
16th Street Mall Reconstruction Project

August 5, 2020

About tonight's meeting

- Please put your name and organization (if applicable) in the chat box
- Sign language interpreters are available; “pin” the video feed to keep the interpreter visible during the presentation
- An audio interpreter is also available by phone; please put a note in the chat if you would like to access these services
- A team member will be monitoring the chat box to highlight questions; please use this feature to ask questions whenever possible
- Press the PARTICIPANTS button to raise your hand if you would like to ask a question
- Please keep your microphones off to avoid interfering with the presenters



Welcome

Eulois Cleckley, City and County of Denver, Department of
Transportation and Infrastructure (DOTI)

Ed Neuberg, ADA Manager, RTD

Agenda

- Project overview and history
- Locally Preferred Alternative and NEPA
- Feedback on Accessibility
- Request for Proposals Update
- Public Space and Public Life
- Breakout sessions
 - Construction
 - Community Outreach





Reconstruction Project

Julie Smith, City and County of Denver, Department
of Finance

Brian Pinkerton, Denver DOTI

16th Street Mall: 1982 to Today

Central to downtown economic activity

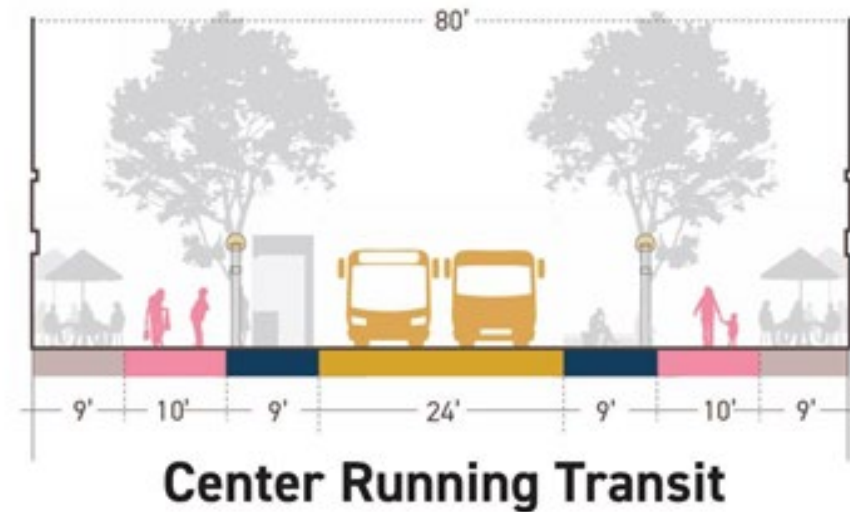
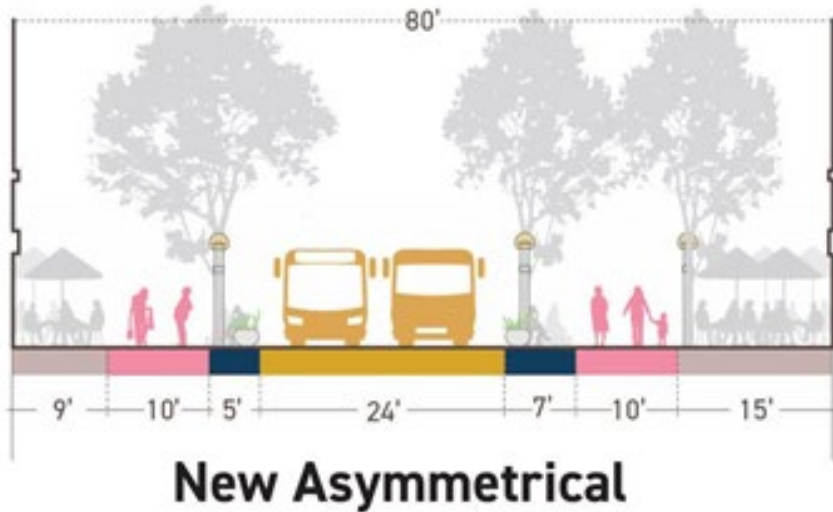
Key transit facility

- Connects Union Station to Civic Center
- Carries 39,000+ daily riders

Reconstruction is required to

- Reduce maintenance costs, currently \$1 million+ per year
- Improve safety and mobility, and maintain transit shuttle operations
- Enhance pedestrian environment and accommodate current and projected pedestrian volumes
- Retain iconic design elements
- Pave the way for an improved overall Mall experience where people gather often and stay longer

New Alignment

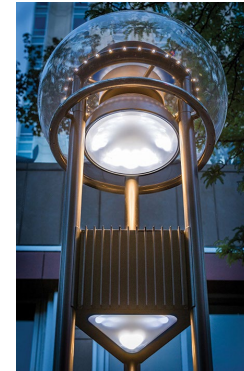


Removes medians and consolidates transit lanes on both asymmetrical and center running blocks
Amenity zones with trees for public space/public life adjacent to transit lanes

- 5-foot and 7-foot zones on asymmetrical blocks
- 9-foot zone on both sides of center running blocks
- 10-foot clear pedestrian walkways on all blocks
- Retains patio and gathering space next to buildings
- 9-foot and 15-foot spaces on asymmetrical blocks
- 9-foot zones on both sides of center running blocks

Key Features & Benefits

- Reflects historic design with similar diamond pavement pattern, consistent lighting
 - Improved pavement condition and surface friction for bus and pedestrian safety
 - Better drainage
 - Less disruption of transit operation because of reduced transitway maintenance



Key Features & Benefits

- Allocates space to mobility, pedestrian safety and public use
 - Complies with guidelines for ADA accessibility
 - 10 foot clear walkways
 - Activated public spaces, which strengthen feelings of safety for users
 - Healthier trees
 - Improves long-term business health due to increased visitors



Environmental Assessment / NEPA

- Assessed the LPA (locally preferred alternative)
- Reviewed historic impacts and mitigation, including ongoing consultation with historic preservation groups
- Finding of No Significant Impact (FONSI) approved Nov. 2019



Design/Build Feedback and Response Request for Proposals Update

Brian Pinkerton, Denver DOTI

Steve Coggins, Denver DOTI

Community Feedback on Accessibility

October 2019

- Include community input through design and construction to ensure good outcomes
- Curb design
 - Delineation with tactile markers on the ground, technology solutions such as some kind of smart phone assistance, informative braille signage
 - Clear delineation and markers at cross streets
 - Guide dogs for sight impaired people may be trained specifically to look for curbs
 - Wide curb ramps so people don't need to veer away from sidewalks when crossings are crowded
- Fixed furnishings designed and spaced appropriately

Community Feedback on Accessibility

October 2019

- Prioritize maintenance: snow removal from tactile delineators, ensuring curb ramps are not flooded with water or snow
- RTD and bus operations
 - Noise levels of shuttles are too quiet
 - Ramps for wheelchairs to board cannot be too steep; curbs are proposed at these sections to help
- Demonstrations with project team on navigating mall without sight

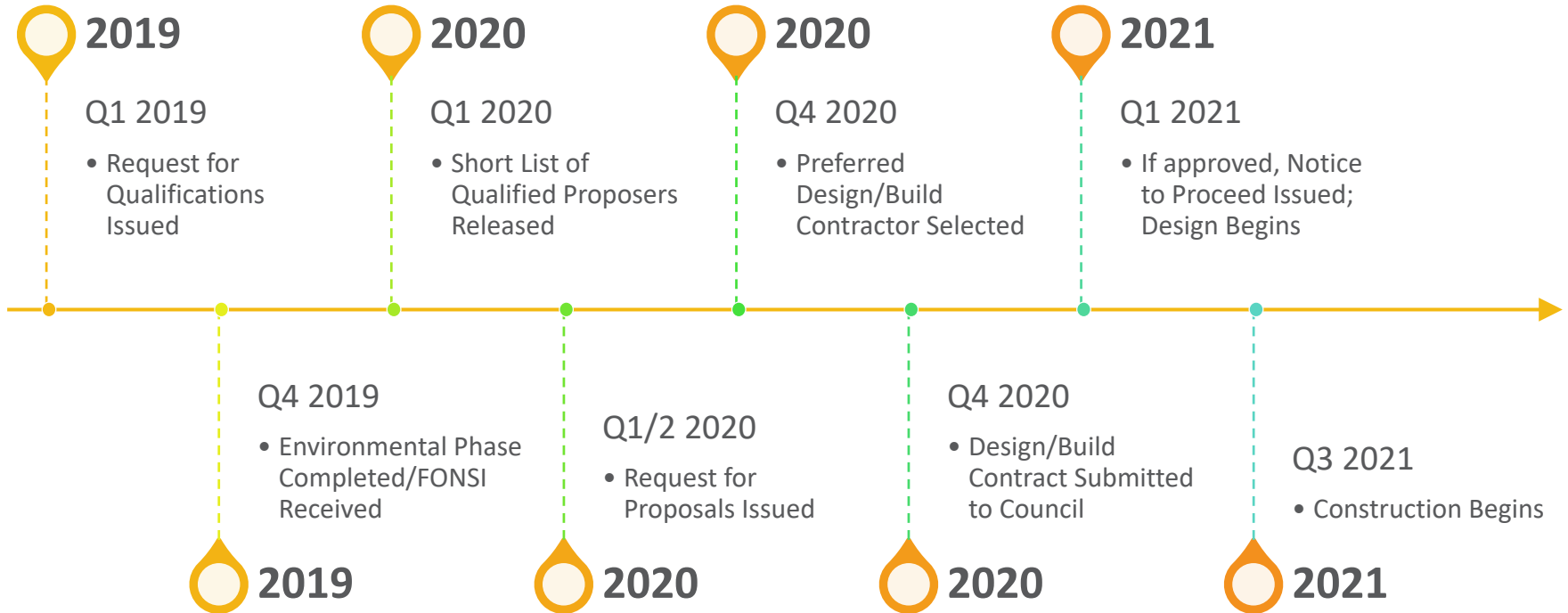


Community Feedback on Accessibility

February 2020 Focus Group

- Make sure furnishings and other features in the amenity zones do not impede movement
- Design activation plans with accessible differentiation features such as audible and/or sensory indicators
- Adaptive playground and recreation equipment
- Retail Activation
 - Near the light rail
 - Counters and gathering areas should be lowered to accommodate more users
- Public art
 - Audio descriptions for the visually impaired
 - Textile sensory-friendly art

Project Timeline



RFP Overview: Key Considerations

- Design Phase
 - Engineer of Record certifies ADA compliance
 - 3rd Party Review at Final Design Submittal
 - Public Outreach
- Construction Phase
 - 3rd Party Review of ADA elements installed
 - Mock-up for training
 - Paver system shall be ADA compliant
 - Temporary facilities will be ADA compliant
- Design & Construction Phases
 - Contractor must follow RTD ADA Compliance Certification process

RFP Overview: Continuing Engagement

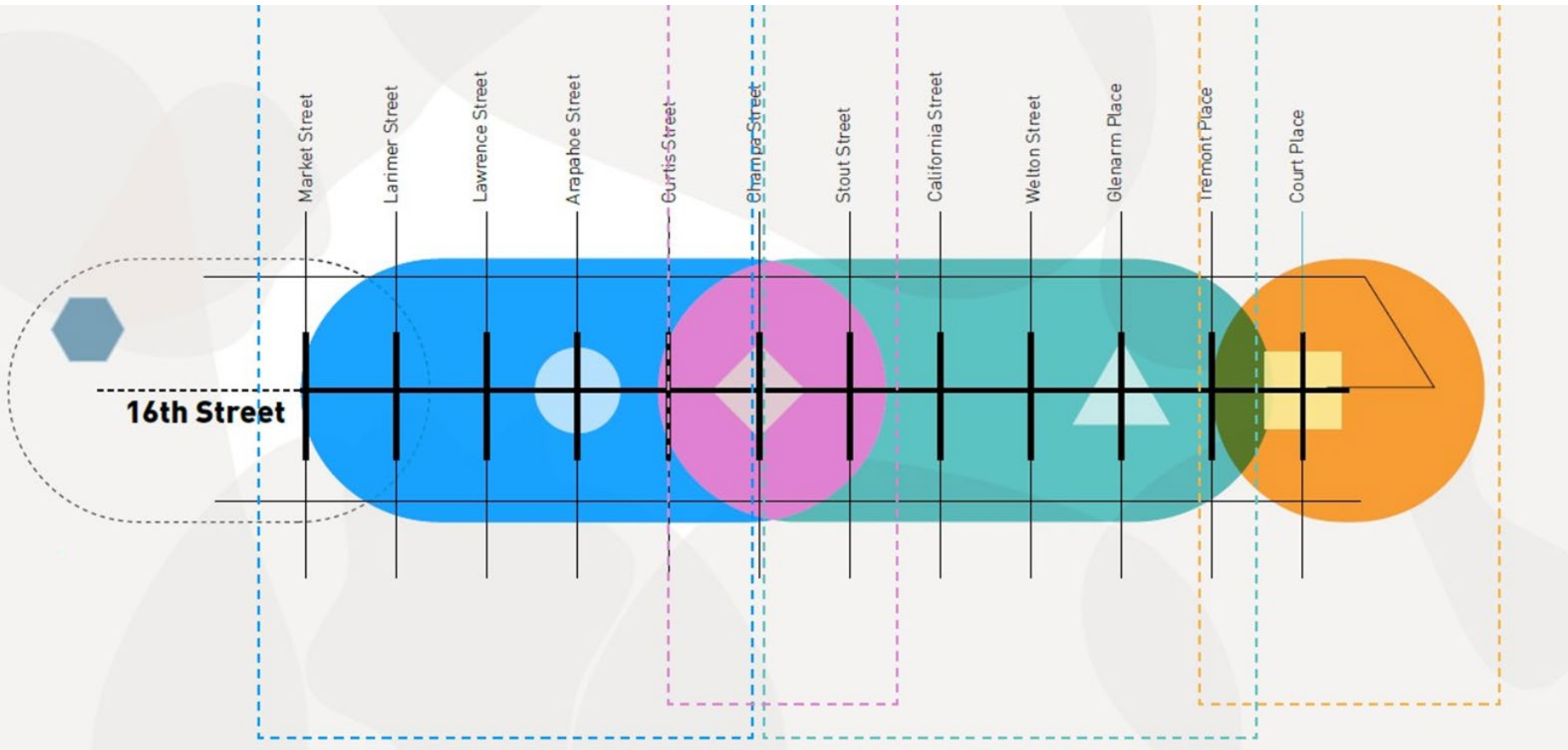
- Proposers are required to include multiple engagement tactics
 - Accessibility focus groups
 - Continued engagement of Mall Champions
 - Innovative approaches to outreach and marketing during construction, including:
 - Public engagement facility on site
 - Public information materials to reach all audiences, including the ADA community
 - Telephone Hotline

Public Space and Public Life

Adam Perkins, AICP – Urban Planning, Downtown Denver Partnership

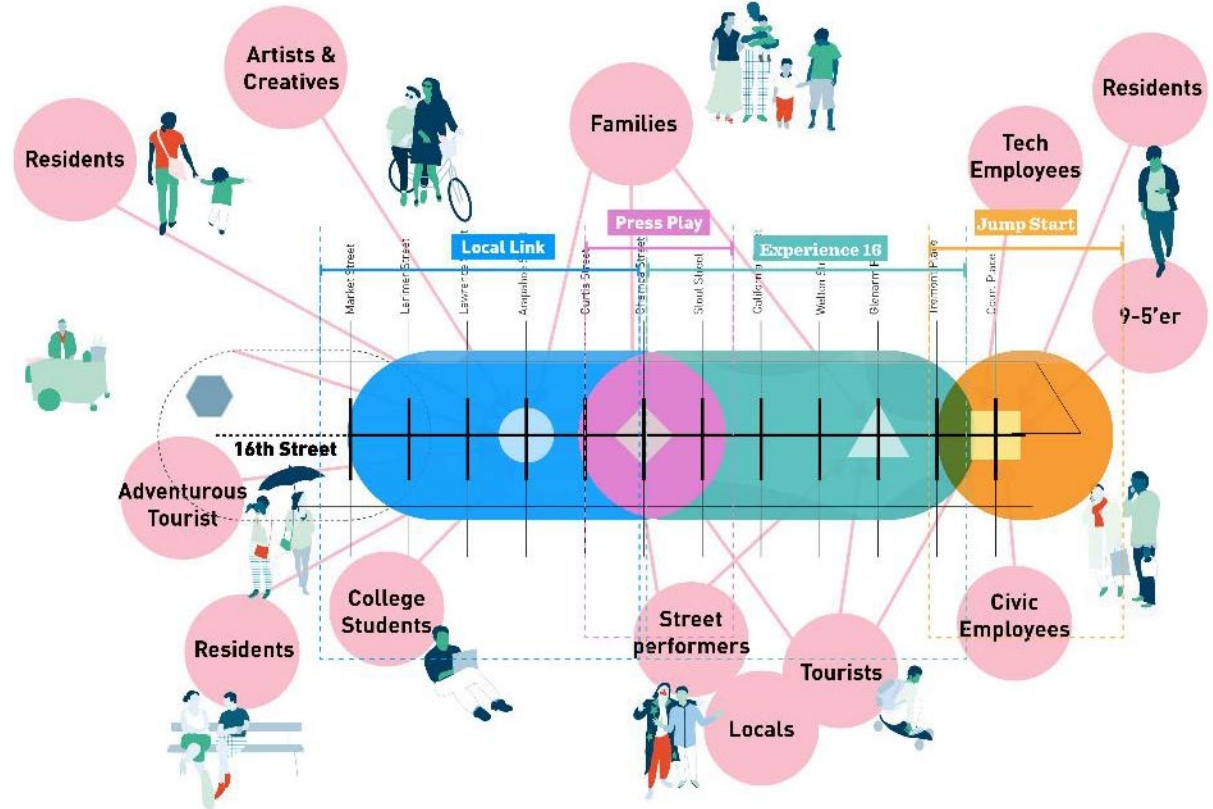
Jason Whitlock, AIA – Urban Design, Community Planning and Development

Character Areas: 16th Street Reimagined



Welcoming Space to Everyone

- Creating Invitations for user groups.
- Who is already using the space?
- Additional invitations to broader groups.
- All spaces must be accessible to all users.



How we are using input

Strategies for:

- Users
- Activations
- Destinations
- Clear Pedestrian path
- Separation from transit lane

Locations for:

- Fountains
- Shade Structures
- Areas of play



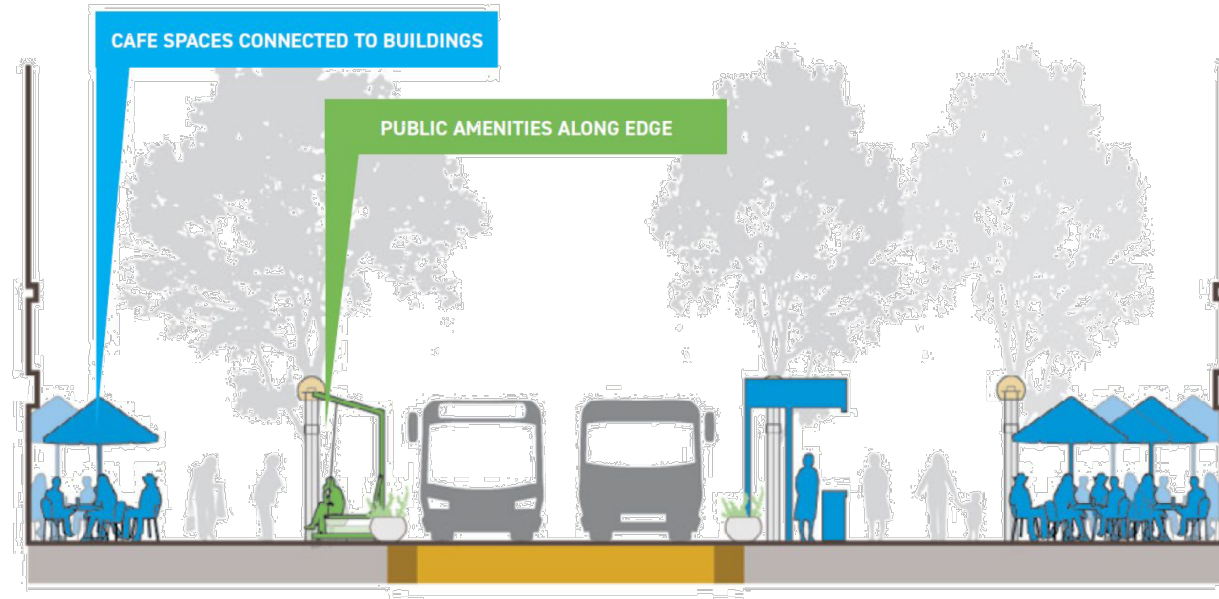
Amenity Zones

- Seating in the amenity zones will be separate from the 10-foot clear walking and rolling zone
- A perpendicular approach to crossing the transit ways at mid-block with a 5-foot clear width through amenity zones



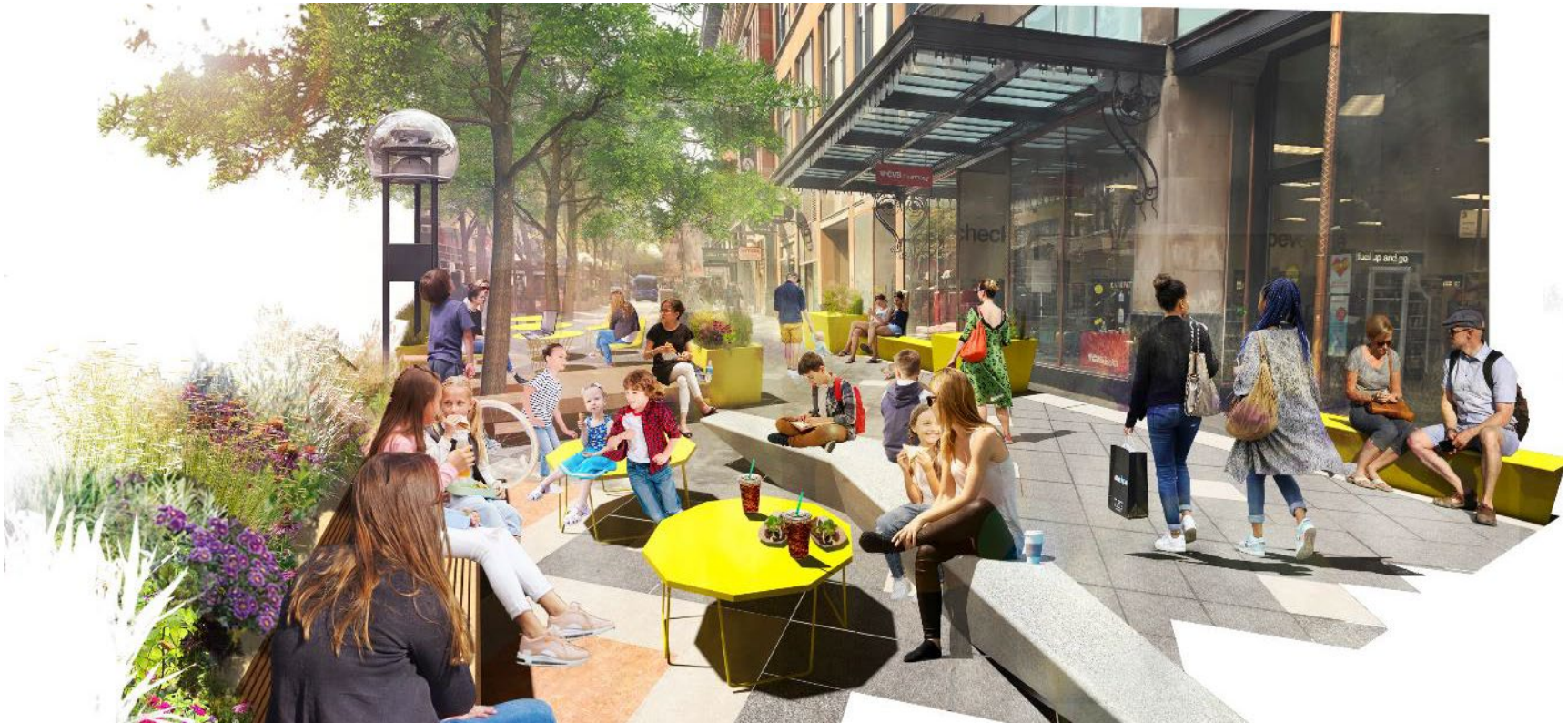
Clear, consistent zones of activation

- Areas of activation against buildings
- Areas of activation against transit lane



Amenity Zone

What can we do to make sure it does not impede free movement?



Iconic Features

- The key iconic features designed with all users in mind
- Interactive art
- Use of sound, touch and heard to be additional features to be considered as part of the Public Arts Selection committee.
- Playground features will incorporate adaptive equipment



Breakout Sessions

Construction Planning, Brian Pinkerton, DOTI
Inclusive Community Engagement, Anthony Aragon, DOTI

Breakout Session Tips

- You will be sent to a pre-assigned breakout session
- Breakouts will last 20 minutes for each topic
- You will be with your same group of participants when you switch topics
- Please press the “PARTICIPANTS” button to raise your hand to ask your question
- This is a safe space for questions/comments without judgement
- Please allow time for all participants to participate
- You can also type questions/comments in the chat box