hatchery -- the number of them from McKee to Beltline is way too many.	1	.4	.4	94.1
Too many "NASCAR" drivers -- if you don't drive 70 mph, you're in trouble!	1	.4	.4	94.5
Too many big trucks and semis on PD. between Fish Hatch + Verona Rd.	1	.4	.4	94.9
Too much speeding on Beltline	1	.4	.4	95.3
Traffic jam during peak hours.	1	.4	.4	95.7
Traffic light timing on Gammon Rd North + South of the Beltline snarls traffic + causes congestion - seemingly unnecessarily.	1	.4	.4	96.1

q15 Do you have any other transportation related issues or concerns you would like to discuss?

	Frequency	Percent	Valid Percent	Cumulative Percent
Trains please! We don't want to have to drive to work all the time. It is safer and all train passengers have more time than those who have to drive.	1	.4	.4	96.5
transportation - no Lights at intersections - YES; too many, too long!! (to wait) ...	1	.4	.4	96.9
Travel across the north side of Lake Mendota is an unholy mess any kind of plan to ease travel through that corridor would be appreciated	1	.4	.4	97.3
Trucks on the West Beltline getting off on Verona Rd slow traffic + increased risk of accident for all 3 lanes. This is my main concern for going home from work about 4 pm. Improving signage may help get traffic in the 2 lanes they need to be in to exist. Most of the traffic is in the far right lane.	1	.4	.4	97.7
Unaddressed speeding on beltline	1	.4	.4	98.0
Vehicles on the Beltline do NOT observe the speed limits.	1	.4	.4	98.4
We need the South Reliever to lessen Beltline traffic	1	.4	.4	98.8
What happened? Recent construction, lines, etc. on the Beltline was poorly done and seems a bit hazardous.	1	.4	.4	99.2
Yes, B.R.T. is not needed as our bus ridership is next to nothing other than going directly to campus.	1	.4	.4	99.6

q15 Do you have any other transportation related issues or concerns you would like to discuss?

	Frequency	Percent	Valid Percent	Cumulative Percent
Yes. The frontage rd intersection on northbound Verona Rd, south of the beltline, needs to be redesigned. Motorists approach the intersection way too fast and run the light often.	1	.4	.4	100.0
Total	256	100.0	100.0	

q16 What is your age?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3	12	4.7	4.7	4.7
	22	3	1.2	1.2	5.9
	23	3	1.2	1.2	7.0
	24	4	1.6	1.6	8.6
	25	7	2.7	2.7	11.3
	27	2	.8	.8	12.1
	28	5	2.0	2.0	14.1
	29	1	.4	.4	14.5
	30	3	1.2	1.2	15.6
	31	6	2.3	2.3	18.0
	32	11	4.3	4.3	22.3
	33	5	2.0	2.0	24.2
	34	5	2.0	2.0	26.2
	35	7	2.7	2.7	28.9
	36	1	.4	.4	29.3
	37	4	1.6	1.6	30.9
	38	3	1.2	1.2	32.0
	39	7	2.7	2.7	34.8
	40	5	2.0	2.0	36.7
	41	4	1.6	1.6	38.3
	42	4	1.6	1.6	39.8
	43	4	1.6	1.6	41.4
	44	2	.8	.8	42.2

q16 What is your age?

	Frequency	Percent	Valid Percent	Cumulative Percent
45	2	.8	.8	43.0
46	4	1.6	1.6	44.5
47	3	1.2	1.2	45.7
48	2	.8	.8	46.5
49	1	.4	.4	46.9
50	8	3.1	3.1	50.0
51	3	1.2	1.2	51.2
52	3	1.2	1.2	52.3
53	1	.4	.4	52.7
54	1	.4	.4	53.1
55	6	2.3	2.3	55.5
56	2	.8	.8	56.3
57	2	.8	.8	57.0
58	6	2.3	2.3	59.4
59	5	2.0	2.0	61.3
60	3	1.2	1.2	62.5
61	7	2.7	2.7	65.2
62	7	2.7	2.7	68.0
63	3	1.2	1.2	69.1
64	5	2.0	2.0	71.1
65	5	2.0	2.0	73.0
66	7	2.7	2.7	75.8
67	6	2.3	2.3	78.1
68	4	1.6	1.6	79.7
69	3	1.2	1.2	80.9
70	4	1.6	1.6	82.4
71	4	1.6	1.6	84.0
72	3	1.2	1.2	85.2
73	6	2.3	2.3	87.5
74	10	3.9	3.9	91.4
75	3	1.2	1.2	92.6
77	5	2.0	2.0	94.5
78	1	.4	.4	94.9
79	3	1.2	1.2	96.1
80	3	1.2	1.2	97.3

q16 What is your age?

	Frequency	Percent	Valid Percent	Cumulative Percent
81	3	1.2	1.2	98.4
88	1	.4	.4	98.8
90	1	.4	.4	99.2
92	1	.4	.4	99.6
95	1	.4	.4	100.0
Total	256	100.0	100.0	

q17a Check all of the following that describe your race or ethnicity: American Indian or Alaskan Native

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	248	96.9	96.9	96.9
	1 Selected	8	3.1	3.1	100.0
	Total	256	100.0	100.0	

q17b Check all of the following that describe your race or ethnicity: Asian

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	237	92.6	92.6	92.6
	1 Selected	19	7.4	7.4	100.0
	Total	256	100.0	100.0	

q17c Check all of the following that describe your race or ethnicity: Black or African American

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	231	90.2	90.2	90.2
	1 Selected	25	9.8	9.8	100.0
	Total	256	100.0	100.0	

q17d Check all of the following that describe your race or ethnicity: Hispanic or Latino

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	251	98.0	98.0	98.0
	1 Selected	5	2.0	2.0	100.0
	Total	256	100.0	100.0	

q17e Check all of the following that describe your race or ethnicity: Native Hawaiian or Other Pacific Islander

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	255	99.6	99.6	99.6
	1 Selected	1	.4	.4	100.0
	Total	256	100.0	100.0	

q17f Check all of the following that describe your race or ethnicity: White

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	60	23.4	23.4	23.4
	1 Selected	196	76.6	76.6	100.0
	Total	256	100.0	100.0	

q17g Check all of the following that describe your race or ethnicity: Other

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	246	96.1	96.1	96.1
	1 Selected	10	3.9	3.9	100.0
	Total	256	100.0	100.0	

q17g_other Other race or ethnicity

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	246	96.1	96.1	96.1
European - German, Norwegian, English	1	.4	.4	96.5
Greek / Polish decent	1	.4	.4	96.9
human	1	.4	.4	97.3
Indian Asian	1	.4	.4	97.7
Mixed ethnicity	1	.4	.4	98.0
N/A	1	.4	.4	98.4
Native American	1	.4	.4	98.8
Persian	1	.4	.4	99.2
Scandinavian	1	.4	.4	99.6
South Asian (Indian)	1	.4	.4	100.0
Total	256	100.0	100.0	

q18 Including all sources, what is your current total annual household income before taxes?

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	-3 Blank	7	2.7	2.7
	1 Less than \$15,000	15	5.9	8.6
	2 \$15,000 to \$34,999	27	10.5	19.1
	3 \$35,000 to \$49,999	38	14.8	34.0
	4 \$50,000 to \$74,999	55	21.5	55.5
	5 \$75,000 to \$100,000	39	15.2	70.7
	6 More than \$100,000	53	20.7	91.4
	7 Prefer not to answer	22	8.6	100.0
	Total	256	100.0	

**Minutes
Public Involvement Meeting
Madison Beltline
Planning and Environment Linkages Corridor Study
ID 5304-02-04
James Madison Memorial High School
April 12, 2022, 5 P.M.**

On Tuesday, April 12, 2022 the Wisconsin Department of Transportation (WisDOT)–Southwest Region (SW) hosted the first of two public involvement meetings (PIM) to discuss and gather stakeholder input on long-range plans for the Madison Beltline Planning and Environment Linkages (PEL) Corridor Study. The PIM was held at James Madison Memorial High School with an open house from 5 P.M. to 6:30 P.M. and a brief presentation at 5:30 P.M.

Team Staffing

The following project team members staffed the meeting.

• Dan Schave	WisDOT–SW Region
• Jeff Berens	WisDOT–SW Region
• Franco Marcos	WisDOT–SW Region
• Jeff Held	Strand Associates, Inc.® (Strand)
• Elizabeth Garfoot	Strand
• Susan Finco	Leonard & Finco Public Relations
• Cole Buergi	Leonard & Finco Public Relations

Meeting Announcement

A variety of tactics were used to promote the PIM and encourage attendance. The stakeholder outreach effort included the following:

- A news release distributed to area media.
- Email invitations sent to more than 700 contacts three weeks before the PIMs with a reminder email sent one week before the PIMs. Recipients included:
 - Technical Advisory Committee (TAC) members
 - Policy Advisory Committee (PAC) members
 - Neighborhood Association members
 - Environmental Justice (EJ) stakeholders
 - Stakeholders who signed up for information on the Madison Beltline study website
 - Community leaders
 - Local elected officials
- An announcement on the Madison Beltline Study website.
- An ad promoting the PIMs placed on more than 160 Madison Metro buses for five weeks
- A poster promoting the PIMs was displayed at various libraries and government buildings in the area.
- Social media posts announcing the PIMs shared with local communities adjacent to the Beltline.
- A news release shared with adjacent communities for use on their websites, newsletters and email distribution.

Attendance

A total of 13 guests signed the sign-in sheet at the PIM. A copy of the sign-in sheet is enclosed for reference.

Meeting Format

The meeting was held in an open-house format with a brief presentation at 5:30 P.M. Project Manager Jeff Berens and consultant project manager Jeff Held gave the presentation, which was followed by a question-and-answer session. A copy of this presentation and the project overview handout and comment form are enclosed for reference.

Various exhibits were on display around the room and project staff were available to answer questions. The exhibits included the following:

- Overview of Study limits
- Safety
- Madison Beltline Peak Motor Vehicle Congestion
- Deteriorating Physical Conditions
- Few Alternate Routes
- Transit Needs
- Bicycle and Pedestrian Accommodation Needs
- Beltline PEL Goal
- Beltline PEL Objectives
- Evaluation of Broad Modal Strategies: Highway Corridors
- Evaluation of Broad Modal Strategies: Transit
- Scenario Planning (Compact Land Use)
- Scenario Planning (Triple Alternate Modes)
- Combined Strategies (North Mendota Parkway [NMP], Bus Rapid Transit [BRT], and South Reliever [SR])
- Roadway Crossings and Connections Components
- Pedestrian and Bicycle Components
- Park and Ride Components
- Transit Priority Components
- Beltline Mainline—No Build/Preserve and Maintain
- Beltline Mainline—Extend Flex Lane
- Beltline Mainline—Add One Lane
- Interchange Components
- Major Milestones Ahead

A copy of each exhibit is enclosed for reference.

To accommodate stakeholders unable to attend the PIMs, the same information presented during the PIM was placed on the Madison Beltline Study website on April 14, 2022. An online survey was included. During the PIMs, information regarding the survey was shared with the attendees so they could participate. A copy of the survey is enclosed for reference.

Summary of Comments

Verbal comments were received from members of the public during the PIM. A written comment form was also distributed for attendees to fill out during the PIM and leave with the team. They could also take the comment form home, fill it out, and mail it to the team at their convenience.

A summary of the comments during the meeting are the following:

- How will different components be prioritized? It seems alternative travel modes (walking, biking, etc.) are typically dropped late in the process.
- Is there a need to increase the number of Beltline lanes if traffic has decreased approximately 10 percent?
- The South Reliever should still be considered.
- Have bicycle and pedestrian counts been taken?

- WisDOT should not use 2019 or 2020 traffic volume data because it was impacted by the pandemic.
- Fostering economic development and limiting adverse impacts are goals, but the stand-alone strategies seemed to be screened based on traffic operations alone.

Enclosures:

1. News Release
2. Email Invitation
3. Madison Metro Bus Poster Ad
4. Poster
5. Social Media Posts
6. Presentation
7. Project Overview Handout and Comment Form
8. Exhibits
9. Survey
10. Online Comment Form
11. Sign-in Sheets

**Minutes
Public Involvement Meeting
Madison Beltline
Planning and Environment Linkages Corridor Study
ID 5304-02-04
Village on the Park Community Room
April 13, 2022, 5 P.M.**

On Wednesday, April 13, 2022 the Wisconsin Department of Transportation (WisDOT)–Southwest Region (SW) hosted the second of two public involvement meetings (PIM) to discuss and gather stakeholder input on long-range plans for the Madison Beltline Planning and Environment Linkages (PEL) Corridor Study. The PIM was held at The Village on the Park Community Room with an open house from 5 P.M. to 6:30 P.M. and a brief presentation at 5:30 P.M.

Team Staffing

The following project team members staffed the meeting.

• Dan Schave	WisDOT–SW Region
• Jeff Berens	WisDOT–SW Region
• Franco Marcos	WisDOT–SW Region
• Jennifer Grimes	WisDOT–SW Region
• Jeff Held	Strand Associates, Inc. [®] (Strand)
• Joe Urban	Strand
• Susan Finco	Leonard & Finco Public Relations
• Cole Buerger	Leonard & Finco Public Relations

Meeting Announcement

A variety of tactics were used to promote the PIM and encourage attendance. The stakeholder outreach effort included the following:

- A news release distributed to area media.
- Email invitations sent to more than 700 contacts three weeks before the PIMs with a reminder email sent one week before the PIMs. Recipients included:
 - o Technical Advisory Committee (TAC) members
 - o Policy Advisory Committee (PAC) members
 - o Neighborhood Association members
 - o Environmental Justice (EJ) stakeholders
 - o Stakeholders who signed up for information on the Madison Beltline study website
 - o Community leaders
 - o Local elected officials
- An announcement on the Madison Beltline Study website.
- An ad promoting the PIMs placed on more than 160 Madison Metro buses for five weeks
- A poster promoting the PIMs was displayed at various libraries and government buildings in the area.
- Social media posts announcing the PIMs shared with local communities adjacent to the Beltline.
- A news release shared with adjacent communities for use on their websites, newsletters and email distribution.

Attendance

A total of 14 guests signed the sign-in sheet at the PIM. A copy of the sign-in sheet is enclosed for reference.

Meeting Format

The meeting was held in an open-house format with a brief presentation at 5:30 P.M. Project Manager Jeff Berens and consultant project manager Jeff Held gave the presentation, which was followed by a question-and-answer session. A copy of this presentation and the project overview handout and comment form are enclosed for reference.

Various exhibits were on display around the room and project staff were available to answer questions. The exhibits included the following:

- Overview of Study limits
- Safety
- Madison Beltline Peak Motor Vehicle Congestion
- Deteriorating Physical Conditions
- Few Alternate Routes
- Transit Needs
- Bicycle and Pedestrian Accommodation Needs
- Beltline PEL Goal
- Beltline PEL Objectives
- Evaluation of Broad Modal Strategies: Highway Corridors
- Evaluation of Broad Modal Strategies: Transit
- Scenario Planning (Compact Land Use)
- Scenario Planning (Triple Alternate Modes)
- Combined Strategies (North Mendota Parkway [NMP], Bus Rapid Transit [BRT], and South Reliever [SR])
- Roadway Crossings and Connections Components
- Pedestrian and Bicycle Components
- Park and Ride Components
- Transit Priority Components
- Beltline Mainline—No Build/Preserve and Maintain
- Beltline Mainline—Extend Flex Lane
- Beltline Mainline—Add One Lane
- Interchange Components
- Major Milestones Ahead

A copy of each exhibit is enclosed for reference.

To accommodate stakeholders unable to attend the PIMs, the same information presented during the PIM was placed on the Madison Beltline Study website on April 14, 2022. An online survey was included. During the PIMs, information regarding the survey was shared with the attendees so they could participate. A copy of the survey is enclosed for reference.

Summary of Comments

Verbal comments were received from members of the public during the PIM. A written comment form was also distributed for attendees to fill out during the PIM and leave with the team. They could also take the comment form home, fill it out, and mail it to the team at their convenience.

A summary of the comments during the meeting are the following:

- How much traffic starts and stops in the Madison area?
- How will the Flex Lane impact operations and safety?
- When will Highway 19 be expanded to 4 lanes?
- What about frontage road issues?
- Excessive speeds are biggest danger. How will speed enforcement be handled or improved?

- How will maintenance of the Flex Lane be handled? Are the lane widths narrower now?
- Suggestion to consider a package of Mainline No-Build + all other components.
- Fitchburg resident: Big thanks for bike/ped components!

Enclosures:

1. News Release
2. Email Invitation
3. Madison Metro Bus Poster Ad
4. Poster
5. Social Media Posts
6. Presentation
7. Project Overview Handout and Comment Form
8. Exhibits
9. Survey
10. Online Comment Form
11. Sign-in Sheets

Beltline PEL Public Involvement Meetings Survey: Spring 2022

Survey Respondent	New Roadway Crossings/Connections Components						Pedestrian and Bicycle Crossings/Connections Components								
	How helpful would you find Location A. West of Gammon Road?	How helpful would you find Location B. East of Gammon Road?	How helpful would you find Location C. West of Whitney Way?	How helpful would you find Location D. West of US 14 (Park Street)?	How helpful would you find Location E. Stewart Street to Novation Parkway?	How helpful would you find Location F. West Broadway to John Nolen Drive?	How helpful would you find Location A. Crossing North of Old Sauk?	How helpful would you find Location B. Crossing South of Old Sauk?	How helpful would you find Location C. Crossing West of Whitney Way?	How helpful would you find Location D. Crossing of Whitney Way?	How helpful would you find Location E. Beltline Path to Southwest Bike Path?	How helpful would you find Location F. Seminole Highway to Cannonball Path North?	How helpful would you find Location G. Seminole Highway to Cannonball Path South?	How helpful would you find Location H. Crossing West of Park Street?	
1	5	5	3	4	5	5	3	5	5	5	5	5	5	4	
2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
3	4	4	4	4	4	5	4	4	4	4	4	4	4	4	
4	4	4	5	5	5	4	4	4	4	4	5	5	5	5	
5	3	4	3	4	4	5	3	3	5	4	4	4	5	4	
6	1	1	1	1	1	1	4	5	5	5	5	5	4	5	
7	3	3	3	3	3	3	5	5	5	5	5	5	5	5	
8	4	5	5	5	5	4	5	5	5	5	5	5	5	5	
9	2	2	4	5	5	2	1	3	2	3	5	5	5	5	
10	4	3	4	5		3	4	4	4	4	4	4	4	4	
11	3	3	3	4	2	5	4	4	4	5	5	5	5	5	
12	5	5	3	5	5	5	4	4	5	5	5	4	5	4	
13	4	4	4	5	3	3	5	5	5	5	5	5	5	5	
14	3	3	3	5	5	5	3	3	3	3	5	5	5	5	
15	1	1	1	1	1	3	1	1	1	2	3	3	3	1	
16	3	2	2	4	3	3	4	4	3	4	5	5	5	3	
17	1	2	3	5	5	5	2	2	3	3	4	3	3	5	
18	1	2	2	2		3	4	3	4	3	5	4	1	5	
19	3	4	1	1	1	4	2	2	3	4	3	3	3	1	
20	5	5	5	2	1	1	5	5	5	5	1	1	1	5	
21	1	1	3	5	3	3	1	1	1	1	1	1	1	1	

Opinions of how Helpful/Useful individual components are: 1 = Not Helpful/Useful 5 = Very Helpful/Useful

Beltline PEL Public Involvement Meetings Survey: Spring 2022

Survey Respondent	Pedestrian and Bicycle Crossings/Connections Components			Park and Ride Components							Transit Priority Components			
	How helpful would you find Location I. Crossing US 14 near Stewart Street?	How helpful would you find Location J. Monona Drive to Stoughton Road?	How helpful would you find Location K. Femrite Drive to County N?	How useful would you find Location A. US 14 Middleton?	How useful would you find Location B. County M/ Mineral Point Road?	How useful would you find Location C. County M/ Mid Town Road?	How useful would you find Location D. Verona Road/County PD?	How useful would you find Location E. Fish Hatchery Road/County PD?	How useful would you find Location F. US 14/McCoy Road/Lacy Road?	How useful would you find Location G. US 51 and Siggelkow/Marsh Road?	How useful would you find Location A. US 14/University Avenue?	How useful would you find Location B. Old Sauk Road?	How useful would you find Location C. Mineral Point Road?	How useful would you find Location D. Gammon Road?
1	3	5	4	5	4	5	5	3	5	5	4	5	5	5
2	5	5	5	4	4	4	4	4	4	4	5	5	5	5
3	4	4	4	4	4	4	4	4	4	4	5	5	5	5
4	5	4	3	3	3	3	5	5	5	3	3	3	5	4
5	3	5	3	4	4	5	5	4	3	3	3	3	4	5
6	3	3	3	3	5	3	3	4	3	3	3	3	5	5
7	5	5	5	3	3	3	3	3	3	3	5	5	5	5
8	5	5	5											
9	5	5	5								3	1	2	3
10	4	4	4	4	4	4	3	4	4	4	5	5	5	5
11	5	5	5	2	2	1	1	1	1	1	4	4	4	4
12	4	3	4	1	3	3	3	1	1	1	4	4	5	5
13	3	3	3	4	4	4	4	4	4	4	3	5	5	3
14	5	3	3	4	5	5	5	5	5	5	3	3	3	3
15	3	3	1	2	1	1	2	3	2	2	1	1	2	2
16	2	2	4	1	1	1	1	1	1	3	2	2	2	2
17	5	5	2	4	5	3	5	3	2	5	4	4	4	5
18				4	5	1	4	4	4	4			5	5
19	1	1	1	4	1	1	5	5	4	3	4	2	5	5
20	1	1	1	1	1	1	1	1	1	1	5	5	5	1
21	1	1	1	1	1	1	1	1	1	4	1	1	1	1

Opinions of how Helpful/Useful individual components are: 1 = Not Helpful/Useful 5 = Very Helpful/Useful

Beltline PEL Public Involvement Meetings Survey: Spring 2022

Survey Respondent	Transit Priority Components									No Build/Preserve and Maintain - maintain the existing Beltline Flex Lane shown in orange. No improvements other than regular maintenance would occur. How supportive would you be of the No Build/Preserve and Maintain Mainline Component?	Extend Flex Lane extend the Flex Lane to the east and west, which is shown in purple. The Flex Lane would end at Parmenter Street on the west end of the project limits and at Interstate 39/90 on the east end. Also included are potential improvements to some or all of the 10 weave locations that have been identified by a yellow star. Weave locations are places where traffic entering the Beltline mixes with traffic wishing to exit at the next off-ramp. These areas often have safety concerns and are where freeway operations frequently break down. How supportive would you be of the Extend Flex Lane Mainline Component?
	How useful would you find Location E. Whitney Way?	How useful would you find Location F. US 18/151 (Verona Road)?	How useful would you find Location G. Seminole Highway?	How useful would you find Location H. Todd Drive?	How useful would you find Location I. Fish Hatchery Road?	How useful would you find Location J. Rimrock Road?	How useful would you find Location K. South Towne Drive/W Broadway?	How useful would you find Location L. US 51 (Stoughton Road)?			
1	4	5	5	5	5	4	4	5	1	4	
2	5	5	5	5	5	5	5	5	5	2	
3	5	5	5	5	5	5	5	5	5	1	
4	4	5	5	3	5	3	3	3	3	4	
5	5	3	2	4	5	4	5	5	1	3	
6	5	4	5	4	5	5	4	3	5	4	
7	5	5	5	5	5	5	5	5	5	3	
8									5	1	
9	4	4	3	4	3	3	2	3	5	2	
10	5	5	5	5	5	5	5	5	5	1	
11	4	5	5	5	5	5	5	5	5	3	
12	5	4	3	3	5	3	3	3	5	1	
13	4	3	3	3	3	3	3	2	5	1	
14	3	5	5	5	5	5	5	5	1	5	
15	2	1	1	1	2	1	1	2	2	2	
16	2	2	2	2	2	2	2	2	4	4	
17	5	5	2	3	3	3	3	3	5	3	
18	5	5	3	3	5				5	3	
19	4	2	2	2	4	3	4	4	3	4	
20	5	5	1	1	1	1	1	1	5	1	
21	1	1	1	1	1	1	1	1	1	3	

Opinions of how Helpful/Useful individual components are: 1 = Not Helpful/Useful 5 = Very Helpful/Useful

1 = Not Supportive 5 = Very Supportive

Beltline PEL Public Involvement Meetings Survey: Spring 2022

Survey Respondent	Add One Lane - add one lane in both directions between Parmenter Street and Interstate 39/90 that is shown in green on the map below. The added lane would always be open to traffic. It would also extend the Flex Lane to the east, shown in purple, ending just west of Interstate 39/90. This mainline component may also make improvements to some or all of the 10 weave locations identified by a yellow star. Weave locations are places where traffic entering the Beltline mixes with traffic wishing to exit at the next off-ramp. These areas often have safety concerns and are where freeway operations frequently break down. How supportive would you be of the Add One Lane Mainline Component?	How much do you think improvements are needed at the Parmenter Street Interchange?	How much do you think improvements are needed at the Airport Road Interchange?	How much do you think improvements are needed at the US 14/University Avenue Interchange?	How much do you think improvements are needed at the Greenway Boulevard Interchange?	How much do you think improvements are needed at the Old Sauk Road Interchange?	How much do you think improvements are needed at the Mineral Point Road Interchange?	How much do you think improvements are needed at the Gammon Road Interchange?	How much do you think improvements are needed at the Whitney Way Interchange?	How much do you think improvements are needed at the US 151/Verona Road/Midvale Boulevard Interchange?	How much do you think improvements are needed at the Seminole Highway Interchange?	How much do you think improvements are needed at the Todd Drive Interchange?
1	5	5	5	5	5	4	4	4	5	1	5	5
2	1	2	2	2	2	2	2	2	2	2	2	2
3	1	3	3	3	3	3	3	3	3	3	3	3
4	1											
5	5	1	1	3	3	2	2	5	5	2	3	4
6	1	2	1	2		5	5	4	5	5	4	3
7	1	3	3	3	3	3	3	3	3	3	3	3
8	1											
9	1	1	1	1	1	1	1	1	1	1	3	1
10	1											
11	1	2	2	4	3	2	2	5	4	3	1	1
12	1	3	3	4	4	2	3	5	5	2	5	5
13	1	1	1	1	1	1	1	1	1	1	1	1
14	4	4	5	5	4	5	5	5	5	5	5	5
15	1	1	2	3	3	2	3	5	4	5	5	5
16	4	4	2	4	4	2	4	4	2	4	4	2
17	1	2	1	1	1	1	2	2	2	2	1	2
18	1	1		2	1	2	2	4	5	2	1	2
19	1	1	1	3	1	1	2	4	5	1	2	4
20	1	2	2	2	2	2	2	5	1	1	1	
21	5	1	2	4	2	3	4	5	3	5	4	4

1 = Not Supportive 5 = Very Supportive

1 = No improvements necessary 5 = Needs improvements

Beltline PEL Public Involvement Meetings Survey: Spring 2022

Survey Respondent	How much do you think improvements are needed at the Fish Hatchery Road Interchange?	How much do you think improvements are needed at the US 14/US 151/Park Street Interchange?	How much do you think improvements are needed at the Rimrock Road Interchange?	How much do you think improvements are needed at the John Nolen Drive Interchange?	How much do you think improvements are needed at the West Broadway Interchange?	How much do you think improvements are needed at the Monona Drive Interchange?	How much do you think improvements are needed at the US 51/Stoughton Road Interchange?
1	4	5	4	5	5	3	5
2	2	2	2	2	2	2	2
3	3	3	3		3	3	3
4							
5	3	3	5	5	2	4	5
6	2	2	2	2	2	2	1
7	3	3	3	3	3	3	3
8							
9	2	3	1	1	1	1	1
10							
11	4	4	4	5	3	4	5
12	3	2	2	5	2	2	2
13	1	1	1	1	1	1	1
14	5	5	5	5	5	5	5
15	4	4	3	3	3	3	2
16	4	2	5	5	2	4	5
17	1	1	1	3	2	3	4
18	4	4		2	4		
19	4	3	1	2	1	1	3
20	1	2	2	1	1	1	1
21	5	5	4	5	4	3	5

1 = No improvements necessary 5 = Needs improvements

Beltline PEL Public Involvement Meetings Survey: Spring 2022

Survey Respondent	Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are satisfied with all survey responses, please click the submit button below.
1	I will submit by paper also form that was received also. I can say more lanes, reduce, better merge system, maybe a Lane dedicated to large commercial vehicles only with reduced speed limit. I believe this should help with traffic congestion and help with safety. John Nolan Drive, Hwy 51 Broadway merge scare me when all of these cars are coming on to the beltline. Also, the merge from the interstate with other coming from east 12/18 and interstate may need to be looked at.
2	I do not view added vehicle capacity or mega-interchanges as "improvements." Walking, biking and transit improvements are welcome.
3	WE NEED LESS HIGHWAYS and MORE public transit choices and ped and bike friendly accesses/roadways
4	
5	
6	When driving westbound at the Mineral Point interchange, it is incredibly stressful. The street is FAR too wide for the level of traffic there. People speed, passing on the right and the left. The intersection needs to be narrowed significantly to decrease speeding. In addition, crossing that intersection while walking or biking is a nightmare, especially with children. Children walk or bike more slowly than others, and the speeding vehicles makes it terrifying to cross, so many people simply don't do it. Another intersection that needs improvement is the Whitney Way just north of the Beltline. Even though I have the right of way while walking/biking north, the slip lane coming off the Beltline to go north on Whitney is terrifying to cross with my kids. I have a walk sign and yet drivers do not always slow or stop. Perhaps rumble strips to slow drivers, or signs to indicate people are walking, would bring more awareness. Even better, making the crossing level with the sidewalk so drivers must SLOW down (like a speed table). That intersection also has poor islands for turning with my bike. I rode with my child south on Whitney and wanted to cross Whitney to get to the Beltline trail. It was difficult due to the way the crossing island is built. It is also not always shoveled in the winter, and I have to go out into the middle of the intersection to cross the street, which is very dangerous. Old Sauk Rd intersection/interchange could be improved as well. I was riding my bike west toward the Beltline (to go to the DMV) and had to take the sidewalk because the bike lane there was terrifying. A protected bike lane under the overpass would be very welcome. There are other people walking on the sidewalk or using wheelchairs, and it is not a good experience to try to squeeze by people. The Midvale/Beltline intersection is one of the worst intersections I have ever seen. It is MASSIVE and incredibly hostile to people not in cars. I refuse to walk or bike there because of it. Even when I drive, it is not pleasant. Finally, I am incredibly opposed to another lane being added to the Beltline. There is a lot of research behind the concept of induced demand. It is a waste of money to add more lanes for single occupancy vehicles. The lanes just fill up again as people are induced to drive more. This has happened in Houston where the Katy freeway was expanded to 20 lanes and now has worse traffic than ever. It is a disaster for taxpayers who wasted their money, a disaster for drivers who are stuck in more traffic than ever, and a disaster for the environment, which is heating at an alarming rate, and requires that we reduce driving if we want to limit global warming. I highly recommend that you read the report from Transportation for America (https://t4america.org/wp-content/uploads/2020/03/Congestion-Report-2020-FINAL.pdf) which shows pretty clearly that as we increased freeway lane miles by 42% nationally, we increased vehicular delay by 144%!!! Adding more lanes doesn't work. It's been proven over and over and I don't understand why my tax dollars should keep paying for boondoggles that simply enrich road builders and make us all worse off. It should not be part of your considerations at all.
7	Thank you for conducting the survey.
8	
9	Prefer to maintain rather than expand Beltline - encourage mass transit and bicycle traffic rather than additional car traffic
10	
11	I would like these presentations to provide more information about what types of trips are currently being taken through the beltline corridor. If the inner-city improvements such as rail and BRT implementation are not sufficient enough to meet the goals of the PEL study, that suggests to me that a significant amount of expected trips are beginning and ending outside of the core of Madison, and as such only specific Beltline roadway improvements would work. Of course adding lanes would not reduce congestion in the long-run(induced demand), so to me even if inner-city transit options don't exactly meet the goals of the study, there is more benefit to adding mobility options and keeping traffic the same, than just keeping traffic the same. Additionally, has there been any consideration to how much heavy busses increased tuck throughput would impact infrastructure deterioration on the beltline? Have there been any commuter/regional rail options considered?
12	In recent years I have noticed a steady increase in noise (engine braking, loud motorcycles, general traffic and construction noise) to increasingly intolerable levels, coming from the Beltline and adjacent roads. Noise reduction strategies need to be an important part of any further Beltline development. Regardless of any planned road construction, making bike + pedestrian improvements on their own merits should be a huge priority--the Beltline functions like an impassible no mans land in too many areas, and intersections near major interchanges (like the one I live at near Whitney/Odana) are plagued by excessive speeds and bad driver behavior that further diminish pedestrian safety. Any future direction for Beltline planning should emphasize moving as much through traffic away from needing to use the Beltline--Madison residents bear the burden of a heavy amount of truck traffic passing through our city simply to connect between the Interstate and 151.
13	I am very supportive of rapid transit bus routes and increasing biking & foot traffic options. I do not support adding traffic lanes to the Beltline.
14	no
15	I am disappointed that the study has ruled out some of the strategies that could have the most significant benefit in terms of reducing traffic on the Beltline (such as a north and/or south reliever). Adding lanes (whether a Flex Lane or general purpose lane) is not going to solve the problem, as numerous other highway construction projects have shown. Significant study is needed on reducing the amount of weaving, particularly between Whitney Way and John Nolen Drive. The study should evaluate closing one or more of the tightly-spaced interchanges on this part of the corridor, as the weaving movements introduced by these interchanges are a significant source of accidents and congestion.
16	
17	Fund bike and walk paths. Please look at alternative routes from east to west that don't involve beltline.
18	Reducing weaving (and ideally maybe eliminating some intersections) is key to improving flow. With reduction in weekday traffic volumes seeming to be a long-term phenomenon, we should not encourage more traffic and sprawl with additional lanes. Other strategies are cheaper and as effective, like emphasizing transit, park and ride/carpool, and cycling. Coupling the plan with a priority on infill development I think is still beneficial despite this adding to Beltline traffic going between these centers that are near the Beltline because the infill dev also promotes better transit connections. As mentioned at the presentation, a key goal is reducing SOV trips and Beltline expansion is completely at odds with that.
19	
20	
21	I think there are too many interchanges between Verona RD/Hwy 18-Hwy 151 and Stoughton RD/Hwy 51. With all of these access points traffic slows down during the busier times of day. Even the metering does not seem to help. How about building tunnels under lakes Mendota and Monona to ease traffic in and out of downtown Madison?



Minutes
Public Involvement Meeting No. 2
Madison Beltline
Planning and Environment Linkages
Corridor Study
ID 5304-02-04
Vel Phillips Memorial High School
June 6, 2023, 5 P.M.



On Tuesday, June 6, 2023, the Wisconsin Department of Transportation (WisDOT)–Southwest (SW) Region hosted the first session of Public Involvement Meeting (PIM) No. 2 to discuss and gather stakeholder input on the four strategy packages (SP) that outline long-range plans for the Madison Beltline Planning and Environment Linkages (PEL) Corridor Study. The first session was held at Vel Phillips Memorial High School, 201 South Gammon Road, Madison, Wisconsin, with an open house from 5 to 6:30 P.M. and a brief presentation at 5:30 P.M.

Team Staffing

The following project team members staffed the meeting:

▪ Dan Schave	WisDOT–SW Region
▪ Jeff Berens	WisDOT–SW Region
▪ Franco Marcos	WisDOT–SW Region
▪ Michelle Howe	WisDOT–SW Region
▪ Jeff Held	Strand Associates, Inc.®
▪ Elizabeth Garfoot	Strand Associates, Inc.®
▪ Joe Urban	Strand Associates, Inc.®
▪ Eric Hanson	Strand Associates, Inc.®
▪ Sydney Zima	Leonard & Finco Public Relations
▪ Cole Buerger	Leonard & Finco Public Relations

Meeting Announcement

A variety of tactics were used to promote the PIM and encourage attendance. The stakeholder outreach effort included the following:

- A news release distributed to area media (see Attachment 1).
- Email invitations sent to more than 700 contacts 3 weeks before the PIMs with a reminder email sent 1 week before the PIMs (see Attachment 2). Recipients included:
 - Technical Advisory Committee (TAC) members (see Attachment 2A)
 - Policy Advisory Committee (PAC) members (see Attachment 2A)
 - Community leaders (see Attachment 2B)
 - Area organizations and key businesses (see Attachment 2B)
 - Neighborhood Association members (see Attachment 2B)
 - Environmental Justice (EJ) stakeholders (see Attachment 2C)
 - Madison Beltline study website registrants (see Attachment 2D)
- An announcement on the Madison Beltline Study website (see Attachment 3).
- Posters, created in English (see Attachment 4A) and Spanish (see Attachment 4B), promoting the PIMs, displayed at 47 locations near and along the Beltline corridor including libraries, government buildings, and targeted businesses.
- Social media posts announcing the PIMs developed and used on the WisDOT Twitter page (see Attachment 5).
- Social media posts announcing the PIMs developed and shared with local communities adjacent to the Beltline and to targeted businesses and EJ groups. Social media placements are included in Attachment 6.
- A short news story about the PIMs shared with adjacent communities, targeted businesses, and EJ groups for use on their websites, newsletters and email distribution to help promote the PIMs. Placements of the stories are included in Attachment 7.



Public Involvement Meeting No. 2
Minutes
ID 5304-02-04
Page 2 of 4
June 6, 2023, 5 P.M.



Attendance

A total of eight guests attended the PIM. A copy of the sign-in sheet is enclosed for reference as Attachment 8.

Meeting Format

The meeting was held in an open-house format with a brief presentation at 5:30 P.M. Attendees were given a project handout and comment form that were available in English and Spanish (see Attachments 9 and 10). Attendees could fill out the comment form during the PIM and leave it with the team, or take the comment form home, fill it out, and mail it to the team at a later date.

Project Manager, Jeff Berens, and consultant project manager, Jeff Held, gave the presentation, which was followed by a question-and-answer session (see Attachment 11). At the end of the presentation, Jeff Berens gave a link to an online survey that attendees could fill out at their convenience (see Attachment 12).

Various exhibits were on display around the room and project staff were available to answer questions. The exhibits included the following:

- Overview of Study Limits
- Safety
- Madison Desirable Level of Service (LOS)
- Madison Beltline Peak Motor Vehicle Congestion
- Beltline Flex Lane Performance (July to December 2022)
- Beltline PEL Goal
- 12 Beltline PEL Objectives
- Deteriorating Physical Conditions
- Few Alternate Routes
- Beltline Mainline—No Build/Preserve and Maintain
- Beltline Mainline—Extend Flex Lane
- Beltline Mainline—Add One Lane
- Interchange Components
- Road Crossings and Connections Components
- Roadway Crossings and Connections Rankings Summary
- Park and Ride Components
- Park and Ride Rankings Summary
- Transit Needs
- Bicycle and Pedestrian Accommodation Needs
- Transit Priority Components
- Transit Priority Rankings Summary
- Pedestrian and Bicycle Components
- Pedestrian and Bicycle Rankings Summary
- Preliminary Component Priorities Summary
- SP1—Preserve and Maintain
- SP2—Higher Priority Components
- SP3—Mid- to High-Priority Components
- SP4—All Retained Components
- Schedule
- Draft Strategy Package Survey Information



A copy of each exhibit is included as Attachment 13 for reference.

To accommodate stakeholders unable to attend the PIMs, the same information presented during the PIM was placed on the Madison Beltline Study website on June 8, 2023. The online survey in Attachment 12 was included as well as an online comment form that is included as Attachment 14. Results of the online survey and online comment forms received will be included in a separate document.

In addition, follow-up emails were sent to the contact database on June 15, 2023, and June 29, 2023, reminding recipients that the information presented at the PIMs was available on the website and encouraging them to review and provide their input. The emails are included in Attachment 15.

Summary of Comments

Verbal comments were received from members of the public during the PIM.

The following comments were made and questions were asked during the meeting:

- Guests expressed support for the John Nolen Drive to West Broadway road connection.
- Guests expressed support for the roadway crossing west of Park Street.
- One guest asked if general purpose lanes would be added to the Beltline in SP4 only. The guest also asked if one lane would be added in each direction. Jeff Held explained that SP2 and SP3 propose either adding a general purpose lane or extending the Flex Lane to the west of Verona Road in both directions on the Beltline with no capacity expansion east of Verona Road on the Beltline. SP4 proposes the same west of Verona Road, but also proposes adding a general purpose lane east of Verona Road in both directions on the Beltline.
- One guest asked if there is flexibility in the components with the packages. Jeff Berens stated that it is possible for components to be added and subtracted from the Strategy Packages based on the feedback received after the meeting. It is also possible for components to be added or subtracted from the Preferred Strategy Package or Packages during more detailed analysis in the anticipated future National Environmental Policy Act (NEPA) process.
- One guest asked if specifics about component layouts will be shared. Jeff Berens indicated that this is a high level study and that component layouts are anticipated to be developed further and shared during the anticipated future NEPA process.
- One guest asked which order of magnitude is used for traffic growth to 2050. Jeff Held indicated an approximately 20 percent increase was used for 2050 traffic growth.
- One guest asked about the existing capacity of the Beltline. Jeff Held said the Beltline's capacity is approximately 130,000 vehicles per day.
- One guest asked what WisDOT is doing to ensure that all components, not just highway expansion, move forward. Jeff Berens emphasized the need for feedback after the presentation and meeting via the online survey or comment forms available.
- One guest asked if the future multimodal components will be a part of design and construction. Jeff Berens reminded the audience of the PEL objectives that include multimodal components. Jeff Berens said in order to meet the goal and objectives of the PEL study, multimodal components would be included in the Preferred Strategy Package or Packages, and eventually design and construction, following the anticipated future NEPA process.
- One guest asked the PEL study team to consider adding a table summary of components per package to the presentation in the future.



Public Involvement Meeting No. 2
 Minutes
 ID 5304-02-04
 Page 4 of 4
 June 6, 2023, 5 P.M.



Attachments

1. News Release
2. Email Invitations
 - a. TAC/PAC Members
 - b. Community leaders, area organizations, key businesses, and neighborhood association members
 - c. Environmental Justice stakeholders
 - d. Madison Beltline study Website Registrants
3. Announcement on the Beltline Project Website
4. Posters
 - a. English
 - b. Spanish
5. Social Media Posts for WisDOT Twitter Page and Placements
6. Social Media Posts for Community Distribution and Media Placements
7. Short News Story for Community Distribution and Placements
8. Sign-in Sheets
9. Project Handout
 - a. English
 - b. Spanish
10. Comment Form
 - a. English
 - b. Spanish
11. Presentation
12. Online Survey
13. Exhibits
14. Online Comment Form
15. Follow-up Outreach Emails



Minutes
Public Involvement Meeting No. 2
Madison Beltline
Planning and Environment Linkages
Corridor Study
ID 5304-02-04
Boys & Girls Clubs of Dane County
June 7, 2023, 5 P.M.



On Wednesday, June 7, 2023, the Wisconsin Department of Transportation (WisDOT)–Southwest (SW) Region hosted the second session of Public Involvement Meeting (PIM) No. 2 to discuss and gather stakeholder input on the four strategy packages (SP) that outline long-range plans for the Madison Beltline Planning and Environment Linkages (PEL) Corridor Study. The second session was held at the Boys & Girls Clubs of Dane County, Allied Family Center, 4619 Jenewein Road, Fitchburg, Wisconsin, with an open house from 5 to 6:30 P.M. and a brief presentation at 5:30 P.M.

Team Staffing

The following project team members staffed the meeting:

▪ Dan Schave	WisDOT–SW Region
▪ Jeff Berens	WisDOT–SW Region
▪ Franco Marcos	WisDOT–SW Region
▪ Michelle Howe	WisDOT–SW Region
▪ Jeff Held	Strand Associates, Inc. [®] (Strand)
▪ Elizabeth Garfoot	Strand Associates, Inc. [®]
▪ Joe Urban	Strand Associates, Inc. [®]
▪ Luke Hellermann	Strand Associates, Inc. [®]
▪ Sydney Zima	Leonard & Finco Public Relations
▪ Cole Buerger	Leonard & Finco Public Relations

Meeting Announcement

A variety of tactics were used to promote the PIM and encourage attendance. The stakeholder outreach effort included the following:

- A news release distributed to area media (see Attachment 1).
- Email invitations sent to more than 700 contacts three weeks before the PIMs with a reminder email sent one week before the PIMs (see Attachment 2). Recipients included:
 - Technical Advisory Committee (TAC) members (see Attachment 2A)
 - Policy Advisory Committee (PAC) members (see Attachment 2A)
 - Community leaders (see Attachment 2B)
 - Area organizations and key businesses (see Attachment 2B)
 - Neighborhood Association members (see Attachment 2B)
 - Environmental Justice (EJ) stakeholders (see Attachment 2C)
 - Madison Beltline study website registrants (see Attachment 2D)
- An announcement on the Madison Beltline Study website (see Attachment 3).
- Posters, created in English (see Attachment 4A) and Spanish (see Attachment 4B), promoting the PIMs were displayed at 47 locations near and along the Beltline corridor including libraries, government buildings and targeted businesses.
- Social media posts announcing the PIMs were developed and used on the WisDOT Twitter page (see Attachment 5).
- Social media posts announcing the PIMs were developed and shared with local communities adjacent to the Beltline and to targeted businesses and EJ groups. Social media placements are included in Attachment 6.
- A short news story about the PIMs was shared with adjacent communities, targeted businesses and EJ groups for use on their websites, newsletters and email distribution to help promote the PIMs. Placements of the stories are included in Attachment 7.



Public Involvement Meeting No. 2
Minutes
ID 5304-02-04
Page 2 of 4
June 7, 2023, 5 P.M.



Attendance

A total of ten guests attended the PIM. A copy of the sign-in sheet is enclosed for reference as Attachment 8.

Meeting Format

The meeting was held in an open-house format with a brief presentation at 5:30 P.M. Attendees were given a project handout and comment form that were available in English and Spanish (see Attachments 9 and 10). Attendees could fill out the comment form during the PIM and leave it with the team, or take the comment form home, fill it out, and mail it to the team at a later date.

Project Manager, Jeff Berens, and consultant project manager, Jeff Held, gave the presentation, which was followed by a question-and-answer session (see Attachment 11). At the end of the presentation, Jeff Berens gave a link to an online survey that attendees could fill out at their convenience (see Attachment 12).

Various exhibits were on display around the room and project staff were available to answer questions. The exhibits included the following:

- Overview of Study Limits
- Safety
- Madison Desirable Level of Service (LOS)
- Madison Beltline Peak Motor Vehicle Congestion
- Beltline Flex Lane Performance (July to December 2022)
- Beltline PEL Goal
- 12 Beltline PEL Objectives
- Deteriorating Physical Conditions
- Few Alternate Routes
- Beltline Mainline—No Build/Preserve and Maintain
- Beltline Mainline—Extend Flex Lane
- Beltline Mainline—Add One Lane
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- Roadway Crossings and Connections Rankings Summary
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- Park and Ride Rankings Summary
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- Bicycle and Pedestrian Accommodation Needs
- Transit Priority Components
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- SP1—Preserve and Maintain
- SP2—Higher Priority Components
- SP3—Mid- to High-Priority Components
- SP4—All Retained Components
- Schedule
- Draft Strategy Package Survey Information



A copy of each exhibit is included as Attachment 13 for reference.

To accommodate stakeholders unable to attend the PIMs, the same information presented during the PIM was placed on the Madison Beltline Study website on June 8, 2023. The online survey in Attachment 12 was included as well as an online comment form that is included as Attachment 14. Results of the online survey and online comment forms received will be included in a separate document.

In addition, follow-up emails were sent to the contact database on June 15, 2023, and June 29, 2023, reminding recipients that the information presented at the PIMs was available on the website and encouraging them to review and provide their input. The emails are included in Attachment 15.

Summary of Comments

Verbal comments were received from members of the public during the PIM.

The following comments were made and questions were asked during the meeting:

- One guest was in favor of a Park and Ride near County PD and Fish Hatchery Road.
- One guest was in favor of a crossing west of Park Street.
- One guest was in favor of a Crossing of US 14 near Stewart Street.
- One guest commented that 2050 is a long way off. The guest wondered if the study had examined 2030 and 2040 traffic numbers. Jeff Berens and Jeff Held explained that the study had looked at traffic in more detail in a few areas on the corridor (such as on Verona Road); however, the anticipated future NEPA analysis would look at updated traffic forecasts after completion of the PEL study.
- One guest asked if SP2 and SP3 expand the Beltline. Jeff Berens and Jeff Held clarified that SP2 and SP3 propose extending the Flex Lane or adding a general purpose lane west of Verona Road, which would add capacity to the Beltline. Neither of these packages expand the Beltline east of Verona Road like the added general purpose lanes proposed east of Verona Road in SP4.
- One guest asked if the implementation of components in a package would be completed all at once or by section. Jeff Berens explained that the components of the Preferred Strategy Package or Packages would likely be implemented in sections rather than all at once, depending on funding availability.
- One guest asked about the rigidity of the packages, stating that it seems unfair to lump money in for transit improvements with money for interchanges. Jeff Berens replied that the strategy packages are not rigid, and the team would like feedback on them at this time.
- One guest noted that having a cost per component would help for people to provide feedback.
- One guest noted that the city is hamstrung by eminent domain laws. The guest thought WisDOT was not subject to Act 59. A group conversation continued to clarify that WisDOT is indeed subject to Act 59.
- One guest asked if the study had considered air quality impacts. Jeff Berens explained that at this point in the study, air quality impacts had not been reviewed in detail; however, WisDOT is currently looking at potentially developing additional air quality policies and requirements.
- One guest shared his opinion that there are limited hours of the day that there is congestion on the Beltline. The guest asked if the traffic analysis considered time of day and origin/destination. The guest also wondered if WisDOT could enforce Travel Demand Management (such as requiring offices to stagger working hours). Jeff Held noted that there was extensive origin/destination data gathered in the past for the study. Jeff Berens said that some of the components proposed in the strategy packages could help reduce the stress on the Beltline.



Public Involvement Meeting No. 2
Minutes
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Page 4 of 4
June 7, 2023, 5 P.M.



- One guest asked if high-occupancy vehicle (HOV) lanes are an option. Jeff Berens replied that HOV lanes might be considered, but it is likely that implementation of HOV lanes would not be decided in the PEL study.
- One guest asked if recent improvements on or near the Beltline are inducing more demand on the Beltline. Jeff Berens replied that induced demand is difficult to quantify.
- One guest asked if there is a plan to address Verona Road congestion. Jeff Berens replied that WisDOT is aware of the congestion issues in this area, and the study is reviewing this interchange in more detail than other interchanges on the Beltline.

Attachments

1. News Release
2. Email Invitations
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 - b. Spanish
11. Presentation
12. Online Survey
13. Exhibits
14. Online Comment Form
15. Follow-up Outreach Emails



Madison Beltline PEL Public Involvement Meeting No. 2 Draft Strategy Packages Survey

Welcome to the online survey for the Wisconsin Department of Transportation's (WisDOT) Madison Beltline Planning and Environment Linkages (PEL) Study Public Involvement Meeting No. 2 Draft Strategy Packages!

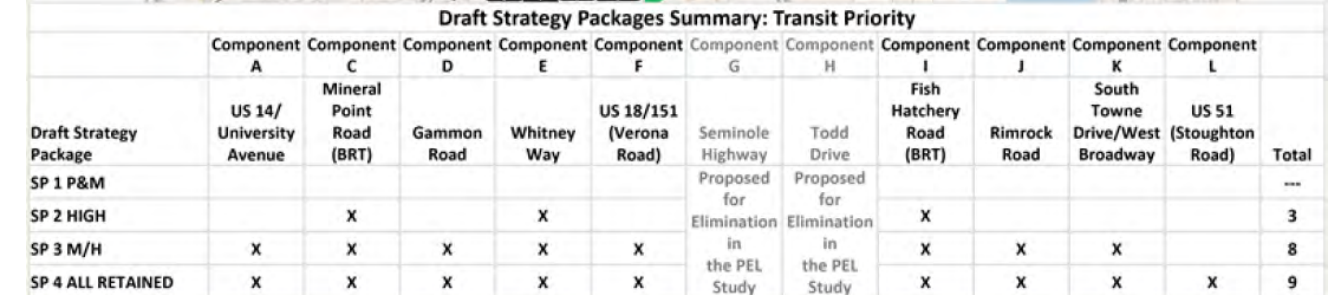
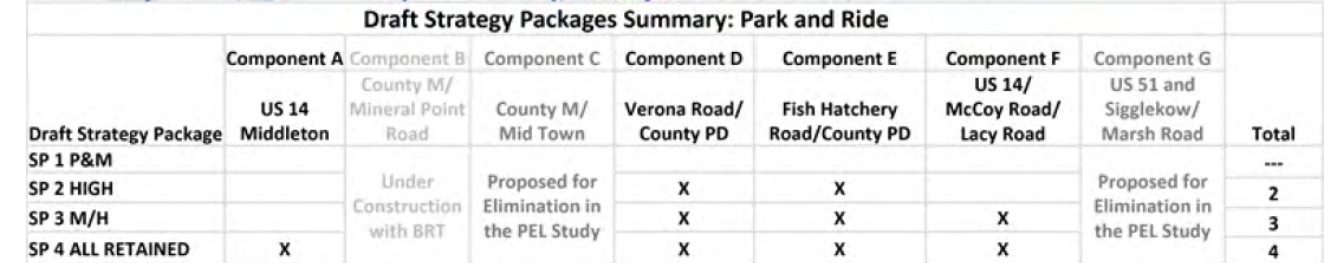
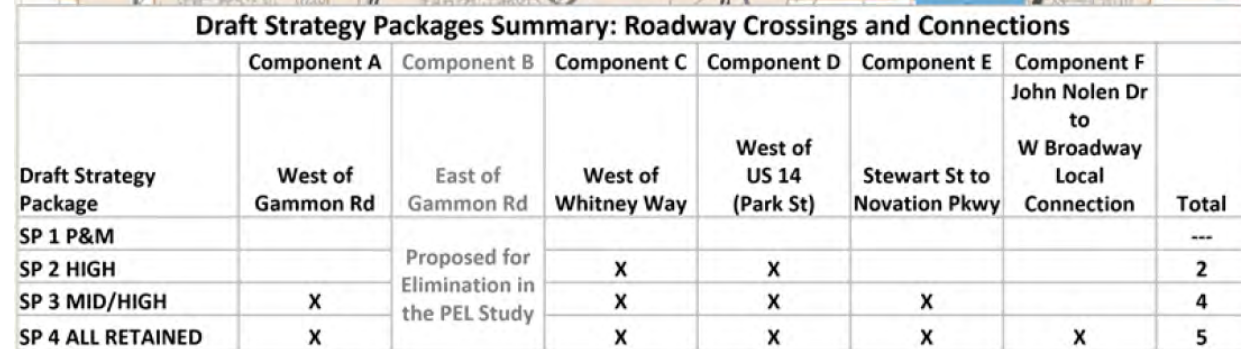
Now that the PEL study team has selected the highest priority components and developed the Draft Strategy Packages, we would like your feedback. With your help, the PEL Study team will take the next step in the PEL to select the preferred Strategy Package or Packages that will move forward for further study. This fall, the PEL study team anticipates presenting the Preferred Strategy Package or Packages for public review and comment before completion of the PEL summary report in early 2024. The preferred strategy package or packages will be further refined and evaluated in more detail during the National Environmental Policy Act (NEPA) process to ultimately determine a preferred alternative with final design and construction to follow.

The information in this survey including names, addresses, phone numbers, e-mail addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31 -19.39 of the Wisconsin Statutes.

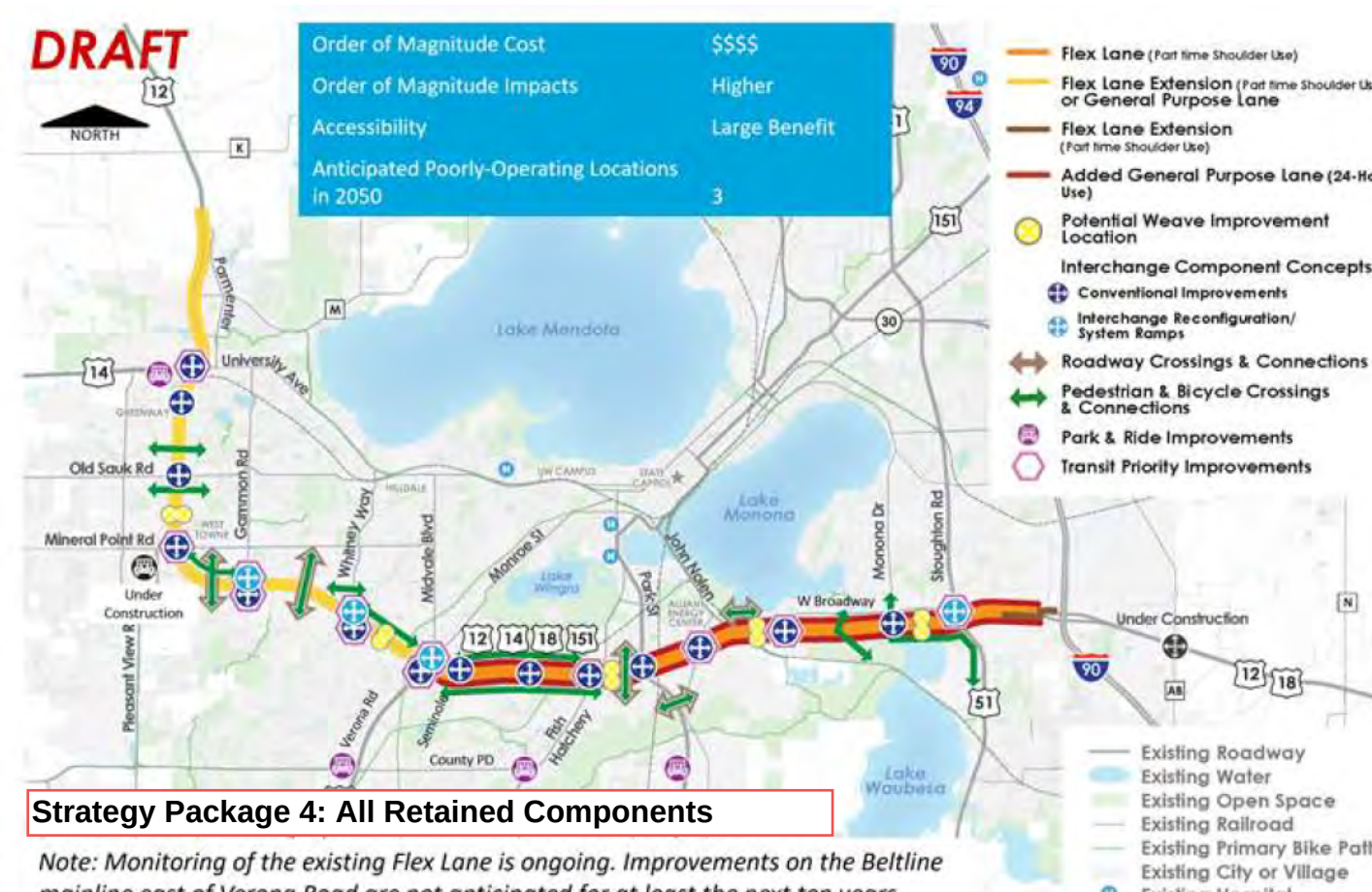
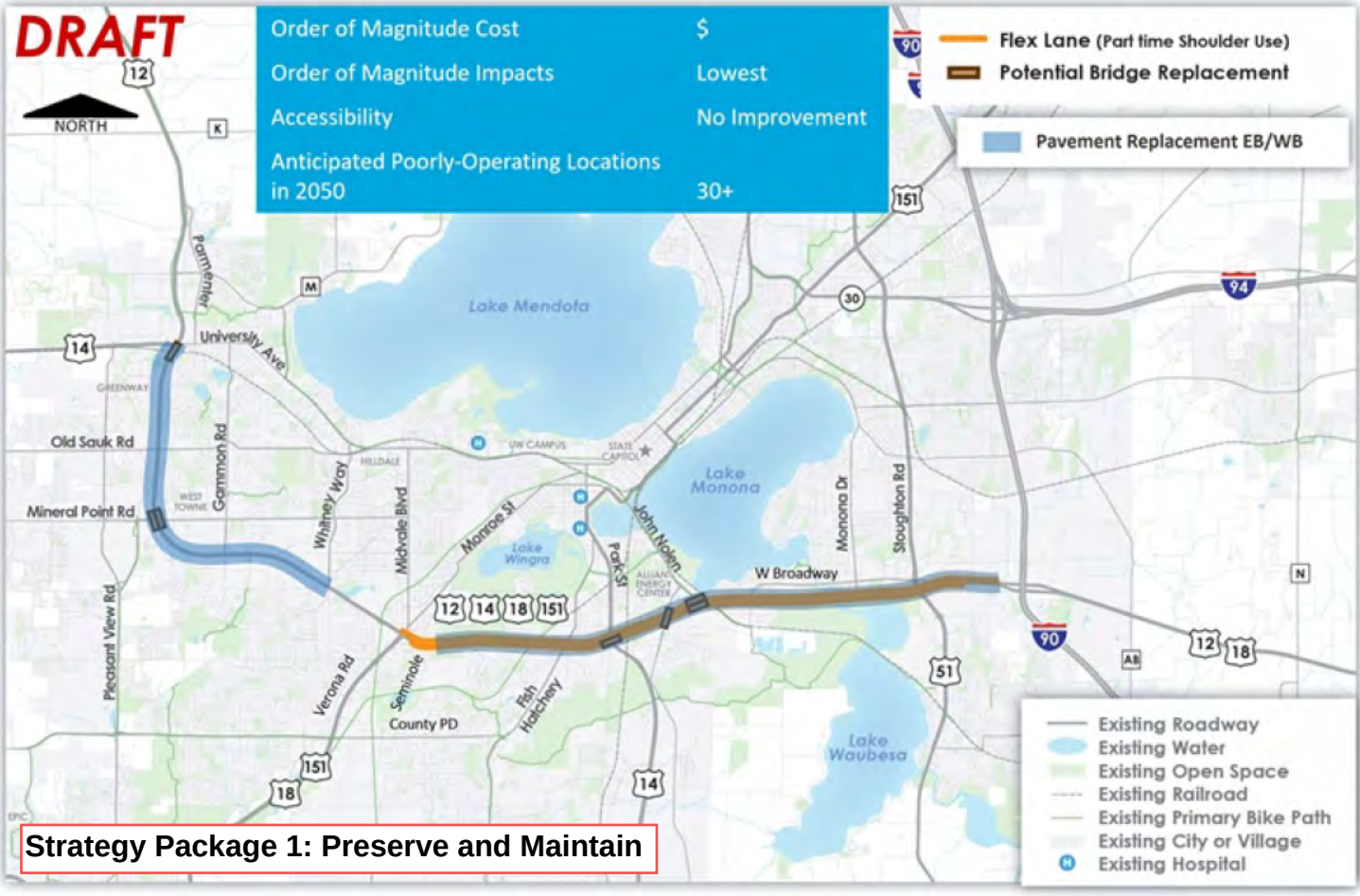
If you would like to review the Public Involvement Meeting No. 2 presentation and display materials, they will be available on the public involvement page of the study website at www.bit.ly/BeltlinePEL beginning Thursday, June 8, 2023.

In addition to this survey, you may also provide feedback via an online comment form that can also be found on the public involvement page.

The survey will take approximately 15-20 minutes to complete and is available until Friday, July 7, 2023. We appreciate your time and feedback as we work toward a long-term solution for the Madison Beltline!



Beltline PEL Public Involvement Meetings Survey: Summer 2023



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Survey Respondent	Do you agree or disagree with the placement and prioritization of the roadway crossings and connections components within each Strategy Package?	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).	Do you agree or disagree with the placement and prioritization of the bicycle and pedestrian components within each Strategy Package?	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).	Do you agree or disagree with the placement and prioritization of the park and ride components within each Strategy Package?
1	Agree		Agree		Agree
2	Disagree	I think to save money, Components A and D could be eliminated, as I do think they would aid with rush hour traffic.	Agree		Agree
3	Agree		Agree		Agree
4	Agree		Agree		Agree
5	Disagree	I don't understand why Component D is being prioritized - there is already a nearby connection in the form of Fish Hatchery Road. Components E and F seem to offer more benefits in terms of relieving traffic on the Beltline by facilitating local connections, and I would thus expect those to be prioritized in SP2 and SP3.	Agree		Agree
6	Agree		Agree		Agree
7	Agree		Agree		Agree
8	Agree		Agree		Agree
9	Agree		Agree		Agree

Beltline PEL Public Involvement Meetings Survey: Summer 2023

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1		Agree		0		4
2		Agree		2	Too many anticipated poorly operated 2050 locations to make it worth considering.	5
3		Agree		10		10
4		Agree		1	not enough fixes	4
5		Agree		3	It's not realistic to solely preserve and maintain existing infrastructure through 2050. This will lead to poor LOS on the Beltline as compared to present state.	8
6		Agree		3	This plan does not realistically plan for the anticipated growth the in the metro area.	4
7		Agree		0		4
8		Agree		1	a lot of work for not much gain and not prepared for the future	3
9		Agree		1	Despite all the changes the Beltline between Park and Verona seem to already be near capacity. In no way will this be sufficient if traffic along this route continue to increase.	8

1 = Not at all likely 10 = Extremely likely

Beltline PEL Public Involvement Meetings Survey: Summer 2023

Survey Respondent	Please use the box below to provide any additional feedback on SP2.	How likely are you to support SP3 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP3.	How likely are you to support SP4 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP4.
1		10		7	
	Still too many anticipated poorly operated 2050 locations to make it worth considering. If we're bothering to do this big of a study, I feel like we should make the construction worthwhile.	7			1.) I think adding the extra General Purpose Lane between Verona Rd and I-94 could be considered, but maybe postpone it to a later project, after testing out the Flex Lane system more. This can help save money for the short term, to use on the intersections and safety points that desperately need improvements. 2.) I am a strong believer in that having 3 dedicated full-time traffic lanes is MUCH better than two. It helps eliminate excess "leapfrogging" of cars that move over to allow cars entering the highway. So I think adding a General Purpose Lane between Verona Rd and US-14 is a better idea than adding a Flex Lane. 3.) Regardless of the package that is chosen, please add a dedicated Exit Lane between the West Madison exits that are missing it still: a.) Between Old Sauk Rd and Greenway Blvd, b.) Between Gammon Rd and Mineral Point Rd, c.) Between Gammon Rd and Whitney Way.
3		5		7	
4	More lanes on the growing west side, and a nice improvement at Verona Rd interchange	9	more lanes in the west	9	
	I would like to see this plan include the local connection components E and F, along with more pedestrian and bicycle improvements.	7	I prefer SP3's pedestrian and bicycle, interchange, and weave components, but I prefer SP2's fewer roadway connection components.	1	This strategy package would increase traffic on the Beltline through the addition of general purpose lanes. I am not in favor of this strategy.
6	This is better but doesn't include enough infrastructure to support alternative modes of transportation. We should plan some expansion/upgrades on the beltway like longer flex lanes since they show benefit, but we also need to invest heavily into supporting residents who bike and take public transit.	9	I like this plan the most, largely due to the robust investment in non-vehicular modes of transportation. That is maybe the most important component to facilitating transit between the areas outside the Beltline and those within. If that can be done effectively, it will keep more cars off the beltway, less traffic, and less pollution in our air.	5	I don't know that all this is necessary. I think SP3 gives most of the benefits while still not overextending our means.
7		5		10	
	better than SP2 but a lot of work for not much gain and not prepared enough for the future	7	I'd be satisfied with this! Of course SP4 is better but must consider budget and construction issues	9	Great! But how does this interact with the BRT?
	This is my favorite of all the proposed packages. It does quite a bit without being 'too much'. There are, however some items in SP3 and SP4 I'd like to see added.	4	This option provides a lot more than SP2 however despite all the additions it only drops the 'Anticipated Poorly Operating by 2050' locations by two compared to SP2 and thus it seems like a poor return on investment.	1	All these changes seem excessive however I especially dislike the idea of having to add more lanes to the Beltline. There doesn't appear to be physical room to do this without extensive reconstruction. I would like to think there could be options other than 'adding more lanes'. I do like the idea of the John Nolan-Broadway corridor but that's just a personal preference.

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Beltline PEL Public Involvement Meetings Survey: Summer 2023

Survey Respondent	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
1	
2	1.) I assume this will be addressed in a later step, but I would like to have input on what style of intersection rebuilds will be considered (i.e. diamonds, SPUI, roundabouts, etc). 2.) If possible, please consider adding some kind of speed monitoring to the Beltline. In West Madison, since this is one of the only open freeways available, we get lots of sports cars and bikers who treat the Beltline as a raceway, and there are not enough police monitoring speed on a regular basis. This is especially an issue at night, I have noticed, between 8pm-12am. 3.) In the late afternoons, the exit ramp from eastbound Beltline to Verona Road backs up considerably due to the lack of right turn green signal time. No right turns on red are allowed, and the long green time on the opposite time means that the wait time is much longer for eastbound traffic, turning onto southbound Verona Rd. 4.) Something needs to be done about Eastbound Mineral Point Road traffic turning onto Northbound Beltline. There is only a single left turn lane, the turn is sharp (which slows down the traffic progression), and the green arrow time is not super long for the amount of traffic turning. It is common for this lane of traffic to back up to Junction Road at Rush Hour times. I've also seen cars use the second-from-the-left lane to turn left as though this were a double-left turn, which it is not, which is a safety hazard. 5.) I feel that some ramps could be eliminated by allowing traffic to exit earlier and provide frontage roads to the (less major) next road. Example: Align the W Beltline Frontage Roads with the Fish Hatchery exit ramps, to eliminate a weave on the Beltline. This is a common practice with interstates in Texas.
3	
4	
5	Overall, I would like to see more data related to each of the proposed strategy packages. In particular, I'd like to see estimates of the LOS on both the Beltline and intersecting/adjacent roads to better understand the benefits and impacts of each proposal.
6	The health of the community should be the most important factor under consideration. As such, facilitating the vehicular traffic that must flow through the metro area while minimizing traffic from residents who could bike or take transit to work, should be the key goal. This is a health and equity issue, and it will do the community no good to have an efficient beltway if it produces copious amounts of pollution in our air.
7	
8	1. Please allow westbound cars that are exiting at Seminole Road a longer, dedicated exit lane. 2. Improve westbound signage for two right lanes exiting to Midvale and Verona Road as it is currently confusing and many drivers hold up Seminole Road exiters. 3. So many speeding cars! Can that be better enforced? Such as cameras and automatic tickets? It's dangerous and unnecessary. Especially westbound drivers exiting I-90 but really, everywhere. 4. Prevent gridlock eastbound afternoon commute hours around Southtown exit. 5. Please allow eastbound cars that are exiting Monona Drive a longer, dedicated exit lane. 6. Entering eastbound from Midvale Blvd and Seminole Hwy afternoon commute times immediately is crazy; must move over very soon; very fast drivers!
9	The Beltline has always been constructed much like an Interstate and it seems to make little sense limiting the speed limit to 55. While I try to drive at that limit I always feel I have to 'hold back'. A speed limit of 65 seems more 'natural'. Also -- I sometimes wish there was a way to go westbound from Seminole Highway instead of having to backtrack to Todd Drive.

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10	Disagree	The pedestrian crossing at Whitney Way and the Beltline is very difficult and should be improved. Also the exit from the Beltline onto Schroeder for this who need to access Whitney Way going South is impossible. We objected to the building of the new apartments on Schroeder across from Vitense because that exit needed improvement and no one listened.	Disagree	I agree that it should be a high priority. However it is not only the crossing of Whitney Way but also the crossing from one side of the Beltline to the other on foot and by car that should be high priority.	Agree
11	Agree		Agree		Agree
12	Agree		Agree		Disagree
13	Agree		Agree		Agree
14	Disagree	Component F should be included in SP2. Components A & D should only be included in SP4.	Disagree	These all would be placed in SP4 in my mind with the exception of E, G, H, J, X, and Y which I would place in SP3.	Disagree
15	Agree		Agree		Disagree
16	Agree		Agree		Agree
17	Agree		Agree		Agree
18	Disagree	Disagree with John Nolen to Broadway connection.	Agree		Disagree
19	Disagree	Component F should be a higher priority. This project would reduce short trips in the JN to South Towne segment and provide for increased bike/ped and local circulation options.	Agree		Agree
20	Agree		Agree		Agree
21	Agree		Agree		Agree
22	Agree		Agree		Agree

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10		Agree		5		10
11		Agree		10		10
12	I don't understand why the eastside has no park and rides. I might as well drive to my destination.	Agree		3	Much of work has been done recently. You hit gammon road and traffic is lighter so no need to repave that area.	7
13		Agree		4	No improvements to interchanges, access or safety.	4
14	I would NOT eliminate choice G - a small P&R here would be useful even with the larger lot at Broadway and Stoughton Rd. I would move A to SP3; E to SP3; F to SP4; and D to BUILD IT NOW!!!	Disagree	Move D to SP4; E to SP3; K to SP4; and L to SP2.	0	It doesn't adequately address the need for capacity and multi-modal improvements. It leaves us in a worse place than we already are.	7
15	SP2 should include B and E, not D and E.	Agree		10	This one best maintains the current beltline footprint, which is working fine - and saves the taxpayer money.	3
16		Agree		10		3
17		Agree		1	The Beltline, as built, cuts one side from the other for people other than those in cars.	7
18	Too far out.	Agree		7	Expand West Beltline from 2 to 3. Add auxilliary lanes.	7
19		Agree		3	Does not address future traffic demands	6
20		Agree		1	There are not any improvements to bike and pedestrian crossings.	3
21		Agree		5		10
22		Agree		7		8

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10		10	The exchanges at Whitney Way should be the highest priority.	10	This is too confusing but the exchanges at Whitney Way should be the highest priority.
11		10		10	
12	Like the flex lane extensions	5		5	
13		8		10	
14	With the inclusion of items I reprioritized to include in SP2, I would give this package a higher rating. Adding capacity to the beltline thru the flex lanes across its entire length (from Middleton to the Interstate) is a minimum expectation at this point.	6	While this package would be nice, it will also be more costly than SP2 and includes things that I don't feel are near-term priorities. There is a decrease in ROI with this option compared to SP2.	7	There are many things in this package that I believe have a low ROI. The one thing that leads me to support this package moreso than SP3 is the addition of general purpose lanes east of Verona Rd. We cannot wait until we're behind to add capacity like we typically do. Add it now or in the near-term to accommodate and encourage mobility and growth.
15	We do not need or want more lanes. Whether they're flex lanes (bad) or general purpose (worse), they will increase congestion and pollution, and force us to spend more money on build and upkeep. Keep the current footprint or if anything decrease it!	1	We do not need expansions of the flex lanes!	0	We do not need more lanes. This is incredibly costly as well. Hard pass!
16		1		0	
17	If it weren't for the additions of the people-centered elements I would not support this at all. I am especially supportive of the bike/ped connections between Midvale and Whitney Way and across Whitney Way.	4	I am not familiar enough with how valuable the crossings over the Beltline would be.	0	NO MORE LANES ON THE BELTLINE!!!!
18	Expand 2 lane sections to 3 lanes. Add more auxiliary lanes on west beltline. Need North Beltline for traffic relief and as an alternative. Traffic Studies do not show need properly.	6	Expand 2 lane sections to 3 lanes. Add more auxiliary lanes on west beltline. Need North Beltline for traffic relief and as an alternative. Traffic Studies do not show need properly.	6	Expand 2 lane sections to 3 lanes. Add more auxiliary lanes on west beltline. Need North Beltline for traffic relief and as an alternative. Traffic Studies do not show need properly. Park and Ride too far out.
19	Improvement over SP1	7	appears to balance future needs with \$	7	if remaining operational issues could be addressed, this would be great, but the cost needs to be considered as well.
20	There is only a slight improvement to bike and pedestrian crossings and connections.	7	There are many more improvements to bike and pedestrian crossings and connections along the beltline making it easier to choose alternative transportation methods besides motor vehicles.	10	The addition of both north and south bound paths from seminole highway to fish hatcher road is a key connection. Biking on the frontage roads feels dangerous in either direction as cards are going fast, there is not a protected bike lane, and there are drivers that are not looking for bikes as they merge. This plan has the most comprehensive connections and crossings for bike and pedestrian access.
21	The flex should be extended to the Interstate, as the traffic backs up considerably near where the flex lane ends (since cars typically stay in the left lane to eventually merge onto the north/westbound interstate).	8	The pedestrian and bike crossings aren't a high priority for me.	10	
22		9		10	

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10	
11	very good plan
12	I don't see a lot to help the east side except the flex lane extensions. Hope that's enough to help with back-ups during rush hour. Also no park and rides connected to transit lines on the east side will mean people will drive to the west side for jobs or appointments.
13	Need to address WB bottleneck between Todd Drive and Seminole Highway. Extend exit lane for Verona Road past Seminole Highway.
14	
15	We need to minimize the scale and scope of this project. As someone who drives, bikes, and walks in equal parts, safety is my main concern. The best thing we can do to improve safety is to take cars off the road and push people to active transit or public transit. The only way to do that is to reduce -- not expand -- lanes and roadways.
16	No more lanes please! To make me feel safer biking and walking, you should be helping to reclaim space from cars for bikers and pedestrians. Not expanding the size and number of car lanes and giving me "easier" ways to cross. It's not worth it.
17	
18	Expand 2 lane sections to 3 lanes. Add more auxiliary lanes on west beltline. Need North Beltline for traffic relief and as an alternative. Traffic Studies do not show need properly.
19	
20	
21	
22	

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23	Agree		Agree		Agree
24	Agree		Agree		Agree
25	Disagree		Agree		Agree
26	Agree		Agree		Agree
27	Agree		Agree		Agree
28	Agree		Agree		Agree
29	Agree		Agree		Agree
30	Agree		Agree		Disagree
31	Agree		Disagree	E and F are the highest priority in my opinion. There are not very good alternatives for bikers in this area.	Agree
32	Agree		Agree		Agree
33	Agree		Agree		Agree
34	Disagree	I think component A should be included in sp2.	Agree		Agree
35	Agree		Disagree	I think all components should be included in SP2 and SP3. In other words, all components should be considered high priorities. We need to encourage biking and walking as much as possible to combat climate change.	Disagree
36					
37	Agree		Agree		Agree
38	Agree		Agree		Agree
39			Agree		Agree
40	Agree		Agree		Agree

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23		Agree		0	Bicycle and pedestrian infrastructure is a must	4
24		Agree		10		6
25		Agree		10		2
26		Agree		8		6
27		Agree		5		6
28		Agree		10		10
29		Agree		3		4
30	Park and ride increases commute time drastically.	Agree		9		5
31		Disagree	For section F the beltline backs up into traffic lanes throughout the day. I think section F should be the highest priority.		With the amount of new housing being added along the beltline doing nothing is not a good planning strategy. It is still not feasible (regardless of what the City of Madison hopes for) to not have a car in most of the city.	7
32		Agree		2	We need a new solution, beyond staying with what we have now and constantly fixing it	6
33		Agree		1		6
34		Agree		1	It's not enough. Would support one of the higher packages instead.	7
35	Component A should be a high priority. Middleton's park and ride facilities are important.	Disagree	I'm not sure what "transit priority" means in the context of the map and our existing transit system. I would love to see the Beltline modified to include rail in the middle similar to larger cities like Chicago. We need to get people out of cars and into transit if we're going to hit our clean energy and climate goals.	0	The status quo isn't sustainable.	1
36						
37		Agree		8		8
38		Agree		9	Transportation is necessary but we need to do what we can to keep the urban heat island aspects of asphaltting urban lands and carbon intensive solo transportation options at bay. With high moisture containing air and potential for deluges it is also important to consider impacts on storm sewer capacity and run off implications of additional development. Any development should be sensitive to the impacts of the populations that live where the development is taking place and the health hazards need to be dispersed equitably.	5
39		Agree		0	This plan does not improve assessibility, does not focus on transit, and improvements in walking and biking access.	4
40		Agree		1	As is, the beltline is not accessible to those without a vehicle.	6

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Survey Respondent	Please use the box below to provide any additional feedback on SP2.	How likely are you to support SP3 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP3.	How likely are you to support SP4 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP4.
23	Minimal lane addition is good and the bicycle/pedestrian infrastructure I support, I believe SP 3 is much better, holistic approach	10		0	Too much sprawl, unnecessary and will hurt Madison as a whole
24		2		0	
25		1		0	
26	Gammon Rd interchange should be converted to a diverging diamond	7	Gammon Rd should be listed as improvement for diverging diamond	7	
27		5		4	
28		10	They all sound good to me as described by the transportation experts. I'm not an expert, so I'll support what the experts who've studied traffic and transportation say.	10	
29		5		10	
30		5		5	
31	The section between Fish Hatchery and Verona road really could use another lane of traffic for incoming and exiting traffic and merging. Another alternative would be to have the flex lane open a longer period of time.	8		6	
32	If the existing design must stay, I support additional flex lane	7		9	
33		2		1	
34		10		7	
35	Building bigger, wider roads isn't the answer to our traffic and climate problems.	2	We need more transit and more frequent transit. Instead of additional driving lanes on the Beltline, consider putting in rail transit.	3	See previous answers. Any package that doesn't emphasize transit, including rail, does not reflect the reality of the climate crisis or the public's desire to see us move away from a car-centric culture.
36					
37		8		8	
38	My view is that travel along the beltline be designed to facilitate transportation but not primarily through single occupancy vehicles. If there is a flex lane expansion it should only be open to high occupancy vehicles	2	I support those aspects which facilitate, bicycle, e-bike, BRT, park and ride options but do not support attempts to pave our way to a higher carbon future	0	Quit building highways and pressure the population to adapt to the realities/threats of climate change
39	Some good focus on assessiblity, and access to walk/bike access.	9	Best with respect to what I value - accessibility and capacity to enable/foster walking/biking and park and ride, but I do not want any flexlane use, as that rewards SOV travel, when we need to do all we can to disincentivize that. We have a climate crisis here, now, and CO2 emissions from SOV travel make it worse every day. What I do not understand is why public buses on the Beltline is not planned - people can get on and off busses at all of the on/off ramps that serve cars! Private busses and 18-wheelers use the Beltline all the time. What am I missing?	0	I strongly disagree with the added general purpose lane and flex lane extension, for the reasons stated above. If we make SOV driving easier and more attractive, gosh, folks will drive more. I do not support policies that we know result in upward congestion sprial, in more congestion - especially as we MUST design for a downward SOV car use spiral.
40	I support the walking, biking, and transit improvements in this package but disagree with extending the flex lane or adding a general purpose lane.	7	I support the walking, biking, and transit but oppose extending the flex lane or adding a general purpose lane.	1	I strongly oppose adding a general purpose lane. Adding lanes only encourages more vehicle miles traveled rather than encouraging alternate transportation.

1 = Not at all likely 10 = Extremely likely

Beltline PEL Public Involvement Meetings Survey: Summer 2023

Survey Respondent	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
23	Madison needs to invest in other forms of transportation than motor vehicles. Bicycle and pedestrian infrastructure is a must
24	
25	
26	
27	
28	
29	
30	
31	Thanks for taking the publics opinions into consideration. The exit lane going westbound onto Verona Road Midvale often backs up. If you are proceeding North on Midvale Blvd there are often no cars turning right but you are blocked because of all the cars turning left (south) on Verona Road. There should be a longer access route to be able so cars going on Midvale Blvd are not queued up making the backup on beltline even greater. Thanks for your consideration.
32	We should continue to pursue the idea of a new north and south expressway/bypass to keep heavy traffic off the Beltline
33	
34	In the quest for improving traffic mobility, you appear to only be pursuing lane increases. You should be considering higher speed limits, as road conditions allow. 55mph is too slow, and overall vehicle mobility could be improved by simply raising the speed limit.
35	
36	whtaever happened to the North belt line coridor? I remember discussions and proposals dating back 30 years.
37	
38	
39	None of these plans include prioritized multi-passenger lanes (to foster car-sharing), and none even consider adding public bus service that moves people from one Beltline on/off ramp to another. We could even have electric bikes available at these on/off ramps, and encourage putting bikes on the bus (which is SOP in, say, Portland). If Portland can do this, why can't we? Also, as more EVs move into use, what about fast charging near or at the on/off ramps? We must do ALL WE CAN to reduce SOV travel.
40	All 12 project priorities should be emphasized, rather than highway capacity. WISDOT should consider the following in making decisions on this project: greenhouse gas emissions, vehicle miles traveled, air quality analysis (especially racial disparities in impacts), impacts on the local road network, water pollution and flooding. Flex lanes and additional general purpose lanes will encourage more city sprawl and vehicles miles traveled, so these should be avoided.

Beltline PEL Public Involvement Meetings Survey: Summer 2023

Survey Respondent	Do you agree or disagree with the placement and prioritization of the roadway crossings and connections components within each Strategy Package?	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).	Do you agree or disagree with the placement and prioritization of the bicycle and pedestrian components within each Strategy Package?	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).	Do you agree or disagree with the placement and prioritization of the park and ride components within each Strategy Package?
41	Agree		Agree		Agree
42	Agree		Agree		Agree
43	Agree		Agree		Agree
44	Yes		Yes		Yes
45	No	Not sure if this is exactly disagreeing, but some thoughts. A: low priority B: is not needed, maintain existing bike connection. C: Potentially good connection between Research Park and Forward Drive (no beltline access) D: of all the sites shown, this is maybe the highest priority to alleviate pressure from FHR. E: Maintain existing access.	No	I agree with the above, but with the following comments/exceptions. D: A crossing of Whitney Way can be accomplished by reducing WB lanes to a shared left/thru and right turn only with off street one way cycletrack. EB may be more challenging, but there's room here for a better E-W facility with new signal operation and updated geometry. F: This should be a much higher priority. The Arboretum is wonderful, but it's such a barrier (along with the beltline and Todd Drive) to E-W mobility.	No
46	No	Component E should be in SP 2 Component C SP 3. Components A and D seem unnecessary, since roadway crossings already exist within 1/2 mile of each. Component F should be eliminated entirely from any consideration. The local connection today is a shared-use path that was first approved in March, 1973. Since then, the Waunona Way area residents and the City have held firm NOT to have a road shortcut between John Nolen Drive and Broadway/Monona. It would attract tremendous volume of traffic, yet benefit few local residents while devastating their neighborhood.	No	Components C, G, H should be SP 3. These are all nice ideas, but they have existing alternatives and/or do not improve connectivity to residential areas. Component D & E should be SP 2+++ -- the highest priority possible. The City recognizes the need for these components, but they are helpless without State assistance to make them happen. (this is in contrast to component X, which the City is slowly but surely finishing on its own) A missing component is to improve the Struck underpass just west of C. That underpass was built in the 90's. It is narrow, wet, dark, and in poor condition. The southern side in particular does not seem safe, especially for women. Compared to the new underpasses under Gammon Rd and Verona Rd, it is dismal and in desperate need of updates.	No
47	Yes		No	All should be included at every strategy level. Safe and accessible ped and bike crossings should be prioritized above all other road uses, except public transit.	Yes
48	Yes		No	It's a little difficult to be sure, but from what I can see, Component A should be included in SP2 or SP3. It would create helpful connections with existing bicycle infrastructure in that area. However, I appreciate those that are included in SP2 and SP3, since those components would also create very useful connections.	Yes

Beltline PEL Public Involvement Meetings Survey: Summer 2023

Survey Respondent	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).	Do you agree or disagree with the placement and prioritization of the transit priority locations within each Strategy Package?	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).	How likely are you to support SP1 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP1.	How likely are you to support SP2 as a Preferred Strategy Package?
41		Agree		5	Make the concrete extra heavy duty!	6
42		Agree				
43		Agree		5		6
44		Yes		5		8
45	I generally find park and rides pretty useless. I currently use the Sun Prairie park and ride, but it would have been more efficient to utilize some underutilized off street parking near Prairie Lakes than to build a new surface lot on property that could otherwise be developed and contribute to the local tax base. For transit, park and ride's are terrible. Having said that, at least the Sun Prairie Park and Ride is also serving as a trail head of sorts, transit, and for people to abandon their vehicles. I'd reconsider putting too much effort into them.	No	What are we talking here? Dedicated lanes? transit signal priority? Without much more detail, it's hard to say agree or disagree. Generally, yes, give transit all the advantages we can.	10	More lanes and added highways only encourage vehicle dependent development and therefore more traffic congestion. I think if anything, the flex lane should have been an express lane for non-exiting drivers to bypass those who get on and off the beltline within a few exits from each other. In addition, removing some ramps like Todd Drive or Rimrock or John Nolen Drive might improve the beltline. Maintain what you have, make safety improvements, and reduce access to create a better operating highway.	3
46	Components E should be SP 4. It is nowhere near a state highway. Everyone traversing that intersection has a car and not interested in parking and riding or carpooling. Component F should be SP 2. It is land under development, and would be a great carpool / multi-modal transport hub.	No	Component J should be SP 2. The Rimrock area is growing fast with residences, and they deserve to have first class transit opportunities. All other prioritization is excellent.	0	The beltline might as well be a tourniquet around the city. It is a tremendous barrier to growth and economics activity. It needs accessibility improvements, especially from Whitney to Middleton and around Hwy 51.	10
47		No	The only acceptable priority for transit is retain all.	1	I will not support a plan that does not include extensive improvement for bike, pedestrian, and transit options. Car lanes the absolute last priority	1
48		Yes		0	No improvements for multimodal or modes other than car. We need to be more forward-thinking.	2

1 = Not at all likely 10 = Extremely likely

Beltline PEL Public Involvement Meetings Survey: Summer 2023

Survey Respondent	Please use the box below to provide any additional feedback on SP2.	How likely are you to support SP3 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP3.	How likely are you to support SP4 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP4.
41	Extend the Flex lane to Whitney Way!	6	Yes, the Gammon Road and the Mineral Point exits need work.	10	It looks like a good overall plan. If the Flex Lane could be extended, it would be better for Westbound traffic.
42					
43		6		6	
44		7		8	
45	Yes to the access improvements, no to the expanding beltline capacity.	2	Yes to the access improvements, no to the expanded capacity.	0	No. Spend money removing certain access points, improving cross beltline access, and be clear about what purpose the beltline is serving. It should not be designed in a way that local trips use the beltline, it should primarily be to serve those moving from highway to highway. Furthermore, all highways inside the beltline should be given to the City of Madison for their operation and maintenance.
46	This addresses the most pressing accessibility problems. I thoroughly support this.	10	I support this package. The improvements around Monona would be a dream.	5	There were too many components in SP 4 that I feel were unnecessary.
47	While i support all the proposed bike, pedestrian, and transit improvements, the car lane additions are excessive, expensive, and unnecessary. I will not support any options that increase over existing car infrastructure.	1	While i support all the proposed bike, pedestrian, and transit improvements, the car lane additions are excessive, expensive, and unnecessary. I will not support any options that increase over existing car infrastructure.		While i support all the proposed bike, pedestrian, and transit improvements, the car lane additions are excessive, expensive, and unnecessary. I will not support any options that increase over existing car infrastructure.
48	Accessibility is important to me, so I'm more likely to support the plans with substantial improvements to accessibility.	7	Much greater emphasis in this plan on multimodal and modes other than car. Acknowledges the existence of pedestrians.	8	I would want to more carefully compare this one to PL3 before deciding which one I thought was better, but I have an eye on accessibility so this one looks attractive.

1 = Not at all likely 10 = Extremely likely

Beltline PEL Public Involvement Meetings Survey: Summer 2023

Survey Respondent	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
41	General maintenance is important. Sweeping the shoulders over bridges, and timely clean-up on litter, trash, tires, or animals keeps it nice. Cleaning of litter on the beltline areas is important too. Lighting at night of the Beltline is important too for night safety.
42	
43	
44	The flex lane is amazing the few times I've needed to commute during rush hours it's been wonderful to have, love the idea of extending it through Middleton.
45	More local access crossing the beltline to alleviate the need for pedestrians/cyclists to use busy ramps, and pull some local trips away from those ramps. Make basic safety improvements. Remove certain exits like Todd Drive, and either Rimrock or John Nolen to clean up the issues with merging in this stretch. Consider either jurisdictional transfer of 151 from the beltline to the interstate, or consider re-routing it up John Nolen Drive and off Park Street/West Wash/Proudfit. Get rid of the Rimrock ramp and maybe make some ramp improvements to clean those interactions up, but that might be popular with the city and the state in terms of desired capacity on JND vs Park. Also a more straightforward movement through Madison. I think there's definitely merit to improving safety, but you should never associate improved LOS with improved safety, that's not necessary the case. Furthermore, by adding capacity and more highway to encourage sprawling suburban development, you'll never 'fix traffic'. Instead you'll be right back to studying the beltline in 20 years wondering what went wrong. The state/county/cities need to look into better land use policy and regional transit as an equal option to driving to help balance the stress on each mode.
46	Thank you very much
47	The cost for this and all road projects could be drastically reduced, and quality of life for nearby residents drastically improved, by focusing exclusively on improving active mobility and transit. Car infrastructure is already excessive and needs to be scaled back or maintained, not expanded. The amount of money spent on roadways compared to bike, pedestrian, and transit access, is outrageous and cannot continue.
48	Improvements to the multiuse path that parallels the Beltline between Whitney and Gammon should be considered as part of this project. I will be riding on that path tonight and, though it will get me where I'm going and be safe, it will also be loud, and to get to the path I will have to ride on Whitney Way, which is scary.

Beltline PEL Public Involvement Meetings Survey: Summer 2023

Survey Respondent	Do you agree or disagree with the placement and prioritization of the roadway crossings and connections components within each Strategy Package?	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).	Do you agree or disagree with the placement and prioritization of the bicycle and pedestrian components within each Strategy Package?	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).	Do you agree or disagree with the placement and prioritization of the park and ride components within each Strategy Package?
49	No	Mostly agree, but I wish F was more highly prioritized.	No	Again, it would be nice for central and East facets of the plan to be given a little more consideration.	Yes
50	No	John Nolen (F) should NOT be the first one to be dropped if you downgrade from SP4 to SP3. Gammon (A) would be a lower priority than John Nolen. I am not familiar with Stewart Street (E), so can't comment on that, compared to F.	No	SP1 shouldn't even be an option here.	Yes
51	No	I think that component E should be higher priority than component C because there are no satisfactory local street connections to the Novation Parkway area, where as the areas west of whitney way have a local street network and can avoid traveling on the beltline.	No	C should be less important than I. There already is a crossing west of Whitney Way in the tunnel by Erik's bikes, whereas the Novation Parkway neighborhood is extremely isolated. However, I would definitely be in support of prioritizing a safer bike/ped crossing *at* Whitney way. Is that what you are asking about?	Yes
52	Yes		Yes		Yes

Beltline PEL Public Involvement Meetings Survey: Summer 2023

Survey Respondent	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).	Do you agree or disagree with the placement and prioritization of the transit priority locations within each Strategy Package?	If you disagree with the component placement/prioritization included in each Strategy Package, please indicated why and what you would change about the placement of components (e.g. I think Component X should be included in SP2).	How likely are you to support SP1 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP1.	How likely are you to support SP2 as a Preferred Strategy Package?
49		Yes		8		5
50		No	I'm not clear on what is being proposed.	0		2
51		Yes		2		3
52		Yes		1	The lack of any improvements for bike/pedestrian access makes this one hard to support for me.	8

1 = Not at all likely 10 = Extremely likely

Beltline PEL Public Involvement Meetings Survey: Summer 2023

Survey Respondent	Please use the box below to provide any additional feedback on SP2.	How likely are you to support SP3 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP3.	How likely are you to support SP4 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on SP4.
49		8	Connecting safely to additional bike trails like the options to the east would encourage me to support this.	6	
50		5		8	Yes to the crossing improvements, but not on widening the highway to additional lanes.
51	Has what I consider the most important ped and bike connections, with some exceptions, and doesn't expand beltline. I do think we should have more new roadway crossings.	6	more bicycle and ped connections; I still think there should be more new roadway crossings.	0	lets not expand the beltline. It's only congested for a maximum of 45 minutes every day.
52	This option seems like a good idea to me if there is not enough money for package 3. I think this is the minimum that should be done in order to help with bike and pedestrian access through the area. Transit priority is also important, especially on the BRT lines.	10	The added bike/pedestrian connections and the extra transit improvements compared with package 2 make this option the best in my opinion.	4	Compared with package 3, this mostly seems to add car capacity on the beltline. My hope is that going towards 2050 and beyond, we can reduce car usage for all of the safety and environmental benefits that would bring rather than adding more lanes to freeways. I would rather see this money go towards further transit, pedestrian, and biking infrastructure or to other city services. I think the lower priority bike and pedestrian connections could be beneficial, but I agree that the ones added here are not nearly as essential since there are alternate existing or proposed routes.

1 = Not at all likely 10 = Extremely likely

Beltline PEL Public Involvement Meetings Survey: Summer 2023

Survey Respondent	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
49	
50	
51	
52	When considering changes to the highway interchanges, try to make it so that crossing the bridges and intersections on foot or on a bicycle is a safe and somewhat comfortable experience. Sticking a tiny sidewalk directly next to high-volume and high-speed traffic without any kind of buffer or barrier does not accomplish this. The extra ped/bike connections proposed are even better but even with them it is often quite out of the way to find a nice, separated crossing.

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	Which of the following best describes where you live in relation to the Beltline?	In general, how do you believe the existing Beltline impacts your quality of life? Quality of life in this survey refers to environmental factors that contribute to a person's physical and psychological well-being, including, but not limited to, air quality, neighborhood connectivity, and noise.	Please provide additional thoughts you might have on quality of life impacts as a result of the existing Beltline.	Do you believe the existing Beltline is congested?	How does the congestion on the existing Beltline affect you?	Please provide any additional thoughts you might have about congestion on the existing Beltline.
1	I don't live close to the Beltline.	The Beltline has improved my quality of life.		No		
2	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	Continuous noise from the Beltline is a negative. When the power goes out at my house I can hear the beltline as a motor-like noise from my basement so the sound waves are also going through the ground, not just the air. I believe noise pollution could be improved with the proper barriers.	Yes	I am unsure if existing Beltline congestion affects me.	
3	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.		No		
4	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	I've almost been hit several times going west in the morning. Starting at the Todd Dr. exit to the Verona Rd. exit, minus the flex lane, all lanes suddenly stop and it's a back up. We also need more enforcement. The minimum speed is over 65 MPH. Where are the cops? You are an idiot to go 55 MPH because you will get hit.	Yes	Existing Beltline congestion has a negative effect on me.	Provide more bike paths, mass transportation especially for those going to Verona. More traffic enforcement.
5		I am unsure if the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
6	I don't live close to the Beltline.	I am unsure if the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
7	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	n/a	Yes	Existing Beltline congestion has a negative effect on me.	n/a
8	I don't live close to the Beltline.	I do not believe the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
1	No				Agree			
2	No				Agree			
3	No				Agree			
4	Yes	I do not feel safe driving on the Beltline.;	Bicycle;Walking;	Please fix the beltline before more people are killed.	Disagree	Because it's dangerous and congested.	My job	More mass transportation and less cars!
5	No				Agree			
6	No				Agree			
7	Yes	I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;	n/a	Agree			n/a
8	No				Agree			

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
	Interchange improvements at the Beltline;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	55 to 64	White;		More than \$100,000	
	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;New park and ride lots near the Beltline.;	A road across the Beltline between Park St and Fish to allow local travel would improve Madison southside. More crossings seem like a good thing, although there is already one in my neighborhood that I have never used. The interchanges near me at Fish, Park, Rimrock, John Nolen seem OK to me. I rarely use the beltline during rush hour/flex lane so don't know if they are an improvement. A park and ride to access the proposed North/south BRT would increase ridership and keep traffic volume lower.	Yes	65 and over	White;		\$75,000 to \$100,000	
	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;		Yes	45 to 54	White;		\$75,000 to \$100,000	
	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;	I think the more you make the improvements for car drivers the worse it will get. You need to encourage biking and public transportation. Right now there is really no incentive to stay off the beltline so you are basically encouraging more dependence on cars which is worsening the problem.	Yes	45 to 54	White;		More than \$100,000	N/a
	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	65 and over	White;		\$75,000 to \$100,000	
	New park and ride lots near the Beltline.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	35 to 44	White;		More than \$100,000	
	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Interchange improvements at the Beltline;	n/a	No					n/a
	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		No					

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	Which of the following best describes where you live in relation to the Beltline?	In general, how do you believe the existing Beltline impacts your quality of life? Quality of life in this survey refers to environmental factors that contribute to a person's physical and psychological well-being, including, but not limited to, air quality, neighborhood connectivity, and noise.	Please provide additional thoughts you might have on quality of life impacts as a result of the existing Beltline.	Do you believe the existing Beltline is congested?	How does the congestion on the existing Beltline affect you?	Please provide any additional thoughts you might have about congestion on the existing Beltline.
	I live within 5 to 8 blocks of the 9 Beltline.	The Beltline has improved my quality of life.	Makes it easy to reach places. It will be even better if there will be a highway extention from middleton to east side of madison passing by Waunakee	Yes	Existing Beltline congestion has a negative effect on me.	
10	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.	It may have improved but it also has added to the volume, noise and air quality	Yes	I am unsure if existing Beltline congestion affects me.	Of course it depends on the time of day. I am not under time constraints like most people and therefore can tolerate the traffic slowness/stops
11	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	My biggest issue with living near the beltline is noise from people who are racing cars at night near the Park st exit.	No		
12	I don't live close to the Beltline.	The Beltline has improved my quality of life.		Yes	I do not believe existing Beltline congestion affects me.	
13	I don't live close to the Beltline.	I do not believe the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	Evening commute between 5 and 6 is congested. Take double the time to get tit destination
14	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	Beltline makes my life easier to live for the most part. I wish it was patrolled more for loud vehicles and dangerous drivers.	Yes	I do not believe existing Beltline congestion affects me.	Congestion is always westbound in the morning near Todd Dr. and eastbound from Gammon Rd to John Nolan Dr. in the afternoon. I'm always opposite of it, but it is an issue for others. The flex lane could help, but I don't feel it's used enough or properly.
15	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.	The Beltline provides easy transit from one side of Madison to the other, as well as easy access to cities along the way.	Yes	I am unsure if existing Beltline congestion affects me.	I don't understand why money is spent on certain improvements without the consideration of expansion.
16	I live within 5 to 8 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	In the morning or afternoon when the beltline is congested, it impacts travel time which in turn makes it more difficult to drop off children at daycare and then make it to work on time.

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
9	No				Agree			
10	No				Agree			
11	No				Agree			
12	No				Agree			The new lane for rush hours helps too
13	Yes	I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;		Agree			
14	No				Agree			It's great. Just get annoyed with slow traffic. Keep buses and semi trailers in the right lane.
15	No				Agree			
16	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;		Agree			

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
9	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		Yes	35 to 44	White;		\$35,000 to \$49,999	
10	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Interchange improvements at the Beltline;	I ride bicycle and would like to see a connection from the southwest trail to Middleton. The Park St. interchange heading West and Fish Hatchery off ramp can be dangerous.	Yes	65 and over	White;			Now that the flex lanes are open, drivers seem to think they are for exceeding the speed limit excessively
11	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;Interchange improvements at the Beltline;		Yes	25 to 34	White;		\$75,000 to \$100,000	Would love to see more and more-frequent public transportation options around Madison and the beltline :) What does it look like to have a tram or trolley system alongside the beltline that could easily move people along this corridor without adding more cars.
12	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		Yes	45 to 54	Black or African American;		More than \$100,000	
13	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		No					
14	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New park and ride lots near the Beltline.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	I like most ideas, but the bus priorities is a terrible idea. No one rides the bus. Way too much money is being wasted on them. Stop feeding into giving a bus priority. Our traffic isn't that bad, so just plan and consider all other options. Bicycles are a pain to motorists but those aren't going away, so you can do a few more bridges if needed but be smart on their location. Extra flex lanes, crash areas, and getting slow vehicles to get out of the fast lanes help.	No					Keep expanding it. Put a few crash sites or areas for people to pull over where it's able to be seen in a distance. Too many cars pulled over after hills. One other thing is to figure out how to get people to keep a steady speed on areas with hills between University Ave and Gammon Rd. People slow down really easily without noticing and causes back ups daily for no reason.
15	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	Creating the flex lane but then leaving it closed so often does not help traffic. However, I feel like having a shoulder is also importance for when cars need to pull over and get out of the flow of traffic.	Yes	45 to 54	White;		More than \$100,000	I think more lanes for cars is a better focus than making lanes for walkers.
16	Interchange improvements at the Beltline;	The main issue I see is the interchange that goes to Verona road from the west bound beltline.	Yes	35 to 44	White;		More than \$100,000	

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Survey Respondent	Which of the following best describes where you live in relation to the Beltline?	In general, how do you believe the existing Beltline impacts your quality of life? Quality of life in this survey refers to environmental factors that contribute to a person's physical and psychological well-being, including, but not limited to, air quality, neighborhood connectivity, and noise.	Please provide additional thoughts you might have on quality of life impacts as a result of the existing Beltline.	Do you believe the existing Beltline is congested?	How does the congestion on the existing Beltline affect you?	Please provide any additional thoughts you might have about congestion on the existing Beltline.
17	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	Very noisy.	No		
18	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	Easy access to east or north route to reach I 94	No		
19	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
20	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
21	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	The noise level living near an entrance ramp is quite large. Trucks, motorcycles and "sports cars" very often try to achieve escape velocity.	Yes	Existing Beltline congestion has a negative effect on me.	Congestion is most often a rush hour hinderance to me. I worry constantly that the flow will quickly stop causing chain reaction collisions. I ONLY drive the Beltline with adaptive cruise control on.
22	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	In last 20 year I lived next to beltline it significantly diminish my quality of life by exponentially increasing air pollution and noise level especially during night hours.	Yes	Existing Beltline congestion has a negative effect on me.	In addition to not serving it main goal as transportation artery congested beltline significantly increase nose pollution.
23	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	I just learn to avoid the Beltline during certain times of the day.

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Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
17	No				Agree			
18	No				Agree			Excessive speeding 630 - 730 AM and after 9 PM
19	No				Agree			
20	No				Agree			
21	No				Agree			It's really your only option to quickly get from the west to the east side of Madison. Cutting through the isthmus with the constant on-going construction is a test of wills.
22	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Bus;Personal vehicle via alternate routes;		Disagree	There is no use to have congested highway going around the city in order to get to goods and services inside that city. It simply not going to work.		
23	Yes	I prefer to avoid the existing Beltline congestion.;Passenger does not feel safe on the Beltline;	Bicycle;Personal vehicle via alternate routes;		Agree			

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Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
17	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;		Yes	55 to 64	White;		\$15,000 to \$34,999	
18	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	Bike paths are not used and more is nonsense	Yes	65 and over	White;		More than \$100,000	Enforce speed and off hour use of flex lane
19	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;New park and ride lots near the Beltline.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		Yes	25 to 34	White;		More than \$100,000	
20	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		No					
21	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;	I am always happy when I can get my bike across the Beltline without mixing in traffic.	Yes	65 and over	White;		More than \$100,000	It would be best if there were more police on the Beltline to stop speeders and unsafe drivers.
22	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;New park and ride lots near the Beltline.;Interchange improvements at the Beltline;	It is pointful to see Madison joining the completely useless path of widening existing road hoping to solve traffic problems. Every big and small city taking that rout end up in failure. Only by regulating existing traffic more precisely and eliminating direct intersections one can more uniform traffic flow.	Yes	55 to 64	White;		More than \$100,000	Madison has to seriously improve it's public transportation instead of copying Brasil speed bus. Any one in City Engineering ever thought how it will work here in winter? Great waste of taxpayers money!
23	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	65 and over	White;		More than \$100,000	

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Survey Respondent	Which of the following best describes where you live in relation to the Beltline?	In general, how do you believe the existing Beltline impacts your quality of life? Quality of life in this survey refers to environmental factors that contribute to a person's physical and psychological well-being, including, but not limited to, air quality, neighborhood connectivity, and noise.	Please provide additional thoughts you might have on quality of life impacts as a result of the existing Beltline.	Do you believe the existing Beltline is congested?	How does the congestion on the existing Beltline affect you?	Please provide any additional thoughts you might have about congestion on the existing Beltline.
24	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	Easy access to Madison area businesses is good, however at this time I avoid using it, if possible, due to high traffic and drivers who drive irresponsibly.	Yes	Existing Beltline congestion has a negative effect on me.	The recent lane improvements and work done around HWY 151 was beneficial, but the high volume of traffic is still a problem. It would be good to know how much of the traffic is local and how much of it could be relieved via alternate routes.
25	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	Noise is fairly negligible due to the sound barriers, and the ability to get to the East side of Madison in 20 mins from the West side more than makes up for any minor sound issues.	No		
26	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	It's very noisy and sound barriers are insufficient.	Yes	Existing Beltline congestion has a negative effect on me.	It delays me when I can't avoid taking it and leads me to search for routes that may be longer and through more residential streets to avoid congestion.
27	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	The Beltline's accessibility to my home improves my quality of life. I can get on it in a few minutes. Once on the highway, The traffic and speeding on the Beltline can be detrimental to my quality of life. Both are poorly controlled in my opinion. Depending on the day, the wind and other factors, the noise of the Beltline can decrease my quality of life. However it is quiet more than it's loud. Sometimes it's as it it wasn't there, noise-wise!	Yes	Existing Beltline congestion has a negative effect on me.	I am fortunate to not need to travel during rush hours for employment. I avoid it as much as I can at those times and hate it when I must use it at busy times. It's frustrating and can be frightening.
28	I live within 5 to 8 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
29	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	A constant threshold of noise. Quick access to our neighborhood and them quick escape for car thieves or home intrusions.	No		
30	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	Not a safe highway as people are not required to follow the laws of speed and other traffic laws. There is no enforcement.	Yes	Existing Beltline congestion has a negative effect on me.	
31	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	Noise pollution	No		
32	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	It lets me easily get to almost anywhere in Madison in 15-20 minutes at the most.	No		
33	I live within 1 to 4 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.	I can hear the Beltline from my house but it's not a major issue. If there are ways to reduce the noise, great. But it's not a problem now.	No		

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Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
24	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;Choose not to go to locations unless absolutely necessary;	I think alternate route planning would make sense, whether for local traffic or non-local traffic. I would NOT be supportive of any added public transportation, because that won't solve the problem, and few people would actually use it.	Agree			I think the access to community locations is there, as there are plenty of exits and on-ramps.
25	No				Agree			
26	Yes	I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;		Agree			
27	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;		Agree			
28	No				Agree			
29	Yes	I do not feel safe driving on the Beltline.;High speed and reckless, aggressive driving, far over speed limit, of many drivers. Use of extra lane to travel at virtually any speed, and little law enforcement.;	Personal vehicle via alternate routes;		Agree			
30	Yes	I do not feel safe driving on the Beltline.;I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;		Agree			
31	No				Agree			
32	No				Agree			
33	No				Agree			

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Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
24		None of these are appealing....are there other options????	No					Thank you for sending out a survey. Please consider funding sources in the long run and avoid options that increase our already excessively high property taxes!
25	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Interchange improvements at the Beltline;	If anything, the Beltline could use fewer interchanges between Whitney and Broadway, which generally tends to seem like the most congested stretch due to the number of on and off ramps.	Yes	35 to 44	White;		More than \$100,000	The flex lane I think has largely been a success, though there could be some better policing of its use and speeds, potentially with automated cameras.
26	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		Yes	55 to 64	White;			
27	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New park and ride lots near the Beltline.;Interchange improvements at the Beltline;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	65 and over	White;		\$75,000 to \$100,000	
28	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		No					
29	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Interchange improvements at the Beltline;		No					Disincentives and penalties for reckless driving are needed most.
30	Interchange improvements at the Beltline;		No					Please enforce the rules of the road.
31	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;		Yes	35 to 44	Hispanic or Latino;		\$75,000 to \$100,000	
32	Interchange improvements at the Beltline;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;		No					
33		The speed limit is an issue. 55 is too slow. Everybody does 60-66 mph. When that one person is doing 55, they causing more of a problem because they're not keeping up with the flow of traffic.	Yes	25 to 34	White;		More than \$100,000	

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34	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	The noise is still an issue.	Yes	I am unsure if existing Beltline congestion affects me.	
35	I don't live close to the Beltline.	I am unsure if the Beltline impacts my quality of life.	It just needs more traffic enforcement	No		
36	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	It is far enough away from my house that I can't hear a lot of noise	Yes	I do not believe existing Beltline congestion affects me.	I do not use the belt line to go to work, so it doesn't bother me. But it has been very congested when I have been on it.
37	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		Yes	I do not believe existing Beltline congestion affects me.	
38	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	This is a tricky question. My quality of life is improved by being able to have quick access to different parts of Madison, but the actual driving experience is a negative -- people are so aggressive and fast on the beltline with so few police to intervene that it can become a negative.	No		
39	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	Noise from the Beltline is a constant annoyance.	Yes	Existing Beltline congestion has a negative effect on me.	There are accidents almost everyday that cause significant backups, which make it more time-consuming for me to get to where I am commuting.
40	I live within 1 to 4 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	

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Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
34	Yes	I prefer to avoid the existing Beltline congestion.;	Car side streets;	A plus has been entry lights to merge and the addition of the flex lane. I also like sign that note time of travel.	Agree			
35	Yes	I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;		Agree			
36	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;	None	Agree			
37	Yes	I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;		Agree			
38	No				Agree			
39	No				Agree			Many of the goods and services I need are not near the Beltline, but you cannot exactly reroute it, so I don't know how to answer this question.
40	No				Agree			

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34	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		No					
35	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Interchange improvements at the Beltline;		Yes	35 to 44	White;		\$75,000 to \$100,000	
36	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	The flex lanes seemed to have improved things	Yes	65 and over	White;		\$75,000 to \$100,000	
37	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	35 to 44	White;		\$50,000 to \$74,999	
38	New park and ride lots near the Beltline.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	35 to 44	White;		More than \$100,000	Improvements made to the beltline won't matter if unsafe driving habits continue.
39	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	I think the Flex Lane should always be open, and its path should be extended.	Yes	45 to 54	White;		More than \$100,000	The police should do more to enforce speed limits on the Beltline.
40	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	25 to 34	White;		More than \$100,000	

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Survey Respondent	Which of the following best describes where you live in relation to the Beltline?	In general, how do you believe the existing Beltline impacts your quality of life? Quality of life in this survey refers to environmental factors that contribute to a person's physical and psychological well-being, including, but not limited to, air quality, neighborhood connectivity, and noise.	Please provide additional thoughts you might have on quality of life impacts as a result of the existing Beltline.	Do you believe the existing Beltline is congested?	How does the congestion on the existing Beltline affect you?	Please provide any additional thoughts you might have about congestion on the existing Beltline.
41	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	Noise is the only issue for me.	No		
42	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	Gives me convenient access to many places I go.	Yes	Existing Beltline congestion has a negative effect on me.	It is congested during rush hours, but has improved significantly since the extra lanes were added.
43	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.	The flex lane should be a normally open and not normally closed. The beltline is busy during other times not rush hour.	Yes	Existing Beltline congestion has a negative effect on me.	The flex lane should be a normally open and not normally closed. The beltline is busy during other times not rush hour.
44	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	Traffic noise is kind of bad at times, when the wind is right	No		
45	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.		Yes	I am unsure if existing Beltline congestion affects me.	
46	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	I think biggest problem is the on and off ramps to beltline and existing stop andgo lights and related traffic back up on belt line and related city streets.	Yes	Existing Beltline congestion has a negative effect on me.	See Question 3 above for my thoughts.
47	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.	I use it often. It fits my temperament better than waiting at traffic lights.	No		
48	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
49	I live within 1 to 4 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	

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Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
41	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;		Agree			
42	No				Agree			
43	No				Agree			
44	No				Agree			Can't imagine life without this road
45	No				Agree			
46	No				Agree			
47	No				Agree			Together with John Nolan Drive, the Beltline makes it easy to get to the other side of town.
48	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;		Agree			
49	No				Agree			

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Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
41	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	Flex Lane has made a huge difference in moving traffic smoothly.	Yes	65 and over	White;		More than \$100,000	
42	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	An extra lane west of Whitney Way is inevitable and does not need a "flex" lane	Yes	65 and over	White;		\$50,000 to \$74,999	In the last year or two, extremely reckless drivers have become common on the beltline at all hours. This problem has worsened significantly and is a major hazard. Better patrolling is badly needed, and it might need to involve electronic monitoring
43	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;	Beltline can not handle today's volume of traffic. A couple less invasive improvement would be too expend the flex lane. Second improvement would be too connect entrance to exit ramps allowing more time for people to merge into and out of traffic flow.	Yes	45 to 54	White;		More than \$100,000	
44		All of those are crazy. Build more sound barriers	Yes	65 and over	Other;	American	More than \$100,000	Great highway
45	Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Interchange improvements at the Beltline;		Yes	65 and over	White;		\$75,000 to \$100,000	
46	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;	I have one specifically related to interchange connection at Shroeder Road & Whitney Way. The exit to Schroeder road while traveling east on belt line during rush hour times contributes to backup mess on Shroeder Road and Whitney Way. A Similar problem occurs with Traffic on Whitney Way going North on Whitney Way and waiting to go on ramp to travel west on Belt Line The Whitney Way and Shroeder Road corner gets totally backed up. Drivers take changes to avoid a delay which is not good.	Yes	65 and over	White;		\$75,000 to \$100,000	
47	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;	A N/S bridge across the Beltline for car, bike and foot travel between Gammon and Whitney Way would be very convenient. Also, a wildlife crossing near the arboretum, as well as one on the east side, would reflect the city's environmental concerns.	Yes	65 and over	White;		\$15,000 to \$34,999	I rarely need the Beltline during rush hours, and am aware that it gets congested. Having used Chicagoland expressways for decades, my best suggestion is frequent and persistent expectations for courteous driving through media and law enforcement.
48								Since the goal is to move away from car transportation why are we thinking of expanding the beltline i.e. spending more money on roads?
49	Interchange improvements at the Beltline;	East ramp at Whitney Way needs improvement. It is dangerous to exit and try to turn left onto Schroeder Road and then south on Whitney Way.	Yes	65 and over	White;		\$75,000 to \$100,000	

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Survey Respondent	Which of the following best describes where you live in relation to the Beltline?	In general, how do you believe the existing Beltline impacts your quality of life? Quality of life in this survey refers to environmental factors that contribute to a person's physical and psychological well-being, including, but not limited to, air quality, neighborhood connectivity, and noise.	Please provide additional thoughts you might have on quality of life impacts as a result of the existing Beltline.	Do you believe the existing Beltline is congested?	How does the congestion on the existing Beltline affect you?	Please provide any additional thoughts you might have about congestion on the existing Beltline.
50	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.	I do not normally commute during the morning or afternoon, but when I do, the Flex Lane has been very helpful in reducing my travel times.	No		
51	I live within 1 to 4 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.	While it enables a direct route to work for me, traffic backups take time out of my life daily, which exponentially takes away from quality of life.	Yes	Existing Beltline congestion has a negative effect on me.	Congee has improved since the "extra" lane was created.
52	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	There are many unsafe drivers going unchecked, which makes me less likely to want to take the beltline to get where I want to go.	Yes	Existing Beltline congestion has a negative effect on me.	
53	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		Yes	I do not believe existing Beltline congestion affects me.	
54	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	Our family lives just SW of the Beltline. We love it. It allows us quick access to our family and friends in Middleton, west Madison, south Madison, and Ft. Atkinson. Also, I would basically never go to Fitchburg or south Fish Hatchery if I had to get there without the Beltline from Gammon/Whitney Way - no good roads to go there since we live kinda far from McKee.	No		

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Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
50	No				Agree			The Beltline is helpful in saving time getting from the West side to the East side. We are more likely to patronize East side businesses because of the Beltline.
51	No				Agree			Only if not backed up.
52	Yes	At times I avoid the beltline and feel unsafe. ;	Personal vehicle via alternate routes;		Agree			
53	No				Agree			I think the beltline provides adequate access if you have a car. However, in terms of busses and bikes, it sometimes hinders it, as resources go towards the beltline as opposed to bus routes/bike routes
54	No				Agree			I do avoid using the Beltline during "rush hour" because everyone else uses it, and I can find faster options to my destinations around town that receive less traffic during those few times. But this is more because I hate waiting in lines or slowing down - both things I entirely expect during rush hour when living in a biggish city - rather than something wrong with the Beltline. Most times of the day, the Beltline is awesome and super fast. I especially enjoy the newly added fast lane, although it's often not available when I am driving on the Beltline.

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Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
50	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	A roadway connecting Forward Drive with Odana Road or a road connecting Struck with Odana Road might offload some Whitney Way and Gammon Road traffic. Extending the Flex Lane farther West might be helpful.	Yes	65 and over	White;		\$75,000 to \$100,000	Thank you for the opportunity to provide feedback.
51	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;	Verona Road interchange backup westbound needs to eliminate "stoplights" and put all traffic to westbound 151 as through traffic.	Yes	65 and over	White;		\$75,000 to \$100,000	
52	Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Interchange improvements at the Beltline;	They all sound like it would give us more options than the beltline and more safety.	Yes	65 and over	White;			
53	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	25 to 34	White;		More than \$100,000	
54	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	We love the pedestrian/bike tunnels around Gammon Rd/Beltline, and if other interchanges do not have them, it might really improve things for foot/pedal traffic. Because we live equidistant between Gammon and Whitney Way but just south of Schroeder Rd, we understand how much traffic has to be funneled through interchanges that lead to exit/entrance ramps just to cross the Beltline. It would probably relieve congestion around exit ramps if people could cross the Beltline at different points, although additional interchanges would also probably change the traffic dynamic along more residential streets (like Schroeder Rd, in our context) which may or may not be preferable. I love the Flex Lane when it is open, especially when I need to travel from Whitney Way to I-90 or beyond. When I can count on the Flex Lane being open, I am more likely to visit businesses east of Lake Monona because it allows me to avoid all the more popular exit ramps in between.	Yes	35 to 44	White;		\$75,000 to \$100,000	We love the Beltline. The bus transit system, on the other hand, is a daily headache because buses are not adhering to time stops. We appreciate the ways that the metro redesign shortened my husband's commute to UW campus from the Greentree neighborhood. However, buses constantly arrive late or early...but in irregular increments that one cannot plan for. This makes catching them frequently impossible. After years of being able to plan when he will arrive home, now my husband's dinnertime commute is so irregular that we have to accommodate a potential 30-minute delay from the stated bus times (and sometimes a trip to pick him up). And on his after-9pm commutes, he has had to wait for a bus for an entire hour because the usual one came 15 minutes early...and he had only arrived 10 minutes early. Multiple times a week, I have to drive him to campus or pick him up because buses come at unstated times - a situation that would be impossible if I hadn't taken the year to work from home. We get that there's a lot of road construction creating difficult driving conditions for bus drivers, but then schedules should be adjusted to accommodate extended times AND BUS DRIVERS SHOULD STICK TO THEM. Perhaps bus driver input on schedules/driving times would be helpful, so that they don't feel like they have to speed through certain areas to save time for later in their circuits.

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Survey Respondent	Which of the following best describes where you live in relation to the Beltline?	In general, how do you believe the existing Beltline impacts your quality of life? Quality of life in this survey refers to environmental factors that contribute to a person's physical and psychological well-being, including, but not limited to, air quality, neighborhood connectivity, and noise.	Please provide additional thoughts you might have on quality of life impacts as a result of the existing Beltline.	Do you believe the existing Beltline is congested?	How does the congestion on the existing Beltline affect you?	Please provide any additional thoughts you might have about congestion on the existing Beltline.
55	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	The beltline shrinks drive time to many destinations. It also creates noise. The trade-off is a mild positive result.	No		
56	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	I live off Schroeder Rd, close to the beltline and take it to work every day on the east side. The flex lane and traveling the opposite of traffic helps tremendously with my commute	Yes	Existing Beltline congestion has a negative effect on me.	Our infrastructure is not built to withstand the amount of traffic and people that live and work in Madison and travel in single passenger vehicles.
57	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	Increased noise with the increase in traffic volume; can hear the traffic 24 hours / 7 days a week	Yes	Existing Beltline congestion has a negative effect on me.	Multiple traffic choke points between Gammon Road to I-90/39
58	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	From my home I can hear drivers speeding on the beltline	Yes	Existing Beltline congestion has a negative effect on me.	I avoid the beltline during rush hour traveling east from Whitney Way
59	I live within 5 to 8 blocks of the Beltline.	The Beltline has worsened my quality of life.	Highways are necessary but the beltline's inconsistent lanes and slow speed limit cause major delays on my commute even when not in rush hour.	Yes	Existing Beltline congestion has a negative effect on me.	The beltline during rush hour can cause significant delays in my commute. Especially the Seminole highway and Verona road exits when traveling westbound. These two exits get so congested that it often slows all lanes of traffic to 30mph as so many cars are attempting to exit right as the beltline is narrowing to only 2 lanes of traffic. It's very difficult to navigate.
60	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	It sometimes provides a faster way of getting point to point in the Madison area.	Yes	Existing Beltline congestion has a negative effect on me.	Better police monitoring of speeders and/or reckless drivers would help improve the problem.
61	I live within 1 to 4 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.		No		
62	I live within 5 to 8 blocks of the Beltline.	The Beltline has worsened my quality of life.	Noise, air pollution, it seems wildly unsafe as of late as people seem to drive it faster and faster - not sure what the alternative is, however	I don't know	I do not believe existing Beltline congestion affects me.	

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Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
55	No				Agree			Major congestion occurs when there's disturbance to the traffic flow, so quick/immediate response is key.
56	Yes	I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;Taxi or Ride Share;	If we have to travel east at night from the far west side between 4-6:30 we avoid the beltline at all costs	Agree			
57	Yes	I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;	Stop overloading the Beltline with traffic; BRT will NOT help the increased conjestant.	Disagree	Too many choke points between Mineral Point Road and I-90/39	No frontage roads to the Beltline; access to businesses is difficult (i.e. Midvale Road; Todd Drive; Fish Hatchery Road)	Stop giving residents the run-around when there are problems identified; get government employees who understand transportation
58	Yes	I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;		Agree			
59	Yes	I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;Bicycle;	The beltline would benefit from being consistently at least 3 lanes wide especially on the west side. The narrowing to two lanes while also exit traffic being backed up causes significant congestion across all 3 lanes. The speed limit is also so low and with some drivers only going 45 miles an hour it's a major issue when the highway narrows to just 2 lanes. Speed limit to 65 and 3 lanes wide would greatly improve my commute.	Disagree	The beltline gets so congested that travel from west to east side during the afternoon can take easily 45 minutes.		
60	Yes	I prefer to avoid the existing Beltline congestion.;Occasional accidents can cause major delays making planning travel times difficult.;	Personal vehicle via alternate routes;		Agree			
61	No				Agree			
62	Yes	I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;		Agree			

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Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
55	New park and ride lots near the Beltline.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	As impediments to driving within Madison increase, more options to park & then rideshare or switch to bus will be valuable						Improving a route from Madison's west side to I 39 north to Portage & beyond should be a DOT priority
56	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		Yes	35 to 44	White;		More than \$100,000	
57	Interchange improvements at the Beltline;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;	The Beltline needs to have frontage road accesses; stop wasting time, money and effort on bicycle bridges and lines which are NOT used. The BRT will not improve the flow of traffic on the Beltline, There are no "park and ride" locations in Madison for Metro riders	Yes	45 to 54	Native Hawaiian or Other Pacific Islander;		\$15,000 to \$34,999	Stop pushing all of the East - West traffic onto the Beltline. The BRT will force car traffic off Mineral Point and University Avenue making the Beltline worse not better
58	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;		Yes	65 and over	White;		More than \$100,000	Speed limits are not enforced. People regularly drive at least 15 mph above the posted speed limit. This is particularly true of the new flex lane.
59	Interchange improvements at the Beltline;New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	25 to 34	White;		More than \$100,000	
60	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Interchange improvements at the Beltline;	I did not choose more flex lane options primarily because the current one seems to be confusing, possibly dangerous and are often avoided or abused by drivers, even cab drivers, I hear.	Yes	65 and over	White;		More than \$100,000	
61			Yes	65 and over	White;		More than \$100,000	
62		For the love of god please dont make it any bigger	Yes	35 to 44	White;		\$75,000 to \$100,000	

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63	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
64	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	For 30 years I drove to work on the Beltline so I'm VERY familiar driving east & west. For the last 10 years I drove thru town to get home to avoid the madness of rush hour traffic. I went to work early to avoid the morning rush hour. My husband & I are retired now so we never have to drive anywhere in a hurry but the racing & reckless driving nowadays since the police have been removed IS A NIGHTMARE. It's frightening to drive anywhere any time now on the Beltline both east or westbound. The Flex lane keeps the speeders contained somewhat but this is only during rush hour.	Yes	Existing Beltline congestion has a negative effect on me.	There is a large apartment building being constructed on Schroeder Rd at the intersection with S Whitney Way. It's already difficult to drive & merge in that intersection. At the end of the day rush hour, vehicles taking the eastbound off ramp come to a stop right where this apt building is going up. It is ALREADY DIFFICULT to pull onto Schroeder Rd so vehicles using the ramp will get backed up (worse than what happens now) & they will back up into the Beltline. This will be very dangerous!
65	I live within 5 to 8 blocks of the Beltline.	The Beltline has worsened my quality of life.	Noise and air pollution generated from the beltline traffic lowers my property value, worsens my families long-term health outcomes.	No		
66	I live within 5 to 8 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.	Noise levels, particularly from speeding vehicles at night, are high. The congestion on through streets that go under the beltline on the west side is burdensome.	Yes	Existing Beltline congestion has a negative effect on me.	
67	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	I am very fortunate that I do not hear beltline noise. There are times of the day I avoid the beltline. At other times of the day I have had the experience of 2-4 cars traveling at a high rate of speed weaving through traffic. I know this has a specific name which I do not recall in the moment.	Yes	Existing Beltline congestion has a negative effect on me.	I do not enjoy sitting in traffic and avoid the beltline when I know the traffic is greatest. If I am coming to the beltline and see traffic is at a crawl I do not get on the beltline. My GPS has directed me off the beltline.

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Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
63	No				Agree			
64	Yes	I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;	I am fortunate that I have time to take alternate routes at rush hour. This is not the case for all drivers. I have never been able to utilize the bus system due to overtime thrown at me unexpectedly. It is ridiculous to drive a mile or more out of your way when needing to run close errand just to avoid the lunacy of drivers on the Beltline. Every time I use it I witness something, close calls, behavior that needs a 911 call etc. please bring back police presence & enforcement as the first step towards improvement and consider monitoring & iisdye citations from the air. Thank you!	Disagree	If your time is limited/restricted due to problems it is not providing good service.	I think I covered this in previous answers.	It's hard enough for the elderly to drive in general. It's horrible to see them drive on the Beltline. They probably only know that as the way to go.
65	No				Agree			Connectivity for non-car based trips (walking, scooter, bikes, ebikes, bus) should be prioritized.
66	Yes	I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;	I would avoid the beltline more often if there was another east-west through route on the south side	Disagree	It's literally divisive	Bus service, bike paths, anything "inside" the beltline	
67	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;	I prefer to travel in my personal car. As there is more and more residential buildings being built I think it is your responsibility to plan the best way to address this issue. My experience does not have the vantage point you do.	Agree			

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Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
63	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		Yes	55 to 64	White;		\$35,000 to \$49,999	
64	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		Yes	65 and over	White;		More than \$100,000	The mayor's plan for the new bus transit system will do nothing to help transportation needs in the city.
65	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;New park and ride lots near the Beltline.;	Fewer vehicles traveling on the belt line would yield lower emissions and less noise. Transit, trail connectivity and carpooling support offer ways to encourage fewer vehicles.	No					For goodness sake, consider induced demand beyond a tiny little corridor with computer model inputs. If y'all build more lanes, give it 10 years and they'll be crammed up. Stop building more roads. Friction for drivers will incentivize folks to live locally, support and build new neighborhood businesses, generate wealth in our madison neighborhoods rather than export it to suburbs, and build strong communities.
66	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;	More options on the west side to get under/over the Beltline are needed. The area between Whitney and Gammon needs another through point, particularly with the Exact Sciences campus and amount of traffic going to Woodman's.	Yes	45 to 54	White;		More than \$100,000	Please consider how the Beltline keeps the Madison area as racially segregated as it is.
67	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New park and ride lots near the Beltline.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;	I think each of these components are valued for various reasons.,	Yes	65 and over	White;		\$75,000 to \$100,000	

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Survey Respondent	Which of the following best describes where you live in relation to the Beltline?	In general, how do you believe the existing Beltline impacts your quality of life? Quality of life in this survey refers to environmental factors that contribute to a person's physical and psychological well-being, including, but not limited to, air quality, neighborhood connectivity, and noise.	Please provide additional thoughts you might have on quality of life impacts as a result of the existing Beltline.	Do you believe the existing Beltline is congested?	How does the congestion on the existing Beltline affect you?	Please provide any additional thoughts you might have about congestion on the existing Beltline.
68	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	Noise. Semi trucks using air brakes, racing cars and motorcycles make sitting outside less pleasant.	Yes	Existing Beltline congestion has a negative effect on me.	The flex lanes have helped. It doesn't seem to matter what speed people go-- minimal enforcement.
69	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.		Yes	I do not believe existing Beltline congestion affects me.	
70	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	2 lane portions are congested and impact ability to get to places on time.
71	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
72	I live within 5 to 8 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	I avoid the beltline whenever possible. Too many people speed.
73	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
74	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	Noise from Beltline occasionally is disturbing	No		

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Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
68	Yes	I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;Bicycle;	During certain times of the day it is wise (in my mind) to avoid the beltline.	Agree			When not congested, it is my choice to get around the city.
69	No				Agree			
70	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;		Agree			
71	No				Agree			
72	Yes	I prefer to avoid the existing Beltline congestion.;		I look for alternative routes to drive through town from the west side to the east side of town.	Agree			
73	No				Agree			We need more lanes and express lanes to get in and out
74	No				Agree			

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Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
68	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;New park and ride lots near the Beltline.;	I like the longer merging lanes that have been added. I am a bicyclist so any new bike routes would be great.	Yes	65 and over	White;		More than \$100,000	
69	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	65 and over	White;		More than \$100,000	
70	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	35 to 44	White;		More than \$100,000	I feel that they need in increase the speed limit on the beltline as many cars are traveling faster than posted speeds and those that follow the speed limits can get tailgated and cause accidents.
71	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		No					
72	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;		Yes	65 and over	White;		\$50,000 to \$74,999	
73	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Interchange improvements at the Beltline;	Lights get run and people park in the middle of the crossing we need better ways on and off the beltline	Yes	45 to 54	White;		More than \$100,000	No
74	Interchange improvements at the Beltline;	The Verona road/beltline interchange is a disaster! The traffic backups are citing the beltline North on Midvale and the entrance from Verona Road to the beltline east are congested and dangerous. The idea of merging a major interstate route (route 151) into another major route (highways 12/18) with the simplistic and interchange constructed is an insult to civil engineering!	Yes	65 and over	White;		More than \$100,000	Drivers on the beltline are atrocious. Traffic enforcement should increase

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75	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.	I don't hear the Beltline noise where I live, but it's also wonderful being able to hop on the beltline to quickly get to where I need to go.	Yes	I am unsure if existing Beltline congestion affects me.	The beltline can be congested during rush hours and accidents, but that new flex lane has helped, and congestion is to be expected in a city of this size. As the city grows, I imagine it will be helpful for the Beltline to expand. I don't take the Beltline to commute to and from work, so regular congestion doesn't negatively impact me.
76	I live within 1 to 4 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.		Yes	I do not believe existing Beltline congestion affects me.	Belt line congestion should be dealt with using ride sharing as there are far too many cars with single occupants driving on it during rush hour in my opinion.
77	I live within 1 to 4 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.	Beltline noise carries over to my backyard with winds from the N, NE, NW and can be heard when windows are open.	Yes	Existing Beltline congestion has a negative effect on me.	
78	I live within 5 to 8 blocks of the Beltline.	The Beltline has worsened my quality of life.	We hear the traffic noise steadily. Local traffic is increased due to a nearby exit. And everyone drives too fast.	No		
79	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	We are about4 blocks from the beltline. No noise to speak of. I enjoy the easy access!	No		
80	I live within 1 to 4 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	The congestion that impacts me is on the east bound side from Verona Road to Mineral Point Road during the weekday evening rush-hour period.

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Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
75	No				Agree			It's great the Beltline can quickly take you from downtown to west. It really had no impact on me when I lived near east and worked at UW, as I never had to take the beltline. Now that I live on the west side, I take the Beltline more regularly. Still, my commute takes me down Odana and Monroe to campus, so I still don't use the Beltline daily. That being said, I take it when I need to get downtown, to Monona/Stoughton, and to take it further west. And it's quick and easy.
76	No				Agree			
77	Yes	I avoid beltline congestion at certain times when an alternative route makes sense. ;	Personal vehicle via alternate routes;		Agree			An additional crossing between Odana Rd and Gammon Rd should have been constructed
78	No				Agree			
79	No				Agree			I enjoy the easy access, but often use other options during the rush hour.
80	No				Agree			

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75	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;	I never take public transportation or bike around the Beltline area, so only the options that included vehicle transport applied to me.	Yes	35 to 44	White;		More than \$100,000	
76	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;New park and ride lots near the Beltline.;	I support any and all beltline improvements that improve access to people traveling in any way besides in singly occupied cars	Yes	25 to 34	White;		More than \$100,000	
77	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		No					Enforcing speed limits and ticketing reckless driving should be more vigorously enforced
78	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;		Yes	65 and over	White;		More than \$100,000	
79	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	Extending the Flex lanes make sense to me for the rush hour.	No					
80	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;	I currently do not take advantage of the elements I did not select.	Yes	45 to 54	White;		More than \$100,000	

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81	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	It's loud. It's got lots of fumes. It splits the city in such a way it's impossible feel a connection to the other side.	Yes	Existing Beltline congestion has a negative effect on me.	I always have to second guess how long it'll take to get anywhere. "Oh wait, what time of day is it? Guess I better check Google maps."
82	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	Helps to get downtown but noise is an issue when home.	No		
83	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.	I like being able to get places quickly. In general, I think of time in transit as time wasted.	Yes	Existing Beltline congestion has a negative effect on me.	Congestion occasionally slows me down, but I don't want to exaggerate the inconvenience involved. I can live with it.
84	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	There is a lot of road noise.	Yes	Existing Beltline congestion has a negative effect on me.	
85	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
86	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.	I live on Hammersley Rd and my business is on Perry St. It only takes me 5 to 7 min. arrive.	No		
87	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	For those who require the Beltline to get to work daily, congestion takes away precious family time.
88	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		I don't know	I do not believe existing Beltline congestion affects me.	

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81	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;There are times I can get somewhere faster via bike. ;	Bicycle;Walking;	I luckily live close enough to the Southwest Commuter Path that I routinely walk my dog over the Beltline. The upcoming of Hammersley is crazy awesome. I cannot wait for when I can walk on a dedicated path where I'm not one distracted driver from death.	Agree			I mean, probably? Maybe? I do wonder about the unknown potential though. It's hard to think about other possibilities when I don't really believe anything is going to change about the current Beltline.
82	No				Agree			I have luxury that I can avoid rush hours,
83	No				Agree			My main lament is that it doesn't wrap all the way around Madison.
84	Yes	I prefer to avoid the existing Beltline congestion.;An occasional hazardous driver that must be avoided.;	Bus;		Agree			
85	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;		Agree			
86	No				Agree			
87	Yes	I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;	During inclement weather, there are many semi trucks traveling rapidly, making me often feel unsafe.	Agree			
88	No				Agree			

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81	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;New park and ride lots near the Beltline.;	God. The current Flex Lane freaks me out. It's so narrow that there just isn't any wiggle room in case something unexpected happens. More lanes = more traffic. There will always be more cars to meet the increased capacity. Anything you can do to help pedestrians and bikers is extremely helpful. I use park and rides for work. Dutch Mill is pretty far though.	Yes	35 to 44	White;		More than \$100,000	The Hammersley Road resurfacing project is incredible. Everybody was freaking out about property values? but I swear it'll make this neighborhood crazy better to live on. Do this everywhere. Dedicated bike and pedestrian paths increase access beyond just high skill bikers. Here are my selfish bike lane wish lists: 1. Create a path to connect the Southwest Commuter trail along the Beltline west to somehow get over Whitney Way to connect to the path on the other side. Crossing Whitney Way as a biker is a nightmare. 2. The pedestrian underpass under Verona road is great, but doesn't really connect to anything. How am I supposed to use that? To go on the Beltline Frontage Road East of Verona Road? That's awful. More dedicated paths everywhere!
82		The Whitney Way Beltline is problematic and unsure what would help.	Yes	65 and over	White;		More than \$100,000	Best to not have bike paths and pedestrian near cars and trucks.
83	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	I don't bike at all or walk very much, so those improvements wouldn't affect me directly, which is why I didn't check them, but that doesn't mean I oppose them; they'd undoubtedly be useful for other citizens. It wasn't clear to me what "interchange improvements" entailed.	Yes	65 and over	White;		More than \$100,000	Just wanted to reiterate what I stated earlier, that I wish the Beltline wrapped all the way around Madison.
84	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;		Yes	45 to 54	White;		\$50,000 to \$74,999	
85		The only change that would I would find positive would be the removal of as many signs as possible including the electronic ones displaying jokes. Drivers don't need any additional distractions.	Yes	65 and over	White;		\$75,000 to \$100,000	
86	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;		No					
87	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		Yes	65 and over	White;		\$75,000 to \$100,000	
88	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;New park and ride lots near the Beltline.;		Yes	55 to 64	White;		More than \$100,000	

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	Which of the following best describes where you live in relation to the Beltline?	In general, how do you believe the existing Beltline impacts your quality of life? Quality of life in this survey refers to environmental factors that contribute to a person's physical and psychological well-being, including, but not limited to, air quality, neighborhood connectivity, and noise.	Please provide additional thoughts you might have on quality of life impacts as a result of the existing Beltline.	Do you believe the existing Beltline is congested?	How does the congestion on the existing Beltline affect you?	Please provide any additional thoughts you might have about congestion on the existing Beltline.
89	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	Noise & vehicle pollution	Yes	Existing Beltline congestion has a negative effect on me.	Dangerous due to congestion for: verona Road WB off ramp backed up Todd Drive EB off ramp / crossover setup Whitney Way EB off ramp/crossover setup
90	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.	It makes it very convenient to get places fast.	Yes	Existing Beltline congestion has a negative effect on me.	Why don't you open the extra lane all the time?!
91	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	There is noise from the Beltline audible on my property.	Yes	Existing Beltline congestion has a negative effect on me.	Congestion creates a greater risk of collision, and makes merging on and off more challenging.
92	I live within 5 to 8 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.	We do hear the noise from the beltline when we are in our yard.	No		
93	I live within 5 to 8 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.	Traffic patterns that change due to back ups and re routes through residential neighborhoods. Also , speed patterns and erratic driving impact a sense of safety and Possibly avoiding the belt line.	Yes	Existing Beltline congestion has a negative effect on me.	
94	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	The flex lanes are a nuisance with no control of speeds. Please install speed cameras and cops while the flex lanes are in use.	Yes	Existing Beltline congestion has a negative effect on me.	I'm not sure what you can do about the congestion. Businesses need to extend beyond the park st.-rim rock rd-John Nolan Dr-Monona exits.
95	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		No		
96	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
97	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	Transportation route	Yes	I do not believe existing Beltline congestion affects me.	Traffic noise is kind of loud in my back yard
98	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		No		

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Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
89	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;	University Drive is a major thoroughfare that needs some relief	Agree			
90	No				Agree			Open the extra lane 100% of the time!
91	No				Agree			
92	No				Agree			I live in an area where they are building residential apartment builds very close to a beltline off ramp. I don't agree with this strategy. I can be potentially dangerous for pedestrians trying to cross the off ramp to get to goods and services.
93	No				Agree			The flex lane for example is a definite enhancememt.
94	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;Those flex lanes aren't being regulated. Put speed traps and see how fast some people go! ;	Walking;Bicycle;Avoid crazy busy hours and leave before and after them;		Agree			
95	No				Agree			
96	Yes	I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;		Disagree	It is scary with all the speeders		
97	No				Agree			Good access
98	No				Agree			

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Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
89	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Interchange improvements at the Beltline;	Our population increase warrants alternative roadways and/or an interchange	Yes	45 to 54	White;		More than \$100,000	
90	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	More lanes. Open the extra lane all the time.	Yes	35 to 44	Other;White;Hispanic or Latino;	European	More than \$100,000	Open the extra lane all the time!
91	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		No					
92	Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;	Bus services should be improved and prioritized to make public transportation more efficient/effective.	Yes	55 to 64	White;		\$35,000 to \$49,999	Speed limits should be enforced.
93	Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;New park and ride lots near the Beltline.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	65 and over	White;		\$35,000 to \$49,999	
94	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;	If we could connect the bike paths across the city, I'm Sure more people would feel safe to use those instead of the disjointed paths where we have to share the road with 45 mph traffic	Yes	35 to 44	Asian;		More than \$100,000	Good luck. I'm sure you'll do the best you can. Maybe encouraging few people to work from home wouldn't be the worst. It'll help traffic, save bio fuels, the environment and time wasted traveling.
95	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;		No					
96	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	65 and over	White;		More than \$100,000	I think if speed limits could be enforced on the beltline it would be safer and traffic would move smoother. It is hard to decide to go the speed limit or 5-10 over when people are going 15 + over the speed limit and cutting people off to get around those going close to the speed limit. Wondering why WI does not use cameras to give speeding tickets like other states - CA for example. You just get you ticket in the mail with a pic of your car and the driver.
97	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	Mo reason not to maximize what is there	Yes	65 and over			More than \$100,000	I love cars. Dislike public transportation
98	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;		Yes	55 to 64	White;		More than \$100,000	

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Survey Respondent	Which of the following best describes where you live in relation to the Beltline?	In general, how do you believe the existing Beltline impacts your quality of life? Quality of life in this survey refers to environmental factors that contribute to a person's physical and psychological well-being, including, but not limited to, air quality, neighborhood connectivity, and noise.	Please provide additional thoughts you might have on quality of life impacts as a result of the existing Beltline.	Do you believe the existing Beltline is congested?	How does the congestion on the existing Beltline affect you?	Please provide any additional thoughts you might have about congestion on the existing Beltline.
99	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	While I believe the Beltline allows me faster and great access to further mobility, I also believe Madison and my neighborhood suffer because of the additional traffic that cuts through my neighborhood to get to the Beltline because the "feeders" were not designed to carry the current load to the Beltline. Additional work with Madison (NOT engineering) to identify the scale of impacts on neighborhoods surrounding the feeders (e.g. Gammon & Whitney Way) should also be included on Beltline operations. This is a stupid question. How will you even compare data ?	No		
100	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	Can hear the Beltline from our house, but it's background noise due to the heavy foliage. Really like the accessibility the Beltline provides.	Yes	Existing Beltline congestion has a negative effect on me.	Congestion worsens as you go East. Speeding is a serious problem.
101	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	The constant noise of the highway is disturbing. It is known that living close to noisy highways increases your heart disease chances	Yes	Existing Beltline congestion has a negative effect on me.	
102	I live within 5 to 8 blocks of the Beltline.	The Beltline has worsened my quality of life.	Increased noise and pollution in the past three years	Yes		
103	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	The Verona road interchange needs to have an express pass through option. No stopping.
104	I live within 5 to 8 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.	I hear beltline traffic noise in the distance especially at night when it is overcast. It does not wake me up or disturb me. During the day when there is other noise of closer traffic, I don't notice the beltline traffic noise. I like the metered onramps and the faster on lane for 2 or more people in the vehicle.	Yes	Existing Beltline congestion has a negative effect on me.	Congestion seems worse during rush hours. When the beltline is congested with traffic it can be challenging to change lanes. Another congestion issue I see is fast travelling cars (greater than 5 miles over the speed limit) weaving in and out of lanes.

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Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
99	Yes	To this point, I haven't been able to identify that I avoid the Beltline only during rush hours.;	Personal vehicle via alternate routes;	My preferred method of travel is a bicycle, but that has nothing to do with Beltline traffic. Realistic alternatives to Beltline travel are minimal - no one drives thru Madison to get from West Madison to Sun Prairie. A poorly designed question.				
100	No				Agree			
101	No				Agree			
102	Yes	I do not feel safe driving on the Beltline.;I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;	Metro buses and future BRT will NOT an acceptable mode of transportation to personal vehicles	Disagree	Traffic between Fish Hatchery Road and Gammon Road keeps increasing and exceeding its capacities	Traveling East to West / West to East on the Beltline	Start using the flex-lanes MORE
103	Yes	Too many idiots. There is very little respect for saftey;	Personal vehicle via alternate routes;	Due to geography there are limited options. There should be a northern beltline loop.	Disagree	Exit congestion	Airport. Downtown.	We need better transportation hubs for easy access to options on variety if transport
104	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;		Agree			I think there are adequate on and off ramps for my destinations.

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Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
99	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;New park and ride lots near the Beltline.;Interchange improvements at the Beltline;	I don't believe physical adjustments to the Beltline will have much of an impact on the traffic traveling on the Beltline. I believe the smartest changes are investments into alternative modes of transportation such as bicycle, pedestrian, and public transit. Give people USEFUL alternatives to the automobile will have the best impact. I understand there is an ever increasing number of cars on the road, but auto alternatives will only become more attractive with further housing desnsity and smart growth. More lanes will only mean more crowded lanes.	Yes	55 to 64	White;		More than \$100,000	Two points - 1. Auto traffic is only going to increase and obviously major thoroughfares will become increasingly crowded. But I believe additional efforts should be made (and paid for) to provide better alternatives to the automobile (e.g. more public transit / area specific transit from park-n-ride lots). 2. The questions asked in this survey were generally useless. Do I believe the Beltline affects my quality of life ? I drive; the Beltline is a venue where I drive; it has practically no bearing as to how I see my quality of life yet the only answers I can give are "yes" or "no." I don't see many useful or accurate conclusions that could be drawn from this survey.
100	Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	65 and over	White;		More than \$100,000	
101	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		No					
102	New park and ride lots near the Beltline.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;	Too much Beltline traffic congestion between Park Street and Gammon Road	Yes	45 to 54	Native Hawaiian or Other Pacific Islander;		\$35,000 to \$49,999	Keep making it more and more difficult to drive personal vehicles in Madison. Madison Metro has moved away from where people live to promote the BRT. Madison is too damn big to think people will change the cars for bicycles or too walk. Stop using failed urban design concepts (live within 15 minutes; Rapid Transits; expanding Amtrak) Stop cutting down trees and stop reducing the speed limits for cars.
103	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;Interchange improvements at the Beltline;	Efficiency of access and time frame for driving.	Yes	65 and over	White;		\$75,000 to \$100,000	Attitudes have drastically changed. Safety has taken a back seat! You are forced to travel faster than posted limits.
104	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;	At sometimes of day the roadway crossings are very busy with many cars and long lines at traffic lights on those roadways.	Yes	65 and over	White;		More than \$100,000	

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Survey Respondent	Which of the following best describes where you live in relation to the Beltline?	In general, how do you believe the existing Beltline impacts your quality of life? Quality of life in this survey refers to environmental factors that contribute to a person's physical and psychological well-being, including, but not limited to, air quality, neighborhood connectivity, and noise.	Please provide additional thoughts you might have on quality of life impacts as a result of the existing Beltline.	Do you believe the existing Beltline is congested?	How does the congestion on the existing Beltline affect you?	Please provide any additional thoughts you might have about congestion on the existing Beltline.
105	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	I do not drive on the beltline between Whitney Way and I-39. Drivers are reckless and speed regularly. Too little law enforcement along that stretch. Several friends also fear driving that stretch.
106		I do not believe the Beltline impacts my quality of life.	The Beltline is a necessary evil. To reach many places from my home in SW Madison I have to use the Beltline... there are no other viable routes. That said, I avoid it wherever I can. It's ugly, often congested and speeding and reckless driving are commonplace.	Yes	Existing Beltline congestion has a negative effect on me.	It jams predictably at rush hours, rush days (such as Friday afternoons in summer) and when there are big activities like games and big events at the Alliant Center.
107	I live within 1 to 4 blocks of the Beltline.	The Beltline has improved my quality of life.	Question 2 isn't structured as a great multiple choice question. You're really relying on people to offer further explanation here and that's risky. When I choose "Beltline has improved my quality of life" I am thinking about how it connects me to other neighborhoods, from west to east, but does not add to my own neighborhood connectivity-in fact, I think the beltline rips through my neighborhood and not a lot of strategic thought seems to have gone into designing, in coordination of the beltline's existence, walkability and community third space. There is no sense of grounding or place as Madison has spread further west.	I don't know	Existing Beltline congestion has a negative effect on me.	Again, the multiple choice structuring here is going to set your team up to receive misleading or partial information! Is the beltline congested? The answer is SOMETIMES—and that sometimes is rush hour times, specficially end of day. But to the extent of HOW bad that is...I can't say. What creates a negative effect on me isn't the congestion in itself, but that, for where I live, if you're on the beltline and you want to get off, due to congestion or accidents, there is literally not efficient way to do that. You could* get off at an exit, but if you need to get to the west side, you're driving due south (ie Fish Hatchery) for miles in order then cut across west again. You might as well sit and wait.
108	I live within 5 to 8 blocks of the Beltline.	The Beltline has worsened my quality of life.		Yes	I do not believe existing Beltline congestion affects me.	
109	I don't live close to the Beltline.	I do not believe the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	Too much traffic, and the beltline isn't necessarily quicker to get from east to west side and vice versa.

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Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
105	Yes	I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;	I would drive the entire stretch of the beltline if drivers were less reckless and complied with speed limits.	Disagree	Those of us who fear driving on the beltline have to drive alternate and far less efficient routes to get where we are going.	I live off of Whitney Way. I avoid going to East side businesses and Olbrich Gardens because it is so inconvenient to drive via Syene Road.	
106	Yes	I prefer to avoid the existing Beltline congestion.;Ugly, many unsafe drivers and little enforcement, frequent jams and accidents slow everything up. A crash eastbound slows up the westbound lanes, go figure.;I do not feel safe driving on the Beltline.;	Bicycle;Personal vehicle via alternate routes;	Few and far between. To avoid the B. From my part of town would require going way out of the way to find surface sets. That work. Usually not feasible.	Agree			
107	No				Agree			You GUYS. DEFINE Goods and services—this is going to mean wildly different things to people. Sure it connects people to goods and services, but is it the goods and services they value?? All along the beltline are car dealerships, furniture stores, indiscriminate business parks...
108	No				Agree			
109	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;	People are driving like idiots and the general speed is 70 mph. Lots of swerving and weaving in and out of lanes. No police cars apparent. Drivers on their phones while speeding. Why would I want to live out Mad Max Fury Road on the beltline? It's bad enough on University Ave with all the construction.	Disagree	Generally, the goods and services are downtown or on the north east and west side and the beltline runs east-west to the south for the most part. John Nolen gets backed up and so does Park Street.	Downtown, East Town, West Town, etc.	Why, you're not going to actually fix it, are you?

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105		I disagree that new construction is the answer, at least for drivers. Enforcement of existing speed limits would suffice to make the existing beltline useful and safe.	Yes	65 and over	White;		\$75,000 to \$100,000	
106	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;	The flex lane seems to work well to speed up traffic and eliminate rush hour jams. I appreciate any crossings/underpasses that offer alternatives or ways to get to the other side of the B. It's a real barrier to efficient travel from the SW side into the main parts of the city.	Yes	65 and over	White;		\$75,000 to \$100,000	All is relative. This is nowhere near as congested as similar freeways in larger metro areas get.
107	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;	I don't know how successful pedestrian bridges are, I read conflicting things. But generally anything that can help connect neighborhoods and communities I would be more in favor of. Please do not add more lanes...the solution to traffic isn't to make space for more traffic. The solution lies in thinking holistically about all the ways in which we move as a city, and creating as many realistic options for those flows as possibly. When you funnel all your attention to one type of mobility, you cripple community engagement and well-being.	Yes	35 to 44	White;		\$75,000 to \$100,000	I'm concerned about accomodations at bus stops—and by accomodations, I mean providing basic things—like a bench, maybe some awning that protects riders from weather conditions, but at the very least...benches. This is an equity issue and also just a humane thing to do. The bus system in Madison isn't robust...people wait...and bc the system isn't robust, it's not convenient. People aren't taking the bus because it's easier than cars, but bc they don't have a choice. Imagine if we had a public transit system that would negate the concerns we're talking about with Beltline congestion!?
108	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Interchange improvements at the Beltline;		No					
109	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;	Roadways are the least bad option but honestly we need a metro option.	Yes	45 to 54	White;		\$75,000 to \$100,000	

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110	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	The traffic noise has increased to the point of affecting our daily life. There is constant and loud traffic noise. (For example, at night we must use white noise to sleep.) Traffic fumes have also increased.	Yes	Existing Beltline congestion has a negative effect on me.	Additional noise and traffic fumes.
111	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	Currently the only ways to cross from my neighborhood (which is West of beltline) to the East by car is to use a main road (Gammon / Whitney) which is also a beltline exit. These routes are slower than necessary due to beltline traffic / poorly timed lights (accounting for beltline traffic that isn't there) / odd traffic layouts & merging (such as 2 left turn lanes quickly merging down to 1).	Yes	I am unsure if existing Beltline congestion affects me.	Though expensive, a tunnel for local traffic to connect across the beltline would offload the congestion at the beltline exists & intersections.
112	I live within 1 to 4 blocks of the Beltline.	The Beltline has worsened my quality of life.	I wish their was more local street connection between the north and south of the beltline in west Madison. I have to drive far around to, and through congested highway ramp interchanges just to travel between residential and commercial sections of the city.	Yes	Existing Beltline congestion has a negative effect on me.	Can an additional westbound land between gammon and whitney way be looked at? It's a pinch point with congestion near where the on ramp and mainline connect.
113	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
114	I live within 5 to 8 blocks of the Beltline.	The Beltline has worsened my quality of life.	Noise,semi traffic coming off of or going onto the beltline using Seminole hwy which is not a truck route	Yes	Existing Beltline congestion has a negative effect on me.	Traffic backups at the Verona rd/midvale interchange, people jump off at Seminole to skirt around congestion
115	I live within 5 to 8 blocks of the Beltline.	The Beltline has worsened my quality of life.	My travel route options are limited by location of belt line exits/entrances, and limited ways to pass over/under.	Yes	Existing Beltline congestion has a negative effect on me.	People tend to get aggravated by congestion and then make poor choices, putting lives and property at risk
116	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	Though I strive to drive the speed limit on the Beltline, many other drivers speed. The high number of drivers who speed would impact my quality of life should they collide with my vehicle.	Yes	I am unsure if existing Beltline congestion affects me.	I need to plan extra time for my destination if I drive the Beltline during the hours of 2 pm - 6 pm on weekdays
117	I live within 1 to 4 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	Traffic to the suburbs of Madison causes the majority of peak time congestion.

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
110	Yes	I do not feel safe driving on the Beltline.;I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;		Agree			I am not comfortable driving on the beltline due to traffic volume and speeds.
111	Yes	I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;		Disagree	The beltline acts as a wall between neighborhoods and nearby businesses.	Grand Canyon Drive would be an excellent example of a road that should tunnel under the beltline to connect the neighborhood to more businesses.	
112	No				Disagree	It is a major barrier between residential and commercial sections of the city. Need more local road connections.	Odana Rd and nearby businesses.	
113	No				Agree			
114	Yes	I do not feel safe driving on the Beltline.;I prefer to avoid the existing Beltline congestion.;	Personal vehicle via alternate routes;		Agree			Remove ramps at Seminole
115	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;faster and more direct routes that don't include the beltline;	Walking;	I would love to take the bus or a train but it would take 2 hours for me to get to work by bus with current routes (15 minutes by driving)	Disagree	It provides a good way to go long distances, but for shorter routes it's not convenient	downtown area	
116	No				Agree			It's easy to access John Nolen Drive from the Beltline, as well as businesses off Rimrock Rd
117	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;		Agree			Other than morning and afternoon congestion, easy to navigate.

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
110		Building noise barriers. I am not sure about options listed above.	No					Please construct noise barriers. Currently there is one on the south side of the beltline between Midvale Blvd and Whitney Way. We live on the north side of that stretch and we seem to be getting not just the initial traffic sounds but also sounds bouncing back from that wall. Thank you.
111	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Interchange improvements at the Beltline;	Roads that are independent of entering/exiting the beltline (such as S Highpoint Road) would ease congestion in my neighborhood (Greentree)	Yes	35 to 44	White;		More than \$100,000	The layout of the intersections at Gammon / Beltline and Whitney Way / Odana feel poorly planned. This could be the result of original design being slowly altered over time, or road usage changing over time, but a review of throughput and safety should done here.
112	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		No					
113	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		No					Need to open the flex lanes earlier/longer. I can be on the hwy at 2:00 and it's busy yet the flex lanes not open. If we have them, use them.
114	Interchange improvements at the Beltline;		No					
115	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New park and ride lots near the Beltline.;	Roadway crossings are the most lacking on the West side. Park and Ride lots would be most useful when the new BRT is up and running.	Yes	35 to 44	White;		More than \$100,000	
116	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;	Pedestrian and/or bicycle accidents with vehicles should be minimized with better crossings under, over or alongside the Beltline. I also believe in mass transportation so giving buses a head start seems like a good idea	Yes	65 and over	White;		\$50,000 to \$74,999	
117	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;New park and ride lots near the Beltline.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;	The beltline hinders surface street travel due to being blocked off. Same for pedestrian bridges. Park and ride, could reduce the number of vehicles. Expanding the flex lane would allow excess traffic a better chance to go longer between desired exits. Hwy 51/Midvale Bld is a real bottlenecks without enough through lanes for exiting traffic vs through traffic.	Yes	55 to 64	White;		\$75,000 to \$100,000	There is a need to get the flex lane speed under control.

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	Which of the following best describes where you live in relation to the Beltline?	In general, how do you believe the existing Beltline impacts your quality of life? Quality of life in this survey refers to environmental factors that contribute to a person's physical and psychological well-being, including, but not limited to, air quality, neighborhood connectivity, and noise.	Please provide additional thoughts you might have on quality of life impacts as a result of the existing Beltline.	Do you believe the existing Beltline is congested?	How does the congestion on the existing Beltline affect you?	Please provide any additional thoughts you might have about congestion on the existing Beltline.
118	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	The new people to madison drive liek they just got there license they drive at a rate of 40 mph rheyre going to get ran over.	Yes	Existing Beltline congestion has a negative effect on me.	Im late for work all the time bc of the idiots
119	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	Noisy and congested at times. We hear more traffic than we used to. We avoid driving on it, due to congestion and speed of drivers.	Yes	Existing Beltline congestion has a negative effect on me.	Need longer on and off ramps. Don't want to see marshland or arboretum destroyed because of the Beltline. The recent addition of all the new high density apartments has made for more Beltline traffic and congested roads leading to and from the Beltline!
120	I live within 5 to 8 blocks of the Beltline.	The Beltline has improved my quality of life.	I have to travel between the West and East sides of Madison almost daily so without the beltline that would be much more time consuming	Yes	Existing Beltline congestion has a negative effect on me.	
121	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
122	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	Noise and Gammon Rd traffic are the main impacts.	Yes	I am unsure if existing Beltline congestion affects me.	
123	I don't live close to the Beltline.	The Beltline has worsened my quality of life.	Speeding and aggressive driving ...dangerous	Yes	Existing Beltline congestion has a negative effect on me.	
124	I don't live close to the Beltline.	The Beltline has improved my quality of life.	I make frequent trips to family in Wauwatosa.	No		
125	I live within 5 to 8 blocks of the Beltline.	I do not believe the Beltline impacts my quality of life.	The Beltline does not impact my quality of life in the sense it does not add any additional benefit to me. While one could use it to get places, I believe there are definitely opportunities and areas of improvement.	Yes	Existing Beltline congestion has a negative effect on me.	The congestion is dangerous as some folks do not obey rules of the road for example merging often times is shown to be incorrect, there is often speeding within the congestion, I've witnessed road rage incidents on the Beltline too many to list, and the new lane hasn't really helped when it is only open at certain times of the day or people use it as a "fast lane".

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
118	No				Agree			Needs to connect to the north or west side
119	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;Speed and crazy driving practices. Too congested during certain times of the day.;	Personal vehicle via alternate routes;	Wish we had a good bus system or rail system that was efficient and worked!	Agree			
120	No				Agree			
121	Yes	I do not feel safe driving on the Beltline.;	Bicycle;Walking;Bus;Personal vehicle via alternate routes;		Agree			
122	Yes	I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;	Taking an alternative route can be less dangerous and congested.	Agree			
123	Yes	I do not feel safe driving on the Beltline.;	Personal vehicle via alternate routes;	The Beltline would be the most direct and efficient route, but speeding, erratic lane changes, tailgating, drivers observed drinking alcohol while speeding past, drivers frequently using closed Flexlane as their personal 90 mph Autobahn. Beltline is a Big NOPE	Agree			
124	No				Agree			
125	Yes	I prefer to avoid the existing Beltline congestion.;There has been times I have felt unsafe driving on the Beltline. ;	Personal vehicle via alternate routes;		Agree			In the sense it gives you access to specific areas of Madison yes, but that's only because it was designed to be the main area of transportation around the city. Which leaves little choice but to use it.

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
118	New park and ride lots near the Beltline.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;	Maybe to get to the otherside of town faster	Yes	35 to 44	White;		\$50,000 to \$74,999	
119	Interchange improvements at the Beltline;	The on and off areas need to be improved. Too short/too congested and this causes slow downs and stopped lanes.	Yes	55 to 64	White;		\$75,000 to \$100,000	A necessary project, poorly designed and implemented.
120	Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;Interchange improvements at the Beltline;		Yes	25 to 34	White;		More than \$100,000	
121	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;		No					
122	New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	65 and over				
123	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;New park and ride lots near the Beltline.;	Many residents prefer or can only afford options other than private vehicles	No					Most people I know avoid traveling the Beltline whenever possible due to the unsafe conditions caused by drivers.
124	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;	My family frequently bikes in the area.	Yes	65 and over	White;		\$75,000 to \$100,000	
125	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;New roadway crossing/connection under, over, or along the Beltline such as a new roadway over the Beltline or new roadway connecting existing streets parallel to the Beltline. This new crossing or connection would accommodate biking and walking.;Transit priority or giving buses a head start at an intersection at or near the Beltline with a special bus lane or signal.;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		No					

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	Which of the following best describes where you live in relation to the Beltline?	In general, how do you believe the existing Beltline impacts your quality of life? Quality of life in this survey refers to environmental factors that contribute to a person's physical and psychological well-being, including, but not limited to, air quality, neighborhood connectivity, and noise.	Please provide additional thoughts you might have on quality of life impacts as a result of the existing Beltline.	Do you believe the existing Beltline is congested?	How does the congestion on the existing Beltline affect you?	Please provide any additional thoughts you might have about congestion on the existing Beltline.
126	I live within 1 to 4 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.		Yes	Existing Beltline congestion has a negative effect on me.	
127	I live within 5 to 8 blocks of the Beltline.	I am unsure if the Beltline impacts my quality of life.	It is handy and a quicker way to get around town			

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	Do you avoid traveling the Beltline?	Why do you avoid traveling the Beltline? (Check all that apply; If other, please replace the word "Other" with your response.)	What mode(s) of transportation do you use most often when avoiding the Beltline (select all that apply; If other, please replace the word "Other" with your response)?	Please provide any additional thoughts you might have on alternatives to Beltline travel or your preferred mode of travel.	Do you agree or disagree with the following statement: The existing Beltline provides adequate access to goods and services.	Why do you feel that the existing Beltline does not provide adequate access to goods and services?	Please provide examples of goods, services, or destinations that are hard for you to access because of the Beltline.	Please provide any additional thoughts you might have on community connection and the existing Beltline.
126	Yes	I prefer to avoid the existing Beltline congestion.;I do not feel safe driving on the Beltline.;Speeders/lanes are too small;	Personal vehicle via alternate routes;		Agree			
127	No				Agree			I've lived in Los Angeles and have watched freeways be widened lane by lane just to make the problem worse. Make it easier to commute from far away and the city keeps spreading and making all problems and traffic worse.

Environmental Justice Focused Survey: Winter 2023

Survey Respondent	If any of the following types of components were constructed on, over, under, or near the Beltline, please indicate which component type(s) (if any) you believe would have the most positive impact on your quality of life (select all that apply).	Please use the box below to indicate why you chose a particular component type(s).	Are you willing to provide demographic information?	Which of the following best describes your age?	Check all of the following that describe your race or ethnicity	If you answered "Other", please specify the race or ethnicity.	Including all sources, what is your current total annual household income before taxes?	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are finished with all survey responses, please click the submit button below.
126	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;New park and ride lots near the Beltline.;Interchange improvements at the Beltline;Beltline Travel Lane improvements such as extending the Flex Lane to the west of its existing limits or adding a lane to the Beltline.;		Yes	45 to 54	White;		More than \$100,000	
127	New bicycle and pedestrian crossing/connection under, over, or along the Beltline such as a new path via a bridge over the Beltline or new path parallel to the Beltline that connects local streets and paths.;	Madison is such a biking town that making that easier and safer affects everyone	Yes	65 and over	White;		\$50,000 to \$74,999	

**Minutes
Public Involvement Meeting
Madison Beltline
Planning and Environment Linkages Corridor Study
ID 5304-02-04
Virtual Meeting
May 28, 2024, 5 P.M.**

On Tuesday, May 28, 2024, the Wisconsin Department of Transportation (WisDOT)–Southwest (SW) Region hosted a virtual public involvement meeting (PIM) No. 3 to present and gather feedback on the Madison Beltline Planning and Environment Linkages (PEL) Study's Draft Preferred Strategy Package.

This was the first of two sessions held for PIM No. 3 (one virtual and one in-person) and was held virtually on WisDOT's YouTube channel. The virtual meeting concluded at approximately 6:10 P.M. with Jeff Berens encouraging participants to visit the study website and take the online survey.

Team Staffing

The following study team members staffed the meeting.

- Jeff Berens WisDOT–SW Region
- Jeff Held Strand Associates, Inc.® (Strand)

Additional Support Staff

The following study team members provided support for ensuring the meeting could be heard via the YouTube link and audio-only telephone line and taking questions during the meeting.

- Michelle Howe WisDOT–SW Region
- Franco Marcos WisDOT–SW Region
- Dan Arneson WisDOT–OPA
- Elizabeth Garfoot Strand
- Cole Buergi Leonard & Finco Public Relations

Meeting Announcement

A variety of tactics were used to promote and encourage attendance for PIM No. 3. The stakeholder outreach effort included the following:

- A news release distributed to area media (see Attachment 1).
- Email invitations sent to more than 700 contacts two weeks before the PIMs (see Attachment 2). Recipients included:
 - o Technical Advisory Committee (TAC) members (see Attachment 2A)
 - o Policy Advisory Committee (PAC) members (see Attachment 2A)
 - o Community leaders (see Attachment 2B)
 - o Area organizations and key businesses (see Attachment 2B)
 - o Neighborhood Association members (see Attachment 2B)
 - o Environmental Justice (EJ) stakeholders (see Attachment 2C)
 - o Madison Beltline PEL study website registrants (see Attachment 2D)
- An announcement on the Madison Beltline Study website in English (see Attachment 3A) and Spanish (see Attachment 3B).
- Posters, created in English (see Attachment 4A) and Spanish (see Attachment 4B), promoting PIM No. 3 were displayed at numerous locations near and along the Beltline

corridor including libraries, government buildings and targeted businesses (see Attachment 5).

- Social media posts announcing PIM No. 3 were developed and shared on WisDOT social media pages (see Attachment 6).
- Social media posts announcing PIM No. 3 were developed and shared with local communities adjacent to the Beltline, targeted businesses, and EJ stakeholders (see Attachment 7).
- A short news story about the PIMs was shared with adjacent communities, targeted businesses and EJ groups for use on their websites, newsletters and email distribution to help promote PIM No. 3 (see Attachment 8).

Attendance

Approximately 33 guests attended the virtual PIM.

Meeting Format

The meeting was held virtually. An audio only telephone line was also provided for attendees with limited or no access to the internet. The meeting began with WisDOT Study Manager Jeff Berens introducing himself and Jeff Held from Strand. Jeff Berens also provided an overview of the virtual format including instructing participants to submit questions via the email address given on the screen. A pre-recorded presentation was then played that highlighted the Draft Preferred Strategy Package. A copy of this presentation is included for reference as Attachment 9.

During the presentation, attendees were given the study website where they could access a study handout (see Attachments 10A and 10B) and online comment form (see Attachment 11). The study handout gave a link to an online survey that attendees could fill out at their convenience (see Attachment 12). Results of the online survey and online comment forms received will be included in a separate document.

Various exhibits were also available on the website. The exhibits included the following:

- Corridor Overview
 - o Study Overview–PEL Study Limits
 - o Beltline PEL Goal
 - o 12 Beltline PEL Objectives
 - o Schedule
 - o Safety
 - o Madison Beltline Peak Motor Vehicle Congestion
 - o Madison Desirable Level of Service (LOS)
 - o Few Alternate Routes
 - o Deteriorating Physical Conditions
 - o Transit Needs
 - o Bicycle and Pedestrian Accommodation Needs
- Strategy Packages from May 2023 PIMs
 - o SP1–Preserve and Maintain
 - o SP2–Higher Priority Components
 - o SP3–Mid- to High-Priority Components
 - o SP4–All Retained Components
- Draft Preferred Strategy Package
 - o Overall (Large Format, English and Spanish)

- o Travel Lanes
- o Weaves
- o Interchanges
- o Road Crossing
- o Pedestrian & Bicycle
- o Park and Ride
- o Transit
- Potential NEPA Study Sections and Timing

A copy of each exhibit is included as Attachment 13 for reference.

Once the video was complete, Jeff Berens and Jeff Held responded to the questions received. A summary of the comments and questions received during the meeting is included in Attachment 14.

On Tuesday, June 25, 2024 during the PIM No. 3 comment period, the Fitchburg Common Council unanimously approved a resolution opposing WisDOT's interest in expanding the Beltline Highway's capacity. Additional news stories and media placements are included in Attachment 15.

Attachments:

1. News Release
2. Email Invitation
 - a. TAC/PAC Members
 - b. Community Leaders, Area Organizations and Key Businesses, Neighborhood Association Members Environmental Justice database
 - c. Environmental Justice Stakeholders
 - d. Madison Beltline PEL Study Website Registrants
3. Madison Beltline PEL Study Website Announcement
 - a. English
 - b. Spanish
4. PIMs Promotional Poster
 - a. English Version
 - b. Spanish Version
5. PIMs Promotional Poster Distribution Locations
6. Content for WisDOT's Social Media
7. Social Media Posts for Community Targeted Businesses, and EJ Stakeholder Distribution
8. Short News Story for Community, Targeted Businesses, and EJ Stakeholder Distribution
9. Study Presentation
10. Study Handout
 - a. English
 - b. Spanish
11. Online Comment Form
12. Online Survey
13. Study Exhibits
14. Summary of Virtual PIM No. 3 Comments and Questions
15. News Stories and Social Media Placements

**Minutes
Public Involvement Meeting
Madison Beltline
Planning and Environment Linkages Corridor Study
ID 5304-02-04
Boys and Girls Club
May 29, 2024, 5 P.M.**

On Wednesday, May 29, 2024, the Wisconsin Department of Transportation (WisDOT)–Southwest (SW) Region hosted the public involvement meeting (PIM) No. 3 to present and gather feedback on the Madison Beltline Planning and Environment Linkages (PEL) Study's Draft Preferred Strategy Package.

This was the second of two sessions held for PIM No. 3 (one virtual and one in-person) and was held at the Boys and Girls Club with an open house format. A pre-recorded video used during the May 28 virtual presentation played on a loop for participants to view throughout the duration of the open house.

Team Staffing

The following study team members staffed the meeting.

• Jeff Berens	WisDOT–SW Region
• Michelle Howe	WisDOT–SW Region
• Franco Marcos	WisDOT–SW Region
• Jeff Held	Strand Associates, Inc.® (Strand)
• Elizabeth Garfoot	Strand
• Joe Urban	Strand
• Sydney Pini	Leonard & Finco Public Relations
• Cole Buergi	Leonard & Finco Public Relations

Meeting Announcement

A variety of tactics were used to promote and encourage attendance for PIM No. 3. The stakeholder outreach effort included the following:

- A news release distributed to area media (see Attachment 1).
- Email invitations sent to more than 700 contacts two weeks before the PIMs (see Attachment 2). Recipients included:
 - o Technical Advisory Committee (TAC) members (see Attachment 2A)
 - o Policy Advisory Committee (PAC) members (see Attachment 2A)
 - o Community leaders (see Attachment 2B)
 - o Area organizations and key businesses (see Attachment 2B)
 - o Neighborhood Association members (see Attachment 2B)
 - o Environmental Justice (EJ) stakeholders (see Attachment 2C)
 - o Madison Beltline PEL study website registrants (see Attachment 2D)
- An announcement on the Madison Beltline Study website in English (see Attachment 3A) and Spanish (see Attachment 3B).
- Posters, created in English (see Attachment 4A) and Spanish (see Attachment 4B), promoting PIM No. 3 were displayed at numerous locations near and along the Beltline corridor including libraries, government buildings and targeted businesses (see Attachment 5).

- Social media posts announcing PIM No. 3 were developed and shared on WisDOT social media pages (see Attachment 6).
- Social media posts announcing PIM No. 3 were developed and shared with local communities adjacent to the Beltline, targeted businesses, and EJ stakeholders (see Attachment 7).
- A short news story about the PIMs was shared with adjacent communities, targeted businesses and EJ groups for use on their websites, newsletters and email distribution to help promote PIM No. 3 (see Attachment 8).

Attendance

A total of 17 guests attended the in-person PIM. A copy of the sign-in sheet is enclosed for reference as Attachment 9.

Meeting Format

The meeting was held in an open-house format. A pre-recorded study overview video was played on a continuous loop throughout the duration of the in-person PIM, allowing participants to watch at any time during the open house. A copy of this presentation is included for reference as Attachment 10. Attendees were given a study handout (see Attachments 11A and 11B) and comment form (see Attachments 12A and 12B) in English and Spanish. Attendees could fill out the comment form during the PIM and leave it with the team, or take the comment form home, fill it out, and mail it to the team at a later date. The study handout gave a link to an online survey that attendees could fill out at their convenience (see Attachment 13).

Various exhibits were on display around the room and study staff were available to answer questions. The exhibits included the following:

- Corridor Overview
 - o Study Overview–PEL Study Limits
 - o Beltline PEL Goal
 - o 12 Beltline PEL Objectives
 - o Schedule
 - o Safety
 - o Madison Beltline Peak Motor Vehicle Congestion
 - o Madison Desirable Level of Service (LOS)
 - o Deteriorating Physical Conditions
 - o Few Alternate Routes
 - o Transit Needs
 - o Bicycle and Pedestrian Accommodation Needs
- Strategy Packages from May 2023 PIMs
 - o SP1–Preserve and Maintain
 - o SP2–Higher Priority Components
 - o SP3–Mid- to High-Priority Components
 - o SP4–All Retained Components
 - o Summary of Strategy Packages
- Draft Preferred Strategy Package
 - o Overall (Large Format, English and Spanish)
 - o Travel Lanes
 - o Weaves
 - o Interchanges
 - o Road Crossing

- o Pedestrian & Bicycle
 - o Park and Ride
 - o Transit
 - o Summary of Strategy Packages including Draft Preferred Strategy Package
- Potential NEPA Study Sections and Timing
- Opportunities to Provide Input

A copy of each exhibit is included as Attachment 14 for reference.

To accommodate stakeholders unable to attend the PIMs, the same information presented during the PIM was placed on the Madison Beltline Study website on May 30, 2024. The online survey in Attachment 13 was included as well as an online comment form that is included as Attachment 15. Results of the online survey and online comment forms received will be included in a separate document.

Summary of Comments

Verbal comments were received from members of the public during the PIM.

The following comments were made and questions were asked during the meeting:

- One guest asked if the Greater Madison Metropolitan Planning Organization will need to sign off on the preferred alternative. This guest also commented that making the choice to drive everywhere and park for free should be made more difficult for motorists in an effort to reduce traffic. They commented on how congestion is one of the few ways to affect changes in behavior. They noted they are not in favor of adding a general purpose lane or extending the Beltline Flex Lane and expressed support for improved bike and pedestrian accommodations and removing access to Seminole Highway and Rimrock Road.
- One guest asked if there have been more or fewer crashes with the addition of the Beltline Flex Lane.
- One guest asked what the transit priority improvements mean in the Draft Preferred Strategy Package.
- One guest asked for better connections and transit access for students. This guest also noted a lack of transit routes and the rural nature of US 51 south of the Beltline. Students that miss the supplemental bus headed to La Follette High School have to wait an hour for the next bus and often decide not to come to school when that happens. This guest understands the growth in Dane County and why capacity improvements may be needed. The guest gave the city of Milwaukee area expansion as an example. The guest did not agree with the city of Milwaukee area expansions as much and thought there was a lack of benefit to city of Milwaukee residents.
- One guest was concerned about the Park Street to Fish Hatchery westbound auxiliary lane and wanted to know how WisDOT plans to improve it. This guest believes the Beltline Flex Lane is being used as the speed lane and shared concerns regarding Verona Road congestion.
- One guest expressed concerns with ensuring there is a plan to fix the westbound Beltline near Seminole Highway and Verona Road. This guest described the lane utilization issues. This guest also expressed concerns with the Todd Drive and frontage road intersections and the backups occurring along the frontage roads when the ramps are busy. This guest also noted that Seminole Highway access is critical to businesses and residents and does not want to see it closed.
- One guest asked if the public will be notified when the Beltline NEPA studies start.

- One guest asked about impacts to ATC poles and if there would be any potential cost sharing.

On Tuesday, June 25, 2024 during the PIM No. 3 comment period, the Fitchburg Common Council unanimously approved a resolution opposing WisDOT's interest in expanding the Beltline Highway's capacity. Additional news stories and media placements are included in Attachment 16.

Attachments:

1. News Release
2. Email Invitation
 - a. TAC/PAC Members
 - b. Community Leaders, Area Organizations and Key Businesses, Neighborhood Association Members Environmental Justice database
 - c. Environmental Justice Stakeholders
 - d. Madison Beltline PEL Study Website Registrants
3. Madison Beltline PEL Study Website Announcement
 - a. English
 - b. Spanish
4. PIMs Promotional Poster
 - a. English Version
 - b. Spanish Version
5. PIMs Promotional Poster Distribution Locations
6. Content for WisDOT's Social Media
7. Social Media Posts for Community Targeted Businesses, and EJ Stakeholder Distribution
8. Short News Story for Community, Targeted Businesses, and EJ Stakeholder Distribution
9. PIM No. 3 Sign-In Sheet
10. Study Presentation
11. Study Handout
 - a. English
 - b. Spanish
12. Comment Form
 - a. English Version
 - b. Spanish Version
13. Online Survey
14. Study Exhibits
15. Online Comment Form
16. News Stories and Social Media Placements

Madison Beltline PEL Public Involvement Meeting No. 3 Preferred Strategy Package Survey

Welcome to the online survey for the Wisconsin Department of Transportation's (WisDOT's) Madison Beltline Planning and Environment Linkages (PEL) Study Draft Preferred Strategy Package!

The Draft Preferred Strategy Package includes different improvements that are proposed to be carried forward and evaluated further using the National Environmental Policy Act (NEPA) process. These are not preferred construction alternatives. We would expect that changes to the Preferred Strategy Package would be made during the NEPA process as the alternatives, impacts, and costs are analyzed in more detail.

The PEL study team will use this feedback to refine and finalize the Preferred Strategy Package, before completion of the PEL summary report in Fall 2024.

The information in this survey including names and those represented is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31 -19.39 of the Wisconsin Statutes.

The survey will take approximately 10-15 minutes to complete and is available until **Sunday, June 30, 2024**. We appreciate your time and feedback as we work toward a long-term solution for the Madison Beltline!

This map shows all components included in the Draft Preferred Strategy Package.



Beltline PEL Public Involvement Meetings Survey: Spring 2024

Survey Respondent	How much do you agree with the Beltline Mainline components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.	Please share any comments you have regarding the Beltline Mainline components included in the Draft Preferred Strategy Package.	How much do you agree with the Beltline Weaving components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.	Please share any comments you have regarding the Beltline Weaving components included in the Draft Preferred Strategy Package.	How much do you agree with the Beltline Interchanges components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.
1		I strongly oppose any additional capacity on the Beltline. I oppose an extension of the flex lane. I oppose the addition of a general purpose lane.		I assume you want to increase capacity by extending ramps or auxiliary lanes. I oppose any increase in ramps or auxiliary or general travel lanes.	1
2		1 What is DOT doing to reduce VMT along the belt line and generally to mitigate climate change.		1 Won't this increase carbon emissions based on VMT increases	1
3		1 Adding capacity will not solve congestion or improve safety.		4 Only if weaving lanes aren't a sneaky way to add another thru lane.	2
4		I agree with the "No build" component, and none of the rest. The flex lane promotes speeding and unsafe driving, and their introduction has resulted in no fewer crashes or congestion issues as far as I can tell. The fact that or added general lanes are already on the table after the flex lanes were so recently completed is indication that adding travel lanes isn't actually solving any transportation issues.		3 There is not enough information presented to have an informed decision. All that's stated is "things will be improved". Without details of what "improvement" means, I can neither agree nor disagree.	1
5		I do not support extending the flex lane westward. The flex lane has enabled and encouraged reckless speeding. In other words, it's a lane for criminals. Don't create a problem for law enforcement to fix; law enforcement isn't a practical solution to this. The most effective way to slow down a speeder is by putting them behind someone else going slower. Some people call it "congestion" when you see a car in front of yours, but that's just how roads operate in inhabited areas. I do not support adding a full-time lane to the east either. This is a cycle of induced demand that we will not get out of by building more capacity and destroying more land to do so.		1 Fly-outs cause significantly more noise pollution than at-grade lanes. The smarter solution to weaving problems would be to eliminate interchanges where they're too close together, such as at Seminole and at Rimrock. This would have a side benefit of turning these into safer Beltline crossings for neighborhood traffic including bikes, pedestrians, and even cars. This could also free up acreage for redevelopment	1
6		I have never experienced traffic delays on the western section of the Beltline. More lanes will equal more traffic and more speeding. We need to stop expanding roadways and maintain the ones we have. Transportation for America did a study showing that every time more lanes were added, VMT and congestion increased—even in areas with flat growth.		3 It's unclear to me what weaving improvements mean. If it means giant overpasses like those seen in the images from TX, then I do not support them. It is hard to answer this question because it is in "engineer language".	3
7		3 I would prefer no additional lanes.		5	4
8		1 A lane expansion is a tragic mistake. It will induce more demand for more car trips and cause worse congestion and deepen our car dependency. We should use this money and these resources to provide non-car options to people: convert a general purpose travel lane into a dedicated bus lane, increase frequency of existing public transit. Decades of mistaken lane expansions have shown us that they merely increase demand for more traffic. Now that we know better, we should be aggressively reducing lanes at this point, not digging ourselves into a deeper hole.		1 These "weave improvements" are a large use of resources. We could reduce the weave conflicts by reducing the number of interchanges on the Beltline and increase the spacing between adjacent interchanges. I would rather this money get spent on other non-car infrastructure to reduce car dependency and help our congestion.	1

Beltline PEL Public Involvement Meetings Survey: Spring 2024

Survey Respondent	Please share any comments you have regarding the Beltline Interchanges components included in the Draft Preferred Strategy Package.	How much do you agree with the New Roadway Crossings and Connections components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.	Please share any comments you have regarding the New Roadway Crossings and Connections components included in the Draft Preferred Strategy Package.	How much do you agree with the Pedestrian and Bicycle components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.
1	Beltline interchanges are spaced too closely. Please consider removing some. I oppose any capacity expansion at interchanges (including auxiliar lanes or extended ramps)	2	I support additional crossings, but they must include safe and all ages and all abilities bike facilities	5
2			This could help building compact community by increasing an urban block type road network	5
3	Seems this will just shift all the issues off the state and onto local municipalities. Then the state will force the local municipalities to fix "their" issues.	5	Agree that pulling traffic off ramps that don't need to be there will help local and regional traffic and operations.	5
4	All beltline interchange projects I've seen so far have simply resulted in worse congestion somewhere else. Unless a reconfiguration specifically involves engineering controls to slow the traffic entering local streets, I have no interest.	4	A recent meeting has suggested there are funding challenges for bike accommodations. Currently the beltline acts as a bit of a "wall" which strangles Madison's robust bike network quite heavily. I am in favor of crossings if bike and pedestrian crossings are guaranteed to be included. I am opposed if they are not.	5
5	I do not support making these interchanges larger and more destructive to the surrounding community. In particular, the Verona Rd interchange was literally just reconstructed and expanded, making it significantly worse for pedestrians and cyclists. Now you want to redesign it again so soon? Stoughton Rd is also pretty recent. This should be a clear signal that the status quo isn't working. I would support making the interchanges safer for those of all ages and abilities to pass through. Whitney Way for example is inhospitable for younger cyclists. The University Ave interchange has no pedestrian route through it at all. So instead of spending tons of money to expand motor vehicle capacity another 20% or something, you should start by addressing these complete gaps for other modes.	1	I oppose condemning more land for the exclusive benefit of motor vehicles while an unjust law prevents the expansion of facilities for anyone else. I encourage you to make the case against that law in court.	5
6	Again, I don't know what a free flow system ramp is? How can I answer this? If it means cloverleaves that are gigantic or look like the spaghetti mess in Milwaukee, no thank you. Those are terrible. I also don't know what through lanes means. Does that mean that instead of getting off, a person just keeps driving? Like a surface road? In Texas those were death traps in which many people died each year. Or do you just mean thru lanes where it says "no exit for 2 miles" and the other lanes have on ramps/off ramps? If that is suggested, then those are generally good (like in Chicago). Or do you mean adding another lane to the highway at intersections? If that is what you are asking, I do not support it. It is very hard to understand this survey with the engineer speak.	3	These seem okay but when you say "pedestrian and bicycles are accommodated" if it does not have grade separated facilities, it is trash and not worth adding the new road connection. Painted lanes are not protection and are unacceptable. Also, for any of these streets, they should not be more than one lane in each direction, to keep speeds low and safety high.	5
7		5		5
8	Increasing the flow of interchanges might reduce the congestion on the interchange, but will increase the speeds of the roads it spits out into. Gammon Road in particular is a hot spot of pedestrians being hit by drivers, because of high traffic speeds and multiple car lanes. We need to be reducing these speeds, not increasing them.	3	I'm worried that these crossings will make the pedestrian experience at street level less friendly because they will be overbearing, could be good though.	5

Beltline PEL Public Involvement Meetings Survey: Spring 2024

Survey Respondent	Please share any comments you have regarding the Pedestrian and Bicycle components included in the Draft Preferred Strategy Package.	How much do you agree with the Park and Ride components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.	Please share any comments you have regarding the Park and Ride components included in the Draft Preferred Strategy Package.	How much do you agree with the Transit Priority components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.
1	I strongly support added bike/ped crossings.	2		5
2	DOT should spend more engineering time and money making active transportation systems safe and easy to use. As an example, there should be no pedestrian crossing buttons on intersections where there are pedestrians frequently crossing the street—make the vehicles default to stop rather than making the active transportation users wait for an entire cycle after getting to an intersection	4	Would the park and ride lots take away from potential housing development? Maybe some parking could be used for land banking while awaiting development, but isn't land at a premium in Madison?	5
3		1	It would be great if we had regional transit the state and county supported, but we don't.	5
4	I am 100% in favor of bike and pedestrian crossings. In cases where it is "either/or", I would be in favor of "both". In addition to actually fleshing out the network that is severely constricted by the beltline, it also has a much lower ongoing maintenance burden than any of the other components of this plan, other than the transit priority (which I am also in favor of). The Wisconsin DOT mission statement is: "Provide leadership in the development and operation of a safe and efficient transportation system". I would hope that they could recognize foot and bicycle traffic for the infinitely more safe and inherently efficient transportation modes that they are.	3	I am not entirely sure that park and ride sees terribly much use. As far as I'm aware, most people who involve a car in their daily commutes tend to do the whole trip by car rather than make it a multi-modal journey. It's better than added travel lanes on the beltline though.	5
5	I strongly support these improvements and I support having them in the plan, even though it sounds like they're less likely to come to fruition than the car-centric improvements. (In which case I do oppose the plan as a whole.) I live on the east side, and I would be particularly thrilled to see the connections at Monona Dr and Broadway. It's a real shame that one of our most beautiful natural areas is only viewable at 55mph (and if you're driving you should NOT be looking at it).	2	In theory, I support people ditching their car outside the city to take the bus in. The Fitchburg location will be on a rapid route. However, the others will not. And if it can't be used for that, I don't support devoting more land to storing private vehicles.	5
6	The West Towne Path has long been requested and is absolutely necessary. The current crossing at Whitney Way is terrible, and I use it at least 2x per week (both ways, 2 days per week) on my bicycle. I feel like I take my life into my hands every time and I do not allow my children to ride on it, even if I am with them. It needs to improve both crossing Whitney Way as well as south of the Beltline. I would love it if you could address the drainage issues on the Struck Street underpass ASAP. It is a lawsuit waiting to happen since it is always wet, which means in the winter it is a sheet of ice which is VERY dangerous. The rest of the year it is cold and wet, and I don't like being splashed constantly by dirty water that is probably full of pollutants from vehicles. Ice covered roads would be unacceptable for car drivers but WisDOT has done nothing about this issue for years. The connection from Whitney Way to the Southwest Commuter Path is long overdue. The possible bike facilities near Seminole Highway are very much needed. I would recommend them on the south side of the Beltline, as they are closer to homes as well as shops. The Arboretum is lovely but the south side has more destinations that people want to go to, which means that more people will use it. It would provide an important connection to those living in apartments south of the Beltline to destinations north.	5	I don't live outside the Beltline so I don't have much thought on Park & Rides. I support them though.	5
7		5		5
8	I'd like to see twice as many pedestrian/bike crossings.	4	This seems like a decent way the DOT can support the city's transportation goals.	5

1 = Do not agree 5 = Strongly agree

Beltline PEL Public Involvement Meetings Survey: Spring 2024

Survey Respondent	Please share any comments you have regarding the Transit Priority components included in the Draft Preferred Strategy Package.	How much do you support the Draft Preferred Strategy Package on a scale from 1 star (don't support) to 5 stars (fully support)?	Please use the box below to provide any additional feedback on the Draft Preferred Strategy Package or long-term vision for the Beltline corridor.	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are satisfied with all survey responses, please click the submit button below.
1	I strongly approve transit improvements.		1 I strongly oppose any capacity expansion.	We are in a climate emergency. Expanding highways is unacceptable.
2	Dot's goal should be to get people out of cars and onto active transportation and transit to improve the urban community and to reduce VMT. Even if everyone has an EV, they still take up way too much space in our landscape.		1 How are you reducing induced demand and reducing VMT.	
3			2	
4	I fully agree with this component.		2 Everything that involves expanding, adding travel lanes, or allegedly "improving" the beltline itself, I am opposed to. Nearly everything that allows bypassing or evading the beltline, especially for those not in single-occupancy vehicles, I am in favor of. Please, please, make of that what you will.	Very recently at the time of this comment, the Michigan DOT announced that they are dropping the freeway expansion options from the U.S. Highway 23 overhaul project. This has been met with excitement and praise from the local community. From an engineering and planning perspective, "what we already have is enough" is a valid and commendable final decision.
5	I'm not really sure what's being proposed, but transit should be given priority. And when it comes to traffic signals and interchanges, transit signal priority should be the default. Shouldn't even be a question.		1 To sum it up: * Adding yet another lane, increasing the highway's footprint/impact * Building weaving fly-overs instead of closing redundant interchanges * Adding lanes to interchanges, making them bigger and more hostile * A bunch of ped/bike projects that are just here to sweeten the deal but aren't actually getting built No, I don't support this at all.	This is still being envisioned as a motor vehicle corridor only, where shared paths are included in some sections as a "bonus". We could instead join other parts of the world in building highways for people, not just cars. * Narrow the existing lanes * Reduce the speed limit to improve smooth operation and predictability * Include a shared use path along the entire length of the Beltline, within existing right-of-way width, with a barrier for safety * Include protected bike and pedestrian connections through the interchanges * Close redundant interchanges, creating crossings that are safe by default Compared to the proposed (unjustified) expansion, you could do all of this and have money left over
6	Anywhere with a bus going through it should have transit priority. If possible, these lanes could be gated so that a bus using a transponder can open the lane bypass and other drivers are unable to sneak through. I have seen too many "bus lanes" full of drivers who think they won't get caught. Rather than rely on enforcement through tickets or hoping that people do the right thing, let's put physical barriers in that prevent drivers from doing the wrong thing. Retractable gates, bollards, etc work great. If an intersection is being rebuilt, you might as well use all technologies available.		3 There are parts that I support and parts that I do not support. I do not support adding any more vehicle lanes, weaving "improvements" that add more concrete to the sky, and more lanes across the Beltline that are not fully separating pedestrians and cyclists from vehicles. I support transit improvements if there is actual enforcement through physical means rather than just paint. I support more bicycle and pedestrian crossings, so that people do not have to walk for miles to cross the freeway safely.	I hope that your are able to take some of the feedback around the current drainage issues on Struck St underpass and address them prior to major construction. There are also improvements that could be made to the Whitney Way crossing, such as raised crosswalks (like the raised table) to slow drivers exiting the Beltline. They often do not stop, even with the red light, and there are many near misses with people walking, biking, and using wheelchairs. A raised crossing would greatly improve safety and comfort. These improvements do not require a full reconstruction but could be done relatively quickly and cheaply.
7			4	
8	This is great! I'd love to see more transit signal priority and dedicated bus lanes throughout the Beltline.		1 Although the bike/pedestrian and transit improvements are good, they are dwarfed by the negative impacts that the lane expansion would be. Increasing the number of lanes would induce more car traffic and make our congestion worse, we should be rapidly working to replace our car infrastructure with more convenient and reliable transit, bike, and pedestrian infrastructure. The DOT should be the Department of Transportation, not the Department of Cars.	The DOT should be supporting and funding transit projects, not highway expansions.

Beltline PEL Public Involvement Meetings Survey: Spring 2024

Survey Respondent	How much do you agree with the Beltline Mainline components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.	Please share any comments you have regarding the Beltline Mainline components included in the Draft Preferred Strategy Package.	How much do you agree with the Beltline Weaving components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.	Please share any comments you have regarding the Beltline Weaving components included in the Draft Preferred Strategy Package.	How much do you agree with the Beltline Interchanges components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.
9		3 Add lanes along entire stretch.		5 More exit to exit aux lanes.	4
10		4 Want to make sure that you keep the eastbound Seminole highway exit open but also realize how heavy traffic is between Todd Drive and Verona Road heading eastbound. The Seminole highway exit can be confusing with the Verona Road exit especially with drivers getting in the right lane for the Verona exit too early.	4	Please be aware of the Seminole highway exit and how it relates to getting off of the beltline due to crowded traffic between the hard drive exit and the Verona Road exit when going eastbound	
11		4 The right of way constraints that made the flex lane an attractive option east of Verona Road do not exist west of Verona Road. A general purpose lane can be added inside the median. In fact, the bridges at Gammon Road and Mineral Point Road are already wide enough. Flex lane does need to be an option west of Verona Road.		Weaving concerns also exist eastbound between Stoughton Road and the interstate (right-hand entrance from Stoughton Road and left hand exit to NB I-39/90) and westbound between Todd Drive and Seminole Highway (multiple types of traffic mixing in right-most lane). Auxiliary lanes already exist at all the other identified locations, so it's hard to contemplate what additional improvements could be made that don't have significant impacts/costs.	3
12		4 I think it should have more lanes added and the speed limit should be increased. I think it should have a 70mph limit like other highways with on ramps.	2	I think increasing the speed limit should be the priority	3
13		4 I most strongly agree with the option of added general purpose lanes through the whole corridor, especially east of Verona road.	5		5
14		3 I strongly support a no-build option along the existing Flex Lane corridor, with the exception of extending the flex lanes to the I-39/90 interchange.	3	Weaving is also a significant issue between Seminole Highway and Fish Hatchery Road (including the Todd Drive on/off ramps) that should be addressed.	3
15		5	5		5
16		2 I think adding extra lanes is shortsighted because we'll be in the same situation fifteen or twenty years from now. Instead we should expand public transportation because it's easier to scale up as the city grows.	3	I'm open to weaving improvements.	3
17		5	5		5

1 = Do not agree 5 = Strongly agree

Beltline PEL Public Involvement Meetings Survey: Spring 2024

Survey Respondent	Please share any comments you have regarding the Beltline Interchanges components included in the Draft Preferred Strategy Package.	How much do you agree with the New Roadway Crossings and Connections components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.	Please share any comments you have regarding the New Roadway Crossings and Connections components included in the Draft Preferred Strategy Package.	How much do you agree with the Pedestrian and Bicycle components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.
9	Mineral Point exit may need more than conventional improvements.	5		4
10		5		4
11	Fish Hatchery, Park Street and John Nolen should also be considered for reconfiguration due to featuring legacy loop ramps. Also include interchange with I-39/90 (left hand ramps that don't meet recommended speed for system ramps).	4	Connect John Nolen to Nob Hill Road to allow John Nolen to be conventional interchange.	5
12	I'm not sure what this means. I would like more lanes and a higher speed limit	1		1
13	Exiting from the westbound beltline to southbound Verona Rd would be great to have a free flowing ramp. The current light already seems overwhelmed. Interested to see improvements with Stoughton Rd and Gammon Rd as well.	3	Generally agree with adding connections, but if there are budget constraints I would be in favor if these were dropped in exchange for more improvements to beltline capacity, weaving, and interchange improvements.	4
14	The previously-drafted Beltline/Verona Rd interchange improvements should be included in this package. The current interchange is already underbuilt in relation to current traffic levels. Conventional improvements are likely appropriate at most/all other interchanges.	1	I don't understand the justification or need for these additional roadway crossings, with the exception of a connection between John Nolen Drive and West Broadway* (which is a natural "choke point" where other, alternative access isn't possible). *I would argue a connection between John Nolen and Industrial Dr. makes more sense than West Broadway, especially to avoid increasing traffic in residential areas.	4
15	The 2 absolutely most important interchanges that need a complete overhaul are Stoughton Rd and Verona Rd. They both need to become free-flowing interchanges with flyover ramps.	4		5
16		4		5
17		5		5

1 = Do not agree 5 = Strongly agree

Beltline PEL Public Involvement Meetings Survey: Spring 2024

Survey Respondent	Please share any comments you have regarding the Pedestrian and Bicycle components included in the Draft Preferred Strategy Package.	How much do you agree with the Park and Ride components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.	Please share any comments you have regarding the Park and Ride components included in the Draft Preferred Strategy Package.	How much do you agree with the Transit Priority components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.
9		5		4
10		4		4
11	More connections are better	4		5
12	I have no interest in bikes	1		1
13	I favor the connections that connect to the wider bike/pedestrian network in the area but some look like they would just exist as short stretches not integrated into the greater network and be underutilized.	3		5
14		3	Of these, only the Fish Hatchery & McKee Rd. park-and-ride location makes sense, considering its proximity to the planned north-south BRT route. The Verona Rd./PD and University Ave. locations are too close to existing park-and-rides and would not alleviate traffic. Likewise, the Hwy 14 park-and-ride should be located closer to Oregon to be useful.	3
15		4		5
16	Madison desperately needs more and safer walking and biking routes	4		4
17		5		5

1 = Do not agree 5 = Strongly agree

Beltline PEL Public Involvement Meetings Survey: Spring 2024

Survey Respondent	Please share any comments you have regarding the Transit Priority components included in the Draft Preferred Strategy Package.	How much do you support the Draft Preferred Strategy Package on a scale from 1 star (don't support) to 5 stars (fully support)?	Please use the box below to provide any additional feedback on the Draft Preferred Strategy Package or long-term vision for the Beltline corridor.	Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are satisfied with all survey responses, please click the submit button below.
9			Madison is only getting bigger, and with lack of movement on any south beltline (from Verona due east to Interstate), or north beltline (North Mendota Parkway), our current beltline will have to meet the need. Transit will help, but not solve everything.	
10			I am pleased that you were doing the study. The beltline is an intregal part of our regional economy.	
11				
12				I think improving traffic flow and speed should be the priory with an improvements. The flex lane was a great addition but it will need continued improvements as madison grows. I think the beltline should be widened and the speed limit should be 70mph or higher.
13	This is great especially if transit gains its own devoted lanes through interchanges.			
14			The current preferred strategy package focuses too much on adding capacity to the Beltline, and not enough on providing alternatives that can remove demand from the highway.	
15				
16			Everything except adding lanes is ok or good	
17				

1 = Do not support 5 = Fully support

Beltline PEL Public Involvement Meetings Survey: Spring 2024

Survey Respondent	How much do you agree with the Beltline Mainline components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.	Please share any comments you have regarding the Beltline Mainline components included in the Draft Preferred Strategy Package.	How much do you agree with the Beltline Weaving components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.	Please share any comments you have regarding the Beltline Weaving components included in the Draft Preferred Strategy Package.	How much do you agree with the Beltline Interchanges components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you strongly agree.
18	1	There should be NO more beltline expansion. The flex lane is horrible, and I absolutely hate it. It causes stopped traffic where it ends since people are waiting until they have no more lane and try to merge. There is plenty of room in the other lanes for the cars to be in; they are just people who want to speed and get in front of others. I have been in many near collisions because of it, so it is unsafe as well. One only needs to see all of the skid marks where it ends (going east) to see how it happens regularly. It is at the point where I don't drive in the lane next to the flex lane as it is too dangerous, and I am nervous. Plus, studies show that expanding roads does not stop congestion. In fact, it encourages more people to drive. I am surprised you are not aware of this.		These are already dangerous as there are people entering and existing at the same time, and people are not polite about it. They will not let you on or off if they don't want you in front of it.	2
19	4			Get rid of Seminole and rimrock and Todd ramps	3
20	2	Traffic from growth west and southwest of Madison is diffused over many different routes so beltline traffic west of Verona Rd is rarely congested and is much less in need of lane additions. This is in stark contrast to east of Verona Rd where the beltline is really the only east-west corridor.	3		4
21	4	Main issue is westbound exit to Verona road and causing backup impacting Seminole exit. If additional lane access, without widening beyond current footprint, along with better exit flow, am in support.			4
22	2	I'm concerned that more lanes could encourage more speeding and reckless driving.		I'm not sure what these improvement entail, but I generally support improvements for safety.	3
23	1	no new lanes		anything to fix this	4
24	4	Make the transition from East bound beltline to north bound 39/90 smoother - extend flex lane into off ramp lane		The transition from Whitney way to East bound beltline is very difficult, especially with all the traffic trying to exit to Verona road.	5
25	3	More lanes doesn't solve traffic issues. More and better transit options do. BRT is a good start and pair it with more bike lanes and connections to commuter paths.	4		4
26	2	More bike and public transit options would alleviate the need to add lanes for car traffic on the Beltline.	3		3
27	1	Stop adding more lanes. Stop, stop stop.		All for safety, how about we slow things down?	1

1 = Do not agree 5 = Strongly agree

Beltline PEL Public Involvement Meetings Survey: Spring 2024

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18			Making it easier and safer for pedestrians and bikers is a great thing to do.	4
19		2		1
20			All of these new proposed road crossings are great, but the north-south road near S. Park St should be prioritized.	5
21	Improving Seminole exit is priority due to poor exit at Verona Rd	5		5
22			I'd love to see more connections for pedestrians and bicycles to cross the Beltline.	5
23		5	as many bike connections as possible please	5
24	I think there should be a more comprehensive interchange between the beltline and Verona road	5	A underpass at struck Street connecting to grand canyon drive would definitely improve traffic flow on gammon road at the beltline.	5
25		5	Yes, please do this as it directly impacts my neighborhood and my family and I enjoy biking about the city!	5
26		2		5
27		3		5

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Beltline PEL Public Involvement Meetings Survey: Spring 2024

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18	It's great to encourage bikers and walkers and this would help immensely.		This is good as it would hlep reduce people on the road in the downtown areas more.	4
19		1		1
20	All improvements are welcome, but the three priorities are the beltline path from Whitney Way to the Southwest Path, the connection over/under/past Whitney Way, and the crossing south of Old Sauk Rd.	4	Park and "Ride" should include riding a bike, so these locations should be evaluated for connections to nearby bike paths. E.g., the location on PD west of HWY 151 could be moved to east of HWY 151 to provide easy and safe access to the Southwest Commuter Path and Military Ridge state trail. Similarly, a location near HWY 14 may require bike improvements on CTH MM to safely reach the Capital City trail.	3
21	Improving E/W on frontage road east of Seminole is important.	4		4
22	I especially would like to see the Southwest Commuter path have a comfortable and safe connection to the beltline path on the other side of Whitney Way.	3		4
23	more!!			5
24	I love the idea of connecting the south west commuter path to the beltline path, especially with a safer crossing of Whitney way. I also love the parallel path between Verona road and fish hatchery	3	I think adding a park and ride at mineral pont road would integrate well with the new transit system.	5
25	Yes, please, more bike infrastructure!	5	Yes, please, more Park and Ride!	5
26	My personal highest priorities would be the bike/ped overpass between Junction Rd and Sauk Creek Park and dedicated bike paths to UW campus from about Old Sauk and High Point.	5	If the "ride" component is BRT, then any increased access will be great!	5
27	I love the idea of prioritizing something other than cars.		Get people out of the cars, charge people to drive. The Isthmus if a finite space. We cannot endlessly add lanes to accommodate additional lanes of travel. If we don't radically rethink our idea of transport in the Madison area we aren't going to be able to get it back.	2

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Beltline PEL Public Involvement Meetings Survey: Spring 2024

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18	Anything that encourages public transportation is a good thing! That is the direction we should be going, not adding more lanes, so people drive more.	2	If you are going to expand the beltline or make the flex lane standard, I am opposed to it all. Making public transportation, biking, and walking easier is great, and I support it, but I would let it go if it means you are expanding the beltline. It should NOT be built on / expanded. It is next to a wetland in some areas for goodness sake!	Public transportation = good Beltline expansion = bad - I absolutely HATE the flex lane and wish you had never done it.
19		3		
20		4	I do not support lane expansion west of Verona Rd. I am very concerned about "induced demand." After the Beltline / HWY 151 interchange was rebuilt to add capacity, it is more congested now than ever. All beltline lane expansions and interchange improvements should be analyzed to see if they might similarly induce demand. A south beltline highway from Verona to I-90 has the potential to remove much of the truck traffic from the beltline, greatly lessening the need for any widening.	
21	Poor access near McKee/Seminole	4	With more vehicle access and speed on the beltline near the arboretum, noise will definitely increase on the south side of the beltline. How will this be mitigated? Can natural sound barriers be included?	Sound barrier, ideally natural) for neighborhoods south of the beltline near and east of Seminole without impacting the southern unit of the arboretum. Also, improving transit access near McKee/Seminole intersection.
22		4		
23	whatever the buses need they should get!			
24	I like prioritizing buses to improve routes and timing	5		
25	Yes please more transit!	5	Yes, this looks like better bike and transit infrastructure!	Please help Madison ensure successful BRT so that we can ultimately expand to rail and start phasing out the Beltline altogether!
26		4	Prioritize bike/ped and BRT access/improvements throughout the city! It will decrease car traffic in general and reduce the need to expand the Beltline! :)	
27		2		

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Beltline PEL Public Involvement Meetings Survey: Spring 2024

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28	4	Flex-lane extension to Middleton is a good idea. Beyond Middleton may not be worth the construction costs.	4	The weave between Stoughton Rd and Monona Dr functions pretty well, from my experience merging westbound @ Stoughton around 5PM weekdays. Support improvements between Park St and Fish Hatchery Rd. Issues with the weave between Verona Rd and Whitney can sometimes be cause by the flex lane ending there going westbound; continuation of the flex lane would help with that. The weave between Mineral Point and Old Sauk also seems to function just fine.	5
29	1	Identifying a solution for westward traffic for the dodgeville exit should be a priority. Adding additional lanes is not critical, and I'd rather see these funds routed into expanding public transportation to help deal with congestion issues.	4		4
30	1	Belt line is sufficiently wide as is	4	You're correct, these areas are where accidents occur	2
31	3	Need to keep Verona and whitney way traffic off the beltline. Incourage motorcycles/even allow to split lanes and carpooling and busses	3	Not sure what weave improvement means. Hope it helps with flow and safety!	3
32	2		4		3
33	1	Encouraging people to get away from single occupant vehicles should be the focus not building more lanes for them.	1	Encouraging people to get away from single occupant vehicles should be the focus not building more lanes for them.	1
34	4	I live on the east side of Madison and don't frequently travel on the beltline to the west side. However, the biggest "pain point" I encounter is going westbound at the Rimrock Rd exit, and also the Verona Rd exit (where traffic always backs up to a crawl).	4	I don't know what "weave improvement" means, but Rimrock Rd is a major pain point area.	3
35	4		5		5
36	4	I think adding a flex lane makes more sense over additional lanes	4		4
37	3	Need more easy crossings that are not associated with an interchange.	3	How could there be an improvement between Mineral Point and Old Sauk interchanges? There are already auxiliary lanes. Would better signage matter?	2

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28	The Verona Rd interchange can be a mess during peak times. Not sure how best to address. Similarly I strongly dislike using the Stoughton Rd on and off ramps. The intersection with Broadway being so close and the speeds being so high, combined with 2-3 lanes of turning traffic is stressful. Proposed work on stoughton rd could help slow things down and make optimization improvements. Also, the light timings at the offramp from westbound beltline to Mineral Point Rd are very short. One of the few places I often sit through multiple cycles at peak times (turning left onto WB mineral point).		Unsure how many of these are needed, but an additional crossing south of the park st interchange would help in that area, as McCoy rd is kind of out of the way.	4
29		3		5
30			Need more ped/bike overpasses or underpasses. Agree that not connecting Broadway and John Nolan is good	5
31	Yes improve the on off ramps or even eliminate some for better flow	5	Yes please assist in pedestrian and bicycle traffic to make it safer and more respectable to pedestrians and bicyclists for children and older adults our city needs continue support of all ages and safety	5
32		4		5
33	Encouraging people to get away from single occupant vehicles should be the focus not building more lanes for them. No more lanes.	5	Pedestrian and bike over/underpasses should be the focus of any beltline construction. Its very dangerous to go under the beltline at Whitney, Gammon, mineral point, Old sauk, University.	5
34	I need more detail to have further comments.	3		5
35		5		5
36	The Whitney Way interchange needs to have protected bike lanes passing through the interchange on Whitney Way	4	I would prefer the roadway crossing be closer to Whitney Way vs. East of Gammon as there is already the Struck underpass	
37	I support system ramps between Beltline to 18/151, either flyover ramps or tunnels, along with ending Raymond Road intersection or tunneling past it. System ramps at either Whitney or Gammon will make the interchanges more dangerous. Slip lanes there are already endangering pedestrians and bicyclists.	3	Reconnect Hammersley as well as adding one or two crossings that connect Schroeder to Odana.	3

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28	Fully protected/separated multi-use paths on/along Old Sauk would be greatly appreciated, mitigating the need for those two adjacent crossings. Continuing the path from S High Point along west towne mall, plus continued integration along S High Point itself are appreciated (and in the works, I believe). Connecting the SW Commuter path to this is also a high priority, as trying to bike from the lanes on Odana Rd to where the current path meets at Whitney Way has no designated bike infrastructure, requiring either riding in a lane or using the sidewalk. A more proper connect, between Monona Dr and Stoughton Rd is also appreciated, as proposed. The capital city trail underpass is great but could use a more connected counterpart to the east. The current sidewalk under the beltline along stoughton rd doesn't really connect anywhere. I'd love to see a proper bike lane or path/crossing along Agriculture Dr near the beltline-interstate interchange. Connecting from the current eastern terminus of the capital city trail to McFarland is awkward and requires significant street riding or large detours around stoughton rd/the lower yahara river trail.		I don't use the park and ride system and am unfamiliar with it. If it has demand near Monona, that seems like a gap in improvement services. I'd also like to see improvements around west towne mall if some of the housing developments discussed in that area end up being built.	4
29	This is FANTASTIC. Really good to have this included. I bike often and need to cross the beltline for my work commute. Whitney way should be a major priority, and identifying a way to connect it to the southwest commuter path. Rimrock Road should be another high priority item that I do not see on this list. This road will need to be redone soon, and a separated bike path would be an easy and low cost way to bring a safe beltline crossing. Some of the higher traffic areas on the west side are too dangerous with traffic and massive intersections (like Gammon and Mineral Point). There should be a separated bike path that is integrated to the existing or future planned bike infrastructure.		The park and ride on fish hatch and mckee sounds like a great plan considering it is closely connected to the B bus line and many bike routes.	5
30	All these improvements are good and needed. Currently the belt line is very dangerous for bike/ped, except for the two existing bridges	4		4
31	Yes please support safe and respectable pedestrian and bicycle traffic	4	Great idea to eliminate congestion in city park and traffic!	3
32		5		5
33	We need all these and more.	5	I love the park and ride idea. Can we et some north of the beltline?	5
34	Anything to improve or add new bike/ped crossings would be amazing. I just hope they are more than "bridges to nowhere" - a lot of the existing crossings are poorly designed bridges (with huge ramps) that don't have comfortable connections to/from those bridges (or dump you onto intersections right near beltline interchanges, which are high-stress).			5
35		5		5
36	Again, there needs to be a safe bike crossing of the beltline close to Whitney Way			
37	In addition to the Grand Canyon crossing, add one at Forward Drive. Are you talking about bridging Whitney for pedestrians and bicyclists?	3		3

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28	The main areas I'd like to see improvements among these are at Stoughton Rd, Whitney Way, Mineral Point Rd. I don't have much issue with the current state of the areas at University Ave, Rimrock (outside the short weave section), or Broadway.		The main portions of the beltline I tend to have issues with are from Gammon Rd to John Nolen and the Stoughton Rd interchange. I'd like to see the city continue to diversify it's transit investments, particularly on the west side as I feel the traffic is often worse around here compared to the east/southeast sides. Alternatives like Mineral Point Rd and Broadway are incredibly wide and have space for multimodal use throughout. That said, I'm pretty happy with the identified sections of the beltline to further improve and the city's efforts and this study.	Keep being forward thinking. Madison's growing exponentially and since these things usually take years and years, I'm happy to see the city keep a long-term outlook for current-term planning.
29	Please focus on creating dedicated lanes for buses. This is crucial for enabling reliable public transportation.	4		
30		3	Like the bike/ped improvements most, and the weave improvements	Need to kick eBikes and other motorized vehicles off of the bike paths. Madison bike paths are no longer safe with these motorized vehicles zooming along at 40+mph, while pedestrians are traveling 2mph only feet away. The speed differences are too great. I have no problem with eBikes and other motorized scooters, skateboards, etc, but they shouldn't be on the bike paths. They should be on the roads with other motorized cars and vehicles.
31	Unfortunately not completely sold on the rapid transit idea. I need a bit more education and or see it in action. I am hoping to be proved wrong and they become a huge success. But I am skeptical.	5	I am in favor of improving the dreaded beltline and for it to be so many roads to so many people, residents, visitors, people traveling through and just for a medium size city like Madison we should have Milwaukee or Chicago type road or road problems. Should be able to get more federal grant money to improve and etc	Thank you!
32		3		
33	Busses should always have right of way and given priority.	3	I support the transit, bike, ped improvements and anything else to get people out of their cars	
34		4		It would be super awesome if the pedestrian bridge under the beltline connecting the arboretum to the southern arb was improved - it's currently dark, damp/wet, and has a lot of overgrowth at the entrances.
35		5		
36		4		
37		2		

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38	3	I support extending the flex lanes, but do not support adding extra lanes east	5		5
39	5		5		5
40	5	Should have been 3 full time lanes to parmenter for years	5		5
41	4		5		5
42	3	I'm neither for nor against... I understand the need for potential lanes etc	4	Could even add in Greenway to that	5
43	5	I believe the addition of a GP lane East of Verona Rd is unnecessary. I would hope if other methods are used to bring order to merging/weaving in this area the extra capacity will be unneeded.	5	I would be interested to see how the community will be educated on the use of a new pattern. Citizens already struggle to merge properly...	5
44	5		5		5

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38	The Whitney way intersection is frequently blocked during rush hour. Southbound Cars turning left from Whitney back up because they are unable to see that the on ramp is backed up due to the metering. This is further exasperated by cars going eastbound on Schroeder who are often frustrated waiting for the Whitney way cars to clear the intersection. The Schroeder cars often run the yellow misjudging how long the back up on the on ramp will take to clear as well as how long it will take to clear the intersection. This all delays northbound travel on Whitney way with one to three cars able to make it through the intersection per cycle.	5	Improve bike passage through Whitney way is desperately needed. As is the wide side walk under the overpass is difficult to get to and does not aid north south passage through the corridor	4
39		1		1
40	I think the beltline and gammon interchange needs reconfiguration on both sides not just the north	4		4
41	The Verona Rd interchange should eliminate the need for traffic to stop if transitioning from westbound Beltline to southbound Verona Rd. and northbound Verona Rd to eastbound Beltline. The eastbound Beltline on ramp should be 2 lanes till Todd Dr to eliminate the need for traffic to merge while still on the ramp	5		5
42	Seems like logical ideas here	5	Definitely would like to see finished what has already been started... especially around west towne	5
43		5		5
44		5		5

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38	Further connections between new and existing bike paths would help greatly.	3		5
39		5		1
40		4		3
41		3		3
42	Love this	4	Ok, but would love explore light rail As opposed to driving then parking etc	3
43		5		5
44		5		3

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38		5		
39		3		
40			This study should also look at extending up to hwy K and removing the traffic lights there, should be a full interchange with on and off ramps.	
41		5		The flex lane should open earlier in the morning. By 6:30am there's enough vehicles that having the flex lane would offer improvements to traffic conditions. Also, not having the county sheriff traversing the Beltline with heavier traffic would alleviate slowdowns and backups
42	I'm not versed enough to really answer	5	All in all I like this proposal	Good job Madison
43		5		I believe the section just east of verona and just west of fish hatchery should be prioritized the most, rather than prioritizing the eastern middleton section. I have regularly commuted through both of these areas from 2021-2024 and have encountered considerably more unsafe driving, accidents, and delays in the middle section when compared to the middleton section.
44		5	Definatly agree with more crossings for bikes!	

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Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates, Inc - Madison**DATE and TIME:** 7/22/2013 at 2 P.M.**SUBJECT:** TAC Kickoff Meeting

INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT – Planning	X
Franco Marcos	WisDOT – Planning	X
Jennifer Grimes	WisDOT – Environmental	X
Tom Koprowski	WisDOT – Planning	X
Mark Morrison	WisDOT – BTO	X
Mike Sillence	WisDOT – Forecasting	X
Michael Hoelker	WisDOT – Planning	X
Dan Pruess	WisDOT – SW Region	X
Urvashi Martin	WisDOT – Forecasting	X
Eric Heggelund	WDNR	X
Bethaney Bacher-Gresock	FHWA	X
Johnny Gerbitz	FHWA	X
Jessica Schmiedicke	Vandewalle & Associates	X
Ken Leonard	Cambridge Systematics	X
Susan Finco	Leonard & Finco	X
Stephanie Thomsen	Strand Associates, Inc. [®]	X
Joan Petersen	Strand Associates, Inc. [®]	X
Tom Lynch	Strand Associates, Inc. [®]	X
Kyle Henderson	Strand Associates, Inc. [®]	X
Paul Nelson	Cotter Consulting	X
Paul Woodard	City of Fitchburg	X
Bill Burns	City of Verona	X
Tom Wilson	Town of Westport	X
Tim Sobota	Metro Transit	X
Dan Kennelly	City of Madison	X
David Trowbridge	City of Madison	X
Peggy Yessa	City of Madison	X
David Dryer	City of Madison	X
Christy Bachmann	City of Madison	X
Sonja Reichertz	City of Monona	X
Dan Stephany	City of Monona	X
Rodney Scheel	City of Stoughton	X
Erica Schmitz	Town of Dunn	X
William LeGore	Town of Windsor	X
Pam Dunphy	Dane Co. Hwy	X
Kamrau Mesbah	CARPC	X
Larry E. Jones	DTSD BPD	X
Mark Opitz	City of Middleton	X
Jeff Berens	Project Deputy Manager	
Jeff Gust	Planning Chief	
Franklin Marcos	Planning	
Daniel Pruess	Traffic Supervisor	
Steve Theisen	Communications	
Jenny Grimes	Environmental Coordinator	

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Jay Waldschmidt	Environmental NEPA Lead	
Larry Jones	Central Office MEGA Project Oversight	
Robert Reukema	Central Office Project Oversight	
Pat Trainer	Environmental Services Section Chief	
Pamela Dunphy	Deputy Commissioner	
Bill Schaefer	Transportation Planning Manager	
Kamran Mesbah	Deputy Director	
Dave Trowbridge	City of Madison Planning	
Rob Phillips	City Engineer	
Diane Wiedenbeck	Village President	
Allan Coville	Director of Public Works	
Kevin Even	DPW/Village Engineer	
Jeff Smith	Highway Superintendent	
Don Hoffman	Town Chair	
Amanda Arnold	Town Planner/Administrator	
Bill LeGore	Plan Commission	
Jeff Held	Design Consultant	
Cole Buergi	PI Consultant	
Dan Tempesta	Demand Modeling Consultant	
Stephanie Olsson	Traffic Design Consultant	
Mike Slavney	Land Use Planning	
Drew Beck	Transit Planner - Alternate	
Ahna Bizjak	Transportation Project Engineer	
Pauline Boness	Community Development Director	
Kris Hampton	Town Chairman	

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2.0	7/22/13	BACKGROUND – REASONS FOR STUDYING THE BELTLINE			
		T. Lynch went through the background of the Beltline, details of the project, and reasons for studying the Beltline.			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates, Inc - Madison**DATE and TIME:** 7/22/2013 at 2 P.M.**SUBJECT:** TAC Kickoff Meeting

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		K. Henderson discussed the function of the Beltline. • <i>Provides local mobility</i> • <i>Links regions</i> • <i>Supports the economy</i> • <i>Transports people and goods</i>			
2.02	7/22/13	LOCAL MOBILITY			
		K. Henderson explained the Origin-Destination data showing AM peak hour trips on the Beltline. The Beltline supports a number of Madison area employment centers. Job data showing the large economic centers along and near the Beltline was used to illustrate where the peak AM trips are going. With respect to EB AM peak Beltline traffic, eleven percent is headed toward downtown, sixteen percent is headed toward the east side of Madison and Dane Co. (East Washington, Sun Prairie, etc). This data shows that there is not a lot of through traffic on the Beltline. The majority is local based trips. Most trips (55%) exit within 4 interchanges. Nearly fifty percent of WB AM peak hour traffic is coming from the East Washington/Sun Prairie area. AM peak hour origins: Forty-six percent of the morning peak traffic comes from outside the Beltline loop (Verona, Fitchburg). Thirty-two percent comes from downtown and twenty three percent enter the Beltline at either end (I39/90/HWY K). To obtain this information, Skycom used helicopters during the peak hour to hover in place, take pictures of traffic, and they trace where vehicles come on and get off. The data was taken last September (2012). AM peak hour destinations: Forty-eight percent of traffic is headed toward downtown. Fourteen percent is headed toward the Old Sauk/Deming Way area, twenty-six percent is headed south of the Beltline (Fitchburg/Oregon/Stoughton/Verona), and thirteen percent is leaving the Beltline at either end.			

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The PEL allows study results to flow directly into an Environmental Impact Statement. Alternatives that are analyzed and dismissed do not need to be re-evaluated within the NEPA Process.

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T. Lynch went through a screening example.

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The problem statement, goals, and objectives determine the strategies that are brought forward.

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Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates, Inc - Madison**DATE and TIME:** 7/22/2013 at 2 P.M.**SUBJECT:** TAC Kickoff Meeting

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NEW

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Put the introductory sentence into slideshow (the one that addresses the other possible corridor areas). Also identify the fact that the team is trying to meet a set of goals and objectives.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®

Signed: Paul Nelson**Dated:** 08-01-2013

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INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT – Planning	X
Franco Marcos	WisDOT – Planning	X
Jennifer Grimes	WisDOT – Environmental	X
Tom Koprowski	WisDOT – Planning	X
Mark Morrison	WisDOT – BTO	X
Mike Sillence	WisDOT – Forecasting	X
Michael Hoelker	WisDOT – Planning	X
Dan Pruess	WisDOT – SW Region	X
Urvashi Martin	WisDOT – Forecasting	X
Eric Heggelund	WDNR	X
Bethaney Bacher-Gresock	FHWA	X
Johnny Gerbitz	FHWA	X
Jessica Schmiedicke	Vandewalle & Associates	X
Ken Leonard	Cambridge Systematics	X
Susan Finco	Leonard & Finco	X
Stephanie Thomsen	Strand Associates, Inc.®	X
Joan Petersen	Strand Associates, Inc.®	X
Tom Lynch	Strand Associates, Inc.®	X
Kyle Henderson	Strand Associates, Inc.®	X
Paul Nelson	Cotter Consulting	X
Paul Woodard	City of Fitchburg	X
Bill Burns	City of Verona	X
Tom Wilson	Town of Westport	X
Tim Sobota	Metro Transit	X
Dan Kennelly	City of Madison	X
David Trowbridge	City of Madison	X
Peggy Yessa	City of Madison	X
David Dryer	City of Madison	X
Christy Bachmann	City of Madison	X
Sonja Reichertz	City of Monona	X
Dan Stephany	City of Monona	X
Rodney Scheel	City of Stoughton	X
Erica Schmitz	Town of Dunn	X
William LeGore	Town of Windsor	X
Pam Dunphy	Dane Co. Hwy	X
Kamrau Mesbah	CARPC	X
Larry E. Jones	DTSD BPD	X
Mark Opitz	City of Middleton	X
Jeff Berens	Project Deputy Manager	
Jeff Gust	Planning Chief	
Franklin Marcos	Planning	
Daniel Pruess	Traffic Supervisor	
Steve Theisen	Communications	
Jenny Grimes	Environmental Coordinator	

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Jay Waldschmidt	Environmental NEPA Lead	
Larry Jones	Central Office MEGA Project Oversight	
Robert Reukema	Central Office Project Oversight	
Pat Trainer	Environmental Services Section Chief	
Pamela Dunphy	Deputy Commissioner	
Bill Schaefer	Transportation Planning Manager	
Kamran Mesbah	Deputy Director	
Dave Trowbridge	City of Madison Planning	
Rob Phillips	City Engineer	
Diane Wiedenbeck	Village President	
Allan Coville	Director of Public Works	
Kevin Even	DPW/Village Engineer	
Jeff Smith	Highway Superintendent	
Don Hoffman	Town Chair	
Amanda Arnold	Town Planner/Administrator	
Bill LeGore	Plan Commission	
Jeff Held	Design Consultant	
Cole Buergi	PI Consultant	
Dan Tempesta	Demand Modeling Consultant	
Stephanie Olsson	Traffic Design Consultant	
Mike Slavney	Land Use Planning	
Drew Beck	Transit Planner - Alternate	
Ahna Bizjak	Transportation Project Engineer	
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Dated: 08-01-2013

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INVITEE NAME	COMPANY NAME	ATTENDED
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Jennifer Grimes	WisDOT – Environmental	X
Michael Hoelker	WisDOT – Planning	X
Joe Conduah	WisDOT – Planning	X
Carolyn Amegashie	WisDOT – Environmental	X
Bethaney Bacher-Gresock	FHWA	X
Ken Leonard	Cambridge Systematics	X
Stephanie Thomsen	Strand Associates, Inc.®	X
Tom Lynch	Strand Associates, Inc.®	X
Kyle Henderson	Strand Associates, Inc.®	X
Paul Nelson	Cotter Consulting	X
Gary Walder	Waunakee	X
Donna Olson	Stoughton	X
Jackie Mich	Vandewalle	X
Patrick Stern	Fitchburg	X
Ken Golden	MMPB – MPO	X
Mike DuPlayee	Town of Cottage Grove	X
Bruce Stravinski	Town of Windsor	X
Johnny Gerbitz	FHWA	
Richard Berg	US Dept. of Interior - Bureau of Indian Affairs	
Jeff Berens	WisDOT SW Region-Madison	
Jeff Gust	WisDOT SW Region-Madison	
Tom Koprowski	WisDOT SW Region-Madison	
Franklin Marcos	WisDOT SW Region-Madison	
Daniel Pruess	WisDOT SW Region-Madison	
Steve Theisen	WisDOT SW Region-Madison	
Jenny Grimes	WisDOT SW Region-Madison	
Jay Waldschmidt	WisDOT Central Office BTS ESS	
Pat Trainer	WisDOT Central Office BTS ESS	
Gerald J. Mandli	DPW, Highway, & Transportation	
Dorothy Krause	City of Fitchburg	
Mark Opitz	City of Middleton	
Harvey Potter	Village of Cottage Grove	
Brad Czebotar	Village of McFarland	
Don Peterson	Village of McFarland	
Gary Walden	Village of Waunakee	
Kris Hampton	Town of Cottage Grove	
Ed Minihan	Town of Dunn	
Don Hoffman	Town of Springfield	
Manfred Enburg	Town of Verona	
Terry Enge	Town of Westport	
Bob Wipperfurth	Town of Windsor	
Mark Clear	City of Madison	
Paul Skidmore	City of Madison	

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Matthew Clear	City of Madison	
Steve King	City of Madison	
Scott Resnick	City of Madison	
Maurice Cheeks	City of Madison	
John Strasser	City of Madison	
Chris Schmidt	City of Madison	
Shiva Bidar-Sielaff	City of Madison	
Sue Ellingson	City of Madison	
Michael Verveer	City of Madison	
Ledell Zellers	City of Madison	
Marsha Rummel	City of Madison	
Anita Weier	City of Madison	
Larry Palm	City of Madison	
Joseph Clausius	City of Madison	
Lauren Cnare	City of Madison	
David Ahrens	City of Madison	
Denise DeMarb	City of Madison	
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		K. Henderson discussed the function of the Beltline.			
		• <i>Provides local mobility</i> • <i>Links regions</i> • <i>Supports the economy</i> • <i>Transports people and goods</i>			
2.02	7/29/13	LOCAL MOBILITY			
		K. Henderson explained how the data for this study was collected – the three sources of data (Bluetooth, Aerial Time Lapse Photography, Volume data), who collected the data, the methodology of how it was collected, and how the three methods were integrated into the analysis tools (TD-TOD Models, Paramics, Operations Analysis).			
		Bluetooth – there are detectors throughout the county that use signals from cell phones and other devices to create a picture of the travel patterns.			
		Aerial Time Lapse Photography – helicopters were stationed along beltline, Skycomp took pictures at one second increments throughout the AM peak hour (9/11/12).			
		Volume data – daily traffic volumes are available on city and WisDOT websites.			
		After detailing how the data was collected, K. Hendersen talked about the Origin-Destination data showing AM peak hour trips on the Beltline.			
		The Beltline supports a number of Madison area employment centers. Job data showing the large economic centers along and near the Beltline was used to illustrate where the peak AM trips are going.			

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		With respect to EB AM peak Beltline traffic, eleven percent is headed toward downtown, sixteen percent is headed toward the east side of Madison and Dane Co. (East Washington, Sun Prairie, etc). This data shows that there is not a lot of through traffic on the Beltline. The majority is local based trips. Most trips (55%) exit within 4 interchanges. Nearly fifty percent of WB AM peak hour traffic is coming from the East Washington/Sun Prairie area. AM peak hour origins: Forty-six percent of the morning peak traffic comes from outside the Beltline loop (Verona, Fitchburg). Thirty-two percent comes from downtown and twenty three percent enter the Beltline at either end (I39/90/HWY K). To obtain this information, Skycom used helicopters during the peak hour to hover in place, take pictures of traffic, and they trace where vehicles come on and get off. The data was taken last September (2012). AM peak hour destinations: Forty-eight percent of traffic is headed toward downtown. Fourteen percent is headed toward the Old Sauk/Deming Way area, twenty-six percent is headed south of the Beltline (Fitchburg/Oregon/Stoughton/Verona), and thirteen percent is leaving the Beltline at either end. L. Barta asked for comments from the attendees on the complexity of the data that was shown. Comments included: <i>Keep units of measure (vehicles per day (VPD) vs. vehicles per hour (VPH), etc) consistent. The data cannot always be converted from VPH to VPD. Extrapolating VPD, from VPH during a peak hour collection, would give an inaccurate representation of daily traffic.</i> <i>The public understands Level of Service (LOS). Show LOS during peak hours on figures/maps in the presentation for the different routes/interchanges.</i> <i>Are we adding traffic to local roads due to lack of capacity on Beltline? Why add more capacity to the artery, when there are no more capillaries to feed it.</i>			

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3.0	7/29/13	GROWTH AND CONSEQUENCES T. Lynch talked about the history of the Beltline. The original intent and service of the Beltline in 1956 was compared to the current service in 2012. Population has increased two and one half times over, while traffic volume has increased tenfold. Dane County's			

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population is expected to grow by another 150-200,000 over the next 20-30 years.

Where are all of the people from the population growth expected to drive?

The average vehicle speed was compared at five sites along the Beltline. During the AM peak hour, traffic slows down greatly (between 40-50mph), especially during the peak fifteen minutes (below 20mph).

Level of Service (LOS), measured in passenger cars per lane per mile, was defined and displayed for the Beltline during the peak hours. For example, at USH 51, during the PM peak, the Beltline is operating three times worse than that of LOS F. Traffic growth already exceeds capacity during peak hours.

Unreliable travel times affect all users including transit. The Beltline also poses a barrier for pedestrians and bicyclists.

Comment: The Beltline is a physical barrier to vehicle travel across the Beltline as well. A safety and operations study was done which, among other things, looked at more crossings of the Beltline. There aren't necessarily enough local routes to avoid traveling on the Beltline in areas near the Beltline.

What is needed to meet future traffic demand?

3.01 7/29/13 PROJECT BACKGROUND

T. Lynch talked about the PEL Study background.

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4.0	7/29/13	PEL PROCESS T. Lynch went step by step through the PEL Study process. 1. <i>Develop Problem Statement and Objectives</i> 2. <i>Develop Screening Criteria</i> 3. <i>Develop Strategies and Evaluate (Screen)</i> 4. <i>Identify Strategies to Bring Forward into Further Study and NEPA</i> The PEL allows study results to flow directly into an Environmental Impact Statement. Alternatives that are analyzed and dismissed do not need to be re-evaluated within the NEPA Process. Some other benefits include: • <i>Sets up early collaboration between FHWA, WisDOT and environmental agencies</i> - <i>Integrates planning and environmental review</i> - <i>Ensures environmental values used in planning</i> • <i>Allows planning products in environmental review</i> • <i>Eliminates unreasonable alternatives</i> • <i>Accelerates environmental review</i> • <i>Identifies fatal flaws</i> • <i>Speeds up project delivery</i>			

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		• <i>Reduces the review costs</i> Many strategies multiple corridors and multiple modes will be investigated – north of the Madison, downtown (Isthmus), the Beltline, and south of the Beltline will all be analyzed and screened. Strategies that make it through the screening process will move forward into NEPA. The next eighteen months will decide what has merit to go forward for further analysis and what items currently do not merit it. Dismissed ideas may have merit for travel, just not for help to Beltline traffic and may be items for municipalities or counties to pursue. Many strategies and multiple modes will be studied, screened, and taken forward into NEPA. <i>Comment: Regarding land use, there may be some info that is valuable to these communities. Could there be blowback in terms of land use? Land use will be incorporated in this study in a couple of ways. What does land use do to traffic and what about indirect and cumulative effects?</i>			
4.01	7/29/13	EXAMPLE PROBLEM STATEMENT			
		T. Lynch went through a screening example. Problem Statement: No modal connections Goal: Increased connectivity Objective: Eliminate identified gaps Screening Criteria: Does Strategy Provide Multi-model access at XXXX. The problem statement, goals, and objectives determine the strategies that are brought forward.			
5.0	7/29/13	STUDY SCHEDULE			
		Stage 1-Work Plan: Winter 2012 Stage 2-Broad Strategies: Spring-Winter 2013 Stage 3-Corridor Concepts: Spring-Summer 2014 Stage 4-Refined Concepts: Summer-Winter 2014 Stage 5-Draft and Final Report: Winter 2014-Spring 2015			

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		The purpose of the report is to recommend refined concepts to advance to the NEPA documentation.			
6.0	7/29/13	MEETING SCHEDULE			
		There will be approximately 8 PAC meetings through next March, and approximately 9 TAC meetings. There will also be 2 PIM's; one in September and one early in 2014. The first PIM will be held at five different locations to make it easier for interested residents to attend. Newsletters will not be mailed, but other media outlets will be utilized. The anticipated commitment timeline is included in the presentation.			
7.0	7/29/13	PROBLEM STATEMENT AND OBJECTIVES			
		The Problem Statement and Objectives have been updated, taking into consideration comments from the TAC meeting held 7/22/13. The team was looking for feedback to improve what was shown at the meeting. The draft Problem Statement, Goal, and Objectives were given to the group, comments included:	NEW		STRAND
		<i>Regarding the fourth objective (increase travel time reliability for regional and local trips for all travel modes.), I'd rather have travel time be unreliable and sometimes fast, than have travel time be reliable, but very slow. The idea of speed may be caught in the second objective. Add a footnote or sub-bullet to the fourth objective to indicate "system travel time".</i>			
		<i>The goal is to try to move reliably faster, without creating more delay and decreasing safety on other routes. If you make it possible for more people to get to a certain destination (or to get off at any interchange) that local road may not be able to handle the increase in traffic without an upgrade. It's about total trip travel time, not just travel time on the Beltline.</i>			
		<i>How much traffic that is currently using local roads would otherwise use the Beltline if there was more capacity at a greater LOS? The travel demand model will help estimate this. The demand model uses a given trips shortest travel time to determine a</i>			

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		motorist's route. <i>The environmental objective may need some more explanation because there are so many types of impacts. Include environmental, social, and cultural. It was suggested to create a separate objective to address social impacts.</i> <i>Make sure what you are modifying in the objectives is still reflecting the study goals.</i> <i>Do all communities want to eliminate diversion? What about local businesses through those routes?</i> <i>Reword connectivity to connections for the fifth objective. Improve connectivity along and across the Beltline for all travel modes.</i> <i>Regarding the seventh objective, change local streets to neighborhood streets in an effort to emphasize avoiding residential roads, not necessarily commercial roads</i> <i>Reflect a more global transit idea.</i> <i>What role can transit play in assisting the function of this system? Regarding the eighth objective, "enhance transit ridership and routing opportunities." How is this related to Park and Rides? How much traffic will be taken off of the Beltline if additional buses were employed.</i> <i>Objective six: "Enhance efficient ~~regional~~ multimodal... Madison ~~area~~ Metropolitan area..."</i> <i>Add an objective to address Beltline infrastructure condition and deficiencies.</i> The team will address comments and update the goals. Future feedback will be asked of the PAC. The screening criteria will attempt to quantify the objectives and the metrics will be explained. The group can comment when the screening criteria are sent out.	NEW		STRAND

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8.0	7/29/13	OTHER ITEMS			
		The SharePoint site was discussed and a handout with login information was given out to the attendees. The site contains past meeting minutes, handouts, and presentations.			
		The next meeting will be sometime in September, the final date still needs some coordination. The team will discuss and get back to the group.	NEW		STRAND/ WISDOT

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®

Signed: Paul Nelson

Dated: 08-02-2013

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INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT – Planning	X
Jennifer Grimes	WisDOT – Environmental	X
Michael Hoelker	WisDOT – Planning	X
Joe Conduah	WisDOT – Planning	X
Carolyn Amegashie	WisDOT – Environmental	X
Bethaney Bacher-Gresock	FHWA	X
Ken Leonard	Cambridge Systematics	X
Stephanie Thomsen	Strand Associates, Inc.®	X
Tom Lynch	Strand Associates, Inc.®	X
Kyle Henderson	Strand Associates, Inc.®	X
Paul Nelson	Cotter Consulting	X
Gary Walder	Waunakee	X
Donna Olson	Stoughton	X
Jackie Mich	Vandewalle	X
Patrick Stern	Fitchburg	X
Ken Golden	MMPB – MPO	X
Mike DuPlayee	Town of Cottage Grove	X
Bruce Stravinski	Town of Windsor	X
Johnny Gerbitz	FHWA	
Richard Berg	US Dept. of Interior - Bureau of Indian Affairs	
Jeff Berens	WisDOT SW Region-Madison	
Jeff Gust	WisDOT SW Region-Madison	
Tom Koprowski	WisDOT SW Region-Madison	
Franklin Marcos	WisDOT SW Region-Madison	
Daniel Pruess	WisDOT SW Region-Madison	
Steve Theisen	WisDOT SW Region-Madison	
Jenny Grimes	WisDOT SW Region-Madison	
Jay Waldschmidt	WisDOT Central Office BTS ESS	
Pat Trainer	WisDOT Central Office BTS ESS	
Gerald J. Mandli	DPW, Highway, & Transportation	
Dorothy Krause	City of Fitchburg	
Mark Opitz	City of Middleton	
Harvey Potter	Village of Cottage Grove	
Brad Czebotar	Village of McFarland	
Don Peterson	Village of McFarland	
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3.02	7/29/13	PEL RELATIONSHIP TO OTHER WISDOT PROJECTS The Beltline PEL shares a relationship with many concurrent WisDOT Majors Program Studies and Projects. This project is meant to compliment those projects rather than compete with them. Data will be shared amongst the projects to compile a more complete and comprehensive look at traffic and travel in the area <i>Comment: It may be sensible to include the area from HWY 19/12 to HWY N. There are counts at HWY K that will be included in the modeling. TRC set the limits from HWY 14 to HWY N.</i>			
4.0	7/29/13	PEL PROCESS T. Lynch went step by step through the PEL Study process. 1. <i>Develop Problem Statement and Objectives</i> 2. <i>Develop Screening Criteria</i> 3. <i>Develop Strategies and Evaluate (Screen)</i> 4. <i>Identify Strategies to Bring Forward into Further Study and NEPA</i> The PEL allows study results to flow directly into an Environmental Impact Statement. Alternatives that are analyzed and dismissed do not need to be re-evaluated within the NEPA Process. Some other benefits include: • <i>Sets up early collaboration between FHWA, WisDOT and environmental agencies</i> - <i>Integrates planning and environmental review</i> - <i>Ensures environmental values used in planning</i> • <i>Allows planning products in environmental review</i> • <i>Eliminates unreasonable alternatives</i> • <i>Accelerates environmental review</i> • <i>Identifies fatal flaws</i> • <i>Speeds up project delivery</i>			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates, Inc - Madison**DATE and TIME:** 7/29/2013 at 6 P.M.**SUBJECT:** PAC Kickoff Meeting

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		Reduces the review costs Many strategies multiple corridors and multiple modes will be investigated – north of the Madison, downtown (Isthmus), the Beltline, and south of the Beltline will all be analyzed and screened. Strategies that make it through the screening process will move forward into NEPA. The next eighteen months will decide what has merit to go forward for further analysis and what items currently do not merit it. Dismissed ideas may have merit for travel, just not for help to Beltline traffic and may be items for municipalities or counties to pursue. Many strategies and multiple modes will be studied, screened, and taken forward into NEPA. <i>Comment: Regarding land use, there may be some info that is valuable to these communities. Could there be blowback in terms of land use? Land use will be incorporated in this study in a couple of ways. What does land use do to traffic and what about indirect and cumulative effects?</i>			
4.01	7/29/13	EXAMPLE PROBLEM STATEMENT			
		T. Lynch went through a screening example. Problem Statement: No modal connections Goal: Increased connectivity Objective: Eliminate identified gaps Screening Criteria: Does Strategy Provide Multi-model access at XXXX. The problem statement, goals, and objectives determine the strategies that are brought forward.			
5.0	7/29/13	STUDY SCHEDULE			
		Stage 1-Work Plan: Winter 2012 Stage 2-Broad Strategies: Spring-Winter 2013 Stage 3-Corridor Concepts: Spring-Summer 2014 Stage 4-Refined Concepts: Summer-Winter 2014 Stage 5-Draft and Final Report: Winter 2014-Spring 2015			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates, Inc - Madison**DATE and TIME:** 7/29/2013 at 6 P.M.**SUBJECT:** PAC Kickoff Meeting

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		The purpose of the report is to recommend refined concepts to advance to the NEPA documentation.			
6.0	7/29/13	MEETING SCHEDULE			
		There will be approximately 8 PAC meetings through next March, and approximately 9 TAC meetings. There will also be 2 PIM's; one in September and one early in 2014. The first PIM will be held at five different locations to make it easier for interested residents to attend. Newsletters will not be mailed, but other media outlets will be utilized. The anticipated commitment timeline is included in the presentation.			
7.0	7/29/13	PROBLEM STATEMENT AND OBJECTIVES			
		The Problem Statement and Objectives have been updated, taking into consideration comments from the TAC meeting held 7/22/13. The team was looking for feedback to improve what was shown at the meeting. The draft Problem Statement, Goal, and Objectives were given to the group, comments included:	NEW		STRAND
		<i>Regarding the fourth objective (increase travel time reliability for regional and local trips for all travel modes.), I'd rather have travel time be unreliable and sometimes fast, than have travel time be reliable, but very slow. The idea of speed may be caught in the second objective. Add a footnote or sub-bullet to the fourth objective to indicate "system travel time".</i>			
		<i>The goal is to try to move reliably faster, without creating more delay and decreasing safety on other routes. If you make it possible for more people to get to a certain destination (or to get off at any interchange) that local road may not be able to handle the increase in traffic without an upgrade. It's about total trip travel time, not just travel time on the Beltline.</i>			
		<i>How much traffic that is currently using local roads would otherwise use the Beltline if there was more capacity at a greater LOS? The travel demand model will help estimate this. The demand model uses a given trips shortest travel time to determine a</i>			

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		motorist's route.			
		<i>The environmental objective may need some more explanation because there are so many types of impacts. Include environmental, social, and cultural. It was suggested to create a separate objective to address social impacts.</i>			
		<i>Make sure what you are modifying in the objectives is still reflecting the study goals.</i>			
		<i>Do all communities want to eliminate diversion? What about local businesses through those routes?</i>			
		<i>Reword connectivity to connections for the fifth objective. Improve connectivity along and across the Beltline for all travel modes.</i>			
		<i>Regarding the seventh objective, change local streets to neighborhood streets in an effort to emphasize avoiding residential roads, not necessarily commercial roads</i>			
		<i>Reflect a more global transit idea.</i>			
		<i>What role can transit play in assisting the function of this system? Regarding the eighth objective, "enhance transit ridership and routing opportunities." How is this related to Park and Rides? How much traffic will be taken off of the Beltline if additional buses were employed.</i>			
		<i>Objective six: "Enhance efficient ~~regional~~ multimodal... Madison ~~area~~ Metropolitan area..."</i>			
		<i>Add an objective to address Beltline infrastructure condition and deficiencies.</i>	NEW		STRAND
		The team will address comments and update the goals. Future feedback will be asked of the PAC. The screening criteria will attempt to quantify the objectives and the metrics will be explained. The group can comment when the screening criteria are sent out.			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates, Inc - Madison**DATE and TIME:** 7/29/2013 at 6 P.M.**SUBJECT:** PAC Kickoff Meeting

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8.0	7/29/13	OTHER ITEMS			
		The SharePoint site was discussed and a handout with login information was given out to the attendees. The site contains past meeting minutes, handouts, and presentations.			
		The next meeting will be sometime in September, the final date still needs some coordination. The team will discuss and get back to the group.	NEW		STRAND/ WISDOT

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®

Signed: Paul Nelson

Dated: 08-02-2013

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** SW Region Office**DATE and TIME:** 9/30/2013 at 1:30 P.M.**SUBJECT:** TAC Meeting

INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT – Planning	X
Michael Hoelker	WisDOT – Planning	X
Ken Leonard	Cambridge Systematics	X
Stephanie Thomsen	Strand Associates, Inc. [®]	X
Joan Petersen	Strand Associates, Inc. [®]	X
Tom Lynch	Strand Associates, Inc. [®]	X
Paul Nelson	Cotter Consulting	X
Tom Koprowski	WisDOT – Planning	X
Dan Pruess	WisDOT – Traffic	X
Urvashi Martin	WisDOT – Forecasting	X
Johnny Gerbitz	FHWA	X
Eric Heggelund	WDNR	X
Susan Finco	Leonard and Finco	X
Scott Langer	City of Madison	X
Peggy Yessa	City of Madison	X
Greggar Petersen	Dane County	X
Sonja Reichertz	City of Monona	X
Dan Stephany	City of Monona	X
Bill LeGore	Town of Windsor	X
David Trowbridge	City of Madison – Planning	X
Mark Morrison	WisDOT – BTO	X
Jay Waldschmidt	WisDOT – EPDS	X
Jackie Mich	Vandewalle	X
Erica Schmitz	Town of Dunn	X
Bill Schaefer	Madison Area TPB (MPO)	X
Tim Sobota	City of Madison - Metro Transit	X
Rodney Scheel	City of Stoughton	X
Paul Woodard	City of Fitchburg	X
Larry Jones	DTSD BPD	X
Kevin Even	Waunakee/Westport	X
Dan Kennelly	City of Madison – Economic Development	X
Mike Sillence	WisDOT – Traffic Forecasting	X
Mark Opitz	City of Middleton	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0	9/30/13	INTRODUCTIONS			
2.0	9/30/13	SUMMARY OF PUBLIC INVOLVEMENT MEETINGS FEEDBACK			

Attendance across the PIMs was fairly consistent, ranging from 23-39 attendees. A few comment sheets were submitted and some of the attendees shared comments at the meeting. Some of the comments were:

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** SW Region Office**DATE and TIME:** 9/30/2013 at 1:30 P.M.**SUBJECT:** TAC Meeting

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- *Many advocated for a thorough analysis of transit.*
- *Many advocated for more bike/ped routes and crossings*
- *Some would like traffic moved off of the Beltline*
Some at Savannah Oaks public meeting advocated for a southern corridor.
- *Some at Westport public meeting advocated for a North Mendota Parkway.*
- *Some suggested designated lanes for different uses (Truck, HOV, etc.) There were concerns about truck traffic and a suggestion that trucks should be rerouted.*

3.0 9/30/13 REVIEW OF MOTOR VEHICLE AND BIKE TRAVEL PATTERNS

WisDOT did a count of all bikes and peds during the peak hour (4-6PM). The SW path was the most used crossing. A map was created to show the Beltline crossings and how easy or difficult it is to cross at a given location. The SW bike path leads to an off road separated bike path. The Capital City Trail has a fair number of users, but it is still not close to what the SW bike path has. Trips on this path are likely work related.

The Beltline supports employment centers: One employment center that wasn't really known at the beginning of this study was far west Madison. Less traffic is headed for either end of the Beltline; most trips are destined for inside the Beltline (downtown) or south of the Beltline (Fitchburg, Verona)

People use the Beltline to get around resources and facilities. Most people view the downtown trip through on East Washington as the "isthmus", but these obstructions create multiple isthmuses throughout the study area.

Looking at South Town, the on ramp has three times the entrance volume as Monona Drive in the morning. Forty percent get on at Broadway and get off at John Nolan (54% if you include west to Park St). This local trip needs to be addressed in some way.

Just because traffic is exiting within four interchanges, doesn't mean that it is a local trip. The trip could be coming from far outside the Beltline. Look for a different way to describe it rather than local trips. Most of the trips have local destinations.

A few interchanges contribute large volumes of traffic (Mineral Point, Verona Rd, Park St, South Town, Stoughton,

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		and I-39). Looking at the new Bluetooth traffic data for I-39, isolating the AM peak hour, of the I-39 traffic: - 40% of traffic comes from WB on USH 151 (Sun Prairie and surrounding areas) - 29 % from WB I-94, - 19% from SB I-94 (Deforest, Lake Delton, etc) Of all the traffic coming into Madison from the north and east in the AM peak, about 40% choose to go through downtown, and about the same amount choose to take the Beltline. I-39 traffic from the south is very minor. <i>The USH 151 entrance choice graphic, doesn't show how much of the 40% goes through downtown and continues south on USH 151 out of town toward Platteville.</i> NEW - The team should be able to obtain how much inbound USH 151 traffic (E. Washington) is destined for west of Midvale Blvd, if more work is performed on the Bluetooth data. Of all the input from I-94 SB and USH 151, only 7% continue south through on I-39. In the WB direction for the I-94 AM Peak Hour, there are ~2539 VPH and 34% of that is going to the isthmus. Looking at the area to the north west, there is a lot of traffic on USH 12 headed toward Middleton (very little is going past Gammon Rd). The traffic on Airport Rd is similar. The Beltline carries more traffic than any other single or combination of roadways in Dane County (123,000 AADT). To the east of Stoughton Rd there is a fairly significant drop in AADT. The peak occurs at Fish Hatchery Rd (127,000 AADT). While I-94 Milwaukee, near the Stadium interchange carries higher daily volumes, the hourly volumes are comparable. This is because the peak hour factor on the Beltline is greater than on I-94. The AM Peak hourly volumes are comparable at 9,772 for the Beltline compared to 9,950 for I-94. I-94 does carry more traffic during off peak hours.			
4.0	9/30/13	REVIEW OF STUDY OBJECTIVES AND MODIFICATIONS Part of the PEL process is to develop a problem statement, goals, objectives, screening criteria, strategies to evaluate, and identify which strategies should be carried forward into the NEPA process. To screen the project team proposes to use a series of questions to determine which strategies best			

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meet the objectives. Right now, we are in the broad strategies phase, looking at things from more of a county wide prospective. Later (spring of 2014), the team would focus on individual corridors.

A series of mostly yes/no questions will be used to determine if a strategy satisfies an objective. In the next phase, a series of ranking questions will be used to determine how well a corridor concept satisfies an objective.

The draft objectives have been evolving over the last few months and are fairly detailed. Looking at the objectives, it has become apparent that no one broad strategy component can meet all of the objectives. It is likely going to take a motor vehicle improvement, bike/ped improvement, local system improvement, and transit improvement. Combining these components will create a package of strategies that can be evaluated. The team is looking at strategies, regardless of funding source. This will be detailed in the report.

Example:

Motor Vehicle: Build the North Mendota Parkway

Bike/Ped: Put a path adjacent to the Parkway

Local system: Build a better road from Deforest to the Parkway

Transit: Designate park and ride lots at locations around the county.

The local system is focused on providing connections that do not exist now that would benefit a number of users. The headings may need to be altered to make it clearer what is being considered for each component of the package.

As the draft objectives were developed with public input, they became repetitive. Because of this, some repetitive objectives were rolled together. The original eleven objectives are still being considered as part of an objective or as part of the desired outcomes. The Potential Screening Criteria handout reflects these changes.

5.0 9/30/13 DEVELOPMENT/REFINEMENT OF SCREENING CRITERIA FOR BROAD STRATEGIES

Objective 1 - Improve safety for all modes.

- *Is there a prioritization for ordering the discussion of motor vehicle, bicycle, and pedestrian? The perception of the public is that bikes and pedestrians are afterthoughts.*
- *A suggestion was made to remove the point, "in*

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- *areas of high crash frequency" under the desired outcomes column. The outcome would be to decrease crashes (rates/severities) in all areas.*
- *When discussing a bicycle or pedestrian facility, we should include improvements on the Beltline. The idea is that if another corridor can remove traffic off of the Beltline, Trans 75 requires that bikes/peds are addressed on that new corridor, but what has it done for the bikes/peds on the Beltline?*
- *A suggestion was made to add transit to the first objective (Improve Safety for All Modes). Does the strategy improve transit safety by segregating transit from other modes?*

Objective 3 - Improve system mobility (congestion) for all travel modes:

- *There are locations and facilities that aren't congested that could still be improved. The team would prefer to change the term congestion back to mobility, which would address this concern.*

Pedestrian:

- *A comment was made to add "convenient" alongside comfortable in the desired outcomes. The level of comfort/convenience will be addressed more in the corridor concept level. In general, details will be addressed in the corridor concept phase of the study.*

Bicycle:

- *What is comfortable? Bicycle LOS is measured on a different scale than vehicle LOS and is based more on geometry than on bicycle volumes. Each facility (Bike path, painted lane, etc), offers the user a different level of comfort. The thought was that the word comfortable would be easily understood by the public, whereas LOS would require a definition.*
- *Why not use safe? It is difficult to predict safety for bicycle/pedestrians. There is no factor from the Highway Safety Manual that can be used to predict reductions in bicycle crashes. Comfortable indicates that most users are able and willing to use the facility without reservation. There may be more words that need to be further defined specifically for the way they are used on this project.*

Motor Vehicles:

- *Example: Could the N Mendota Parkway take enough traffic off the Beltline so that it isn't at the point of unstable traffic flow? Could it take enough*

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		<i>traffic off of the Beltline so that there is no need for a capacity increase on the Beltline? If there is a need for a capacity increase, maybe this strategy reduces the capacity increase from two lanes to only one lane.</i> - Under Broad strategies, there is a question, "Does the strategy package provide a significant...a substantial...?" <i>What is significant, substantial, etc?</i> This may be where the LOS works into the screening. The team will be using a Paramics model to determine how the Beltline operates with decreasing traffic levels (reduction of 10%, 20%, etc) and how it works with increases in traffic with capacity improvements. There will be a number of iterations. <i>Will the managed lane usage be used for the model?</i> That is a more detailed view that will be analyzed in the corridor concepts phase. <i>Objective 4: Limit impacts to a responsible level of social, cultural, and environmental effects.</i> - How well does the strategy package avoid impacts to environmental and human resources? <i>This may require more than a yes or no answer. Perhaps we should use a yes/no, since we are in the broad strategy phase.</i> One of the problems with ranking the severity of impacts is that different resources have different importance depending on the reviewer. - <i>What if although it has a large impact, it provides an equally large traffic solution?</i> The team needs to look at some of these things even if there are significant impacts, because of critics and the fact that they might be part of the solution. - <i>Use low, med, high to generate resource impacts?</i> - <i>Most PEL studies don't use the term impact, they use potential environmental effects.</i> - This objective will generate comment from the public. - Does the strategy package have potential measures that could minimize impacts to environmental and human resources? Are there opportunities to mitigate/offset impacts to environmental and human resources? <i>Should these two questions be used as screening in the broad strategies phase? This objective and these questions help ensure the public that WisDOT is aware and acknowledge potential effects. It was suggested to move these two questions to the corridor concepts screening section.</i>			

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Objective 7 - Enhance efficient ~~multimodal~~ access to Madison metropolitan area economic centers

- This objective is meant to address beyond the Beltline. *If we can move more traffic on the Beltline, will local facilities that this increase in traffic is destined for be able to handle the increase?* An Example would be the Whitney Way interchange and the backup at Gammon Rd. This objective provides a way to evaluate interchange modifications and additional crossings.
- *Doesn't this objective apply to multimodal? Is this questions already answered under objective 3?* Objective 3 refers to along and across the Beltline, while objective 7 refers to the connections to economic centers.
- A suggestion was made to add this question under this criterion, "Does it provide multimodal connections?" Should this be added under #3 or #7? The group decided that it should be added under #7. These may be improvements beyond the project limits. Ultimately, the idea here is to convert some of the trips to other modes, in this case bicycle.
- *Add multimodal to the desired outcome and add a screening question to address it.*
- *We are using the term economic, but we are not talking about enhancing property values or promoting development/redevelopment, etc. Is that part of the mission?* The general comment was no.

Objective 8: Decrease Beltline diversion impacts to neighborhood streets.

- *Diverted traffic should use roadways classified as collectors or above. Some roadways may be able to handle more traffic.*
- *Does Bluetooth give you enough information on what is being diverted based on their classification level?* No, but the new Dane County model includes all of the local roads. *What is the accuracy going down to that level?*
- *What about collectors where traffic may be diverted?* The classifications are made based on the amount of traffic that they carry.
- *Change to "Diverted traffic uses appropriate roads."*

Objective 11: Complement other major transportation initiatives and studies in the Madison Area.

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		- Does the strategy package significantly contradict or impede implementation of a proposal by another project or study. - <i>Add another screening question: Does it require reconstruction of a recent improvement?</i>			
6.0	9/30/13	NEXT MONTHLY MEETING			
		Wednesday October 30, 2013 1:15 pm – <i>Develop Broad Strategy packages</i>			
		Asked PAC to attend 11/6 Meeting as well.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®

Signed: Paul Nelson

Dated: 10-9-2013

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates**DATE and TIME:** 10/2/2013 at 6 P.M.**SUBJECT:** PAC Meeting

INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT – Planning	X
Michael Hoelker	WisDOT – Planning	X
Jamie MacAlister	WisDOT – EPDS	X
Jennifer Grimes	WisDOT - Env	X
Ken Leonard	Cambridge Systematics	X
Stephanie Thomsen	Strand Associates, Inc. [®]	X
Tom Lynch	Strand Associates, Inc. [®]	X
Paul Nelson	Cotter Consulting	X
Bruce Stravinski	Windsor	X
Mike Slavney	Vandewalle	X
Patrick Stern	Fitchburg	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0	10/2/13	INTRODUCTIONS			
2.0	10/2/13	PUBLIC INVOLVEMENT			
2.01	10/2/13	SUMMARY OF PUBLIC INVOLVEMENT MEETINGS FEEDBACK			

Attendance across the PIMs was fairly consistent, ranging from 23-39 attendees. A few comment sheets were submitted and some of the attendees shared comments at the meeting. Some of the comments were:

- *Many advocated for a thorough analysis of transit.*
- *Many advocated for more bike/ped routes and crossings*
- *Some would like traffic moved off of the Beltline*
Some at Savannah Oaks public meeting advocated for a southern corridor.
- *Some at Westport public meeting advocated for a North Mendota Parkway.*
- *Some suggested designated lanes for different uses (Truck, HOV, etc.) There were concerns about truck traffic and a suggestion that trucks should be rerouted.*

2.02 10/2/13 BIKE/PED GROUP MEETINGS

The team has met with a Bike/Ped Focus Group twice over the last couple of months. They cataloged facility deficiencies along and across the Beltline.

There is another opportunity for outreach this Saturday at the One Madison Event. Strand suggested doing a small survey to see what is important to the local community. The objectives are starting to become more concrete, so input is

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		valuable at this point.			
		There were meetings with The Urban League on 9/19 and with Centro Hispano on 9/24.			
3.0	10/2/13	REVIEW OF MOTOR VEHICLE AND BIKE TRAVEL PATTERNS			
		WisDOT did a count of all bikes and peds during the peak hour (4-6PM). The SW path was far and away the most crossings. A map was created to show the Beltline crossings and how easy or difficult it is to cross at a given location. The SW bike path leads to an off road separated bike path. The Capital City Trail has a fair number of users, but it is still not close to what the SW bike path has these trips are likely work related. The Beltline supports employment centers: One employment center that wasn't known at the beginning of this study was far west Madison. Less traffic is headed for either end of the Beltline; most trips are destined for inside the Beltline (downtown) or south of the Beltline (Fitchburg, Verona) People use the Beltline to get around resources and facilities (Arboretum, the lakes, the airport, etc). These resources create multiple isthmuses throughout the study area, which forces traffic to the Beltline in some locations. Much of the Beltline traffic has local destinations; only a small number of motorists travel through the entire corridor. Looking at South Town, the on ramp has three times the entrance volume as Monona Drive in the morning. Forty percent get on at Broadway and get off at John Nolan (54% if you include west to Park St). A few interchanges contribute large volumes of traffic (Mineral Point, Verona Rd, Park St, South Town, Stoughton, and I-39). Looking at the new Bluetooth traffic data and isolating the AM peak hour, of the I-39 traffic: - 40% of traffic comes from WB on USH 151 (Sun Prairie and surrounding areas) - 29 % from WB I-94, - 19% from SB I-94 (Deforest, Lake Delton, etc) Of all the traffic coming into Madison from the north and east in the AM peak, about 40% choose to go through downtown, and about the same amount choose to take the Beltline. I-39 traffic from the south is very minor.			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates**DATE and TIME:** 10/2/2013 at 6 P.M.**SUBJECT:** PAC Meeting

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		The Beltline carries more traffic than any other single or combination of roadways in Dane County (123,000 AADT). To the east of Stoughton Rd there is a fairly significant drop in AADT. The peak volume occurs at Fish Hatchery Rd (127,000 AADT). While I-94 Milwaukee near the Stadium Interchange carries higher daily volumes, the hourly volumes are comparable. This is because the peak hour factor on the Beltline is greater than on I-94. The AM Peak hourly volumes are comparable at 9,772 for the Beltline compared to 9,950 for I-94. I-94 does carry more traffic during off peak hours. <i>One attendee stated that often times the peak is about 10% of the daily volume. I-94 in Milwaukee is less than 10%. For the Beltline it is about 10%. The Traffic Engineering Handbook states that urban radials often have peak hours ranging from 7% to 11.5% of the daily volume</i>			
4.0	10/2/13	REVIEW OF STUDY OBJECTIVES AND MODIFICATIONS The public meetings were the last step for developing the problem statement goals, and objectives. The team is currently in development of screening criteria. Screening will use a series of questions to determine which strategies best meet the objectives. Right now, we are in the broad strategies phase, looking at things from more of a county wide prospective. Later on (spring of 2014), the team would like to begin focusing on the corridors themselves. A series of mostly yes/no questions are proposed to determine if a strategy satisfies an objective. In the next phase, a series of ranking questions will be used to determine how well a corridor concept satisfies an objective. <i>We have data about what is currently happening, but we are planning for 2050. What do we know about current and future land use?</i> The team has begun to look at future employment centers, including: west of Sun Prairie (Hoepker Rd area), the NW portion of the study area, and then Epic area in Verona. These are the three areas with the largest projected growth. Downtown will maintain the largest employment center and will actually grow, though to a smaller degree. <i>The location of the growth (closer in proximity to the Beltline) may have an impact on Beltline traffic. How many trips will there be and which routes are going to be at capacity?</i> SRF is working on socio economic data, county wide, and has met with all communities. Cambridge Systematics has recorded the Madison Demand Model			

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		which helps project traffic, based on new residents, etc. SRF and Cambridge Systematics will be coordinating and tweaking the model for the Department of Administration population projections.			
		This committee meeting may want to look at land use allocations that SRF developed. MPO has maps with anticipated 2035 residential/employment growth, etc. Bring land use maps to next meeting.	NEW	11/6/13	STRAND WISDOT
		The County has added almost 60,000 residents per decade. Growth has been equally distributed across the county. The Vision 2020 plan anticipated job growth in the surrounding communities (Oregon, Stoughton, Deforest, etc). Vehicle miles traveled (VMT) is leveling off, but the population growth seems likely to more than offset this. The model that is being developed is more than good enough for screening broad strategies (even without DOA update).			
		The draft objectives that have been evolving over the last few months have become fairly detailed. Looking at the objectives, it has become apparent that no one broad strategy component can meet all of the objectives. It is likely going to take a motor vehicle improvement, bike/ped improvement, local system improvement, and transit improvement. Combining these components will create a package of strategies that can be evaluated. Hopefully at the next meeting, the group can work to put together some of these packages. The team is looking at strategies, regardless of funding source. This will be described in the report.			
		<i>What is meant by Local system? Do you mean TDM's?</i> TDM's would fall under transit under the current strategy component structure. Some think that it belongs under local system. Ultimately, this is just a starting point; The committee will be discussing the strategy components, perhaps at the next meeting.			
		As the draft objectives progressed, with public input they became repetitive. Because of this, some repetitive objectives were rolled together. The original eleven objectives are still being considered as an objective or as part of the desired outcomes. The Potential Screening Criteria handout reflects these changes.			
		<i>For the strategies, how deep down into an alternative are we going – for example, will managed lanes with a bus on the shoulder be evaluated?</i> The strategy would go through the broad strategy screening to determine if it needs to be evaluated further and then the team would attempt to			

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quantify its effectiveness under the corridor concepts screening. There is the capability to add something to the model to evaluate HOV lanes. Most strategies would be evaluated with the demand model which determines the number of cars and the operations model which determines how fast the cars are traveling.

5.0 10/2/13 DEVELOPMENT/REFINEMENT OF SCREENING CRITERIA FOR BROAD STRATEGIES

Objective 1 - Improve safety for all modes.

Comments:

- *Regarding the decrease in crash rates/severity, this point shouldn't focus solely on the Beltline. Crashes just off the Beltline can have a major effect on the traffic situation on the Beltline. Change "on the Beltline" to "on the Beltline Corridor" for all three broad strategy screening questions and add Beltline Corridor to the glossary.*
- *Add transit as part of the objective. Transit doesn't just refer to busses.*
- *Add severity to the bicycle and pedestrian desired outcomes.*

Objective 2 – Address Beltline infrastructure condition and deficiencies.

Comments:

- *Include in the desired outcomes structures (bridges). As a note, design features of a given strategy will be investigated down the line.*

Objective 3 - Improve system mobility (congestion) for all travel modes.

The team prefers the word mobility, over congestion

Pedestrian:

- *Add definitions for congestion and comfortable*

Do we have a plan to come up with a definition for comfortable? The idea is aiming for a lower skill level. Facilities vary in level of comfort

- *Add "Beltline Corridor" in place of "Beltline" in all instances*

Bicycle:

- *The network gaps have been identified.*

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- Provide convenient alternate mode choices/transfers: *Many people are driving their cars, parking them, and riding into work. To address this and provide a place for it to occur, there could be designated mode transfer locations.*
- The reason the Beltline is specifically called out for in the broad strategies is because addressing problems on the Beltline was the specific mandate of the Transportation Projects Commission. If another corridor is selected as the best way to relieve traffic on the Beltline, such as the North Mendota Parkway, we would still have to address the bike/ped accommodations near the Beltline. The new corridor would require these facility upgrades under Trans 75.

Transit:

- *It was suggested to remove the word ridership and add a desired outcome:*

"Enhance rider access to transit facilities and vehicles."

- *Rider is not mentioned in the objectives, but it is mentioned in the desired outcomes. Add the word rider, so that it is addressed when screening.*
- *How do you enhance transit ridership? Improve the bus shelters, improve ways to get out knowledge of bus schedule, etc.*

Motor vehicles (including passenger and freight):

- *Should we address encourage mode shift from cars and into transit?*
- *Under mobility add reduce vehicle trips.*

Setting aside the main choke points, the LOS on the rest of the Beltline may be satisfactory. This will require more modeling. It's something that would be addressed.

- *There may be an issue with the words "significant" and "substantial". Remove the words and add "to improve Beltline function". One problem is there needs to be some differentiation in criteria; the team can't have every broad strategy advance – the goal is to screen out those strategies that won't work.*
- *When evaluating strategies, the merit of a given*

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strategy is not considered, only the affect on the Beltline.

- "Does the strategy package provide alternative routes to the Beltline for local trips?" *These facilities already exist, so reword to say "more viable facilities."*
- *Add "choices" under the third broad strategy.*

The group will develop strategies at next meeting, and test an example strategy. There may be tweaks to screening criteria. We are not looking at cost effectiveness at this point in the process.

Objective 7 – Enhance efficient multimodal access to Madison metropolitan area economic centers.

- *Remove the term Madison metro area.*
- *TAC wanted to keep multimodal and add to the broad strategies, "Does it provide multimodal connections to the employment/economic centers?"*

Objective 8 – Decrease Beltline diversion impacts to neighborhood streets.

- *Edit the desired outcome to, "Diverted traffic uses appropriate roads"*

6.0 10/2/13 EXAMPLE STRATEGY ORGANIZATION

An example broad strategy organization handout was distributed. During the upcoming meetings, the group will put together feasible combinations of strategies, as seen in the example broad strategy handout. *It was suggested to add another column for TDM measures.* Prior to the next meeting, the PAC and TAC should comment on the handout, so the team has a better idea of what should be in the new column (not too specific).

NEW 10/30 GROUP

North Mendota Parkway, Freeway, or Expressway? As part of the study, the team would test both.

- *It was suggested to replace the term Parkway and use the terms north route and south route.*

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7.0	10/2/13	NEXT MONTHLY MEETING			

PAC meetings were setup as bimonthly, but the team would like to reserve monthly dates and cancel if the meeting is unnecessary. The next meeting is tentatively scheduled for 11/6/13. *All dates conflict with MPO. Is it possible to move to Monday?*

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Paul Nelson**Dated:** 10-10-2013

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INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT – Planning	X
Jamie MacAlister	WisDOT – EPDS	X
Kyle Hemp	WisDOT – Traffic	X
Dan Pruess	WisDOT – Traffic	X
Franco Marcos	WisDOT – PDS	X
Stephanie Thomsen	Strand Associates, Inc. [®]	X
Tom Lynch	Strand Associates, Inc. [®]	X
Joan Petersen	Strand Associates, Inc. [®]	X
Kyle Henderson	Strand Associates, Inc. [®]	X
Ken Leonard	Cambridge Systematics	X
Ben Kollenbroich	Town of Dunn	X
Mark Opitz	City of Middleton	X
Paul Woodard	City of Fitchburg	X
Rodney Scheel	City of Stoughton	X
Sonja Reichertz	City of Monona	X
Dan Stephany	City of Monona	X
Allan Coville	McFarland	X
Tim Sobota	Metro Transit	X
Bill LeGore	Town of Windsor	X
David Trowbridge	City of Madison	X
Gregger Petersen	Dane County	X
Bill Burns	City of Verona	Phone
Anne Monks	City of Madison	Phone
Paul Nelson	Cotter Consulting	X

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1.0	10/30/13	INTRODUCTIONS			
		The goal of the team is to have a set of strategies to test by the end of the meeting. The attendees will be broken into focus groups based on the different corridors being investigated for this study along with transit. The groups will be asked to put a package of strategies together, focusing on their corridor (or on transit). These packages will be evaluated by the team later this year and in early 2014 to determine which show promise and should be moved forward to be further developed into corridor concept options.			
2.0	10/30/13	SUMMARY OF RECENT TRAFFIC FINDINGS			
		The Beltline supports employment centers. Arterials lead traffic to the Beltline, then that traffic exits to a road that leads to an employment center. The Beltline is not typically used as an end to end route.			

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		Of the AM peak hour traffic, 48 percent of trips are destined for inside the Beltline, 24 percent travels to the south of the Beltline. Verona is included in the 24 percent. Verona would like a breakdown of OD trips. Bluetooth data has been prepared and could provide insight into Verona trips. Strand will provide an early draft of this data. Madison is comprised of multiple isthmuses. Much of the Beltline traffic has local destinations; more than half of the Beltline traffic exits in four interchanges or less. The Beltline carries more traffic than any other road or roadway combination in Dane County. Aerial time lapse photograph in Sept 2012 showed that 40 percent of traffic traveling WB on the Beltline from South Towne Dr. is exiting at John Nolan Dr. The Beltline is used for a local trip in this location because there is no other route around the south side of Lake Monona. Regarding the AM peak period traffic traveling west through the isthmus, of the traffic entering this isthmus at the Yahara River during those 3 hours, 68 percent remain in the isthmus and near west side between roughly the Yahara River in the east, and Campus Drive/Glenway Golf Course in the west. Of the remaining traffic, 12 percent is destined for the Park St/John Nolan area and another 20 percent go farther west on the local network. From the opposite direction, of the traffic from the west and south heading east towards the downtown area, 90 percent don't go farther east than downtown Madison. Beltline congestion is growing; the LOS worsens towards the center of the Beltline. - Total volume is affected by average speed and density. At Stoughton Rd, traffic counts, over the one hour AM peak period, showed the directional split was 52 percent WB and 48 percent EB. However, the WB density is far greater than in the EB direction. The speed of EB is nearly 55 mph, while the WB is only about 5 mph.	NEW		STRAND
3.0	10/30/13	BRIEF REVIEW OF PEL PROCESS AND ROLE OF SCREENING			
		The PEL process allows us to carry forward the study information, decisions, and results directly into an EIS. WisDOT is looking at region wide strategies this winter and in the spring; after which the focus will narrow to corridor specific concepts.			

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It was determined that for a strategy to be effective, it would require a multimodal solution. The PEL study will use a series of questions to determine if a strategy satisfies project objectives, which include measures for all modes of ground travel. Strategies that have the potential to satisfy project objectives will be advanced for a more detailed study (corridor concepts).

4.0 10/30/13 DEVELOP BROAD STRATEGIES FOR EVALUATION

Does the strategy package provide a substantial traffic volume reduction on the Beltline corridor? If, for example, a new south corridor removes 20,000 vehicles off of the Beltline, there may be no need for a capacity expansion of the Beltline. There may also be the case in which bike and/or transit accommodations remove enough traffic off of the Beltline that only one lane of expansion is required rather than two. For these reasons a combination of strategies will be investigated.

Each small group will have a geographic focus when selecting a strategy package, but each will also have to include components that address bikes/ped, transit, etc. Regardless of which corridor is selected, the Beltline will still need to be reconstructed to address deficiencies (in its current footprint) and bikes/ped accommodations.

Council on Environmental Quality (CEQ) 40 questions – Requires exploring alternatives outside of WisDOT jurisdiction. A reasonable range of alternatives; not an infinite range of alternatives.

The following are quotes from the CEQ provided with these minutes for the benefit of the reader:

1a. Range of Alternatives. What is meant by "range of alternatives" as referred to in Sec. 1505.1(e)?

A. The phrase "range of alternatives" refers to the alternatives discussed in environmental documents. It includes all reasonable alternatives, which must be rigorously explored and objectively evaluated, as well as those other alternatives, which are eliminated from detailed study with a brief discussion of the reasons for eliminating them. Section 1502.14. A decision maker must not consider alternatives beyond the range of alternatives discussed in the relevant environmental documents. Moreover, a decision maker must, in fact, consider all the alternatives discussed in an EIS. Section 1505.1(e).

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		<i>1b. How many alternatives have to be discussed when there is an infinite number of possible alternatives?</i> <i>A. For some proposals there may exist a very large or even an infinite number of possible reasonable alternatives. For example, a proposal to designate wilderness areas within a National Forest could be said to involve an infinite number of alternatives from 0 to 100 percent of the forest. When there are potentially a very large number of alternatives, only a reasonable number of examples, covering the full spectrum of alternatives, must be analyzed and compared in the EIS. An appropriate series of alternatives might include dedicating 0, 10, 30, 50, 70, 90, or 100 percent of the Forest to wilderness. What constitutes a reasonable range of alternatives depends on the nature of the proposal and the facts in each case.</i> <i>2a. Alternatives Outside the Capability of Applicant or Jurisdiction of Agency. If an EIS is prepared in connection with an application for a permit or other federal approval, must the EIS rigorously analyze and discuss alternatives that are outside the capability of the applicant or can it be limited to reasonable alternatives that can be carried out by the applicant?</i> <i>A. Section 1502.14 requires the EIS to examine all reasonable alternatives to the proposal. In determining the scope of alternatives to be considered, the emphasis is on what is "reasonable" rather than on whether the proponent or applicant likes or is itself capable of carrying out a particular alternative. Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant.</i> <i>2b. Must the EIS analyze alternatives outside the jurisdiction or capability of the agency or beyond what Congress has authorized?</i> <i>A. An alternative that is outside the legal jurisdiction of the lead agency must still be analyzed in the EIS if it is reasonable. A potential conflict with local or federal law does not necessarily render an alternative unreasonable, although such conflicts must be considered. Section 1506.2(d). Alternatives that are outside the scope of what Congress has approved or funded must still be evaluated in the EIS if they are reasonable, because the EIS may serve as the basis for modifying the Congressional approval or funding in light of NEPA's goals and policies. Section 1500.1(a).</i>			

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		The TAC was broken up into groups with a specific focus (North Corridor, South Corridor/Beltline, and Transit). Participants were encouraged to come up with their own strategies. The north corridor and south corridor will have to think about their specific corridor and the improvements on the Beltline. The base condition was explained to the group. The first row represents the base condition and is the minimum that could be selected as a strategy package. Examples of a strategy package include: - South Corridor Example – MV1 & MV4, BP 1 (required by Trans 75), LS1, T1, TDM 1 – This strategy consists of a reconstruction of the Beltline with no capacity increase, a new south corridor, standard bike accommodations, existing local system facilities, existing transit facilities, and voluntary TDM. - Maps were provided showing the service area for the MPO, the boardings for MPO, transit extensions in transit development plan (planned, not budgeted), a schematic of the recent BRT study, transport 2020 commuter rail, and what the Beltline will look like by the year 2020. - o Verona Rd is currently under construction. It will be a single point interchange. There may also be an interchange at CTH AB. - Regarding other ideas, the team is looking for reasonable ideas to evaluate, again a “reasonable range of alternatives”. Groups discussed strategies and came up with packages, which were shared with the entire group.			

4.01 10/30/13 NORTH CORRIDOR FOCUS GROUP

Motor Vehicle:

MV5 – North Mendota Corridor – The north group suggested that staging was very important for their strategy package. They urged the team to look at connections, specifically pointing out USH 12 and I-94, as well as CTH M and STH 19.

MV1 – Reconstruction with no capacity increase. Possible Beltline expansion (MV2 or MV3) could be delayed. Stage the construction so that improvements can be done later on.

Local System:

LS1 – Base Local System – The group didn’t want to do

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		much, but pointed out the need to improve Pleasant View Rd.			
		LS2 – Parallel local system connections – The group suggested this for the Beltline, but left it undefined.			
		<u>Bike/Ped:</u> BP2 – Parallel path (new align only) BP3 – New connections BP6 – This was an idea the group came up with for incorporating modal stations (T6).			
		<u>Transit:</u> T2 – BRT – Explore this as a possible option. T5 – Transit Extensions – As shown by the MPO's Transit Development Plan. T6 – Modal centers (BP6)			
		<u>TDM:</u> TDM1 – Voluntary TDM – keep current programs in place.			
4.02	10/30/13	TRANSIT FOCUS GROUP			
		<u>Motor Vehicle:</u> MV2/3 – This group suggested a special lane, possibly in the shoulder or median, not necessarily with capacity expansion of the Beltline that would be dedicated to transit. This would help with travel time reliability for buses. It is not allowed based on Wisconsin Statutes at this time, but other states are implementing it. An HOV, ride share, HOT lane, etc was also discussed. This could tie into T4 – a dedicated Beltline transit lane.			
		<u>Local System:</u> LS4 – Interchange access modification – The group wanted to make in and out of transit transfer points easier for transit, as well as, making it easier to traveling across Beltline (perhaps grade separated crossings for transit).			
		<u>Bike/Ped:</u> BP3 – New Connections BP4 – Intersection crossing treatments			
		<u>Transit:</u> T2 – BRT T5 – Transit extensions T6 – Modal centers including park and rides with transit.			
		<u>TDM:</u> TDM1 – Voluntary TDM – keep current programs in place, but enhance association.			

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4.03	10/30/13	SOUTH CORRIDOR FOCUS GROUP <u>Motor Vehicle:</u> MV1 – Beltline reconstruction with no capacity increase – Investigate if the reconstruction in conjunction with MV4 would be enough to avoid a capacity increase for the Beltline. If capacity is needed, then test MV2. MV4 – South Corridor – The group suggested an expressway from Verona Rd to the Interstate. <u>Local System:</u> LS2 – Parallel local system connections – Specifically near the Beltline, particularly John Nolan to South Towne. <u>Bike/Ped:</u> BP3 – New connections BP4 – Intersection crossing treatments BP5 – parallel path - somewhere south of the Beltline that would strengthen existing facilities and make connections to other facilities in the area. <u>Transit:</u> T5 – Transit extensions T6 – Modal centers – There was concern about maintenance of these facilities. WisDOT typically pays for the construction, but the municipalities are responsible for maintenance. <u>TDM:</u> TDM1 – Voluntary TDM – keep current programs in place. There was discussion about resident transit passes as well.			
4.04	10/30/13	BELTLINE FOCUS GROUP <u>Motor Vehicle:</u> MV2 – Beltline capacity expansion – The group suggested looking into a collector distributor system on the Beltline. <u>Local System:</u> LS2 – Parallel local system connections – Specifically near the Beltline, particularly John Nolan to South Towne. LS3 – Perpendicular local system connections <u>Bike/Ped:</u> BP1 – Standard bike/ped accommodations – Provide accommodations in accordance with Trans 75 for the expanded Beltline. BP3 – New connections – Look at not only new connections, but enhancing existing connections.			

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		BP4 – Intersection crossing treatments			
		<u>Transit:</u> T4 – Explore a dedicated Beltline transit lane – This would be a consideration, possibly in conjunction with MV3 (managed lanes). T5 – Transit extensions T6 – Modal centers			
		<u>TDM:</u> TDM1 – Voluntary TDM – keep current programs in place.			
7.0	10/30/13	WHAT'S NEXT			
		After the PAC weighs in on the draft strategies, the study team will finalize the component groups to be tested. In the case of a north or south corridor, the testing will look at multiple locations to determine the version of each that benefits Beltline conditions the most. The team will take the next two months to test these strategies. There will not be a TAC meeting in November, if the results are ready, there may be a TAC meeting on 1/7/2014 to discuss. If they still aren't ready, the next TAC will be scheduled for 1/29/14. The PAC meeting will also be scheduled in January, possibly at three different locations. Then in March there may be a joint PAC meeting to look at the results and screen strategies.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Paul Nelson**Dated:** 11-07-2013

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INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT – Planning	X
Tom Koprowski	WisDOT – PDS	X
Jay Waldschmidt	WisDOT – CO ENV	X
Larry E. Jones	WisDOT – CO BPD	X
Stephanie Thomsen	Strand Associates, Inc. [®]	X
Tom Lynch	Strand Associates, Inc. [®]	X
Mike Slavney	Vandewalle	X
Manfred Enburg	Town of Verona	X
Mike Remey	City of Madison	X
Hans Hilbert	City of Middleton	X
Brad Czebotar	Village of McFarland	X
Ken Golden	MPO	X
Gary Walden	Village of Waunakee	X
Donna Olson	City of Stoughton	X
Robin Schmidt	Dane County Highway Committee	X
Dorothy Krause	City of Fitchburg	X
Jim Kuehl	WisDOT DTIM Planning	X
Bill Schaefer	MPO	X
Paul Nelson	Cotter Consulting	X

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1.0 11/13/13 INTRODUCTIONS

2.0 11/13/13 SUMMARY OF RECENT TRAFFIC FINDINGS

The Beltline supports employment centers. The Beltline distributes traffic, very little of which is end to end. During the AM peak During the AM peak hour, 48 percent of Beltline traffic during the AM peak hour is destined for inside the Beltline. Much of the Beltline traffic is local; 55 percent of the morning peak hour traffic exits in four interchanges or less.

People use the Beltline to get around resources and facilities including the airport, the lakes, and the arboretum among others. These features create multiple isthmuses. The Beltline itself carries more people than any other road or roadway combination in Dane County (123,000 AADT).

The South Towne entrance to the Beltline has three times more traffic than Monona Dr. Over half of the traffic entering at this location is attempting to navigate around the south side of Lake Monona. Motorists use the Beltline as a local trip at this location.

During the AM peak period traffic traveling west through the isthmus, entering at the Yahara River during those 3 hours,

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		68 percent remain in the isthmus and near west side between roughly the Yahara River in the east, and Campus Drive/Glenway Golf Course in the west. Of the remaining traffic, 12 percent is destined for the Park St/John Nolan area and another 20 percent go further to the west. From the opposite direction, of the traffic from the west and south heading east towards the downtown area, 90 percent remain downtown rather than continuing through. A photo showing EB and WB Beltline traffic at Stoughton Rd during the AM peak hour was shared with the group. Although the WB density was multiple times higher than the EB, the WB volume was only about 300 more in that hour. However, WB traffic was moving at approximately 5 mph, while EB traffic was moving at approximately 55mph. Skycomp photos will be used to determine why traffic WB is traveling much slower than EB. - <i>EB traffic appears to be exiting. Is there something going on farther east?</i> There were no unusual conditions on this particular day. - <i>Can you create a slide that shows LOS at each of the exits (side roads) inbound to the central city or outbound to other employment centers or whatever the other things are that draw traffic?</i> Where there are Bluetooth detectors, there are counts. Every adjacent intersection as well as the interchanges are being evaluated. The team is working through the two programs to report LOS.			
3.0	11/13/13	BRIEF REVIEW OF PEL PROCESS AND ROLL OF SCREENING The PEL process allows for a broader range of alternatives. Then through the screening process, the most promising strategies are taken forward to further develop in the NEPA process. Screening: The PEL study will use a series of questions to determine if a strategy satisfies project objectives. Strategies that have the potential to satisfy project objectives will be advanced for more detailed study (corridor concepts). The corridor concept screening will be more quantitative and will take place later on in the study. Objectives were developed over the last few months with PAC/TAC/Agency meetings. The eleven objectives are multifaceted and therefore require a multifaceted strategy or strategy package.	NEW		WISDOT/ STRAND

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** City-County Building**DATE and TIME:** 11/13/2013 at 5:15 P.M.**SUBJECT:** PAC Meeting

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
4.0	11/13/13	DEVELOP BROAD STRATEGIES FOR EVALUATION Example Broad Strategy handout was explained. The group was encouraged to come up with strategies of their own. The handout was just giving examples to spur discussion. Focus groups: The attendees were separated into smaller groups based on experience with specific focus areas: Transit, North, and South. Focus groups developed or reviewed existing strategies and came up with packages to be screened for each focus area. Groups may come up with very broad or specific strategies and each group would put together packages of those strategies. There were some questions/comments: - <i>Are these standard categories used for all roads/studies?</i> Most road projects don't go through this exact process. Behind the scenes WisDOT would look at bike/ped and motor vehicles, but not typically transit or TDM. Most roadways also don't get to look at relocating. - <i>Parking – with enhanced transit near the Beltline – an example like this can't be fit into a "silo".</i> The idea is to look at a combination of strategies to provide the most effective solution. - <i>Why waste time studying a high capacity isthmus?</i> WisDOT wants to include it so that all bases are covered. They don't want comments saying why didn't WisDOT look at any given strategy. - <i>Bikes are not just on new alignment.</i> Groups are allowed to select multiple strategies from each category. - <i>This graph steers the way you're thinking.</i> - <i>TDM: Change the name to "Policy and Program" or something to that effect (not just TDM).</i> Parking deserves its own box. We don't want it to just be TDM, but all things that are created by government policy. The design team wants the PAC to develop alternatives/strategies. They don't have to be the examples given. The graph was intended to prompt creative thinking and could have been ignored if chosen. - <i>Managed lanes and bus on shoulders – how would that be placed on here. It could be under motor vehicle, transit, and policy(TDM).</i>			

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Council on Environmental Quality 40 Questions – Requires exploring outside of WisDOT jurisdiction. This study is a cooperative effort that goes out to 2050, so things could change quite a bit.

- The study team must investigate a reasonable range of alternatives.
- It also says that the team doesn't have to investigate an infinite number of alternatives, but what is the best alternative for each focus area.
- The team will be taking all input from committees and using the traffic demand model to see how it reacts to these strategy packages.
- *Would an outer ring help?* That will be tested.
- *Downside of focus group approach, every group knows what their answer is, without the point of view from those outside a given focus.* Groups will reconvene and talk through the strategy packages, and spur discussion
- 3 Focus Groups: North, South, Transit/Beltline

STRATEGIES DEVELOPED FROM WORK GROUPS (INCOMPLETE)

North Corridor:

MV: MV1 or 2 along with a North Mendota corridor from I-94 to alleviate STH 19 traffic.

Local system: Create parallel roads outside of the central business districts (destination based). The local system would work be a compliment to the North Mendota Corridor.

Bike/Ped: Build a parallel path for the new corridor and make connection to existing facilities.

Transit: Possibly implement BRT and along with that, have infrastructure for park and rides for the nearby communities (including those in the north). Create a higher level transit connection.

TDM: Put a policy in place with the community to promote transit routes that agree with each other. Make an effort to know where traffic is going. Have intergovernmental agreements on transit.

Central (transit/Beltline): This group discussed having park and rides in locations other than the periphery of Madison. They also talked about transit on the Beltline. These transit locations would lead to other modes.

- Park and ride - Subsidize the parking at the park and ride, while increasing the cost of parking downtown. Use a high frequency shuttle service between the parking and downtown. Park and ride

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lots could be placed outside of the Beltline and/or inside the Beltline.

- A park and ride location was suggested for the edge of the central city (1st St, Hilldale, Fish Hatchery/Park St). The idea is to keep the automobile out of the central city and provide the ability to park once on edge of downtown and use transit to get around. The Dutch Mill location doesn't have adequate transit service. All park and ride strategies require higher frequency level of transit.
- Consider having dedicated transit lanes on the Beltline. These could also be HOV lanes.

Regarding the local road network and bike/ped accommodations, they need to be complete as possible to make other modes more accessible (need robust bike corridors).

South Corridor:

This group suggested a corridor south of Beltline, with a transit connection possibly near Siggelkow Rd. There was also discussion of an on demand taxi service, or some other high tech ITS solution that could come out of this transit center.

The south corridor would run from the interstate out to USH18/USH151. There are 1-4 locations that people are destined for (typically USH 14, USH 51, or I-94.) This group wanted to focus on ways to connect these locations. Non-freeway strategic regional arterials could also be constructed. One example was CTH PD corridor to USH 14. Similar to the Sprecher Rd corridor.

Bike/Ped: Provide better connections for longer distances that don't currently exist.

Over the next month or two, the study team will be testing these strategies, primarily with the traffic demand model, with hopes of having the preliminary results sometime in January. The group was concerned that this discussion wasn't enough to get this groups input. It was suggested to have another meeting, a longer meeting, to vet out these ideas as a whole. This meeting had too many time constraints according to some. The study team will worked to setup another meeting in December.

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5.0	11/13/13	NEXT MONTHLY MEETING			

Thursday, December 12, 2013, 6 PM – 8:30 PM at the
Strand Associates Office in Madison, WI.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®

Signed: Paul Nelson

Dated: 12-3-2013

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates**DATE and TIME:** 12/12/2013 at 6 P.M.**SUBJECT:** PAC Meeting

INVITEE NAME	COMPANY NAME	ATTENDED
Brandon Lamers	WisDOT – SW Region	X
Jamie MacAlister	WisDOT – BTS EPDS	X
Larry Barta	WisDOT – SW Region	X
Robin Schmidt	Dane County	X
Jennifer Grimes	WisDOT – SW Region	X
Carolyn Amegashie	WisDOT – BTS ESS	X
Brad Czebotar	Village of McFarland	X
Bruce Stravinski	Town of Windsor	X
Manfred Enburg	Town of Verona	X
Mary Robb	Vandewalle	X
Dorothy Krause	City of Fitchburg	X
Johnny Gerbitz	FHWA	X
Kyle Hemp	WisDOT – SW Region	X
Franco Marcos	WisDOT – SW Region	X
Chris Schmidt	City of Madison	X
Susan Schmitz	Downtown Madison, Inc.	X
Stephanie Thomsen	Strand Associates	X
Tom Lynch	Strand Associates	X
Paul Nelson	Cotter Consulting	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0	12/12/13	INTRODUCTIONS AND SCHEDULE REVIEW			
		This meeting is a follow up to the November 13, 2013 PAC Meeting. The focus of this meeting is to discuss strategies on the Beltline and the isthmus. These corridors were not discussed in detail at the November PAC meeting.			
2.0	12/12/13	REVIEW OF STRATEGIES/CONCEPTS			
		The Beltline supports employment centers throughout Madison. Traffic data shows very few end to end trips. 48 percent of Beltline traffic during the AM peak hour is destined for locations towards central Madison, inside the Beltline. The Beltline is used in some areas to get around resources and facilities. For example, 40% of traffic entering the Beltline WB at South Towne exits at John Nolen to get around Lake Monona.			
		Much of the Beltline traffic is local.			
		- What is the percent of completely through traffic? A very small percentage of traffic travels end to end. - What about if you include just Verona Rd and just USH 51? Approximately 16 percent getting onto the Beltline is destined for the interstate. - How many interchanges are there E of Verona Rd along the Beltline? The team didn't know off hand, but it could be counted.			

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Transit Meeting: The team prepared a video for the study with aerial time lapse photography of traffic during the peak hours. WB and EB volumes are similar, but WB traffic is moving around 5mph, while EB is ~55mph.

- **Ramp metering has been installed on a lot of the access points to the west of USH 51 location. We should be considering ramp metering.** WisDOT/Strand stated metering has been implemented to the extent possible. At Stoughton Rd, the peak hour ramp volumes are very high, ramp metering would increase the traffic queue significantly on USH 51.
- **The Beltline between Stoughton Rd and Park St is a problem of too much access.** The team has around 250,000 photos, which are being analyzed to determine how the congestion starts. The congestion wave travels upstream along the Beltline. The densities within the congestion wave increase near high volume on-ramps.

A strategy that could be suggested to address congestion waves is to close interchanges or to provide alternate/better access to local non-freeway arterials. However, such a strategy can result in new or worse problems at the remaining interchanges and/or alternate routes.

3.0 12/12/13 REVIEW STRATEGY DISCUSSION OF RECENT TRANSIT FOCUS GROUP MEETING

- **Are the bus transfer points associated with park and rides?** People are using parking lots and local streets around transfer stations as park and rides, even though there isn't dedicated parking. Local neighborhoods are also being used as park and rides.
- **What if these facilities are moved outside of the Beltline so traffic didn't necessarily have to use the Beltline to get to a transit stop?** Routes were discussed that use the Beltline and that run roughly parallel to the Beltline.

The following bullets summarize suggested Madison Metro route infrastructure improvements discussed at the Transit Focus Group meeting:

- Dedicated transit lane from Dutch Mill to John Nolen was suggested with a possible park and ride at John Nolen.
- Ability to cross the Beltline between Rimrock and Park without using an interchange.
- Ability to cross the Beltline without using Fish Hatchery interchange.

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- Dedicated transit lane from Park St to Seminole.
- Extension of Badger Rd to the west of Fish Hatchery and subsequent crossing of the Beltline.
- Eliminate braided ramps on frontage road.
- Non-interchange crossing to connect the west transit point to south Whitney Way.
- Non-interchange crossing connection between Whitney Way and Gammon.
- Non-interchange Beltline crossing to connect between West Towne and Target.
- Connect west Hammersly to Midvale without going through the Verona Rd interchange.
- Connect Raymond Rd with Allied Drive.
- Transit priority measures through interchanges.

These strategies could help transit service and possibly increase ridership. Motor vehicles could also see a benefit.

The Transit Focus Group also reviewed the express bus extension recommendations contained in the MPO's Transit Development Plan. They join routes with the surrounding municipalities.

The Transit Focus Group also suggested the following additional park and ride locations:

- Black Hawk Church
- Near Verona Rd.
- Monona
- Park St/Fish Hatchery area

4.0 12/12/13 DEVELOP BROAD STRATEGIES FOR EVALUATION

Review of the PEL Process: The PEL leads into and feeds the NEPA process. By starting early, more alternatives can be investigated and there are more opportunities for public input. It allows the team to look very broadly and thoroughly.

Review of Screening: The team is looking broadly at this point. The evaluation needs to be kept at a high level and the details saved for future meetings. In the summer when a strategy package(s) are chosen to move forward, the special details of the strategies can be discussed.

- A resolution from the Town of Windsor was discussed. The Town requested Dane County to consider a North Mendota Parkway. If this PEL study determines that the North Mendota Parkway doesn't help relieve congestion on the Beltline enough, but there may still be merit for this as part of another project. There is another study to the north – Safety and Operations study on STH 19.

Many more components will be investigated. A strategy

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package needs to address each modal category (MV, PED, LS, TR, TDM). There is a nearly infinite number of packages, but we want to evaluate reasonable strategies that show the most promise. How? Pick a strategy and ask:

- *Is it viable?* (can we predict ridership) – CUBE*
- *Is it feasible?* (geometrics/safety) – Case studies
- *Is it effective?* (How much traffic will it take off of the Beltline?) – CUBE*

**CUBE is the Travel Demand Model.*

The team will likely focus on a category and run iterations of each strategy in a given category. Then repeat for each category.

- ***How can you take into account if there is traffic from latent demand?*** For instance a south reliever may draw 30k cars, but may only draw 10k cars off of the Beltline because the 30k opens up room for others to use it. Induced demand is more complicated and is part of an indirect and cumulative effects analysis. It will be coded in to the travel demand model later in the process.
- ***There are many layers/opportunities for funding. Will this result in some sort of pulling together of the funding sources?*** No, that would be a challenge for later in the study. Can a strategy be funded when it's outside of the lead agencies jurisdiction? There are also strategies that may require new legislation at this time. The team is not currently looking at funding, but at effectiveness.

Review of last meetings strategy packages:

- Draft South Corridor Concept:
Motor Vehicles (MV1, MV4) – Reconstruct without capacity increase and add a south corridor from Verona to USH 14 to USH 51 to I-94.
Bike/Ped (BP1, BP3) – Trans 75 and good long distance connections.
Local System (LS2) – parallel connections, an SRA system (County PD to USH 14).
Transit (T6): Modal centers/transit connections at County AB/Siggelkow Rd.
TDM 1 - Voluntary
- Draft North Corridor Concept:
Motor Vehicles (MV1, MV2, MV5) – Reconstruct without capacity increase and add a north corridor to I-94 to alleviate STH 19. A Beltline capacity expansion would be considered based on results of

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testing.

Bike/Ped (BP1, BP2, BP3) – Trans 75, parallel path, and new connections.

Local System (LS1, LS2) – base condition with parallel connections.

Transit (T2, T6): Higher level transit in addition to park and rides. Possible BRT routes were discussed.

TDM 2 – Intergovernmental agreement on traffic. Knowing where traffic is going.

- Draft Beltline Transit/Corridor Concept:

This concept was left unfinished.

Motor Vehicles (MV1, MV2) – Reconstruct base and add auxiliary lanes on the Beltline to act as local streets.

Bike/Ped (BP1, BP3, BP4) – Trans 75, new connections, intersection improvements specifically at high capacity interchanges (Fish Hatchery, John Nolen, Park St).

Local System (LS2, LS3) – improve parallel and perpendicular connections. Make as complete of a grid as possible.

Transit (T2, T4, T6, T7): Implement BRT with a higher frequency during peak period. Also create a visible transit system on the Beltline. Improve transit extensions, add modal centers, and provide free shuttles inside the Beltline, while subsidizing parking outside of the Beltline.

TDM 2 – Government workers.

In Fitchburg a rail line is being reactivated for service to an Oregon company. Could we investigate this rail line for moving people? The focus will mainly be on main people moving strategies.

When you talk about road capacity, are you considering changes to interchanges? In this phase, the focus will mainly be on broad measures that substantially affect traffic volumes. The next phase will look at interchange operations more closely.

J. Gerbitz liked the idea of Beltline crossings for the different modes to free up interchanges.

What is the goal? To have the capacity of the Beltline match the travel demand? Traffic volumes are not rising at the rate they once were. Perhaps an increased capacity won't get filled up as quickly. Beltline capacity improvements could last longer before rising traffic volumes cause operation to deteriorate to LOS D or below. If it does

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fill up, there should be mode and roadway choices.
Assuming a 150-180K Dane County population growth in 2050, these people will live somewhere. Where are they going to live and how will this affect traffic volume?

The comprehensive land use plans were incorporated in the traffic demand model. Some feel the need to have consistency with local land use plans as an objective. Currently land use is being used as an evaluation measure rather than an objective. How does a strategy conflict or not conflict with land use plans? For example, a south reliever would conflict with land use plans, but should still be evaluated. In north Mendota not implementing a Mendota Parkway conflicts with local land use. The study team will determine whether or not to add this to the list of objectives.

BRT Discussion:

The west line is the most productive, capturing ~6000 riders, while the east line captures ~2000-3000 riders. The BRT study's intent was to develop in areas where it would be successful with present land uses, with less emphasis on the future.

What could be done better for this proposal?

- There was a suggestion to add service in the area of the possible redevelopment of the Alliant Energy Center area. ***The redevelopment may not alter the BRT route, but it may be a good location for a park and ride.***
- Transit priority through Fish Hatchery Interchange or across the Beltline.
- ***What about BRT service out to Middleton through University, what would the effect be on the Beltline?*** If one of the buses going through the main corridor (to West Towne) would deviate near Segoe area, they could provide service to Middleton. The service would need to add buses.
- ***What about BRT service to the Dutch Mill Park and Ride?***
- ***Did BRT consider extending service to Park St for a possible future route or reserving right of way? The incentives for mode shift are there, but could they be directed?***

Motor Vehicle Discussion:

The group discussed the following Beltline access modifications that could be studied:

- ***Combine Rimrock and John Nolen.***
- Todd Dr/Fish Hatchery/Park St – ***look into options to combine interchanges***
- ***Eliminate Seminole Hwy interchange ramps***

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- **Look at the interchange spacing to come up with optimal condition.** South Towne has three times the volume of Monona Dr. There are only a couple of interchanges that handle the majority of traffic.
- **Build a local road to connect South Towne to John Nolen.**
- **Connect WB Todd Dr to Seminole Hwy.**
- **Add a CD road from east of South Towne to west of Park St.**
- Where would capacity expansion be best?
 - **I-39 Interchange area** - This is being redesigned by the I-39 team.
 - The congestion shockwave started at Seminole Hwy so **add a lane between Seminole and Todd Dr**
 - **Add a lane one mile further west of Seminole** (this is being done with the Verona Rd Project).
 - **Add a lane between South Towne and Park**, as the highest volumes are between these two interchanges.

How are you going to model Travel Demand**Management?** Don't know yet, we are starting to look at this.

Because there are multiple isthmuses and barriers, the Beltline is used as part of local network, so the local system needs to be fixed. Some of these crossings and local connections have been investigated in other studies, but this study has different circumstances with different objectives.

Traveling on the local system parallel to the Beltline takes so much longer than traveling on the Beltline.

One thing the study will investigate is how to make other roadway options more viable. All of these discussed modifications will eventually be evaluated, but because they are detailed, much of the evaluation will occur in the next phase (Summer 2014).

5.0 12/12/13 NEXT PAC MEETING

TBD

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Paul Nelson**Dated:**

1-2-2013

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INVITEE NAME	COMPANY NAME	ATTENDED
Michael Hoelker	WisDOT	X
Brandon Lamers	WisDOT – Planning	X
Joan Petersen	Strand Associates	X
Erica Schmitz	Town of Dunn	X
Tim Sobota	Madison Metro Transit	X
Larry Barta	WisDOT – Planning	X
Ken Leonard	Cambridge Systematics	X
Tom Wilson	Town of Westport	X
Jay Waldschmidt	WisDOT – Central Office (BTS-ESS)	X
Sonja Reichertz	City of Monona	X
Dan Stephany	City of Monona	X
Peggy Yessa	City of Madison	X
Kyle Hemp	WisDOT – Traffic	X
Bill LeGore	Town of Windsor	X
Deane Baker	Village of Deforest	X
Bill Schaefer	MPO	X
Alexis Kuklinski	FHWA	X
Allan Coville	Village of McFarland	X
Mike Slavney	Vandewalle	X
Kamran Mesbah	CARPC	X
Bill Burns	City of Verona	X
Mark Opitz	City of Middleton	X
Paul Nelson	Cotter Consulting	X
Tom Lynch	Strand Associates	X
Dan Tempesta	Cambridge Systematics	Phone
Susan Finco	Leonard & Finco	Phone

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0	4/3/14	REVIEW OF PEL SCREENING CRITERIA Strand provided a review of the Planning and Environment Linkages (PEL) Study and process is. A PEL Study allows the study results to flow directly into an Environmental Impact Statement. Many strategies and corridors are investigated. For the Beltline PEL, corridors investigated include a north corridor, south corridor, the Beltline, and the Isthmus. Other strategies being investigated include BRT, Transport 2020, cycling, and pedestrian improvements among others. The study team is currently in the evaluation phase of the PEL process. Currently, the team is looking at stand-alone strategies to see if they can solve the problem of reducing traffic volumes on the Beltline. The evaluation process is an iterative one based on the primary people moving mode being evaluated, such as motor vehicle routes and transit.			

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		Non-motorized modes will be evaluated independently since they can be implemented with any major people moving strategy.			
		If a strategy is viable (yes, no), the team will look at the scale of challenges posed (small or large) and if the strategy is effective in removing traffic from the Beltline. If strategies are effective, they will be taken forward for additional investigation. If they are not deemed effective by themselves, the team will consider them as a potential complement to other strategy packages.			
2.0	4/3/14	FINAL PROBLEM STATEMENT AND OBJECTIVES			
		The final problem statement, goal and objectives will be posted on the project website and the SharePoint site. The changes were highlighted and presented to the group. The changes were based on comments from previous meetings. These are now final.			
3.0	4/3/14	NORTH MENDOTA CORRIDOR MODELING RESULTS			
		Background – Springfield, Westport, Middleton, Madison, and Deforest were all involved in a North Mendota Parkway study. Concerns are aimed at congestion on STH 19, USH12, CTH K, and Century Ave in Middleton. The Town of Westport and Village of Waunakee have been strong supporters of a North Mendota Parkway. The Town of Springfield values agricultural land and has some concern about what impacts a North Mendota Parkway would have. Waunakee doesn't want to expand STH 19 through Waunakee and believes that a North Mendota Parkway would alleviate some of the traffic that goes through downtown. The City of Middleton has been concerned about traffic on Century Ave for most of the last decade. The problem is that Century Ave is lined with residences, but has the traffic volumes of an arterial. Middleton supports a North Mendota Corridor.			
		Environmental resources - Dane County Parks has mapped out natural resource areas. Some of these are properties targeted for purchase of development rights. There have been questions about why CTH M does not continue through to the interstate. The issue is all of the resources (including a large, high quality marsh) in the area.			
		Dane County has sponsored two separate studies of a North Mendota Parkway. Most recently (2007-10), Dane County sponsored the North Mendota Environmental Transportation Corridor Study. The conclusions of this study were approved			

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		by a resolution in Dane County, in 2010. The mapped corridor from CTH Q to STH 113 was well defined in the study. To the west there were various opinions as to where the corridor would be located; therefore the mapped corridor is wider. The Town of Springfield comprehensive plan shows this mapped corridor that connects to the Beltline south of CTH K. The City of Middleton comprehensive plan shows a corridor along CTH K. The Town of Westport has a resolution supporting a North Mendota Parkway. The resolution references Dane County alignment, but it is not officially mapped by the town. The location is to be determined. Village of Waunakee has a resolution supporting a North Mendota Parkway with CTH M expansion, but does not officially map the corridor and does not support expansion of STH 19 through the village. Most municipalities adopted this in some way including Westport, Middleton, Waunakee, and DeForest. The resolutions were meant to be a prompt into action for the Department.			
3.1	4/3/14	REVIEW ORIGIN-DESTINATION (OD) PATTERNS			
		To capture OD patterns north of Lake Mendota, ~120 Bluetooth detectors were spread throughout the county and data was collected over a ~1 month timeframe.			
		<i>Bluetooth AM peak 3 hours:</i> Looking at westbound travel from the east toward USH 12/ USH 14 (Middleton area), 9 percent of traffic comes from the interstate, 16 percent from CTH Q, and 12 percent from Northport Drive. The rest of the traffic originated from areas west of the interstate.			
		AM WB Century Ave traffic is only minimally oriented to the Beltline. About 88 percent of traffic is going south and east to centers other than the Beltline (surmised to be towards downtown).			
		AM WB CTH K traffic is oriented to SB on the Beltline. 60 percent of traffic entering the Beltline at CTH K continues on the Beltline beyond University Ave. About 27 percent of CTH K traffic exits eastbound before Greenway Blvd.			
3.2	4/3/14	PRELIMINARY TRAVEL DEMAND RESULTS			
		The numbers presented are very preliminary, but show the general trends of traffic flow north of Lake Mendota. The numbers and assignments in the final report will be different than those shown on the slides, but the trends should remain consistent. The model is undergoing some calibration adjustments.			

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		Two north alignments were investigated; one corridor goes north of Waunakee. It starts at STH 19/USH 12, then goes north of Waunakee and to the interstate. The other travels south of Waunakee. It ties in near CTH K/USH 12 and travels east to CTH M and then to STH 113. These were modeled as free flow, without congestion at 40mph, 50mph, and 60mph.			
		Note that these results are using the base model and 2010 volumes.			
3.3	4/3/14	CORRIDOR NORTH OF WAUNAKEE			
		As the posted speed on the corridor is increased, the corridor draws more traffic. Volumes ranged from 5,200vpd to 13,900vpd in the west to 4,000vpd to 23,900vpd in the east, depending on speed. Also the alignment farthest north, doesn't really affect Beltline traffic. Through the Isthmus and along University Ave, there is no effective change. CTH M east of CTH K doesn't show much change in traffic. A small amount will be drawn off of Century Ave. The North Waunakee Corridor draws a fair amount of traffic, but it reduces volumes on the Beltline by no more than 1,800 vehicles per day, which results in virtually no improvement to operations.			
		<i>Conclusions:</i>			
		- Higher speed draw greater volumes - North Waunakee corridor decreases traffic on STH 19 through Waunakee - North Waunakee corridor has very modest effect on CTH M (east of CTH K) and Century Avenue traffic volumes			
		<i>Tim Sobota asked if a 13 percent reduction at CTH M (east of CTH K) was really a "modest" reduction. Study team will look at defining "modest".</i>	NEW		STRAND/ WISDOT
		- North Waunakee corridor has essentially no effect on Isthmus traffic volumes. - North Waunakee corridor has essentially no effect on Beltline traffic volumes.			
3.4	4/3/14	CORRIDOR SOUTH OF WAUNAKEE			
		Volumes ranged from 6,100vpd to 20,500vpd in the west to 14,800vpd to 25,800vpd in the east, depending on speed. There are more local routes that compete with the new corridor, which is why as speed increases traffic volumes using the corridor increase substantially. CTH M traffic increases by about 44 percent at 60mph, far west beltline			

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		traffic increases about 16 percent at 60mph. This South Waunakee Corridor decreases traffic on Century Ave by about 15 percent at 60mph, but this corridor has minimal impact on the Beltline and the Isthmus traffic volumes (~1 percent reduction at 60mph). <i>Conclusions:</i> - Volumes are 50 percent greater than the north Waunakee corridor option. - South corridor does not decrease traffic on STH 19 through Waunakee. - Reduces Century Ave traffic up to 15 percent. - Increases traffic volumes on CTH M (east of CTH K) by up to 45 percent. - There were greater volumes on the northern part of the Beltline near CTH K. - South Waunakee corridor has essentially no effect on Isthmus traffic volumes. - South Waunakee corridor has essentially no effect on Beltline traffic volumes.			
3.5	4/3/14	OVERALL CONCLUSIONS - North Waunakee corridor reduces traffic in downtown Waunakee - South Waunakee corridor reduces traffic on Century Ave. - On the west end: - o South Waunakee Corridor attracts 10,000-20,500vpd, depending on speed. - o North of Waunakee Corridor attracts 6,200-13,900vpd, depending on speed. - Neither corridor affects Beltline traffic or Isthmus traffic volumes to a large degree. Routes may impact trips on the Beltline, but there isn't a large effect on the total volume. These conclusions do not mean that this corridor has no merit. It also does not preclude it from being included in other strategy packages. <i>Comments:</i> <i>Can the north corridor get built sooner if it helps the Beltline?</i> <i>Does the North Mendota Parkway (south Waunakee corridor) actually not take traffic out of downtown Waunakee?</i> Some residents that live in Northlake, a neighborhood of Middleton, take CTH Q north to STH 19 through Waunakee to get to the interstate. Taking CTH Q vs. taking CTH M depends on the time of day. Study team will explore CTH M east of CTH K.	NEW		STRAND/ WISDOT

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		<i>Jay Waldschmidt asked if the North Mendota Parkway could be removed from this study because it's a separate issue from the Beltline. The study team still needs to model the future condition. Does this progress have the authority to drop it as an option? The team was not ready to drop it at this point, but this study does have that authority; that is the purpose of the PEL. This will be revisited after the future numbers are run. There may be alternatives/designs that could help the Beltline and the North Mendota Parkway (ex. interchange at CTH K). The volumes do show that there is a need for a North Mendota Parkway study.</i>			
4.0	4/3/14	ENHANCED TRANSIT STRATEGY MODELING RESULTS			
		Transit options that were initially considered: - Transit On-Beltline, 15 minute peak hour frequency, 30 minute off-peak. - Transit On & Off-Beltline, 15 minute peak hour frequency, 30 minute off-peak. - Bus Rapid Transit, 10 minute peak hour frequency, 15 minute off-peak. - Transport 2020 (not yet completed).			
4.1	4/3/14	TRANSIT ON BELTLINE <i>15 min peak our freq, 30 min off peak</i>			
		Anticipated routing: Start at the World Dairy Center Stop at Dutch Mills Stop inline by WPS Stop at the south transfer point Stop inline at Todd drive Stop at the west transfer point Stop inline by city center west Stop at the Middleton transfer point			
		This option had an estimated 1050 daily boards, with approximately 380 new transit riders. It makes little difference in Beltline traffic volumes and essentially no traffic is removed from Isthmus. New parking was not assumed (only existing parking Dutch Mills). Strand will look into new parking. Service hours were not calculated at this point.	NEW		STRAND/ WISDOT
4.2	4/3/14	TRANSIT ON/OFF BELTLINE <i>15 min peak our freq, 30 min off peak</i>			
		Similar to the transit on Beltline option.			
		Anticipated routing: Start at the World Dairy Center Stop at Dutch Mills			

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		Stop at Walmart Stop at the south transfer point Stop inline at Todd drive Stop at the west transfer point Stop at Greenway Cross This option has other stops between these main stops. There would be an estimated 1900 daily boards, with 600 new riders. Essentially no traffic is removed from the Isthmus.			
4.3	4/3/14	BRT <i>10 min peak hour, 15 min off peak</i> The BRT option would have special features, including prepay, branding, etc. The BRT study used different strategies to estimate riders (new and existing). For that study, in the west, 8800 riders were estimated with 1,150 new riders. In the east, ridership was estimated to be 3,500, with 330 new riders. This team modeled the recommended route from the Madison Transportation Board and came up with 4,000 to 11,700 riders, 800-10,200 being new. The low end of the estimate is if the BRT service is simply running an existing bus running on the same alignment The high end is viewed as almost rail like service, with pay ahead, time advantages, branding, etc. There are comparable volumes between the two studies. There is almost no difference in Beltline traffic volumes (<300vpd). 100 to 1100vpd would be removed from Isthmus (~1 percent). The south BRT study estimated 6,150 riders (~3,000), with 700 of those new. Many of the riders included in the ~6,150 are actually boarding close to the Isthmus, so the actual ridership would be closer to 3,000. The PEL Study estimated between 4,500 to 8,800 riders with 1,300 to 7,700 of those new. Again, the low end of the estimate is if the BRT service is simply running an existing bus running on the same alignment. The high end has the advantage of a perceived travel time that is lower than actual travel time and a 6 minute advantage built into the mode choice constant. Riders get an equivalent benefit of 6 minutes in travel time savings due to it being a “premium mode”. A premium mode includes factors such as mode branding, better stop shelters, more knowable alignment and service. What the mode choice model is doing now, is viewing the BRT almost like a rail line, much more attractive than current			

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		bus service.			
		A BRT sensitivity analysis was done to determine how altering factors affect the change in riders. - Treat BRT same as regular bus: lose 50 percent - Decrease fare \$0.25 = 5 percent increase - Change in frequency (10 to 15 minutes in peak and 15 to 30 minutes off peak: 27 percent decrease - Decrease time advantage from 6 to 4 minutes: lose 3 percent - Decrease time advantage from 6 to 2 min: lose 6.4 percent - Decrease time advantage from 6 to 0 minutes and remove the time factor: lose 14%. Time factor - If the BRT was viewed as a rail, the model uses a factor of .8. In other words, if a regular bus trip takes 10 minutes, the same trip via the premium mode, would only seem like 8 minutes to the user. The premium mode gets a discount because (for in vehicle travel) the travel seems less onerous. It's a benefit for the premium mode. BRT doesn't have much of an effect on the Beltline. The BRT assumed 2 park and rides at 2 locations in the route. The BRT assumed base year. Can the study team code the BRT system in the model and double the parking fee in downtown Madison, and add park and rides? Parking downtown is coded in the model. It can be modeled to some degree. The study team will add additional parking and parking costs to the sensitivity analysis. <i>Why was there no east west route sensitivity analysis done?</i> No reason, it could be performed for the east to west route also. Regarding park and rides for the Beltline on and off scenarios, park and rides are available at most stops, except inline stops. The eastern end of the World Dairy Center does not have a park and ride lot and would need to be coded in. Regarding the east to west BRT route, the study team wants to reexamine the treatment of the "premium mode". <i>Observations:</i> Beltline transit - Draws up to 2,000 riders - Has no effect on Beltline traffic volumes Bus Rapid Transit - EW draws up to 11,600 riders – up to 10,150 new - NS draws up to 8,800 riders – up to 7,700 new - Decreasing price has little effect on ridership	NEW		STRAND/ WISDOT

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		- Treating the BRT as a new mode of transit, distinctly different from the existing bus service, has a large effect on ridership			
4.4	4/3/14	*Note: Model may be adjusted to reflect BRT vs. Rail TRANSPORT 2020			
		These results are not yet complete, but are expected soon.			
5.0	4/3/14	STUDY SCHEDULE/PI UPDATE			
		<i>Survey</i> – WisDOT enlisted the UW Survey Center to develop a Dane County resident survey (1,300 residents). Surveys were to be mailed out this week. Results are expected in July.			
		<i>Scheduled meetings</i> - 26 presentations have been scheduled; some of them are complete. There has been a lot of positive feedback. Some of these presentations have led to additional presentations. These groups seem to be interested, motivated, and involved in the community. There is a lot of interest in improving the conditions, transit, bike/ped, etc.			
		The project Facebook page has 74 followers. Some more comments have been posted. The following has grown with the number of presentations being done. The outreach hasn't included discussion of the results to this point. Results will be rolled out sometime in late summer/fall, after PAC/TAC members are well informed.			
		<i>EJ outreach</i> – There have been 3 information gathering meetings with the YMCA, the City of Madison Dept. of Civil Rights, and WisDOT staff. The top 3 upcoming priority EJ task items are to develop an EJ flyer, reach out to churches (possibly Fountain of Life, Mt. Zion, St. Joseph's), and reach out to libraries.			
		<i>Schedule</i> – The team will be looking at broad strategies through early fall. The next meeting will discuss/complete transit and also look into the south reliever and TDM modifications to the Beltline. The next meeting will be held when the results are ready (~2 months). There is new info on the webpage (no results yet). This presentation will be posted on SharePoint.			
6.0	4/3/14	NEXT TAC MEETING			
		Next TAC Meeting – TBD			

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If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Paul Nelson**Dated:** 4-11-2014

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INVITEE NAME	COMPANY NAME	ATTENDED
Jay Waldschmidt	WisDOT – Central Office (BTS-ESS)	X
Michael Hoelker	WisDOT	X
Jamie MacAlister	WisDOT – BTS EPDS	X
Gary Walden	Village of Waunakee	X
Brad Czebotar	Village of McFarland	X
Terry Enge	Town of Westport	X
Delora Newton	Madison Chamber of Commerce	X
Jeff Held	Strand Associates	X
Joan Petersen	Strand Associates	X
Stephanie Thomsen	Strand Associates	X
Tom Lynch	Strand Associates	X
Ken Golden	City of Madison	X
Mike Slavney	Vandewalle	X
Larry Barta	WisDOT – SW Region Planning	X
Robin Schmidt	Dane County	X
Jane Cahill Wolfgram	Village of DeForest	X
Brandon Lamers	WisDOT – SW Region Planning	X
Steve Arnold	City of Fitchburg	X
Gary Peterson	APA-WI	X
Manfred Enburg	City of Verona	X
Chris Schmidt	City of Madison	X
Susan Schmitz	DM1	X
Paul Nelson	Cotter	X

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1.0 4/22/14 REVIEW OF PEL SCREENING CRITERIA

Tom Lynch reviewed some of the history of the Beltline and the purpose of this study. He showed the growth of the urbanized area and what the Beltline was originally designed for. Population has more than doubled, while traffic volume has increased tenfold. Beltline congestion is growing. Level of service (LOS) is a rating system for traffic operation, ranging from LOS A to LOS F. Multiple locations along the Beltline are 2-3 times LOS F. A time lapse photography clip was shared, showing congestion from the Beltline and I-39 interchange to the west.

The increase in congestion on the Beltline has led to high crash rates. Recent projects have helped reduce crash rates almost 30% compared with 2000 to 2004.

The Beltline is also a barrier to bikes and pedestrians.

Strand also provided a review of the Planning and Environment Linkages (PEL) Study and what the process is. A PEL Study allows the study results to flow directly into an Environmental Impact Statement. Many strategies and

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		corridors are investigated. For the Beltline PEL, corridors investigated include a north corridor, south corridor, the Beltline, and the Isthmus. Other strategies being investigated include Transit (BRT, Transport 2020), cycling, and pedestrian improvements among others. The study team is currently in the evaluation phase of the PEL process. Currently, the team is looking at stand-alone strategies to see if they can reduce traffic volumes on the Beltline. The evaluation process is iterative based on the primary people moving mode being evaluated, such as motor vehicle routes and transit. Non-motorized modes will be evaluated independently since they can be implemented with any major people moving strategy. If a strategy is viable (yes, no), the team will look at the scale of challenges posed (small or large) and if the strategy is effective in removing traffic from the Beltline. If strategies are effective, they will be brought forward for additional investigation. If they are not deemed effective as standalone options, the team will consider them as a potential complement to other strategy packages. <i>When you looked at the evaluation of strategies, did you look at non-structure strategies like technological items (HOV, ramp metering, etc)?</i> Yes, but these will be looked at as refinements to the strategies. The study includes the Beltline from USH 12/14 in Middleton on the west to CTH N east past the interstate. However, some locations experience greater congestion than others.			
2.0	4/22/14	FINAL PROBLEM STATEMENT AND OBJECTIVES The final problem statement, goal and objectives are posted on the project website and the SharePoint site. The changes were highlighted and presented to the group. The changes were based on comments from previous meetings. These are now final. The goal and objectives are such that a motor vehicle only solution will not suffice.			
3.0	4/22/14	NORTH MENDOTA CORRIDOR MODELING RESULTS Background – Springfield, Westport, Middleton, Madison, and Deforest were all involved in a North Mendota			

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		Environment & Transportation study sponsored by Dane County. Concerns in the area include congestion on STH 19, USH 12, CTH K, and Century Ave in Middleton. The queuing at CTH K can be extreme (1/2 mile was observed). The Town of Westport and Village of Waunakee have been strong supporters of a North Mendota Parkway. The Town of Springfield values agricultural land and has some concern about what impacts a North Mendota Parkway would have. Waunakee doesn't want to expand STH 19 through Waunakee and believes that a North Mendota Parkway would alleviate some of the traffic that goes through downtown. The City of Middleton has been concerned about traffic on Century Ave for most of the last decade. Century Ave is lined with residences yet the traffic volumes of an arterial. Middleton supports a North Mendota Corridor. DeForest, Sun Prairie, and the other neighboring communities are all affected by the situation north of Lake Mendota. Environmental resources - Dane County Parks has mapped out natural resource areas. Some of these are properties targeted for purchase of development rights. In previous meetings, there have been questions about why CTH M does not continue through to the interstate. The issue is all of the resources (including a large, high quality marsh – Cherokee Marsh) in the area. Dane County has sponsored two separate studies of a North Mendota Parkway. Most recently (2007-10), Dane County sponsored the North Mendota Environment & Transportation Corridor Study. The conclusions of this study were approved by a resolution in Dane County, in 2010. The mapped corridor from CTH Q to STH 113 was well defined in the study. To the west there were various opinions as to where the corridor would be located; therefore the mapped corridor is wider. The Town of Springfield comprehensive plan shows this mapped corridor that connects to the Beltline south of CTH K. The City of Middleton comprehensive plan shows a corridor along CTH K. The Town of Westport has a resolution supporting a North Mendota Parkway. The resolution references Dane County alignment, but it is not officially mapped by the town. The location is to be determined. Village of Waunakee has a resolution supporting a North Mendota Parkway with CTH M expansion, but has not officially mapped the corridor. Waunakee does not support expansion of STH 19 through the village. Most municipalities adopted the findings of the study in some way including Westport, Middleton, Waunakee, and DeForest. The resolutions were meant to be a prompt for action by the Department.			

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3.1	4/22/14	REVIEW ORIGIN-DESTINATION (OD) PATTERNS The team used Skycomp to collect time lapse photography of the Beltline to determine OD patterns on the Beltline. To capture OD patterns north of Lake Mendota, ~120 Bluetooth detectors were spread throughout the county and data was collected over a ~1 month timeframe. This is the most comprehensive OD study WisDOT has completed. <i>Bluetooth AM peak 3 hours:</i> Looking at westbound travel from the east toward USH 12/ USH 14 (Middleton area), 9 percent of traffic comes from the interstate, 16 percent from CTH Q, and 12 percent from Northport Drive. The remaining traffic originated from areas west of the interstate. The 9 percent from STH 19 and 12 percent from STH 113 are likely the only trips competing with the Isthmus/Beltline. AM WB Century Ave traffic is only minimally oriented to the Beltline. About 88 percent of traffic is going south and east to centers other than the Beltline (surmised to be towards downtown). AM WB CTH K traffic is oriented to SB on the Beltline. 60 percent of traffic entering the Beltline at CTH K continues on the Beltline beyond University Ave. About 27 percent of CTH K traffic exits eastbound before Greenway Blvd. <i>What percent of the total sample size make up the WB Century Ave trip distribution and the WB CTH K trip distribution?</i> WB Century Ave is approximately 63 percent (3180 veh/5059 veh) and the WB CTH K is approximately 35 percent (1758 veh/5059 veh).			
3.2	4/22/14	PRELIMINARY TRAVEL DEMAND RESULTS The Travel Demand Model (TDM) replicates (in a virtual world) what happens during the peak hours through a computerized network of roads. With the TDM roads and strategies can be added and/or removed to determine how it affects trips within the system. The Bluetooth data and Skycomp data were used to calibrate the TDM. The numbers presented are very preliminary, but show the general traffic flow effects north of Lake Mendota for the different strategies. The numbers and assignments in the final report will be different than those shown on the slides, but the conclusions should remain consistent. The model is undergoing some calibration adjustments. Two north alignments were investigated; one corridor goes north of Waunakee. It starts at STH 19/USH 12 intersection,			

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		then goes north of Waunakee and to the interstate. The other travels south of Waunakee. It ties in near CTH K/USH 12 and travels east to CTH M and then to STH 113. These were modeled as free flow, without congestion at 40mph, 50mph, and 60mph. <i>*Note - These preliminary results were predicted by the 2010 base model, not 2050. A 2050 model has been developed, but the population forecast was reduced by DOA and as a result this model has to be revised.</i>			
3.3	4/22/14	TEST CORRIDOR NORTH OF WAUNAKEE As the posted speed on the corridor is increased, the corridor draws more traffic. Volumes ranged from 5,200vpd to 13,900vpd in the west and from 4,000vpd to 23,900vpd in the east, depending on speed. Also the alignment farthest north, doesn't really affect Beltline traffic volumes. Through the Isthmus and along University Ave, there is no effective change in traffic. CTH M east of CTH K doesn't show much change in traffic. A small amount will be drawn off of Century Ave. The North Waunakee Corridor draws a fair amount of traffic from STH 19 through Waunakee. It reduces volumes on the Beltline by no more than 1,800 vehicles per day, which results in virtually no improvement to operations. <i>Conclusions:</i> - Higher speed draw greater volumes - North Waunakee corridor decreases traffic on STH 19 through Waunakee - North Waunakee corridor has very modest effect on CTH M (east of CTH K) and Century Avenue traffic volumes - North Waunakee corridor has essentially no effect on Isthmus traffic volumes. - North Waunakee corridor has essentially no effect on Beltline traffic volumes. <i>Comments:</i> <i>Ken Golden – This corridor shows that it will take ~1,800 vehicles off of the Beltline. The additional two lanes that were added to USH 12 to Sauk City (past project) were justified based on the fact that the volume was ~10,000vpd and was projected to go to ~13,000-14,000vpd. The State was willing to do a fairly costly project on USH 12 for ~4,000vpd. His point was that the removal of ~1800vpd does provide some justification for a State supported corridor north of Lake Mendota. Larry Barta noted that the 2 lane section of USH 12 was already over capacity already in the current condition, so the additional increase in traffic volume would have been more detrimental to operations.</i>			

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		Regarding the higher speeds, the model tries to mimic the habits of drivers. "What is the quickest way to get from A to B." When a roadway link is faster, that becomes the route selection. It's time based, not distance based. <i>In the modeling, you say you are going to model a 40mph, 50mph, or 60mph corridor, but you are not looking at capacity, correct?</i> The study team wanted to know how many vehicles would want to use the corridor, so all strategies were modeled as four lanes. Another comment was made regarding fuel economy and the Isthmus. <i>If a route takes a couple of minutes longer, but it is of a lower speed and provides better fuel economy, some drivers are willing to choose that route.</i> The percentage of those drivers who do choose based on that reasoning, are captured in the OD data, so if the model is calibrated, it accounts for those drivers. <i>Looking at the 2010 North Mendota Parkway study, the study added 50,000 persons on the north side of the lake shifted to the north, which will also cause a shift in trip origin.</i> The 2050 model will incorporate area land use plans and population growth. The DOA is predicting less population growth than previously expected, so the MPO distribution of that smaller growth likewise decreases in specific areas such as Waunakee and the rest of the area north of Lake Mendota. <i>There is a lot of growth slated to the north. A North Mendota Parkway would encourage that development even further north.</i> One way to determine the effects of this would be to do a what-if analysis. If an alternate corridor, such as a North Waunakee corridor, or other North Mendota corridor, showed promise in meeting the objectives, a further land use analysis would be performed. This could include an indirect and cumulative effects analysis and/or modifying demand model traffic analysis zones to reflect development that was redistributed as a result of the new roadway corridor. <i>Will the team do a growth rate analysis prior to the EIS?</i> 2050 Forecasts will be available this summer, well before the EIS and the corridors will be remodeled with the 2050 model.			
3.4	4/22/14	TEST CORRIDOR SOUTH OF WAUNAKEE Volumes ranged from 6,100vpd to 20,500vpd in the west and from 14,800vpd to 25,800vpd in the east, depending on speed. There are more local routes that compete with the new corridor, which is why as speed increases traffic volumes using the corridor increase substantially. CTH M			

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		traffic increases by about 44 percent at 60mph, far west Beltline traffic increases about 16 percent at 60mph. This South Waunakee Corridor decreases traffic on Century Ave by about 15 percent at 60mph, but this corridor has minimal impact on the Beltline and the Isthmus traffic volumes (~1 percent reduction at 60mph). <i>Conclusions:</i> - Volumes are 50 percent greater than the north Waunakee corridor option. - South corridor does not decrease traffic on STH 19 through Waunakee. The model shows that there is little change in traffic volume through Waunakee, but the team has heard, anecdotally, that some drivers will use STH 19 to CTH Q to avoid this route. More OD analysis will be performed. - Reduces Century Ave traffic up to 15 percent. - Increases traffic volumes on CTH M (east of CTH K) by up to 45 percent. - There were greater volumes on the northern part of the Beltline near CTH K. - South Waunakee corridor has essentially no effect on Isthmus traffic volumes. - South Waunakee corridor has essentially no effect on Beltline traffic volumes. <i>Comments:</i> Regarding the increase in volume on the far west Beltline and the decrease in volume on Century Ave, Beltline traffic doesn't travel at 60mph at all times of the day, especially if traffic is added during the peak hour. The model shows ~5,000vpd removed from Century Ave, and ~5,000vpd added to the Beltline. This is likely pointing to the fact that those trips are now being made via the Beltline. <i>Does the model look at safety factors?</i> This model doesn't take into account safety factors, but the study will. <i>Keep this strategy alive to be combined with other strategies.</i>			
3.5	4/22/14	OVERALL CONCLUSIONS - North Waunakee corridor reduces traffic in downtown Waunakee. - South Waunakee corridor reduces traffic on Century Ave.			

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		- On the west end: - o South Waunakee Corridor attracts 10,000-20,500vpd, depending on speed. - o North of Waunakee Corridor attracts 6,200-13,900vpd, depending on speed. - Neither corridor affects Beltline traffic or Isthmus traffic volumes to a large degree. Routes may impact trips on the Beltline, but there isn't a large effect on the total volume. These conclusions do not mean that this corridor has no merit. It also does not preclude it from being included in other strategy packages. <i>Comments:</i> There is a freeway conversion study of USH 12 that will look at this area. A temporary fix is slated for CTH K, using double left turns onto the Beltline.			
4.0	4/22/14	ENHANCED TRANSIT STRATEGY MODELING RESULTS Transit options that were initially considered: - Transit On-Beltline, 15 minute peak hour frequency, 30 minute off-peak. - Transit On & Off-Beltline, 15 minute peak hour frequency, 30 minute off-peak. - Bus Rapid Transit, 10 minute peak hour frequency, 15 minute off-peak. - Transport 2020 (not yet completed).			
4.1	4/22/14	TRANSIT ON BELTLINE <i>15 min peak our freq, 30 min off peak</i> Anticipated routing: Start at the World Dairy Center Stop at Dutch Mills Stop inline by WPS Stop at the south transfer point Stop inline at Todd drive Stop at the west transfer point Stop inline by City Center West Stop at the Middleton transfer point This option had an estimated 1050 daily boards, with approximately 380 new transit riders. It makes little difference in Beltline traffic volumes and essentially no traffic is removed from Isthmus. New parking was not assumed (only existing parking Dutch Mills). Strand will look into new parking. Service hours were not calculated at this point.	NEW		STRAND/ WISDOT

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4.2	4/22/14	TRANSIT ON/OFF BELTLINE <i>15 min peak our freq, 30 min off peak</i> Similar to the transit on Beltline option. Anticipated routing: Start at the World Dairy Center Stop at Dutch Mills Stop at Walmart Stop at the south transfer point Stop inline at Todd drive Stop at the west transfer point Stop at Greenway Blvd. This option has other stops between these main stops. There would be an estimated 1900 daily boards, with 600 new riders. Essentially no traffic is removed from the Isthmus. <i>Comments:</i> <i>What is missing, is a line with transit that runs from, for example, the capital to South Towne Walmart and back; quickly and efficiently. Time wise it is very inefficient without a fixed route (John Nolen to the Isthmus).</i> <i>*Note -These routes are in addition to the existing transit system.</i> <i>There is more employment density than housing density along the Beltline. It is difficult for transit to capture residential trips on the Beltline since there is limited housing on the Beltline. What residents will use the bus, rather than getting in their car? Tim Sobota has stated this as well. Park and rides is one solution. Park and rides are being looked at here at a high level. Where and how many will be looked at further down the line.</i> <i>If these transit routes were implemented in concert with TDM measures (subsidized fares, parking policy changes, etc), you may see a significant increase in ridership. The parking cost issue was looked at and there is some ability to customize this in the model.</i> <i>Jay Waldschmidt mentioned that, most trips exit within 4 interchange exits, so they are not likely to use transit the entire length of the Beltline.</i> <i>The way to capture riders is to intercept people before they get to the Beltline and to compete with their auto trip for time. If a 600 car park and ride lot was built by Cannon Ball Trail, that may remove ~600 rush hour trips from the</i>			

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		Beltline. That is the magnitude of solution a park and ride presents. It accomplishes important transportation objectives and will probably be part of a strategy package. It cannot, as a standalone strategy, meet all project objectives.			
		<i>*Note - These routes assume parking is available at each location. Transfer points assume a park and ride, while the other locations assume street access to parking.</i>			
4.3	4/22/14	BRT 10 min peak hour, 15 min off peak			
		The BRT option would have special features, including prepay, branding, stations etc. The MPO BRT study used a different method to estimate riders (new and existing). For that study, in the west, 8,800 riders were estimated with 1,150 new riders. In the east, ridership was estimated to be 3,500, with 330 new riders.			
		The team modeled the recommended BRT route from the Madison Transportation Board and came up with 4,000 to 11,700 riders, 800-10,200 being new. The low end of the estimate is if the BRT service is simply running as a bus on the same alignment. The high end is viewed as almost rail like service, with pay ahead, time advantages, branding, etc. These are comparable volumes between the two studies. There is almost no difference in Beltline traffic volumes (<300vpd). 100 to 1100vpd would be removed from Isthmus (~1 percent).			
		The MPO BRT study estimated 6,150 riders (~3,000), with 700 of those new for the south corridor. Many of the riders included in the ~6,150 are actually boarding close to the Isthmus, so the actual ridership would be closer to 3,000. The PEL Study model estimated between 4,500 to 8,800 riders with 1,300 to 7,700 of those new. Again, the low end of the estimate is if the BRT service as bus on the same alignment.			
		The high end has the advantage of a perceived travel time that is lower than actual travel time and a 6 minute advantage built into the mode choice constant. Riders get an equivalent benefit of 6 minutes in travel time savings due to it being a “premium mode”. A premium mode includes factors such as mode branding, better stop shelters, more knowable alignment and service.			
		What the TDMmode choice model is doing now, is viewing the BRT almost like a rail line, much more attractive than current bus service.			

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		A BRT sensitivity analysis was done to determine how altering factors affect the change in riders. - Treat BRT same as regular bus: lose 50 percent of riders. - Decrease fare \$0.25 = 5 percent increase in riders. - Change in frequency (10 to 15 minutes in peak and 15 to 30 minutes off peak: 27 percent decrease in riders. - Decrease time advantage from 6 to 4 minutes: lose 3 percent of riders. - Decrease time advantage from 6 to 2 min: lose 6.4 percent of riders. - Decrease time advantage from 6 to 0 minutes and remove the time factor: lose 14 percent of riders. Time factor - If the BRT was viewed as a rail, the model uses a factor. The premium mode gets a discount because (for in vehicle travel) the travel seems less onerous. It's a benefit for the premium mode. <i>Observations:</i> Beltline transit - Draws up to 2,000 riders - Has no effect on Beltline traffic volumes Bus Rapid Transit - EW draws up to 11,600 riders – up to 10,150 new - NS draws up to 8,800 riders – up to 7,700 new - Decreasing price has little effect on ridership - Treating the BRT as a new mode of transit, distinctly different from the existing bus service, has a large effect on ridership <i>*Note: Model may be adjusted to reflect BRT vs. Rail.</i> <i>Comments:</i> Ken Golden – <i>There are two enhancements when looking at the BRT with respect to the Beltline:</i> 1. <i>Extend the BRT to the west, so that it goes west of Junction Road.</i> 2. <i>Park and ride lot on the west side of the Beltline.</i> <i>The route needs to be extended past the limits of the Beltline on the east side as well, with a park and ride. This way, the BRT will best compete with Beltline trips. Reiner Road is where the original extension is shown. Also a park and ride in the Fitchburg area would be helpful</i> <i>Shouldn't there be a larger reduction in isthmus traffic, with such a large increase in new riders? The Isthmus is often the destination; most traffic does not travel through it as perceived. Perhaps it would be beneficial to look into how</i>	NEW		WISDOT/

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		<i>many fewer cars would enter the isthmus?</i>			STRAND
4.4	4/22/14	TRANSPORT 2020			
		The results for Transport 2020 are not done yet. Previous modeling showed 11,000 for 2030 daily ridership (The promotional number). The demand model is showing slightly less. The number of stops may be a disadvantage for this strategy. More results to come.			
4.5	4/22/14	OTHER COMMENTS			
		<i>Is there a way to differentiate auto traffic and truck traffic?</i> The team can look into this when modeling the south corridor, as the team only has a rough estimate of truck traffic at this point.	NEW		WISDOT/ STRAND
5.0	4/22/14	STUDY SCHEDULE/PI UPDATE			
		<i>Survey</i> – WisDOT enlisted the UW Survey Center to develop a Dane County resident survey (1,300 residents). It includes questions about biking and transit too. Results are expected in July.	NEW		WISDOT/ STRAND
		<i>Scheduled meetings</i> – A lot of presentations have been scheduled; many of them are complete. Some of these presentations have led to additional presentations. The team is not showing the same information that PAC members are seeing. When the modeling is complete, the team will setup some PIMs.			
		<i>Schedule</i> – The team will be looking at broad strategies through the summer, into early fall. The grouping of strategies will follow that.			
6.0	4/22/14	NEXT PAC MEETING			
		Next PAC Meeting – TBD			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®

Signed: Paul Nelson

Dated: 4-25-2014

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INVITEE NAME	COMPANY NAME	ATTENDED
Jay Waldschmidt	WisDOT – Central Office (BTS-ESS)	X
Jamie MacAlister	WisDOT – BTS EPDS	X
Jeff Held	Strand Associates	X
Joan Petersen	Strand Associates	X
Stephanie Thomsen	Strand Associates	X
Tom Lynch	Strand Associates	X
Mike Slavney	Vandewalle	X
Larry Barta	WisDOT – SWR Planning	X
Brandon Lamers	WisDOT – SWR Planning	X
Mary Robb	Vandewalle	X
David Dryer	City of Madison	X
Pam Dunphy	Dane County	X
Bill LeGore	Town of Windsor	X
Dan Stephany	City of Monona	X
Franco Marcos	WisDOT – SWR Planning	X
Carrie Cox	WisDOT	X
Kyle Hemp	WisDOT – SWR Traffic	X
Cole Buergi	Leonard & Finco	X
David Trowbridge	City of Madison	X
Bethaney Bacher-Gresock	FHWA	X
Rosie Meer	WisDOT – Central Office ENV	X
Tim Sobota	Madison Metro Transit	X
Kate Christopherson	Madison Metro Transit	X
Rodney Scheel	City of Stoughton	X
Erica Schmitz	Town of Dunn	X
Ken Leonard	Cambridge Systematics	X
Peggy Yessa	City of Madison	X
Carolyn Amegashie	WisDOT	X
Mike Rewey	NA	X
Dan Pruess	WisDOT – SWR Traffic	X
Bill Schaefer	MATRB (MPO)	X
Janet Nodorft	WisDOT	X
Mark Opitz	City of Middleton	X
Bill Burns	City of Verona	Phone
Dan Tempesta	Cambridge Systematics	Phone
Paul Nelson	Cotter	X

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1.0 6/12/14 REVIEW OF PEL SCREENING PROCESS

The team is evaluating stand-alone strategies to see if they can reduce traffic volumes on the Beltline. The evaluation process is iterative based on the primary people moving mode being evaluated, such as motor vehicle routes and transit.

If a strategy is viable (yes, no), the team will look at the scale of challenges posed (small or large) and if the strategy

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		is effective in removing traffic from the Beltline. If strategies are effective, they will be brought forward for additional investigation. If they are not deemed effective as standalone options, the team will consider them as a potential complement to other strategy packages. For example, Beltline buses don't take enough traffic off of the Beltline, to be considered a standalone strategy, however it may be brought forward as a supplement to another strategy.			
2.0	6/12/14	UPDATED TRANSIT STRATEGY PRELIMINARY MODELING RESULTS • Transit On-Beltline • Transit On & Off-Beltline • Bus Rapid Transit (Updated) • Expanded BRT • Transport 2020			
2.1	6/12/14	TRANSIT ON/OFF BELTLINE The goal is to make it efficient to get from one end of Beltline to the other. Transit options that were initially considered: <i>Transit On-Beltline - 15 minute peak hour frequency, 30 minute off-peak:</i> Anticipated routing: Start at the World Dairy Center Stop at Dutch Mills Stop inline by WPS Stop at the south transfer point Stop inline at Todd drive Stop at the west transfer point Stop inline by City Center West Stop at the Middleton transfer point In the 2010 demand model this option is expected capture ~1,130 daily boards (~380 new riders). By 2050, this option is expected to capture ~2,530 daily boards (~900 new riders). <i>Transit On & Off-Beltline - 15 minute peak hour frequency, 30 minute off-peak:</i> Anticipated routing. Start at the World Dairy Center Stop at Dutch Mills Stop at Walmart Stop at the south transfer point			

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		Stop inline at Todd drive Stop at the west transfer point Stop at Greenway Blvd. This option also has other stops between the main stops. With the 2010 demand model, this option is expected capture ~2,050 daily boards (~600 new riders). By 2050, this option is expected to capture ~4,860 daily boards (~1,330 new riders). <i>Comment (Mike Rewey): How do we get traffic from outside of Madison to not use the Beltline? This is being looked at as another strategy. What about people coming in from the south on USH 14, USH 12, USH 18/151. Are there ways to capture these incoming trips prior to reaching to the Beltline? There should be park and ride facilities with transit service south of the Beltline. This will be evaluated when looking at the Beltline crossings and the local system.</i> <i>Comment (Jay Waldschmidt): What if a route captured 25,000 riders? Would that be enough to be a standalone strategy? No, that is still not enough. The magnitude of relief is important to look at. When traffic is taken off of the Beltline network, some of the newly available capacity is taken up by other trips that would like to use the Beltline, but currently use different routes due to the congestion on the Beltline. In other words, the trips saved from transit would be replaced, at least in part, by those currently not using the Beltline, but would like to.</i> <i>Comment (Carrie Cox): What are the assumptions used in creating the demand model? Tom stated that some of this would be addressed later in the presentation. The demand model has a considerable number of parameters and inputs based on real travel habits. Route selection is based upon the quickest route available.</i> <i>*Note that the Beltline transit strategies were not modeled as a managed lane, but assumed the speed of Beltline traffic. Also, the 2050 Model has more households than it should. The DOA has revised these numbers downward, so the ridership numbers may also decrease when the model is updated with the new information.</i> Ultimately, the on/off Beltline transit options have little impact on Beltline traffic but some form of transit will be evaluated as part of strategy packages being developed later this year.			

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2.2	6/12/14	BRT 10 min peak hour, 15 min off peak The MPO BRT study used existing transit ridership as a baseline (aggregated around corridors) and applied growth factors to the baseline numbers to account for transit service improvements and socio-demographic growth. The PEL study used a travel demand model based on trip generation, mode split, and travel network. Though the methodology used to forecast ridership is different, the results are similar. <i>East/West Route:</i> For the MPO BRT study, ridership was forecasted to be 8,800 (1,150 new riders) in the west. In the east, ridership was estimated to be 3,500 (330 new riders). The PEL study forecasts 2010 ridership at ~11,900 daily boards (~7,600 new riders) and 2050 ridership at ~20,000 daily boards (~12,000 new riders). This route removed 900 to 1,100 vpd from the Isthmus and less than 400 vpd on the Beltline. Tom noted that although there isn't much change in Isthmus or Beltline traffic, the transit ridership and service levels are greatly improved. <i>North/South Route:</i> For the MPO BRT study, ridership was forecasted to be 3,400 daily boards (400 new riders) for the northern segment and ~3,000 daily boards (700 new) for the southern segment. Though the south segment ridership is shown at 6,150, many of the riders included in that figure are actually boarding close to the Isthmus, so the actual ridership on the outer portions of the route would be closer to 3,000. The PEL study forecasts 2010 ridership at ~9,400 daily boards (~5,500 new riders) and 2050 ridership at ~12,200 daily boards (~6,900 new riders). <i>Are trips counted independently?</i> Trips on the overlapping section (1st Street to Park Street) of the North/South and East/West routes are not necessarily originating within that shared section. There are different "markets" of people (assuming trips are originating from outside of the shared section). The two routes were modeled as separate runs and there may be some double counting in the shared section. The study team will review this overlap and determine the effect on ridership.	NEW		WISDOT/ STRAND

This route removed 900 to 1,100 vpd from the Isthmus and

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		less than 500 vpd on the Beltline.			
		<i>* Note that the PEL forecasted numbers shown have been refined in the model by a transit coefficient that provides attractiveness less than rail, but much higher than bus.</i> BRT Extension In a previous meeting, a comment was made that BRT should extend east and west beyond the Beltline. The route was extended to out to CTH M in the west (from Mineral Point Road to Old Sauk Road and to Greenway Blvd). In the east the route was extended out to Nelson Road, north on Reiner to the development near Costco and back through the American Family area. Extending the BRT route to include these employment centers and residential developments added between 870 and 1,015 new riders in 2010, depending on which western loop is modeled.			
2.3	6/12/14	TRANSPORT 2020 In 2008, the New Starts Application was submitted to FTA. The Transport 2020 effort used DMU vehicles and the estimated cost was \$255 million (2007 dollars). Ridership was forecasted at 11,000 in 2030. In 2009, the New Starts Application was withdrawn because of lack of RTA. When modeled in the demand model, ridership for 2010 was forecasted at 6,600. Ridership for 2050 was forecasted at 9,500. This is lower than what was forecasted in the Transport 2020 report (11,000). Transport 2020 did alter local transit networks to feed into the rail ridership. In other words, it forced parallel bus routes to feed the Transport 2020 system. The PEL forecast showed ~1,200 fewer trips through the Isthmus and essentially no change in Beltline volumes. The question is; why isn't the ridership equal to or greater than the BRT? One reason may be due to the difference in service intervals. The BRT offers 10 minute service during the peak and 15 minute service during the off peak, whereas Transport 2020 offers 20 minute service during the peak and 40 minute service during the off peak. The more frequent BRT service attracts more riders. <i>Summary:</i> Beltline Transit draws up to 2,000 riders, but has little affect on Beltline traffic volumes. Regarding Bus Rapid Transit, the EW draws up to 11,600 riders, with up to 10,150 new riders. The NS route draws up to 8,800 riders, with up to 7,700 new riders.			

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		Transport 2020 draws up to 9,500 riders in 2050, but also has little affect on Beltline traffic volumes.			
		Transit options provide small reductions to Beltline volumes, and therefore do little on their own to improve Beltline operations. Other substantial measures to improve Beltline operations would still be required. Transit options, or infrastructure accommodations, still could be part of a larger improvement with components in multiple modes.			
3.0	6/12/14	SOUTH RELIEVER PRELIMINARY MODELING RESULTS			
		<i>*Note that these results will be different than what is in the final report. The 2050 model has been developed, but the population forecast was reduced by DOA and as a result the Dane County demand model has to be revised.</i>			
		Looking at the population density map, the population seems to be growing axially from essentially Verona to Sun Prairie.			
		The employment growth map is being revised. The slide shows increment in job growth, not the total number of jobs. High employment growth areas can be seen at Epic and in the American Family area. It is expected that the Capital area will show growth, following the update.			
		The team is trying to determine how much traffic the south reliever alignment takes off of the Beltline. The team used Bluetooth (phones, tire pressure sensors) to collect OD data for this portion of the county. 120 Bluetooth detectors were stationed throughout the county, which enabled the team to determine where traffic is coming from and going to in much more detail than previously possible.			
		<i>*Note that this is Bluetooth data collected in September of 2012 by TADI for the Beltline O-D study.</i>			
		Through traffic from the Verona area, destined for the I-39 Interchange and beyond in the AM peak period makes up 24 percent of the total trips or approximately 950 vehicles. 76 percent of trips have destinations other than the I-39 Interchange. In the reverse (interstate to USH 18/151 - Verona) 32 percent of trips are coming from the I-39 Interchange to USH 18/151, or approximately 975 vehicles.			
		Looking at the daily trip distribution, approximately 45 percent of the trips are destined for the I-39 Interchange and beyond (~7,500 vpd). In the reverse direction, 45 percent of the total trips are destined to USH 18/151 – Verona from the I-39 Interchange.			

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		The percentage of trips between USH 151 to I-39 is much higher during off-peak than on-peak. When comparing the Travel Demand Model with the Bluetooth OD data, the travel demand model shows 46 percent of the total trips from USH 18/151 – Verona are destined for the I-39 Interchange. This is very close to the Bluetooth results. The reverse direction is also very close. <i>*Note that the percentage of regional traffic in the 2010 demand model is less than what the 2000 model had.</i> The Bluetooth data shows that more trips originating from outside the county are staying within Dane County rather than going through Dane County. <i>Comment: How many trips are going to Sun Prairie? More people are using USH 151 to/from the Sun Prairie area than what was previously modeled 10+ years ago.</i>			
3.1	6/12/14	SOUTH RELIEVER ASSIGNMENTS Looking at the South Reliever in 2010, the daily volume on the South Reliever ranges from 11,000 vpd to 23,000 vpd. The 2050 daily volumes range from 28,000 vpd to 39,000 vpd. Beltline volumes are affected more in the east than in the west. Starting in the western most part of the Beltline, there is minimal change in daily volumes (in 2010 or 2050). Reductions to the east range from 2,000 vpd just east of Verona Road to 10,000 vpd near the I-39 interchange (2010). Another interesting note is that the Beltline volume reductions remain the same or decrease in 2050 in comparison to 2010. <i>Comment: Does CTH PD play into this? It's kind of already used as a South Reliever.</i> <i>Select link analysis:</i> In an attempt to better understand how a South Reliever would affect traffic patterns, a select link analysis was done. A segment (link) of the model is singled out and the model is asked where are all of the trips are coming from, when traveling through that segment. Two maps showing the 2010 Beltline volumes with and without a South Reliever were compared. With a South Reliever fewer regional trips use the Beltline, but the Beltline fills up with more local trips. <i>Comment: With the South Reliever, how are the local routes affected? Do the local routes near the Beltline and South Reliever bear this out? This needs more investigation. A difference plot could be created to show this.</i>	NEW		WISDOT/ STRAND

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Comment: Are the trips always constant with and without the South Reliever? Can there be a failed trip (e.g. trips not entering the model) due to capacity? The trips will occur, but they may take a different route. The trip doesn't fail. This is different than in Paramics, where a trip can fail.

Why is the reduction in 2050 daily Beltline volumes lower than 2010? If a cordon line is drawn at Fish Hatchery and Verona Road, the throughput is 144,800 vpd in 2010 and 179,400 vpd in 2050. Both the Beltline daily volumes and the South Reliever daily volumes increase approximately the same amount; it just represents a smaller percentage of the Beltline volumes relative to the South Reliever volumes. Even though the South Reliever volumes grow at a much higher rate (3-10x), the demand for destinations directly accessed by the Beltline is so high that Beltline volumes continue to increase even with a South Reliever.

In 2010 almost half of the South Reliever traffic is from the Beltline, but in 2050 only about 10% of the South Reliever Traffic is from the Beltline.

Why does the Previous 2000 Travel Demand Model predict higher traffic volumes for the South Reliever in 2020? The analysis in 2002, for the 2020 model shows volumes similar to the 2050 volumes forecasted in the current model. Why the difference? For one, they are different types of models (Day based vs. 4 time period based).

Also, the newer OD data indicates that there are fewer regional trips using the corridor. A select link analysis of the 2010 Time of Day Model compared to the 2000 Daily Model illustrates the OD differences. The maps show the distribution of trips using South Reliever. With the new model, trips are distributed differently. For example, USH 151 towards Sun Prairie isn't shown on the 2000 map, but on the 2010 map, shows 1,500 vpd. In the old 2000 model, external nodes contributed 45 percent of traffic. In the new 2010 model, external nodes contribute 30 percent of traffic.

The household data is also different between the two models. There are 15 percent more households in the newer model, but only 5 percent more trips. *Does household size play a factor?* The newer model considers multiple person and multiple vehicle households.

CORRE put together a map showing the environmental constraints in the surrounding area of the South Reliever. Part of South Reliever (Town of Dunn area) goes through a variety of environmentally sensitive areas from USH 51 to I-

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		94, so a South Reliever terminating at USH 51 was modeled. Relative to the full South Reliever (connecting to I-39), this version attracts less daily volume (20,000 – 25,000 vpd). There is also a smaller reduction in Beltline traffic volumes. One question to ask is, when trips get to USH 51, where do they go? Many go north back to the Beltline. Some use the route to and from Stoughton. There are many routes to the south in use as alternatives to the Beltline. Could the existing local system be made more effective? The team plans to investigate connections at: - Whalen Road to USH 14 - CTH M to CTH B - An interchange at Lacy Road Preliminary results show adding an interchange at Lacy Road would increase volumes by ~4,500 vpd. The connection between Whalen Road and USH 14 would add ~1,000 vpd. CTH M to CTH B is still being determined. <i>A suggestion was made to investigate a connection between CTH M and STH 138.</i> <i>Comment: Does the analysis assume USH 51 is a 4 lane roadway? No, since it's not committed in the TIP.</i> <i>Observations:</i> A full South Reliever is able to capture a substantial amount of traffic. It has an effect on Beltline volumes, but doesn't reduce Beltline volumes enough to be a standalone improvement. A partial South Reliever has considerable utility, but as with the full version, it does not eliminate the need for other improvements. <i>Comment: Determine how much traffic wants to be on the Beltline (including trips that would like to use the Beltline).</i> OTHER DATA A chart was shown comparing travel speed on the Beltline, based on location and time period. The chart used colors to depict speed. <i>WB AM peak period on 9/11/12:</i> The colors indicate that congestion occurs suddenly, particularly from Todd Drive to the east. <i>WB PM peak period on 9/11/12:</i> The majority of congestion occurs between South Towne and Whitney Way.	NEW		WISDOT/ STRAND
			NEW		WISDOT/ STRAND

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		<i>EB AM peak period on 9/11/12:</i> Little congestion relative to the others.			
		<i>EB PM peak period on 9/11/12:</i> There is major congestion from Old Sauk to the interstate.			
4.0	6/12/14	REVISED WORK PROGRAM			
		Currently the team is looking at the feasibility of standalone strategies. In the fall the team will start investigating strategy packages (analyze individual components). The level of detail in which these will be investigated will increase. After that is complete, the team will then work on the draft and final reports in the Spring/Summer of 2015.			
5.0	6/12/14	UPDATE ON THE TRAVEL DEMAND MODEL AND DEVELOPMENT OF 2050 FORECASTS			
		Refinements are currently being made to the Base Year Model. The MPO (with the City of Madison) is redistributing households and employment based on new DOA projects (July 2014).			
		2050 forecasts may be ready in late July/early August.			
6.0	6/12/14	STUDY SCHEDULE AND PI UPDATE			
		<i>June:</i>			
		- Working on TDM model refinements.			
		- Finish existing Paramics.			
		<i>July/August/September:</i>			
		- 2050 demand model revisions.			
		- Demand modeling of Beltline improvements and connections start in July and go into the fall.			
		- Future Paramics work will start in August and carry into September.			
		- An interim report is due in September.			
		<i>Survey:</i>			
		The survey was sent out to 1300 Dane County residents and achieved a 48% response rate. Results are expected in July.			
		<i>PI:</i>			
		Earlier this year the PI team sent outreach letters to organizations and offered to present. Many presentations were scheduled and many have already taken place (37 meetings were scheduled, 29 completed). The PI team is continuing to reach out and provide information.			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates – Madison, WI**DATE and TIME:** 6/12/14 1:30 – 3:00 PM**SUBJECT:** TAC/Monthly Progress Meeting

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Paul Nelson**Dated:** 6-25-2014

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates – Madison, WI**DATE and TIME:** 6/23/14 6:00 – 8:00 PM**SUBJECT:** PAC Meeting

INVITEE NAME	COMPANY NAME	ATTENDED
Jay Waldschmidt	WisDOT – Central Office (BTS-ESS)	X
Jamie MacAlister	WisDOT – BTS EPDS	X
Stephanie Thomsen	Strand Associates	X
Tom Lynch	Strand Associates	X
Mike Slavney	Vandewalle	X
Larry Barta	WisDOT – SWR Planning	X
Brandon Lamers	WisDOT – SWR Planning	X
Bruce Stravinski	Town of Windsor	X
Ken Golden	MPO	X
Steve Hiniker	1000 Friends of Wisconsin	X
Terry Enge	Town of Westport	X
Hans Hilbert	City of Middleton	X
Manfred Enburg	Town of Verona	X
Joe Conduah	WisDOT	X
Susan Schmitz	DMI	X
Dorothy Krause	City of Fitchburg	X
Paul Nelson	Cotter	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0	6/23/14	REVIEW OF PEL SCREENING PROCESS			
		Tom Lynch went through a brief overview of the PEL Process. The team is evaluating at stand-alone strategies to see if they can reduce traffic volumes on the Beltline. The evaluation process is iterative based on the primary people moving modes being evaluated, such as motor vehicle routes and transit. Stand alone strategies are evaluated based on viability, challenges, and effectiveness.			
2.0	6/23/14	UPDATED TRANSIT STRATEGY PRELIMINARY MODELING RESULTS			
		Transit On-Beltline Transit On & Off-Beltline Bus Rapid Transit (Updated) Expanded BRT Transport 2020			
		<i>*Note that 2050 forecasts will be revised (likely lower) due to revisions in the population projection.</i>			
2.1	6/23/14	TRANSIT ON/OFF BELTLINE			
		Transit On-Beltline - 15 minute peak hour frequency, 30 minute off-peak:			
		Anticipated routing: Start at the World Dairy Center Stop at Dutch Mills			

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		Stop inline by WPS Stop at the south transfer point Stop inline at Todd drive Stop at the west transfer point Stop inline by City Center West Stop at the Middleton transfer point In the 2010, demand model this option is expected to capture ~1,130 daily boards (~380 new riders). By 2050, this option is expected to capture ~2,530 daily boards (~900 new riders). <i>Transit On & Off-Beltline - 15 minute peak hour frequency, 30 minute off-peak:</i> Anticipated routing. Start at the World Dairy Center Stop at Dutch Mills Stop at Walmart Stop at the south transfer point Stop inline at Todd drive Stop at the west transfer point Stop at Greenway Blvd. This option uses the Broadway, Mineral Point, and Whitney Way corridors to capture more ridership. With the 2010 demand model, this option is expected to capture ~2,050 daily boards (~600 new riders). With the 2050 demand model, this option is expected to capture ~4,860 daily boards (~1,330 new riders). Ultimately, the on/off Beltline transit options have little impact on Beltline traffic but some form of transit will be evaluated as part of strategy packages being developed later this year. Routes to be modeled: A route that captures trips before they get to the Beltline. A route that has nodes to park outside of the Beltline, with trips to the downtown Madison employment center. Some of these routes currently exist, others do not.			
2.2	6/23/14	BUS RAPID TRANSIT (BRT) <i>10 min peak hour, 15 min off peak</i> The MPO BRT study used existing transit ridership as a baseline (aggregated around corridors) and applied growth factors to the baseline numbers to account for transit service improvements and socio-economic growth. The PEL study			

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		used a travel demand model based on trip generation, mode split, and travel network. Though the methodology used to forecast ridership is different, the results are similar.			
		<i>East/West BRT Route:</i> For the MPO BRT study, ridership was forecasted to be 8,800 (1,150 new riders) in the west. In the east, ridership was estimated to be 3,500 (330 new riders).			
		The PEL study forecasts 2010 ridership at ~11,000 daily boards (~6,900 new riders) and 2050 ridership at ~20,000 daily boards (~12,000 new riders). This route removed 900 to 1,100 vpd from the Isthmus and less than 400 vpd on the Beltline. <i>*Note – Revised since PAC Meeting.</i>			
		<i>North/South BRT Route:</i> For the MPO BRT study, ridership was forecasted to be 3,400 daily boards (400 new riders) for the northern segment and ~3,000 daily boards (700 new) for the southern segment. Though the south segment ridership is shown at 6,150, many of the riders included in that figure are actually boarding close to the Isthmus, so the actual ridership on the outer portions of the route would be closer to 3,000.			
		The PEL study forecasts NS 2010 ridership at ~8,600 daily boards (~5,500 new riders) and 2050 ridership at ~11,000 daily boards (~6,900 new riders). <i>*Note – Revised since PAC Meeting.</i>			
		This route removed 900 to 1,100 vpd from the Isthmus and less than 500 vpd on the Beltline. The model forecasts greater ridership, but the trips removed from the Beltline are minimal.			
		There is still the question of double counting riders near downtown Madison, where the East/West Route overlaps with the North South Route. The team is investigating this. To test it, the Study team ran both models together, so the routes will compete against one another to determine the overlap. Though there may be some double counting, this overlap would also offer an increase in service (5 minute intervals). This modeling showed that there were about 2,400 riders being double counted. Meaning that if run individually the routes attracted 19,600 riders and if run together the routes attracted 17,200 riders. <i>*Note – Added since PAC Meeting.</i>	NEW		WISDOT/ STRAND
		BRT Extension In a previous meeting, a comment was made that BRT should extend east and west beyond the Beltline. The route			

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		was extended out to CTH M in the west (from Mineral Point Road to Old Sauk Road and to Greenway Blvd). In the east the route was extended out to Nelson Road, north on Reiner to the development near Costco and back through the American Family area. Extending the BRT route to include these employment centers and residential developments added between 870 and 1,015 new riders in 2010 depending on which western loop is modeled. <i>Comment: Does this assume that there is sufficient parking at each of the BRT stations.</i> <i>Comment: During the MPO BRT study there was a point in time in which they discussed having the BRT split and having one element go west on University Avenue to Middleton. Consider this in addition to the other extensions.</i> <i>Comment: Should Madison Metro Transit be managing these outside circulators?</i> <i>Comment: At some point the BRT just becomes a large bus. Cost effectiveness is important to consider with all of the infrastructure costs. Cannot go outside of Madison unless contracted by outside municipality.</i> <i>* Note that the PEL forecasted numbers shown have been altered by a transit experience coefficient less than rail, but much higher than bus.</i>	NEW		WISDOT/ STRAND
2.3	6/23/14	TRANSPORT 2020 In 2008, the New Starts Application was submitted to FTA. The Transport 2020 effort used DMU vehicles and the estimated cost was \$255 million (2007 dollars). Ridership was forecasted at 11,000 in 2030. In 2009, the New Starts Application was withdrawn because of lack of RTA. When modeled in the travel demand model, ridership for 2010 was forecasted at 6,600. Ridership for 2050 was forecasted at 9,500. This is lower than what was forecasted in the Transport 2020 report (11,000). Transport 2020 did alter local transit networks to feed into the rail ridership. In other words, it forced parallel bus routes to feed the Transport 2020 system. The PEL forecast showed ~1,200 fewer trips through the Isthmus and essentially no change in Beltline volumes. The question is; why isn't the ridership equal to or greater than the BRT? One reason may be due to the difference in service intervals. The BRT offers 10 minute service during the peak and 15 minute service during the off peak, whereas			

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		Transport 2020 offers 20 minute service during the peak and 40 minute service during the off peak. The more frequent BRT service attracts more riders. <i>Summary Observations:</i> Beltline Transit draws up to 2,000 riders in 2010 and 4,900 riders in 2050, but has little affect on reducing Beltline traffic volumes. Regarding Bus Rapid Transit, in 2010 the EW route draws up to 11,000 riders, with up to 6,900 new riders. In 2010 the NS route draws up to 8,600 riders, with up to 5,500 new riders. Transport 2020 draws up to 9,500 riders in 2050, but also has little affect on Beltline traffic volumes. Transit options provide small reductions to Beltline volumes, and therefore do little on their own to improve Beltline operations. Other significant measures to improve Beltline operations would still be required. Transit options, or infrastructure accommodations, still could be part of a larger improvement w/ components in multiple modes. <i>Comment: The models are all based on the behavior of older generations. Millennials are driving less. There are locations asking for more service. Transit use will likely increase and the numbers would then be bolstered, though it likely wouldn't change the result.</i> <i>Comment: The purpose of BRT was not to substitute the Beltline, but to recognize that the roads leading to downtown, parking, and other infrastructure are difficult to expand if we were going to increase the number of employees working downtown, they needed an alternative means of getting downtown without having to drive, so these ridership numbers become significant.</i> <i>Comment: Even if the forecasts were off by orders of magnitude, it would not likely solve Beltline problems. Also, the infrastructure has to be in place to accommodate the demand.</i>			
3.0	6/23/14	SOUTH RELIEVER PRELIMINARY MODELING RESULTS <i>*Note that these results will be different than what is in the final report. The 2050 model has been developed, but the population forecast was reduced by the DOA and as a result the Dane County demand model has to be revised.</i> Looking at the population density map, the population seems to be growing axially from essentially Verona to Sun			

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		Prairie. The employment growth map is being revised. The increment in job growth is being measured here, not the total number of jobs. High employment growth areas can be seen at Epic and in the American Family area. It is expected that the Capital area will show growth, following the update. <i>Comment: Pair the employment growth map with a total employment map. Some areas are white because communities land use plans say it shouldn't develop.</i>	NEW		WISDOT/ STRAND
		The team is trying to determine how much traffic the alignment takes off of the Beltline. Just as in the case of the North Mendota Parkway, the closer the route, the more trips are taken. The team used Bluetooth (phones, tire pressure sensors) to collect OD data for this portion of the county. 120 Bluetooth detectors were stationed throughout the county, which enabled the team to determine where traffic is coming from and going to in much more detail than previously possible. <i>*Note that this is actual Bluetooth data collected in September of 2012 by TADI for the Beltline O-D study.</i> Through traffic from the Verona area, destined for the I-39 Interchange and beyond in the AM peak period makes up 24 percent of the total trips or approximately 950 vehicles. 76 percent of trips have destinations other than the I-39 Interchange. In the reverse (interstate to USH 18/151 - Verona) 32 percent of trips are coming from the I-39 Interchange to USH 18/151, or approximately 975 vehicles. Looking at the daily trip distribution, approximately 45 percent of the trips are destined for the I-39 Interchange and beyond (~7,500 vpd). In the reverse direction, 45 percent of the total trips are destined to USH 18/151 – Verona from the I-39 Interchange. The percentage of trips between USH 151 to I-39 is much higher during off-peak than on-peak. <i>Comment: Is there any way to distinguish between commercial traffic and passenger traffic? Larry noted that the team will have a better idea of truck traffic in the future.</i> When comparing the Travel Demand Model with the Bluetooth OD data, the travel demand model shows 46 percent of the total trips from USH 18/151 – Verona are destined for the I-39 Interchange. This is very close to the Bluetooth results. The reverse direction is also very close.			

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3.1	6/23/14	SOUTH RELIEVER ASSIGNMENTS Looking at the South Reliever (SR) in 2010, the daily volume ranges from 11,000 vpd to 23,000 vpd. The 2050 daily volumes range from 28,000 vpd to 39,000 vpd. Why is volume on the west end of the route lower? <i>Potential trips:</i> Looking at the Bluetooth OD data, from locations along the Beltline, there are ~16,000 potential trips to Verona, ~12,800 trips to Oregon, and ~7,300 trips to Stoughton. Of the potential trips, the SR captures 90 percent of the trips in the east segment, 70 percent in the central segment, and percent in the west segment. The south reliever distance is 30 percent longer, relative to the equivalent Beltline trip for the west segment. To attract trips away from the Beltline, a time advantage of 30 percent or more has to be created, which is very hard to do. The disadvantages for the other legs of the SR are only ~8 percent. <i>SR projected volumes:</i> Starting in the western most part of the Beltline, there is minimal change in daily volumes (neither in 2010 or 2050). Beltline volume reductions to the east range from 2,000 vpd just east of Verona Road to 10,000 vpd near the I-39 interchange (2010). Beltline volume reductions remain the same or decrease in 2050 in comparison to 2010. Rush hour volumes are key. A 10,000 vpd daily reduction might amount to 1,000 veh hourly reduction in both directions, which amounts to about 1/3 of a lane of traffic and in 2050 it is less than that. <i>Select link analysis:</i> In an attempt to better understand why the reductions on the Beltline are less in the west, relative to the east, a select link analysis was done. A segment (link) of the model is singled out and the model is asked where all of the trips come from that travel through that segment. Two maps showing the 2010 Beltline volumes with and without a South Reliever were compared. With a South Reliever fewer regional trips use the Beltline, but the Beltline fills up with more local trips. Looking at USH 151 (from the west), ~4,000 vehicles heading towards or through the Madison area choose to use the SR rather than the Beltline. There is a similar situation on USH 14. Approximately 3,000 vehicles are using the SR rather than the Beltline. <i>Comment: The primary beneficiaries of a SR are those who live or work at the margins of the county or beyond. Likely those people and those traveling through the county.</i>			

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		<i>Comment: Since CTH PD parallels the Beltline, have you thought of improving CTH PD to USH 14. Currently, there is no local system that parallels the Beltline route. This type of solution is something that will be investigated.</i> Why is the reduction in 2050 daily Beltline volumes lower than 2010? Difference plots were created to try to answer this. These plots show that there is less relief of local routes in 2050 (generally because of greater volumes on the entire system). If a cordon line is drawn at Fish Hatchery and Verona Road, the throughput is 144,800 vpd in 2010 and 179,400 vpd in 2050. Both the Beltline daily volumes and the South Reliever daily volumes increase approximately the same amount; it just represents a smaller percentage of the Beltline volumes relative to the South Reliever volumes. Even though the South Reliever volumes grow at a much higher rate (3-10x), the demand for destinations directly accessed by the Beltline is so high that Beltline volumes will continue to increase even with a South Reliever. In 2010 almost half of the South Reliever traffic is from the Beltline, but in 2050 only about 10 percent of the South Reliever Traffic is from the Beltline. Also note the possibility of development shifting with a South Reliever. Why did the Previous 2000 Travel Demand Model predict higher traffic volume for the South Reliever in 2020? The analysis in 2002, for the 2020 model shows volumes similar to the 2050 volumes forecasted in the current model. Why the difference? For one, they are different types of models (Day based vs. 4 time period based). Also, the newer OD data indicates that there are fewer regional trips using the corridor. A select link analysis of the 2010 Time of Day Model compared to the 2000 Daily Model illustrates the OD differences. The maps show the distribution of trips using South Reliever. With the new model, trips are distributed differently. For example, USH 151 towards Sun Prairie isn't shown on the 2000 map, but on the 2010 map, shows 1,500 vpd to/from there. In the old 2000 model, external nodes contributed 45 percent of traffic. In the new 2010 model, external nodes contribute 30 percent of traffic. <i>Household Data:</i> The household data vs. trip pat is also different between the two models. There are 15 percent more households in the			

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		newer model, but only 5 percent more trips. <i>Comment: Is that because of greater density in the city?</i> WisDOT purchased National Household Travel Survey data in 2002 and was able to obtain the number of trips per household and the number of vehicles per household. With the 2012 model, this breakout of data between time periods, household, and origins and destinations resulted in a slightly decreased overall trip generation for Dane County. The newer model also considers multiple person and multiple vehicle households, so the model is able to assign trips more accurately. The newer model is more sophisticated. <i>*Note that this is Dane County household data.</i> <i>Comment: Is this trending toward people living closer to where they work?</i> There are lots of possible reasons. WisDOT is conscious of trends and monitoring them, but is cautious about incorporating them into forecasting tools. <i>Comment: Is this general trend seen in VMT?</i> There is not a direct correlation, but VMT and trip generation are a parallel phenomenon. Every area is different. Dane County is growing, whereas other counties are not. The model is Dane County specific, so it shows growth. Bluetooth data was used to understand the OD for trips coming from outside Dane County and was used to calibrate the demand model. <i>Environmental Constraints:</i> CORRE put together a map showing the environmental constraints in the surrounding area of the South Reliever. Part of the South Reliever (Town of Dunn area) goes through a variety of environmentally sensitive areas from USH 51 to I-94, so a South Reliever terminating at USH 51 was modeled. Relative to the full South Reliever (connecting to I-39), this version attracts less daily volume (20,000 – 25,000 vpd). There is also a smaller reduction in Beltline traffic volumes. <i>Existing East West Roadways:</i> <i>Comment: Couldn't we make the local system more effective?</i> There is a need. The team is just starting to investigate. There are many routes to the south in use as alternatives to the Beltline. Could the existing local system be made more effective? The team plans to investigate connections at: Interchange at Lacy Road Whalen Road to USH 14	NEW		WISDOT/ STRAND

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		CTH M to CTH B			
		Preliminary results show adding an interchange at Lacy Road would increase volumes by ~4,500 vpd. The connection between Whalen Road and USH 14 would add ~1,000 vpd. CTH M to CTH B is still being determined.			
		<i>Comment: Is the team doing any counts on Whalen?</i> No.	NEW		WISDOT/ STRAND
		Some other connections were suggest: Connect Whalen Road to CTH B. Connect CTH PD to USH 14 or to USH 51. It's close and parallel, so it is likely to capture a lot of trips.			
		<i>Observations:</i> A full South Reliever is able to capture a substantial amount of traffic. It has a significant effect on Beltline volumes but doesn't reduce Beltline volumes enough to be a stand alone improvement. A partial South Reliever has considerable utility, but as with the full version, it does not eliminate the need for other improvements.			
3.2	6/23/14	OTHER DATA			
		A chart was shown comparing travel speed locations on the Beltline, based on location and time period. The chart used colors to depict speed.			
		<i>WB AM peak period on 9/11/12:</i> The colors indicate that congestion occurs suddenly, particularly from Todd Drive to the east.			
		<i>WB PM peak period on 9/11/12:</i> The majority of congestion occurs between South Towne and Whitney Way.			
		<i>EB AM peak period on 9/11/12:</i> Little congestion relative to the others.			
		<i>EB PM peak period on 9/11/12:</i> There is major congestion from Old Sauk to the interstate.			
4.0	6/23/14	REVISED WORK PROGRAM			
		Currently the team is looking at the feasibility of standalone strategies. In the fall the team will start investigating strategy packages (analyze individual components). The level of detail in which these will be investigated, will increase. After that is complete, the team will then work on the draft and final reports in the Spring/Summer of 2015.			

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5.0	6/23/14	UPDATE ON THE TRAVEL DEMAND MODEL AND DEVELOPMENT OF 2050 FORECASTS Refinements are currently being made to the Base Year Model. The MPO (with the City of Madison) is redistributing households and employment based on new DOA projects (July 2014). 2050 forecasts may be ready in early August.			
6.0	6/23/14	STUDY SCHEDULE AND PI UPDATE <i>June:</i> - Working on TDM model refinements. - Finish existing Paramics. <i>July/August/September:</i> - 2050 demand model revisions. - Demand modeling of the Beltline improvements and connections start in July and go into the fall. - Future Paramics work will start in August and carry into September. - An interim report is due in September. This study will investigate capacity expansion, but the team is investigating what else can be done prior to looking at capacity expansion. <i>Comment: Intersection improvements on East Washington reduced the need for expansion. Ken Golden was curious how much congestion would be removed with interchange/intersection improvements. This is an operations model (Paramics) task, which will occur in the fall and winter, though the next meeting may have information about volumes.</i> <i>Comment: What if the public had real information about route timing? Perhaps trips could be spread to alleviate the peak.</i> <i>Comment: The rail line from Oregon to the north is being reactivated; can the team look at this in the model? Ken Golden noted that this was screened in Transport 2020, but at the time Fitchburg's pitch used a neighborhood plan that didn't exist to account for ridership.</i> <i>Survey:</i> The survey was sent out to 1300 Dane County residents and achieved a 48 percent response rate. Results are expected in July.			

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PI:

Earlier this year the PI team sent outreach letters to organizations and offered to present. Many presentations were scheduled and many have already taken place (37 meetings were scheduled, 29 completed). The PI team is continuing to reach out and provide information.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Paul Nelson**Dated:** 7-3-2014

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates – Madison, WI**DATE and TIME:** 9/10/14 1:30 – 3:30 PM**SUBJECT:** TAC/Monthly Progress Meeting

INVITEE NAME	COMPANY NAME	ATTENDED
Tom Koprowski	WisDOT	X
Bill Schaefer	MATRB (MPO)	X
Jamie MacAlister	WisDOT – BTS EPDS	X
Kamran Mesbah	CARPC	X
Joe Conduah	WisDOT	X
Erica Schmitz	Town of Dunn	X
Jen Murray	WisDOT	X
Mary Robb	Vandewalle & Associates	X
Dan Stephany	City of Monona	X
Janet Nodorft	WisDOT	X
Ken Leonard	Cambridge Systematics	X
Tim Sobota	Metro Transit	X
Franco Marcos	WisDOT – SWR Planning	X
Jon Johnston	WisDOT	X
Jennifer Grimes	WisDOT – SWR Environmental	X
Kyle Hemp	WisDOT – SWR Traffic	X
Jeff Held	Strand Associates	X
Brandan Lamers	WisDOT – SWR Planning	X
David Trowbridge	City of Madison	X
Mike Rewey	-	X
Carolyn Amegashie	WisDOT	X
Rodney Scheel	City of Stoughton	X
Bill Burns	City of Verona	X
Pam Dunphy	Dane County	X
Stephanie Thomsen	Strand Associates	X
Tom Lynch	Strand Associates	X
Joan Petersen	Strand Associates	X
Larry Barta	WisDOT – SWR Planning	X
Susan Finco	Leonard and Finco	X
Dan Tempesta	Cambridge Systematics	Phone
Paul Nelson	Cotter Consulting	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0	9/10/14	REVIEW RESULTS OF THE UW SURVEY CENTER TRANSPORTATION SURVEY OF DANE COUNTY RESIDENTS			
		The survey was mailed to 1300 Dane County residents in April and May of 2014. It consisted of 24 questions and the mailings were distributed to provide a representative sample of Dane County. The survey received a response rate of nearly 52 percent of deliverable surveys. Half of the questions focused on motor vehicle use and the other half focused on transit and bike-ped usage. Because the survey was sent to a geographically representative sample from Dane County, responses were from throughout the county, not just near the Beltline or			

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		Madison.			
		<i>Motor Vehicle:</i> Of all the responses, 91 percent use cars as their primary mode of transportation, 3 percent use bicycles, 5 percent use bus and 2 percent walk. These numbers are consistent with other data from the MPO and other surveys. Of all Dane County responses, 92 percent consider convenience when making their choice in transportation. Other considerations include cost (34 percent), lifestyle (44 percent), and ownership (11 percent). <i>Beltline Users:</i> Of all responses, 62 percent use the Beltline more than 3 times per week and of those who use the Beltline during rush hour, 47 percent use it to commute to and from work. 69 percent of those using the Beltline during rush hour sometimes seek alternate routes (Downtown, County PD, Broadway, etc.). Of those drivers using Beltline during rush hour, the majority of both EB and WB drivers consider the congestion unacceptable between Verona Road and I-39/90 (62 and 61 percent respectively). Of all Dane County residents, support for Beltline improvements (adjustments, local road overpasses, roadway changes, etc.) was high, with the exception of express lanes with tolls. <i>Transit:</i> Of all responses, 52.5 percent have scheduled bus service available at work and home, but of those with bus service, 23 percent use buses to travel to work or other activities (i.e. 12 percent net). This conflicts with the previous statistic, showing that 5 percent use transit as their primary mode. This data can be queried using GIS to understand how more centrally located respondents use transit. Based on this survey, weather affects ridership. Inclement weather increases ridership for regular transit riders. Of all responses, the factors that discourage transit use as a main source of transportation include: - Number of bus routes in neighborhood (37 percent) - Number of bus routes near destination (29 percent) - Frequency of bus service (34 percent) - Length of ride using buses (39 percent) - Cost (11 percent) - Needing motor vehicle for work (55 percent)	NEW		WISDOT/ STRAND

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- **Flexibility of a motor vehicle (68 percent)**
- Bad weather (31 percent)

Of all responses, the factors that encourage transit use include:

- More frequent service (26 percent)
- Faster service (28 percent)
- Eliminate transfers (28 percent)
- More reliable service (20 percent)
- Bus stop closer to home/destination (31 percent)
- More stops with shelters or benches (17 percent)
- **Lower fares (13 percent)**
- Park and rides with express service (27 percent)
- More comfortable buses/more amenities (11 percent)

It was noted that those respondents who do not have an option to use transit are captured in this, which may skew the numbers.

Bike/Ped:

Based on this survey, weather affects those who walk or bike. Inclement weather decreases the number of walkers and bikers. Some of these individuals may be switching to transit, which would account for some of the increase in ridership during poor weather conditions.

Of all Dane County responses, the factors that prevent people from walking/biking include:

- **Distance/time (69 percent)**
- **Bad weather (65 percent)**
- Number of bike paths/lanes (38 percent)
- Health concerns (23 percent)
- Safety (39 percent)
- **Needing motor vehicle for work (56 percent)**
- **Flexibility of a motor vehicle (66 percent)**

Of all responses, the level of support for funding transportation alts to driving on the Beltline is as follows:

- Increase bus frequency (26 percent)
 - 35 percent were not in support.
- Extend bus service (35 percent)
 - 28 percent were not in support.
- Bus rapid transit service (35 percent)
 - 28 percent were not in support.
- Park and ride with bus/bike service (35 percent)
 - 28 percent were not in support.
- Sidewalks/bike paths/ped/bike overpasses (39 percent)
 - 29 percent were not in support.

*Note that this question is not identical to the level of support for Beltline improvements because it has the word "funding"

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		in it. There may be a greater level of support for the improvements themselves. <i>Comment: Regarding Beltline improvements, people may think improvements will fix their commute and will be done at no cost to them. Improvements may not fix their commute, which may be a reason why people were opposed to toll lanes.</i> <i>Comment: Why weren't express lanes and toll lanes separated out? People are answering based on tolls, not express lanes.</i> <i>Comment: The Beltline improvements question does not address funding (transportation alternatives question does).</i>			
2.0	9/10/14	MPO GROWTH ALLOCATION Bill Schafer and the MPO staff interviewed municipalities and their planners to help determine the allocation of the growth in those communities. Based on the WDOA projections for each community. There is a control total for the county and urban service area, which has to be met. Note that the MPO is not deciding between, for example, Deforest and Waunakee. They are getting that information from the Regional Planning Commission and the WDOA. <i>Dane County population growth:</i> From 1970 to 2010, the Dane County has had an annual exponential population growth of 1.3 percent. Wisconsin DOA population projections for 2010 to 2040 show an annual exponential growth of 0.7 percent. The growth was extrapolated to 2050 for this study and for the demand model for the MPO area. <i>Where will household growth occur?</i> A map was displayed, showing the change in households per acre. Of Madison's growth (31,700 new households), nearly one third is expected to occur in the isthmus. Sun Prairie is expected to grow by about 6,000 households, while other surrounding municipalities are expected to grow by 2,000 to 4,000 households per acre. Looking at the total 2050 household density per acre, the isthmus area still shows the greatest densities. <i>Comment: Is the population density based on student housing downtown?</i> The MPO worked with the City of Madison planning to determine where new housing would be built. For the forecast, assumed a little higher rate of infill and redevelopment. The only significant student housing development is the Hub on State Street. The majority of			

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		development is for young professionals. Dave Trowbridge mentioned that applications for new apartment projects cite young professionals specifically.			
		<i>Where will employment growth occur?</i> Of the expected 13,000 new job growth in Verona, 6,000 to 7,000 can be attributed to EPIC (This may actually be underestimated).			
		Of the expected 45,500 new jobs, in Madison, only about 10 percent of the growth is in isthmus. Looking at the total employment per acre, in addition to the isthmus, there is a fair amount of growth near the Beltline and Interstate Interchange.			
		<i>Comment: Does University employment get spread throughout the isthmus, or is it based on where human resource building is located?</i>	NEW		WISDOT/ STRAND
3.0	9/10/14	DEMAND MODELING UPDATE			
		The updated allocation is being used in the demand model and the model itself has been recalibrated.			
3.1	9/10/14	UPDATE/REFINEMENT ON NORTH MENDOTA HIGHWAY 19 TRAVEL PATTERNS			
		Initial modeling of a south of Waunakee NMP alignment would not reduce traffic on WIS 19 in Waunakee. At a past meeting, some indicated (personal and observed experience) that drivers were traveling through Waunakee to avoid County M. If so, a south Waunakee alignment could relieve downtown Waunakee.			
		Bluetooth analysis of 2012 data confirmed that of traffic on WIS 19 originating from the interstate (and the area east of it), heading southwest toward the Middleton area, about 50 percent is going through Waunakee and the other 50 percent is using County M. In the opposite direction, 46 percent is going through Waunakee and 54 percent is using County M.			
		<i>Does the demand model show the same thing?</i> Dan Tempesta provided a screen capture of a select link analysis that was done on WIS 19. It captures traffic through Waunakee and on County M, but did not capture much on County Q; instead it is pushing that traffic farther west.			
		OD analysis suggests a south Waunakee corridor could reduce downtown Waunakee volumes. Volume reduction on the Beltline would still be insignificant.			

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		<i>Comment: The model shows little traffic on County K, which is wrong. A lot of drivers go through Waunakee because County M and K are so congested. This is just a select link on WIS 19. It shows where all the traffic is coming and going through a specific link in the model</i> This is a constrained model. The team could do an unconstrained condition for the entire network and show it at the next meeting. In a previous TAC meeting, it was shown that a North Mendota Parkway attracts a lot of traffic (15,000 to 30,000 vpd). This traffic, however, is not being taken from the Beltline. There is merit in that roadway itself, but it doesn't solve any objectives for the Beltline study. <i>Constraints in the isthmus may drive what Madison's interest is here. What's the reaction if the isthmus is constrained further? What if one lane is a dedicated BRT? In the unconstrained condition, more would use Gorham and Johnson. How does the rest of the system react?</i>	NEW		WISDOT/ STRAND
3.2	9/10/14	BELTLINE – UNCONSTRAINED AND EXPANSION The problem is more than just traffic volumes. High volumes of merge/diverge traffic can cause significant turbulence that significantly slows average speeds. Looking at the Beltline near the Stoughton Road interchange during the morning peak period, WB and EB traffic are similar volume, yet EB is relatively uncongested, while WB is at a standstill. The demand model can show constrained or unconstrained volumes. Constrained forecasts only allow as much traffic as that roadway link can accommodate. To use a pipe analogy, there may be 140,000 vehicles that would like to use a given route, but based on the diameter of the pipe (roadway capacity), only 100,000 vehicles are able to use it. The excess take alternative routes. *Note: There are other considerations, such as induced demand and traffic volume trends; however, this meeting will focus on direct demand assignments. <u>Beltline 2010 unconstrained growth:</u> This condition represents the amount of new traffic that would use the Beltline in 2010 if there were no capacity constraints. Looking at the west end of the Beltline there is a minimal traffic volume increase, possibly indicating that the Beltline already has enough capacity to accommodate the traffic that wants to use it. Between Verona Road and			

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		Stoughton Road, however, there is a more substantial increase. Looking specifically between Park Street and Fish Hatchery Road, 13,000 vpd more vehicles would like to use the Beltline here, but cannot. <i>When the increase occurs:</i> The travel demand model has 4 time periods associated with it. The study team expected the unconstrained base in 2010 would show the largest increases during the AM and PM peak periods. The model, however, shows increases in all four time periods. <i>Where does it come from?</i> If the Beltline was unconstrained, where is the increase in traffic coming from? The model shows that there are many roadways that see small decreases in traffic (Junction Road, Gammon Road, Mineral Point Road, County PD, Broadway, etc). Traffic from these roadways contribute to the increase on the Beltline. <u>Beltline 2050 constrained growth:</u> This condition represents the amount of new traffic that would use the Beltline in 2050 if the Beltline remains as it is. Increases in traffic volumes range from 19 percent to 33 percent depending on location. The increase in west Beltline traffic is due primarily to employment growth (Epic, Greenway Station, University Research Park, etc). <u>Beltline 2050 unconstrained growth:</u> This condition represents the amount of traffic that would use the Beltline in 2050 if the Beltline did not have capacity constraints. Here the team is comparing the growth in the constrained condition (red) with the growth in the unconstrained condition (green). Total Growth is 40 to 50 percent, which would be equal to about 1 or 2 lanes of capacity. As previously noted, volumes are only part of the equation. The study team will model the capacity increase and look at operations. There is a desire for more capacity on the Beltline in the AM, mid-day, PM, and at night. <i>Comment: This doesn't make sense. Does the model allow more trips, or does it say that even in the future there are "x" amount of trips in the AM?</i> The share of the trips during the period is based on the household survey. So we see the same number of trips during each survey. The model does not shift trips to different periods from the peaks. The AM and PM increases in volume may be more pronounced if broken out by direction. Strand will explore the directionality for this condition.	NEW		WISDOT/ STRAND
			NEW		WISDOT/ STRAND

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		<u>Projected Beltline Volumes:</u> The team compared the growth of the base 2010 condition, the unconstrained 2010 condition, the base 2050 condition and the unconstrained 2050 condition. On the Beltline from Broadway to Monona, there is a considerable increase in traffic with the 2050 unconstrained condition. Adding two lanes nearly satisfies the forecast volume in the unconstrained 2050 condition between Broadway and Monona. The volumes and growth between University and Greenway are less substantial. Adding one additional lane nearly satisfies the unconstrained 2050 condition. Adding a second additional lane, has a minimal effect. <i>*Note that only the Beltline is unconstrained in the demand model test. All of the other local roads still have constraints.</i> <u>Constrained vs. unconstrained:</u> <i>Comment: If the Beltline is unconstrained and the local roads are constrained, is the unconstrained traffic added to the Beltline local or regional? A select link analysis could be done to determine this.</i>			
3.3	9/10/14	LOCAL ROAD NETWORK CONNECTIONS The study objectives for connections are more than capturing traffic volumes. They also include: 6. Improving connections across and adjacent to the Beltline for all travel modes. 9. Enhance transit ridership and routing opportunities. 10. Improve pedestrian and bicycle accommodations. <i>Projected Crossing Between Gammon Road and Whitney Way:</i> 2010 volume for this crossing would be 11,000 vpd. 2050 volumes are unknown at this point. This crossing is expected to remove 4,000 vpd from Whitney Way. Looking at the nearby Metro transfer point, there are 8 bus routes that currently have to go through the Whitney Way Interchange. There is an opportunity to save route time, if these buses did not have to travel through the Whitney Way interchange. A select link analysis was done to determine who would use the crossing. Mostly local users would use this crossing with little traffic coming from the Beltline. There may be a reduction in traffic on Gammon Road. Note that there has been neighborhood opposition to some overpass locations and there are TV towers in vicinity, this would require some special consideration due to the potential for falling ice. <u>Other crossings and development:</u>	NEW		WISDOT/ STRAND

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		West of Fish Hatchery there are multiple east/west connections. East of Fish Hatchery, the east/west connections are limited. This creates small areas that are isolated from the rest of the city between Fish Hatchery and US 14, and US 14 and Rimrock. <i>Perry Street Overpass:</i> The 2010 volume for this crossing would be 5,550 vpd. 2050 volume is projected to be 7,300 vpd. This crossing was previously proposed for pedestrians only, but it was removed from the city's TIP. It is close to the south transfer point, but there are not as many buses crossing through the Park Street Interchange, as there are at Whitney Way. The City of Madison is trying to link low income areas to employment opportunities and this crossing would help. Metro noted that they lost the diamond lane on Fish Hatchery and that a crossing here would help make up for that loss. This is a location where buses would be connected to destinations. It would also serve Fitchburg's new development (Syene Road is a growth corridor). A select link analysis was done to show who would use this crossing. Based on the analysis, there is more traffic coming from the Beltline than expected. There may also be a reduction on Fish Hatchery. <i>Broadway to John Nolen Drive:</i> 2010 volume would be 7,000 vpd. 2050 volume is projected to be 8,800 vpd. The team expected volumes to be greater, but noted that nearly every vehicle using this connection would be taken off of the Beltline. <i>Comment: These reductions may only be from aux lane.</i> This analysis doesn't show what happens to operations for those using the aux lane. <i>It may just be relocating the problem to the weave on John Nolen.</i> This parallel route offers less transit utility. Most of the traffic is coming from the Beltline and most of it is destined for the isthmus. It is interesting to note that the split to go north through the isthmus or south around Lake Monona is at Pflaum Road. <i>Greenway Cross to County MM:</i> 2010 volume would be 4,700 vpd. 2050 volume is projected to be 6,500 vpd. This is less than volumes modeled previously. It seems as though there would be more utility than the model is projecting. Traffic would come from Rimrock Road interchange, the Beltline, and County PD. There is less utility from a transit prospective. However, the crossing is going through locations where riders could be			

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		picked up and to destinations. It also increases the use of an underutilized interchange (Rimrock).			
		The City of Madison likes this crossing. It offers another route to the Beltline. The transfer point could be moved south of the Beltline to help capture traffic prior to it getting to the Beltline. Some of this routing is outside of the City of Madison, but there is a lot of growth in Fitchburg and this could be a South Syene alternative.			
4.0	9/10/14	UPCOMING PUBLIC INVOLVEMENT (PIM) SCHEDULE			
		A total of 41 presentations have been held for stakeholders to this point. There is one left on the schedule, with The Orchard Ridge Neighborhood Association.			
		The PI team continues to post to Facebook twice per week, though participation has been down. The team will start gearing up with their outreach with the upcoming PIMs. There are two scheduled for the second week of November and two more scheduled for the third week of November. There are two more scheduled for the first week of December as well.			
5.0	9/10/14	STUDY SCHEDULE AND RECENT PUBLIC INVOLVEMENT UPDATE			
		There are TAC and PAC meetings scheduled throughout September and October. The next TAC meeting is slated for October 1 st .			
		<i>Next steps:</i>			
		▪ Demand model additional crossings and connections ▪ Demand model CD roads ▪ Potential bike-ped focus group meeting			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®
Signed: Paul Nelson **Dated:** 9-23-2014

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INVITEE NAME	COMPANY NAME	ATTENDED
Jamie MacAlister	WisDOT – BTS EPDS	X
Michael Slavney	Vandewalle and Associates	X
Gary Walden	Village of Waunakee	X
Dorothy Krause	City of Fitchburg	X
Ken Golden	MPO	X
Donna Olson	City of Stoughton	X
Brad Czebotar	Village of McFarland	X
Joe Conduah	WisDOT	X
Terry Enge	Town of Westport	X
Robin Schmidt	Dane County Board	X
Steve Hiniker	1000 Friends of Wisconsin	X
Brandon Lamers	WisDOT – Planning	X
Johnny Gerbitz	FHWA	X
Carrie Cox	WisDOT - CO	X
Manfred Enburg	Town of Verona	X
Stephanie Thomsen	Strand Associates	X
Tom Lynch	Strand Associates	X
Larry Barta	WisDOT – SWR Planning	X
Paul Nelson	Cotter Consulting	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0	9/10/14	REVIEW RESULTS OF THE UW SURVEY CENTER TRANSPORTATION SURVEY OF DANE COUNTY RESIDENTS			
		The survey was mailed to 1300 Dane County residents in April and May of 2014. It consisted of 24 questions and the mailings were distributed to provide a representative sample of Dane County. The survey received a response rate of nearly 52 percent of deliverable surveys. Half of the questions focused on motor vehicle use and the other half focused on transit and bike-ped usage. Because the survey was sent to a geographically representative sample from Dane County, responses were from throughout the county, not just near the Beltline or in Madison. <i>Motor Vehicle:</i> Of all the responses, 91 percent use cars as their primary mode of transportation, 3 percent use bicycles, 5 percent use bus and 2 percent walk. These numbers are consistent with other data from the MPO and other surveys. Of all Dane County responses, 92 percent consider convenience when making their choice in transportation. Other considerations include cost (34 percent), lifestyle (44 percent), and ownership (11 percent).			

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		<i>Beltline Users:</i> Of all responses, 62 percent use the Beltline more than 3 times per week and of those who use the Beltline during rush hour, 47 percent use it to commute to and from work. 69 percent of those using the Beltline during rush hour sometimes seek alternate routes (Downtown, County PD, Broadway, etc.). Of those drivers using Beltline during rush hour, the majority of both EB and WB drivers consider the congestion unacceptable between Verona Road and I-39/90 (62 and 61 percent respectively). Of all Dane County residents, support for Beltline improvements (adjustments, local road overpasses, roadway changes, etc.) was high, with the exception of express lanes with tolls. <i>Transit:</i> Of all responses, 52.5 percent have scheduled bus service available at work and home, but of those with bus service, 23 percent use buses to travel to work or other activities (i.e. 12 percent net. Based on this survey, weather affects ridership. Inclement weather increases ridership for regular transit riders. Of all responses, the factors that discourage transit use as a main source of transportation include: - Number of bus routes in neighborhood (37 percent) - Number of bus routes near destination (29 percent) - Frequency of bus service (34 percent) - Length of ride using buses (39 percent) - Cost (11 percent) - Needing motor vehicle for work (55 percent) - Flexibility of a motor vehicle (68 percent) - Bad weather (31 percent) Of all responses, the factors that encourage transit use include: - More frequent service (26 percent) - Faster service (28 percent) - Eliminate transfers (28 percent) - More reliable service (20 percent) - Bus stop closer to home/destination (31 percent) - More stops with shelters or benches (17 percent) - Lower fares (13 percent) - Park and rides with express service (27 percent) - More comfortable buses/more amenities (11 percent) Transfers and the lack of shelters/benches for stops are sometimes seen as measures that encourage transit			

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ridership. This survey, however, suggests that it may not be so important to riders.

Bike/Ped:

Based on this survey, weather affects those who walk or bike. Inclement weather decreases the number of walkers and bikers. Some of these individuals may be switching to transit, which would account for some of the increase in ridership during poor weather conditions.

Of all Dane County responses, the factors that prevent people from walking/biking include:

- **Distance/time (69 percent)**
- **Bad weather (65 percent)**
- Number of bike paths/lanes (38 percent)
- Health concerns (23 percent)
- Safety (39 percent)
- **Needing motor vehicle for work (56 percent)**
- **Flexibility of a motor vehicle (66 percent)**

Of all responses, the level of support for funding transportation alts to driving on the Beltline is as follows:

- Increase bus frequency (26 percent)
 - 35 percent were not in support.
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 - 28 percent were not in support.
- Bus rapid transit service (35 percent)
 - 28 percent were not in support.
- Park and ride with bus/bike service (35 percent)
 - 28 percent were not in support.
- Sidewalks/bike paths/ped/bike overpasses (39 percent)
 - 29 percent were not in support.

*Note that this question is not identical to level of support for Beltline improvements because it has the word “funding” in it. There may be greater level of support for the improvements themselves.

Comment: Looking back at the slide regarding driving on the Beltline during the rush hours, is it right that only about 50 percent are using the Beltline to get to work? Yes, 47 percent.

What are the other drivers doing? School also contributes to these trips. Some respondents wrote appointments. Child obligations (after school activities) may be another contributor.

A lot of the results shown in the past focus on the AM peak period because the trips are more oriented toward

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		employment than the PM peak period.			
		Part of this survey provides an idea of Dane County's views on bike/ped and motor vehicle conditions and support for improvements.			
2.0	9/10/14	2050 MPO EMPLOYMENT AND HOUSEHOLD GROWTH ALLOCATION IN DANE COUNTY			
		The Wisconsin Department of Administration puts together population forecasts for every county. The Regional Planning Commission, CARPC, then allocates this growth to communities. In January 2014, they allocated less growth toward Dane County than originally anticipated. The MPO interviewed the municipalities and their land use planners for feedback on growth to help determine the location of growth in those communities based on the WDOA projections for each community.			
		There was some disagreement regarding the projection of the municipalities. Mike Slavney stated that the DOA projects for each municipality. Ken Golden was under the impression that the regional planning commission does projections, as they are the ones that project the sewer service areas. Ken noted that there is a Madison Transportation Plan in process that is considering a very different number for the isthmus, with higher densities. There is more emphasis on the isthmus and less on the fringe. He is part of that planning process.			
		The MPO is allocating growth for use in the demand model. They are working with Dave Trowbridge and other City of Madison staff. There is a point of discussion regarding household density and household size and how it impacts the traffic model. This discrepancy could amount to an additional 14,000 households being added to the Dane County Model. The numbers shown here will be updated.			
		Though this study is using these projections in the model, the assumptions can be changed/updated. Though there is housing growth on the periphery of Madison, the overall density shows that the majority remains concentrated throughout the isthmus. The isthmus is anticipated to capture on third of Madison household growth.			
		<i>Dane County population growth:</i> From 1970 to 2010, the Dane County has had an annual exponential population growth of 1.3 percent. Wisconsin DOA population projections for 2010 to 2040 show an annual exponential growth of 0.7 percent. The growth was extrapolated to 2050 for this study and for the demand			

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		model for the MPO area.			
		<i>Where will household growth occur?</i> A map was displayed, showing the change in households per acre. Of Madison's growth (31,700 new households), nearly one third is expected to occur in the isthmus. Sun Prairie is expected to grow by about 6,000 households, while other surrounding municipalities are expected to grow by 2,000 to 4,000 households per acre. Looking at the total 2050 household densities, the isthmus area still shows the greatest densities. <i>Comment: Along Monona Drive, there are condos being built, which will lead to higher density. Is this infill being shown here?</i> Yes. For example, looking at the growth in the isthmus, it must be redevelopment because there are few vacant undeveloped parcels. There are other areas of redevelopment as well (north of Tokay, Shorewood Hills, etc). The MPO has interacted with local land use planners to allocate the projected household and employment growth. <i>Where will employment growth occur?</i> The municipalities surrounding Madison (Sun Prairie, Fitchburg, Verona, Middleton, Waunakee, Deforest) show a growth of anywhere from 3,000 jobs per acre (Waunakee) to 9,900 (Verona). Of the expected growth in Verona, 6,000 to 7,000 can be attributed to EPIC (This may actually be underestimated). Though not shown, Tom thought Stoughton had expected growth in the range of 2,000 to 3,000 jobs per acre. Of the expected 45,500 new jobs, in Madison, only about 10 percent of the growth is in isthmus. Looking at the total employment per acre, in addition to the isthmus, there is a fair amount of growth near the Beltline and Interstate Interchange. The land use could be changed to determine how the traffic modeling would change.			
3.0	9/10/14	DEMAND MODELING UPDATE			
		The updated allocation of future households and employment is being used in the demand model. The model itself has been calibrated to represent what the Bluetooth origin-destination data is showing.			
3.1	9/10/14	UPDATE/REFINEMENT ON NORTH MENDOTA HIGHWAY 19 TRAVEL PATTERNS			

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		At a past meeting, some felt that drivers were traveling through Waunakee to avoid County M. If so, a south Waunakee alignment could relieve downtown Waunakee, which was not shown in the preliminary results. Bluetooth analysis confirmed that of traffic originating from the interstate, heading southwest toward the Middleton area, about 50 percent is going through Waunakee and the other 50 percent is using County M. In the opposite direction, 46 percent is going through Waunakee and 54 percent is using County M. This is from 2012 data. Some adjustments will be made to the model to reflect this. The model does captures traffic through Waunakee and on County M, but did not capture much on County Q, instead it is pushing that traffic farther west. The Bluetooth OD analysis suggests a south Waunakee corridor could reduce downtown Waunakee volumes. Volume reduction on the Beltline would likely still be modest.			
3.2	9/10/14	BELTLINE – UNCONSTRAINED AND EXPANSION Note that the last 12 months of analysis has been focused on BRT expanded BRT, Beltline buses, Transport 2020, a South Reliever and the North Mendota Corridors. The focus of the data presented tonight will be on the Beltline. The problem is more than just traffic volumes. Looking at the Beltline near the Stoughton Road interchange during the morning peak period, WB and EB traffic have similar volume, yet EB is relatively uncongested, while WB is at a standstill. This illustrates that volumes are just one factor in the causes of congestion. The demand model can show constrained or unconstrained volumes. Constrained forecast only allow as much traffic as that roadway link can accommodate. To use a pipe analogy, there may be 140,000 vehicles per day that would like to use a given route, but based on the diameter of the pipe (roadway capacity); only 100,000 vehicles are able to use it. The excess take alternative routes. *Note: There are other considerations, such as induced demand and traffic volume trends; however, this meeting will focus on direct demand assignments. <u>Beltline 2010 unconstrained growth:</u> This condition represents the amount of new traffic that would use the Beltline in 2010 if there were no capacity constraints. Looking at the west end of the Beltline there is a minimal traffic volume increase, possibly indicating that the			

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Beltline already has enough capacity to accommodate the traffic that wants to use it. Between Verona Road and Stoughton Road, however, there is a more substantial increase. Looking specifically between Park Street and Fish Hatchery Road, 13,000 VPD more vehicles would like to use the Beltline here, but cannot.

When the increase occurs:

The travel demand model has 4 time periods associated with it. The study team expected the unconstrained base in 2010 would show the largest increases during the AM and PM peak periods. The model, however, shows increases throughout all four time periods.

Comment: There are more drivers, mid-day, using alternate routes? Yes. That seems counter intuitive. It may be those drivers on the fringes of the peak periods accounting for this. It may also have something to do with the fact that during the off peak hours, the alternate routes also have reduced volumes and may be more attractive to drivers.

The peak period is not referring to a peak hour. The current model uses 4 time periods that were chosen.

- 6AM – 9AM (with 3 sub categories)
- 9AM – 3PM
- 3PM – 6PM (with 3 sub categories)
- 9PM – 6AM

Where does it come from?

If the Beltline was unconstrained, where is the increase in traffic coming from? The model shows that there are many roadways that see small decreases in traffic (Junction Road, Gammon Road, Mineral Point Road, County PDP, Broadway, etc). Traffic from these roadways contributes to the increase on the Beltline.

Beltline 2050 constrained growth:

This condition represents the amount of new traffic that would use the Beltline in 2050 if the Beltline remains as it is. Increases in traffic volumes range from 19 percent to 33 percent depending on location. The increase in west Beltline traffic is due primarily to employment growth (Epic, Greenway Station, University Research Park, etc). The large growth on the west end of the Beltline may be attributed to the fact that there is more room for growth.

Beltline 2050 unconstrained growth:

This condition represents the amount of traffic that would use the Beltline in 2050 if the Beltline did not have capacity constraints. Here the team is comparing the growth in the

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		constrained condition (red) with the growth in the unconstrained condition (green). On the west end, the unconstrained growth is less than the constrained growth; likely because there currently is room for some traffic growth. Total Growth is 40 to 50 percent in the primary Beltline areas, which would be equal to about 1 or 2 lanes of capacity. As previously noted, volumes are only part of the equation. The study team will model the capacity increase and look at operations. The demand model indicates there is a desire for more capacity on the Beltline in all for time periods: the AM, mid-day, PM, and at night. <u>Projected Beltline Volumes:</u> The team compared the growth of the base 2010 condition, the unconstrained 2010 condition, the base 2050 condition and the unconstrained 2050 condition. The base condition represents the Beltline as it is today. On the Beltline from Broadway to Monona, there is a considerable increase in traffic with the 2050 unconstrained condition. Adding two lanes nearly satisfies the forecast volume in the unconstrained 2050 condition between Broadway and Monona. The volumes and growth between University and Greenway are less substantial. Adding one additional lane nearly satisfies the unconstrained 2050 condition. Adding a second additional lane has a minimal effect. <i>Comment: Does this take into account factors such as mode shifts?</i> Yes, to the extent that it can, but it is difficult to project. <i>Comment: Based these volumes, does this data show that one extra lane captures the majority of the traffic growth?</i> There are other factors. The team needs to look at the modeling, operations, etc. CD roads are not factored in here either. The Paramics modeling will help show a clearer picture of what is happening on the Beltline. <i>*Note that only the Beltline is unconstrained in this demand model test. All of the other roads still have constraints.</i>	NEW		WISDOT/ STRAND

3.3 9/10/14 LOCAL ROAD NETWORK CONNECTIONS

The study objectives for connections are more than capturing traffic volumes. They also include:

6. Improving connections across and adjacent to the Beltline for all travel modes.
9. Enhance transit ridership and routing opportunities.
10. Improve pedestrian and bicycle accommodations.

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Projected Crossing Between Gammon Road and Whitney Way: 2010 volume for this crossing would be 11,000 vpd. 2050 volumes are unknown at this point. This crossing is expected to remove 4,000 vpd from Whitney Way. Looking at the nearby Metro transfer point, there are 8 bus routes that currently have to go through the Whitney Way Interchange. There is an opportunity to save route time, if these buses did not have to travel through the Whitney Way interchange.

A select link analysis was done to determine who would use the crossing. Mostly local users would use this crossing with little traffic coming from the Beltline. There may be a reduction in traffic on Gammon Road. Note that there has been neighborhood opposition to some overpass locations and there are TV towers in vicinity. This would require some special consideration due to the potential for falling ice.

Other crossings and development:

West of Fish Hatchery there are multiple east/west connections. Yet, east of Fish Hatchery, the east/west connections are limited. This creates small areas that are isolated from the rest of the city between Fish Hatchery and US 14, and US 14 and Rimrock.

Perry Street Overpass:

The 2010 volume for this crossing would be 5,550 vpd. 2050 volume is projected to be 7,300 vpd. This crossing was previously proposed for pedestrians only (by the City of Madison?), but the Alderman opposed it and it was removed from the city's TIP. It is close to the south transfer point, but there are not as many buses crossing through the Park Street Interchange, as there are at Whitney Way.

Comment: If you were starting at the south transfer point heading to Grandview Blvd. and you take the Perry Street overpass, you have to go west through Post Road or Greenway Crossing. This may come to light at other intersections/interchanges and will be looked at.

A select link analysis was performed to show who would use this crossing. Based on the analysis, there is more traffic coming from the Beltline than expected. There may also be a reduction on Fish Hatchery.

Comment: Does the Perry grade separation increase traffic at the Fish Hatchery and Greenway Crossing intersection?

Broadway to John Nolen Drive:

2010 volume would be 7,000 vpd. 2050 volume is projected to be 8,800 vpd. The team expected volumes to be greater, but noted that nearly every vehicle using this connection

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		would be taken off of the Beltline. This parallel route offers less transit utility. Most of the traffic is coming from the Beltline and most of that traffic is destined for the isthmus. It is interesting to note that on the east side of the lake, the split to go north on Monona Drive/Atwood or through the isthmus or south to the Beltline is at Pflaum Road. For trips from Monona to the Isthmus, this connection makes the route, south of the lake, more attractive. <i>Comment: Aren't there neighborhood concerns? Yes. There are more concerns than just the neighborhood (bike path, rail corridor, etc.).</i> <i>Comment: This connection was proposed as part of the original Beltline expansion, but it ran into political opposition.</i> <i>Greenway Cross to County MM:</i> 2010 volume would be 4,700 vpd. 2050 volume is projected to be 6,500 vpd. This is less than volumes modeled previously. It seems as though there would be more utility than the model is predicting. Traffic would come from the Rimrock Road interchange, the Beltline, and County PD. There is less utility from a transit prospective. However, the crossing is going through locations where riders could be picked up and to destinations. It also increases the use of an underutilized interchange (Rimrock). What this crossing would do is move traffic from an over utilized interchange (Fish Hatchery), to an interchange that is underutilized (Rimrock). More crossings will be reviewed. The team is currently looking at 8 additional crossings. East crossings have less potential. Strand will prepare a table that summarizes the effects of these connections. <i>Comment: During the Verona Road meetings, Whitney Way and some of the other interchanges were already badly constrained, but there weren't that many options. When you are investigating crossings, you cannot just arbitrarily look at crossings without detailed discussions of adjacent crossings. There will be opposition by those who live near these crossings and unless there is some backing, they won't happen. The main difference between this study and the Verona Road is that this study is focused on Beltline improvements. These crossings may be included in a package of improvements for the Beltline. Each one of these crossings has merit, but some may have great opposition.</i> <i>Comment: One of the big challenges is to show neighborhoods the positive effects from these crossings, as</i>			
			NEW		WISDOT/ STRAND

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		<i>well as the improvements for the individuals.</i>			
4.0	9/10/14	UPCOMING PUBLIC INVOLVEMENT (PIM) SCHEDULE A total of 41 presentations have been held since March 2014 for stakeholders to this point. There is one left on the schedule, with the Orchard Ridge Neighborhood Association. The team will start gearing up with their outreach with the upcoming PIMs. There are two scheduled for the second week of November and two more scheduled for the third week of November. There are two more scheduled for the first week of December as well.			
5.0	9/10/14	STUDY SCHEDULE AND RECENT PUBLIC INVOLVEMENT UPDATE There are TAC and PAC meetings scheduled throughout September and October. The next PAC meeting is slated for October 15th. <i>Next steps:</i> ▪ Demand model additional crossings and connections ▪ Demand model CD roads ▪ Potential bike-ped focus group meeting ▪ The team would like to know how the information being presented fits with the bike/ped plans.			
6.0	9/10/14	OTHER <i>Comment: The MPO received a presentation on a state park and ride study. There is a concern regarding the policy constraint that these lots can only be on state roadways. Ken Golden feels that this limitation will make the park and ride study deficient.</i> <i>Comment: Ken Golden stated that everything that was said about population projections and allocation made no sense to him. He asked Tom to present this information to the MPO. He fears that the MPO is creating the land use plans for Dane County.</i> The TAC meeting was held at Strand with Bill Schaefer, Dave Trowbridge, and Cameron (CARPC). The household and employment allocation was discussed. They were basically on the same page. There was also discussion of how the 14,000 additional households were to be distributed. Bill Schaefer is not doing land use planning, he is meeting with land use planners and getting input on how	NEW		WISDOT/ STRAND

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		they project new development will occur in their communities. Ken feels that there may be a local issue here. Strand will create a bar graph showing these population levels and the relative range in differences.	NEW		WISDOT/ STRAND

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Paul Nelson**Dated:** 9-24-2014

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INVITEE NAME	COMPANY NAME	ATTENDED
Bill Schaefer	MATPB (MPO)	X
William LeGore	Town of Windsor	X
Joan Petersen	Strand Associates	X
Robert Knorr	WisDOT - SWR Planning	X
Franco Marcos	WisDOT - SWR Planning	X
Tom Koprowski	WisDOT - SWR Planning	X
Jamie MacAlister	WisDOT - SWR Environmental	X
Stephanie Thomsen	Strand Associates	X
Jennifer Grimes	WisDOT - SWR Environmental	X
Mark Opitz	City of Middleton	X
Michael Hoelker	WisDOT - SWR Planning	X
Brandon Lamers	WisDOT - SWR Planning	X
Jay Waldschmidt	WisDOT - BTS/EPDS	X
Tim Sobota	Metro Transit	X
Michelle Brokaw	WisDOT - SWR Multimodal	X
Erica Schmitz	Town of Dunn	X
Peggy Yessa	City of Madison	X
Ken Leonard	Cambridge Systematics	X
David Trowbridge	City of Madison	X
Urvashi Martin	WisDOT	X
Cole Buerge	Leonard & Finco	X
Stephanie Olsson	TADI	X
John Campbell	TADI	X
Matt Tronnes	Strand Associates	X
Joe Conduah	WisDOT – SWR Planning	X
Dave Trowbridge	City of Madison	X
Tom Lynch	Strand Associates	X
Johnny Gerbitz	FHWA	X
Larry Barta	WisDOT – SWR Planning	X
Larry Jones	WisDOT - Central Office	Phone
Bethaney Bacher-Gresock	FHWA	Phone
Dan Tempesta	Cambridge Systematics	Phone
Paul Nelson	Cotter Consulting	X

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1.0 10/1/14 FOLLOWUP ITEMS

1.1 10/1/14 UW SURVEY CENTER

i) Review responses for Transit/Bike/Ped among respondents inside the Beltline:

At the previous TAC meeting, survey responses from throughout Dane County were presented and shared more motor vehicle use (less for transit bike/ped). To better understand respondents located near the Beltline, the results were queried for the area inside of the Beltline. The

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		survey results for inside the Beltline showed less vehicle usage and more bike/ped/transit usage compared to all of Dane County. This is consistent with the results of other surveys performed in the area. Regarding factors that discourage transit use for work trips, all detractors are less of a discouragement for those inside of the inside the Beltline. Factors that encourage transit use have more influence for those inside the Beltline compared to all of Dane County. For all of Dane County respondents, the results showed that eliminating transfers was not a major factor, however for those responding within the Beltline, it is a larger factor. <i>Comment: Were transit stops/routes, a factor in the survey, decreased because of less ridership? Actually passing people up at peak hours. The buses are relatively full in am and pm.</i> The factors that prevent people from biking or walking, discourage those inside the Beltline less than Dane County as a whole, but the discrepancy is not as large for transit. For respondents inside the Beltline, support for funding of transportation alternatives was greater relative to the complete Dane County dataset. BRT, sidewalk, bike paths, and bike/ped overpasses received the greatest support inside the Beltline. <i>Comment: The BRT gets to the point of faster service, but fewer stops. Respondents may not know the actual routes being considered in the Madison Transportation Board survey.</i>			
1.2	10/1/14	REVIEW RESPONSES FOR TRANSIT/BIKE/PED AMONG RSPONDENTS INSIDE THE BELTLINE <i>MPO growth allocation:</i> The Department of Administration (DOA) provides a control total for the households and population for Dane County. Then the Capital Area Regional Planning Commission (CARPC) allocates the households to the communities based on growth potential and land use. The employment figure came from a CARPC labor supply analysis to develop a county control total. CARPC did not allocate the employment, but they will come up with a methodology to do this (pending). MPO did an employment allocation based on employment trends and census data. The MPO worked with planners to distribute the projected household increase.			

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		From 1970 to 2010, the population in Dane County has grown by 1.3 percent annually (exponential). DOA population projections show exponential growth of 0.7 percent annually. Household sizes are decreasing, so the growth of households may actually be greater. <i>Where household growth is anticipated to occur (these numbers have been revised):</i> - Middleton: 5,000 households - Waunakee 3,000 households - Deforest: 2,600 households - Sun Prairie: 8,500 households - Fitchburg: 4,700 households - Verona: 3,400 households - Stoughton: 700 households - Madison: 37,600 households (11,100 in the Isthmus) The MPO disagreed with allocating all of the additional growth to the surrounding areas. These household numbers are being revised again. *Note that the household distribution presented at the TAC meeting did not have concurrence of the MPO. The above numbers are the new, agreed upon, distribution. The households drive the model. The MPO is matching both the population control total as well as the household control total. <i>2050 Household Growth:</i> There is a large existing base of households that the travel model uses in its trip generation. Even if the allocation of new households is changed, the traffic projections for network roadways will remain relatively consistent because of the large base. The distribution of new employment will have a modest effect on forecasted roadway volumes. Madison receives the majority of the growth (about 40 percent of the household growth) and roughly 1/3rd of that occurs in the Isthmus. <i>Employment Growth:</i> Where the jobs are allocated makes some difference, but again there is such a large existing base of employment that the distribution of new employment will have a modest effect on forecasted roadway volumes.			

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		<i>Where employment growth is anticipated to occur (these numbers have been revised):</i> - Middleton: 4,000 jobs - Waunakee 3,000 jobs - Deforest: 3,600 jobs - Sun Prairie: 5,700 jobs - Fitchburg: 5,700 jobs - Verona: 9,900 jobs - Stoughton: 1,100 jobs - Madison: 45,500 jobs (3,900 in the Isthmus) *Note that in the City of Madison, 1/3rd of household growth is projected to occur within the Isthmus, but only about 1/10th of the job growth is project to occur within the Isthmus.			
1.3		REVIEW FULLY UNCONSTRAINED DEMAND MODEL The demand model can show constrained or unconstrained volumes. Constrained forecast only allow as much traffic as that roadway link can accommodate. To use a pipe analogy, there may be 140,000 vehicles per day that would like to use a given route, but based on the diameter of the pipe (roadway capacity); only 100,000 vehicles are able to use it. The excess take alternative routes. <i>What if every road could accommodate as much capacity as it needed (Unconstrained model):</i> <i>i) Effects on Isthmus</i> <i>2010 Isthmus unconstrained:</i> In the unconstrained 2010 condition, more people would rather be on Johnson and Gorham and fewer on East Washington and John Nolen. There would also be additional traffic on Park Street. Johnson and Gorham would have an additional 40,000 vpd combined perhaps it is a more direct route around the capitol. East Washington would lose 19,000 vpd. The model does account for some of the transit riders switching modes due to the fact that motor vehicle use becomes more attractive. These are daily numbers. <i>2010 Stoughton Road Unconstrained:</i> There is a limited number of vehicles removed from the interstate. Thomsen Road traffic would grow significantly, as would Stoughton Road. *Note that this is the full model unconstrained, not just the Beltline unconstrained.			

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		2010 Unconstrained Beltline Area: Between Stoughton Road and John Nolen, the Beltline would see an increase of 7,100 vpd. Fish Hatchery volume would increase by 6,500 vpd. The Beltline west of Fish Hatchery would see an increase of about 17,000 vpd. <i>Observations/Conclusions:</i> There is a desire for more use of: - Johnson/Gorham - Beltline - Junction Road - US 51 - University Avenue There is a desire for less use of: - East Washington - John Nolen - High Point Road			
2.0	10/1/14	BELTLINE STRATEGIES – DEMAND MODELING The Beltline daily volumes were shown, with the greatest volumes between Verona Road and Stoughton Road. However, the problem is more than just traffic volumes. Looking at the Beltline near the Stoughton Road interchange during the morning peak period, WB and EB traffic have similar traffic volume, yet EB is relatively uncongested, while WB is at a standstill. This illustrates that volumes are just one factor in the causes of congestion. <u>Beltline 2010 unconstrained growth:</u> This condition represents the amount of additional traffic that would use the Beltline in 2010 if there were no capacity constraints. Looking at the west end of the Beltline there is a minimal traffic volume increase, possibly indicating that the Beltline currently has enough capacity to accommodate the traffic that wants to use it. Between Verona Road and Stoughton Road, however, there is a more substantial increase. Looking specifically between Park Street and Fish Hatchery Road, 16,700 more vehicles would like to use the Beltline here, but choose alternate routes that modeling says are faster during congested parts of the day.			
2.1	10/1/14	EFFECTS OF UNCONSTRAINED BELTLINE ON ISTHMUS, EAST WASHINGTON, AND JOHN NOLEN If the Beltline was unconstrained and able to accommodate all of the traffic that would like to use it, one might question that traffic volumes would be reduced throughout the Isthmus. This was not the case. Relatively speaking, the			

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		unconstrained Beltline condition has a minimal effect on Isthmus volumes. When looking at the reasons for this, the OD analysis provides insight: Referring back to the Bluetooth analysis, 90 percent of traffic traveling to the Isthmus from the south and west remain inside the Isthmus because most of this traffic has the Isthmus as a destination. <u>Constrained 2050 Beltline traffic growth:</u> Even without adding lanes, traffic volumes would still increase on throughout the roadway network. Looking at the Isthmus, East Washington sees an increase of 18,800 vpd. John Nolen volume would increase by an additional 13,000 vpd. It's influenced by the households and the employment allocation. <u>Unconstrained Beltline 2050 traffic growth:</u> This graphic showed the additional traffic volume that would use the Beltline in 2050 if unconstrained. The Beltline between Verona Road and Fish Hatchery would see an additional 56,000 vpd. The isthmus would see a 5,000 vpd decrease under this condition. <u>Comparing these conditions:</u> There is a difference in Beltline volumes between the 2010 constrained and unconstrained condition, but the Isthmus volumes are approximately the same. An expanded Beltline would provide some traffic relief to Isthmus in 2050, but not so much in 2010. This is because most of the isthmus trips are destined for the isthmus, not through it. Therefore the Beltline does not compete with isthmus roadways for this traffic. In the fully unconstrained model, where all roadways, including the isthmus are unconstrained, traffic volumes shift from East Washington to the Johnson Gorham one-way pair. *Note that neither land use nor TAZ were updated in the model to reflect a more aggressive infill development scenario. Less than 10 percent of the employment growth in the City of Madison is in the Isthmus. This means the growth is expected to be near the edges of the city in business developments that have been part of Madison's land use plan for years (UW Research Park II, American Parkway, etc.). People are getting to these employment centers on the Beltline when there is enough capacity on the Beltline.			

Comment: We are adding 10,000 new households to the

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		<i>Isthmus and a fair amount of trips are generated, but the model is still showing a decrease on the Isthmus in 2050 with a Beltline expansion, so there is some benefit to the Isthmus.</i> <i>Comment: If the Beltline operated unconstrained, land use would change.</i>			
2.2	10/1/14	BELTLINE COLLECTOR DISTRIBUTOR ROADS FROM I-39 THROUGH STOUGHTON ROAD <i>CD Roads: Between two diamond interchanges, there is turbulence between merging and diverging traffic. A CD road collects the merging and diverging movements on a separate roadway before returning traffic back to the mainline freeway. One example would be the CD road at I-39/90/94 and East Washington. The friction between the merging and diverging occurs on the CD road rather than the mainline.</i> <i>If the I-39 movements were separated from the Stoughton Road merging and diverging movements, how would that affect the Beltline? CD roads could carry between 33,000 and 38,000 vpd in the WB direction and between 31,000 and 36,000 in the EB direction. Only 6,000 to 9,000 vpd would be coming from the through movement on US 12/18 (eg mainline) in each direction. This is not a good distribution for a CD road. This shows that the I-39 merging movement is the main movement. These are very preliminary numbers and need to be coordinated with other projects. Multiple iterations will be performed to optimize traffic distribution.</i> <i>*Note that there are plans to reconfigure the Stoughton Road Interchange.</i> <i>Regarding the interstate and Beltline Interchange, the study team will coordinate with the I-39 mega team. There has been a lot of work to try to determine how the US 51 movement should be handled.</i> <i>The demand model shows the number of vehicles, but it is not sensitive to operational effects such as weaves and merges. Paramics is an operational model and shows how fast vehicles are moving and how they are affected by merging and other operations.</i>	NEW		WISDOT/ STRAND
3.0	10/1/14	POSSIBLE INTERCHANGE MODIFICATIONS <i>Current Interchange spacing is on average, less than 1 mile. The recommended interchange spacing is 1.5 miles. Each</i>			

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		interchange represents merging and diverging, which creates turbulence. In theory, it would be better to have fewer interchanges on the Beltline.			
3.1	10/1/14	JOHN NOLEN INTERCHANGE			
		<i>Connect Nob Hill Road to John Nolen Interchange:</i> This connection would decrease volume on the Beltline by 1,300 vpd and increases volume on Nob Hill by 4,000 vpd. There is a minimal effect on Rimrock Road. This connection would attract the South Towne to Beltline to John Nolen movement (and the reverse movement).			
		<i>Comment: What about a CD system from John Nolen to South Towne?</i>			
		*Note that the results include both the local connection and the Beltline connection.			
3.2	10/1/14	RIMROCK ROAD INTERCHANGE			
		This is an underutilized interchange. What if Rimrock was converted to transit only and closed to motor vehicles?			
		County MM would see decrease of 10,500 vpd. There would be a decrease of 8,000 on the Beltline, but an increase on Park Street of 6,800 vpd, and an increase on John Nolen of 9,800 vpd. Right now the routing pattern is getting off on Rimrock and trying to get downtown via John Nolen or to go south. The new movement would take cars off of the Beltline because they are getting off at Park Street and going either north or south. This adds a significant amount of merge/diverge traffic on Park Street. Some traffic is also making the north movement on John Nolen rather than Rimrock.			
3.3	10/1/14	TODD DRIVE INTERCHANGE			
		This is an unconventional braded ramp interchange. If a Todd Drive Interchange was converted to a transit only interchange, Beltline volumes would increase, while frontage road volumes would decrease. People would use the frontage road instead of the Beltline to get to the commercial areas. Conversely, people are not using the frontage road to get to the Beltline. Some traffic, during the PM peak period, uses the frontage road to bypass the Beltline and get back on the Beltline near the arboretum.			
		<i>Comment (Metro - Tim Sobota): There would be a benefit having a pickup/drop-off at this location to get people to the</i>			

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commercial development.

Comment: Todd Drive will be an activity center (largely commercial, some residential) in the Madison Moves Transportation Plan, mostly on the north side of the Beltline. This may mean that the Todd Drive Interchange would get more traffic in the future. It is not necessarily good intersection operationally.

3.4 10/1/14 LOCAL ROAD NETWORK CONNECTIONS

The PEL study objectives that are applicable to connections are more than just capturing traffic volumes. They also include:

6. Improving connections across and adjacent to the Beltline for all travel modes.
9. Enhance transit ridership and routing opportunities.
10. Improve pedestrian and bicycle accommodations.

Considerations associated with the connection:

- E-way
- Arboretum
- Isolated commercial areas
- Highest areas of Beltline volumes
- Isthmus connection from the Beltline
- E to W connections are limited

Multiple connections were explored.

j) Beltline Crossing from East Badger Road to West Badger Road

This connection captures 7,700 vpd in 2010 and 9,500 vpd in 2050. Traffic from the Beltline makes up about half of that volume. Traffic is coming, for the most part, from the Beltline and Park Street. This increases the use of the Rimrock Road Interchange.

Metro and Badger Road Connection: Look at route 16, exits at Rimrock and serves Southdale neighborhood. This connection decreases circuitry on route 16. This is a route that operates all day long, 7 days per week, and serves transit dependent neighborhood to some degree.

Greenway Cross to County MM: This crossing captures 4,700 vpd in 2010 and 6,500 in 2050. It also increases the use of Rimrock Road Interchange, but has modest effect on the surrounding movements. The crossing captures 800 vpd from the Beltline in 2010 and 1,500 vpd in 2050.

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		<i>Comment: Does this consider change in land use that could occur with this crossing?</i> No. There isn't much change in land use currently, but new connection would shift land use.			
		In the future, the team will be looking into combinations of connections and crossings.	NEW		WISDOT/ STRAND
		<i>Broadway to John Nolan:</i> This connection captures 7,000 vpd in 2010 and 9,000 vpd in 2050. Nearly all of this traffic is taken from the Beltline in 2010, but that number does decrease in 2050 (5,100 vpd). Volumes on Broadway increase by 2,000 vpd and on John Nolan by 2,700 vpd.			
		<i>Nob Hill access to John Nolan:</i> What if Nob Hill Road was connected to John Nolan Drive and the Beltline. This connection would capture 5,100 vpd in 2010 and 6,700 in 2050. There would be an increase in volume on Nob Hill Road of 4,000 vpd and an increase on Rimrock and John Nolan (400 vpd and 1,700 vpd respectively). The Beltline between South Towne and John Nolan would see a decrease of 1,300 vpd.			
		<i>Perry Street crossing:</i> This crossing would capture 5,500 vpd in 2010 and 7,300 vpd in 2050. Volumes would be reduced on Park Street and Fish Hatchery (2,000 vpd and 2,800 respectively). There would be a slight increase of 120 vpd on Rimrock.			
		<i>Neighborhood considerations:</i>			
		- Moorland-Rimrock Neighborhood Association - Burr Oaks Neighborhood Association - Waunona Neighborhood Association - Southdale Neighborhood Association			
		There are concerns regarding a Perry Street crossing and a Badger Road connection. The Perry Street crossing has previously had opposition from the Alderman and area businesses.			
		<i>Observations:</i>			
		Beltline volume reductions due to these crossings and connections are in the range of 1 to 5 percent. There is some reduction, but it is relatively modest.			
		Perry Street provides an alternate crossing to Greenway Cross. The Greenway Cross extension connects two isolated urban areas and likely increases the utility of the Rimrock Road interchange. Trips from McKee Road to Rimrock Road could avoid the Beltline entirely.			

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		Which combinations seem most attractive?			
		- Badger Road with Nob Hill. - Perry Street Crossing (north/south) with the Greenway Cross Connection (east/west)			
		<i>West Side Considerations:</i> The west portion of the Beltline near Gammon is mainly commercial. Near Whitney Way it is more residential and transit oriented. Whitney Way does have some commercial, but there are 12 bus routes that go through the Whitney Way Interchange. There are areas of heavy residential development. The study team met with the Orchard Ridge Neighborhood. They wanted help getting across the Whitney Way Interchange (bike/ped). <i>ii) Beltline Crossing between Whitney Way and Gammon Road</i> Crossings between Gammon and Whitney Way have had neighborhood opposition in the past. Looking at the west side (option A), the Grand Canyon connection would capture 9,300 vpd in 2010 and 10,500 vpd in 2050. This crossing would share the dedicated Struck Street bike underpass. Looking at option B at Forward Avenue, it would capture 11,000 vpd in 2010 and 12,900 in 2050. Looking at option C (Schroeder Court to Odana Road near Medical Circle), this crossing would capture 11,600 vpd in 2010 and 11,400 vpd in 2050. The Orchard Ridge Neighborhood Group spurred option C. They said that Forward Drive wasn't close enough and that they would like something closer for transit, bikes, and pedestrians. <i>Comment (Tim Sobota): Previously thought that option B was the best, not knowing about option C. Option C becomes the better option depending on how transit would get back to Whitney Way.</i> Comparing options A, B and C; the closer the crossing is to Whitney Way, the more traffic it captures and the larger the reduction in traffic volume on Whitney Way. The closer the crossing is to Gammon Road, the more Gammon Road traffic is reduced. <i>Neighborhood considerations:</i> Park Ridge and Greentree Neighborhood Organizations have voiced concerns regarding a crossing in this area. Orchard Ridge has also provided input.			

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		iii) <i>Beltline Crossing between Gammon Road and High Point Road:</i> This alternative has been looked at previously. The crossing is basically a connection between Wal-Mart and West Towne. This would capture about 7,000 vpd (2010), taking 5,000 vpd off of Gammon Road. The traffic captured is almost entirely north south in orientation. <i>Comment: Need to think long term. The City of Madison feels that every one of these west connections needs to be investigated.</i> <i>Comment: Any transit connection that gets people across the Beltline from north to south adds utility from a transit prospective.</i> <i>West Side Observations:</i> Moving west to east, volumes on the crossings are greater. There also seems to be more transit benefits toward the east and more commercial benefits to the west. Tim Sobota asked the study team to model a connection at Hammersley.	NEW		WISDOT/ STRAND

4.0 10/1/14 SCHEDULE/PUBLIC INVOLVEMENT UPDATE

The focus of the PIM's will not be on the crossings. They will focus on the north reliever, south reliever, BRT etc.

The PIM's have been scheduled:

- 11/11/14
- 11/12/14
- 11/17/14
- 11/19/14
- 12/01/14
- 12/03/14

Two additional will be held during daytime hours.

The next PAC meeting will be 10/15/14.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®

Signed: Paul Nelson

Dated: 10-10-2014

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INVITEE NAME	COMPANY NAME	ATTENDED
Jay Waldschmidt	WisDOT Central Office	X
Larry Barta	WisDOT SWR Planning	X
Brandon Lamers	WisDOT SWR Planning	X
Sherman Banker	WisDOT	X
Bruce Stravinski	Town of Windsor	X
Brad Czebotar	Village of McFarland	X
Rosie Meer	WisDOT	X
Ken Golden	Madison MPO	X
Hans Hilbert	City of Middleton	X
Tom Koprowski	WisDOT SWR Planning	X
Michael Hoelker	WisDOT SWR Planning	X
Mike Slavney	Vandewalle & Associates	X
Kris Hampton	Town of Cottage Grove	X
Steve Arnold	City of Fitchburg	X
Jeff Held	Strand Associates	X
Terry Enge	WisDOT DOA	X
Carrie Cox	WisDOT	X
Mary Robb	Vandewalle & Associates	X
Dorothy Krause	City of Fitchburg	X
Robin Schmidt	Dane County	X
Chris Schmidt	City of Madison	X
Johnny Gerbitz	FHWA	X
Stephanie Thomsen	Strand Associates	X
Tom Lynch	Strand Associates	X
Paul Nelson	Cotter Consulting	X

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1.0	10/15/14	FOLLOWUP ITEMS			
		SharePoint Site: https://strandassociates.sharepoint.com/sites/Beltline/Advisory			
		- Username: BeltlineUser@outlook.com			
		- Password: WisDOT13			
		Presentations, meeting minutes, handouts, etc. are available on the SharePoint site. Note that presentations have preliminary data. Information from past presentations may be outdated.			
1.1	10/15/14	UW SURVEY CENTER			
		<i>i) Review responses for Transit/Bike/Ped among respondents inside the Beltline:</i>			
		At the previous meeting, survey responses from throughout			

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		Dane County were presented and showed more motor vehicle use (less so for transit bike/ped) compared to City of Madison percentages from past local surveys. To better understand respondents located near the Beltline, the results were queried for the area inside of the Beltline. The survey results for inside the Beltline showed less motor vehicle usage and more bike/ped/transit usage compared to all of Dane County. This is consistent with the results of other surveys performed in the area. Regarding factors that discourage transit use for work trips, all detractors are less of a discouragement for those inside of the inside the Beltline. Factors that encourage transit use all have more influence for those inside the Beltline compared to all of Dane County respondents. The results showed that eliminating transfers was not a major factor, however for those responding within the Beltline, it is a factor. <i>Comment: Does the Dane County dataset include those inside the Beltline? Yes, the inside of the Beltline dataset is a subset of Dane County.</i> <i>Comment: Park and ride support from within the Beltline is much greater than the rest of Dane County. A Bluetooth data analysis as recently been initiated, which will look at the corridors coming into Madison and try to determine the extent which each would benefit from a Park and Ride.</i> <i>Comment: Park and rides, express buses, dedicated bus lanes are all lumped together. It may be hard to identify which factor is the driving factor.</i> Regarding factors that prevent people from biking or walking, the detractors are less, but there is not as large of a discrepancy as with transit. Support for funding of transportation alternatives showed increases in support and decreases in opposition relative to the complete Dane County dataset. BRT, sidewalk, bike paths, and bike/ped overpasses received the greatest support from respondents living inside the Beltline. Increase bus frequency: 24 percent of the Dane County respondents support an increase in bus frequency and 35 percent do not. For those inside the Beltline, 27 percent support an increase in bus frequency and 25 percent do not. *Note that with these questions, respondents were able to			

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		indicate the support from a range of 1-5 and they were allowed the option to support each. <i>Comment: Was the extended bus service question in regard to time or distance? Distance.</i> BRT: Over 40 percent of those inside the Beltline support BRT, while 20 percent do not support it. <i>Comment: 79 percent of these respondents are driving. To use BRT, they would have to shift modes. Current transit users are more likely to participate in BRT service.</i> *Note that this survey was intended to get a general idea of Dane County residents' thoughts on these subjects. The overall takeaway is, the responses inside the Beltline favor alternative modes to a greater degree, however support for these alternative modes still doesn't reach 50% percent.			
1.2	10/15/14	REVIEW RESPONSES FOR TRANSIT/BIKE/PED AMONG RSPONDENTS INSIDE THE BELTLINE <i>MPO growth allocation:</i> At the TAC meeting there was some discussion regarding household and population allocation. The consensus of the MPO, CARPC and WisDOT was to add the ~13,000 households. From 1970 to 2010, the population in Dane County has grown by 1.3 percent annually (exponential). DOA population projections show exponential growth of 0.7 percent annually. Household sizes are decreasing, so the percent growth of households may actually be greater. <i>Where household growth is anticipated to occur (these numbers reflect the final MPO revisions made after the previous PAC meeting):</i> - Middleton: 5,000 households - Waunakee 3,000 households - Deforest: 2,600 households - Sun Prairie: 8,500 households - Fitchburg: 4,700 households - Verona: 3,400 households - Stoughton: 700 households - Madison: 37,600 households (11,100 in the Isthmus)			

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		<i>2050 Household Growth:</i> Madison receives the majority of the growth (about 40 percent of the household growth) and roughly 1/3rd of that occurs in the Isthmus. <i>Employment Growth:</i> <i>Where employment growth is anticipated to occur (these numbers have been revised):</i> - Middleton: 4,000 jobs - Waunakee 3,000 jobs - Deforest: 3,600 jobs - Sun Prairie: 5,700 jobs - Fitchburg: 5,700 jobs - Verona: 9,900 jobs - Stoughton: 1,100 jobs - Madison: 45,500 jobs (3,900 in the Isthmus) <i>Comment: How might the numbers change if you remove the student population?</i> The results may change, but that population is there. *Note that in the City of Madison, 1/3rd of household growth is projected to occur within the Isthmus, but only about 1/10th of the job growth is project to occur within the Isthmus. *Note that these are 2050 numbers. Possible scenario planning: The team is investigating two different land growth scenarios. The Madison Transportation Plan does this. Scenario A, says 70 percent of the growth occurs on the perimeter with 30 percent growth occurring in the urban core area. Essentially, this is a sensitivity analysis. The previous BRT modeling results showed good numbers for ridership, but did little to Beltline volumes. What would happen if development occurred in a more compact manner? Madison in Motion used a higher population growth than the DOA. The PEL study will use DOA numbers, so that there is a comparable baseline between the growth scenarios. The team plans to use 70 percent perimeter/30 percent inside, as well as 30 percent outside/70 percent inside. The allocation could be changed even more. <i>Comment: What if you picked a population number? Whether it reaches that number in 2040 or 2070,–# doesn't</i>			

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		<i>matter, but when it reaches that population the designed transportation system will need to be there to support it. We know we are going to reach this population, just don't know when.</i> <i>Comment: Madison in Motion study - Behind these alternate scenarios, some members described the less compact growth scenarios as what the City has been doing, but the more compact growth scenario is what the plans say the City should be doing.</i> *Note: Even with the compact growth scenario, there are still a number of activity centers serviced by the Beltline. There is a large base of existing development and employment that the travel model depends on with respect to both household growth and employment growth. Even if the allocation is changed, it will remain relatively consistent because of the large base.			
1.3		REVIEW FULLY UNCONSTRAINED DEMAND MODEL The demand model can show constrained or unconstrained volumes. Constrained forecast only allow as much traffic as that roadway link can accommodate. To use a pipe analogy, there may be 140,000 vehicles per day that would like to use a given route, but based on the diameter of the pipe (roadway capacity); only 100,000 vehicles are able to use it. The excess take alternative routes. Example: During modeling of Verona Road, it was determined that ~ 20 percent of traffic needed to find an alternate route. So far, diversion has been about 20 percent. <i>i) Effects on Isthmus</i> <i>2010 Isthmus unconstrained:</i> In the unconstrained 2010 condition, more people would rather be on Johnson and Gorham and fewer on East Washington and John Nolen. There would also be additional traffic on Park Street. Johnson and Gorham would have an additional 40,000 vpd combined perhaps because it is a more direct route around the capital. East Washington would lose 19,000 vpd. The model does account for some of the transit riders switching modes due to the fact that motor vehicle use becomes more attractive. These are daily numbers. <i>2010 Stoughton Road Unconstrained:</i> There is a limited number of vehicles removed from the interstate. Thomsen Road traffic would grow significantly, as would Stoughton			

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		Road.			
		*Note that this is the full model unconstrained, not just the Beltline unconstrained.			
		2010 Unconstrained Beltline Area: Between Stoughton Road and John Nolen, the Beltline would see an increase of 7,100 vpd. Fish Hatchery volume would increase by 6,500 vpd. The Beltline west of Fish Hatchery would see an increase of about 17,000 vpd.			
		<i>Observations/Conclusions:</i>			
		There is a desire for more use of:			
		- Johnson/Gorham			
		- Beltline			
		- Junction Road			
		- US 51			
		- University Avenue			
		There is a desire for less use of:			
		- East Washington			
		- John Nolen			
		- High Point Road			
2.0	10/15/14	BELTLINE STRATEGIES – DEMAND MODELING			
		The Beltline daily volumes were shown, with the greatest volumes between Verona Road and Stoughton Road. However, the problem is more than just traffic volumes. Looking at the Beltline near the Stoughton Road interchange during the morning peak period, WB and EB traffic have similar traffic volume, yet EB is relatively uncongested, while WB is at a standstill. This illustrates that volumes are just one factor in the causes of congestion.			
2.1	10/15/14	EFFECTS OF UNCONSTRAINED BELTLINE ON ISTHMUS, EAST WASHINGTON, AND JOHN NOLEN			
		<u>Beltline 2010 unconstrained growth:</u>			
		This condition represents the amount of new traffic that would use the Beltline in 2010 if there were no capacity constraints. Looking at the west end of the Beltline there is a minimal traffic volume increase, possibly indicating that the Beltline already has enough capacity to accommodate the traffic that wants to use it. Between Verona Road and Stoughton Road, however, there is a more substantial increase. Looking specifically between Park Street and Fish Hatchery Road, 16,700 more vehicles would like to use the Beltline here, but cannot.			
		If the Beltline was unconstrained and able to accommodate			

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		all of the traffic that would like to use it, one might question if traffic volumes would be reduced throughout the Isthmus. This was not the case. Relatively speaking, the unconstrained Beltline condition has a minimum effect on Isthmus volumes. When looking at the reasons for this, the OD analysis provided insight. Referring back to the Bluetooth analysis, 90 percent of traffic traveling to the isthmus from the south and west remained inside the Isthmus because most of this traffic has the Isthmus as a destination. <u>Constrained 2050 Beltline traffic growth:</u> Even without adding lanes, traffic volumes would still increase on the Beltline. Looking at the Isthmus, East Washington sees an increase of 18,800 vpd. John Nolen volume would increase by an additional 13,000 vpd. It's a factor of the households and the employment allocation. <u>Unconstrained Beltline 2050 traffic growth:</u> A graphic showed the additional traffic volume that would use the Beltline in 2050 if unconstrained. The Beltline between Verona Road and Fish Hatchery would see an additional 56,000 vpd. The 2050 isthmus traffic volumes would see a 5,000 vpd decrease with an unconstrained Beltline. <u>Comparing these conditions:</u> There is a difference in Beltline volumes between the 2010 constrained and unconstrained condition, but the Isthmus volumes are approximately the same. An expanded Beltline would provide some traffic relief to Isthmus in 2050, but not so much in 2010. About 10 percent of the employment growth in the City of Madison is projected to occur in the Isthmus. This means the growth is projected to be near the edges of the city in business developments that have been part of Madison's land use plan for years (UW Research Park II, American Parkway, etc). People are getting to these employment centers on the Beltline when there is enough capacity on the Beltline. <i>Comment: What types of employees are required for these job growth areas? What are the demographics? How do you capture this? EPIC for example is a younger group, who is less tied to motor vehicle use. Are the other growth areas similar?</i>			

Comment: Something like 80% of EPIC employees drive. It

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may be possible to get some data based on how these areas develop. Many have high parking ratios.

2.2 10/15/14 LOCAL ROAD NETWORK CONNECTIONS

The PEL study objectives that are applicable to connections are more than capturing traffic volumes. They also include:

6. Improving connections across and adjacent to the Beltline for all travel modes.
9. Enhance transit ridership and routing opportunities.
10. Improve pedestrian and bicycle accommodations.

Considerations associated with the connection:

- E-way
- Arboretum
- Isolated commercial areas
- Highest areas of Beltline volumes
- Isthmus connection from the Beltline
- E to W connections are limited

East Side:

i) Beltline Crossing from East Badger Road to West Badger Road

This connection captures 7,700 vpd in 2010 and 9,500 vpd in 2050. Traffic from the Beltline makes up about half of that volume. Traffic is coming, for the most part, from the Beltline and Park Street. This increases the use of the Rimrock Road interchange.

Comment: The triangle formed by US 14, Rimrock Road, and the Beltline is very isolated.

Comment: It's important to know the LOS of the new crossings/connections. Fatal flaws will be addressed, but not at this point. These are the results of the demand model. The team is working towards an operations model.

Comment: Indian Springs gets a surprising amount of traffic.

Metro and Badger Road Connection: Look at route 16, which exits at Rimrock and serves the Southdale neighborhood. This connection decreases circuitry on route 16. This is a route that operates all day long, 7 days per week and serves a transit dependent neighborhood to some degree.

ii) Beltline Crossing between Gammon Road and High Point Road:

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		This alternative has been looked at previously. The crossing is basically a connection between Wal-Mart and West Towne. This would capture about 7,000 vpd (2010), taking 5,000 vpd off of Gammon Road. The traffic captured is almost entirely north south in orientation. <i>Comment: Though there are few transit routes in this area, Research Park development may spur new transit routes.</i> <i>Greenway Cross to County MM:</i> This crossing captures 4,700 vpd in 2010 and 6,500 in 2050. It also increases the use of Rimrock Road interchange, but has modest effect on the surrounding movements. The crossing captures 800 vpd from the Beltline in 2010 and 1,500 vpd in 2050. <i>Comment: Does the model include the new Post Road? Not in 2010, but it should in 2050.</i> <i>Comment: Syene is a big growth corridor for Fitchburg. This part of Fitchburg is heading for the same predicament as Madison; surrounded by highways with few good crossings or connections.</i> <i>Broadway to John Nolan:</i> This connection captures 7,000 vpd in 2010 and 8,800 vpd in 2050. Nearly all of this traffic is taken from the Beltline in 2010, but that number does decrease in 2050 (5,100 vpd). Volumes on Broadway increase by 2,000 vpd and on John Nolan by 2,700 vpd. <i>Comment: There are other considerations than just traffic volumes. There are also things like safety considerations.</i> <i>Nob Hill access to John Nolan:</i> What if Nob Hill Road was connected to John Nolan Drive and the Beltline? This connection would capture 5,100 vpd in 2010 and 6,700 in 2050. There would be an increase in volume on Nob Hill Road of 4,000 vpd and an increase on Rimrock and John Nolan (400 vpd and 1,700 vpd respectively). The Beltline between South Towne and John Nolan would see a decrease of 1,300 vpd. <i>Perry Street crossing:</i> This crossing would capture 5,500 vpd in 2010 and 7,300 vpd in 2050. Volumes would be reduced on Park Street and Fish Hatchery (2,000 vpd and 2,800 respectively). There would be a slight increase of 120 vpd on Rimrock. A Perry Street crossing also offers transit utility. <i>Comment: In a previous BRT discussion, a member noticed that because of the way the Park Street/Beltline Interchange</i>			

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		<i>was reengineered; the freeway is turned into a local road south of the Beltline. This opens up potential for a connection to Park and Syene. The problem is the freeway status of US 14. The point is, there is already slow speed traffic under the Beltline and south of the Beltline on Park Street. A connection may be possible here.</i> <i>Neighborhood considerations:</i> - Moorland-Rimrock Neighborhood Association - Burr Oaks Neighborhood Association - Waunona Neighborhood Association - Southdale Neighborhood Association There are concerns regarding a Perry Street crossing and a Badger Road connection. The Perry Street crossing has previously had opposition from the Alderman and area businesses. <i>Observations:</i> Beltline volume reductions due to these crossings and connections are in the range of 1 to 5 percent. There is some reduction, but it is relatively modest. Perry Street provides an alternate crossing to Greenway Cross. The Greenway Cross extension connects two isolated urban areas and likely increases the utility of the Rimrock Road interchange. Trips from McKee Road to Rimrock Road could avoid the Beltline entirely. Perry Street Crossing has a great deal of transit utility. It's a direct connection across, south, of the Beltline for four routes. Which combinations seem most attractive? - Perry Street Crossing (north/south) with Greenway Cross connection (east/west) - Badger Road extension with John Nolen <i>Comment: Monona businesses may be for a connection between Broadway and John Nolen.</i> <i>West Side Considerations:</i> The west portion of the Beltline near Gammon is mainly commercial. Near Whitney Way it is more residential and transit oriented with some businesses. Whitney Way does have some commercial, but there are 12 bus routes that go through the Whitney Way Interchange. There are areas of heavy residential development. The study team met with the Orchard Ridge Neighborhood. They wanted help getting across the Whitney Way Interchange (bike/ped).			

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		<i>iii) Beltline Crossing between Whitney Way and Gammon Road</i> Crossings between Gammon and Whitney Way have had neighborhood opposition in the past. Looking at the west side (option A), the Grand Canyon connection would capture 9,300 vpd in 2010 and 10,500 vpd in 2050 this crossing would share the dedicated Stuck Road bike underpass. Looking at option B at Forward Avenue, it would capture 11,000 vpd in 2010 and 12,900 in 2050. Looking at option C, Schroeder Court to Odana Road near Medical Circle, this crossing would capture 11,600 vpd in 2010 and 11,400 vpd in 2050. <i>Comment: If Seybold Road was connected somewhere other than at Gammon, the left turn onto Gammon could be eliminated, which may result in an operational improvement</i> <i>Comment: Have you been able to work with Metro on their future route planning?</i> Yes, the study team has met with them and they have been providing input on these crossings. All of the crossings have been favorable to metro thus far. Options B and C provide more utility for metro. Eight routes have to go through Whitney Way, which increases route time. These two crossings would help alleviate this problem. <i>Comment: The previous BRT study had the transfer point moved to Mineral Point. It may have an effect on the number of routes through Whitney Way.</i> <i>Comment: Looking at 2050, commuter rail cannot be dismissed. Metro is flexible and if commuter rail is introduced, metro would be rearranged. Long range planning doesn't apply in this situation. The number of routes that use a crossing could be changed. In any case, the residents in this area will still need service. Service does need to be maintained, but the transfer point could change.</i> <i>Comment: If there was a 10 minute BRT service time on Mineral Point Road to University Research Park, there may be a decreased emphasis on transfer point. Eliminating transfers will offer time savings and be more attractive to potential riders.</i> Comparing options A, B and C; the closer the crossing is to Whitney Way, the more traffic it captures and the larger the reduction in traffic volume on Whitney Way. The closer the crossing is to Gammon, the greater the traffic volume reduction on Gammon			

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		<i>Neighborhood considerations:</i> Park Ridge and Greentree have voiced concerns regarding a crossing in this area. Orchard Ridge has also provided input. <i>West Side Observations:</i> Moving west to east, volumes on the crossings are greater. There also seems to be more transit benefits toward the east and more commercial benefits to the west.			
2.3	10/15/14	COLLECTOR DISTRIBUTOR ROADS			
		CD roads will be discussed at a later date.			
3.0	10/15/14	SCHEDULE/PUBLIC INVOLVEMENT UPDATE			
		Bike Ped Focus Group Meeting 10/23/14			
		The PIMs have been scheduled: - 11/11/14 both day and evening hours - 11/12/14 - 11/17/14 - 11/19/14 both day and evening hours - 12/01/14 - 12/03/14 The focus of the PIMs will not be on the crossings. They will focus on the north reliever, south reliever, BRT, etc. There will be a combined TAC/PAC/Progress meeting to provide feedback on PIM materials. <i>Comment: WisDOT shouldn't have to stand alone to public opposition alone. Committee members may be able to show that there is a working relationship.</i> <i>Comment: Look at survey results within metro service area.</i> <i>Comment: Do we need another Transit committee meeting?</i>			
		The team will look to schedule.	NEW		WISDOT/ STRAND

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Paul Nelson**Dated:** 12-2-2014

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PAC**LOCATION:** Strand Associates, Inc.

910 W Wingra Drive, Madison, WI

DATE and TIME: 01/22/15 6:00 – 8:00 PM**SUBJECT:** PAC Meeting

INVITEE NAME	COMPANY NAME	ATTENDED
Larry Barta	WisDOT – SWR Planning	X
Brandon Lamers	WisDOT – SWR Planning	X
Joe Conduah	WisDOT - SWR Planning	X
Manfred Enburg	Town of Verona	X
Michael Hoelker	WisDOT - SWR Planning	X
Jeff Held	Strand Associates	X
Terry Enge	Town of Westport	X
Kyle Hemp	WisDOT - Traffic	X
Jennifer Grimes	WisDOT - SWR ENV	X
Carolyn Amegashie	WisDOT - ENV	X
Paul Nelson	Cotter Consulting	X
Megan Knutson	Cotter Consulting	X
Steve Hiniker	1000 Friends of Wisconsin	X
Ken Golden	Madison Area MPO	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0		Park and Ride Results			
1.1		Madison transportation consists of direct and indirect routes to the central business with the circumferential route being I-94, the Beltline, and Highway 12. The circumferential route is similar to a bicycle wheel. Since 55 percent of drivers travel on the Beltline for four interchanges or less, is it possible to collect passengers before they reach the rim of the wheel / Beltline? Is there a way to intersect travelers before they reach the Beltline and have them use transit? Through the use of Bluetooth detectors the study team performed an analysis that was used to find out the number of people using the Beltline from radial routes during peak periods that were destined for the central employment area. Potential Park and Ride lots on the US 151, Fish Hatchery, and US 19 would have the potential to capture more vehicles destined for Isthmus employment centers, but many of these vehicles may not travel on the Beltline. Conversely, US 51, US 12, and I-39 have fewer vehicles destined for Isthmus employment centers, but most of them travel on the Beltline. Subsequent analysis will be done.			

Comment: Was thought given to John Nolan Drive since this traffic would have to use the Beltline?

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		<i>Should more analysis be performed for John Nolen, the South Town westbound entrance ramp and Stoughton Road? More analysis could be performed, but this analysis shows the order of magnitude. The amount of traffic that can be captured is only a fraction of the Beltline traffic. Do figures only show people destined for central business district? (Yes) Could an analysis be performed to show how many people touch the beltline and for how long. (This analysis has already been performed, showing 55% of the drivers are on the Beltline for 4 interchanges or less)</i> The number traveling to Isthmus employment center indicates that Park & Rides are unlikely to substantially affect Beltline volumes or operation. Park and Rides would still address four PEL objectives: - Objective 3. Address system mobility (congestion) for all travel modes. (transit) - Objective 7. Enhance efficient regional multimodal access to Madison metropolitan area economic centers. - Objective 9. Enhance transit ridership and routing opportunities. - Objective 12. Support infrastructure and other measures that encourage alternatives to single occupancy vehicle travel. <i>Comment: Would the level of service of the Beltline change with the potential use of Park and Rides?</i>			
2.0		Review Land Use Scenario B			
2.1		MPO Growth Allocation Scenario Planning			
		Travel demand model was adjusted to meet the adjusted DOA household control totals for 2050. The employment numbers in the demand model area based on employment forecast by CARPC. These estimates were reviewed by Madison Area Transportation Board staff and Wisconsin Department of WorkForce Development staff. FHWA Scenario Planning Guidebook's states that			

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key elements of the scenario planning include:

- Scenarios compare and contrast interactions between multiple factors.
- They analyze how different land use, demographic, or other types of factors could impact transportation networks and identify possible strategies to achieve a preferred future.
- Also, involving public engagement.

Right now the PEL study is able to use scenario planning information that is being considered by the Madison Transportation Plan Study “Madison in Motion”.

“The purpose of Madison in Motion, the City of Madison’s Sustainable Madison Transportation Master Plan, is to guide transportation decisions in Madison, in order to help make Madison a more walkable, bikeable and transit-oriented city.”

2.2

Scenario A verse Scenario B

The Madison in Motion Transportation Plan describes two land use Scenarios A and B. Scenario A follows existing land use plans and trends, with 30 percent infill development and 70 percent peripheral development. Scenario B represents a more compact development pattern, with 70 percent of development being infill, and the remaining being peripheral. The plan does it by increasing density at the “activity centers”, both housing and employment. Many of these activity centers are directly served by the Beltline.

Comment: Some area land use is at the end of its functional life and is ready for redevelopment

The PEL study team used Madison in Motion’s development patterns but normalized the household and employment totals to match DOA and CARPC control totals.

According to demand model Scenario B land use

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		patterns support BRT, increasing ridership in 2050 by 22%, however Scenario B land use patterns increases Beltline 2050 volumes by 2.5 – 5 percent. Having a more compact urban development does not eliminate or reduce Beltline's transportation role.			
3.0		Review Forced Mode Shift Scenario			
3.1		Increased Transit and Bike ridership by a factor of 3			
		A second analysis performed by PEL Team involved tripling the number of trips made by bicycle and transit. These trips were then subtracted from the auto trips in the demand model.			
		Increasing transit and bike ridership by a factor of 3 reduces traffic volumes through the isthmus by about 13 percent but has a limited effect on Beltline volumes in that it only reduces 2050 Beltline volumes by 1 to 3 percent.			
		Enhancing transit and bike accommodations are still needed and will be studied to address key PEL objectives:			
		Objective 3. Address system mobility (congestion) for all travel modes. (transit and bike)			
		Objective 7. Enhance efficient regional multimodal access to Madison metropolitan area economic centers.			
		Objective 9. Enhance transit ridership and routing opportunities.			
		Objective 10. Improve pedestrian and bicycle accommodations.			
		Objective 12. Support infrastructure and other measures that encourage alternatives to single occupancy vehicle travel.			
		<i>Comment: The study should show doubled transit ridership numbers - this has been an unwritten goal for Madison Metro.</i>			

Comment: There are financial constraints within

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		<i>transit department - these constraints make it difficult to add more busses to increase use</i> <i>Comment: Policy and attainment status related to air quality will be investigated in NEPA document</i>			
3.2		Managed lanes is one example of how the PEL study can address transit enhancements The PEL briefly reviewed the applicability of Bus lanes, HOV Lanes, In-line transit stops, and Transit Queue-Cutting measures at intersections. Current national guidance (AASHTO) indicated there is not enough bus traffic to warrant a dedicated Beltline bus lane. The study will look at HOV lanes. The study will also perform a Beltline occupancy study this spring to determine their applicability. In-line transit stops at overpass are an option that will be considered. At intersections, Transit Queue-Cutting uses intermittent signal which allows buses to have a head start on adjacent motor vehicle traffic. This prevents buses from being at the back of the queue and helps to reduce transit delays. This may have application at some Beltline interchanges.			
4.0		Summary of Recent PIMs WisDOT held 8 meeting with 147 people attending and 12 comments were received. The PIMs held during the day had fairly good attendance. Generally WisDOT would have preferred more attendance. Several measures are being purposed for the next PIMs to boost attendance.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®
Signed: Megan Knutson **Dated:** 02/16/15

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline TAC**LOCATION:** WisDOT SW Region Truax Lab

3502 Kinsman Blvd - Antigo Silt Room

DATE and TIME: 01/29/15 2:00 – 4:00 PM**SUBJECT:** TAC Meeting

INVITEE NAME	COMPANY NAME	ATTENDED
Ahnaray Bizjak	City of Middleton	X
Bill Schaefer	MPO	X
Dan Eckberg	Vandewalle & Assoc.	X
Dan Stephany	City of Monona	X
Dan Tempesta	Cambridge	X
Dave Dryer	City of Madison	X
David Trowbridge	City of Madison	X
Dorothy Krause	Fitchburg	X
Erica Schmitz	Town of Middleton	X
Franklin Marcos	WisDOT SWR Planning	X
Jennifer Grimes	WisDOT ENV	X
Joe Conduah	WisDOT SWR Planning	X
Johnny Gerbitz	FHWA	X
Jonquil Johnston	WisDOT	X
Ken Leonard	Cambridge	X
Matt Tronnes	Strand	X
Megan Knutson	Cotter	X
Michelle Brokaw	WisDOT SWR Multimodal	X
Mike Cechvala	City of Madison	X
Mike Slavney	Vandewalle & Assoc.	X
Pam Dunphy	Dane County	X
Peggy Yessa	City of Madison	X
Robert Knorr	WisDOT Major Study	X
Rodney Scheel	City of Stoughton	X
Rosie Meer	WisDOT	X
Susan Finco	Leonard & Finco	X
Tim Sobota	Madison Metro	X

ITEM	DATE	DESCRIPTION	S T A T U S	DUE	BALL IN COURT

1.0 Park and Ride Results

1.1 Madison transportation consists of direct and indirect routes to the central business with the circumferential route being I-94, the Beltline, and Highway 12. The circumferential route is similar to a bicycle wheel.

Since, 55 percent of drivers travel on the Beltline for four interchanges or less, is it possible to collect passengers before they reach the rim of the wheel / Beltline? Is there a way to intersect travelers before they reach the Beltline and have them use transit? Through the use of Bluetooth detectors, the study team performed an analysis that was

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		used to find out the number of people using the Beltline from radial routes during peak periods that were destined for the central employment area. Potential Park and Ride lots on the US 151, Fish Hatchery, and US 19 have the potential to capture more vehicles destined for Isthmus employment centers, but many of these vehicles may not travel on the Beltline. Conversely, US 51, US 12, and I-39 have fewer vehicles destined for Isthmus employment centers, but most of them travel on the Beltline. Subsequent analysis will be done.			
		Park & Ride is unlikely to substantially affect Beltline volumes or operation but address four PEL objectives: Objective 3. Address system mobility (congestion) for all travel modes. (transit) Objective 7. Enhance efficient regional multimodal access to Madison metropolitan area economic centers. Objective 9. Enhance transit ridership and routing opportunities. Objective 12. Support infrastructure and other measures that encourage alternatives to single occupancy vehicle travel.			
2.0		Beltline Buses effects from Scenario B land use pattern: No real change			
2.1		Beltline effects from Scenario B land use pattern: Scenario B shows a 4,000 vpd increase over Scenario A and 12.4% increase over existing Beltline traffic volumes.			
2.2		Isthmus effects from Scenario B land use pattern Scenario B shows 1.5% traffic volume increase over Scenario A and a 20% increase over existing isthmus traffic volumes			
		<i>Comment:</i> <i>BRT is not capacity constrained - meaning that the model assumes that BRT can accommodate all trips wanting to use it.</i>			
3.0		Review Forced Mode Shift Scenario			
		What if transit and bike volume tripled?			

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A second analysis performed by PEL Team that involved tripling the number of trips made by bicycle and transit. These trips were then subtracted from the auto trips in the demand model.

Comment:

Transit trip table was tripled and subtracted from the auto trip table assuming a one to one relationship.

What factors into the number of trips made by bike by the demand model is the distance of the trip.

These mode shifts from motor vehicle to bike and transit have been occurring but the mode shift is focused on trip in the university and downtown area. These trips do not really affect the Beltline.

3.1 Effect on Beltline traffic volumes:

If transit was tripled by 2050 there would be 1.6% less than what would ordinarily occur in 2050 but 8% more than existing 2010 traffic volumes

If transit and bike was tripled by 2050 there would be 2.3% less than what would ordinarily occur in 205 but 7% more than existing 2010 traffic volumes.

3.2 Isthmus traffic volumes

If transit was tripled by 2050 there would be 8.3% less than what would ordinarily occur in 2050 but 9% more than existing 2010 traffic volumes

If transit and bike was tripled by 2050 there would be 12.4% less than what would ordinarily occur in 2050 but 4% more than existing 2010 traffic volumes.

Does Scenario A and B analysis have the same mode splits?

No - they have the currently existing mode splits.

If transit and bike trips for scenario A and B were tripled there still would not be a discernable difference because of the small

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amount of change that occurs with both the land use and mode shift scenarios.

Enhancing transit and bike is still needed and will be studied to address key PEL objectives:

Objective 3. Address system mobility (congestion) for all travel modes. (transit and bike)

Objective 7. Enhance efficient regional multimodal access to Madison metropolitan area economic centers.

Objective 9. Enhance transit ridership and routing opportunities.

Objective 10. Improve pedestrian and bicycle accommodations.

Objective 12. Support infrastructure and other measures that encourage alternatives to single occupancy vehicle travel.

4.0

Transit opportunities to be evaluated on Beltline

Managed Lanes

The PEL will investigate Bus lanes, HOV Lanes, In-line transit stops, and Transit Queue-Cutting

Current national guidance indicated there is not enough bus traffic to warrant a depicted Beltline bus lane. The study will look at HOV lanes and perform an occupancy study this spring to determine their applicability.

In-line transit stops at overpasses is an option that will be considered.

Comment:

How would people get to bus stop?

To have a transit stop in the middle would require realigning the Beltline which is costly and would have many impacts.

Since there are currently few transit stops near the Beltline and few bus routes using the Beltline, in-line stops are probably more feasible on the outside.

If in-line stops are not used, another option is to put a bus stop between the off and onramp so bus would only have to go through one traffic control signal.

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If in-line stops are located near overpasses, there remains the question on how to get people to the Beltline level while still meeting ADA requirements.

At intersections, Transit Queue-Cutting uses intermittent signal which allows buses to have a head start on adjacent motor vehicle traffic. This prevents buses from being at the back of the queue and helps to reduce transit delays. This may have application at some Beltline interchanges.

5.0

Summary of the recent Public Involvement Meetings

WisDOT held 8 meeting with 147 people attending and 12 comments were received. The PIMs held during the day had fairly good attendance. Generally WisDOT would have preferred more attendance. Several measures are being purposed for the next PIMs to boost attendance.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Megan**Dated:** 02/03/15

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates

910 Wingra Drive, Madison, WI

DATE and TIME: 9/14/15 6:00 – 8:00 PM**SUBJECT:** Beltline PEL PAC Meeting

INVITEE NAME	COMPANY NAME	ATTENDED
Brandon Lamers	WISDOT SWR Planning	X
Carolyn Amegashie	WisDOT	X
Chris Schmidt	City of Madison	X
Colleen Hoesly	WisDOT SWR Major Studies	X
Dorothy Krause	City of Fitchburg	X
Jackie Mich	Vandewalle	X
Jagpreet Chahal	Cotter Consulting	X
Jeff Held	Strand Associates	X
Jennifer Grimes	WisDOT	X
Joe Conduah	WisDOT	X
Joel Brown	WisDOT SWR Majors - REC	X
Jonquil Johnston	WisDOT Environmental	X
Ken Golden	City of Madison	X
Kris Hampton	Town of Cottage Grove	X
Kyle Hemp	SWR Traffic	X
Larry Barta	WisDOT	X
Manfred Enburg	Town of Verona	X
Michael Hoelker	WisDOT	X
Mike Rewey	City of Madison	X
Pat Trainer	WisDOT	X
Robert Knorr	WisDOT	X
Robin Schmidt	Dane County	X
Rosie Meer	WisDOT Environmental	X
Sherman Bunker	WisDOT	X
Stephanie Thomsen	Strand Associates	X
Steve Hiniker	1000 Friends of WI	X
Susan Finco	Leonard & Finco	X
Tom Lynch	Strand Associates	X

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1.0	9/14/15	INTRODUCTIONS			
2.0	9/14/15	UPDATE ON PEL PROGRESS SINCE JANUARY 2015 PAC			

The objective of the meeting was to receive comments/feedback on the screening components. Tom Lynch began the presentation updating the group with the progress that has been made since January 2015. The progress includes the refinement of individual components, meetings with the UW Arboretum, Capitol Springs, DNR and others.

The Study Team has also been refining a Traffic Simulation Model. The Model has been calibrated with an aerial time lapse photography performed by WisDOT and Bluetooth Travel Time Data. With the model the, Study Team can test different alternatives in the future phase of the study. The

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		Team also has been evaluating schematic motor vehicle concepts for the Beltline to be used in future years to identify potential solutions. See attached handout for Level Of Service on Madison Beltline between different sections. The Study Team has probably investigated over 50 schematic concepts to identify potential solutions. At this time, decisions will not be made. <i>Question: What is "pcplpm" on 2050 LOS powerpoint page. Operations are defined by LOS (A through F).</i> PCPLPM is 'passenger cars per lane per mile' for freeways. Measures the density of cars on freeway. The Study Team has also been refining individual components that will be used to assemble strategy packages. The refinement of individual components includes: • Bike and pedestrian • Connections and grade separated crossings • Transit priority • Mode transfer/park and ride • Beltline mainline motor vehicle			
3.0	9/14/15	PEL (PLANNING AND ENVIRONMENT LINKAGES) SCREENING FROM THE WORK PLAN PEL is an environmental study performed before an EIS. The Team developed a set of problems, goals and objectives. These goals and objectives were developed in early 2013. The Team the developed screening criteria that evaluated how well an improvement component satisfied the goals and objectives. The PEL process is described below. • Develop problem statement and objectives • Develop screening criteria • Develop strategies • Identify strategies to bring to NEPA (National Environmental Policy Act) The Team is currently in the Strategy Development Process of the PEL. This process includes several different parts. 1. Develop and test stand alone strategies – North Mendota Parkway, South Reliever, BRT, Rail 2. Currently developing and testing individual improvement components (Motor Vehicles, Bike/Ped) 3. Next step is to assemble improvement components into strategy packages			

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		The Team has determined that one component alone (such as grade separated crossing, or bike connection) cannot address all Beltline objectives. A package of several components such as improvements to motor vehicle, bike ped, local system, transit, and some transportation demand management (TDM) will be required. Many TDM components are policy oriented. Screening criteria was used in a matrix format to screen individual components			
4.0	9/14/15	PLANNED SCREENING PROCESS Components screening (Example: Grade separation crossing or type of lane on Beltline) was discussed. Different components will be assembled into strategy package. Strategy package screening could include two options: 1. Strategy packages w/specific components 2. Strategy packages w/generic components (Preferred option) Strategy packages with specific components listed may imply a commitment that is premature. Strategy packages with generic components do not communicate a commitment to specific components within a package and allows for flexibility in the future. For the PEL, generic components will be included in the Strategy Packages. Specific components will be studied in the next phase as part of the EIS study.			
5.0	9/14/15	INTRODUCE INDIVIDUAL COMPONENT SCREENING SHEET The Study Team is looking for recommendation/comments from the group. There are 5 screening matrices for the following component types 1. Bike and Pedestrians 2. Crossings and Connections 3. Motor-vehicle 4. Park and Ride 5. Transit Authority The sheets are color coded for different types of components and the front page shows a summary of the questions that pertain to that component. Each component sheet tries to identify if the individual study objectives are met with 3 descriptors (No (not met), somewhat, Yes (met)) are used. The screening questions used were developed by the PAC and TAC. "Somewhat" could mean partially met. Study Team is looking for feedback from the PAC. <u>Bike and Pedestrian Facilities</u> (See page 22-23 of attached presentation): There are 11 different bike ped components that were developed by the Study Team. Tom then described some of these components. The City of Madison			

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		plans to put a path from CTH M underneath Gammon Road to connect with the existing Beltline Path from Grand Canyon to Whitney Way. One Bike Ped component (#5) would create a path connecting Whitney Way to the SW path. Another component (#6) would connect the SW path with the Cannonball Trail with a path on the north side of the Beltline. Another component (#7) would make the same connection except on the south side of the Beltline.			
		Component 7 would affect the Arboretum. Component 8, would provide a Beltline grade separated crossing west of Park Street for bike/ped only. Component 11, Femrite Road to CTH N is more a rural connection rather than an urban connection.			
		The Study Team did not expect the attendees to go through all the questions during the meeting. Attendees are welcomed and encouraged to provide comments as they reviewed them.			
		<i>Comment: Environmentally, component option 10 showing path connecting Monona Drive to Terminal Drive would have Wetland impacts.</i>			
		<i>Comment: "Tower" Drive on Option 10 should read "Terminal Drive".</i>			
		These components do not include Ped/Bike upgrades through the interchange. Those upgrades would be covered under Interchange improvements, that have not been reviewed			
		<i>Question: Why are some questions missing on some pages?</i>			
		Detailed sheets contain all the screening questions. Summary page contains only the screening questions that apply to this improvement. Example, bike ped does not improve operations on Beltline, so that screenings question is not shown on the summary sheet.			
		Letters (for rows) and numbers (for columns) on the component sheets are intended to make it easier for attendees when they make comments on a specific answer on the screening matrix.			
		<u>Survey Monkey</u>			
		Provided with the handouts is a web address for SurveyMonkey online survey. The team is requesting input from the attendees. (www.surveymonkey.com/r/Bike_Ped).			
		<i>Comment: Is the survey to be kept within the PAC and TAC</i>			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates

910 Wingra Drive, Madison, WI

DATE and TIME: 9/14/15 6:00 – 8:00 PM**SUBJECT:** Beltline PEL PAC Meeting

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		<i>group:</i> The SurveyMonkey address is meant to be kept within the PAC/TAC group. Filling out the survey will save time in having to go through each question individually by the whole group. Group members do not have to fill out the survey for every component type if they do not wish to. The survey is anonymous but attendees are encouraged to provide their contact information so it is easier for the Study Team to follow up with the person and discuss their comments. <i>Question: Why is the survey provided to TAC and PAC groups? The TAC group would outnumber the PAC group. PAC group's responses might not count. Will the DOT or consultant personnel take the survey?</i> WisDOT personnel have the option of providing their answers to Larry Barta through email. This initial study's intent is to identify what options might have value through a low level of analysis. The survey is not 'a vote'. Intent of the survey is to understand the level of support for the components. <i>Comment: The Team is too focused on the Beltline. There is no redundancy. Example of a Water-main with loops, if one part breaks down, the rest of the system is still functional. If Beltline breaks down, traffic stops. The problem is not solved by adding lanes. There is no fall back option.</i> Larry Barta: The Study Team did look into option of infrastructure in Dane County to pull traffic away from Beltline such as the North Mendota Parkway and South reliever. The Study team produced a report documenting why the North Mendota Parkway will not draw enough traffic to address issues on Beltline. Also included in the report are benefits that the North Mendota Parkway does provide. <i>Mike Rewey disagrees with the premise of eliminating alternate corridors/mode.</i> Strand will look into different ways for users getting in to the survey. Also there will be a check box added to the survey with an option of name, TAC member or PAC member. <i>Question: There is confusion when looking at questions for Transit Priority Component. The header does not describe what is Transit Priority.</i> <u>Local Road Crossings and Connections</u> (See pages 25-26 of attached presentation):			

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		Component 3, a grade separation across the Beltline west of Whitney Way, would serve the Madison Metro's west transfer point and provide an alternate route for buses to avoid the Whitney Way interchange. <u>Transit Priority Through Interchanges</u> (See pages 27-28 on the attached presentation): This component provides a time advantage for buses traveling through interchanges at the traffic signals. As bus approaches, a green signal can start early or be extended. This component could also include a queue cutter, which allows a bus to bypass queued cars (Queue Cutter) and gain a time advantage. This can be done by using an advanced stop bar and giving the lane an early green light. The Screening matrix considers transit priority at every service interchange along the Beltline. (See attached for example). <i>Comment: Use some of the bottom open portion of the Component Criteria sheets to describe this option more fully.</i> <u>Park and Ride Facilities</u> (See pages 29-31 on the attached presentation) The map shows the commuting patterns of vehicles based outside of the Beltline and commute to employment based in Central Madison. In the detailed information, numbers are based on field data collected in 2012. The map shows percentage and volumes of commuters destined for the Isthmus and use the Beltline. The darker red dots on the map are candidates for Park and Ride locations. Whitney Way and Gammon Road lead to residential areas therefore weren't part of the park and ride study locations. <i>Question: So a 100% of people on USH 51 used Beltline?</i> 100% of people that originated at USH 51 and ended in the Isthmus used Beltline to get there. This percentage represents the morning peak hours. To explain further, all 445 of people using USH 51 in the morning peak hours of 6-9am used the Beltline to get to the Isthmus. The SW Region Park and Ride Study has a map showing potential Park and Ride locations in all the 16 counties. This is a Dane County Map that shows park and rides that are more distant from the Beltline. The Team's additional park and ride locations are generally closer to the Beltline and to bus and bike accommodations. <i>Question: Has this information been communicated to Dave Trowbridge on City of Madison.</i>			

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		<i>The study team is communicating with Dave Trowbridge and sharing the park and ride locations.</i> <i>Question: Are we assuming carpooling at this point? Do buses go there?</i> Yes, park and ride locations are located near transit. This could increase ridership. <u>Beltline Motor Vehicle Options:</u> See pages 32-36 on the attached presentation <u>Hard shoulder running:</u> Hard Shoulder running is used in Europe and increasingly being used in the US. Vehicles can use one of the two shoulders as a travel lane in morning and evening rush hours. This is achieved by green lane arrows on gantries above the lanes. They designate when to use the shoulder and red X when one cannot. This option provides the capacity during rush hour but takes away safety features of the shoulder. Incidents and crashes could remove this capacity. <u>Bus on Shoulder:</u> This option is used in Twin cities. Typically buses are allowed to use the shoulders when traffic is slowed below 35mph. They may travel at no more than 15mph faster than lane next to them. This component provides a transit advantage along the highway. <u>Bus Lane:</u> Dedicated bus lane on the inside. Currently there are only 5 routes that use the Beltline for short distances. <u>High Occupancy Vehicle Lane:</u> Buses and other vehicles with 2 or more occupants could use this lane. It can be time specific. Usually HOV lanes are on the inside. <u>High Occupancy Vehicle Lane w/tolling:</u> Often called “HOT” lanes, they are usually located on the inside. These can have set tolls or tolls can vary depending on the congestion. These are demand driven, so as the highway starts to get congested, the price goes up. FHWA have a goal of maintaining decent operations in these lanes. <i>Question: Why hasn't team considered options with tolling and variable speeds? HOV/HOT and Managed Lanes are separate groups.</i> There is a whole range of managed lane options. These are provided as a simplified version of a range of ITS Alternatives.			

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		<i>Question: Are HOV and HOT lanes one and the same thing?</i> No, they are two separated options. Sometimes HOT lanes are criticized because people who can afford the toll used them. Recent studies suggest it's not an equity issue. Those evaluations will take place in the EIS phase of the study. The study team did perform a peak hour look at occupancy. It appears the Beltline has enough multi-occupant vehicles to consider HOV lanes. <i>Comment: Some states have allowed alternate fuel vehicles in HOV lanes, but it defeats the purpose. Further review and perhaps revisions of the State Statutes may be needed.</i> <i>Question: Options do not show eliminating some interchanges?</i> That point will be discussed in the subsequent Study phases. This matrix focuses on the different types of capacity that can be added. <i>Comment: There is a system problem on the Beltline. Adding lanes might not fix the problem.</i> The Study Team suggested that there will be an EIS that addresses the problem. Over 100 different Beltline options have been investigated. The EIS will review these options in greater detail. <i>Comment: Request for a general overview of which stage the study is in, since there has not been any activity since January.</i> Study Team to include a workflow diagram to identify the stage of the study process. <i>Question: Is there an opportunity to look at improving frontage roads or other local access?</i> This is being handled through connections/crossings components screening. <i>Comment/Question: City of Madison brought up three variables to discuss with Park and Ride as an option.</i> <i>1. Funding – Local or State?</i> <i>2. Ownership – Local or State?</i> <i>3. Access - How do you connect an optimal location of Park and Ride with Transit if Transit does not access the location? To make that lot an effective</i>			

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choice, City would have to fund the transit service?

Study Team is looking at a combination of Park and Rides that currently have access to Transit. Park and Ride still adds value as a component.

Question: When possible park and ride use is calculated, how does the Study Team factor in parking rate and parking availability in the city?

Policy Decisions, such as pricing of parking and transit, are beyond the scope of the PEL. The use is potential park and ride users. There are many variables that will influence how many would actually use the park and rides.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Jagpreet Chahal**Dated:** 10-9-2015

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** WisDOT SWR Office

2101 Wright Street, Madison, WI

DATE and TIME: 9/17/15 2:00 – 4:00 PM**SUBJECT:** Beltline PEL TAC Meeting

INVITEE NAME	COMPANY NAME	ATTENDED
Bill Schaefer	MPO	X
Brandon Lamers	WisDOT – SWR	X
Cole Buergi	Leonard and Finco	X
Colleen Hoesly	WisDOT	X
Dan Pruess	WisDOT	X
Dave Dryer	City of Madison	X
Dave Trowbridge	City of Madison	X
Franklin D Marcos	WisDOT	X
Greg	CARPC	X
Jagpreet Chahal	Cotter Consulting	X
Jeff Held	Strand Associates	X
Jennifer Grimes	WisDOT	X
Joan Petersen	Strand Associates	X
Joe Conduah	WisDOT	X
Joel Brown	WisDOT	X
Kamran Mesbah	CARPC	X
Ken Leonard	Cambridge	X
Kris Sommers	WisDOT – BSHP	X
Larry Barta	WisDOT	X
Michelle Brokaw	WisDOT	X
Mike Slavney	Vandewalle and Associates	X
Pam Dunphy	Dane County	X
Stephanie Olsson	TADI	X
Stephanie Thomsen	Strand Associates	X
Tim Sobota	Madison Metro	X
Tom Lynch	Strand Associates	X

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
1.0	9/17/15	INTRODUCTIONS			
2.0	9/17/15	UPDATE ON PEL PROGRESS SINCE JANUARY 2015 TAC The objective of the meeting was to receive comments/feedback on the screening components. Tom Lynch began the presentation updating the group with the progress that has been made since January 2015. The progress includes the refinement of individual components, meetings with the UW Arboretum, Capitol Springs, DNR and others. The Study Team has also been refining a Traffic Simulation Model. The Model has been calibrated with an aerial time lapse photography performed by WisDOT and Bluetooth Travel Time Data. With the model, the Study Team can test different alternatives in the future phases of the study. The Team also has been evaluating schematic motor vehicle concepts for the Beltline to be used in future years to identify potential solutions. See the attached handout for Level Of Service on the Madison Beltline between different sections.			

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		The Study Team has probably investigated over 50 schematic concepts to identify potential. At this time, decisions will not be made. The Study Team has also been refining individual components that will be used to assemble strategy packages. The refinement of individual components includes: • Bike and pedestrian • Connections and grade separated crossings • Transit priority • Mode transfer/park and ride • Beltline mainline motor vehicle			
3.0	9/17/15	PEL (PLANNING AND ENVIRONMENT LINKAGES) SCREENING FROM THE WORK PLAN PEL is an environmental study performed before an EIS. The Team developed a set of problems, goals and objectives. These goals and objectives were developed in early 2013. The Team then developed screening criteria that evaluated how well an improvement component satisfied the goals and objectives. The PEL process is described below. • Develop problem statement and objectives • Develop screening criteria • Develop strategies • Identify strategies to bring to NEPA (National Environmental Policy Act) The Team is currently in the Strategy Development Process of the PEL. This process includes several different parts. 1. Develop and test stand-alone strategies – North Mendota Parkway, South Reliever, BRT, Rail 2. Currently developing and testing individual improvement components (Motor Vehicle, Bike/Ped). 3. Next step is to assemble improvement components into strategy packages The Team has determined that one component alone (such as grade separated crossing, or bike connection) cannot address all Beltline objectives. A package of several components such as improvements to motor vehicle, bike ped, local system, transit, and transportation demand management (TDM) will be required. Many TDM components are policy oriented. Screening criteria was used in a matrix format to screen individual components			

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		<i>Comment: For Transit, reducing times and reducing time delay and improving travel time delay should be included in the criteria and not just access to facility.</i> That option can be included and enhanced under “J”.			
4.0	9/17/15	PLANNED SCREENING PROCESS Components screening (Example: grade separation crossing or types of lane on Beltline) was discussed. Different components will be assembled into strategy package. Strategy package screening could include two options: 1. Strategy packages w/specific components 2. Strategy packages w/generic components (preferred option) Strategy packages with specific components listed may imply a commitment that is premature. Strategy packages with generic components do not communicate a commitment to specific components within a package and allows for flexibility in the future. For the PEL, generic components will be included in the Strategy Packages. Specific components will be studied in the next phase as part of the EIS study. <i>Question: How is the study team going to measure if one location is more effective than another?</i> The component only screening allows some detailed analysis and helps eliminate some components. For example, looking at the grade separation crossings sheet, going through all options, effective solutions are more obvious than those that don't work. Larry Barta: In the end, the team will prioritize all the components within the different groups and choose the best option. At this point, the team doesn't have that prioritization. Right now, the team doesn't want to imply if one option is better than the others but they would like to eliminate less effective options. Specific components will be re-analyzed in the next study phase.			
5.0	9/17/15	INTRODUCE INDIVIDUAL COMPONENT SCREENING SHEET The Study Team is looking for recommendation/comments from the group. There are 5 screening matrices for the following component types 1. Bike and Pedestrians 2. Crossings and Connections			

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3. Motor-vehicle
4. Park and Ride
5. Transit Authority

The sheets are color coded for different types of components and the front page shows a summary of the questions that pertain to that component. Each component sheet tries to identify if the individual study objectives are met and 3 descriptors (No (not met), somewhat, Yes (met)) area used. The screening questions were developed by the PAC and TAC. "Somewhat" could mean partially met. The Study Team is looking for feedback from the PAC.

Bike and Pedestrian Facilities (See page 22-23 of attached presentation): There are 11 different bike ped components that were developed by the Study Team. Tom then described some of these components. The City of Madison plans to put a path from CTH M underneath Gammon Road to connect with the existing Beltline Path from Grand Canyon to Whitney Way. One Bike Ped component (#5) would create a path connecting Whitney Way to the SW path. Another component (#6) would connect the SW path with the Cannonball Trail with a path on the north side of the Beltline. Another component (#7) would make the same connection except on the south side of the Beltline.

Component 7 would affect the Arboretum. Component 8, would provide a Beltline grade separated crossing west of Park Street for bike/ped only.
Component 11, Femrite Road to CTH N is more a rural connection rather than an urban connection.

The Study Team did not expect the attendees to go through all the questions during the meeting. Attendees were welcomed and encouraged to provide comments as they review them.

Survey Monkey

Provided with the handouts is a web address for SurveyMonkey online survey. The team is requesting input from the attendees. (www.surveymonkey.com/r/Bike_Ped).

The SurveyMonkey address is meant to be kept within the PAC/TAC group. Filling out the survey will save time in having to go through each question individually by the whole group. Group members do not have to fill out the survey for every component type if they do not wish to. The survey is anonymous but attendees are encouraged to provide their contact information so it is easier for the Study Team to follow up with the person and discuss their comments.

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Question: Can the link be shared with colleagues in the department?

It can be shared as long as it's not broadcasted widely.

Comment: WisDOT staff that is not part of the core study team can still provide their comments to Larry Barta directly.

Local Road Crossings and Connections (See pages 25-26 of attached presentation):

Tom shared 8 different local road connections. Component 3, a grade separation across the Beltline west of Whitney Way, would serve the Madison Metro's west transfer point and alternate for buses to avoid the Whitney Way interchange. The same is true with the south transfer point and the grade separation west of Park Street.

Comment: Why did Hammersley fail east of no. 3 crossing?

Partly because of the impact at the Midvale intersection. Geometrically it was going to be expensive and volumes were pretty low.

Transit Priority Through Interchanges (See pages 27-28 on the attached presentation):

This component provides a time advantage for buses traveling through interchanges at the traffic signals. As bus approaches, a green signal can start early or be extended. This component could also include a queue cutter, which allows a bus to bypass queued cars (queue cutter) and gain a time advantage. This can be done by using an advanced stop bar and giving the lane an early green light. The screening matrix considers transit priority at every service interchange along the Beltline. (See attached for example).

Park and Ride Facilities (See pages 29-31 on the attached presentation)

The map shows the commuting patterns of vehicles based outside of the Beltline and commute to employment in central Madison. The numbers are based on Bluetooth field data collected in 2012. The map shows percentage and volumes of commuters destined for the Isthmus that use the Beltline. The darker red dots on the map are candidates for Park and Ride locations.

Whitney Way and Gammon Road lead to residential areas therefore weren't suggested for park and ride locations. 100% of people that originated at USH 51 and ended in the Isthmus used Beltline to get there. To explain further, all 445

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		of people using USH 51 in the morning peak hours of 6-9 am used the Beltline to get to the Isthmus.			
		The SW Region Park and Ride Study has a map showing potential Park and Ride locations in all the 16 counties. This is a Dane County Map that shows park and rides that are more distant from the Beltline. The Team's additional park and ride locations are generally closer to the Beltline and to bus and bike accommodations.			
		The graphic is superimposed on Madison Metro weekday service map. The Study Team also showed the general locations of bike path to show how the park and ride locations are related to major bike paths.			
		<u>Beltline Motor Vehicle Options:</u> See pages 32-36 on the attached presentation			
		<u>Hard shoulder running:</u> Hard shoulder running is used in Europe and increasingly being used in the US. Vehicles can use one of the two shoulders as a travel lane in morning and evening rush hours. This is achieved by green lane arrows on gantrees above the lanes. They designate when to use the shoulder with a green arrow and a red X when one cannot. This option provides the capacity during rush hour but takes away safety features of the shoulder. Incidents and crashes could remove this capacity.			
		<u>Bus on Shoulder:</u> This option is used in Minnesota's Twin cities. Typically buses are allowed to use the shoulders when traffic is slowed below 35 mph. They may travel at no more than 15 mph faster than lane next to them. This component provides a transit advantage along the highway.			
		<u>Bus Lane:</u> Dedicated bus lane on the inside. Currently there are only 5 routes that use the Beltline for short distances.			
		<u>High Occupancy Vehicle Lane:</u> Buses and other vehicles with 2 or more occupants could use this lane. It can be time specific. Usually HOV lanes are on the inside.			
		<u>High Occupancy Vehicle Lane w/tolling:</u> Often called "HOT" lanes, they are usually located on the inside. These can have set tolls or tolls can vary depending on the congestion. These are demand driven, so as the highway starts to get congested, the price goes up. FHWA have a goal of maintaining decent operations in these lanes.			
		There is a whole range of managed lane options. These are provided as a simplified version of a range of ITS Alternatives.			

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		The Team had intended to go over one column of the bike/ped matrix sheet but most members of the TAC indicated they did not need to go through it as a group. The matrix was self-explanatory. <i>Question: There are several questions that are not pertinent to the Park and Ride component on the summary sheet, can those be eliminated?</i> Yes, the PEL team wanted the summary sheet to be one page. The detailed screening sheets, located after the summary sheet, contain all the questions in one location. Questions were developed to screen the packages and they don't all apply to every component. <i>Comment: Study has helped eliminate some very large improvements (Ex. North Mendota Parkway, South Reliever, etc.).</i> <i>Comment: If the team is thinking of current routes for Transit Priority, it might be a little bit limiting to only 4 interchanges for improvements. There are infrastructure costs associated with Transit priority. To put in infrastructure where there isn't much transit traffic would not be very cost effective as opposed to a route where there are 14 buses per hour.</i> <i>Comment: Going forward, the team should be looking at Bus Lanes through the interchange area and not necessarily just the queue cutter. Issue is the queue may back up. Tom Lynch gave an example from San Francisco. There transit priority allows buses to go 3-4 lanes over to get over from their bus stop location as opposed to have the buses fight traffic to cross over 4 lanes.</i> <i>Comment: Is the idea to choose options that more effective than the others? Ones which are more effective vs. ones that are not worth the cost? The EIS study will address the most effective options.</i> • <u>Proposed Next Steps:</u> - o Prepare draft component screening ▪ Discuss w/ PAC & TAC And eliminate ineffective components - o Prepare draft strategy package screening ▪ Discuss w/PAC and TAC (Early October) and identify ineffective strategies. Details in the next meeting will not be as detailed. - o PIM Series #3 – Early November. There are currently 5-6 locations that the team is looking at for the PIM.			

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Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Jagpreet Chahal**Dated:** 9-25-2015

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates

910 West Wingra Drive, Madison, WI

DATE and TIME: 10/13/15 2:00 – 4:00 PM**SUBJECT:** Beltline PEL TAC Meeting

INVITEE NAME	COMPANY NAME	ATTENDED
Asadur Rahman	WisDOT CO Traffic	X
Bethany Bacher-Gresock	FHWA	X
Bill Schaefer	MPO	X
Brandon Lamers	WisDOT – SWR	X
Brenden Johnson	Strand Associates	X
Brian Patrick Tau	Singapore guest Attendee	X
Chris Lynch	Strand Associates	X
Eric Heggelund	WDNR	X
Jackie Mich	VandeWalle & Associates	X
Jagpreet Chahal	Cotter Consulting	X
Jennifer Grimes	WisDOT	X
Joel Brown	WisDOT	X
John Stolzman	WisDOT C.O MEGA	X
Ken Leonard	Cambridge	X
Kyle Hemp	WisDOT SWR Traffic	X
Larry Barta	WisDOT	X
Mark Opitz	City of Middleton	X
Michelle Brokaw	WisDOT	X
Peggy Yessa	City of Madison	X
Robert Knorr	WisDOT SWR Planning	X
Sio Wood Ong	Singapore guest Attendee	X
Stephanie Thomsen	Strand Associates	X
Susan Finco	Leonard & Finco	X
Tim Sobota	Madison Metro	X
Tom Lynch	Strand Associates	X

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1.0	10/13/15	INTRODUCTIONS This is the second TAC meeting held since January 2015. There are upcoming public involvement meetings which will be held in November.			
2.0	10/13/15	PEL SCREENING FROM WORK PLAN At the last TAC meeting held on September 17, 2015, TAC members were requested to fill out the SurveyMonkey on various components being studied. The Study Team shared the PEL process with the group. Looking at the Strategy Development Package, the Study Team has performed the Stand Alone strategies (Ex. North Mendota Parkway, BRT, South Reliever, etc.). These strategies do not address the issues on Beltline. Then the Study Team had developed and tested individual components (Ex: Crossings). The PAC group had requested the Study Team to provide a graphic that shows where the study currently stands in the overall PEL process. Tom showed them a timeline which			

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		illustrated the activities of the PEL and the anticipated spring 2016 completion. To explain components, the Study Team shared a graphic (for illustration purposes only) from 2013. This illustration shows that any solution that meets all the objectives has to have multiple components (Ex. Motor vehicle, Bike/Ped, Local System, Transit Priority, Transportation Demand Management (TDM)). TDM is a policy driven option. The Study Team is using it as a place to categorize Park and Rides (Helps managed demand).			
3.0	10/13/15	SUMMARY OF COMPONENT SCREENING SURVEY MONKEY RESULTS At the last meeting, the Study Team provided the TAC group with matrices components in five categories. The SurveyMonkey results were used to review different components acceptance. The survey was not meant to be used as a vote but instead the survey helps the Team understand the acceptance. Madison Metro provided helpful comments. The Study Team will coordinate further with the Metro team to discuss their comments. The survey results are discussed below: Motor Vehicle: 1. Hard Shoulder Running: In this option, vehicles are allowed to use paved shoulder, during high traffic volume portions of the day, as a lane. Dynamic signs on the signals, installed on gantries, direct the drivers to use the paved shoulder. This option is more sophisticated compared to Bus Shoulder Running (option 3 below). This option was supported by 30% of those who took the survey. 2. High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT): HOT lanes are gaining popularity through the US. A HOT lane is where drivers pay a toll to use the faster lane. Currently the Study Team is combining the HOV and HOT lane option together but in the future these would be evaluated separately. This option received support from 40% of those taking the survey. 3. Bus Shoulder: This is similar to hard shoulder running, but a simpler option. Buses would be allowed to use shoulders when traffic slows down below 35mph. This option received 40% support. 4. The Conventional Freeway lane option received 60% support and a Dedicated Bus lane received 30% support from those who took the survey. These options have been discussed in the previous meetings and the volumes thresholds do not			

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		warrant a dedicated bus lane to be evaluated at this point in the EIS Study.			
		Bike/PED: Study Team shared a bar graph that showed the percentage of respondent that felt a certain option was "Very Useful, Useful, Not Useful, Don't know". A path from Whitney Way to SW path received the most support with 70% supporting this option. The City of Madison is planning for a dedicated path through High Point Road and underneath Gammon Road. This would provide a dedicated path all the way from Junction Road to the SW path. Larry Nelson (former City of Madison Engineer) advocated for a path from Monona Drive to Terminal Drive on the south side of the Beltline. This option received modest support. Another path connection possibility includes a path north of USH 12/18 between Femrite to CTH N, which received little support. <i>Comment: Is the team comparing very useful vs. useful and only Very useful options?</i> The Study Team was looking at both to see if there were options that had greater support. The Study Team stated that prioritizing the responses as opposed to rating them may have provided more information. The Team might revisit this prioritization with the MPO and Madison Metro, especially the Transit Priority. Connections and Crossings: The Study Team showed the SurveyMonkey findings for 'Very Useful' and 'Useful'. Looking merit for the west transfer point system as whole, options west of Whitney Way have a lot more benefit. Perry Street would connect the South Transfer Point and would have merit. Badger Road might have more motor vehicle vs. bike/ped benefits since there is already a bike/ped bridge at that location. All the options received moderate support. Transit Priority: There are different types of transit priority; one option mostly deals with controller and extends the green signal so the bus gets through the signal. This Provides modest time advantages. Another option is a Queue Cutter. With a Queue Cutter, a bus would get an early green light followed by other traffic getting a green light. This helps the bus get to the front of the queue. Team then shared a Transit Priority map showing the results of the SurveyMonkey. The map is color coded. Orange represents people supporting Transit Priority, blue represents the number of bus routes through the interchange, and green shows if a crossing could be a route			

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		for future BRT. Fish Hatchery Road is a possible BRT crossing.			
		Park and Ride: The Study Team reviewed the different Park and Ride locations. MPO commented that Study Team should consider a Park and Ride location in Middleton. Park and Rides with the most support were Verona Road, Fish Hatchery and CTH PD. A Park and Ride at USH 14 and Lacy Road received support from only 13% of the respondents yet it could potentially capture 646 riders. Highway 14 received on 13% but it has 646 cars travelling through it, which is a heavy volume. <i>Comment: Middleton has requested Tiger Grants for the Park and Ride facility for USH 14 Intersection but have not received the Tiger Grants.</i>			
4.0	10/13/15	INTRODUCE STRATEGY PACKAGES AND COMMENT			
		The Study Team had assembled components into Strategy packages and weighed those packages against the screening criteria. DOT prefers to assemble the strategy packages with generic components because it does not communicate a commitment to a specific component. Specific components option will be analyzed in the EIS study phase. The Study Team shared 5 strategy packages with the group. 1. Preserve with Mode Enhancement: This package does not expand Beltline capacity but provides high levels of modal improvements. 2. Mainline Expansion: Mostly providing capacity, with more modest alternate mode improvements. 3. Balance Package 1 – Low levels of motor vehicle and alternate mode improvements. 4. Balance Package 2 – Medium levels of motor vehicle and alternate mode improvements. 5. Balance Package 3 – High levels of motor vehicle and alternate mode improvements. The Team shared a matrix evaluating on the 5 strategy packages. First two pages of the components sheets are a summary. It is color coded; red represents motor vehicle, orange is for Transit Priority, Green is for Bike/Ped, Gold is for Local Connections, and Purple is for TDM and Park and Rides. At the bottom of the page there are questions, developed by the Advisory Committee, that evaluate how well a strategy package meets the goals and objectives.			

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		Page three lists all the questions again with a more detailed response.			
		Motor Vehicle: There would be no additional capacity added under Preserve w/Mode Enhancements option. 1-2 lanes would be added under Mainline Expansion. Balanced Package 1 would have Hard Shoulder Running and/or managed lane applications. Balance Package 2 would have added lanes, managed or unmanaged (Managed means HOV/HOT lanes). Balance Package 3 would have added lanes as well (managed or unmanaged).			
		Bike/Ped: Preserve w/Mode Enhancements would add 4 or more new connections and 2 or more new crossings. There would be no connections under Mainline Expansion and Balanced Package 1, but there would be accommodations every interchange. Balance Packed 2 would add 1 new connection and 1 new crossing. Balanced Package 3 would be similar to Preserve w/Mode Enhancements package.			
		Local Road: Preserve w/Mode Enhancements would add 3 or more new connections and these connections would be the ones with the highest priority/benefit. There would be no new connections under Mainline Expansion. Balance Package 1 would add 1 new connection. Balance Package 2 would add 2-3 new connections. Balance Package 3 would add 3 or more new connections.			
		Transit Priority: Preserve w/Mode Enhancements would add Transit Priority to 4 or more interchanges (Queue Cutting could be a potential). There would be no interchanges under Mainline Expansion. Balance Package 1 would add Transit Priority on 1-2 interchanges. Balance Package 2 would add Transit Priority on 2-3 new interchanges. Balance Package 3 would add Transit Priority on 3-4 or more new interchanges.			
		TDM: Preserve w/Mode Enhancements option would add 2 or more additional Park and Rides in addition to the Park and Rides in the SWR P&R Study. There would be no new Park and Rides under Mainline Expansion and Balance Package 1. Balance Package 2 would add 1-2 additional Park and Rides in addition to the Park and Ride in the SWR P&R Study. Balance Package # 3 would add 2 or more.			
		<i>Question: What do you mean by "level of investment" under each package?</i>			
		The level of investment refers to "how much" component is included in that strategy package. This chart is only			

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		graphical representation. All components have different metrics and cannot be measured on the same scale. There are no dollars assigned to a package. The Team does know that Balance Package 3 would be the most expensive as it involved larger amounts of each component. <i>Question: The Study Team is being specific that a certain package would add 2 specific Park and Rides. Does that mean once that package is picked, those locations cannot be changed?</i> Note 3 on the Package Screening Matrix reads, “the number or ranges of individual components included within a given package are an estimate at this time, and may be adjusted in the next stage of the study”. As WisDOT moves into the NEPA phase, the Study Team will review and modify packages as necessary. This chart is to help give the TAC group an idea of how the strategy packages have been assembled to address the goals and objectives. <i>Comment: It is good how the graph is showing all the possible options and alternatives. It is an effective way of communicating the intent of the strategy package.</i>			
5.0	10/13/15	NEXT STEPS Planned Timeline: The Study Team is currently in the PEL phase that will screen and eliminate ineffective components. Current timeline for PEL completion is around spring of 2016. Tier 1 EIS: This phase would adopt the PEL findings and the SWR would move begin the study in Spring 2016. Then it would select general component locations (crossings, bike/ped, etc.) followed by general Beltline improvements on a system level. Tier 1 phase would be completed around 2017/18. Tier 2 (Environmental Documents) – This phase would analyze and document alternatives and select specific Preferred Alternatives. It would be very detailed. Currently, the completion timeline for this phase is 2022. Design and Construction: After 2025.			

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		<i>Question: Where is the description of modifying interchanges, where it was talked that some of the interchanges might be eliminated? Should that be added?</i> Note 1 on the Package Screening Matrix addresses that question by saying “Major interchange reconstruction may include reconfiguration of the ramps” For example, there are 2000 cars accessing Monona Drive and around 300 cars on Stoughton road and there is a lot of traffic generating on the Beltline. There are different ways to address this issue; add lanes, basketweave option where the bridge would be graded, or eliminate the off ramp. Eliminating the off ramp at Monona Drive is a big change. PEL does not address this improvement type, but Tier 1 EIS would list these options. <i>Question: After Tier 1 EIS, is the Study Team going to have more idea of which segment will be considered for reconfiguration?</i> Tier 1 will determine the sections for Tier 2 analysis. BRIEFING ON UPCOMING PUBLIC INVOLVEMENT MEETINGS There are 8 public involvement meetings scheduled in November (Nov. 2 through Nov. 18). - Monday, November 2: 5:30 – 8pm Boys and Girls Club Gym, Fitchburg, WI - Tuesday, November 3: 7 – 9am Boys and Girls Club Gym, Fitchburg, WI - Wednesday, November 4: 5:30 – 8pm Wisconsin Bank and Trust (community rm.) Madison, WI - Tuesday, November 10: 5:30 – 8pm Centro Hispano Madison, WI - Thursday, November 12: 5:30 – 8pm Kromrey Middle School (cafetorium) Middleton, WI - Monday, November 16: 11:30am – 1:30 pm Madison Central Library (RM. 302) Madison, WI - Monday, November 16: 5:30 – 8pm Madison Central Library (RM. 302) Madison, WI - Wednesday, November 18: 5:30 – 8pm Monona Community Center, Monona, WI			
6.0	10/13/15				

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		The Study Team requested the MPO, City of Madison, and other communities to use their websites for announcements. Stories are ready to be sent out to be used in E-newsletters, hard copy newsletters and websites. There will be event calendars on Facebook and attendees are encouraged to share the calendars for their respective calendars. There will also be advertisements inside the Madison Metro buses. Larry Barta asked the TAC members to attend the meetings as well. <i>Question: Has the Study Team looked at the Municipal or County budgets meetings? Municipal budgets meetings might be held around the same time.</i> The Study Team has not explored meeting conflicts but since there are 8 possible PEL meetings to attend, most people should be able to work around other scheduled meetings.			

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Jagpreet Chahal**Dated:** 11-9-2015

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INVITEE NAME	COMPANY NAME	ATTENDED
Ben Zellers	City of Madison	X
Brandon Lamers	WisDOT SWR	X
Dorothy Krause	City of Fitchburg	X
Eric Hanson	Strand Associates	X
Gary Peterson	Wicsoncin Bike Ped	X
Jagpreet Chahal	Cotter Consulting	X
Jennifer Grimes	WisDOT SWR	X
Joe Conduah	WisDOT SWR	X
Joel Brown	WisDOT SWR	X
Johnny Gerbitz	FHWA	X
Ken Golden	City of Madison	X
Larry Barta	WisDOT SWR	X
Manfred Enburg	Town of Verona	X
Michael Hoelker	WisDOT SWR	X
Mike Slavney	Vandewalla & Associates	X
Robert Knorr	WisDOT SWR	X
Steve Hiniker	1000 Friends of Wisconsin	X
Susan Schmitz	Downtown Madison Inc.	X
Terry Enge	Town of Westport	X
Tom Lynch	Strand Associates	X

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1.0	10/14/15	INTRODUCTIONS This is the second PAC meeting held since January 2015. There are upcoming public involvement meetings which will be held in November.			
2.0	10/14/15	PEL SCREENING FROM WORK PLAN At the last PAC meeting held on September 14, 2015, PAC members were requested to fill out the SurveyMonkey on various components being studied. The Study Team shared the PEL process with the group. Looking at the Strategy Development Package, the Study Team has performed the Stand Alone strategies (Ex. North Mendota Parkway, BRT, South Reliever, etc.). These strategies do not address the issues on the Beltline. Then the Study Team developed and tested individual components (Ex: Crossings). The PAC group had requested the Study Team to produce a graphic that shows where the study currently stands in the overall PEL process. Tom showed them a timeline which illustrated the activities of the PEL and the anticipated spring 2015 completion. To explain components, the Study Team shared a graphic (for purposes only) from 2013. This illustration showed that any solution that meeting all the objectives has to have multiple components (Ex. Motor vehicle, Bike/Ped, Local			

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		System, Transit Priority, Transportation Demand Management (TDM)). TDM is a policy driven option. The Study Team is using TDM as a place to categorize Park and Rides (helps managed demand).			
3.0	10/14/15	SUMMARY OF COMPONENT SCREENING SURVEY MONKEY RESULTS At the last meeting, the Study Team provided the PAC group matrices with components in five categories. The SurveyMonkey's results were used to review different components acceptance. The survey was not meant to be used as a vote but to help understand the acceptance. Madison Metro provided helpful comments. The Study Team will coordinate further with the Metro team to discuss their comments. The survey results are discussed below: Motor Vehicle: 1. Hard Shoulder Running: In this option, vehicles are allowed to use a paved shoulder, during high traffic volume portions of the day, as a lane. Dynamic signs on the signals, installed on gantries, direct the drivers to use the paved shoulder. This is more sophisticated compared to Bus Shoulder Running (option 3 below). This option was supported by 30% of those who took the survey. 2. High Occupancy Vehicle (HOV)/ High Occupancy toll (HOT lane): HOT lanes are gaining popularity through the US. A HOT lane is where drivers pay a toll to use the faster lane. Currently the Study Team is combining the HOV and HOT lane option together but in the future these would be evaluated separately. Additional investigation into this option was supported by 60% of those who took the survey. 3. Bus Shoulder: This is Similar to hard shoulder running, but a simpler option, Buses would be allowed to use shoulders, when traffic slows below 35 mph. This option received 40% support. 4. The Conventional Freeway lane option received 60% support and a Dedicated Bus lane received 30% support of those who took the survey. These options have been discussed in the previous meetings and the volumes thresholds do not warrant a dedicated bus lane to be evaluated at this point in the EIS Study.			

Question: What is the threshold being used to warrant bus lanes?

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		Typically there are thresholds established that warrant a dedicated bus lane (40 - 60 buses per hour) by AASHTO's Transit Design Guide. This allows certain numbers to be off the Beltline in their vehicles. There are 5 Metro routes that use the Beltline for an interchange or two. So there is no portion of the Beltline that gets close to the threshold. AASHTO published that number (In terms of buses/hour and people/hour) to try and standardize the public transit system as different states have been using different guidelines. <i>Comment: When we talk about Park and Ride, we only talk about the Park, and not the Ride. How many people parking at these locations would use the transit on the Beltline?</i> <i>The Study Team modeled a 20 min. bus service on the Beltline. The enhanced bus service only drew 2000 riders from that study. The Study Team spoke to Tim Sobota, from Madison Metro, and he stated that bus traffic is limited on Beltline because there aren't residences (passengers) near the Beltline. Passenger are located in the neighborhoods. Tim Sobota favors the Bus on Shoulder option.</i> Bike/PED: The Study Team shared a bar graph that showed the percentage of respondent that felt a certain option was "Very Useful, Useful, Not Useful, Don't know". A path from Whitney Way to SW path received the most support with 70% supporting this option. The City of Madison is planning for a dedicated path from High Point Road through and underneath Gammon Road. This would provide a dedicated path all the way from Junction road to the SW path. Larry Nelson (former City of Madison Engineer) advocated for a path from Monona Drive to Terminal Drive on the south side of the Beltline. This option received modest support. Another path connection possibility includes a path north of USH 12/18 between Femrite to CTH N, which received little support. The Study Team stated that prioritizing the responses as opposed to rating them may have provided more information. The Team might revisit this prioritization option with the MPO and Madison Metro, especially the Transit Priority. Connections and Crossings: The Study team showed the SurveyMonkey findings for Very Useful and Useful. Looking at the system as whole, options west of Whitney Way have merit for the West Transfer Point. Perry Street would connect the South Transfer Point and has merit. Badger Road might have more motor vehicle vs. bike/ped benefits since there is already a bike/ped bridge at that location. All			

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		the options received moderate support.			
		<i>Question: Does “somewhat useful” bar include the “very useful”?</i>			
		They are separate			
		<i>Question: How many absolute “NO”s were received?</i>			
		People would skip questions so it is not clear. Of the three options, West of Whitney Way, the Schroeder Court crossing has more transit advantages and yet the rating is similar to others. Prioritizing the connections might be a better way to evaluate the options. In the instance of first three options, all three would move forward in the EIS phase and their benefits would be further evaluated.			
		Transit Priority: There are different types of Transit Priority; one option mostly deals with controller, which extends the green signal so the bus gets through the signal. This provides modest time advantages. Another option is a Queue Cutter: With a Queue Cutter, the bus would get an early green followed by other traffic getting a green indication. This helps bus get to the front of the queue. Team then shared a Transit Priority map showing the results of the SurveyMonkey. Orange represents people supporting Transit Priority, blue represents the number of bus routes through the interchange, and green shows if that crossing could be a future BRT route. Fish Hatchery Road is a possible BRT crossing. Currently under the BRT plan, the BRT does not go through Mineral Point Road interchange, but it could if it was extended. MPO staff said Whitney Way could have a BRT line, but currently it is not in the BRT study.			
		<i>Question: Is the Queue Cutting meant to serve a dedicated Bus lane?</i>			
		<i>The lane can be a right turn lane, dedicated bus lane, or a through traffic lane.</i>			
		<i>Question: How many people contributed to the survey?</i>			
		<i>Approximately 10-11.</i>			
		<i>Comment: In the County’s Outreach meetings (in McFarland and Stoughton), the interest in transit is very high. There will be increased amount of transit towards Marsh Road.</i>			
		<i>Comment: If an Interchange is upgraded, the geometry</i>			

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		<i>could be improved to help the buses operate better. Ex. Whitney Way has the highest number of bus crossing. The lane configuration through this interchange could be altered.</i> Park and Ride: The Study team reviewed 5 different Park and Ride locations. MPO commented that Study Team should consider a Park and Ride location in Middleton. <i>Comment: Update the map with the Yahara bike path going across the lake towards USH 51, which should be completed next year.</i> Looking at the Stoughton Road/USH 51 Park and Ride, almost 100% of the people on USH 51 destined for Isthmus take the Beltline. A Park and Ride location there could capture a lot of people. Yet, the SurveyMonkey results did not show support for that location. USH 14 has 33% of public using Beltline to get to the Isthmus. While this is a low percentage, because the traffic volume on USH 14 is so high, it still represents 2000 vehicles. Most support was shown for Park and Rides on Verona Road, County PD and Fish Hatchery/County PD. <i>Question: Ken G. asked that Study Team to test MPO long range plan against a few from the munis to double check that MPO incorporates all the individual plans</i> The MPO does meet with all the municipalities as it allocates household and employment growth in the model.			
4.0	10/14/15	INTRODUCE STRATEGY PACKAGES AND COMMENT The Study Team had assembled components into Strategy packages and evaluated those packages against the screening criteria. DOT prefers to assemble the strategy packages with generic components because it does not communicate a commitment to a specific component. Specific components option will be analyzed in the EIS study phase. <i>Comment: Park and Ride and Transportation Demand Management (TDM) are not the same.</i> <i>Park and Rides are placed under TDM but WisDOT realizes that TDM includes infrastructure and policy measures. TDM criteria will be discussed in the NEPA process. It is inefficient to screen out the criteria that falls under TDM at this phase in the study.</i>			

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Question: Is WisDOT actively promoting TDM measures?

Not sure, but some funding for TDM measures, such as ride-share, goes through WisDOT.

The Study Team shared 5 strategy packages with the group.

1. Preserve with Mode Enhancement: This package does not expand Beltline capacity but provides high levels of modal improvements.
2. Mainline Expansion: Mostly providing capacity, with more modest alternate mode improvements.
3. Balance Package 1 – Low levels of motor vehicle and alternate mode improvements.
4. Balance Package 2 – Medium levels of motor vehicle and alternate mode improvements.
5. Balance Package 3 – High levels of motor vehicle and alternate mode improvements.

The Team Shared a Matrix evaluating on the 5 strategy packages. First two pages of the components sheets are a summary. It is color coded; red represents motor vehicle, orange is for Transit Priority, Green is for Bike/Ped, Gold is for Local Connections, and Purple is for TDM and Park and Rides. At the bottom of the page there are questions, developed by the Advisory Committee, that evaluate how well a strategy package meets the goals and objectives. Page three lists all the questions again with a more detailed response.

Motor Vehicle: There would be no additional capacity added under Preserve w/Mode Enhancements option. 1-2 lanes would be added under Mainline Expansion. Balanced Package 1 would have Hard Shoulder Running and/or managed lane applications. Balance Package 2 would have added lanes, managed or unmanaged (Managed means HOV/HOT lanes). Balance Package 3 would have added lanes as well (managed or unmanaged).

Bike/Ped: Preserve w/Mode Enhancements would add 4 or more new connections and 2 or more new crossings. There would be no connections under Mainline Expansion and Balanced Package 1, but there would be accommodations every interchange. Balance Packed 2 would add 1 new connection and 1 new crossing. Balanced Package 3 would be similar to Preserve w/Mode Enhancements package.

Local Road: Preserve w/Mode Enhancements would add 3 or more new connections and these connections would be the ones with the highest priority/benefit. There would be no

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		new connections under Mainline Expansion. Balance Package 1 would add 1 new connection. Balance Package 2 would add 2-3 new connections. Balance Package 3 would add 3 or more new connections.			
		Transit Priority: Preserve w/Mode Enhancements would add Transit Priority to 4 or more interchanges (Queue Cutting could be a potential). There would be no interchanges under Mainline Expansion. Balance Package 1 would add Transit Priority on 1-2 interchanges. Balance Package 2 would add Transit Priority on 2-3 new interchanges. Balance Package 3 would add Transit Priority on 3-4 or more new interchanges.			
		TDM: Preserve w/Mode Enhancements option would add 2 or more additional Park and Rides in addition to the Park and Rides in the SWR P&R Study. There would be no new Park and Rides under Mainline Expansion and Balance Package 1. Balance Package 2 would add 1-2 additional Park and Rides in addition to the Park and Ride in the SWR P&R Study. Balance Package #3 would add 2 or more.			
		<i>Comment: When the study is in the NEPA process, the final package could be a combination of balance packages 1, 2, and 3. NEPA process is a responsive decision making process.</i>			
		<i>Bar chart graphic is somewhat representative of the amount of each component type.</i>			
		<i>Graphic is helpful but it should also be noted to the public that the final package could be a combination of the 5 packages. It does not mean that public is only limited strictly to these 5 packages.</i>			
		<i>Question: Would DOT buy land for the Park and ride and build it and expect the local community to manage it?</i>			
		Currently, DOT would buy and build it and a third party would perform the maintenance. DOT does not maintain Park and Rides, currently but it is subject to change with policy change.			
		<i>Question: What does the height of the bar chart represent relate to?</i>			
		Bar chart is only for graphical representation and does not quantify lanes added or connections added. It generally			

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		represents the “amount”.			
		<i>Comment: Study team to normalize each component on the bar chart so that it represents the amount of the total possible for that component.</i>			
		<i>Question: Are the packages exclusive?</i>			
		Packages are cumulative and they include the best of the previous packages.			
		<i>Question: Mainline expansion package shows no Park and Ride component, but the summary page shows it.</i>			
		Park and Ride under this Mainline package is from the SWR region study. No additional Park and Rides are added.			
		<i>Question: Regarding the question on highway safety, do the package options decrease crashes? Study Team should compare fatal/incapacitated injury crash during peak periods vs. during non-peak periods. Adding capacity may not increase safety.</i>			
		The Study Team has done an analysis and on injuries. There is a Highway Safety manual which provided crash reduction numbers and allows quantification of the crash rate reduction. This requires detailed alternative and currently is not in this study phase. The Study Team can perform a query for crashes based on time of day and check if they are congestion related.			
		<i>Question: Why is there only one component – transit priority- in the transit category? Wouldn't bus service to new park and ride lots be in that category? Improvements to bus stops?</i>			
		Many components could go in multiple categories. The bus lane could be in both the motorvehicle and the transit categories. We did not want to list components multiple times. The same occurs with local road crossings, which could benefit the local system, transit, as well as bike ped. Readers will just have to acknowledge that a component could be categorized under a different heading.			
5.0	10/14/15	NEXT STEPS			
		Planned Timeline: The Study Team is currently in the PEL phase which will screen and eliminate ineffective components. Current timeline for PEL completion is around			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates

910 W. Wingra Drive, Madison, WI

DATE and TIME: 10/14/15 6:00 – 8:00 PM**SUBJECT:** Beltline PEL PAC Meeting

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT
		spring of 2016.			
		Tier 1 EIS: This phase would adopt the PEL findings and the SWR would begin the study in the Spring of 2016. Then it would select general component locations (crossings, bike/ped, etc.) followed by general Beltline improvements on a system level. Tier 1 EIS would be completed around 2017/18.			
		Tier 2 (Environmental Documents) – This phase would analyze and document alternatives for specific Beltline sections. It would be very detailed. Currently, the completion timeline for this phase is 2022.			
		Design and Construction: After 2025			
		<i>Comment: Each subsequent Tier 2 document would re-evaluate the focus area confirm and the decision in Tier 1.</i>			
		<i>Comment: Tier 2 should read “Environmental Document(s)” since there are multiple documents.</i>			
		<i>Question: When does cost consideration start dealing with strategy?</i>			
		<i>Study Team is not including “cost” in the PEL study. It would be a part of the EIS study. Tier 1 may evaluate the cost benefit of packages.</i>			
6.0	10/14/15	BRIEFING ON UPCOMING PUBLIC INVOLVEMENT MEETINGS			
		There are 8 public involvement meetings scheduled in November (Nov. 2 through Nov. 18).			
		1. Monday, November 2: 5:30 – 8pm Boys and Girls Club Gym, Fitchburg, WI			
		2. Tuesday, November 3: 7 – 9am Boys and Girls Club Gym, Fitchburg, WI			
		3. Wednesday, November 4: 5:30 – 8pm Wisconsin Bank and Trust (community rm.) Madison, WI			
		4. Tuesday, November 10: 5:30 – 8pm Centro Hispano Madison, WI			
		5. Thursday, November 12: 5:30 – 8pm Kromrey Middle School (cafetorium) Middleton, WI			
		6. Monday, November 16: 11:30am – 1:30 pm Madison Central Library (RM. 302) Madison, WI			
		7. Monday, November 16: 5:30 – 8pm			

Wisconsin Dept. of Transportation**MEETING NOTES****PROJECT:** 5304-02-01 Madison Beltline PEL**LOCATION:** Strand Associates

910 W. Wingra Drive, Madison, WI

DATE and TIME: 10/14/15 6:00 – 8:00 PM**SUBJECT:** Beltline PEL PAC Meeting

ITEM	DATE	DESCRIPTION	STATUS	DUE	BALL IN COURT

- Madison Central Library (RM. 302) Madison, WI
 8. Wednesday, November 18: 5:30 – 8pm
 Monona Community Center, Monona, WI

The Study Team requested the PAC members to use their websites for announcements. Stories are ready to be sent out to be used in E-newsletters, hard copy newsletters and websites. There will be event calendars on Facebook and attendees are encouraged to share the calendars for their respective calendars. There will also be advertisements inside the buses.

Larry Barta invited the PAC members to attend the meetings as well.

Comment: Biking community is pleased that there are bike path and wide shoulders. From a safety standpoint, the real need is for segregated bike paths as they are much better and safer than wide bike lanes.

In one of the bike/ped components, there are three connections that have dedicated bike paths and numerous crossings with dedicated bike paths.

If written comments or corrections to these meeting notes are not received by the undersigned prior to the completion of the next meeting, the notes, as published, will be considered to accurately reflect the meeting.

Prepared By: WisDOT, Cotter Consulting, and Strand Associates, Inc.®**Signed:** Jagpreet Chahal**Dated:** 11-9-2015



Minutes
 Technical Advisory Committee Meeting No. 1
 Madison Beltline PEL Phase 2
 ID 5304-02-04

Wisconsin Department of Transportation–Southwest Region
 May 20, 2021, 9 A.M.



Invitee	Representing	Present	Absent
Brandon Lamers, Major Studies Chief	Wisconsin Department of Transportation (WisDOT)–Southwest Region (SWR)	☒	☐
Dan Schave, Study Team Project Manager	Wisconsin Department of Transportation–Southwest Region	☒	☐
Franklin Marcos, Major Studies Project Planner	Wisconsin Department of Transportation–Southwest Region	☒	☐
Jenny Grimes, Region Environmental	Wisconsin Department of Transportation–Southwest Region	☒	☐
Steven Theisen, Communications	Wisconsin Department of Transportation–Southwest Region	☒	☐
Joel Brown, Central Office Environment	Wisconsin Department of Transportation–Bureau of Technical Services (BTS)	☒	☐
Bethaney Bacher-Gresock, Environmental Program/Project Development Specialist	Federal Highway Administration (FHWA)	☒	☐
Anthony Norman, Program Delivery Engineer	Federal Highway Administration	☒	☐
Eric Heggelund, Transportation Liaison	Wisconsin Department of Natural Resources (WDNR)	☒	☐
Brian Rice, Highway Engineer	Dane County	☒	☐
Colleen Hoesly, Transportation Planner	Greater Madison Metropolitan Planning Organization (MPO)	☒	☐
Heather Stouder, DPCED Planning Director	City of Madison	☒	☐
Mike Cechvala, Metro Transit Planner	City of Madison	☒	☐
Rob Phillips, City Engineer	City of Madison Engineering Department	☒	☐
Andrew McFadden, Transportation Engineer	City of Fitchburg	☒	☐
Bill Balke, Director of Public Works	City of Fitchburg	☒	☐
Dan Stephany, Director of Public Works	City of Monona	☒	☐
Tom Vieth, Engineering Director	City of Sun Prairie	☒	☐
Katherine Holt, Community Development Specialist	City of Verona	☒	☐
W. Christopher Barnes, Town Public Works Director	Town of Verona	☒	☐
JJ Larson, Director of Public Works	Village of Cottage Grove	☒	☐
Erin Ruth, Director of Planning and Development	Village of Cottage Grove	☒	☐
Judd Blau, Public Services Director	Village of DeForest	☒	☐
Jim Hessling, Director of Public Works	Village of McFarland	☒	☐
Todd Schmidt, Village Administrator	Village of Waunakee	☒	☐



Invitee	Representing	Present	Absent
Davis Clark, Director of Public Works	Village of Windsor	☒	☐
Ben Kollenbroich, Planning and Land Conservation Director	Town of Dunn	☒	☐
John Haverberg, Plan Commission Member	Town of Middleton	☒	☐
Jeff Held, Consultant Project Manager	Strand Associates, Inc. [®] (Strand)	☒	☐
Elizabeth Garfoot, Outreach and Reports	Strand Associates, Inc. [®]	☒	☐
Joe Urban, Traffic and Safety	Strand Associates, Inc. [®]	☒	☐
Brian Andreas, Geometrics	Strand Associates, Inc. [®]	☒	☐

Action items are listed in bold.

1. Welcome and Introductions

Dan Schave welcomed the attendees and introduced the project team. He also gave a broad overview of the municipalities and organizations involved in the Technical Advisory Committee (TAC).

2. Planning and Environment Linkages (PEL) and TAC Background

Dan Schave defined the PEL study and explained the study process. He also gave a general overview of the study purpose and role of the TAC.

3. Summary of PEL Efforts to Date

Jeff explained the Beltline PEL goals, objectives, and desired outcomes. He reviewed the stakeholder involvement to date that includes more than 160 meetings between 2012 and 2016. He also summarized the number of meetings previously held for the TAC, Policy Advisory Committee (PAC), agencies, and general public. He noted the number of people attending this meeting falls within the range of attendees at previous TAC meetings. Jeff reviewed the Strategies Screening already completed and the screening criteria used.

4. What is Out (Dismissed from Further Consideration)

a. Evaluation of Broad Modal Strategies: Highway Corridors

Jeff summarized the Highway Corridor Strategies considered and reasons for their dismissal from further consideration as stand-alone strategies to meet Beltline objectives. Highway Corridor Strategies dismissed included the North Mendota Parkway and South Reliever.

b. Evaluation of Broad Modal Strategies: Transit

Jeff explained the Transit Strategies considered and the reasons for their dismissal from further consideration as stand-alone strategies to meet Beltline objectives. Transit Strategies dismissed included Rail, Bus Rapid Transit (BRT), and Transit (Buses) on the Beltline. He noted the BRT analysis was completed after the 2013 Greater Madison MPO's study as an independent analysis. BRT is now in design and anticipated to be operational in 2024 under the City of Madison's current schedule.



c. Scenario Planning

Jeff noted that Scenario Planning Strategies, including Compact Land Use and Triple Alternate Modes, were also considered and dismissed from further consideration as stand-alone strategies to meet Beltline objectives. Under Compact Land Use, an increase in households and employment by redeveloping urban activity centers was projected to increase Beltline traffic. Increasing use of alternative modes of transportation under the Triple Alternate Modes Strategy did not have a large enough impact on Beltline traffic volumes to meet operational objectives.

d. Combined Strategies

Jeff noted that the study team also looked at combining off-corridor strategies such as the North Mendota Parkway, South Reliever, and BRT. However, results showed that Beltline traffic volumes in 2050 remained similar to no-build volumes (within approximately 5 percent) while involving a substantial level of additional impacts and costs. The combined strategies scenario has been dismissed.

5. What is In (Still Being Considered)

a. Strategy Packages

Jeff explained that individual Beltline improvement components will be assembled into Strategy Packages, including new street crossings and connections, pedestrian and bicycle connections, park and ride locations, and mainline and interchange improvements. He showed graphics of possible crossings and connections, pedestrian and bicycle components, and park and ride components. With the pedestrian and bicycle components, other bicycle and pedestrian crossings that are planned in the City of Madison area are not shown (only the options that are being considered for inclusion in a potential WisDOT project are shown). With the park and ride components, the transit map in the background is based on older routes, few of which use the Beltline. These routes could change with Metro Transit's current local network routing study.

b. Mainline Components and Improvements

Jeff said the study team had looked at a vast number of possible mainline improvements and reviewed those components and improvements that remain for consideration. The No Build/Preserve and Maintain Corridor Component will include the Flex Lane currently under construction on the Beltline. Another remaining Corridor Component would consider extending the Flex Lane limits. Lastly, the addition of one lane to the Beltline would also be considered.

c. Interchange Components

Jeff noted that interchange improvements were considered as well along with Transit Priority at specific interchanges.

6. What's Ahead

- a. Jeff explained the Beltline Flex Lane concept, which implements part-time shoulder use during the busiest hours of the day, and how it relates to the Beltline PEL. He also reviewed the Beltline PEL's anticipated process and timeline moving forward. **Jeff asked the group to review the PEL Process, Goals and Objectives, Screening Criteria, and Stand-alone Strategies Screening and provide any feedback or ask questions by June 16, 2021.**



- b. Dan Schave noted that TAC members could contact him with any additional questions or comments and that materials included in the presentation could be found on the project website. He also added that the next TAC meeting will likely also be virtual.

7. Additional Discussion

- a. Rob said he liked the virtual format and thought the meeting went well. He asked if new options or ideas would be considered. Joel said any new options or ideas would be reviewed on a case-by-case basis as it is possible the concept has been looked at by the study team already. Jeff asked if Rob had anything in particular in mind. Rob explained the City of Madison's desire to extend the shared use path between High Point Road and the new underpass at Gammon Road.
- b. Colleen said Bill Schaefer at Greater Madison MPO will likely want to have this same slideshow presented to the board. She also noted that any comments from Greater Madison MPO may have to go through a board meeting and might not make the June 16, 2021 deadline. Brandon said Bill should contact him or Dan Schave about the presentation. Dan Schave said Colleen should keep the study team posted on the status of any comments.
- c. Chris asked for a definition of a basket-weave interchange. Brandon and Jeff gave a brief explanation and showed an example on screen.

8. Next Meeting

TAC Meeting No. 2 is anticipated in July 2021.

If there are any additions or comments, please call me at 608-251-2129 ext. 1264.

Prepared and respectfully submitted by Elizabeth Garfoot, P.E.

Enclosure

c/enc: All Participants



Minutes
Policy Advisory Committee Meeting No. 1
Madison Beltline PEL Phase 2
ID 5304-02-04

Wisconsin Department of Transportation–Southwest Region
June 3, 2021, 6 P.M.



Invitee	Representing	Present	Absent
Brandon Lamers, Major Studies Chief	Wisconsin Department of Transportation (WisDOT)–Southwest Region (SWR)	☒	☐
Dan Schave, Study Team Project Manager	Wisconsin Department of Transportation–Southwest Region	☒	☐
Franklin Marcos, Major Studies Project Planner	Wisconsin Department of Transportation–Southwest Region	☒	☐
Jenny Grimes, Region Environmental	Wisconsin Department of Transportation–Southwest Region	☒	☐
Joel Brown, Central Office Environment	Wisconsin Department of Transportation–Bureau of Technical Services (BTS)	☒	☐
Anthony Norman, Program Delivery Engineer	Federal Highway Administration (FHWA)	☒	☐
Matt Veldran, Dane County Board Supervisor District 7	Dane County Board	☒	☐
Peter McKeever, Appointee	Capital Area Regional Planning Commission (CARPC)	☒	☐
Robbie Webber, Madison Bikes Board of Directors	City of Madison	☒	☐
Bill Bremer, Transportation Commission	City of Madison	☒	☐
Keith Furman, Alderperson	City of Madison	☒	☐
Tom Wilson, Chair of Transportation Policy and Planning Board	City of Madison	☒	☐
Gregg May, Transportation Policy Directory	1000 Friends of Wisconsin	☒	☐
Jason Ilstrup, President	Downtown Madison, Inc.	☒	☐
Beau Burdett, Graduate Research Assistant	University of Wisconsin-Madison	☒	☐
Gabriella Gerhard, Alder	City of Fitchburg	☒	☐
Tim Swadley, Mayor	City of Stoughton	☒	☐
Paul Esser, Mayor	City of Sun Prairie	☒	☐
John Haverberg, Plan Commission Member	Town of Middleton	☒	☐
Jeff Held, Consultant Project Manager	Strand Associates, Inc. [®] (Strand)	☒	☐
Joe Urban, Traffic and Safety	Strand Associates, Inc. [®]	☒	☐
Brian Andreas, Geometrics	Strand Associates, Inc. [®]	☒	☐

Action items are listed in bold.

1. Welcome and Introductions

Dan welcomed the attendees and introduced the project team. He also gave a broad overview of the municipalities and organizations involved in the Policy Advisory Committee (PAC).



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ride locations, and mainline and interchange improvements. He showed graphics of possible crossings and connections, bike/ped components, and park and ride components. With the bike/ped components, other bike/ped crossings that are planned in the City of Madison area are not shown (only the options that are being considered for inclusion in a potential WisDOT project are shown). With the park and ride components, the transit map in the background is based on older routes, few of which use the Beltline. These routes could change with Metro Transit's current local network routing study.

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- a. Jeff explained the Beltline Flex Lane concept, which implements part-time shoulder use during the busiest hours of the day, and how it relates to the Beltline PEL. He also reviewed the Beltline PEL's anticipated process and timeline moving forward. **Jeff asked the group to review the PEL Process, Goals and Objectives, Screening Criteria, and Stand-alone Strategies Screening and provide any feedback or ask questions by June 23, 2021.**
- b. Dan noted that PAC members could contact him with any additional questions or comments and that materials included in the presentation could be found on the project Web site.

7. Additional Discussion

The following details the questions occurred during and after the formal presentation:

- a. Robbie asked if Regional Transit was considered and if the Origin-Destination (O-D) analysis was regional?

Discussion: Jeff noted that Transport 2020 took some regional trips into account, that the PEL's earlier Bluetooth study covered a large area within Dane County, and the Greater Madison MPO Streetlight Data subscription could be considered for further analysis as well. Robbie noted specific interest in the communities and destinations (Cities of Verona, McFarland, and Oregon, and West Town Campus). The group discussed that the study team could follow up with details and further discussions could occur on this topic.



- b. Robbie asked if the study team has considered closing one or more interchanges between Fish Hatchery Road and John Nolen Drive to reduce the weaving? Comments on the most problematic interchanges were Park Street, Rimrock Road, and John Nolen Drive.

Discussion: Yes, these options are on the table. An option that could be considered is also ramp closures that are only during peak times.

- c. Gregg asked how the modeling accounts for induced demand? Does this analysis consider that expanding the Beltline might bring more traffic through further greenfield development?

Discussion: Jeff noted that the demand modeling accounts for some of this. Further scenario planning would likely be needed to evaluate induced greenfield development. Overall, further discussion on the topic of induced demand will be needed internally within WisDOT and externally with the study stakeholders.

- d. Robbie asked why the PM modeled travel times are expected to be so much worse than the AM modeled travel times?

Discussion: Joe noted that the projected average modeled travel times in the PM peak are higher than the AM peak due to the overall higher volumes in the PM period. The PM peak's border hours (hour before the peak hour and hour after the peak hour) are generally higher than the AM peak's border hours and models also take into account projected volume growth.

- e. Matt asked if there was consideration for a new crossing over the Beltline connecting Struck Street on the south and Grand Canyon Drive on the north?

Discussion: Yes, a new crossing in this area has been studied. The study team will follow up with Matt individually on this question.

- f. Tom noted that it would be useful to see an estimate of the impact on single-occupancy vehicle (SOV) use for each strategy as well as an order of magnitude comparison of costs.

Discussion: These topics are noted.

- g. Robbie asked for more insight on the improvements proposed at interchanges for bike/ped travel, which can be difficult at many.

Discussion: Jeff provided background on the interchange evaluations and noted that the concepts being considered are still under development. Bike/ped accommodations are expected to be added or improved, as needed, at all interchange locations.

- h. Robbie suggested that congestion and Level of Service (LOS) are outdated measures. She recommended that WisDOT go toward evaluating accessibility (trips by a variety of modes), vehicle miles traveled (VMT) reduction, and greenhouse gas reduction. Title 6 evaluations and Environmental Justice (EJ) outreach should occur. O-D information could help in these efforts.

Discussion: Jeff and Brandon noted each concern and that additional coordination and further discussion on these topics will occur.



Dan showed the schedule slide and noted that coordination is upcoming with local officials and EJ leaders. Outreach to EJ communities and input received from EJ communities is an important component of this study. Joel noted that coordination with community leaders is a step toward overall project outreach and will help the team identify the best ways to solicit project input. WisDOT will strive to understand how people in EJ areas get where they need to go and better understand how they make their trips and how projects seeking to address Beltline PEL objectives can improve mobility and accessibility.

- i. Peter asked if the study team is willing to make this presentation to other groups?

Discussion: Brandon said this presentation, or a more focused presentation, can be provided to any group that is interested. Further coordination is anticipated.

8. Next Meeting

PAC Meeting No. 2 is anticipated in July 2021.

If there are any additions or comments, please call me at 608-251-2129 ext. 1175 or e-mail jeff.held@strand.com.

Prepared and respectfully submitted by Jeff Held, P.E., PTOE.

Enclosure

c/enc: All Participants



Minutes
 Technical Advisory Committee Meeting No. 2
 Madison Beltline PEL Phase 2
 ID 5304-02-04
 Wisconsin Department of Transportation–Southwest Region
 January 27, 2022, 10 A.M.



Invitee	Representing	Present	Absent
Jim Oettinger, PDS Chief (Interim)	Wisconsin Department of Transportation (WisDOT)–Southwest Region	☒	☐
Dan Schave, Major Studies Supervisor	Wisconsin Department of Transportation–Southwest Region	☒	☐
Kyle Hemp, Study Team Project Manager	Wisconsin Department of Transportation–Southwest Region	☒	☐
Jeff Berens, Major Studies Project Manager	Wisconsin Department of Transportation–Southwest Region	☒	☐
Franco Marcos, Major Studies Project Planner	Wisconsin Department of Transportation–Southwest Region	☒	☐
Jenny Grimes, Region Environmental	Wisconsin Department of Transportation–Southwest Region	☒	☐
Steven Theisen, Region Communications	Wisconsin Department of Transportation–Southwest Region	☒	☐
Joel Brown, Central Office Environment	Wisconsin Department of Transportation–Bureau of Technical Services (BTS)	☒	☐
Bethaney Bacher-Gresock, Environmental Program/Project Development Specialist	Federal Highway Administration (FHWA)	☒	☐
Anthony Norman, Transportation Engineer	Federal Highway Administration	☐	☒
Eric Heggelund, Transportation Liaison	Wisconsin Department of Natural Resources (WDNR)	☒	☐
Pamela Dunphy, Deputy Commissioner	Dane County Highway & Transportation Division	☒	☐
Pamela Alexandra Andros, Senior Planner	Dane County Planning	☒	☐
Brian Rice, Highway Engineer	Dane County	☐	☒
Bill Schaefer, Transportation Planning Manager	Greater Madison Metropolitan Planning Organization (MPO)	☒	☐
Colleen Hoesly, Transportation Planner	Greater Madison Metropolitan Planning Organization	☒	☐
Steve Steinhoff, Agency Director	Capital Area Regional Planning Commission (CARPC)	☒	☐
Heather Stouder, DPCED Planning Director	City of Madison	☐	☒
Mike Cechvala, Metro Transit Planner	City of Madison	☐	☒
Philip Gritzmacher, City Transportation Planner	City of Madison	☒	☐
Rob Phillips, City Engineer	City of Madison Engineering Department	☐	☒
Chris Petykowski, City Engineering	City of Madison Engineering Department	☒	☐
Yang Tao, Traffic Engineer	City of Madison Traffic	☒	☐



Technical Advisory Committee Meeting No. 2 Minutes
ID 5304-02-04
Page 2 of 7
January 27, 2022, 10 A.M.



Invitee	Representing	Present	Absent
Andrew McFadden, Transportation Engineer	City of Fitchburg	☒	☐
Bill Balke, Director of Public Works	City of Fitchburg	☐	☒
Dan Stephany, Director of Public Works	City of Monona	☒	☐
Douglas Plowman, City Planner	City of Monona	☐	☒
Rodney Scheel, Director of Planning and Development	City of Stoughton	☒	☐
Adam Schleicher, Director of Public Services/City Engineer	City of Sun Prairie	☐	☒
Tom Vieth, Engineering Director	City of Sun Prairie	☒	☐
Eric Schulz, Assistant Director of Public Works	City of Verona	☐	☒
Katherine Holt, Community Development Specialist	City of Verona	☐	☒
W. Christopher Barnes, Town Public Works Director	Town of Verona	☐	☒
JJ Larson, Director of Public Works	Village of Cottage Grove	☒	☐
Erin Ruth, Director of Planning and Development	Village of Cottage Grove	☒	☐
Judd Blau, Public Services Director	Village of DeForest	☐	☒
Matt Schuenke, Administrator	Village of McFarland	☒	☐
Jim Hessling, Director of Public Works	Village of McFarland	☒	☐
Todd Schmidt, Village Administrator	Village of Waunakee	☐	☒
Jeff Rau, Director of Public Works	Village of Oregon	☒	☐
Elise Cruz, Director of Planning and Zoning Administrator	Village of Oregon	☐	☒
Todd Schmidt, Village Administrator	Village of Waunakee	☐	☒
Kevin Even, Engineer	Village of Waunakee/Town of Westport	☐	☒
Davis Clark, Director of Public Works	Village of Windsor	☒	☐
Ben Kollenbroich, Planning and Land Conservation Director	Town of Dunn	☐	☒
Wayne Rounds, Jr., Plan Commission and Public Works & Town Services Committee Member	Town of Middleton	☐	☒
John Haverberg, Plan Commission Member	Town of Middleton	☒	☐
David Pfeiffer, Town Chairperson	Town of Pleasant Springs	☐	☒
Maria 'Pili' Hougan	Town of Pleasant Springs	☐	☒
Tom Wilson, Town Attorney/Administrator/Clerk	Town of Westport	☒	☐



Invitee	Representing	Present	Absent
Mark W.	Additional Information Not Provided	☒	☐
Cole Buergi, Outreach	Leonard & Finco Public Relations, Inc.	☒	☐
Susan Finco, Outreach	Leonard & Finco Public Relations, Inc.	☒	☐
Jeff Held, Consultant Project Manager	Strand Associates, Inc. [®] (Strand)	☒	☐
Elizabeth Garfoot, Outreach and Reports	Strand Associates, Inc. [®]	☒	☐
Joe Urban, Traffic and Safety	Strand Associates, Inc. [®]	☒	☐
Brian Andreas, Geometrics	Strand Associates, Inc. [®]	☐	☒

Action items are listed in bold.

1. Welcome and Introductions

Kyle welcomed the attendees and introduced himself as the new study project manager. Jeff H. presented a list of Planning and Environment Linkages (PEL) study team members, noting that Brandon Lamers, former WisDOT Major Studies Chief, has taken a new position within WisDOT as the Statewide Construction Standards Engineer. He also presented a list of the municipalities and organizations involved in the Technical Advisory Committee (TAC) and asked that any contact changes be noted in the chat box or sent to Kyle.

2. General Discussion of Comments Received

Jeff H. gave a general review of comments received after TAC and Policy Advisory Committee (PAC) Meeting No. 1. Topics included:

a. Wording of the PEL Objectives

Jeff H. noted that the PEL study team is not proposing to make any changes to wording of the PEL objectives as suggested through comments received.

b. Origin Destination Data Sufficiency–Implications for Regional Transit

Jeff H. also explained the sufficiency of the PEL study's origin-destination (OD) and what the data shows regarding the impact of regional transit on Beltline conditions.

c. Induced Demand and Greenhouse Gas Emissions Reduction

Jeff H. said comments received also mentioned induced demand and greenhouse gas emissions reduction. He explained that the PEL study team anticipates completing an indirect and cumulative effects analysis as part of the study that would review items such as regional development patterns, community resources, and anticipated effects to the local transportation network, including bicycle and pedestrian facilities, transit, and arterials under local jurisdiction.



d. Single Occupancy Vehicle (SOV) Trips

Jeff H. reviewed the PEL objectives that address and indirectly address SOV trips. Reduction of SOV trips was also mentioned in comments received.

e. Mobility versus Access

Jeff H. explained how the PEL study objectives consider accessibility and efforts planned for additional analysis and modeling to better quantify accessibility. In addition, the PEL study anticipates reviewing accessibility by considering transit priority for buses at interchanges along the Beltline.

Jeff H. also mentioned that the City of Madison's Metro Transit is in the process of a network redesign. Metro Transit released a draft of the redesign on February 2, 2022. The PEL study team will continue to stay up to date on this network redesign. Kyle added that no changes to the network would be incorporated into the PEL study until the network redesign is considered final.

f. Environmental Justice (EJ) Outreach

Jeff H. concluded review of comments by noting past and future efforts to consider and understand potential effects on EJ populations on and near the Beltline corridor. He reviewed the EJ Plan that was started in 2013 and last updated in September 2021, the University of Wisconsin Survey Center (UWSC) EJ Survey conducted in October and November 2021, and future plans for online interviews with EJ community leaders and businesses owners identified along the Beltline corridor.

Jeff H. paused for comments, and Steve Steinhoff of CARPC thanked the team for the feedback and explained the plan for addressing comments received.

3. Component Concepts Proposed Priority

Elizabeth explained the work the PEL study team has done since TAC and PAC Meeting No. 1.

a. Component Concepts

Elizabeth explained that the PEL study team reviewed several different types of projects to improve travel on, near, or across the Beltline. The team is calling these projects Component Concepts that include possible projects for new local roadway crossings and connections, bicycles and pedestrians, park and ride lots, transit priority, and motor vehicles. She reminded the group that the Component Concepts were developed earlier in the PEL study through a collaborative process among the study team, TAC, PAC, focus groups, expert panels, and other stakeholders.

b. Determine Component Concept Priority

Elizabeth showed a flowchart of the steps the PEL team has taken to date to determine proposed component concept priority, including screening the Component Concepts against the PEL objectives, evaluating the Component Concepts based on available stakeholder input, and developing a rank for each Component Concept based on the screening and stakeholder input.

Elizabeth noted that the PEL study team is looking for TAC and PAC feedback on the Component Concept priorities as proposed by the PEL study team. The team is asking that the TAC members fill out a survey



at the end of the meeting after she and Jeff H. have reviewed the Component Concepts priority. She showed a simulation of the survey.

Elizabeth explained that once all feedback is received through the survey and other planned outreach as part of the PEL study, the PEL study team will finalize the priority of each Component Concept and assemble Component Concepts with higher priority into what the team is calling Strategy Packages or long-term vision for the Beltline corridor.

c. Component Concept Priority

- (1) Elizabeth reviewed the Component Concept priorities as proposed by the PEL study team. Proposed Component Concept priorities included those for roadway crossings and connections, pedestrian and bicycle, park and ride, and transit priority Component Concepts.

(a) Pedestrian and Bicycle Component Concepts Discussion

Bill Schaefer of Greater Madison MPO asked if the pedestrian and bicycle crossings are street crossings as well or bicycle and pedestrian only. Jeff H. replied that any roadway crossings and connections Component Concepts would include bicycle and pedestrian accommodations, but the bicycle and pedestrian Component Concepts shown would only accommodate bicycles and pedestrians (with no vehicle traffic).

Bill Schaefer mentioned that there is a conceptual proposal for a bicycle and pedestrian crossing the Beltline between Broadway and Monona Drive that would connect into the lower Yahara River Trail. It may or may not be feasible because it would likely require a boardwalk. Jeff noted that the PEL study bicycle and pedestrian Component Concepts will consider the existing and planned bicycle and pedestrian network. Bill S. said the crossing is shown in the draft future bicycle network and is something the City of Monona has reviewed. **Bill S. will send the conceptual bicycle and pedestrian crossing of the Beltline between Broadway and Monona Drive to Kyle.**

Chris Petykowski of the City of Madison Engineering Department asked about the plan for implementation of the Component Concepts. Jeff H. replied that there is no set timeline for the projects at this time. He noted that the next step after the PEL study is the National Environmental Policy Act (NEPA) process before any construction starts.

Matt Scheunke of the Village of McFarland noted that Item J would be a tremendous asset to the City of Monona and Village of McFarland. He said the Village of McFarland is planning improvements to Terminal Drive including a trail that could connect to Item J south of the Beltline along US 51 and Stoughton Road. Matt S. asked how the Village of McFarland can advocate for a lower-ranked Component Concept. Dan Schave replied that the first step is to complete the survey at the end of the meeting. The PEL study team will consider this new feedback in determining the final Component Concept priority. Joel echoed Dan Schave's reply, asking the TAC members to provide input in the survey and adding that these same topics are being presented to the PAC the week of January 31, 2022, for input as well.



(b) Transit Priority

Kyle asked Jeff H. to confirm for the group that transit priority at interchanges on the Beltline is more of a concept at this point. Jeff H. confirmed and said the details regarding how transit will be given priority are still to be determined. For example, buses could be given their own lane or a queue jump.

(2) Elizabeth also reviewed the Component Concepts considered for the Beltline mainline and interchanges. She explained that the survey will ask the participant to indicate a level of support for each of the mainline Component Concepts and a level of priority for each interchange on the Beltline when considering sequence for potential improvements.

(a) Steve Steinhoff asked how the mainline component concept operations consider other Component Concepts (e.g. roadway crossings or bicycle and pedestrian accommodations). Jeff H. explained that the traffic operations shown do not directly consider other Component Concepts. He noted that the traffic projections used the Dane County Travel Demand Model, which does anticipate other improvements to travel near the Beltline.

(b) Jeff H. noted that previous analysis considered adding two general purpose lanes with 24-hour use to the Beltline. With the addition of the Beltline Flex Lane, it appears that two general purpose lanes are no longer needed based on updated traffic analysis. Therefore, the component concept with plus two general purpose lanes has been removed from further evaluation in the PEL study.

4. Example Draft Strategy Package (For Illustrative Purposes Only)

Jeff H. gave an example of a draft strategy package noting that it is for illustrative purposes only and not a proposed draft strategy package at this time. He and Elizabeth also explained that different draft strategy packages might include different Component Concepts (e.g. freeflow ramp component concept versus relocated ramps component concept at the US 51 and Stoughton Road interchange) and different numbers of Component Concepts (e.g. two versus three park and ride lots).

5. What is Ahead

Jeff H. explained that with the TAC members help, the PEL study team is working on selecting the highest priority Component Concepts. He noted that Public Involvement Meeting (PIM) No. 1 is anticipated in April 2022 with an agency meeting to follow in late spring or early summer 2022.

Jeff H. asked the group to complete the Component Concepts Proposed Priority Survey by February 17, 2022. Kyle asked Jeff H. to explain how the TAC feedback from the survey fits into the anticipated PEL schedule. Jeff H. replied that between now and early summer, the PEL study team will be working on putting together the draft strategy packages. The TAC and PAC Survey feedback received following this meeting will be taken into consideration before TAC and PAC Meeting No. 3 in summer 2022 along with feedback from PIM No. 1, the agency meeting, EJ stakeholder interviews, and any other input received.

6. Additional Discussion

No additional items were discussed.



Technical Advisory Committee Meeting No. 2 Minutes
ID 5304-02-04
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January 27, 2022, 10 A.M.



7. Next Meeting

TAC Meeting No. 3 is anticipated in summer 2022.

If there are any additions or comments, please call me at 608-251-2129 ext. 1264.

Prepared and respectfully submitted by Elizabeth Garfoot, P.E.

Enclosure

c/enc: All Participants



Minutes
Policy Advisory Committee Meeting No. 2
Madison Beltline PEL Phase 2
ID 5304-02-04

Wisconsin Department of Transportation–Southwest Region
February 3, 2022, 6 P.M.



Invitee	Representing	Present	Absent
Jim Oettinger, PDS Chief (Interim)	Wisconsin Department of Transportation (WisDOT)–Southwest Region	☒	☐
Dan Schave, Major Studies Supervisor	Wisconsin Department of Transportation–Southwest Region	☒	☐
Kyle Hemp, Study Team Project Manager	Wisconsin Department of Transportation–Southwest Region	☒	☐
Jeff Berens, Major Studies Project Manager	Wisconsin Department of Transportation–Southwest Region	☒	☐
Franco Marcos, Major Studies Project Planner	Wisconsin Department of Transportation–Southwest Region	☒	☐
Jenny Grimes, Region Environmental	Wisconsin Department of Transportation–Southwest Region	☒	☐
Steven Theisen, Region Communications	Wisconsin Department of Transportation–Southwest Region	☐	☒
Joel Brown, Central Office Environment	Wisconsin Department of Transportation–Bureau of Technical Services (BTS)	☒	☐
Bethaney Bacher-Gresock, Environmental Program/Project Development Specialist	Federal Highway Administration (FHWA)	☐	☒
Anthony Norman, Transportation Engineer	Federal Highway Administration	☐	☒
Gerald J. Mandli, Commissioner/Director	Dane County Department of Public Works, Highway & Transportation	☒	☐
Alex Joers, Dane County Board Supervisor District 9	Dane County Board	☒	☐
Matt Veldran, Dane County Board Supervisor District 7	Dane County Board	☐	☒
Bill Schaefer, Transportation Planning Manager	Greater Madison Metropolitan Planning Organization (MPO)	☐	☒
Colleen Hoesly, Transportation Planner	Greater Madison Metropolitan Planning Organization	☐	☒
Dorothy Krause, City of Fitchburg Alder/Dane County Supervisor	Greater Madison Metropolitan Planning Organization	☐	☒
Peter McKeever, Appointee	Capital Area Regional Planning Commission (CARPC)	☒	☐
Robbie Webber, Madison Bikes Board of Directors	City of Madison	☐	☒
Bill Bremer, Transportation Commission	City of Madison	☒	☐
Tom Wilson, Chair of Transportation Policy and Planning Board	City of Madison	☒	☐
Keith Furman, Alderperson	City of Madison	☐	☒
Sheri Carter, Alderperson	City of Madison	☒	☐
Gregg May, Transportation Policy Director	1000 Friends of Wisconsin	☐	☒



Policy Advisory Committee Meeting No. 2 Minutes
ID 5304-02-04
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February 3, 2022, 6 P.M.



Invitee	Representing	Present	Absent
Jason Ilstrup, President	Downtown Madison Inc.	☐	☒
Beau Burdett, Graduate Research Assistant	University of Wisconsin–Madison	☒	☐
Tyler Katzenberger, Associated Students of Madison Press Office Director	University of Wisconsin–Madison	☒	☐
Gabriella Gerhardt, Alderperson	City of Fitchburg	☒	☐
Randy Udell, Alderperson	City of Fitchburg	☐	☒
Mark Opitz, Assistant Planning Director/Zoning Administrator	City of Middleton	☐	☒
Doug Wood, Alderperson	City of Monona	☒	☐
Tim Swadley, Mayor	City of Stoughton	☒	☐
Paul Esser, Mayor	City of Sun Prairie	☐	☒
Luke Diaz, Mayor	City of Verona	☐	☒
Katherine Holt, Community Development Specialist	City of Verona	☐	☒
Melissa Ratcliff, Village Board Trustee	Village of Cottage Grove	☐	☒
Matt Schuenke, Administrator	Village of McFarland	☐	☒
Andrew Bremer, AICP, Community Development Director	Village of McFarland	☐	☒
Jeff Rau, Director of Public Works	Village of Oregon	☒	☐
Elise Cruz, Director of Planning and Zoning Administrator	Village of Oregon	☐	☒
Chris Zellner, Village President	Village of Waunakee	☐	☒
Todd Schmidt, Village Administrator	Village of Waunakee	☐	☒
Tim Semmann, Community Development Director	Village of Waunakee	☒	☐
Bill LeGore, Plan Commission Member	Village of Windsor	☒	☐
Mike DuPlayee, Town Supervisor	Town of Cottage Grove	☐	☒
Kristi Williams, Town Supervisor	Town of Cottage Grove	☐	☒
Cynthia Richson, Town Chair	Town of Middleton	☐	☒
Wayne Rounds, Jr., Plan Commission and Public Works & Town Services Committee Member	Town of Middleton	☐	☒
John Haverberg, Plan Commission Member	Town of Middleton	☐	☒
David Pfeiffer, Town Chairperson	Town of Pleasant Springs	☐	☒
Maria ‘Pili’ Houghan	Town of Pleasant Springs	☐	☒
Jim Pulvermacher, Town Chair	Town of Springfield	☐	☒
Dave Laufenberg, Town Supervisor I	Town of Springfield	☐	☒



Invitee	Representing	Present	Absent
Sarah Gaskell, Town Planner/Administrator	Town of Verona	☐	☒
Kevin Even, Engineer	Village of Waunakee/Town of Westport	☐	☒
Tom Wilson, Town Attorney/Administrator/Clerk	Town of Westport	☐	☒
Terry Enge, Town Board Supervisor	Town of Westport	☐	☒
Cole Buerger, Outreach	Leonard & Finco Public Relations, Inc.	☒	☐
Susan Finco, Outreach	Leonard & Finco Public Relations, Inc.	☒	☐
Jeff Held, Consultant Project Manager	Strand Associates, Inc. [®] (Strand)	☒	☐
Elizabeth Garfoot, Outreach and Reports	Strand Associates, Inc. [®]	☒	☐
Joe Urban, Traffic and Safety	Strand Associates, Inc. [®]	☒	☐
Brian Andreas, Geometrics	Strand Associates, Inc. [®]	☐	☒

Action items are listed in bold.

1. Welcome and Introductions

Kyle welcomed the attendees and introduced himself as the new study project manager. Jeff H. presented a list of Planning and Environment Linkages (PEL) study team members, noting that Brandon Lamers, former WisDOT Major Studies Chief, has taken a new position within WisDOT as the Statewide Construction Standards Engineer. He also presented a list of the municipalities and organizations involved on the Policy Advisory Committee (PAC) and asked that any contact changes be noted in the chat box or sent to Kyle.

2. General Discussion of Comments Received

Jeff H. gave a general review of comments received after Technical Advisory Committee (TAC) and PAC Meeting No. 1.

a. **Wording of the PEL Objectives**

Jeff H. noted that the PEL study team is not proposing to make any changes to wording of the PEL objectives as suggested through comments received.

b. **Origin Destination Data Sufficiency—Implications for Regional Transit**

Jeff H. also explained the sufficiency of the PEL study's origin-destination (OD) and what the data shows regarding the impact of regional transit on Beltline conditions.

c. **Induced Demand and Greenhouse Gas Emissions Reduction**

Jeff H. said comments received also mentioned induced demand and greenhouse gas emissions reduction. He explained that the PEL study team anticipates completing an indirect and cumulative effects analysis as part of the study that would review items such as regional development patterns, community resources, and anticipated effects to the local transportation network, including bicycle and pedestrian facilities, transit, and arterials under local jurisdiction.



d. Single Occupancy Vehicle (SOV) Trips

Jeff H. reviewed the PEL objectives that address and indirectly address SOV trips. Reduction of SOV trips was also mentioned in comments received.

e. Mobility versus Access

Jeff H. explained how the PEL study objectives consider accessibility and efforts planned for additional analysis and modeling to better quantify accessibility. In addition, the PEL study anticipates reviewing accessibility by considering transit priority for buses at interchanges along the Beltline.

Jeff H. also mentioned that the City of Madison's Metro Transit is in the process of a network redesign. Metro Transit released a draft of the redesign on February 2, 2022. The PEL study team will continue to stay up to date on this network redesign. Kyle added that no changes to the network would be incorporated into the PEL study until the network redesign is considered final.

f. Environmental Justice (EJ) Outreach

Jeff H. concluded review of comments by noting past and future efforts to consider and understand potential effects on EJ populations on and near the Beltline corridor. He reviewed the EJ Plan that was started in 2013 and last updated in September 2021, the University of Wisconsin Survey Center (UWSC) EJ Survey conducted in October and November 2021, and future plans for online interviews with EJ community leaders and businesses owners identified along the Beltline corridor.

No committee members had any questions when Jeff H. paused following the general review of comments received.

3. Component Concepts Proposed Priority

Elizabeth explained the work the PEL study team has done since TAC and PAC Meeting No. 1.

a. Component Concepts

Elizabeth explained that the PEL study team reviewed several different types of projects to improve travel on, near, or across the Beltline. The team is calling these projects Component Concepts that include possible projects for new local roadway crossings and connections, bicycles and pedestrians, park and ride lots, transit priority, and motor vehicles. She reminded the group that the Component Concepts were developed earlier in the PEL study through a collaborative process among the study team, TAC, PAC, focus groups, expert panels, and other stakeholders.

b. Determine Component Concept Priority

Elizabeth showed a flowchart of the steps the PEL team has taken to date to determine proposed component concept priority, including screening the Component Concepts against the PEL objectives, evaluating the Component Concepts based on available stakeholder input, and developing a rank for each Component Concept based on the screening and stakeholder input.

Elizabeth noted that the PEL study team is looking for TAC and PAC feedback on the Component Concept priorities as proposed by the PEL study team. The team is asking that the PAC members fill out a survey at the end of the meeting after she and Jeff H. have reviewed the Component Concepts priority. She showed a simulation of the survey.



Elizabeth explained that once all feedback is received through the survey and other planned outreach as part of the PEL study, the PEL study team will finalize the priority of each Component Concept and assemble Component Concepts with higher priority into what the team is calling Strategy Packages or long-term vision for the Beltline corridor.

c. Component Concept Priority

- (1) Elizabeth reviewed the Component Concept priorities as proposed by the PEL study team. Proposed Component Concept priorities included those for roadway crossings and connections, pedestrian and bicycle, park and ride, and transit priority Component Concepts.

- (a) Pedestrian and Bicycle Component Concepts

Jeff H. added that any roadway crossings and connections Component Concepts would include bicycle and pedestrian accommodations, but the bicycle and pedestrian Component Concepts shown would only accommodate bicycles and pedestrians (with no vehicle traffic).

- (b) Transit Priority

Elizabeth noted that the transit priority Component Concepts are simply concepts at this point with no details known as to exactly how transit priority would be implemented. She said buses might be given a signal to go ahead of cars lined up at an intersection or their own lane.

- (2) Elizabeth also reviewed the Component Concepts considered for the Beltline mainline and interchanges. She explained that the survey will ask the participant to indicate a level of support for each of the mainline Component Concepts and a level of priority for each interchange on the Beltline when considering sequence for potential improvements.

- (a) Doug Wood of the City of Monona asked Strand to explain weave improvements. Jeff H. reiterated that the weaves are where traffic often breaks down on a freeway. Traffic entering the highway mixes with traffic exiting the highway and can lead to operational deficiencies. Jeff H. explained that to remedy the issue, this mixing traffic might be removed from the mainline to a separate adjacent roadway called a collector-distributor (CD) road. Another alternative might be to use a basketweave. A basketweave concept grade-separates the mixing traffic by using a bridge for traffic exiting the highway over traffic entering the highway or vice versa.

- (b) Sheri Carter of the City of Madison asked if any changes are planned for the Seminole Highway area of the Beltline, specifically the Todd Drive on ramp to Seminole Highway off ramp weave in the westbound direction. Jeff H. explained that that area is particularly difficult to address the operational deficiencies the PEL study is seeing. Any improvements in this area will have to take into consideration, and minimize impacts to, the University of Wisconsin-Madison Arboretum directly adjacent to the Beltline. He said it is certainly an area that the team is looking into for possible improvements but nothing specific is known at this time. Dan clarified that the PEL study will not result in immediate construction on the Beltline or at any of the interchanges. The National Environmental Policy



Act (NEPA) process will need to occur after the PEL study before any construction begins on the Beltline.

4. Example Draft Strategy Package (For Illustrative Purposes Only)

Jeff H. gave an example of a draft strategy package noting that it is for illustrative purposes only and not a proposed draft strategy package at this time. He and Elizabeth also explained that different draft strategy packages might include different Component Concepts (e.g. freeflow ramp component concept versus relocated ramps component concept at the US 51 and Stoughton Road interchange) and different numbers of Component Concepts (e.g. two versus three park and ride lots).

5. What is Ahead

Jeff H. explained that with the PAC members help, the PEL study team is working on selecting the highest priority Component Concepts. He noted that Public Involvement Meeting (PIM) No. 1 is anticipated in April 2022 with an agency meeting to follow in late spring or early summer 2022. Elizabeth added that the TAC and PAC Survey feedback received following this meeting will be taken into consideration before TAC and PAC Meeting No. 3 in summer 2022 along with feedback from PIM No. 1, the agency meeting, EJ stakeholder interviews, and any other input received.

Sheri Carter asked if the PEL study team anticipates holding in-person PIMs. Jeff H. explained that at this time, the team anticipates holding in-person PIMs at a couple of locations near the Beltline but those locations with dates and time have not been set yet. He added that a virtual component will also be used.

Jeff H. asked the group to complete the Component Concepts Proposed Priority Survey by February 17, 2022. He added that the survey is intended for TAC and PAC members and asked that members use their discretion when forwarding the survey to others on their respective committees or in their organizations.

6. Additional Discussion

No additional items were discussed.

7. Next Meeting

PAC Meeting No. 3 is anticipated in summer 2022.

If there are any additions or comments, please call me at 608-251-2129 ext. 1264.

Prepared and respectfully submitted by Elizabeth Garfoot, P.E.

Enclosure

c/enc: All Participants



Madison Beltline PEL Proposed Component Concepts Priority Survey

Welcome to the online survey for the Madison Beltline Planning and Environment Linkages (PEL) Study Proposed Component Concepts Priority!

The Component Concepts consist of possible improvements to various modes of travel that help satisfy Beltline PEL objectives including new roadway crossings and connections, pedestrian and bicycle accommodations, park and ride locations, transit priority, and Beltline mainline and interchange improvements. The PEL study team has given each Component Concept a proposed priority ranking based on screening them against the PEL objectives, considering 2015 Technical Advisory and Policy Advisory Committees (TAC/PAC) feedback, and considering 2021 environmental justice (EJ) Survey feedback. The Component Concept proposed priorities and possible eliminations were presented at TAC/PAC Meeting No. 2. As mentioned in the meeting, you have the opportunity to let us know your thoughts on the proposed Component Concept priorities and possible eliminations by completing this online survey.

With your help, the PEL study team is currently working on selecting the highest priority Component Concepts. Once all feedback has been compiled on the proposed Component Concept priorities and possible eliminations, the team will combine the component concepts with higher priority into draft strategy packages and screen them against the PEL objectives. At the next TAC/PAC meetings, the PEL study team anticipates presenting the draft Strategy Packages for TAC/PAC member review and input before a preferred Strategy Package is chosen for long-term improvements on the Beltline. The preferred Strategy Package is anticipated to include several individual components that will be studied further under the NEPA process. The NEPA process may involve multiple documents rather than one document that cover the entire preferred Strategy Package. The Preferred Alternative(s) would be chosen through the NEPA process with design and construction of the Preferred Alternatives to follow.

The survey will take approximately 10 minutes to complete and is available until February 17, 2022. We appreciate your time and feedback as we work toward a long-term solution for the Madison Beltline!

Roadway Crossings and Connections Component Concepts Priority

The map below shows the Roadway Crossings and Connections Component Concepts considered in the PEL study and the proposed priority list in order of highest priority to lowest priority. These are new roadway connections that would also provide sidewalk and bicycle accommodations, similar to the existing High Point Road crossing. The purple numbers represent the priority order based on screening against the PEL objectives and stakeholder feedback received to date. Because of the challenges and complexity associated with Component Concepts E and F, these particular Component Concepts are proposed for elimination in the PEL study; however, we welcome and will take into consideration any input you may have.

Proposed Priority



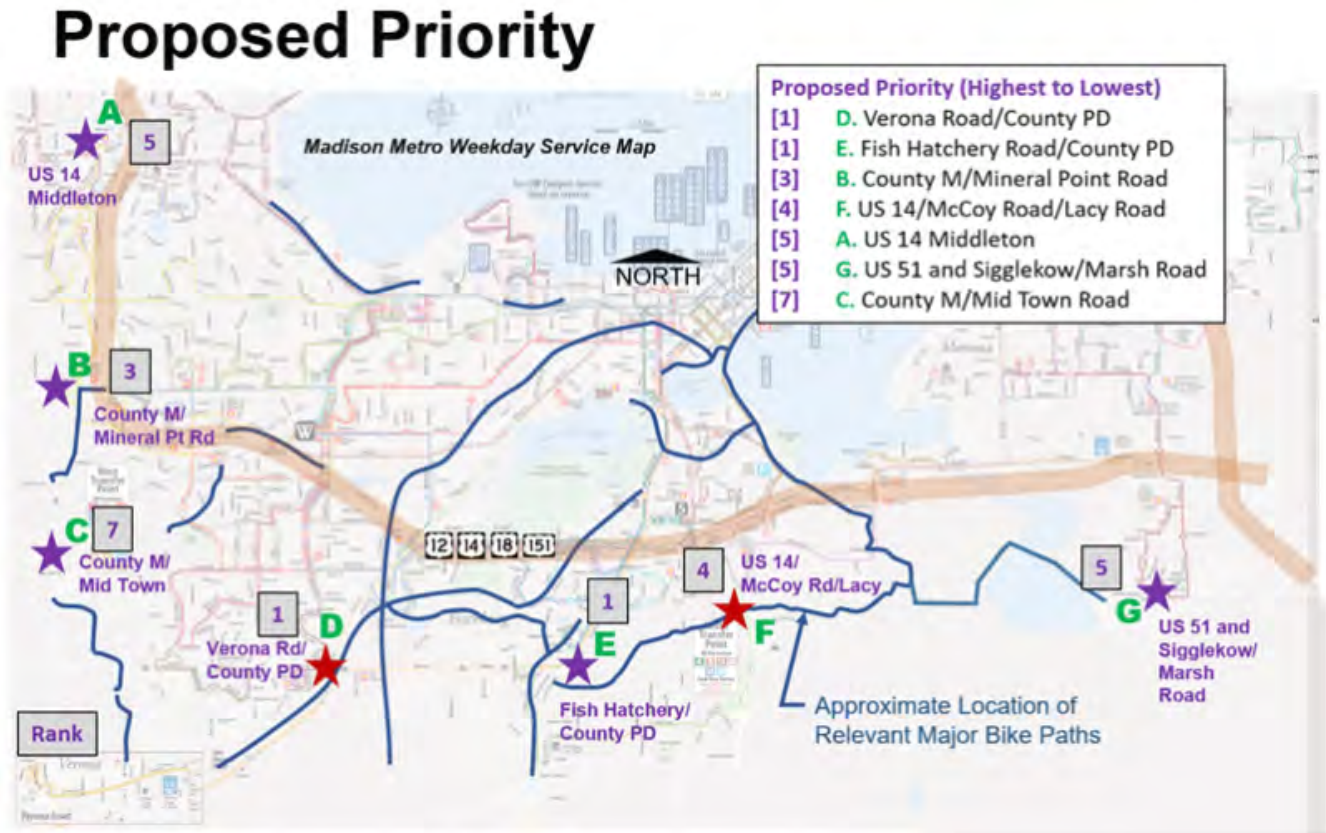
Pedestrian and Bicycle Component Concepts Priority

The map below shows the Pedestrian and Bicycle Component Concepts considered in the PEL study and the proposed priority list.



Park and Ride Component Concepts Priority

The map below shows the Park and Ride Component Concepts considered in the PEL study and the proposed priority list.

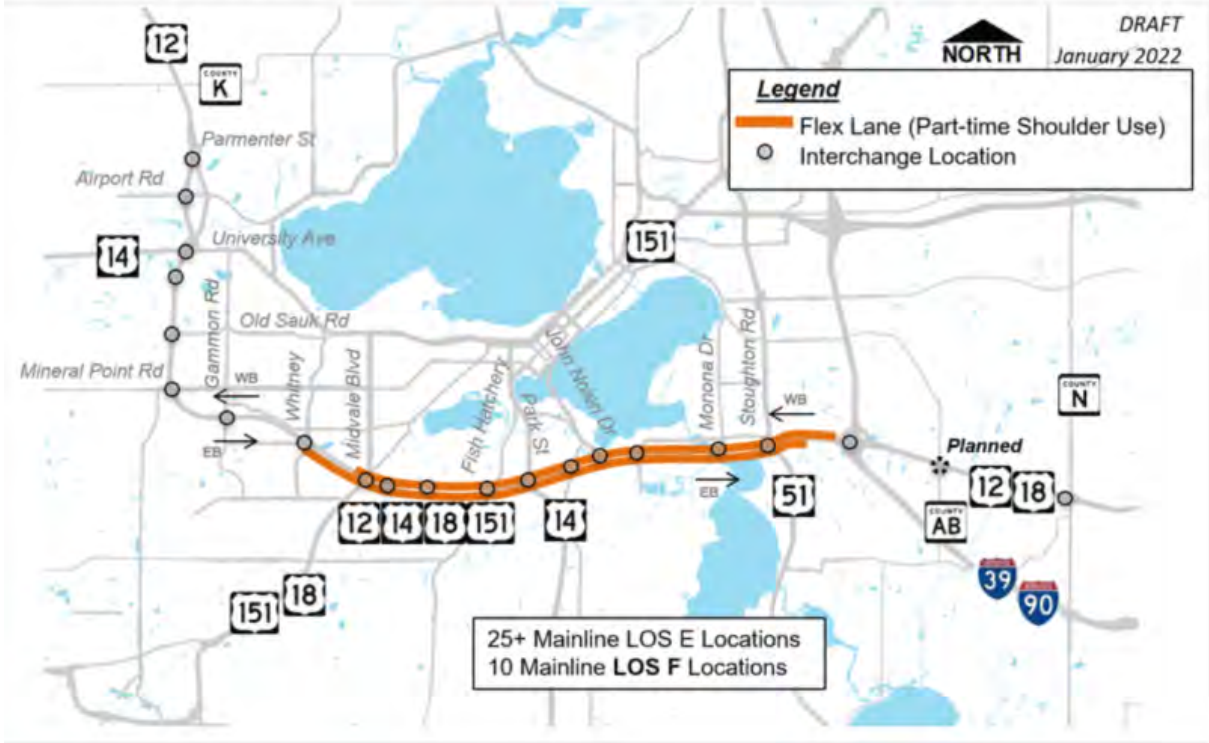


Proposed Priority

Transit Priority Components



1. No Build/Preserve and Maintain - Maintains the existing Beltline Flex Lane, and no improvements other than regular maintenance would occur. Operations in design year 2050 are noted in the graphic below.



2. Maintain Existing Flex Lane with Weave Improvements - Maintains existing Flex Lane while making improvements to weaves (i.e. areas where on-ramp traffic entering the Beltline mixes with traffic wishing to exit at the next off-ramp). Weave improvement locations and operations in design year 2050 are noted in the graphic below.



3. Extend Flex Lane - Extends the Flex Lane to the west, ending at Parmenter Street, and to the east, ending just west of the I-39/90 Beltline Interchange. Operations in design year 2050 are noted in the graphic below.



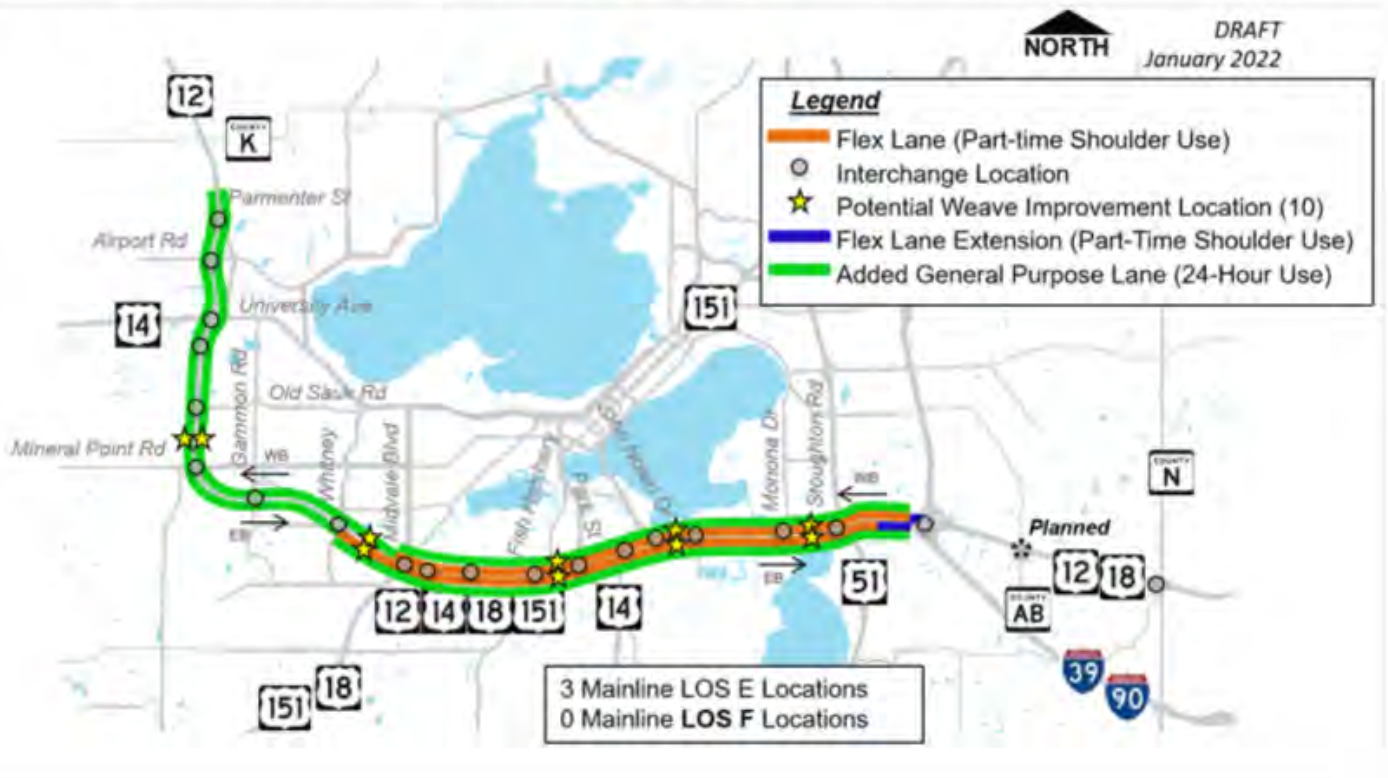
4. Extend Flex Lane with Weave Improvements - extends the Flex Lane to just west of the I-39/90 Beltline Interchange on the east end and to Parmenter Street on the west end. It would also make improvements to weave locations. Weave improvement locations and operations in design year 2050 are noted in the graphic below.



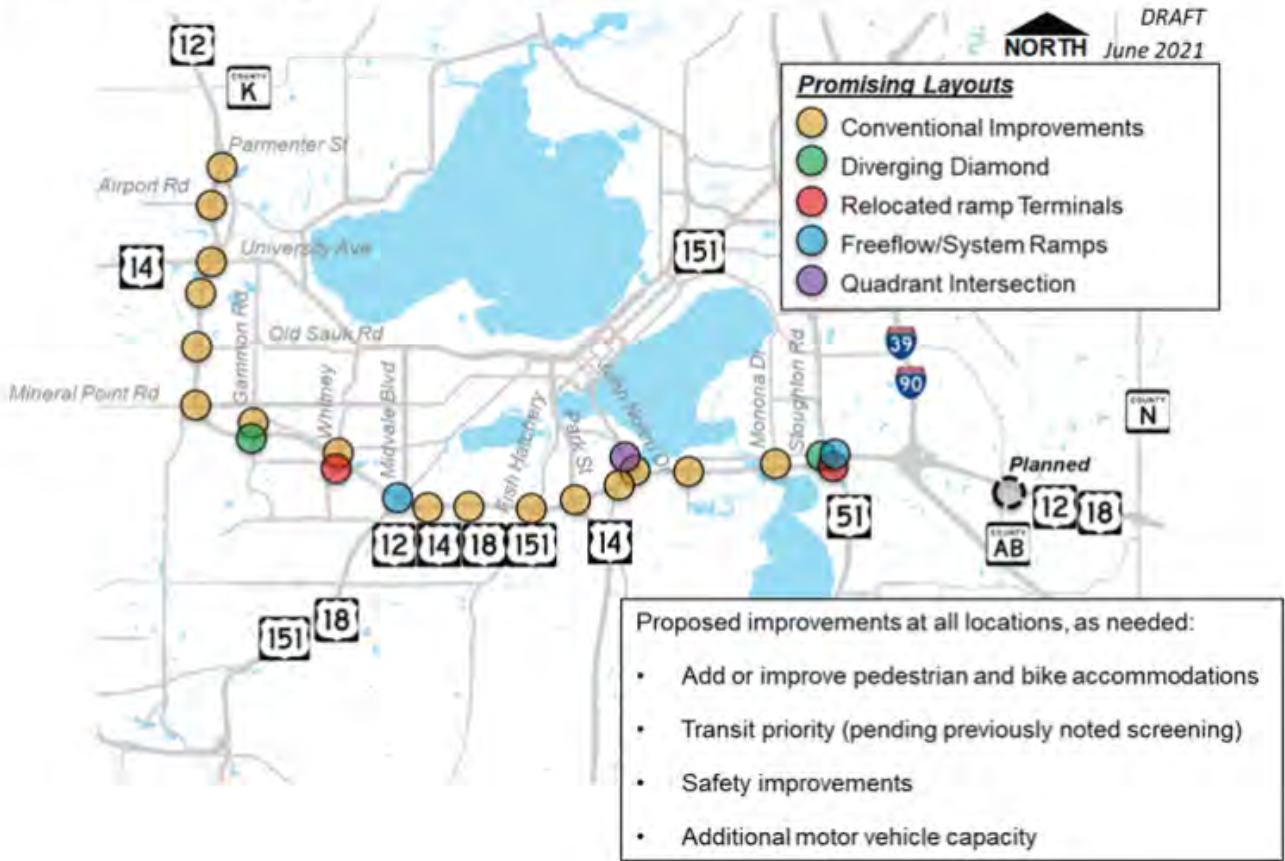
5. Add 1 General Purpose Lane (Parmenter to Verona Road) with Flex Lane Extension and Weave Improvements - extends the Flex Lane to the east, ending just west of the I-39/90 Beltline Interchange. It would also make improvements to weave locations and add one general purpose lane with 24-hour use to both directions on the Beltline west of Verona Road to Parmenter Street. Weave improvement locations and operations in design year 2050 are noted in the graphic below.



6. Add 1 General Purpose Lane (Parmenter to the I-39/90 Beltline Interchange) with Flex Lane Extension and Weave Improvements - extends the Flex Lane to the east, ending just west of the I-39/90 Beltline Interchange. It also makes improvements to weave locations and adds a general purpose lane to the length of the Beltline in both directions between Parmenter Street and the I-39/90 Beltline Interchange. Weave improvement locations and operations in design year 2050 are noted in the graphic below.



Interchange Component Concepts



Please provide your name and who you are representing.	Do you agree with the Roadway Crossings and Connections Component Concept priorities and eliminations as proposed by the PEL Study Team? If so, please move on to the next question. However, if you think a certain Component Concept should have higher or lower priority, including those proposed for elimination, please drag and drop to reorder the priority list below. The list is given in order of highest priority to lowest priority.	Do you agree with the Pedestrian and Bicycle Component Concept priorities as proposed by the PEL Study Team? If so, please move on to the next question. If you think a certain Component Concept should have higher or lower priority, please drag and drop to reorder the priority list below. Note that because of the consistently high ranking of Component Concepts B, C, E, and H, these Component Concepts are being advanced for further consideration in the PEL Study as part of the draft Strategy Packages. Only the remaining Pedestrian and Bicycle Component Concepts are listed below. The list is given in order of highest priority to lowest priority beginning with Component Concept G.	Do you agree with the Park and Ride Component Concept priorities as proposed by the PEL Study Team? If so, please move on to the next question. If you think a certain Component Concept should have higher or lower priority, please drag and drop to reorder the priority list below. The list is given in order of highest priority to lowest priority.
Thomas Wilson, Town of Westport	C. West of Whitney Way;A. West of Gammon Road (tie with D);DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;D. West of US 14 (Park Street) (tie with A);B. East of Gammon Road ;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;		D. Verona Road/County PD (tie with E);A. US 14 Middleton (tie with G.);E. Fish Hatchery Road/County PD (tie with D);F. US 14/McCoy Road/Lacy Road;B. County M/Mineral Point Road;G. US 51 and Sigglekow/Marsh Road (tie with A);C. County M/Mid Town Road;
Erin Ruth - Village of Cottage Grove	A. West of Gammon Road (tie with D);D. West of US 14 (Park Street) (tie with A);B. East of Gammon Road ;C. West of Whitney Way;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;	J. Monona Drive to Stoughton Road;G. Seminole Highway to Cannonball Path – South (tie with No. 9);A. Crossing North of Old Sauk;D. Crossing of Whitney Way;I. Crossing US 14 near Stewart Street (tie with No. 7);F. Seminole Highway to Cannonball Path – North ;K. Femrite Drive to County N;	
Village of McFarland	DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;C. West of Whitney Way;A. West of Gammon Road (tie with D);D. West of US 14 (Park Street) (tie with A);B. East of Gammon Road ;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;	J. Monona Drive to Stoughton Road;K. Femrite Drive to County N;I. Crossing US 14 near Stewart Street (tie with No. 7);D. Crossing of Whitney Way;A. Crossing North of Old Sauk;F. Seminole Highway to Cannonball Path – North ;G. Seminole Highway to Cannonball Path – South (tie with No. 9);	G. US 51 and Sigglekow/Marsh Road (tie with A);D. Verona Road/County PD (tie with E);E. Fish Hatchery Road/County PD (tie with D);B. County M/Mineral Point Road;F. US 14/McCoy Road/Lacy Road;A. US 14 Middleton (tie with G.);C. County M/Mid Town Road;
Alex Joers - Dane County Supervisor District 9	A. West of Gammon Road (tie with D);B. East of Gammon Road ;C. West of Whitney Way;D. West of US 14 (Park Street) (tie with A);DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;	A. Crossing North of Old Sauk;G. Seminole Highway to Cannonball Path – South (tie with No. 9);I. Crossing US 14 near Stewart Street (tie with No. 7);F. Seminole Highway to Cannonball Path – North ;D. Crossing of Whitney Way;J. Monona Drive to Stoughton Road;K. Femrite Drive to County N;	A. US 14 Middleton (tie with G.);B. County M/Mineral Point Road;C. County M/Mid Town Road;D. Verona Road/County PD (tie with E);E. Fish Hatchery Road/County PD (tie with D);F. US 14/McCoy Road/Lacy Road;G. US 51 and Sigglekow/Marsh Road (tie with A);
Alexandra Andros, Dane County Planning & Development	C. West of Whitney Way;D. West of US 14 (Park Street) (tie with A);A. West of Gammon Road (tie with D);B. East of Gammon Road ;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;		
Bill Bremer City of Madison Transportation Commission	C. West of Whitney Way;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;B. East of Gammon Road ;A. West of Gammon Road (tie with D);D. West of US 14 (Park Street) (tie with A);		D. Verona Road/County PD (tie with E);B. County M/Mineral Point Road;E. Fish Hatchery Road/County PD (tie with D);F. US 14/McCoy Road/Lacy Road;A. US 14 Middleton (tie with G.);C. County M/Mid Town Road;G. US 51 and Sigglekow/Marsh Road (tie with A);
Doug Wood, Alder, City of Monona	C. West of Whitney Way;D. West of US 14 (Park Street) (tie with A);A. West of Gammon Road (tie with D);B. East of Gammon Road ;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;	G. Seminole Highway to Cannonball Path – South (tie with No. 9);I. Crossing US 14 near Stewart Street (tie with No. 7);F. Seminole Highway to Cannonball Path – North ;D. Crossing of Whitney Way;J. Monona Drive to Stoughton Road;A. Crossing North of Old Sauk;K. Femrite Drive to County N;	D. Verona Road/County PD (tie with E);E. Fish Hatchery Road/County PD (tie with D);B. County M/Mineral Point Road;F. US 14/McCoy Road/Lacy Road;G. US 51 and Sigglekow/Marsh Road (tie with A);A. US 14 Middleton (tie with G.);C. County M/Mid Town Road;
Tyler Katzenberger - Associated Students of Madison (UW-Madison Students)	C. West of Whitney Way;A. West of Gammon Road (tie with D);D. West of US 14 (Park Street) (tie with A);DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;B. East of Gammon Road ;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;	I. Crossing US 14 near Stewart Street (tie with No. 7);D. Crossing of Whitney Way;G. Seminole Highway to Cannonball Path – South (tie with No. 9);F. Seminole Highway to Cannonball Path – North ;A. Crossing North of Old Sauk;J. Monona Drive to Stoughton Road;K. Femrite Drive to County N;	
Jeff Rau - Village of Oregon	C. West of Whitney Way;D. West of US 14 (Park Street) (tie with A);A. West of Gammon Road (tie with D);B. East of Gammon Road ;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;		
Dave Herbst City of Fitchburg Board of Public Works	C. West of Whitney Way;D. West of US 14 (Park Street) (tie with A);B. East of Gammon Road ;A. West of Gammon Road (tie with D);DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;	G. Seminole Highway to Cannonball Path – South (tie with No. 9);F. Seminole Highway to Cannonball Path – North ;I. Crossing US 14 near Stewart Street (tie with No. 7);D. Crossing of Whitney Way;K. Femrite Drive to County N;A. Crossing North of Old Sauk;J. Monona Drive to Stoughton Road;	
Gabriella Gerhardt, City of Fitchburg	C. West of Whitney Way;D. West of US 14 (Park Street) (tie with A);A. West of Gammon Road (tie with D);B. East of Gammon Road ;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;		
Jim Wheeler	C. West of Whitney Way;D. West of US 14 (Park Street) (tie with A);A. West of Gammon Road (tie with D);B. East of Gammon Road ;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;	G. Seminole Highway to Cannonball Path – South (tie with No. 9);F. Seminole Highway to Cannonball Path – North ;I. Crossing US 14 near Stewart Street (tie with No. 7);D. Crossing of Whitney Way;A. Crossing North of Old Sauk;J. Monona Drive to Stoughton Road;K. Femrite Drive to County N;	D. Verona Road/County PD (tie with E);E. Fish Hatchery Road/County PD (tie with D);F. US 14/McCoy Road/Lacy Road;B. County M/Mineral Point Road;A. US 14 Middleton (tie with G.);G. US 51 and Sigglekow/Marsh Road (tie with A);C. County M/Mid Town Road;

How Supportive are you of these mainline components?			
Please provide your name and who you are representing.	Do you agree with the Transit Priority Component Concept priorities as proposed by the PEL Study Team? If so, please move on to the next question. If you think a certain Component Concept should have higher or lower priority, please drag and drop to reorder the priority list below. Note that Component Concept C Mineral Point Road is not included below, because it is a proposed BRT route and will move forward in the PEL Study as a possible part of the draft Strategy Packages. The list is given in order of highest priority to lowest priority beginning with Component Concept H.	1. No Build/Preserve and Maintain - Maintains the existing Beltline Flex Lane, and no improvements other than regular maintenance would occur. Operations in design year 2050 are noted in the graph below.	2. Maintain Existing Flex Lane with Weave Improvements - Maintains existing Flex Lane while making improvements to weaves (i.e. areas where on-ramp traffic entering the Beltline mixes with traffic wishing to exit at the next off-ramp). Weave improvement locations and operations in design year 2050 are noted in the graphic below.
Thomas Wilson, Town of Westport		Not at all	
Erin Ruth - Village of Cottage Grove	F. US 18/151 (Verona Road);H. Fish Hatchery Road;I. US 14 (Park Street);J. Rimrock Road;D. Gammon Road;E. Whitney Way;G. Todd Drive;K. South Towne Drive/W Broadway;A. US 14/University Avenue;B. Old Sauk Road;	Not at all	A little
Village of McFarland		Not at all	Not at all
Alex Joers - Dane County Supervisor District 9	B. Old Sauk Road;A. US 14/University Avenue;D. Gammon Road;F. US 18/151 (Verona Road);H. Fish Hatchery Road;I. US 14 (Park Street);E. Whitney Way;J. Rimrock Road;G. Todd Drive;K. South Towne Drive/W Broadway;	Very	Somewhat
Alexandra Andros, Dane County Planning & Development		A little	A little
Bill Bremer City of Madison Transportation Commission		Not at all	A little
Doug Wood, Alder, City of Monona		Not at all	A little
Tyler Katzenberger - Associated Students of Madison (UW-Madison Students)	H. Fish Hatchery Road;I. US 14 (Park Street);E. Whitney Way;B. Old Sauk Road;F. US 18/151 (Verona Road);A. US 14/University Avenue;J. Rimrock Road;G. Todd Drive;D. Gammon Road;K. South Towne Drive/W Broadway;	A little	Very
Jeff Rau - Village of Oregon		Somewhat	A little
Dave Herbst City of Fitchburg Board of Public Works		Very	Somewhat
Gabriella Gerhardt, City of Fitchburg	H. Fish Hatchery Road;I. US 14 (Park Street);J. Rimrock Road;E. Whitney Way;F. US 18/151 (Verona Road);G. Todd Drive;D. Gammon Road;A. US 14/University Avenue;B. Old Sauk Road;K. South Towne Drive/W Broadway;	Very	Very
Jim Wheeler		Somewhat	Somewhat

Please provide your name and who you are representing.	How Supportive are you of these mainline components?			
	3. Extend Flex Lane - Extends the Flex Lane to the west, ending at Parmenter Street, and to the east, ending just west of the I-39/90 Beltline Interchange. Operations in design year 2050 are noted in the graphic below.	4. Extend Flex Lane with Weave Improvements extends the Flex Lane to just west of the I-39/90 Beltline Interchange on the east end and to Parmenter Street on the west end. It would also make improvements to weave locations. Weave improvement locations and operations in design year 2050 are noted in the graphic below.	5. Add 1 General Purpose Lane (Parmenter to Verona Road) with Flex Lane Extension and Weave Improvements extends the Flex Lane to the east, ending just west of the I-39/90 Beltline Interchange. It would also make improvements to weave locations and add one general purpose lane with 24-hour use to both directions on the Beltline west of Verona Road to Parmenter Street. Weave improvement locations and operations in design year 2050 are noted in the graphic below.	6. Add 1 General Purpose Lane (Parmenter to the I-39/90 Beltline Interchange) with Flex Lane Extension and Weave Improvements extends the Flex Lane to the east, ending just west of the I-39/90 Beltline Interchange. It also makes improvements to weave locations and adds a general purpose lane to the length of the Beltline in both directions between Parmenter Street and the I-39/90 Beltline Interchange. Weave improvement locations and operations in design year 2050 are noted in the graphic below.
Thomas Wilson, Town of Westport	Somewhat	Very	Very	Extremely
Erin Ruth - Village of Cottage Grove	A little	Somewhat	Somewhat	Very
Village of McFarland	A little	A little	Somewhat	Extremely
Alex Joers - Dane County Supervisor District 9	Extremely	Extremely	Extremely	Extremely
Alexandra Andros, Dane County Planning & Development	A little	Somewhat	A little	Very
Bill Bremer City of Madison Transportation Commission	Not at all	A little	Extremely	Very
Doug Wood, Alder, City of Monona	A little	Very	Very	Not at all
Tyler Katzenberger - Associated Students of Madison (UW-Madison Students)	Somewhat	Very	A little	Not at all
Jeff Rau - Village of Oregon	A little	A little	Somewhat	Somewhat
Dave Herbst City of Fitchburg Board of Public Works	Very	Very	Somewhat	Somewhat
Gabriella Gerhardt, City of Fitchburg	A little	A little	Not at all	Not at all
Jim Wheeler	Somewhat	Somewhat	Somewhat	Somewhat

Please provide your name and who you are representing.	What priority would you give to improvements at these interchanges?						
	Improvements at the Parmenter Street Interchange	Improvements at the Airport Road Interchange	Improvements at the US 14/University Avenue Interchange	Improvements at the Greenway Boulevard Interchange	Improvements at the Old Sauk Road Interchange	Improvements at the Mineral Point Road Interchange	Improvements at the Gammon Road Interchange
Thomas Wilson, Town of Westport	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority
Erin Ruth - Village of Cottage Grove	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion
Village of McFarland	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Medium Priority
Alex Joers - Dane County Supervisor District 9	High Priority	High Priority	High Priority	High Priority	High Priority	High Priority	Medium Priority
Alexandra Andros, Dane County Planning & Development	No Opinion	Low Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Medium Priority
Bill Bremer City of Madison Transportation Commission	No Opinion	No Opinion	High Priority	Medium Priority	Medium Priority	High Priority	Medium Priority
Doug Wood, Alder, City of Monona	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Medium Priority
Tyler Katzenberger - Associated Students of Madison (UW-Madison Students)	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Medium Priority
Jeff Rau - Village of Oregon	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Medium Priority	High Priority
Dave Herbst City of Fitchburg Board of Public Works	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Medium Priority
Gabriella Gerhardt, City of Fitchburg	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion
Jim Wheeler	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Medium Priority	No Opinion

What priority would you give to improvements at these interchanges?							
Please provide your name and who you are representing.	Improvements at the Whitney Way Interchange	Improvements at the US 151/Verona Road/Midvale Boulevard Interchange	Improvements at the Seminole Highway Interchange	Improvements at the Todd Drive Interchange	Improvements at the Fish Hatchery Road Interchange	Improvements at the US 14/US 151/Park Street Interchange	Improvements at the Rimrock Road Interchange
Thomas Wilson, Town of Westport	High Priority	High Priority	Low Priority	High Priority	Medium Priority	Medium Priority	High Priority
Erin Ruth - Village of Cottage Grove	No Opinion	High Priority	High Priority	High Priority	Medium Priority	Medium Priority	Low Priority
Village of McFarland	Low Priority	High Priority	Low Priority	Low Priority	Low Priority	Medium Priority	Low Priority
Alex Joers - Dane County Supervisor District 9	Medium Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority
Alexandra Andros, Dane County Planning & Development	Medium Priority	Low Priority	No Opinion	Low Priority	Medium Priority	Medium Priority	Low Priority
Bill Bremer City of Madison Transportation Commission	High Priority	High Priority	Medium Priority	Medium Priority	Medium Priority	High Priority	Medium Priority
Doug Wood, Alder, City of Monona	Medium Priority	Low Priority	Low Priority	High Priority	High Priority	High Priority	Medium Priority
Tyler Katzenberger - Associated Students of Madison (UW-Madison Students)	High Priority	Medium Priority	High Priority	Medium Priority	High Priority	High Priority	Medium Priority
Jeff Rau - Village of Oregon	Medium Priority	High Priority	Low Priority	Medium Priority	Medium Priority	High Priority	High Priority
Dave Herbst City of Fitchburg Board of Public Works	High Priority	Low Priority	High Priority	Medium Priority	High Priority	Medium Priority	Medium Priority
Gabriella Gerhardt, City of Fitchburg	No Opinion	No Opinion	No Opinion	High Priority	No Opinion	No Opinion	No Opinion
Jim Wheeler	No Opinion	Low Priority	Medium Priority	Low Priority	No Opinion	No Opinion	No Opinion

What priority would you give to improvements at these interchanges?					
Please provide your name and who you are representing.	Improvements at the John Nolen Drive Interchange	Improvements at the West Broadway Interchange	Improvements at the Monona Drive Interchange	Improvements at the US 51/Stoughton Road Interchange	Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are satisfied with all survey responses, please click the submit bu...
Thomas Wilson, Town of Westport	High Priority	Medium Priority	Medium Priority	Medium Priority	Still wishing the North Mendota Parkway and the interchange at US 12 and CTH K had been found important as part of this study. Still feel the NMP would relieve congestion on the beltline by offering an alternative around Madison for commuters and regional travelers. Hoping relief on the north side will come soon as a separate project. Thank you for doing this and proceeding with the study. Hoping progress can be made....
Erin Ruth - Village of Cottage Grove	Low Priority	Low Priority	Low Priority	Medium Priority	
Village of McFarland	Low Priority	Low Priority	Low Priority	High Priority	
Alex Joers - Dane County Supervisor District 9	Medium Priority	Medium Priority	Low Priority	Low Priority	
Alexandra Andros, Dane County Planning & Development	Medium Priority	Low Priority	No Opinion	Low Priority	
Bill Bremer City of Madison Transportation Commission	High Priority	Medium Priority	Medium Priority	High Priority	
Doug Wood, Alder, City of Monona	High Priority	Low Priority	Low Priority	High Priority	A pathway connecting the Cap City Trail south of the RR tracks to the Lake Loop at Bridge Road is a long-range component of the Monona Ped-Bike Plan. This route would require an overpass of the Beltline east of the First Supply building. This would provide a safer more direct route connecting these two major pathways. This overpass should be considered.
Tyler Katzenberger - Associated Students of Madison (UW-Madison Students)	High Priority	Low Priority	Low Priority	Medium Priority	
Jeff Rau - Village of Oregon	High Priority	Medium Priority	High Priority	High Priority	Thank you for all you are doing to help continue to make the beltline a critical artery for Dane County and the surrounding areas.
Dave Herbst City of Fitchburg Board of Public Works	Medium Priority	Medium Priority	Medium Priority	Medium Priority	Having both vehicle and bicycle/ped aths over the beltline that do not require a controlled intersection would connect neighborhoods back together. The Beltline intersection with Fish hatchery going East is treacherous with the interchange of traffice.
Gabriella Gerhardt, City of Fitchburg	No Opinion	No Opinion	No Opinion	No Opinion	
Jim Wheeler	No Opinion	No Opinion	Low Priority	Low Priority	No

Please provide your name and who you are representing.	Do you agree with the Roadway Crossings and Connections Component Concept priorities and eliminations as proposed by the PEL Study Team? If so, please move on to the next question. However, if you think a certain Component Concept should have higher or lower priority, including those proposed for elimination, please drag and drop to reorder the priority list below. The list is given in order of highest priority to lowest priority.	Do you agree with the Pedestrian and Bicycle Component Concept priorities as proposed by the PEL Study Team? If so, please move on to the next question. If you think a certain Component Concept should have higher or lower priority, please drag and drop to reorder the priority list below. Note that because of the consistently high ranking of Component Concepts B, C, E, and H, these Component Concepts are being advanced for further consideration in the PEL Study as part of the draft Strategy Packages. Only the remaining Pedestrian and Bicycle Component Concepts are listed below. The list is given in order of highest priority to lowest priority beginning with Component Concept G.	Do you agree with the Park and Ride Component Concept priorities as proposed by the PEL Study Team? If so, please move on to the next question. If you think a certain Component Concept should have higher or lower priority, please drag and drop to reorder the priority list below. The list is given in order of highest priority to lowest priority.
Gregg May - 1000 Friends of WI	C. West of Whitney Way;D. West of US 14 (Park Street) (tie with A);A. West of Gammon Road (tie with D);B. East of Gammon Road ;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;	G. Seminole Highway to Cannonball Path – South (tie with No. 9);F. Seminole Highway to Cannonball Path – North ;D. Crossing of Whitney Way;I. Crossing US 14 near Stewart Street (tie with No. 7);A. Crossing North of Old Sauk;J. Monona Drive to Stoughton Road;K. Femrite Drive to County N;	
Ben Kollenbroich - Town of Dunn	C. West of Whitney Way;A. West of Gammon Road (tie with D);D. West of US 14 (Park Street) (tie with A);B. East of Gammon Road ;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;	J. Monona Drive to Stoughton Road;I. Crossing US 14 near Stewart Street (tie with No. 7);G. Seminole Highway to Cannonball Path – South (tie with No. 9);F. Seminole Highway to Cannonball Path – North ;D. Crossing of Whitney Way;A. Crossing North of Old Sauk;K. Femrite Drive to County N;	
Tom Wilson, Transportation Policy and Planning Board, City of Madison	D. West of US 14 (Park Street) (tie with A);C. West of Whitney Way;A. West of Gammon Road (tie with D);B. East of Gammon Road ;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;	D. Crossing of Whitney Way;G. Seminole Highway to Cannonball Path – South (tie with No. 9);I. Crossing US 14 near Stewart Street (tie with No. 7);F. Seminole Highway to Cannonball Path – North ;A. Crossing North of Old Sauk;J. Monona Drive to Stoughton Road;K. Femrite Drive to County N;	
Andrew McFadden	C. West of Whitney Way;D. West of US 14 (Park Street) (tie with A);A. West of Gammon Road (tie with D);B. East of Gammon Road ;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;		
William Schaefer, Greater Madison MPO	C. West of Whitney Way;D. West of US 14 (Park Street) (tie with A);A. West of Gammon Road (tie with D);B. East of Gammon Road ;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;	D. Crossing of Whitney Way;A. Crossing North of Old Sauk;G. Seminole Highway to Cannonball Path – South (tie with No. 9);I. Crossing US 14 near Stewart Street (tie with No. 7);F. Seminole Highway to Cannonball Path – North ;J. Monona Drive to Stoughton Road;K. Femrite Drive to County N;	B. County M/Mineral Point Road;E. Fish Hatchery Road/County PD (tie with D);A. US 14 Middleton (tie with G.);D. Verona Road/County PD (tie with E);F. US 14/McCoy Road/Lacy Road;C. County M/Mid Town Road;G. US 51 and Siggilekow/Marsh Road (tie with A);

How Supportive are you of these mainline components?			
Please provide your name and who you are representing.	Do you agree with the Transit Priority Component Concept priorities as proposed by the PEL Study Team? If so, please move on to the next question. If you think a certain Component Concept should have higher or lower priority, please drag and drop to reorder the priority list below. Note that Component Concept C Mineral Point Road is not included below, because it is a proposed BRT route and will move forward in the PEL Study as a possible part of the draft Strategy Packages. The list is given in order of highest priority to lowest priority beginning with Component Concept H.	1. No Build/Preserve and Maintain - Maintains the existing Beltline Flex Lane, and no improvements other than regular maintenance would occur. Operations in design year 2050 are noted in the graph below.	2. Maintain Existing Flex Lane with Weave Improvements - Maintains existing Flex Lane while making improvements to weaves (i.e. areas where on-ramp traffic entering the Beltline mixes with traffic wishing to exit at the next off-ramp). Weave improvement locations and operations in design year 2050 are noted in the graphic below.
Gregg May - 1000 Friends of WI	H. Fish Hatchery Road;I. US 14 (Park Street);E. Whitney Way;A. US 14/University Avenue;J. Rimrock Road;F. US 18/151 (Verona Road);G. Todd Drive;D. Gammon Road;B. Old Sauk Road;K. South Towne Drive/W Broadway;	Very	A little
Ben Kollenbroich - Town of Dunn		Very	Somewhat
Tom Wilson, Transportation Policy and Planning Board, City of Madison	H. Fish Hatchery Road;A. US 14/University Avenue;E. Whitney Way;I. US 14 (Park Street);J. Rimrock Road;F. US 18/151 (Verona Road);G. Todd Drive;D. Gammon Road;B. Old Sauk Road;K. South Towne Drive/W Broadway;	Very	Somewhat
Andrew McFadden	H. Fish Hatchery Road;I. US 14 (Park Street);J. Rimrock Road;E. Whitney Way;F. US 18/151 (Verona Road);G. Todd Drive;D. Gammon Road;A. US 14/University Avenue;B. Old Sauk Road;K. South Towne Drive/W Broadway;	Very	Very
William Schaefer, Greater Madison MPO	H. Fish Hatchery Road;A. US 14/University Avenue;E. Whitney Way;B. Old Sauk Road;D. Gammon Road;F. US 18/151 (Verona Road);G. Todd Drive;J. Rimrock Road;K. South Towne Drive/W Broadway;I. US 14 (Park Street);	Not at all	Somewhat

How Supportive are you of these mainline components?				
Please provide your name and who you are representing.	3. Extend Flex Lane - Extends the Flex Lane to the west, ending at Parmenter Street, and to the east, ending just west of the I-39/90 Beltline Interchange. Operations in design year 2050 are noted in the graphic below.	4. Extend Flex Lane with Weave Improvements extends the Flex Lane to just west of the I-39/90 Beltline Interchange on the east end and to Parmenter Street on the west end. It would also make improvements to weave locations. Weave improvement locations and operations in design year 2050 are noted in the graphic below.	5. Add 1 General Purpose Lane (Parmenter to Verona Road) with Flex Lane Extension and Weave Improvements extends the Flex Lane to the east, ending just west of the I-39/90 Beltline Interchange. It would also make improvements to weave locations and add one general purpose lane with 24-hour use to both directions on the Beltline west of Verona Road to Parmenter Street. Weave improvement locations and operations in design year 2050 are noted in the graphic below.	6. Add 1 General Purpose Lane (Parmenter to the I-39/90 Beltline Interchange) with Flex Lane Extension and Weave Improvements extends the Flex Lane to the east, ending just west of the I-39/90 Beltline Interchange. It also makes improvements to weave locations and adds a general purpose lane to the length of the Beltline in both directions between Parmenter Street and the I-39/90 Beltline Interchange. Weave improvement locations and operations in design year 2050 are noted in the graphic below.
Gregg May - 1000 Friends of WI	Not at all	Not at all	Not at all	Not at all
Ben Kollenbroich - Town of Dunn	Very	Somewhat	A little	A little
Tom Wilson, Transportation Policy and Planning Board, City of Madison	Somewhat	A little	Not at all	Not at all
Andrew McFadden	A little	A little	A little	Not at all
William Schaefer, Greater Madison MPO	Somewhat	Extremely	Somewhat	Not at all

What priority would you give to improvements at these interchanges?							
Please provide your name and who you are representing.	Improvements at the Parmenter Street Interchange	Improvements at the Airport Road Interchange	Improvements at the US 14/University Avenue Interchange	Improvements at the Greenway Boulevard Interchange	Improvements at the Old Sauk Road Interchange	Improvements at the Mineral Point Road Interchange	Improvements at the Gammon Road Interchange
Gregg May - 1000 Friends of WI	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Low Priority	Medium Priority
Ben Kollenbroich - Town of Dunn	Low Priority	No Opinion	Low Priority	No Opinion	Low Priority	No Opinion	Low Priority
Tom Wilson, Transportation Policy and Planning Board, City of Madison	Low Priority	No Opinion	Low Priority	Low Priority	Medium Priority	Low Priority	Medium Priority
Andrew McFadden	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	High Priority	High Priority
William Schaefer, Greater Madison MPO	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	Medium Priority

What priority would you give to improvements at these interchanges?							
Please provide your name and who you are representing.	Improvements at the Whitney Way Interchange	Improvements at the US 151/Verona Road/Midvale Boulevard Interchange	Improvements at the Seminole Highway Interchange	Improvements at the Todd Drive Interchange	Improvements at the Fish Hatchery Road Interchange	Improvements at the US 14/US 151/Park Street Interchange	Improvements at the Rimrock Road Interchange
Gregg May - 1000 Friends of WI	Low Priority	Low Priority	Medium Priority	Medium Priority	Low Priority	Low Priority	Medium Priority
Ben Kollenbroich - Town of Dunn	Low Priority	Low Priority	Low Priority	Medium Priority	Medium Priority	Medium Priority	Low Priority
Tom Wilson, Transportation Policy and Planning Board, City of Madison	Medium Priority	Low Priority	Low Priority	No Opinion	No Opinion	No Opinion	Low Priority
Andrew McFadden	No Opinion	High Priority	Medium Priority	No Opinion	High Priority	High Priority	Medium Priority
William Schaefer, Greater Madison MPO	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion

What priority would you give to improvements at these interchanges?					
Please provide your name and who you are representing.	Improvements at the John Nolen Drive Interchange	Improvements at the West Broadway Interchange	Improvements at the Monona Drive Interchange	Improvements at the US 51/Stoughton Road Interchange	Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are satisfied with all survey responses, please click the submit bu...
Gregg May - 1000 Friends of WI	Low Priority	Medium Priority	Low Priority	Low Priority	I cannot emphasize enough that expanding the Beltline with additional full-24 hour lanes is a mistake. When considering this project and the future of Madison, I want to make clear that WisDOT should be looking at the least-invasive elements. Please avoid massive interchange redesigns. We should be learning from other growing cities. like Austin, which have not built their way congestion. We should be doing our best to promote walking, biking, and transit. Given induced demand and our immediate climate emergency, it is irresponsible to be considering highway expansion. One more lane will not fix this problem.
Ben Kollenbroich - Town of Dunn	Medium Priority	Medium Priority	Medium Priority	Medium Priority	
Tom Wilson, Transportation Policy and Planning Board, City of Madison	Low Priority	Low Priority	Medium Priority	High Priority	I feel very strongly that we need to be careful not to repeat the mistakes of the past by overbuilding. It is now widely accepted that we can't build our way out of congestion and the problems it creates by adding capacity. We need to take measured steps that will reduce demand. The stated objective to support infrastructure and other measures that encourage alternatives to single occupancy vehicle travel is a very good one, and investing in new crossings, interchange improvements, transit, and ped/bike improvements strongly support that goal, while adding capacity generally works against it. Regarding park and rides, I'm not convinced that at about \$15,000 per parking space they are a good investment of transportation dollars when investing in alternatives provides a better return on investment in reducing vehicle miles traveled. That said, they do have a place in this somewhere. I hope that public/private partnerships are being considered at existing large parking areas that may have low utilization during the day. The transportation future that we will see in 2050 will largely depend on what we do here. If we plan and build for dramatic increases in single occupancy vehicle use, expecting everyone to drive everywhere for everything most of the time, then that's what we will get. If we invest in transportation alternatives to make them viable and plan for a future with gradually reducing single occupancy vehicle use, then we will see that future and the benefits that come with it. While I am generally opposed to adding capacity, I could support modest increases in capacity including flex lanes and weave improvements if they were a part of a package that aggressively supports improvements in the other areas that work to relieve Beltline congestion by reducing demand.
Andrew McFadden	No Opinion	No Opinion	No Opinion	High Priority	
William Schaefer, Greater Madison MPO	No Opinion	No Opinion	No Opinion	No Opinion	See separate letter sent to Kyle Hemp. Note that several of the highest priority bike crossings did not show up in the survey to select and same for one transit priority option, the highest rank one at Mineral Point Rd interchange.

Please provide your name and who you are representing.	Do you agree with the Roadway Crossings and Connections Component Concept priorities and eliminations as proposed by the PEL Study Team? If so, please move on to the next question. However, if you think a certain Component Concept should have higher or lower priority, including those proposed for elimination, please drag and drop to reorder the priority list below. The list is given in order of highest priority to lowest priority.	Do you agree with the Pedestrian and Bicycle Component Concept priorities as proposed by the PEL Study Team? If so, please move on to the next question. If you think a certain Component Concept should have higher or lower priority, please drag and drop to reorder the priority list below. Note that because of the consistently high ranking of Component Concepts B, C, E, and H, these Component Concepts are being advanced for further consideration in the PEL Study as part of the draft Strategy Packages. Only the remaining Pedestrian and Bicycle Component Concepts are listed below. The list is given in order of highest priority to lowest priority beginning with Component Concept G.	Do you agree with the Park and Ride Component Concept priorities as proposed by the PEL Study Team? If so, please move on to the next question. If you think a certain Component Concept should have higher or lower priority, please drag and drop to reorder the priority list below. The list is given in order of highest priority to lowest priority.
Robbie Webber - Madison Bikes	C. West of Whitney Way;DRAFT PEL ELIMINATE F. West Broadway to John Nolen Drive;A. West of Gammon Road (tie with D);D. West of US 14 (Park Street) (tie with A);B. East of Gammon Road ;DRAFT PEL ELIMINATE E. Stewart Street to Novation Parkway;	G. Seminole Highway to Cannonball Path – South (tie with No. 9);I. Crossing US 14 near Stewart Street (tie with No. 7);F. Seminole Highway to Cannonball Path – North ;D. Crossing of Whitney Way;A. Crossing North of Old Sauk;J. Monona Drive to Stoughton Road;K. Femrite Drive to County N;	D. Verona Road/County PD (tie with E);B. County M/Mineral Point Road;A. US 14 Middleton (tie with G.);E. Fish Hatchery Road/County PD (tie with D);G. US 51 and Sigglekow/Marsh Road (tie with A);F. US 14/McCoy Road/Lacy Road;C. County M/Mid Town Road;
William LeGore, Village of Windsor Plan Commission			
Jason Ilstrup, Downtown Madison, Inc. (DMI)			
Peter McKeever - Capital Area Regional Planning Commission		F. Seminole Highway to Cannonball Path – North ;G. Seminole Highway to Cannonball Path – South (tie with No. 9);J. Monona Drive to Stoughton Road;K. Femrite Drive to County N;I. Crossing US 14 near Stewart Street (tie with No. 7);D. Crossing of Whitney Way;A. Crossing North of Old Sauk;	
Steve Steinhoff, Capital Area Regional Planning Commission			
Village of Windsor			
Randy Udell - City of Fitchburg WI			
John Haverberg - Town of Middleton			D. Verona Road/County PD (tie with E);E. Fish Hatchery Road/County PD (tie with D);B. County M/Mineral Point Road;A. US 14 Middleton (tie with G.);F. US 14/McCoy Road/Lacy Road;G. US 51 and Sigglekow/Marsh Road (tie with A);C. County M/Mid Town Road;
Anthony Norman FHWA			

How Supportive are you of these mainline components?			
Please provide your name and who you are representing.	Do you agree with the Transit Priority Component Concept priorities as proposed by the PEL Study Team? If so, please move on to the next question. If you think a certain Component Concept should have higher or lower priority, please drag and drop to reorder the priority list below. Note that Component Concept C Mineral Point Road is not included below, because it is a proposed BRT route and will move forward in the PEL Study as a possible part of the draft Strategy Packages. The list is given in order of highest priority to lowest priority beginning with Component Concept H.	1. No Build/Preserve and Maintain - Maintains the existing Beltline Flex Lane, and no improvements other than regular maintenance would occur. Operations in design year 2050 are noted in the graph below.	2. Maintain Existing Flex Lane with Weave Improvements - Maintains existing Flex Lane while making improvements to weaves (i.e. areas where on-ramp traffic entering the Beltline mixes with traffic wishing to exit at the next off-ramp). Weave improvement locations and operations in design year 2050 are noted in the graphic below.
Robbie Webber - Madison Bikes	H. Fish Hatchery Road;I. US 14 (Park Street);E. Whitney Way;J. Rimrock Road;F. US 18/151 (Verona Road);A. US 14/University Avenue;G. Todd Drive;D. Gammon Road;B. Old Sauk Road;K. South Towne Drive/W Broadway;	Extremely	Very
William LeGore, Village of Windsor Plan Commission		Not at all	A little
Jason Ilstrup, Downtown Madison, Inc. (DMI)		A little	A little
Peter McKeever - Capital Area Regional Planning Commission	K. South Towne Drive/W Broadway;H. Fish Hatchery Road;I. US 14 (Park Street);E. Whitney Way;J. Rimrock Road;F. US 18/151 (Verona Road);G. Todd Drive;D. Gammon Road;A. US 14/University Avenue;B. Old Sauk Road;	Extremely	Very
Steve Steinhoff, Capital Area Regional Planning Commission		Somewhat	Somewhat
Village of Windsor		Somewhat	Somewhat
Randy Udell - City of Fitchburg WI		Somewhat	Somewhat
John Haverberg - Town of Middleton	H. Fish Hatchery Road;I. US 14 (Park Street);E. Whitney Way;J. Rimrock Road;F. US 18/151 (Verona Road);G. Todd Drive;A. US 14/University Avenue;D. Gammon Road;B. Old Sauk Road;K. South Towne Drive/W Broadway;	Not at all	A little
Anthony Norman FHWA		A little	Somewhat

How Supportive are you of these mainline components?				
Please provide your name and who you are representing.				
	3. Extend Flex Lane - Extends the Flex Lane to the west, ending at Parmenter Street, and to the east, ending just west of the I-39/90 Beltline Interchange. Operations in design year 2050 are noted in the graphic below.	4. Extend Flex Lane with Weave Improvements extends the Flex Lane to just west of the I-39/90 Beltline Interchange on the east end and to Parmenter Street on the west end. It would also make improvements to weave locations. Weave improvement locations and operations in design year 2050 are noted in the graphic below.	5. Add 1 General Purpose Lane (Parmenter to Verona Road) with Flex Lane Extension and Weave Improvements extends the Flex Lane to the east, ending just west of the I-39/90 Beltline Interchange. It would also make improvements to weave locations and add one general purpose lane with 24-hour use to both directions on the Beltline west of Verona Road to Parmenter Street. Weave improvement locations and operations in design year 2050 are noted in the graphic below.	6. Add 1 General Purpose Lane (Parmenter to the I-39/90 Beltline Interchange) with Flex Lane Extension and Weave Improvements extends the Flex Lane to the east, ending just west of the I-39/90 Beltline Interchange. It also makes improvements to weave locations and adds a general purpose lane to the length of the Beltline in both directions between Parmenter Street and the I-39/90 Beltline Interchange. Weave improvement locations and operations in design year 2050 are noted in the graphic below.
Robbie Webber - Madison Bikes	A little	A little	Not at all	Not at all
William LeGore, Village of Windsor Plan Commission	A little	Somewhat	Somewhat	Extremely
Jason Ilstrup, Downtown Madison, Inc. (DMI)	Somewhat	Very	Extremely	Extremely
Peter McKeeever - Capital Area Regional Planning Commission	Not at all	Somewhat	Not at all	Not at all
Steve Steinhoff, Capital Area Regional Planning Commission	Very	Very	Not at all	Not at all
Village of Windsor	Somewhat	Somewhat	Somewhat	Somewhat
Randy Udell - City of Fitchburg WI	Somewhat	Somewhat	Very	Extremely
John Haverberg - Town of Middleton	Somewhat	Very	Very	A little
Anthony Norman FHWA	Very	Extremely	Extremely	Extremely

What priority would you give to improvements at these interchanges?							
Please provide your name and who you are representing.	Improvements at the Parmenter Street Interchange	Improvements at the Airport Road Interchange	Improvements at the US 14/University Avenue Interchange	Improvements at the Greenway Boulevard Interchange	Improvements at the Old Sauk Road Interchange	Improvements at the Mineral Point Road Interchange	Improvements at the Gammon Road Interchange
Robbie Webber - Madison Bikes	No Opinion	No Opinion	Medium Priority	No Opinion	No Opinion	No Opinion	No Opinion
William LeGore, Village of Windsor Plan Commission	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority
Jason Ilstrup, Downtown Madison, Inc. (DMI)	Medium Priority	Medium Priority	High Priority	Medium Priority	Medium Priority	High Priority	High Priority
Peter McKeever - Capital Area Regional Planning Commission	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority	Low Priority
Steve Steinhoff, Capital Area Regional Planning Commission	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion
Village of Windsor	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion
Randy Udell - City of Fitchburg WI	No Opinion	No Opinion	High Priority	Medium Priority	Low Priority	Low Priority	Low Priority
John Haverberg - Town of Middleton	Low Priority	Low Priority	Medium Priority	Low Priority	Low Priority	Medium Priority	Medium Priority
Anthony Norman FHWA	High Priority	Medium Priority	High Priority	Medium Priority	Medium Priority	Medium Priority	High Priority

Please provide your name and who you are representing.	What priority would you give to improvements at these interchanges?						
	Improvements at the Whitney Way Interchange	Improvements at the US 151/Verona Road/Midvale Boulevard Interchange	Improvements at the Seminole Highway Interchange	Improvements at the Todd Drive Interchange	Improvements at the Fish Hatchery Road Interchange	Improvements at the US 14/US 151/Park Street Interchange	Improvements at the Rimrock Road Interchange
Robbie Webber - Madison Bikes	High Priority	Low Priority	Low Priority	No Opinion	Medium Priority	High Priority	No Opinion
William LeGore, Village of Windsor Plan Commission	Medium Priority	High Priority	High Priority	High Priority	High Priority	High Priority	Medium Priority
Jason Ilstrup, Downtown Madison, Inc. (DMI)	High Priority	High Priority	Medium Priority	Medium Priority	High Priority	High Priority	Medium Priority
Peter McKeever - Capital Area Regional Planning Commission	Low Priority	Low Priority	Medium Priority	Medium Priority	Low Priority	Low Priority	Low Priority
Steve Steinhoff, Capital Area Regional Planning Commission	No Opinion	No Opinion	Low Priority	High Priority	Medium Priority	High Priority	High Priority
Village of Windsor	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion	No Opinion
Randy Udell - City of Fitchburg WI		High Priority	Low Priority	Medium Priority	High Priority	High Priority	Medium Priority
John Haverberg - Town of Middleton	High Priority	No Opinion	Medium Priority	High Priority	Low Priority	Medium Priority	Low Priority
Anthony Norman FHWA	High Priority	High Priority	High Priority	Medium Priority	High Priority	High Priority	Medium Priority

What priority would you give to improvements at these interchanges?					
Please provide your name and who you are representing.	Improvements at the John Nolen Drive Interchange	Improvements at the West Broadway Interchange	Improvements at the Monona Drive Interchange	Improvements at the US 51/Stoughton Road Interchange	Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are satisfied with all survey responses, please click the submit bu...
					The ped-bike crossing should be at Perry St, not Ann. This links up with Seyne Rd to the south, and provides closer access to MATC, south BRT line, and other Park St destinations. There was a proposed overpass at Perry St, but the money got stolen for poor (substandard) ped-bike accommodations at Todd Dr. An alternative motor vehicle link between South Towne Rd and Rimrock/John Nolen would be to improve the link south of the current Beltline at Nob Hill Rd. This could alleviate this choke point -- the only way to get across the bottom of Lake Monona. This would be instead of the Broadway-John Nolen link. There is no residential in this area, and very light/low density land use. A grade separation for the Cap City Trail would probably be needed.
Robbie Webber - Madison Bikes	High Priority	High Priority	High Priority	High Priority	
William LeGore, Village of Windsor Plan Commission	High Priority	High Priority	Medium Priority	High Priority	
Jason Ilstrup, Downtown Madison, Inc. (DMI)	High Priority	Medium Priority	Medium Priority	High Priority	
Peter McKeever - Capital Area Regional Planning Commission	Low Priority	Low Priority	Low Priority	Low Priority	
Steve Steinhoff, Capital Area Regional Planning Commission	Medium Priority	High Priority	Medium Priority	High Priority	I did not make changes to the first section of priority rankings because I do not have enough information.
Village of Windsor	No Opinion	No Opinion	No Opinion	No Opinion	
Randy Udell - City of Fitchburg WI	Low Priority	High Priority	Low Priority	High Priority	
					East off ramp Whitney Way w/stop at Schroeder Rd. is dangerous- I avoid when possible. Town has a few "islands" adjacent to Beltline near Mineral Point Rd and Gammon Rd. Will be annexed to Madison by 2042 by intergovernmental agreement. Otherwise, no permanent frontages. Town Comprehensive Plan 2019 update - resident's survey: Town had extensive trail network - there is support for more and connections into Madison and Middleton including to Park & Ride lots. See Comp Plan for more goals and policies. West-east corridors to Beltline: Airport Road, USH 14, Old Sauk Road & Mineral Point Road all impact Town roads with Beltline issues.
John Haverberg - Town of Middleton	Low Priority	No Opinion	Low Priority	No Opinion	
Anthony Norman FHWA	Medium Priority	High Priority	High Priority	High Priority	



Minutes
 Technical and Policy Advisory Committee
 Meeting No. 3
 Madison Beltline PEL Phase 2
 ID 5304-02-04



Wisconsin Department of Transportation–Southwest Region
 May 18, 2023, 11 A.M. and 4 P.M.

Invitee	Representing	Present	Absent
Jim Oettinger, Project Development Section Chief (Interim)	Wisconsin Department of Transportation (WisDOT)–Southwest Region	☐	☒
Dan Schave, Major Studies Supervisor	Wisconsin Department of Transportation–Southwest Region	☒	☐
Jeff Berens, Study Team Project Manager	Wisconsin Department of Transportation–Southwest Region	☒	☐
Michelle Howe, Major Studies Project Manager	Wisconsin Department of Transportation–Southwest Region	☒	☐
Franco Marcos, Major Studies Project Planner	Wisconsin Department of Transportation–Southwest Region	☒	☐
Jenny Grimes, Region Environmental	Wisconsin Department of Transportation–Southwest Region	☐	☒
Michael Bie, Region Communications	Wisconsin Department of Transportation–Southwest Region	☐	☒
Jonquil Johnston, Central Office Environment	Wisconsin Department of Transportation–Bureau of Technical Services (BTS)	☒	☐
Bethaney Bacher-Gresock, Environmental Program/Project Development Specialist	Federal Highway Administration (FHWA)	☒	☐
Lisa Hemesath, Environmental Program/Project Development Specialist	Federal Highway Administration	☐	☒
Michelle Gehrke, Transportation Engineer	Federal Highway Administration	☒	☐
Eric Heggelund, Transportation Liaison	Wisconsin Department of Natural Resources (WDNR)	☒	☐
Pamela Dunphy, Interim Commissioner	Dane County Highway & Transportation Division	☒	☐
Todd Violante, Director	Dane County Planning & Development	☒	☐
Matt Veldran, Dane County Board Supervisor District 4	Dane County Board	☐	☒
Cecely Castillo, Dane County Board Supervisor District 7	Dane County Board	☐	☒
Jeffrey Glazer, Dane County Board Supervisor District 8	Dane County Board	☒	☐
Alex Joers, Dane County Board Supervisor District 9	Dane County Board	☒	☐
Aaron Collins, Dane County Board Supervisor District 10	Dane County Board	☐	☒
April Kigeya, Dane County Board Supervisor District 15	Dane County Board	☐	☒
Chuck Erickson, Dane County Board Supervisor District 23	Dane County Board	☐	☒
Sarah Smith, Dane County Board Supervisor District 24	Dane County Board	☐	☒



Technical and Policy Advisory Committee
 Meeting No. 3 Minutes
 ID 5304-02-04
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 May 18, 2023, 11 A.M. and 4 P.M.



Invitee	Representing	Present	Absent
Kierstin Huelsemann, Dane County Board Supervisor District 27	Dane County Board	☐	☒
Dave Ripp, Dane County Board Supervisor District 29	Dane County Board	☐	☒
Melissa Ratcliff, Dane County Board Supervisor District 36	Dane County Board	☐	☒
Pamela Alexandra Andros, Transportation Planning Manager	Greater Madison Metropolitan Planning Organization (MPO)	☒	☐
Colleen Hoesly, Transportation Planner	Greater Madison Metropolitan Planning Organization	☒	☐
Peter McKeever, Appointee	Capital Area Regional Planning Commission (CARPC)	☐	☒
Steve Steinhoff, Agency Director	Capital Area Regional Planning Commission	☐	☒
Heather Stouder, Department of Planning, Community, and Economic Development Planning Director	City of Madison (Madison)	☒	☐
Mike Cechvala, Metro Transit Planner	City of Madison	☒	☐
Philip Gritzmacher, City Transportation Planner	City of Madison	☐	☒
Tom Wilson, Chair of Transportation Policy and Planning Board	City of Madison	☒	☐
John W. Duncan, Alderperson, District 1	City of Madison	☐	☒
Nikki Conklin, Alderperson, District 9	City of Madison	☐	☒
Yannette Figueroa Cole, Alderperson, District 10	City of Madison	☒	☐
Bill Tishler, Alderperson, District 11	City of Madison	☐	☒
Isadore Knox, Jr., Alderperson, District 14	City of Madison	☐	☒
Jael Currie, Alderperson, District 16	City of Madison	☐	☒
Kristin Slack, Alderperson, District 19	City of Madison	☐	☒
Barbara Harrington-McKinney, Alderperson, District 20	City of Madison	☐	☒
Jim Wolfe, City Engineer	City of Madison Engineering Department	☐	☒
Chris Petykowski, City Engineering	City of Madison Engineering Department	☒	☐
Yang Tao, Traffic Engineer	City of Madison Traffic	☐	☒
Deb Nemeth, Transportation Policy Director	1000 Friends of Wisconsin	☐	☒
Jason Illstrup, President	Downtown Madison, Inc.	☒	☐
Robbie Webber, Madison Bikes Board of Directors	Madison Bikes, Inc.	☒	☐
Beau Burdett, Graduate Research Assistant	University of Wisconsin (UW)–Madison	☐	☒



Technical and Policy Advisory Committee
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 May 18, 2023, 11 A.M. and 4 P.M.



Invitee	Representing	Present	Absent
Tyler Katzenberger, Associated Students of Madison Press Office Director	University of Wisconsin–Madison	☒	☐
Dave Herbst, Alderperson, District 1	City of Fitchburg (Fitchburg)	☐	☒
Joe Maldonado, Alderperson, District 1	City of Fitchburg	☐	☒
Bill Jetzer, Alderperson, District 2	City of Fitchburg	☐	☒
Gabriella Gerhardt, Alderperson, District 2	City of Fitchburg	☐	☒
Jay Allen, Alderperson, District 3	City of Fitchburg	☐	☒
Shannon Strassman, Alderperson, District 3	City of Fitchburg	☐	☒
Jim Wheeler, Alderperson, District 4	City of Fitchburg	☐	☒
Randy Udell, Alderperson, District 4	City of Fitchburg	☐	☒
Ross Kahler, Transportation Engineer	City of Fitchburg	☒	☐
Tim Voelker, Director of Public Works	City of Fitchburg	☒	☐
Mark Opitz, City Planner/Zoning Administrator	City of Middleton	☒	☐
Dan Stephany, Director of Public Works	City of Monona (Monona)	☒	☐
Douglas Plowman, City Planner	City of Monona	☐	☒
Doug Wood, Alder	City of Monona	☒	☐
Tim Swadley, Mayor	City of Stoughton (Stoughton)	☒	☐
Rodney Scheel, Director of Planning and Development	City of Stoughton	☐	☒
Paul Esser, Mayor	City of Sun Prairie (Sun Prairie)	☐	☒
Adam Schleicher, Director of Public Services/City Engineer	City of Sun Prairie	☒	☐
Tom Vieth, Engineering Director	City of Sun Prairie	☐	☒
Luke Diaz, Mayor	City of Verona	☐	☒
Eric Schulz, Assistant Director of Public Works	City of Verona	☐	☒
Adam Sayre, Community Development Specialist	City of Verona	☐	☒
Heidi Murphy, Village Board Trustee	Village of Cottage Grove (Cottage Grove)	☐	☒
Brian Peterson, Director of Public Works	Village of Cottage Grove	☐	☒
Erin Ruth, Director of Planning and Development	Village of Cottage Grove	☒	☐
Judd Blau, Public Services Director	Village of DeForest (DeForest)	☐	☒
Matt Schuenke, Administrator	Village of McFarland (McFarland)	☐	☒



Technical and Policy Advisory Committee
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 May 18, 2023, 11 A.M. and 4 P.M.



Invitee	Representing	Present	Absent
Lee Igl, Director of Public Works	Village of McFarland	☒	☐
Andrew Bremer, AICP, Community Development Director	Village of McFarland	☐	☒
Jeff Rau, Director of Public Works	Village of Oregon (Oregon)	☐	☒
Elise Cruz, Director of Planning and Zoning Administrator	Village of Oregon	☐	☒
Chris Zellner, Village President	Village of Waunakee (Waunakee)	☐	☒
Todd Schmidt, Village Administrator	Village of Waunakee	☐	☒
Aaron Jahncke, Engineer	Village of Waunakee	☐	☒
Bill Federick, Public Works Director	Village of Waunakee	☐	☒
Davis Clark, Director of Public Works	Village of Windsor (Windsor)	☐	☒
Bill LeGore, Plan Commission Member	Village of Windsor	☐	☒
Mike DuPlayee, Town Supervisor	Town of Cottage Grove	☐	☒
Kristi Williams, Town Supervisor	Town of Cottage Grove	☐	☒
Ben Kollenbroich, Planning and Land Conservation Director	Town of Dunn (Dunn)	☐	☒
Kelsey Shepperd, Administrative Coordinator	Town of Dunn	☒	☐
Cynthia Richson, Town Chair	Town of Middleton	☐	☒
Wayne Rounds, Jr., Plan Commission and Public Works & Town Services Committee Member	Town of Middleton	☒	☐
Nick Hoernke, Plan Chair	Town of Middleton	☐	☒
David Pfeiffer, Town Chairperson	Town of Pleasant Springs (Pleasant Springs)	☐	☒
Maria 'Pili' Hougan	Town of Pleasant Springs	☐	☒
Sarah Gaskell, Town Planner/Administrator	Town of Verona	☐	☒
W. Christopher Barnes, Town Public Works Director	Town of Verona	☒	☐
Kevin Even, Engineer	Town of Westport (Westport)	☐	☒
Dean Grosskopf, Town Administrator	Town of Westport	☐	☒
Mary Manering, Town Board Supervisor	Town of Westport	☒	☐
Katie Flanigan, Outreach	Leonard & Finco Public Relations, Inc.	☒	☐
Susan Finco, Outreach	Leonard & Finco Public Relations, Inc.	☒	☐
Jeff Held, Consultant Project Manager	Strand Associates, Inc. [®] (Strand)	☒	☐
Elizabeth Garfoot, Outreach and Reports	Strand Associates, Inc. [®]	☒	☐
Joe Urban, Traffic and Safety	Strand Associates, Inc. [®]	☒	☐



Action items are listed in **bold**.

1. Welcome and Introductions

- a. Jeff Berens (WisDOT–Southwest Region, Study Team Project Manager) welcomed the attendees and introduced himself and Michelle Howe (WisDOT–Southwest Region, Major Studies Project Manager) as the study project managers. He also presented a list of Planning and Environment Linkages (PEL) study team members, noting former study project manager Kyle Hemp has taken a new position at WisDOT. Jeff Berens presented lists of the municipalities and organizations involved in the Technical and Policy Advisory Committees (TAC and PAC) and asked that any contact changes be noted in the chat box or sent to him.
- b. In total, 40 people attended either the 11 A.M. to 1 P.M. or 4 P.M. to 6 P.M. meetings.

2. Beltline Flex Lane

Jeff Held (Strand, Consultant Project Engineer) gave a brief update on the Beltline Flex Lane operations since opening in July 2022, including crash frequency and travel time reliability. He noted that the initial impact of the Flex Lane is promising. It appears that the Beltline west of the Verona Road interchange has the most immediate needs, while the Verona Road interchange and east section of the Beltline from Verona Road to I-39/90 warrants further monitoring and data collection.

3. Summary of Outreach Since TAC and PAC Meeting No. 2

a. General Review

Jeff Held gave a general review of TAC and PAC Meeting No. 2, Public Involvement Meeting (PIM) No. 1, and Environmental Justice (EJ) Interviews.

b. Comments and Questions Received During the Meetings

After Jeff Held finished reviewing the EJ Interview results, Robbie Webber (Madison Bikes, Inc., Board of Directors) commented on how the interviews did not seem to ask about walking and how the Beltline or traffic that comes off the Beltline impacts pedestrian access to local destinations. She also wondered how air quality, noise, or general safety of neighborhoods near the Beltline will be addressed because it did not seem to be covered in the EJ Interview overview. She pointed out that increased traffic on the Beltline impacts traffic in neighborhoods nearby, which then impacts pedestrian safety, noise, access, air quality, and quality of life. Jeff Held replied that this presentation just touches on the general themes taken from the EJ Interviews and not necessarily every detail discussed during the interviews. It is possible that Dr. Jerlando Jackson of JCF, LLC touched on the topic with one participant or more. Robbie Webber was concerned that specific questions regarding pedestrian safety and access were not asked, and it may not have triggered specific feedback from participants as a result. Jeff Held explained that the EJ Interviews focused primarily on gaining feedback on the proposed components but noted that there would be the opportunity for Dr. Jackson to follow up with participants in future studies.



4. Component Priorities

a. Overview

- (1) Elizabeth Garfoot (Strand, Outreach and Reports) explained how the study team prioritized the roadway crossings and connections, bicycle and pedestrian, park and ride, and transit priority components for inclusion in the various Draft Strategy Packages developed since TAC and PAC Meeting No. 2. She went on to present the component priorities based on screening them against the PEL objectives, reviewing the TAC and PAC, PIM, and EJ Interview feedback, estimating preliminary impacts, and analyzing accessibility to jobs near the Beltline using a particular component as shown in the slides. Throughout the slides, Elizabeth Garfoot noted that green shading typically represented higher priority or lower impacts; yellow represented mid-priority or mid-level impacts; and red represented lower priority or higher levels of impacts.
- (2) Priorities were also given for mainline and interchange components even though Elizabeth Garfoot explained that these components are all moving forward into the National Environmental Policy Act (NEPA) process or the next phase of study.
- (3) Elizabeth Garfoot noted that composite feedback given for the transit priority components was obtained before the Bus Rapid Transit (BRT) system currently under construction and before the Metro Transit Network Redesign. The focus for deciding which interchanges were included for transit priority in each of the Draft Strategy Packages has been updated to account for the BRT routes and the Network Redesign. The team considered the new type, number, and frequency of transit routes through the interchanges when screening the components against the PEL objectives. The Network Redesign is scheduled to begin service in June 2023. The first BRT line is scheduled to begin service in late 2024. Transit priority is anticipated to involve minimal strip right-of-way or minimal impacts with improvements using the existing pavement to fit an additional transit-only lane through the interchange or queue-jump lane at intersections.
- (4) When considering priority for Park and Ride and Transit Priority Components, preliminary impacts were not estimated. Impacts for the new park and rides are anticipated to be approximately the same at each location considered. Inclusion of park and rides in the draft strategy packages was based on screening against PEL objectives, feedback received to date, and proximity to Metro Transit bus service, bicycle, and pedestrian facilities.
- (5) When considering the accessibility analysis for roadway crossings and connections, and bicycle and pedestrian components, the analysis looked at the increase in number of jobs accessible within a 20-minute reach. Elizabeth Garfoot explained that the number of jobs listed in the table given on the slide are double-counted across the different modes because the model looks at each mode in a vacuum (i.e., the totals for walk, bike, and automotive modes cannot be summed for one particular component to obtain a total increase in number of jobs). The bike mode for Roadway Crossing Component D had the greatest increase in jobs with approximately 27,220 jobs accessible by bike within a 20-minute reach. Bicycle and Pedestrian Component I (under the bike mode) had the greatest increase in jobs over all the other components and modes with approximately 24,000 jobs accessible by bike within a 20-minute reach.



b. Comments and Questions

- (1) After review of the objectives screening results for the bicycle and pedestrian components, Robbie Webber noted that the component connection west of Park Street and crossing of Whitney Way have been on Madison's priority list for a long time. She noted that the Bicycle and Pedestrian component crossing south of Old Sauk Road has also been planned for a very long time. The Bicycle and Pedestrian component crossing US 14 south of the Beltline is also important because it connects to Madison College and a low-income neighborhood to many entry-level jobs. She estimates it has also been priority for Madison and Fitchburg for approximately 15 years. It allows people in the Fitchburg area to bike Syene Road and then cross the Beltline safely. Jeff Held replied that, in subsequent slides, the group should see some of these crossings and connections rank higher when considering feedback received to date, and the accessibility analysis results.
- (2) Heather Stouder (City of Madison, Department of Planning, Community, and Economic Development Planning Director) followed up on Robbie Webber's comment regarding the Bicycle and Pedestrian crossing west of Park Street to ask whether the roadway crossing that was noted in the same location would include bicycle and pedestrian accommodations. She also asked whether that would apply to the other roadway crossings and connections noted. Jeff Held and Elizabeth Garfoot confirmed the roadway crossings and connections are anticipated to include bicycle and pedestrian accommodations.
- (3) Mike Cechvala (City of Madison, Metro Transit Planner) noted that, from Metro Transit's perspective, he would confirm that the Mineral Point Road and Fish Hatchery Road interchanges are highest priority. He said the hope is that transit priority would perhaps be a dedicated bus-only lane or transit-signal priority through these crossings. He also said the other crossings that have 30-minute service would be classified as mid-priority for Metro Transit, and the Whitney Way interchange crossing would not be considered low priority as was indicated on the PEL Objectives Screening slide rankings. Elizabeth Garfoot noted that this PEL Objectives Screening ranking is just one ranking to be reviewed in the presentation. It is rated much higher on other priority criteria. Jeff Held also noted that the transit priority components are not separated by much in the rankings. Several are tied for rank No. 5, which makes the rank for Whitney Way lower numerically than it is practically.

5. Draft Strategy Packages

a. Overview

- (1) Jeff Held reviewed the four Draft Strategy Packages developed by the PEL study team since TAC and PAC Meeting No. 2. The Draft Strategy Packages, indicated by "SP" for Strategy Package and a number, are as follows:
 - (a) SP1—Preserve and Maintain the Existing Infrastructure and Service
 - (b) SP2—Higher Priority Components
 - (c) SP3—Mid-to-High Priority Components
 - (d) SP4—All Retained Components



- (2) Jeff Held went on to explain that the Strategy Packages propose different levels of improvement that range from a Strategy Package that keeps the Beltline as it is today (with only essential improvements and maintenance) to a Strategy Package that does everything needed for optimal operations on the Beltline, while offering the highest level of mobility and accessibility to all modes of travel. Each of the build Draft Strategy Packages (those other than SP1–Preserve and Maintain) builds on the previous Draft Strategy Package. SP2 includes the higher priority components, and includes improvements in areas with the greatest safety, pavement, bridge, and traffic capacity needs. SP3 builds on SP2 by adding the mid-priority components. SP4 includes SP2 and SP3 improvements while adding the remaining components still being considered in the PEL study that were not included in previous build Draft Strategy Packages.
- (3) Before presenting SP2, SP3, and SP4, Jeff Held showed component priority summaries for roadway crossings and connections, bicycle and pedestrian, park and ride, and transit priority components. Jeff Held explained the following components are proposed for elimination in the PEL study at the time of the meeting:
 - (a) Roadway Crossings and Connections–The Beltline crossing east of Gammon Road is proposed for elimination in the PEL study. Although it has the least amount of impacts of the roadway crossings and connections components, it did not meet many of the PEL objectives, was not a popular crossing according to feedback, and provides a similar crossing to Component C West of Whitney Way that had the highest objectives screening priority and was more popular according to feedback.
 - (b) Pedestrian and Bicycle Components–The PEL study team proposes eliminating Component K from Femrite Drive to County N in the PEL study. This component does not meet the PEL objectives as well as other components, had the lowest amount of support during outreach activities, and other components have fewer impacts.
 - (c) Park and Ride Components–The PEL study team proposes eliminating Components C and G, the park and rides located at County M and Mid Town Road and at US 51 and Sigglekow/Marsh Road, in the PEL study. These components do not meet the PEL objectives as well as other proposed park and ride locations and had the least support during outreach activities.
 - (d) Transit Priority Components–The PEL study team proposed eliminating Components G and H in the PEL study. At these interchanges (Seminole Highway and Todd Drive) with the Metro Transit Network Redesign implemented in June 2023, Metro Transit bus routes do not cross the Beltline but rather travel through only one of the ramp terminal intersections at these two interchanges.
- (4) Jeff Held also stressed that the timing of improvements in each of SP2, SP3, and SP4 east of Verona Road would depend on the ongoing monitoring and operations of the existing Flex Lane with no immediate pavement needs or other improvements in this area for at least the next 10 years. He also noted that the Stoughton Road interchange is expected to be addressed as part of the separate ongoing NEPA study.



- (5) Outside of the information listed on the slides, Jeff Held also noted the following while discussing the components included in each of the Draft Strategy Packages:
 - (a) SP1–Preserve and Maintain–Necessary pavement and structure replacements noted on the slides are needed by design year 2050 with pavement replacement on the Beltline mainline within the limits of the existing Flex Lane not anticipated for at the least the next 10 years.
 - (b) SP2, SP3, and SP4–Roadway crossings and connections are anticipated to include bicycle and pedestrian accommodations and are noted on bicycle and pedestrian slides by a green arrow with a tan outline.

b. Comments and Questions Received

Robbie Webber asked what the chances are of doing some of the lower cost components outside of the entire preferred Strategy Package that could add capacity to the Beltline mainline. In her opinion, people have had no choice in the past but to use the Beltline to get to their destinations. She gave the example of the West Broadway to John Nolen Drive connection where people either have to get on the Beltline or go through adjacent neighborhoods to make the connection. She believes that the improvements of some of the roadway crossings and connections or bicycle and pedestrian components would be substantially less expensive than Beltline capacity expansion and could be built before tackling a mainline project. Jeff Berens replied that this is the main purpose of this meeting, to get this kind of feedback to decide what components are priority to determine what is included in the preferred Strategy Package. Dan Schave added that the PEL study team is looking at the long-term vision for the Beltline and then how those components will be implemented and constructed by determining which components were highest priority or where the greatest needs are along the Beltline as well as what funding is available. Robbie Webber questioned the assumption that traffic on the Beltline will continue to trend for the next 25 years like it has for the past 25 years. She does not believe this is a valid assumption to build the Strategy Packages on and that the focus should be put on some of the other modes other than motor vehicles and level of service.

6. What is Ahead

- a. Jeff Berens explained that, with the TAC and PAC members' help, the PEL study team is working on selecting the preferred Strategy Package or Packages that will move forward into NEPA for more detailed environmental study and identifying the improvement sections for the NEPA analysis. Moving forward, the Beltline will likely be broken up into different sections for more detailed NEPA analysis. He also pointed out that adjustments to the preferred Strategy Package or Packages are possible during more detailed analysis.
- b. Jeff Berens reviewed the upcoming schedule, including PIM No. 2 planned for June 6 and 7, 2023, and the upcoming indirect and cumulative impacts workshop in summer 2023. Finally, he noted the link and code available to an online survey to collect feedback on the Draft Strategy Packages and told members the survey will close on June 2, 2023.
- c. Chris Petykowski (City of Madison Engineering Department) and Robbie Webber asked if they could get the invite for PIM No. 2. Jeff Berens said the invites would be coming out in the next couple of weeks.



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- d. Todd Violante (Dane County Planning & Development, Director) complimented and thanked the study team for the detailed and logical approach to the Draft Strategy Package development.

7. Additional Discussion

No additional items were discussed.

8. Next Meeting

TAC and PAC Meeting No. 4 is anticipated in fall 2023.

If there are any additions or comments, please call me at 608-251-2129 ext. 1264.

Prepared and respectfully submitted by Elizabeth Garfoot, P.E.

Enclosure

c/enc: All Participants



Madison Beltline PEL Proposed Draft Strategy Packages Survey

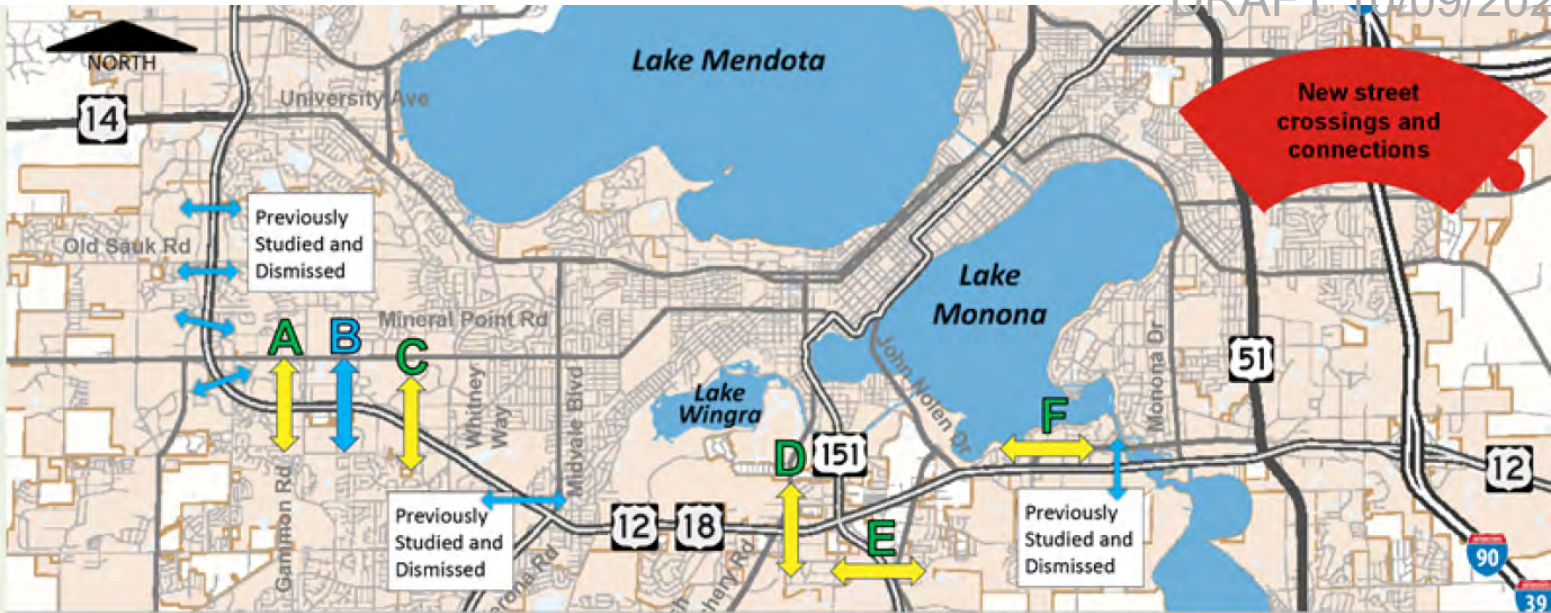
Welcome to the online survey for the Wisconsin Department of Transportation's (WisDOT) Madison Beltline Planning and Environment Linkages (PEL) Study Proposed Draft Strategy Packages!

Now that the PEL study team has selected the highest priority components and developed the Draft Strategy Packages, we would like your feedback. With your help, the PEL Study team will take the next step in the PEL to select the preferred Strategy Package or Packages that will move forward for further study.

In addition to this survey, the PEL study team plans to get input on the Draft Strategy Packages at the next Public Involvement Meeting (PIM) series and the first agencies meeting this Summer 2023. Continued investigation of the strategy packages is also anticipated, including an indirect and cumulative impacts analysis and workshop focusing on the Draft Strategy Packages in Summer 2023.

We anticipate TAC and PAC No. 4 meetings will be held in Fall 2023 after Draft Strategy Package feedback has been gathered and a Preferred Strategy Package or Packages have been chosen. These meetings are also anticipated to present the draft NEPA Sections or Overall Beltline Implementation Plan. The Final PEL Report is anticipated in early 2024.

The survey will take approximately 15-20 minutes to complete and is available until June 2

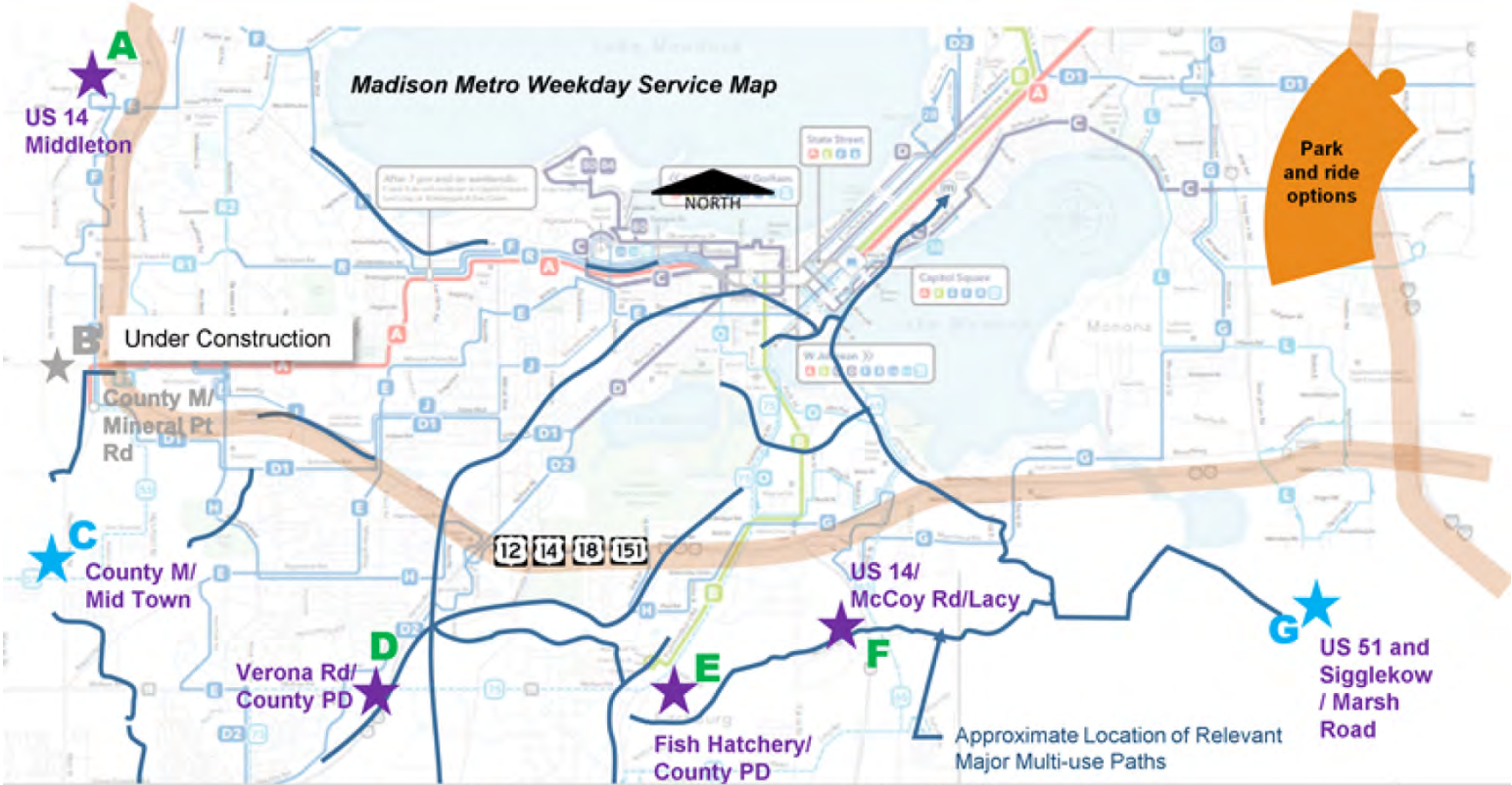


Draft Strategy Packages Summary: Roadway Crossings and Connections							
	Component A	Component B	Component C	Component D	Component E	Component F	
Draft Strategy Package	West of Gammon Rd	East of Gammon Rd	West of Whitney Way	West of US 14 (Park St)	Stewart St to Novation Pkwy	John Nolen Dr to W Broadway Local Connection	Total
SP 1 P&M		Proposed for Elimination in the PEL Study					---
SP 2 HIGH			X	X			2
SP 3 MID/HIGH	X		X	X	X		4
SP 4 ALL RETAINED	X		X	X	X	X	5



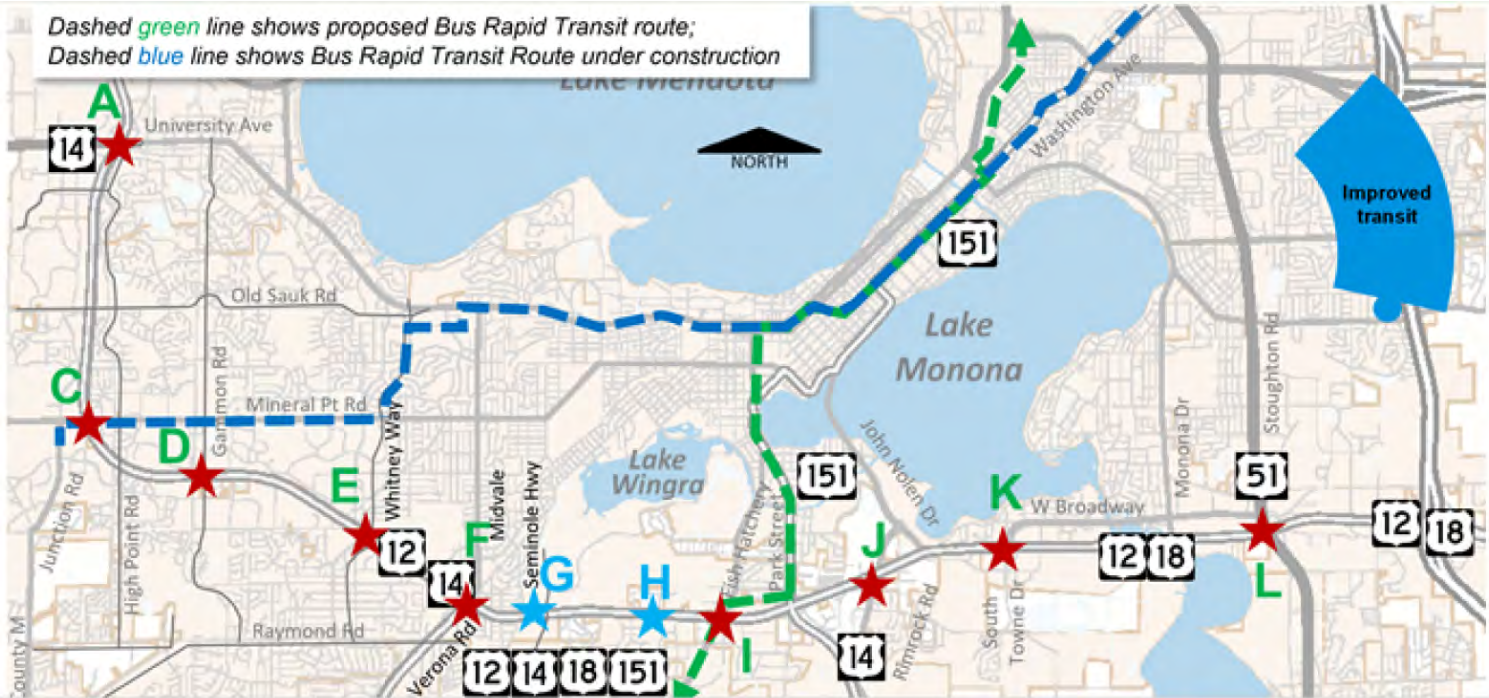
Draft Strategy Packages Summary: Pedestrian and Bicycle														
	Component A	Component B	Component C	Component D	Component E	Component F	Component G	Component H	Component I	Component J	Component K	Component X	Component Y	Total
Draft Strategy Package	Crossing North of Old Sauk	Crossing South of Old Sauk	Crossing West of Whitney Way	Crossing of Whitney Way	Beltline Path to SW Bike Path	Seminole Highway to Cannonball Path - North	Seminole Highway to Cannonball Path - South	Crossing West of US 14 (Park Street)	Crossing US 14 near Stewart Street	Monona Drive to Stoughton Road	Femrite Drive to County N	W Towne Path (High Pt to Gammon)	Connection through Cap Springs State Rec Area	
SP 1 P&M											Proposed for Elimination in the PEL Study			---
SP 2 HIGH		X	X	X	X		X	X				X		7
SP 3 M/H		X	X	X	X		X	X	X	X		X	X	10
SP 4 ALL RETAINED	X	X	X	X	X	X	X	X	X	X		X	X	12

Participant Information



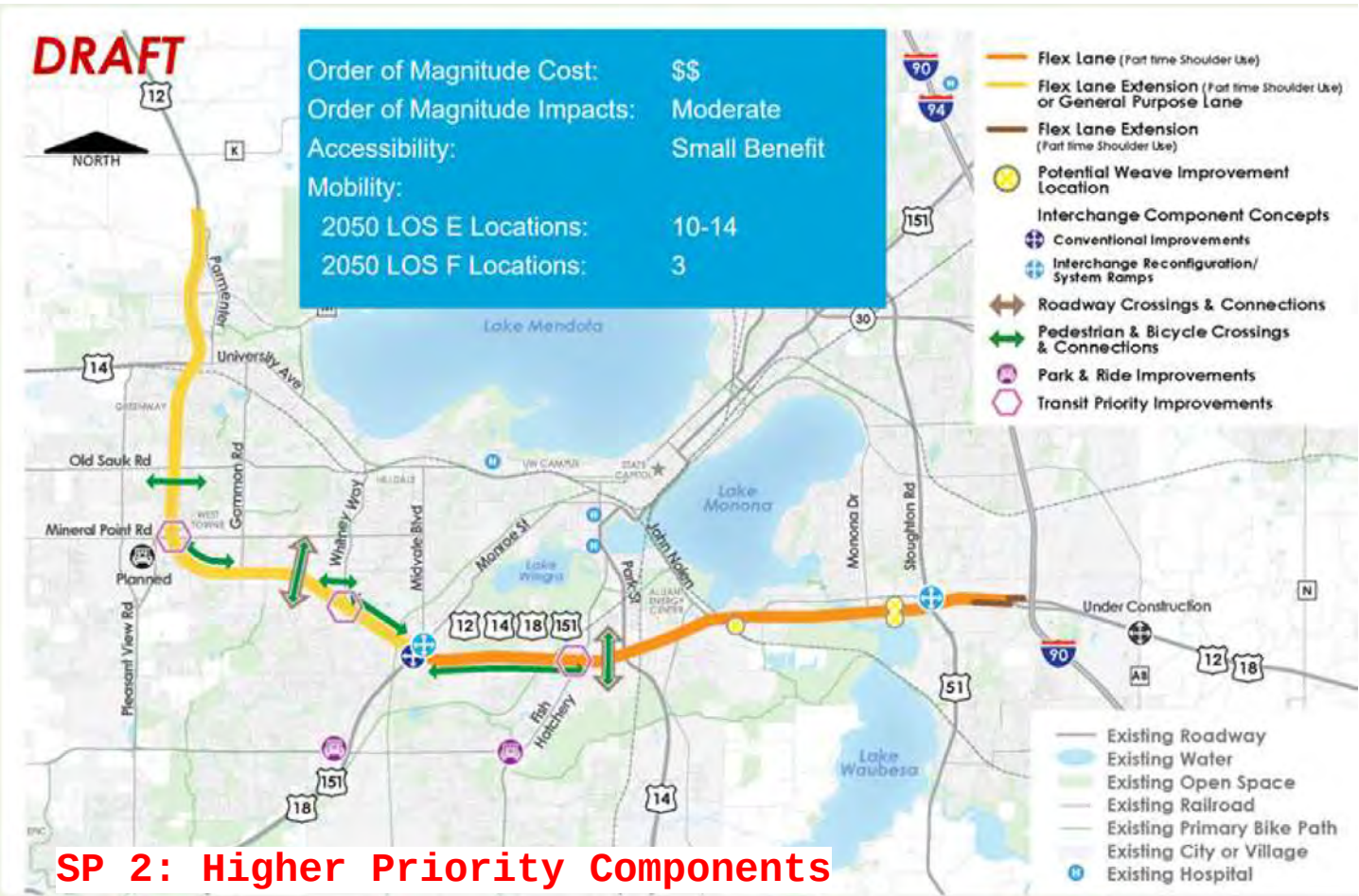
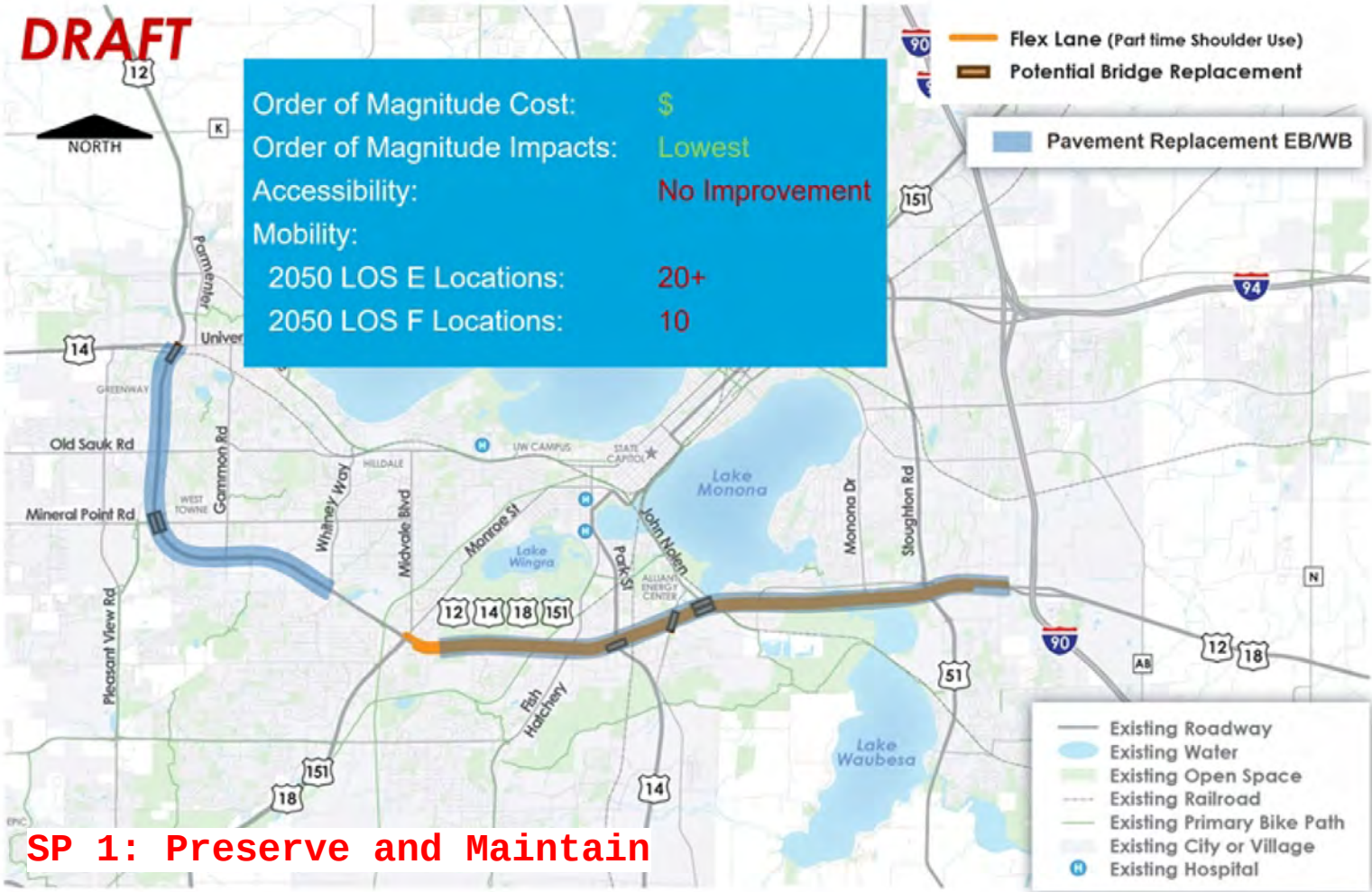
Draft Strategy Packages Summary: Park and Ride

	Component A	Component B	Component C	Component D	Component E	Component F	Component G	
	US 14 Middleton	County M/ Mineral Pt Road	County M/ Mid Town	Verona Road/ County PD	Fish Hatchery Road/County PD	US 14/ McCoy Road/ Lacy Road	US 51 and Siggleskow/ Marsh Road	Total
Draft Strategy Package								
SP 1 P&M								---
SP 2 HIGH		Under Construction with BRT	Proposed for Elimination in the PEL Study	X	X		Proposed for Elimination in the PEL Study	2
SP 3 M/H				X	X	X		3
SP 4 ALL RETAINED	X			X	X	X		4



Draft Strategy Packages Summary: Transit Priority

	Component A	Component C	Component D	Component E	Component F	Component G	Component H	Component I	Component J	Component K	Component L	
	US 14/ University Avenue	Mineral Point Road (BRT)	Gammon Road	Whitney Way	US 18/151 (Verona Road)	Seminole Highway	Todd Drive	Fish Hatchery Road (BRT)	Rimrock Road	South Towne Drive/West Broadway	US 51 (Stoughton Road)	Total
Draft Strategy Package												
SP 1 P&M						Proposed for Elimination in the PEL Study	Proposed for Elimination in the PEL Study					---
SP 2 HIGH		X		X				X				3
SP 3 M/H	X	X	X	X	X			X	X	X		8
SP 4 ALL RETAINED	X	X	X	X	X			X	X	X	X	9



Please provide your name and who you are representing.	Do you agree with the placement and prioritization of the roadway crossings and connections components within each Draft Strategy Package?	If you disagree with the component placement/prioritization included in each Draft Strategy Package, what would you change about the placement of components (e.g. I think Component X should be included in Draft Strategy Package 2)?	Do you agree with the placement and prioritization of the bicycle and pedestrian components within each Draft Strategy Package?	If you disagree with the component placement/prioritization included in each Draft Strategy Package, what would you change about the placement of components (e.g. I think Component X should be included in Draft Strategy Package 2)?	Do you agree with the placement and prioritization of the park and ride components within each Draft Strategy Package?
Andrew Bremer, Village of McFarland	No	With any of these components information from a cost benefit analysis would be useful. Component C should be in SP 3. Component D should be in SP 4. Question need given distance between Fish Hatchery and Park Street.	No	Component J should be included in SP 2 as it provides a connection between two municipalities where currently none exist. Study likely underestimates future growth potential along Terminal Drive. Preference for more project funding to support bike/ped improvements then traditional roadway expansions.	No
Brian Berquist, Town & Country Engineering (as McFarland village engineer)	Yes		No	Ped and bike connections across the beltline are really important. Consider adding J & L to Strategy #2	Yes
City of Stoughton	Yes		Yes		No
Dan Stephany - City of Monona	Yes		No	Component Y should be looked at in SP 2. This route would be used for work commuters coming from McFarland in addition to	Yes
Doug Wood, Monona Alder and MPO vice-chair	No	I don't think component F, connection between Broadway and John Nolen should be included in any package. It would be a disaster for the homes on Waunona Way and for the many bikers on that route. Everything else is good.	Yes		Yes
Jason Ilstrup, Downtown Madison, Inc. (DMI)	Yes		Yes		Yes
Ross Kahler, City of Fitchburg	Yes		Yes		Yes
Tyler Katzenberger -- Representing Associated Students of Madison (UW-Madison)	Yes		No	Components J and Y should be included in Draft Strategy Package 2; Component G should be excluded in Draft Strategy Package 2.	No
Village of McFarland	Yes		Yes		Yes
Colleen Hoesly- Greater Madison MPO	Agree		Agree		Agree

If you disagree with the component placement/prioritization included in each Draft Strategy Package, what would you change about the placement of components (e.g. I think Component X should be included in Draft Strategy Package 2)?	Do you agree with the placement and prioritization of the transit priority locations within each Draft Strategy Package?	If you disagree with the component placement/prioritization included in each Draft Strategy Package, what would you change about the placement of components (e.g. I think Component X should be included in Draft Strategy Package 2)?	0= Not at all Likely, 10 = Extremely Likely		
			How likely are you to support Draft Strategy Package 1 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on Draft Strategy Package 1.	How likely are you to support Draft Strategy Package 2 as a Preferred Strategy Package?
Move Component B and G to SP 4.	No	Component L should be SP 3 as it is the only component not at this level. Also, should anticipate a future expansion of BRT along US 51 to MATC as part of WisDOT US 51 Stoughton Road South Study. This is a missing N-S connection. Prefer more funding allocated to bike/ped and transit improvements over traditional roadway improvements.	6		7
	Yes		6		9
I would like to add Stoughton to the list. Otherwise ok.	Yes		1		5
	Yes		2		5
	Yes		0	Package 1 ignores the reality of sustained rapid population growth in the Madison area over the past 20 years and for the next 20.	6
	Yes		2	With the amount of growth in Dane County we have to do a lot more than preserve and maintain.	5
	Yes		3	The LOS by 2050 won't be acceptable. The only benefit is the low cost.	5
Add component B back to Draft Strategy Packages 2, 3, and 4 and relocate the facility slightly to place it along the BRT ("A" bus) corridor.	Yes		1	Missing transit, bike and pedestrian connections	5
	Yes		1		1
	Agree		1		4

	0= Not at all Likely, 10 = Extremely Likely				Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are satisfied with all survey responses, please click
Please use the box below to provide any additional feedback on Draft Strategy Package 2.	How likely are you to support Draft Strategy Package 3 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on Draft Strategy Package 3.	How likely are you to support Draft Strategy Package 4 as a Preferred Strategy Package?	Please use the box below to provide any additional feedback on Draft Strategy Package 4.	
Would rate higher with the inclusion bike ped Component J and transit Component L. Alternative modes of transportation are not being given enough priority on the east side of the study area even though it connects three municipalities and is the only N-S connection east of the Yahara River along the corridor.		Would rate higher with inclusion of transit Component L			
	8		8		
	8		8		
	8		8		
		Package 3 hits the target on all the main elements- mainline capacity, needed new ruts and bike crossings and transit.		Never say never, but Package 4 strikes me as overkill and politically problematic.	Robbie Webber raised an excellent point regarding how or whether quality of life issues (noise, air quality, local traffic impacts) had been considered adequately. I should note I disagreed with her on a lot of other points (to me, people driving the back streets to avoid the Beltline is undesirable.), but he vice is really important to hear because she's not alone in her views.
Seems like we're getting close with this package.	9	Strikes the right balance with growth and cost.	5	It sure has it all, but will also cost a lot.	
LOS is still not great. The ped and bike improvements are favorable to Fitchburg. Weave improvements help some known trouble spots.	9	Hopefully the bike and ped improvements can help induce mode shift from cars.	5	Don't support adding lanes unless no other options. I think the congestion reduction possible from the bike/ped improvements could be offset by the induced demand from the added lanes	
Beneficial, but missing many key bicycle, pedestrian and local traffic connections along/across the Beltline.	9	This alternative provides the most accessibility improvements and connects neighborhoods across highways without adding unnecessary, traffic-inducing extra lanes. This is the best bang-for-buck solution on the table.	0	Additional lanes only add more traffic. Flex lanes are doing well -- let's not widen highways further. If anything, put more money toward transit and bike/ped infrastructure to get more cars off the road.	Please, y'all, find multimodal solutions that reduce traffic holistically rather than just making more room for automobiles. With the climate crisis growing, making room for more traffic simply isn't a sustainable option.
	10		10		
Could include more of the transit and bike/ped components while keeping the same level of mainline improvements shown. This package should just include flex lane extension rather than gp lane.	7		5		Recommend considering a hybrid strategy package between 3 and 4 that includes high priority bike/ped, transit, tdm components but a moderate priority mainline components.



Minutes
 Technical and Policy Advisory Committee
 Meeting No. 4
 Madison Beltline PEL Phase 2
 ID 5304-02-04



Wisconsin Department of Transportation–Southwest Region
 April 30, 2024, 12 P.M.

Invitee	Representing	Present	Absent
Jim Oettinger, Project Development Section Chief	Wisconsin Department of Transportation (WisDOT)–Southwest Region	☐	☒
Michelle Howe, Major Studies Supervisor	Wisconsin Department of Transportation–Southwest Region	☒	☐
Jeff Berens, Study Team Project Manager	Wisconsin Department of Transportation–Southwest Region	☒	☐
Franco Marcos, Major Studies Project Planner	Wisconsin Department of Transportation–Southwest Region	☒	☐
Brian Taylor, Region Environmental	Wisconsin Department of Transportation–Southwest Region	☐	☒
Michael Bie, Region Communications	Wisconsin Department of Transportation–Southwest Region	☐	☒
Jonquil Johnston, Central Office Environment	Wisconsin Department of Transportation–Bureau of Technical Services (BTS)	☐	☒
Holly Wilson, Project Attorney	Wisconsin Department of Transportation, Office of General Council (OGC)	☒	☐
Bethaney Bacher-Gresock, Environmental Program/Project Development Specialist	Federal Highway Administration (FHWA)	☐	☒
Lisa Hemesath, Environmental Program/Project Development Specialist	Federal Highway Administration	☒	☐
Michelle Gehrke, Transportation Engineer	Federal Highway Administration	☒	☐
Eric Heggelund, Transportation Liaison	Wisconsin Department of Natural Resources (WDNR)	☒	☐
Pamela Dunphy, Interim Commissioner	Dane County Highway & Transportation Division	☐	☒
Brian Rice, Highway Engineer	Dane County Highway & Transportation Division	☒	☐
Charlene Schmid, Highway Engineer	Dane County Highway & Transportation Division	☒	☐
Todd Violante, Director	Dane County Planning & Development	☐	☒
Matt Veldran, Dane County Board Supervisor District 4	Dane County Board	☐	☒
Jeffrey Glazer, Dane County Board Supervisor District 8	Dane County Board	☐	☒
Steven Peters, Dane County Board Supervisor District 9	Dane County Board	☐	☒
Aaron Collins, Dane County Board Supervisor District 10	Dane County Board	☐	☒
April Kigeya, Dane County Board Supervisor District 15	Dane County Board	☐	☒
Chuck Erickson, Dane County Board Supervisor District 23	Dane County Board	☐	☒



Technical and Policy Advisory Committee
 Meeting No. 4 Minutes
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 April 30, 2024, 12 P.M.



Invitee	Representing	Present	Absent
Sarah Smith, Dane County Board Supervisor District 24	Dane County Board	☐	☒
Kierstin Huelsemann, Dane County Board Supervisor District 27	Dane County Board	☐	☒
Don Postler, Dane County Board Supervisor District 29	Dane County Board	☐	☒
David Peterson, Dane County Board Supervisor District 36	Dane County Board	☐	☒
Pamela Alexandra Andros, Transportation Planning Manager	Greater Madison Metropolitan Planning Organization (MPO)	☒	☐
Colleen Hoesly, Transportation Planner	Greater Madison Metropolitan Planning Organization	☒	☐
Peter McKeever, Appointee	Capital Area Regional Planning Commission (CARPC)	☐	☒
Jason Valerius, Executive Director	Capital Area Regional Planning Commission	☒	☐
Heather Stouder, Department of Planning, Community, and Economic Development Planning Director	City of Madison (Madison)	☐	☒
Mike Cechvala, Metro Transit Planner	City of Madison	☒	☐
Tom Wilson, Chairperson of Transportation Policy and Planning Board	City of Madison	☐	☒
John W. Duncan, Alderperson, District 1	City of Madison	☐	☒
Nikki Conklin, Alderperson, District 9	City of Madison	☐	☒
Yannette Figueroa Cole, Alderperson, District 10	City of Madison	☒	☐
Bill Tishler, Alderperson, District 11	City of Madison	☐	☒
Isadore Knox, Jr., Alderperson, District 14	City of Madison	☐	☒
Jael Currie, Alderperson, District 16	City of Madison	☐	☒
John P. Guequierre, Alderperson, District 19	City of Madison	☐	☒
Barbara Harrington-McKinney, Alderperson, District 20	City of Madison	☐	☒
Jim Wolfe, City Engineer	City of Madison Engineering Department	☐	☒
Chris Petykowski, City Engineering	City of Madison Engineering Department	☐	☒
Tom Lynch, Director	City of Madison Transportation	☒	☐
Yang Tao, Director of Traffic Engineering	City of Madison Traffic	☐	☒
Tom Mohr, Assistant Director of Traffic Engineering	City of Madison Traffic	☒	☐
Eric Halvorson, Comp Map/GIS Coordinator	City of Madison Traffic	☒	☐



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Invitee	Representing	Present	Absent
Sean Malloy, Traffic Engineer 2	City of Madison Traffic	☒	☐
Deb Nemeth, Executive	1000 Friends of Wisconsin	☐	☒
Carl Glasemeyer, Transportation Policy Director	1000 Friends of Wisconsin	☒	☐
Jason Illstrup, President	Downtown Madison, Inc.	☐	☒
Robbie Webber, Madison Bikes Board of Directors	Madison Bikes, Inc.	☐	☒
Beau Burdett, Graduate Research Assistant	University of Wisconsin (UW)–Madison	☐	☒
Tyler Katzenberger, Daily Cardinal Managing Editor	University of Wisconsin–Madison	☐	☒
Dave Herbst, Alderperson, District 1	City of Fitchburg (Fitchburg)	☐	☒
Joe Maldonado, Alderperson, District 1	City of Fitchburg	☐	☒
Bill Jetzer, Alderperson, District 2	City of Fitchburg	☐	☒
Gabriella Gerhardt, Alderperson, District 2	City of Fitchburg	☐	☒
Jay Allen, Alderperson, District 3	City of Fitchburg	☐	☒
Shannon Strassman, Alderperson, District 3	City of Fitchburg	☐	☒
Jim Wheeler, Alderperson, District 4	City of Fitchburg	☐	☒
Randy Udell, Alderperson, District 4	City of Fitchburg	☐	☒
Ross Kahler, Transportation Engineer	City of Fitchburg	☒	☐
Tim Voelker, Director of Public Works	City of Fitchburg	☒	☐
Mark Opitz, City Planner/Zoning Administrator	City of Middleton	☐	☒
Dan Stephany, Director of Public Works	City of Monona (Monona)	☒	☐
Douglas Plowman, City Planner	City of Monona	☐	☒
Doug Wood, Alder	City of Monona	☒	☒
Tim Swadley, Mayor	City of Stoughton (Stoughton)	☒	☐
Chris Munz-Pritchard, Director of Planning and Development	City of Stoughton	☐	☒
Paul Esser, Mayor	City of Sun Prairie (Sun Prairie)	☐	☒
Adam Schleicher, Director of Public Services/City Engineer	City of Sun Prairie	☒	☐
Tom Veith, Engineering Director	City of Sun Prairie	☒	☐
Luke Diaz, Mayor	City of Verona	☐	☒
Mike Trotter, Assistant Director of Public Works	City of Verona	☐	☒



Technical and Policy Advisory Committee
 Meeting No. 4 Minutes
 ID 5304-02-04
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 April 30, 2024, 12 P.M.



Invitee	Representing	Present	Absent
Lucas Sivertsen, Director of Planning and Development	City of Verona	☐	☒
Heidi Murphy, Village Board Trustee	Village of Cottage Grove (Cottage Grove)	☐	☒
Jon Bublitz, Public Works and Utilities Director	Village of Cottage Grove	☐	☒
Erin Ruth, Director of Planning and Development	Village of Cottage Grove	☒	☐
Judd Blau, Public Services Director	Village of DeForest (DeForest)	☐	☒
Matt Schuenke, Administrator	Village of McFarland (McFarland)	☐	☒
Lee Igl, Director of Public Works	Village of McFarland	☒	☐
Andrew Bremer, Community and Economic Development Director	Village of McFarland	☒	☐
Jeff Rau, Director of Public Works	Village of Oregon (Oregon)	☐	☒
Elise Cruz, Director of Planning and Zoning Administrator	Village of Oregon	☐	☒
Kristin Runge, Village President	Village of Waunakee (Waunakee)	☐	☒
Todd Schmidt, Village Administrator	Village of Waunakee	☐	☒
Aaron Jahncke, Engineer	Village of Waunakee	☒	☐
Bill Frederick, Public Works Director	Village of Waunakee	☐	☒
Davis Clark, Director of Public Works	Village of Windsor (Windsor)	☐	☒
Bill LeGore, Plan Commission Member	Village of Windsor	☐	☒
Kristi Williams, Town Supervisor 3	Town of Cottage Grove	☐	☒
Mike DuPlayee, Town Supervisor 4	Town of Cottage Grove	☐	☒
Ben Kollenbroich, Planning and Land Conservation Director	Town of Dunn (Dunn)	☐	☒
Kelsey Shepperd, Administrative Coordinator	Town of Dunn	☐	☒
Cynthia Richson, Town Chairperson	Town of Middleton	☐	☒
Wayne Rounds, Jr., Plan Commission Seat No. 5 and Public Works & Town Services Committee Member	Town of Middleton	☐	☒
Nick Hoernke, Plan Chairperson	Town of Middleton	☐	☒
David Pfeiffer, Town Chairperson	Town of Pleasant Springs (Pleasant Springs)	☐	☒
Maria Hougan	Town of Pleasant Springs	☐	☒
Jim Pulvermacher, Chairperson	Town of Springfield	☐	☒
Dave Laufenberg, Town Supervisor I	Town of Springfield	☐	☒
Sarah Gaskell, Town Planner/Administrator	Town of Verona	☐	☒
Chris Barnes, Town Public Works Director	Town of Verona	☐	☒



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Invitee	Representing	Present	Absent
Kevin Even, Engineer	Town of Westport (Westport)	☐	☒
Dean Grosskopf, Town Administrator	Town of Westport	☐	☒
Mary Manering, Town Board Supervisor	Town of Westport	☐	☒
Jeff Held, Consultant Project Manager	Strand Associates, Inc. [®] (Strand)	☒	☐
Elizabeth Garfoot, Outreach and Reports	Strand Associates, Inc. [®]	☒	☐
Joe Urban, Traffic and Safety	Strand Associates, Inc. [®]	☒	☐

Action items are listed in **bold**.

1. Welcome and Introductions

Jeff Berens welcomed the attendees and introduced Michelle Howe as the study project supervisor. Michelle Howe was previously a study project manager. Jeff Berens also presented a list of Planning and Environment Linkages (PEL) study team members. Jeff Berens presented lists of the municipalities and organizations involved in the Technical and Policy Advisory Committees (TAC and PAC) and asked that contact changes be noted in the chat box or sent to him.

2. Beltline Flex Lane

Jeff Held gave a brief update on the Beltline Flex Lane operations for the first year of operation between July 2022 and June 2023, including crash frequency and travel time reliability.

3. PEL Study Review

Jeff Berens gave a brief overview of the study, including study limits, goal, objectives, individual components considered and prioritized for inclusion in the Draft Strategy Package, and the four Draft Strategy Packages reviewed at TAC and PAC Meeting No. 3. Carl Glasemeyer asked whether a cost/benefit analysis had been completed for the Draft Strategy Packages. Jeff Held replied that no cost/benefit analysis was completed as part of the PEL study; however, this analysis would likely be completed as part of National Environmental Policy Act (NEPA), the next phase of study anticipated after the PEL is completed.

4. Summary of Study Activities since TAC and PAC Meeting No. 3

a. May 2023 TAC and PAC Meeting No. 3 Survey Results

Jeff Held gave a review of the 10 survey responses received after TAC and PAC Meeting No. 3.

b. December 2023 Environmental Justice (EJ) Survey Results

Jeff Held gave a review of the 127 survey responses received for an EJ survey that was available in December 2023 as part of additional EJ outreach in response to the TAC and PAC concerns for quality of life impacts during TAC and PAC Meeting No. 3. The goal of the survey was to reach those minority and low-income populations near the Beltline to expand on the EJ feedback already received by asking for their thoughts on how they potentially use or do not use the Beltline and how the possible long-term Beltline improvements may or may not impact their quality of life. Information and online survey links in English,



Spanish, and Hmong languages were sent to the same EJ community leaders and business owners near the Beltline that were contacted for the EJ interviews in spring and summer 2022. The EJ community leaders and business owners were asked to circulate the information and links to their communities and patrons.

c. June 2023 PIM Survey Results

Jeff Held reviewed the 52 survey responses received after PIM No. 2 that was held in June 2023.

d. Strategy Package Accessibility Analysis

Jeff Held reviewed the results of the additional accessibility analysis completed for each build Draft Strategy Packages (Draft Strategy Packages 2, 3, and 4). Tom Lynch asked whether he could review the Draft Strategy Packages. **Jeff Berens responded that the PEL study team will provide Tom Lynch the information from PIM No. 2, but previous study information could also be found on the study website with a link that would be given at the end of the presentation.**

5. Draft Preferred Strategy Package

a. Jeff Held presented the Draft Preferred Strategy Package or proposed long-term vision for the Beltline. He noted that the Preferred Strategy Package includes different improvement components that the study team feels should be carried forward and evaluated further in NEPA and is not necessarily what is proposed for future construction. The PEL study team expects that components may change or be removed during the NEPA analysis.

b. This portion of the presentation included an interactive survey in which meeting attendees could give their initial feedback on the components proposed for inclusion in the Draft Preferred Strategy Package. There were eight live polls offered during the meeting. There was one question for each component type, including mainline, weaving, interchange, roadway crossings and connections, pedestrian and bicycle, park and ride, and transit priority components, and a final question asking for feedback on the Draft Preferred Strategy Package as a whole. Typically, between 16 and 18 meeting attendees participated in the live polls. Participants were given five stars to choose from with one star indicating they did not agree with the components included and five stars indicating they fully agreed with the components included. A graphic of the components was shown with each question.

(1) Interactive Meeting Survey Live Poll No. 1 Results–Mainline Component:

The first poll question asked, “Do you agree with the Beltline mainline components included in the Draft Preferred Strategy Package?” Of the 16 attendees who participated, no participants gave a rating of one or two stars, while 38 percent gave three stars, 31 percent gave four stars, and 31 percent gave five stars, for an average rating of 3.9 stars.

(2) Interactive Meeting Survey Live Poll No. 2 Results–Weaving Component:

The second poll question asked, “Do you agree with the Beltline weaving components included in the Draft Preferred Strategy Package?” Of the 17 attendees who participated, 6 percent gave a rating of one star, 6 percent gave two stars, 24 percent gave three stars, 29 percent gave four stars, and 35 percent gave five stars, for an average rating of 3.8 stars.



(3) Interactive Meeting Survey Live Poll No. 3 Results–Interchange Component:

The third poll question asked, “Do you agree with the Beltline interchange components included in the Draft Preferred Strategy Package?” Of the 17 attendees who participated, no participants gave a rating of one star, while 6 percent gave two stars, 23 percent gave three stars, 53 percent gave four stars, and 18 percent gave five stars, for an average rating of 3.8 stars.

(4) Interactive Meeting Survey Live Poll No. 4 Results–Roadway Crossings and Connections Component

The fourth poll question asked, “Do you agree with the Beltline roadway crossings and connections components included in the Draft Preferred Strategy Package?” Of the 16 attendees who participated, no participants gave a rating of one or two stars, while 6 percent gave three stars, 31 percent gave four stars, and 63 percent gave five stars, for an average rating of 4.6 stars.

(5) Interactive Meeting Survey Live Poll No. 5 Results–Pedestrian and Bicycle Component

The fifth poll question asked, “Do you agree with the Beltline Pedestrian and Bicycle components included in the Draft Preferred Strategy Package?” Of the 18 attendees who participated, no participants gave a rating of one, two, or three stars, while 44 percent gave four stars, and 56 percent gave five stars, for an average rating of 4.6 stars.

(6) Interactive Meeting Survey Live Poll No. 6 Results–Park and Ride Component

The sixth poll question asked, “Do you agree with the Beltline park and ride components included in the Draft Preferred Strategy Package?” Of the 18 attendees who participated, no participants gave a rating of one star, while 17 percent gave two stars, 44 percent gave three stars, 22 percent gave four stars, and 17 percent gave five stars, for an average rating of 3.4 stars.

(7) Interactive Meeting Survey Live Poll No. 7 Results–Transit Priority Component

The seventh poll question asked, “Do you agree with the Beltline transit priority components included in the Draft Preferred Strategy Package?” Of the 17 attendees who participated, no participants gave a rating of one or two stars, while 6 percent gave three stars, 47 percent gave four stars, and 47 percent gave five stars, for an average rating of 4.4 stars.

(8) Interactive Meeting Survey Live Poll No. 8 Results–Overall Draft Preferred Strategy Package

The eighth poll question asked, “How much do you support the overall Draft Preferred Strategy Package?” Of the 18 attendees who participated, no participants gave a rating of one or two stars, while 17 percent gave three stars, 66 percent gave four stars, and 17 percent gave five stars, for an average rating of 4.0 stars. During this question, Lisa Hemesath asked if this Draft Preferred Strategy Package is Strategy Package 4. Jeff Held noted the differences that included:

- (a) Option of a No-Build Versus Add One Lane Mainline Component on the Beltline East of Verona Road



- (b) Option of a Roadway Crossing and Connection Component Crossing West or East of Gammon Road
- (c) Elimination of the Roadway Crossing and Connection Component Between John Nolen Drive and W Broadway
- (d) Option of a Pedestrian and Bicycle Component North or South of the Beltline Between Seminole Highway and the Cannonball Path

6. Proposed Environmental Studies (NEPA) Termini

Jeff Held reviewed items on the slide that summarized how the PEL study team proposed to separate the different components by termini on the Beltline and most efficiently address Beltline needs when they are anticipated to arise.

- a. Lisa Hemesath asked what the anticipated limits are for the Verona Road area shown on the Potential NEPA Studies Termini and Timing slide. Jeff Held replied that it is anticipated that the limits would be from approximately the Whitney Way interchange to the Todd Drive interchange depending on the traffic analysis area needed to effectively model operations for this section of the Beltline.
- b. Tom Lynch commented on how these studies seem to be on a slower timeframe than other major projects in the region, including Stoughton Road and Interstate 39/90. Jeff Berens confirmed and noted that the Beltline west of Verona Road is currently anticipated to be studied earlier than other Beltline sections depending on when needs arise on the corridor as a whole. Tom also noted that Madison is coordinating with FHWA in the coming weeks regarding the grant it received for the potential Perry Street overpass of the Beltline just west of Park Street.

7. Next Steps

- a. Jeff Berens reviewed the upcoming schedule, noting the next set of PIMs is scheduled. A virtual meeting will be held on May 28, 2024, and an in-person meeting will be held May 29, 2024, at the Boys & Girls Club of Dane County on Jenewein Road in Fitchburg.
- b. Jeff Berens also asked that TAC and PAC members take the Beltline PEL Draft Preferred Strategy Package Survey. Even though the live poll questions were asked during the meeting, the online survey offers the option to expand on the rating given for the components included in the Draft Preferred Strategy Package with a text box for additional comments.

7. Additional Discussion

Carl Glasemeyer asked whether the feedback received as part of the PEL study would be carried forward into NEPA. Jeff Berens replied that the feedback received during the PEL study would be taken into consideration early in NEPA; however, another public involvement process would be conducted as part of NEPA to continue gathering feedback as the environmental and design process moves forward.



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8. Next Meeting

TAC and PAC Meeting No. 5 is anticipated in fall 2024.

If there are any additions or comments, please call 608-251-2129 ext. 1264.

Prepared and respectfully submitted by Elizabeth Garfoot, P.E.

Enclosure

c/enc: All Participants

TAC/PAC Meeting

April 2024

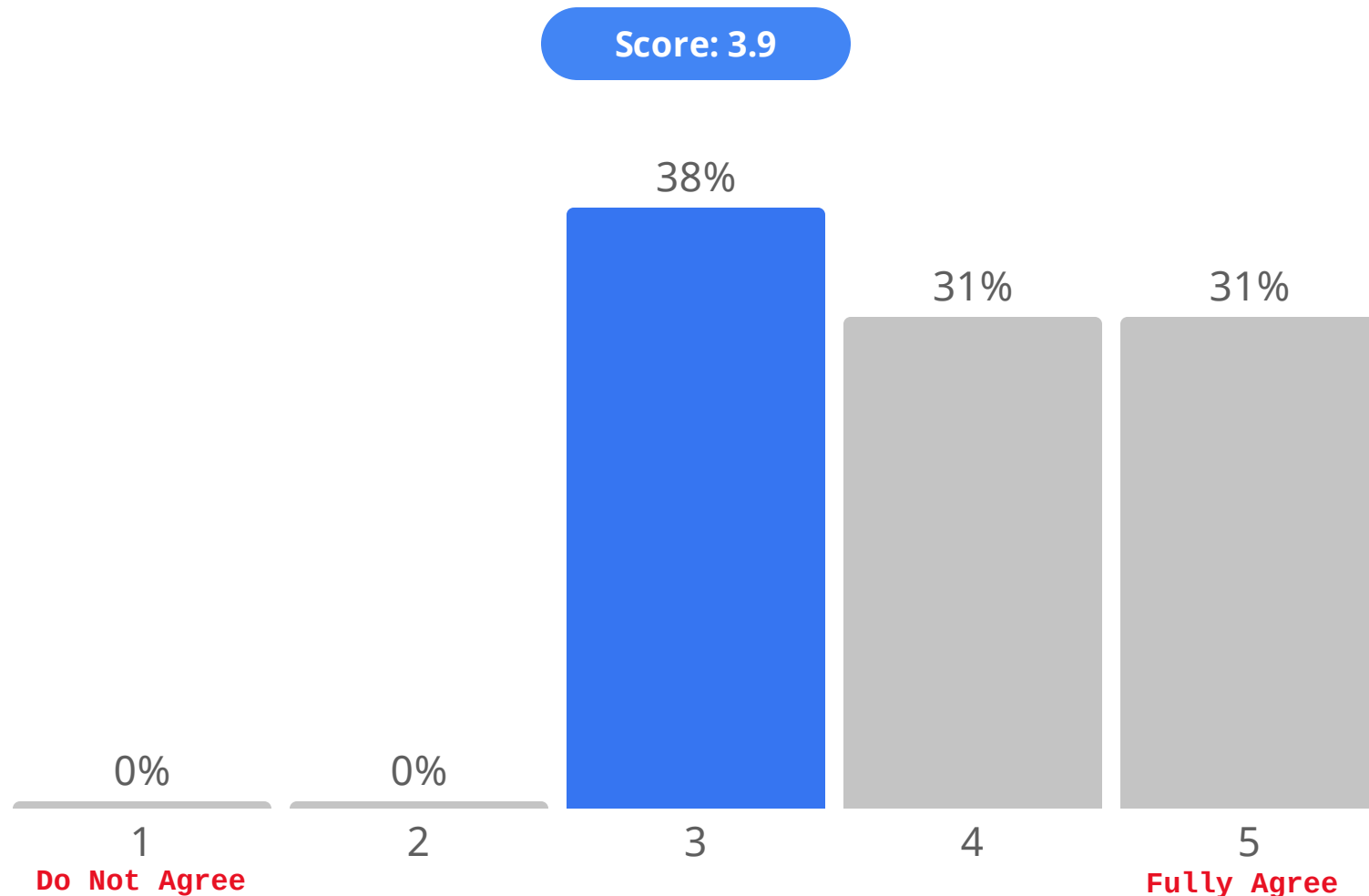
Poll results

Table of contents

- Do you agree with the Beltline Mainline components included in the Draft Preferred Strategy Package?
- Do you agree with the Beltline Weaving components included in the Draft Preferred Strategy Package?
- Do you agree with the Beltline Interchanges components included in the Draft Preferred Strategy Package?
- Do you agree with the New Roadway Crossings and Connections components included in the Draft Preferred Strategy Package?
- Do you agree with the Pedestrian and Bicycle components included in the Draft Preferred Strategy Package?
- Do you agree with the Park and Ride components included in the Draft Preferred Strategy Package?
- Do you agree with the Transit Priority components included in the Draft Preferred Strategy Package?
- How much do you support the overall Draft Preferred Strategy Package?

Do you agree with the Beltline Mainline components included in the Draft Preferred Strategy Package?

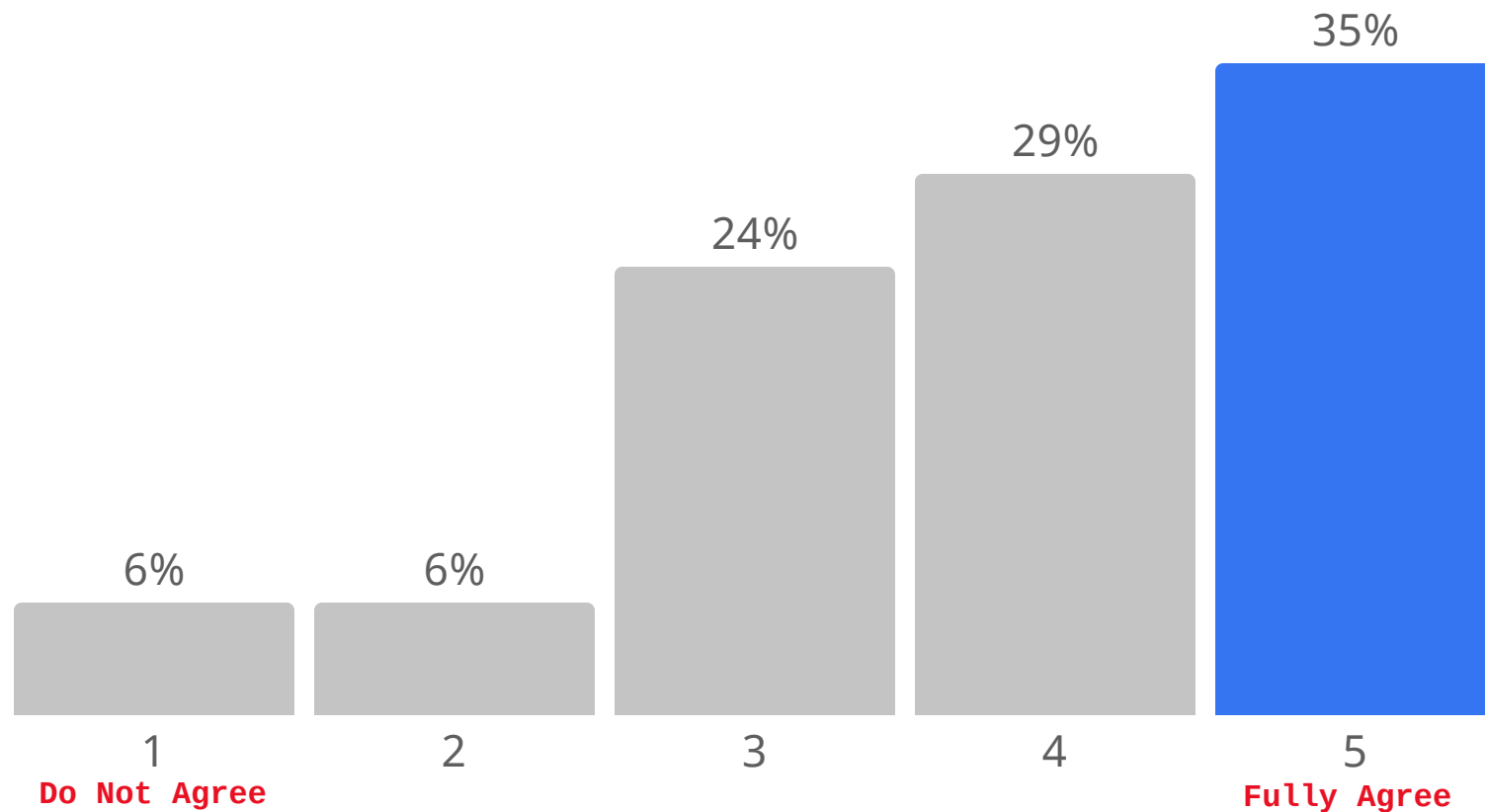
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Do you agree with the Beltline Weaving components included in the Draft Preferred Strategy Package?

017

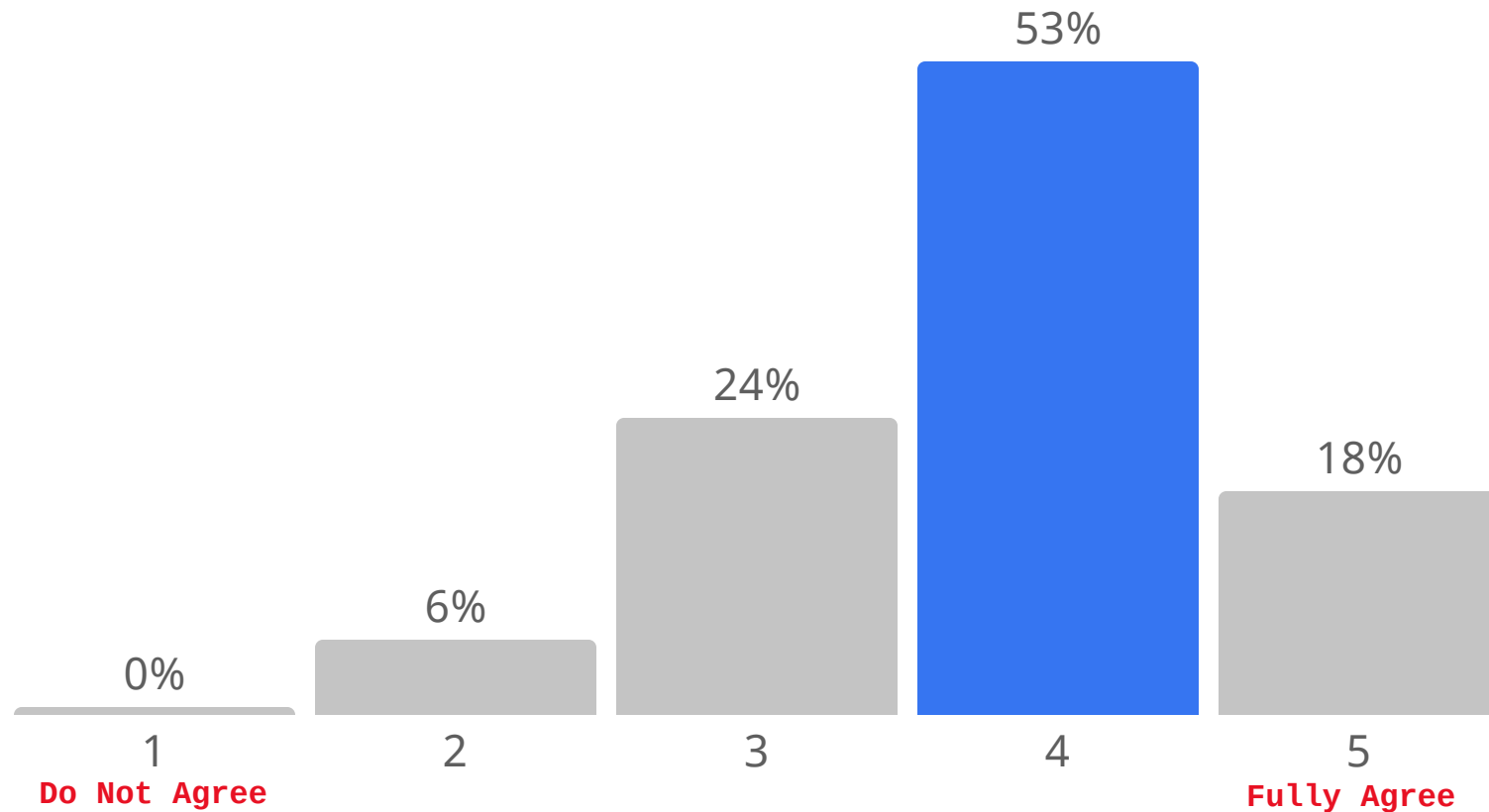
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Do you agree with the Beltline Interchanges components included in the Draft Preferred Strategy Package?

017

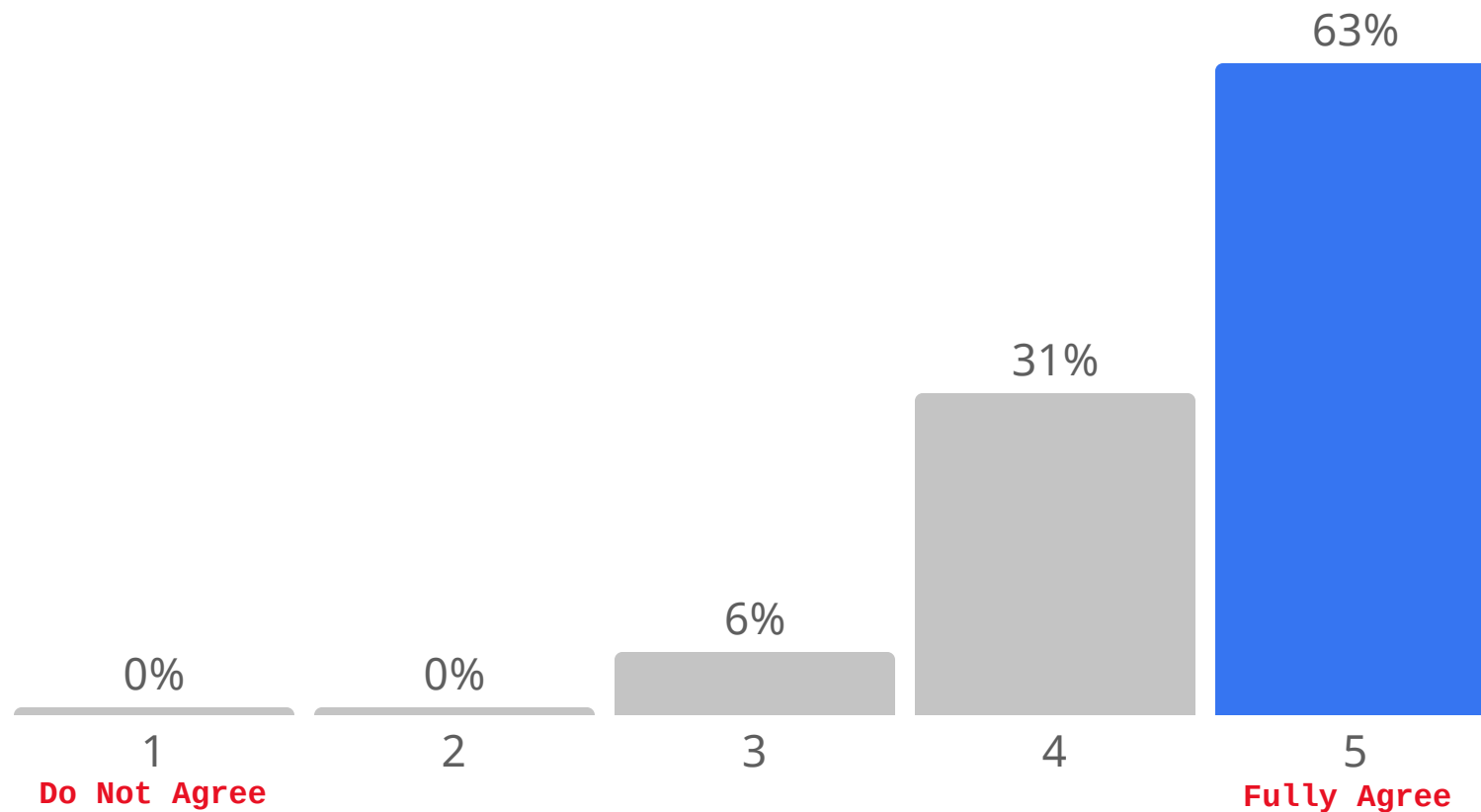
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Do you agree with the New Roadway Crossings and Connections components included in the Draft Preferred Strategy Package?

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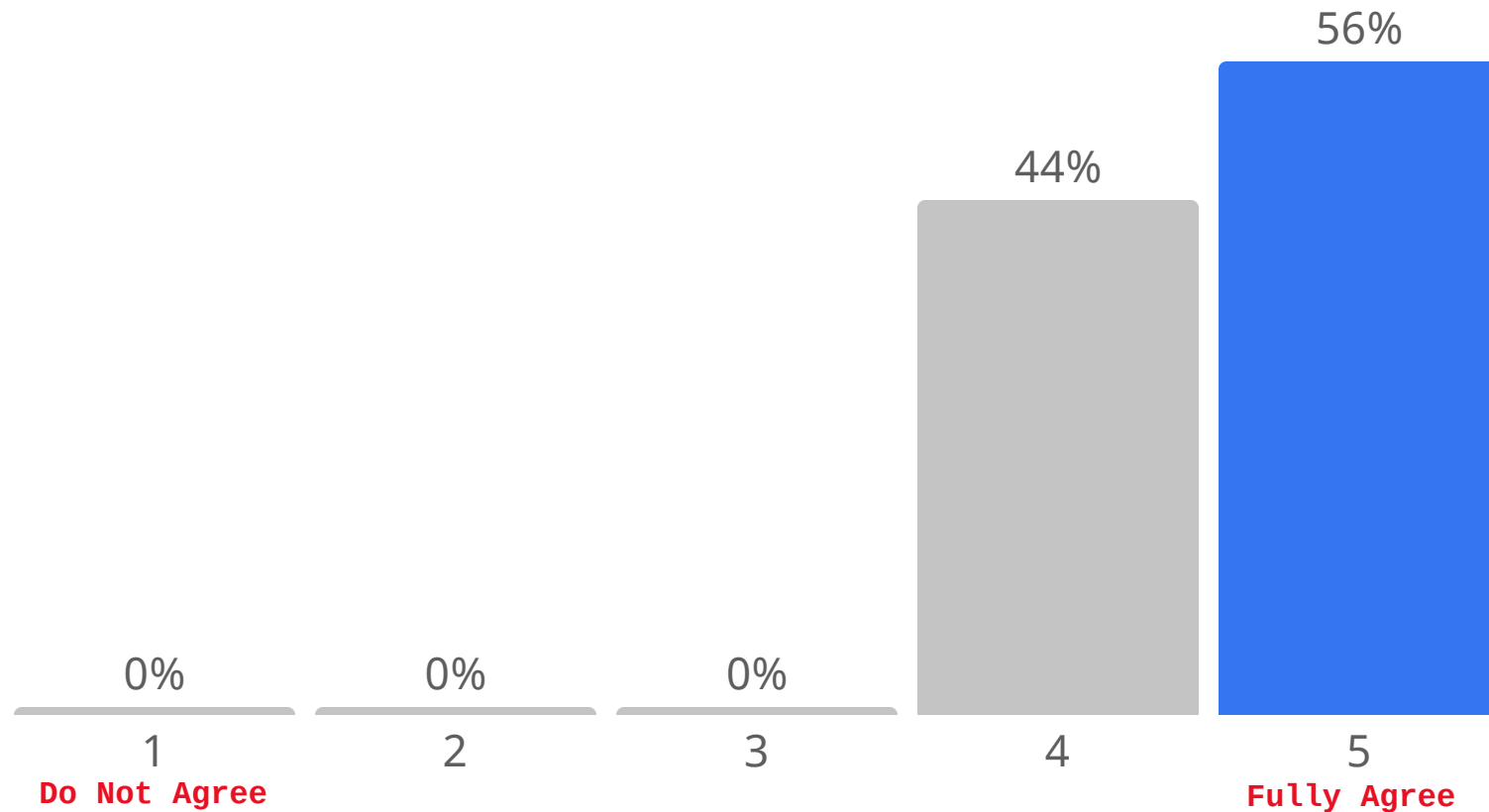
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Do you agree with the Pedestrian and Bicycle components included in the Draft Preferred Strategy Package?

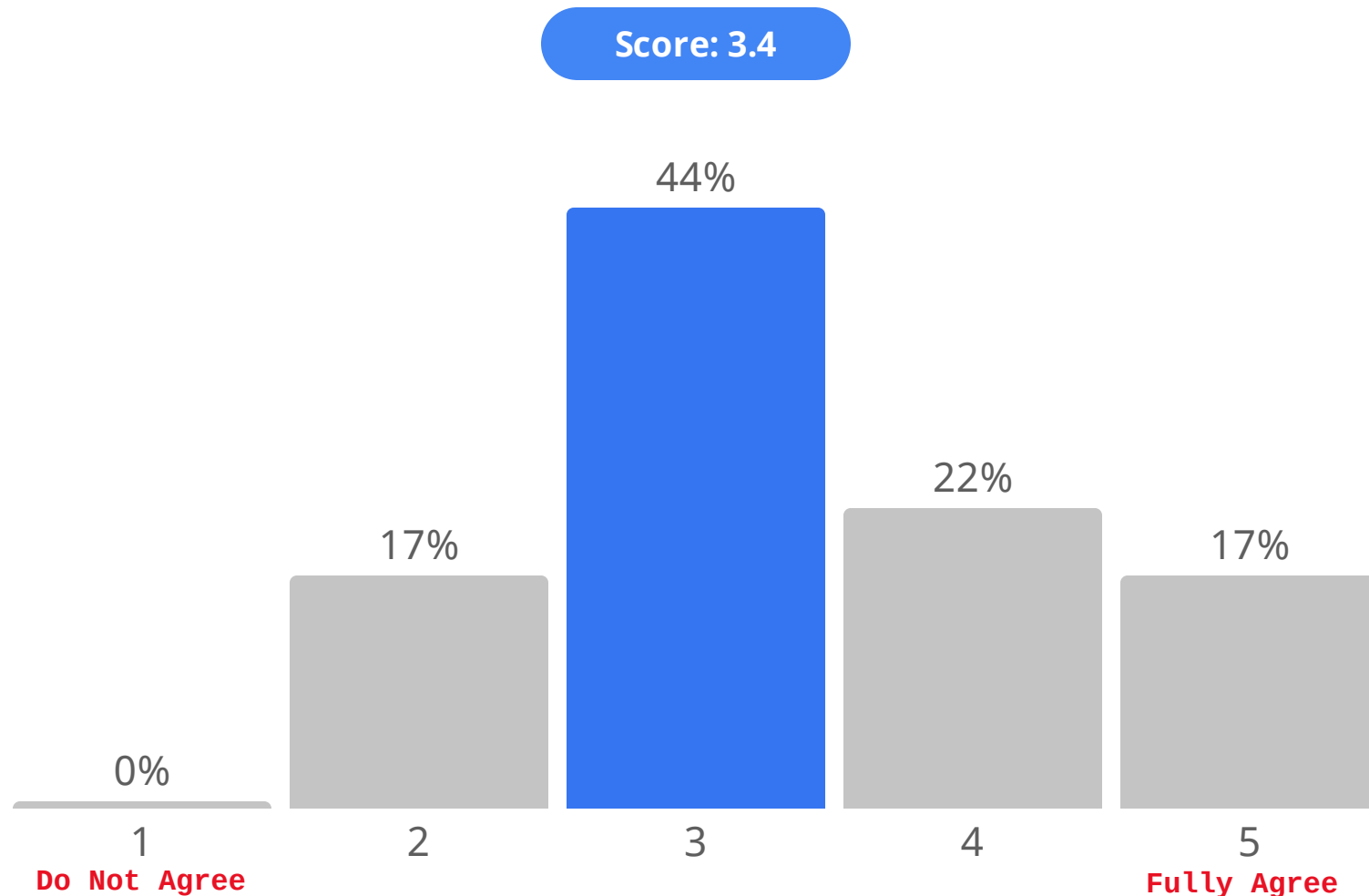
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Score: 4.6



Do you agree with the Park and Ride components included in the Draft Preferred Strategy Package?

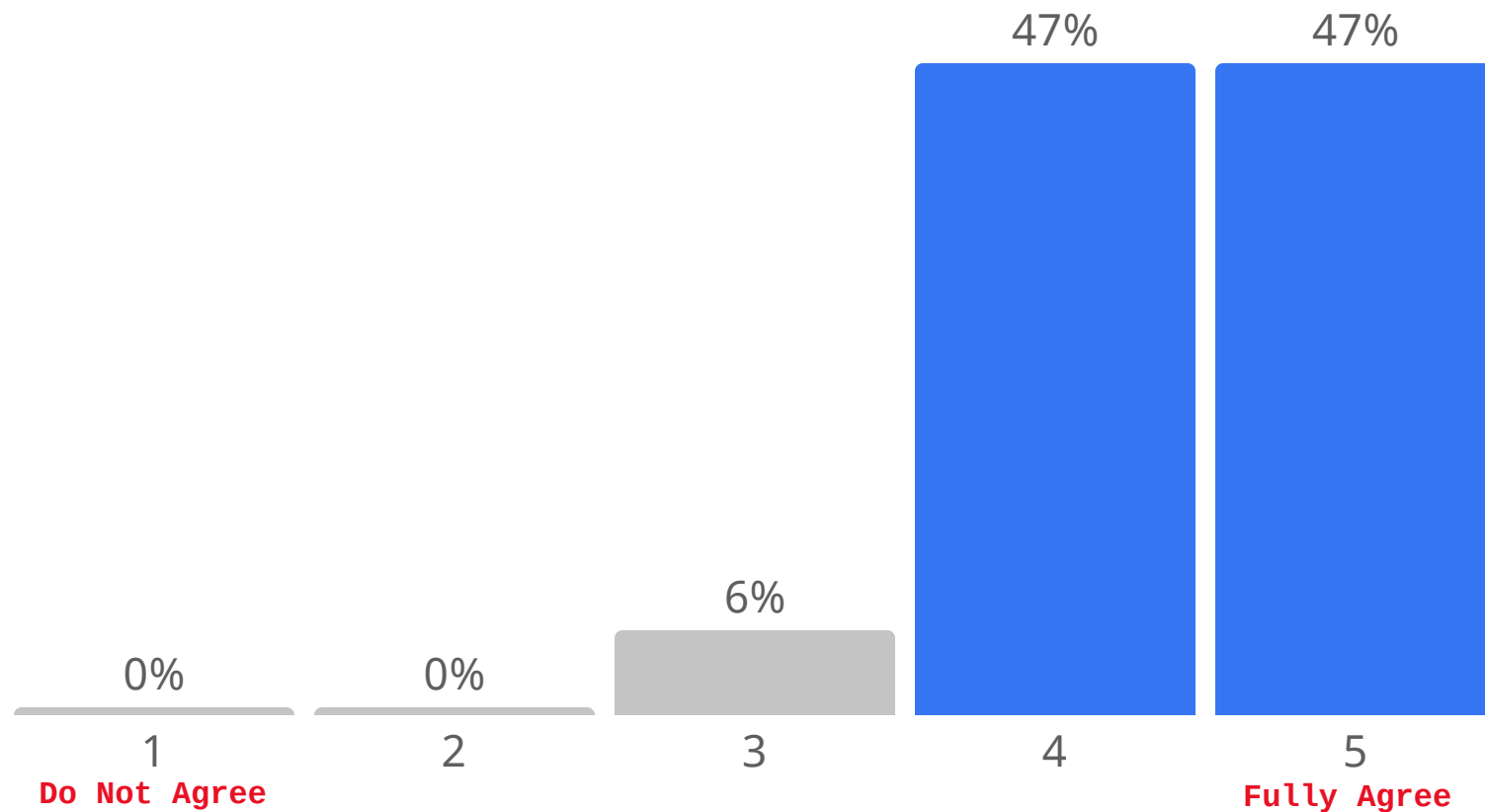
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Do you agree with the Transit Priority components included in the Draft Preferred Strategy Package?

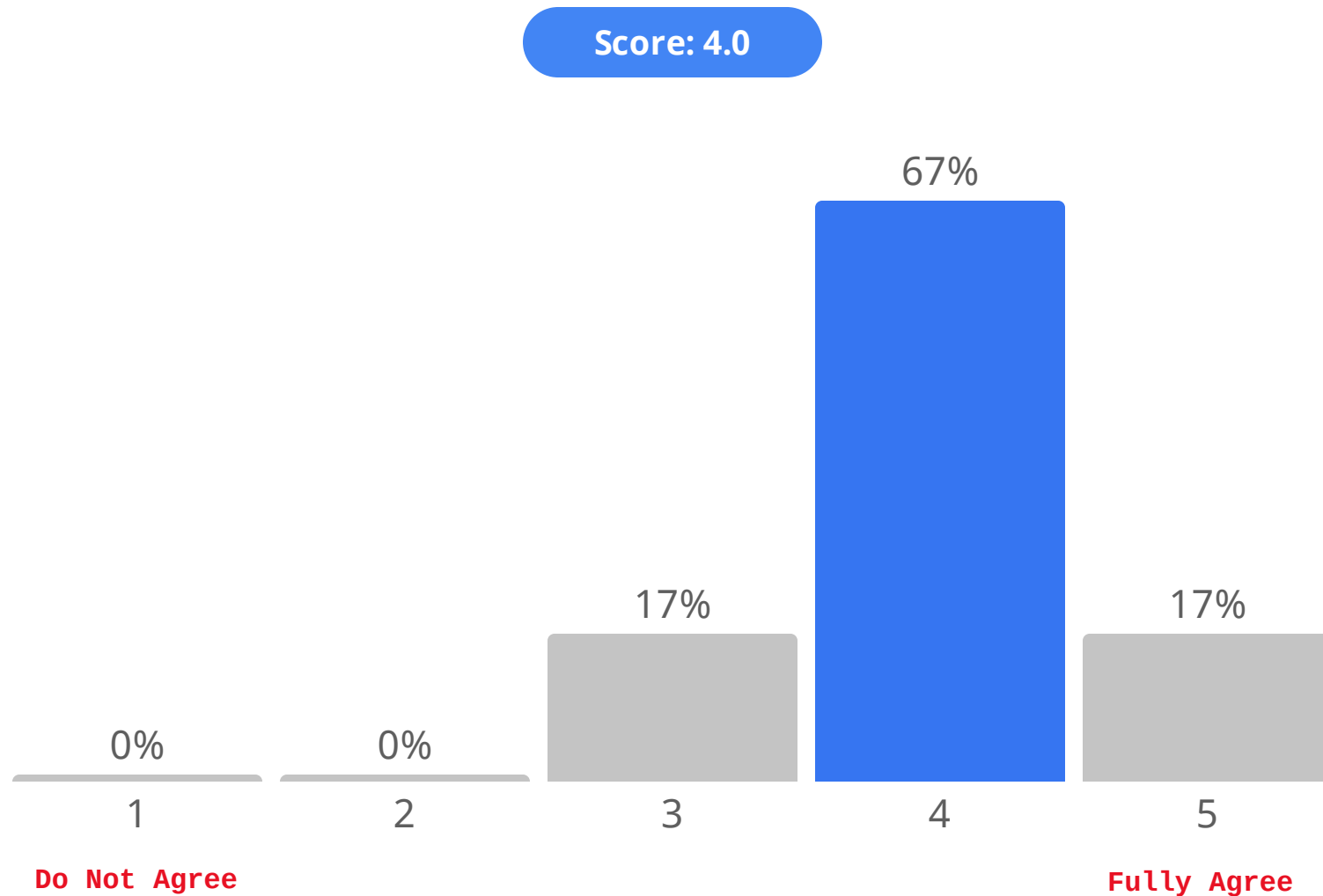
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Score: 4.4



How much do you support the overall Draft Preferred Strategy Package?

0 1 8



Spring 2024 TAC/PAC Online Survey

Please provide your name and who you are representing.	1 = Do Not Agree, 5 = Fully Agree										
	Do you agree with the Beltline Mainline components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you fully agree.	Please share any comments you have regarding the Beltline Mainline components included in the Draft Preferred Strategy Package.	Do you agree with the Beltline Weaving components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you fully agree.	Please share any comments you have regarding the Beltline Weaving components included in the Draft Preferred Strategy Package.	Do you agree with the Beltline Interchanges components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you fully agree.	Please share any comments you have regarding the Beltline Interchanges components included in the Draft Preferred Strategy Package.	Do you agree with the New Roadway Crossings and Connections components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you fully agree.	Please share any comments you have regarding the New Roadway Crossings and Connections components included in the Draft Preferred Strategy Package.	Do you agree with the Pedestrian and Bicycle components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you fully agree.	Please share any comments you have regarding the Pedestrian and Bicycle components included in the Draft Preferred Strategy Package.	Do you agree with the Park and Ride components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you fully agree.
Jason Ilstrup DMI	5		5		5		5			Really like the new bike paths, especially near Odana.	5
Chris Petykowski, City of Madison Engineering	5		5		5		5		5		5
town of middleton	5		5		5		1		1		5
Dean Grosskopf, Administrator / Clerk-Treasurer of the Town of Westport	4		4		4		2		1		3
Jason Valerius, Capital Area Regional Planning Commision	4		2	It depends on how it is achieved. The flyover lanes are visually imposing and likely to increase noise.	4		5		5		5
Andrew Bremer, Community & Economic Development Director, Village of McFarland	4		4		4		3		5		3

Spring 2024 TAC/PAC Online Survey

Please provide your name and who you are representing.	1 = Do Not Agree, 5 = Fully Agree		1 = Do Not Support, 5 = Fully Support		Thank you for taking the time to provide your feedback on the Madison Beltline! Do you have any other comments you would like to provide related to the Beltline corridor or transportation in general? Once you are satisfied with all survey responses, please click the submit button below
	Please share any comments you have regarding the Park and Ride components included in the Draft Preferred Strategy Package.	Do you agree with the Transit Priority components included in the Draft Preferred Strategy Package? 1 star indicates you do not agree, 5 stars indicates you fully agree.	Please share any comments you have regarding the Transit Priority components included in the Draft Preferred Strategy Package.	How much do you support the Draft Preferred Strategy Package on a scale from 1 star (don't support) to 5 stars (fully support)?	Please use the box below to provide any additional feedback on the Draft Preferred Strategy Package or long-term vision for the Beltline corridor.
Jason Ilstrup DMI	Good locations	5		5	Well done!
Chris Petykowski, City of Madison Engineering		5		5	
town of middleton		1		3	Some vehicle volume related main priorities are needed. However, mixing vehicle traffic with bus/pedestrian/bicycle traffic on a road designed to move traffic is not optimal, and is expensive to build.
Dean Grosskopf, Administrator / Clerk-Treasurer of the Town of Westport		1		2	
Jason Valerius, Capital Area Regional Planning Commision		5		4	
Andrew Bremer, Community & Economic Development Director, Village of McFarland	Has WisDOT considered a park and ride at the northwest corner of Terminal Drive/Voges/51 intersection. There is a large amount of ROW between Terminal Drive and 51	4		4	Maintaining the trail connection from McFarland to Monona is important to the Village of McFarland.