

# **16th Street Mall Project Update “The Mall Experience”**

**RTD Board of Directors  
Operations and Customer  
Service Committee**

**January 23, 2018**

# 16<sup>th</sup> Street Mall Recap

- Concern with maintenance issues and costs launched several efforts between 2009 and 2016 to evaluate and study rehabilitation of the 16<sup>th</sup> St. Mall (Broadway to Market Street)
- City and County of Denver (CCD) also conducted a planning process regarding the use and configuration of the Mall with the goal to create a place people wanted “to go to, not just go through”
- Spring 2017, RTD, CCD and Downtown Denver Partnership (DDP) together initiated an Alternatives Analysis (AA) and Environmental Assessment (EA)

# 16<sup>th</sup> Street Mall Status Overview

- **Summer 2017 to present: AA and EA underway**
  - **AA Status:** 6 Alternatives (No Build and 5 Build) evaluated
  - **EA Status:** Section 106 consultation to evaluate impact on cultural resource (the Mall) and 4(f) evaluation (required for transportation projects that are historically significant) are underway
  - **Meetings and Outreach:** 5 Consulting Parties meetings, 3 Stakeholder workshops, 2 Public open houses, and numerous small group/individual meetings have been held
- **Winter 2017/2018:** Nearing completion of the AA and EA
- **January/February 2018:** Selection of Preferred Alternative

# Current Alignment

Asymmetrical  
Broadway to Tremont  
Arapahoe to Market



Symmetrical  
Tremont to Arapahoe

# Alternatives Analysis

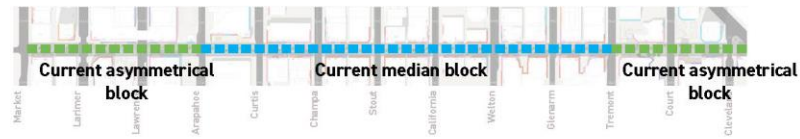
- **No Build Alternative**
- **5 Build Alternatives**
  - Median and New Asymmetrical
  - Center Running
  - Center and New Asymmetrical
  - Rebuild in Existing Configuration
  - Partial Repair in Existing Configuration

# Build Alternatives

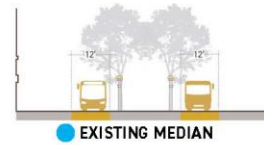
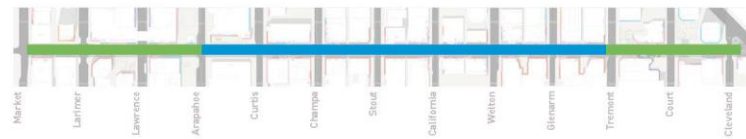


## PROPOSED ALTERNATIVES

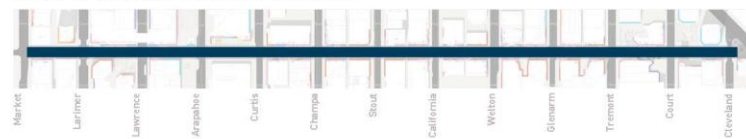
### NO-BUILD



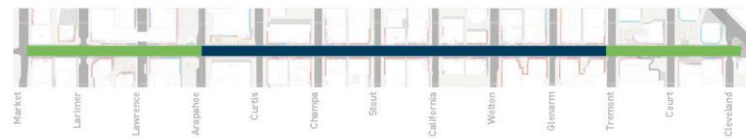
### EXISTING MEDIAN & NEW ASYMMETRICAL



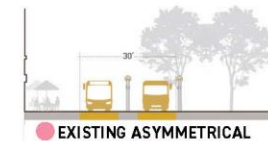
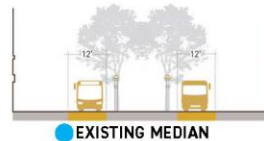
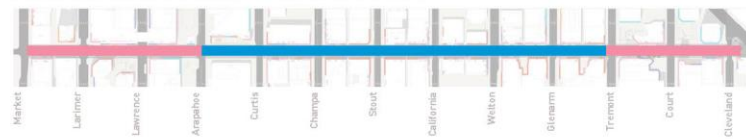
### NEW CENTER RUNNING TRANSIT



### NEW CENTER RUNNING TRANSIT & NEW ASYMMETRICAL



### REBUILD IN EXISTING CONFIGURATION



# Screening Process and Criteria

- **Meet Purpose and Need**

- **Purpose:**

“Develop and implement a flexible and sustainable plan for the Mall to address deteriorating infrastructure, provide equitable and sufficient space for high-quality public gathering opportunities, improve pedestrian and vehicle safety, and continue reliable 2-way transit shuttle service on the Mall while honoring the Mall’s use and iconic design”

# Screening Process and Criteria

- **Need:**

“The Mall has failing and outdated infrastructure and limited space for safe and engaging public gathering activities. The deteriorating infrastructure causes safety hazards for both pedestrians and vehicles, and requires frequent and costly maintenance. The Mall attracts large numbers of people, but a low percentage of people stop to spend time on the Mall. The current configuration of the Mall creates a situation in which pedestrian corridors are constrained, creating frequent pedestrian and shuttle conflicts”



# Screening Process and Criteria

- **Improvements needed to meet:**
  - Increase opportunities for public use of the Mall as an iconic space
  - Allow reasonable maintenance frequency and costs
  - Improve safety for pedestrians and vehicles
  - Maintain mobility
- **Screening Criteria**
  - Economics and Cost
  - Safety and Security
  - Mobility
  - Pedestrian Mobility
  - Public Use Functionality
  - Community and Environment

# Alternatives Analysis – Screening Results

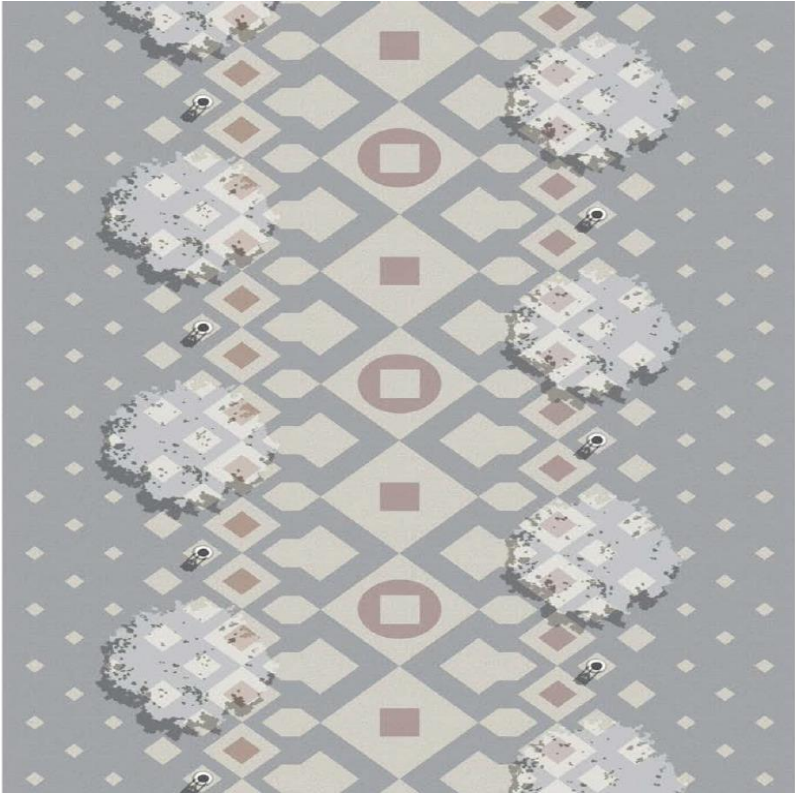
- **Alignments Carried Forward (Top 2)**
  - Center Running
  - Center and New Asymmetrical
- **Evaluation Summary (both alignments)**
  - Improves safety due to 10-ft sidewalks and reduction in pedestrian/shuttle conflict points from 6 to 4
  - Meets mobility needs for transit and pedestrians
  - Creates space for public use
  - Meet Community and Environment Criteria (Center Running has greater impact to cultural resource and Center and New Asymmetrical has improved, but less than 10-ft sidewalk on narrow side)

# Next Steps

- Design Details/Pattern
- Materials
- Curb/No Curb

# Alternatives – Design Details/Pattern

Center Running



New Asymmetrical



# Next Steps - Confirm Preferred Alternative

- Selection of Alignment
  - Center and New Asymmetrical
- Selection of Materials
  - Complete evaluation
  - Agree on maintenance responsibilities
- Confirm maintenance agreement in Intergovernmental Agreement (IGA)
- RTD Board review and approval of IGA

# Next Steps - Schedule

- **1<sup>st</sup> Quarter 2018:** Select/Confirm Preferred Alternative (Alignment and Materials); Complete AA
- **2<sup>nd</sup> Quarter 2018:** Complete EA Document and Proceed with Preliminary Engineering
- **3<sup>rd</sup> Quarter 2018:** Receive Finding of No Significant Impact (FONSI) from FTA
- **4<sup>th</sup> Quarter 2018:** Issue RFP and NTP for Final Design and Construction
- **2019:** Complete Final Design and Initiate Construction
- **2022:** Complete Construction

# Questions