

From: [McGuigan, Patrick](#)
To: [McGuigan, Patrick](#)
Subject: FW: Comment re: August Service Updates - Route 67
Date: Wednesday, February 12, 2020 7:00:47 AM

----- Forwarded Message -----

Subject: Comment re: August Service Updates - Route 67

Date: Tue, 11 Feb 2020 20:44:13 -0600

From: Jonathan M. Mertzig <jonathan.mertzig@gmail.com>

To: mymetrobus@cityofmadison.com

Hello-- I'm writing in regard to the proposed August service updates as currently published on Legistar: <https://madison.legistar.com/View.ashx?M=F&ID=8053863&GUID=749981C6-89C9-40BB-B488-75B56AC5BA45&fbclid=IwAR3rMy4ofK1Sbgq85TK0BIIFKk7ZdSyc5oJMWeAeG1PJBOaHbqlgMA5ye-Y>

I am concerned about the accessibility impacts of the proposed Route 67 change for riders traveling to/from Metcalfe's Market and adjacent stores.

The current plan depends on a ".26 mile accessible walk" between Metcalfe's and a new stop on D'Onofrio. On a recent walk through that area I found that the pedestrian connection is not very good, and may pose challenges for people with mobility issues.

The main problem is that there is no continuous sidewalk on the northern side of West Towne Way adjacent to Metcalfe's Market (a point emphasized on my walk by encountering a sidewalk dead-ending into a snow pile, as shown in the attached photo).

In order to reach D'Onofrio, pedestrians will have to cross West Towne Way (something already required with current stop placement) and then continue westward via the sidewalk on the south side of West Towne Way. Walking along this stretch of sidewalk encounters busy driveway traffic at the REI store entrance, and requires an additional street crossing at Zor Shrine Place.

Assuming the new 67 stop on D'Onofrio will be located "far-side" of the intersection with West Towne Way, bus riders will then have to re-cross West Towne Way back to the north side. This requires a total of 3 crossings of streets including two crossings of West Towne Way, which has poorly regulated crossings and often has heavy traffic.

As a relatively young able-bodied pedestrian, I found this route surprisingly challenging due to the multiple street crossings, heavy traffic, and lack of sidewalk continuity. I can only imagine this would be significantly more difficult for people with mobility issues, and a challenge to anyone carrying a heavy load of groceries.

The proposed change only seems fairly "accessible" if there are plans to extend the north side sidewalk on West Towne Way to connect all the way to Metcalfe's. With such a connection, reaching the bus stop would require no crossing of streets and face relatively minimal cross-traffic from driveways. If such a sidewalk connection is planned before service changes in August, then the new routing of 67 may be acceptable, but as-is, the lack of direct pedestrian routes is a major concern.

Thank you,
Jonathan Mertzig