

# May 6, 2022 - ASWG Meeting #3



<b>Project:</b> Arlington Avenue Bridges	<b>Date:</b> May 6, 2022, 9 am
<b>Topic:</b> ASWG - Meeting #3	<b>Location:</b> Virtual - Microsoft Teams Conference Call

**Participants:**

Matt Brezina – City of Reno Parks and Rec	Laurie Leonard – Promenade on the River
Jaime Schroeder – City of Reno Parks and Rec	Michon Eben – RSIC
Jack Mayes – City of Reno Access Advisory Committee	Greg Erny – Architects+
Khalil Wilson - City of Reno Engineering Manager	Thomas Berenbrok - Stantec
Lance Ferrato - City of Reno	Jeffrey Grob – Stantec
Angela Fuss - City of Reno	Barb Santner – Stantec
Andrea Gutierrez - FHWA Dist. 2 & 3 Trans. Eng	Robbie Coomes – Jacobs
John L'Etoile – NDOT L&A	Kaci Stansbury – Jacobs
Jessen Mortensen – NDOT Bridge	Mike Cooper – Jacobs
Eric Scheetz - TRFMA	Shawne Force – Jacobs
Philip Kanegsberg– NDOT LPA Coordinator	Emilee Edginton – Jacobs
Judy Tortelli – RTC Project Manager	
Scott Gibson - RTC	
Ann Buja for Fr Chuck Durante - St. Thomas Aquinas	

**ASWG Members not in attendance:**

- |   |   |
|---|---|
| Kerrie Koski – City of Reno City Engineer | Del Abdalla – FHWA Environmental Manager            |
| Roger Trott – NDOT Environmental          | Travis Truhill–City of Reno Streets Program Manager |
| Heidi Loeb – NV Museum of Art             | Anthony Sampson – PLPT                              |
| Scott Carey – RSIC                        | Beth Macmillan – Artown                             |
| Jim Bell – Sierra Adventures              | Brian Saeman – St. Thomas Aquinas                   |
| Rebecca Palmer – SHPO                     | Gerald Dorn – Wingfield Park Condominium            |
| Theresa Frisch – Frisch House             |   |

**Attachments:**

Arlington Avenue Bridges Aesthetic Stakeholder Working Group #3 PowerPoint Slides

**Discussion During Presentation:**

1. Meeting Goals and Objectives
  - a. Judy Tortelli started the meeting. She indicated that this is the third Aesthetic Stakeholder Working Group meeting. She explained the goal is to narrow down the options to a maximum of three to be included with the 30% design, that will then be shown at the public meeting in July. She turned the meeting over to Stantec to review the design concepts.
  - b. Barb Santner reviewed the agenda. She said the team will provide a project status update, updated bridge elevations, and present bridge elements including bridge railings, the overlook/center pier pylons, the lighting, and the pilaster insets.

- c. Barb Santner reiterated the goal of the meeting was to present the aesthetic options and narrow them down to a maximum of three that meet the original project goals and objectives from the feasibility study.
2. Project Status and Updates - Barb Santner
    - a. Structures Type
      - i. Barb Santner stated that the structure type for this design will be a precast box beams to help improve aesthetics and the construction schedule.
    - b. Street/sidewalk Lighting Requirements
      - i. Barb Santner said the plan is to follow the City of Reno lighting requirements for the streets and sidewalks. The proposal is that the street lighting would be the same as on the existing bridges.
    - c. Potential Path Under South Bridge
      - i. Barb Santner reported that Jacobs has concluded that path under the south bridge would be infeasible because the area is too small. It was determined that it would create a tunnel effect, create too dramatic of grading at Wingfield Park, impact the trees along the South side, and a significant impact to the utilities.
    - d. Roadway/Bridge Typical
      - i. Barb Santner stated that the Roadway/Bridge Typical are being developed with the bridge elevations, which will be included in the 30% submittal in June.
  3. Overall Bridge Elevation Options - Jeffrey Grob
    - a. Jeffrey Grob said there are two potential bridge options: 1) Texas DOT Concrete Bridge Rail/Parapet, and 2) Metal Vehicular Bridge Rail with Metal Pedestrian Fence.
  4. Selected Bridge Elements for Discussion
    - a. Bridge Rail
      - i. Jeffrey Grob described the two bridge rail options:
        1. Texas DOT Concrete Bridge Rail/Parapet
          - a. The concrete rail would be 42 inches high, with a bar down the middle of each window to be pedestrian compliant.
        2. Metal Vehicular Bridge Rail with Metal Pedestrian Fence with an ADA compliance fence.
          - a. The metal rail would be 36-inches. For it to be the pedestrian compliance, there will need to be a 42-inch pedestrian Fence behind it. The pedestrian rail would have a series of chevrons. The chevron pattern that would be in the theme of the structure. He showed two concepts of the pedestrian rail design: Option 2A - Chevrons Up and Option 2B - Chevrons Down.
          - b. He explained that the benefit of this concept is to provide the necessary vehicle restraint and it does not restrict the pedestrian flow along the sidewalk.
    - b. Overlooks and Center Pier
      - i. Jeffrey Grob showed two options of the overlook and how the edge treatment impacts that the view of the river.
      - ii. He then showed the design elements of the Center Pier from the river level.
      - iii. Barb Santner stated that the size of the overlooks is dependent on the supporting structures.
    - c. End Pylons
      - i. Jeffrey Grob stated the intent of the end pylons on the four corners of both structures, the North and the South bridge, is to have an ending element that demarcates the bridge and the land. The plan is to incorporate the end pylons into the bridge rail system and the lighting element.
      - ii. Jeffrey Grob presented the six end pylon options.
    - d. Lighting
      - i. Jeffrey Grob presented two options: Form and Surface LTS Post-Top Luminaire with 14' Mounting Height on Mid-bridge Pilasters and Custom Riverwalk-Inspired Mounted Luminaire with 14' Mounting Height on Mid-Bridge Pilasters.
      - ii. Barb Santner explained that Stantec has studied the placement of the lighting and the impacts of the rail types.
    - e. Pilaster Insets
      - i. Jeffrey Grob described the four pilaster inset options: Fired Ceramic Tile of Glass Mosaic and Welded or cast Metal work, Polychrome or Monochrome Terra Cotta, and Tinted or Untainted Precast Concrete.
  5. Plaza Street Between Bridges - Concept and Park Stair Access
    - a. Jeffrey Grob stated that a few times a year the bridge is closed off for special events. He continued that the concept is to have a set of stairs that leads to the waterfront on the eastside of the North Bridge.
    - b. Barb Santner described the plaza paving concepts and that it is a way to unify the East and West side of the park to create a festive feel. They will also be introducing a low impact development aspect by using permeable concrete paver in the street itself and have a pattern that mimics the Chevron look.
  6. Next Steps - Barb Santner
    - a. Barb Santner gave an overview of the schedule
      - i. This ASWG meeting #3 – moved from April to May 6, 2022
      - ii. 30% design submittal in June

iii. Public Meeting #2 in July – date has not been confirmed.

## **ASWG Comments**

### **1. Bridge Rails**

- a. Scott Gibson asked if the crash rail was between the traffic and the PED space?  
Barb Santner responded no. The crash rails are the heavy beams on the right-hand side of the image. Those are the beams right behind the lighter screen. She stated that during the feasibility study the goal was to have open pedestrian access across the entire street and the sidewalk to accommodate special events.
- b. There was a discussion about barrier rails on the other bridges, specifically Center Street. Barb Santner explained that the goal was to use a transparent pedestrian rail on the overlook because there are so many special events.
- c. Scott Gibson expressed his concern about the cohesiveness of the design. He stated the concrete railing is simple and liked it better. Don't mimic lighting style from Riverwalk, it was specifically meant for Riverwalk and not for the bridges.
- d. Jeffery Grob stated that they used the Riverwalk concept as an optional alternative because it was thought the City of Reno would like the bridge to be a tie into the other structures. But based on group feedback will stick to Art Deco.
- e. Barb Santner stated that the concrete railings on the Center Street bridge do not have any Chevron shapes. The metal railing has the Chevron shapes. She said the design concept was in response to an early comment to not make anything new but incorporate the same characteristics as the other bridges.
- f. Scott Gibson reported that he prefers the concrete railing because it is simpler and clearer. He likes the terracotta treatments elements and thinks the glass would be a maintenance issue.
- g. Greg Erny stated that he understands the traffic barrier versus the pedestrian requirements and trying to integrate them into one. He said that the concrete vertical pieces creates a wall from the vehicle's viewpoint. He would prefer the ability of a driver to see through them as well. He requested cross sections of the rails.
- h. Jeffery Grob agreed.
  - i. Barb Santner stated that at the last meeting most people preferred the metal transparent rail.
  - j. Jaime Schroeder expressed concern that option (metal grid) will invite people to hang padlocks like on bridges in Europe, which could become a maintenance issue. Barb Santner said that the rendering is misleading. The metal rail being proposed has vertical bars on the outside of the horizontal vehicle crash barrier. Jeffery Grob stated it would be like a picket fence.
- k. John L'Etoile said a cross section would help; he asked as pedestrians walked along the sidewalk, would they be able to comfortably reach the top rail?
- l. Jeffrey Grob said yes, the vehicle guide rail system is a foot-wide, so the pedestrian would have the ability to reach over and interact with the fence behind it.
- m. John L'Etoile expressed concern about the comfort of the pedestrian as they approach rail.
- n. Jeffrey Grob said he understood the concern.
- o. Eric Scheetz stated the redundancy of inner Guard rail looks like a retrofit.
- p. Jeffery stated that the design is to meet vehicle pedestrian compliant requirement and ADA compliant for pedestrians.

### **2. Overlooks and Center Pier**

- a. Eric Scheetz said Texas DOT picture looks ok but what is the bridge span.
- b. Jeffery Grob said two 65-foot spans and the overlook is 22.5 feet. Mike Copper clarified the exact dimensions of the spans are 62.5 feet with an overall length 125.
- c. Barb Santner said that the overlook is wide enough for maintenance equipment to remove debris from the river.
- d. Eric Scheetz said they only grab trees that have already hit and blocked - else it is just pushing aside to they go downstream.

### **3. Lighting**

- a. Khalil Wilson stated that since it is residential on both sides of the bridge is important that the lighting elements are pointing on the sidewalk and on the roadway. He said that because of high pedestrian movement in the area (underneath the bridge, at grade, Riverwalk, the islands, and 1st street) there should be continuous light at the conflict points for safety
- b. Jeffery Grob agreed and said that they will use luminaires with the ability to eliminate unwanted spill lighting and also continuous tube lighting could be placed under the railing and directed at the sidewalk
- c. Kaci Stansbury showed a google image of the existing three street lighting fixtures.
- d. Khalil Wilson asked if the overhead utilities would be undergrounded.
- e. Jeffery Grob agreed that was the hope.
- f. Michon Eben asked about the lighting and asked how it would affect the river nocturnal mammals and night creatures.
- g. Jeffery said the lights they are using are designed to focus the light on the middle of the road and underlighting facing the sidewalk. He stated that the designer took artistic license on the rendering. The only exception to that would be along the river side pathway. He said that there has been discussion about decorative architectural lighting for events.

### **4. Pilaster Insets**

- a. John L'Etoile expressed concerns about the Pilaster options and the rail. He said the relationship of forms between the pilasters and the railing is lacking. He stated that the Center Street Bridge works seamlessly together as a composition, but this concept seems disjointed.
  - b. Jeffery Grob understands and explained that the team reviewed the architecture concepts in the area and have narrowed the option to six, but there are several more.
  - c. John L'Etoile restated that artistic composition between the choices do not seem to fit the bridge concept.
  - d. Jeffery Grob stated that the design development is a process and encourages feedback. He suggested the possibility of another meeting to discuss.
  - e. Anne Buja for Fr Chuck Durante stated that the cathedral, the school, the rectory are Delongchamp buildings and suggested using a some of those classical elements in the bridge design.
5. Plaza Street Between Bridges -Concept and Park Stair Access
- a. Greg Erny stated that overtime as traffic drives over the decorative concrete paver they become black from the rubber, are there any proposed mitigation measures?
  - b. Jeffery Grob asked if Reno has any decorative pavement streets?
  - c. Barb Santner stated that there are some decorative crosswalks. They have a dark grey ashlar concrete pattern stamped and then has a brick header. They have been around for at least 30 years. She continued that if it was a dark grey it should hold up well over time.
  - d. Jeffery Grob said the concern would be how they decorative pavers would be installed (cast-in-place or real pavers) and traffic volume, percentage of trucks, speed of the road, all that impacts the durability of decorative pavement over time.
  - e. This plaza street concept was eliminated from the alternatives by the RTC and City of Reno after this ASWG #3 meeting.
6. Next Steps
- a. Kaci Stansbury asked if we want to get a group consensus of the top three option.
  - b. Jeffrey Grob agreed. (There was not a definitive repose on how this would be accomplished.)
  - c. Jeffrey Grob said is interested in the public's option and suggestions.
  - d. Kaci Stansbury stated that there was an Aesthetic working group meeting #4 scheduled on Friday, August 26th at 9:00 to discuss the public comments.
7. Group discussion/comments
- a. Anne Buja for Fr Chuck Durant asked how is Jacobs involved in this? Are they leading this project?
  - b. Jeffery Grob stated Jacobs is the lead consultant and overall project management. They retained Stantec to assist with the aesthetics of the bridges.
  - c. Kaci Stansbury clarified that Jacobs is Jacobs Engineering and not Jacobs Entertainment, Inc. a gaming, hospitality, and entertainment company with developments in downtown Reno.
  - d. Scott Gibson ask if the Stakeholders would have time for a meeting to provide feedback on the concept?
  - e. Jeffery Grob indicated that the intent of this meeting was to gather comments.
  - f. Greg Erny suggested that when presenting the options to the public it would be great to show the overall concept view of both bridges and the park in between. The bridges are small portion of the overall experience because of the island.
  - g. Jeffery Grob agreed that was an important point.
  - h. Jeffery Grob asked if at that the public meeting will there be photo renderings?
    - i. Barb Santner said, and Kaci Stansbury agreed that Jacobs will provide photo renderings. She continued that based on Greg Erny suggestion they could rework some of the presentation to include the rendering of the bridges with the islands.
    - j. Greg Erny said that the adding the overlooks are nice for the public, but it does not make it part of the event plaza. Is this meant to be a special place or is it a place where more pedestrian can view the river? His personal opinion would be to make the overlook large but understand the engineering constraints.
  - k. Jeffery Grob said that this location is the only place along the river that has an island in between. He said the bridge and overlooks are not the feature. People are using the bridges to get to the park and river.
    - l. Kaci Stansbury reiterated John L'Etoile's suggestion about using metal railing at the overlook and then the Texas rail on each side as an alternative
  - m. Barb Santner said that could be a third option. She continued that the idea for this area was to highlight the river. The overlooks were suggested during the feasibility study and perpetuated as one of the goals.
  - n. Jeffery Grob asked if they could do another series of photos in the middle of the bridge so that they could determine the visual permeability of the metal railing at the overlook and then the Texas rail and create rendering of possibly option 3?
  - o. Barb Santner and Kaci Stansbury agreed it was possible.
  - p. Judi Tortelli stated that her original thoughts, from a roadway engineer, that the plaza concept patterning concepts on the road were too busy and difficult to maintain. She said that she is trying to be sensitive to the Plaza St Idea, and might be an option to break it up. She asked if they were proposing pavers?
  - q. Barb Santner said that they are proposing pavers because they have better infiltration capacity. The pattern and color could be very

simple.

- r. Judi Tortelli expressed concern regarding the City of Reno's maintenance of the pavers.
- s. Khalil Wilson agreed, because it is a high traffic route. He said that if a decorative pattern is chosen, then he would recommend a white paving or concrete instead of pavers. He continued that the idea of permeability for sustainability purposes and water quality is understandable and appreciated. However, that becomes maintenance concern for the City of Reno.
- t. John L'Etoile stated that since the theme is Art Deco? Have you considered using another Art Deco form from (one of Nevada's most prolific architects, Frederic) Delongchamps Post Office Building or another Art Deco building in the area?
- u. Jeffery Grob said they could do more research.
- v. Barb Santner said that the Greek key pattern from the post office could be used instead of the Chevron.
- w. Jeffery Grob said suggested the pattern in the delivery area of the post office be an alternative for the edge of the bridges.



- x. Jeffery Grob said the fans are also good design element.



- y. John L'Etoile suggested they could be inspiring for the end columns.
- z. Judi Tortelli reported that the Aesthetic Stakeholder would be invited to the public meeting in July.
- aa. Jeffery Grob asked if the meeting would be in-person or virtual.
- bb. Judi Tortelli said the public meeting would be in-person, probably at the McKinley Art Center. She explained that there would be a prerecorded virtual option of the presentation with survey for those that could not attend in person.

**Comments made using the Teams Chat Function:**

[9:11 AM] Khalil Wilson (Guest)

What is the existing lighting levels on the bridge? Does it meet the min standard for Arterial roadway? What type of lights are to be placed. Will options be provided?

[9:17 AM] Scott Gibson

Is the crash rail between the traffic and the ped space?

[9:18 AM] L'Etoile, John

do you have a view from the pedestrian vantage point? So looking at the rail from the sidewalk or travel lanes.

[9:19 AM] schroederj (Guest)

I think option 2 with the metal grid will invite people to want to hang padlocks from the grid like on bridges in Europe -- maintenance issues likely to arise from that.

[9:22 AM] Scheetz, Eric

The Texas DOT picture looks ok but what is bridge length- think the span will look more like big overlook with only half that tdot length. its only a span of river of just over 100 ft in length. Still not a fan of overlook because so short.

[9:25 AM] anne buja for Fr Chuck Durante (Guest)

Are these our only two options for the lighting?

[9:26 AM] Scheetz, Eric

I mean the tdot length if we are using for comparison

[9:26 AM] anne buja for Fr Chuck Durante (Guest)

Sorry, my name is not showing up; this is Anne Buja with St Thomas Aquinas Cathedral

I like 1

[9:27 AM] Scheetz, Eric

They only grab trees that have already hit and blocked - else it is just pushing aside to they go downstream

[9:29 AM] Greg Erny (Guest)

Will you be sharing cross sections at the overlook and the standard bridge sections? The overlook length still looks understated. I think Option 2 concept is the right direction but the current version seems very busy.

[9:30 AM] Scheetz, Eric

Thank you

[9:31 AM] Greg Erny (Guest)

A cross section of both rail systems would be helpful.

[9:32 AM] Scheetz, Eric

redundancy of inner guard rail looks like a retrofit to me.

[9:35 AM] L'Etoile, John

the relationship of forms between pilasters and railing is lacking. It looks like you are putting pieces together rather than the entire composition.

[9:38 AM] anne buja for Fr Chuck Durante (Guest)

I am looking at photos of the river and existing bridge and it's interesting the river and the street are not straight to each other. So I am anxious to see an overview with the overlook.

[9:47 AM] Scheetz, Eric

center street bridge will have to be redone anyway bc built too low

[9:48 AM] Scheetz, Eric

like your precast panel idea on pilasters -especially with animal design you talked about last time that gives each bridge an animal:)

[9:50 AM] L'Etoile, John

the relationship with the stepping the pilaster form and chevron works well together. I am not saying copy this rather use this as an example for

cohesive forms complimenting one another.



[9:52 AM] Scheetz, Eric

can do like pic above where concrete is to the height for car bumper- then metal rail on top for ped

[9:57 AM] anne buja for Fr Chuck Durante (Guest)

I really do like the Art Deco elements.

[10:08 AM] Scheetz, Eric

like the steps- still think overlook of 1/3rd length is not necessary- one could walk 10 yards either way and be at river walkway

[10:14 AM] Scheetz, Eric

It's how I get down there now when i am walking across bridge so steps makes sense. can shift util boxes a little but there is room generally.

[10:15 AM] Scheetz, Eric

Putting up my original idea in case it can still be in options:)



[10:18 AM] Scheetz, Eric

good point- good on sidewalks but not where oil drips

[10:19 AM] Laurie Leonard (Guest)

I really like the shape of the bridge rendering above.

[10:21 AM] Scheetz, Eric

agree- keep bridge minimal width bc focus is on island

[10:22 AM] Scheetz, Eric

btw - really like Jeffrey Grob and his experience in putting in options:)

[10:23 AM] L'Etoile, John

have you considered using metal railing option at the overlook and the Texas rail on either side? Might set off the overlook as a special space

[10:25 AM] Scheetz, Eric

there is also ped bridges both sides of north bridge already that people can utilize and enjoy

[10:26 AM] Stansbury, Kaci Stansbury

I do like John's idea as a 3rd option

[10:44 AM] Scheetz, Eric

McKinley Arts Center for the Public Meeting