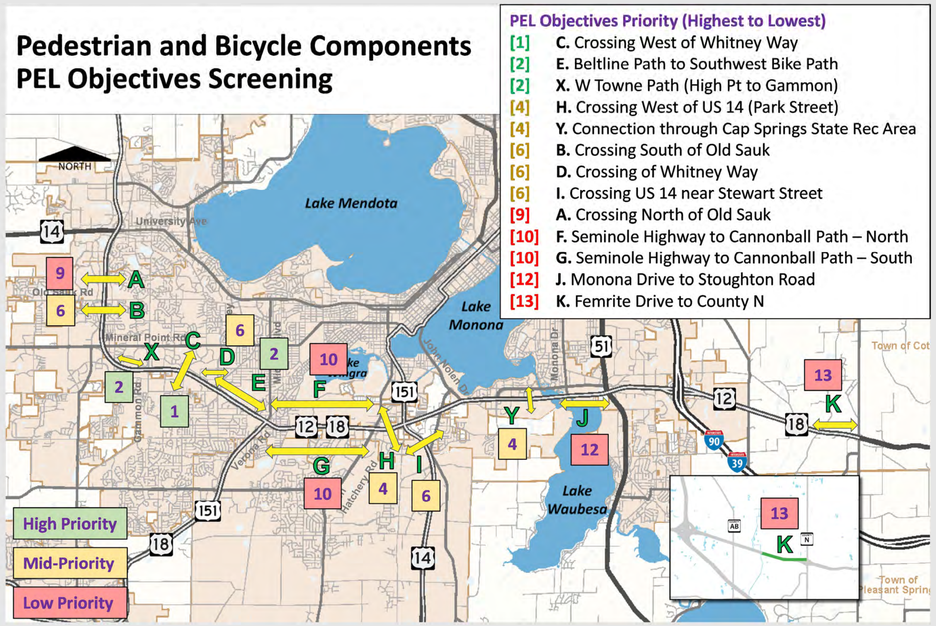
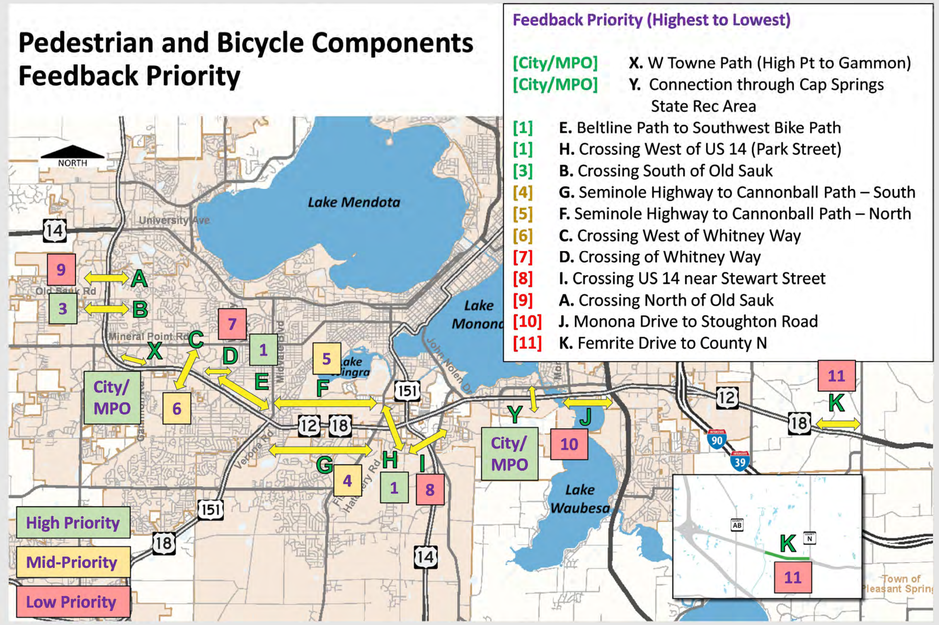
Pedestrian and Bicycle Rankings

Pedestrian and bicycle connections

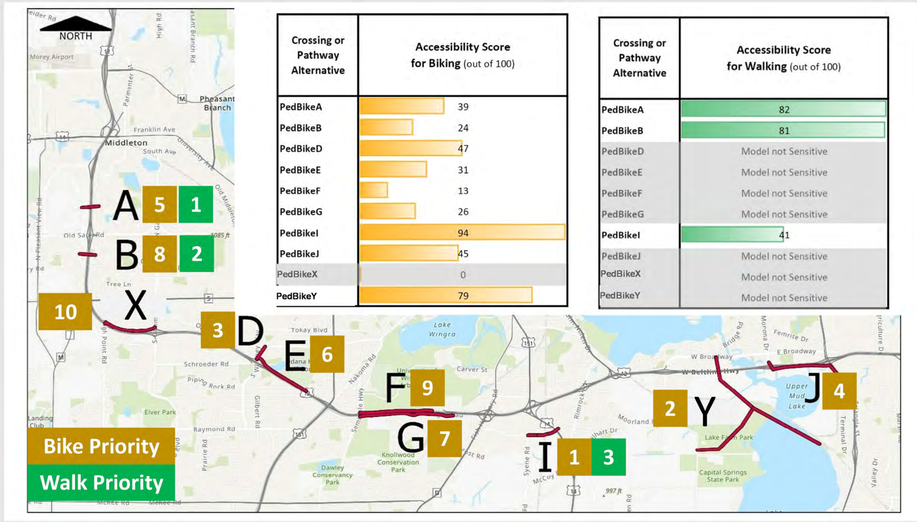




Preliminary Impacts: Pedestrian & Bicycle Components

	Component A	Component B	Component C	Component D	Component E	Component F	Component G	Component H	Component I	Component J	Component K	Component X	Component Y
Description	Crossing North of Old Sauk	Crossing South of Old Sauk	Crossing West of Whitney Way	Crossing of Whitney Way	Beltline Path to SW Bike Path	Seminole Highway to Cannonball Path – North	Seminole Highway to Cannonball Path – South	Crossing West of US 14 (Park Street)	Crossing US 14 near Stewart Street	Monona Drive to Stoughton Road	Femrite Drive to County N	W Towne Path (High Pt to Gammon)	Connection through Cap Springs State Rec Area
Impacts Priority	5	4	7	2	10	13	12	3	8	11	6	1	9
Wetland Impacts?	Yes	No	No	No	Yes	No	No	No	Yes	Yes	Yes	No	Yes
Section 4(f) Impacts?	No	Yes	No	No	Yes	Yes	Yes	No	No	Yes	No	No	Yes
Residential Relocations	0	0	0	0	0	1	1	0	0	0	0	0	0
Commercial Relocations	0	0	6	0	0	2	8	3	0	0	1	0	0
R/W Acquisition	1.2	2.3	1.6	0.6	4.3	4.5	4.4	0.2	2.3	8.0	3.7	1.8	5.8
Overpass (LF)	0	0	0	0	0	0	0	1,050	1,050	0	0	0	0
Underpass (LF)	162	170	230	165	192	0	0	0	0	0	0	0	0
Retaining Walls (LF)	1,220	910	2,150	1,125	206	6,075	3,775	0	0	0	0	0	0
Path (LF)	1,325	1,125	1,880	1,350	5,655	7,640	6,345	200	4,350	7,600	8,000	3,820	6,655

Accessibility Analysis: Pedestrian and Bicycle Components



Accessibility analysis looks at how much a crossing or connection can increase access to jobs.

A better BELTLINE
Studying Highways 12, 14, 18, 151