

Broadway Avenue Bridge Replacement Project



DESIGN WORKSHOP #4 | DESIGN ELEMENTS

Summary

April 9, 2014

Prepared for: Idaho Transportation Department

Prepared by: RBCI



Project overview

The Idaho Transportation Department (ITD) is developing plans to replace the existing bridge over the Boise River on Broadway Avenue and repave the roadway between University Drive and Front Street.

ITD is committed to involving the community in the design of this project. Input from surrounding businesses and residents, commuters, local leaders and other community members will be an important factor throughout the design and construction of the project.

ITD has invited community members to participate in a series of design workshops for this project.

Workshop #1 – February 28, 2013

During the first workshop, participants learned about the technicalities of bridge design and worked with others to discuss and provide input on roadway, bridge structure and Greenbelt connectivity for the project.

Workshop #2 – May 2, 2013

The purpose of the second workshop was to gather input about the look and feel of the bridge. During the second half of the workshop, the participants worked in groups and provided comments on classic, modern and unique bridge designs.

Workshop #3 – August 22, 2013

During the third workshop, community input was gathered on further developed design options.

Workshop #4 – April 9, 2014

This document summarizes the fourth design workshop for the Broadway Avenue (U.S. 20/26) Bridge Replacement Project. The purpose of the workshop was to provide a project update, present decisions made to date and gather community input on railing, lighting and the Greenbelt pathway under the bridge.

Materials from all Broadway Bridge design workshops are available at [:http://itd.idaho.gov/BroadwayBridge/](http://itd.idaho.gov/BroadwayBridge/).

Introduction

ITD hosted the fourth design workshop for the Broadway Avenue (U.S. 20/26) Bridge Replacement Project on Wednesday, April 9, 2014 at URS and Northwest Nazarene University in Boise, Idaho. Forty-nine people participated in the design workshop.

The workshop objectives were to:

- Provide a project update
- Present the outcomes of Workshop #3 and decisions made to date
- Gather input on additional design elements
- Discuss next steps

Agenda:

- Welcome and Workshop Objectives – Amy Schroeder, ITD District 3 Engineering Manager
- Project Update, Outcomes of Workshop #3 and Decisions Made To Date – Mark Campbell, ITD Project Manager
- Working Group and Next Steps – Rosemary Curtin
- Working Group Discussions

The following handouts were available to attendees:

- Design Workshop #4 Agenda
- Meeting Evaluation/6(f) Comment Form
- Railing and Lighting comment form
- Greenbelt comment form
- Books that have visuals of design options for railing, lighting and under the Greenbelt.

Included in this document is a summary of what was learned from workshop participants through working group discussions and comment forms. The PowerPoint and visuals of design options that were presented at the workshop are available in the appendix of this document.

To view materials from all of the design workshops visit <http://itd.idaho.gov//BroadwayBridge/>.

Presentations

Welcome – Amy Schroeder, ITD District 3 Engineering Manager

Amy Schroeder thanked everyone for attending and providing their time, commitment and active participation. Amy explained this is the fourth Broadway Bridge design workshop that ITD has hosted since February 2013.

Amy went on to describe that her position at ITD is to oversee the development and design of highway projects within southwest Idaho.

- She is currently being brought up to speed on this project and has spent time reviewing the input that ITD has received from the community through the design workshops.
- Community input from the design workshops has helped ITD’s project team get the project to where it is today. Everyone’s comments and feedback have made a valuable contribution to the design of the new Broadway Bridge.
- Replacing the Broadway Bridge is one of ITD’s largest and most significant projects within southwest Idaho.
- ITD is still in the process of making decisions about the construction sequencing, and understands the impacts that replacing the bridge will cause. In regards to construction, ITD wants to be respectful of everyone.
- The purpose of replacing the Broadway Bridge is safety. The existing bridge has come to the end of its life, and it needs to be replaced. Everyone needs to work together to get this project completed in successful and timely manner.

Amy reviewed the workshop objectives and then introduced ITD’s project manager Mark Campbell.

Project Update, Outcomes of Workshop #3, and Decisions Made To Date – Mark Campbell, ITD Project Manager

Mark Campbell introduced himself and began his presentation by recapping the purpose and need of the Broadway Bridge Replacement Project. Mark gave an update on utility coordination, the environmental evaluation and construction phase options. Mark then reviewed comments gathered from Workshop #3 and explained how input from the workshops has been incorporated into the further developed design options.

Below are highlights of Mark’s presentation and questions that were asked. A copy of Mark’s PowerPoint presentation is available in the appendix of this document.

- The Broadway Bridge is going to be replaced. The existing bridge was constructed in 1956. Currently, the bridge does not meet safety standards. The substructure of the bridge is showing serious signs of wear, and bicycle and pedestrian facilities are almost non-existent.

- ITD expects to have preliminary design complete this spring. A public open house will be held later this year and construction will start in late 2015.
- ITD is planning to move all utilities before construction of the new bridge begins. Coordination with utilities has been ongoing and is still in process.
- Construction sequencing is still under consideration. A full closure would take nine months and a partial closure would take 18 months. ITD has been talking to businesses and will compile a summary of their input, which will be given to ITD leadership. ITD is also working with ACHD to coordinate detour routes and how to move traffic through the work zone during construction.
- 6(f) land is recreational lands paid for with federal dollars. A small segment of the Greenbelt on the north side of the Broadway Bridge was paid with federal dollars. The maintainer of this 6(f) land is the City of Boise. Replacing the Broadway Bridge will require converting this 6(f) land from a recreational use to a non-recreational use.
- ITD is working with City to find an area to replace in lieu of the area that will be removed for the Broadway Bridge Project. ITD wants to gather public input on this subject. The City has a project to connect the Greenbelt from Garden City to the other side of the I-84 Connector. ITD owns this area and will work with the City to make this Greenbelt conversion happen. The Department of Interior oversees all 6(f) land conversions in Idaho. They will be following and regulating each step of this process.
- Mark presented design decisions for belvederes, piers, girders, and Greenbelt connectivity:
 - There will be three belvederes on each side of the new bridge.
 - The bridge will have 10-foot sidewalks that flare out to 18 feet at the longest point of each belvedere.
 - Girders will be made of weathered steel.
 - Broadway Avenue and sidewalks will be widened between University Avenue and Longmont Street.
 - Over the bridge, Broadway Avenue will be widened to three lanes in each direction.
 - The Greenbelt will be raised to help reduce flooding that occurs in the springtime.
 - Stairs will be added from the Greenbelt up to the roadway in three quadrants of the new bridge. Connectivity will be improved on and off the Greenbelt.
 - The southeast quadrant of the bridge may include a boat ramp for the Boise Fire and River Rescue Team.
- Today's workshop will gather input on railing, lighting and Greenbelt design elements. Later this year we'll talk more about colors, textures and patterns.

What's Next – Mark Campbell, ITD Project Manager

Mark outlined the next steps of the design process:

- ITD will review all comments gathered from this workshop and continue to further develop design options.
- After input is reviewed and summarized, ITD will bring workshop participants back together to review and discuss outcomes of Workshop #4.
- After reconvening workshop participants, ITD will host a public open house where design options will be presented to the broader community.

Questions & Answers

Will the Greenbelt underpass have an open view of the river on both the north and south sides?

Yes, we want to make the Greenbelt under the bridge as open as possible.

Will the Greenbelt connections be 90-degree angles or y-shaped to accommodate bicyclists?

Connections will be constructed with rounded corners to accommodate bicyclists. The goal is to have as big and rounded corners in each quadrant as possible.

Working Groups and Next Steps – Rosemary Curtin, RBCI

Rosemary thanked the participants for attending and emphasized that gathering input from everyone is vital to the design process. Rosemary reviewed the following housekeeping items:

- During the second half of the workshop, the participants will break into three working groups. Each group will be provided with books that have visuals of design options for railing, lighting and under the Greenbelt. A facilitator will lead a discussion to determine what the group likes and dislikes about each of the options. A technical expert will be present in each group to answer questions.
- Comment sheets have been provided for participants to give input about the 6(f) process and design options for railing, lighting and the Greenbelt. Participants will also be asked to fill out meeting evaluations to give feedback about the workshop.
- Everyone is highly encouraged to fill out the comment forms. All written comments are extremely valuable, and input from these design workshops will play an important part of finalizing the design of the project.
- The workshop presentation is being tape recorded to ensure all questions and answers are accurately documented in the meeting summary.
- ITD has recently launched a new website for the Broadway Bridge Replacement Project, <http://itd.idaho.gov/BroadwayBridge/>. The new project website allows visitors to watch videos about the project, view design plans and find out how to participate in upcoming public involvement activities. The website will soon let visitors give input

through a new interactive comment feature. Summaries and materials from the previous three design workshops are also available on this website.

- ITD will review and summarize comments from today's workshop. Input will be used to further refine the design options. Once the options are further refined, ITD will be back in touch with the workshop participants to gather input again.
- The design options will be posted to the project website and input will be taken electronically.
- ITD will review all comments gathered from this workshop and continue to further develop design options.
- After input is reviewed and summarized, ITD will bring workshop participants back together to review and discuss outcomes of Workshop #4.
- After reconvening workshop participants, ITD will host a public open house where design options will be presented to the broader community.

Workshop #4 – Summary of Comments

Workshop participants were asked to give input on the 6(f) process and design options for railing, lighting and the Greenbelt under the bridge. Workshop participants gave input about the design options by submitting comment sheets and participating in working group discussions. Each group worked with a facilitator and a technical expert to review and discuss the design options.

Below are participants' most often-repeated comments that were submitted on comment sheets and captured in the facilitators' notes from the working group discussions. This summary is based on comments that were captured during dynamic working group discussions, and is not intended to be statistically reliable.

A transcription of notes from the working group discussions begins on page 11, and a transcription of comment sheets begins on page 18.

PROPOSED 6(F) PROCESS

Most often-repeated comments:

- The land in-kind replacement proposed by ITD and City of Boise seems like a good plan to meet the 6(f) federal requirements.
- No comment.

RAILING

- Participants were divided into three working groups. Outcomes of the working group discussions about railing options included:
 - One group preferred the curved railing.
 - One group liked the curved railing and angled railing equally.
 - One group had no preference.
- Almost all of the participants who preferred the curved option said they liked it because of the design of the railing itself. Many of the participants who preferred the angled railing said they liked this option because of the vertical elements, not because of the railing design.
- Input gathered from comment sheets communicated that participants:
 - Preferred the curved railing slightly more than the angled railing.
 - Had little support for the straight railing.

Curved railing

- Participants liked that the curved railing has:
 - The ability to have lighting embedded in the rail.
 - A unique style that would give the bridge a distinctive, signature look.
 - An open view of the river.
 - A curb, which will help prevent trash from falling in the river.
- Participants did not like that the curved railing:
 - Feels like it would crowd the pedestrian walkway.
 - Looks heavy and intimidating.
 - Could possibly look dated over time.

Angled railing

- Participants liked that the angled railing has:
 - A more modern, artistic and visually interesting design.
 - An open view of the river.
 - The ability to incorporate vertical lighting elements.
- Participants did not like that the angled railing:
 - Could be distracting.
 - Has a bulky center rail.
 - Could result in river pollution because there is no curb.
- There were mixed comments about the angled railing with vertical elements. Some workshop participants liked the vertical elements because it makes the bridge look artistic. Other did not like the vertical elements because it could result in light pollution and become dated over time.

Straight railing

- Participants liked that the straight railing has:
 - The ability to have lighting embedded in the rail.
 - Clean, classic and simple lines.
 - A curb, which will help prevent trash from falling in the river.
- Participants who did not like the straight railing commented that this option is boring and too plain, but that it could possibly be reworked to make it more interesting.

LIGHTING

- Workshop participants showed support for lighting embedded in the railing, as well as the vertical lighting elements.
- Many workshop participants commented that they do not want street light posts on the bridge.
- Many workshop participants commented that they do not want lighting on the girders.

GREENBELT UNDER THE BRIDGE

- Nearly all of the workshop participants supported a textured entrance and wall to the Greenbelt under the bridge.
- Many participants liked the entrance and wall texture that was shown in the renderings; they would like a simple pattern that flows, such as waves, ribs or flutes.
- For the riverside railing pattern on the Greenbelt, workshop participants showed high support for Option #1.
- Many commented that they want a rail that is open, simple and flows in the style of a river current.
- For the riverside railing layout, workshop participants showed equal support for both Layout A and Layout B.

Transcriptions of Working Group Notes

Rosemary's Working Group

Comments

Railing & Lighting

The group most preferred the curved railing because they thought it was the most distinctive option.

- Angled
 - Could lighting be increased or adjusted when there are higher volumes of pedestrians (i.e. after football games?)
 - Could have more potential for young children or teenagers to climb.
 - Is there potential to embed light in the angled railing?
 - Consider that no curb might let trash fall into river.
 - Could be distracting, but it is unique.
- Curved
 - Looks like it would crowd the pedestrian walkway.
 - Like the integrated lighting.
 - This option is the most distinctive.
 - Very modern.
- Straight
 - Ordinary
 - Looks like the lighting would be brighter than curved.
 - Like the integrated lighting.
 - Varying comments on light posts, but many members did not like them.
 - Plain and not anything original.
- Girder lighting
 - Unnecessary
 - Don't need to light up the rust color
 - Concerned about light pollution
 - Most everyone does not want girder lighting

Greenbelt Entrance and Wall

The group unanimously preferred texture over plain wall

- Texturing could help deter graffiti
- Could mosaics be a possibility for the wall?
- Please design to respect that this is a "special place"
- Do not make the wall and entrance generic, plain or blank
- Something that has a long "shelf life"

- Like the wave patterns and the reveals
- Simple but elegant
- Maybe consider concrete stamping

Riverside Rail

- Group liked Option #1 (option shown in the renderings)

Additional comments

- Warming sidewalks with geothermal would help melt snow
- Greenbelt alignments are important
- Discussed stormwater management

Kate's Working Group

Comments

Railing & Lighting

The group like the curve and angled railing options best. The group did not like the straight railing option.

- Light posts look like they're designed for the road, not the sidewalk.
- Can lighting be integrated into the railing with the angled option?
- Keep a railing option that keeps trash/litter from falling into river.
- Railing will go all the way to University Drive. Keep this in mind for design purposes.
- Aesthetically, I like the vertical elements – but not for the night sky.
- Look at the level of lighting for reporting an incident or crime.
- How tall is the curb?
- How far up in the sky would light go?
- Like options on page 24 – page 25.
- Is lighting safe with traffic?
- Have lighting for cyclists at access points between Broadway and Greenbelt paths.
- The curb at edge of sidewalk could be cause for concern.
- Like continuing lighting through the corridor – make it look cool through the whole area and consistent.
- Don't like girders lit up.
- The curbed railing softens the whole structure.

Greenbelt Entrance and Wall

- Greenbelt is more crowded. Stairs and ramp create more separation between pedestrians and bikes (southwest corner).
- Color-coded pathways have been done in Boulder, Colorado.
- Girder lighting could work if the steel was decorated/dressed up.
- Any kind of impact two fish on the river from lighting?
- Entrance under the bridge – page 37-texture looks better – is one easier to clean up than the other?
- Like the wave on the wall.

Riverside Rail

- Everyone in the group likes Option 1 for the riverside railing.
- Does there have to be a railing or can it be open?
- As a cyclist who uses the Greenbelt a lot, the more open you have it, the safer you feel.
- The railing under the bridge isn't where a lot of money should be invested. People could get hit by bicyclists.

Additional comments

- Are people going to stop on the bridge and use the belvederes?
- Why 12-foot lanes instead of standard 11-foot lanes?
- What is the expected life of the bridge?
- Greenbelt – Why are they putting a boat ramp? It's a terrible site. Put a boat launch on the Boise State side.
- The roadway needs a bulb-out for buses – this will prevent bike lanes from being impacted when buses pull up at the side of the road to pick up passengers.

Kara's Working Group

Comments

Railing & Lighting

The group did not have a strong preference for one railing option over the others – participants thought that all three options had positive and negative attributes.

- Straight
 - Classic
 - Lower cost/cheap
 - Boring
 - Uninteresting
 - Could be reworked
 - Clean
 - Timeless
 - Like light embedded in rail
- Curved
 - Cramped/Insular
 - Bulky
 - Adds design flare
 - More open for drivers
 - Signature
 - Intimidating
 - Like light embedded in rail
 - Gives the design a 3D effect
- Angled (with vertical elements)
 - Strangest design
 - Utilitarian
 - Distinctive
 - Like that there is no curb
 - Darkness in between the belvederes? Add a few posts between.
 - Change light color at night.
 - Most interesting
 - Weakest light for bicyclists
 - Like angled with no vertical elements
 - Distracting
 - Like light in vertical elements

- Can the angled railing have light integrated into the rail?
- Angled provides view
- Vertical elements provide interest

Greenbelt Entrance and Wall

- Plain
 - Invites graffiti
- Textured
 - Adds interest and whimsy
 - Simple pattern
 - Like that it follows the river, smooth, fluid
 - Color?

Riverside Rail

- Everyone in group unanimously likes Option #1 the best.
- Either layout option (A or B) look good. Like that both these layouts follow a river-like pattern.

Transcription of Comment Sheets

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
6(f) Comment Sheet/Meeting Evaluation Transcriptions**

#	Do you have questions or comments regarding ITD's proposed 6(f) process?	What worked well at this workshop?	What did not work well at this workshop?	Questions or additional comments:
1				What traffic modeling was used to create the traffic analysis and volumes that established the 6 lanes? The overall bridge is too wide. Lanes unnecessary and 12 foot lanes are as well. 10 foot lanes would improve the design speed for the bridge so vehicles travel at the posted speed.
2	6f – No comment on these issues	<ul style="list-style-type: none"> - It was well organized. - Presentation of elements in book worked well. 	Everything worked well.	None.
3	No comments! Mandatory federal requirement. Problem resolved by Boise City.	Good team outline.		<ul style="list-style-type: none"> - Do not install boat ramp. Too dangerous for this area. - Overall good meeting.
4	No comment.			
5	No comments.		People bringing up items not germane to requested items.	
6	Explained very well – Thanks ☺	Video – very cool – really liked it.		I think you have done an excellent job of outreach and

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
6(f) Comment Sheet/Meeting Evaluation Transcriptions**

#	Do you have questions or comments regarding ITD's proposed 6(f) process?	What worked well at this workshop?	What did not work well at this workshop?	Questions or additional comments:
				collecting comments from stakeholders. Thank you!!
7	No.	Open discussion, technical experts answering questions.	Nothing.	
8	Does ITD gain anything by donating so much more than the area in question? It seems like the donation from Riverside Hotel to opposite the Fire Training Area is a lot more space than what is required to be mitigated.			Typical section @ intersection – bus stops (bike ____) at current stops should be considered for ADA Compliance or bike lanes will have conflicts with curbside buses across the bike lane.
9	No comment.	Went well, like the work group setting. Helped having engineers present to answer questions.	Some people were more vocal and did not let people speak or offer their ideas. It's not just about the bike riders.	Need to coordinate bike lane w/bus stops. Buses are 10'-0" wide w/mirrors.
10	Sounds like a great swap. I support the plan.	Clearly illustrated what the transfer was. Visuals are good.	Nothing.	I support the action.
11	No questions – great idea	Book was a great idea.	Thought it was very smooth.	
12	Love the idea!			
13	Exchange appears doable and	Portion I attended worked well and open.		I would like to review storm

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
6(f) Comment Sheet/Meeting Evaluation Transcriptions**

#	Do you have questions or comments regarding ITD's proposed 6(f) process?	What worked well at this workshop?	What did not work well at this workshop?	Questions or additional comments:
	appropriate – City needs to complete the missing connection.			water disposal and/or retention.
14	Swap of equivalent land is fine. No net loss.			
15	Seems to fit with City plans for the paved pathway. Be certain to put the new paved path between the old railroad trestles to Fairview far enough away from the river so the stream bank and riparian area can function. Otherwise the swap is a good idea.	Clear explanation of the 6(f) process and what is required.		
16	Good solution. This will be a nice connection area from Garden City to Boise City. Awesome.	Very clear introduction.		Thank you for the opportunity to comment. Belvederes are great. Sidewalk width is great. Open tunnels at greenbelt are swell.
17	No comment.			Good workshop!
18	Connect Greenbelt on west side of Greenbelt full connection (by Crabshack).	Overhead – touch screen Multiple books w/color. Experts in the class.	Maybe an extra book(s) spread out more.	

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
6(f) Comment Sheet/Meeting Evaluation Transcriptions**

#	Do you have questions or comments regarding ITD's proposed 6(f) process?	What worked well at this workshop?	What did not work well at this workshop?	Questions or additional comments:
	Belv/Piers – on Greenbelt under bridge will be able to see to other side?	Kara directed discussion.		
19	No comment.	I was excited to see progress on the design. I've been at all the workshops and it is nice to see our ideas incorporated and decisions being made. Seeing the video design was interesting, good summary.		Idea might be to bring up the new website at the next meeting and briefly walk us through it.
20	No comments.			
21				<ul style="list-style-type: none"> - Good graphics on the Smartboard. - Kara kept us on task.
22	Sounds like a good proposal that would benefit the greater good.	Visuals – the interactive board was helpful, as were the books.	Kind of a time crunch.	Glad ITD comes to some decisions on design elements, most of which I agree with.
23	I have no comments - if there is a net loss the proposed exchange location on south side of the river between Garden City to Americana Blvd.	Use of Smart Board.	Difficult to compare the different types of railings, etc. Nice to have all types (rail) on one page.	No separation between bikes and cars?
24	Have to mitigate what no longer sun exposed. Sounds like a good trade off with the City.	The pictures and the video gave a good visual.	Peoples' opinions are too vast to get good direction.	
25	I like the swap option on the greenbelt – extension.			

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
6(f) Comment Sheet/Meeting Evaluation Transcriptions**

#	Do you have questions or comments regarding ITD's proposed 6(f) process?	What worked well at this workshop?	What did not work well at this workshop?	Questions or additional comments:
26	I'm not sure I understand how the replacement property has recreational value.	Good idea to do break outs, it allowed for good discussion.	The books were hard to navigate – maybe use tabs.	<ul style="list-style-type: none"> - The bridge is entirely too wide. - I disagree with using 12 foot lanes for every travel lane and would like to see justification for doing that. - Need pedestrian lighting. - I disagree with having turn lanes to keep traffic moving – in this urban of an area we need to prioritize traffic calming rather than maintaining/encouraging higher speeds. - Need to justify emergency boat ramps by comparing response times.

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
Transcription of Railing and Lighting Comment Sheets**

#	RAILING AND LIGHTING Comments:
1	<ul style="list-style-type: none"> - I <u>prefer</u> the straight rail with the imbedded lights. I think the lighting is particularly appealing. Cleaner line to me. Simple. - Second choice (but not sure about it) would be the curved rail with the imbedded lights. Perhaps more interesting but feels like it is somewhat trapping you in (jail). - I like it the best without the light posts. Very clean line and contemporary without the posts. - Angles – I don't like the thick center 10" rail.
2	<p>I like the straight rail for:</p> <ol style="list-style-type: none"> 1) Classic straight lines 2) Lighting possibilities 3) Cost <p>Curved feels like it's cramping the pedestrian inward. Angled with no curb is interesting but large metal tube distracts. <u>No posts</u> – distracting</p>
3	<p>Angled design:</p> <ul style="list-style-type: none"> - No curb is nice – should be easier to keep pedestrian path clean. - Don't care for light poles. - Also like the vertical elements option. This is visually the most interesting. - Some concern about lighting for bike lane with this design. <p>Second choice would be the curved option with lit rails. Straight option is kind of boring.</p>
4	<p>Vertical lighting – is there an impact to pedestrian users on the sidewalk? I'd vote for no street light posts in the sidewalks. I like the angled railing with vertical lights.</p>
5	<p>1) Angled & Vertical Elements</p> <ul style="list-style-type: none"> - Looks good, more open - Looks more modern - Could put color LED lighting effect glow

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
Transcription of Railing and Lighting Comment Sheets**

#	RAILING AND LIGHTING Comments:
	<ul style="list-style-type: none"> - No curb 2) Straight embed lights in railing – no lamp post. Has curb (9”) is lightest, least expensive, 42” high <p>Comments:</p> <ul style="list-style-type: none"> A. I think that light posts are not needed. Something less to hit. B. I think the curb is not needed – less is more here. C. I like the embedded lighting in rails D. Curve takes up a lot more room. The looks may be worth it. Draws more attention makes it more signature bridge.
6	<p>Angled railing</p> <ul style="list-style-type: none"> - I prefer the lighting on the vertical elements - More artistic and interesting and more open view for driver - Open to river – more inviting <p>No on straight</p> <ul style="list-style-type: none"> - Boring <p>No on curve</p> <ul style="list-style-type: none"> - Intimidating!
7	<p>Angled:</p> <ul style="list-style-type: none"> - Angle rail with integrated vertical elements with lights is cool! BEST ONE! - I like the different level of lights. - Glow and potential to change colored lights is special, unique! - I like how the angle out gestures toward the river, more open - Vertical lit elements, distinctive and cool, adds interest <p>Straight:</p> <ul style="list-style-type: none"> - Straight feels more like a barrier in a negative way. - Not as interesting as angle. - Straight feels BORING! OLD! STAGNANT! PRISON-LIKE. CHEAP IS CHEAP! <p>Curved:</p>

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
Transcription of Railing and Lighting Comment Sheets**

#	RAILING AND LIGHTING Comments:
	<ul style="list-style-type: none"> - Curved is a good <u>second</u> choice. Not crazy about gesture of rail going back into roadway. - Feels like a contraction instead of opening - Heavy
8	<p>The curved railing with integrated lighting is my favorite. It provides the most open view of the river. It also adds a hit of design flair to the simple lines of the bridge.</p> <p>The large 10" tube on the angled style feels too bulky to me and blocks the view of the river. The vertical elements are interesting, but also seem somewhat bleak, like an oil refinery.</p>
9	<p>Angle rail</p> <ul style="list-style-type: none"> - Vertical element – like fit in with design, welcoming - Lighting all connected? Maybe add couple more elements in between (maybe not as many fewer.) - Real time LED color or dim? Nighttime drivers. - No curb or light post <p>Straight</p> <ul style="list-style-type: none"> - Maybe rework - Plain - Different lighting (cheap) needs to be added to design. <p>Curved</p> <ul style="list-style-type: none"> - NO - Different lighting - feels like not allowed to touch, be part of - Closed in, curb takes away
10	<p>Need low impact on night sky. Lights need to cover sidewalks No girder lighting.</p>
11	<p>*Favorite is curved railing with light in top rail facing down. Like a nice open railing</p>

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
Transcription of Railing and Lighting Comment Sheets**

#	RAILING AND LIGHTING Comments:
	<p>Important to light <u>all</u> bike intersections. Concerns regarding lighting are that the option with the least night sky impact. Low impact lighting option for sidewalk Best practice would be low to the ground in the rail lighting pointing down to the sidewalk The vertical is too much light pollution.</p>
12	<ul style="list-style-type: none"> - Need curb under railing to prevent trash from sidewalk into river. - Vertical elements look good – rather than angled/curved railings are best - Do not use vertical pole lighting
13	<p>Make lanes 11 ft. lanes, not 12' ft. Make bridge smaller – width size needs to be less.</p> <ul style="list-style-type: none"> - Good job on sidewalk and bike lane - Vertical lighting elements are great design feature but straight rail lighting is exceptional design. - Curved rail is a good design. - If light posts required, make sure design has unique design. All light posts should have unique design.
14	<p>Curved rail:</p> <ul style="list-style-type: none"> - Like this. - Since it has the crash railing, can the 2" diameter pipes on the curved portion be more open/smaller? - FIRST CHOICE <p>Angled rail:</p> <ul style="list-style-type: none"> - Don't like lack of curb, river pollution - <u>Second choice for me</u> <p>Straight rail:</p> <ul style="list-style-type: none"> - Too plain
15	<ul style="list-style-type: none"> - Like vertical lighting better than angled because it is more unique but this area should have enough lighting for safety. - Curb so less trash in the river.

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
Transcription of Railing and Lighting Comment Sheets**

#	RAILING AND LIGHTING Comments:
	- Yes – girder lights help spotlight the river.
16	<ul style="list-style-type: none"> - Vertical element lighting is aesthetically better than traditional light posts. - Maintenance costs of high lighting vs. lighting in railing should be considered. - Railing with a curb would be best to keep debris out of the river. - No girder lights on the river itself. - Fire Dept. boat ramp for emergencies/training will work great as drawn.
17	<ul style="list-style-type: none"> - Like vertical elements more than lighting in rail - Don't like light posts at all. - Would recommend continuing whatever lighting (hopefully vertical elements – because it is unique and more aesthetically pleasing) down ramps to Greenbelt to the water area and make all lighting consistent. - No girder lighting – the girders are ugly (or not aesthetic in any way)
18	<p>Bridge</p> <ul style="list-style-type: none"> - Will people actually stop on the bridge and use the belvederes - Need to coordinate bus stops and bike lane - Either we curb at the sidewalk and block the bike lane or some sort of bulb-out is provided <p>Buses are 10'-0" wide w/mirrors. Rail – prefer angle with vertical elements Approaches – no comment Girder lighting – don't need</p>
19	<p>Rail rating:</p> <ul style="list-style-type: none"> #1 – Straight – simple (maybe w/light posts) #2 – Curved – simple, but feels dated #3 – Angled – don't like the vertical elements <p>Open to girder lighting, but not necessary</p>
20	<p>Railing:</p> <ol style="list-style-type: none"> 1. Curved – love this, minimize curb if possible

**Broadway Bridge Replacement
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Transcription of Railing and Lighting Comment Sheets**

#	RAILING AND LIGHTING Comments:
	<p>2. Straight – integrated lighting good 3. Angled – don't like vertical elements or street lights Street lighting - do not include w/any option Girder lighting – either way</p>
21	<p>Angled: - Barrier – is this an invitation for jumping with the vertical elements included? - Love the aesthetics of the angled railing, however. - Very nice looking. Straight - Too low profile - Boring? - Very functional Curved - My vote! - Lighting is great - The best option for safety along with open concept and lighting need. Yes on light posts! No on girder lighting.</p>
22	<p>Adjust light intensity for major pedestrian congestion #3 – curved – sets bridge a signature structure #2 – 2nd choice – slanted #1 – 3rd choice – straight Belvederes – add light poles Girder lighting – no – rust not white as Capitol Boulevard</p>
23	<p>Angled – vertical – don't like overhead light source</p>

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
Transcription of Railing and Lighting Comment Sheets**

#	RAILING AND LIGHTING Comments:
	Straight – rail light – light effect good Curved – rail – meh! Light posts – not sure why needed Girder lighting - no
24	I like curved the best. The lights should be blue and orange on game day.

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
Transcription of Greenbelt Comment Sheets**

#	GREENBELT Comments:
1	<ul style="list-style-type: none"> - Totally love the texture options on the Greenbelt entrances. Much more interesting and beautiful. - I like the texture wrapped around the walls and tunnel. - I like the flowing. <p>Love the riverside railing style as it mimics the texture in the walls with a “flowing river” theme. The other ones look like baby gates. I like it as it flows with the river current – railing layout B.</p>
2	<ul style="list-style-type: none"> - Texture adds interest and touch of whimsy - Concrete, plain, is a bulk wall with no interest - Maybe some color (subtle) in the concrete <p>Railing #1: simple and classic; mimics concrete finish No preference as to positioning of railings</p>
3	<p>Entrance – Option 2 textured interior with the wave</p> <ul style="list-style-type: none"> - Large fluted vertical ribs below and small above <p>Railings - #1 it’s simple and open Railing layout – A, or something like it.</p>
4	<p>Riverside railing - #1 I like the layout B with rail meeting. I like the texture (wall and entrance) but would be concerned about maintenance – when someone spray paints it. Can it be cleaned off?</p>
5	<p>Textures/shapes – concrete fascia – lines and waves look good River side nine openings:</p> <ul style="list-style-type: none"> - Railing design – Rail Style 1 – simple - Layout A best
6	<p>Entrance option 2</p> <ul style="list-style-type: none"> - Textured with design (wave) on both entrance and tunnel - Blank invites graffiti <p>Railing option #1</p>

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
Transcription of Greenbelt Comment Sheets**

#	GREENBELT Comments:
	Railing layout #B
7	I like entrance option 2 and the texturing with ribs on the walls. I like railing style 1, just the tube steel and steel bar and the railing layout B on page 45.
8	Entr. 2: <ul style="list-style-type: none"> - Texture maintenance? - Like the wave double texture adds to overall element. - Maybe a little color Railing – option #1 – clean and simple Railing layout option A – flows easy, eye follows, clean, simple
9	Consider splitting modes on the new 12’ path with 6’ dedicated to 2-way bike and 2-way peds.
10	<ul style="list-style-type: none"> - Textured walls look best. - Different textures below and above wave pattern look very good. Railing Style 1 looks best.
11	- <u>DO NOT INSTALL BOAT RAMP</u> – this will become a playground for everyone.
12	I like the overall Greenbelt plan.
13	Discussion about boat launch for emergency purpose. I think this is a good idea, but may need to have a better location. Definitely needed. I think the four quadrants look good overall Like the textured entrance, but may be harder to clean. Like the wave in the tunnel. Railing under bridge – Style #1
14	Textured walls with wave design looks beautiful.
15	Texturing – no comment Railing underneath – style 1 – keep it simple
16	Recommend texturing on the piers (water level, others). Feels a bit like a highway overpass. Something to differentiate between the two. For the under pathways, I like the waves (entrance option 2). I really like the wave in the rail continuing into the wall (riverside railing 2a).

**Broadway Bridge Replacement
Design Workshop #4 – April 9, 2014
Transcription of Greenbelt Comment Sheets**

#	GREENBELT Comments:
	I like railing style 8.
17	<p>Water level marking on upstream piers would be nice.</p> <ul style="list-style-type: none"> - Texture and wave motif very cool - Tight texture better than coarse. - Wave motif moving from railing to wall – great! - Pg. 41, railing 2a – do this! <p>Like railing style 6 best but carry wave through to wall</p>
18	<p>I am in support for some kind of texture or esthetic addition</p> <ul style="list-style-type: none"> - I like the wave concept. - Just not something that isn't planned. - I like the wave on page 41 of riverside railing 2a - Concrete stamping would be nice
19	<p>Texture treatment as presented.</p> <ul style="list-style-type: none"> - Open vistas to the river.
20	<p>No stairs on SW corner. Okay I guess if it saves trees. Underpass – curved motif and railing with texture Build it!</p>
21	<p>The bike path on south east quadrant sits next to vacant lot and the bike path alignment could be adjusted to increase land area between the path and river. In other words move the path slightly south.</p>

Broadway Bridge Design Workshop #4 Attendees

	First Name	Last Name	Company
1	C.W.	Anderson	Self
2	Jeff	Banka	Boise State University
3	Joe	Baughman	Self
4	Richard	Beck	Ada County
5	Julio	Bilbao	University Plaza
6	Andy	Brunelle	East End Neighborhood Association
7	Karen	Bubb	City of Boise
8	Max	Clark	CCDC
9	Elaine	Clegg	City of Boise
10	Mike	Cooley	George's Cycles
11	Julie	Delorenzo	ITD Board
12	Blaise	Exon	CH2MHill
13	Daren	Fluke	City of Boise
14	Dave	Fotsch	Boise Bike Share
15	Fred	Fritchman	Southeast Boise Neighborhood Association
16	Karen	Gallagher	City of Boise
17	Lisa	Gates	URS
18	Bruce	Green	Whole Foods
19	Maureen	Gresham	East End Neighborhood Association
20	Jon	Gunnerson	City of Boise
21	Jacob	Hassard	Valley Regional Transit
22	Ryan	Head	ACHD
23	Angie	Heinzman	Air St. Lukes
24	Rhonda	Jalbert	Valley Regional Transit
25	Willford	King	Kings Komic Kastle
26	Jim	Kissler	Norco
27	Midge	Kline	Idaho Transportation Department
28	Zane	Lathim	Idaho Transportation Department
29	Kevin	Martinez	Ram
30	Michael	McKinniss	Sterling Bank
31	Ed	Miltner	FHWA
32	Lauren	Moore	U.S. Bank
33	Kathy	Muir	State Parks & Recreation
34	Kathy	Murin-Waddell	ACHD
35	Sean	Murphy	CH2MHill
36	Nicole	Nimmons	Boise State University
37	Liz	Paul	Idaho Rivers United
38	Dautis	Pearson	URS

39	Tom	Points	Idaho Transportation Department
40	Shawn	Rayne	Ada County Paramedics
41	Marc	Richey	Pitchfork
42	Karen	Sander	Downtown Boise Association
43	Pat	Shalz	Thornton Olive Keller
44	Deanna	Smith	East End Neighborhood Association
45	Camron	Sobotka	Idaho Transportation Department
46	Ray	Stark	Boise Metro Chamber of Commerce
47	Tracey	Stone	Mass Mutual Idaho
48	Cricket	Syes	Petroglyph Energy
49	Charles	Trainor	COMPASS

See appendix for:

- Agenda
- PowerPoint presentation
- Visuals of design options