

From: [Ann Kovich](#)
To: [All Alders](#); [Rhodes-Conway, Satya V.](#)
Cc: [Lynch, Thomas](#); [Callin, Liz T](#); [Cechvala, Michael](#); [Stuehrenberg, Justin](#); [Rusch, Mick](#); [Tao, Yang](#); [Cox, Stefanie L.](#); [Sanon, Reuben A](#); [Callaway, Renee](#)
Subject: Comments on item #99 on the Common Council Agenda for 6/4 regarding the North-South BRT Locally Preferred Alternative (Legistar File 82915)
Date: Tuesday, June 4, 2024 2:49:50 PM

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Hello, Alders. Although I am currently serving as chair of the Transportation Commission (TC), I am not representing TC with these comments, as they are my own personal opinions and observations.

I am writing to support the proposed North-South BRT Locally Preferred Alternative (item #99 on the Common Council Agenda; Legistar File 82915). TC has had two lengthy presentations and discussions about the North-South BRT Locally Preferred Alternative; and on 5/15, TC unanimously voted in support of the referenced resolution.

I live in the Moorland/Rimrock neighborhood on the City's south side. Rapid Route B will run from the north side of Madison, through the downtown area, to Madison's south side neighborhoods, ending in the City of Fitchburg. North-South BRT will improve accessibility in the corridor, especially for the many residents who are non-drivers. Including the central segment through the downtown, the proposed North-South BRT runningway includes just over 50% dedicated lanes, providing for more consistent travel times. Madison will be leveraging large dollars of federal funding for the capital costs; and BRT is not expected to impact Metro Transit's operating budget.

There has been significant community engagement, which was comprehensive and inclusive as summarized in Appendix A – Public Involvement Plan and Appendix B – Public Involvement Summary. As shown in the 3/27 presentation to TC, updates were made to the Locally Preferred Alternative based on public and stakeholder feedback.

North-South BRT will provide better access to jobs, reduce travel times, alleviate passenger overcrowding on the buses, and make taking the bus easier and better.

I urge you to support approval of the proposed North-South BRT Locally Preferred Alternative.

Thanks,
Ann

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