

Report for
**Wisconsin Department of
Transportation**

Madison Beltline Planning and Environment
Linkages Summary Report

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ABBREVIATIONS AND DEFINITIONS

AASHTO	American Association of State Highway and Transportation Officials
APA-WI	American Planning Association–Wisconsin Chapter
ATR	Automatic Traffic Recorder
AWSC	All-Way Stop-Control
BIC	Beltline Interchange with I-39/90
BIIM	Beltline Improvements Investigations Memorandum
BRT	Bus Rapid Transit
BSHP	WisDOT Bureau of State Highway Programs
Cambridge	Cambridge Systematics
CAP-X	Capacity Analysis for Planning of Junctions
CARPC	Capital Area Regional Planning Commission
CAV	Connected and Automated Vehicles
CBD	Central Business District
CD	Collector-Distributor Roads
Centro Hispano	Centro Hispano of Dane County
CEQ	Council on Environmental Quality
CP	Coordination Plan
CSSRA	Capital Springs State Recreation Area
DATCP	Department of Agriculture, Trade, and Consumer Protection
DDI	Diverging Diamond Interchange
DHV	Design Hour Volume
DLT	Displaced Left Turn
DPTSU	Dynamic Part-Time Shoulder Use
Dunn	Town of Dunn, Wisconsin
EAI	Encroachment-Alteration Impacts
ECR	Existing Conditions Report
EDC	Everyday Counts
EIS	Environmental Impact Statement
EJ	Environmental Justice
FAST Act	Fixing America's Surface Transportation Act
FDM	Facilities Development Manual
FEC	Future, Existing, and Committed
FEMA	Federal Emergency Management Association
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GP	General Purpose
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HSIP	Highway Safety Improvement Program
IAM	Impact Analysis Methodology
IIIM	Interchange Improvement Investigations Memorandum
IGI	Induced-Growth Impacts
ITS	Intelligent Transportation Systems
K30	30th Highest Hourly Volume

L&F	Leonard & Finco Public Relations, Inc.
LCS	Lane-Use Control Sign
LEP	Limited English Proficiency
LOS	Level of Service
LPA	Locally Preferred Alternative
LTS	Level of Traffic Stress
MAP 21 Act	Moving Ahead for Progress in the 21st Century Act
MATPB	Madison Area Transportation Planning Board
Metro	City of Madison Metro Transit
MIIRR	Mainline and Interchanges Improvements Refinement Report
MMSD	Madison Metropolitan School District
MOU	Memorandum of Understanding
mph	Miles Per Hour
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NPS	National Park Service
NRCS	Natural Resources Conservation Service
OD	Origin-Destination
PAC	Policy Advisory Committee
PEL	Planning and Environment Linkages
PIM	Public Involvement Meeting
PIP	Public Involvement Plan
QWS	Queue Warning System
RCN	Reconnecting Communities and Neighborhoods
RNSE	Root Normalized Squared Error
SOV	Single-Occupancy Vehicle
SPUI	Single Point Urban Interchange
SSR	Stand-Alone Strategies Report
STH	State Trunk Highway
Strand	Strand Associates, Inc. [®]
TAC	Technical Advisory Committee
TADI	Traffic Analysis & Design, Inc.
TAFIS	Traffic Analysis and Forecasting Information System
TDM	Travel Demand Model
TEOpS	Traffic Engineering, Operations, and Safety
TFS	WisDOT Central Office Traffic Forecasting Section
TIP	Transportation Improvement Program
TLAP	Time Lapse Aerial Photography
TPM	Transportation Planning Manual
Transport 2020	Transport 2020 New Starts Application
TSP	Transit Signal Priority
US	United States Highway
USACE	United States Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency

UW	University of Wisconsin
v/c	Volume-to-Capacity
Vandewalle	Vandewalle & Associates, Inc.
vpd	Vehicles Per Day
vph	Vehicles Per Hour
WDNR/DNR	Wisconsin Department of Natural Resources
WHS-SHPO	Wisconsin Historical Society State Historic Preservation Officer
WIS	Wisconsin State Highway
WisDOT	Wisconsin Department of Transportation
WSOR	Wisconsin and Southern Railroad

Components—Components are multimodal improvements that when combined can address the Beltline PEL Study Goal and Objectives. The range of Components considered include multiple travel modes, such as driving, walking, bicycling, or riding transit. Some examples include adding a travel lane to the Beltline mainline, building a new roadway that crosses the Beltline, or building a new multiuse path parallel to the Beltline.

Component Concept—Component Concepts are planning-level layouts of individual improvements. Many Component Concepts were initially developed for the Beltline Interchange Improvement Investigations Memorandum (BIIM) and the Interchange Improvement Investigations Memorandum (IIIM).

Stand-Alone Strategy—An improvement strategy with high people-moving potential that, if constructed, might eliminate or reduce the need to complete additional Beltline mainline improvements to satisfy Root Beltline PEL Study Objectives for improving safety and reducing traffic congestion.

Strategy Package—An assembled group of multimodal Components designed to create a long-term vision for improvements on and near the Beltline corridor.