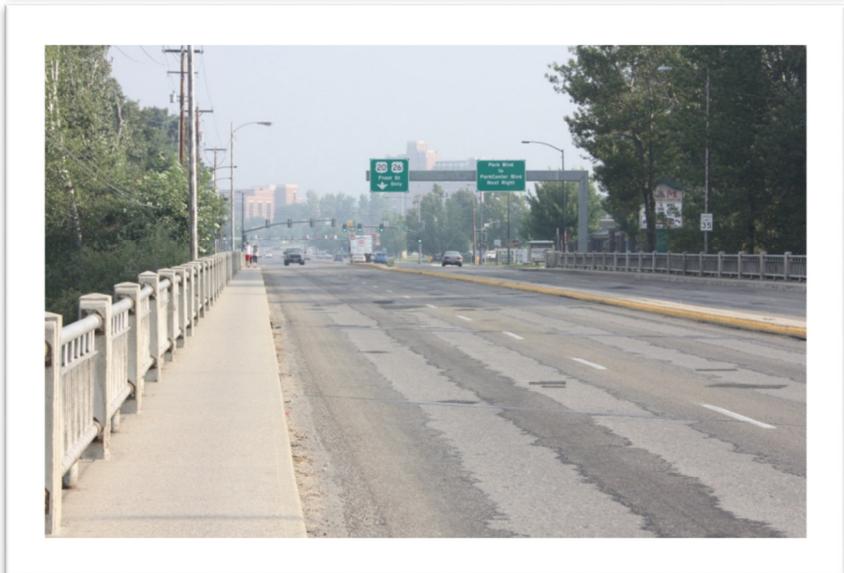

Broadway Avenue (U.S. 20/26) Bridge Replacement Project

DRAFT Stakeholder Interview Summary

October 2012



Prepared for: Idaho Transportation Department

Prepared by: RBCI



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Introduction

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.

Broadway Avenue is a gateway into Boise from I-84 and is one of Idaho's busiest highways. The Broadway Bridge over the Boise River is surrounded by a vibrant community with Boise State University (BSU) on the south and St. Luke's Regional Medical Center on the north. Traffic across the Broadway Bridge is especially high during BSU football games and events in and near downtown Boise.

The current bridge is over 50 years old, showing signs of wear and is too narrow for the high volume of cars, pedestrians and bicyclists that travel over the structure, particularly during local community and BSU events.

Replacing the bridge will improve the roadway and increase safety and connectivity in the area. ITD anticipates the final design will be complete in spring 2014 and construction will begin that winter. The project is expected to be complete by fall 2015.

From August to October 2012, Wade Christiansen from ITD and Rosemary Curtin from RBCI conducted a series of community interviews with Boise business owners, organizations, and local and state departments. A total of 40 interviews were conducted with 86 community members participating in the process.

The purpose of the interviews was to personally introduce the project, gather issues and concerns and ask for assistance from the community as the project moves forward. During the interviews, ITD asked questions to learn:

- Issues important in the design of the new bridge.
- Issues important in the construction of the new bridge.
- Suggestions about how to involve and inform the community.

This document includes key findings from the interviews and highlights of interview responses. All stakeholder interviews were carefully documented and reviewed. The appendices include interview participants and responses to questions.

Information learned during the interviews is insightful and will be useful throughout the project. Outcomes from the community interviews will be used to help develop the project's public involvement plan.

Key Findings

Key findings include recurring themes and notable comments from interview participants. The key findings are the most significant and insightful information learned from the interview process.

Interview participants stated that Broadway Avenue Bridge is a gateway to Boise and an important north-south route in the community. Motorists, pedestrians and bicyclists use this bridge daily as a link to Boise's downtown area and Boise State University. Broadway Avenue is also a vital path for emergency responders including Boise Police, Boise Fire and local paramedics traveling to urgent situations and to St. Luke's Regional Medical Center.

Activities and sporting events at Boise State University, Julia Davis Park and Dona Larsen Park draw a large number of people, bikes and cars to the Broadway Avenue corridor. The bridge serves as one of two primary routes for the university's faculty, staff, visitors and students who travel from the campus to downtown – the second pathway is Capitol Bridge.

Participants expressed that the pedestrian and bicycle use of Broadway Bridge is just as important as motorists. There is often a conflict between the various modes of transportation that travel across the bridge and the current narrowness creates safety concerns for bicyclists and pedestrians. People walk and ride their bikes on the Greenbelt pathway that runs under the bridge when traveling to work community events, recreational activities, educational facilities, parks, the Boise River and businesses surrounding Broadway Avenue. Participants also noted that approximately 100,000 people pass under the bridge when floating the Boise River during the summer months.

Interview participants indicated that there is traffic congestion at the Myrtle Street and Broadway Avenue intersection and the Front Street and Broadway Avenue intersection.

Another theme raised during the interview process is the vibrancy of this area. The area is thriving and new businesses are being built. BSU continues to grow its student body and expand its campus.

Participants stressed the impacts of this project will be significant.

Below are key findings learned from the interviews:

Key findings include recurring themes and notable comments from interview participants. The key findings are the most significant and insightful information learned from the interview process.

Issues important in the design of the new bridge

- The new bridge should reinforce the connection of people, businesses and surrounding areas, such as:
 - BSU and Downtown Boise
 - The Greenbelt to Broadway Avenue
 - People to the Boise River
 - Bikes and pedestrians to activities surrounding the bridge
- The new bridge should be architecturally significant and visually attractive, as well as a symbolic entrance into the City.
 - A historical tie to the previous Broadway Bridges should be considered.
 - The area's vitality should be translated into the design of the bridge.
- The high usage of the Broadway Bridge requires roadway expansion and improvements for all modes of transportation, especially bicyclists and pedestrians. These improvements and additions included the following suggestions:
 - Separation between bicyclists, pedestrians and motorists, possibly a separate bicycle and pedestrian bridge.
 - More lanes for motorists.

Issues important in the construction of the new bridge

- There are varying opinions regarding whether there should be a full or partial closure of the bridge for construction. The individuals' opinions do not necessarily represent the stance of their organization. Most interview participants believe a full closure might be the best option, keeping in mind the underlying assumption that the project is complete in 8 months.
- Maintaining access to businesses along the Broadway Avenue corridor is crucial; construction could negatively impact commerce.
- Direct communication with the public is essential to the success of the Broadway Avenue Bridge replacement.

Suggestions about how to involve and inform the community

- Involve everyone in the project.

- Community involvement and public outreach will directly affect public support for this project.
- Communication to the public should be clear, concise and transparent.
- Of the 40 organizations interviewed, 38 agreed and supported the idea of a community input committee for this project.

Stakeholders were asked a series of questions regarding the Broadway Avenue (U.S. 20/26) Bridge Replacement Project. The following section summarizes the most often repeated responses to questions.

Issues important in the design

Commonly heard themes and notable comments from participants:

The bridge

Key Findings

- The new bridge should reinforce the connection of people, businesses and surrounding areas, such as:
 - BSU and Downtown Boise
 - The Greenbelt to Broadway Avenue
 - People to the Boise River
 - Bikes and pedestrians to activities surrounding the bridge
- The bridge should be architecturally significant and visually attractive, as well as a symbolic entrance into the City.
 - A historical tie to the previous Broadway Bridges should be considered.
 - The area's vitality should be translated into the design of the bridge.
- The high usage of the Broadway Bridge requires roadway expansion and additions for all modes of transportation, especially bicyclists and pedestrians. These improvements and additions included the following suggestions:
 - Separation between bicyclists, pedestrians and motorists, possibly a separate bicycle and pedestrian bridge.
 - More lanes for motorists.

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- The Broadway Avenue Bridge should be widened to three lanes in both directions.
 - The bridge design should be open and should not obstruct the view of the Boise River from the roadway.
 - The number of piers and pillars in the water should be reduced. Some participants suggested a clear span bridge.
 - Integrating local art into the bridge design would effectively connect the community with the new bridge and generate a feeling of community pride.

- Several participants suggested ITD design and construct a signature bridge.
- Several participants strongly discouraged a bridge design similar to the East and West Park Center Boulevard Bridges.

Around the bridge

- Improve connectivity between downtown, Julia Davis Park, Boise State University and the Greenbelt.
- Bicycle and pedestrian facilities are the number one priority, given the context and location of the bridge.
- Lighting along and below the bridge is important for community safety.
- Welcome signage should be placed on or near the bridge to indicate people are entering Boise's downtown.
- By rebuilding the Broadway Bridge, stormwater treatment and disposal can be improved. Possibly bringing Cottonwood Creek above ground would be ecologically advantageous for the area.
- Raising and improving the Greenbelt pathway would eliminate flooding and provide added community connectivity.
- A boat launch and access point for the Boise Fire Department's rescue boat should be created on either side of the bridge.

Commonly heard themes and notable comments:

Key Findings

- There are varying opinions regarding whether there should be a full or partial closure of the bridge for construction. The individuals' opinions do not necessarily represent the stance of their organization. Most interview participants believe a full closure might be the best option, keeping in mind the underlying assumption that the project is complete in 8 months.
- Maintaining access to businesses along the Broadway Avenue corridor is crucial; construction will negatively impact commerce.
- Direct communication with the public is essential to the success of the Broadway Avenue Bridge replacement.

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- The rerouting of traffic must be clearly marked and designed to eliminate community and visitor confusion and to provide quick routes for emergency responders to St. Luke's Regional Medical Center.
 - ITD's construction should be completed as quickly as possible to minimize impacts to the entire Broadway Avenue corridor and surrounding area.
 - Several comments suggested building a temporary pedestrian or bicycle bridge to maintain connectivity in the area.
 - Construction noise will travel down the Boise River; construction at night should be avoided to reduce the amount of noise for residents in the area.
 - Steps need to be taken to minimize the construction impacts on seasonal Boise River floaters, emergency responders, Greenbelt users and BSU students, activities and sporting events.
 - Emergency response times will be affected by construction; maintaining access to the St. Luke's Regional Medical Center is indispensable for its patients, physicians and faculty.
 - Alternate routes should be carefully planned and signal timing should be adjusted to create smooth flowing traffic patterns during construction.
 - There is general concern that a construction time period of more than a year would deter the community from frequenting businesses along the Broadway Avenue corridor and potentially cancel annual events that have occurred in the community for years.
 - ITD needs to coordinate with coinciding construction projects to minimize the community impact.

Commonly heard themes and notable comments:

Key Findings

- Involve everyone in the project.
- Community involvement and public outreach will directly affect public support for this project.
- Communication to the public should be clear, concise and transparent.
- Of the 40 organizations interviewed, 38 agreed and supported the idea of a community input committee for this project.

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- Emails and phone calls are the best way to communicate with project stakeholders.
 - The project's website is fundamental to providing the public with information.
 - Social media, quick response codes and e-newsletters should be used to reach the public, as result of the growing number of smart phone users.
 - Traditional media should also be used to provide the community with project information and updates.
 - Community events such as the City of Boise's 150th Anniversary, Boise State University sporting events, Barber 2 Boise or Art in the Park are opportunities to notify the public about the project.
 - The successful public outreach techniques used during the ITD GARVEE project should be emulated during this project.
 - Provide the public with advanced project notice to alleviate community reluctance to support the project efforts.
 - Signage that provides project information should be placed along the Broadway Avenue corridor and inside local businesses.
 - The public outreach should be designed to encourage the community to continue frequenting businesses along the corridor.
 - ITD must eliminate the perception that traveling along the corridor will be difficult during construction.
 - Many of the interview participants are willing to help ITD connect with the community in a variety of forms including:
 - Signage inside their business
 - Project content placed on their business's website
 - Lists of community contact information

Commonly heard comments and notable questions:

- Interview participants were very appreciative of ITD's early steps to involve the public with the project. They were very thankful of ITD taking the time to meet with them.
- Several questions were posed including:
 - What is the cost differential between a full bridge closure versus a partial bridge closure?
 - What is the cost differential between the inclusion of four rather than six lanes along the bridge?
 - What is the cost of a signature bridge versus a typical bridge?

Appendices

Interview Participants

- ACHD
- Ada County Parks & Waterways
- Ada County Paramedics
- Baja Fresh
- Bicycle Advocates
- Boise Convention and Visitors Bureau
- Boise Metro Chamber of Commerce
- Boise State University
- CCDC
- Century Link
- Chili's
- City of Boise
 - Arts & History
 - Fire
 - Parks & Recreation
 - Planning and Development Services
 - Police
 - Public Works
- Colliers
- COMPASS
- Downtown Boise Association
- Downtown Neighborhood Association
- East End Neighborhood Association
- Idaho Department of Parks & Recreation
- Idaho Power
- Idaho Rivers United
- Intermountain Gas Company
- Jackson Food Stores/Shell
- Norco
- Murphy's Seafood & Steakhouse
- The Ram
- Southeast Neighborhood Association
- St. Luke's Regional Medical Center
- Syringa Networks

- Thorton, Oliver, Keller
- T-Mobile
- United Water
- US Bank
- Valley Regional Transit
- Walgreens
- Whole Foods
- Winco

Responses to Questions

1. How the bridge is viewed and used (i.e. majority of employees use it to get to work)?

- They oversee Barber Park and the floaters who go down the Boise River.
- They have concessioners who rent tubes for Boise River floating.
- The concessioners generate important funds and resources for them.
- Floaters travel from Barber Park to Ann Morrison Park beginning in mid-June until Labor Day.
- Concessions are open from 10 a.m.-10 p.m.
- Approximately 50 people per day do not use the concessions when floating.
- The Boise River greatly contributes to the economic vitality and identity of downtown Boise.
- They manage events for organizations traveling to Boise.
- Work with a national event planner.
- Provide visitor information.
- Visitor use the downtown hotels during events on the BSU campus and travel via Broadway Ave.
- Broadway is a gateway to downtown Boise.
- Downtown Boise has a very large “footprint” and is much broader than most people perceive it to be.
- 35,000 to 40,000 people commute and/or visit the downtown area daily.
- There are approximately 3,500 residences in the area.
- The downtown includes the University, as far as St. Luke’s Regional Medical Center.
- Many commuters, visitors and patrons of local businesses use this bridge to travel downtown.
- The Broadway Avenue corridor is very important to accessing the downtown.
- DBA and Boise State University are working together to create more connectivity between the downtown and the university.
 - Boise State University is looking to expand to the north rather than the south.
- They run a shuttle for the BSU football games.
- Noted the Twilight Criterion.
- Downtown Boise serves as a major convention center, which brings many visitors.
- This property is protected under Section 6F.
- There was a question on where the Section 6F protected property begins and the bridge ends.

- Directly connect the bridge with the activity on and near the Boise River.
- They view the bridge as a bicycle interchange.
- People who use the bridge include:
 - Fishermen.
 - Floaters.
 - Recreationalists.
 - Pedestrians with and without dogs.
 - Bicyclists.
 - Refugee community.
 - Smokers.
 - Boise State students use the area as a place to smoke because the campus is smoke-free.
 - There is lot of bank and river access along the south side between Broadway and the Friendship Bridge.
 - There is excellent fishing in the island area downstream from Broadway Ave., with access from the north side.
- This is a very highly used area of town and is a very important link to many activities.
- Broadway Avenue is a critical thoroughfare for their business.
- Bridge serves as a direct route to their downtown campus, hospital and especially their emergency room.
- This is an enormous project – working with the public will be crucial.
- This project will affect every physician in this valley.
- They have 1,500 employees in its facility at all times.
- They have a great relationship with ITD.
 - Previous communications with other projects has been great.
 - They have always worked well together.
- The bridge is an important landmark.
- It is a symbolic entrance into the City.
- The potential for creating a more significant and signature landmark is important.
 - The City is celebrating its 150th anniversary in 2013.
 - The focus of this celebration includes: environment, enterprising and community.
 - These words are very meaningful in relation to the Broadway Bridge.
 - The bridge could be a representation of the City's future.
- They would like to see opportunities to integrate bridge design activity and public involvement during the celebration.
- It's difficult to notice you are driving over a bridge when crossing the current Broadway Bridge. They would like this to change.

- The bridge is a major corridor that brings people into downtown Boise.
- Connecting Boise State and the downtown is important.
- The bridge is a very important link to downtown Boise.
- Landscaping is maintained by Boise State.
- There are only two ways to reach the Boise State campus from downtown, Broadway Bridge or Capital Bridge.
- It's a very significant pedestrian crossing.
- There is an important connection to the Greenbelt.
- They refer to the area as a "kiss-and-ride" zone, because of the number of students being dropped off in this area.
- Boise State maintains the Greenbelt including lighting on the south side.
- The community uses the Greenbelt to connect to the City's parks.
- Many activities held in and around Julia Davis Park utilize the Greenbelt.
- There is year round use of the Greenbelt.
- Commuters use the pathway during the winter months.
- There are two of three pump stations in the area below the bridge.
 - One station is for irrigation of the park and the other two are not operable.
 - There is an irrigation line that runs directly under the existing Greenbelt to Municipal Park, service from the active well in Julia Davis Park.
- People tailgate at the east end of Julia Davis Park.
- The Greenbelt has multiple users and many activities, as well as providing a link to the Dona Larsen Park.
- Julia Davis Park is viewed as a cultural hub because of:
 - Art in the Park.
 - Several museums are located within the park.
- The Greenbelt is viewed as a world-class amenity to the City.
- Most events are located at its west end of the park.
- The impacts of this project will be huge for people using the Greenbelt and Julia Davis Park.
- Broadway Avenue is a critical link between BSU and the new Donna Larsen stadium/park.
- The Greenbelt is used by lots of different users including pedestrians, bicyclists, people using strollers, roller bladers, etc.
- They own the lights from the north end of the bridge to University Avenue.
- They maintain the Greenbelt path lighting on the south side of the river, adjacent to the campus.
- Broadway Avenue is a major north-south commute route.

- The area is very congested around the Myrtle Street/Front Street and Broadway Avenue intersections.
- Traffic piles up because of the free running right and an inability to merge into a southbound lane on Broadway Avenue.
- Broadway Avenue connects to St. Luke's Regional Medical Center and downtown Boise.
- It is an important corridor for the City.
- Boise River floaters are an important population to note during this project.
 - As many as 10,000 people can float the river per day.
 - If impacted, they need to know ahead of time for public outreach
- Detours on the Greenbelt will be a serious and difficult task to manage.
- The Greenbelt is a major element with many users.
- Every event surrounding the Broadway Bridge is important, as is its traffic control.
- Noted that high school football games are now played at the Donna Larsen stadium.
- The trolley is envisioned to circulate the downtown area.
- If the trolley does go across the river, it would most likely be at Capital Boulevard.
- The trolley doesn't need to be accounted for in the Broadway Bridge project.
- The bridge connects southeast Boise to downtown Boise, which includes the downtown YMCA.
- It is used by all modes of transportation including: biking, walking and commuting.
- It is a very important link to enter and to leave the city.
- The current pedestrian walkway is unsafe because it is narrow.
- People come off of Front Street at rapid speeds and accelerate over the bridge.
- The railway is deteriorating along the bridge, which presents a negative appearance.
- The bridge is and should be a gateway to the city.
- The current level of traffic on Broadway Avenue creates congestion around the entire area.
- The bridge is an important connection between the north and south side of the Boise River, including the airport area.
- It is a gateway into the city.
- The majority of their customers come from Boise State and southeast Boise; They will also need to cross the bridge.
- The bridge is a key link to their business.
- Predict 50 percent of customers come from the area surrounding Broadway Avenue and BSU
- Foot and bike traffic is important to them.
- This area of town is fundamental to their business.
- Six to eight of the routes cross or are linked to the Broadway Bridge including routes.

- The inter-county routes also travel through this area.
- Several bus stops are located in the project area.
 - Shelter stop – mid block, on east side, by URS
 - Northeast quadrant at Front St. intersection by Chic-Fil-A
 - Northwest quadrant at University Avenue.
- A transit center is located outside of the Student Union Building.
- Other bus routes cycle through BSU.
- Boise State students account for 25 percent of their entire system.
- All transit routes are online with their new 511 system.
 - They will have a mobile app for this site.
- Federal money has been spent on several of the bus stops.
- ITD needs to carefully coordinate the redesign of these stops.
- Buses are 40 ft. long.
- It is difficult for buses to make a right turn off of Broadway Avenue onto University Drive.
- The foot-traffic across the bridge is critical to the success of his business.
- Customers come from either side of the bridge to get to his establishment from as far away as downtown Boise.
- BSU students and faculty are big customers.
- 65 percent of his business comes between 11 a.m. and 1 p.m.
- People travel through the US Bank parking lot to get to Longmont Apartments.
- They manage the property next to the bridge.
- They own property to the east of the bridge.
- They are the property owners of the land where Whole Foods and Walgreens are located on.
- They supply oxygen to St. Luke’s and those that need it throughout the valley.
- Commutes using the Broadway Bridge daily.
- Their tanker trucks travel across the bridge to transport oxygen to St. Luke’s.
- The bridge is used heavily for commercial purposes.
- They are the developer of the Whole Foods/Walgreens property.
- They own 1.7 acres next to Whole Foods that is not yet developed.
 - There are plans to develop the existing land in the future.
 - It will be known as Phase 2 and will be a mid-rise office building.
 - Phase 2 is estimated to begin in two years.
- They will open a new flagship store on Broadway Avenue on Oct. 19.
 - The store will be the first of its kind in Idaho and is different.
- They are unsure what the commute pattern of their customers will be.

- Boise State University and St. Luke’s communities are important to their business.
- BSU football game days are expected to be huge sales days.
- Expect customers will come from downtown Boise and from the University area to their facility.
- BSU students and other apartment renters are expected to be their quick in/out purchases and pick-up customers.
- The Broadway Bridge is important.
- Student walking traffic is important to their business.
- Their business was impacted during ITD’s 1989 Broadway Avenue construction project.
- Their customers come from all areas of Boise.
- Most customers access the Ram from Park Center Boulevard.
- They also have access from Broadway Avenue across the Ram Plaza property. This access must be maintained.
- Bikers and pedestrians are important to their business.
- People are unable to cross Broadway Avenue easily and safely except at the major traffic lights.
- Their busiest time of year is between October and the Super Bowl.
 - These months are critical to their industry.
- BSU students cross the river via Broadway Avenue; both on foot and by bicycle, to and from the store, and account for a large portion of their business.
- 12 to 15 trucks travel across the Broadway Bridge daily.
 - Three major trucks access their business per day, and trucks from their other vendors also access the store using the bridge.
 - Most deliveries are from 3:00 pm to 2:00 am.
 - The trucks travel northbound on Broadway Avenue, westbound on Front Street to the store, then exit onto eastbound Myrtle Street, and return southbound on Broadway Avenue.
 - They reroute the trucks using the connector during BSU football game day.
- Trucks weigh approximately 80,000 pounds and are 53 feet wide.
- They have two parking lots.
 - One is a free parking lot that fills up immediately before BSU game days.
- They placed a bid on property, which is being auctioned.
- A new property owner will be responsible for the property by Friday, Oct. 12.
- Greenbelt is a cherished asset to the community.
- 30 percent of BSU students are from outside of the state.
- Connectivity to the bridge is important.
- There is significant bicycle use in the area.

- The bridge and the Broadway Avenue corridor are extremely important to the connectivity of the Treasure Valley.
- The Greenbelt is heavily utilized by the community.
- The bridge is an entrance into the City.
- It is adjacent to BSU, which makes it important.
- BSU football fans could be the most focal group about the project.
- Lives on the north side of Municipal Park.
- They were very involved with the East and West Park Center bridge projects.
- Uses the bridge four to five times a week, but it isn't their primary commute route.
- There is heavy congestion at the north and the south end of the current bridge.
- Pedestrian and bicycle traffic is important across the bridge.
- Peak hour congestion occurs south bound on Myrtle Street and north bound on Front Street.
- Current rescue boat access points are located at Ann Morrison and the hotel off of Park Center.
- Station #1, which is located off of 707 Reserve Street, is where their rescue boat is housed.
- Broadway Bridge is a very important response route for them.
- The bridge is their primary route into St. Luke's Regional Medical Center.
- Station #3, which is located off of 2202 Gekeler Lane, also uses Broadway Bridge for emergency response.
- St. Luke's hospital customers and patients are major users of Broadway Avenue.
- Used regularly when travelling downtown by car.
- They avoid using the bridge when riding a bike due to the narrowness of the pedestrian area and the high volume and speed of vehicles in the travel lanes.
- They use the bridge and the Greenbelt for biking.
- They have a good understanding of the way bicyclists navigate around this area.
- The bridge's narrowness puts bicyclists and motorists in conflict.
- Bridge commuters use this as their corridor to travel to work.
- Parkcenter Boulevard is also used for bicyclists between southwest Boise and the downtown area.
- It is used as the route to get to St. Luke's Regional Medical Center. Broadway Avenue is a major route for ambulances.
- They receive approximately 25 calls per day south of the river on both sides of Broadway Ave.
- Their station is located off of Gekeler Lane.
- Have worked well with ITD in the past.

- More calls are made during the day than the night.
 - Peak call time is around 3 p.m.
- They currently lease their property on the Broadway Avenue corridor.
- She has been the branch manager for seven years.
- He manages 85 facility branches.
- They use the bridge every day and all day long.
- The Park Center Bridge is a great alternative to using Broadway Bridge.
- The public uses their parking lot as a through street to access the apartment complexes behind their facility.
- Heavy congestion and foot traffic in the area causes safety issues daily.
- To travel north on Broadway Avenue, some employees and customers travel through the Chili's parking lot and turn right onto Broadway Avenue.
- To reach Park Center, some employees and customers travel out the back of their parking lot and turn left on Beacon Street.
- Most customers leave to go west on University Drive or north on Broadway Avenue, because it's difficult to turn south on Broadway Avenue.
- Traffic from motorists, along with bike and pedestrian traffic is constant in the area, not only during BSU football games.
- Delivery trucks block traffic in front of their business to deliver to Suds Tavern and the End Zone. Trucks must park partially in the travel lane and on the sidewalk.
- Bicyclists and pedestrians heavily utilize their business.
- During major BSU events, their parking lot is closed off and used as a patio.
- They lease their property.
- They access their building from the parking lot at the rear of their building and not off Broadway Avenue.
- Customer base draws from across the Treasure Valley, not solely BSU students.

2. What issues do you want considered in the design of the new bridge? Concerns?

- They have a few concerns about the design features of the new bridge.
- Floaters have said it can be difficult to navigate around the pillars of the current bridge.
- Addressing the congestion on the current bridge is needed.
- More lanes are needed in both directions.
- They do not want a bridge designed like the Park Center Boulevard Bridge.
- The barriers on the Park Center Bridge are too large and offensive.
- They like the design of the bridges on Americana and Federal Way.
- They like the openness of the Americana Bridge and the size of pathways for pedestrians on the Federal Way Bridge.
- Walking paths on either side of the bridge would be good.
- The bridge should allow people to experience the river.
- The State must coordinate with the City to ensure the bridge can support the weight of the light-rail or street-car.
- Should exemplify that the bridge is a signature of the downtown.
- Broadway Avenue should be widened from Front Street to Myrtle Street.
- The new bridge must accommodate the large number of pedestrians, motorists and bicyclists.
- Connectivity is important.
- Should be aesthetically pleasing.
- Consider the idea of using tiles designed by local artists.
- Historical connection and ties to the Greenbelt are important.
- Use local artists to add to the culture of the City.
- Needs a pedestrian walkway.
- Visibility of the Boise River from the bridge is important.
- Design is extremely important.
- Should be treated as a “gateway” to downtown Boise; i.e. announce that you’re in a different place as you cross the river.
- There should be a historical tie.
- Signage should be added to indicate that you are entering the City of Boise.
 - It should be a very welcoming space.
- Incorporate elements of downtown architecture into the bridge design.
- The bridge should be comfortable for bicyclists and pedestrians.
- Multi-modal activity should be encouraged based on design.
- The Greenbelt should be improved.
- The design should improve the bridge’s functionality.

- The rules and regulations of Section 6F protected property include:
 - Land must solely be used for outdoor recreation.
 - If it is going to be converted for other use, a conversion process must occur.
 - If you need to use Section 6F protected property for any other use than outdoor recreation, you must replace that amount of property with another property.
 - You can't replace 6F property by improving an existing piece of 6F property; it must be new property.
- Connectivity to the river is important.
- Create more access to the Boise River and the Greenbelt from the bridge.
- Do not want a bridge like the West Park Center Bridge.
- Make the bridge a community access point.
- Design a single-span bridge – No piers in the main channel.
- Skew the pillars to follow the river's flow.
- Minimize the number of piers.
- Pull the bridge back and widen the floodplain.
- Elevate the bridge – This is the right thing to do.
 - This should be done regardless of whether it eliminates access to the Ram or connectivity to the Cesar Chavez Boulevard.
- Create a crosswalk and traffic light on or near the bridge.
- Be aware of the floodplain, the treatment of stormwater and animal habitats.
- Cottonwood Creek enters the Boise River near the current bridge.
 - Ecological advantages could be gained by bringing the creek above ground.
 - Urban run-off from the bridge goes into Cottonwood Creek.
- They asked if a pedestrian overpass was possible.
- Keep the main channel of the Boise River free of structures.
- Enhance and stabilize the riverbanks.
- Do not use old concrete or other non-aesthetically pleasing material for the rip rap around the bridge abutments.
- The bridges footings should be deeply buried to add to aesthetic appeal and safety.
- Remove any existing piers from the water.
- Use permeable pavement for the Greenbelt under the bridge.
- Do not create a tunnel for bicyclists to travel through.
 - Tunnels are unsafe and could result in flooding.
- It is so important to them that the stormwater be cleaned and channeled correctly.
 - The stormwater and NPDES permit is up for renewal.

- Rebuilding the Broadway Bridge gives ITD the opportunity to improve how stormwater is treated and disposed of in older and completely developed areas.
- Doesn't want it to look cookie-cutter.
- Should retain historical character.
- The look and feel of the bridge is very important.
- The bridge's aesthetics are important because of its location.
- The bigger importance lies in the construction process and accessibility to the hospital.
- They understand the need to replace the infrastructure.
- The bridge must safely accommodate pedestrians, bicyclists and motorists.
- Pedestrian and bicycle facilities are the number one priority, given the context and location of the bridge.
- The vertical drop from the sidewalk to the BSU parking lot needs to be addressed.
- It's important to improve the Greenbelt.
 - Consider improvements that would eliminate the issue of flooding.
- Widen the bridge shoulders.
- Add wide bike lanes and sidewalks.
- The treatment of stormwater and the facilities need to be improved.
 - Stormwater needs a higher form of treatment.
 - The stormwater drains into the Julia Davis Pond.
- Traffic engineering will be important.
 - The transitions to the traffic lanes at either end of the bridge need to be seamless.
- There needs to be access or improvements to the U.S. Bank driveway.
- On the southeast corner of the Broadway and University intersection, in front of the U.S. Bank, there is a very tight turning radius on.
- Some safety hazards need to be addressed on the south side of the bridge as you transition from the bridge to the roadway.
- Three lanes of traffic are needed in both directions.
- They suggested ITD look at the bird populations near the river to make sure there wouldn't be impact to their habitat.
- Account for utilities including pulling fiber across the new bridge.
- The less piers, the better.
- They questioned whether a 5 foot bike lane and 10 foot sidewalk would be sufficient.
- If a single span bridge is possible, it would be the right choice.
- Some representatives think this needs to be a signature bridge.
 - It should be a very nice architectural structure.

- Take a modern approach to the tight overhead arch design of the 1890 Broadway Bridge.
- The bridge needs to be built to accommodate the possible trolley or street car.
- This is a good opportunity to highlight ITD's skill set and what a great organization it is.
 - ESPN will most likely highlight the bridge during Boise State football games.
- They prefer a raised sidewalk without a positive separation barrier.
 - This would maintain the openness of the bridge and make it possible to see the river.
 - This would be similar to what they have done on East Park Center Boulevard.
- Use an open bridge parapet design to increase the visibility of the river.
- They discourage up-lighting on the Greenbelt.
 - Lights don't last long and are typically vandalized.
- Add only one wide bike lane to the bridge.
 - The problem with this approach would be its connectivity to Broadway Avenue.
- Add a separate bike and pedestrian bridge apart from the Broadway Avenue Bridge.
- ITD should look at intersection operations and design at University Drive, Front Street and Myrtle Street. ITD should consider adaptive signals.
- The bridge is more than a simple river crossing; the replacement of the bridge presents a great opportunity for a signature design.
- Would like a more contemporary design that propels us into the future.
- Would want to integrate art in a meaningful way.
- Hiring a bridge architect who can creatively incorporate both the structural and aesthetic elements of the bridge is important to integrating art into this project.
 - An architect could link design to engineering in order to create a contemporary look.
- Connecting the bridge to the Greenbelt is very important.
- Address the lack of connectivity on the southwest side of the bridge.
- A good design team would give ITD sound advice.
- An interpretive plaza or a pedestrian pull out would be a great design feature.
 - This would allow people to pull over and look at the river.
- Bridges are a great way to unite community and create common goals.
- They said not to rebuild the current structure.
- Make the design interesting to highlight the change from a corridor to the downtown.
- Create a design that reflects on the history and future of the City.
- The bridge must accommodate all the modes of transportation.
- They discouraged using concrete in the way it was used on the Park Center Bridge.

- Want this project to reinforce the connection between Boise State and the downtown.
- Keeping connectivity and mobility is important.
- Maximize the way pedestrians and bicyclists travel to and from the campus.
- Provide a separate pedestrian or bike bridge across the river, unless adequate width and pedestrian and bike facilities are provided on the new bridge.
- Create openness and visibility of the Boise River from the bridge. Use an open railing design.
- Improve pedestrian and bike activity.
- Widen the bridge lanes.
- Create a better connection to the Greenbelt, especially on the southwest corner. Specifically asked that a connection be made across the current lawn area, between the church and school building and the Greenbelt path; similar to the connection at Julia Davis Park.
- Improve the safety on the bridge for all modes of transportation.
- Maximize the students' ability to get to campus other than by car.
- The Christ Chapel is an important historical structure on the campus.
- Connectivity between the Greenbelt paths and Broadway Ave. needs to be improved.
- There is a large gap between the Broadway Bridge and the Friendship Bridge.
- View the Park Center Bridge as an example of how not to design the Broadway Bridge.
- Like the idea of grade separation for bicyclists and pedestrians.
- Eliminate the conflict between the varying modes of transportation across the bridge.
- The University Drive and Broadway Avenue intersections are important to them. Improvements to the intersection should be considered.
- Asked for a traffic light at Broadway Avenue and Cesar Chavez Lane.
- Construction of a new athletic facility is taking place on the Boise State campus.
 - The project should be completed at the end of 2013.
- A geothermal connection between downtown Boise and the campus is important.
- There are fiber-optics, an intermountain gas line and Idaho Power lines that go across the bridge. A new gas line has recently been installed along the stadium parking lot.
- Replace the eroding sidewalk and add a retaining wall/railing on the east side of Bronco Stadium on Broadway Avenue.
- Aesthetics are important above and below the bridge.
- Asked that the speed limit not be increased in this area.
- Problems with graffiti would occur if a steel bridge was used.
- The design is important to them and needs to be well thought out.
- Asked if ITD can attempt to eliminate flooding on the Greenbelt.
- Suggest the placement of a welcome sign as the community enters the City.

- Lighting above and below the bridge is crucial.
- Suggest the creation of a pedestrian gathering plaza on either side of the Greenbelt.
- There needs to be a wider Greenbelt pathway.
- They suggested separating pedestrians from bicyclists on the bridge.
- More space along the bridge for all modes of transportation will make the project successful.
- The stormwater system below the bridge needs to be improved.
- Create greater visibility of the Boise River from the bridge.
- The existing bridge is severely deficient in servicing people.
- Must use the City’s Greenbelt path standards. Requires concrete path below 6500 cfs.
- Would like to see Cottonwood Creek opened up to create an “education area.”
- Sewer
 - There is a sewer line on the south side of the river. An exhibit was provided.
 - The line may need to be relocated, depending on the final location and depth of the abutment and/or the Greenbelt tunnel.
- Street lighting
 - New lighting should meet current standards, etc. City has a list of acceptable light fixtures.
 - Coordinate with them.
 - Electrical service should be connected to the existing City of Boise system at the Myrtle Street intersection.
 - Eliminate the current system from the north end of the bridge to University Avenue., which is owned & maintained by Idaho Power. Exhibit of the existing system was provided.
 - Change the lighting at the Broadway/University intersection to a system maintained to match how it’s done everywhere else.
- Under-lighting of the bridge is important.
 - They like LED lighting and want to integrate this type of lighting below the bridge.
 - The lights are placed 100 ft. apart.
 - ITD should discuss the type of lighting they are considering with Boise State.
 - There are several approved designs and types of lights that they would prefer.
 - Lighting for the bridge should be coordinated with them.
 - Geothermal plans will connect through to University Avenue.
- They have designed the piping for the geothermal system.
 - If ITD is given these geothermal plans, then they could determine how to best attach it to the bridge.

- The piping will be underground between Front and Myrtle streets on Broadway Avenue, and continue on to University Drive.
- They have considered doing a public education piece somewhere in the area about geothermal energy for the community.
- Coordinating the geothermal plans with the bridge project will add complexity, but they are aware of it.
- They are looking at placing the geothermal pipes in a private right-of-way.
- The bridge needs to be wider than four lanes.
- Need to have eastbound to southbound free-running right at Myrtle/Broadway go into its own lane across the bridge and connect to the 3rd lane north of University.
- They suggested separating bicyclists from pedestrians.
- They said wide sidewalks for pedestrians would be beneficial.
- It should be a signature and beautiful bridge to bring people into Boise's downtown.
- They suggested adding cut-outs for benches along the bridge.
- They said heavy lighting below and above the bridge will prevent crime in the area.
- The idea of less piers and pillars in the water, the better.
- ITD should create an anti-graffiti bridge structure.
- To encourage community art and avoid graffiti on the bridge itself, a separate wall below the bridge could be available for graffiti and local art.
- The effects on small businesses will be significant.
- Full bridge closure would be deadly to businesses in the area.
- Improve and widen the sidewalk across the bridge.
- People should have the ability to pass by one another easily on either side.
- Want the bridge to become a source of pride for the community.
- Create an open bridge which will allow people to see the Boise River.
- The bridge should have some historical connection.
- It deserves a high level of thoughtfulness to give the bridge visual character.
- The Park Center Bridge is an example of what not to do for bridge design.
- More lanes should be added.
- Should improve the entrance to BSU at University Avenue.
- Like the idea of a center median at the south end of the corridor.
- The bridge should accommodate future utilities and fiber optics.
- Heavy lighting above and below the bridge is needed.
- There needs to be a certain level of grace and attractiveness with the bridge.
- An architect needs to be involved in the project.
- Create an architecturally significant and aesthetically pleasing bridge.
- Accent it as an entrance into downtown Boise.

- Create a historic connection.
 - As you travel across the bridge, the design could be a representation of the old bridge, followed by the current community and how the bridge fits in.
 - Use a series of photos from the past 90 years to show the bridge's progression.
- Focus on the long-term benefits of the bridge.
- Think having three lanes in either direction is a good idea.
- Hire a design team to help ITD.
- Use a “fun” design for the Greenbelt.
- Do not create bus pull-outs.
- Consider signal prioritization at University Drive and Front and Myrtle streets.
- Include a bus shelter at University Drive and Broadway Avenue.
- Consider a double decker bridge.
- All bus stops must be ADA compliant.
- The bridge should be a nice entrance into the City.
- Thinks they have done a nice job maintaining the Broadway Avenue corridor.
- Need three lanes each direction.
- Add bike and pedestrian paths.
- Create easily accessible turn lanes into businesses along the corridor.
- This project will have a far reaching impact on all the businesses in the surrounding area.
- Question whether widening the bridge is necessary.
- ITD needs to do their due diligence to ensure that six lanes are necessary as opposed to four.
- By adding more lanes, the congestion will still exist along the corridor, but will happen further from the bridge itself.
- Consider a five lane bridge and use the center lane for northbound/southbound traffic lane as a reversible lane as needed.
- Create a pedestrian footbridge prior to construction.
- Create a safe bridge for bicyclists and pedestrians.
- Consider the cost of wide pedestrian facilities with the six lane bridge versus separate pedestrian bridge(s) and a bridge without wide pedestrian facilities.
- The Boise River is important.
- Don't sacrifice driver safety for aesthetics. Drivers should be focused on the road.
- Add an overhead pedestrian walkway.
- The Boise River should be visible from the bridge.
- Consider adjusting the signal timing in the area.

- Use an attractive bridge railing.
- Add better and attractive lighting along the bridge.
- Do not create an island in the middle of the bridge.
 - It will be a safety hazard.
- Trusts that ITD will do a good job with the project.
- Visibility of the Boise River from the bridge is important.
- Good pedestrian and bicycle facilities are needed.
- Widen the bridge to three lanes in each direction.
- Avoid high cement barriers like on the Park Center Bridge.
- Landscaping is important.
- The open space in front of their business will serve as a gathering area for the community.
 - Continuity between the landscaping in this open space and the bridge's design are important.
- The area's vitality should be translated into the design of the bridge.
- Pedestrian traffic is important and needs to be accommodated.
- Should be modern, clean and open to the Boise River.
- Suggests ITD look at the landscaping in the area to incorporate it into the design.
- Understand the need for the bridge's replacement.
- Great pedestrian and Greenbelt access is crucial.
- Add bicycle facilities on Broadway Avenue across the new bridge.
- Improve the Greenbelt below the bridge.
- Add a pedestrian crosswalk closer to the bridge.
- Trust that ITD will create a beautiful bridge.
- A more open water way is important.
- ITD may need to purchase right-of-way.
 - They have given them an easement for the Greenbelt.
 - They have interacted with the state regarding easements before and expect it to go as smoothly as it has historically.
- Beautiful architectural components are important because of the activity that surrounds the bridge.
- Create a signature bridge.
- Some kind of separation between bicyclists, pedestrians and motorists along the bridge is necessary.
- Suggest a separate bridge for pedestrians. Including a covered pedestrian facility.
- Lighting across the bridge, especially at night, is important for their trucks.
- The bridge should be showcased, because it's City's entrance.

- The bridge should have a median on it.
- The entire Broadway Avenue area centers around BSU.
- They have plans for the parking lot around Bronco Stadium, including other buildings which might affect the use or travel patterns.
- The bridge should emphasize BSU and be a place-maker.
- The bridge should be integrated with the businesses around it.
- At the University Drive and Broadway Avenue intersection, a monument or signage should indicate to the public that they have entered the BSU campus area or downtown Boise.
- The University Drive and Broadway Avenue intersection needs to be designed well and correctly because of its significance in the City.
- Sidewalks need to be improved and need to be wider.
- All improvements to this area should support the businesses along the Broadway Avenue corridor.
- Landscaping should be included.
- Integrate separate bike lanes and pedestrian walkways.
- The bridge should be reasonably priced and durable.
- The bridge doesn't necessarily need to be designed for future expansion.
- Suggested Christ Chapel be moved into the vacant space on the opposite side of Broadway Avenue.
- They have constant drive through traffic.
 - Wasn't sure about a public street between their businesses. It would be neither beneficial nor detrimental.
 - When private property becomes public, it is difficult for property managers to control the area around their businesses.
- Bicyclist and pedestrian safety is important.
- Lack of capacity for pedestrians and bicycles needs to be addressed.
- Build upon the theme of the current bridge's arches.
- Access to the Greenbelt is important.
- Connectivity to and under Broadway Avenue is important.
- Make 4F property and Julia Davis Park more attractive and accessible for recreational use.
- Pedestrian and bike elements are almost more important than those for motorists.
- Asked if a public/private partnership to construct a "signature" bridge was possible.
- Keep a consistent urban theme for the design.
- Suggested a "river theme"; The Boise River is very important.
- Make the bridge "green."

- Include landscaping along the river banks to tie into this theme.
 - The bridge should highlight and complement the Boise River.
- Likes the idea of including grass medians with trees, similar to the medians further down the Broadway Avenue corridor.
 - Thinks there is plenty of space for planting trees.
- Make bicyclists and pedestrians the highest priority when considering the design.
- Include a detached or guarded sidewalk for pedestrians.
- Separate bicycles and pedestrians on the bridge.
- The bridge should encourage community connectivity on the north and south side of the Boise River.
- Finish a bike path that goes along the railroad spur and Park Center Boulevard and enters the Front Street and Broadway Avenue intersection.
- Complete the path before construction to provide bicyclists with an alternate route from the Greenbelt.
 - Consider an under-hanging pedestrian and bicycle interchange. Keep the pedestrian and bike facilities crossing the river at the same elevation as the Greenbelt paths and not at the same level as the main roadway.
- It should be a signature bridge with a top arch, which will create more room underneath.
- Removing the majority of the support structures below the bridge will solve many problems.
 - Congestion could be alleviated, environmental concerns could be addressed, Greenbelt could be raised to avoid flooding and pedestrians would have accessibility. Look at the bridge design between the IBM building and the mirrored building for ideas.
- Like the idea of a separate foot bridge for pedestrians.
 - Look at the bridge design between the IBM building and the mirrored building for ideas.
- Connectivity is very important.
- Boise's transportation infrastructure should support the growth of BSU and the community.
- Create a boat launch and access point for their rescue boat on either side of the bridge.
 - Create a gated boat launch for their special operations.
- The wider and better lit the bridge is, the better, because the area around the bridge is going to continue growing.
- Lighting underneath the bridge for the Greenbelt is essential.
- An open design for the Greenbelt would be better.
- Consider debris trapping in the design of the bridge piers and Greenbelt tunnels.

- Create an observation area on the bridge and just off the bridge in the approach areas, which could be used as a staging area for any emergencies in the Boise River.
 - These areas could also be used as gathering and staging areas for pedestrians crossing the river at the bridge, particularly on BSU football game days.
- Pedestrian and bike safety is very important.
- Connectivity to the Greenbelt pathways is very important.
- Create wide pedestrian and bicycle lanes. There will be more need and use of a wider facility on the west side of the bridge; i.e. access to BSU.
- Add a separation between motorists and bicyclists, as well as bicyclists and pedestrians.
- The project needs to be done right, because it won't be done again for over 50 years.
- Three lanes in each direction is a must.
- Like the idea of extending the lane that comes off of Myrtle Street going toward the south.
- Asked if making pedestrian walkways on the west side of the bridge was possible.
 - That is where the majority of the traffic is.
- Asked if a pedestrian bridge could be added below the bridge.
- Creating an aesthetically pleasing bridge is important.
- Like the idea of curb cuts or breaks in any vehicle barrier for emergency vehicles to access the bridge's pedestrian and bicycle facilities but understand that they would be in conflict with bicycle and pedestrian barriers.
- Median barriers down the center of the bridge are a good idea.
 - They prevent people from making unnecessary U-turns.
- Visibility on the bridge is important.
 - Barriers or medians shouldn't obstruct the view of the Boise River.
- Create a separate pedestrian bridge to increase safety.
- Bridge should be built to support Boise's future.
- Need 12 foot lanes for their vehicles.
- The more visibility and openness along the bridge, the better.
- Businesses along Broadway Avenue will be impacted.
- A city code exists regarding access to waterways.
- Have recently purchased a rescue boat that has a lower profile.
- Traveling below the bridge is dependent on the river's water flow.
- Section 7-01-30 Amendment to Section 503.2.6, BRIDGES AND ELEVATED SURFACES. Add the following paragraph to the end of Section 503.2.6:
 - The Fire Department shall require that bridges over the Boise River provide a minimum of 8 feet clearance between the lowest part of the bridge and the water surface at 3000 cfs flow.

- Section 7-01-34 Amendment adding a section, 503.10, DIVE BOAT ACCESS. Add a Section 503.10 entitled Dive Boat Access to read as follows:
 - 503.10 DIVE BOAT ACCESS.
 - The code official may require developments or construction projects to provide access to waterways including, but not limited to, rivers, creeks, canals, ponds, or lakes. Dive Team boat access shall meet all the standards and requirements specified in this code except as follows:
 - Dive rescue boat access roads shall be capable of supporting 12,000 pounds gross vehicle weight;
 - shall be 12 feet wide;
 - shall provide 10 inches of ground clearance;
 - shall have a maximum grade of 20% on the launch ramp;
 - shall be asphalt, concrete, or ACHD approved road mix surface;
 - shall have a minimum of 3 feet of water at 800 cfs flow at the launch point;
 - shall have a minimum outside turning radius of 25 feet.
- Additional travel lane in each direction may be needed.
 - Wants to see demand analysis of future bridge travel to determine the need the additional lanes.
- Lanes would provide multi-modal transit across the bridge.
- Additional capacity for pedestrians and bicyclists on either side of the bridge is needed.
 - Space will provide access and mobility between Southeast Boise, BSU and the commercial and recreation areas on the north side of the river.
- Add a viewing platform with educational and historical information about the Boise River and bridge. Greenbelt design will be critical.
- Raise the pathway of the Greenbelt to minimize closures due to flooding.
- Appropriate lighting will be needed because Broadway Avenue is an important and highly used corridor.
- The bridge should be designed to reflect its importance as a prominent gateway into downtown Boise.
- The bridge is the one “bottleneck” for bicyclists and pedestrians in the area.
- The bridge needs to be widened.
- They want to eliminate the merge going southbound on Broadway Ave from Myrtle St.
- The Greenbelt below the bridge should be brought above water level to prevent flooding.
- Signs should be added for bike lanes.
- A separate five foot bike lane should be added on the bridge.

- Add a traffic signal/pedestrian crosswalk in the pavement on the south side of the bridge.
- Consider a bigger bike lane on one side of the bridge.
 - Suggested the wider facility on the east side of the bridge.
- Consider a separate bridge crossing of the river between the BSU campus (practice stadium area) and Julia Davis Park.
- Maintaining visibility on the bridge is important.
- Don't sacrifice safety or visibility for a more aesthetically pleasing bridge design.
- Three lanes in each direction would be nice.
- Median barriers cause problems for emergency vehicles.
- Please make lanes wide across the bridge.
 - This will add to the safety of bicyclists and drivers.
- Add additional pedestrian and bike facilities.
- Include wide sidewalks.
- Design an overhead structure across Broadway Avenue for pedestrians.
- Widen sidewalks to eight feet in width.
- It is difficult to merge into the southbound lane traveling toward BSU from Myrtle Street.
- Suggested adding a north and south crosswalk on Broadway Avenue.
 - One would be added on either side of University Avenue.
- Be reasonable with bridge funds.
- The first priority of the bridge should be its functionality, then its aesthetic quality. Don't over build it
- Address the flooding below the bridge on the Greenbelt.
- Consider improving the approach in to the US Bank parking lot for the north bound traffic. The corner is very sharp and tight, which causes some problems for motorists.
- Eliminate the direct discharge of storm water from the bridge.
- Maintain the Greenbelt, and improve it if possible.
- Consider improvements for the north bound side of Broadway Avenue, south of the bank approach, to accommodate truck deliveries at Suds Tavern and The End Zone and to accommodate bus stop.
- Safety for their customers leaving and accessing their restaurant is very important.

3. What issues do you want to be considered when constructing the new bridge? Concerns?

- Would like minimal impact during the high-season for floaters.
- They run a shuttle bus service which uses Capitol and Park Center Boulevard.
- The shuttle route should be considered during the bridge construction.
- Night-time work is a good option.
- Having floaters exit the river before Ann Morrison is not an option.
- There are approximately 100,000 floaters during each season.
- Bridge must stay open during construction.
- Access for business is extremely important.
- They asked if temporary bridges could be built to allow pedestrian and traffic flow.
- Concerned about the repercussions the bridge's construction could have on Winco, Whole Foods and downtown area.
- A bike path and walking path should be provided during construction.
- Don't forget that Boise State University expanded its stadium from 37,000 to 50,000 seats.
- With good planning, this project won't deter events from coming to Boise.
- Construction will have a huge impact on Boise State University, the foot traffic and parking in the area.
- Questioned whether a temporary walking bridge could be created.
- Understands the need for either partial or full closure of the bridge.
- Communication during construction is extremely important.
- Visitors leaving the airport often take the first exit off the freeway.
 - Confusion needs to be eliminated for visitors.
- Construction will have ripple effects to events in the downtown area.
- Shorter construction time would be better.
- All major employers in the Valley will be affected by this project.
- Create a pedestrian bridge closer to the Boise State Stadium – during construction.
- Alternate routes should be clearly labeled, and maps need to be available.
- Traffic routing needs to be carefully done.
- They were conflicted about whether they preferred full or partial bridge closure.
 - Full bridge closure has huge implications.
 - One interviewee said keep the bridge open, while other said to close it.
 - It's an attractive option if it's possible to complete the project in 8 months.
- If ITD needs to use their property, they would have to go through the conversion process.
- The maps in their file are old, which led to a lack of clarity.

- Must be up to ADA standards for all new and existing properties.
- They must submit the application to begin the conversion process.
 - They are the owner of the property, which requires them to submit the application rather than ITD.
 - The conversion of the property would be granted by the National Parks Service.
- If the property needs to be used temporarily to build the bridge, a temporary non-conforming use application needs to be submitted.
 - This temporary non-conforming use permit is granted by the National Parks Service.
 - Temporary non-conforming use is normally granted for 6 months.
 - However, exceptions can be made.
- During construction, access to the property must be made available to the public.
- Boise River should be preserved and remain clean.
- Prefer partial closure.
 - Maintain some access for bicyclists and pedestrians.
 - Close the bridge to cars.
- Riverbank access is important.
- Be aware of birds and bird nests around the bridge.
- Concerned about how the impact of the project will be managed.
- Prefers construction during the summer to cause less impact on the business.
- They can't speak on behalf of their company, but they think full bridge closure is the best way to speed the construction process.
- Wants ITD to do what they can to cause the least amount of impact.
- Needs to maintain access to his business.
- Their biggest concern is the potential for confusion when traveling to the E.R.
- A lack of information about the project could prevent someone from getting to the hospital for emergency care.
- Emergency vehicles must have easy access into their facility.
- A full closure of the bridge could make travel to the E.R. difficult and time consuming.
- Concerned about how physicians, faculty and patients will enter the facility.
- A lack of bridge access would be detrimental to patient needs.
- Concerned about the travel route for nurses between Boise State University and the hospital.
- They would unanimously support a partial closure of the bridge.
- Understand that a bridge closure would lead to faster construction.
- There are many patients from Mountain Home who have not had advance care and think they can go directly to the E.R.

- The detour route will be confusing to these patients.
- Their executive building is currently located off Park Center Boulevard.
 - If the bridge were closed, drivers would have to travel around Park Center Bridge and complete a full circle in order to enter this facility.
- They will be expanding its regional medical center.
 - Project planning will begin in 2013.
 - Construction will begin in 2014 through 2016.
 - As a result, extensive communication and community support will be crucial.
 - The neighborhoods around the area will be greatly impacted by both projects.
- ITD and their organization may want to consider doing bid-packages for their contractors that coordinate both projects.
 - Pre-determined routes for their construction equipment could then be determined.
- Will need to reroute traffic around Jefferson Street and First Street.
- ITD needs to determine how to make the construction process floater friendly.
- There was conflict about whether there should be full or partial bridge closure.
 - The majority favored closing the bridge.
 - They noted that full bridge closures work better in a more rural and less congested area.
 - Several favored partial closure.
 - They said having one southbound lane open would be necessary.
- They need to do traffic modeling to determine the impacts of a full bridge closure.
 - They are helping ITD do the traffic models.
 - Full analysis of detours and affected intersections will be needed.
- They asked if a temporary bridge could be constructed for pedestrians and bicyclists.
- Coordination during construction with other projects in the area will be needed.
- Both are in favor of a full bridge closure.
 - This construction method would be easier for the community to accept and deal with than partial closure.
- They asked whether the Broadway Interchange project could be linked to this project.
- They preferred partial closure to maintain access to the businesses surrounding Broadway Avenue.
- Preferred a full bridge closure if it would shorten construction time.
 - This is not the official organization stance on either full or partial bridge closure.
 - The shorter time the bridge is closed, the better off the project will be.
- Create a temporary traffic light at Park Boulevard and Broadway Avenue.
- Avoid the football season during construction.

- All events and activities are equally as important as football.
- Recommend ITD use a contractor to provide communication to the public. The communication during the GARVEE construction was very good.
- They may be scheduling more weekday games rather than on the weekend. It is more difficult to manage traffic for a week day game.
- It will make clearing the campus of people before weekday games more difficult.
- Coordinate construction with them to avoid other Greenbelt construction from occurring at the same time.
- They prefer partial closure of the bridge accompanied by clear detour routes.
- They understand the need for construction and want to be supportive in the process.
- They understand the benefits of a full bridge closure, but would prefer if one side of the Greenbelt remains open during the construction process.
- If full closure is done, do so during the low event season.
- They don't see any problems with the sewer system.
- They preferred full bridge closure.
 - They understand how difficult that will be, as well as the criticism ITD will receive as a result.
- Their response times will be affected by the construction.
- Major commute times are between 7:30-9:30 a.m. with peaks at 8:30 and 3:30-5:30 p.m.
- Noise will be a problem in the area, and the public needs to be notified about it.
- Saturation drop mailings need to be done as far away as ITD can.
- Noise travels far in this area and will travel up the Boise River.
- They are concerned about the effects of construction on floaters.
- They suggested placing a temporary signal onto Capital Boulevard.
- They personally felt a full bridge closure would be the best decision.
- Signal timing needs to be coordinated with them.
- Noted that westbound I-84 traffic will likely use the Connector to access downtown Boise, rather than Vista. It's a faster route.
- Safety for the Greenbelt users and the river floaters will be a big issue and will need to be addressed.
- Consider the rerouting of Greenbelt paths.
- Will need a well-designed Traffic Control Plan.
- Provided ITD with a map of the alternative plans for a downtown Boise trolley.
- They can provide ITD with a letter saying that the trolley doesn't need to be accounted for in this project.
- They are in the process of completing an alternative analysis for the trolley system.

- At this time none of the alternatives being considered cross the Broadway Bridge.
- They don't anticipate the need for a trolley to cross the Broadway Bridge in the foreseeable future.
- Aware that construction noise may affect their neighborhoods but it isn't a major concern.
- Prefer a full bridge closure to complete the project more quickly.
 - There was concern about the potential impact a full bridge closure would have on small business owners.
- They can adjust to any decision the state makes based on full or partial bridge closure.
 - The construction and replacement of infrastructure needs to happen and when it's finished, the community as a whole will benefit from it.
 - Longer term construction impacts would more painful.
- Placing signage during construction and for detours is important.
- Plan heavy construction times when the bridge isn't in as high of demand.
- Early notice of construction activities, detour, etc. will be needed.
- Give people an incentive for walking or biking in this area.
 - This would encourage multi-modal travel.
- Rerouting buses adds time to travel, which is costly. Cost is about \$70/hr per bus.
- They asked if federal funding could be used to pay for any additional bus time due to the rerouting.
- Prefer a full bridge closure.
 - VRT could adjust to the closure.
 - They may reroute busses even without a full closure.
- Partial bridge closure will also add more time to travel and increase their costs.
- VRT will need advanced notice of construction to prepare for rerouting, etc.
- Concerned about bridge closure during construction.
- Maintain access across the bridge even if it will increase the duration of the construction process.
- Keep at least one lane in both directions open at all times.
- Complete the project as quickly as possible, with caution.
- Impacts from construction will be tremendous and will be felt all the way up the southern corridor.
 - Will cause significant impacts to their businesses.
- If there is a full bridge closure, the businesses on Broadway Avenue will suffer greatly.
- Asked to see what the traffic patterns would be like for a full bridge closure with a shorter construction time frame versus a partial closure with a longer construction time frame.

- Prefers partial bridge closure during construction.
 - Understands the reasons why ITD may need to do a complete bridge closure.
 - Considers eight month construction time to be a long time for businesses.
- Adjust traffic signals in the surrounding area to accommodate the traffic detours from the bridge.
- Maintain access to businesses in the Broadway Avenue area.
- Once ITD determines the construction dates and deadlines, stick to them.
 - Delays of 30 to 60 days will be detrimental to businesses.
- They will have been open two years once construction begins.
- Would like ITD to finish construction as quickly as possible.
 - Supportive of any decision ITD makes regarding whether the bridge will remain partially open or closed.
- They can adapt to changes.
- Construction will cause people to avoid Broadway Avenue businesses.
- Customers could easily access their business from the other bridges in the area, with little added travel time.
- Control the noise levels during construction.
- Make it easy to access their businesses and to cross the bridge.
- Their personal opinion is that it would be better to close the bridge and finish the project quickly, as opposed to partial closure.
- Avoid construction during the BSU football season.
- They do not speak on behalf of their company.
- Their second parking lot will be extremely full as a result of construction.
- It is fairly easy to re-route trucks, but Broadway Avenue serves as an important corridor for them.
- Like the idea of a full bridge closure if it means ITD will finish the project as quickly as possible.
- The longer construction continues, the less likely it is that customers will continue to visit their store.
- Signal timing in the area needs to be adjusted to keep traffic moving smoothly.
- If trucks are re-routed down Beacon, they will be traveling through a residential area.
 - They avoid using residential areas for their trucks.
 - The more lead time they have about re-routing their trucks
- Supports partial bridge closure.
 - Doesn't think full closure is feasible.
 - Doesn't think the project could be built in 8 months.
- Concerned about nighttime construction and noise in the area.

- BSU football games aren't the only activity in the Broadway Avenue corridor that are important; many other important activities are held in the area.
- During major events, construction should be halted.
- Initially supported a full bridge closure; however they were hesitant because of how significantly it would impact the area.
 - During a full bridge closure the more significant impact would be for bicyclists and pedestrians, rather than motorists.
- Public will want the project completed as quickly as possible.
- Understand the importance of the bridge's access to St. Luke's.
- Consider creating a temporary bicyclist and pedestrian bridge during construction or a shuttle service for them.
- Accommodating Boise River floaters is important.
- Public outreach during construction will be critical.
- Make sure there are not other closures in the area at the same time.
- Consider temporary shuttle buses for BSU events.
- Lane restrictions would be detrimental.
- Any lane closures will have to be carefully managed during construction.
- Their initial reaction was to complete the bridge as quickly as possible.
 - Will consult with the rest of the organization before giving a definite answer on full or partial bridge closure.
- Noise from construction is a concern for residents in the area.
- Questioned whether the nighttime construction is necessary.
- Consider St. Luke's and all BSU activities including Bronco Stadium and Taco Bell Arena when deciding between full or partial bridge closure.
 - Prefer complete bridge closure to get the project done quicker. Can work with a complete closure.
- Will need to consider/modify response routes and times.
- Want the bridge to be completed as quickly as possible.
- Consider building the pedestrian crossings as a separate bridge before the main roadway bridge construction begins.
- Want to see what their response times would be if there was a full bridge closure.
- Will need a minimum width of 12 to 13 feet for response vehicles. Two ten foot lanes would suffice, assuming they are clear of other traffic.
- Connectivity to the roadway and the Greenbelt is crucial to them.
- If the bridge is partially open, ITD should do a temporary opticon system, which would give priority access to emergency vehicles.

- Asked that pavement work on the roadway surfaces and the bridge replacement be done simultaneously.
- Safety and theft protection of utilities, construction equipment, etc. will need to be incorporated during construction.
- If the construction time exceeds one year, annual events may be in jeopardy.
- Avoid construction of other major routes at the same time, i.e. Capitol Boulevard, Ninth Street, Park Center Boulevard, etc.
- Must evaluate the cost benefits of a full bridge closure versus a partial bridge closure before giving a definite preference.
- ITD should monitor the possible sale of the commercial center on the SE corner of the Broadway/Myrtle intersection; it will be going to auction.
- They have adapted the new traffic model.
- Construction will be more disruptive for the Greenbelt users than for Broadway Ave. users. Crossing of the river on Broadway Avenue is not as big of an issue for bicyclists.
- Consider a dedicated bike lane on Front Street from Broadway Avenue to Third Street during construction to facilitate bike traffic to the downtown area.
 - Use narrow traffic lanes to accommodate the bike lane.
- Need a good detour route for bicyclists if the bridge is fully closed.
- No opinion given on their preference of full or partial bridge closure.
- Bridge closure would affect their response times.
- Understands that there is heavy congestion due to motorists, pedestrians and bicyclists.
- There is no way to eliminate all the congestion on the bridge.
 - Boise State football games are an example of when congestion won't be alleviated simply based on a new bridge.
- Very concerned about full bridge closure.
- Prefers partial closure of the bridge.
- At a minimum, maintain one lane north bound for inbound trips to St. Luke's Regional Medical Center.
- Traveling down a center turn lane is much easier and safer for them.
 - This prevents them from having to travel into oncoming traffic.
- Want bridge completed as quickly as possible.
- Maintain access to their business at all times.
- Keep traffic moving during construction.
- Create a temporary foot bridge for pedestrians.
- Do not block entrance to their building.
- Avoid traffic going through their parking lot to Longmont.
- More inclined to favor a full bridge closure.

- Curious about where the detour routes will be.
- Like the idea of finishing the project quickly.
- Didn't provide a final preference regarding full or partial bridge closure.
 - Wanted to speak with their regional management first.
- Any closure of Broadway Avenue will dramatically decrease their business earnings.
- Employees work is based on commission, and a full closure would directly affect their pay.
- Likes the idea of completing construction quickly, but a full closure is not the right answer for this project.
- The Park Center Bridge is a nice alternate route.
- Keep the access opposite University Drive to the T-Mobile/US Bank/Baja Fresh parking lot open at all times.

4. What is the best way to communicate with you?

- Email or phone.

5. Suggestions on how best to involve and inform the community about this project.

- ITD is welcome to put independent signs on their boat launch, bulletin boards and website.
- The board wants information about the project too.
- Personal touch and direct communication is pivotal.
- Can use their newsletter for getting information out.
- This is a big job.
- Create an information center about the project.
- Focus on positive end results to gain community support.
- It is extremely important to involve and inform the community about this project.
- Community input will be critical to the success of this project.
- Add a map-graphic to the fact sheet to show the project area.
- They can provide us with their mailing list.
- They highly suggested doing a saturation drop mailing.
- Website is important.
- ITD can link or add content to the DBA website.
- They suggested ITD speak with the state agency's Public Information Officer.
- Place signage in fly fishing stores in the Valley.
- Community involvement is critical.
- Support all the traditional methods we use to communicate.
- The more involvement the better.
- Need to meet with the surrounding neighborhoods.
- Thinks signage at their business by the gas pumps or in the store is a good idea.
- Signage must be approved by their corporate office.
 - He is willing to help us coordinate with them.
- Best idea is to coordinate with their public relations office.
- They can communicate with all their facilities.
- Will be happy to coordinate communication.
- Large signage that reaches as far out as the interstate.
- Websites are fundamental to all construction projects.
- Online comments, mapping and social media are important.
- Newsletters during design are effective.
- Communicating with commuters and residents in the area is crucial.
- Be aware that commuters and residents may not have the same opinions regarding the project.
- Use a roadside sign to direct people to the project website.

- ITD needs to spend time to meet with people.
- If the community knows the expectations and limitations, they can give better input into the design of the new bridge.
- An exhibit could be created to model the construction and design of the bridge at the Discovery Center.
- As part of the City's 150th anniversary, they invited ITD to an event at Julia Davis Park on July 7, 2013.
 - ITD would have the opportunity to provide the community with information.
- Suggested to make the Broadway Bridge a community project and "brand" it as future project/design. Capitol Boulevard Bridge would be representative of Boise's past, while the Broadway Bridge would represent the City's future.
- They suggested a citizen advisory board.
- Stress the economic benefits to the community, the improved connectivity for all modes of traffic and the bridges "signature" to the city.
- Involving the public in this project is a must. They will help ITD as much as possible.
- Communication will be the key to success.
- Gearing involvement activities and information toward students and faculty is important.
- Suggested involving BSU students and faculty.
- Could use a "Greenbelt newsletter."
- Use website and social media outreach.
- Communication is critical.
- Provide the community with plenty of lead time to account for event planning.
- Most Greenbelt events are annual.
 - This will provide ITD with a clear understanding of which events need to be taken into account.
- Communication is crucial.
- Communication is very important.
- They suggested using all types of media to inform the public.
- Giving advanced notice to the public will be the best way to ease community reluctance.
- ITD is welcome to put information on their website.
- They can provide ITD with a 4,000 person e-mail network to contact residents of the area.
- Use public involvement, which provides options for the community.
- Suggest placing quick response codes on the street signs to allow the public with easy access to information.
- Willing to place quick response codes inside their store or at the cash register.

- Several iPads will be available in their seating area for customers, which could link to a website about the construction.
- Suggested the use of Quick Response codes posted at pedestrian buttons at signals in the area.
- Suggested combining business advertisements with notices about the bridge construction.
- Use an “e-newsletter.”
- ITD is welcome to communicate with their bus riders by riding the bus or placing signage inside the buses.
- ITD can place information in their newsletter.
- Willing to help ITD advertise for public meetings.
 - The outside of buses or benches can also be used to advertise about public meetings.
 - ITD would have to pay to purchase these spaces.
- Suggest using the Idaho Business Review for ad placement.
- Suggest holding public meetings on the Broadway Avenue corridor as close to the bridge as possible.
- Use the Idaho Business Review to reach the public about this project.
- Will post brochures and notices in their lunch room.
- Will need to notify employees, especially drivers.
- Communication on the GARVEE project was successful.
 - ITD should use the same methodology with the Broadway Avenue project.
- Good communication with everyone will be needed.
- Placing signage inside their business isn’t a possibility.
 - Corporate management makes all decisions regarding any advertising or messages placed within the business.
 - It is worth asking corporate about placing signage in the store.
- The process of project education is important.
- ITD should make sure the community is aware that businesses in the area will remain open.
- ITD could help businesses in the area by advertising that businesses will remain open.
- Eliminate the perception that it will be difficult to travel on Broadway Avenue during construction.
- Reassure the community that the project is temporary and that when construction is complete, the area around the bridge will be beautiful.
- Knowledge is power. The more information that is shared with the public, the better.

- Happy to help ITD to inform the public by placing signage or pamphlets in their businesses or adding information to their social media accounts.
- Willing and happy to help with getting information to the public.
- Signs or flyers can be placed within their business.
- Use early advance notices to the public and major stakeholders.
- Support anything that will benefit customer knowledge about the project.
- Communication was successful for ITD's GARVEE project and should be mirrored in this one.
- Cautioned ITD about allowing the public to contribute too heavily to design, because it will slow down the project. Balance design with public expectations.
- Offer limited choices to the public.
- Inform BSU students and bicyclists about the project.
- There is a significant population in this area that the public outreach needs to reach.
- Need to show everyone what the alternate routes will be to go north/south.
- Impacts are greater in the BSU and south side of the river; therefore, they are more important.
- Work with the registrar's office to inform all BSU students about the project.
- Direct mailing to all BSU students.
- Suggest placing signage about the project near the bridge as much as a year in advance to prepare the public.
- Suggested buying space in the Idaho Statesman online and print editions for notices. Determine BSU spring class schedules and all the public activities going on in the area to better communicate to the public.
- Suggest tailgating at BSU football games to inform the public about the project.
 - Set up a booth in the tailgating area.
 - Could reach the biking community via the bike barns at the north and south sides of the stadium.
- Ask local businesses to put information on their reader-boards about the project.
- Work hard to encourage the community to continue to patronize local businesses during construction.
- Suggested working with the State government and legislature as well.
- Willing to help ITD communicate with the public.
- Create a complete calendar of events in downtown Boise.
 - Identify which events may close down Capitol Boulevard.
 - Both Capitol Boulevard and Broadway Avenue can't be closed at the same time because of the congestion it would cause around the area.
- Public involvement is very important.

- Suggested that ITD include public involvement in every activity and step of the project development.
- Public outreach is very important and will determine how people perceive ITD.
- Avoid public outreach like what was done for the East and West Park Center Bridge.
- ITD should disclose all information upfront to avoid frustration.
- Suggest something similar to the Oakland Bay Bridge project in Calif.
 - <http://baybridgeinfo.org>
- Be honest and upfront with the public about the duration of the project.
- Repeat the same simple message.
- They can include project updates via a direct e-mail to the community.
- Include project information in the Arbiter and on the BSU website.
- The project website should be updated regularly.
- Place signage or a kiosk on either side of the bridge before and during construction about the project's status.
- ITD has a comprehensive list of contacts.
- Direct communication with people.
- Work with them to post signs along the Greenbelt.
- ITD will have to make a good communication effort.
- The best way to reach the bike community is through the following groups:
 - Local bike stores.
 - The Boise Bike Brigade.
 - May in Motion— consider attending the event.
 - Ada County Bike and Pedestrian Committee.
- Traditional media.
- Social media.
- Do lots of communicating – the more the better.
- Current communication regarding ITD projects on the Interstate has worked well.
- Tie communication efforts directly to the entire BSU population.
- International students at BSU frequent their facility and will need quality communication to keep them informed.
- Willing to help connect ITD with other banks along the Broadway Avenue corridor.

6. Who else should we speak with?

- The bike community.
- The Parks Open-Space and Trails Board.
- Private guides.
- Idaho Outfitters and Guide Association licenses floaters and guides on the Boise River.
- Chamber transportation committee. Chairman: Karen Doherty HDR.
- Chamber Board.
- Winco.
- Bob Kustra.
- Lyle Smith.
- Courtyard Marriott near Boise State University.
- CCDC.
- DBA.
- The Auditorium District.
- Boise Convention Center.
- Car-rental companies at the Boise Airport.
- The DBA's board.
- Idaho Power.
- Jennifer Ockerlund-Public Information Officer.
- The Boise River Campaign.
- Boise Neighborhood Association.
- Trout Unlimited.
- Boise Valley Fly Fisherman Association.
- Idaho Fly Fishing Association.
- The Boise River Enhancement Network.
 - <http://www.idahorivers.org/protectrivers/boiseriver.aspx?page=lunchlectures>
- The Grand Rounds at both St. Luke's Regional Medical Center and St. Alphonsus
- St. Luke's board.
- The Discovery Center.
- The cities of Portland or Pittsburg.
- Boise State's President and Athletic Director.
- Facility's Planning Council.
- University Council.
- United Water.
- Amy Stahl-Public Information Officer for Parks & Rec.
- The Parks Commission.

- United Water.
- Lynn Hightower-PIO for City of Boise-Police.
- Bogus Basin.
- Walgreens.
- Boise Bike Project.
- School bus companies.
- Ada County.
- VRT operations manager.
- Dave Wali-property owner for Baja Fresh and T-Mobile.
- East End Neighborhood Association.
- Tenants in the area.
- Pitchfork Investments.
- BSU.
- Idaho Parks & Rec.
- Boise Convention and Visitors Bureau
- Governor's Office and Idaho Legislators.
- East End Neighborhood Association Board.
- Boise Dive Team.
- Dona Larsen Park managers.
- Boise School District.
- Boise School bus operators.
- Idaho High-school Association.
- Idaho Pedestrian and Bike Alliance.
- Idaho Smart Growth.
- Ada-Boi Critical Care Transport.
- Injury Care Paramedic.
- St. Alphonsus Regional Medical Center.
- Life Flight.
- Air St. Luke's.
- Other banks in the area
- The End Zone
- Suds Tavern
- Busters

7. Would you be willing to work on an input committee?

- 38 of the 40 organizations ITD met with are willing to serve on an input committee

8. Other questions/comments.

- Thank you for taking the time to come out and meet. This project has the potential to greatly impact Boise River floaters.
- Would like historic photos emailed to them.
- Thank you for taking the time to come out and meet.
- Find more information regarding new apartment complex near the bridge.
- Thank you for taking the time to come out and meet.
- Really appreciate ITD's proactive approach and reaching out to the local community prior to decisions being made.
- Thank you for taking the time to come out and meet.
- Appreciate ITD involving the business community at an early stage so they can prepare.
- Thank you for taking the time to come out and meet.
- She is happy to help facilitate what will happen with the project.
- Suggested ITD talk to Boise City to combine the conversion process that is being done for the Eagle and McMillan project with the Broadway project. It would make the process easier.
- All the information regarding Section 4F properties will reveal what needs to be done with Section 6F.
- They provided materials (maps) at the interview.
- Pleased that the bridge design hasn't been completely decided.
 - Allows for the possibility of a single-span bridge to be considered.
- Thank you for taking the time to come out and meet.
 - It is great that ITD is getting out and talking directly to the community that can be affected by this project.
- Thank you for taking the time to come out and meet. Involving the public and local businesses early is important.
- Think people take for granted the amount of people who use the current bridge.
- Happy to partner with us regarding this project.
- Appreciates ITD taking the time to come out and meet and to gather input prior to final design.
- They acknowledged that the East and West Park Center Bridges are very different from the Broadway Bridge.
 - They believe their construction impact was far less than what it will be for the Broadway Avenue project.
- They are very supportive of what ITD is doing and thanked ITD for its work thus far.
- They thought a Citizens Advisory Committee would be beneficial.
- The Capital Bridge will undergo changes during the 150th anniversary of the City.

- They asked about the inclusion of temporary art projects similar to the art surrounding the construction project at the intersection of Eighth and Main Street.
- They appreciated meeting with ITD and their efforts to inform him about the project.
- They appreciate ITD meeting with them early about this project.
- The Broadway/University intersection is a very important “gateway.”
 - The eastbound left to Broadway Avenue and the northbound left to University Drive are problematic.
- They appreciated ITD’s meeting, because it gave them advanced notice and time to adjust.
- There are plans to make changes to Julia Davis Park in 2013.
 - There have been discussions about creating a Cancer Survivor Plaza.
 - There is a right-turn out of Julia Davis Park near the intersection of Myrtle and Broadway Avenue.
 - They will add the ability to turn into the park at the same point.
- A Greenbelt survey in Julia Davis Park is being conducted to determine how the pathway is used during the week of September 18, 2012. They will share the outcome of this survey with ITD.
- They will share the schedule of events planned with ITD.
- They appreciate ITD working with them early on in the project.
- ITD was given a map of where the sewer line is located.
- ITD was given a drawing of where light posts are located and who owns them.
- Greenbelt and park lighting is managed by their organizations.
- ITD needs to follow up with them regarding the geothermal system.
- There has been discussion about using some of the geothermal water for an informational kiosk or similar facility along the Greenbelt’s south side near the new bridge.
- They are happy about the project and understand its need.
- They were appreciative of ITD coming to meet with them in person.
- They are new to the Boise area but live close to Broadway Avenue.
- Research the James Brown Soul Center of the Universe Bridge in Steamboat Springs, Colorado and its meaning.
 - It was a community bridge project.
- They are appreciative of the time ITD took to meet with them.
- They may want ITD to do a working session with their operators.
- They are appreciative of the time ITD took to meet with them.
- Need to schedule a follow-up meeting with them to learn their specific needs in the design of the bridge and roadway when ITD is ready to identify detour routes.

- They have designed plans for the bus stops.
- They appreciated ITD meeting with him.
- What is the cost differential between a full bridge closure versus a partial bridge closure?
- What is the cost differential between the inclusion of four rather than six lanes along the bridge?
- Before a statement can be made regarding full or partial bridge closure, they want information about traffic in the area.
- They were happy that ITD took the time to meet with them.
- Would like to receive information about the project.
- Maintain communication with them.
- Very thankful for ITD giving information to them early in the project.
- Very appreciative of ITD coming out to meet with them personally.
- Asked if there was a connection between the Broadway Avenue and Broadway Interchange project.
- In the long run, this project will really help their store.
- Appreciate ITD coming out to meet with them directly.
- Thanked ITD for the informative meeting, especially for the fact that it was conducted in the project's early stages.
- Get a copy of their master plan.
- Appreciative of ITD for meeting with them early.
- Congratulated ITD for meeting with people early about the project. This is the way it should be done.
- Need a copy of the code 7-01-30 AMIFC 503.2.6.
- Need a copy of the city code regarding access to waterways.
- Parking and pedestrian accommodations are a significant issue at Dona Larsen Park events.
- Thank you so much. If ITD has any questions, feel free to ask her.
- Appreciates ITD taking the time to come out and meet. They are glad ITD is talking to people before decisions are made.
- They will begin counting the number of bicyclists who use the bridge in September.
 - The results will be finished in several months. Initial data/reports should be available in about six weeks.
- An attachment to the interview included:
 - A list of the locations where they will be doing the bicycle counts.
- They believe there is a Greenbelt survey being conducted.

- Noted the following website as a local online biking resource:
<http://boisebicycleuniverse.com>
- Thank you for taking the time to come out and meet.
- If there will be full bridge closure during the project, they would like 3-4 months advanced notice.
- Happy that ITD is checking bridge structures for soundness and replacing ones that need to be replaced.
- Noted that there are no US Bank ATMs on the BSU campus and that they work with many international students, who access the bank on foot. Thanked ITD for meeting with them early about the project.
- Will give information from the meeting to their regional management.
- Asked about the project time frame.
- Will set up a follow-up meeting with the manger.
- Thanked ITD for providing information and meeting with them early about the project.

Highlights of Utility Responses

Utility bridge usage

- **United Water** has 12 inch manes below the bridge that connect to 24 inch manes on each end.
- **Century Link** has 30 conduits and over 60,000 lines underneath the Broadway Bridge, as well as man holes and fiber facilities on either side of the bridge.
- **Syringa Network** has a conduit located on the west side of Broadway Avenue from Front Street to the northwest corner of the Myrtle Street and Broadway Avenue intersection.
- **Idaho Power** has 6-by-6 foot overhead and buried lines which are located on the west side of Broadway Avenue.
- **Intermountain Gas Company** makes over 90,000 service calls in the Treasure Valley.

Issues important in the design

Commonly heard themes and notable comments:

On the Bridge

- The new bridge should have a nice design.
- The bridge needs to be widened and new lanes added.
- The bridge is a very important gateway into Boise and needs to look nice.

Around the Bridge

- It will be time consuming and expensive to move utilities for the bridge construction.
- Boring underneath the river is very expensive.
- All the activities in the Broadway Avenue area make the bridge important to the community.
- Improvements to the Greenbelt should be made.
- Some utilities need conduit in the bridge, particularly on the west side.
- The northbound Broadway Avenue to westbound Front Street left turn should be improved.

Issues important in construction

- **United Water** needs to move their water manes before construction. During construction, they will abandon their current lines and will need to boar a new line(s) 20 feet below the river. Boring takes between 2-3 months and the new lines won't be near the bridge abutments.
 - Bridge closure preference: Full bridge closure (do not speak on behalf of their company).

- **Century Link** will need to closely be linked to this project because of its significant impacts. Their technicians need to work in a safe environment and need constant access to their man-holes. They would prefer to move their conduits after the construction process.
 - Bridge closure preference: No definite preference
 - Could need as much as a year to move all lines.
 - This move will be very expensive.
 - Would like to move lines only once.

- **Idaho Power** may want to move their lines under the Boise. Putting lines underground and or under the bridge would be very costly and require permits.
 - Bridge closure preference: Full bridge closure.

- **Intermountain Gas Company** wants to put a “sleeve” in the bridge to run gas lines through it. They would like to be able to replace the south side gas lines after construction.
 - Bridge closure preference: Full bridge closure.

Suggestions about how to involve and inform the community

- Coordinate with United Water’s Public Information Officer Mark Schneider.
- Coordination is crucial between ITD and United Water.
 - Will prevent potential damages to the newly laid water lines.
- ITD should coordinate with utilities about the public impact of the project.
- They are happy to coordinate with ITD regarding impacts to the public during their work to move water lines.

Other Comments/Questions

- Stakeholders were appreciative of ITD’s early steps to inform them about the project. The utility companies were very thankful ITD took the time to come out and meet with them.
- Terry of Intermountain Gas Company invited Wade to attend the November 14 Utility Council Coordinating meeting.
 - The meetings are held the second Wednesday of every month at 11:30 a.m. at the Great Wall restaurant located on Orchard Street.
 - All the private fiber companies will be attending this meeting.