

Madison Beltline PEL Policy Advisory Committee

9/14/15 Strand Associates



Agenda

- ▶ Progress Since January 2015
- ▶ PEL Screening from Workplan
- ▶ Planned Screening Process
- ▶ Introduce Individual Component Screening Sheets
- ▶ Review screening examples



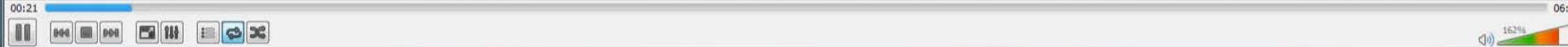
Progress Since January 2015 PAC



Since January 2014

- ▶ Continuing with Traffic Simulation Model Development
- ▶ Will be used in future years to test solutions



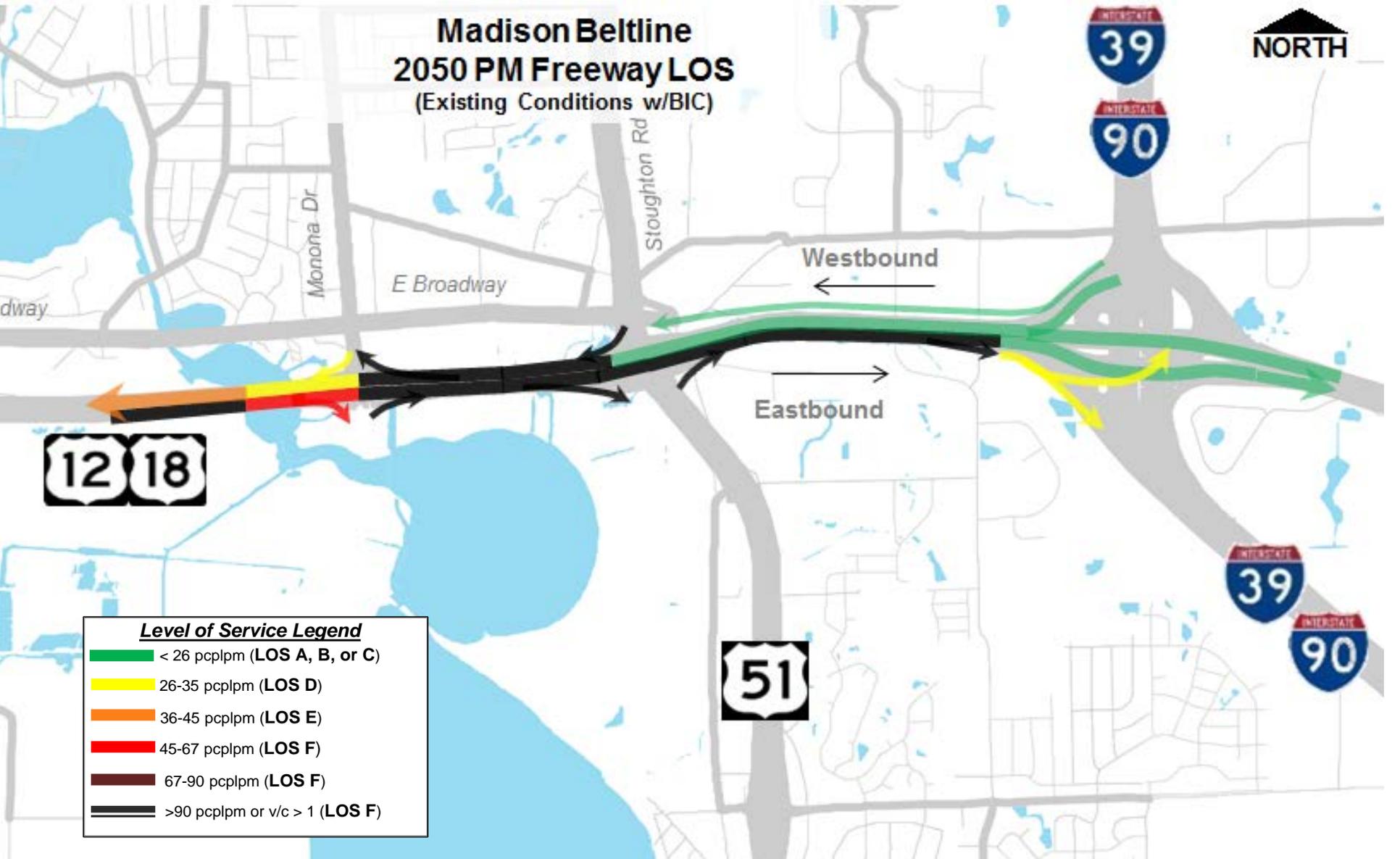


Since January 2014

- ▶ Evaluated schematic motor vehicle concepts that can be used in future years to identify potential solutions.



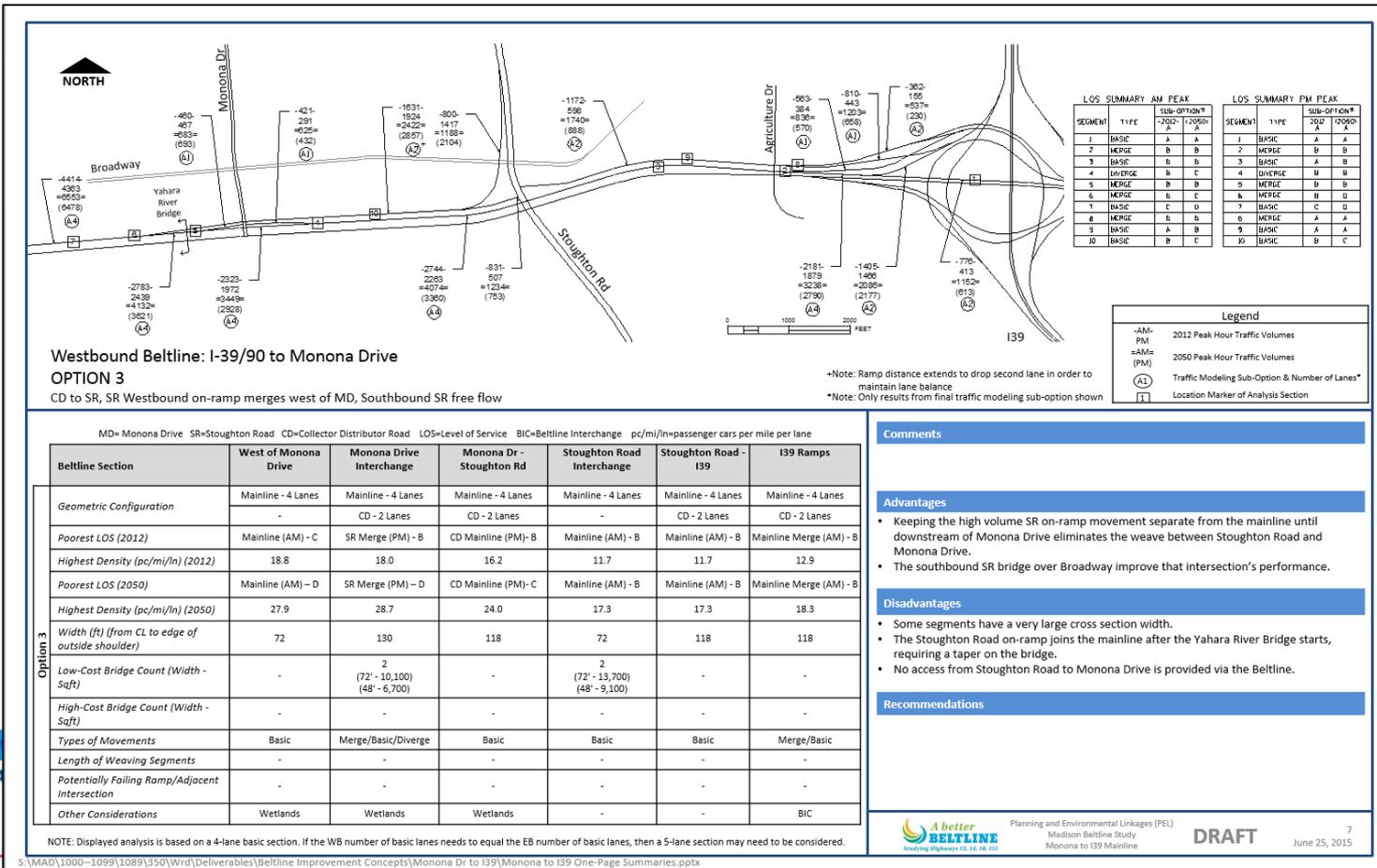
Madison Beltline 2050 PM Freeway LOS (Existing Conditions w/BIC)



Level of Service Legend

- █ < 26 pcplpm (LOS A, B, or C)
- █ 26-35 pcplpm (LOS D)
- █ 36-45 pcplpm (LOS E)
- █ 45-67 pcplpm (LOS F)
- █ 67-90 pcplpm (LOS F)
- █ >90 pcplpm or v/c > 1 (LOS F)

Schematics and Analysis Will Help Future Evaluation Understand Which Concepts Have Most Potential



Since January 2014

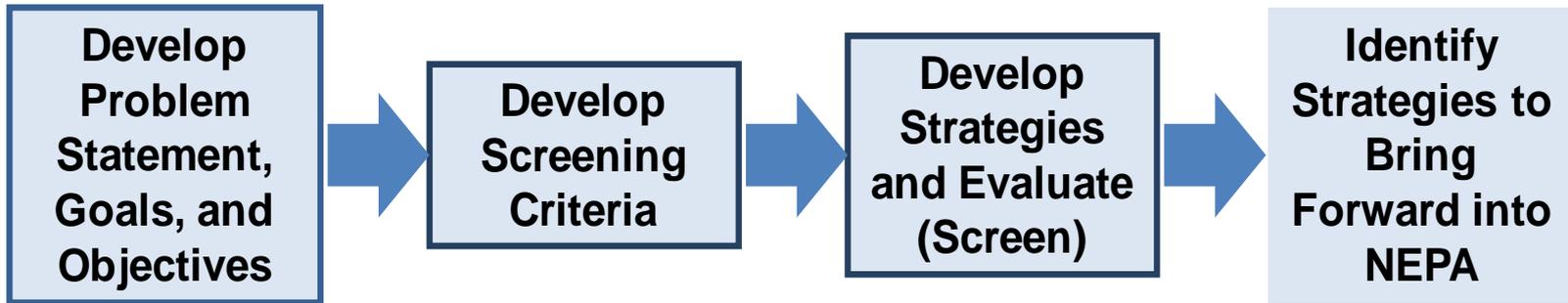
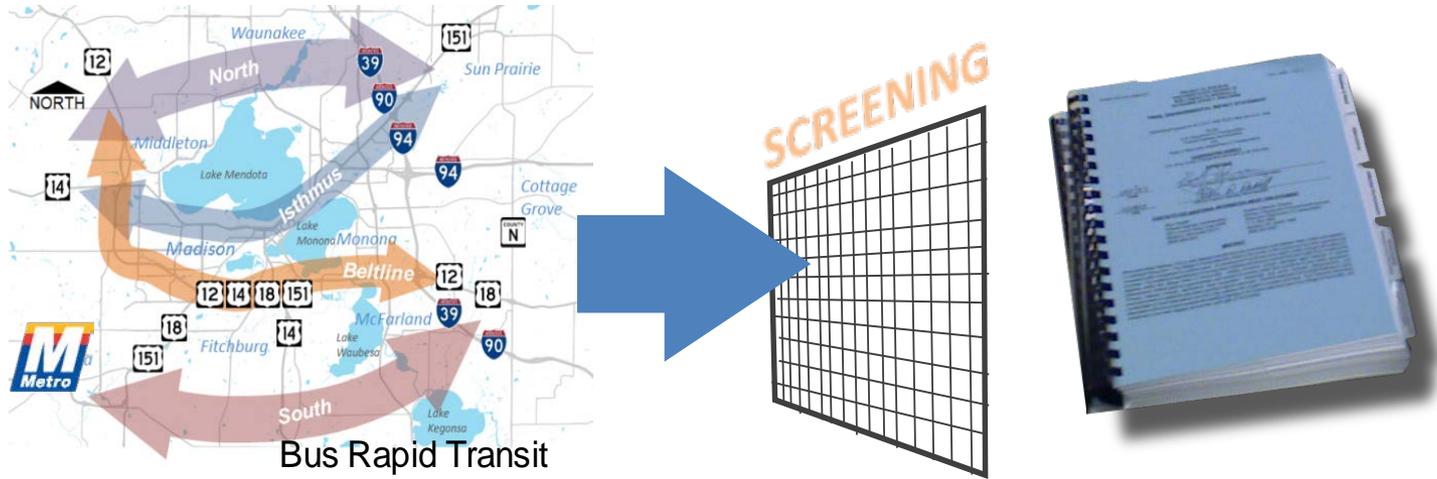
- ▶ Refinement of Individual Components
 - Bike and Pedestrian
 - Connections and Grade Separated Crossings
 - Transit Priority
 - Mode Transfer/Park and Ride Locations
 - Beltline Mainline Motor Vehicle
- ▶ Meetings with Arboretum, Capitol Springs, and other Stakeholders



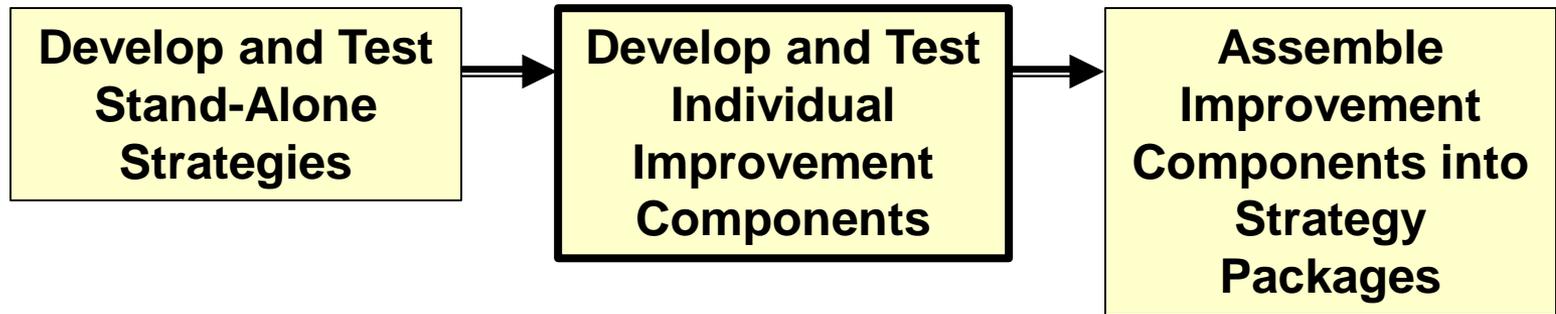
PEL Screening from Work Plan



PEL Process



Strategy Development Process



Example Broad Strategy Organization

11-13-2013

Example Motor vehicle

MV 1 BASE Reconstruction – no capacity increase
 This could reconstruct the Beltline with the existing capacity structure. Small modifications could be made at interchanges to improve safety/merging/diverging address deficiencies.

MV 2 Beltline capacity expansion
 This could add one, two, or more lanes of capacity to the Beltline in both directions accompanied by appropriate interchange improvements and auxiliary lanes.

MV 3 Beltline congestion management pricing
 This could add lane(s) of capacity to the Beltline and implement some form of congestion pricing or lane management.

MV 4 South Corridor
 This could add a new four lane expressway or freeway between Verona and I 39. The expressway option would have at-grade intersections and jug-handles. The freeway option would have interchanges.

MV 5 North Mendota Corridor
 This could a new four-lane expressway or freeway between US 12 and County M/WIS 19. The expressway option would have with at-grade intersections and jug handles. The freeway option would have interchanges.

Example Bike ped

BP 1 BASE Standard Bike-Ped Accommodations
 This would provide pedestrian and bicycle accommodations with the proposed facility in accordance with Trans 75.

BP 2 Parallel path (new align only)
 This could provide an adjacent path to new-alignment highway alternatives

BP 3 New connections
 This could create new dedicated path links in areas where bicycle/pedestrian connectivity limited. Examples could include new paths and/or grade separations.

BP 4 Intersection crossing treatments
 This could provide improved bicycle and pedestrian crossing of high traffic volume intersections adjacent to the Beltline. Examples could include special crossing treatments and/or grade separations.

Example Local system

LS 1 BASE
 Under the Base Local System strategy, no additional connections across or perpendicular to the Beltline would be made.

LS 2 Parallel local system connections
 This could make local system connections that are parallel to the Beltline.

LS 3 Perpendicular local system connections
 This could make perpendicular local system connections across the Beltline.

LS 4 Interchange access modifications
 This could make interchange access modifications, including removing some interchange ramps or movements onto the Beltline.

LS 5 Isthmus
 This could remove some of the congestion associated with traveling through the isthmus.

Example Transit

T 1 BASE Transit
 This would maintain the current Madison metro and other transit activities as they currently operate.

T 2 Bus Rapid Transit
 This could:
 • Implement the 2012 BRT report recommendations
 • Support the BRT system by providing modal transfer stations
 • Implement planned transit extensions

T 3 Commuter Rail
 This could:
 • Implement the full system recommended under the Transport 2020 New Starts Application (2008)
 • Implement the feeder bus system recommended under the Transport 2020 study.

T 4 Dedicated Beltline Transit Lane
 This could implement a dedicated transit lane (shoulder) on the Beltline with four on/line or off/line stops :

T 5 Transit Extensions
 This could implement the Express Bus recommendations in the MPO's 2013-2017 Transit Development Plan, which includes extensions to:
 • Oregon
 • McFarland/Stoughton
 • Cottage Grove
 • Sun Prairie
 • DeForest
 • Waunakee

T 6 Modal centers (Park and Ride / Transit)
 This could provide modal transfer centers for a trip to be finished by transit or bike.

Example TDM

TDM 1 BASE - Voluntary TDM
 This would create information and incentives for employers to encourage TDM measures, such as:
 • Ridesharing
 • Guaranteed Ride Home
 • Sponsored Bus Passes
 • Shifted work hours etc.

TDM 2 Government Policy TDM
 Local and state governments policies that require employers to enact TDM measures. Examples could include:
 • TDM for PUD approvals
 • Parking pricing policies
 • Transit sponsorship
 • Etc.

Components



Goals Objectives and Screening

Wisconsin Department of Transportation Beltline PEL Goal, Objectives, and Screening

Table 4.0-2 Screening Questions

Root Objective	Desired Outcome (what represents success?)	Stand-Alone Strategy Screening (Effectiveness)	Strate
1. Improve Safety for All Modes			
Bicycles	Reduce bicycle-motor vehicle crashes (rates/severities)		Does the St opportunity vehicle crashes (or conflicts) near the alignment and Beltline Corridor?
Pedestrians	Reduce pedestrian-motor vehicle crashes (rates/severities)		Does the Strategy Package provide the opportunity to decrease pedestrian-motor vehicle crashes (or conflicts) near the alignment and Beltline Corridor?
Motor vehicle	Decrease crashes (rates/severities) (in areas of high crash frequency)	Does the Stand-Alone Strategy address safety deficiencies on the Beltline or have the potential to reduce congestion-related motor vehicle crashes on the Beltline?	Does the Strategy Package provide the opportunity to decrease motor vehicle crashes <u>on the Beltline Corridor</u> ?
2. Address Beltline infrastructure condition and deficiencies.			
	Critical pavement and geometric deficiencies addressed.	Does the Stand-Alone Strategy preclude addressing Beltline infrastructure deficiencies?	Does the Strategy Package have the potential to address Beltline pavements, structures, and substandard elements?

BROAD OBJECTIVES AND SCREENING CRITERIA MEMO

As Part of the Pilot Planning and Environment
Linkages (PEL)
Corridor Study
US 12/14/18/151
MADISON BELTLINE
US 14 to County N
Date: 04/18/2015
WisDOT Project ID: 5304.02.01



U.S. Department of Transportation
Federal Highway Administration

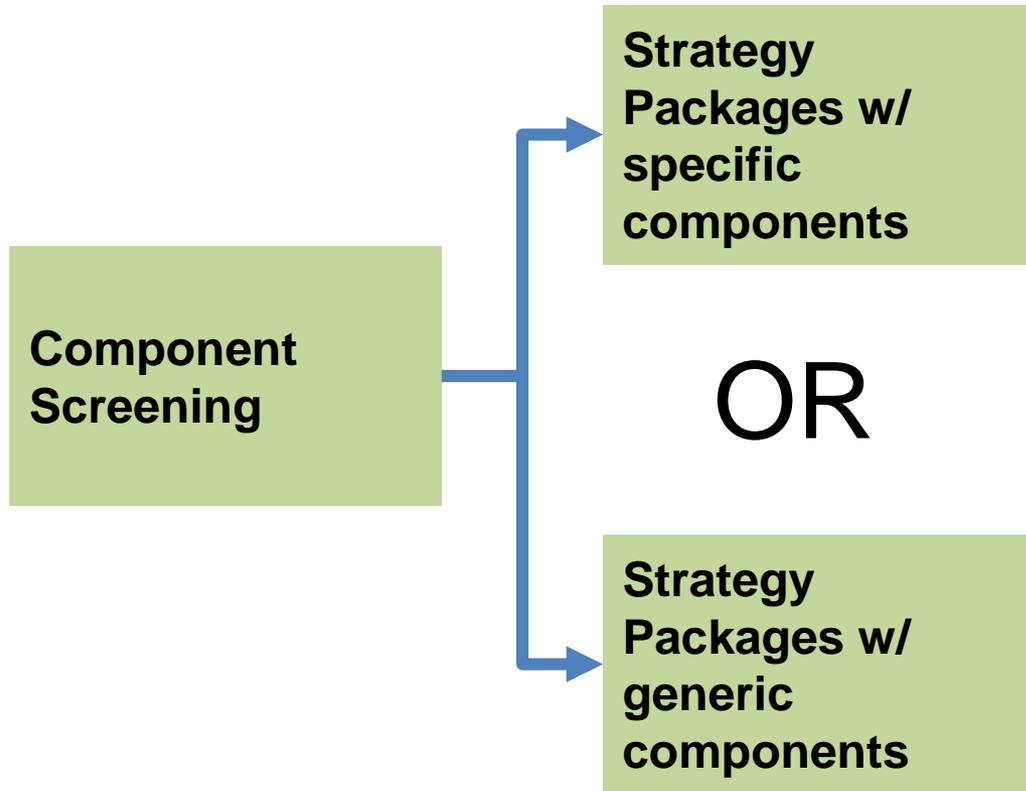


Wisconsin
Department of Transportation
August 2015

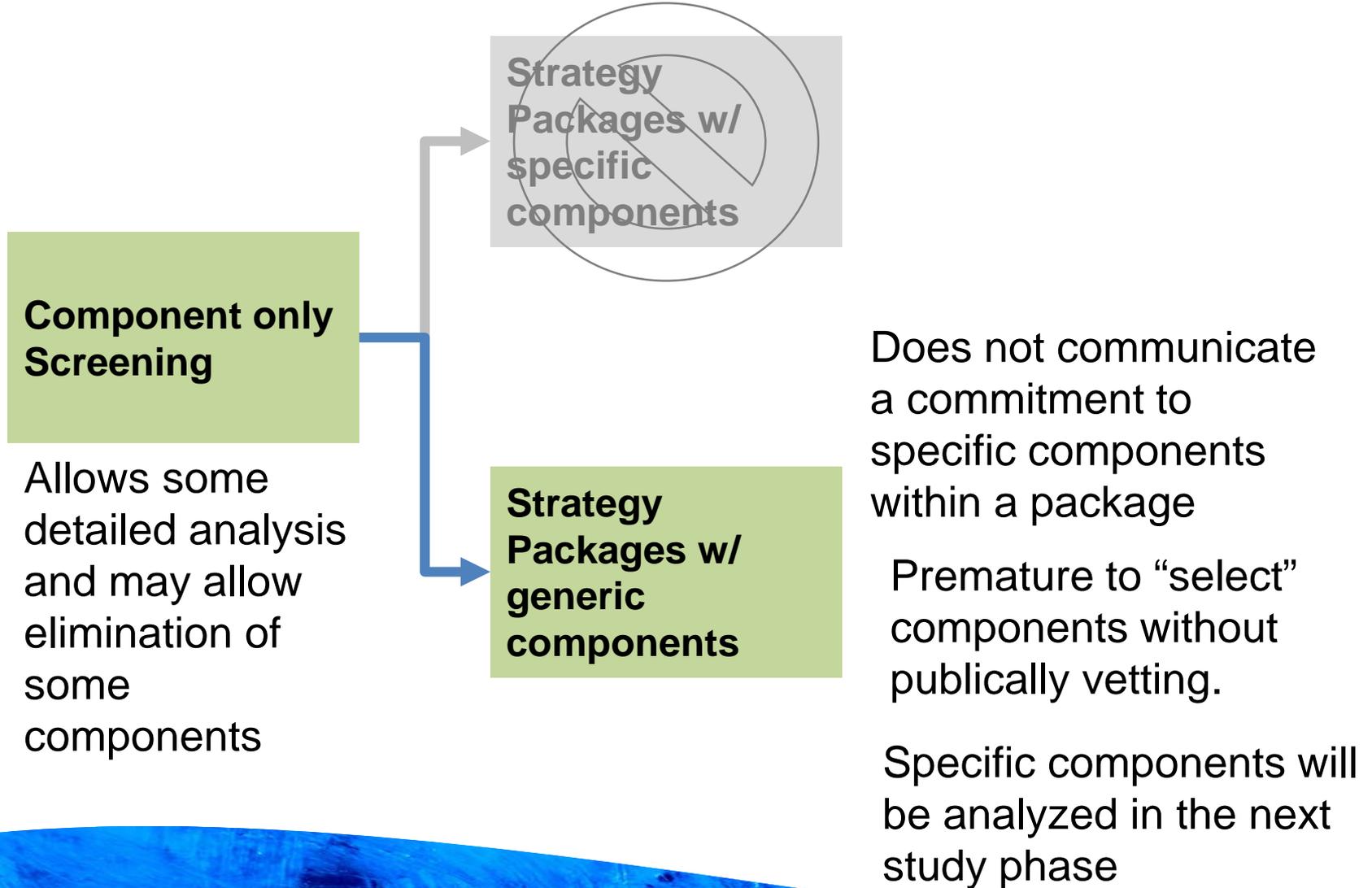
Planned Screening Process



Two ways to develop packages



Two ways to develop packages



Introduction of Individual Component Screening Sheets



5 Screening Matrices

Bike Ped

Component Screening (Screening terminology-No, Somewhat, Yes)

Crossing and Connections

Intersection between 1st Broadway and John Nolen (North of Beltline)

1. Improve Safety for all modes	Does the component provide the opportunity to decrease bicycle-motor vehicle crashes (or conflicts) near the alignment and Beltline Corridor?	Somewhat	Somewhat	Yes
2. Address Beltline infrastructure condition and deficiencies	Does the component have the potential to address Beltline pavements, structures, and substandard elements?	Yes		
3. Improve system mobility for all modes - this component addresses only motor vehicles and transit	Does the component provide the opportunity to increase or improve routes for transit service?	Somewhat		
4. Limit impacts to a responsible level of social, cultural, and environmental effects.	Can the component improve Beltline interchange operations?	No	No	No

COMPONENT SCREENING SUMMARY

1. Improve Safety for all modes	2. Address Beltline infrastructure condition and deficiencies	3. Improve system mobility for all modes - this component addresses only motor vehicles and transit	4. Limit impacts to a responsible level of social, cultural, and environmental effects.
Yes	Yes	Somewhat	No

No	No	No	No
No	No	No	Somewhat
Yes	Yes	Yes	Somewhat
No	Somewhat	Somewhat	Somewhat

Motor-vehicle

COMPONENT SCREENING SUMMARY

1. Improve Safety for all Modes - this component addresses only motor vehicles and transit	Does the component provide the opportunity to decrease motor vehicle crashes (or conflicts) near the alignment and Beltline Corridor?	Undetermined
2. Address Beltline infrastructure condition and deficiencies	Does the component have the potential to address Beltline pavements, structures, and substandard elements?	Yes
3. Improve system mobility for all modes - this component addresses only motor vehicle	Does the component provide the opportunity to increase or improve routes for transit service?	Somewhat
4. Limit impacts to a responsible level of social, cultural, and environmental effects.	Can the component improve Beltline interchange operations?	No

Park and Ride Mode transfer

(Screening terminology-No, Somewhat, Yes)

3. Bus Only Lane	4. High Occupancy Vehicle Lane (option for tolling - HOT lane - could be eliminated)	5. Conventional Lane
A dedicated bus lane, typically located on the inside.	An HOV lane is a dedicated lane for vehicles with 2 or more occupants. Can be eliminated.	General purpose lane(s) for all vehicles.

(Screening terminology-No, Somewhat, Yes)

1. Fish Hatchery/County PD	4. Verona Road/County PD	5. County MM/Malltown	6. County MM/Neutral Point
No	No	No	No

Transit Priority

COMPONENT SCREENING SUMMARY

1. Improve Safety for all Modes - this component addresses only motor vehicles and transit	Does the component provide the opportunity to decrease motor vehicle crashes (or conflicts) near the alignment and Beltline Corridor?	Undetermined
2. Address Beltline infrastructure condition and deficiencies	Does the component have the potential to address Beltline pavements, structures, and substandard elements?	Yes
3. Improve system mobility for all modes - this component addresses only motor vehicle	Does the component provide the opportunity to increase or improve routes for transit service?	Somewhat
4. Limit impacts to a responsible level of social, cultural, and environmental effects.	Can the component improve Beltline interchange operations?	No

(Screening terminology-No, Somewhat, Yes)

6. Park Street	7. Fish Hatchery Road	8. Todd Drive	9. Seminole Highway	10. Verona Road
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2. Address Beltline infrastructure condition and deficiencies. NOTE: None of the components directly address beltline pavements, structures, or other substandard elements.

3. Improve system mobility (congestion) for all modes.

NOTE: None of the components directly address pedestrian or bicycle conditions.

J	Does the component increase or improve routes for transit service?	No	No	Somewhat	No	Somewhat	Somewhat	Yes	No	Somewhat	Somewhat
K	Does the component have the potential to provide measures that make transit more competitive with auto? (Transit Priority)	No	No	Somewhat	No	Somewhat	Yes	Yes	Somewhat	Somewhat	Somewhat
L	Does the component provide the opportunity for convenient transit mode transfers?	No	No	No	No	No	No	No	No	No	No

Motor vehicles NOTE: None of the components directly address motor vehicle conditions.

4. Limit impacts to a responsible level of social, cultural, and environmental effects. NOTE: See the following sheets for details.

5. Enhance efficient multimodal access to economic centers.

R	Does the component acknowledge capacity limitations in the connecting municipal arterial network (near the Beltline)?	No	Somewhat	Somewhat	Somewhat	Yes	Yes	Yes	Yes	Yes	Somewhat
S	Does the component provide connections to economic centers for all modes?	No	No	Somewhat	No	Somewhat	Yes	Yes	No	Somewhat	Somewhat
T	Can the component improve Beltline interchange operations?	No	No	No	No	No	No	No	No	No	No

6. Decrease Beltline diversion impacts to neighborhood streets. NOTE: None of the components will have a substantial impact on traffic using other streets/roads.

7. Complement other major transportation initiatives and studies in the Madison area. NOTE: Transit priority is not included in current City of Madison Plans, but it is consistent with other City of Madison and WisDOT initiatives.

Recommendation

Should the component be	Eliminate	Eliminate	Eliminate	Eliminate	Eliminate	Eliminate	Carry Forward	Carry Forward	Eliminate	Eliminate	Eliminate
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Summary Sheet – Followed By Detailed Sheets

DRAFT 9/14/15

Individual Components Screening	Park and Ride Component Screening						
Screening Question	1. US 51/Sagehen/Manish	2. US 148/Coz Road	(Screening terminology: No, Somewhat, Yes)	3. Fish Hatchery/County PD	4. Verona Road/County PD	5. County M/Midtown	6. County M/Mineral Point
1. Improve Safety for all modes.							
A. Does the component provide the opportunity to decrease bicyclist/motor vehicle crashes (or conflicts) near the alignment and Beltline Corridor?							
Yes	No	Somewhat	Yes	No	No	No	Yes
2. Address Beltline infrastructure condition and deficiencies.							
D. Does the component have the potential to address Beltline payments, structures, and other substantial elements.							
No	No	No	No	No	No	No	No
3. Improve system mobility (congestion) for all modes.							
E. Does the component provide corresponding pedestrian facilities?							
Yes	No	Somewhat	Yes	No	No	No	Yes
4. Address Beltline infrastructure condition and deficiencies.							
F. Does the component have the potential to address bike network gaps (deficiencies) along and across the Beltline?							
No	No	No	No	No	No	No	No
5. Address Beltline infrastructure condition and deficiencies.							
G. Does the component provide corresponding bicycle facilities?							
No	No	Somewhat	Somewhat	No	No	No	Somewhat
6. Address Beltline infrastructure condition and deficiencies.							
H. Does the component have the potential to address bike network gaps (deficiencies) along and across the Beltline?							
No	No	No	No	No	No	No	No
7. Address Beltline infrastructure condition and deficiencies.							
I. Does the component provide the opportunity for convenient bicycle mode transfers?							
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8. Address Beltline infrastructure condition and deficiencies.							
J. Does the component provide the opportunity for transit mode transfers?							
Somewhat	No	Yes	Yes	Yes	Yes	Yes	Somewhat
9. Address Beltline infrastructure condition and deficiencies.							
M. Does the component have the potential to address conditions that need to be addressed before the Beltline is opened?							
No	No	No	No	No	No	No	No
10. Address Beltline infrastructure condition and deficiencies.							
N. Does the component provide a substantial traffic volume reduction (or Beltline Corridor, a substantial Beltline capacity increase, or a combination of these)?							
Somewhat	Somewhat	Somewhat	Somewhat	Somewhat	Somewhat	Somewhat	Somewhat
11. Address Beltline infrastructure condition and deficiencies.							
O. Does the component provide more direct/route-to-routes alternatives to the Beltline for peak trips?							
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12. Address Beltline infrastructure condition and deficiencies.							
P. Does the component provide a responsible level of social, cultural, and environmental effects. (NOTE: See the following sheets for details.)							
Somewhat	Yes	Somewhat	Yes	Somewhat	Yes	Somewhat	Yes
13. Address Beltline infrastructure condition and deficiencies.							
R. Does the component provide convenient access to existing transit services?							
Somewhat	Somewhat	Yes	Yes	Yes	Yes	Yes	Yes
14. Address Beltline infrastructure condition and deficiencies.							
S. Does the component provide convenient access to existing transit services?							
Somewhat	Somewhat	Yes	Yes	Yes	Yes	Yes	Yes
15. Address Beltline infrastructure condition and deficiencies.							
T. Does the component provide convenient access to existing transit services?							
Yes	No	No	No	No	No	No	No
16. Address Beltline infrastructure condition and deficiencies.							
U. Does the component provide convenient access to existing transit services?							
Somewhat	Somewhat	Somewhat	Somewhat	Somewhat	Somewhat	Somewhat	Somewhat

*Note: Some screening topics and questions that are less relevant for park and ride components are not included on this summary page. See the following detailed screening sheet.

DRAFT 9/14/15

Individual Components Screening	Park and Ride Component Screening						
Screening Question	1. US 51/Sagehen/Manish	2. US 148/Coz Road	(Screening terminology: No, Somewhat, Yes)	3. Fish Hatchery/County PD	4. Verona Road/County PD	5. County M/Midtown	6. County M/Mineral Point
1. Improve Safety for all modes.							
A. Does the component provide the opportunity to decrease bicyclist/motor vehicle crashes (or conflicts) near the alignment and Beltline Corridor?							
No	No	No	No	No	No	No	No
2. Address Beltline infrastructure condition and deficiencies.							
D. Does the component have the potential to address Beltline payments, structures, and other substantial elements.							
No	No	No	No	No	No	No	No
3. Improve system mobility (congestion) for all modes.							
E. Does the component provide corresponding pedestrian facilities?							
Yes	Somewhat	Yes	Yes	Yes	Yes	No	Yes
4. Address Beltline infrastructure condition and deficiencies.							
F. Does the component provide the opportunity to address bike network gaps (deficiencies) along and across the Beltline?							
No	No	No	No	No	No	No	No
5. Address Beltline infrastructure condition and deficiencies.							
G. Does the component provide corresponding bicycle facilities?							
No	Somewhat	Somewhat	Somewhat	No	No	No	Somewhat
6. Address Beltline infrastructure condition and deficiencies.							
H. Does the component have the potential to address bike network gaps (deficiencies) along and across the Beltline?							
No	No	No	No	No	No	No	No
7. Address Beltline infrastructure condition and deficiencies.							
I. Does the component provide the opportunity for convenient bicycle mode transfers?							
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Summary

Detailed



Bicycle and Pedestrian Components

Components
Being Considered

Are individual study objectives met? (based on Screening Questions Developed by PAC and TAC:

- No (not met)
- Somewhat
- Yes (met)

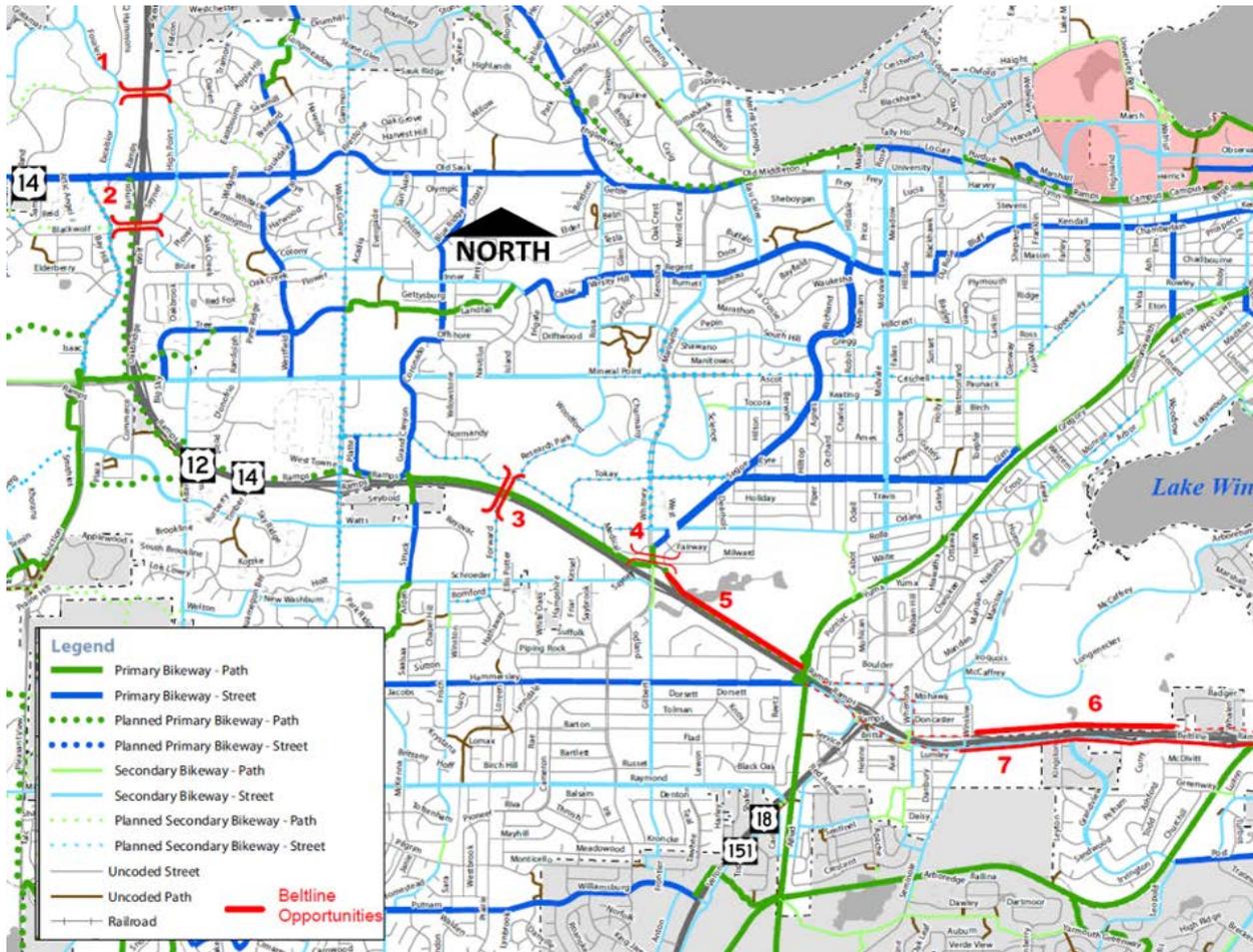
Individual Components Screening	Bike and Pedestrian Component Screening (Screening Terminology: No, Somewhat, Yes)											
	1. Grade Separated Crossing North of Old Sauk	2. Grade Separated Crossing South of Old Sauk	3. Grade Separated Crossing West of Whitney Way	4. Grade Separated Crossing of Whitney Way, North Side	5. Path Connection, Whitney Way to SW Path	6. Path Connection SW Path to Cannonball, North Side	7. Path Connection SW Path to Cannonball, South Side	8. Grade Separated Crossing, West of Park (Bike/ped only)	9. Grade Separated Crossing of US 14, Near Stewart St (Bike/ped only)	Path Connection Monona Dr. to Tower Dr.	Path Connection Fenwick to County M	
COMPONENT SCREENING SUMMARY*												
1. Improve Safety for all modes												
A	Does the component provide the opportunity to decrease bicycle-motor vehicle crashes (or conflicts) near the alignment and Beltline Corridor?	Somewhat	Somewhat	Yes	Yes	Somewhat	Somewhat	Somewhat	No	No	Somewhat	Somewhat
B	Does the component provide the opportunity to decrease pedestrian-motor vehicle crashes (or conflicts) near the alignment and Beltline Corridor?											
2. Address Beltline infrastructure condition and deficiencies. NOTE: None of the components directly address Beltline pavements, structures, or other substandard elements.												
3. Improve system mobility (congestion) for all modes												
E	Does the component provide corresponding pedestrian facilities?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
F	Does the component provide the opportunity to complete the pedestrian network near and across the Beltline Corridor?	Yes	Yes	Yes	Somewhat	Yes	Yes	Yes	Yes	Somewhat	Somewhat	Somewhat
G	Does the component provide corresponding bicycle facilities?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
H	Does the component have the potential to address bike network gaps (deficiencies) along and across the Beltline?	Somewhat	Yes	Yes	Yes	Yes	Yes	Somewhat	Yes	Yes	Somewhat	Yes
I	Does the component provide the opportunity for convenient bicycle mode transfers?	Somewhat	Somewhat	Yes	Somewhat	Somewhat	Somewhat	Somewhat	Yes	Somewhat	No	No
L	Does the component provide the opportunity for convenient transit mode transfers?	Somewhat	Somewhat	Yes	Somewhat	Yes	Somewhat	Somewhat	Yes	Somewhat	No	No
P	Does the component provide better opportunities for mode transfers? Will the strategy provide a reduction in motor vehicle trips?	Somewhat	Somewhat	Yes	Somewhat	Yes	Somewhat	Somewhat	Somewhat	Somewhat	Somewhat	No
4. Limit impacts to a responsible level of social, cultural, and environmental effects. NOTE: See the following sheets for details.												
5. Enhance efficient multimodal access to economic centers.												
R	Does the component acknowledge capacity limitations in the connecting municipal arterial network (near the Beltline)?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Somewhat	Yes	Somewhat	Yes
S	Does the component provide connections to economic centers for all modes?	Somewhat	Yes	Yes	Somewhat	Yes	Yes	Somewhat	Yes	Yes	Yes	Somewhat
6. Decrease Beltline diversion impacts to neighborhood streets. NOTE: See the following sheets for details.												
7. Complement other major transportation initiatives and studies in the Madison area.												
V	Is the component consistent with other neighboring plans/initiatives/projects?	Yes	Yes	Yes	Somewhat	Yes	Somewhat	Yes	Yes	Somewhat	Somewhat	Somewhat
RECOMMENDATION												
	Should the component be eliminated from further consideration at this stage or carried forward into the Environmental Impact Statement?	Carry Forward	Carry Forward	Carry Forward	Carry Forward	Carry Forward	Carry Forward	Carry Forward	Carry Forward	Carry Forward	Carry Forward	Carry Forward

* Note: Some screening topics and questions that are less relevant for Bike and Pedestrian Components are not included on this summary page. See the following detailed screening sheets for the full list of screening questions and answers.

S:\MAD\1000-1000\1000\350\WHD\Deliverables\Screening Matrices\Bike Ped\Bike Ped Component Screening w/ color, headings, and summary.docx



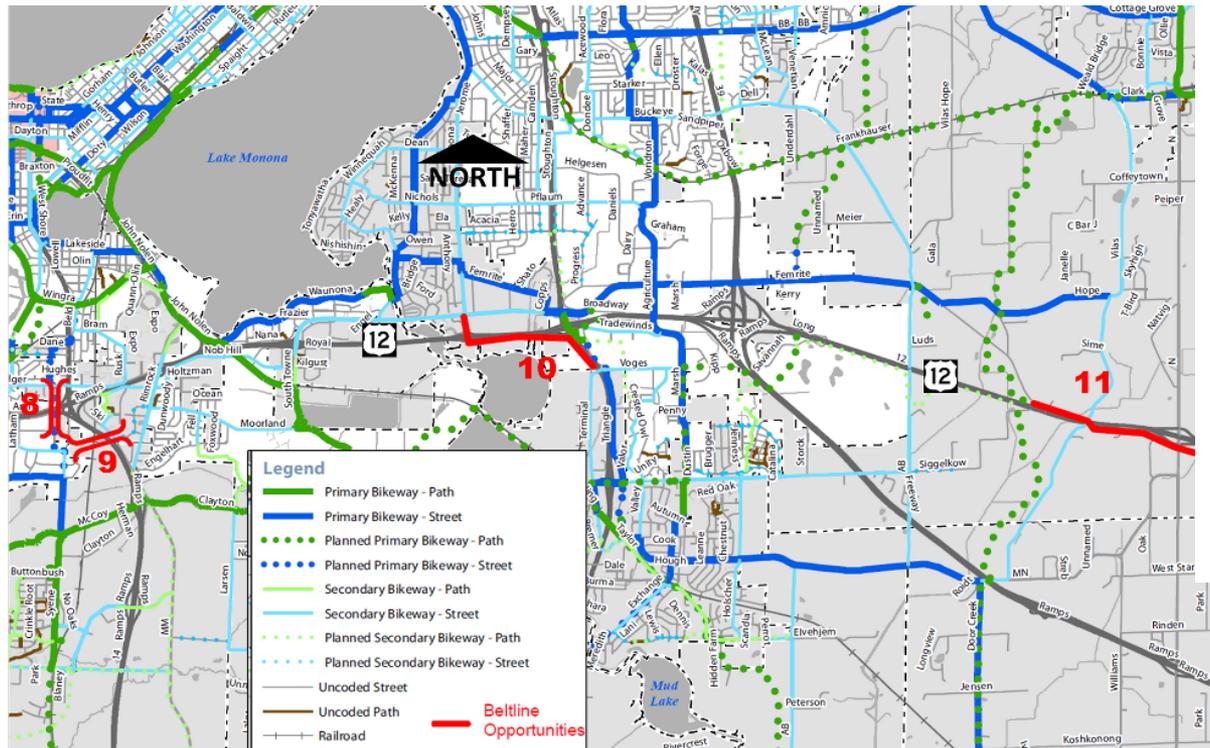
Bicycle and Pedestrian Components



1. Grade sep. north of Old Sauk Rd.
2. Grad sep. south of Old Sauk Rd.
3. Grade sep. west of Whitney Way
4. Grade sep. across Whitney Way north of the Beltline
5. Path connecting Whitney Way to the SW Path north of the Beltline
6. Path connecting SW Path to Cannonball north of the Beltline
7. Path or Cyclotrack connecting SW Path to Cannonball south of the Beltline



Bicycle and Pedestrian Components



8. Grade sep. west of Park Street (bike/ped only)
9. Grade sep. of US 14 near Stewart St. (bike/ped only)
10. Path connecting Monona Dr. to Tower Dr.
11. Path connecting Femrite Rd. to County N



Survey Monkey

Beltline PEL Bike/Ped Connections

Review of West Bike Ped Connections

Potential Bike/Ped Connection Locations



1. Rate the usefulness of each bike/ped connection or crossing.

1. Grade Separated Crossing North of Old Sauk

Very useful Somewhat useful Not useful Don't know

Comments

2. Grade Separated Crossing South of Old Sauk

Very useful Somewhat useful Not useful Don't know

Comments

3. Grade Separated Crossing West of Whitney Way

Very useful Somewhat useful Not useful Don't know

Comments

4. Grade Separated Crossing of Whitney Way, North Side

Very useful Somewhat useful Not useful Don't know

Comments

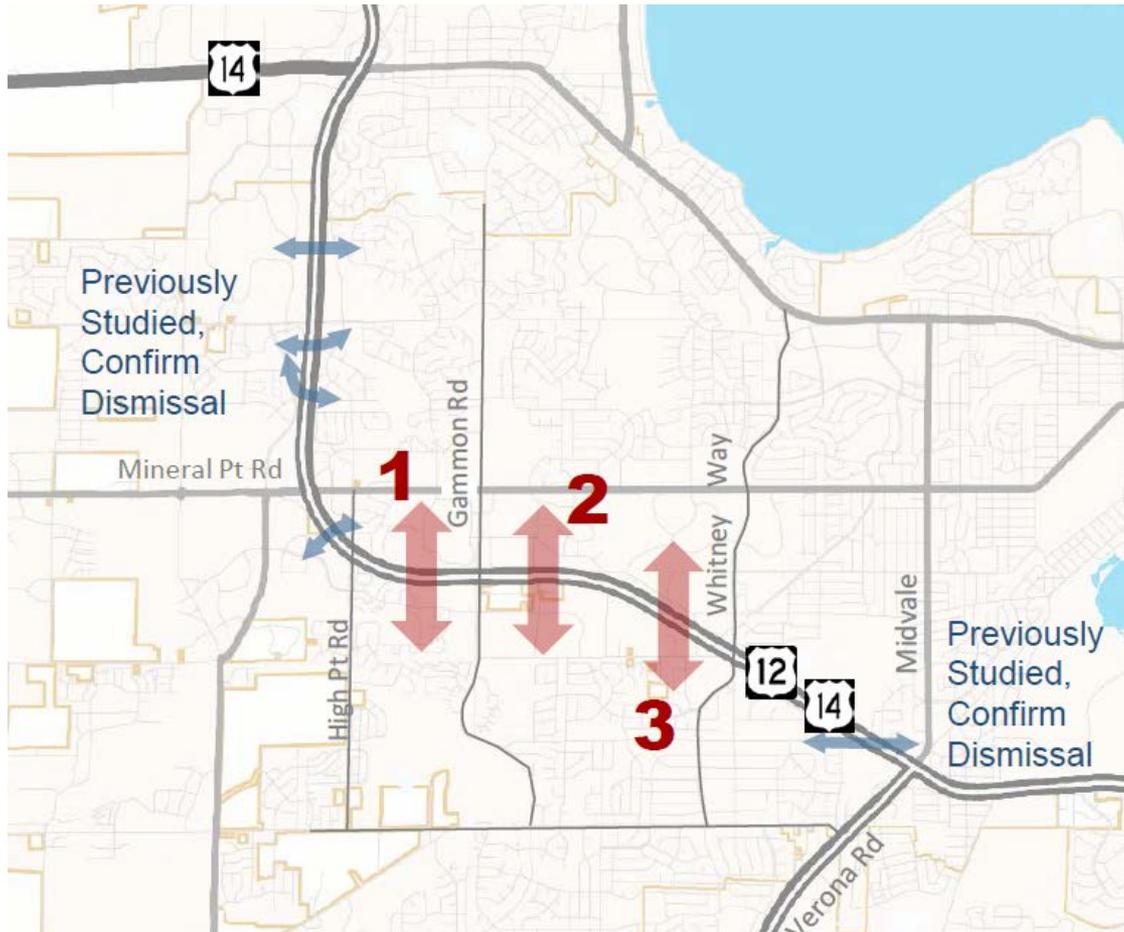
5. Path Connection, Whitney Way to SW Path

Very useful Somewhat useful Not useful Don't know

Comments



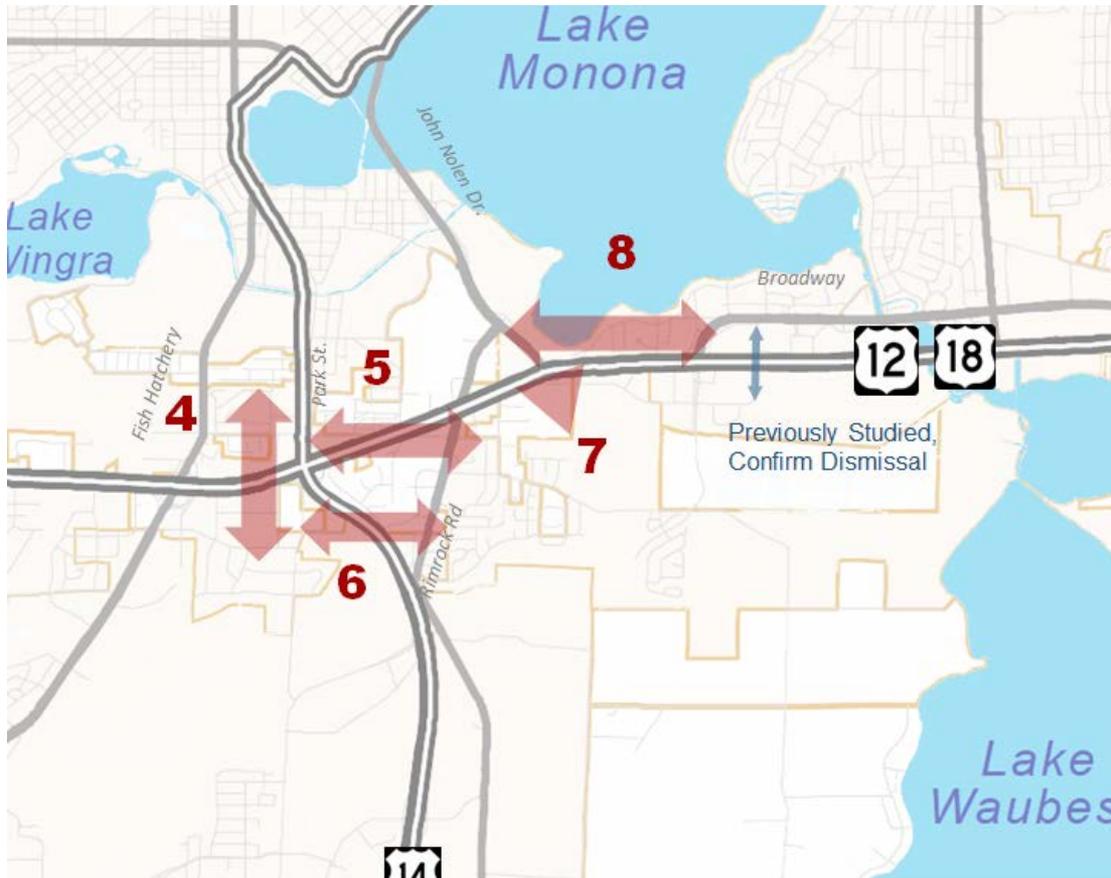
Connections and Crossings



1. Local road across the Beltline west of Gammon Rd.
2. Local road across the Beltline east of Gammon Rd.
3. Local road across the Beltline west of Whitney Way



Connections and Crossings



4. Local road across the Beltline west of Park St.
5. Local road across the Beltline west of Rimrock (reconnecting Badger Rd.)
6. Local road across US 14 near Stewart St.
7. Local road connecting John Nolen Dr. interchange south to Nob Hill Rd.
8. Connecting West Broadway and John Nolen Dr. via local road.



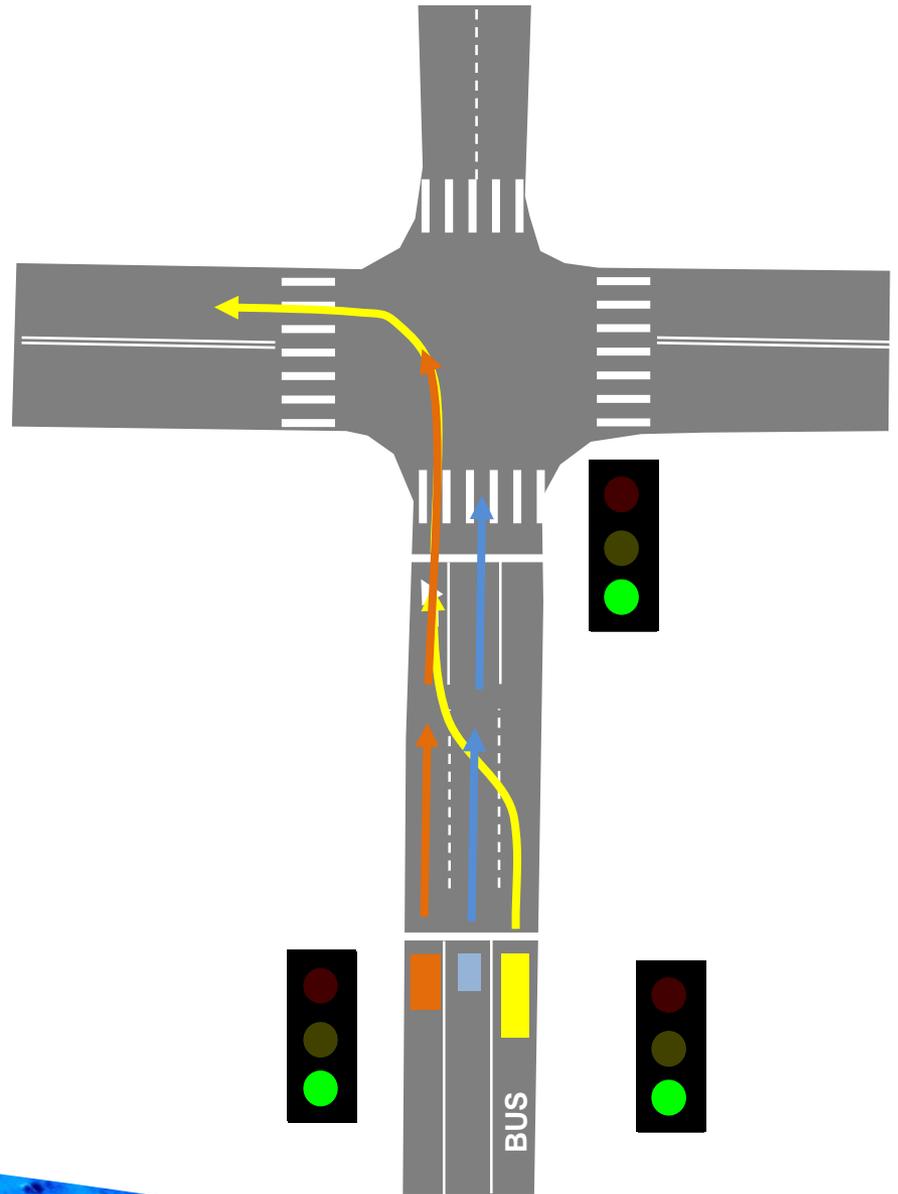
Transit Priority

- ▶ Provide Advantage for Buses traveling through interchanges at the traffic signals.
 - As bus approaches can start a green signal early, or extend one that is already lit.
 - More effective if bus can bypass queued cars (sometimes called a Queue Cutter).

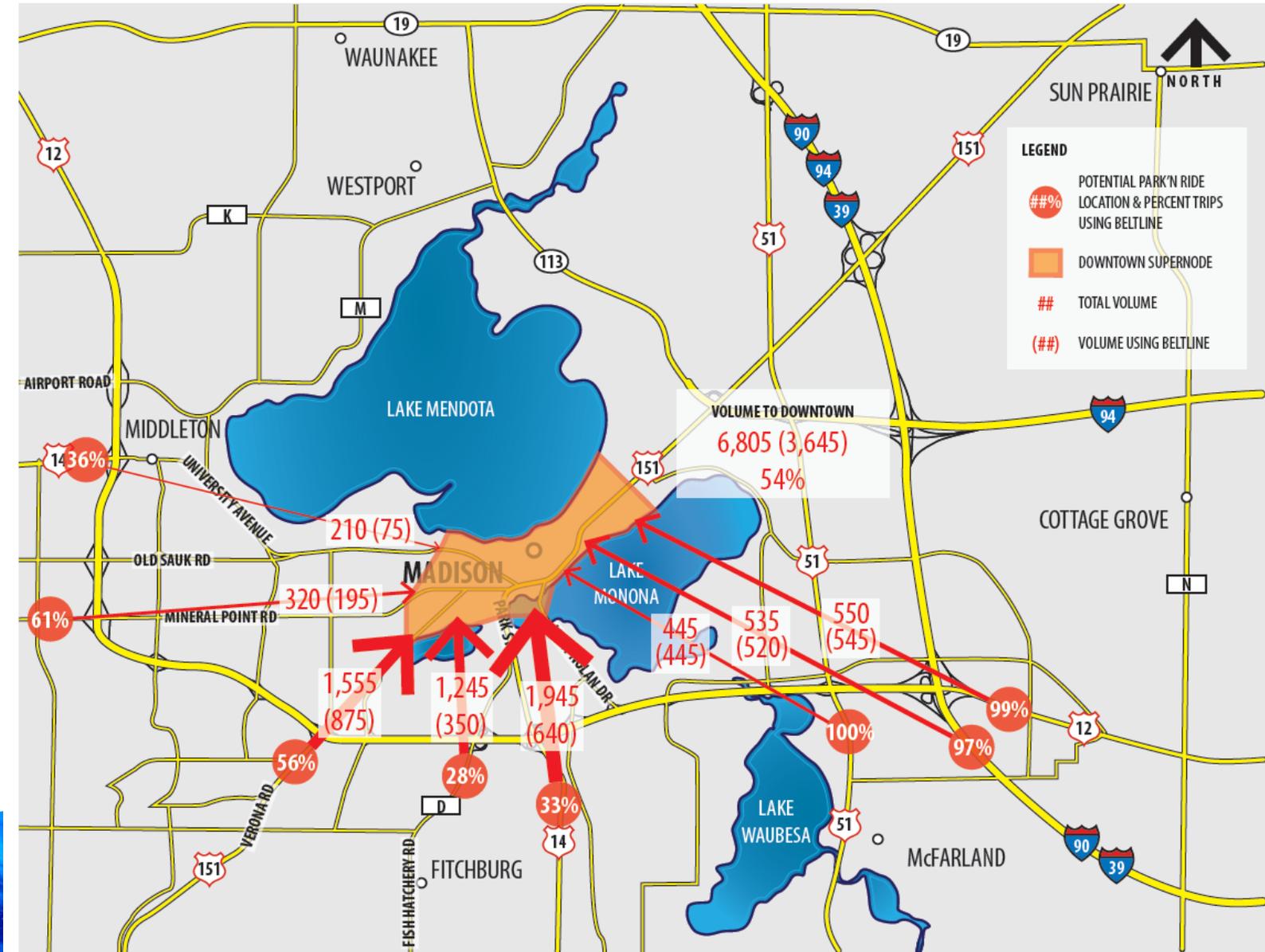


Transit Priority

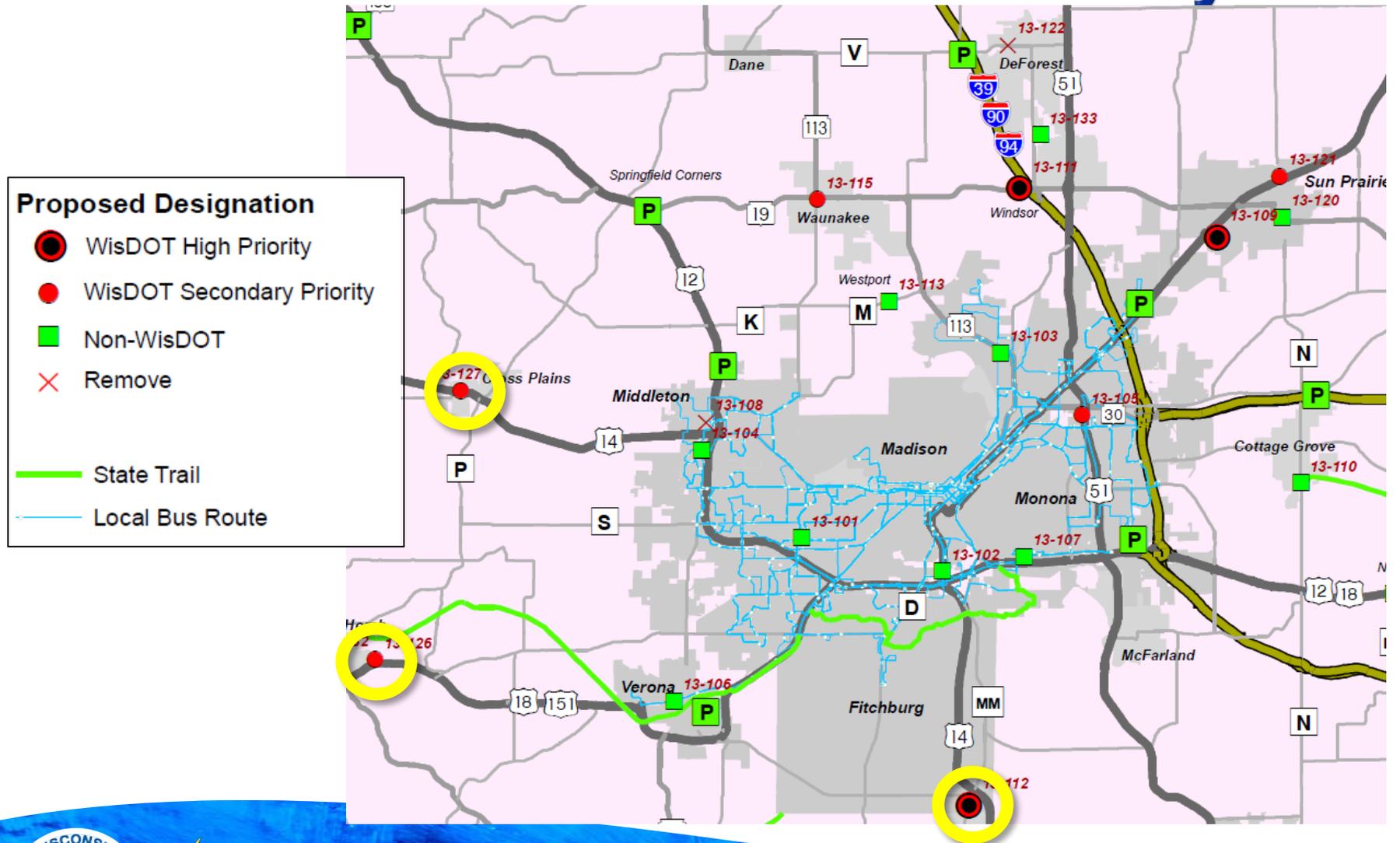
- ▶ Screening considers Transit Priority at every service interchange along the Beltline



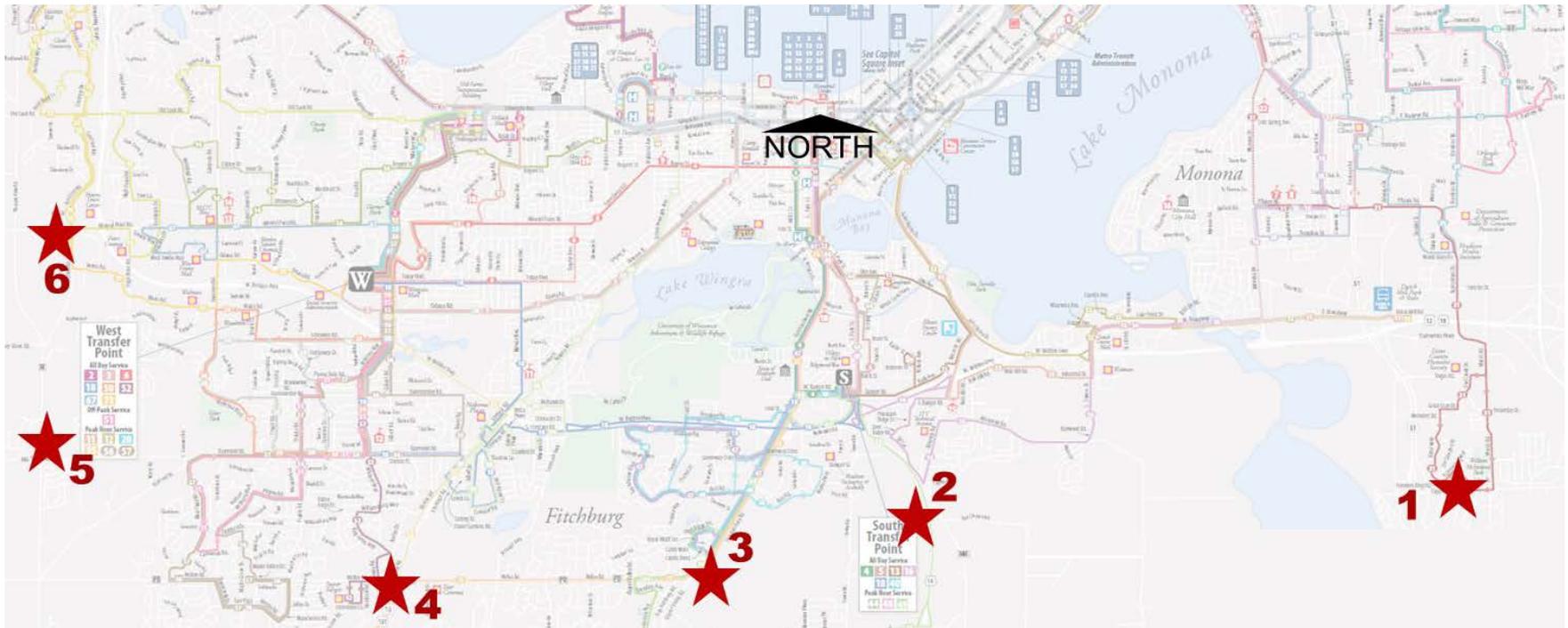
Park and Ride Capture



Park and Rides – WisDOT Study



PEL Park and Ride Study Locations



1. Near US 51 at Siggelkow Road & Marsh Road

2. US 14 & McCoy Road

3. Fish Hatchery Road & County PD

4. US 151/Verona Road & County PD

5. County M & Midtown Road

6. County M & Mineral Point Road



Motor Vehicle

1. Hard Shoulder Running
 - ▶ Allows all vehicles to use of one of two shoulders as a travel lane during morning and evening rush hours.
 - ▶ Eliminates the refuge and recovery area offered by the shoulder during rush hours.



Source: fhwa.dot.gov



Motor Vehicle

2. Bus on Shoulder

- ▶ Typically only in use when general purpose lanes drop below 35 mph.
- ▶ Bus may travel no more than 15 mph faster than adjacent lane.



Source: letsgetmoving.org



Motor Vehicle

3. Bus Lane

- ▶ Beltline travel lane for buses only.
- ▶ Often on the inside.



Source: theage.com.au



Motor Vehicle

4. High Occupancy Vehicle Lane
 - ▶ Buses and other vehicles with 2 or more occupants may use the lane
 - ▶ Often on the inside



Motor Vehicle

4. High Occupancy Vehicle Lane w/tolling option
 - ▶ Typically on inside
 - ▶ Static or variable tolling could be explored



Source: tti.tamu.edu



What we are asking you to do

1. Review the matrices
2. Fill out survey monkey(s)
 - a. Tell us your opinion of the usefulness of each component
 - b. Tell us if you think a component should be rated differently.



Review Screening Examples



Proposed Next Steps



Interaction Steps

- ▶ Prepare Draft Component Screening
 - Discuss with PAC/TAC (Today)
 - Eliminate ineffective or unreasonable components
- ▶ Prepare Draft Strategy Package Screening
 - Discuss with PAC/TAC (October)
 - Identify ineffective or unreasonable strategies
- ▶ PIM Series #3 – (Early November)



Madison Beltline PEL Progress Meeting

8/24/15 SW Region

