

# Arlington Avenue Bridges Project

## Public Information Meeting #2 – August 2022

### Summary of Feedback Provided



RTC received a lot of feedback during and after our second Public Information Meeting. That feedback from the public was provided in 3 ways:

- 1) Response to the survey included with our second Public Information Meeting that was active the month August, 2022;
- 2) Comment forms filled out during our second Public Information Meeting; or
- 3) Direct email to the RTC Project Manager

The project team has reviewed that input, compiled it into various categories, and provided responses. The 11 categories are numbered and listed below in black text. The general response developed by the project team is included in **green text**. For additional information, **mini-presentations** from Public Information #3 are referenced where applicable.

#### 1. General Feedback – 52 comments

*Thank you for your time to provide honest feedback. We appreciate the positive feedback on the interactive Build-a-Bridge tool to select your favorite combination of bridge aesthetics.*

#### 2. General Aesthetic Feedback -64 comments

**#3B: August 2022 Build-A-Bridge Results**

**#3D: Design Details**

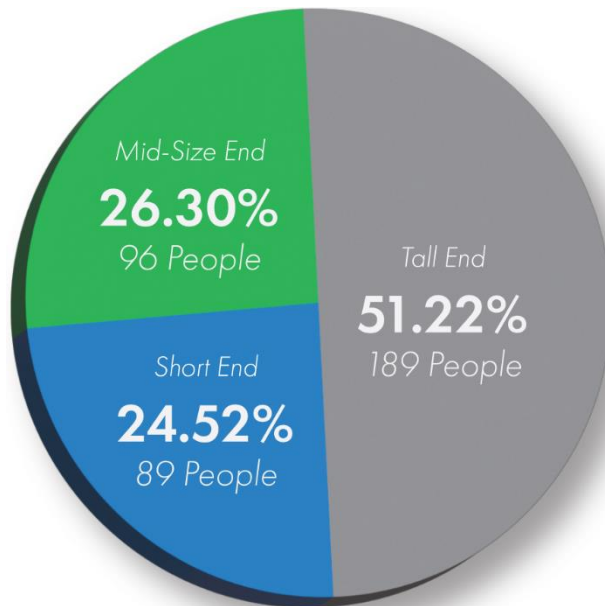
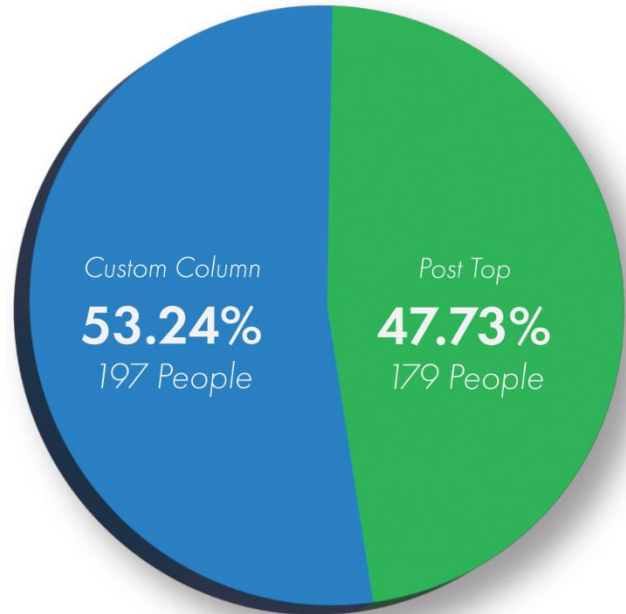
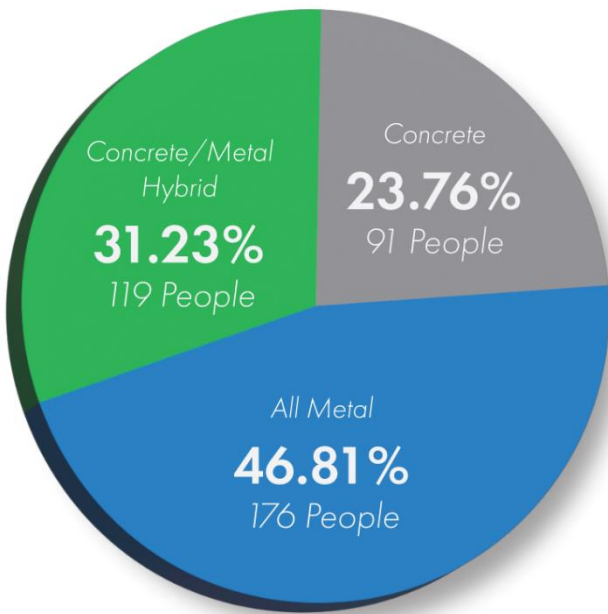
*Based on the survey results, an all-metal railing, custom light columns, and tall end pylons, will be incorporated into the final design. (See page 2 for survey results). These elements align with the Modern Art Deco aesthetic theme previously chosen and endorsed through the Feasibility Study process. The concrete surfaces of the north bridge center pier and the abutment walls for both the north and south bridges will have patterned concrete. For ease of construction, the pattern will be applied by utilizing precast formliners placed on the face of the abutment walls and center pier prior to concrete placement. The project team has developed the formliner pattern for the north bridge center pier. The project team in coordination with the City of Reno will reach out to the public for artistic input on the formliner pattern for the abutment walls. There will not be any color incorporated into the concrete of the bridges. The new sidewalk (including over the bridge) will follow the City of Reno's standards with gray shade colors and score patterning. Anti-graffiti coating will be applied to all vertical concrete surfaces.*



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#### 3. Whitewater Park Coordination – 20 comments

##### *#3D: Design Details*

*The purpose of this project is not to make enhancements to the whitewater park, however RTC will mitigate impacts to the whitewater park associated with the new pier configuration that will exist when the north bridge is reconstructed. To that end, RTC has hired Recreation Engineering & Planning (REP), the original whitewater park designer, to update the design of the whitewater park upstream and downstream of the north bridge. These updates are intended to preserve the safety and functionality of the park after the new bridge is constructed.*

#### 4. Bridge Type – 9 comments

##### *#3D: Design Details*

*The decision for a single pier north bridge and a clear span south bridge was made during the Feasibility Study.*

*The thickness of the bridge deck required for a clear span north bridge offsets the volume gained with removal of the center pier. Hydraulic modeling results with the thickened bridge deck for a clear span north bridge were not superior to the single pier north bridge modeling results.*

*An arched bridge is not feasible as it prevents the ability to perform required bi-yearly bridge inspections that are done from the roadway above.*

*The single pier of the north bridge will need to be protected from debris during flood events, for which the City of Reno already has a debris removal plan in place, as is done with the existing two pier north bridge.*

*This project does not improve the flooding, the water surface will mimic what occurs in existing conditions.*

#### 5. Costs – Construction/Maintenance – 3 comments

*While cost is important, the RTC has made a commitment to avoid having cost be the only determining factor for the bridge aesthetics.*

*Maintenance is always required, and will be incorporated into the details of the design elements including anti-graffiti coating on all vertical concrete surfaces.*

*Stainless steel pedestrian railing requires minimum maintenance, and is very durable.*

*Railings will be removable so during high flow events they can be removed to prevent damage to them, and not be an obstacle for flood waters.*



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#### 6. Lighting – 8 comments

##### #3D: Design Details

*The design team will perform a lighting analysis to ensure adequate lighting at the Intersections and along the roadway. Street and sidewalk lighting will maintain existing lighting levels at a minimum.*

*We have coordinated with local agencies to understand and respect the necessity to prevent light pollution onto the river as well as into the sky.*

*The ability to provide multi-color LED lighting for the under-rail lighting has been endorsed by the City of Reno and the Aesthetic Stakeholder Working Group. The City of Reno will be responsible for determining any seasonal or special event color themes for the under-rail lighting.*

#### 7. Bike Path/Lanes & Pedestrian - 12 comments

##### #3D: Design Details

*The final design includes a dedicated 5-foot bike lane and 2-foot striped buffer from the travel lane in each direction along Arlington Avenue between Island Avenue and W. First Street. The 2-foot buffer and 11-foot travel lane widths provide adequate space for vehicles to provide 3-foot clearance to bicyclists per the law.*



*A physically separated cycle path is unpractical though Wingfield Park and the many paths that connect to the sidewalk. With the many special events that occur within Wingfield Park, any additional physical features such as bollards or a raised curb to delineate the bike lane create obstacles when the street is closed to vehicular traffic and the area becomes a plaza with vendors.*



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*Two locations for a mid-block crossing were evaluated and it was determined that adding an additional marked crossing location along Arlington Avenue between the intersections would increase traffic delays to unacceptable levels. Crosswalk striping will be added at the north leg of the Island Avenue / Arlington Avenue intersection.*

*The City of Reno will not allow a raised crosswalk (speed table) along Arlington Avenue between Island Avenue and W. First Street or just north of the north bridge at the south leg of the W. First Street / Arlington Avenue intersection. Arlington Avenue is a designated emergency route and raised crosswalks impact response times during emergencies and are challenging for fire trucks to maneuver.*

*The 10-ft wide path under the south end of the north bridge will be perpetuated. The profile of the path will be lowered to ensure appropriate vertical clearance under the bridge. The abutment wall will have an aesthetic patterned concrete, and up-lighting along the path edge will provide an enhanced user experience.*

#### 8. Landscape – 2 comments

##### **#3D: Design Details**

*The construction of the project will require the removal of 13 trees, however 19 new trees will be planted within the project area. The Project team is considering the potential to transplant existing trees within the project area. Project specifications will require a 1-year warranty on the success for the plantings.*

#### 9. Miscellaneous Topics – 3 comments

*The fish mural along the west end of Wingfield Park will not be impacted. We will require the construction contractor to coordinate traffic control with possible on-going construction for the Kimpton Hotel property located at 219/223 Court Street.*

*The Project is fully funded through construction as indicated on the Statewide TIP (ver 8) for project number WA20170122. Highway INFRA COVID funds are being utilized for preliminary engineering, environmental evaluation, final engineering, and bidding services. The RTC was excited to receive additional federal dollars to help pay for the construction of the bridges (\$7 million RAISE Grant and \$2 million Congressional Directive earmark funds). \$5.9 million in STBG federal funds have been allocated to the project with local fuel tax providing the remaining funds needed. The overall project funding split is 66% federal and 34% local including both design and construction services.*



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#### 10. September 7, 2022 RTC Citizens Multimodal Advisory Committee meeting:

- Ann Silver Reno Sparks Convention and Visitors Authority (RSCVA) – Great Presentation – Send her the link and she can sent out to 6200 people on her email blast list; also welcome to come do an in-person presentation. *The presentation is posted on the project website that is available to the public on our website at [www.ArlingtonBridges.com](http://www.ArlingtonBridges.com).*
- There will be a fire storm when people find out closing the park for 2 years. *We have been in contact with the multiple special events, including ARTown, Riverfest, Whitewater community users, etc. about the closure of the park for safety reasons. The safety of our residents and visitors is extremely important to us and we feel the safety benefits from the closure greatly outweigh the inconvenience of the closure. Limited access to the Truckee River will be maintained.*
- Impacting several special events like River Festival and ARTown. *Riverfest and ARTown organizations have been notified and are including in our stakeholder list. As construction approaches, we will work with the City to ensure reasonable accommodations for impacted special events.*
- Coordination of construction schedules with Kimpton Hotel (in May 2022 RGJ article stated January 2025 was goal for opening) *Our project is anticipated to begin construction in the Spring of 2025. Construction has already begun on the Kimpton Hotel with an anticipated completion date in late 2025. Construction access for the Kimpton Hotel is assumed to be via Court Street and will not interfere with construction access required for our project.*
- Coordination of getting all the hotel guests in/out of Kimpton Hotel, and impacts to the guests from adjacent construction zone (unable to use the park, which is a selling point of the hotel) *The Project team is coordinating with the City to ensure proposed developments within the project area are aware of construction schedule and impacts.*
- Closure takes away access to ‘water’ for underprivileged people who trying to cool off during summer heat and don’t have access to pool. *The project specifications have been revised to allow limited river access in coordination with river diversions necessary for in-river construction access.*
- Is it possible to put a path under the north side of the north bridge to allow users of the riverwalk to not have to cross the street at grade. *See response to comment #11.*
- Can removable bollards be incorporated into the design to allow closure of Arlington to vehicular traffic during special events. *Yes, we have already coordinated with the City of Reno for placement of removable bollards at the intersections of Island Ave and W. First Street.*



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- Can the crosswalk at the south side of Island Ave remain in place – people accessing the basketball courts and other amenities of Barbara Bennett Park will want to cross on the south side of the intersection.

*The crosswalk at the south side of Island Avenue will remain in place. An additional crosswalk will be added at the north side of Island Avenue.*

- Riverwalk/Bike Detour – left turn out of alley- may need to temporarily eliminate a couple of on-street parking to allow room for bikes and peds;  
*The contractor will have input on the final detour route; this is just our best guess at this time; One-way traffic may be implemented in the vicinity of Arlington/1<sup>st</sup> Ave to give the contractor more room to construct the north bridge.*

- “River diversions” Is it possible that by diverting the water, this could cause flooding?  
*As was done during construction of the kayak park, the flows within the river in coordination with the weather forecast will be closely watched to ensure no flooding occurs during construction. During construction the Contractor will be required remove any equipment if flooding is anticipated. Project specifications include flow limitations flows will be monitored during construction.*

- “This is the first time I’ve heard about this project” (one member said this, with the caveat that he feels he is usually aware of things going on in town).  
*The Project has included extensive public outreach since 2019. Please visit the project website, [www.ArlingtonBridges.com](http://www.ArlingtonBridges.com)*

- The 164 survey responses from the first prerecorded presentation and survey – do you feel that is an adequate response/input with the 1,000’s of cars that traverse Arlington each day? What would you consider an adequate # of survey responses?  
*While the 164 survey responses received during the 30-day period of the recorded presentation for public meeting #1 was lower than the number of responses received during the recorded virtual presentation during the Feasibility Study, it is more than double the attendance at the in-person only project kickoff public meeting held during the Feasibility Study phase in December 2019.*

*For the August 2022 public meeting, we did both an in-person meeting and a virtual prerecorded presentation that was posted for 30 days. Attendance at the in-person meeting was extremely low, only 20 attended that were non-agency representatives, vs. the bountiful 396 number of online surveys.*

*Since providing prerecorded online presentations posted for a minimum of 30 days, the number of survey responses has been much greater than attendance ever is at a live, one-night public meeting.*



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- (Ann) Don't like the 'survey' – we can't implement all suggestions and comments. *While called a 'survey', there is a question that requests generic comments and feedback with a comment box. It is more efficient for the project team to collect and compile feedback received from the public by utilizing the 'survey' tool.*
- 11. Additional public comment received in March 2023 suggested an idea to provide a path under the north end of the north bridge that connects into the Tahoe-Pyramid Trail on either side of Arlington Avenue.**
- Attempting to implement this element would require substantial re-work in the design process and the environmental clearance and permitting process, setting the project schedule back at least a year and would cause RTC to miss the grant funding deadline and lose \$7 million in federal funding. This outcome would result in substantial delay in RTCs ability to replace these deteriorating bridges and would impact several other critical infrastructure projects due to cost escalations. For all of these reasons, we must proceed without attempting to implement your suggested alteration to the project. We have discussed this with the City, who is our project partner and the owner/manager the trail segment in the project area. The City of Reno is in agreement with our conclusion on this matter.*

