16th Street Mall

2nd 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
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 16th 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 16th 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\textsuperscript{nd} Consulting Parties Meeting

• **Late January/Early February 2016** – Conduct Alternatives Screening

• **February 2016** – Hold 3\textsuperscript{rd} 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 4th Consulting Parties Meeting to present findings
- **Summer 2016** – Hold a 2nd Public Meeting to present findings
Questions?