

# Appendix D

## Public Involvement

Public involvement materials from the scoping period June - July 2017 are provided in Appendix E, Scoping Summary Report.

Stakeholder Workshop Materials  
October 2, 2017

Subject: Save the Date for 16<sup>th</sup> Street Mall Workshop #2

Location: RNL – 1050 17<sup>th</sup> Street

Date: Monday, October 2

Time: 9:00 am – 5:00 pm

The 16<sup>th</sup> Street Mall Workshop #2 is fast approaching and we want to make sure you have a placeholder on your calendar.

We will have coffee and goodies available at 8:30 if you would like to have time to socialize prior to the workshop starting at 9:00 am.

Our objectives for the Workshop:

- Review evaluation criteria
- Present range of alternatives developed from Workshop #1 “The future of the 16<sup>th</sup> Street Mall” exercise
- Discuss evaluation of the alternatives

Meeting materials for your review will be sent out prior to the Workshop. We value your interest and participation and hope you will be able to join us!

The 16<sup>th</sup> Street Mall Project Leadership Team





## Alternative Analysis and Environmental Clearance Workshop #2 Agenda

### Workshop 2 – Securing the next 35 years of Mall success

Desired Outcomes:

- 1) Understanding the proposed evaluation criteria, proposed alternatives developed, and the evaluation of the proposed alternatives with input on the direction for developing the preferred alternative and
- 2) understanding the 16<sup>th</sup> Street Mall Implementation Plan

| Time          | Task   |
|---------------|--|
| 9:00 – 9:30   | Welcome and Introductions  |
| 9:30 – 10:30  | Present the development of proposed alternatives                                   |
| 10:30 – 10:45 | Break  |
| 10:45 – 11:30 | Information Exchange – understanding the technology behind the evaluation criteria |
| 11:30 – 12:00 | Small group feedback on the proposed alternatives                                  |
| 12:00 – 1:00  | <b>Lunch</b>   |
| 1:00 – 1:45   | Report out on small group discussions  |
| 1:45 – 2:15   | Securing the next 35 years of Mall success   |
| 2:15 – 2:45   | Discuss the elements of the Implementation Plan                                    |
| 2:45 – 3:00   | Next Steps   |



## Alternative Analysis and Environmental Clearance

Workshop 2  
October 2, 2017

| Name              | Organization                | Attended |
|-------------------|-----------------------------|----------|
| Bruce Abel        | RTD                         |          |
| Carrie Atiyeh     | Visit Denver                | y        |
| Zach Bentzler     | CH2M                        | y        |
| Jennifer Bryant   | SHPO                        | y        |
| Brad Buchanan     | City & County of Denver     | y        |
| Jon Buerge        | BID                         | y        |
| Rachel Carson     | RTD                         |          |
| Jessie Carter     | RTD                         |          |
| Bar Chadwick      | City & County of Denver     | y        |
| Nancy Clanton     | Clanton Associates          |          |
| Jeff Cluphf       | RTD                         |          |
| Nate Currey       | RTD                         |          |
| John Desmond      | Downtown Denver Partnership | y        |
| Tami Door         | Downtown Denver Partnership | y        |
| Laura Dreher      | CH2M                        | y        |
| Dorit Fischer     | Shames Makovsky             |          |
| Karen Good        | City & County of Denver     | y        |
| Kim Grant         | Colorado Preservation       |          |
| Kara Hahn         | City & County of Denver     | y        |
| John Hayden       | Resident                    |          |
| Matthew Helfant   | DRCOG                       | y        |
| Scott Hergenrader | City & County of Denver     | y        |
| Tracy Huggins     | DURA                        | y        |
| Jim Johnson       | Downtown Denver Partnership |          |
| David Kaufman     | Property Owners             | y        |
| Loretta LaRiviere | CH2M                        | y        |
| Trevor Lee        | The Olin Studio             |          |
| Annie Levinsky    | Historic Denver             | y        |
| Matthew Lister    | Gehl People                 |          |
| Sheryl Machado    | GBSM                        | y        |
| Vince Martinez    | BID                         | y        |
| Michael Miller    | The Olin Studio             | y        |



## Alternative Analysis and Environmental Clearance

Workshop 2  
October 2, 2017

| Name                     | Organization                | Attended |
|--------------------------|-----------------------------|----------|
| Brittany Morris Saunders | Sewald Hanfling             | Y        |
| John Nitzel              | CH2M                        | Y        |
| Brea Olson               | Downtown Denver Partnership | Y        |
| John Olson               | Historic Denver             | Y        |
| Sarah Orton              | CH2M                        | Y        |
| Adam Perkins             | BID                         | X        |
| Brian Pinkerton          | City & County of Denver     | Y        |
| Tom Ragland              | HKA                         | Y        |
| Jeff Rinsom              | Gehl People                 | Y        |
| Lindsay Ritter           | CH2M                        | Y        |
| Colleen Kirby Roberts    | CH2M                        | Y        |
| Trini Rodriguez          | D.A. Davidson               |          |
| Joe Saldibar             | SHPO                        |          |
| Dane Sanders             | Clanton Associates          | Y        |
| Lucinda Sanders          | The Olin Studio             | Y        |
| Richard Scharf           | Visit Denver                |          |
| Matt Shawaker            | RNL                         | Y        |
| Mark Sidell              | Property Owners             | Y        |
| Tim Siedlecki            | CH2M                        | Y        |
| Larry Squires            | FTA                         |          |
| David Sternberg          | Property Owners             |          |
| Arleen Taniwaki          | Arland LLC                  |          |
| Lisa Trujillo            | RTD                         |          |
| Don Ulrich               | HKA                         | Y        |
| James Urban              | Urban Trees                 | Y        |
| Jyotsna Vishwakarma      | RTD                         | Y        |
| Mary Jo Vobejda          | CH2M                        | Y        |
| Rich von Lührte          | Historic Denver             | Y        |
| Eugene Wade              | BID                         | Y        |
| Jason Whitlock           | City & County of Denver     | Y        |
| Ellen Wilensky           | Lower Downtown District     | X        |
| Susan Wood               | RTD                         | Y        |
| Angela Jo Woolcott       | GBSM                        | Y        |
| DANIEL NAVARRO           | RNL                         | Y        |
| MARK GRIFFITH            | RNL                         | Y        |
| DARRIN ALLAN             | FTA                         | Y        |

## Workshop #2 Breakout Session Notes

### Blue Group

Most iterations include moving everything to some degree

Alternative which includes reuse (additional alternative)

Asymmetrical is an opportunity to reuse existing design elements – line of lights, lines of trees

Hybrid – utilize original design as springboard. Use parts that work

Flexibility to adapt to changes/advances

Transportation policies & uses changing

Modeling toward peak times (pedestrian traffic). Conflict with gated areas

Fluid identity along whole Mall

Failing/outdated infrastructure – definition?

Very broad (includes granite? Durable)

What exactly is failing?

Paving study results – share details. Empirical information six years later

Tremont/Court – successes?

Make sure alternatives don't preclude solution/improvements to drainage

Regiments for concrete, granite, mortar, maintenance

Asymmetrical – large expense without trees, lights. Maybe make a little less asymmetrical

Tree spacing

Information about what is hitting trees

Instead of shifting 5'-6' keep trees except in conflict areas (alleys/deliveries)

Try to keep at least one row of trees in current configuration

Deliveries/alleys – change access in the future?

Safety

How do we have permeability & safety in center running

More defined points of crossing

Was permeability part of original design?

Less bus traffic originally, so could have evolved

Cobb/Olin did intend permeable spaces in design

Pedestrian/bus unequal with bad consequences – mitigate hazards

### Red Group

Social impacts/equity should be evaluated on a block by block basis

Activation – there are subtle differences. A deeper dive would reflect these. Asymmetrical could unlock activation in areas with larger bandwidth

Plan need to leave flexibility (e.g. Federal Reserve may not always be there)

Safety consideration by removing center/refuge

Bus drivers would like having trees farther from buses

Like amenity zone next to transit for safety aspect

Concern for staff to access café space and ambience for café patrons

Eliminating permeability turns it into a street, not a pedestrian/transit mall

Analysis should look at which is harder:

- Serving at cafes in medians

- Serving at edge with center running transit

Viability of 7' patios? Opening facades – similar to Paramount Café

Amenity zone – would this vary within a block or treated as whole block?

Consider regulations that enforce the placemaking we are trying to create?

- More regulations vs. less

- Tremendous flexibility – meandering pedestrian paths makes “place” instead of a pedestrian thoroughfare

Really like center alignment (all 12 blocks)

- Equitable – opportunity to create space

- Trees shad people, not buses

Like asymmetrical for feel but it's a challenge for buses and not as nice with trees being on one side

Deviating from median – we need to be careful not to throw out everything

- Maintain asymmetrical blocks is strongly tied to original design & is good from historic & flexibility perspective

Project needs to extend pattern through cross streets (intention of design)

Frame what are preserving vs. what are we changing?



## Yellow

Center lane does not meet goals

What does center running feel like from pedestrian perspective?

Median does not meet Purpose & Need

Asymmetrical does not meet goals

Mid-block crossings

Should you be able to cross?

Does it change character of the street?

Historic Denver – need granite

How much can you tweak alternative to meet Purpose & Need?

National Register requirements

Concern with center running

Materials

Could not be listed

Feeling

Significant deviation

Hard to keep design

Rehab vs. no rehab

The aggregate of changes matters – cumulative; scale shifts

Timing

Do we have to agree on everything now?

Section 106 phased (meets NEPA) but possibly not 4(f)

Other alternative – four-foot median for pedestrians

Evaluation criteria

Must be applied evenly across alternative (i.e. not build vs. build for construction impacts)

Historic

4(f) avoid/minimize requirement. Long process (usually 1+ years)

No alternative in the middle

(No build \_\_\_\_\_ rebuild everything)

Alternative to look at full rehab – not rebuild with no change to alignments

Reference regulations & definitions

#### Mobility

Should we include an evaluation around network pref/coordination (i.e. Colfax and center running transit)

Coordination with other projects at the city

#### Rehab vs. no rehab

Different pattern (no)

Move trees (maybe)

Changes where you are adapting to historic intent

No curbs (yes)

Lighting at curbs (maybe)

Green

#### Constructability – none will be faster

Do quickly

Do incrementally

Avoid peak times (Christmas & summer)

Have a plan & communicate it to property owners.

Whatever alternative is chosen - need to minimize impacts to businesses.

Asymmetrical seems like it would have less construction impacts

Asymmetrical is appealing but property owners may feel robbed if they are on the “smaller” side

Need to invest on east side of Mall

Centerline for 16<sup>th</sup> straight blocks? Need variety. Could shift lanes to make it look asymmetrical

Safety is critical. RTD may consider ADA curb/intersections

#### Trees

We need trees!

Center running has tree canopy experience

Like meeting space in median under trees

There are more options for tree types with a single row of trees. Could be bigger/taller trees with more shade

Could have trees on the asymmetrical (bare side) = trees in pedestrian area

Trees will die if no-build is chosen

16<sup>th</sup> Street Mall runs north/south. The median runs diagonally. Center running could have different lighting.

Asymmetrical with median keeps equity

Median doesn't work now which doesn't meet the "Need"

Kiosks in median are too congested. Other alignments could help

### Entire Workshop Attendee Comments

No build – no capital improvements will include maintenance

The alternative names don't tell a lot about what they are. Public will need better names to understand them

Need a rehabilitation option (different from restoration & not as dramatic. Could include fountains; ADA & pavers

Construction impacts among the three build alternatives are equal

Need criteria for space for public and economic development

Apply criteria evenly across all the alternatives.

The alternative must maximize all criteria for the best solution

The asymmetrical alternative doesn't move the cheese

Center running is better for pedestrians and trees

Every block is different. Could be flexibility by intent of the block

Take advantage of asymmetrical streets

Base alternative on desire of property owners/users

Optimize blocks by moving transit?

Medians contribute to permeability.

Median at Welton/Glenarm is used a lot. Good interaction between restaurant & retail.

Medians work where there is shade

Medians don't work in some areas because of building use

The challenge is how it was build and hot to make it work now and in 30 plus years

Need to understand/respect what to save

Be careful with what you tamper with. Keep what is working.

How much is infrastructure or programming? How many variables can we solve?

Usage of the mall is not uniform. The ends have less pedestrians. Can we tailor the design for this?

Is the Purpose and Need still evolving, are we done? Yes, unless something big is discovered.

The Mall generates \$11M in annual sales tax. What is the potential? Don't want all big retail, even if it is a good tax generator.

Names streets & districts would be tied to buildings, facades, personality of the block

Distance walked is a perceived dimension. Experiences while walking lessen perception of distance walked.

Need programming for vacancies on mall & named streets with no retail or restaurants

What about "districts"? Nothing concrete yet, just examples.

It's important to define uses of districts.

Will it make a difference if we don't do named streets? Districts and named streets work together.

Need to reinforce different districts (like LoDo has)

46% of the downtown workers are moved by RTD. Need to think about impacts for them during construction.

DRCOG is a late comer to this project. Keep them involved in the conversation, particularly the transportation projects.

The National Mall made bold decisions that were very successful.

Meeting materials from the Stakeholder Workshop held on October 2, 2017 are located on the Project website

(<https://www.denvergov.org/content/denvergov/en/community-planning-and-development/planning-and-design/plans-in-progress/the-mall-experience.html>).

Small Group Meetings Materials  
October 2, 2017

Dear 16<sup>th</sup> Street Mall Stakeholder,

The Mall Experience project team has met with close to 200 stakeholders as part of the Alternatives Analysis and Environmental Clearance project since we saw you last. For example:

- On June 19 & 20 we held our small group stakeholder meetings with each of you
- From June 28 – June 30 we met with over 40 project partners during our inaugural Workshop
- On July 22 we staffed a booth at Meet in the Street and spoke with over 50 community members
- The following week, on July 27 we conducted two Open House sessions in downtown Denver and gathered input from more than 60 people that work, live and commute in the project area

In addition to the ongoing robust public process, we have continued to conduct an in-depth technical analysis in order develop a range of possible mall alternatives.

We'd like to meet with you next **Monday, October 2<sup>nd</sup>** to provide a project update and to specifically:

- Review the alternatives evaluation criteria
- Present a range of alternatives developed based on input collected over the last couple of months
- Discuss the next steps of the evaluation process

**Monday, October 2<sup>nd</sup>, 4:00-5:00 p.m.**

**RNL Architects**

**Suite A200**

**1050 17<sup>th</sup> Street, Denver, CO 80265**

**Monday, October 2<sup>nd</sup>, 5:00-6:00 p.m.**

**RNL Architects**

**Suite A200**

**1050 17<sup>th</sup> Street, Denver, CO 80265**

Please RSVP to [REDACTED] by this Friday, September 29<sup>th</sup> to confirm your attendance.

If you were unable to attend July's Meet in the Street or Open House, you can view the boards and input summary on the [project website](#).

Thank you for your continued support and interest in the project, we look forward to seeing you on October 2<sup>nd</sup>.

*-The 16<sup>th</sup> Street Mall Project Team*

Meeting materials from the Small Group Meetings held on October 2, 2017 are located on the Project website

(<https://www.denvergov.org/content/denvergov/en/community-planning-and-development/planning-and-design/plans-in-progress/the-mall-experience.html>).



Public Open House Materials  
October 18, 2017

# Open House

Wednesday, October 18th, 2017

Regional Transportation District  
(RTD)

1600 Blake Street, Denver 80202  
(basement board room)



**Come learn more about the current alternatives being considered**

Session 1 ~ 12:00 pm to 1:00 pm

OR

Session 2 ~ 5:00 pm to 6:00 pm

(the same information will be provided at each session)

Spanish translation services will be provided. A sign language interpreter will be provided upon request with a three business-day notice. Contact [SignLanguageServices@denvergov.org](mailto:SignLanguageServices@denvergov.org)

For project information, check out our website at

[www.denvergov.org/themallexperience](http://www.denvergov.org/themallexperience)



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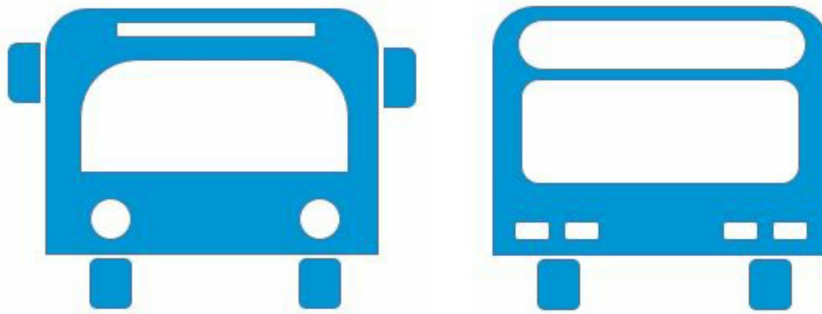


**Análisis de alternativas y conformidad ambiental**

# Reunión pública

Miércoles, 18 de octubre de 2017

En el edificio del Distrito Regional de Transporte (RTD, Regional Transportation District) ubicado en 1600 Blake Street, Denver 80202  
(En el sótano)



Asista y conozca más sobre las alternativas que están siendo consideradas actualmente

Sesión 1 de 12:00 p.m. a 1:00 p.m.

o

Sesión 2 de 5:00 p.m. a 6:00 p.m.

(En ambas reuniones se dará la misma información)

Se proveerá servicio de interpretación en español. Habrá intérprete de lenguaje de señas si se solicita con tres días hábiles de anticipación. Contacte a [SignLanguageServices@denvergov.org](mailto:SignLanguageServices@denvergov.org)

Para información sobre el proyecto, visite nuestro sitio web en

[www.denvergov.org/themallexperience](http://www.denvergov.org/themallexperience)



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THE MILE HIGH CITY



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## Sign-In

16<sup>th</sup> Street Mall Open House #2 – Session 1  
 Wednesday, October 18, 2017 | 12-1 p.m.

|    | Name              | Organization                | Email | Mailing Address<br>(Street, City and Zip Code) | Phone |
|----|-------------------|-----------------------------|-------|--|-------|
| 1  | EMERSON LOMAQUAHU | DENVER RESIDENT             |       |  |       |
| 2  | Jo Cox            | Denver Resident             |       |  |       |
| 3  | John Irwin        | Denver Resident             |       |  |       |
| 4  | Larry Squires     | FTA REGION 8                |       |  |       |
| 5  | Ameilia Foster    | Prologis                    |       |  |       |
| 6  | Jacqueline K      |                             |       |  |       |
| 7  | Rich Rhoads       | ARUP                        |       |  |       |
| 8  | Michael Gullitz   | JPUN                        |       |  |       |
| 9  | JOHN DESMOND      | DDP                         |       |  |       |
| 10 | Annie Levinsky    | Historic Denver             |       |  |       |
| 11 | Chris Wilson      | Kiewit                      |       |  |       |
| 12 | Bernadine Clark   | downtown<br>Denver resident |       |  |       |
| 13 | Kenneth Clark     | Downtown Denver Resident    |       |  |       |
| 14 | Brandon Shaver    | City/County of Denver       |       |  |       |





## Sign-In

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|    | Name                  | Organization                | Email | Mailing Address<br>(Street, City and Zip Code) | Phone |
|----|-----------------------|-----------------------------|-------|--|-------|
| 1  | LINDA CRAN            | Larimer Place Condos        |       |  |       |
| 2  | Jack Tone             | Lo Do NA                    |       |  |       |
| 3  | Ignacio Correa-Ortiz  | 2630 Syracuse Ct            |       |  |       |
| 4  | Max Miller            |                             |       |  |       |
| 5  | John Hill             | OED                         |       |  |       |
| 6  | Kyle Hupf             | Prologix                    |       |  |       |
| 7  | Kim Grant             | Colorado Preservation, Inc. |       |  |       |
| 8  | Pauline Herrera Seram | Denver Arch. Frdn.          |       |  |       |
| 9  | Nancy Krist           | Martenson                   |       |  |       |
| 10 | Derek Brown           | "                           |       |  |       |
| 11 | Sheri Rustin          | RTD                         |       |  |       |
| 12 | BAHMAN SHAFA          | FOCUS                       |       |  |       |
| 13 | STEPHANIE SERRA       | PEDICABS                    |       |  |       |
| 14 |                       |                             |       |  |       |



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## Sign-In

16<sup>th</sup> Street Mall Open House #2 – Session 1  
 Wednesday, October 18, 2017 | 12-1 p.m.

|    | Name                | Organization               | Email | Mailing Address<br>(Street, City and Zip Code) | Phone |
|----|---------------------|----------------------------|-------|--|-------|
| 1  | Joel Noble          | Curtis Bank / INC          |       |  |       |
| 2  | Blenda Richey       | Public-Downtown Worker     |       |  |       |
| 3  | Stephanie Richey    | Public-US Bank Employee    |       |  |       |
| 4  | Hanna B West        | Glenn Harris               |       |  |       |
| 5  | ALAN GASS           | DENVER ARCH. FDN.          |       |  |       |
| 6  | Steve Shergan       | BID                        |       |  |       |
| 7  | Liz Orr             | Denver Architectural Org.  |       |  |       |
| 8  | James Fegan         | Citizen                    |       |  |       |
| 9  | Cesar Carralero     | Citizen                    |       |  |       |
| 10 | Rebecca Stevens     | Downtown Resident          |       |  |       |
| 11 | Erin Semón          | CU Denver Arch. + Planning |       |  |       |
| 12 | Courtney Livingston |                            |       |  |       |
| 13 | Ronnika Smith       |                            |       |  |       |
| 14 |                     |                            |       |  |       |





☆ media ☆

Media Sign-In

☆ Media ☆

16<sup>th</sup> Street Mall Open House #2 - Session 1  
 Wednesday, October 18, 2017 | 12-1 p.m.

|    | Name        | Organization | Email | Mailing Address<br>(Street, City and Zip Code) | Phone |
|----|-------------|--------------|-------|--|-------|
| 1  | Joel Hillen | CBS 41       |       |  |       |
| 2  | Holly Beck  | FHO          |       |  |       |
| 3  |             |              |       |  |       |
| 4  |             |              |       |  |       |
| 5  |             |              |       |  |       |
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| 14 |             |              |       |  |       |



## Sign-In

16<sup>th</sup> Street Mall Open House #2 – Session 1  
 Wednesday, October 18, 2017 | 12-1 p.m.

|    | Name                  | Organization | Email      | Mailing Address<br>(Street, City and Zip Code) | Phone      |
|----|-----------------------|--------------|------------|--|------------|
| 1  | <i>Leslie Woodard</i> |              | [REDACTED] | [REDACTED]                                     | [REDACTED] |
| 2  |                       |              |            |  |            |
| 3  |                       |              |            |  |            |
| 4  |                       |              |            |  |            |
| 5  |                       |              |            |  |            |
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| 14 |                       |              |            |  |            |



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## Sign-In

16<sup>th</sup> Street Mall Open House #2 – Session 2  
 Wednesday, October 18, 2017 | 5-6 p.m.

|    | Name                | Organization | Email | Mailing Address<br>(Street, City and Zip Code) | Phone |
|----|---------------------|--------------|-------|--|-------|
| 1  | Greg D. Jacobs      | —            |       |  |       |
| 2  | Roger Lindor Bowman |              |       |  |       |
| 3  | Kelly Pearson       |              |       |  |       |
| 4  | Ben Koerselman      |              |       |  |       |
| 5  | DEREK AVERY         |              |       |  |       |
| 6  | Victoria Sanderson  | LOUIS BERGER |       |  |       |
| 7  | BEN NISSLEY         |              |       |  |       |
| 8  | Tom Andersen        |              |       |  |       |
| 9  | Lisa Avery          |              |       |  |       |
| 10 | Chris Hawkins       |              |       |  |       |
| 11 | Rocio Rowland       |              |       |  |       |
| 12 |                     |              |       |  |       |
| 13 |                     |              |       |  |       |
| 14 |                     |              |       |  |       |





\* Stakeholder Advisory Group  
 Kim Robinson  
 515-710-5572  
 kimhome@g.com

### Sign-In

16<sup>th</sup> Street Mall Open House #2 – Session 2  
 Wednesday, October 18, 2017 | 5-6 p.m.

|    | Name          | Organization | Email | Mailing Address<br>(Street, City and Zip Code) | Phone |
|----|---------------|--------------|-------|--|-------|
| 1  | Alison Torvik |              |       |  |       |
| 2  | Kim Robinson  |              |       |  |       |
| 3  | John Robinson |              |       |  |       |
| 4  | DICK FARLEY   |              |       |  |       |
| 5  |               |              |       |  |       |
| 6  |               |              |       |  |       |
| 7  |               |              |       |  |       |
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## Sign-In

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 Wednesday, October 18, 2017 | 5-6 p.m.

|    | Name             | Organization         | Email | Mailing Address<br>(Street, City and Zip Code) | Phone |
|----|------------------|----------------------|-------|--|-------|
| 1  | Rick Hall        |                      |       |  |       |
| 2  | Don Parris       |                      |       |  |       |
| 3  | Jolene Bernhard  |                      |       |  |       |
| 4  | Mike DeVries     |                      |       |  |       |
| 5  | Doug Schroeder   |                      |       |  |       |
| 6  | Antonia Banducci |                      |       |  |       |
| 7  | Brianna Borin    | Shooze               |       |  |       |
| 8  | LINDA WATERHOUSE |                      |       |  |       |
| 9  | MARK THOMPSON    |                      |       |  |       |
| 10 | JOHN P. OLSON    | HISTORIC DENVER, INC |       |  |       |
| 11 |                  |                      |       |  |       |
| 12 |                  |                      |       |  |       |
| 13 |                  |                      |       |  |       |
| 14 |                  |                      |       |  |       |





Media Sign-In  
 16<sup>th</sup> Street Mall Open House #2 – Session 2  
 Wednesday, October 18, 2017 | 5-6 p.m.

|    | Name                 | Organization       | Email      | Mailing Address<br>(Street, City and Zip Code) | Phone |
|----|----------------------|--------------------|------------|--|-------|
| 1  | <i>Hector Curate</i> | <i>Teleman job</i> | [REDACTED] |  |       |
| 2  |                      |                    |            |  |       |
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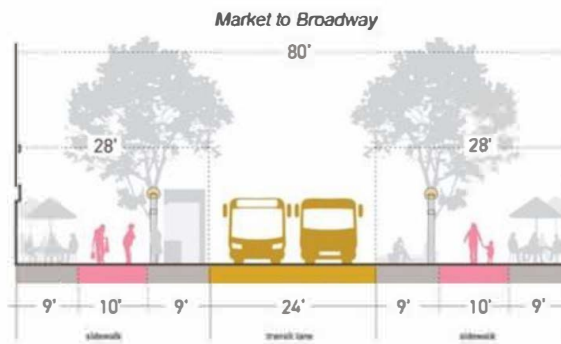
## Alternatives Analysis and Environmental Clearance

### Open House #2 Summary

On October 18, 2017 the *16th Street Mall Alternatives Analysis and Environmental Clearance* project team held a second public Open House during two separate sessions at Regional Transportation District (RTD) headquarters. Nearly 50 community members attended the first session from 12-1 p.m., while close to 35 attended the 5-6 p.m. session. The same information was provided at each session.

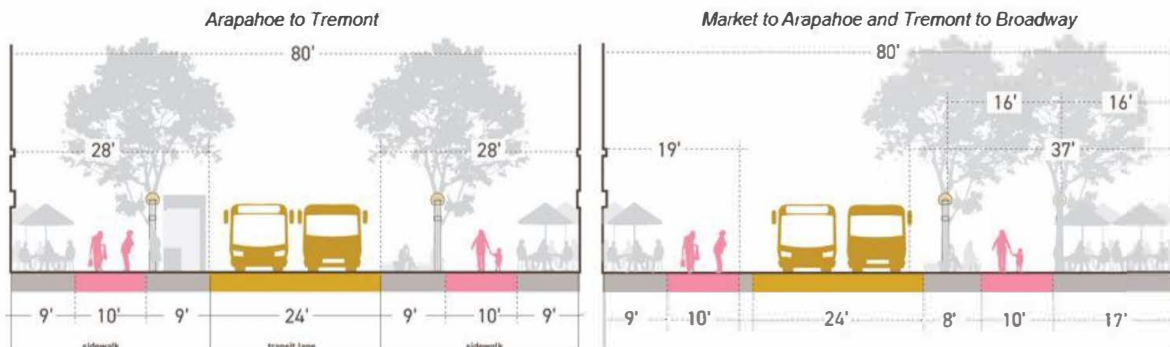
There was a brief presentation where project team members provided the public with a process update and presented the screening criteria, the proposed alternatives and the evaluation of the current alternatives. The presentation was followed by a short Q & A. The Open House stations allowed stakeholders and the community an opportunity to engage with the project team. Stations provided a baseline understanding of the project schedule, environmental process and current alignment options.

Below are the current alignment options:



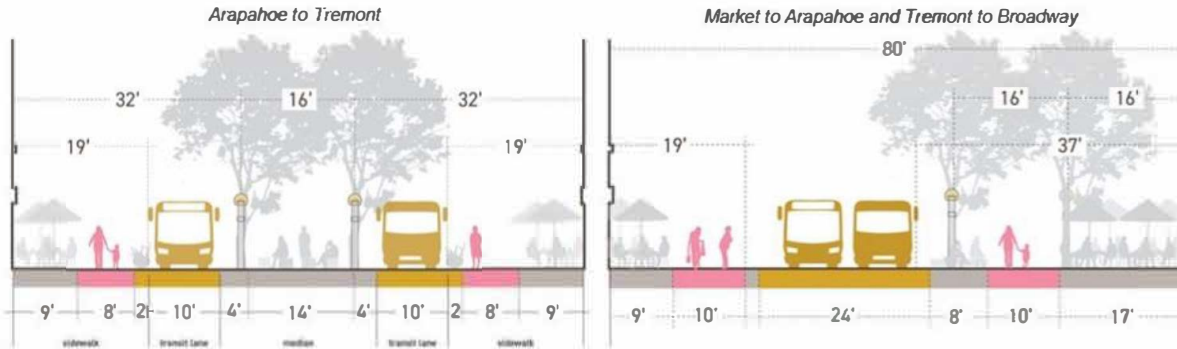
### Center

Reconstruct Mall for buses to run directly down the center, with no median and with symmetrical pedestrian areas for the length of the Mall.



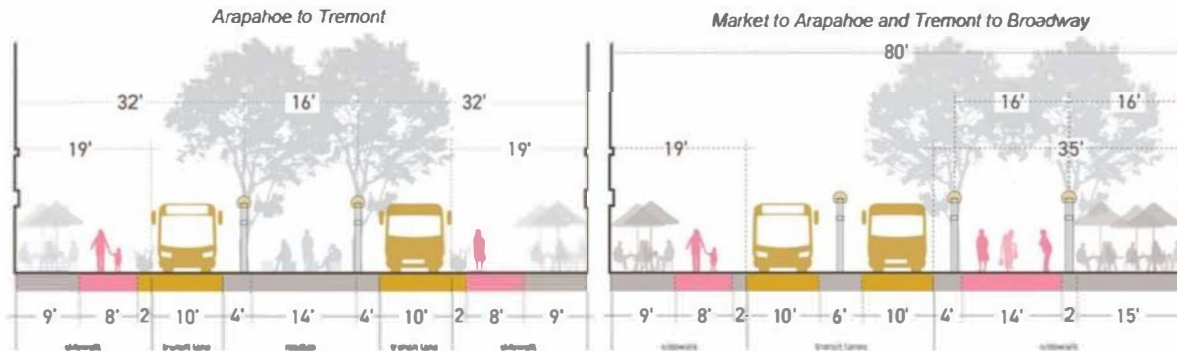
### Center Asymmetrical

Reconstruct Mall for buses to run directly down the center on some blocks, with no median, and some blocks with asymmetrical pedestrian areas.



## Median Asymmetrical

Reconstruct aging Mall infrastructure, with a similar alignment: a median between bus lanes, and some blocks where pedestrian areas are asymmetrical.



## Rebuild

Reconstruct aging Mall infrastructure in existing configuration.

The meeting gave attendees the opportunity to provide input on additional screening criteria to consider, what they see as opportunities and challenges with the current proposed alternatives (including the no-build) and if there are additional alternatives they think should be considered. Comments collected during the Open House sessions as well as 143 comments submitted in-person and online, are included at the end of this document.

Below are the themes that emerged from public input collected during the Open House and from the presentation Q & A:

- Center Running Alternative** – Over 40 percent of community members were in favor of the center running alternative. Many people state the center running is ideal from both a safety and programming perspective. The wider sidewalk(s) is viewed as more pedestrian-friendly, allows extended patio space, creates more opportunity for special events and features large public spaces including Denver Energy Center, Republic Plaza and Independence Plaza.
- Pedestrian vs Transit Mall** – Community members continued to express an interest in converting 16<sup>th</sup> Street to a pedestrian only mall. Some would like to see it evolve into something more like a European plaza and/or promenade.

- Paver Material/Design** – Several comments remarked on the historic preservation of the IM PEI design and its current design configuration. Many recognize it's outdated and needs to be updated and is dangerous due to its slippery pavers, but also stressed the importance of honoring the historic design and possibly extending the diamond pattern the length of the entire mall (to Union Station). Others suggested replacing the material with high quality concrete.
- Trees/Shade** – Many attendees had questions about the tree health and plans to preserve the existing canopy. Some attendees were concerned with the amount of time it would take a new tree canopy to reach the condition of the existing canopy, and the loss of tree canopy downtown during construction of the project. On that note, with the opportunity for a new design, several said they wanted more trees along the mall, creating more shaded gathering areas.
- Safety/Security** – Several community members expressed concern that the alternatives do not directly address personal safety in terms of the current transient population and police surveillance policy including panhandling, noise ordinance enforcement and loitering outside of businesses. Some suggested improving the conditions for first responders and mall security for example, designating locations where paramedics, fire trucks and patrol cars can be visibly stationed. Some suggested adding structures/barricades between sidewalks and transit to mitigate vehicle and pedestrian accidents. A few also suggested improved traffic signage/signals at cross streets to prevent collisions.
- Bicycle Access** – A few comments continued to express a desire to add bike lanes to the mall. Several of which stated they would like bicycle access to extend to weekdays.
- Construction Timeline** – A few community members asked about the construction timeline given the various alternatives. The project team noted that Construction could start as early as late 2019 or early 2020 with completion planned by the end of 2022.

Below are the results collected from the comment forms:

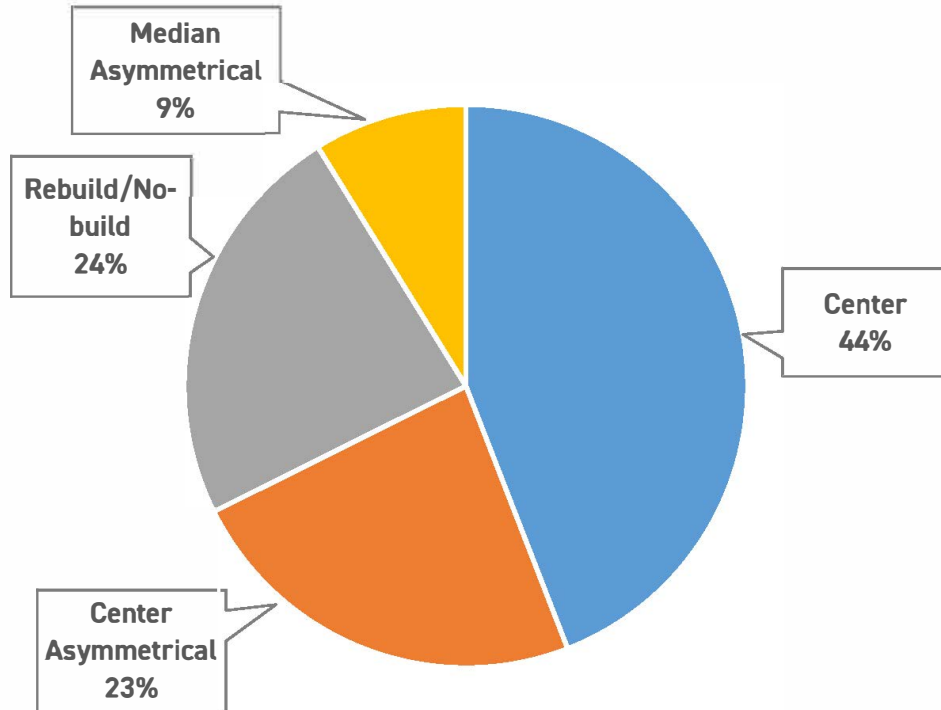
Attendees were given the opportunity to tell the team any additional evaluation criteria to consider, what they see as opportunities and challenges with each of the proposed alternatives (including the no-build), and if there are additional alternatives they think should be considered.

*1. Are there any additional criteria you'd like us to consider?*

While over 40 percent of respondents were in favor of the center running alternatives (see pie chart below), several said relocating the buses to 15<sup>th</sup> or 17<sup>th</sup> streets should be considered.

2. What do you see as opportunities and challenges with each of the proposed alternatives including the no-build? Are there additional alternatives you think should be considered?

Of the 143 total comments received, 68 comments addressed specific alternatives. Of those 68 comments, 30 are in favor of the center running option. That option was followed by center asymmetrical and then a rebuild, keeping the mall as-is and updating the city's asset.

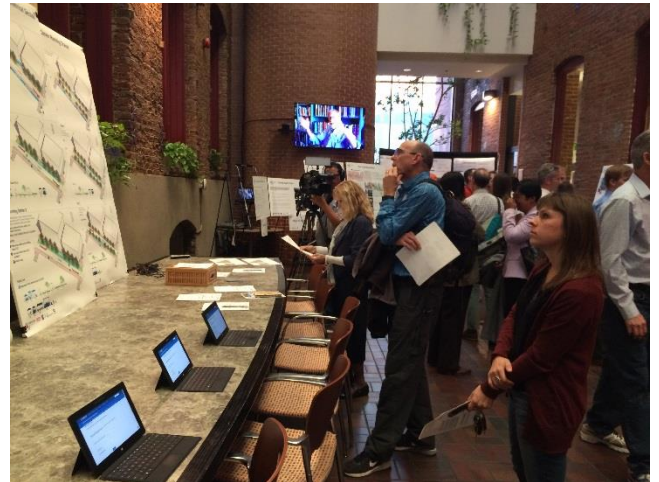


3. How well have we evaluated the alternatives so far?

Several community members expressed their support of the project and felt that the project team has done a thorough job evaluating the alternatives. Many felt the process was well balanced. At the same time, some community members stated that additional options should be considered, specifically in determining whether the mall should be pedestrian only.



Photos from the Open House and presentation are below:



Raw Comments:

(Note - Comments appear as they were written with no edits to grammar, spelling or context.)

| 1. Are there any additional criteria you'd like us to consider?  |
|--|
| <p>I've seen the buses slide around when the mall is icy. Has this been considered when looking at the options where the buses run in the same corridor? It seems like this could result in accidents. It would also put pedestrians in a position to have to cross 2 bus lanes at once when crossing places other than intersections. What happens when emergency services have to drive on the mall and it has to be temporarily closed or blocked? Buses using the same corridor would most likely be stopped in both directions. Will access points for deliveries and hotels be moved from the mall? This could result in traffic issues too when everything is jammed into one corridor.</p> |
| <p>I like the center asymmetrical, keeping the asymmetry the same all the way down the mall. Of course, the businesses on the side lacking the large amenity space will have less walk-in business. But if you make the less-amenity-space side the primary walking-to-shuttle side, you'll increase their chances of walk-in traffic. Mark that side as the walking side (rather than milling around), create many opportunities to cross the transit lane to catch the shuttle going the other way, including lit safety crossings that trigger the shuttle to stop. Can the shuttle be computerized like the one in the airport?</p>  |
| <p>Reduce transit time from one end of the mall to the other. Civic Center to Union Station takes 25 minutes to transit and is sometimes faster on foot than on the mall shuttle. When commuting from the west side this adds 50 minutes/day to the commute.</p>   |
| <p>I like that bikes are not being considered as part of the equation. It is nice to be able to walk down one street and not worry about bikers coming up too fast passing me. Usability and accessibility are big. Currently when I'm on 16th street I don't even look at what is in the median between the buses. It is generally not easy to get to or I just miss it all together.</p>   |
| <p>Maintaining trees! They are vital the success of 16th street</p>  |
| <p>I know you're already aware of this, but the pavement material is also important. I also know people are concerned about maintaining the design/artwork in the current paving stones, but as you know, they are incredibly slippery and dangerous (especially with buses passing every few minutes) when there is even a little rain, snow, or ice. That must be improved, although it would be great to maintain the design/artwork pattern, I suppose.</p>  |
| <p>Keep the scumm sucking free loaders out of there. They make Downtown a horrible place to work.</p>  |
| <p>No buses. Move buses to a loop on 17th Street and 15th Street with smaller vehicle pass throughs at main arterial streets. The mall would be entirely for pedestrians, outdoor restaurant seating, vendors, and activity areas.</p>   |
| <p>Move the buses to a dedicated bus lane on 15th and 17th<br/>           If the entire right of way was open for bike, ped and other amenities 16th Street it might be worth visiting rather than just passing thru<br/>           What do you see as opportunities and challenges with each of the proposed alternatives including the no-build?</p>   |

On many days you can walk about as fast as you can ride the SLOW shuttle which makes it painful for commuting. What would be great is a high speed subway under the 16th St mall or on 15 or 17th which would allow it to be much more attractive to commuters. The subway could stop at every 3rd or 4th Street, not every street like the mall shuttle. Regarding the mall it is unclear what are the problems that need solving other than the underground utilities.

The winner is the central idea - absolutely. Both lanes of buses right up the center. Little concerned though of losing trees, planters and lighting aesthetics. Those along with kiosks would be expected of course to be included all along the 'curbs' of the new wider pedestrian walkways. I think relocating what is currently in the center to along the curbs should also help provide much needed demarcation of the bus lanes and will greatly increase pedestrian safety. Right now I see so many people stepping out right into the lanes because there is really nothing to mark them and people gravitate to the center activities. Its quite dangerous.

Prefer center running design with wide sidewalks and amenity zones to side. Consider improved bus stops with shelter, seating and info. Consider bus stops every other block instead of every block to speed trip from east to west. Could be done rush hours only with buses stopping every block off-peak.

Bike lanes.

How about a criterion to remove the mall altogether? It's really just an antiquated idea that's run its course. Get creative!

do something this is a joke.

The consideration that wider areas can be used as plaza like areas with public art/ kinetic installations/ fountains as well as better kiosks up and down the mall. These can be themed differently to create small public squares to break the distance of the mall. This works best with center asymmetrical!

No.

Ample shade on all pedestrian areas. Some of the cross-sections here look MIGHTY sunny on one side of the street.

With regard to "honoring the original mall design" and "maintenance" costs, I'd like to propose using concrete under the transit area of the mall with the colored pavers reserved for the pedestrian areas. I think that would keep the wear and tear on the pavers to a minimum.

Get rid of the buses completely! It will never be a nice, walkable street where people will mingle if you have giant buses flying down it. The buses kill the mall.

Accommodating bikes on the mall throughout the week should be an additional priority!

please consider giving more space to pedestrians, the busses are too large and the motor-way should be less than 1/3 of the space allocated, closer to 1/4 of the space.

Alternatives to remove the bus lanes completely or schedule a 1 way road with buses every other lane and a bypass (like single alignment rail tracks). With improving GPS technology this can easily be accommodated. Especially with longer articulated buses.

Nope.

I request air quality for pedestrians on the mall be taken into account when locating the buses.

eliminate the buses on the 16th street mall all together! Other cities have made "pedestrian only" areas of the city with great success. I feel like if Denver wants to be a forward thinking city it needs a pedestrian only area. Run the busses on 15th or 17th. Make the mall kid, pedestrian, and bike friendly with

more open air restaurant seating, art, playscapes etc. Maybe along the lines of Boulder's Pearl street? Please, please, please consider this option1111

I think it's silly to spend money redesigning something that works pretty well. The only thing I would want to see changed is the design of the street surface – there should be a distinct visual difference between the sidewalk and the street so that people are more aware when they're walking into a street with traffic.

Why are bicyclists being excluded? Why not consider an option with bicycle lanes or a cycle track?

I think 'pedestrian place-making' should be considered with priority: wherever possible, the largest contiguous pedestrian areas should be created. This would allow for greater safety and more interesting amenities.

consider the use of pedicabs on the mall. a lot of the pedicabs use the same transport area that the busses do, and often drive in and out of traffic quickly. having a median in the middle and having pedestrian only areas means that there is no where for pedicabs to go.

Walking/ cart pushing on the current crumbling paver sidewalks with their bumpiness is not good but does hide all the gum and other gunk on adjacent concrete sidewalks. The whole district needs a sidewalk power-washing. Could bikes and buses co-exist in the no-median options? I am assuming that pushing amenities to outside the bus lanes does NOT include restaurant dining areas because I would not want to eat next to a bus lane. Taller, bigger trees would really help with the visuals.

I think it is critical that the city consider adding a designated bike lane on 16th St Mall. It would immediately be the best option for navigating through downtown.

Center.

Please force the outdoor restaurant seating into the Amenity space. This is possible under CO law. Simply walking down the mall is too difficult and crowded now with the fence obstructions, etc.

Yes, the buses make the mall experience unpleasant and dangerous.

BTW where is bike access??? Will those on bikes be able to ride along as well? People walking, People on bikes, And slower moving buses.

Center option for safety! My granddaughter and I head the the mall summer months. Current configuration is dangerous! The buses on both sides and traveling too fast to be safe.

Please don't cut down the trees. With out them it will be way too hot and no one will want to use the space.

Having the buses in the middle with amenity on either side will could cause issues between the people waiting on the bus and the people enjoying the amenity. I am for either fixing the existing model (which I find nothing wrong with, it just needs to be updated) or going with the Median Asymmetrical model.

do away with busses. Move all conveyance overhead (mono rail? people mover? covered moving walkway?) handicap access every 2 blocks.

Events. Which works best for events such as 5K runs, protests, Zombie crawl, etc.  
 Safety. People not paying attention and traffic that may not understand this is a pedestrian street.  
 Emergencies - EMTs, Fire, and Police  
 Would like to have some shelters so when you wait for the bus in weather, you are protected from the elements.

Would be nice if it included an obvious way to bike down the mall. I think bikes are allowed on certain days on the transit lane, but have no idea what the rules are.

The pavers are SO dangerous when they get wet - I would love to see a solution to this problem. While I love the idea of preserving the integrity of the mall, especially since it was the vision of I.M. Pei, it is truly terrifying to walk when it's raining or snowing.

Have you considered eliminating the Free Mall Ride service, entirely? In all seriousness, a true pedestrian mall would be wonderful. Low stress. In a bustling downtown, a low stress area is priceless. A beautiful area with interesting architecture, mature trees that provide shade in the hot summer is wonderful. With more and more people living downtown, a large pedestrian mall provides quiet relaxing area where children can frolic without fear of being run over by a bus.

Eliminating the bus lanes would create needed cross-sectional space to alleviate the already crowded sidewalks. With all the sidewalk patios taking up the sidewalk space, the overflow of pedestrians is already spilling into the bus lanes - as long as it's safe.

Pearl Street Mall in Boulder. Third Street Promenade in Santa Monica, CA. These are both examples of relaxing and enjoyable pedestrian malls that exist, today.

Downtown streets are full of cars, buses and rails. Why not consider the tranquility and unique charm that a pedestrian mall can provide.

With the recent addition of the Free Metro Ride, losing the Free Mall Ride would be easier to tolerate. Consider increasing the hours of service for the Free Metro Ride for continuous midday usage. Perhaps consider using the Free Mall Ride vehicles for a downtown loop from Union Station to Civic Center Station along 15th (westbound) and 17th (eastbound) instead of the 16th Street Mall.

Really needs a bike lane to promote cycling as transportation in OT Denver.

There are many more qualified than myself to determine safety and environmental best use of the bus and pedestrian walk areas but I do have a suggestion as to the highest and best attraction potential. Add Music venues to the mix use of 16th street mall and extend the pedestrian draw to evening as well. Denver has a thriving and a diverse array of genres including great local musicians. Take the best aspects of big city entertainment and music districts like Austin's 6th Street, Nashville' Broadway, Dallas' Deep Ellis & West End, Ft Worth's Stockyards, Minneapolis' Northeast Arts District and several other great examples. This would extend the economic impact and diversify the entertainment value of the mall and secure the location as a top tourist and local hot spot. I have seen this potential and thank you for the opportunity to input the suggestion.

I'm not sure if this falls within #4 under Social and Environmental Impacts, but I'd like to see opportunities to incorporate green infrastructure and low-impact development practices considered.

Undesirable behavior on the streets has tested a sense of security as a mixture of gangs, troubled youth, aggressive panhandlers, transients and rampant vagrancy occupy the 16th Street Corridor with frequency no matter day or night. Downtown issues such as safety and cleanliness is not just perception. It's a scary place which reeks of urine. For people who work Downtown, it's a terrible situation. What must tourists think of Denver given the impression left by the deterioration of the "Spine" of downtown.

A sustainable plan which includes visible uniformed presence or security is needed. It was added a few years ago and made a huge difference. Bike or beat Police or security on a regular, day-to-day basis is needed to enforce the law and ensure safety.

The area surrounding Union Station does not have the same issues. And I do see, on a regular basis, the presence of security - walking around inside and outside.

I am always worried that a walking pedestrian is going to get whacked in the head by the bus mirrors or a pedestrian is going to walk in front of a bus (because the floor tiles are the same color and style) you don't even know you are in the bus lane.

There should be some sort of buffer between the amenities/walking and the buses. See this link: [https:// streetmix.net/-/580805](https://streetmix.net/-/580805)  
The center structure to board, could also be an amenity zone.

The alleys between buildings are where drug dealing, other crimes, vagrancy and filth are occurring. Something must be done to limit access and/or to increase patrolling in these areas.

Important to consider design elements of the mall components to not only be attractive and durable, but also to be interesting to both visitors and regular mall commuters like myself. Should be flexible for future modification.

Sustainability should also be an important criteria, especially from a life cycle standpoint, and from the impacts on "livability".

The criteria is vague. It's impossible to judge its efficacy without further details as to what exactly these things mean.

It seems to me there is a complete lack of criteria based on "What Do the Citizens of Denver Want." Do the citizens feel this is a project worth doing? Do the citizens think all of this is necessary? Where does the project fall on the citizen's list of priorities for the city? The current criteria seems to assume the general public is OK with the whole plan and that it will be undertaken no matter what.

Design must preserve the existing trees. Are they accounted for in these schematics?

Will this impact the police presence at all on the mall. We live downtown and have very much appreciated the increase in police presence on the mall and that has done a lot to improve the atmosphere. Would not be happy if a change in the traffic pattern changed this positive effect.

The formal space for biking on the 16th street mall, either shared with the free mall ride or in its own space.

The aesthetics and sustainability of a new surface for the bus, bike and pedestrian areas, flexibility of amenity instillation, adjustment for seasons and events.

The option of running the free ride up and down 15th and 17th streets and making the mall all pedestrian and bikes.

|   |
|---|
| <p>This is not a helpful survey.</p> <p>How much is this plan gonna cost? How long will construction last and disrupt businesses and traffic?</p> <p>Assuming it's pretty expensive and will be time consuming, my gut is that this is a stupid waste of money.</p>   |
| <p>The trees. Mature trees should not be removed in an attempt to fiddle with the design of the mall. Urban trees are difficult to grow and have a low survival rate. The fact that these trees are thriving makes them more valuable than a tree in more hospitable conditions. To replace infrastructure, maybe some trees could/should be removed. Pavement could be changed, but the trees that are now mature enough to provide substantial shade and have grown above the lights (which was a problem in the past) should stay.</p> <p>What is the actual program of the corridor? Bus transportation, yes. Patio spaces? Pedestrian corridor, yes. Large group gathering area? Small group gathering area? Fairs, games, exhibitors? A more specific program of uses would be helpful in understanding why the options have been presented this way.</p> |
| <p>I don't see any criteria specific to cyclists. I think there should be a clear indication of how they are supposed to interact with the transit, pedestrian, and amenity uses.</p>   |
| <p>I'm sure you are considering this, but I'd vote for a concerted effort to preserve the old and plant new trees. This is my primary concern with having buses only in the center: wouldn't we lose all existing trees?</p>  |
| <p>Leave 16th St and Colfax alone. Improve what's there already with better lighting and signage and better crosswalks at intersections. Work on attracting local businesses this would add to the destination of the area. Bring back the police on horse back it has gone down hill since then.</p>   |
| <p>Be sure to keep the mall equal to all businesses and the pedestrians for the entire length of the mall. As much as it might look nice in a plan drawing the idea to be asymmetrical. I think it won't be "fair" to the mall and as business come and go - we need - symmetry.</p>  |
| <p>Why not have a super-asymmetrical option whereby some of the streets would have bus directly to the curb, like now, but with all of the amenities one side so you could have a park like feel on certain blocks (maybe adjacent to other parks like Skyline)?</p>  |
| <p>Bicycle lanes</p>  |
| <p>You have a chance to make 16th Street Mall a wonderful destination that would be used by residents and tourist alike ...but you have to CATCH A CLUE   The buses have to go ...there is not a responsible parent out there that feels comfortable taking their family to spend time on the mall with those buses whizzing by within feet of their loved ones ...Look at world class shopping destinations that forbid vehicular traffic...Third Street Promenade in Santa Monica is one example ...Turn 16th Street Mall into a vehicle free space and expand the green spaces, landscaping, and outdoor restaurant spaces so that people want to come down and spend the day...</p>   |
| <p>I would like to see the Pei designed granite stay. It is iconic, and an underappreciated and under recognized treasure. We have a beautiful work of art, and we should capitalize on it. If it means moving the buses off the mall, then I think we should. However, I think the real problem is in that we have never worked to get the setting of the stone right.</p>   |
| <p>upgrading the current configuration: I love the diamondback design on the path and now that the trees are older, the shade is wonderful! Just because the Mall is 'aging' doesn't mean it has to</p>   |

change it's design: think Europe with their wonderful pedestrian areas that have been in existence for centuries!

The alleyways should be encouraged for business development. Safety comes from eyes on the street. They alleys are used as toilets because there is no reason for people to spend time there or look there. Fill them with cute nook bars and restaurants! Much safer and better for economic development than closing and gating them off.

Yes the signs that say 16th street mall are ugly for a mall I think signs on the 16th st mall should be different from other city signs. Even a different color would signal Denver's main downtown street.

The mall needs to refresh some of the store fronts, move outdoor vendors (beer garden, pop-up restaurant, etc)

Add bike lanes?

I think a monorail should be considered, and if that's not possible, changing buses to trolleys as they are more unique and would add to the 16th Street Mall vibe. I also like the idea of a reroute on the perpendicular streets as opposed to 15th and 17th. The mall could "begin" and "end" at certain points where the buses stop on ...say ..Wazee or Curtis.

I feel like if the goal is to have people linger, this will not be accomplished by keeping the bus running on 16th. I have lived near Downtown Denver for 20 years, I usually go to 16th Street for the purpose to get on a bus to get from point A to B. I do enjoy when there is no bus because it forces me to walk and check things out. I was just in Munich and the pedestrian mall there really is enjoyable and a place you want to linger.

keep the buses as they are.

Adding additional seating should be a priority, as it increases the amount of time people spend on the mall thereby increasing the amount they spend.

I think trees are vital and seem to be ignored. Clearly, trees would have to be removed under all of the redesigns. What are the plans to replace them? And I think it is foolish to even think of keeping the pavers, which are cracked, dirty, a walking hazard to heels and have no grouting. Replace with cast concrete in same pattern.



My perspectives are based on frequent use of the Mall. I often travel from Union Station to Civic Center both using the Free Mall Ride and by walking the full length of the mall.

1. Pedestrians at Intersections. The major problem I observe when walking the mall is the lack of control of pedestrian traffic at street intersections. Two things may help with this.

(A). Smart light controllers that would recognize when vehicle traffic is light and would then shorten the green light for cars and extend the time for pedestrian crossing.

(B). Does the technology exist to embed LEDs into the crosswalk pavement to show a solid red bar crosswalk to indicate that pedestrians should not cross? I recently saw a BBC report on testing such LEDs in London. Since so many people are looking down (at their phones) light signals in the pavement rather than on the corner light pole might be seen and obeyed.

(C). Hang lighted sign above the streets that warn drivers that pedestrians may be crossing at any time.

2 Sidewalk Seating. There are many areas where the sidewalk seating has reduced the width of the sidewalk area enough to limit pedestrian flow. I suggest that these areas be changed to eliminate seating on the sidewalk but compensate by paying to open the walls of the buildings to allow open air seating the building.

3. Unify the mall. Extend the IM Pei design (pavers, lights, trees) to Chestnut street at Union Station to unify both segments of the mall. A possible compromise with the maintenance issue would be to use the granite pavers on the pedestrian areas and a compatible concrete for vehicle lanes. Can the PEI company do this design work to preserve the artistic integrity?

I like the flexibility that the center asymmetrical design offers. Another choice is the real estate bullet.

The existing conditions g-foot cafe is not a hard dimension.

Respondent circled Median Asymmetrical. Please make sidewalks smooth no gaps have some places designated for people who hang out there all day.

Respondent circled Center Asymmetrical. Curbs for Transitway (to promote safety).

Respondent circled Center Asymmetrical. Did not leave comment.

Respondent circled Center Asymmetrical. Get rid of the pavers. Keep the general public away from the buses for safety.

Respondent circled Center Asymmetrical. Colored surface - lower maintenance than pavers.

Respondent circled Center Asymmetrical. Did not leave comment.

Where would the bike rack be located w/ all of the different alts?

Construction impacts don't seem to be a part of the criteria, however I do feel it should be.

Respondent circled Center. Granite is too slick. Dangerous could there be glass smoking structures like in Tokyo? (we are non-smokers)

Respondent circled Center alternative. The center option seems to best fit me.

Danger from buses having to adjust to new alignment at Arapahoe and Tremont

Would like more light

Would like more vegetation

buses are a hazard and should be removed entirely especially in winter driving

Center Asymmetrical to give the corridor intrigue and allow for better security for the pedestrians so they can't barrel down the whole length.

Nothing additional

I prefer the Center option.

|  |
|--|
| <p>bikes, downtown is not very bike friendly. i feel like i'm always having close calls with cars and was going to bike on the mall to avoid that. then i saw the signs for no bikes allowed and was really disappointed.</p>  |
| <p>We just returned from Tokyo, where periodically along the streets in the city are glass structures for smoking. As a person who is allergic to smoke, but also understanding the controversy over smoking from two sides, I would like to see some solution incorporated</p>  |
| <p>I have always wanted to come to Denver so I was thrilled with the opportunity to attend a summit at The Curtis Hotel this week. My opinion is based on the the area surrounding the hotel and the nearby Mall area. I hope there are better areas of Denver because my impression has not been as I had hoped. The Denver that I have seen is dirty and I feel like it is a hang out for young adults foregoing employment and college to bounce in and out of dispensaries. While I knew marijuana is now legal here, I didn't expect it to be in my face. I jokingly said that the pot leaf is Colorado's State Leaf.</p> <p>The souvenir stores are overloaded with "weed" leaf memorabilia. It sad that my take of Denver is a city that is half asleep and a haven for pot seekers</p> |
| <p>Historic preservation and impacts to this designed landscape should be a more significant consideration</p>   |
| <p>My wife and I watched homeless people urinating and the panhandling was a bit much-never go back</p>  |
| <p>Accommodating future transit/transportation opportunities such as driverless electric vehicles; smaller, lighter vehicles; and, all pedestrian and bike traffic.</p> <p>Annual maintenance cost of other paving materials after 30 years.</p>   |
| <p>Water runoff catchment like in Kansas City, diversification of tree species, attractions</p>  |
| <p>Safety - must have median between buses (east/west). Families/tourists may not look both ways when crossing street:(. Lighting on both sides of street - dark areas exist due to old businesses who either don't have good light or turn it off after business closing.</p>   |
| <p>I think maintaining a consistent flow through the entire distance will be better and safer than switching between existing and alternate sections.</p>  |
| <p>My preferred option is "Center running transit".</p> <p>It makes the mall safer by eliminating the median "dead zone "between the transit lanes and increases the width of the sidewalks on both sides equally, allowing for wider sidewalk cafés and more comfortable walking on the mall.</p>   |
| <p>I like the idea of the café having more room, but not at the expense of the buses running to close together. The granite is too slick for walking and the mall buses are sliding to stop and go in the winter. I like the one design with a 26 in lane for the buses with a space separating the two.</p>   |
| <p>Currently the are multiple ordinances involving the 16th street mall and Union Station that go uninformed: noise, cross traffic lights and speed , bicycle and skateboard access and safety, and jay walking.</p> <p>None of these plans will meet their goals unless the scoff law element are made to respect the mall and follow the posted ordinances.</p> <p>That is unlikely to happen with civil engineering but will require community (walking the beat) policemen and women, security men and women, familiar with the area they serve.</p>   |
| <p>Curbs save lives. Buses slide on the granite in the winter. They need ""bumper guards" to keep from sliding into pedestrians and sliding into each other.</p>   |

a.Criteria is ok...all should not be weighted equally. Historic/social value of this iconic/elegant design and wise management of funds should be highest priority, changing as little of layout, surfacing, trees and lights as necessary. Some small modifications allowed for current tech/best practices but limited to minor surface or subsurface treatments.

b.Keeping 4" curbs is ok.

Minimal tree kill.

Under safety, I think the surface used should be considered. The current pavers, some painted concrete, etc can be very dangerous when wet or covered in snow.

I would like to see more vocal and visual input from the City of Denver at meetings like today's. It seems to me that the 16th Street Mall ought to be a "vision" for Denver (especially as downtown and the greater Denver area grow) rather than a vision for RTD. The "mall" as a transit corridor, ought to focus on becoming a welcoming pedestrian corridor rather than a bus corridor. I fear that with RTD driving (no pun intended) the discussion (as evidenced by today's meeting), the option of a bus-free corridor is not being seriously considered. The appeal of a truly pedestrian gathering place cannot be underestimated. The length of the mall should not be a deterrent, but an incentive. Cities (like Stockholm, for instance) CAN have a vibrant and extensive pedestrian mall that is free of bus traffic and supportive of people traffic.... IF they have the courage to think outside the box and engage in a truly collaborative (businesses, residents, downtown-development organizations, environmental planners) dialogue that leads to action "for the benefit of all," rather than for special transportation interests. See below....

Don't waste tax payer money by completely re-designing the 16th street Mall! Don't alter the current transit routes on the 16th Street Mall! There are far better ways to spend the millions and billions of tax payer dollars than to waste them on a re-design of the 16th Street Mall. People don't stay away from the mall because of the design and the transit. People stay away because of the conditions down there. #1. It's downtown. In addition to myself, there are a number of people that want nothing to do with downtown. It's dirty, it's crowded, it's unsafe, it's overpopulated, and as far as housing goes; it's completely OVERPRICED! #2. I won't go to the 16th Street Mall because it's unsafe. I don't want to go down there and worry about some transient or homeless person with a psychotic break beating me at random with a pipe! Further, I don't like going down there and having people constantly approach me for handouts, money, etc. #3. It's dirty and nasty. I don't like walking the mall and smelling the fetid, rancid, aroma of urine that emanates from some of the alleyways down there! It's disgusting! #4 A further reference to safety. I don't like riding the mall shuttle or for that matter ANY RTD transportation option with the methamphetamine addicts, the heroin addicts, and the other types of drug addicts that frequent the public transportation system!

As a shuttle bus driver on 16th, pedestrians need to reminded to obey all traffic laws and that 16th mall is NOT a pedestrian only mall. Trains have friendly reminders for foot traffic, why not the mall???

Reduce cafe seating to 7 ft in the existing rebuild scheme in order to get a 10 ft walking zone.

Thanks for your attempts at improving the 16th St. Mall. The shop owners will have major comments on their challenges-listen to them. I worked at the Republic Plaza-my biggest complaint was walking to the Mall and dodging bicyclists. Some weave in and out of pedestrians and ignore lights. Please do not mix bike riders(professional, tourists, mobile street people) on the Mall.The other reasons I don't like going downtown anymore is poor parking and unmotivated youth enjoying the drug culture.

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| <p>Thanks for the extensive outreach. I attended yesterday's meeting at RTD. The criteria are very comprehensive, no need to add more.</p>   |
| <p>Emergency vehicle parking/access. There are times during which the Paramedic Division (as well as the police department and fire department) will need to both access the mall via 16th St and will occasionally need to be able to park our vehicles to attend to patients. Designated locations could potentially facilitate our access and maintain continued mall shuttle operation.</p>  |
| <p>Improve what's there already with better pedestrian crossings at intersections and alleys. Improve lighting and bring back the Mounties.</p>  |
| <p>Historic integrity of the I.M. Pei design including the granite pavers, light and tree design. I value the Mall's detailed and high quality design and believe preservation is an important factor.</p>   |
| <p>The criteria "effect of tree location on health" is ambiguous- what does it mean?</p> <p>Why isn't "preservation of existing tree canopy" a criteria? Any other street in the City would have this as a top priority.</p>   |
| <p>A dedicated bicycle lane. 2-way, preferred. This is the PERFECT place for tourists to rent a b-cycle and cruise. Sidelining them to 15th or other streets requires that they know where they're going and have looked up how to get there. They should be able and encouraged to slowly cruise 16th, see shops, decide to stop, and spend their tourist dollars on the mall.</p>  |
| <p>Has placing the shuttle system under the Mall been considered?</p>  |
| <p>I think under safety, pedicabs, bicyclists, skateboarders who would use the mall as well. Where would they fit in this equation, or do they not fit?</p>  |
| <p>Very clearly. I understand that trees will need to be replaced, no matter what. After considerable reflection, I prefer the center asymmetrical design as it will provide for more pedestrian interaction without have to cross the bus lanes.</p>  |
| <p>Effective signs at each intersection and along mall informing of mall shuttles/other vehicles. Tourists don't know to stay out of the traffic lanes. Many pedestrians are walking while reading/texting on cell phones. I've been on the shuttles when some just stand in the traffic lane reading/watching their cell phones. They don't even hear the warning bell of the shuttle. Skateboards zoom in front of the shuttles.</p> |

While the attached letter of the Denver Architectural Foundation makes a significant case for the retention of the primary design elements of the Sixteenth Street Mall, I believe that there are other issues that should be considered of a more practical nature. Those issues are in the realm of cultural, technical, cross-section design, and functional considerations. I will group my comments into those categories to address those issues.

#### 01. Culture

We, in the United States, seem to have different perceptions of safety issues than the older, more sophisticated cities in Europe and Asia. Cities as diverse as Paris, Vienna, Zurich, Bern, Basel, and Milan seem to be able to have public spaces being comfortably shared between pedestrians, private vehicles, and rail transit. Denver, however, seems to be frightened of liability concerns resulting in the perception of need for strictly separated spaces for vehicles and people. I believe this attitude results from forgetting the innate ability of humans to adapt to perceived conditions.

I remember that, long before the Mall, 16th Street had a very tight mix of pedestrians, cars, and two lanes of marvelous old yellow streetcars. None of us ever gave a second thought to dodging that incredible mix! Now, in the 21st Century, we are implementing a shared economy where vehicles and residences are now viewed as almost community property. I believe that the compulsive concern for separation of pedestrians and vehicles needs to be viewed through the lens of sharing as well.

I am attaching some images of shared spaces that I have taken during my recent travels to illustrate highly successful shared spaces in cities that have more complex mixes of modes of transportation than Denver. Please note that there is no lingering on Zurich's Bahnhofstrasse, the most expensive street in the World, according to the locals.

#### 02. Technical

The granite pavers have become a contentious issue in the consideration of the future of the Mall. The historical issue of the paver pattern has been well documented and still has a prominent call out in the current website of Pei Cobb Freed.

Granite pavers have been historically the choice of many cities throughout the world. The technology does not have to be reinvented. We need to learn the appropriate ways of placing and maintaining them from those cities with hundreds of years of experience. Clearly an impermeable substrate is not the most sustainable way to lay granite pavers.

I have seen a recent recommendation to solve the issue of utility access by boring an accessible tunnel beneath the mall to carry all utility lines. With that concept, the surface no longer has to be torn up to make repairs and upgrades to those systems. Many World-Class cities have had such utility tunnels for hundreds of years.

#### 03. Cross-Section Design

Design within the right-of-way cross-section should be approached with the idea of goals, rather than restrictive regulations. Perhaps too much of the ROW is currently taken up with a median, at the expense of the pedestrian

way. I believe, however, that the retention of some portion of the median to encourage the concentration of kiosk shops and food stands might be more desirable than spreading them out at street corners. It could provide a respite in the continuous pedestrian flow.

04.Functional

A mix of higher quality restaurants would be better than just the concentration of fast food purveyors that currently exists. Such a mix would add a more cosmopolitan air, as well. Flexibility in width, rather than rigid control of outdoor eating areas would certainly allow for a more relaxed atmosphere.

One more thing, I remember the 16th Street that had a mix of higher end and more economical shops, as well as large department stores. Now that Downtown, the Golden Triangle, LoDo, and RiNo are developing significant concentrations of residents, I believe that another way to diversify the use of the Mall would be to encourage a greater variety of retail within the storefronts. I'm sure many center city dwellers would welcome the possibility of not having to make the inconvenient trip to Cherry Creek to diversify their shopping choices.

More Green Spacel.

To get trees that are represented in these pictures you will need minimum of 1200 cu ft of soil volume/tree and many years of constant care and maintenance.

I wanted to reach out to you as a concerned resident of the central business district neighborhood, and as someone who walks the 16th street mall several times a day.

In light of recent events, I think it would be wise to get some kind of barricade or concrete posts along the curbs and sidewalks to prevent cars from driving on the sidewalk. I am always concerned with the large amount of foot traffic with no blockage from cars and other vehicles. Obviously, there still needs to be a clear path for the buses, but something that would prevent cars from driving up onto the side walk would ease my concerns and prevent a tragedy in the future.

If you'd like a quick sketch or diagram for what I am suggesting let me know, I'd be happy to mock something up in Photoshop.

Dear Mayor Hancock,

I hope this email finds you well. I recently moved to Denver from New York and am incredibly happy to call this wonderful city home. As I got off the light rail at Union Station this morning and proceeded on my normal walk up 16th Street to my office, I couldn't help, in light of yesterday's incidents in my home town, but be more aware of my surroundings than usual. One thing that really struck me as I walked up the mall was the lack of structural elements preventing vehicles from getting on the sidewalk. I did notice the large planters, however there are no barricades strategically placed at the corners. These seem to me to be the areas that most people would congregate to wait for a light to change and where it would be most likely that a vehicle could turn off of a side street onto a sidewalk.

Admittedly, I may have been a little on edge this morning, but it is something I thought worth noting. In the course of only a few months, I have seen so many wonderful events take place up and down 16th. I think it would be greatly beneficial to add such structures, as they will only add to the security and safety of this large, pedestrian area within the city.

**2. What do you see as opportunities and challenges with each of the proposed alternatives including the no-build? Are there additional alternatives you think should be considered?**

Without knowing what types of amenities are planned it is difficult to imagine the use of additional amenity space. All I see is additional space for the homeless and vagrants to set up shop.

The homeless/meth addict problem will not change with any of these so that has to be addressed. Riding the shuttle with homeless people is difficult, more so than in NYC or other big cities. You have to create a place for them that is more attractive than the mall.

Reduce the number of streets crossing the mall with cars. Provide a public transportation system that is independent of the traffic, traffic lights, and all intersections. Use subway or overhead monorail or run surface rail under the crossover streets with stops at the surface on the mall. Place stops such that they are accessible within 5 minutes walking time. Provide parking garages at strategic locations such as either end. This would reduce downtown traffic congestion, make the mall space a more pedestrian friendly environment, enhance use of public transportation in commuting, and increase accessibility to businesses and restaurants from one end to the other.

I don't know that changing 16th Street's layout is as big of issue as cleaning it up and promoting more local businesses. I tend to not go to 16th because of the homeless problem and the fact that most of the restaurants and stores are a chain. I can go to their other locations in the metro and have a much better experience. I would probably go to 16th street more and bring visitors, if it were more of a one stop shop for everything local. Local restaurants and shops that I couldn't find anywhere else.

Activating median space. Let's get people eating and drinking and playing under the wonderful sunny skies!

Crossing transit lanes to get to amenities doesn't work. I think we've already seen that. While some go into the middle now to get food, it's unnatural, and the buses are an obstacle. Running transit down the middle seems to offer a great opportunity for more variety and success in the amenities (great for little market-style shops, e.g.).

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| <p>Why not stop the mall busses from bunching up on each other? Make them stay at least 1 block away from each other. How well have we evaluated the alternatives so far? Horrible when there are 4 plus buses at Colfax and Broadway and none on the mall and more joining them. What idiot is in charge of the knucklehead drivers?</p>  |
| <p>Buses and pedestrian clashes. Move buses to loop as noted in comment above</p>  |
| <p>The no build option would not require months of construction. the realignment options do not appear to provide any new benefit.</p>   |
| <p>To me the mall is fine as is except for commuters. The biggest problem of the mall is not the infrastructure but some of the unsavory characters who discourage others from going downtown for entertainment.</p>   |
| <p>Must include two-way designated bike lanes - please! Also, just want to have concern to keep the sidewalks from being too cluttered. How well have we evaluated the alternatives so far? One more option ... To minimize traffic congestion and to increase pedestrian friendly atmosphere on 16th - why not consider running the shuttles just in one direction on 16th - (From Broadway to Union Station) Then shuttles running the other way - can head up 17th from Union Station to Broadway. This will create a flow 'loop.'</p>                        |
| <p>Prefer center running design with wide sidewalks and amenity zones to side. Add improved bus stops at major activity, high ridership and transfer points.<br/>Provide opportunity for informal gathering, events, public art, street vendors and unplanned/unprogrammed space along mall.</p>   |
| <p>Definitely prefer all traffic down the middle and amenities/walking on the sides. Safer for people.</p>   |
| <p>The challenge is they preserve the mall. The opportunity to improve other parts of downtown are being lost.</p>   |
| <p>Get rid of the mall ride on 16th st mall all together and make it a purely pedestrian area. Offer mall ride services on the flanking streets.</p>   |
| <p>put the buses on 15 / 17 or center</p>  |
| <p>Thinking of the mall as a series of connected zones each needing a weenie focal point. That a relatively straight path is important but that an absolute straight path is boring and tiring for pedestrians, and makes the walking distance "longer". Again working to provide transitions to the length while maintaining it being variations on one theme is important!</p>   |
| <p>I think there's been a lot of research done on tis project, and I do agree something needs to be done. Space could be better used along the Mall, the middle is a bit wasted and there's a constant fear of being run over. Concentrating the shuttle lanes provides more room to maneuver.<br/>While as a pedestrian, I would prefer the Center Symmetrical, I know there are certain blocks that may work better with Center Asymmetrical. Either way, I believe one of those two are the better options as opposed to Median Asymmetrical or no build.</p> |
| <p>Keeping trees alive and providing shade is a key challenge that must be met</p>   |
| <p>With regard to "honoring the original mall design" and "maintenance" costs, I'd like to propose using concrete under the transit area of the mall with the colored pavers reserved for the pedestrian areas. I think that would keep the wear and tear on the pavers to a minimum.</p>  |
| <p>Get rid of the buses completely. It will never be a nice, walkable street where people will mingle if you have giant buses flying down it. The buses kill the mall.</p>   |



Median Asymmetrical seems to be equally pedestrian and bus friendly with amenities mixed in and this has a more "welcoming" feel. The Center option seems more divided and possibly less safe for pedestrians. But the Center option seems like it would be faster and for the buses.

seems like no additional space for people has been created...an additional alternative of a one-way larger bus loop should be considered, re-routing one bus to 15th street. no-build is not an option. asymmetrical is better, so you at least get more than one experience throughout the length of the mall.

I would like to see the bus lanes moved off the mall to 17th and 15th streets.

I like the center asymmetrical design. First, connecting the Amenities to the side walk makes them more accessible. Second, the larger areas allow for bigger things. Maybe just art on the more narrow strips.

A median between bus lanes is useless. Who wants to relax between two lanes of moving traffic? With restaurants pushing for outdoor space on the sidewalks, the center and center asymmetrical are much better options.

I like the divided parkway of median asymmetrical. It makes it easier to cross into the amenities in the center (only have to look one way). However, the consequent narrowing of the sidewalks makes it feel like you always being pushed out into the road to be clipped by a bus mirror. Narrower median (parkway), wider sidewalks would be my solution. Barring that, center works, but would make casual jaywalking more dangerous.

I would like the city to consider moving the buses off 16th street to create a true pedestrian zone.

The Center seems best in terms of safety and design.

I think by keeping the bus on the 16th street mall (for parents especially) it makes the mall less attractive and safe. Who wants to sit outside at outdoor seating at a restaurant and inhale the exhaust of a bus driving by? What parent can truly relax on the inside "median" watching their kids play knowing that a bus might drive by any second? Think of all the awesome possibilities if the bus was taken out of the equation! Farmers markets, outdoor art markets, a welcoming hang out spot, an extra PARK - which is something that is significantly lacking downtown.

Another challenge of an asymmetrical set up is that retail on the non bus side might seem more attractive than on the bus side thus making the quality of businesses skewed on the mall. Just a thought?

I think it would be too confusing to have different designs on different blocks. Have one design for the entire length.

Removing the buses from the mall would enable a huge improvement to the public space, far more enjoyment by the public, and much greater pedestrian safety. Just move the buses to 15th and 17th Streets. People need to walk more anyway for their own health.

Yes. Consider space for bicyclists. Please add the transit shelters to the cross sections to understand their relative size and scale.

I think we should consider getting rid of the mall ride, possibly replacing it with busses around the mall. Ideally, it should be pedestrians only, or pedestrians and bikes only. I think the Center Asymmetrical plan is the best of those presented because it provides the largest contiguous pedestrian areas, which seems to increase safety and comfort. Ideally pedestrians should be able to be as far as possible from the bus traffic.

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| Center asymmetrical has the best chance to break up the too long-linear nature of the mall and make use of selected alleys. It also allows for eventual replacement of buses with smaller, more in scale people-movers, whatever that might be.  |
| As mentioned in the previous comment, any proposal should include bike access in the form of a designated bike lane, perhaps alongside the transit corridor.   |
| Please choose the "Center" option. The opportunity is for a better pedestrian experience.  |
| Yes, remove the buses.   |
| Why can't you just leave it the way it is? You just can't replace big tree with little new ones.   |
| I don't see additional alternatives, but I do believe the buses should stay in the mall area and not be diverted to surrounding streets.   |
| It might be safer if there was some kind of "soft" or partial barrier between transit and pedestrians. I work downtown and frequently see people almost get hit by the shuttles. Maybe low shrub walls or something with a cool, low design.   |
| Opportunities: You're missing the opportunity to get public feedback on the idea of removing the Mall Ride service from the 16th Street Mall and creating a world class pedestrian mall. The old Mall Ride service is just not as necessary, any more. Yes, ridership is high but that doesn't mean that it's needed. Ask the riders if it's a need or a luxury. Maybe that will sway your ideas on keeping it or not. Most of the people I speak with, who work downtown and use the Mall Ride to get to/from Union Station, often have bad experiences on the Mall Ride - crowded, hot, slow. They often say they choose to walk, instead. That's actually a great thing - more walking. |
| As for providing an accessible means of transportation along the mall, that should be discussed with the City. What if it went away? What would be the impacts? Could other services make up for the loss - expanded hours for Free Metro Ride, Free Mall Ride along 15th and 17th? Accessible sidewalks, ramps and crosswalks along the 16th Street Mall already exist but they could be enhanced.  |
| Transit lanes together makes for a wider path to cross and peds need to look both ways. I like the safe space in the middle now because it makes it easier and more casual to cross. I don't really see a problem with the current layout mostly. Besides a facelift, the main issue is that there are blocks that are dirty/very low-end/empty. The amenities can be great but if they're in front of an ugly or at least not well groomed curio/souvenir shop, the Mall isn't going to be better than it is now.   |
| I wonder if the median asymmetrical alternative is really that much different from what exists today. The Gehl study mentioned the fact that 16th Street needs more space for pedestrians, and I don't really see how that alternative would provide it. I would like to see alternatives that maximize contiguous space for pedestrians. The center and center asymmetrical alternatives seem to achieve this best.   |
| Another alternative that I would like to see considered is for shuttles to run along 17th and 15th Streets, and using the space currently occupied by the shuttles for pedestrians or activity. Perhaps this would not be an appropriate alternative throughout the entire length of 16th Street, but I think should be considered in the highest activity areas. This also would create more pedestrian traffic on the side streets along 16th Street, emphasizing connections with other districts in/near downtown.   |
| Take the shuttles off of the mall. Give the whole thing to the people.   |
| Increase rents and solicit a better variety of retail and services to improve the selection of vendors available to tourists and residents. We need a "Miracle Mile," like Chicago.  |

We also need more stores like Target as well as doctors and other support services to sustain the influx of downtown city dwellers.

Favor an asymmetrical alignment over a more static symmetrical one as is more visually interesting and it allows for larger amenity areas on some blocks.

Median asymmetrical alignment retains current relatively narrow pedestrian area which leads to frequent conflicts between mall busses and peds.

Taking the buses off the mall is essential to an enjoyable and safe pedestrian environment. As long as the buses travel up and down the mall every few minutes, the "linger" will never exist. Even if we are able to completely eliminate the possibility of accidents, there will still be the unpleasantness of the exhaust, the horns and the crowds of people waiting or exiting. There are many different ways in which this could be accomplished, and many different options for truly activating the mall space.

There is only so much space and only so many ways it can be configured. The current proposals look as if they have taken into account the most logical configurations.

While it simplifies the circulation, center bus lane remove the charm of the center "garden rooms" which could be enhanced with more native drought-resistant education. A plant heavy design in an urban environment is always appreciated. The existing container plantings are beautiful, but require frequent water. Native plant matrices placed in thoughtful ways throughout the redesign would really take it up another level. Is it possible for stormwater to be preliminarily detained in planted swales?

See: Biophilic Cities <http://biophiliccities.org/>

Although the no build might save some dollars, I think it is time for a fresher look downtown. And it seems that maybe some of the amenity areas might be better used if they were off to the sides of the mall bus lanes (i.e. with the center design).

How much does any proposal cost?

If this is relatively inexpensive and could be completed quickly with little disruption to the businesses, it could make the great outdoor 16th st Mall better, but it's pretty great as is...

I like the design the way it is, in part because of the trees in the central core, plus the visual interest in having so many different areas provides. Being in the center amenity zone isn't ideal but it also expands the activity across the entire street section instead of isolating it to the sides.

Additional alternative:

I think a center option with the amenities remaining close to the building is a better option than pushing them towards the busses. This would work better for the "amenities" that are primarily restaurant patios, as well as the circulation and movement of the pedestrians up and down the mall and to access the busses. Plus, who wants to sit on a patio with a bus whizzing past your ear?

If the amenities are for the private businesses (patios, all options should include those adjacent to the building, yet none of the amenity zones, except the first one are adjacent to the building. Think about the efficiencies in operating a restaurant with a patio, talk to those stakeholders. If these are public amenities instead of restaurant patios, what type of amenities are we talking about? Do we really need blocks of these public amenities at the expense? In addition to the improvements in Skyline Park? If it is more of the same amenities already provided in the central corridor, why move it?

I think you should consider also utilizing alley-space on either side of 16th Street for additional amenities / pop-ups as well as public art spaces.

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| <p>Leave 16th St and Colfax alone. Improve what's there already with better lighting and signage and better crosswalks at intersections. Work on attracting local businesses this would add to the destination of the area. Bring back the police on horse back it has gone down hill since then</p>  |
| <p>The transit in the middle makes the most sense for safety. The addition of amenities next to walking makes the mall become visually and maybe physically larger, more like an European plaza.</p>  |
| <p>No build is pretty although the center island is really wasted space. The contiguous iconic IM Pei design would be compromised with a center asymmetrical design. Regardless of re-design, the main factor in the success of the mall is the lack of residents living there. 10,000 new micro-units in the buildings along the mall would transform it into the vibrant space everyone is looking for.</p>   |
| <p>Make this a vehicular free zone...increase the green spaces, landscaping, and make this a space running thru downtown where you want to bring your family and guest and spend the day...</p>   |
| <p>The challenge is always keeping unwitting pedestrians from moving into the path of the buses, and keeping the mall interesting and accessible to regular people, so that it doesn't become a no man's land of druggies and beggars.</p>  |
| <p>problems with changing the design is that all of wonderful trees will be lost - it will take another 25 years to feel inviting; the new schemes will not accommodate any more people than this original one; by putting the buses next to each other, it will create more of a feeling of tightness, rather than openness</p>  |
| <p>Also it should have bright lighting.To be a city that thrives at night people need to feel safe and nothing else makes people feel than a brightly lit MALL.</p>   |
| <p>the biggest challenge would be impact on the day to day commute</p>  |
| <p>In all cases, the infrastructure must be secure. I also like that there is Pei tiling on the street, but it is dangerous. Could safer tiling be put in place by another artist instead of a "cheap" alternative? I like the mall as-is with the median asymmetrical section. It's very different from other cities and really makes pedestrians feel welcome. I don't like the center layout. While it allows for the broadened sidewalk, it really affects visibility to both sides of the street and takes away some of the unique character of the mall. I like trees in the center not just road. For the same reasons as the center layout, I don't like the center asymmetrical layout, although I prefer this to all center. It at least has a tad more creativity than full center. My preference is keeping the current layout with upgrades.</p> |
| <p>I am torn on the layouts. I like the median asymmetrical or center asymmetrical as the sidewalks will be wider. Currently on a busy day, I feel like I am going to be run over by a bus when sidewalks are packed. On the other hand, I feel the blocks with the larger tree's in the middle are more welcoming and contribute to the linger factor. If everything is going to be torn up for underground work and the tree's all replaced, then maybe it's a moot point.</p>  |
| <p>it's looks well planned currently.</p>   |
| <p>The challenge will be moving landscaping features, which is difficult and expensive as well as environmentally irresponsible. Even more economically and environmentally irresponsible would be to dig up existing landscaping features, trash them, and buy all new ones.</p>   |
| <p>Personally, I would put a rail line in and run trolley cars down the center, which are more interesting and could even be single tracked in some blocks. But even double tracked, rail would be a better "people mover," a horizontal elevator. The cars could be turned in a "y" configuration at each end.</p>   |
| <p>I love the idea of the buses nearly touching, more room to play in ! Lersser chance of being hit.</p>  |

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| It's not that IMPEI's design should be saved. It's that the mall as it is should be saved because it is there!  |
| No build: pavers are horrible and unsafe. Must comply with FTA transitway funding requirements.   |
| No, Center seems best for the mall.   |
| The public.   |
| I would support the center bus alternative. I think this would deter pedestrian j-walking and reduce vehicle - pedestrian conflict. It's much easier to cross the street anytime now with the median.   |
| I'm most excited about the center option that would create continuous bus lanes the entire length of the mall. Creating opportunities for gathering places should also be prioritized.  |
| Participation of Biz owners/ Restaurant owners. They can be great ambassadors for this project. All of the proposed alternatives are good options/ I am geared towards "Center " all the way along.   |
| No-build- is this the rebuild? Don't support rebuild. And lovely pattern is not obvious at street level, didn't realize pattern, for the first couple of years, (we live downtown and walk the mall everyday).  |
| What will happen to business while construction is ongoing?   |
| remove buses entirely and run buses in loops normal to 16th street mall with drop offs at corners. This would be the most cost effective solution and would not involve destruction of existing center lighting and trees. Loops would allow pick up of people from adjacent streets/parking to drop off on mall. Loop could branch 3 to 4 blocks either side of mall and could extend several blocks parallel to 16th. Ensure bus loops do not overlap and that they stagger in time to pick up riders. This is much safer and does not interfere with the predominant purpose of creating pedestrian space on mall. |
| GET RID OF THE STINKING BUSES AS PROPOSED!!!!   |
| Center alignment is best, no idea why others would be considered unless there is a significant business case.   |
| They mayors office should be on the 16th mall so they have to live it/walk it everyday. More government offices on the 16th street mall that directly relate to this and other civic/city planning. Offer homeless education next to the civic leader offices to get homeless some opportunities downtown.  |
| Get Google or Facebook from Boulder to the 16th street mall and blend new technologies on the 16th street mall like Video Walls showing Bronco games, advertising civic volunteer opportunities, charities.   |
| Bring High Tech workshare like Galvenize and others to the 16th street mall.  |
| The opportunities with the center option is the best. It treats property owners on either side fairly, and puts the transit lanes together and out of the way of people and their recreational experiences.   |
| Any alternative that destroys the existing layout or original materials/design should not be seriously considered. Modernist designed landscapes are increasingly under attack - Denver should learn the lessons of Skyline and the inferior public environment that now exists - and do everything possible to protect the 16th Street mall.   |
| Rehabilitation of existing configuration<br>Retaining the granite pattern<br>Giving priority to pedestrians rather than transit   |
| Challenge is to make sure these proposals address the issue of attracting people to the mall area and making it easy for people to reach the mall area.   |

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| <p>Keep IM PEI design of pavers, trees are very important in the summer for shade. Safety - must have median between buses (east/west). Families/tourists may not look both ways when crossing street:(. Lighting on both sides of street - dark areas exist due to old businesses who either don't have good light or turn it off after business closing.</p>   |
| <p>The no build/existing just cuts the center area off. I think any of the options getting rid of the center median will be an improvement and increase use of the mall.</p>   |
| <p>The current mall is Ok with me even after a fall tripping over a paver. The major problem living in the area as a pedestrian and RTD rider is the buzzing done by those on wheeled conveyances.</p>   |
| <p>The problem. Of public restrooms isn't being addressed. Most. Of the stores that used to allow. Use have stopped. Ross, TJ Max no longer allow use. Starbucks allows but only with purchase. I was in line behind 8 people around 6:00 in the evening the other day. Visitors that were here for the Beer Fest were. Amazed that Denver' didn't feel people needed to go to the restroom.</p>   |
| <p>a.Challenges: Costs/mall disruption/problem not as large as proposed alternatives suggest...<br/>         b.Opportunities: embrace iconic/elegant mall fixing only those elements impacting transit maintenance.<br/>         c.Add Alternative: Rebuild with minor modifications. Gain additional transit/ped space through modification of patio widths. Tree criteria based on optimal not practical.</p>  |
| <p>If the "no buses on the mall" option is not on the table, there is still a way to preserve, respect, and honor I.M. Pei's design with the mall corridor envisioned as a public gathering space. This involves taking a risk and daring to do something bold to achieve the safety and mobility concerns that the current mall situation poses. Doing a feasibility study for elevated transport in the center of the mall corridor deserves serious consideration. Consultation with cities like Miami and Seattle that have elevated transport in their center-city environments would be important. Yes, cost for such a plan could appear daunting at first. But the long-term benefits far outweigh the initial financial outlay.... and incentives for businesses along the corridor to become part of the "transport partnership" could be incorporated into the planning and financing. Visually, the new transport delivery mechanism would draw attention to I.M. Pei's "rattlesnake" design.... Further, buses on the ground would no longer "block" or interrupt the visual image of the pedestrian space. In addition, a raised transport option would bring new perspective to reaching the mall corridor's safety and mobility targets.</p> |
| <p>Rather than flushing millions or billions of tax payer dollars down the toilet on re-designs of the mall, spend that money to increase security, to increase safety, to clean up the mall and the nearby alleyways themselves to mitigate the fetid urine smell. Enforce the prohibition against marijuana smoking in public. The smell of marijuana smoke makes me wretch! Stop the panhandling and the begging. Get the drug addicts off of the public transit.</p>   |
| <p>Bus lanes separated by a median might look nice, but the human space in that median is pretty miserable with the buses running on either side. I wouldn't hang out there.</p>   |
| <p>Any of the completely new cross sections will not only cost hundreds of millions of dollars, but they will put out of business or severely hurt most of the businesses along the Mall during the construction period.</p>   |
| <p>I see the "Center Asymmetrical" alternative as having the best combination of wider sidewalks and reducing the bus roadway throughout to 24'. Restoring/adding trees will greatly enhance the Mall experience.</p>  |
| <p>We see the elimination of the median area as a major improvement from a safety standpoint (both for when we contact patients in the median and, in general, to avoid placing pedestrians in a 'limbo'</p>   |

area). We are neutral regarding the center vs center offset models. The rebuild is a maintenance of status quo from a safety/EMS access standpoint.

If anything Extend the free Buses up Colfax or 16th all the way to East High school. Look at what extending into Lodo has done.

The money should be used to maintain the transit-pedestrian Mall as it is and to address the social issues along the mall. A re-design of the mall will not solve the safety issues that are on the forefront of the public's mind.

I don't understand why you would tear out the existing trees to run the busses down the middle. Abandoning 35 years of tree growth to "shuffle the deck" of elements seems foolish. If there are sections of less than healthy trees, figure out the issues at those location, then remove & replace as necessary. If there are "dead zones" of activity, figure out how to improve them and add excitement.

I could see the businesses raising objections to having the buses closer/further from them, particularly since patio seating is becoming so popular. Perhaps then asymmetrical would ruffle feathers. Perhaps allowing patio space in the alleys could be an option. The alleys on the mall are fantastic! Closing them is reducing eyes on them and therefore reducing safety. Opening them and creating interesting space to be and look would increase safety and could be an elegant solution to businesses wanting more patio space or entrances.

None of the surface shuttle options solve the operational and public space options as well as removing the shuttles and placing them underground.

My favorite alternative is the Center alternative all the way down the 16th Street Mall. I think it will bring equal economic ability to both sides of the street. Americans With Disabilities will be satisfied that the criteria they have for sidewalks has been satisfied. The best part is the amenities are between the shuttles and the people. I think this is going to really help the look of the center of the mall. It will not look so cluttered and will keep the people safe. I also appreciate the shade the trees will provide while I wait to catch the shuttle. The history of the mall will be best preserved with this alternative. I was present when the gentleman gave feedback on the history of the mall. The original designer would expect change to occur. I believe the center alternative bears this in mind while keeping the integrity of the mall. It's a modernization of the original concept. Median Asymmetrical alternative, I am not a fan of. I think it allows for safety and economic concerns. Also, the center of the mall will still have the clutter and the congregation points. Center Asymmetrical alternative also has safety and economic concerns. No Build is not an option. The mall needs help, and the people need the help. Rebuild is just giving a band aid to the problem instead of fixing it right the first time. Make the mall a place people will want to visit, not avoid.

The Center Option is a great alternative. It would be great to go the full length of the mall from Civic Center to Union Station. It removes the toys, thimble chairs, skateboards and adults from the medians. A couple of times adults dancing and playing in the median were thrown or fell almost into the side of the shuttles. Everyone on the shuttles jumped thinking we were going to be hit in the side by a body.

It would be unfortunate to see millions or billions of dollars spent in changing the 16th Street Mall when quite frankly I don't think people would stay to eat, shop, visit, etc. There has been too much altered brain function due in part to drunks and high people. It changed downtown drastically when the marijuana stores opened downtown.

As one of the 130,000 downtown workers, it is extremely important to me that I have an unimpeded way from work to the Civic Center or Union Station to catch my bus or train on time. If I miss my Regional bus, I have to wait 45 minutes for the next bus. It's not only downtown residents that use the 16th Street Mall and 18th-19th shuttles. The workers in the skyscrapers should be remembered and considered before companies move to the Denver Tech Center.

Pedicabs and the rectangle bar on bicycle wheels with people with alcohol/other drinks pedaling like crazy to turn the contraption to get out of the way of the 18th Street RTD articulator shuttle should not be allowed on the streets during rush hour. The rectangle bar delayed our 18th Street shuttle getting to Union Station. Several workers missed their train. In addition, other drivers were visibly upset being delayed too.

No build, Keep healthy trees and remove current pavers, replace with less slick surface.

**3. How well have we evaluated the alternatives so far?**

It is definitely a good start, but I think it will take more than redoing the layout of the street.

Keep the trees!

Looks good.

We already have this.

Ruling out moving the buses to 15th/17th have been ruled out too quickly.

OK but need to retain major elements of design regardless of option selected.

Very well, but would like to consider bikes for safer travel from union station to civic center.

Poorly, because you've wasted time.

Not imaginative or exciting.

for the love of god dont  this up

Pretty well, but activation is vital. Small plazas allow for a sixteenth street music festival, or a better DPS Shakespeare. An art festival with a bunch of installations. Think as the mall as the Spine. But with hubs. So that there are major hub stops and minor corner stops for the buses.

This seems to have been a well thought-out process.

Absolutely no idea from just the three small blue cross-sections here. How are we to know?

Get rid of the buses completely! It will never be a nice, walkable street where people will mingle if you have giant buses flying down it. The buses kill the mall.

Not very innovative!

I like having the bus lanes touching. It makes for more pedestrian areas. I like the proposal to ban smoking on the mall as well. I prefer the side of 16th street closer to union station, where the sidewalks are wider and the bus lanes are touching.

The pictures work great for a visual person such as myself.

Missing bus alternatives mentioned in Box 1 (no bus or single bus lane with bypass every other block)

Looks pretty good to me.

In my opinion, moving the buses off 16th and onto an adjacent street should be considered.

very well.

I think you have only evaluated the alternatives which include buses, and haven't shown us ALL the alternatives available such as taking the bus off of 16th street mall.



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| <p>The drawings you've provided aren't very good, in my opinion. What do you mean by "amenities"? Instead of these hard-to-visualize designs, show an actual block, complete with the shops on that block and the existing "amenities," whatever they are.</p>   |
| <p>OK. Please consider bicyclists and transit patron waiting areas. Please show typical width dimensions for each area. Please also show a typical plan view. Please address intersection features. What is shown is too oversimplified.</p>   |
| <p>Somewhat well. I would like to see a no-bus option, or a single-lane, with reverse travel provided on a street outside the mall. I would also like to see a design that includes a dedicated bike lane.</p>   |
| <p>Good job working with what we have.</p>   |
| <p>Not sure where bikes go?</p>  |
| <p>From what I can tell in my reading, it looks like the important bits have been covered.</p>   |
| <p>You are stuck with the wrong paradigm (ie busses) it should be a pedestrian mall AND a transit corridor it can't serve both unless they are functionally separated. More expensive but necessary for long term usefulness and efficiency.</p>   |
| <p>Great.</p>  |
| <p>Evaluate the possibility of removing the Mall Ride service from 16th Street.</p> <p>I'm sure safety is being considered. But if pedestrian vs. bus safety is being evaluated, think of how much safety with that can be achieved by eliminating the buses from the 16th Street Mall, entirely. Safety would be amazing.</p> <p>Please think of the possibilities. I know I'm not alone in my thoughts. Please ask your community.</p> <p>God bless your efforts in this study, regardless the outcome.</p>                        |
| <p>Got them all covered, I think.</p>  |
| <p>I may be missing something, but it doesn't look like there has been any evaluation of these alternatives so far.</p>  |
| <p>I think the shuttle is one of the main reasons that the 16th mall is a dive. People are able to hop from one end to the other, never really looking at what is (could) offer. By moving the shuttle off of the mall, it would allow for full activation, not just of the mall, but also all the cross streets as well. Economic development could triple by doing this. I think that it is a scary thought for RTD to move them, but in the end, it would be a boon for everyone (mainly the humans that would use the mall)!</p> |
| <p>Hard to tell without more info on the evaluation process.</p>   |
| <p>By not even allowing for the possibility of removing the buses, you have sold the public short.</p>   |
| <p>I think the planning appears to be going forward in a methodical and organized fashion. However, again I feel there are some false assumptions regarding the public's desire to see this project undertaken.</p>  |
| <p>Based on the simple schematics, they are enough to begin getting feedback from the public.</p>  |
| <p>It looks like a lot of thought has already gone into this, if the buses are moved to the center, will the lighting for the amenity areas be changed and will that impact development costs. The area needs to remain well lit for ease of use as well as for people to feel safe.</p>   |
| <p>Based on this overly simplified page, you may have evaluated plans a lot but you're not letting constituents evaluate it in an informed way.</p>  |

I think all of these options aren't entirely necessary to "improve" the corridor. What are the true issues people have with this corridor? What are RTD's (the primary stakeholder's) concerns? The slippery and expensive pavers and the panhandling (just read the comments on the Denver Post article), as well as narrow sidewalks with patios that encroach too far are the primary issues that could be fixed for far less money than a re-design that would be costly and disruptive to "try". What's the end-game here? Maintaining the program as it exists today (transportation/pedestrian corridor and patio spaces) or something to accommodate larger lingering groups of people?

I think that the center bus alignment makes the most sense by separating pedestrians from the vehicles for safety.

Leave 16th St and Colfax alone. Improve what's there already with better lighting and signage and better crosswalks at intersections. Work on attracting local businesses this would add to the destination of the area. Bring back the police on horse back, it has gone down hill since then.

This seems fine. Getting the buses to the center just seems easy and logical. Renderings of the entire mall would be necessary for the asymmetrical design as symmetry is such a strong and beautiful design element of the mall looking up at it.

I think running down the center with the busses makes a lot of sense. As a business owner on the mall, I think this would significantly increase pedestrian traffic, make it safer for pedestrians and allow a more vibrant sidewalk area.

NOT WELL AT ALL !!! The solutions that you are suggesting will cost a significant amount of money...and it WILL NOT CHANGE ANYTHING !!! It will still not be a space that I will bring my family or guests to...to make this successful you have to THINK OUT OF THE BOX... if you can't do that then you have to find someone that can...otherwise leave it as it is and save the money...

I have been watching this debate for as long as I can remember, and honestly, none of the ideas seem to be any more cost effective or desirable than what is there. Why don't we work to accentuate this beautiful piece of art? Honk Kong has made their I.M. Pei building a trademark. I bet most residents and tourists have no idea of what we have. Dana Crawford saved Larimer Square, and it is the gem of Downtown Denver to this day. How about some of the same foresight??

not well enough

Pretty well.

Pretty well, but I think there are other viable options if you think outside the box.

I feel like you have looked at the alternatives, but need to decide if you want 16th street to be a pedestrian mall, or a transit mall. Surely the goal is to increase numbers and get more people visiting the mall (hopefully someday more retail variety will help with this goal), 5, 10, 30 years from now, are people going to be packed on sidewalks competing with busses? RTD's goal is to get get people from point A to B, I feel like the two goals conflict with each other.

Well; it is impressive that you are considering runoff and water.

Who knows? I see no evidence that this is any different than the last big study you did years ago, which despite it seemed to me overwhelming support to go to a center design, you rejected and did nothing. How is this different? It's time to stop talking and someone make a decision (yes it will unpopular with some) but that's what leaders do. The Mall is currently a wreck and filthy disgrace of cracked, dirty, slick pavers without any grouting. And apparently even in the best case scenario, nothing will happen until next June! And even then, that's just the planning stage. How many times do we need to study the same thing? How is this study different than the last big study? What happened to RTD's study about changing to cast concrete? This new study seems to be nothing we didn't see in the last one.

Loving all the input options and considerations.

Good, except for the lack of discussion of FTA requirements.

I think RTD has done a good job with all the issues.

haven't.

The presentation coupled nicely with the systematics.

A clear focus on safety is important especially around visibility and slip and fall dangers.

good -Informative.

Seems very well thought out.

not well. The center schemes with buses running as shown is an accident with fatalities. On slippery surfaces or do to other conditions or to avoid other issues such as people stepping out from amenity areas shown, a collision could occur between the buses with the resulting loss of control of either or both buses running into amenity areas and causing havoc. Remove all buses and follow plan noted above.

Not sure. What have other cities done? Minneapolis seemed to make the move in a good way for the "nicollet mall". Resort towns like a Park City blend retail in the street mall with restaurants that can have you totally sitting outside under covered awnings (roofs) to make it a place families feel safe and want to spend money and time in.

Doing nothing or repeating the same design are not good ideas. Should forget about the pavers and reconstruct the mall in a way that makes sense for all users.

Far too much deference is being payed to RTD and their concern over the cost of maintenance. The 16th Street mall is a public asset of the highest order should be a protected historic landscape.

There is no consideration of lighter vehicles that would have less impact on the pavers and make walking or lingering more pleasant

Too much emphasis on creating more outdoor dining space at the expense of pedestrians.

Evaluated the options well but it seems as though the options are just variations of one way of thinking. Anything outside of this thinking?

I was involved with the evaluation done seven years ago and it seems some of the same issues are present. Even though "revenue producing opportunities" are not listed as a goal, how much is this goal involved - if at all, please list it so it can be discussed.

I think it's been pretty well reviewed.

Well, but it is important to communicate that the "existing asymmetrical and existing median" options will not necessarily save money because it will all be torn up and redone anyways so might as well redo it in a better manner. People don't know that and might think that the existing options will save money.

Have not looked at all alternatives very well. Why not consider this mall as a pedestrian zone?

There are man European malls of this length or longer that function well as pedestrian only.

Where is the city's representation in this discussion. I have seen no one from city planning here today.

Meeting was hard to find. Channel 9 news very good coverage. Must note that one must jay walk to get to RTD building since construction both sides closed sidewalk.

Presentation very good.

a.Back to first response - Criteria is ok...all should not be weighted equally. Historic/social value of this iconic/elegant design and wise management of funds should be highest priority, changing as little of layout, surfacing, trees and lights as necessary.

I think there should be signage regarding transit. For instance, there are signs on the mall saying no bike-riding -- they could say there which parallel streets have designated bike lanes. Maybe this has already been addressed -- it's been many years since I attempted to ride my bike on the mall.

Finally, the health of the canopy -- the trees along the mall -- deserves careful evaluation and consideration. WE NEED THE TREES, and we need to be sure the trees can not just survive -- but THRIVE. Very careful analysis of what kinds of trees will be planted (the current trees are stressed, at best) and how tree-health will be maintained is essential. Denver needs more green space....

Although this does not involve transport, I wonder whether any study has been done to consider how to turn the old "Market Street Station" block into a "hilly, leafy" park on the mall. How welcome that would be... as downtown Denver moves forward "for the benefit of all." Finally, as a downtown Denver resident, I appreciate the opportunity to share these ideas and hope they will truly be heard and seriously contemplated, considered, and discussed. Thank you.

Not well at all You want to throw millions to billions of taxpayer money toward a redesign project for the mall because you think it's the aesthetics that need to be addressed when the items that need to be addressed have very little to do with aesthetics or with the locations of the mall shuttle. VERY POOR thought processes, VERY POOR use of money! Evidence that city government is completely out of touch with the people they govern!

Any of the completely new cross sections will not only cost hundreds of millions of dollars, but they will put out of business or severely hurt most of the businesses along the Mall during the construction period.

You haven't evaluated the rebuild alternative fairly. What can you do to 'tweak' the rebuild to solve the problems rather than throw it away? Can you incrementally solve the tree pit problem? Can you solve the granite setting problems in the moving lanes incrementally? Can you solve the safety problem by slightly reducing the cafe corrals and getting 10 ft sidewalks? Gehl said that few people linger on the Mall. The problem is more about who lingers and why, rather than just places for lingering. Do the residents, workers and visitors in downtown linger outside other than in the corrals of the restaurants and bars? The medians are perfect for lingering.

It's just that office workers, residents and visitors don't linger there. Is that a policing issue? A programming / Kiosk issue?

A furniture/ landscaping issue? Most of the lingerers are the ones who can't afford the restaurants, cafes and bars - the drifters /travelers/ panhandlers. Won't they still be there after the Mall is completely redesigned?

Half of the Mall (the asymmetrical sections) has ample sidewalk space for outside cafe lingering. Is

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| that working well? A minor tweak would be to eliminate the lights between the transit lanes to gain more space for pedestrians where you have no medians.  |
| Evaluation process has been well balanced.   |
| From what I have observed, there has been an excellent review of the proposed alternatives   |
| Stop trying to change 16th Street Mall and Colfax and just improve what is already there and has worked for decades.   |
| You have not considered the preservation of the historic character of the 16th Street Mall design in the alternatives. You are creating alternatives that fit transit requirements and not the historic integrity of Denver and its character.                 |
| I can't really tell which alternative is preferred. My preference is to rebuild the infrastructure that needs it in a sustainable way and leave trees alone except where it is necessary for replacements  |
| I think you're doing great. Although the bicycle aspect has been left out, but I look forward to hearing more about it being considered. What an economic opportunity that could be taken advantage of, eh?  |
| You have not considered placing the Mall shuttles underground in any of the alternatives evaluated so far.   |
| I think the project team has done an excellent job of coming up with different alternatives to appease everyone. The team really listened to people and understood the message being conveyed. That shows in the design alternatives that have been presented. |
| You have done a great job evaluating the alternatives.   |
| All alternatives to no build will require removal of the existing trees, at least one row.<br>Use structural cells under walk to accommodate needed uncompacted soil volume.   |

Meeting materials from the Public Open House held on October 18, 2017 are located on the Project website (<https://www.denvergov.org/content/denvergov/en/community-planning-and-development/planning-and-design/plans-in-progress/the-mall-experience.html>).

Property Owner Meeting Feedback  
January 4 and 8, 2018

## **Property Owner's Informational and Feedback Meetings**

**Thursday January 4, 2018 and Monday January 8, 2018 at the Downtown Denver Partnership:**

### **Thursday January 4, 2018 Property Owner Feedback:**

- It is critical to have the buses (mall shuttles) together.
  - I can't see any differences in the paving pattern, the before and after pattern studies look exactly the same.
  - The Center Running option seems the simplest.
  - Is the New Asymmetrical option needed? We need to be certain that the buses (mall shuttles) can't go straight down the Mall.
  - In the options where do the retail Kiosks go?
- It is important to have places for people to slow down and stay along the Mall.
  - I like the places to for people to stay in both options.
- We need to have further updates on construction impact on retail along mall and the pedestrian traffic.
- I like the combination option! (Center Running +New Asymmetrical option)
- Both options both look fine and work better than what exists now.
  - The Center-Running +New Asymmetrical option would be good if it adds additional trees.

### **Monday January 8, 2018 Property Owner Feedback:**

- Center Running option is best for equity on both sides of the street.
  - Can we do a curb-less street for both options?
- Prefer the Center Running option.
  - What components of this does historic (106 consulting parties) not agree with?
- It is very important to have the sidewalks not adjacent to the transit lanes all along the Mall.
  - We need to make sure we have this on both sides of the New Asymmetrical option.
- Will the new design options eliminate some of the panhandling issues along the Mall?
  - It does seem that the added activity zones (between pedestrian and transit zones) may help activate the Mall.
- Is this the right time for restaurant investment along the Mall?
  - We need to change the quality of restaurant and retail as part of this process.
- New Asymmetrical option does honor the existing asymmetrical layout while adding some things we've learned about the function of the Mall.
  - The Center Running +New Asymmetrical option is an evolution of the design and continues to honor the Mall's long history.
- We don't know what the Mall will be in 30 to 40 years, so flexibility is needed to adapt and change over the years.
  - This could both relate to the alignment and the curb-less environment.
- The existing pavers are slippery to walk on and it is key that this is addressed in the design.
- What are all the materials we are considering as part of this process and does it change from pedestrian to transit lanes?
- Is the Center Running only option off the table?
  - When we look at it we should be certain that we find real value in the New Asymmetrical design option.



| 16th Street Mall - Property Managers and Owners List |            |            |   |
|--|------------|------------|---|
| [REDACTED]   | [REDACTED] | [REDACTED] | written comments after property owner meeting   |
| [REDACTED]   | [REDACTED] | [REDACTED] |   |
| [REDACTED]   | [REDACTED] | [REDACTED] | <p>1. Please provide key bullet points of your feedback regarding the "New Asymmetrical" and/or the "Symmetrical" alignment option for the Mall. CCP is mostly agnostic as to these options; both the symmetrical/asymmetrical designs seem to work well within the existing infrastructure. From a cost perspective, it appears keeping the existing mix of both as they stand today may be the least intrusive if others also do not have a strong preference. While we understand it is a sensitive subject, we believe the overall design of the mall to be secondary to its safety/pleasantry and hope infrastructure modifications include increased security/decreased panhandling as a way to draw patronage. 2. What additional questions do you have regarding the alignments or the decision process? no response 3. What additional points should be considered in the overall process or design? a. In both symmetrical and asymmetrical designs, the idea of "café" seating between the walking surface and bus transit corridor is somewhat problematic from an operations perspective. We ask the following be considered when planning for this amenity: i. Discussions with our current 16th street retailers have yielded no current request for added seating capacity along the mall, as you know, Tabor has one of the largest concentrations of food service retailers on the mall and every one of them is below last year's sales ii. Additional seating, if it were requested, comes with logistical considerations for table/chair/fencing storage which we currently do not have the capacity to handle iii. Operational logistics of food service across a busy 10' walking corridor b. Walking corridor width. While we understand guidance of 10' has been giving to accommodate current and future pedestrian traffic volume, we feel this width to be constricting and would like to see this increased to allow for a more comfortable circulation.</p> |
| Pat [REDACTED]                                       | [REDACTED] | [REDACTED] |   |
| [REDACTED]   | [REDACTED] | [REDACTED] |   |
| [REDACTED]   | [REDACTED] | [REDACTED] |   |
| [REDACTED]   | [REDACTED] | [REDACTED] |   |
| [REDACTED]   | [REDACTED] | [REDACTED] | <p>I like the Asymmetrical alignment option- where the buses are together in the center of 16<sup>th</sup> Street without a median in the middle. We already have this condition on the lower portion of the mall. Creating larger sidewalk areas for pedestrians, cafes and public amenities should be a good thing. I'm not sure if having patio seating next to the bus lanes will be good in this condition, I imagine restaurants will want patios to stay next to the buildings/restaurants and have pedestrians next to them rather than buses. However, I'm sure some restaurant tenants will choose for the detached patio area option. Having buses in the center will create flexibility for other modes of transportation in the future (driverless or trolley cars or perhaps long, outdoor escalators, or hyperloop from one end of the mall to other in 2-seconds). This center bus lanes should also help construction phasing and allow buses to operate in the middle while work is performed on the sidewalks. Overall design needs to be clean, eye-catching and timeless. I'm not sure anyone sees the rattlesnake pattern from ground-level. Perhaps the center bus lanes are a consistent material and some variations are considered for the sidewalks including brick pavers, marble, granite, concrete. Could make the experience on the mall more interesting rather than 1-mile of the same material repeating itself. Hopefully a decision will be made soon and construction drawings commence. Happy to provide any help of feedback.</p>  |
| [REDACTED]   | [REDACTED] | [REDACTED] |   |



|                   |                   |                   |  |
|-------------------|-------------------|-------------------|--|
| <p>[REDACTED]</p> | <p>[REDACTED]</p> | <p>[REDACTED]</p> | <p>Please provide key bullet points of your feedback regarding the "New Asymmetrical" and/or the "Symmetrical" alignment option for the Mall. • I feel the "New Asymmetrical" is the best viable option left on the table. • I was a proponent of the "Symmetrical" alignment but this option seems unattainable given the position of the historic preservation contingent of the stakeholders. • The most important element in my mind is having the buses run in the center with no median between them. The median as it stands today is largely wasted space at best and decreative to the overall mall experience at worst. What additional questions do you have regarding the alignments or the decision process? • I am disappointed with the fact that a relatively small group of stakeholders can use (or misuse) "historic significance" to stand in the way of reinventing the mall properly. What additional points should be considered in the overall process or design? • Revamping the 30+ year old 16th Street mall, I think Denver has an opportunity to do something dynamic and forward thinking, something that will stand up to time: That is to introduce a curb-less 16th Street Mall. The term Woonerf (Dutch) literally means "living yard" and the word has come to mean "living street". Isn't this what we want? A living street? I think so, especially in the case of the 16th Street Mall. And if cities across Europe and Asia (not to mention Argyle in Chicago and Bell Street Park in Seattle) can renovate streets that are hundreds of years old in a curb-less fashion because it adds to the functionality and safety of the street, Denver can open our collective mind and do the same.</p> |
| <p>[REDACTED]</p> | <p>[REDACTED]</p> | <p>[REDACTED]</p> |  |
| <p>[REDACTED]</p> | <p>[REDACTED]</p> | <p>[REDACTED]</p> | <p>1. Please provide key bullet points of your feedback regarding the "New Asymmetrical" and/or the "Symmetrical" alignment option for the Mall. a. New Asymmetrical Provides additional safety to pedestrians b. Also, provides business opportunities to visit areas of the mall as a place to go to not through c. With curb less paths our mobility impaired guest can travel much more effectively d. Fresh update on dated product and structure<br/> 2. What additional questions do you have regarding the alignments or the decision process? a. With new Asymmetrical set up and addition of much more space to activate, is this essentially new real estate for potential competitors to get permits on or is this extensions for current businesses to extend their activations? b. Tranquility, Demolition, Phases of schedule will need to be understood at some point. 3. What additional points should be considered in the overall process or design? a. Sure they all thought of and you have more than enough additional points but preservation of historical monuments, products, and a strong focus on an environmental design of what is being replaced.</p>   |
| <p>[REDACTED]</p> | <p>[REDACTED]</p> | <p>[REDACTED]</p> |  |
| <p>[REDACTED]</p> | <p>[REDACTED]</p> | <p>[REDACTED]</p> |  |
| <p>[REDACTED]</p> | <p>[REDACTED]</p> | <p>[REDACTED]</p> | <p>1. Please provide key bullet points of your feedback regarding the "New Asymmetrical" and/or the "Symmetrical" alignment option for the Mall. The New Asymmetrical design was more attractive and addressed more concerns than other designs. 2. What additional questions do you have regarding the alignments or the decision process? This is the first meeting I have attended, or been aware of regarding the alternatives. My initial reaction was that bus lanes down the middle was attractive to allow greater space on either side of the street. After the presentation, my opinion changed in support of the New Asymmetrical design for reasons addressed by the committee. 3. What additional points should be considered in the overall process or design? Based on the presentation, numerous perspectives have been considered and addressed in the design process. Time is of the essence in finalizing the design and moving forward to construction. Please continue to provide information on the progress of this decision and any anticipated changes.</p>   |
| <p>[REDACTED]</p> | <p>[REDACTED]</p> | <p>[REDACTED]</p> | <p>1. Please provide key bullet points of your feedback regarding the "New Asymmetrical" and/or the "Symmetrical" alignment option for the Mall. I like both. I think going the path of least resistance based on timing is most practical. 2. What additional questions do you have regarding the alignments or the decision process? None. 3. What additional points should be considered in the overall process or design? When it comes to the detached café's, how will this work for servers? That is a restaurant issue and not my concern, just curious. Will there be any type of mandate for the properties along the mall to update/improve their store faces? Many of these are really awful</p>   |



Stakeholder Workshop Materials  
January 16, 2018

The 16<sup>th</sup> Street Mall Workshop #3 will be Tuesday, January 16<sup>th</sup> from 1:00 – 4:00 at RNL: 1050 17th Street Suite A200. Please accept this to make sure you have the placeholder on your calendars.

Our objectives for this Workshop is to discuss the input we've received to date and get your ideas on the remaining alternatives.

Meeting materials for your review will be sent out prior to the Workshop. We value your interest and participation and hope you will be able to join us!

The 16<sup>th</sup> Street Mall Project Leadership Team



## Workshop 3 – Advancing toward an agreement regarding the Mall’s revitalization

- Outcomes: 1) Understanding of the alternatives developed  
2) providing input on the recommended preferred alternative  
3) participation in the construction planning for continuing business vitality

January 16, 2018

1:00 pm – 4:00 pm

### Recommendation of a Preferred Alternative

| <b>Time</b> | <b>Task</b>   |
|-------------|---|
| 1:00 -1:15  | Welcome   |
| 1:15 – 1:45 | Work we have accomplished and conclusions of the Alternative Analysis |
| 1:45 – 2:15 | Recommendation for a Preferred Alternative                            |
| 2:15 – 3:00 | Exploring and discussing the recommendation                           |
| 3:00 – 3:15 | Break   |
| 3:15 – 3:45 | Developing a Business Strategy for Construction                       |
| 3:45 – 4:00 | Next Steps  |

**Alternative Analysis and Environmental Clearance**  
**Workshop 3**  
**January 16, 2018**

| Name                 | Organization                | Attended |
|----------------------|-----------------------------|----------|
| Bruce Abel           | RTD                         |          |
| Carrie Atiyeh        | Visit Denver                |          |
| Darin Allan          | FTA                         |          |
| Zach Bentzler        | CH2M                        | y        |
| Jennifer Bryant      | SHPO                        |          |
| Brad Buchanan        | City & County of Denver     | y        |
| Jenny Buddenborg     | Saving Places               |          |
| Jon Buerge           | BID                         |          |
| Rachel Carson        | RTD                         |          |
| Jessie Carter        | RTD                         |          |
| Bar Chadwick         | City & County of Denver     | x        |
| Nancy Clanton        | Clanton Associates          |          |
| Jeff Cluphf          | RTD                         |          |
| Nate Currey          | RTD                         |          |
| Robert Davis         | City & County of Denver     | y        |
| John Desmond         | Downtown Denver Partnership | y        |
| Tami Door            | Downtown Denver Partnership | y        |
| Laura Dreher         | CH2M                        | y        |
| Dorit Fischer        | Shames Makovsky             |          |
| Emily Gloeckner      | City & County of Denver     |          |
| Jill Jennings Golich | City & County of Denver     |          |
| Karen Good           | City & County of Denver     | y        |
| Jim Graebner         | Lower Downtown District     | y        |
| Kim Grant            | Colorado Preservation       | y        |
| Kara Hahn            | City & County of Denver     | y        |
| John Hayden          | Resident                    | y        |
| Matthew Helfant      | DRCOG                       |          |
| Scott Hergenrader    | City & County of Denver     |          |
| Tracy Huggins        | DURA                        | y        |
| David Hutsinger      | City & County of Denver     |          |
| Bruce James          |                             | x        |
| Jim Johnson          | Downtown Denver Partnership | y        |
| David Kaufman        | Property Owners             |          |
| Vikki Valencia Kelly | Visit Denver                |          |
| Annie Kuczkowski     | Clanton Associates          |          |
| Bill Lang            | CH2M                        | y        |
| Loretta LaRiviere    | CH2M                        | y        |
| Trevor Lee           | The Olin Studio             | y        |





THE FUTURE OF  
DENVER'S  
16TH STREET  
MALL

**Alternative Analysis and Environmental Clearance**  
**Workshop 3**  
**January 16, 2018**

| Name                     | Organization             | Attended |
|--------------------------|--------------------------|----------|
| Annie Levinsky           | Historic Denver          | Y        |
| Matt Lister              | Gehl People              |          |
| Sheryl Machado           | GBSM                     |          |
| Jeff Mack                | CH2M                     | Y        |
| Evan Makovsky            | Shames Makovsky          |          |
| Vince Martinez           | BID                      |          |
| Michael Miller           | The Olin Studio          |          |
| Brittany Morris Saunders | Sewald Hanfling          | Y        |
| John Olson               | Historic Denver          | X        |
| Sarah Orton              | CH2M                     | X        |
| Adam Perkins             | BID                      |          |
| Brian Pinkerton          | City & County of Denver  |          |
| Tom Ragland              | HKA                      | Y        |
| Jeff Rinsom              | Gehl People              | Y        |
| Lindsay Ritter           | CH2M                     |          |
| Colleen Kirby Roberts    | Peak Consulting Colorado | Y        |
| Trini Rodriguez          | D.A. Davidson            |          |
| Joe Saldibar             | SHPO                     |          |
| Dane Sanders             | Clanton Associates       | Y        |
| Lucinda Sanders          | The Olin Studio          | Y        |
| Richard Scharf           | Visit Denver             |          |
| Matt Shawaker            | RNL                      | Y        |
| Mark Sidell              | Property Owner           | Y        |
| Tim Siedlecki            | CH2M                     | X        |
| Mark Smallridge          | Property Owner           |          |
| David Sternberg          | Property Owner           |          |
| Arleen Taniwaki          | Arland LLC               |          |
| Don Ulrich               | HKA                      | Y        |
| James Urban              | Urban Trees              | Y        |
| Ashland Vaughn           | RTD                      | Y        |
| Jyotsna Vishwakarma      | RTD                      | Y        |
| Mary Jo Vobejda          | CH2M                     | Y        |
| Rich von Lührte          | Historic Denver          | X        |
| Eugene Wade              | BID                      | X        |
| Jason Whitlock           | City & County of Denver  | Y        |
| Mandy Whorton            | Peak Consulting Colorado |          |
| Ellen Wilensky           | Lower Downtown District  |          |
| Susan Wood               | RTD                      | Y        |
| Angela Jo Woolcott       | GBSM                     | X        |



## **Workshop #3 Stakeholder Workshop Notes and Comments**

### **Tuesday, January 16, 2018 at RNL/Stantec Office**

#### **Notes and comments from discussion of Level 1 and 2 Alternatives Screening.**

- Comment/Question: Is historic preservation a selection criterion? Do any of the alternatives preserve the historic property?
  - Response: All of the alternatives that meet the Purpose and Need for the project have an adverse effect on the historic property.
- Comment/Question: What are the impacts to trees for each alternative?
  - All of the alternatives that meet the Purpose and Need for the project would remove and replace the existing trees.
- Are the tree deaths imminent?
  - All trees die eventually; however, the trees on the Mall now aren't expected to be replaced in the near term, other than for this project.
- Comment from Denver Forester: One mitigation measure is to replace as much canopy as possible within the design in 10 years. The project needs to clarify that the new trees are smaller than the existing trees and will take time to grow and mature. Buying larger new trees would be one way to get a head start on replacing the lost canopy.

#### **Notes and comments from discussion of the Recommended Locally Preferred Alternative.**

- Comment/Question: Does the New Asymmetrical alignment have a 3<sup>rd</sup> row of trees?
  - Response: Yes, the New Asymmetrical alignment has been revised since the conclusion of the Level 2 screening to include a 3<sup>rd</sup> row of trees. The new row of trees is in the narrower pedestrian area. The New Asymmetrical alignment in the Level 2 screening didn't include a row of trees in the narrower pedestrian area. The alignment was updated based on comments received from stakeholders and the public.
- Comment/Question: Do any of the alignments replicate where the trees are today?
  - Response: None of the alignments that meet the project Purpose and Need replicate the exact location of the trees. The designs do aim to mostly maintain the characteristics of the special relationship.
- Comment/Question: There are no barriers to the pedestrian porosity of the Mall, correct?
  - Response: The design does not include barriers to the pedestrian porosity of the Mall. The design will include delineating features between the pedestrian areas and transit way. Pedestrians will still be able to cross the Mall as they do today.
- Comment/Question: Is the 9' for patio space necessary? What about 7' patio space?
  - Response: Reducing the patio space by 2 feet would require the removal a row of tables from the patio areas.
- Comment/Question: Is keeping a row of 2-top tables more important than keeping a row of trees in the same location and some of the original design? Is there an anchor point we can use to maintain some original design?
  - Response: The project team will continue to study how to incorporate original design/anchor point into the design.

#### **Notes and comments from discussion of the Recommended Locally Preferred Alternative after the break to review figures.**

- Comment/Question: Can we come up with a way to use larger trees or have the trees grow faster?
  - Response: The team is looking at ways to implement larger trees such as buying the trees early and growing them on a pilot block or offsite until planting them on the Mall.
- Comment/Question: Could construction phasing occur so that tree canopy is added first to the areas where it currently lacks?

- Response: This concept will be studied further.
- Comment: If the project is overbudget, don't cut budget by buying smaller trees. Important to use the right size caliper tree for implementing the project.
- Comment/Question: The original design for the Mall had paver designs through the cross streets. Could we do that for this project?
  - Response: This concept will be studied further.
- Comment/Question: Cost is not a selection criterion?
  - Response: Yes, it is.
- Comment/Question: Is there an environment the project could implement that would help the trees grow quicker and healthier than what occurred previously?
  - The project will implement new tree infrastructure based on current best management practices. The new tree infrastructure will facilitate healthier trees.
- Comment: Granite could be the anchor.
- Comment/Question: Did you evaluate the existing Asymmetrical alignment?
  - Response: The existing Asymmetrical alignment doesn't meet the Purpose and Need of the project.
- Comment/Question: Can you look at not moving the existing tree alignment under the New Asymmetrical alignment?
  - Response: This was studied already. Will continue to evaluate this concept.
- Comment/Question: Is a cross section without a curb still under consideration?
  - The Locally Preferred Alternatives can be implemented with or without curbs. Both concepts are still on the table.
- Comment/Question: Texture could be used to define the edges of the pedestrian areas. Hamilton, ON is an example.
  - Response: Texture and other treatments are being considered.

#### **Notes and comments from the discussion of trees.**

- Comment/Question: What's the average diameter of the existing trees?
  - Response: Response was given, but missed by notetaker.
- Comment/Question: Why do we need to buy more trees than will be planted during construction?
  - Response: If we're buying trees early then we need a mix of species to be able to be flexible and make decisions during subsequent design phases. Leftovers can be planted elsewhere. The more design decisions that are made before purchasing trees, the fewer trees that need to be purchased.
- Comment/Question: How does a new tree cost?
  - Response: About \$3k per tree, depending on the size of the tree, and this has been figured into current budget estimates.
- Comment: The purpose of buying trees early is to allow them time to grow and acclimate before they are planted on the Mall. This will help get a more-developed canopy on day one.
- Comment/Question: Can the project stagger the vintage of the trees?
  - Response: There is not enough time during project development and implementation to incorporate this strategy.
- Comment: Still need to consider historic preservation. Need to minimize impacts.
- Comment/Question: How does a large tree effect the design?
  - Response: Trees continuously grow and then slowly die. Smaller trees don't provide adequate canopy and large trees provide other challenges. There is a sweet spot between too small and too large.

## Notes and comments from discussion of Construction Strategies.

- Comment: Impacts to businesses will be minimized by a commitments to maintain access to businesses.
- Comment/Question: Does construction need to be staggered?
  - Response: It's a matter of contractor resources and minimizing impacts.
- Comment/Question: How does staggering construction effect the budget?
  - Response: There is a sweet spot between building on an overly aggressive schedule and a drawn-out schedule, where the contractor can maximize their resources most efficiently.
- Comment/Question: Can closing more blocks at one time speed up construction?
  - Response: Yes.
- Comment: An example to look into is the latest San Francisco Street Car project. Other examples are Nicollet Mall in Minneapolis, MN, and Portland, OR.
- Comment: Installing new infrastructure is the biggest issue that drives phasing.
- Comment: The concrete sub-base slab is not monolithic.
- Comment: The project will implement early construction tasks to survey the existing utilities.
- Comment/Question: Will nighttime construction occur?
  - Response: Nighttime construction could occur.
- Comment: Construction strategy needs to consider the business needs, such as patio use.
- Comment/Question: How will the project team keep communication with businesses and the local community?
  - Response: The project team is working on strategies to open and maintain lines of communication with businesses and the local community during construction.
- Comment/Question: What type of development process will design and construction use?
  - Response: The project will not follow a design-build development process. The program may implement a CMGC process or some other type of integrated development process. The project may bring on a program manager.

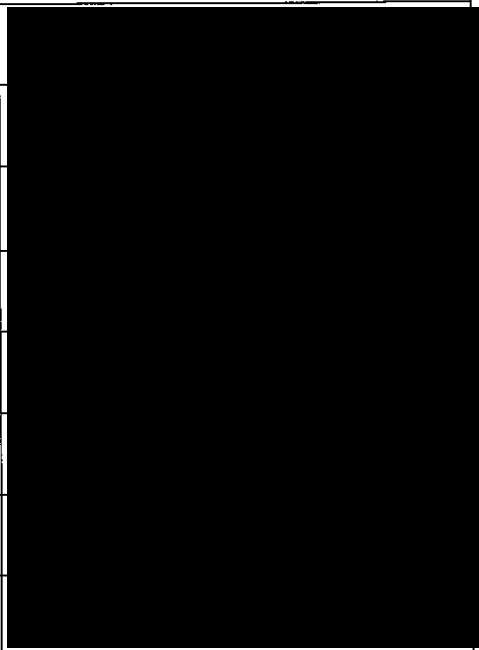
Meeting materials from the Stakeholder Workshop held on January 16, 2018 are located on the Project website

(<https://www.denvergov.org/content/denvergov/en/community-planning-and-development/planning-and-design/plans-in-progress/the-mall-experience.html>).

Small Group Meeting Feedback  
March 7, 2018

# Scan / Send

## 16<sup>th</sup> Street Mall Stakeholder Meeting – March 14, 2018

| Name           | Company/Organization                | Email   |
|----------------|-------------------------------------|---|
| Jorge Gonzalez | Larimer Place                       |  |
| Ron Sannig     | DENVER POLICE                       |   |
| RYAN LAMBS     | URBAN MOBILITY DENVER               |   |
|                | ↳ Send maps                         |   |
| SUSAN WOOD     | RTD                                 |   |
| Lane Cutler    | Downtown resident                   |   |
| Stephen Chavez | Gart Properties<br>Denver Pavilions |   |
| Crescenton     |                                     |   |
|                |                                     |   |
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16<sup>th</sup> Street Mall  
Stakeholders Meeting  
March 14, 2018

- Those in attendance included residents, businesses and pedicab operators (see attached sign in sheet)
- Comments included:
  - Pedicab operators asked that the designers keep in mind their access points along the Mall and provide ample signage for pedicab and horse/buggy customers
  - Generally liked the idea of patios next to the shuttles, however, there were a lot of questions about where the patios would be located in order to prevent a “sea” of patios that would prevent pedestrians from being able to cross the median
  - Generally supported no curbs, but asked how wheelchair accessibility would be handled
  - Asked about lights, will more or upgraded lighting be included in the project budget and design?
  - Pedicab operators invited designers and planners to do a “ride-along” with them to see the Mall from their perspective
  - Asked about phases for construction and communications plan

Public Open House Materials  
March 8, 2018



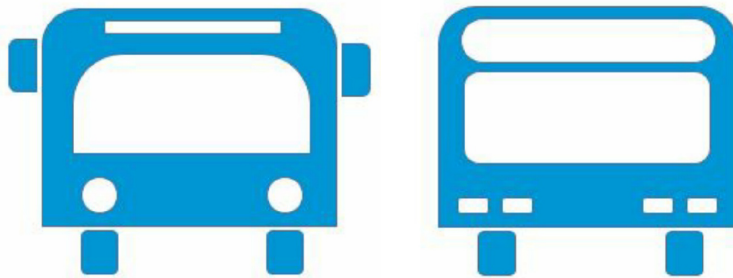
## Alternatives Analysis and Environmental Clearance

# Open House

Thursday, March 8, 2018

Regional Transportation District  
(RTD)

1660 Blake Street, Denver 80202  
(basement board room)



Come learn about the recommended alternative

Session 1 ~ 12:00 pm to 1:00 pm

OR

Session 2 ~ 5:00 pm to 6:00 pm

(the same information will be provided at each session)

Spanish translation services will be provided. A sign language interpreter will be provided upon request with a three business-day notice. Contact [SignLanguageServices@denvergov.org](mailto:SignLanguageServices@denvergov.org)

For project information, check out our website at

[www.denvergov.org/themallexperience](http://www.denvergov.org/themallexperience)



**DENVER**  
THE MILE HIGH CITY



DOWNTOWN DENVER  
PARTNERSHIP, INC.



Federal Transit  
Administration



**Análisis de alternativas y conformidad ambiental**

# Reunión pública

Martes, 8 de Marzo de 2018

En el edificio del Distrito Regional de Transporte (RTD, Regional Transportation District) ubicado en 1660 Blake Street, Denver 80202 (En el sótano)



Aprenda acerca de la alternativa recomendada

Sesión 1 de 12:00 p.m. a 1:00 p.m.

o

Sesión 2 de 5:00 p.m. a 6:00 p.m.

(En ambas reuniones se dará la misma información)

Se proveerá servicio de interpretación en español. Habrá intérprete de lenguaje de señas si se solicita con tres días hábiles de anticipación. Contacte a [SignLanguageServices@denvergov.org](mailto:SignLanguageServices@denvergov.org)

Para información sobre el proyecto, visite nuestro sitio web en

[www.denvergov.org/themallexperience](http://www.denvergov.org/themallexperience)



**DENVER**  
THE MILE HIGH CITY



Federal Transit  
Administration



Sign-In  
 16<sup>th</sup> Street Mall Open House #3  
 Thursday, March 8, 2018 12-1 p.m.

|    | Name             | Organization          | Email | Mailing Address | Phone |
|----|------------------|-----------------------|-------|-----------------|-------|
| 1  | Stewart Lundy    | Commissioner          |       |                 |       |
| 2  | Marek Lundy      | /                     |       |                 |       |
| 3  | Ignacio Comed    | Private Citizen       |       |                 |       |
| 4  | SARA AUFFERUE    | KRAEMER NORTH AMERICA |       |                 |       |
| 5  | David Landreit   | Allwell Reits         |       |                 |       |
| 6  | Rep van der...   | Bicycle Colorado      |       |                 |       |
| 7  | MIKE BRUPPITH    | STANTEC               |       |                 |       |
| 8  | Bret Bonwart     | Parsons               |       |                 |       |
| 9  | Joanne Greek     | OED Denver            |       |                 |       |
| 10 | Drew Parker      | HDR                   |       |                 |       |
| 11 | Rita Sokolowski  | City Dweller          |       |                 |       |
| 12 | Kristin Bontzke  |                       |       |                 |       |
| 13 | Mark Mueller     | ESA                   |       |                 |       |
| 14 | Nick VanderKutak | AECOM                 |       |                 |       |
| 15 | Lindsey Sosa     | AECOM                 |       |                 |       |



DOWNTOWN DENVER  
PARTNERSHIP, INC.



Federal Transit  
Administration



Sign-In  
 16<sup>th</sup> Street Mall Open House #3  
 Thursday, March 8, 2018 12-1 p.m.

|    | Name                  | Organization          | Email | Mailing Address | Phone |
|----|-----------------------|-----------------------|-------|-----------------|-------|
| 1  | TIM ERNEST            |                       |       |                 |       |
| 2  | MATT BLAKE            | AMES CONSTRUCTION     |       |                 |       |
| 3  | Henry Stoppkamp       | RTD                   |       |                 |       |
| 4  | Michelle Sandoval     | Swinerton             |       |                 |       |
| 5  | Mike Fay              | Kearney               |       |                 |       |
| 6  | TISE TORRES-VIGI      | CCDC                  |       |                 |       |
| 7  | SHARON & JOHN PARKINS | User                  |       |                 |       |
| 8  | RYAN LAMB             | URBAN MOBILITY DENVER |       |                 |       |
| 9  | KERRY PACKARD         | NONE                  |       |                 |       |
| 10 | KAREN YAMR            | RTD                   |       |                 |       |
| 11 | DAVID ESPINOSA        | Mob lenser            |       |                 |       |
| 12 | TIM MALONEY           | KRAEMER               |       |                 |       |
| 13 | STEPHANIE SERRA       | PEDICABS              |       |                 |       |
| 14 | Bill Vitek            | Dig Studio            |       |                 |       |
| 15 | JAMES WADDELL         | BIKE DENVER           |       |                 |       |



DOWNTOWN DENVER  
PARTNERSHIP, INC.



Federal Transit  
Administration



Sign-In  
 16<sup>th</sup> Street Mall Open House #3  
 Thursday, March 8, 2018 12-1 p.m.

|    | Name             | Organization    | Email      | Mailing Address | Phone |
|----|------------------|-----------------|------------|-----------------|-------|
| 1  | Kent Brigger     | HDR             | [REDACTED] |                 |       |
| 2  | Stanley Bowers   | DAVITA          |            |                 |       |
| 3  | Jim Grant        | CPI             |            |                 |       |
| 4  | Pauline Ferrer   | TDAF            |            |                 |       |
| 5  | Barbara English  | Resident        |            |                 |       |
| 6  | TOM PAPADINOFF   | Resident        |            |                 |       |
| 7  | DARRYL MUR       | ARCHITECT/RES   |            |                 |       |
| 8  | Lenee Koch       | Hensel Phelps   |            |                 |       |
| 9  | Caroline English | DaVita          |            |                 |       |
| 10 | Leah Miro        | Davita          |            |                 |       |
| 11 | Deborah Snyder   | EES             |            |                 |       |
| 12 | John Crowder     |                 |            |                 |       |
| 13 | Marlo Abramowitz | HDR             |            |                 |       |
| 14 | Diane Canepa     | Sweet Stays LLC |            |                 |       |
| 15 | Keith Pryor      | SELF            |            |                 |       |



DOWNTOWN DENVER  
PARTNERSHIP, INC.



Federal Transit  
Administration



Sign-In  
 16<sup>th</sup> Street Mall Open House #3  
 Thursday, March 8, 2018 12-1 p.m.

|    | Name              | Organization       | Email | Mailing Address | Phone |
|----|-------------------|--------------------|-------|-----------------|-------|
| 1  | Roger Fang        | RTD                |       |                 |       |
| 2  | JIM GRABNER       |                    |       |                 |       |
| 3  | LESA SHKOLNIK     | FACE CONTRACTING   |       |                 |       |
| 4  | SCOTT REED        | RTD                |       |                 |       |
| 5  | STEVE LOACH       |                    |       |                 |       |
| 6  | RANDY POWELL      |                    |       |                 |       |
| 7  | BILL JAMES        | JRES               |       |                 |       |
| 8  | Lisa Larance      | Swinerton          |       |                 |       |
| 9  | Patsy Lamb        | urban mobility     |       |                 |       |
| 10 | Mallory Baker     | Walker             |       |                 |       |
| 11 | Britt Diehl       | Downtown Den. Pshp |       |                 |       |
| 12 | Christine Chonka  |                    |       |                 |       |
| 13 | Michael Sullot    | JPUN               |       |                 |       |
| 14 | Nancy Krstuf      | Mortenson          |       |                 |       |
| 15 | LaDonna Beertlein |                    |       |                 |       |



DOWNTOWN DENVER  
 PARTNERSHIP, INC.



Federal Transit  
 Administration





Sign-In  
 16<sup>th</sup> Street Mall Open House #3  
 Thursday, March 8, 2018 5-6 p.m.

|    | Name              | Organization | Email      | Mailing Address | Phone |
|----|-------------------|--------------|------------|-----------------|-------|
| 1  | JAIME KEWIS       | CCDC/DENAC   | [REDACTED] |                 |       |
| 2  | Roger Bowman      |              |            |                 |       |
| 3  | BARBARA THORNGREN |              |            |                 |       |
| 4  | Max Miller        |              |            |                 |       |
| 5  | Thomas Topero     |              |            |                 |       |
| 6  | Jonathan Wade     | RTD          |            |                 |       |
| 7  | Rocio Rowland     |              |            |                 |       |
| 8  |                   |              |            |                 |       |
| 9  |                   |              |            |                 |       |
| 10 |                   |              |            |                 |       |
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Sign-In  
 16<sup>th</sup> Street Mall Open House #3  
 Thursday, March 8, 2018 5-6 p.m.

|    | Name               | Organization      | Email | Mailing Address | Phone |  |
|----|--------------------|-------------------|-------|-----------------|-------|--|
| 1  | Doug Schrader      | —                 |       |                 |       |  |
| 2  | Rachael Johnson #2 | Davis Partnership |       |                 |       |  |
| 3  | Syd Downs          | Downs - Assoc     |       |                 |       |  |
| 4  | Debra Strawn BNAI  |                   |       |                 |       |  |
| 5  | ALAN GASS          |                   |       |                 |       |  |
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## Alternatives Analysis and Environmental Clearance

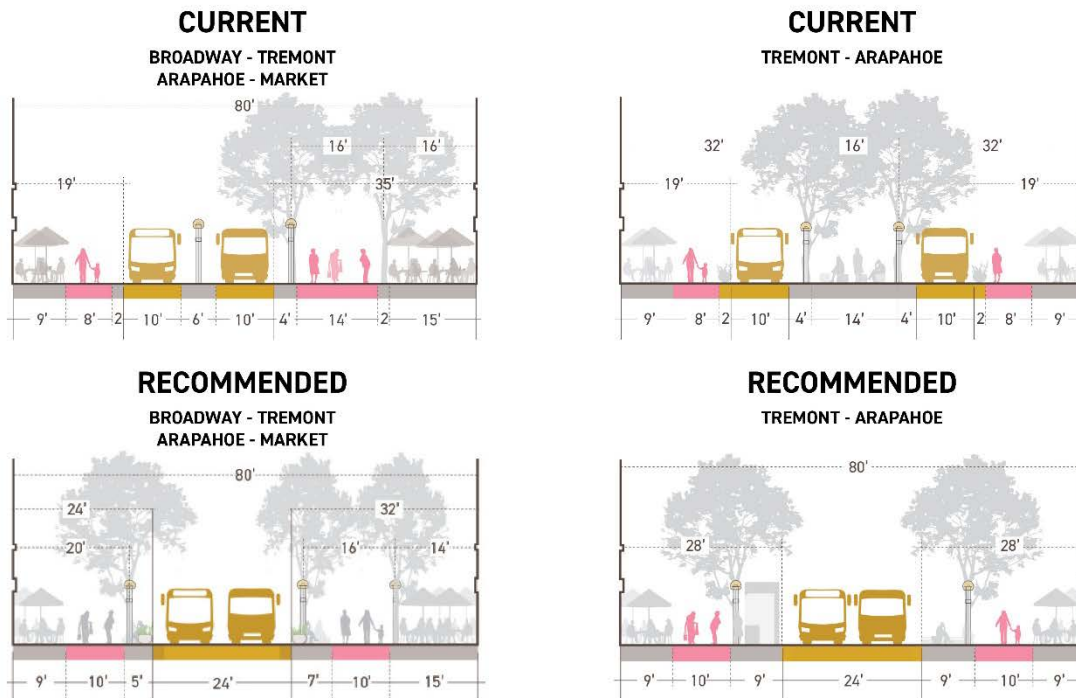
### Open House #3 Summary

On March 8, 2018 the *16th Street Mall Alternatives Analysis and Environmental Clearance* project team held a third public Open House during two separate sessions at Regional Transportation District (RTD) headquarters. Nearly 75 attendees were at the two sessions from 12-1 p.m. and 5-6 p.m. Approximately half of those in attendance were contractors expressing an interest in final design/build opportunities.

The same information was provided at each session.

The informational stations presented the recommended Locally Preferred Alternative for reconstruction as well as an update on the environmental process. The recommended design shown below would expand sidewalks for walking, café seating and other activities. It would also move transit lanes to the center or offset-center of each block. These updates are designed to enhance the Mall experience for visitors while improving pedestrian safety and mobility.

The proposed design would also update and modernize the Mall's deteriorating infrastructure, while honoring its iconic look. Stations also allowed stakeholders and the community an opportunity to engage with the project team. Below is the recommended Locally Preferred Alternative.



The meeting gave attendees the opportunity to provide input on what they see as opportunities and challenges with the recommended Locally Preferred Alternative and if they had ideas on how to maintain business vitality during construction. A total of ten comment forms were submitted during the Open House. Attendees were given the opportunity to tell the team any additional evaluation criteria to consider, what they see as opportunities and challenges with each of the proposed alternatives (including the no-build), and if there are additional alternatives they think should be considered. The raw comments taken from the forms are included at the end of this document.

Below are the themes that emerged from the comments collected (comment forms and verbally):

1. *What do you see as opportunities and challenges with the recommended Locally Preferred Alternative?*

Opportunities:

- **Wider Sidewalks** – A significant opportunity that many community members expressed was the ability to have wider sidewalks for improved access and pleasant pedestrian traffic. A few attendees addressed how this feature creates a more walkable city and revitalizes a struggling area. Another suggested promoting privatized sidewalk space to activate a large group of citizens.
- **Patio Space and Activation** – With the wider sidewalks, many community members felt that could expand and activate the patio space for restaurants. A few requested more specific information on how much existing patio space will expand and that it will ensure sufficient clearance for pedestrians, possibly enforcing that limit with a marking or second curb.
- **Safety/Access** – Some community members noted the recommended Preferred Alternative will be safer in terms of bus/pedestrian interference with the removal of the median. Some saw this as an opportunity to rethink bus loading areas along the Mall. Others commented on the need for raised blocks and/or a buffer between the sidewalk and buses in addition to enough sidewalk space so that mobility device users can easily maneuver and access businesses and for the Mall Ride buses to deploy wheelchair ramps. One commenter had a comment about how the new surface of the Mall should line up seamlessly with business entrances.
- **Traffic Management** – One attendee suggested the need for traffic control measures at street intersections, especially for pedestrians. They suggested embedding control lights in the pavement to tell pedestrians and vehicular traffic when to stop and go.

Challenges:

- **Trees/Landscaping** – Some attendees had concerns for maintaining the plants, flowers and landscaping they feel gives the Mall its charm. On the other hand, one attendee saw this as an opportunity for more trees.
- **Paver Material/Design** – There were a few comments that remarked on the need to replace and update the outdated and slippery pavers. Another commented on keeping the same, simple paver design. One commenter noted that the pavement should incorporate textural delineations for the vision impaired.
- **Alley Access** – Another community member discussed alley access, specifically between Glenarm and Tremont streets being blocked, making deliveries a challenge. They also noted the importance to keep the alleys open during construction.
- **Mall Amenities/Activities** – A couple community members noted the loss of public amenities or activities with the removal of the median such as the food trucks and kiosks, restrooms and “game” space that includes the chess boards and pianos. They requested to know what was happening with the food kiosks in particular.

While 30 percent of respondents saw wider sidewalks as the primary opportunity with the recommended Preferred Alternative, several stressed the importance of safety and still having ample space between pedestrians and the MallRide buses.

2. *What are your ideas of how to maintain business vitality during construction?*

- **Block-by-Block Construction** – A majority of community members suggested construction to be done block by block or to alternate sides to maintain one sidewalk and one bus lane and not to be done all at once. They stressed the importance of working with the businesses along the Mall to find the best timing and approach. Another recommended conducting work at night or on the weekends.
- **Mall Programming** – A few attendees discussed the importance of keeping the Mall programming intact during construction like “Meet in Street.” Others suggested providing tax breaks, incentives/contests (e.g. punch cards, Denver swag) for consumers to visit businesses. One also recommended providing visual displays along the Mall in the areas of construction to show and excite the community with what’s coming.
- **Construction Campaign** – One community member expressed the need for adequate campaign and signage during construction.
- **Enhanced Infrastructure** – Some attendees stressed the importance of enhanced lighting and signals (i.e. surface and elevated lighting) at intersections during construction as well as a consistent barrier between pedestrians and bus lanes, which is especially important from sign impaired.

Of the 10 total comments received, 6 comments addressed a construction approach. Of those 6 comments, 3 suggested conducting work block by block. That option was followed by alternating sides of the street and by constructing the project ½ blocks at a time.

Photos from the Open House are below:



Raw Comments:

(Note - Comments appear as they were written with no edits to grammar, spelling or context.)

|  |
|--|
| 1. What do you see as opportunities and challenges with the recommended Locally Preferred Alternative?   |
| Wider sidewalks for more accessible and pleasant pedestrian traffic Seems it should be safer<br>Might be challenging to maintain plants, flowers, etc. which give the mall some of its charm<br>Opportunity to rethink bus loading areas   |
| Need to provide enough space for ramps on mall shuttles to deploy, even in situations where 2-3 mall shuttle are bonched up. Please provide more info in next plan where kiosks and food vendors currently in median will be placed in the new mall. Please be more specific and show how far existing restaurant seating can extend onto the mall and show sufficient clearance for pedestrians. Have a way for restaurants to know the limits of how far out they can encroach or enforce that limits with marking or a second curb. |
| Opportunity: widen ped zone, improve, scale of buildings vs street width + ped zone<br>Challenge: is a buffer (5' or so) needed between busses? Make maneuvering easier?   |
| Opportunities: Create a more walkable city, revitalize a struggling area. Create a more vibrant tourist & locals pathway across LoDo. Challenges: Slippery pavers & uneven pavers need replaced ASAP. Replacing these in as quick a time frame as possible may be a challenge.   |
| Will need raised blocks for wheelchair use of mall shuttles If you keep the curb cut must consider how for business can use right of away for seating. If they use too much of sidewalk it prevents people using mobility devices to from getting access to all businesses.  |
| Need for traffic control measures at street intersections - especially for pedestrians. I would suggest embedding control lights in the pavement to tell pedestrians to stop or go. Could also do this for vehicular traffic as well.  |
| I really like you are moving out the median. It's dangerous when there's an event shuttle buses pass very close to people  |
| Keep "simple" pattern Review transit wheel "illegible" - less joints, min. color @ transit wheels<br>More trees = Better   |
| Alleys between Glenarm & Treemont seem to be blocked making alley delivery problematic   |
| Greatly reduced seating and rest space for general public - promote privatized sidewalk space that (illegible) a large group of citizens Public restrooms Loss of "game" space (chess) (pianos)  |

|  |
|--|
| 2. What are your ideas of how to maintain business vitality during construction?   |
| Good question - alternate sides of street over time of construction Good information campaign and signage Hospitality guides to help people find alternative ways to get where they want to go   |
| Focus on one block at a time with all your resources so the whole mall is not torn up at once. The construction of the original mall in 1980-1984 tore up the whole mall for years and lots of businesses closed along the mall before it opened. Will there be flower pots on the mall as there is now? |
| Phase work per block - address half of street width to maintain bus (1) lane + (1) sidewalk phasing, phasing, phasing.   |
| Repairing/replacing/redesigning by 1/2 blocks to allow transportation & businesses to both operate in a more typical manner. Provide tax breaks for businesses & incentives for consumers to patronize businesses along the mall.  |
| Need enhanced lighting and signals at intersections i.e. surface and elevated lighting Insure that there are consistent barriers between pedestrian walk and bus lanes. This is especially important for sign impaired   |
| Consult with businesses (block by block) to determine best time of year to work in front of them. Do you need to work in large sections or just stitch blocks together?  |
| I would suggest you keep the program "Meet in the Street" as much as you can   |
| Ped movement 1 side @ time night work/weekend work   |
| Keep ally access open  |
| Incentives/contests to visit businesses - punch cards = Denver swag Sneak peak visuals in areas of construction to show what's coming  |



Meeting materials from the Public Open House held on March 8, 2018 are located on the Project website

(<https://www.denvergov.org/content/denvergov/en/community-planning-and-development/planning-and-design/plans-in-progress/the-mall-experience.html>).