

From: [Don Ferber](#)
To: [All Alders](#)
Subject: Proposed Beltline Expansion
Date: Monday, January 26, 2026 10:25:45 PM

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Alders,

The Sierra Club Four Lakes Group would like to reiterate our opposition to Wisconsin DOT's proposal for added lanes on the Beltline. An expanded Beltline would not be consistent with the directions the Madison community has indicated it wishes to go. Roads and transit should connect people and the community, not divide them. Added lanes would increase traffic volumes, noise and runoff problems, further divide the community, negatively impact especially low income residents, and increase greenhouse gases and pollution. In addition, as per the upgraded Verona intersection that was supposed to be a long term fix, there is significant potential for secondary impacts on other roads that are not accounted for with increased Beltline capacity. Some options that are offered such as increased Beltline crossings and added bike routes would provide benefits, and in addition, working with the City of Madison on changes that would support enhanced mass transit has the potential to offer better solutions for our community.

Respectfully,

Don Ferber
Conservation Chair, Sierra Club Four Lakes Group

From: [Leland Pan](#)
To: [All Alders](#)
Subject: Support for resolution opposing Beltline expansion
Date: Friday, January 23, 2026 12:02:15 PM

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Hi all,

I am writing to register my support as a Madison resident and WI Sierra Club member for the resolution Opposing the Expansion of the Beltline (US 12/14/18/151) Within the City of Madison and Supporting Improved Multimodal and Local Connectivity Across and Along the Corridor (District 1, District 9, District 10, District 11, District 14, District 16, District 19, District 20).

I would like to thank the city staff and alders who took the time to consider and study this issue and note the overwhelming public opposition to the expansion aspect and the ensuing property demolitions. My personal concern is twofold; on the environmental side, highway expansion means more air pollution and more runoff, and a philosophical shift towards public transit and other forms of transit is needed for us to be a sustainable city. On the equity side, the neighborhoods to be most directly harmed by air pollution are disproportionately working class and nonwhite, and are likely disproportionately users of public transit, bicycling, and walking, deserving investment in those projects as opposed to additional highway lanes.

This broader misguided philosophy by WI DoT reared its ugly head in Milwaukee where I used to live; the proposed I-94 expansion "benefited" suburban, middle class commuters at the expense of majority Black neighborhoods, including my old neighborhood, resulting in a lawsuit that is still in court today.

I am happy that Madison's leaders share a similar philosophy to Milwaukee's and recognize the need to move beyond depending solely on cars for environmental and equity reasons, and I hope that the WI DoT will one day understand why our state's two biggest cities' leaders continue to push back on their misguided car-centric design philosophy.

Thank you,
Leland Pan
1706 Laurel Crst
Madison, WI, 53705

From: [noreply](#)
To: [All Alders](#)
Subject: [All Alders] expand the beltline
Date: Monday, January 26, 2026 5:13:59 PM

Recipient: All Alders:

Sunday, January 25, 2026 – 2:31pm

rick

monticello way

madison, Wisconsin. 53719 Yes, by email. boktowerfan@att.net All Alders expand the beltline please vote to expand the beltline, and/or complete the northern beltline extension, and/or build a whole new toll paid expressway option. This area is growing dramatically, and its already getting to be gridlock out there.