Dear board members,

Thank you for discussing the interactions of BRT and biking, and thank you to city staff for meeting with stakeholders including Madison Bikes.

To frame this discussion, I want to point out that:

1. Biking infrastructure is transit infrastructure. For many people, biking can solve the "last mile" problem that a transit network otherwise struggles with.

2. Transit infrastructure is biking infrastructure. Conversely, transit can enable journeys that would otherwise be impractical by bike, due to distance, time, or gaps in the bike network. You could call this the "middle ten miles" problem.

With BRT, there will be frequent, faster service, but the BRT lines will not be as close to everyone's starting/ending points. Based on that, I would expect a typical bike+bus trip to go from:
1 mile by bike + 1 hour on bus + 1 mile by bike
to:
2 miles by bike + 30 mins by bus + 2 miles by bike

It would make sense if a greater proportion of cyclists use transit when BRT is available, and with BRT expecting to be the high capacity overall, that may mean demand for more than the two bikes per bus that the current vehicles accommodate. On busier bus routes today, the unpredictable availability of those front rack slots can already be a limiting factor.

I urge you to study how this problem has been solved elsewhere, not just in BRT vehicles, but in full rail contexts. I've personally experienced bringing bikes on the Copenhagen-Malmö train. Along the side of the compartment, there were center-facing seats that could be folded down or be left folded up. There were also retractable straps that could be used to secure bikes, strollers, or other things that might shift.

Another rail-like solution would be to have a couple different configurations within the vehicles, and alternate between them. This would be akin to a "bike car" on a train.

Thank you for all that you do,

Nick Davies
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Email received 11/1/21