

From: [Paul Bailey](#)
To: [Transportation Commission](#)
Subject: 82915
Date: Tuesday, May 14, 2024 10:01:02 PM

[You don't often get email from paul.dean.bailey@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Hi,

I'm writing about item 82915. I'm writing to you because I'm concerned about how slow the system the city has branded "BRT" will be. I encourage you to reject this plan until it meets the ITDP definition of BRT.

This rating has been achieved in Brazil, Chile, Colombia, France, India, South Korea, and in the US in Cleveland, Richmond VA, San Bernardino, and Eugene OR, among many, many others. These ratings are designed to be sure we are getting a high quality system that will meet the needs of our community. They focus on technical quality of the design and build, planning, an implementation. For example, the platform-level boarding requires a vertical gap under 2 cm to receive full points—this offers a reasonable tolerance for all riders to safely and easily board a bus. Standards like this can help guide procurement and with design of a system.

However, we won't meet this standard because our lane configuration is often shared with bikes (there is a bike in the painting plan for the E-W "BRT" on page 1 that describes a typical street), which even the city admits is not a dedicated lane. In addition, left turners should cross in front of a BRT at a separate signal. Instead they often commingle with the busses. This will get the busses stuck in grid lock. These left turns should also be minimized to simplify the traffic patterns and speed lights.

Because of the design of the right-of-way, the configuration currently used by Madison for the E-W bus system would not qualify, and that is reflected in the travel time estimates that the city has provided for both system. If we are spending this much money, why not get a great system? Meeting a standard leverages domestic and international knowledge about how to build a system that actually works. Of course Madison planners can't be expected to have extensive knowledge and experience building BRT, we've never built one before. This is why standards are so helpful, they help you avoid pitfalls and build on knowledge of those who have made such a system. Madison would do well to not pretend to be smarter or have more experience than it has. Being humble and learning from others is a sign of someone who is wise and understands that others have important knowledge from their experiences.

Best,
Paul