

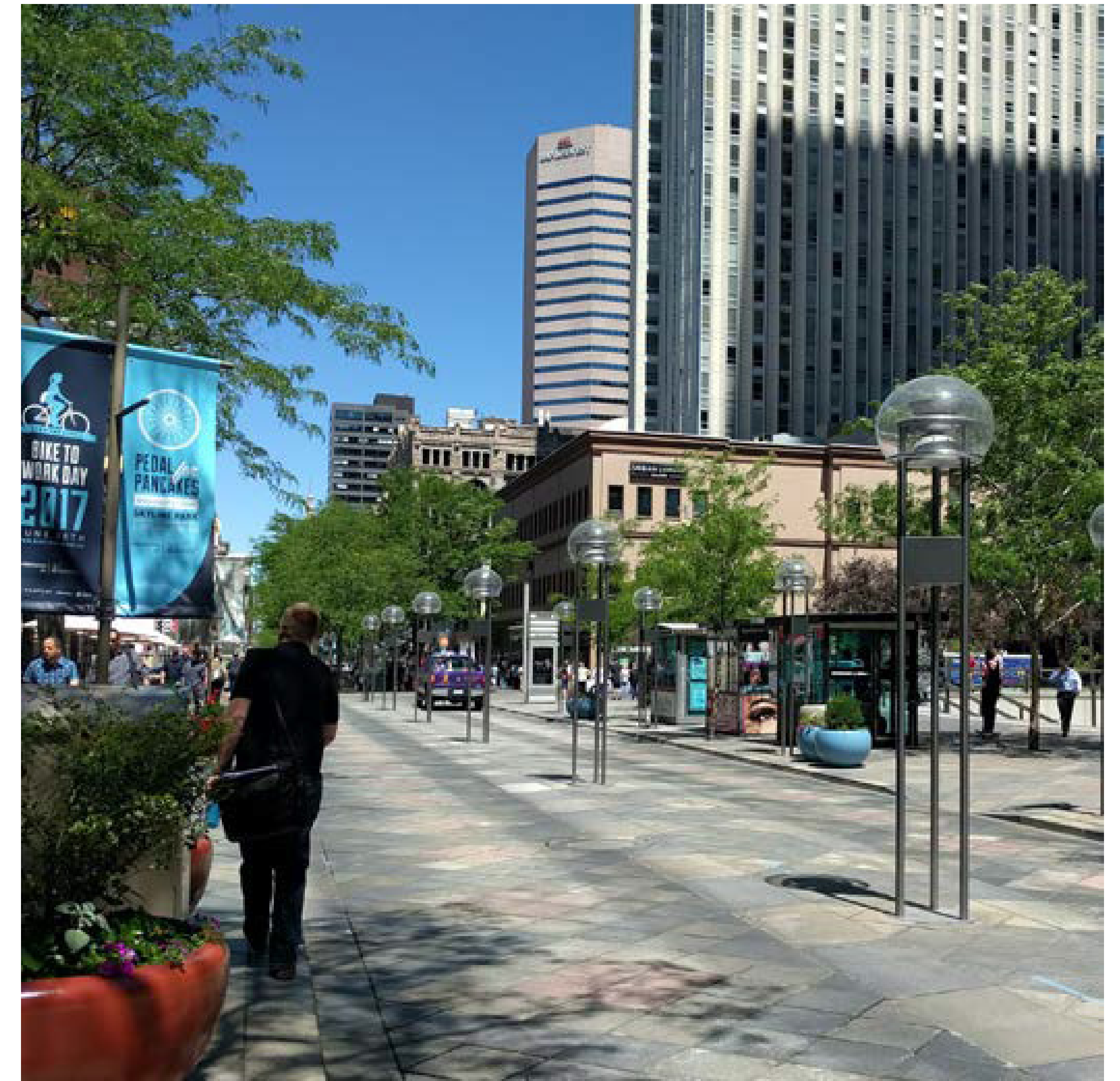
# Conclusion of Level 2 Evaluation

***The Level 2 evaluation concluded that two alternatives, 'Center Running Transit' and 'Center Running Transit and New Asymmetrical' met the project needs. The 'Center Running Transit and New Asymmetrical' Alternative was refined to better meet the project needs and respond to stakeholder input. Refinements comprised:***

- Wider pedestrian area on the narrow side of the asymmetrical blocks
- New row of trees on the narrow side of the asymmetrical blocks to delineate pedestrian areas and the transit way and increase the quality of the public amenity space
- Alignment of a row of trees between the Center Running and New Asymmetrical blocks

***With these refinements, the 'Center Running Transit and New Asymmetrical' Alternative best meets the project needs and goals and is recommended as the Locally Preferred Alternative:***

- Replaces failing and deteriorating infrastructure
- Improves safety with wider sidewalks and trees providing delineation between pedestrian areas and the transit way
- Improves mobility through reduced maintenance impacts on transit operations and wider sidewalks to accommodate pedestrians
- Provides better opportunities for public use with trees on both sides
- Minimizes impacts to the historic resource by maintaining an asymmetrical block design and pattern
- Provides more equitable use of space



# Locally Preferred Alternative

## Center Running Transit and New Asymmetrical

### Infrastructure

- Pavement system: granite pavers on new and improved concrete sub-base.
- Pavement pattern: mimics historic design.
- Lighting: reuse existing historic replica light fixtures.
- Utilities and technologies: utilities to be evaluated during subsequent design; accommodate new technologies.
- Trees and tree infrastructure: new trees planted on both sides of transit way; implement current best management practices for new tree infrastructure.

### Safety and Security

- Improved delineation between transit way and sidewalks, including trees and historic light fixtures.
- Improved surface friction on the granite pavers to reduce slips, trips, and falls.
- Incorporates Crime Prevention Through Environmental Design(CPTED) principles.

### Mobility

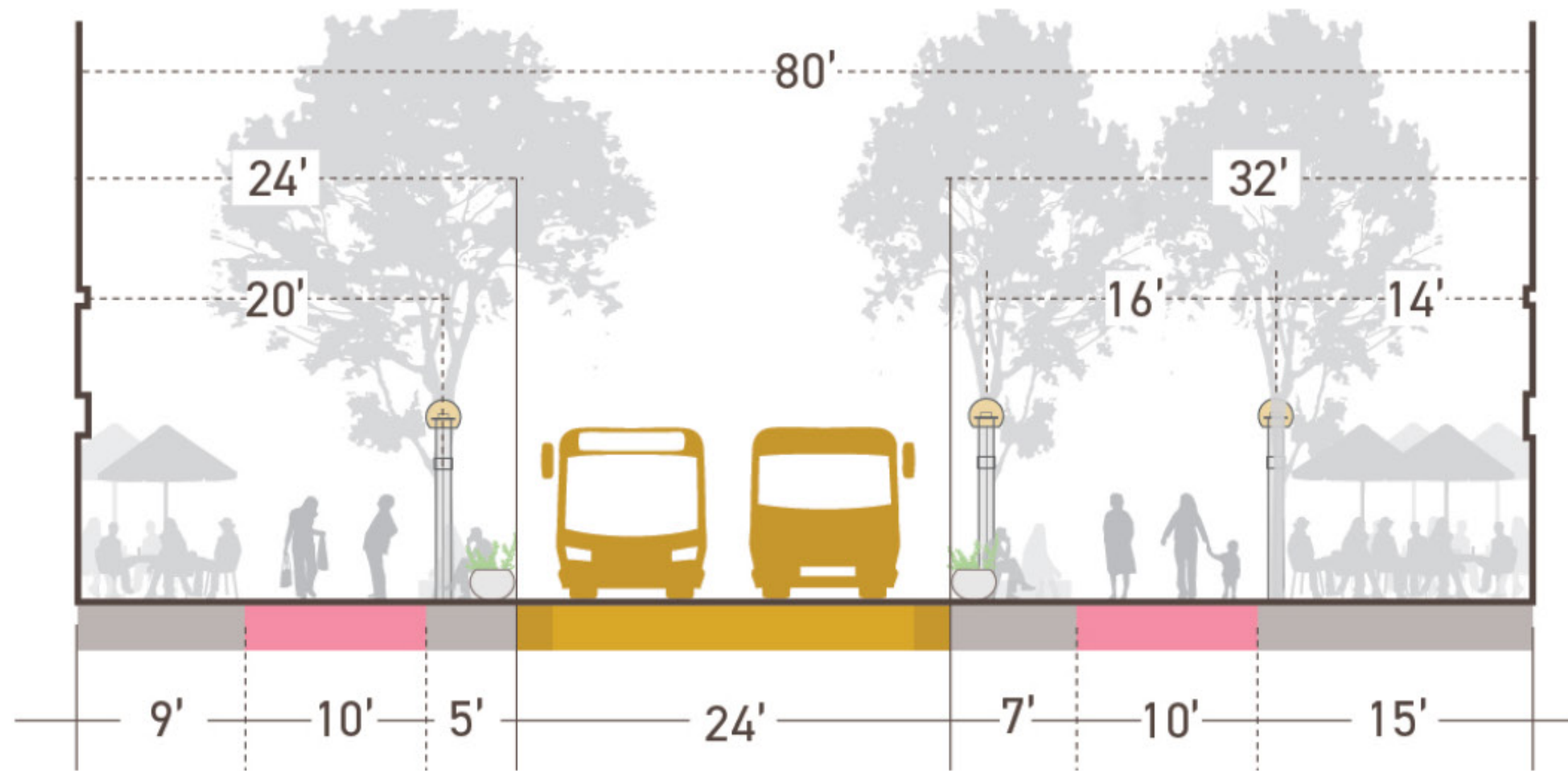
- Transit shuttles remain on the Mall with no changes to operational characteristics.
- Wider sidewalks accommodate pedestrian volumes and improve pedestrian mobility.

### Public Use

- Opportunities for activating the mall are increased by consolidating gathering spaces on either side of the transit lanes
- Utilizes trees and historic replica light fixtures as amenities within pedestrian gathering spaces
- Creates flexibility for the configuration and location of gathering opportunities such as patios, vendor kiosks and public seating.
- New Asymmetrical section creates amenities and gathering spaces on both sides of street, increasing overall potential public use.

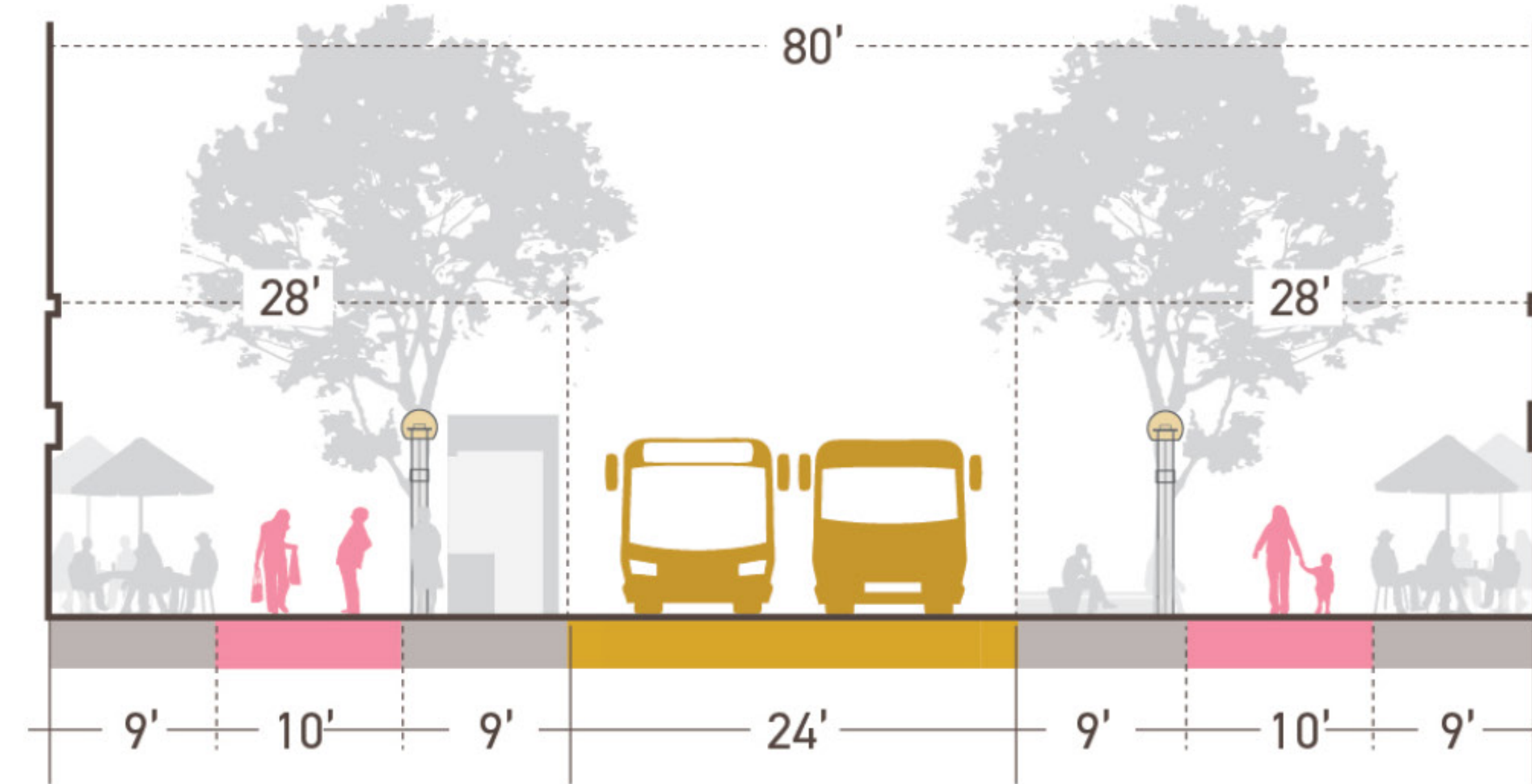
# Locally Preferred Alternative

## Center Running Transit and New Asymmetrical



• **New Asymmetrical**

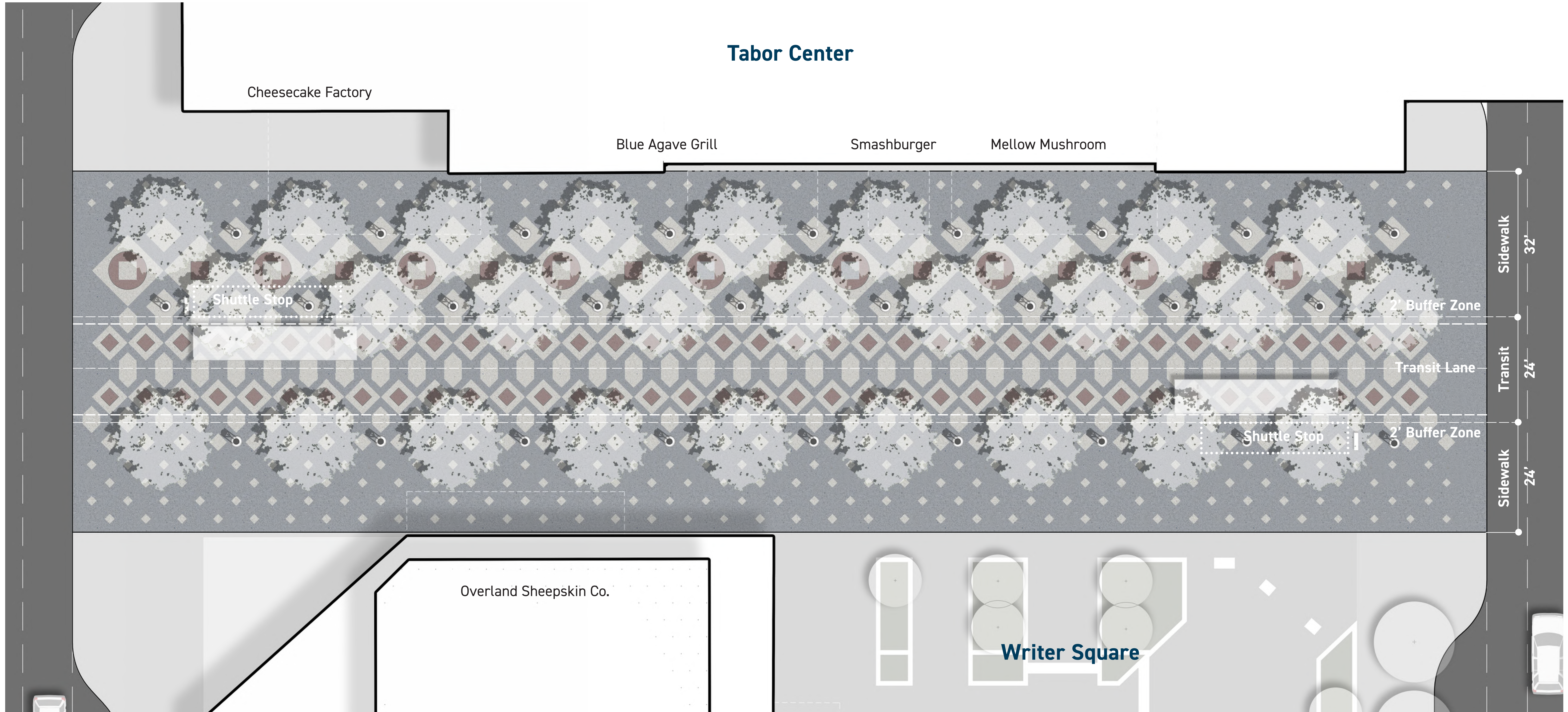
\*New Asymmetrical refined based on comments from stakeholders



• **Center Running Transit**

# New Asymmetrical

## Pattern and Organization



# Center Running

## Pattern and Organization

