### Public Input

<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999-2011</td>
<td>Environmental Impact Study process</td>
</tr>
<tr>
<td>November 23, 2013</td>
<td>Open house</td>
</tr>
<tr>
<td>November - December 2013</td>
<td>Stakeholder group meetings</td>
</tr>
<tr>
<td>December 2013</td>
<td>City public hearing</td>
</tr>
<tr>
<td>January 2014</td>
<td>Summarized public comments</td>
</tr>
<tr>
<td>September - October 2014</td>
<td>Stakeholder input on Milwaukee Trail and bus stop options</td>
</tr>
<tr>
<td>May 2015</td>
<td>Open house for W. Broadway to Dakota</td>
</tr>
</tbody>
</table>

### Decisions

<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>2011</td>
<td>Record of Decision</td>
</tr>
<tr>
<td>June 27, 2013</td>
<td>Clearance of pathways under Bridges and design flood elevation</td>
</tr>
<tr>
<td>October 2013</td>
<td>30% Plans out for comment</td>
</tr>
<tr>
<td>January 23, 2014</td>
<td>Options for Lighting, narrowed bridge designs, modified ES design to include a raised bike lane, wider sidewalks, more plantable space in medians</td>
</tr>
<tr>
<td>January 30, 2014</td>
<td>Continue with the inside vehicle lane width of 11 feet</td>
</tr>
<tr>
<td>February 27, 2014</td>
<td>Modified the bridge lanes and pathway configuration</td>
</tr>
<tr>
<td>November 13, 2014</td>
<td>Milwaukee Trail with the wide arch underpass with retaining walls and open side slopes as possible</td>
</tr>
<tr>
<td>December 19, 2014</td>
<td>Bus stops with wrap around bike lane option</td>
</tr>
<tr>
<td>May - June 2015</td>
<td>90% Plans for review (PIH Review) for W. Broadway to Dakota</td>
</tr>
<tr>
<td>Fall 2015</td>
<td>Start R/W process for W. Broadway to Dakota</td>
</tr>
<tr>
<td>Summer 2016</td>
<td>Move utilities for W. Broadway to Dakota</td>
</tr>
<tr>
<td>Fall 2016</td>
<td>Advertise for construction for W. Broadway to Dakota</td>
</tr>
</tbody>
</table>
November 23, 2013
• Project Open House
• Meetings with Stakeholder Groups

December 2013
• Public hearing with City Council

January 2014
Summary of public comments on Preliminary Design:
• Vast majority want a safe roadway for all users.
• The selected alternatives with 4-lanes, medians, turn lanes and bike lanes is preferred by a large number.
• Signals are preferred as intersection control by a two to one margin of commenters.
• Prefer wider bike lanes with a buffer or cycle track design.
• Prefer wider sidewalks, even if it means reducing the boulevard.
• Keep pedestrian crossings as short as possible.
• Medians should have landscaping.
• Milwaukee Trail should go under Russell St.
• Use decorative lights like those on Wyoming St.
• Use arched girders and custom form liners on the bridge and retaining walls.
• Vehicle lane width comments were split with a slight majority preferring 11 foot or wider lanes and the rest preferring narrower lanes.
General Design Elements

- Use the decorative lights throughout the project (including side streets such as Mount Avenue, S. Third Street, Wyoming Street, and W. Broadway Street) like the ones on Wyoming Street.
- Discontinue exploring a vehicle connection under the bridge at River Road and not include it in the project because of increased property impacts.
- Create more median landscaping space by using 8:1 taper rates for the median transitions (Project design elements).

Russell Street Bridge

- To keep the pedestrian and bicycle facilities as a shared-use path on the bridge with barrier separation (shared-use path on bridge).
- Do not include Bridge Overlooks because of additional costs and the wide shared-use pathway.
- Use arched girders on the bridge.
- Use three span option for the bridge.

Modified Street Typical Section

- Use a typical section with a raised six-foot bicycle lane and eleven-foot sidewalk for West Broadway to South Third Street.
- Use outside vehicle lanes of 11 feet (vehicle lane widths).
- Use the narrower 18-inch curb in medians and reduce shy distance from two-feet to one-foot (narrower curb in medians) to increase plantable space in the medians.
- Allow flexibility in the design width of sidewalks, boulevards, and bicycle lanes that will not reduce them beyond the minimum required widths defined by ADA or PROWAG. This will be explored when confronted with right-of-way restrictions.
Decisions - Roadway

- Use raised wider bike lane.
- Reduce outside lane width.
- Use wider sidewalk with street trees.
- Create more plantable space in median.

Modified West Broadway to South 3rd Street Typical Section

EIS Typical Section
Use the following revised section as the design for the Russell Street Bridge, with a total width of 94 feet, containing two 12-foot shared use pathways, 2-foot shy distances from the barrier rails, four 11-foot travel lanes, a four-foot median with a one-foot shy distance and a 12 foot left turn lane.
Stakeholder Input  September - October 2014

Stakeholder Group Meetings
- Riverfront Neighborhood
- BWAM
- Parks & Rec
- Bike Ped Advisory Board
- River Road Neighborhood
- Mountain Line

Common Themes from the Groups
- A preference for the arch structure option.
- Open stair connections to Russell Street that parallel the trail.
- Prefer large block texture with the natural stone colors.
- Avoid a “narrow canyon” entrance to the crossing by opening up the trail sides at the portals to the structure with shorter walls and slopes, even if it means reducing or eliminating the parking along Dakota Street.
- Avoid designing potential loitering areas near the crossing.
- Light the crossing and trail.
- Use an anti-graffiti coating to discourage graffiti and ease cleaning.
- Drainage — keep it from filling with water.

Decision - Milwaukee Trail  November 13, 2014

TDC Consensus
- Use the arch underpass with a hybrid of retaining walls and side slopes to maximize open space for the Milwaukee Trail Crossing.
Use the following bus stop design that:
• Allows bike traffic to flow around bus stop.
• Defines bus stop area.
• Discourages loitering in the bike lane.
• Designates pedestrian & ADA crossings.