

Madison Beltline Planning and Environment Linkages (PEL) Study Public Involvement Meeting Presentation

FALL 2015

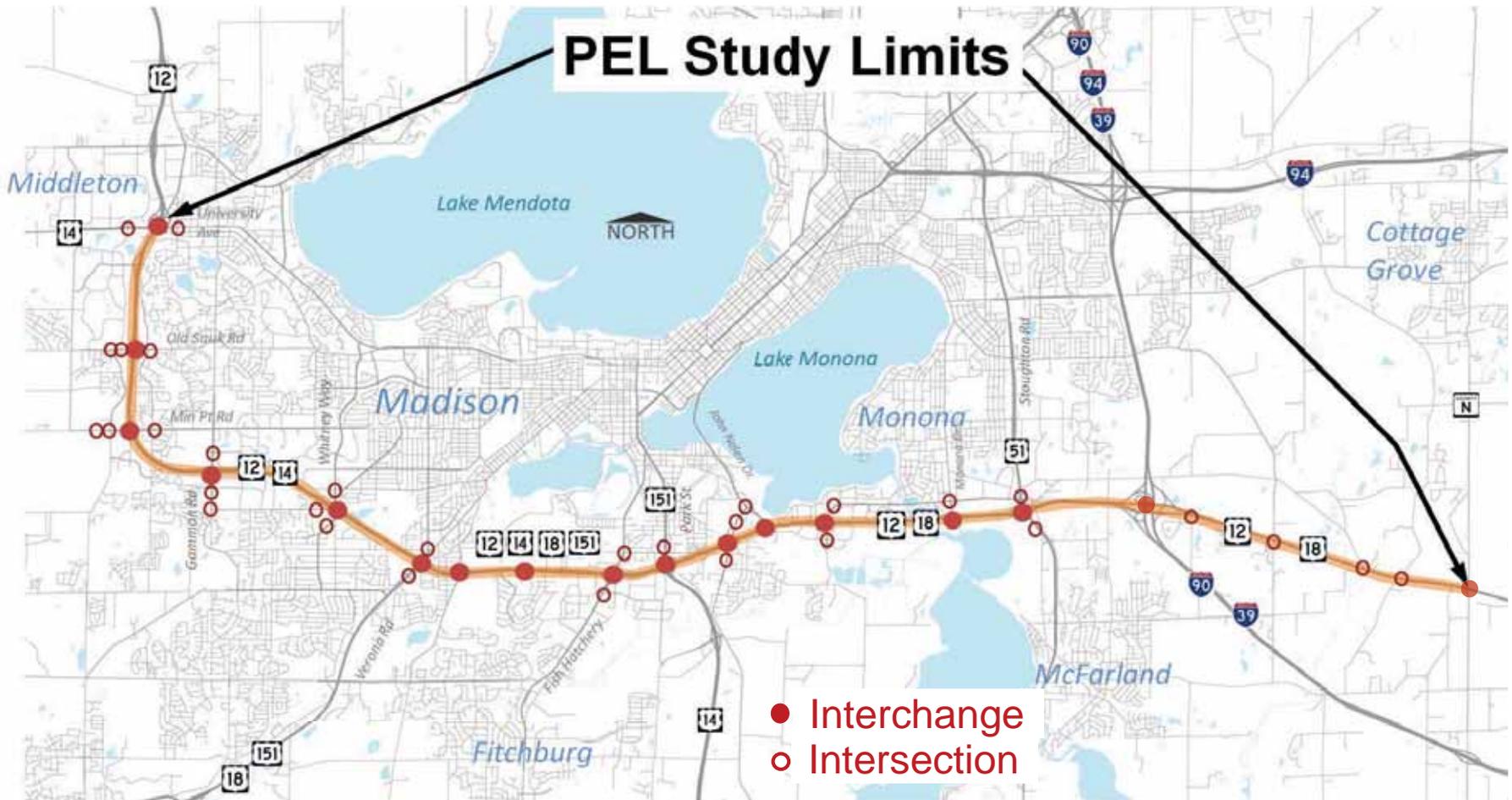


Agenda

- ▶ **Beltline Challenges**
- ▶ **Beltline Study Process**
- ▶ **Stakeholder Involvement**
- ▶ **Strategy Development and Analysis Results**
- ▶ **Next Steps**



Study corridor limits



Beltline Challenges



Why is the Beltline being studied?

- ▶ Motor vehicle congestion
- ▶ High crash rate
- ▶ Complex Regional traffic patterns
- ▶ Bike/ped/Transit needs
- ▶ Compatibility with other study recommendations
- ▶ Few alternate routes
- ▶ Deteriorating physical conditions

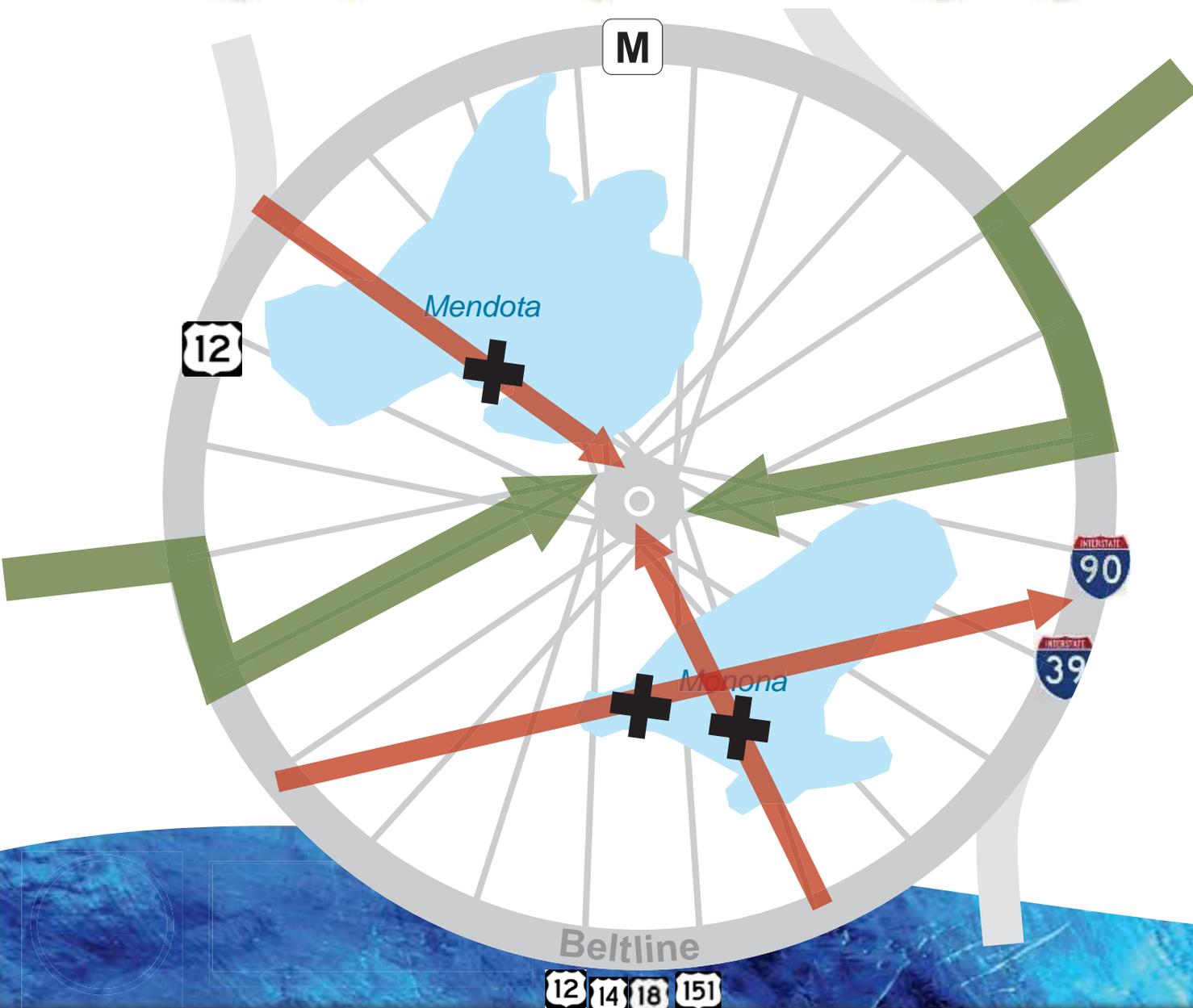


Why is the Beltline being studied?

- ▶ Motor vehicle congestion
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- ▶ Bike/ped accommodation needs
- ▶ Transit needs
- ▶ Few alternate routes
- ▶ Deteriorating physical conditions

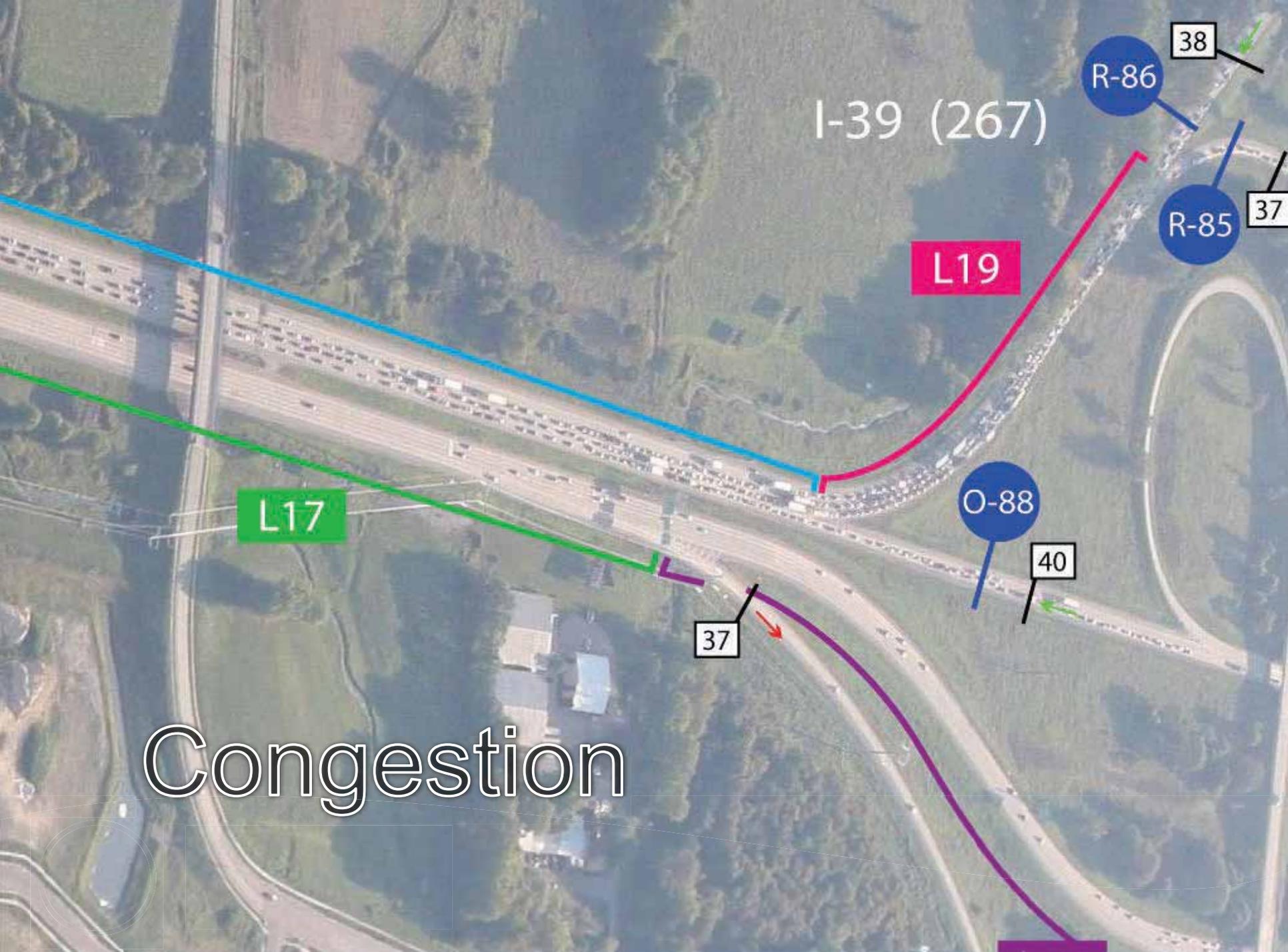


Geographically challenging travel



Direct

Indirect



I-39 (267)

L19

L17

R-86

R-85

O-88

38

37

40

37

Congestion

Beltline Study Process



Three Study Parts

Part 1 : O/D Study

- Data Collection = Summer/Fall 2012
 - Analysis = 2013/14
 - Completed Report = Fall 2014

Part 2: Planning and Environment Linkages (PEL) Study

- Work Plan = Fall 2012
 - Completion = Early 2016

Part 3: Environmental Impact Statement

- Begin = Spring 2016
 - Anticipated Completion Dates
(Multiple environmental documents)
2017-2022



WisDOT collected unprecedented amount of Dane County travel data



Bluetooth
Technology
TADI/Traffax, Inc.



Aerial Time
Lapse
Photography
Skycomp, Inc.

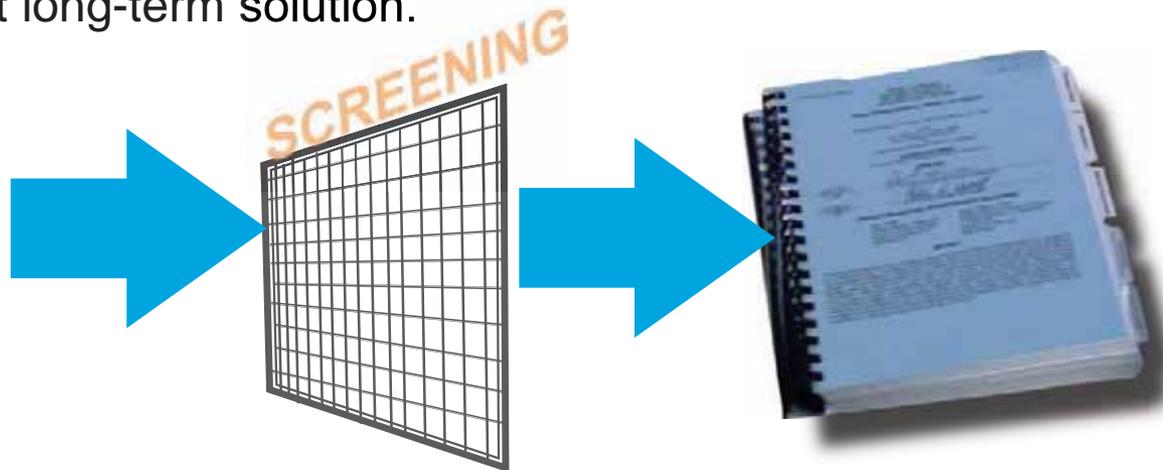


Volume Data
WisDOT/TADI

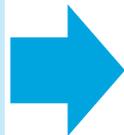


Beltline PEL process

A *COLLABORATIVE* approach to transportation decision making that engages a broad spectrum of agencies and community stakeholders and considers the area's long-term environmental, community and economic goals in developing the best long-term solution.



**Develop
Problem
Statement,
Goals, and
Objectives**



**Develop
Screening
Criteria**



**Develop
Strategies
and Evaluate
(Screen)**

We are here



**Identify
Strategies to
Bring
Forward into
NEPA**



PEL Objectives/Desired Outcomes

- Improve safety for **all travel modes**.
- Address Beltline infrastructure condition and deficiencies.
- Address system mobility (congestion) for **all travel modes**.
 1. **Pedestrian**
 2. **Bicycle**
 3. **Transit**
 4. Local and regional passenger vehicles
 5. Freight
- Limit adverse social, cultural, and environmental effects to the extent practicable.
- 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.
- Support infrastructure and other measures that encourage **alternatives to single occupancy vehicle travel**.

Stakeholder Involvement



Stakeholder involvement opportunities

Government

- City of Madison – Department of Civil Rights
- Village of Cottage Grove
- South Metropolitan Planning Council
- Village of Oregon
- Dane County Executive's Office
- Village of DeForest
- City of Madison PBMVC
- City of Madison LRTPC
- City of Madison Planning Commission
- City of Middleton Council
- Village of Maple Bluff
- City of Fitchburg Public Works
- City of Fitchburg Council
- Village of Waunakee
- City of Stoughton
- Local Government Briefings–3 meetings

Groups

- Network of Black Professionals
- Greater Madison Chamber of Commerce (GMCC)-Public Policy Committee
- Madison Region Economic Partnership (MADREP)
- Smart Growth Greater Madison
- John Muir Sierra Club
- State Smart Transportation Initiative
- Centro Hispano
- Urban League of Greater Madison
- Allied Area Taskforce
- Downtown Madison Inc.- Trans. & Parking Committee-Bicycle subcommittee

Neighborhoods

- East Madison Monona Rotary Club
- Meadowood Neighborhood Association
- Waunakee Rotary Club
- Madison South Rotary
- Greater Madison Convention & Visitors Bureau-Community Relations Committee
- Greater Madison Convention & Visitors Bureau (GMCVB)
- YWCA – Construct U Class
- Arbor Hills Neighborhood
- Rotary Club of Madison – West Towne
- Town of Verona
- Latino Academy
- Orchard Ridge Neighborhood Association
- Madison West Rotary Club
- Dunn's Marsh Neighborhood Association
- Wisconsin Energy Institute
- Optimist Breakfast Club of Madison
- Madison Horizons Rotary

- Leopold Neighborhood Assoc.
- Realtors Assoc. of South Central Wisconsin– Government Affairs Committee
- UW Arboretum
- University Research Park
- YWCA
- Downtown Madison Rotary
- National Active Retired Feral Employees Association

Committees

- Policy Advisory Committee (PAC)–10 meetings
- Technical Advisory Committee (TAC)–9 meetings
- Agency Meetings–3 meetings
- Transit Focus group–2 meetings
- Bike/Pedestrian Focus Group–6 meetings

170+ Meetings



Strategy Development and Analysis Results

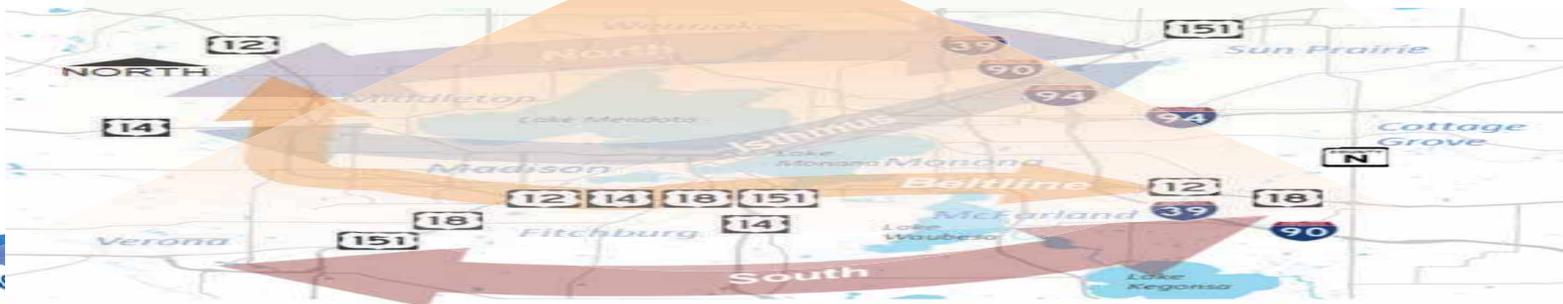


Screening strategies



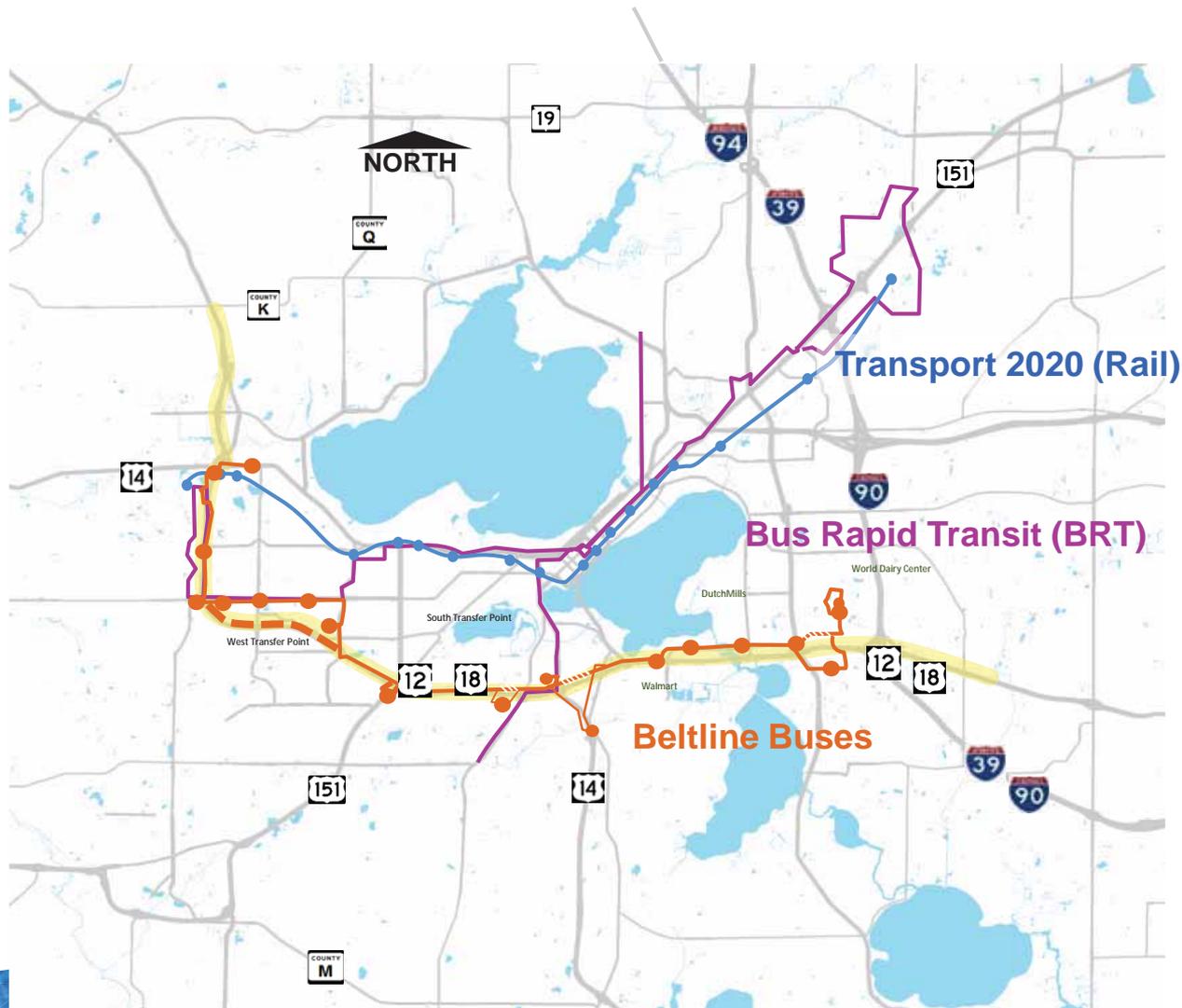
High Level look at
Broad Range of
Potentially Effective
**Stand-alone
Strategies**
(completed)

More detailed look
at Individual Modal
Components
and combinations



Evaluation of broad modal strategies

Transit



Evaluation of broad modal strategies

North Waunakee Corridor

South Waunakee Corridor

South Reliever Corridor



Highway Corridors

Modal strategy observations

Transit

- ▶ New Transit Systems (i.e. BRT, Transport 2020, etc.) do not reduce Beltline traffic. Enhancing existing transit system remains a study objective and is expected to be part of a solution studied in the EIS.

Highway Corridors

- ▶ A new roadway north of Lake Mendota does not reduce Beltline traffic or address Beltline objectives, will not be part of Beltline Solution.
- ▶ South Reliever would not reduce Beltline volumes, only slow their growth, is not stand-alone solution.

Evaluation of scenarios

More Compact Land Use



Scenario B

Triple Bike/ Transit Ridership



3X

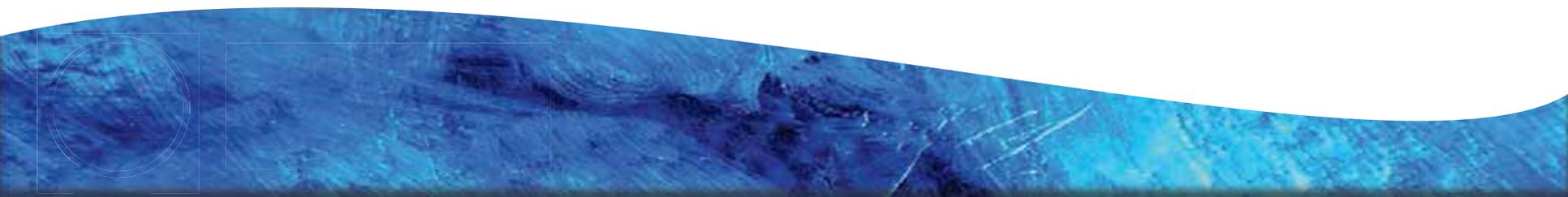
Scenario planning observations

Compact Land use (Scenario B)

- ▶ Compact land use patterns increase potential BRT ridership by 20%
- ▶ Compact land use patterns increase Beltline volumes, and therefore does not reduce Beltline's transportation role.

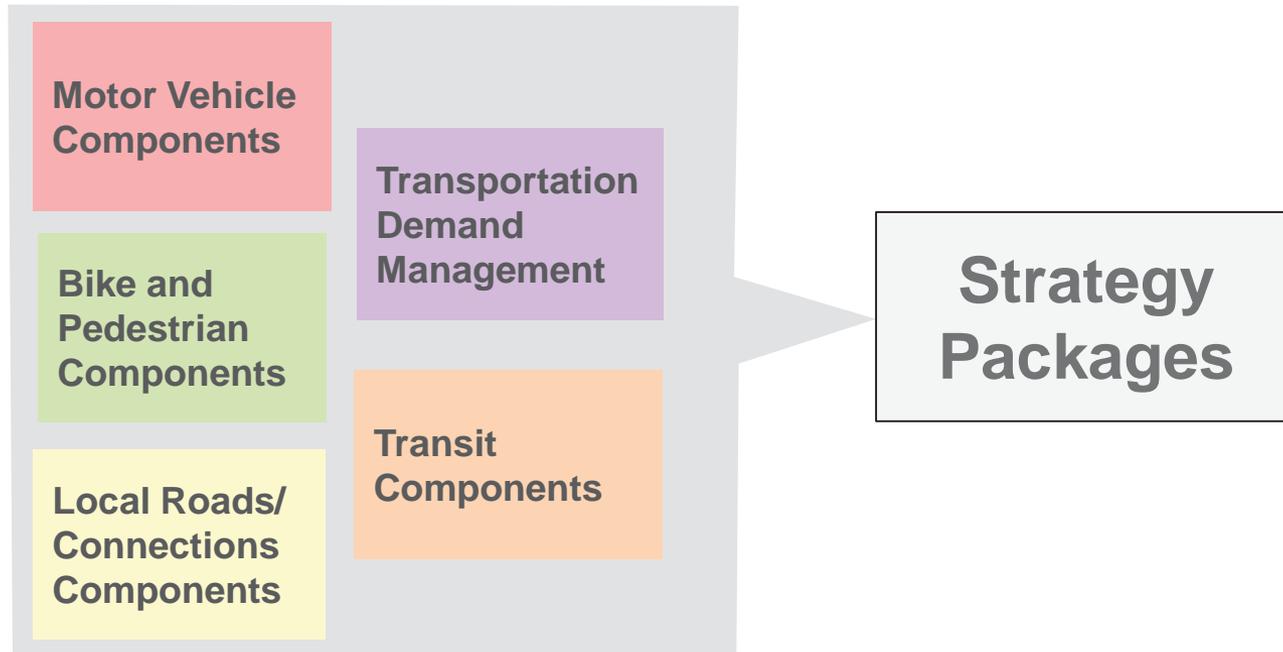
Increased Transit and Bike Ridership

- ▶ Increasing transit and bike ridership reduces traffic volumes through the isthmus over what would otherwise occur.
- ▶ Increasing transit and bike ridership has limited effect on Beltline volumes and Beltline improvements would still be needed.



What's in.

Assemble individual components into Strategy Packages



Strategy modal components

Develop and Test Individual Modal Improvement Components

Beltline lane arrangements/additions
Interchange Alterations

Grade separated crossings
Local road enhancements

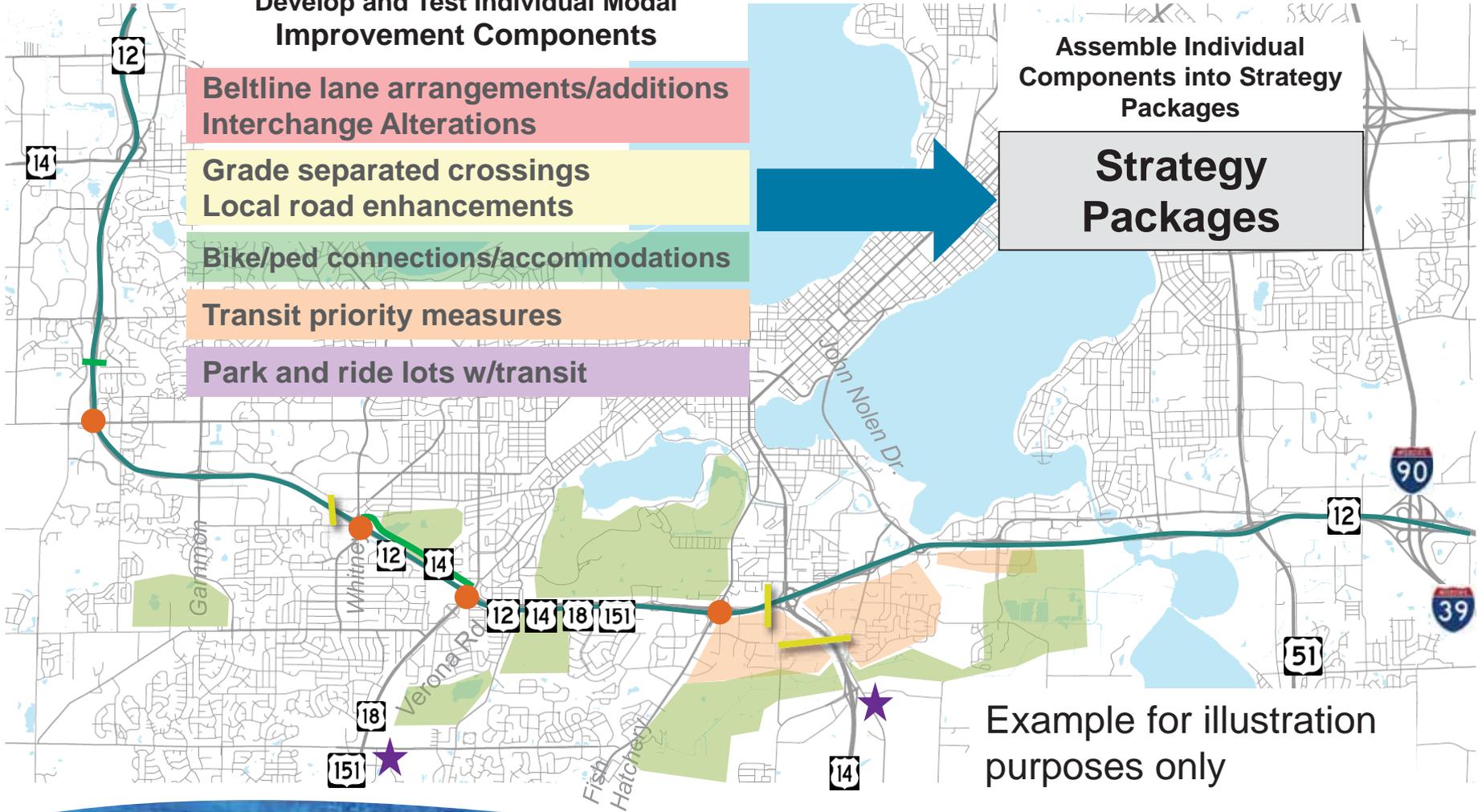
Bike/ped connections/accommodations

Transit priority measures

Park and ride lots w/transit

Assemble Individual Components into Strategy Packages

Strategy Packages



Example for illustration purposes only



Motor vehicle component

1. Hard Shoulder Running

Allows all vehicles to use one of the two shoulders as a travel



2. Bus on Shoulder

Allows buses to use shoulder under certain conditions.



3. Bus Only Lane

A dedicated bus lane, typically located on the inside.



Motor vehicle component

4. High Occupancy Vehicle Lane

(option for tolling - HOT lane - could be examined)

Dedicated lane for vehicles with 2 or more occupants. Static or dynamic tolling could be examined. (often called High Occupancy Toll lane, or HOT lane).

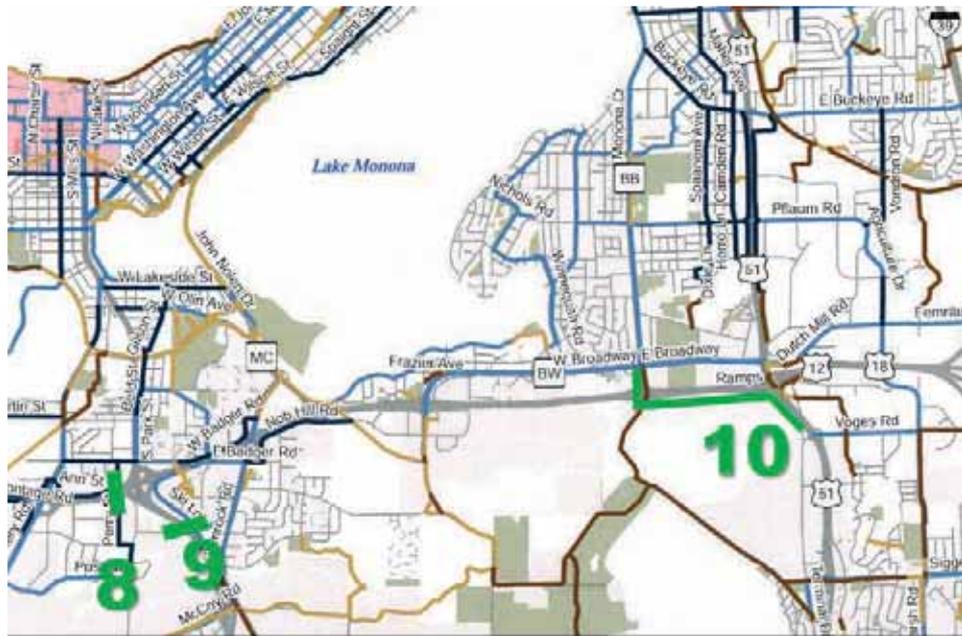


5. Conventional Lane

General purpose lane(s) for all vehicles.



Example bike/ped components



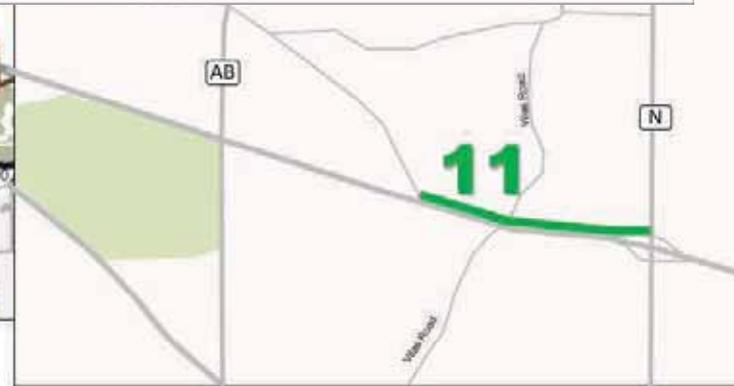
Legend

Existing Bikeways

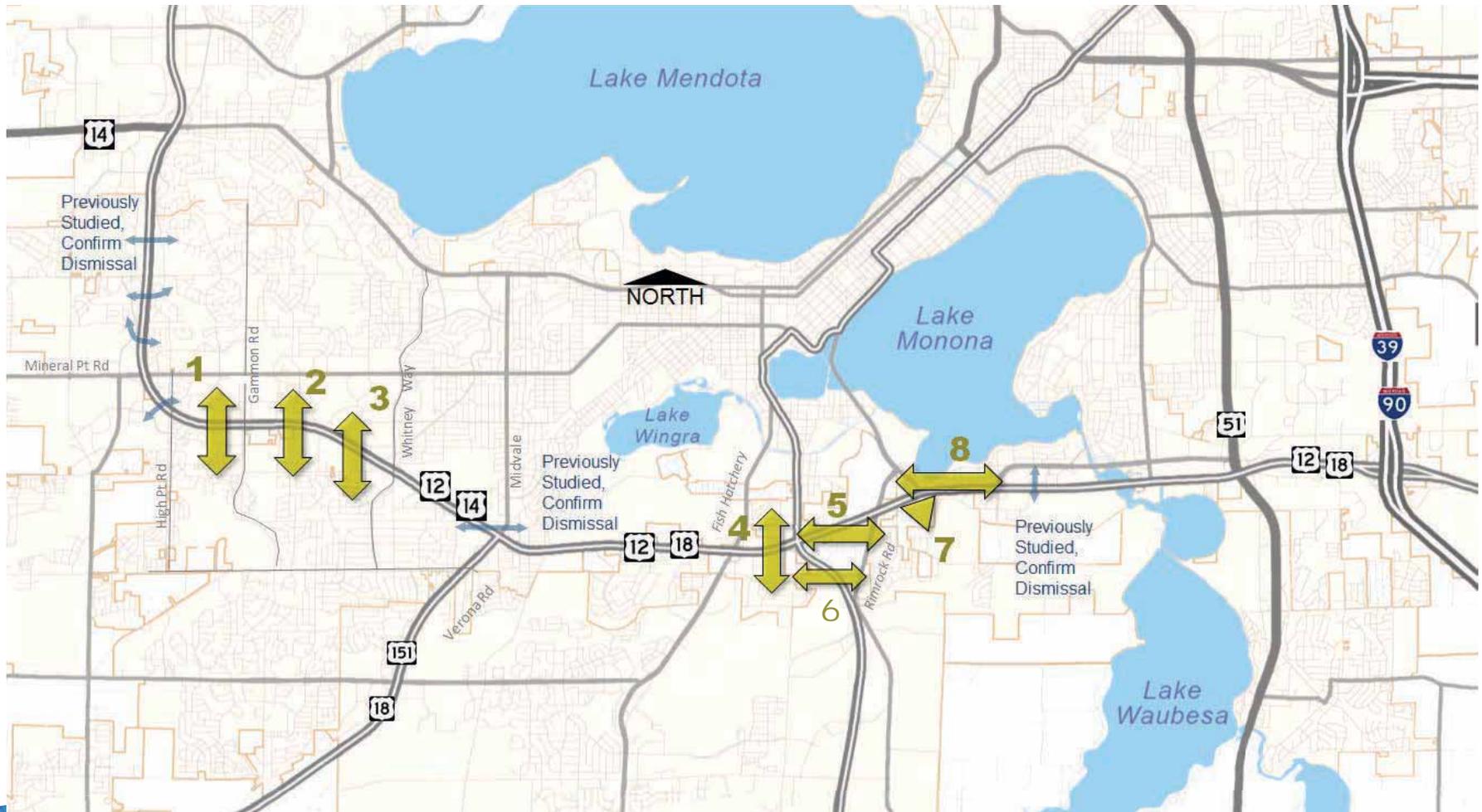
- Off-Street Path (represented by a blue line)
- On-Street Route/Facility/Accommodation (represented by a brown line)

Proposed Bikeways

- Off-Street Path (represented by a blue line)
- On-Street Route/Facility/Accommodation (represented by a brown line)
- Bike/Ped Crossing or Connection that could be associated with a Beltline Strategy Package (represented by a thick green line)

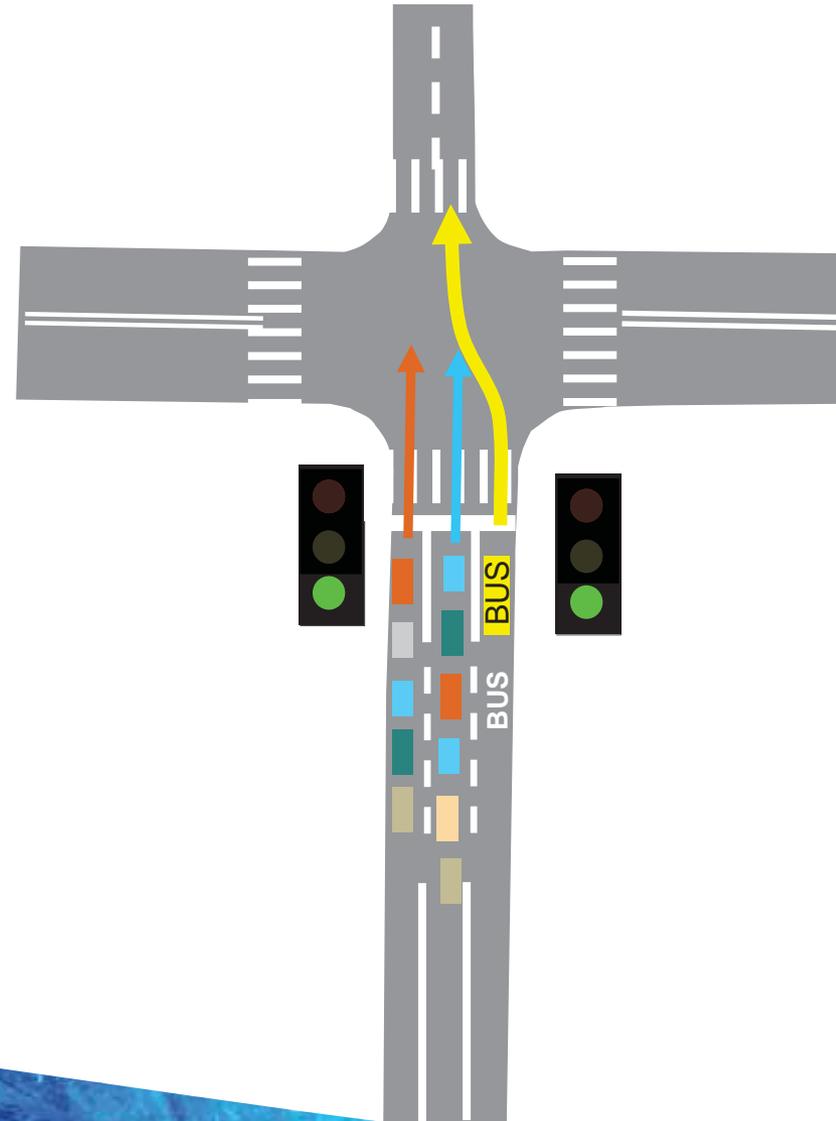


Example local connection components

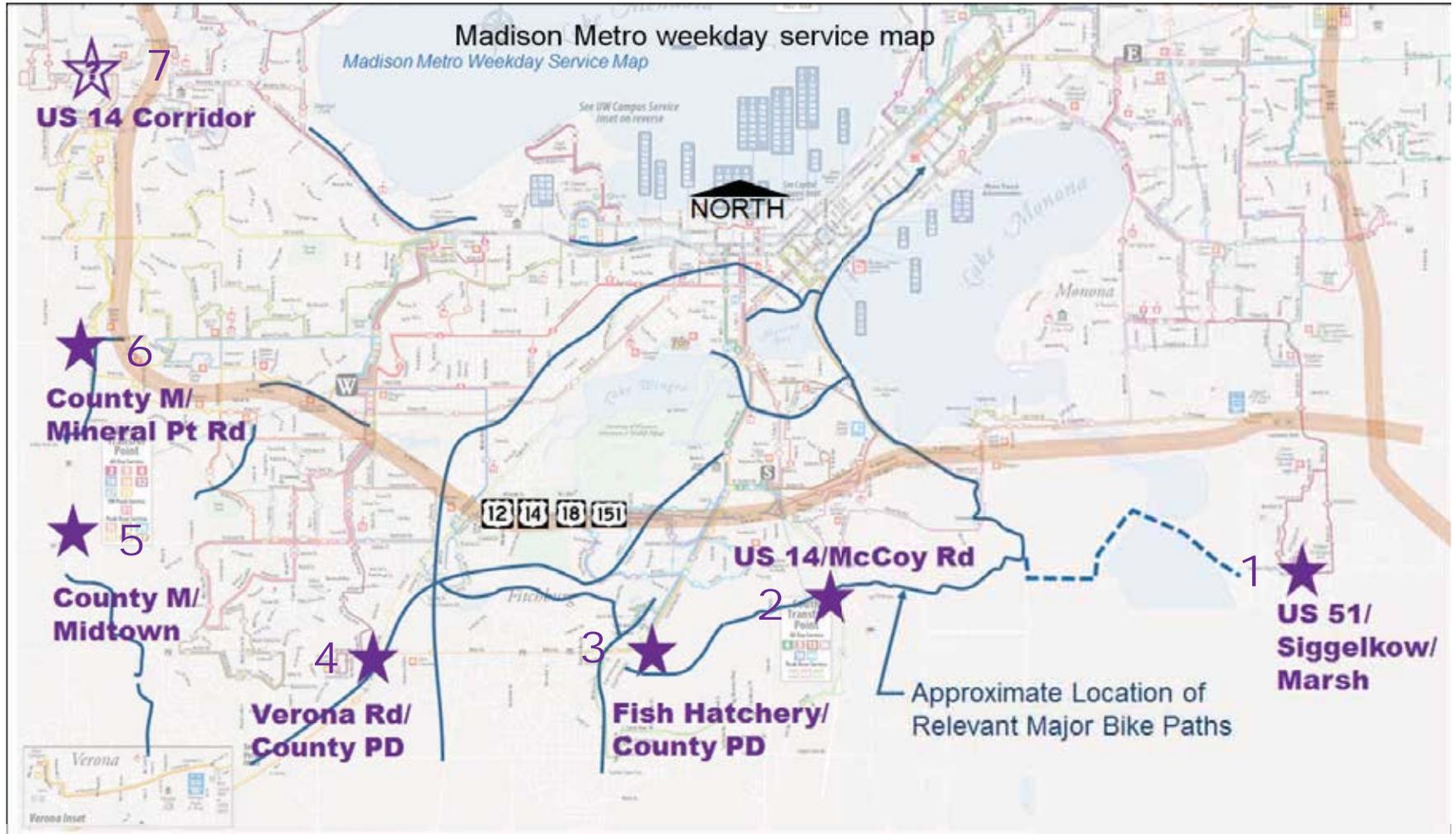


Example transit priority component

- ▶ Considers Transit Priority at service interchanges along the Beltline



Example park and ride locations



Component evaluation

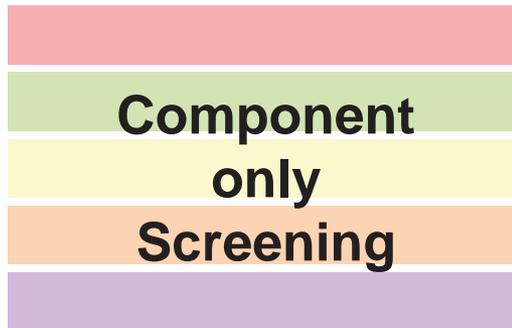
Summary

Ind	CC	Somewhat	No	Yes	The rest of
A					
B		Detailed			
C		<p>Somewhat</p> <ul style="list-style-type: none"> It is undetermined how many ped/bike would use this crossing, but it would provide an alternate route to bypass the Gammon Road interchange 	<p>No</p> <ul style="list-style-type: none"> A dedicated ped/bike crossing already exists at this location. 	<p>Yes</p> <ul style="list-style-type: none"> This crossing would provide an alternate route for peds and cyclists to bypass the Whitney Way interchange, which is difficult for peds/bikes to navigate. 	
E					
F					
G					
H		<p>Somewhat</p> <ul style="list-style-type: none"> May duplicate function of High Point Road crossing. 			
I		<p>Somewhat</p>			
J	service?				
K	Does it have that make tra (Transit Prior				
		<p>No</p> <ul style="list-style-type: none"> It is unlikely this crossing would have much effect on Beltline crashes. 	<p>No</p> <ul style="list-style-type: none"> It is unlikely this crossing would have much effect on Beltline crashes. 	<p>No</p> <ul style="list-style-type: none"> It is unlikely this crossing would have much effect on Beltline crashes. 	

What's ahead.

Strategy packages development

- Component screening analysis will be defined and detailed
- Strategy Package screening analysis non-specific and less detailed



Detailed analysis
eliminates ineffective
components



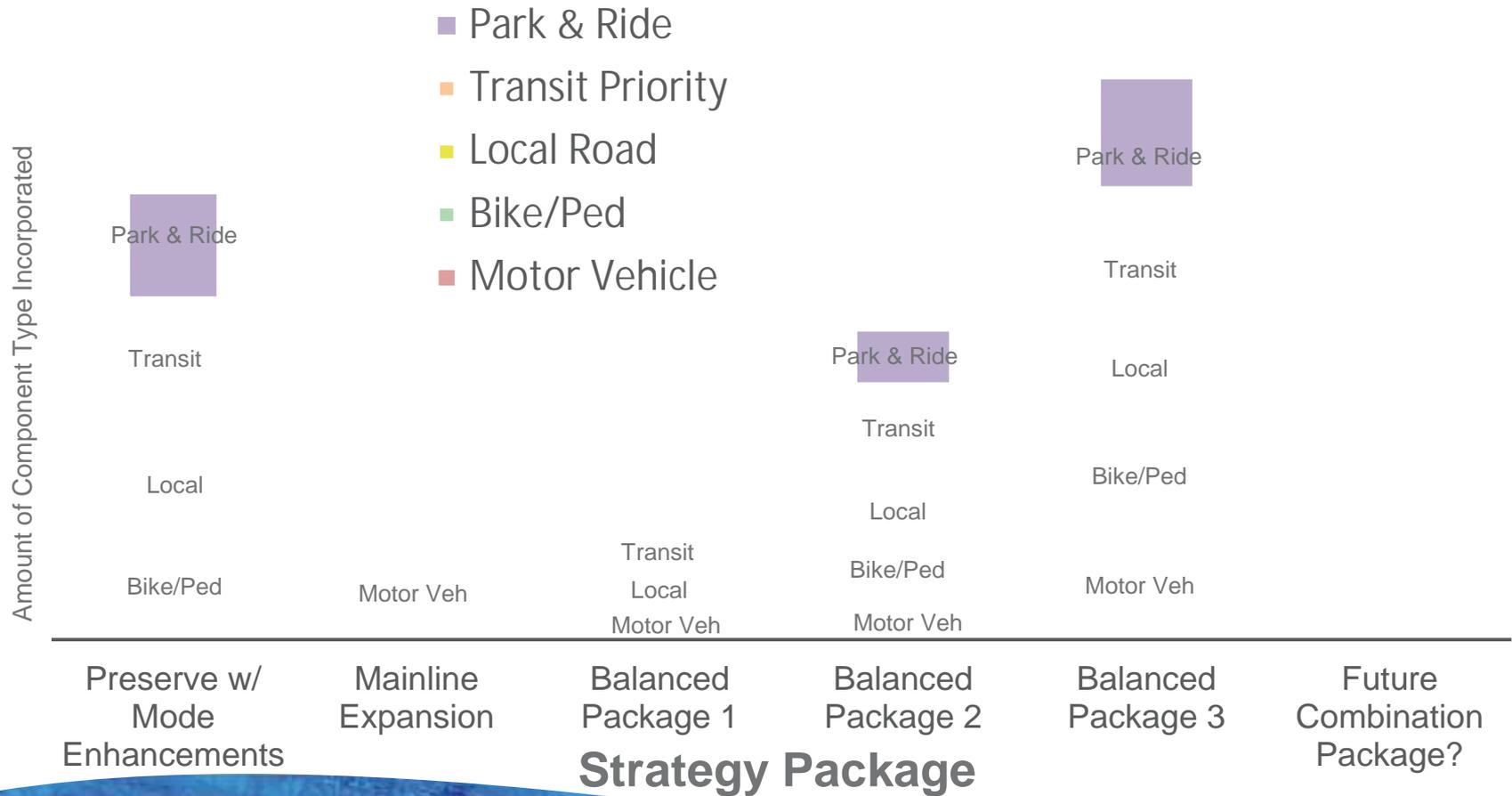
**Strategy
Packages w/
generic
components**

Does not communicate
commitment to components
prematurely

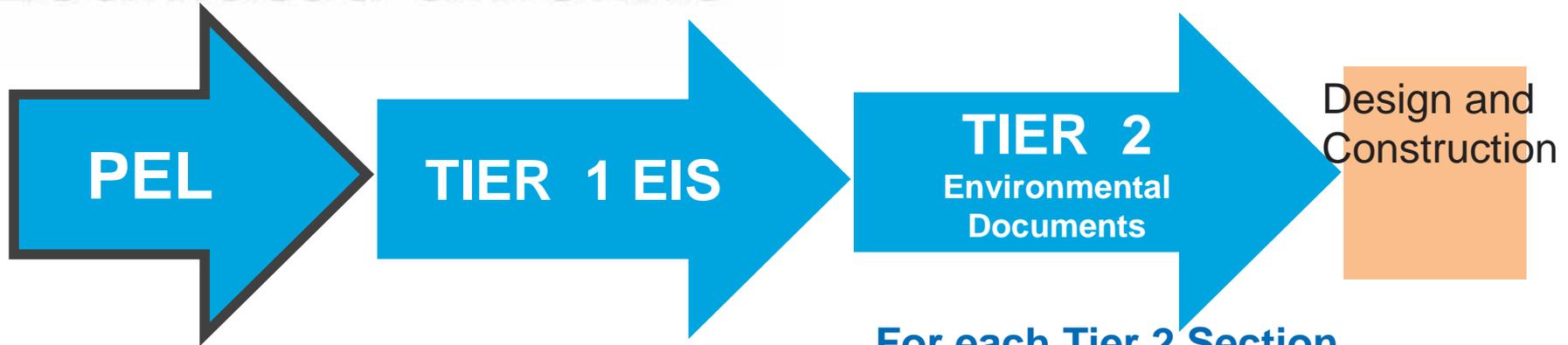
Allows public vetting of
different package combinations
in next study phase



Strategy Package Assembly



Estimated timeline



Screen and Eliminate unreasonable or ineffective components

Select general modes

Adopt PEL Findings

Select preferred corridor alternative.

Select general component locations, including crossings, bike/ped, etc.

Select general Beltline capacity

Identify corridor sections for Tier 2 analysis

For each Tier 2 Section
(likely multiple documents)

Analyze and document specific alternative geometry and impacts of all components

Select specific Preferred Alternative

2016

2017-18

2022

2025+

We want your input!

- ▶ What do you think would be the most effective components?
- ▶ What do you think would be the most useful combination of components?
- ▶ What type of improvements would you like to see made?

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



Questions?

Contacts: WisDOT Southwest Region

- ▶ Larry Barta, WisDOT Project Manager
 - (608) 246-3884
- ▶ Robert Knorr, WisDOT Deputy Project Manager
 - (608) 246-5444
- ▶ Michael Bie, Project Communications Manager
 - (608) 246-7928
- ▶ Steven Theisen, Southwest Region Communications Manager
 - (608) 884-1230

Let us know if you would like WisDOT to make a presentation to your group.

www.madisonbeltline.dot.wi.gov



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