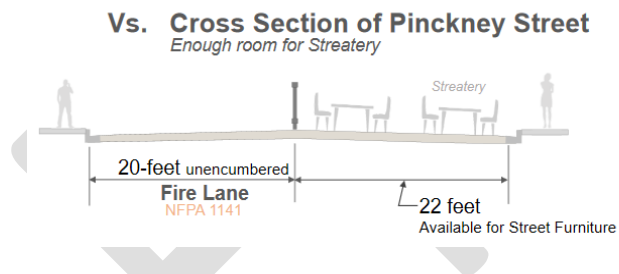
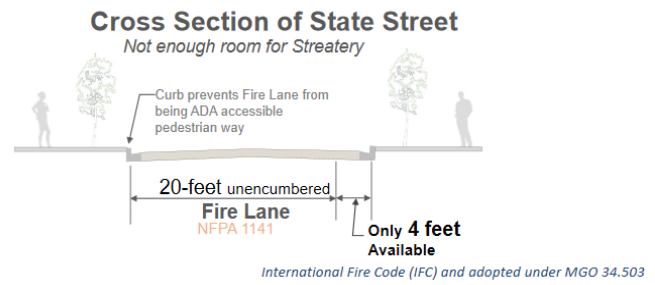


## 8-17-22 DRAFT Staff response to DCC questions from 7-21-2022 meeting

1. [Verification of timing for when buses will be removed from the 400 to 600 blocks of State Street.](#)
  - Metro is hoping for a soft rollout of the Metro Transit Network Redesign in June 2023, and have it fully functioning by fall of 2023.
2. [What about delivery issues if the 400 - 600 blocks were designated to be pedestrian only?](#)
  - Deliveries could be confined to certain hours of the day (i.e. early am, to allow direct access to the street – however not all businesses would want the same hours (retail vs restaurant) and there are currently ordinances that limit deliveries over the lunch hour that are not adhered to by delivery trucks.
  - Deliveries could be limited to side streets – but additional loading zones may be required.
3. [What are the City Council issues to consider?](#)
  - Council would have to approve any large street closure
  - There is currently not a mechanism for cafes (and alcohol service) to take up the whole sidewalk/terrace, or to allow for pedestrians, and bicycles to use the street - new ordinance, or amendments to existing ordinances would likely be needed
  - Currently all amenities (bike racks, benches, trash, recycling etc.) are located within the terrace areas. Many amenities would have to be relocated or they would not be usable.
  - Street crossings at Gilman/Broom – new signals/other may be needed to allow cars to cross
  - Funding for physical changes
  - See ADA issues below
4. [What is the position of the State Street merchants regarding a pedestrian mall?](#)
  - Both DMI and the BID have expressed public support, unsure about GSSBA
5. [What can DCC do to prepare for this possibility?](#)
  - DCC reviews physical /policy changes to public areas within the downtown
  - MGO 8.41 "...provide a forum for public information and stewardship regarding the uses of public space in the Downtown Area, and to periodically review regulations and policies affecting the Downtown Area, with particular emphasis on State Street and the Capitol Square, as a high-quality urban space for pedestrians in an environment that promotes healthy businesses.) [\(link to mission\)](#)
6. [Is there a possibility of testing a closure of the street once the buses are removed?](#)
  - Common Council would need to approve any test, due to ADA access, ordinance violations and other considerations
7. [Verification that Fire might be open to alternate widths for fire access.](#)
  - 20 Ft fire lane still required - MGO 34.503
    - Fire/EMS/Police/other access in cases of emergency
  - [Link to 3-18-21 DCC Discussion with Fire Marshall](#)
  - Constraints with fire-lane requirements, a 20 ft lane width only allows 4 feet on one side is available for business use.

- All street closures, such as those for special events and streateries, require a 20-foot fire lane that is free from furniture and other obstructions. The width of this fire lane **cannot be reduced**.
- Unlike the 42-foot Pinckney Street, which is used in many examples supporting the pedestrian mall, State Street only has 24-foot face of curb to face of curb. This leaves only 4-foot available for merchant use on one side, or 2-feet if distributed to both sides.
- The configuration of State Street could be reconstructed to provide a more efficient space for vendors and tables; State Street was reconstructed 15 years ago at a cost of \$15 million.



8. What would need to happen regarding ADA, if bicycles and pedestrians were moved to the middle of the street?

- If there were no accessible sidewalk adjacent to the buildings, ADA compliance would have to be determined for the street. At minimum:
  - Access to every door would be required, commercial and residential
    - e.g. 400 block - 17 doors on the north side, 15 doors on the south side
    - Some doors could possibly share access, but many buildings have separate doors
  - If a curb remains, ramps and other ADA compliant methods would have to be used to maintain access up the curb to each door.
    - A re-construction of the street could eliminate curbs, but door access would have to be maintained
  - Cross street access
    - Pedestrian crossing signals would have to manoeuver people from sidewalk on 100-300 blocks to the middle of the street for 400-600 blocks
    - Pedestrian street crossing signals may have to be relocated for visibility from center of the street.
  - Other accommodations as required

9. Several sidewalks need significant repair, could that be coordinated with an effort to change the street?

- Potentially, although TID funding for any large changes would likely have to wait for several years.