



NORTH/SOUTH BRT

Additional Information on Locally Preferred Alternative As Presented on May 6, 2024

PARK ST. PARKING

Q: Regarding the stretch of 3 blocks where BRT would now operate in mixed traffic, and the small business memo that has been sent out for review, how was the impact that parking would have on businesses assessed? i.e. what caused the decision to leave buses in mixed traffic?

A: The planning team tries to strike the right balance between the needs of speed and reliability of the BRT system and other needs along the corridor.

Staff investigated the need for on-street parking along the entire Park St. corridor through parking utilization counts and via extensive outreach with businesses.

While most of the parking along the corridor is heavily underutilized, staff found that about four blocks are well used, no off-street parking is available, side street parking options are unlikely to work as an alternative, and retaining the parking would have little impact on the BRT system.

Businesses in this portion of the corridor are generally small, independent businesses, many of which are minority-owned and have been there for years and, in some cases, decades. Parking studies found that these four blocks were nearly 100% utilized in the evenings.

Several of the restaurants in these blocks use the on-street parking for takeout orders and many businesses use on-street parking to accommodate deliveries. Providing more short-term parking on the side streets would have impacts in the surrounding neighborhood.

Transportation staff consulted economic development staff and concluded that although only a portion of customers use the on-street parking, losing some of this business would likely be a hardship on the businesses.

Further, the short stretch of mixed traffic between West Washington Ave. and Erin St. would occur in between stations, not at stations, and so is unlikely to have a major impact on BRT operations.

Therefore, staff recommendation is to retain the parking with mixed traffic operations on this three-block stretch.

More information about the runningway recommendation for S. Park Street can be found in the S. Park St. Parking Memo attached to Resolution #82915.

EXACT STRETCH OF MIXED TRAFFIC ON PARK ST.

Q: It looks like in some areas it was possible to maintain traffic and allow buses to use dedicated lanes. What is the exact stretch where buses are in mixed traffic due to maintaining parking?

A: The northbound stretch between roughly Olin Ave. and Lakeside St. will retain some parking, but buses will also have a dedicated lane.



This is accomplished by removing the southbound left turn lane and restricting the southbound left turn from Park St. to Emerson St.

This strategy is not possible between West Washington and Erin because left turns are needed, and because that stretch of Park St. is not being reconstructed, so shifting the lanes is not possible.

REQUIREMENT FOR 50% OF ROUTE TO BE DEDICATED BUS LANES

Q: It looks like the current plan is proposed to be below 50%. There is also some discrepancy in the materials. What percentage of the route will have dedicated lanes?

A: There is no requirement for a BRT route to have 50% dedicated lanes, but meeting this threshold identifies the project as a “fixed guideway” BRT project and provides some long-term federal funding. Currently our estimate is that 52% of the line is in dedicated lanes, but the proportion may change as more specifics are known.

RESOLUTION TIMELINE

Q: What's the timeline of the resolution? Where does it head next? And when does it head back to Council?

Resolution 82915 was introduced at Common Council on April 16, 2024, and referred to Plan Commission May 6, Transportation Commission estimated May 15 (lead), and returns to Common Council estimated June 4. A presentation was also made to Disability Rights Commission April 25, 2024, Legistar 83055.

SERVICE TO THE AIRPORT

Q: Is it still possible to get service to the airport added? Is this off the table?

A: The adoption of the Locally Preferred Alternative as recommended would establish the route using Northport Dr., Troy Dr., Green Ave., and Knutson Dr. Service to the airport would not be provided by Rapid Route B but would continue to be provided by Route D2. More details on this decision can be found in the draft LPA Report (attached to Resolution #82915).