

Evaluation of broad modal strategies: highway corridors

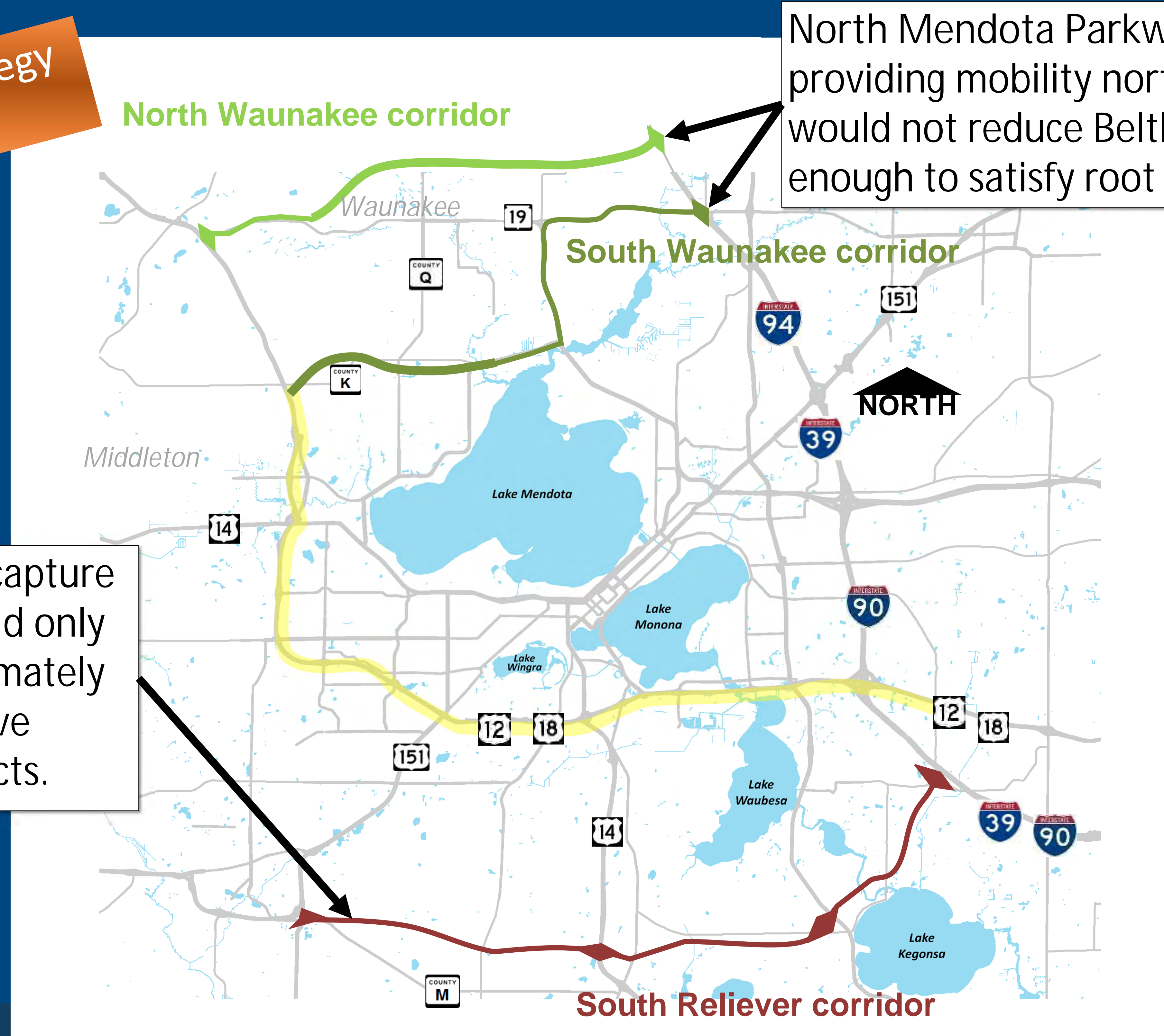
Eliminated as a Stand-Alone Strategy
in the PEL Study

North Waunakee corridor

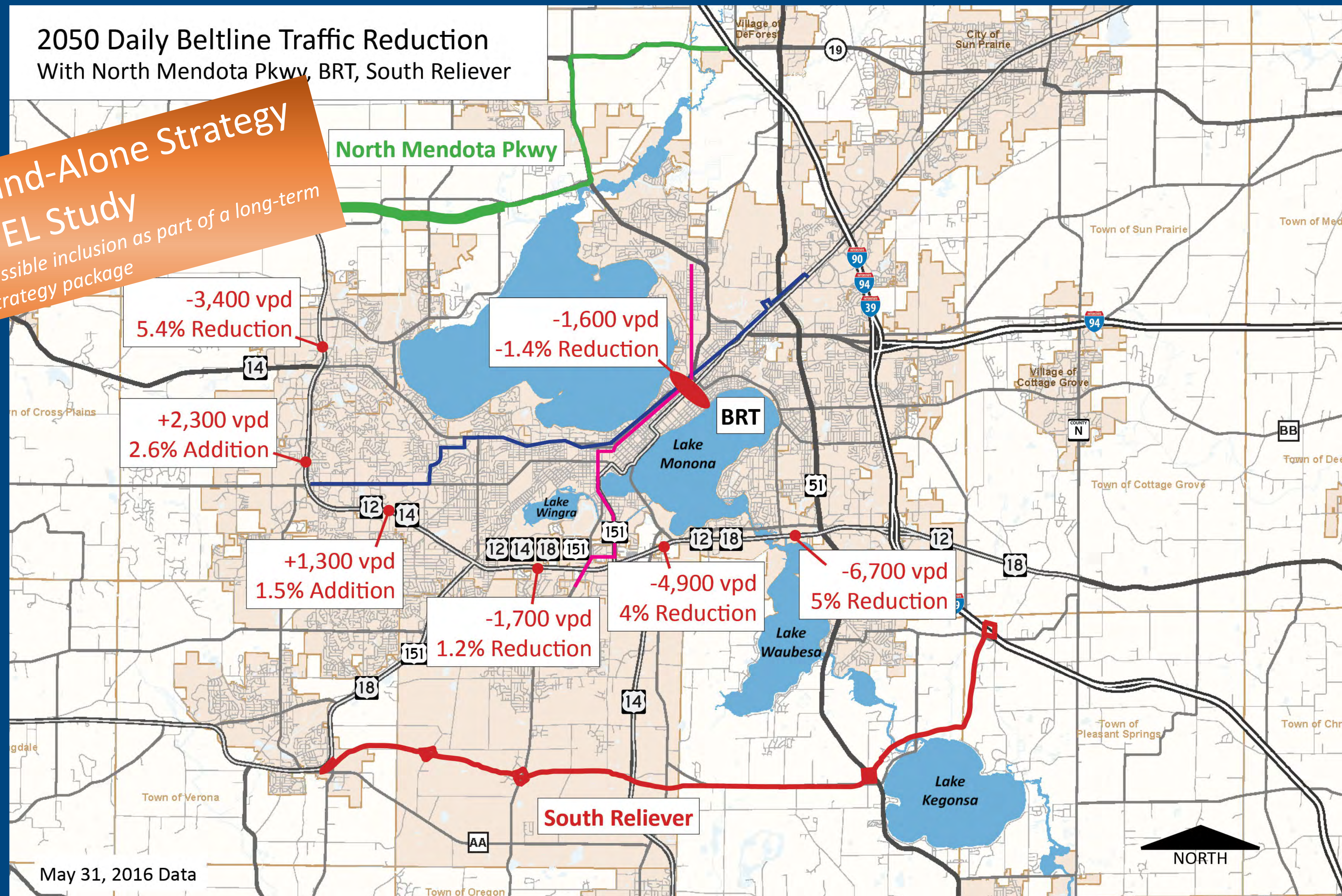
South Waunakee corridor

North Mendota Parkway - Would have merit in providing mobility north of Lake Mendota yet would not reduce Beltline traffic volumes enough to satisfy root PEL objectives.

South Reliever Corridor - Would capture a large amount of traffic yet would only reduce Beltline traffic by approximately 3 percent in 2050. Also would have significant natural resource impacts.



Combined strategies (NMP, BRT, SR)



**Eliminated as a Stand-Alone Strategy
in the PEL Study**
BRT is still being evaluated for possible inclusion as part of a long-term Beltline strategy package

The Combined Off-Corridor Strategies would result in future Beltline traffic volumes that would be similar to existing volumes. These combined strategies would also incur considerable land and monetary impacts.

