

Reimagining State Street: 400-600 blocks

Summary of Perspectives, Opportunities and Constraints of City agencies

Department of Civil Rights – Rebecca Hoyt, Disability Rights and Service Specialist, Jane Nemke and Melissa Madole, Disability Rights Commission – Oct. 20, 2022

- Strong preference to maintain existing sidewalks, with a separation of cyclists, and audible cross walks and easier access to businesses.
- Sidewalk ramps are only at intersections, making crossing difficult in mid-block locations. Future designs should consider adding a mid-block crossing.
- If existing sidewalk space is repurposed and pedestrian flow is shifted to the street, there would need to be many ramps added to maintain access.
- Curb cut ramps are preferable to protruding ones, which could cause mobility devices to tip and are tripping hazards. The terraces' structural slab complicates adding several non-protruding ramps.
- Many outdoor seating areas maximize tables with tight configurations, which makes wheelchair access difficult or impossible.

Police Department - Lt. Ed Marshall and Officer Ben Enstrom – Oct. 20, 2022

- Maintaining emergency access and access control are greatest concern: when access is needed, time is often critical.
- Retractable bollards could be explored, but winter (ice and salt exposure) would need to be considered.
- “Soft barricades/signs” would be acceptable, but would not stop potentially inappropriate users.
- Delivery vehicles create potential conflicts with emergency vehicles, and lunch delivery prohibition is not followed. Door Dash drivers have increased on State Street. Delivery zones could be considered at end of blocks.
- Gilman/State/Broom intersection is busy on weekends, and the intersection is closed at times, especially during Downtown Safety Initiative weekends.

Streets Division and Mall Concourse Maintenance – Charlie Romines, Mark Kiesow, Greg Genin - Dec. 15, 2022

- Refuse is collected daily by Mall Concourse Maintenance and weekly by Streets (refuse carts), and merchant trash and recycling can be extensive.
- Street sweeping occurs weekly
- Forestry work includes planting trees, pruning and grate/guard replacement
- Snow removal on sidewalks is handled by Mall Concourse Maintenance and in the roadway by Streets.
- Other than snow removal, most work occurs before noon
- Equipment used on is specific to downtown; new street designs might require new equipment.
- There have been numerous close calls with bikes and service vehicles/equipment.
- Streets Division strongly recommends some access is maintained, but prescribed access times could work.

Engineering – Chris Petykowski - Dec. 15, 2022

- The street was reconstructed in the early 2000s through 2012. It's relatively new and in good condition (pavement rating: 7/10; curb ratings: 8 of 10)
- The paved terrace is actually a bridge section, suspended over uncompacted soil to promote tree growth. This makes modifications to terrace and curb challenging.
- The sidewalk was constructed with exposed granite aggregate for aesthetics, but resulted in weaker concrete that needs more maintenance. In the 700-800 blocks, colored concrete was used, which appears to be aging better.

Traffic Engineering – Renee Callaway, Bike and Pedestrian Coordinator – Dec. 15, 2022

- A dedicated sidewalk is more comfortable for many pedestrians than a shared space with bikes.
- State Street is a critical bike route, without a good alternative in the 400-600 blocks. Its directness makes it attractive for commuting, particularly with winter snow removal. Reduction in bus traffic in 100-300 blocks and removal in the 400-600 blocks should result in fewer conflicts and may make it more attractive to bicyclists.
- There is a high demand for bike racks and B-cycle stations in terrace areas, and these need to be accommodated in any future design.
- Predictability is important for pedestrians and cyclists, and changes in street design and pedestrian and bike flows must be clear.

Fire Department – Chief Carbon and Bill Sullivan – January 19, 2023

- 20 ft. fire lane is established in fire code. Provides space not just for truck itself but associated equipment like outriggers, hoses, ladders, etc. The Fire Department will try to be flexible, but needs space to operate in emergencies.
- Pinch points in the fire lane could be possible but would need to be evaluated to ensure they don't create safety and operational issues.
- Building construction, lack of sprinklers, lack of alternative access, and need for two water sources influence what can be done. A fire on State Street could rapidly spread between buildings.
- Fire trucks are more firefighting equipment than vehicles. "Blasting though" obstructions like tables or overhead festival lights can damage that equipment and render the truck useless for firefighting purposes.
- Retractable bollard have issues related to ice buildup and corrosion. Folding bollards are better but take time to operate. Swing gates like in parks are preferable.

Street Vending – Megan Blake-Horst – January 19, 2023

- Service business would like expansion of outdoor seating areas, but the 2 ft. that could be added without reconstruction is not enough to expand capacity and add tables. Expanding into street doesn't seem practical with limited depth and accessibility challenges.
- Outdoor tables and chairs are heavy and must be brought in daily, which is the biggest complaint heard from businesses. There have been increased requests to keep furniture out overnight, but that complicates Mall Concourse Maintenance operations.
- Compliance to approved seating areas is difficult with rapid staff turnover and customers will rearrange furniture to meet their needs and not code. Education, monitoring and enforcement is time intensive for staff.
- Retail businesses don't have staff available have merchandise on the street, but a retail experience like printing t-shirts could work.