

Metro Rapid Bus Rapid Transit

BRT and Bikes - TPPB

November 1, 2021









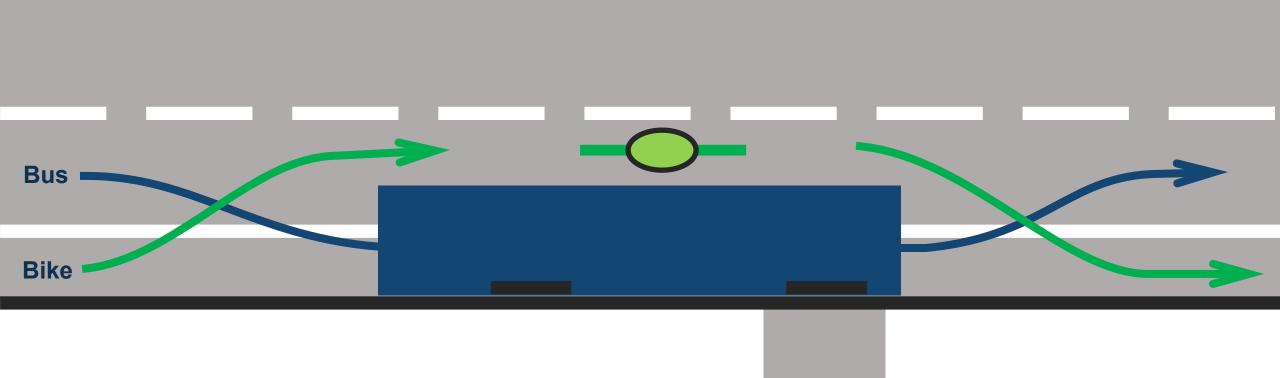
Accommodating Bikes

- Interactions between bikes and buses, especially at stations
- Bike parking near stations
- Bikes onboard
- BCycle

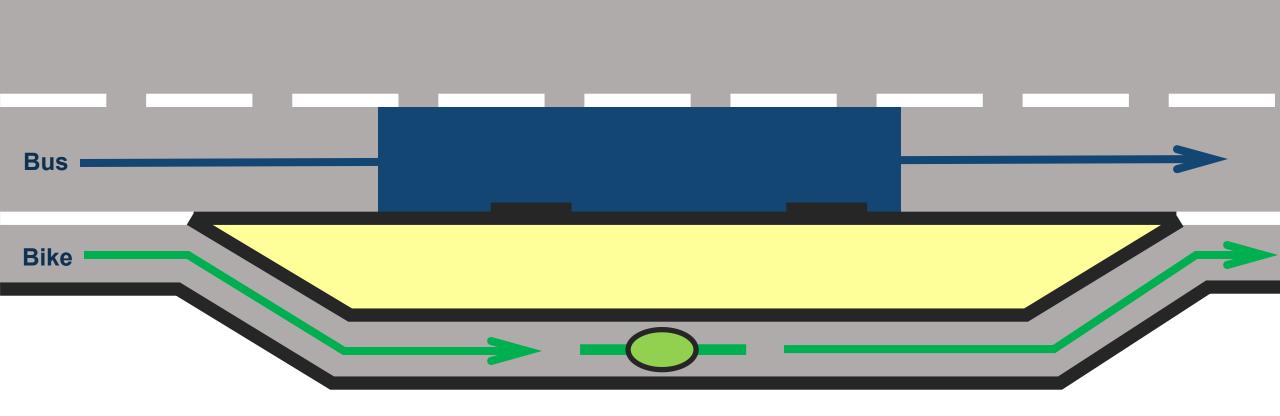
Bus – Bike Interactions

- Center running on about half of the system will eliminate most conflicts
- Fewer stops along the corridor
- Routing bikes around, rather than through conflict areas (next slide)
- The BRT project will try to reduce or eliminate bus bike conflicts

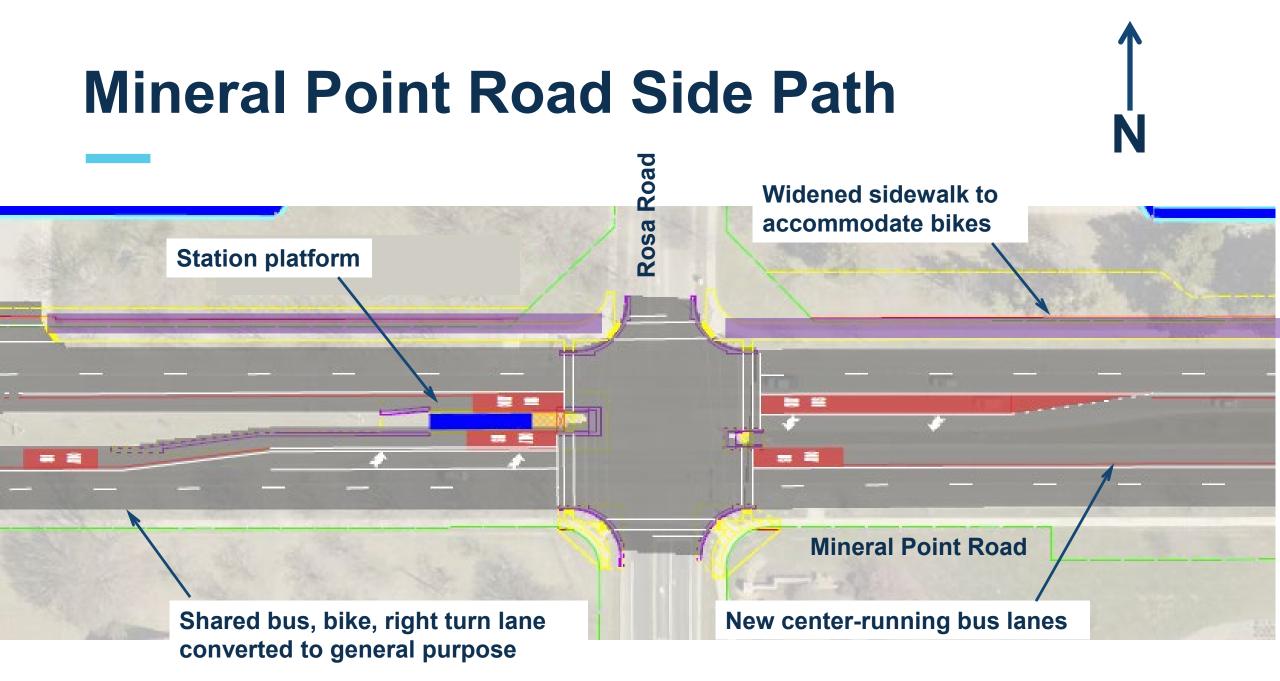
Typical mixed-traffic conflict



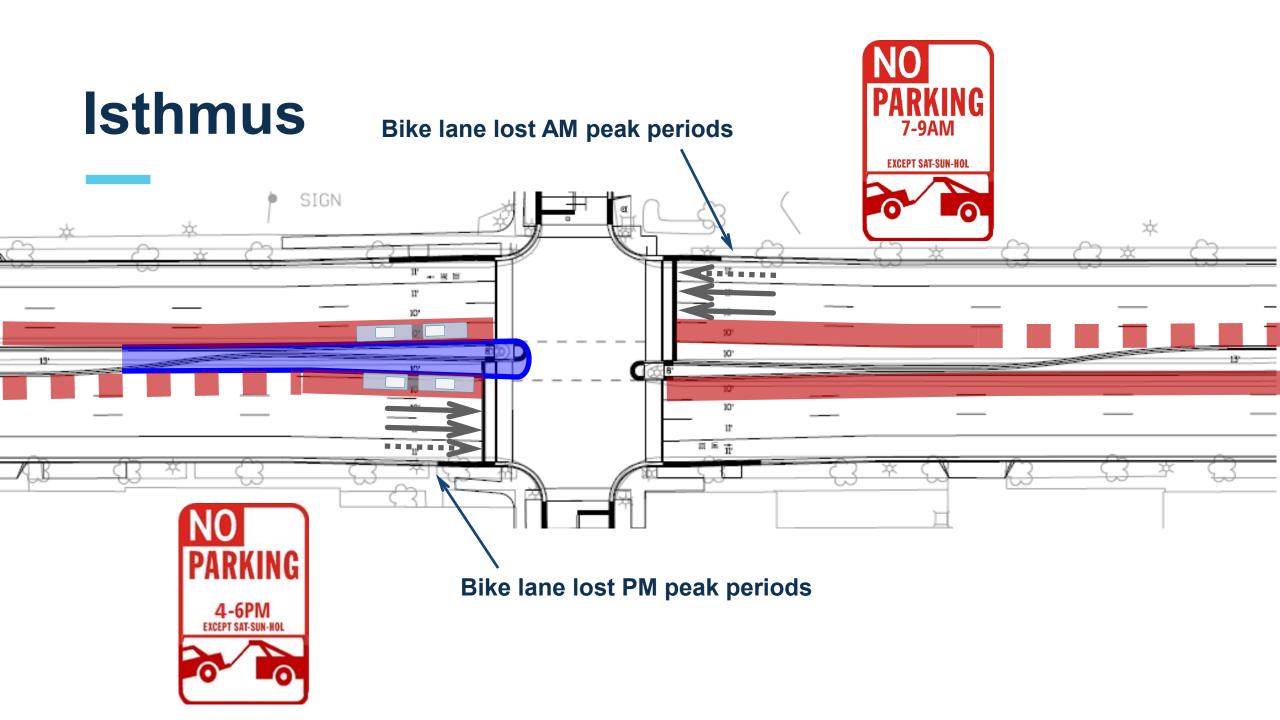
Island platform solution









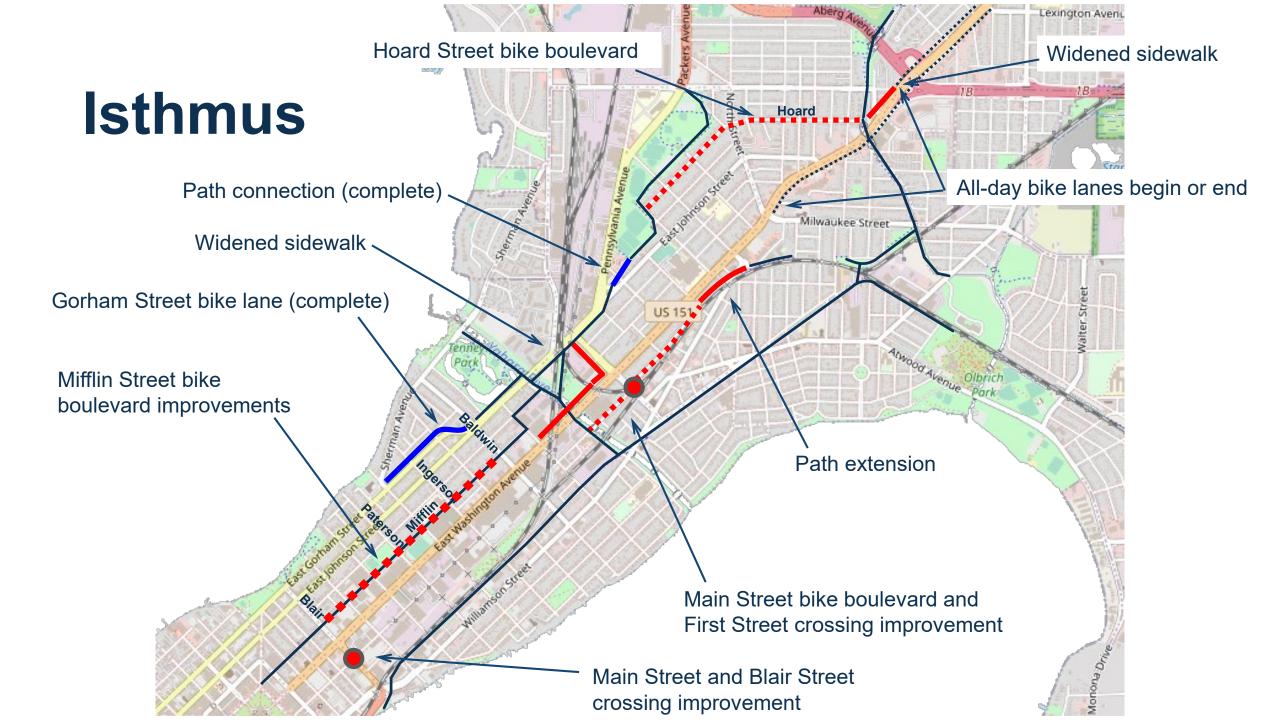


Baldwin Street

(m) Baldwin

Renderings are conceptual

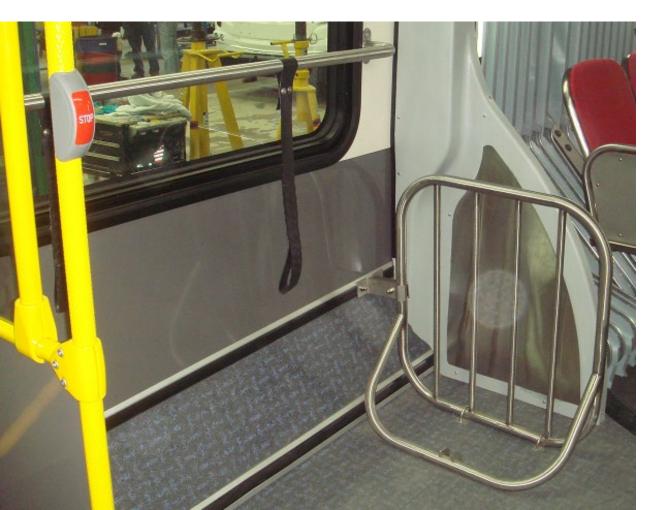
Baldwin St

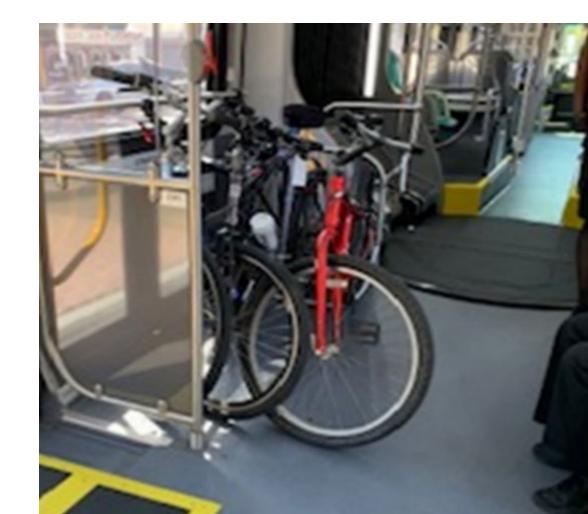


Bikes on board

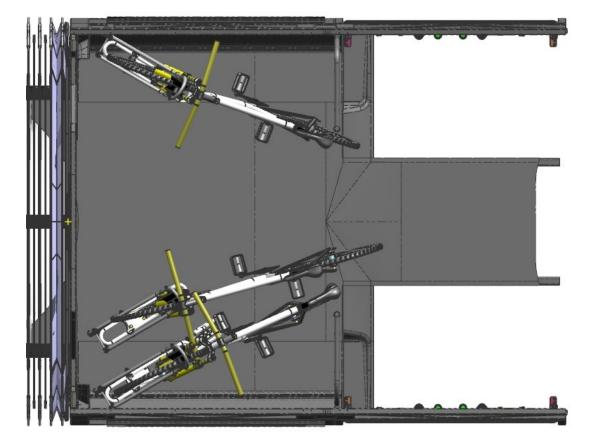
- Bikes will be accommodated inside the bus towards the back rather than in front
- Faster, easier, and works better with raised platforms
- Several configurations, will work with manufacturer

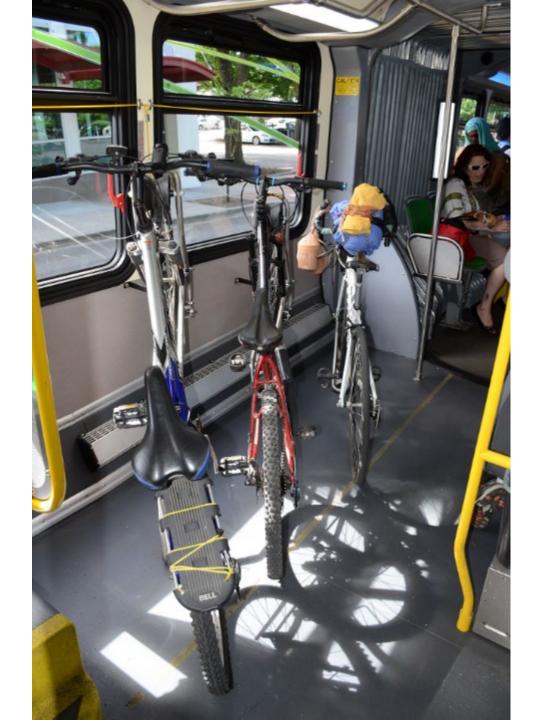
Horizontal Rack





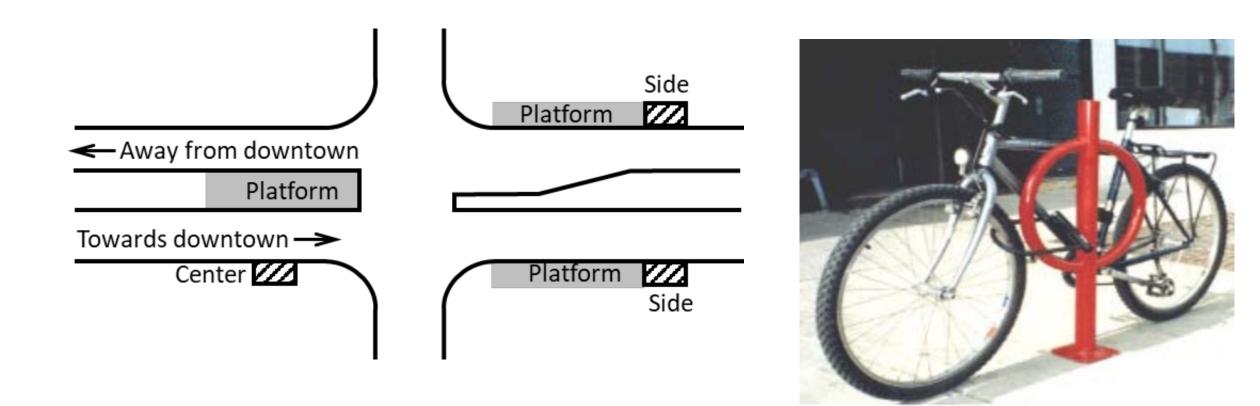
Angled Rack





Bike parking near stations

• Post and ring style rack and most stations, other than the downtown area and terminal stations



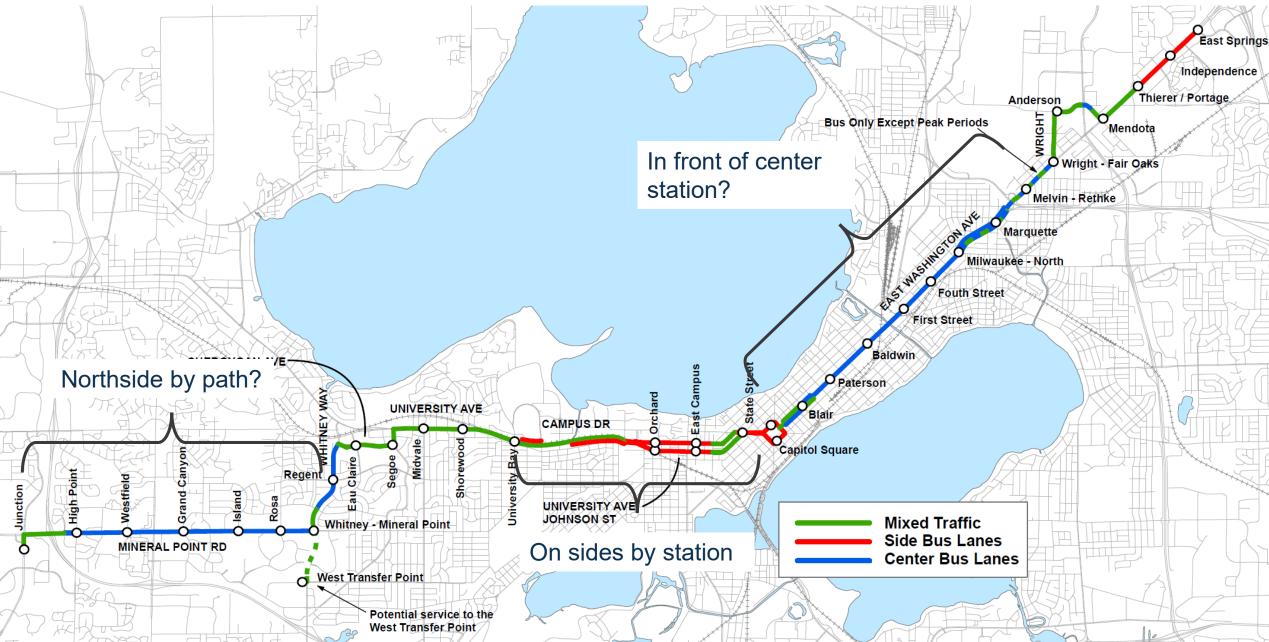
Alameda BRT – International and 24th

ITS ANDIA

CAR

© Google

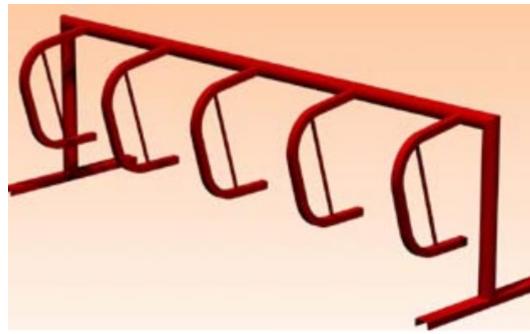
Bike Parking Location Options



Bike parking at terminal stations

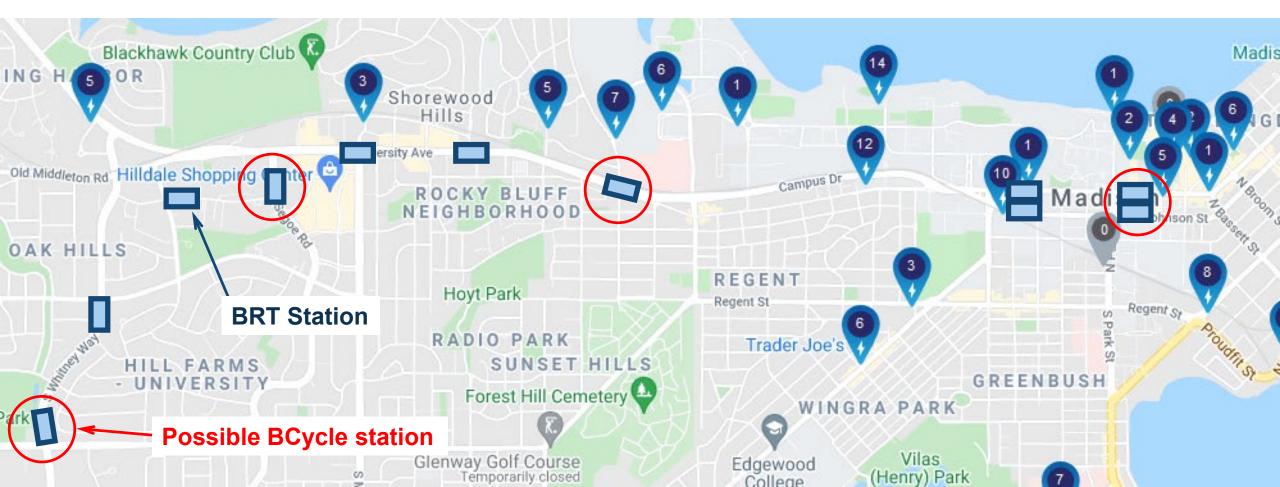
- Bike racks at terminal stations
- Covered bike parking will be investigated
- Secured parking will be investigated, but unlikely due to administration costs

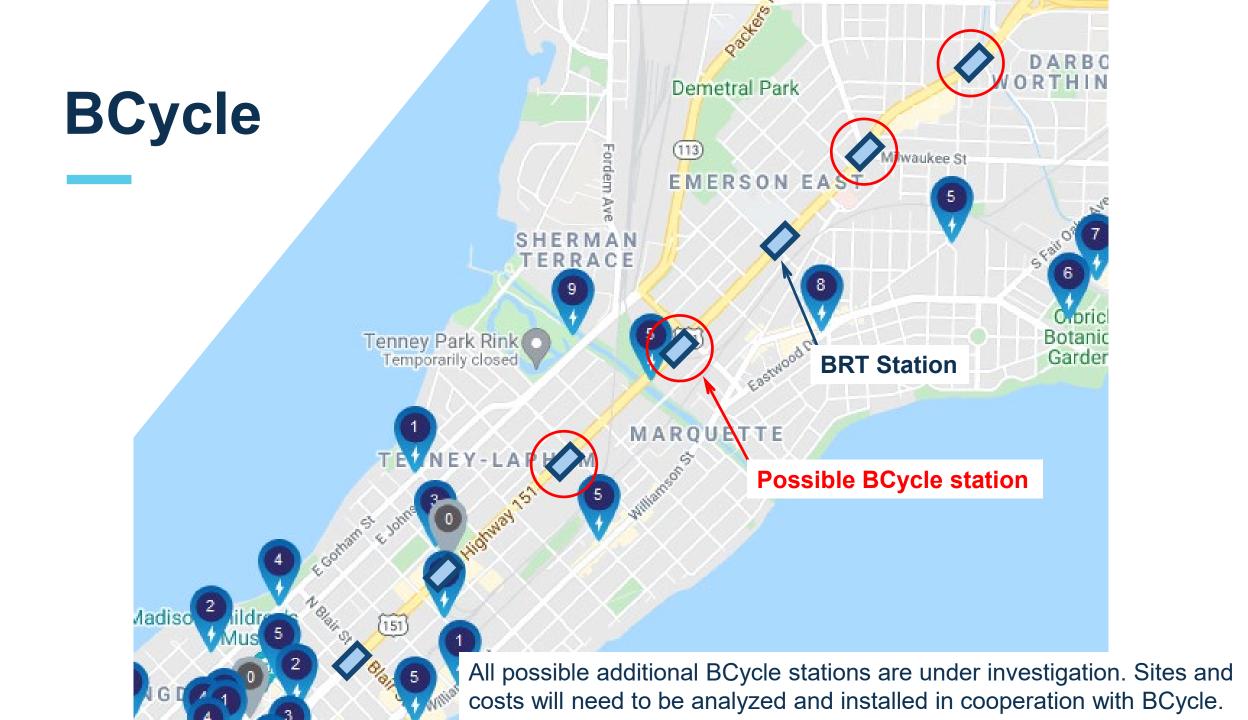




BCycle

All possible additional BCycle stations are under investigation. Sites and costs will need to be analyzed and installed in cooperation with BCycle.







Metro Rapid Bus Rapid Transit

Madison Bikes

MadisonBRT.com

October 25, 2021 6:00 pm





(m)





Extra Slides

Capitol Square – Main Street: Proposed



Capitol Square – Main Street: Proposed

