

16th Street Mall

**Consulting Parties Kick Off Meeting
August 21, 2015**

Agenda

- Mall History
- Discussion of Area of Potential Effect
- Review of Draft Purpose and Need
- Review of Draft Alternatives to Consider
- Review of Draft Screening Process
- Discussion and Comments

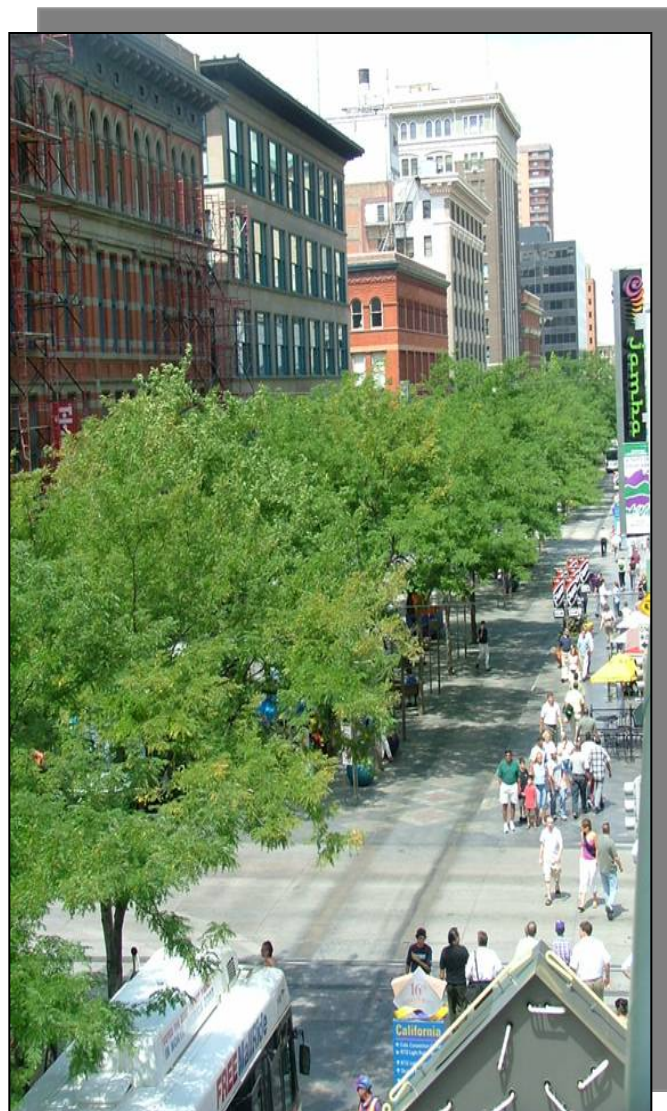
Mall History

Mall was designed by I.M. Pei and Associates and was opened in 1982



16th Street Mall Description

- Pedestrian and transit mall connecting 2 bus terminal facilities
- Original portion of the mall went from Broadway to Market (13 blocks)
- Mall was later expanded to extend to Denver Union Station
- \$76 M project funded by UMTA, FHWA, and RTD
- A key 1979 election created the 16th Street Mall Maintenance District
- On an average weekday carries 45,000 passengers



History & Facts



- Shuttle now carries almost 45,000 passengers per day.
- Shuttle headway is 75 seconds at peak hours.
- Shuttle weight is 25,000 lbs. empty and 44,000 lbs. loaded.
- Original design paver lifespan = 30 years.
- Currently, RTD allocates over \$1M annually for maintenance of transit way pavers

16th Street Mall Today

- Paver maintenance includes cleaning and replacement as needed



Discussion of Area of Potential Effect

- Defined as:

“Area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, ...” 36 *CFR* 800.16(d)

Discussion of Area of Potential Effect

- Direct Effects – Lateral extent of the Mall to include the transit way and adjacent pedestrian areas
- Indirect Effects – Visual effects associated with a potential change in pattern as seen from the Mall user

Project Location



Draft Purpose and Need

Purpose:

The purpose of the project is to define the most appropriate transit way material for the 16th Street Mall to improve safety, reliability, and reduce costs associated with maintaining the transit way, while maintaining the intent of the mall.

Draft Purpose and Need

Need:

- To have reasonable maintenance costs long term
- To minimize the frequency of maintenance
- To increase safety for both transit vehicles and pedestrians
- To improve transit operations during weather events

Draft Purpose and Need

Need

- To maintain mall aesthetics
- To minimize environmental impacts
- To implement the Preferred Alternative for a reasonable capital cost

Draft Alternatives for Consideration

1. No Action Alternative: Maintain current transit way pavers
2. Full Concrete Alternative
3. Full Colored Concrete Alternative
4. Full Scored and Colored Concrete Alternative
 - Mimics existing pattern
 - Does not mimic existing pattern

Draft Alternatives for Consideration

5. Full Concrete with Aggregate Alternative

- Mimics existing pattern
- Does not mimic existing pattern

6. Hybrid Alternative

- Maintain current pavers in middle of transit way and replace bus travel surface with one of the above treatments

Draft Screening Process

- Level One Fatal Flaw Analysis
 - Pass/Fail
- Would not pass this level if:
 - Does not meet the Purpose and Need
 - Is untested for the intended purpose
 - Is unacceptable to a large number of stakeholders
 - The capital or operations/maintenance costs exceed the project budget

Draft Screening Process

- Level Two Detailed Analysis
 - Quantify to the extent possible
- Alternatives would be measured against the following criteria:
 - Safety
 - Aesthetics
 - Maintenance Frequency
 - Capital Cost
 - Maintenance Cost
 - Stakeholder Support

Draft Screening Process

- Level Three Selection of the Preferred Alternative
 - The Federal Transit Administration (FTA), the Regional Transportation District (RTD) and the stakeholders will be provided the results of Level 1 and Level 2 Screening.
 - A recommendation will be made from the project team
 - Ultimately FTA and the RTD Board will approve/not approve the Preferred Alternative

Discussion and Comments

