

# Comments Received in Person:

- **In Zoom meetings during the pandemic, stakeholders were only allowed to comment on the agenda items and limited to three minutes.**

*RTC followed open meeting laws and discussed topics in the agenda. Three minutes is a standard public comment time frame in public meetings. Project comments are always welcome via email, mail, telephone, in-person, and through comment cards and survey responses.*

- **Concerns regarding future traffic increases and capacity of Arlington Avenue Bridges with future development.**

*Forecast volumes used for traffic analysis were developed using the RTC Washoe's travel demand model, which accounts for growth from future development through 2050. By year 2050, during the PM peak hour, the southbound Arlington Avenue corridor between West 2nd Street and California Avenue is expected to operate at Level of Service (LOS) E for automobile operations. Given the nature of the corridor, the slow posted speed limit, and the emphasis placed on access and multimodal mobility, the arterial LOS E is considered acceptable. Northbound Arlington Avenue in the 2050 PM peak hour and both directions of Arlington Avenue in the 2050 AM peak hour are expected to operated at or better than LOS D.*

*The signalized intersection operations in year 2050 at West 2nd Street, West 1st Street, and California Avenue are expected to operate reasonably well, at or better than LOS D, except the California Avenue intersection during the PM peak hour. At the stop-controlled intersections, including Island Avenue, Court Street, Ridge Street, and Liberty Street, the stop-controlled approaches are expected to experience noticeable delay, especially in the PM peak hour. However, in most cases, the minor cross streets are expected to have low volumes (fewer than 100 vehicles per hour).*

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- **Renovate Wingfield Park.**

*Improvements to the whitewater park are not included in the scope of our project to replace the bridges. The City of Reno is in the process of creating a Park Master Plan that can include in-river improvements.*

- **Design a fly-over bridge.**

*RTC conducted an extensive public process prior to bridge design. The result is a single pier for the north bridge, clear span for south bridge and precast bridge girders. A fly-over bridge is outside of the of the project footprint.*

- **Concerns with ADA accessibility.**

*All new construction will be ADA compliant.*

- **Build an upstream retention dam.**

*This is outside of the project scope and limits. All of Wingfield Park is inundated during a 50-year storm event. The elevation of W. 1st Street and Island Avenue intersections and the presence of many buildings prevent the ability to raise the bridges. Design will ensure no raise to the existing water surface elevation for the 50-year and 100-year events. The bridge superstructure will be designed to accommodate exposure to flooding conditions.*

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- **Concerns regarding roadway structural integrity or damage during a flood event caused by heavy equipment.**

*The Arlington bridges will be designed to allow for heavy equipment to perform debris removal.*

*The roadway structural pavement design will be based on AASHTO methodology and the 2021 RTC Flexible Pavement Design Manual.*

- **Concerns regarding a lack of coordination and collaborative effort.**

*The RTC is working with the City of Reno, Nevada Department of Transportation, US Army Corps of Engineers, Carson-Truckee Water Conservancy District and several stakeholder organizations.*

- **Why are the Arlington Bridges being replaced now? Why not another bridge?**

*The bridges are 100 years old and structurally deficient.*

- **Reno's Master Plan is obsolete due to predicted population explosion.**

*The ReImagine Reno Master Plan guides where and how the City will grow and develop over the next 20 years. It was adopted in December 2017 after a two-and-a-half-year process to update the plan, with additional updates effective in November 2021.*

- **City of Reno should consider a nation-wide search for a specialty bridge design firm and professional traffic city design firm.**

*The Arlington Avenue bridge design engineers and traffic engineers are professional, qualified and licensed firms selected through an open-competitive process. The RTC maintains the regionally accepted traffic model with professionally qualified traffic engineers.*