



222 W. Washington Avenue, Suite 600 | Madison, WI 53701
608-286-6300 | aarp.org/wi | wistate@aarp.org
twitter: @aarpwi | [facebook.com/AARP Wisconsin](https://facebook.com/AARPWisconsin)

21 January 2026

Dear WisDOT PEL Study Team,

AARP Wisconsin appreciates the work underway to address safety and mobility issues along the Beltline corridor. We support transportation solutions that help people of all ages remain active, independent, and connected to essential destinations.

We see encouraging elements in the draft package that align with AARP's Livable Communities priorities, particularly proposed connections that would include bicycle and pedestrian facilities, and the inclusion of transit-supportive components such as transit priority on roadways crossing the Beltline and park-and-ride facilities. These features can improve access for older adults and people with limited mobility, and can reduce the need for car-only trips.

At the same time, AARP Wisconsin has serious concerns with the current draft's residential displacement risks and the proposed use of weave structures.

1. Avoiding and minimizing residential displacement must be a top project criterion.

The draft identifies substantial residential relocations tied to proposed weave locations, including 13 residential relocations at Old Sauk/Mineral Point and 13 at Whitney Way/Midvale. In addition, the Verona Road interchange redesign options note potential impacts of up to 33 household relocations. All this further exasperates Madison's housing crisis. Additionally, our research shows that over a third of the residents in these in close proximity to the identified areas are 50-plus. Displacement can be especially damaging for older adults, who may rely on nearby caregivers, familiar medical providers, established social supports, and accessible housing. We urge WisDOT to prioritize alternatives that avoid residential relocations wherever feasible and to treat any remaining relocations as a last resort.

2. The downsides of weave structures warrant heightened scrutiny and alternatives analysis.

The draft proposes five sets of weave structures. The materials acknowledge concerns including property impacts, visual/noise impacts, and encouraging higher vehicle speeds. From an older-adult perspective, higher speeds and increased noise/visual intrusion can reduce perceived and real safety,

discourage walking/rolling, and negatively affect nearby residents' health and quality of life. We respectfully request that WisDOT more fully evaluate alternatives that address merging and interchange conflicts without creating extensive new weave structures, especially where those structures drive residential displacement.

AARP Wisconsin stands ready to be a constructive partner in shaping a project that improves safety and access while protecting residents, especially older adults, from avoidable displacement and harmful neighborhood impacts. We appreciate your consideration and look forward to continued dialogue as the study advances.

Sincerely,

Darrin Wasniewski
Senior Associate State Director- Community Outreach
AARP Wisconsin

