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February 17, 1981

Mayor and City Council  
City Hall  
Sacramento, California 95814

with copy to:

Sacramento Regional Transit District  
P. O. Box 2110  
Sacramento, CA 958--

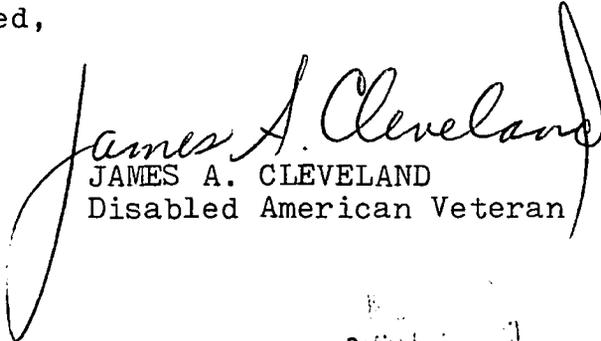
Subject: Possible Use of K Street Mall as a Bus-Pedestrian Mall

Mayor and City Council:

I wish to submit the attached copy of an article which appeared in the October 1978 Sunset Magazine, entitled "In downtown Portland, the first bus-pedestrian mall in the West".

I request that in the event the K Street Mall is altered, that its use as a possible "Bus-Pedestrian Mall" be considered.

Respectfully submitted,

  
JAMES A. CLEVELAND  
Disabled American Veteran

Office of the Clerk

FEB 24 1981



*Carpet of bricks ties transit mall together. Specific buses stop at each shelter; one-way street (still two-way when this photograph was taken) speeds service. Cars are restricted; widened sidewalks invite strolling*

## In downtown Portland, the first bus-pedestrian mall in the West

A dramatic effort to create a modern transportation system has given birth to a fresh new street scene in Portland: the 22-block Portland Transit Mall, for buses and pedestrians only, the first of its kind in the West.

Built by Tri-Met, the local bus system, the mall displaces autos from parallel 11-block lengths of Fifth and Sixth avenues in the heart of the city.

As cars are kept separate from buses, passengers and pedestrians are untangled from one another. Broad sidewalks give shoppers room to browse storefronts while homeward commuters gather around 35 bus stops with festive new walk-through shelters.

The three-county bus network is divided into seven service areas, each shown by a color and special symbol. All down-

DON NORMARK



*New shelters protect and inform riders. Screen shows schedules of oncoming buses; lighted map shows routes. Transparent canopy admits rainy-day light*

town buses converge on the mall: those heading for northern service areas on Sixth Avenue; for southern, on Fifth.

The shelters are the heart of the system. Each is marked for one service area, separating groups of outbound passengers. Within each shelter, a map of the service area shows the numbered routes and a video screen tells you the shelter arrival time of the next buses on each route.

If you don't know which service area your destination is in, at any of eight nearby "trip-planning" kiosks you can find out by free direct phone to transit headquarters; then you punch a computer terminal for a timetable.

Along the two streets you'll find small fountains, flowers, benches, display kiosks, old-time light standards and drinking fountains, and 11 new sculptures.

The 22 blocks were designed by the team of Skidmore, Owings and Merrill and Lawrence Halprin Associates (now named CHNMB Associates); 80 percent of the \$15 million budget was provided by the federal Urban Mass Transportation Administration.

If the Portland effort works (it aims to cut down bus-crossing time in half, possibly tripling Tri-Met's effective capacity), several other cities—notably Denver—may soon follow suit. □

