



State Street Pedestrian Mall Experiment 2024

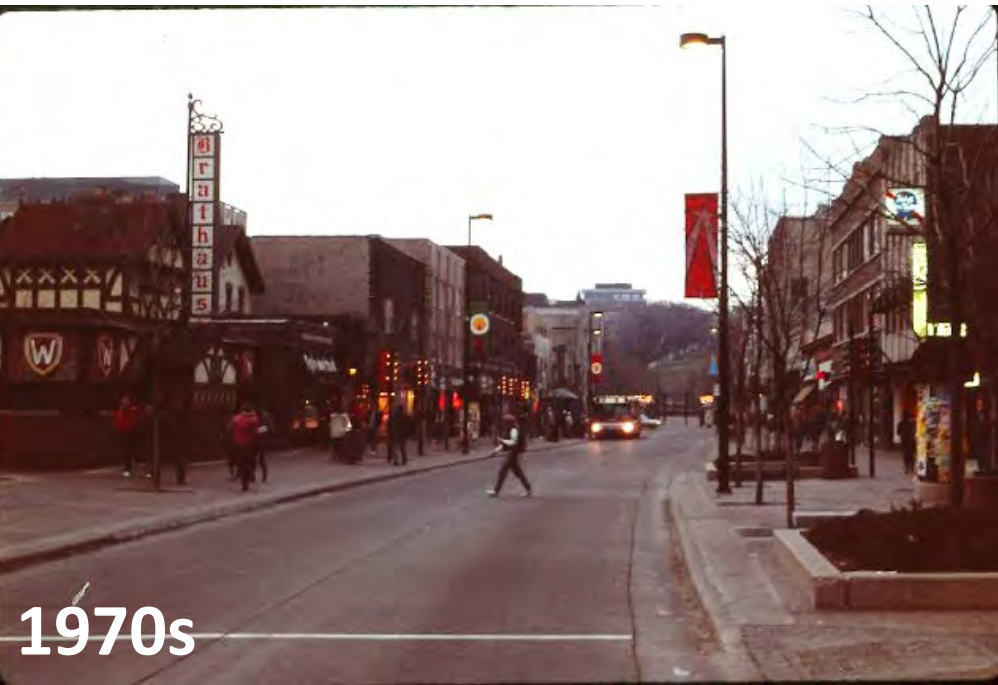
Transportation Commission

January 30, 2024

State Street - History



1960s



1970s

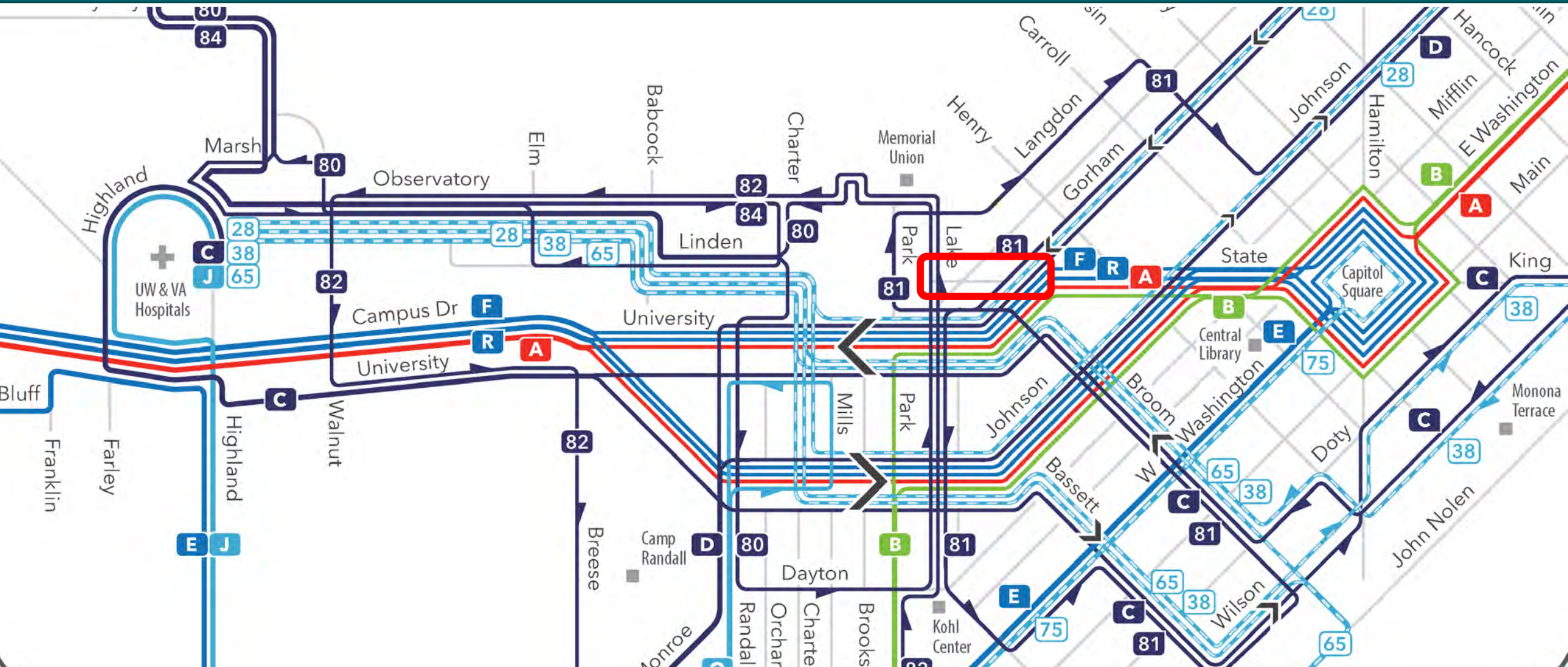


2010s

2020 Weekend Closure



2023 Metro Transit Network Redesign



Downtown Coordinating Committee: Discussions

- Streets and Mall Concourse Maintenance
- Traffic Engineering
- Street Vending
- Police & Fire
- Disability Coordinator & Metro Paratransit
- Engineering
- BID and GSSBA
- Neighborhood associations
- State Street Survey

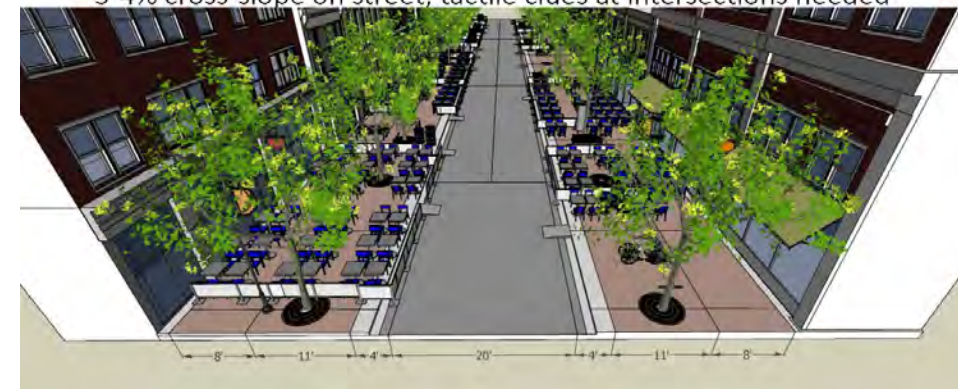
Idea 1:

Extend cafes $2' + 2' = 4'$ over curb/street, keep sidewalk
This maintains tactile clues at intersections, 2% cross-slope on sidewalk,



Idea 2: All pedestrians and bikes in street

Ramping of some type needed – difficult due to drainage,
structural slab, tripping hazards
3-4% cross-slope on street, tactile clues at intersections needed



Key Lessons:

- No changes to street/curbs
- Emergency access and fire lanes critical
- City operations: refuse, snow, forestry, etc.



Key Lessons:

- Bikes and pedestrians
- Accessibility



Key Lessons:

- Business deliveries and building service
- Residents moving



August 2023 – Resolution and Approval



State Street blocks to become pedestrian mall in 2024 experiment

By Allison Garfield
Sep 6, 2023



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Extent of State Street Experiment



Lake

Hawthorne Ct

Frances

Gilman

Gorham

Broom

Johnson

Existing Conditions





Selfie station or photo frame

- Incorporate hashtag to create social media presence

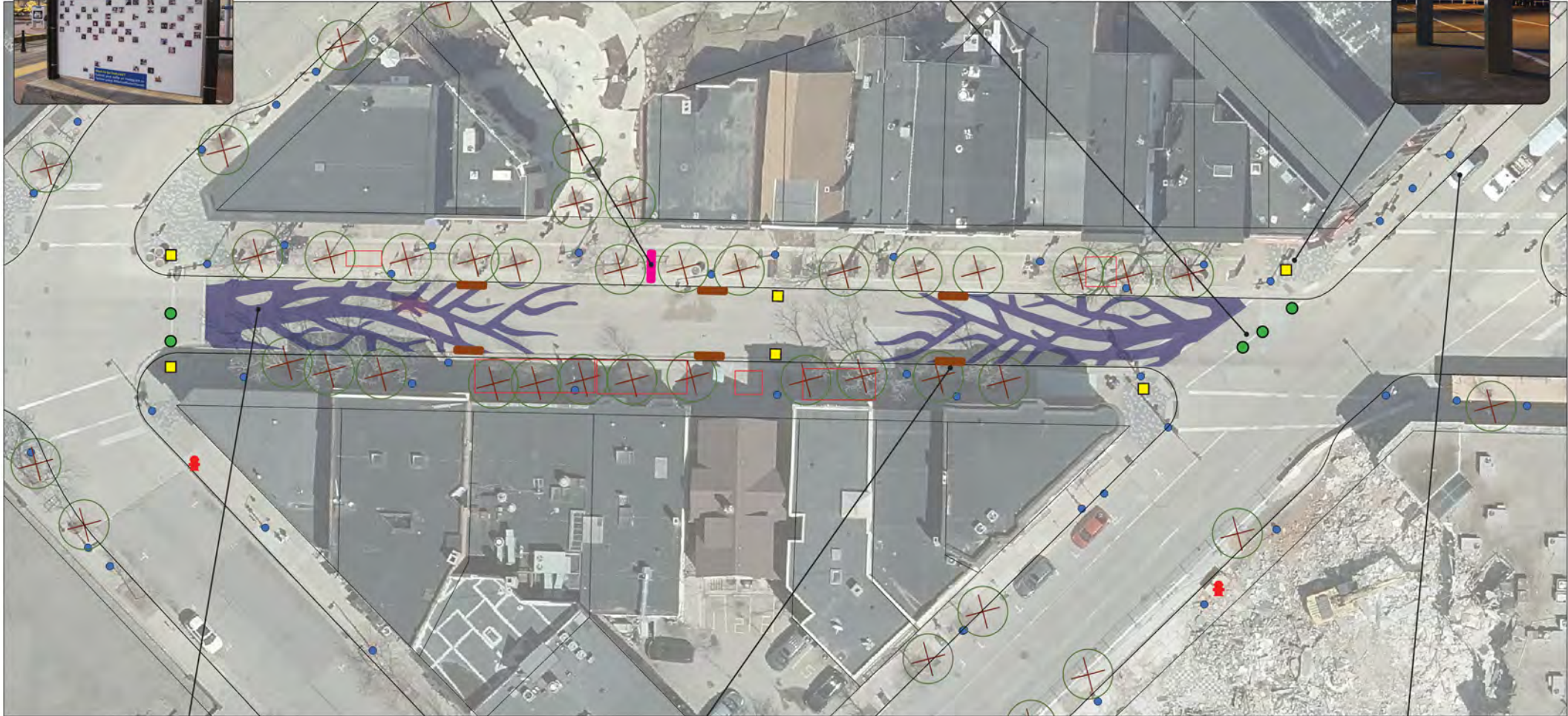


Planters on inbound lanes

- More attractive and than wooden barricades
- No ongoing staff time requirement to control access
- Allows cyclists normal access in direction

Gateway placemaking elements

- Creates visual distinction for pedestrian blocks
- Illumination attracts attention to area



Street Painting

- Roots shown as sample
- Adds interest and conveys change in character of street

Benches at curb, facing into street

- Encourages street be used as public space
- Visual reminder to drive slowly
- Stays out of fire lane

Loading zones at cross street



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Furniture Placement

Street end planters:

- Placement based on turning radius of fire truck and maintaining path for bikes on curb side
 - No planters on west end of 400 block
 - Midblock placement on 600 block - Hawthorne Ct access
- Street side of cross walk to discourage non-permitted inbound vehicles



Furniture Placement

Street benches and planters

- Out of fire lane
- Spaced to work with fire apparatus and loading vehicles
- Concrete



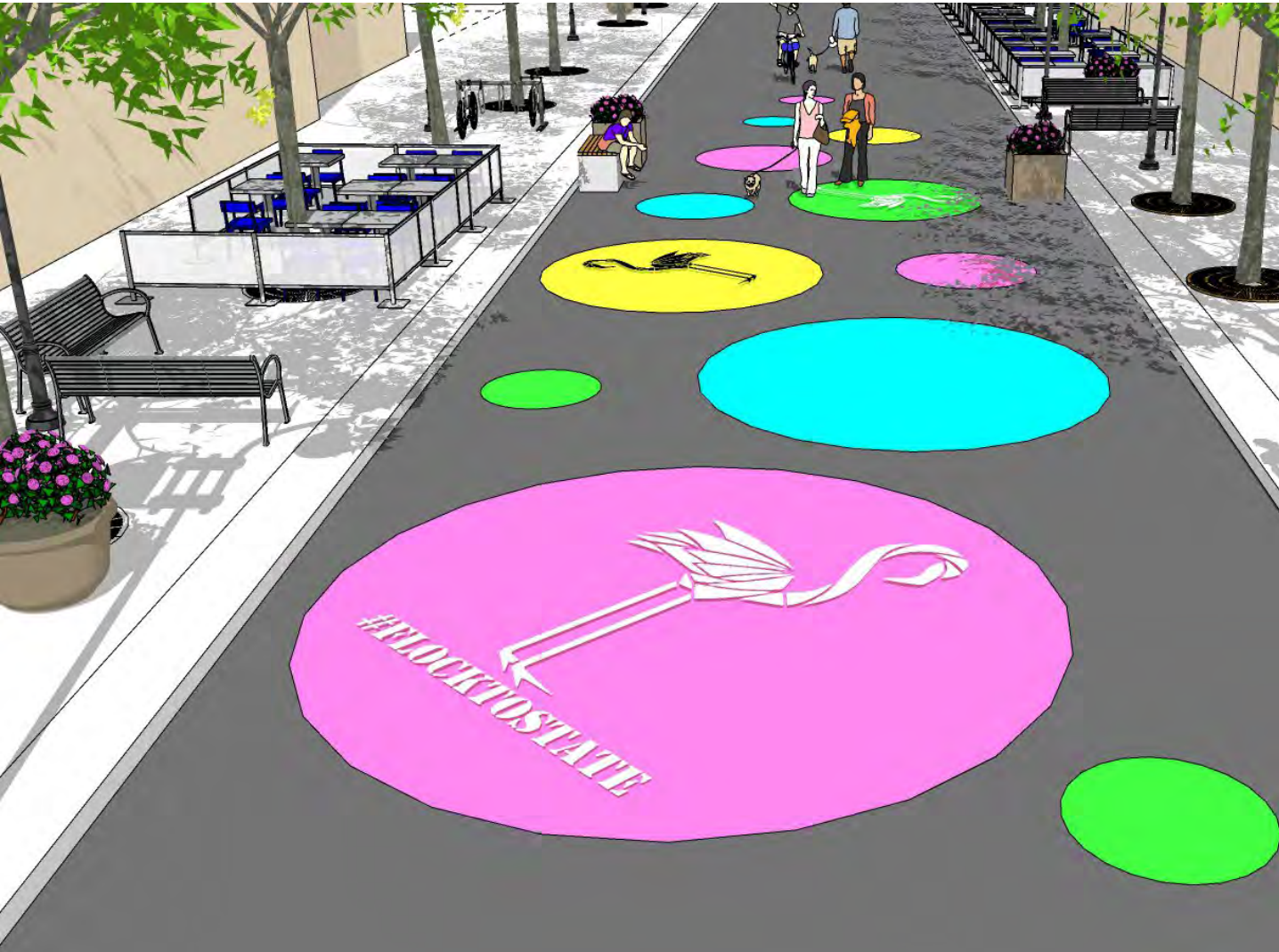
Pedestrian and Bike Facilities

- Mainline sidewalk to remain
- Roadway as a mixed space
- No defined bike lanes
- Events will be similar to current processes

Recommendations based on conversations with Ped/Bike and Disability Rights coordinators



Public Art Opportunities



Street painting with slip resistant paint

Activation & Events

- City doesn't have capacity to create/manage events
- Rely on community partners, but space will be available



Closure?

- Open to pedestrians and bikes!
- Closed to vehicles except:
 - Emergency vehicles
 - Paratransit
 - Parking lot on 500 block
- Loading zones on cross streets



Closure Times

- Experiment timing: Early May through Late October
- Will have delivery windows
- Allowances for atypical situations
- Existing delivery prohibition: 11:30-1:30
- Exact hours TBD but greatest support for Weekends + Weekdays after 3 or 4 pm



Measuring Outcomes

- Report results to Common Council
- Surveys: Business, resident and visitor
- Anonymized cell phone data





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