

March 25, 2022 - ASWG Meeting #2



Project: Arlington Avenue Bridges	Date: March 25, 2022, 9am
Topic: ASWG - Meeting 2	Location: Virtual - Microsoft Teams Conference Call

Participants:

Judy Tortelli – RTC Project Manager
Angela Fuss – City of Reno HRC
Brian Stewart – RTC Director of Engineering
Robbie Coomes – Jacobs
Greg Erny – Architects+
Jeffrey Grob – Stantec
Kelly Houston – SJ Marketing
Lance Ferrato - City of Reno Special Events
John L'Etoile – NDOT L&A
Megan Berner – City of Reno Arts & Culture
Jessen Mortensen – NDOT Bridge
Barb Santner – Stantec
Kaci Stansbury – Jacobs

Lance Ferrato - City of Reno
Thomas Berenbrok - Stantec
Kerrie Koski – City of Reno City Engineer
Mike Cooper – Jacobs
Lance Ferrato - City of Reno
Jack Mayes – City of Reno Access Advisory Committee
Khalil Wilson - City of Reno Engineering Manager
Laurie Leonard – Promenade on the River
Lance Ferrato - City of Reno
Theresa Jones – City of Reno
Eric Scheetz - TRFMA
Philip Kanegsberg– NDOT LPA Coordinator

ASWG Members not in attendance:

Del Abdalla – FHWA Environmental Manager
Andrea Gutierrez – FHWA Dist. 2 & 3 Trans. Eng.
Heidi Loeb – NV Museum of Art
Scott Carey – RSIC
Jim Bell – Sierra Adventures
Rebecca Palmer – SHPO
Theresa Frisch – Frisch House
Father Chuck Durante – St. Thomas Aquinas
Scott Gibson - RTC
Chad Matty – FHWA Bridge Eng.
Alexander Stettinski – Downtown Reno Partnership

Roger Trott – NDOT Environmental
Anthony Sampson – PLPT
Michon Eben – RSIC
Brian Saeman – St. Thomas Aquinas
Gerald Dorn – Wingfield Park Condominium
Beth Macmillan – Artown
Jaime Schroeder – City of Reno Parks and Rec
Travis Truhill–City of Reno Streets Program Manager
Matt Brezina – City of Reno Parks & Rec
My-Linh Nguyen – NDOT Environmental

Attachments:

Arlington Avenue Bridges Aesthetic Stakeholder Working Group#2 PowerPoint Slides

Verbal ASWG Group Comments and action items for next ASWG meeting:

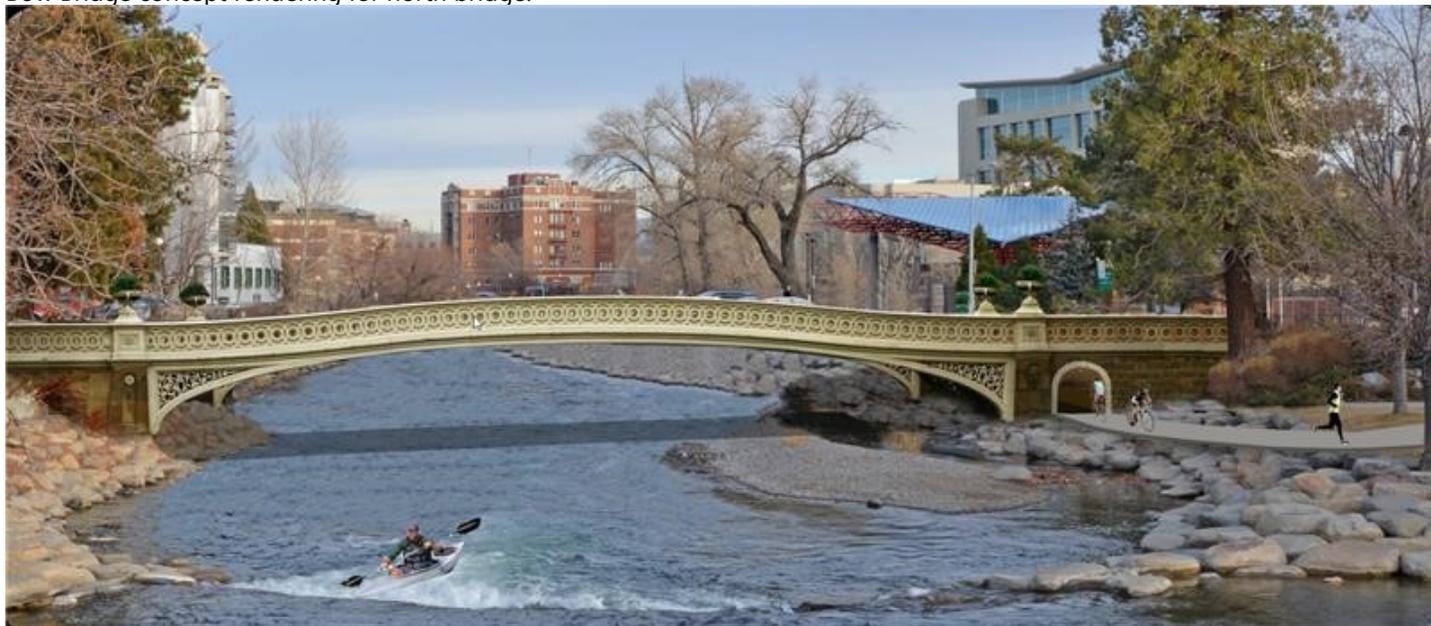
1. Structure Type Decision Progress
 - a. Eric Scheetz, of the TRFMA commented on the decision to build a single pier structure for the north bridge. He disagrees with some of the stated advantages that have been presented in the PowerPoint. He's in favor of a clear span structure for the north bridge and believes other comments from the Feasibility Study stakeholder committee show agreement.
 - b. Mike Cooper, Jacobs responded that the decision was primarily based upon hydraulic clearance. That sometimes they can raise the road height but in this case it would be very difficult as that would require them to also raise the adjacent intersection that has several large buildings in close proximity.
 - c. Eric responded that they were able to do a clear span for the Virginia Street Bridge, why not for Arlington?
 - d. Mike said they could do it for the Virginia Street Bridge because of the arched bridge design. The arch design for Arlington was eliminated during the Feasibility Study because it prevents maintenance access from above in addition to aesthetic reasons.

- e. Jessen Mortensen, NDOT added that the arched Virginia Street bridge is very difficult to inspect because of its design and requires special equipment used no where else in the state.
 - f. Eric wants to go on the record that he believes a clear span bridge with a rigid structure would be the best choice for the north bridge design.
 2. Bridge pylon and rail design - presented by Jeffrey Grob, Stantec
 - a. Greg Erny, Architects+ was curious about the large openings in the Texas style barrier rail being larger than 4-inch maximum size for pedestrian safety, and how that could be made compliant.
 - b. Jeffrey said that either metal or acrylic could be used.
 - c. Barb Santner of Stantec, said they could use metal bars like they did on the Virginia Street Bridge.
 - d. Greg stated that between the two types of railing presented, he preferred the metal railing.
 - e. John L'Etoile, NDOT concurred on the metal railing being preferable and thinks that metal railings would keep the design more consistent the other bridges in downtown Reno.
 - f. John L'Etoile brought up the potential designs presented for bridge pylons. He feels they are too complex and too large scaled and would like to see more options. He also would like to see more options presented on the lighting.
 3. Design Options for bridge overlook, pilasters, and potential public art concept for bridge guardian - Jeffrey Grob
 - a. Jeffrey explained that the center pier would support the overlook and would be good for bringing in heavy equipment to remove debris.
 - b. Greg said he thought the overlook was too narrow, especially since there was only one overlook He would like to see them wider. He favors the circular design presented as compared to the more geometric design for the overlook. He also commented on the railing design presented and thinks a narrower top railing would be best so it doesn't create a shelf for people to leave things on.
 - c. Jeffrey said he thought that a very hard wood top railing would be nice and break up all the metal. It could be rounded to prevent the use as a shelf.
 - d. John L'Etoile stated he would like to see the design elements consistent with design elements on other Reno downtown bridges. He is concerned about the use of wood for maintenance reasons and also wanted to discuss the art aspect of the new bridge and how that would fit with the other Reno bridges. He likes the Chevron pattern on the Center Street bridge and how it flows into the pylons. He wants to see the rails transition into the pilasters and is not keen on the guardian "art" concept for the bridge.
 - e. Jeffrey feels we could offer up the guardian for every bridge as a public art project.
 - f. A comment in the chat clarified that the RTC does not have project monies for public art.
 - g. Barb explained that the Sierra and Lake Bridges will be replaced next and could offer the opportunity to continue with the guardian art concept.
 - h. John said he thought the guardian concept was more of a architectural element than a art project.
 - i. Jeffrey felt it could be included as an architectural element.
 - j. John said he was still struggling with the guardian concept for the bridge.
 - k. Barb said some art could also be added to the pilasters which would be far more subtle.
 - l. It was suggested to leave an area where the City of Reno could install and possibly rotate public art, but the City of Reno commented that rotating public art pieces is very complicated and undesired.
 4. Lighting - Jeffrey Grob
 - a. Jeffrey stated that he was unclear whether city would require "street level" lighting which require a more stringent set of rules. He brought up the concept of adding lighting under the railing to light the pedestrian walkway.
 - b. Kaci Stansbury of Jacobs said she didn't think "street level" lighting would be required.
 - c. Judy Tortelli, Arlington project manager for the RTC said she thought that we should light both the walkway as well as the street in the project design.
 - d. Khalil Wilson of the City of Reno Engineering agreed.
 - e. Jeffrey brought up lighting underneath the bridge and how much it could add to the bridge design. He stated it could be artistic or theme oriented depending on the day, event or situation.
 5. Abutments and flood walls - Barb Santner
 - a. Barb stated that only a few feet of flood walls needed to be replaced on either side of the bridges.
 - b. She presented concepts for the abutment and flood walls which could be more natural like stone or be a more geometric art deco design.
 - c. She doesn't think either the abutment or flood walls should be smooth due to concerns that smooth walls are highly preferred by graffiti artists.
 6. Group discussion on lighting, flood walls and abutments
 - a. Kaci was curious if over time the water would wear down the sharp edges a complex geometric design, smoothing it out, causing it to lose its aesthetic impact.
 - b. Jeffrey said not much wear over several years would result.

- c. Jeffrey wanted to hear more about people's thoughts on the lighting
 - d. Judy said she would like to keep sidewalk space as open and clear as possible so any light poles should be placed at the back of sidewalk. She also likes the under rail lighting that shines down on the walkway. On the color of the lighting, she would prefer to keep it simple and is not a fan of a multi color, disco look.
 - e. Barb said that white is beautiful for most days but the ability to change the lighting color is a powerful option to have. For example, a green shade might be nice for St. Patrick's Day
 - f. Judy will like to see a less complex design for the form liner. Some of the designs shown were too deco and elaborate for her.
7. Review Summary on all items presented today – Jeffrey Groh
- a. Jeffrey said abutment must fit with the selected design elements above.
 - b. Kaci explained to the group that a continuous 8-foot sidewalk and with an overview of 10 ft wide was being designed in the 30% plans (the PowerPoint shows a 10-ft sidewalk with an 8-ft overlook).
 - c. This brought up discussion of where to finalize the placement of the bike lane/path.
 - d. Judy suggested if the bike lane is removed from the roadway and placed behind the roadway curb and gutter, there could be a small vertical rolled curb between the bike path and the pedestrian sidewalk. She clarified that there could be a curb between the road and the bike path and then a small rolled curb to the sidewalk allowing differentiation between the three uses.
 - e. Barb said she would prefer it if there was no vertical difference between the bike path and the sidewalk, as it would create a tripping hazard during special events.
 - f. Judy said she wanted to be careful not to base design elements too heavily on the special events
 - g. Kaci explained moving the bike lane from the roadway up to the sidewalk level would require an additional 16 feet width of bridge, resulting in much higher bridge costs and the disconnect that would occur between the existing intersection dimensions and the new wider cross section, and the need to avoid storm drain locations along the flood wall. The additional 16-feet results from the required 4-ft roadway shoulders, 2-ft lateral separation from the bike lane to the back of curb and 2-ft lateral separation between the bike lane and sidewalk. Kaci also explained the pedestrian/bike conflicts that would occur at the transit stops and the extra design complexities of getting the bike lane back down to the roadway level at the intersections to tie into the existing bike lanes north and south of the bridges.
 - h. Mike Cooper wanted to know if there had been a history of accidents or problems within the project area with the existing bike lanes. He reminded the group that the posted speed limit along our project is only 15 mph so there will not be a large speed differential.
 - i. Kaci said the records indicated that there had only been one minor pedestrian-vehicle crash in the project area. There were no records of any incidents involving bicycles.
 - j. Jeffrey said he didn't like bikes and people together on the same plane.
 - k. Barb said that special events do set up booths on the bridge and she felt 3 levels would be problematic
 - l. Megan Berner, City of Reno, said she felt safe riding her bike on the roadway on the Arlington Bridge
 - m. Greg Erner thought we should be sensitive to the needs of the special event booth vendors. He said people will ride their bikes on the walk ways no matter how clear we are on where they should ride.
 - n. Barb mentioned that there was a good study on how end pylons became gateway to bridges
 - o. Mike asked the group if they thought the pylons should be bigger on the outside ends?
 - p. Jeffrey said he had thought a lot about that. You want to scale the pylons to the bridge. The end pylons should be generally commensurate with the scale of the bridge. He wondered if people thought there were ways to unify the bridges in downtown Reno and items that could be unique to each bridge?
 - q. Barb wanted to make sure we rescheduled the next ASWG meeting currently scheduled for April 23.
 - r. The group discussed rescheduling the meeting to May 6 at 9am. That date and time was agreed.
 - s. Judy suggested that we could send out the PowerPoint ahead of the next meeting to give people time to review and have comments ready.
 - t. Barb reiterated that if committee members had additional thoughts or comments on today's presentation that they should email her at Barb.Santner@stantec.com

Comments made using the Teams Chat Function:

[9:30 AM] Scheetz, Eric
Bow Bridge concept rendering for north bridge.



[9:43 AM] Megan Berner (Guest)
Is there funding for artwork included in the project?

[9:44 AM] Stansbury, Kaci
The RTC does not have funding for public art

[9:47 AM] Scheetz, Eric
Like this for pilasters and with lighting possibly. Have to run to another mtg soon.

[9:48 AM] Scheetz, Eric
agree its only 100 ft span anyway- that is 33 yards

[9:57 AM] Lance Ferrato - City of Reno (Guest)
Maybe the end of the bridge is made in such a way that art could be swapped out on temporary displays? Not permanent build.

[9:59 AM] Megan Berner (Guest)
No temporary artwork. This is more complicated than you might think. However, you could create a space for artwork to be installed at a later date. However, I'd encourage a conversation with the City's Public Art Committee early on to see how they want to approach this and if there is any funding for artwork.

[10:02 AM] L'Etoile, John
So sorry, I need to drops off , but will put in more comments here in chats later.

[10:02 AM] Stansbury, Kaci
I will take that action item to confirm if street lighting is required - or just pedestrian safety lighting

[10:03 AM] Kanegsberg, Philip
Thanks for the discussion. I'm out for the weekend. Enjoy!

[10:31 AM] L'Etoile, John
Is this being recorded?

[10:32 AM] Stansbury, Kaci
taking notes and will copy the chat comments - John L'Etoile liked this comment

[10:38 AM] Lance Ferrato - City of Reno (Guest)
The bikes probably travel faster than cars there. The Speed limit is 15mph in that area.

[10:47 AM] Megan Berner (Guest)
Thank you!