

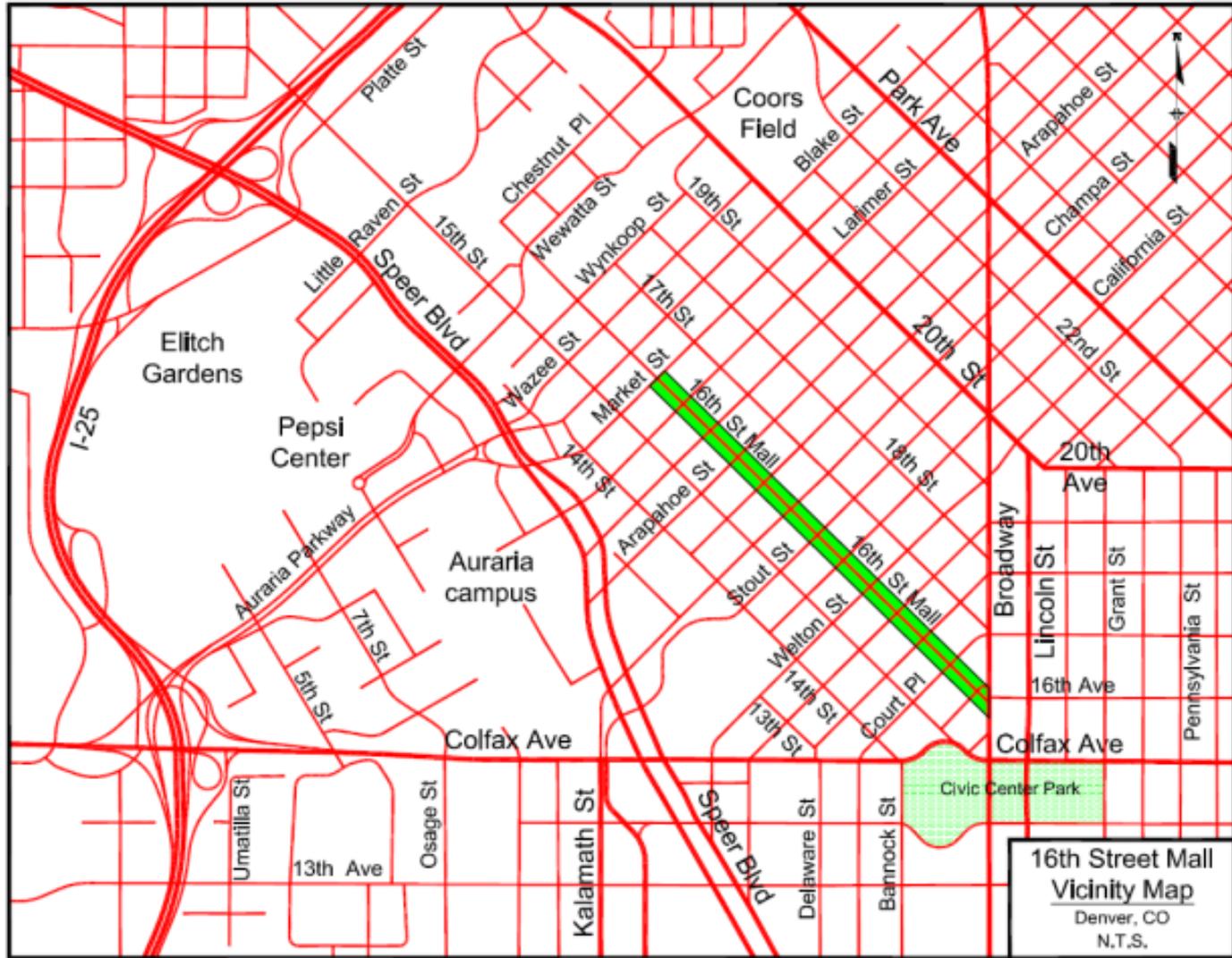
# **16<sup>th</sup> Street Mall**

**2<sup>nd</sup> Consulting Parties Meeting  
January 7, 2016**

# Agenda

- Introductions
- Project Overview
- Alternatives Analysis
- List of Alternatives
- Screening Process
- Next Steps
- Other

# Project Location



# Overview and Status

- Recap of Kick-off Meeting held 8/21/2015
- Project Description
- Work Accomplished
- Next Steps

# 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 (APE)

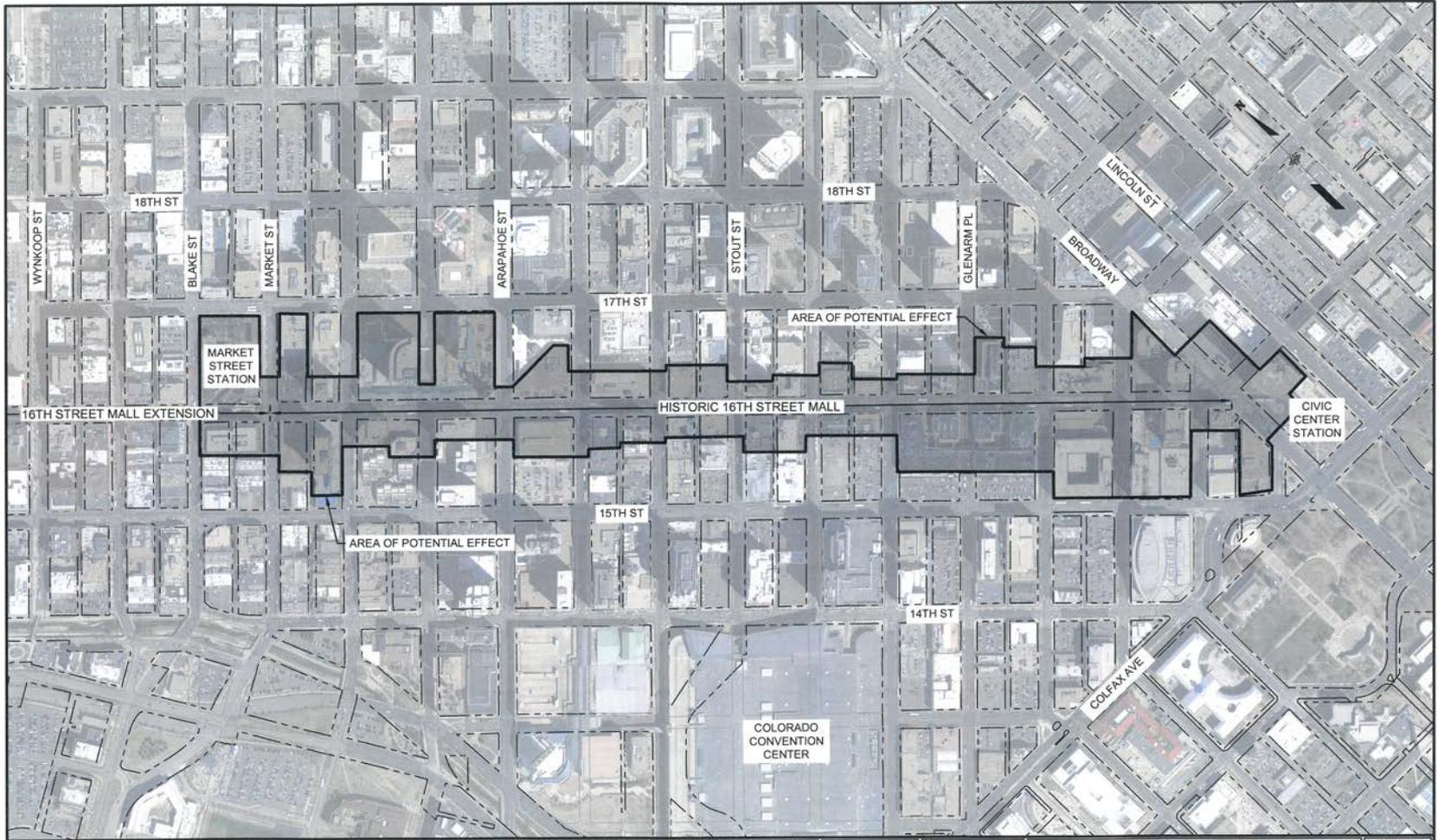
## Comments Received:

- Comments from SHPO stated that APE/Direct Effects should include the Mall to the intersection of building and sidewalk and the APE/Visual Effects (Indirect) should encompass the buildings on each side of the Mall

## Response to Comments:

- APE Revised to address comments

# Revised APE



C:\Engineering\Projects\16th Street Improvement\16th St. Mall\RevisedAreaOfPotentialEffect\16th St. Mall - Area of Potential Effect 11-16-15.dwg, 12/02/2015 14:53:44, 11/16/15, 12/02/2015 14:53:44

NO.	REVISIONS	BY	DATE

DESIGNED BY: FBT	DATE: 12-03-15	CHECKED BY: CGG	DATE: 12-03-15
DRAWN BY: FBT	DATE: 12-03-15	APPROVED BY: SAS	DATE: 12-03-15

FILENAME: 16th St Mall - Area of... 11-16-15.dwg  
 HORZ SCALE: AS SHOWN  
 VERT SCALE:   
 0 200 400 600

REGIONAL TRANSPORTATION DISTRICT  
 1000 BLAINE STREET  
 DENVER, COLORADO 80202  
 303.733.8800

**16TH STREET MALL  
 TRANSITWAY REHABILITATION PROJECT**

AREA OF POTENTIAL EFFECT  
 NOVEMBER 2015

SHEET  
 REFERENCE  
 NUMBER:  
 G-001  
 1 OF 1

# Purpose and Need

## Comments Received:

- Wide range of comments received regarding economic vitality and sense of place of the Mall

## Response to Comments:

- Introductory section added to provide context for the project under consideration
- Purpose narrowed to reflect that the current project includes only consideration of rehabilitation of the transit way surface materials

# Final Purpose and Need

## Purpose:

*The purpose of the project is to identify and evaluate a range of alternative surface materials and/or treatments for rehabilitation and maintenance of the 16<sup>th</sup> Street Mall transit way that reduces the current safety issues and high maintenance costs associated with the granite pavers and improves the reliability of the 16<sup>th</sup> Street Mall shuttle service.*

# Final 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

# Final Purpose and Need

## Need

- To maintain mall aesthetics
- To minimize environmental impacts
- To implement *a transit way project that is feasible to implement and maintain*

# List of Alternatives for Consideration

## Comments Received:

- Needed to include a rehabilitation alternative and a modular concrete alternative
- Potential wide range of colored concrete and aggregate type and percentages were noted

## Response to Comments:

- The rehabilitation and modular concrete alternatives were added to the list
- Determined that potential wide range of possibilities are covered under existing alternatives

# Final List of Alternatives

1. No Action Alternative: Maintain current transit way pavers
2. Rehabilitation Alternative
3. Full Concrete Alternative
4. Full Colored Concrete Alternative

# Final List of Alternatives

## 5. Full Scored and Colored Concrete Alternative

- Mimics existing pattern
- Does not mimic existing pattern

## 6. Full Concrete with Aggregate Alternative

- Mimics existing pattern
- Does not mimic existing pattern

# Final List of Alternatives

## 7. Hybrid Alternative

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

## 8. Modular Pavers Alternative:

- *Use unit or modular concrete pavers to replace current granite pavers with a similar pattern*

# Screening Process

## Comments Received:

- Potential to combine capital and maintenance into a lifecycle analysis was discussed
- Capital v. maintenance costs also noted as a way to address upfront costs v. long term costs

## Response to Comments:

- Language to address this was added in Level 2 analysis
- Ultimately, capital and maintenance costs will be determined separately, but will both be part of lifecycle costs

# Final Screening Process

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

# Final 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

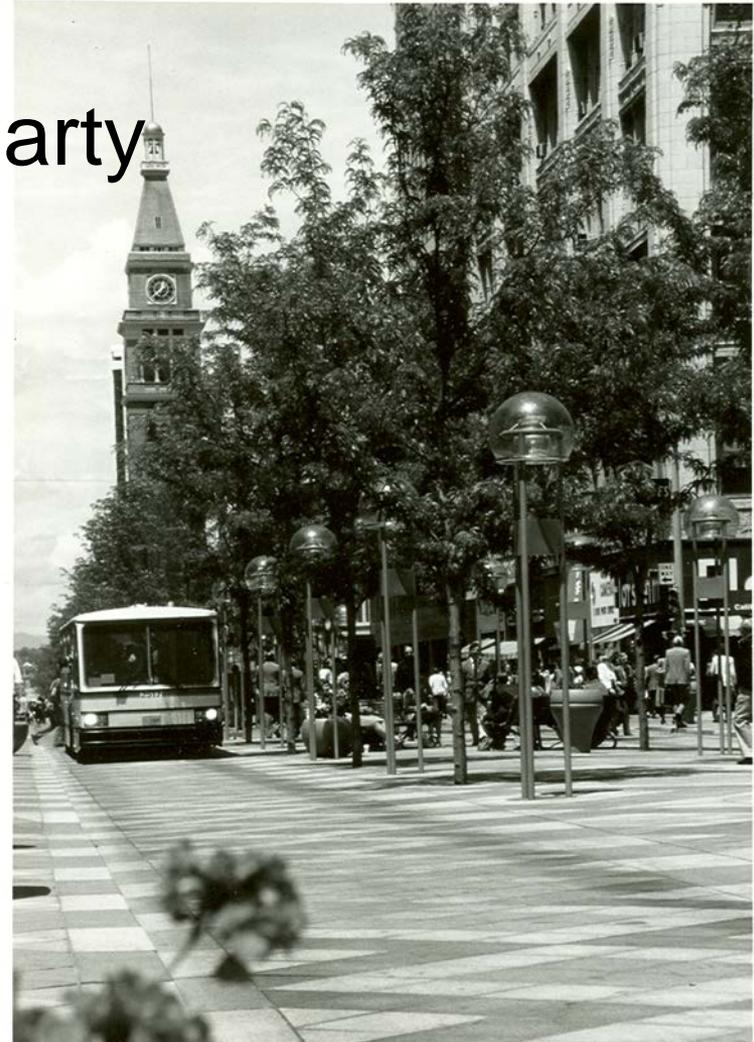
# Technical Working Group

Screening will be conducted by a Technical Working Group that will include:

- RTD (Planning and Engineering reps)
- Stakeholders (CCD Public Works, CCD Planning, Consulting Party reps)
- Technical Representatives (Industry)
- FTA will serve to inform the process and provide information and input as needed

# Technical Working Group

- Selection of Consulting Party representatives (2)



# Level One Screening

- Discussion items
  - Draft Matrix
  - Process for conducting Level 1 and Level 2 screening
  - Information for Technical Working Group

# Schedule/Next Steps (approximate)

- **January 7** – Hold 2<sup>nd</sup> Consulting Parties Meeting
- **Late January/Early February 2016** – Conduct Alternatives Screening
- **February 2016** – Hold 3<sup>rd</sup> Consulting Parties Meeting to present screening results
- **February/March 2016** – Hold a Public Meeting to present Preferred Alternative

# Schedule/Next Steps (approximate)

- **March/April 2016** – Conduct Eligibility/Effects Determination (if receive finding of Adverse Effect, enter into discussions with SHPO)
- **May/June 2016** – Hold 4<sup>th</sup> Consulting Parties Meeting to present findings
- **Summer 2016** – Hold a 2<sup>nd</sup> Public Meeting to present findings

# Questions?

