

**From:** [Paul Lata](#)  
**To:** [Transportation Commission](#)  
**Subject:** Beltline comments  
**Date:** Wednesday, January 7, 2026 1:25:57 PM

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Dear Transportation Commission:

We live on the west side of Madison and attempt to bicycle, walk, and use mass transit as much as we can for health, efficiency, and to limit the impact of motor vehicles on the environment. Many of our trips are made less efficient and less safe because of the lack of good Beltline crossings. We therefore enthusiastically support these long overdue bike/ped crossings of the Beltline as well as bike/ped routes parallel to the Beltline.

Specifically, the two crossings from High-Point Rd to the west would allow us to more safely get to our medical appointments at GHC and UW Health as well as accessing several businesses on the west side of the Beltline. Using the current crossing via Old Sauk Rd, which involves multiple lanes of traffic accessing and crossing the Beltline, is dangerous for us, let alone for less experienced bicyclists. We have had several close calls making this crossing.

We commonly use the Struck-Canyon underpass to access points south of the Beltline by bicycle. If we read the drawings correctly, this Bike/Ped underpass would be replaced by a road (with some sort of bike/ped accommodation). Presumably changing this crossing to a road would increase traffic on Grand Canyon Dr and Struck St significantly. We hope that if a bike/ped facility consistent with the traffic volume is also considered along these roads.

We do support the other crossings of the beltline which have access to the West Beltline Path. These will open up access to the other side of the Beltline for adjacent neighborhoods. In particular, the crossing of Whitney Way, which links the West Beltline Path to the Southwest Path, seems particularly important from a safety standpoint.

We oppose the addition of an additional travel lane on the highway because of environmental concerns, expense, impact on surrounding neighborhoods, and the significant possibility that the new lane would fill up in a couple of years and the impact on traffic congestion would be short term. We need longer-term solutions that involve the use of other modes of transportation.

We recognize that the process to make bike/ped infrastructure happen is time-consuming, but we urge you to prioritize these projects as much as possible.

Thank you

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Madison