

**From:** [Sarah Mitten](#)  
**To:** [Transportation Commission](#)  
**Subject:** Public comment in opposition to current Monona Route 38 path proposal (Agenda item 5- 84580- July 31, 2024)  
\*resending w/ school walk zone map attached\*  
**Date:** Wednesday, July 31, 2024 9:08:27 AM

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My family is against the currently proposed route for the 38 bus because it follows an unnecessarily dangerous path that does not serve the population most in need of public transportation in Monona. I am writing on behalf of not only myself but the dozens of other families we've spoken with who also oppose this route and are very busy raising the small children who will be negatively impacted by this proposal.

I object primarily to the use of Winnequah Road, which for those that are not familiar, is already severely congested with lake loop bike and foot traffic in addition to lines of parked cars. It simply is not safe to run a Metro bus twice hourly through these areas of single family housing, and not necessary because family cars are dominant here. Gaining approval for adding the required sidewalks to Winnequah Road will be a contentious, prolonged battle at best.

Other parts of the proposed route aren't much better. There is a particularly dangerous blind hill intersection when heading west on Nichols at Schluter Road that isn't appropriate for constant use by these huge city buses due to crosswalk placement, especially when the evening sun obscures drivers' vision. Dean Avenue runs right through the Winnequah Elementary [walk zone](#), a map of which I've attached.

Kristi Goforth's proposed alternative makes more sense for several reasons. It avoids the Nichols-Schluter intersection and Winnequah Road entirely. It runs closer to the senior housing and other dense housing near Frost Woods, Owen Road and Schofield where bus service is needed. It also maintains existing Monona Express stops on Bridge Road near large apartment complexes. No route will be perfect. However this amended option meets Monona's goal of integrating into the more regional Madison Metro system in a safer way that also remains efficient for Metro.

Thank you for your time,

Sarah Mitten RN, BSN