

# **Madison Beltline Planning and Environment Linkages Study**

September 2013

Public Involvement Meetings



## **Beltline is vital for Dane County**

1. Beltline provides access to homes, schools, jobs, businesses.
2. Beltline supports the local economy.
3. Beltline has been affected by area growth.
4. Planning and environment linkages

# 1. Beltline provides access to homes, schools, jobs, businesses

# WisDOT conducted comprehensive Origin and Destination study for Beltline



Bluetooth  
Technology  
TADI/Traffax,  
Inc.



Aerial Time  
Lapse  
Photography  
Skycomp, Inc.

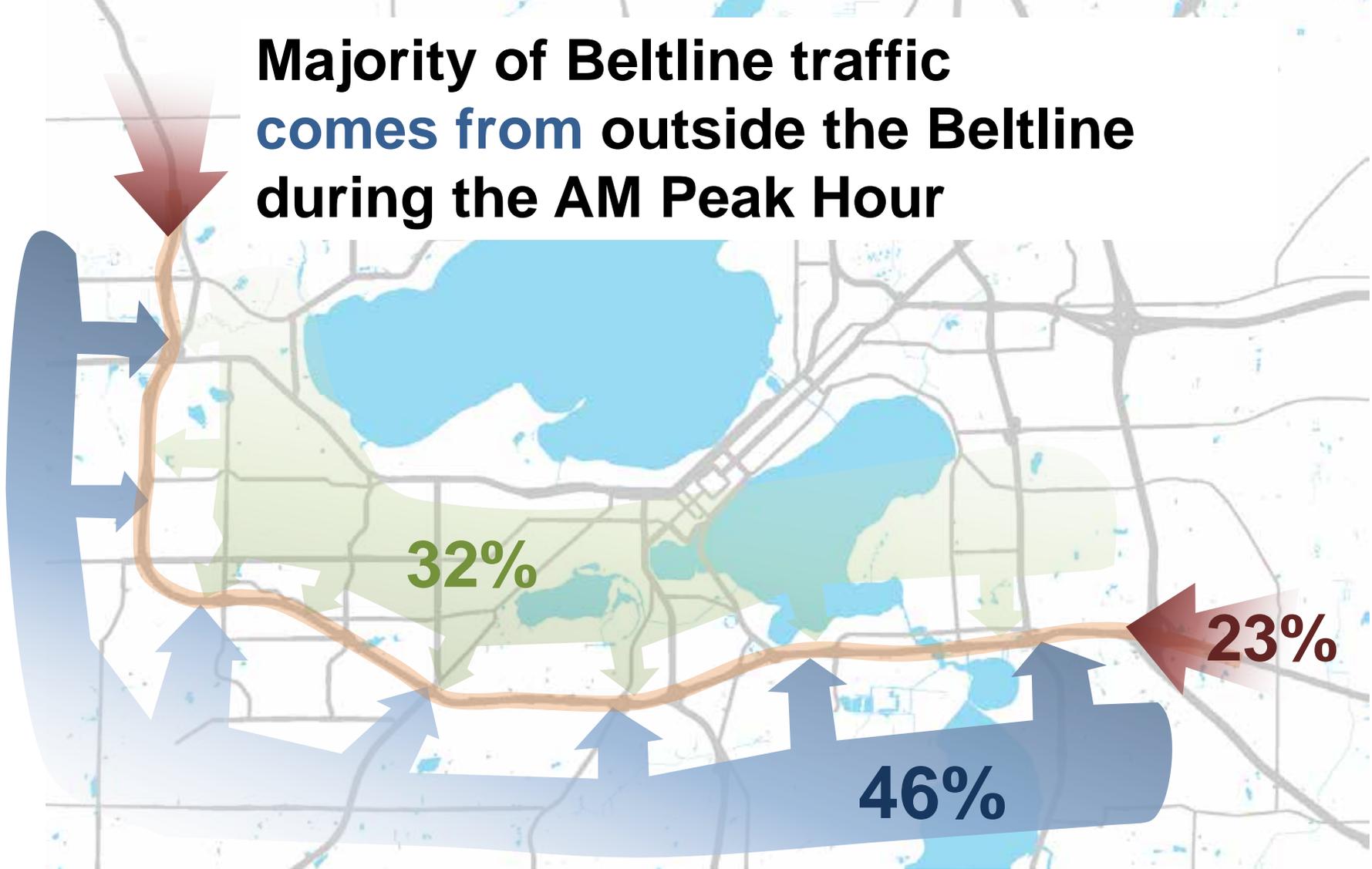


Volume Data  
WisDOT/TADI

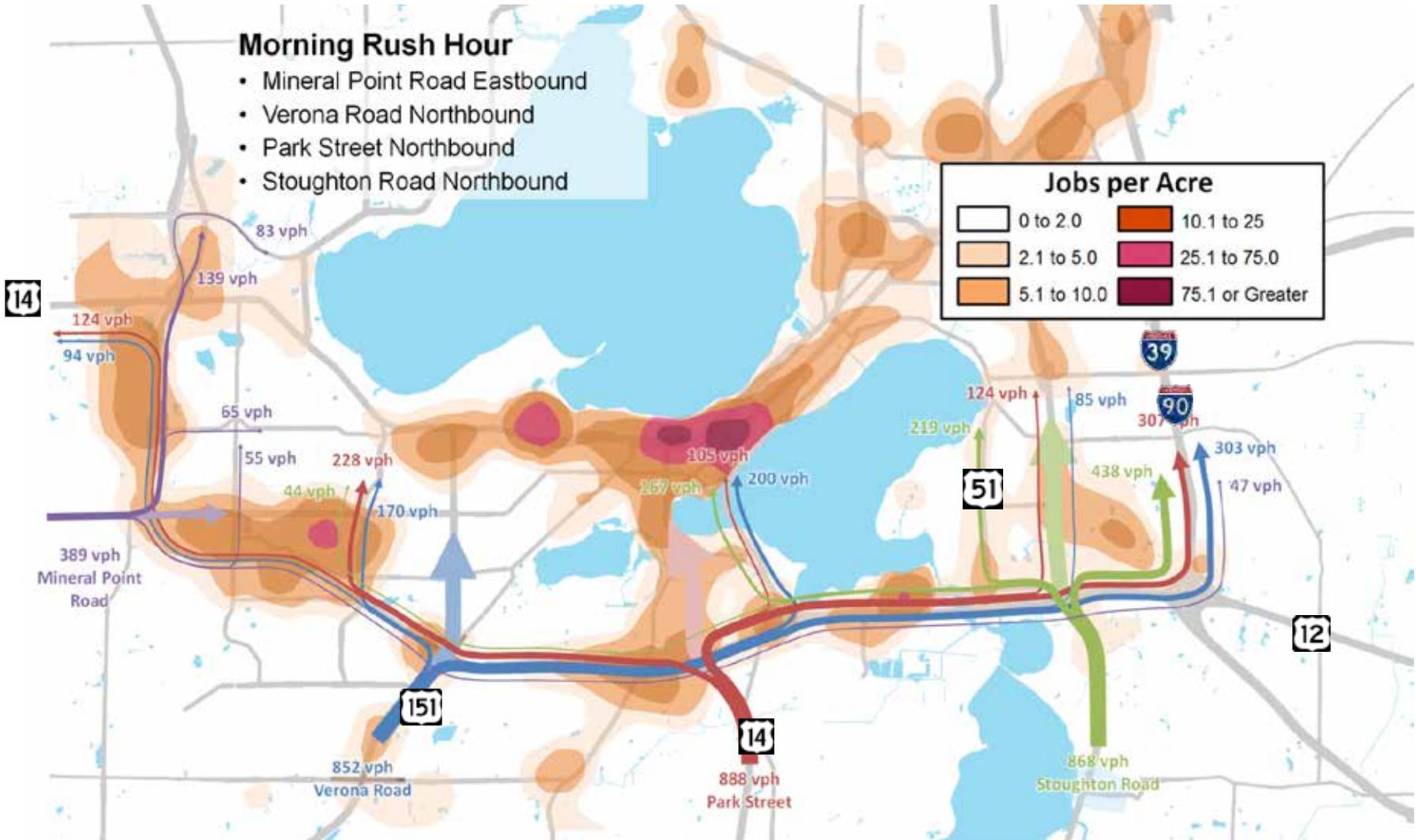
# Helicopter fleet used time-lapse photography



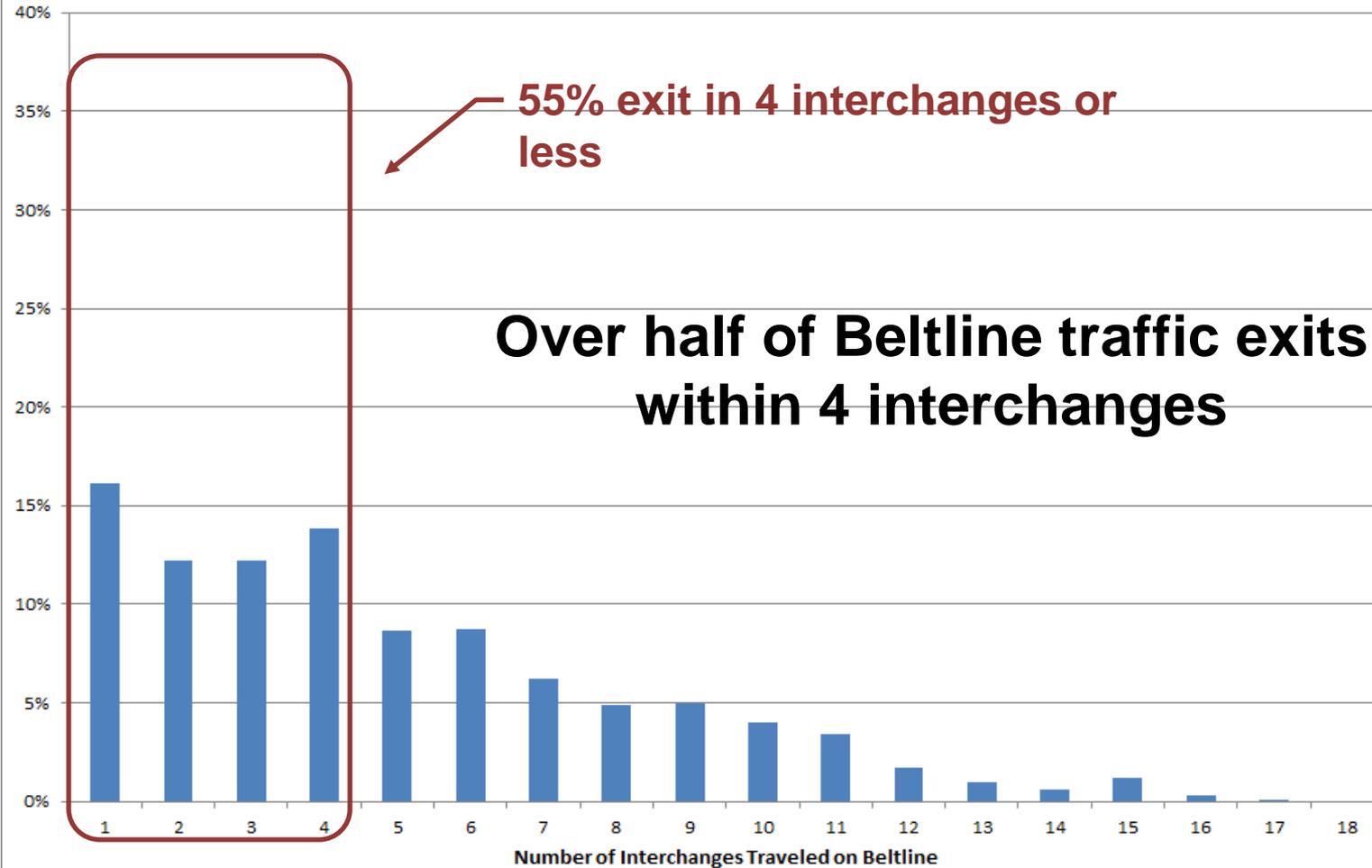
# Majority of Beltline traffic comes from outside the Beltline during the AM Peak Hour



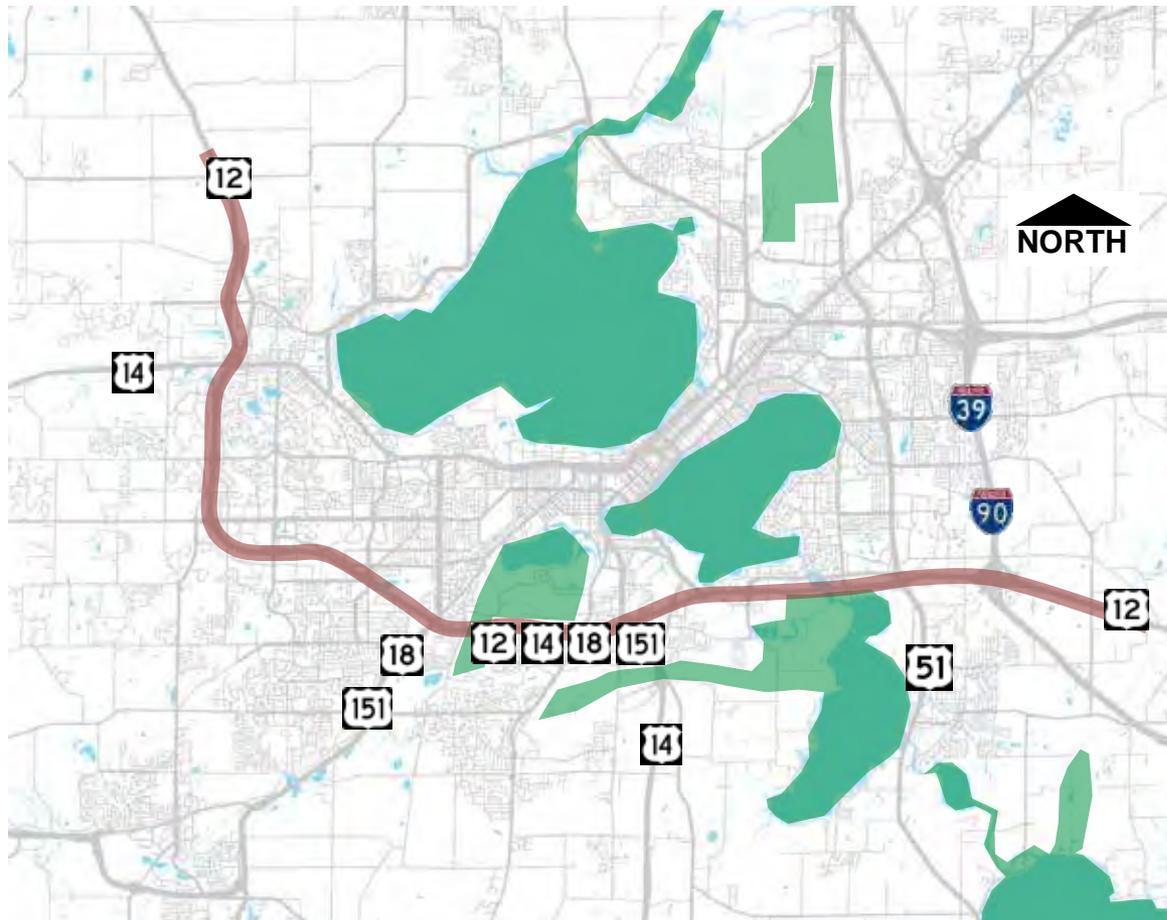
# Beltline serves economic centers



### AM Number of Interchanges Traveled on the Beltline

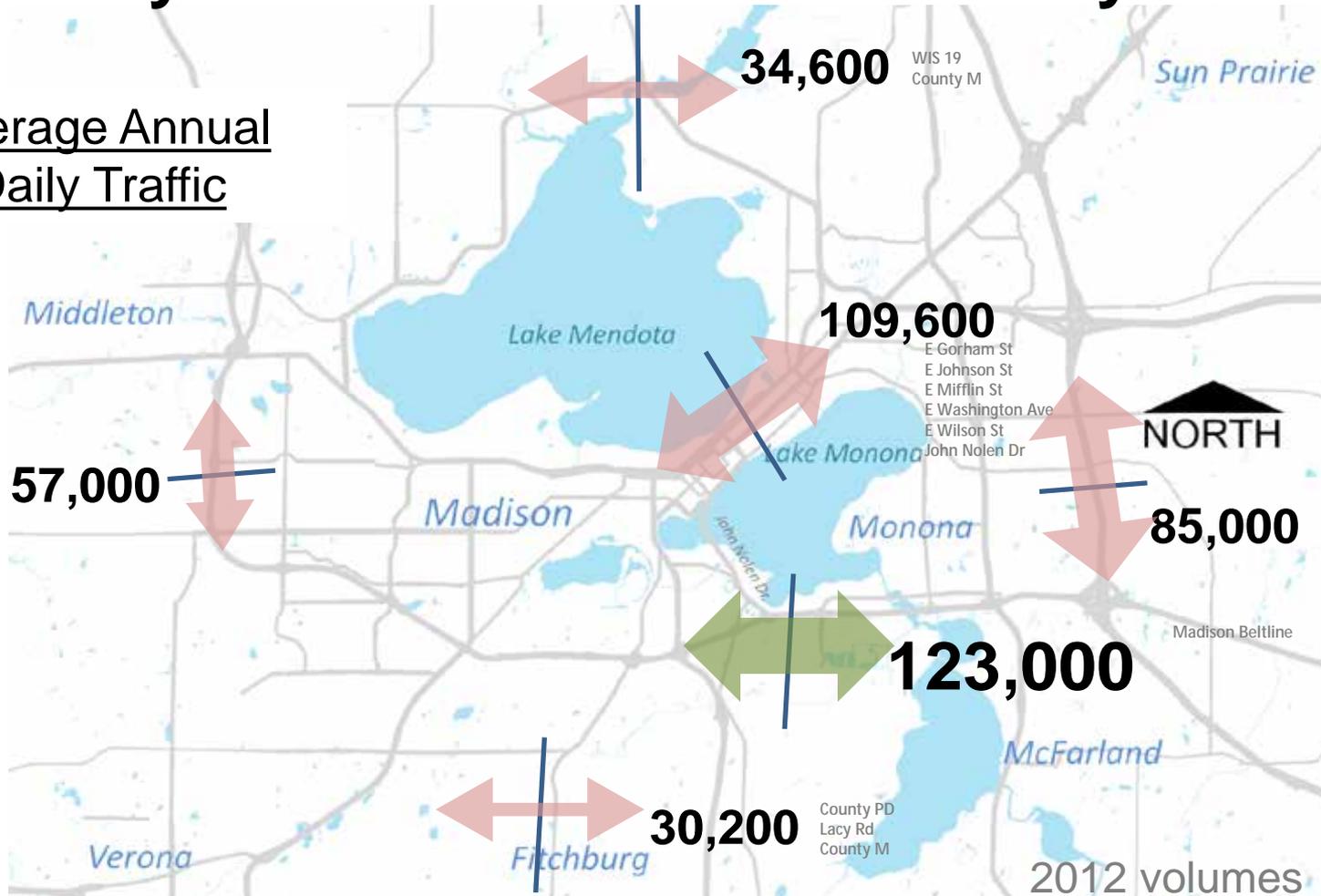


# People use the Beltline to get around resources and facilities that make Madison great



# Beltline carries more people than any other roadway combination in Dane County

Average Annual Daily Traffic



## Beltline and transit

- 8.6 percent of work trips in Madison use transit. (44<sup>th</sup> in the nation)
- Five Madison Metro routes travel on the Beltline
- 36 routes cross the Beltline through interchanges



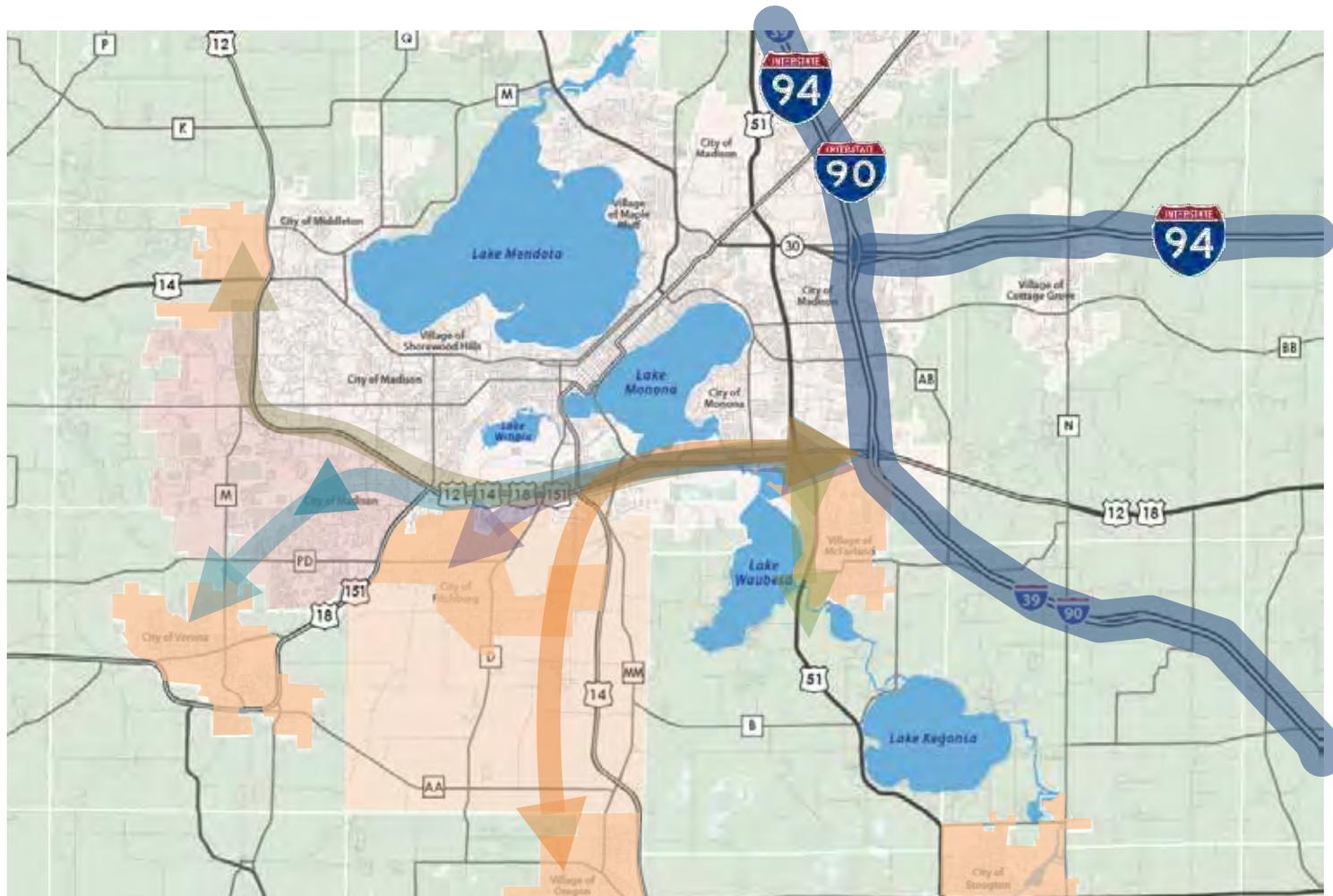
## 2. Beltline supports the local economy

# Beltline is a regional backbone for business

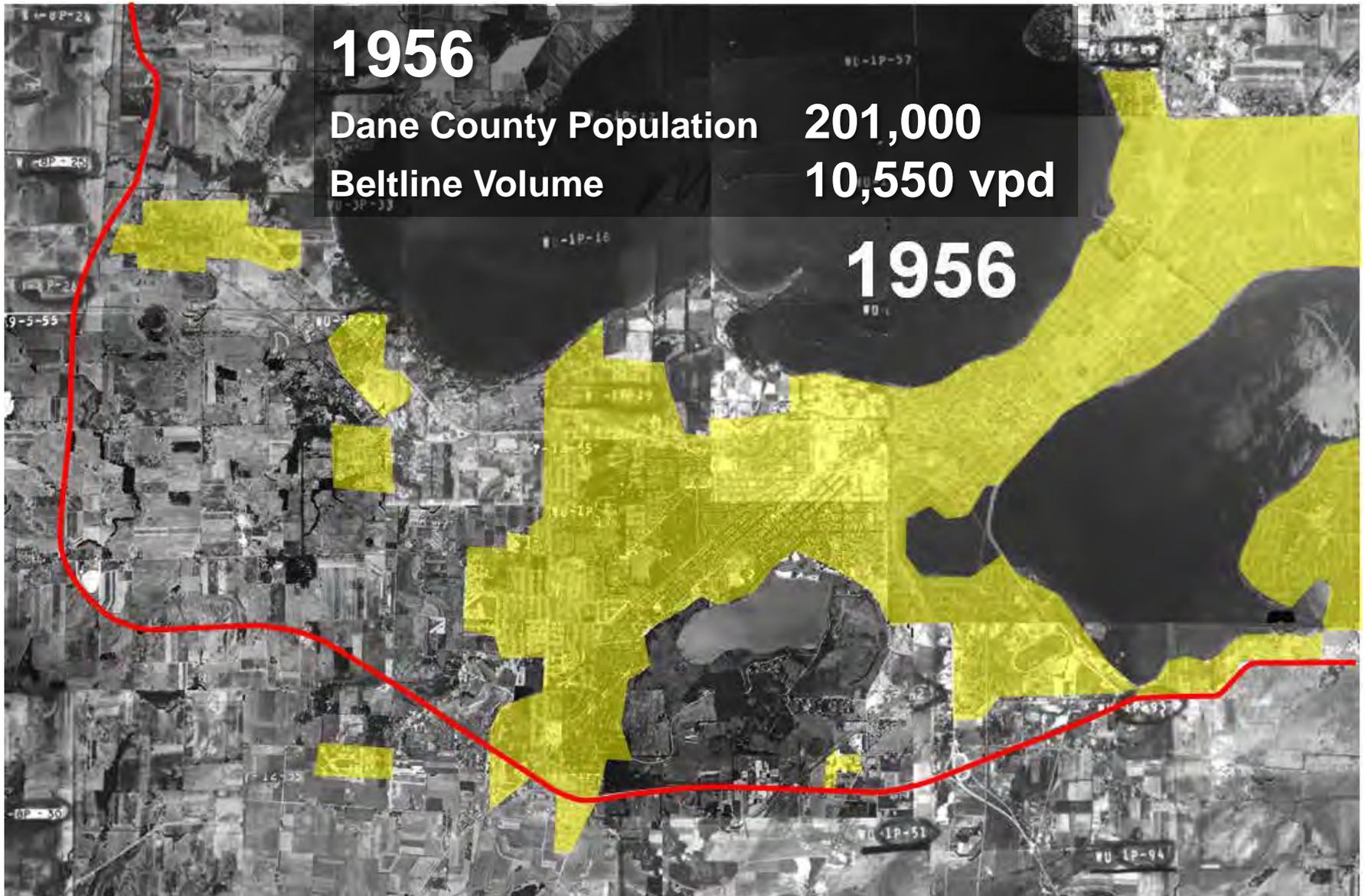
- **43 industrial/business parks** with over 5000 acres within 5 miles of Beltline
- **5,500** businesses within 1 mile of Beltline
- In 2011, 12.2 million tons of freight valued at **\$14.2 billion** was shipped on the Beltline
- **56%** of the freight originated in Wisconsin

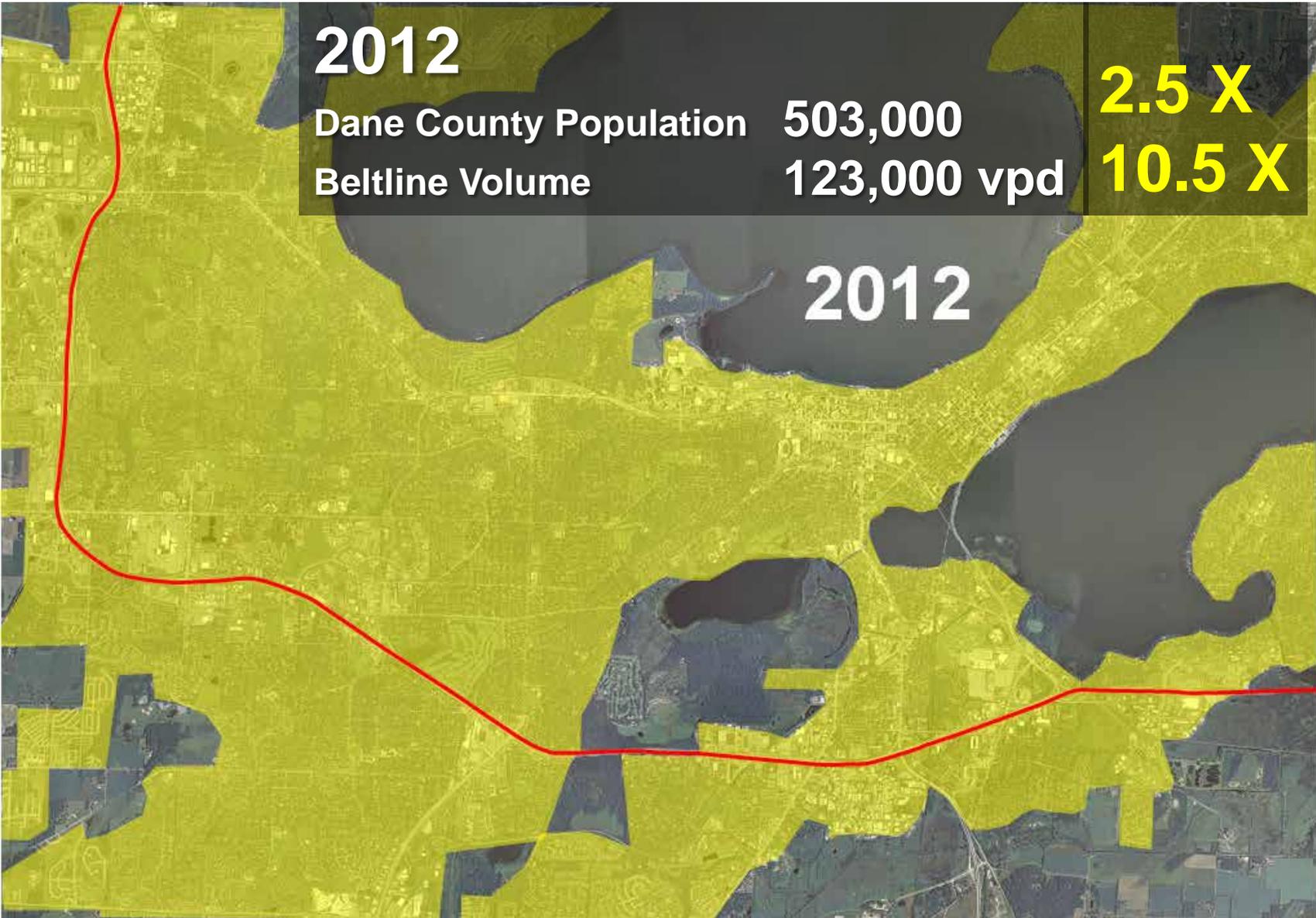


# Beltline is the primary access to the Interstate for area businesses



# 3. Beltline effects from area growth

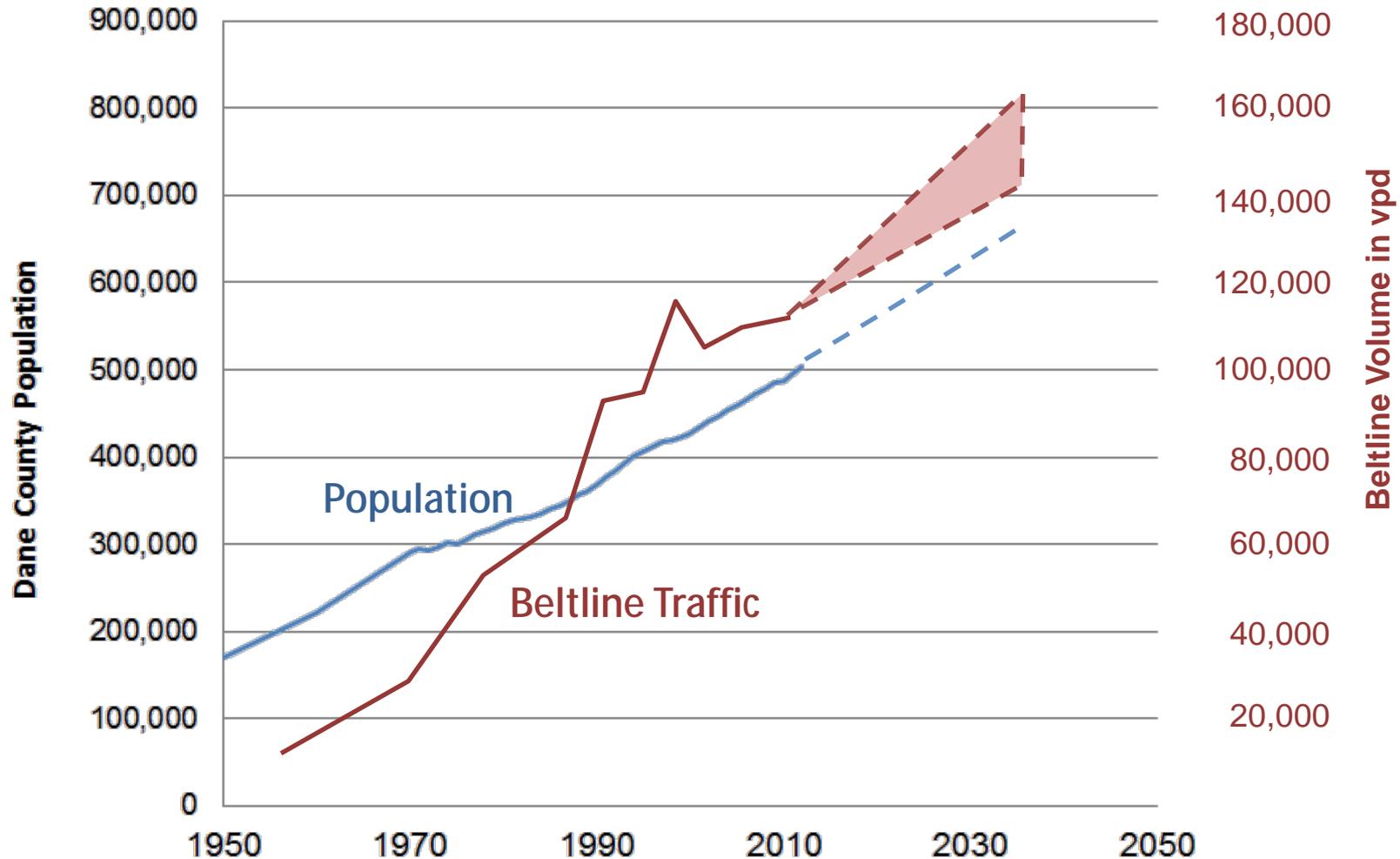




<b>2012</b>		
Dane County Population	503,000	<b>2.5 X</b>
Beltline Volume	123,000 vpd	<b>10.5 X</b>

**2012**

# Beltline traffic growth outpaces Dane County population growth

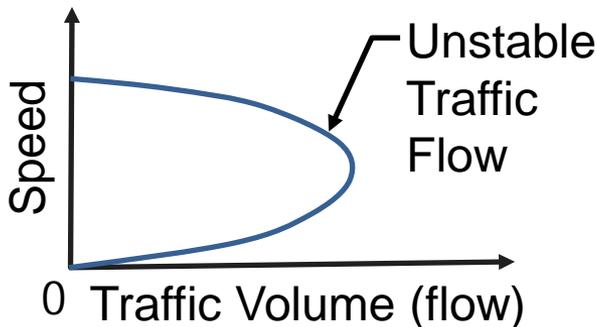
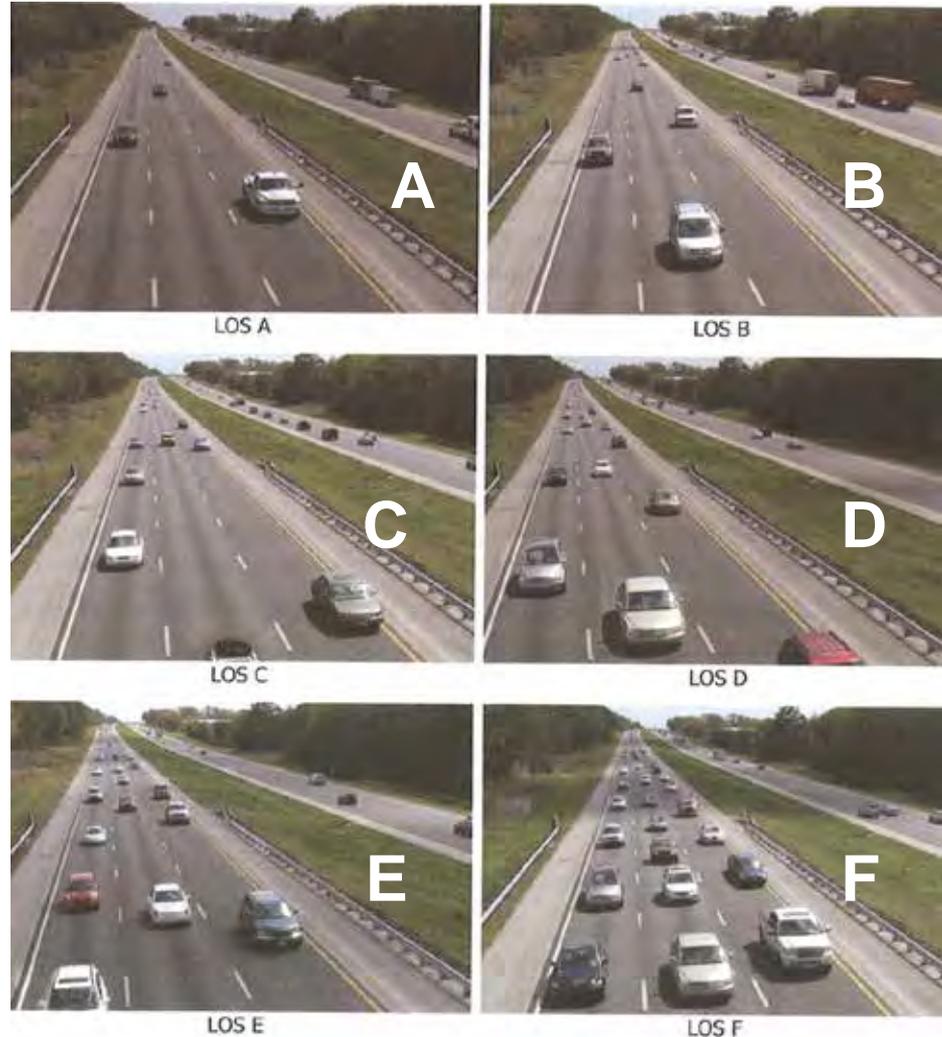


# Rising traffic volumes create congestion

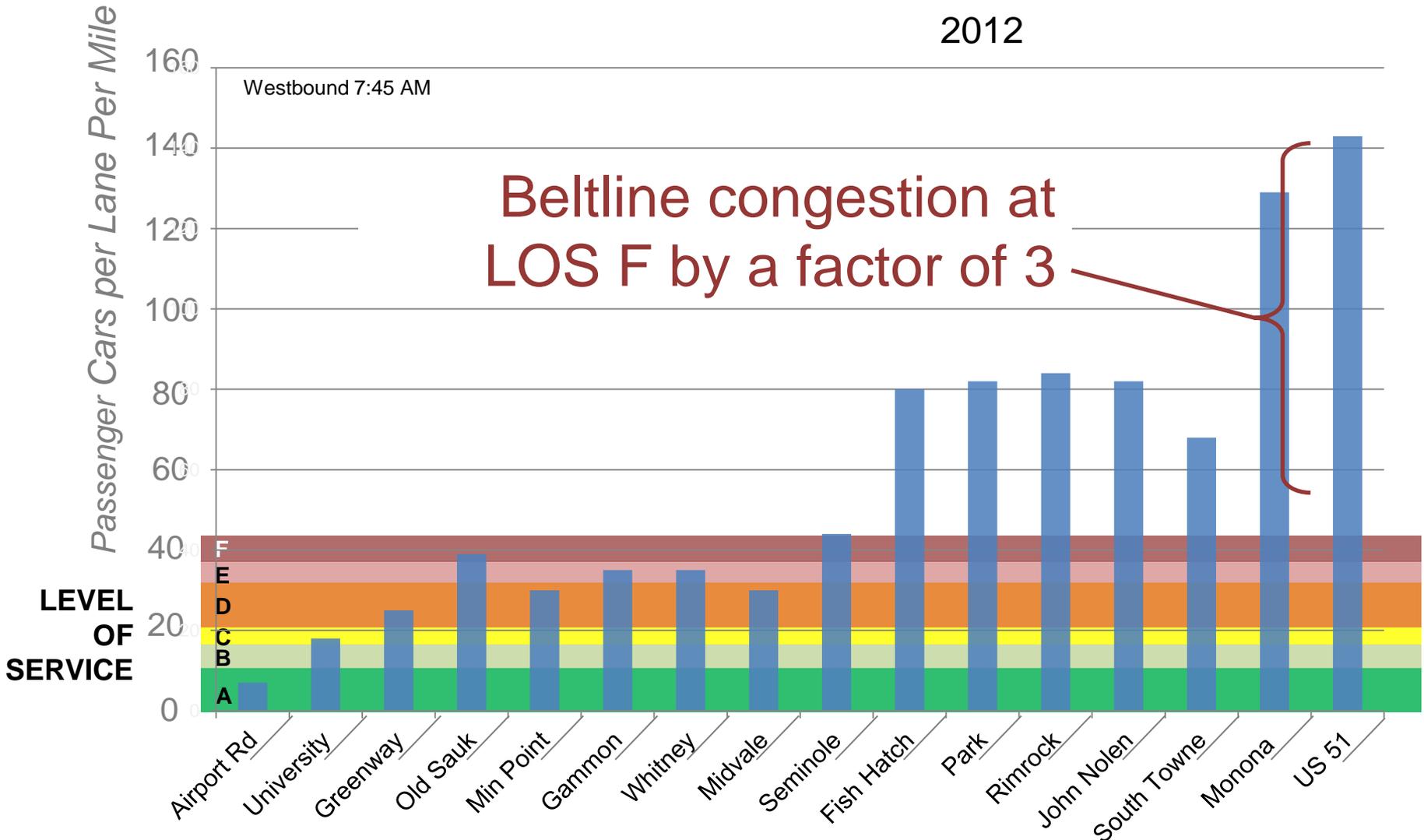
Freeway congestion is measured by Level of Service (LOS)

LOS A = good

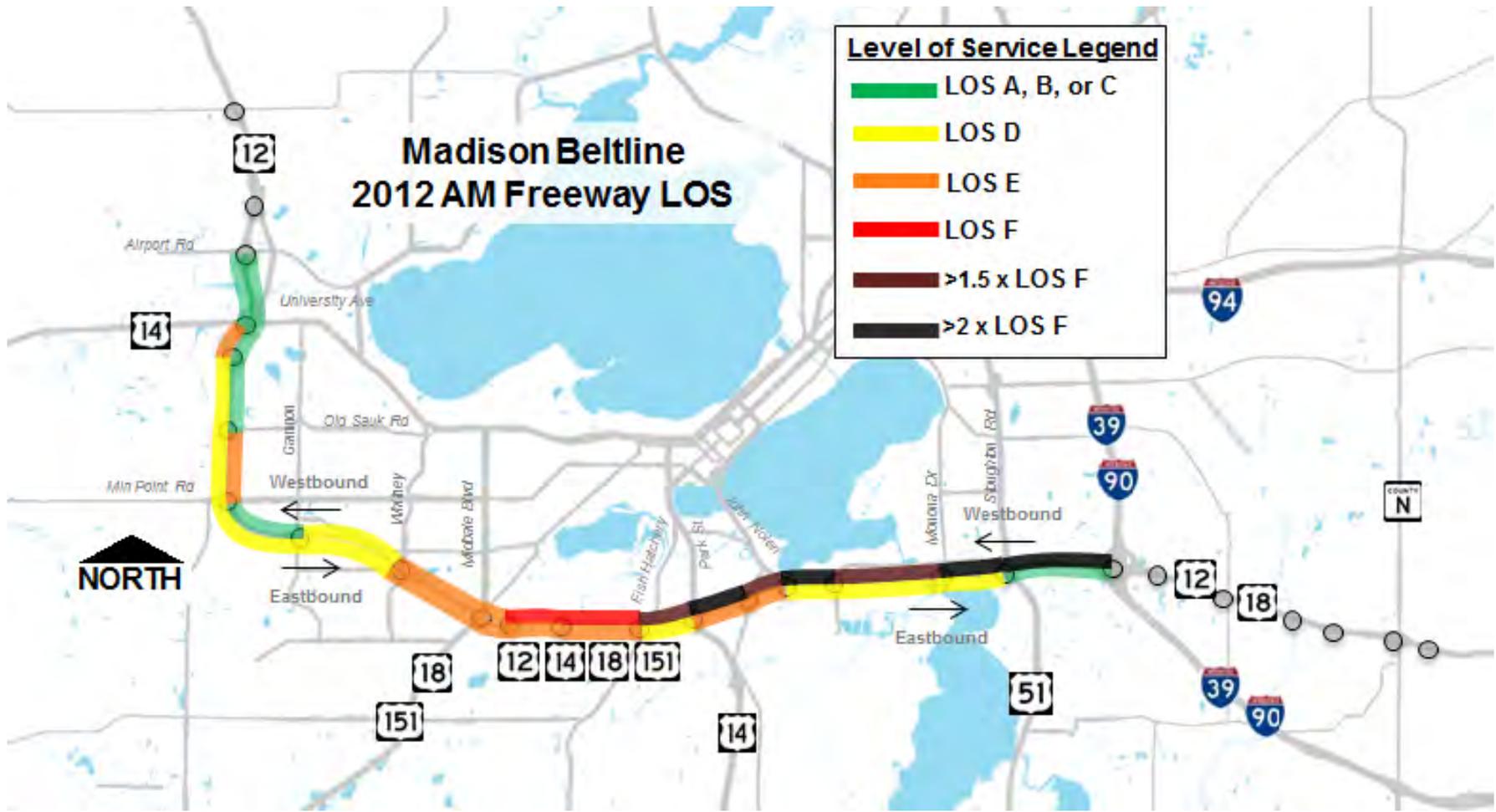
LOS F = poor and unstable traffic flow.



# Rising traffic volumes create congestion

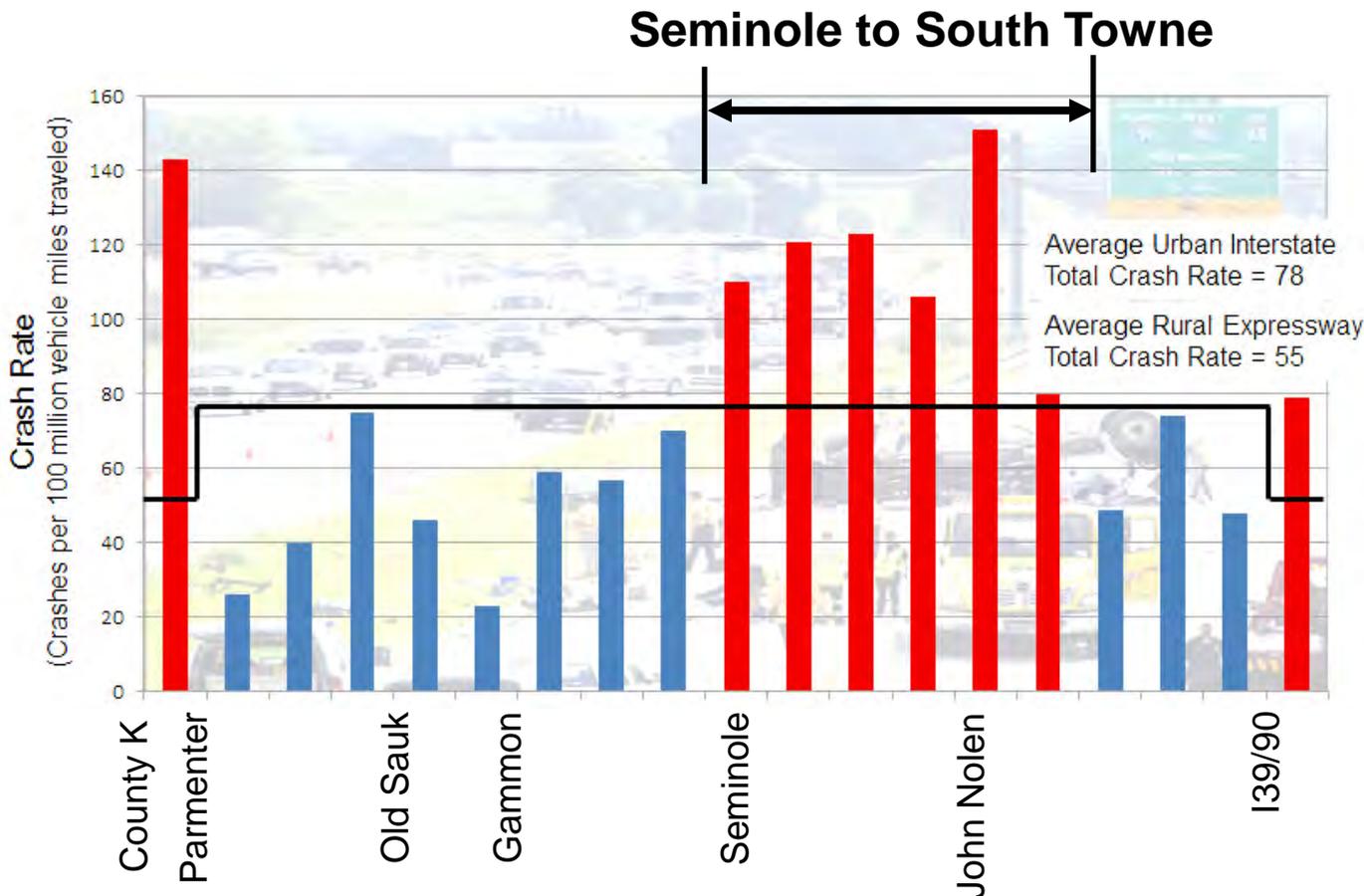


# Beltline congestion is growing



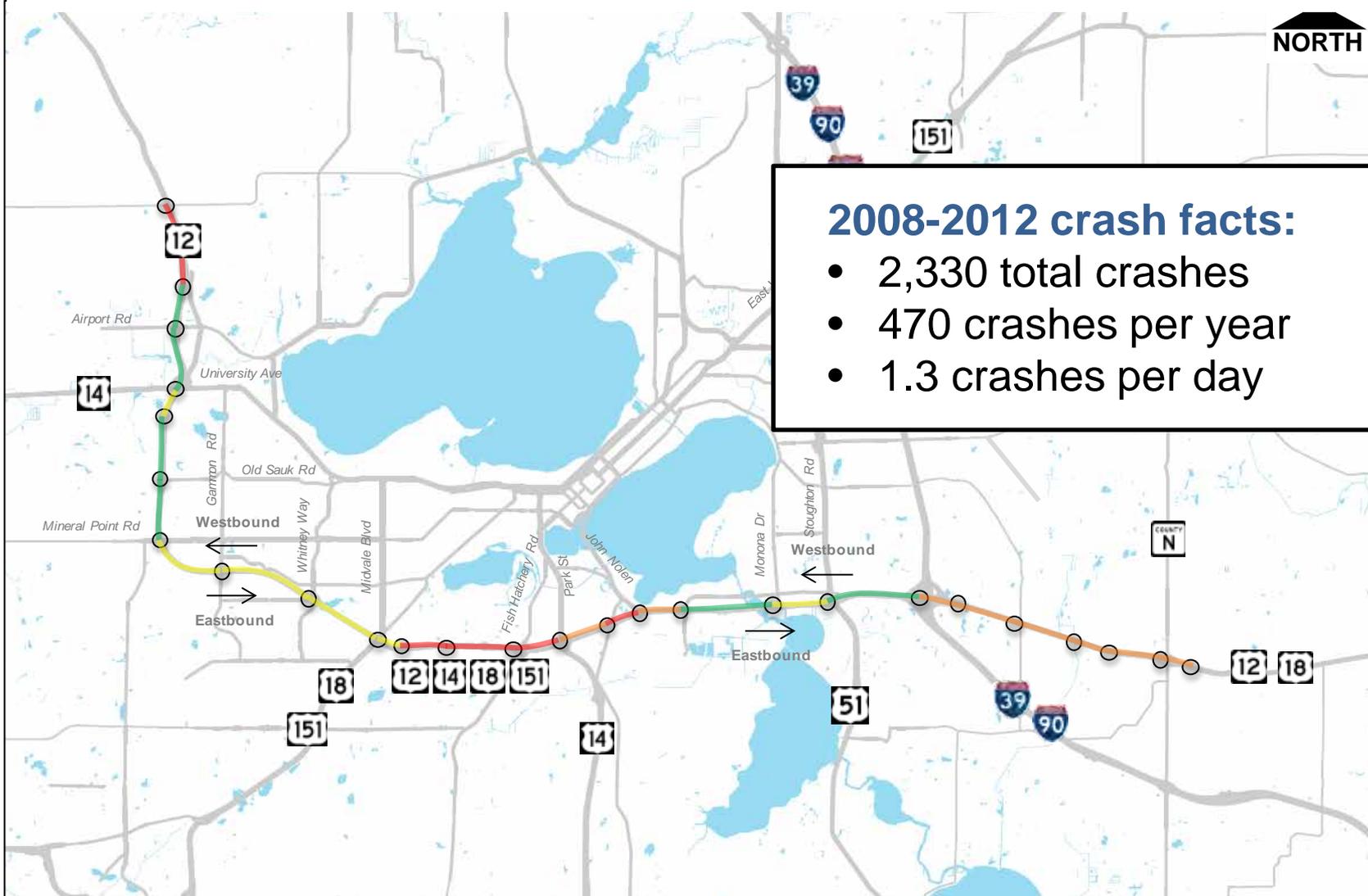
Affects autos and transit

# Beltline has sections with high crash rates compared to state averages



Recent projects have helped lead to almost a 30% crash reduction compared with 2000 to 2004.

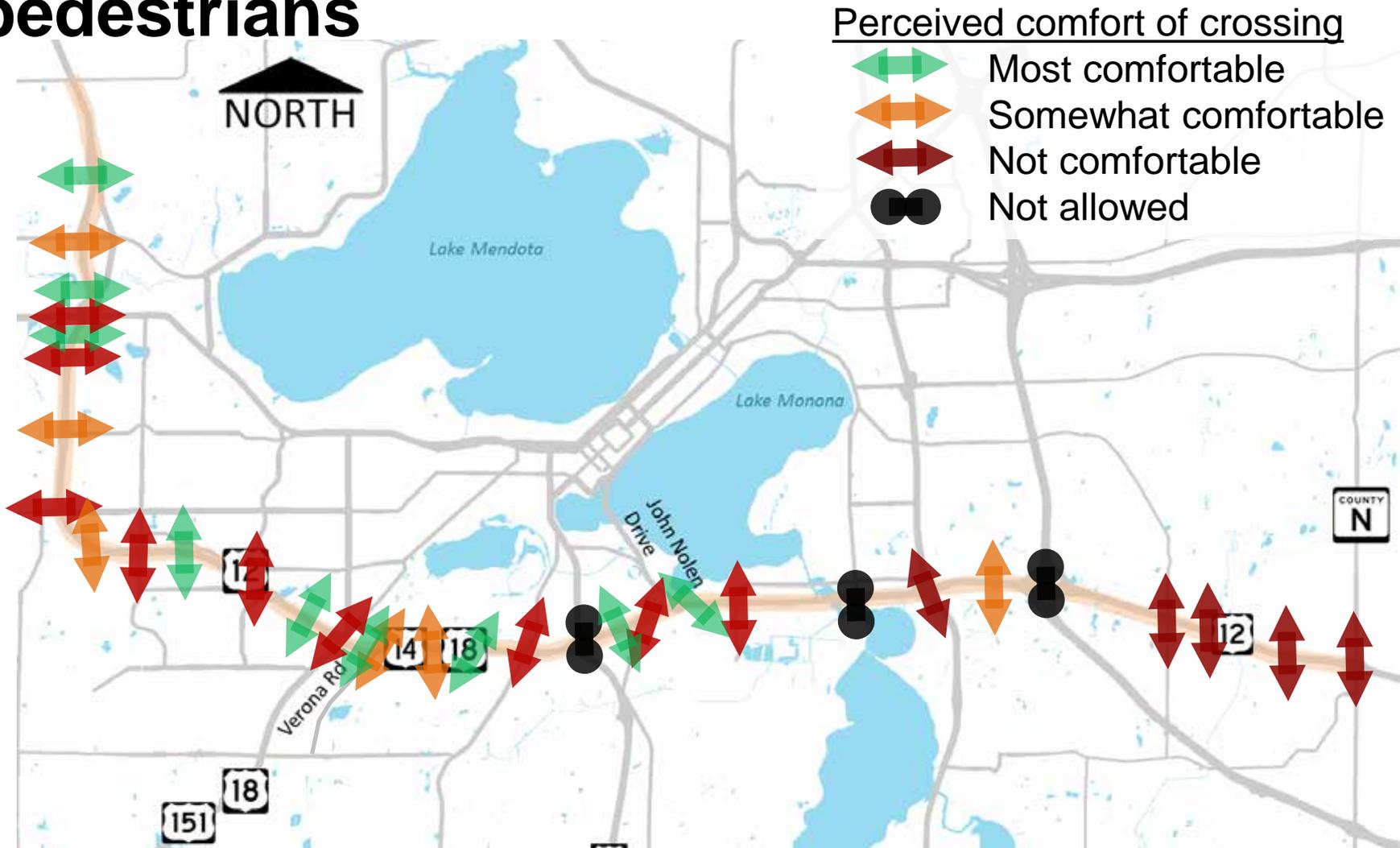
# Beltline crash rates



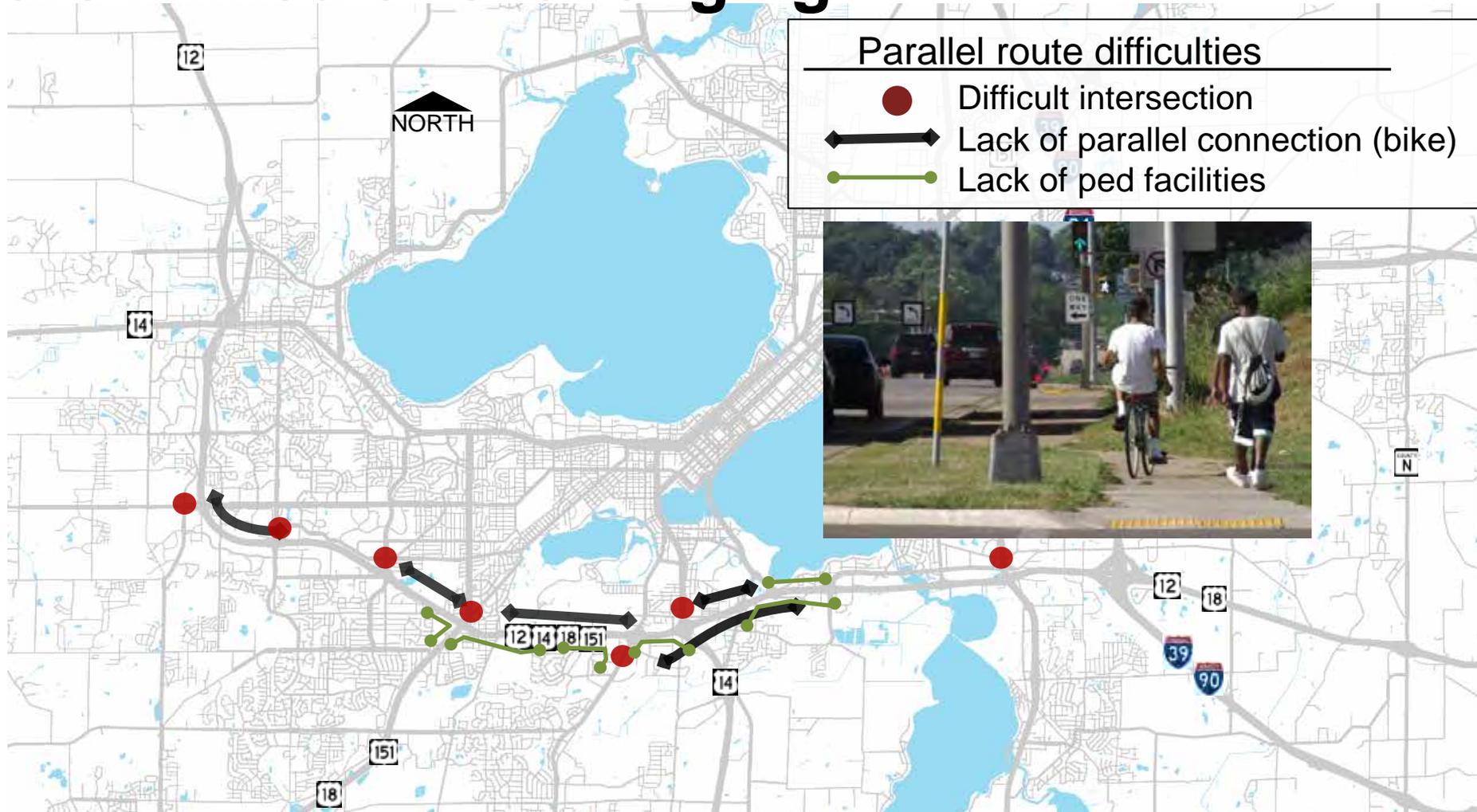
**2008-2012 crash facts:**

- 2,330 total crashes
- 470 crashes per year
- 1.3 crashes per day

# Beltline can pose a challenge to bikes and pedestrians



# Parallel routes for bicycles and pedestrians are limited or challenging



# What will we need in 2050?



Photo credit: Bryce Richter and UW-Madison University Communications 2008.

# 4. Planning and Environment Linkages



# A Planning and Environment Linkages Study (PEL) will allow the study results to flow directly into an Environmental Impact Statement



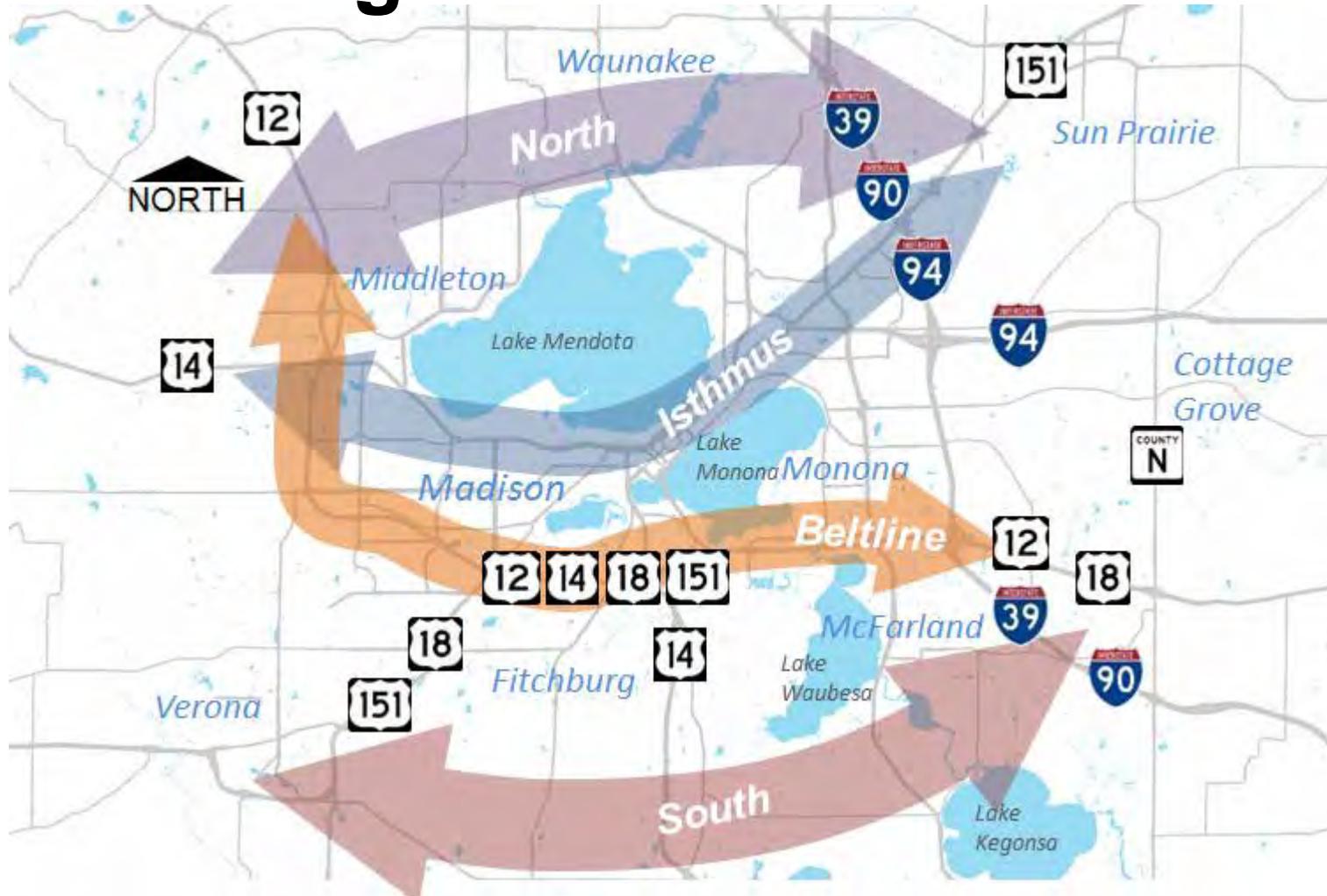
**Allows streamlined and efficient project review through extensive early coordination and public involvement**



# What are the Benefits of a PEL Study?

- Engages broad range of stakeholders to plan for area's environmental, community, and economic future in light of transportation problems and needs
  - Improves strategies development process
  - Extensive outreach increases public involvement
- Improves process efficiency and reduces cost
  - Screens out ineffective strategies early in the study process
  - Reduces duplication of effort later in the study process
- Reduces controversy
  - Increases stakeholder understanding of outcomes
  - Evaluates potential solutions against clear and easily understood criteria

# Many strategies and corridors will be investigated



# Many strategies and corridors will be investigated

Increasing the use of transit and non-motorized modes will be an important part of any strategy. High capacity transit will also be investigated

WisDOT, Dane County, and City of Madison

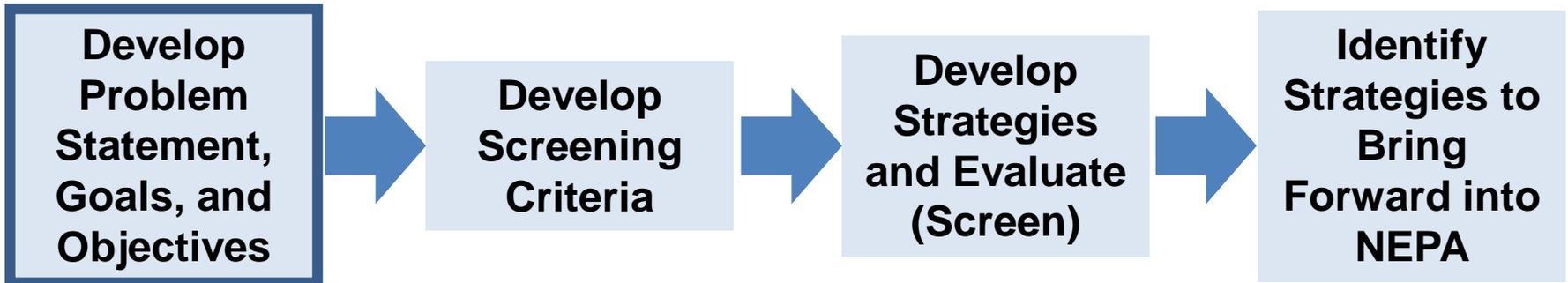
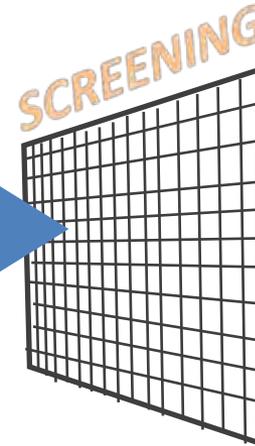
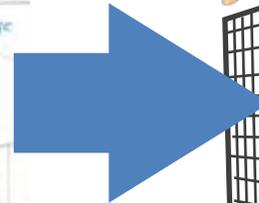
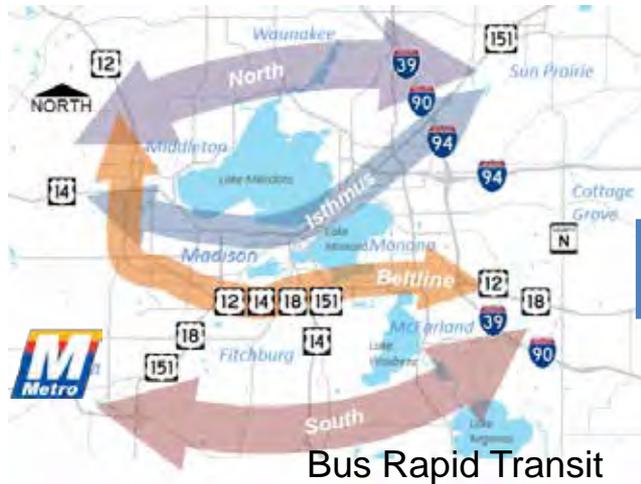


<http://www.transport2020.net/>



<http://www.transport2020.net/>

# PEL Process



# 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.

# Draft objectives

- Improve safety for all travel modes.
- Address Beltline infrastructure condition and deficiencies.
- Address system mobility (congestion) for all travel modes;
  - Local and Regional Passenger Vehicles
  - Transit
  - Pedestrian
  - Bicycle
  - Freight
- Limit impacts to a responsible level of social, cultural, and environmental effects.
- Increase system travel time reliability for regional and local trips.
- Improve connections across and adjacent to the Beltline for all travel modes.
- Enhance efficient regional multimodal access to Madison metropolitan area economic centers.
- Decrease Beltline traffic diversion impacts to neighborhood streets.
- Enhance transit ridership and routing opportunities.
- Improve pedestrian and bicycle accommodations.
- Complement other major transportation initiatives and studies in the Madison area.

# We want your input!

- Do you agree with the problem statement?
- Do you have suggestions for Beltline objectives?
- Do you have specific experiences that you'd like to share?

**Please let us know by talking to us  
or use the comment sheets!**

# Questions?

[madisonbeltline.dot.wi.gov](http://madisonbeltline.dot.wi.gov)

# Your input will help develop and evaluate strategies

2 to 3 year study will end in 2015

Improvements are not anticipated until after 2020

