Table 7 Experience of Other Communities with Pedestrian Malls

City	State	Name	Population*	Yr. Built	Transit	Length	Reopened	Reference	Design	Comments
PEDESTRIAN MALLS THAT HAVE REOPENED (AT LEAST PARTIALLY) TO VEHICULAR TRAFFIC										
Allentown	PA	Hamilton Mall	106,000	1973	no	4 blocks	yes	HR		HR case study
Ashtabula	OH			1979		4 blocks	1983			
Baltimore	MD	Oldtown Mall	657,000	1976	no	3 blocks	2000	HP/HR/NYT/AV/SCT		HR case study/HP case study
Battle Creek	MI	Michigan Mall	53,000	1975	no	4 blocks	1992	EMU/HR		HR case study
Burbank	CA	Golden Mall	100,000				1989	AV/SCT		
Burlington	IO	Jefferson St.	27,000	1970's	no	2 blocks	1990	MS/SCT	opened 1 block	within 2 years vacancies on open block went from 80 to 0 percent - MS
Champaigne	IL		67,000				yes	SCT		
Chicago	IL	State St.	2,900,000	1979	buses	9 blocks	1996	ULI/APA/AV/PI		thriving again - AV; has brought vitality "positively transformed the pedestrian experience"
Danville	IL		34,000					SCT		
Decatur	IL		82,000				yes	SCT		
Elgin	IL		94,000				yes	SCT		
Eugene	OR	City Center Mall	138,000	1971	no	7.5 blocks	1985	HP/HR/SCT/NYT/APA /SM/DRA	opened 2 blocks and approved opening rest	Opening resulted in reinvestment & opening of new businesses. Vacancy rate went from 25 to 6 percent in 4 years. - HP, creating a pedestrian oriented street, but with auto access - MS.
Fargo	ND		91,000				yes	SCT		
Fayetteville	NC	Franklin Commons	?		no	3 blocks	yes	SCT/PV		
Freeport	NY		44,000	1977			1987	AV/SCT		
Galveston	TX	Post Office St.	57,000				yes	TLCNET/MS/SCT		
Greenville	NC		60,000				yes	HA/HR		
Greenville	SC			1977	no	5 blocks	yes	DRA	2-way traffic w/ angled parking	very successful after reopening for traffic
Helena	MT		26,000				yes	SCT		
Kalamazoo	MI	S. Burdick St.	77,000	1959		4 blocks	1998	city web/ NYT/SCT/APA/AV		
Lansing	MI	N. Washington St.	119,000	1971	no	3 blocks	2001	newspaper/HR		HR case study
Little Rock	AR	Main Street	183,000	1977	no	6 blocks	1991	MS/NYT	opened 5 of 6 blocks	businesses have returned but still high vacancy - MS
Louisville	KY	4th St.	**256,000**	1973	trolley	8 blocks	1989/2000	Louisville web/HR/SCT/PI	opened 5 blocks	Vacancy rate decreased from 80% to 50%. Increase in property values.
Milwaukee	WI		597,000				yes	NYT		
Muncie	IN		67,000				yes	HR/SCT		
New London	CT	Captain's Walk	26,000	1973	no	6 blocks	yes	HR/MS/SCT		HR case study - very positive results from reopening - MS
Norfolk	VA	Granby St. Mall	**234,000**	1976	no	6 blocks	1988	MS/PI	2-way street	mixed success with traffic - APA/PI. Additional resaurants and office activities, but little new retail - PI
Oak Park	IL	Lake St.	53,000	1972	no	4 blocks	1988	EMU/HP/SM/ SCT/NYT/APA/PPS	opened 3 of 4 blocks	sales up 15 to 20%, spurred significant private reinvestment - HP. Vacancy rate went from 25 to 19% and is now only 5%
Ottawa		Sparks St. Mall	**365,000**	1967	no	5 blocks	1999	TLC Net/PI	one-way	pedestrian only between 10-6
Pittsburgh	PA	East Liberty	**334,000**	1969	buses	2 blocks	1986	MS/NYT/PI	2-way traffic	sales went up immediately - MS - but success was brief - PI

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Portland	OR	Portland Transit Mall	529,000	1977	buses	22 blocks	allows traffic	HR/SCT	allows traffic on 1 lane for most of mall	HR case study
Pougkkeepsie	NY		30,000	1970's		4 blocks	2001	Gov. office/NYT/PI	2 travel lanes with parking	Opening has stimulated much interest in reuse, especially retail with residential above.
Providence	RI	Kennedy Plaza	174,000		buses		1990's	TLC Net		
Rock Hill	SC						recently	SM		
Rockford	IL		150,000				yes	SCT		
Sacramento	CA		407,000		LRRT		yes	NYT/AV		1 end reopened 1998
Salisbury	MD		24,000				2001	city		
Santa Monica	CA	3rd St. Promenade	84,000	1965		3 blocks	1989/1992	HP/MS/NYT/ULI	closed to cars 10-4	number of businesses increased by 30%, property values doubled - HP
Scranton	PA	Wyoming Ave. Plaza	76,000	1978	no	1 block	yes	HR		HR case study
Sheboygan	WI	Harbor Center	51,000	1976	no	3.5 blocks	yes	HR		HR case study
Sioux Falls	SD		124,000	1970's		2 blocks	1987	HP/SM	opened 1 block	sales and property values have increased - HP. Wanted to reopen remaining block
South Bend	IN	Michigan St.	108,000	1970's			1987	MS		retail sales increased 20% & vacancies decreased - MS
Springfield	MO		152,000				yes	SCT		
St. Joseph	MO	Main Street	74,000	1974	no	5 blocks	1991	MS/HP	on-street parking	MS case study/HP case study
Tacoma	WA	Broadway Plaza	**194,000**	1976	no	2 blocks	1980's	HR/SCT/PI		HR case study, adding traffic an initial success, but anchor department stores left . Resaurants have increased but retail has increased little
Tampa	FL	Franklin St.	**303,000**	1970's	no	9 blocks	November 2001	APA/AV/PI/DRA	open 2 blocks	Too early to gauge results - PI
Toronto		Yonge Street			trolley		yes	AV		going great - AV
Trenton	NJ	Market Street Mall	85,000	1974		2 blocks	yes	MS	open 1 block	business has improved since opening - MS
Tulsa	OK	Main St. Mall	393,000	1970's		3 blocks	recently	DRA	design allows closure of street for special events	
Vancouver	BC	Granville Mall	426,000	1974	buses	6 blocks	1988	city web/HR	opened 1 block in 1988	studying opening rest of pedestrian mall
Vicksburg	MS	Main Street	26,000	1970's		2 blocks	1980's	HP/SM	one-way traffic	sales increased and property values increased significantly - HP/SM
Waco	TX	Austin Ave.	114,000				1986	TLCNET/MS/SCT		ground floor vacancies dropped from 80 to 40% after opening - MS
West Chester	PA	Gay Street Mall	18,000				yes	HR		
Wilmington	DE	Market St. Mall	73,000			4 blocks	1990's	MS/NYT/HR	opened 2 blocks	mixed success with restoring traffic - MS
Winston-Salem	NC		186,000	1971			1981	MS		
Youngstown	OH	Federal St.	82,000	1980			2001	newspaper		

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SUCCESSFUL PEDESTRIAN MALLS										
Aspen	CO		6,000				closed to traffic			decided not to expand pedestrian mall
Boulder	CO	Pearl St.	95,000	1977		4 blocks	closed to traffic	TLCNET/NYT/SCT/ DRA		very successful - relies on govt. offices & universities
Burlington	VT	Church St.	39,000	1981		4 blocks	closed to traffic	TLCNET/NYT/MS		
Cape May	NJ		4,000			4 blocks	closed to traffic	NYT/MS		successful because of tourists - MS
Charlottesville	VA		45,000	1976	no	8 blocks	closed to traffic	TLCNET/HR/MS/SCT		moderately successful, UVA within 1 mile
Denver	CO	16th St. Mall	554,000	1982	electric buses	13 blocks	closed to traffic	HR/MS/SCT/PI		highest rents at mall/16,000 office workers within 2 blocks & tourists
Ithaca	NY	Ithaca Commons	29,000	1975	no	3 blocks	closed to traffic	TLCNET/MS/HP/SCT/ DM		HP case study, 95% occupancy
Madison	WI	State Street	**208,000**	1970's	buses	6 blocks	closed to traffic	AV/PI		
Minneapolis	MN	Nicollet Mall	**383,000**	1967	buses	14 blocks	closed to traffic	TLCNET/HR/APA/ SCT/PI	2-way	160,000 workers within 2 blocks; 30,000 residents within walking distance of mall
STRUGGLING PEDESTRIAN MALLS										
Buffalo	NY	Main Street	293,000	1986	LRRT	10 blocks	proposed			allowing cars is being discussed
Evansville	IN		122,000	1971	trolley	7 blocks	proposed	SCT/DRA		Occupancy very low, few thriving businesses
Fresno	CA	Fulton Mall	428,000	1964	no	6 blocks	proposed	HR/APA/FB		HR case study, Plan proposed to reopen mall to 2-way traffic
Honolulu	HI	Fort St. Mall	**372,000**	1969	no	6 blocks	no	HA/HR/PI		HR case study, Hawaii Pacific University Campus nearby
Miami Beach	FL	Lincoln Road	**362,000**	1959	trams		no	HP/APA/PI	2-way	
Raleigh	NC	Fayetteville St. Mall	**376,000**	1976	no	4 blocks	proposed	NYT/APA/PV/PI		has had limited success, "not commercially viable" - PI
St. Louis	MO	North 14th St. Mall	**348,000**	1980's	no	2 blocks	proposed	St. Louis web/PI		"Project totally backfired - all retail stores are gone" - PI

* Source: U.S. Census of Population, 2000. Population figures in bold are plus or minus 100,000 people of Buffalo's population.

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