

From: Kristin Keough <krkeough@gmail.com>

Sent: Thursday, July 8, 2021 2:21 PM

To: Mayor <Mayor@cityofmadison.com>; Rhodes-Conway, Satya V. <SRhodes-Conway@cityofmadison.com>; BRT marketing group <BRT@cityofmadison.com>; All Alders <allalders@cityofmadison.com>; Tiffany Kenney <tkenney@visitdowntownmadison.com>; jilstrup@downtownmadison.org

Subject: No BRT on State Street

Caution: This email was sent from an external source. Avoid unknown links and attachments.

To whom it may concern,

I am an employee of one of the longest standing businesses on State Street. This business employs myself and my husband.

I am wildly disappointed in the Mayor and city's unwillingness to involve affected businesses to be a part of the BRT conversation. You know and we know the route was pushed through with little visibility. It seems clear that you have a vastly different vision for the future of State Street and it does not involve our businesses surviving. IF it did, the aid requested for downtown businesses after the unrest wouldn't have been denied, the mayor wouldn't have blamed many of the businesses on State Street for the events that took place, and she wouldn't be cramming BRT down our throats now.

I'd be very curious for Satya and those pushing for the BRT transit on State Street, how many of you come down here daily, often, or even occasionally? What are your favorite shops or restaurants? If your so familiar with downtown then it only stands to reason that you'd be fully aware that this is an abysmal idea. State Street should be a pedestrian area. Either you have alterative motives or you are inept. Either way, it doesn't look good for you.

Kristin

From: erez5120@gmail.com <erez5120@gmail.com>
Sent: Thursday, July 8, 2021 9:22 PM
To: Mayor <Mayor@cityofmadison.com>; Rhodes-Conway, Satya V. <SRhodes-Conway@cityofmadison.com>; BRT marketing group <BRT@cityofmadison.com>; All Alders <allalders@cityofmadison.com>; tkenney@visitdowntownmadison.com; jilstrup@downtownmadison.org
Subject: Stop

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This is ridiculous, it needs to be full pedestrian. I vote no.

From: Krishna Pradhan <krishnapradhan66@gmail.com>
Sent: Friday, July 9, 2021 2:26 PM
To: All Alders <allalders@cityofmadison.com>
Subject: Bus Shelter

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear All Alders,

I, respectfully, write this letter in protest of the proposed huge bus shelter on State Street. This shelter will take up the space that we do business during the fair weather. The sidewalk business accounts for about half our sales. If the shelter is built, it is certain that it will devastate our restaurant business. We will have no choice, but shut down or move away from State Street.

I thank you for your consideration in this matter.

Sincerely yours,

Krishna Pradhan
Owner, Himalchuli Restaurant
(35 years)
318 State Street
Madison, WI 53703

From: Alex Joas <alexjoas@yahoo.com>
Sent: Friday, July 9, 2021 5:18 PM
To: All Alders <allalders@cityofmadison.com>
Subject: Please reroute BRT off State Street

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

I work at the Irish Pub on state street. The owners of our pub and every employee agree that if BRT is routed down State Street it would only create negative impacts to our business. Our patio business is dependent on the vibe of State street remaining as pedestrian friendly as possible. If our neighbors' patio business suffers, so would ours. Most of our non-regular customers come to enjoy the people watching, and are happy walking the streets. People who come to State street expect to walk and wouldn't mind waking a few extra blocks to catch a bus so we see no benefit in having the BRT stops directly on State Street. We hope BRT can be realized in Madison but we also really hope the decision making progress is not rushed and that the voice of the community, our aldermen, and business owners are heard before moving forward. We believe business on state street is dependent on the draw that our unique pedestrian mall provides and more shelters and buses could destroy the very thing that makes our neighborhood so special. We would like to see the city move towards less buses on state street, and after speaking to our customers and neighbors, it seems evident that most people in the community agree. Thank you for respecting the democratic process and keeping everybody involved in the decision making process.

Sincerely,

Alex Joas

From: Caitlin Pueschner <caitlinmariepuesch@gmail.com>
Sent: Friday, July 9, 2021 7:02 PM
To: All Alders <allalders@cityofmadison.com>
Subject: No BRT on State Street

Caution: This email was sent from an external source. Avoid unknown links and attachments.

City of Madison Common Council,

I am emailing to express my concern regarding BRT on State Street. As a resident of downtown Madison, I find myself on state street daily and have enjoyed watching the businesses begin to flourish again after Covid-19 shut them down. While I am a transit user, I still believe that BRT will do a great disservice to these businesses that have already suffered enough, and disrupt the community of downtown Madison we all know and love. Please reconsider this decision.

Respectfully,

Caitlin Pueschner

From: kliebenn@aol.com <kliebenn@aol.com>

Sent: Saturday, July 10, 2021 4:35 PM

To: Mayor <Mayor@cityofmadison.com>; Rhodes-Conway, Satya V. <SRhodes-Conway@cityofmadison.com>; BRT marketing group <BRT@cityofmadison.com>; All Alders <allalders@cityofmadison.com>; tkenney@visitdowntownmadison.com; jilstrup@downtownmadison.org

Subject: No Bus Rapid Transit on State Street

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

Please do not place the two large shelters on our historic street that is still suffering from recent events. It will take out multiple patio dining areas, fully obstruct storefronts, and dramatically reduce sidewalk space. The Common Council has not even fully approved of this. Our mayor is fast-tracking the democratic process and ignoring the position of the Common Council and her constituency.

Thank you,

Cathy Kliebenstein

From: Rick Kempf <rdkempf@gmail.com>

Sent: Monday, July 12, 2021 7:46 AM

To: Mayor <Mayor@cityofmadison.com>; Rhodes-Conway, Satya V. <SRhodes-Conway@cityofmadison.com>; BRT marketing group <BRT@cityofmadison.com>; All Alders <allalders@cityofmadison.com>; tkenney@visitdowntownmadison.com; jilstrup@downtownmadison.org

Subject: No BRT on State

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

As a concerned citizen I am writing to urge you to change plans to place BRT stops on State Street. Over my 18 years living in Madison, I have watched in sadness as local businesses slowly close and are replaced by big chains or worse, leave vacant store fronts. I have also watched as the city has made policy decisions over and over that hurt local businesses.

State street is first and foremost a pedestrian mall, with secondary bus access. Studies across the country show that greater pedestrian access helps local business, while reducing it hurts business. By placing two oversized bus stations at the top of state, pedestrian access will be reduced, thus hurting our local economy.

I agree 100% that as a country and city we need to improve public transportation options, and BRT is how Madison is playing it's part. This cannot happen however by hurting local businesses and compromising the character of the heart of our city.

Sincerely,

Rick Kempf
He/him/his

From: Nathan Mergen <nmergen@107state.com>
Sent: Tuesday, July 13, 2021 6:53 AM
To: All Alders <allalders@cityofmadison.com>
Subject: BRT

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

My name is Nathan Mergen and I am a business owner on state street. I am opposed to the BRT existence on state street.

The people that support this have yet to offer any data on why these busses need to be on state street aside from a timing issue.

The shelters as proposed are a monstrosity and will affect local business in a negative way. If built they will become not only shelter for the modicum of riders, but shelter for the unfortunate people that are underprivileged in the downtown area as well, creating another negative and possible dangerous dynamic for the retail businesses that exists in the area.

Please consider these ideas as you move forward.

Thank you,

Nathan

From: Grace Hasler <gracehasler@gmail.com>
Sent: Tuesday, July 13, 2021 9:30 AM
To: council <council@cityofmadison.com>
Subject: bus plan

Caution: This email was sent from an external source. Avoid unknown links and attachments.

As an owner and resident of downtown Madison I favor creating a walkable and more pedestrian friendly State St by eliminating city bus traffic and finding another route for the rapid bus plan that doesn't include this vital commercial area. It would be wonderful for our alders to listen carefully and to consider this as a great long range plan for a healthy walkable area and to promote more activity for those who live downtown.

Grace
gracehasler@gmail.com

From: Greg Frank <gfrank@foodfightinc.com>

Sent: Tuesday, July 13, 2021 9:36 AM

To: Martin, Arvina; Harrington-McKinney, Barbara; Bennett, Juliana; Lemmer, Lindsay; Heck, Patrick; Carter, Sheri; Abbas, Syed

Cc: Verveer, Michael

Subject: BRT Executive Committee Agenda item 2

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Alders:

I am a downtown business owner; member of DCC; and active as a member and leader in several organizations focused on the vitality of downtown. I have attended many presentations on BRT and have been involved in many discussions as this process has unfolded. The downtown business community was asked to support the concept of BRT, we did and still do.

The downtown business community has been opposed to the State street routing option from day one, and have consistently expressed that opposition. We were told that if we supported the concept of BRT, we would have the routing discussion later, that naming a preferred route was only for the purpose of application submission. Well, that seems to have changed, and decisions on routing now seem to be set in stone. In other words, we were not told the truth. If we would have known this when we gave our support of the concept, I believe our decision may have been different.

I have advocated for some time that we conduct have a future oriented visioning process as opposed the haphazard piecemeal road we are taking. State Street should be a destination, not a transit corridor. There is so much more that we can do on the first 3 blocks rather than run buses. The neighborhood (business and property owners and residents) need to be heard.

I urge you to bring the downtown community into this process so we can get this right. A once in a 100 year decision is being made by a few, when it seems the will of the people is not behind it. We can do better!

I apologize that I can't attend the meeting today; I have pressing family matters. I am happy to discuss this further.

Thank you,
Greg Frank

From: Marybeth McGinnis <marybethmcginnis@gmail.com>
Sent: Tuesday, July 13, 2021 11:02 AM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: In full support of BRT on State Street

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Executive Committee,

I am writing to express my full support for Bus Rapid Transit on State Street, and to express my dismay that a number of ill-informed business owners might lead to an unacceptable removal of buses or reduction in quality of bus stops from State Street.

I have taken the bus to State Street countless times, for work, dining, shopping, and meeting up with friends. On these trips, I found myself - as pedestrian and bus riders do- spending my money at businesses such as Room, the Community Pharmacy, Little Luxuries, the liquor store, and more. The bus being on State is **the reason** these business received my money. These businesses are being foolish. They are incredibly lucky to be on a site selected for frequent transit, as nearly every study in existence demonstrates that biking, walking, and transit access means higher profits.

I also write to you as a recent President of AFT Local 223, UFAS. The bus being sited on the same street as the businesses is a workers' rights issue. Forcing workers who take the buses to cross roads like Johnson or Gorham to get to work means putting them in more danger from being hit by cars on their commute. Workers, including those paid unacceptably low wages by the businesses lobbying you today, deserve a safe and easy commute to their jobs. As multiple people have died on our roads this month alone, I urge you to see why this is a critical issue to Vision Zero as well.

Forcing crossings at those same streets rather than having transit access on State is a disability rights issue. Make it easy for our neighbors using canes and wheelchairs to get to the destinations on State easily.

Finally, I will note: State Street gets a lot of interest and the lobbying of its businesses is quite the headache. I live now in Atwood; I recently also lived in Tenney Lapham. I have never seen the Council as concerned about my neighborhoods as they are about State. For every minute we waste trying to meet the absurd whims of a few State businesses, we could be trying to be more innovative to support other neighborhoods. State Street businesses already get the biggest boon: a car-free street, pleasant for pedestrians and cyclists, who are proven to spend more than car drivers do. I would personally like to see less time wasted on their whims and more time doing something innovative like bringing a pedestrian/bus/cycle only road to Johnson, Williamson, or Atwood.

Sincerely,

Marybeth McGinnis

From: Mary Pustejovsky <darktownstrutter@gmail.com>
Sent: Tuesday, July 13, 2021 11:12 AM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: BRT on State Street

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello

I am writing to express my support for BRT on State Street. This is one of our highest ridership corridors, and bus riders (including myself) shop, dine, and benefit from having BRT on State Street. It is much more pleasant to wait for the bus on State Street, where there are "eyes on the street". Moving it even a street over makes it less safe for women waiting for the bus. When people are waiting for the bus, they check out the businesses near the stops, and patronize them due to proximity. In addition, having BRT on State Street means that more people will see the buses going by, and be more inclined to try it next time, instead of driving.

I have never driven and parked downtown--I always ride my bike or take transit. Let's make the experience for bus riders a world-class experience. In NYC the 14th Street busway was an incredible [success](#). Let's replicate that success here.

Mary

Midvale Heights

From: Ryan Griessmeyer <ryan.griessmeyer@racedayevents.com>
Sent: Tuesday, July 13, 2021 11:19 AM
To: All Alders <allalders@cityofmadison.com>
Subject: No BRT on State Street

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Good Morning –

I am reaching out to all City of Madison Alders to request that Bus Rapid Transit be removed from State Street. As the owner of a local business that produces events across the country, we have seen many successful pedestrian malls that make for thriving downtowns. Madison is an AMAZING city and is geared perfectly for this should State Street and even the Square be set up for pedestrian traffic instead of buses.

Downtown needs people and events to recover. Putting BRT on State Street will remove one of the best reasons to go downtown, State Street. Race Day Events has altered or removed events from Madison over the past few years because of decisions like this. This will make events even more difficult.

We would love to bring events back to Madison but need venue infrastructure and the support of the City of Madison.

BRT can still be successful without using State Street. Please consider alternatives to BRT on State Street and help bring people back downtown.

Feel free to contact me via email or cell phone should you want to discuss further.

Sincerely,



Ryan Griessmeyer
President
2995 Sub-Zero Parkway
Fitchburg WI 53719
P:608-316-5755 C:608-444-2261

"We Make Weekends Awesome"

From: Jonathan Mertzig <jmmertzig@uwalumni.com>
Sent: Tuesday, July 13, 2021 11:27 AM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: BRT comment re: July 13 CCEC agenda

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear members of the Common Council,

I am writing in regard to the BRT Update on the agenda for the July 13th CCEC meeting.

It has come to my attention that an outspoken group of downtown business owners is seeking to eject bus service from State Street, a long-established transit corridor which has brought transit riders to the heart of the State Street business district for decades. I fail to understand why all of a sudden, having convenient bus service to the doorstep of downtown businesses and cultural institutions is seen as an existential threat to downtown vitality.

Personally, as someone who relies on Metro service and frequently uses it to travel downtown, the presence of buses on State Street has only increased my likelihood of visiting businesses along State. If transit were to be shoved to peripheral corridors away from State, I would be less likely to walk past these businesses and spend my money there. Many times I pop into a store or grab a bite to eat before I catch the next bus—these opportunities would be diminished without bus service on State... either I'd spend less money downtown or spend it on streets more convenient to transit. In terms of the efficiency of BRT routing, I'm indifferent to whether buses use State or some other alternative, but I know moving buses off State will surely reduce the time I spend in the area.

I also object to the vocal business lobby claiming they represent the "voice of the people" in regard to BRT—I attended plenty of BRT public hearings and never once heard the objections being presented now. To me it seems this is more about a land-grab to take over the whole public space of State Street for private gain through expansion of sidewalk cafes, than it is an actual substantive argument about the merits of transit.

Sincerely,
Jonathan Mertzig
District 10 resident

From: Roy Christianson <roychristianson@gmail.com>

Sent: Tuesday, July 13, 2021 1:29 PM

To: Common Council Executive Committee <ccec@cityofmadison.com>

Subject: Registering in opposition to running buses down State Street as part of the BRT

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I wish to register in opposition to the plan to run buses down the first three blocks of State Street. Carol Richard and others have suggested an alternate route that appears to work for the BRT, and crosses rather than runs down State Street. There's a reason that most of the business owners on State Street are opposed to the buses there. The current BRT plan to run buses down the street will bake in transportation patterns for years, possibly decades, to come. I've yet to see an adequate explanation from the Mayor for why this is being done the way it is proposed.

--

Roy Christianson
5412 Lake Mendota Dr.
Madison, WI 53705
608-220-7961

From: Robbie Webber <robbie@robbiewebber.org>
Sent: Tuesday, July 13, 2021 1:30 PM
To: All Alders <allalders@cityofmadison.com>; Common Council Executive Committee <ccec@cityofmadison.com>
Subject: Keep BRT and stations on State Street

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Please see the attached comments on item # 2 on today's CCEC agenda.

The short version is: Keep BRT and the suggested stations on State Street and adopt the recommendations in Legistar 59665 and 63184. More details in my full comments.

Robbie Webber

From: Rudy Moore <twinotter@gmail.com>
Sent: Tuesday, July 13, 2021 1:38 PM
To: All Alders <allalders@cityofmadison.com>
Subject: BRT route request

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Just a quick note to ask that the BRT shelters (and route) be shifted off State Street. University and Johnson are good cross streets where riders will have good use of the system - and keep State Street highly accessible to riders. Shifting it off State Street will allow that area to be more of a pedestrian mall, similar to other cities and in fitting with how Madisonians think of State Street. Let's have *less* vehicle traffic on State, but more accessibility to State.

Thanks!

Rudy Moore

713 Orton Ct.

From: Ethan Brodsky <ethan.brodsky@gmail.com>
Sent: Tuesday, July 13, 2021 1:48 PM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: Comment on BRT downtown routing

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I am very supportive of BRT but wanted to comment that I oppose putting stations on State Street. I looked at all three alternatives proposed in the E/W Bus Rapid Transit Downtown Routing document dated 2020-01-27 and believe they would all better be served by moving the stations and routing a half block off State Street. I believe that State Street should become entirely a pedestrian mall with only a single lane for emergency vehicle traffic and other limited commercial use (e.g. off-hour deliveries).

I am aware that there are some federal subsidies based on bus routing on State Street that we may need to forgo but choosing another routing, but believe that a true pedestrian mall (e.g. the Santa Monica Promenade, Pearl Street in Boulder, any European city) would be a huge asset for our downtown, and committing to making State Street a high-speed transit corridor forever is counter to that.

We're already going to be moving BRT traffic off State Street on many days during the summer for various events and festivals. We should just go all the way and move the traffic to major arterial streets permanently.

Ethan Brodsky

From: Elizabeth K. Ganser <Elizabeth@fontanasports.com>
Sent: Tuesday, July 13, 2021 1:49 PM
To: All Alders <allalders@cityofmadison.com>
Subject: BRT opposition

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi there,

I'm writing as a downtown business owner as well as the GSSBA (Greater State Street Business Association) President. I myself as well as our GSSBA members oppose the BRT proposed plan on State Street. This includes the updated plan with smaller bus shelters.

While we are pro-BRT, we do not believe it needs to be on State Street. The bus shelters will block our store fronts and cause congestion on our sidewalks. We believe State Street is meant to be a pedestrian promenade. Our iconic State Street is the pathway between our beautiful state Capitol and our world renowned University of Wisconsin-Madison. It does not need to have buses on it every five minutes. Let's get them close by without affecting State Streets looks and traffic, and therefore affecting our State Street businesses.

Thank you,

Elizabeth Ganser
Fontana Sports
216 N. Henry Street,
Madison, WI

From: Alex Joas <alexjoas@yahoo.com>
Sent: Tuesday, July 13, 2021 2:32 PM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: Agenda item 66364

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi,

I am in opposition to item 66364 and would like to submit a statement because I am unable to attend the meeting. Thank you.

I work at the Irish Pub on state street. The owners of our pub and every employee agree that if BRT is routed down State Street it would only create negative impacts to our business. Our patio business is dependent on State street remaining as pedestrian friendly as possible. Most of our non-regular customers come to enjoy the people watching, and are happy walking the streets. People who come to State street expect to walk and wouldn't mind waking a few extra blocks to catch a bus so we see no benefit in having the BRT stops directly on State Street. We hope BRT can be realized in Madison but we also really hope the decision making progress is not rushed and that the voice of the community, our aldermen, and business owners are heard before moving forward. We believe business on state street is dependent on the draw that our unique pedestrian mall provides and more shelters and buses could destroy the very thing that makes our neighborhood so special. We would like to see the city move towards less buses on state street, and after speaking to our customers and neighbors, it seems evident that most people in the community agree. Thank you for respecting the democratic process and keeping everybody involved in the decision making process.

Thank you,

Alex Joas

From: Masaru Oka <masaru3@alumni.stanford.edu>
Sent: Tuesday, July 13, 2021 3:24 PM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: common council exec com agenda item 66364

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi, I'm writing to express support for the proposed BRT route. Specifically I do support the route staying on State Street. Frankly, State St businesses have had months, maybe even a year at this point, to comment on the alignment at various public meetings. I have attended these online calls and am quite frustrated that they feel they can just show up at the last minute and override the hard work that everyone has already put into this project.

State St is an established bus corridor and their arguments against it don't make sense. The bus will bring more people to their storefronts and drive business. People with limited mobility will prefer to get off closer to their shopping and dining destinations. People coming from the east and west sides will find the bus more attractive if it drops them off literally right in front of their destination at Overture Center, for example, than having to walk a few blocks. BRT only works because it goes where people want to go. Relocating it away from prime destinations will defeat the whole purpose.

Masaru Oka

301 S Yellowstone Dr #115

Madison, WI 53705

From: Charles Bauer <ctbauer@tds.net>
Sent: Tuesday, July 13, 2021 3:27 PM
To: All Alders <allalders@cityofmadison.com>
Cc: Sean Scannell <seanandstaceyscannell@gmail.com>
Subject: RE - 66364

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Gentlepeople,

RE - 66364

I am strongly opposed for all the reasons so clearly stated by the public and the stakeholders downtown.

If the attached scaled illustration photo is accurate it's inconceivable to me how anything so outrageous has gotten this far. It needs to be stopped immediately.

Respectfully,

CHUCK BAUER
(Co-founder, 1972, The Soap Opera, 319 State Street)

Chuck Bauer
Madison, Wisconsin 53726
608-233-3839 land line (Wed. noon - Sat. 9am)

608-523-4987 land line (Sat. noon - Wed. 9am) ctbauer@tds.net www.ctbauer.com



From: Katie Hogan <katieh0302@gmail.com>
Sent: Tuesday, July 13, 2021 3:31 PM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: Agenda Item: 66364

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Madison Common Council Executive Committee,

I am writing today in support of agenda item 66364, the Madison Bus Rapid Transit System. I am 100% in support of increasing transit access in Madison! I live on the near West side and commute to work on Willy St, and a more reliable bus would make my days so much easier, and it would be so much less complicated to commute across the city, and dedicated bus lanes would make it so much simpler than navigating downtown traffic regularly.

I could bus to the square, to concerts, to my job, to events and shops on state street, and know that I could get there safely, quickly, and reliably. I'm also in support of transit because it lessens the cars on the road, is better for the environment, and means I can read or listen to podcasts instead of focusing on driving and spend thousands of dollars a year on gas and car repairs.

This is also an issue of environmental and racial justice. Please take the step to fully fund Madison's transit and this BRT and help people get where they need to go. Whether it be to work, jobs and classes on campus (my roommate is a PhD candidate who goes into lab everyday), events downtown, medical appointments, or anything else, plus the jobs it creates.

Thank you for taking the time to read this, and a hopeful thankyou that you will take this step into making Madison a more accessible, greener, and healthier city for people of all backgrounds and races. Public transit is for everyone.

Katie Hogan

3203 Stevens St, Apt 3 Madison WI, 53705

From: Gregg May <greggtmay@gmail.com>
Sent: Tuesday, July 13, 2021 3:32 PM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: Agenda Item - 66364 - Bus Rapid Transit

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi Common Council Executive Committee,

I am writing today in support of Bus Rapid Transit and the locally preferred alternative. My friends and I regularly use bus service to travel around Madison, which often includes meeting on State Street. We are very excited for the new BRT service and our ability to get meet up in downtown Madison and are concerned that pushing transit out-of-sight will have a negative impact on service and ridership. Please do everything you can to make BRT efficient and effective (dedicated lanes, etc.).

Thanks,
Gregg May

123 N. Blount Street #606
Madison, WI 53703

From: Constance Christ <cchrist5150@gmail.com>
Sent: Tuesday, July 13, 2021 3:39 PM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: BRT

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Please respect what state has gone through the last couple of years and don't hurt the small businesses
even more so with large ramps in front of our doorsteps .
Restaurant

Dino Christ , Nicks

From: Craig Bartlett <craig@redcardathletics.com>

Sent: Tuesday, July 13, 2021 4:02 PM

To: Common Council Executive Committee <ccec@cityofmadison.com>; All Alders <allalders@cityofmadison.com>

Subject: No BRT on State Street.

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello Alders,

I am extremely passionate about not having BRT run on State Street.

I am the 3rd generation of Bartlett that has worked on State Street. My grandfather moved his family to Madison to run Redwood & Ross at 651 State St in the 50's. My father worked at Petrie's Sporting Goods at 641 State and later at First Federal Savings & Loan on the 200 block. Up until December of 2020 I worked at 100 State and prior to Covid, employed 25 people while owning Isthmus Publishing Company and Red Card Media. Covid ended Isthmus for me and my Red Card Media office has relocated to 622 West Washington.

In my youth I would ride a bus to the Farmer's Market to eat cheese curds & chocolate eclairs. At no point did I find it necessary to be riding a bus on State Street.

As a young adult I spent countless hours walking on State St as the City Manager for the Onion Newspaper, which is when the thought of State Street without transit took hold. I've spent a better part of the last 7 years working on State, and everyday think about what it could be.

We want to make it more vibrant and welcoming to all? Then let's do that. Let's program it, put pop-up shops on it, activate it in every way possible. Could you imagine if we had a dedicated place for things like Maxwell Street Days, Mad Lit, Juneteenth celebrations, Pride Festivals? Could you imagine what it could look like if our State Street business owners could invest in permanent solutions for expanded cafes and retail like their counterparts on King & Pinckney on the other side of the Capitol Square?

I can.

Sadly none of this is possible if we put BRT down State Street.

I am a downtown business owner and a board member of MCBID. I have attended many presentations on BRT over the past 2 years and have been involved in many discussions as this process has unfolded. As countless others have said to you, we are in support of BRT and always have been. We signed off in support of the project after being told by the Mayor's Office and Metro that we would have time to reevaluate routing. That certainly has not happened. The lack of transparency on this project and communication, or maybe better said, miscommunication, has been astounding.

If BRT gets ramrodded through it will set State Street as a bus transportation corridor for the next 40-50 years. The State Street that we know, or dream of knowing will cease to exist.

I'll end with this. If State Street and the Capitol Square are the beating heart of downtown, don't clog it's main arteries with buses.

I am registered to speak tonight, but because of family obligations I may not be able to. In keeping in line with the communication about this project in general, timing isn't ideal to accommodate those concerned about it.

CB

Craig Bartlett

Owner

[Red Card Athletics](#) & [Red Card Meal Plan](#)

mobile - 608-444-4287

email - craig@redcardathletics.com

From: Gregory Conniff <gconniff1426@gmail.com>
Sent: Tuesday, July 13, 2021 4:19 PM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: Opposing Bus Shelters on State St.

Caution: This email was sent from an external source. Avoid unknown links and attachments.

City of Madison

Please, please don't inflict those gigantic bus shelters on State Street. They are wildly out of scale and will not only block storefronts but will alter the basic feel of this historic street from something for people to something for machines. Please, streets for *people*!

Greg Conniff

1426 Rutledge St.

Madison

From: Peter Mitropoulos <pt.mitro@gmail.com>
Sent: Tuesday, July 13, 2021 4:24 PM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: BRT stops on State Str.

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I am one of the owners of 315, 313 and 311 State Str. My family has owned the property for 50-years. I've seen State Str. transition from full traffic to current rendition. I am opposed to the BRT stations on State Str. ONLY but not anywhere else of the proposed route. Alternative routes were researched but dismissed due to adding a few more minutes to the route. So rather than lose a few minutes we sacrifice store frontage space. Buses don't need to be on State Str. Period. Eliminating half of the streets bus stops is just ridiculous. It should be all or nothing.

We suffered great losses last year from riot damage to half of the facade of our building. But building owners are exempt from asking for funds in helping us with the expenses to rebuild. In turn also losing our tenant with both spaces unoccupied currently has been financially devastating to us.

I implore that alternative routes be taken seriously and not ruin half of State Str. all because the Mayor wants it. It's not right and not fair that abuse of power like that be allowed to occur particularly during COVID last year when things were fast tracked and no one was involved.

I'm sorry I'm very bitter and frustrated at the City's lack of involving building owners or businesses on State Str. about this. It is a false narrative.

I do not wish to speak. I've expressed myself repeatedly and frankly I don't have the patience anymore to be nice in a live zoom meeting. I hope you understand my frustrations.

Sincere regards,
Peter Mitropoulos.
From My iPhone XS.

From: Adam Nicholas Paul <aptranquil@gmail.com>
Sent: Tuesday, July 13, 2021 4:28 PM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: Agenda# 66364

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hey City Council.

In my opinion the BRT is a concept that won't increase ridership amongst our community and bigger idea projects like an elevated lite-rail alternative ought to be considered first.

Trying to make surface transportation in a City built on an isthmus more efficient by adding more surface traffic is a futile experiment, which only adds insult to injury for such a City with great foresight.

Madison can do much better transportation technology that is available today.

Regards,

Adam Nicholas Paul

From: Kristin Chose <kristin.chose@gmail.com>
Sent: Tuesday, July 13, 2021 6:15 PM
To: All Alders <allalders@cityofmadison.com>
Subject: BRT

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I'm in support of the State St businesses that are anti BRT. Pro pedestrian promenade.

From: Dayna Long <delizabeth.long@gmail.com>
Sent: Tuesday, July 13, 2021 6:35 PM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Cc: Vidaver, Regina <district5@cityofmadison.com>
Subject: BRT on State Street

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Common Council Executive Committee,

I'm writing you (and my alder, Alder Vidaver) to reiterate my testimony from tonight's CCEC meeting which is that I support Bus Rapid Transit on State Street and I am opposed to efforts to remove it or any bus routes from State Street.

It was extremely discouraging to hear the ill-informed, anti-transit sentiments of State Street's business community tonight. There were a couple of misconceptions that I want to be very clear in dispelling:

1. The suggestion that excellent transit does not immediately benefit State Street businesses. Of course it does. Transit riders are customers. We buy coffee at State Street businesses when we go to work. We pick up a father's day gift at a State Street shop after work. We meet friends for dinner or drinks on State. Additionally, State Street businesses need workers, many of whom also travel by bus because parking is (rightfully) prohibitively expensive on the isthmus.
2. Buses make cyclists less safe. This is not born out by reality or even by people's perceptions of reality. State Street is one of the most heavily-biked streets in the city. If people weren't comfortable biking near buses that wouldn't be true. Bus drivers, who are trained professionals, are a hell of a lot more comfortable to bike around than random drivers on the street and the lack of car traffic on State makes it extremely comfortable.

But cyclists and pedestrians (which is what bus riders are, in between bus rides) are less safe on streets like Johnson and Gorham, where opponents of BRT on State would like bus riders to go. Both at my old home on Williamson Street and at my current location on University Avenue, I have had to fight traffic to get to my bus stop as it is. I have had many near-misses and other unpleasant interactions with cars. Asking bus riders to add more car traffic interaction into their commute is how we make transit unpleasant and untenable for riders.

Thanks for listening to so much testimony and for reading a little bit more.

Best,

Dayna Long

2550 University Ave.

From: John Hayes <john@goodmansjewelers.com>
Sent: Tuesday, July 13, 2021 6:39 PM
To: All Alders <allalders@cityofmadison.com>
Subject: BRT

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Ladies and Gentlemen

I am very disappointed in the actions of the the staff and Mayor of the City of Madison.

The presentations have appeared to be misleading at best. When we were presented the dimensions of the BRT stops and side walk space were not to scale of what they actually are. The State Street area was designed to be pedestrian friendly. Parking was removed and the side walks were enlarged thus narrowing the street. Now to try to cram an oversized bus stop into a more confined space makes no sense.

--

John Hayes
President
Goodman's Jewelers

From: Betty.Custer@LFG.com <Betty.Custer@LFG.com>

Sent: Tuesday, July 13, 2021 6:45 PM

To: All Alders <allalders@cityofmadison.com>

Subject: [All Alders] BRT routing on State st

Recipient: All Alders

Name: Betty Harris Custer

Address: 14 Pinehurst Circle, Madison, WI 53717-1142

Email: Betty.Custer@LFG.com

Would you like us to contact you? Yes, by email

Message:

I am listening and have been for two hours to the utive Comm of the Council on BRT and especially routing on State St. As a strong community citizen, business owner, lifetime resident and major supporter of Downtown Madison I am FIRMLY opposed to the routing of these huge buses 20 feet longer!!!! and the while now modified, still large terminals on the most iconic street in our community. I have donated over 30 hours just in the past 8 months to a group that has been working on the revitalization of Downtown thru DMI. My focus has been Equity. State Street is hurting and needs to have our help to recover from the pandemic and destruction and the still much more limited traffic. We need to be open to change but not this one.

Those of us who best understand the street know that the best option moving forward is a pedestrian mall, but even if that is not decided, the worst option is terminals and huge buses on State Street.

I 'm in support of BRT. The Metro Manager is talking about reducing the number of stations, but minimizes the adding of bigger, faster buses. He is also not mentioning that the 200 Block houses the world class building of Overture and MMOCA designed by an internationally reknown architect, a national landmark in the Orpheum, the oldest retail store in Goodman's that was started by men who gave fortunes to make Madison better.

Every place I go in Madison people are upset by this. I've been told by numerous Council members that the vote that approved this route was after they were told that was not FINAL and was only to move the process forward

All four living former Mayors from the last 40 years are against this. Can they all be wrong??? Supporters are trying to make this a racial issue stating that more people of color will come downtown with these. A more vibrant State St will very possibly bring People of Color downtown as business owners if we can live up to the dream of a vibrant Street.

I do not believe the federal government will take these dollar away. We do NOT have to hurry this. While the supporters of this and head of Metro talk about all of the meetings that have happened and the delays, the people most impacted were not put fully in the loop until several mo this ago. You are

jeopardizing the future well-being of many of these people, a number of whom are minority business owners.

Betty Harris Custer

From: Carmelo Alfano <calfano@gmail.com>
Sent: Tuesday, July 13, 2021 6:49 PM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: Brt graph

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Please ask Tom lynch why not compare number of brt bus stops to 2021 bus stops (instead of 2019).

What about phase 2?

From: Laurel Fletcher <laurel.fletcher@yahoo.com>
Sent: Tuesday, July 13, 2021 6:54 PM
To: Common Council Executive Committee <ccec@cityofmadison.com>
Subject: in support of BRT on State Street

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Common Council Executive Committee:

I support BRT on State Street. We have had buses on State Street for the decades I've lived here, and it has been a great location for them. It is nice being able to take the bus home from work, get off and buy dinner or goods at some of the shops, then get back on the next bus. It is weird that some State St shop owners would want to lose out on these purchases.

More importantly, though, we need to be able to use all available streets for transportation given Madison's unique and challenging geography. Maybe a narrow isthmus between two lakes wasn't the most practical place to build a city, because all traffic between the east/north and west/south sides of the city is funneled through a densely-populated bottleneck of land in the middle. Traffic in this area is already dense during rush hour; deciding to make a major thoroughfare used by buses and emergency vehicles, possibly turning it into a vacant pedestrian area, would exacerbate traffic jams that are already going to get worse over time as the population increases. Citizens talking casually about how nice it would be to eat dinner on State Street with no buses, are probably not volunteering to spend the extra time this would cost, sitting in their cars in backed-up traffic on the cross streets, as bus passengers load and unload in front of them. They probably also aren't volunteering to wait extra minutes for emergency vehicles to arrive during a medical crisis, while ambulances pick their way along the edge of a traffic jam exacerbated by buses. Currently a tiny group of business owners are asking us to indulge in a pedestrian mall in a location where land is already at its scarcest, but the time this would cost all commuters (car drivers as well as bus riders) needs to be part of the decision.

Also, many businesses outside of the isthmus are currently having a hard time finding enough employees. Pushing buses onto side-streets where they will further contribute to slow traffic, just makes it harder and more-time consuming for potential employees to reach these businesses where they might otherwise work. Taking buses off State St is not something that would serve the interests of either businesses or employees overall.

Please support BRT stops on State St,

Laurel

From: Peggy Gunderson <peggy@sbmbrands.com>

Sent: Tuesday, July 13, 2021 6:58 PM

To: Mayor <Mayor@cityofmadison.com>; Rhodes-Conway, Satya V. <SRhodes-Conway@cityofmadison.com>; BRT marketing group <BRT@cityofmadison.com>; All Alders <allalders@cityofmadison.com>

Subject: BRT in Downtown Madison

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Madam Mayor and Madison Alders:

My name is Peggy Gunderson, I own Strategic Brand Marketing at 30 West Mifflin Street in Madison, WI. I am also appointed by Gov. Evers as Vice-Chair of Wisconsin's Small Business Regulatory Review Board. I am active with the BID and an Executive Board member of Downtown Madison, Inc. and previous Board Member of Dane Buy Local.

Through all of these groups, I've been active in supporting and advocating for small businesses in Wisconsin. While I support BRT on State Street in Madison and registered same at tonight's Common Council meeting, I've registered in opposition to busses on State Street.

My primary concern as I speak with business owners throughout downtown, is why has the City not reached out to business owners through public meetings. I find it odd that through all my connections in the business community, not one business owner I have spoken to, have had contact with the Mayor or City staff about BRT.

Tonight you've indicated 4 public engagement meetings, I'm curious how invites were distributed and how small business owners were not included in the conversation. I understand Tom Lynch was a recent DMI Transportation meeting and railroaded the conversation without taking any questions and without providing appropriate responses.

Therefore, I ask that you please hold a public meeting for ALL stakeholders and we do this as soon as possible. I also ask that regular meetings between City officials, preferably the Mayor, and stakeholders be held as we go through this process.

Sincerely,

Peggy Gunderson



Peggy Gunderson

President / Brand Strategist
Strategic Brand Marketing
Vice Chair WI Small Business Regulatory Review Board
30 West Mifflin Street, Suite #401
Madison, WI 53703
Direct Line: 608.298.7311
www.SBMBrands.com

From: John Hayes <john@goodmansjewelers.com>
Sent: Tuesday, July 13, 2021 7:00 PM
To: All Alders <allalders@cityofmadison.com>
Subject: BRT

Caution: This email was sent from an external source. Avoid unknown links and attachments.

City of Madison Alders

Please listen to your community about the locations of the BRT stops.

The majority of property owners and business owners support the BRT plan with modification of locations of the stops in the downtown (State St) area. Think of the results and the long term effects the plan will have on the center of Madison. You were all elected to be responsive to the people not the mayor. Step back and ask yourself what do you want State Street to look like in 10,20 30 years. Do you want it to remain a very vibrant space that draws thousands of visitors to Madison every year. This contributes millions of dollars to our economy every year. We draw visitors from all over the world with special events from the Art Fair to The World Dairy Expo and a whole lot more. If State St is put down the path you are presenting it will indeed change the make up and desirability of the most famous street in all of Wisconsin.

I ask you to at least take the proper time and put in the proper effort to explore a satisfactory alternative that will both support the BRT and State Street.

Thank you

John E. Hayes

--

John Hayes
President
Goodman's Jewelers

From: Sean <spscannell@gmail.com>
Sent: Tuesday, July 13, 2021 8:07 PM
To: All Alders <allalders@cityofmadison.com>
Subject: Outreach/Events/Free Speech/Where is my Bus?

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alders,

I urge you to think about the next 40 years of our cultural heart, not just ramming something through.

I hope you will review my follow up as I feel some points were missed/redirected in the meeting tonight and should be pointed out as State Street stakeholders did not get a follow up after the presentation.

Outreach:

Yes, there was *general* outreach, but not *specific* to BRT on State.

There was a meeting specific to downtown at a BID meeting where 4 routes were presented... The one that was picked by the city is the one that BID and DMI *specifically said they did not want in the meeting* -- BID and DMI did not want it down State Street and this was pointed out early on. This is where the square peg was created, when the downtown stakeholders were ignored early on. The Mayor wanted it down State and she pushed against the downtown holders. It is a shame we went down the wrong path and the project could get delayed due to this major mishap.

Events:

What about events! Transportation completely brushed over this. No mention in the presentation! 20% of the time! How can we reroute something that is NEW and LASTING 20% of time? This is after all of the events that have been denied due to transportation so it is 20%+++ of the time. What will this cost to our Cultural Heart, how about our nonprofits?

Free Speech:

This becomes a freedom of speech issue and it sounds like we run into problems with the FTA if we reroute too much. People can't march on historic State Street and have their voice heard -- due to buses?!?

Where is my bus?

Rerouting hurts bus riders, you plan to ride a bus and then you get there and it is not there! Put it somewhere it does not need to be rerouted -- like where we are rerouting to. Side note, a trolley system would help accessibility greatly downtown.

Johnson and Gorham down to one lane for BRT even if we take out parking? Please, is that a joke? I dare us to take actual measurements.

State street reconstruct -- I received a letter the other day that the sidewalks on state street are being redone? Why are the Mayor and Tom misdirecting us? Again and Again. They simply aren't seeing anything but BRT down State Street - Tunnel Vision. President Abbas mentioned the Buckeye lot -- they

couldn't fathom it because they have not and will not reconsider the route since they choose it
(Probably before the BID meeting.)

Please no BRT down State -- Please BRT very close to State. It's worth the risk to go back to FTA. Make the Downtown Stakeholders know that you do care.

Thanks again for your time,

Sean Scannell

From: Christine Shan <shancpatax@gmail.com>

Sent: Wednesday, July 14, 2021 1:49 PM

To: Mayor <Mayor@cityofmadison.com>; Rhodes-Conway, Satya V. <SRhodes-Conway@cityofmadison.com>; BRT marketing group <BRT@cityofmadison.com>; All Alders <allalders@cityofmadison.com>

Cc: Tiffany Kenney <tkenney@visitdowntownmadison.com>; Jason Ilstrup <jilstrup@downtownmadison.org>

Subject: No BRT on State St

Caution: This email was sent from an external source. Avoid unknown links and attachments.

My position of opposing BRT and any other traffic on State St is clear. My reasons are listed below:

First, I and many other minority immigrant business owners that I personally know were not involved with any BRT on State St engagement session with the city, this is NOT a transparent nor democratic process of engaging ALL downtown stakeholders. Apart from receiving fragmented information from local newspapers and social media about two months ago, in fact I received ZERO direct information from the city that BRT on State St was fast-tracked through as part of East-West BRT line despite I am a stakeholder on State St since 2017, We are merely talking about informing and engaging 6 blocks or 0.78 mile exact) business owners, residents, property owners.

Second, since learning of the situation, downtown business owners have actively protested BRT on State St and proposed **3 alternative routes** for the city to consider, and advocating to turn State St into "Pedestrian Mall." I am sharing these 3 proposed alternative routes (downloaded from their NO BRT on State St website) in this email. We know there are other options, please be open-minded and investigate any other alternative solutions.

Third, please be more understanding that there are always two sides to a coin. The City Transportation department's main focus and probably sole position is what's the best and fastest route for BRT buses, anything else is not really within their job descriptions, such as what does BRT mean for the struggle and survival of State St small business owners or any of Overture Center, MMOSA's concerns, how this is going to impact average pedestrians experiencing State St. Their angle of lens does not represent a comprehensive view of BRT impact to State St. Different perspectives should be considered, especially for a significant project like this at such a permanent impact to state street's future. We shall and cannot take this lightly by giving it a mere 5-minute thinking. Unlike any other streets or roads in the city of Madison, State Street is currently the ONLY possible Pedestrian Street that we can preserve at no extra effort or cost to the public or the city. Now we are on the edge of killing this possibility **Permanently**.

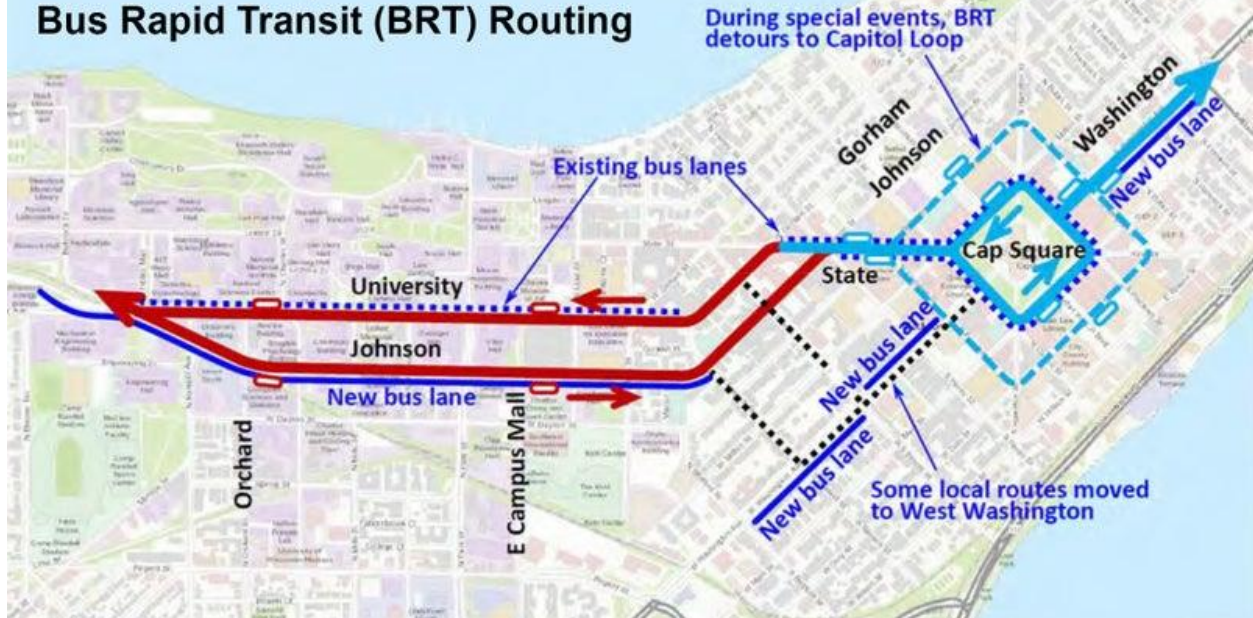
Can City Council engage conversations on other optional routes, and stop BRT on State St?

Thank you all for listening.

--

Christine Shan
State St Stakeholder

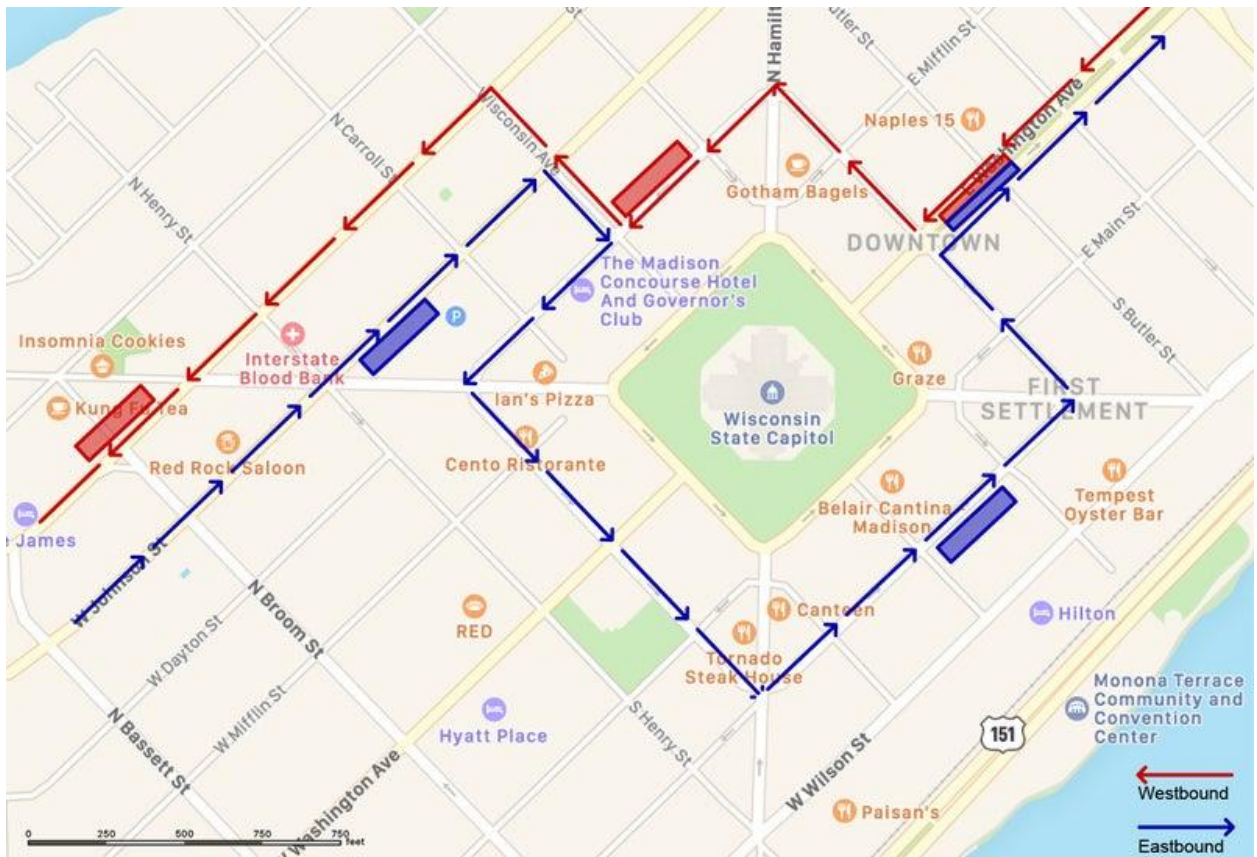
Downtown Proposed East-West Bus Rapid Transit (BRT) Routing



Downtown Alternative 3



Downtown Alternative 2



From: Jason Ilstrup <jilstrup@downtownmadison.org>
Sent: Wednesday, July 14, 2021 2:16 PM
To: All Alders <allalders@cityofmadison.com>
Subject: DMI Statement on State Street and BRT

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello Alders:

I hope you're all having a great week. First, thank you for your continued support of our community. Second, I want to share Downtown Madison Inc.'s (DMI) statement on State Street and BRT. We are releasing the statement today.

We look forward to working with you all on finding a compromise. Please let me know if you have any questions. Thank you again and have a nice afternoon.

Jason Ilstrup
President
Downtown Madison Inc.
122 West Washington Avenue, Suite 250
Madison, Wisconsin 53703
608.512.1330
www.downtownmadison.org



From: Bryan Chan <bryanc@staff.supranet.net>

Sent: Wednesday, July 14, 2021 5:44 PM

To: Christine Shan <shancpatax@gmail.com>

Cc: Mayor <Mayor@cityofmadison.com>; Rhodes-Conway, Satya V. <SRhodes-Conway@cityofmadison.com>; BRT marketing group <BRT@cityofmadison.com>; All Alders <allalders@cityofmadison.com>; Tiffany Kenney <tkenney@visitdowntownmadison.com>; Jason Ilstrup <jilstrup@downtownmadison.org>

Subject: Re: No BRT on State St

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I agree 100%

The State Street BRT station in front on the 200 block is so Mayor Satya can go to Overture for Broadway shows with her partner from their house. Everyone at Overture and MMoCA opposes it.

Yet another selfish failure by our mayor.

Recall Satya!!

Bryan

Sent from my iPhone

On Jul 14, 2021, at 1:49 PM, Christine Shan <shancpatax@gmail.com> wrote:

My position of opposing BRT and any other traffic on State St is clear. My reasons are listed below:

First, I and many other minority immigrant business owners that I personally know were not involved with any BRT on State St engagement session with the city, this is NOT a transparent nor democratic process of engaging ALL downtown stakeholders. Apart from receiving fragmented information from local newspapers and social media about two months ago, in fact I received ZERO direct information from the city that BRT on State St was fast-tracked through as part of East-West BRT line despite I am a stakeholder on State St since 2017, We are merely talking about informing and engaging 6 blocks or 0.78 mile exact) business owners, residents, property owners.

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going to impact average pedestrians experiencing State St. Their angle of lens does not represent a comprehensive view of BRT impact to State St. Different perspectives should be considered, especially for a significant project like this at such a permanent impact to state street's future. We shall and cannot take this lightly by giving it a mere 5-minute thinking. Unlike any other streets or roads in the city of Madison, State Street is currently the ONLY possible Pedestrian Street that we can preserve at no extra effort or cost to the public or the city. Now we are on the edge of killing this possibility **Permanently**.

Can City Council engage conversations on other optional routes, and stop BRT on State St?

Thank you all for listening.

--

Christine Shan

State St Stakeholder