

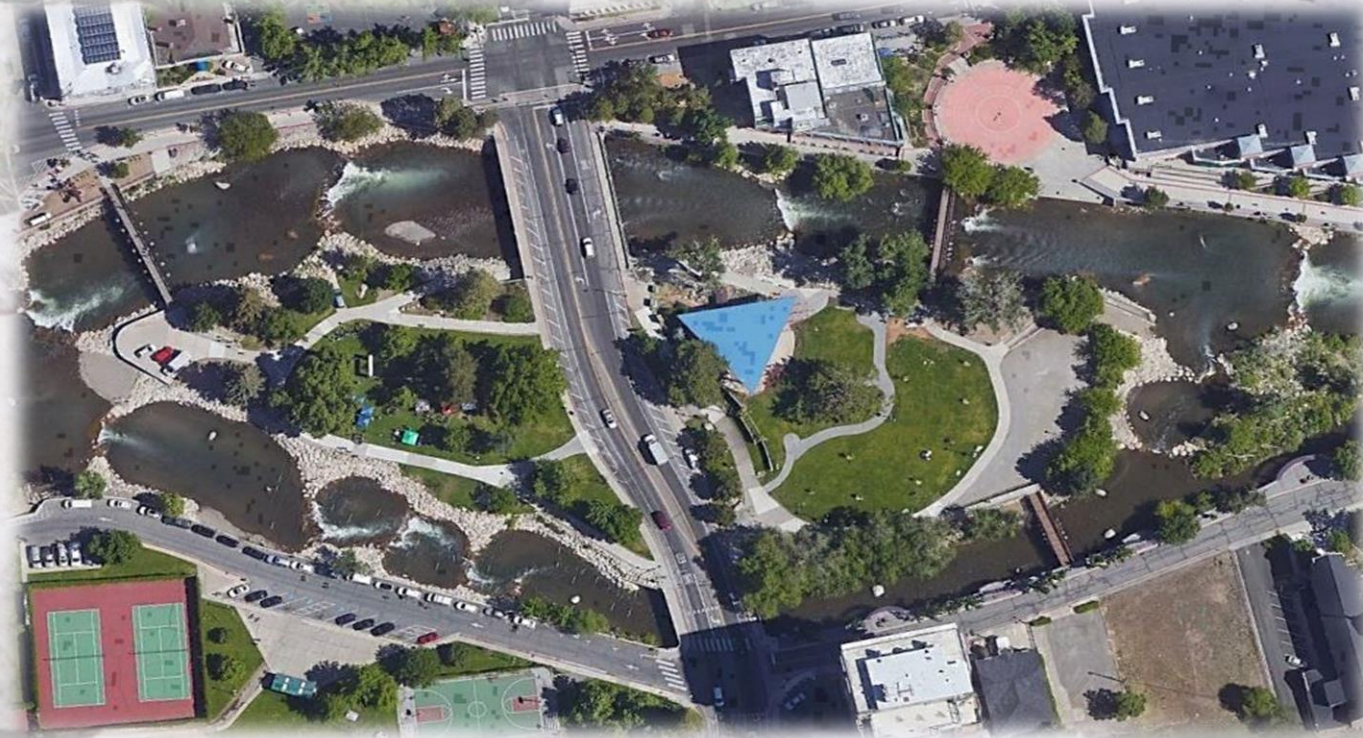
## **Appendix E7 Public Meeting #2**



# ARLINGTON AVENUE BRIDGES REPLACEMENT

## Survey Response Summary

((March 1, 2021 – April 1, 2021))



ARLINGTON  
AVENUE  
**BRIDGES**  
PROJECT



**CIVILFX**  
NOW A DIVISION OF  
**Parametrix**



 **Stantec**

**JACOBS**

# Survey Response Summary

(March 1, 2021 – April 1, 2021)



## Consistent Comment Themes from the Survey (122 surveys received)

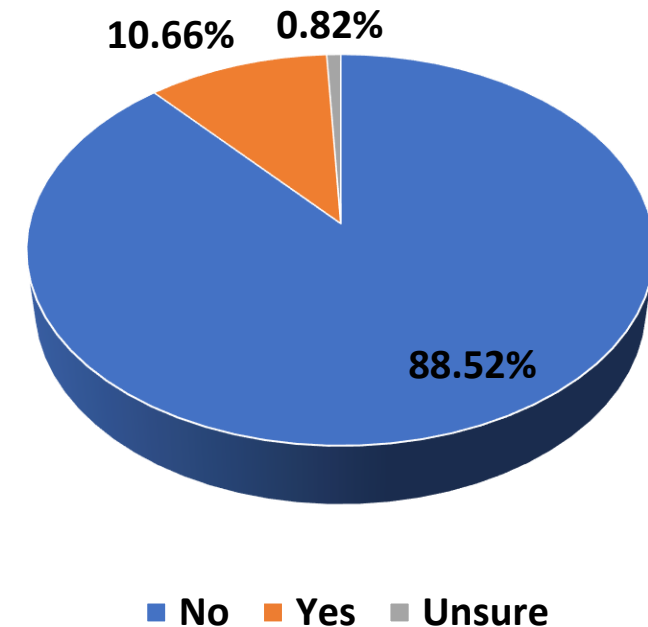
Concerns about the ability of the designs to accommodate debris and flow during flood events.

High interest in designing the bridges and immediate area for pedestrian use and increased safety, and to mimic the surrounding park/greenspace.

Incorporate artwork (murals) on the concrete walls from local artists or local Tribes.

Concerned about potential bridge lighting negatively impacting wildlife.

**Question 1:** Did you attend the first Arlington Bridges public meeting held on Dec. 12, 2019?



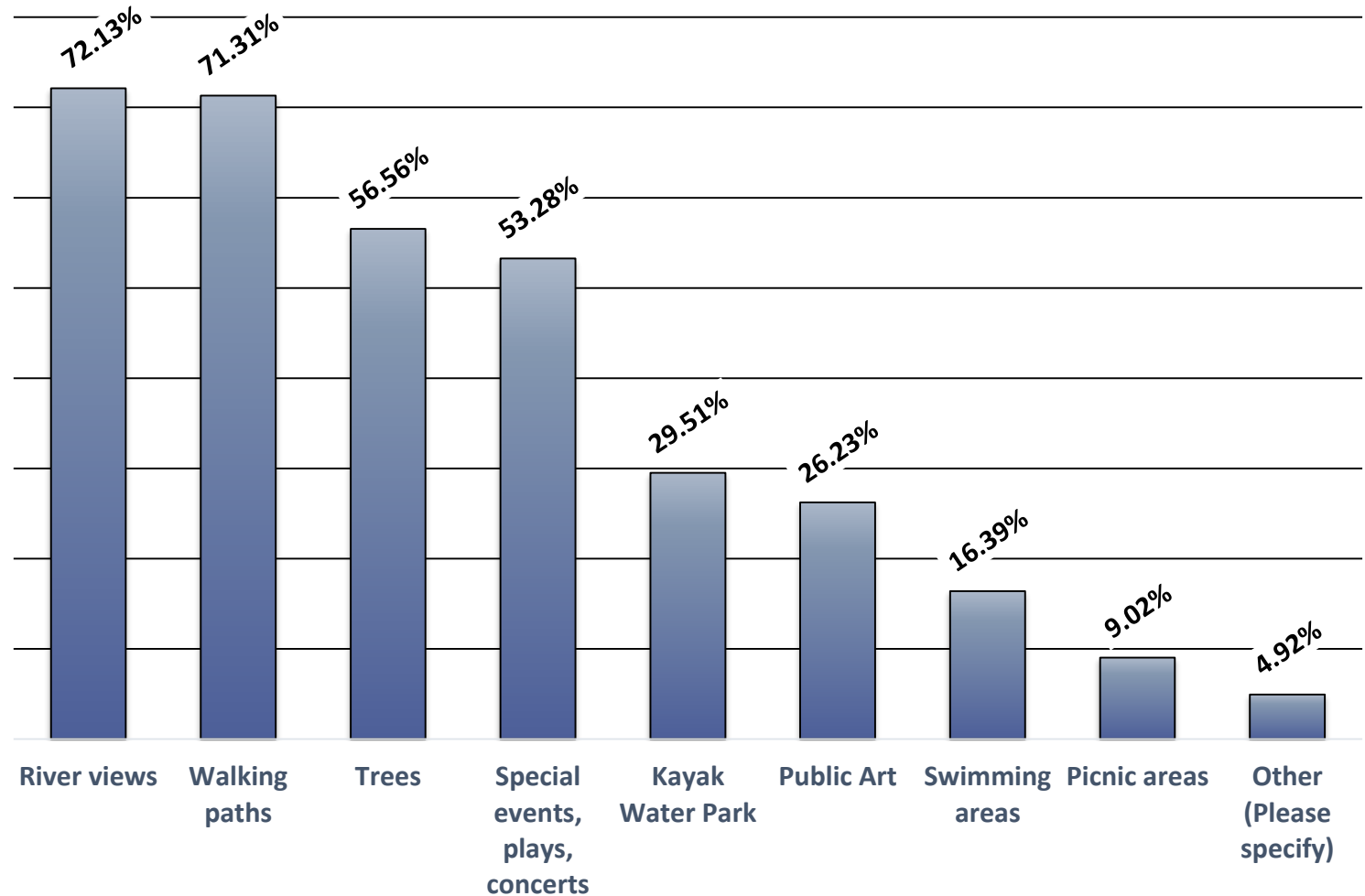
# Question 2:

What features of the park do you enjoy the most? Please choose up to three.



## Top three park features most enjoyed:

River Views	72.12%
Walking Paths	71.31%
Trees	56.56%



# Question 3:

Based on study results and stakeholder input, RTC recommends eliminating the Underdeck Arch, Tied Arch, and Elevated Bridge alternatives to:

- maintain open/unobstructed views of the Truckee River,
- maintain pedestrian access and the functionality of Wingfield Park.
- minimize cost with a less complex design that can be used for other downtown bridge replacements creating a “Family of Bridges,” and
- highlight the Wingfield Park area instead of the bridges.

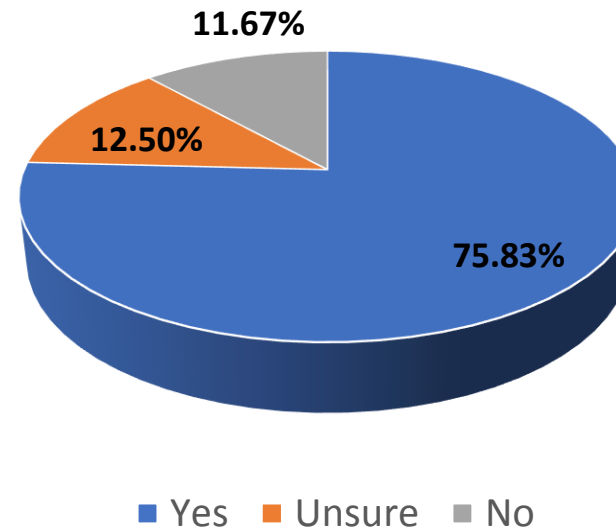
Do you agree with eliminating these three alternatives? If not, why? (Reference presentation slides #24-26)



## Question 3 Comment Themes

Support of using the tied arch concept (an eliminated alternative) which more aesthetically pleasing like the Virginia Street Bridge.

Concerned about the ability of the designs to accommodate debris and flow during flood events.



## Question 4:

Considering only the Single-Pier and Clear Span concepts, please rank what is most important to you. Please rank your first choice at the top of the list.  
(Reference presentation slides #27-29)



## Concept Ranking Survey Results:

1. More space for pedestrians - both on top of and underneath the bridge
2. Unobstructed view of the river – open channel with no pier in the middle of the river
3. Aesthetics - flexibility of what bridge will look like
4. Constructability – easier to build, less impactful to park closures

# Question 5:

Based on outreach efforts and results of analysis performed, the RTC recommends the Single Pier concept as the preferred bridge type to provide wider sidewalks along Arlington Avenue increasing space for pedestrians, maximize headroom and width for pedestrian path under the bridge, minimize roadway elevation change, reduce deck thickness, and provide opportunity for maintenance access from the bridge for debris removal prior to downstream narrowing river. Do you agree? If not, why? (Reference presentation slide #34)

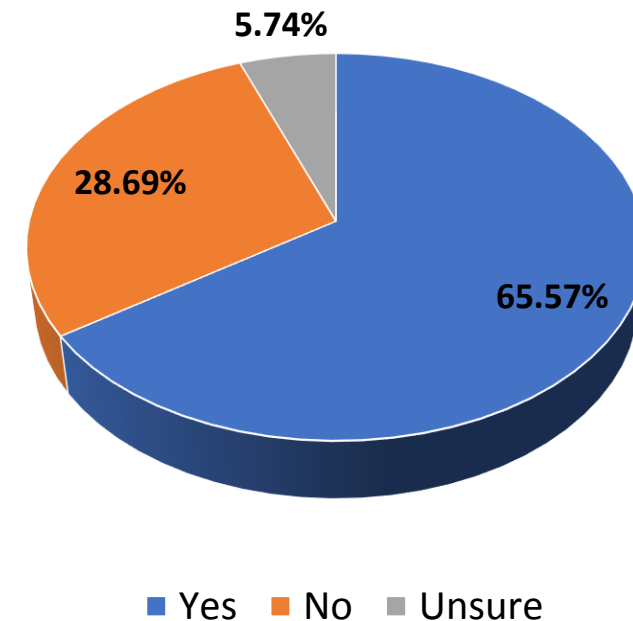
## Question 5 Comment Themes

Concerns regarding the ability of the single pier design to accommodate debris and flow during flood events. Commenters see the pier as a future liability.

Commentors seem to favor the clear span for flooding concerns and aesthetics.

Concern about creating a place vagrants to frequently utilize.

Commenters are focused on providing pleasant pedestrian experiences, specifically, providing increased headroom.





## Question 6:

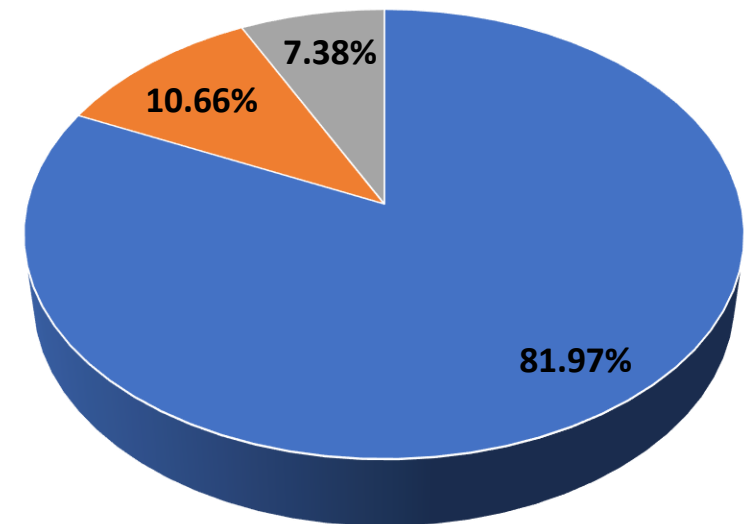
Based on study results and stakeholder input, recommended bridge aesthetics would combine modern design elements with Art Deco features to provide a melding of old and new. Do you agree with this general concept? If not, why? (Reference presentation slide #30)

### Question 6 Comment Themes

Design should be the same for all bridges.

The bridge's aesthetic feel should blend in with the surrounding area.

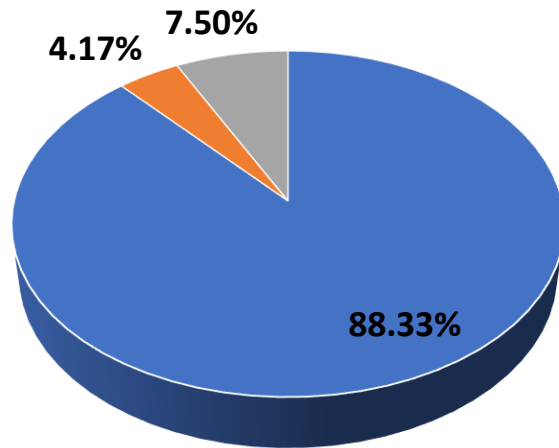
Ensure the bridge design can withstand flood events, would be easy to maintain, and are fiscally responsible.



■ Yes ■ Indifferent ■ No

## Question 7:

Should pedestrian-scaled lighting be included? (Reference presentation slide #30)



■ Yes ■ No ■ Indifferent

### Question 7 Comment Themes

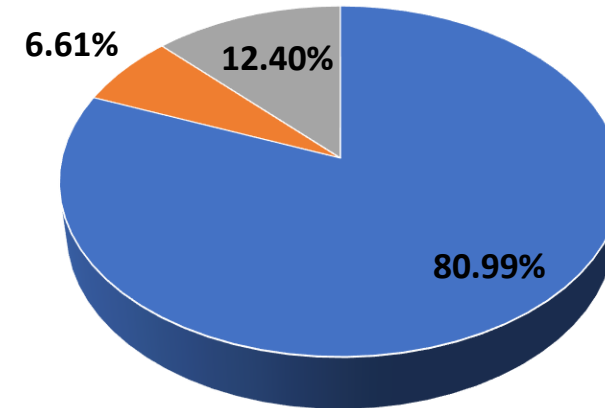
More lighting for safety.

Concerned about lighting impacts on wildlife and the river ecology.

Want to incorporate lighting that is aesthetically pleasing and follows dark sky certifications.

## Question 8:

Should bridge accent lighting be included? (Reference presentation slide #31)



■ Yes ■ No ■ Indifferent

### Question 8 Comment Themes

Commenters are in favor of accent lighting for safety and aesthetics.

While in favor, commenters do not want lighting that would contribute to light pollution.

Commenters voiced concerns about lighting impacts on wildlife and the river ecology.

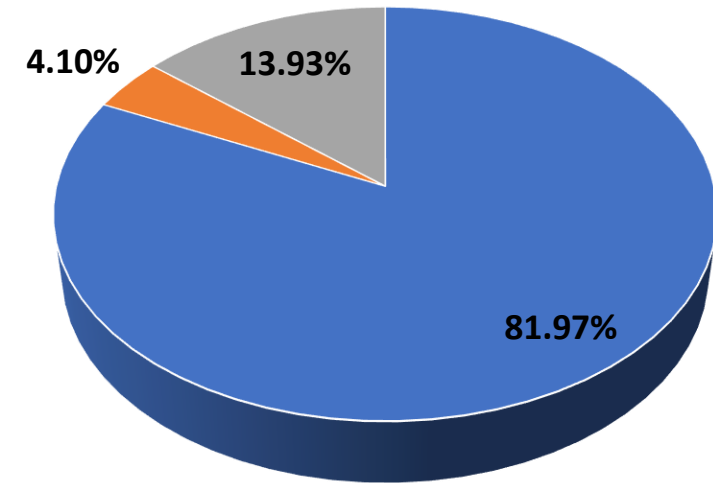
# Question 9:

One railing is the recommended option to maintain smooth pedestrian movement throughout Wingfield Park and along the street during special events when the bridge is closed to traffic. Do you agree? If not, why?

## Question 9 Comment Themes

Of those who commented, about half want the access freedom the single railing would provide, especially during local events.

The opposing half of commentators would prefer double railing to provide increased safety to pedestrians.



■ Yes ■ No ■ Indifferent

## Question 10:

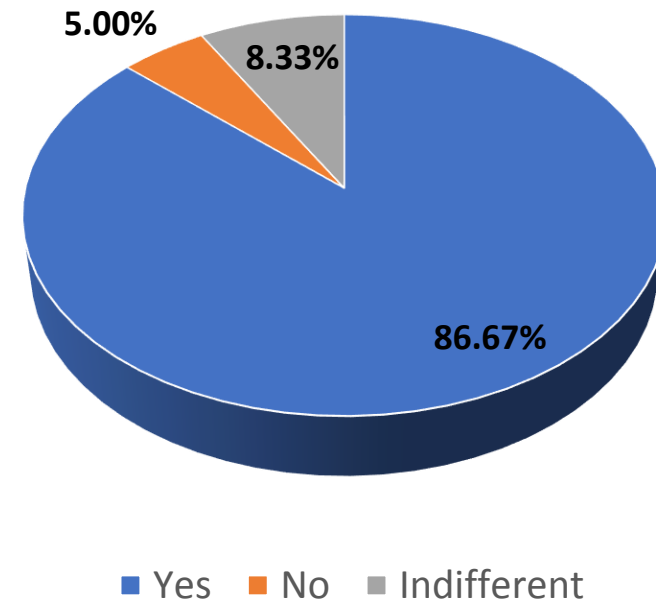
Transparent railing on the bridge provides open views of the river. Do you agree? If not, why? (Reference presentation slide #32).

### Question 10 Comment Themes

Some commentators are in favor of the metal railing as it better matches the aesthetics of the surrounding park and during local events.

Need to prioritize vehicle safety.

Want the selected railing to be flood friendly.



# Question 11:

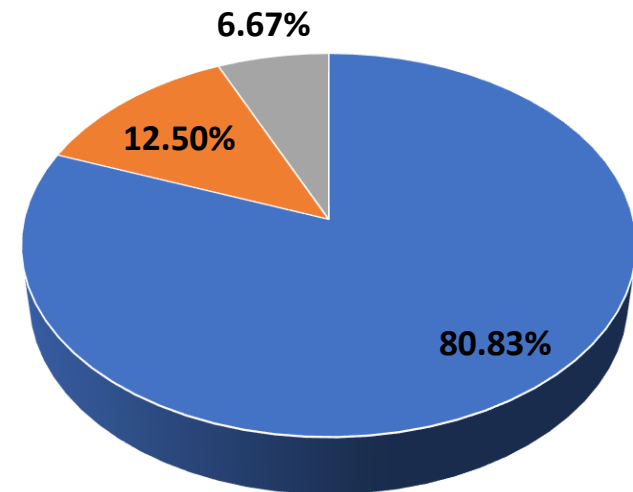
Multiple special events are held in Wingfield Park between April and November that draw increased pedestrian activity along Arlington Avenue. Widening the bridge to accommodate more than a standard 6-foot-wide sidewalk on both sides would create more space for pedestrians. Do you agree with providing additional sidewalk width? If not, why? (Reference presentation slide #32)

## Question 11 Comment Themes

In favor of the wider sidewalks ONLY if it doesn't require a pier.

Not necessary, during local events the road is typically blocked for event and pedestrian use.

Wider sidewalks are standard in the downtown area and preferred by pedestrians.



■ Yes ■ No ■ Indifferent

## Question 12:

What other ideas/comments do you have that haven't been addressed?

### Question 12 Comment Themes

High interest in designing the bridges and immediate area for pedestrians and to mimic the surrounding park/greenspace.

Incorporate raised sidewalks, improve pedestrian crossings, and add protected bike lanes.

Design to accommodate future flood events.

Good job designing/planning the new Arlington Bridges.

Incorporate artwork (murals) on the concrete walls from local artists or local Tribes.

Do not want a pier included for aesthetic, flooding, and maintenance reasons.

Use the Virginia Street Bridge as the example for these Arlington Bridges.

Maintain and Improved the Kayak park.

## FAQs

### **How will Washoe RTC's Arlington Bridges design be improved?**

The new bridge structure will address the current structural deficiencies of the old bridge structure. The new bridge will also improve pedestrian, bike, transit, and traffic safety in the area of Wingfield Park. Additionally, the new bridge will provide sufficient hydraulic capacity of the Truckee River during flood events. Finally, the new bridge will respond to regional and community plans.

### **Will the new bridge design be resilient to future flooding events, including debris flows?**

Yes, the new bridge design will be constructed to modern standards and be more resilient to flooding events in the future. Washoe RTC is working with various agencies currently to design potential bridge alternatives to address the flooding and debris flow concerns.

### **What will the new bridges look like?**

The aesthetics design of the bridges, including features like lighting and wall textures, will be developed as the project moves towards final design. During the evaluation of alternatives process, a structural design will be selected for how it best meets the project's purpose and needs. Once a design alternative is selected, aesthetic guidelines will be developed for the project, and these guidelines will help determine the final design features of the future bridges.

### **How will the trail system be affected?**

The trail system around Arlington Bridges may be temporarily impacted during the construction. However, during construction, a temporary detour will be put in place if closure of the trail is needed. Following the completion of the bridge, the trail system should function as intended.

### **What are the next steps for the project?**

The Feasibility Study will continue and enter the NEPA Analysis phase, where environmental impacts are calculated, including impact analysis for resources like wildlife. During NEPA, the bridge's design elements will continue to be developed with more detail to help understand the footprint of the project and some of the necessary construction requirements to protect identified environmental resources.

### **Who to contact with more comments or questions?**

Please contact Judy Torelli, P.E., with additional questions or comments.

Judy Tortelli, P.E.  
(775) 335-1824  
jtortelli@rtcwashoe.com

Please visit the Arlington Avenue Bridges Project Website for more information about the project.

<https://www.rtcwashoe.com/engineering-project/arlington-avenue-bridges-project/>





Survey Responder #	Did you attend the first Arlington Bridges public meeting held on Dec. 12, 2019?	What features of the park do you enjoy the most? Please choose up to three.(Reference presentation slide #21)								Based on study results and stakeholder input, RTC recommends eliminating the Underdeck Arch, Tied Arch, and Elevated Bridge alternatives to: maintain open/unobstructed views of the Truckee River, maintain pedestrian access and the functionality of Wingfield Park, minimize cost with a less complex design that can be used for other downtown bridge replacements creating a "Family of Bridges," and highlight the Wingfield Park area instead of the bridges.Do you agree with eliminating these three alternatives? If not, why?(Reference presentation slides #24-26)		Considering only the Single-Pier and Clear Span concepts, please rank what is most important to you. Please rank your first choice at the top of the list.			
	Response	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Response	Comments	More space for pedestrians - both on top of and underneath the bridge	Unobstructed view of the river – open channel with no pier in the middle of the river	Aesthetics - flexibility of what bridge will look like	Constructability – easier to build, less impactful to park closures
1	No		Walking paths	Trees		Public Art	Swimming areas		River views	Yes		1	2	3	4
2	No				Special events, plays, concerts		Swimming areas		River views	Yes		3	1	2	4
3	Yes		Walking paths	Trees	Special events, plays, concerts			Picnic areas	River views		No mention regarding dealing with debris before it hits the bridges during floods. The first step should be to construct debris catches to the West because it will save the integrity of a bridge. Debris catches can double as recreation complexes (soccer, baseball fields). Sports fields are lacking in West Reno/Verdi; a double need would be filled. Focus should be on functionality for the next 100 years. Has a bridge/overpass design that starts at Court St, is elevated and transends across to the far West apex of Wingfield Park (narrowest part of the river just before the river splits to a Y) feeding into Stevenson St then vering back to Arlington near the Sands. This would be the safest route for both pedestrians, emergency vehicles and general traffic and would eliminate the need for road closures during special events. And, Wingfield Park would be totally opened up to better accommodate our area's needs resulting from increasing population and attraction to the Truckee River. The city should be using a professional bridge architect if not, why not; money well spent. The opportunity exists for Reno to have a signature bridge. Proper bridge function plus appearance counts. Cost should not be the total deciding factor. Step back and do it right-- Sorry, the current designs look too much like the existing bridges and don't solve todays issues let alone the next 100yrs. Additionally, the straight lines show no continuity with the curved lines of the Virginia St Bridge.				
4	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Yes		2	1	3	4
5	No	Kayak Water Park			Special events, plays, concerts				River views	No	I do not like any bridge renderings.		1	2	3
6	No		Walking paths	Trees					River views	Unsure		1	2	3	4
7	No	Kayak Water Park			Special events, plays, concerts				River views	Yes					
8	No			Trees	Special events, plays, concerts				River views	Unsure	Just make sure you elevate the bridge to allow debris to flow through - no piers.	2	1	4	3
9	No	Kayak Water Park	Walking paths	Trees						Yes		4	1	2	3
10	No		Walking paths		Special events, plays, concerts	Public Art			River views	No	I think that it is possible to create a bridge that is beautiful and enhances the existing park and doesn't detract from the park. It can give you a place to look from and at, it it's too banal it would likely have an adverse effect on the park.	2	3	1	4
11	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts		Swimming areas		River views	Yes	Do not make it look like the booth street bridge, it should have some design feature that makes it a bit interesting. Maybe a nice railing and lamp post. nothing fancy like the Virginia St bridge.	2	1	3	4
12	No			Trees	Special events, plays, concerts				River views	Yes		3	4	1	2
13	No			Trees	Special events, plays, concerts				River views	Unsure		3	1	4	2
14	No				Special events, plays, concerts			Picnic areas	River views	Unsure		2	3	1	4
15	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas		River views	Unsure	I live about two blocks away and was not noticed about the hearings on this project.	2	1	4	3
16	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Yes		4	1	3	2
17	No	Kayak Water Park			Special events, plays, concerts	Public Art				Unsure	Needs a link here to the presentation slides.	2	1	3	4
18	No				Special events, plays, concerts					Yes		1	2	4	3
19	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts				River views	Yes		1	2	3	4

Survey Responder #	Did you attend the first Arlington Bridges public meeting held on Dec. 12, 2019?	What features of the park do you enjoy the most? Please choose up to three.(Reference presentation slide #21)								Based on study results and stakeholder input, RTC recommends eliminating the Underdeck Arch, Tied Arch, and Elevated Bridge alternatives to maintain open/unobstructed views of the Truckee River, maintain pedestrian access and the functionality of Wingfield Park, minimize cost with a less complex design that can be used for other downtown bridge replacements creating a "Family of Bridges," and highlight the Wingfield Park area instead of the bridges.Do you agree with eliminating these three alternatives? If not, why?(Reference presentation slides #24-26)		Considering only the Single-Pier and Clear Span concepts, please rank what is most important to you. Please rank your first choice at the top of the list.			
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20	No		Walking paths		Special events, plays, concerts		Swimming areas			Yes		3	2	1	4
21	No		Walking paths		Special events, plays, concerts				River views	Yes		4	3	1	2
22	No		Walking paths	Trees					River views	Yes		3	2	4	1
23	No		Walking paths		Special events, plays, concerts	Public Art				Unsure		3	1	2	4
24	No	Kayak Water Park								Yes		1	2	4	3
25	No		Walking paths				Picnic areas		River views	Yes		3	1	2	4
26	No	Kayak Water Park		Trees			Swimming areas			Unsure		3	1	4	2
27	No		Walking paths	Trees	Special events, plays, concerts	Public Art		Picnic areas		No	We can still make these bridges better no need to remove them.	4		1	
28	No		Walking paths		Special events, plays, concerts				River views	Yes		4	2	1	3
29	Yes		Walking paths	Trees		Public Art			River views	Yes		4	1	2	3
30	No								River views	Yes		1	3	2	4
31	No			Trees	Special events, plays, concerts				River views	Yes		3	2	1	4
32	No		Walking paths				Swimming areas		River views	Unsure		2	1	3	4
33	No				Special events, plays, concerts	Public Art	Swimming areas			Yes		1	3	4	2
34	No				Special events, plays, concerts					Yes		4	2	3	1
35	No	Kayak Water Park	Walking paths						River views	Yes		2	4	3	1
36	No	Kayak Water Park		Trees					River views	Yes		3	1	2	4
37	No		Walking paths		Special events, plays, concerts				River views	Yes		2	1	3	4
38	No						Swimming areas		River views	Unsure		2	1	3	4
39	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts		Swimming areas		River views	Yes		3	1	4	2
40	No		Walking paths	Trees	Special events, plays, concerts				River views	Yes		1	2	4	3
41	No		Walking paths		Special events, plays, concerts				River views	Yes		2	4	3	1
42	No		Walking paths				Swimming areas		River views	Yes		3	2	1	4

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43	No		Walking paths	Trees		Swimming areas				No	Part of the pleasure is being able to cross below street level and not having to deal with the traffic.	1	2	3	4
44	No			Trees	Special events, plays, concerts				River views	Yes		2	1	3	4
45	No		Walking paths	Trees	Special events, plays, concerts					Yes		3	2	1	4
46	No	Kayak Water Park			Special events, plays, concerts				River views	No	one "bridge look" is to uniform and visually not interesting. so boring you don't stop to take notice.	2	4	1	3
47	No		Walking paths	Trees					River views	Yes		1	4	2	3
48	No	Kayak Water Park	Walking paths						River views	Yes		4	1	3	2
49	No		Walking paths	Trees			Picnic areas		River views	Unsure		3	4	2	1
50	No			Trees			Picnic areas		River views	Yes		3	2	1	4
51															
52	No			Trees	Special events, plays, concerts	Public Art				Yes		1	3	4	2
53	No		Walking paths	Trees	Special events, plays, concerts	Public Art	Picnic areas		River views	Yes			4		
54	No		Walking paths	Trees					River views	Yes		4	3	1	2
55	No	Kayak Water Park	Walking paths	Trees						Yes		3	1	2	4
56	No		Walking paths		Special events, plays, concerts				River views	Yes			2	3	1
57	No		Walking paths	Trees					River views	Yes		3	1	2	4
58	Yes				Special events, plays, concerts					Yes		4	2	3	1
59	No		Walking paths	Trees					River views	No	This is the prettiest section of the river, although cost is important aesthetics in a tourist area deserve equal consideration.	3	1	2	4
60	No			Trees	Special events, plays, concerts					Yes		2	1	4	3
61	No		Walking paths		Special events, plays, concerts		Swimming areas			Yes		4	2	1	3
62	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts			Picnic areas	River views	Yes		3	1	4	2
63	No		Walking paths	Trees			Swimming areas		River views	Yes		1	2	3	4
64	No			Trees	Special events, plays, concerts				River views	Yes		1	3	2	4
65	No		Walking paths	Trees					River views	Yes		2	1	3	4
66	No		Walking paths	Trees	Special events, plays, concerts					Yes		1	4	2	
67	No	Kayak Water Park	Walking paths		Special events, plays, concerts	Public Art	Swimming areas		River views	Yes		2	1	3	4
68	No	Kayak Water Park		Trees	Special events, plays, concerts	Public Art	Swimming areas		River views	Yes		3	1	2	4
69												3	2		1
70	No		Walking paths		Special events, plays, concerts				River views	Yes		3	1	2	4
71	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Yes		3	2	4	1

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72	No	Kayak Water Park			Special events, plays, concerts				River views	Yes					
73	No									No	I'll miss the homeless defecating and pissing in the river, and camping in the parks and bushes. I'll miss dodging the syringes like landmines walking along the trails				
74	No		Walking paths	Trees					River views	Yes		2		4	1
75	No		Walking paths	Trees	Special events, plays, concerts				River views	Unsure	Prefer the clear span design so it's aesthetically comparable with Virginia Street. Absence of a center pier will help free flow of the river and avoid debris buildup in the spring from snow melt	4	1	2	3
76	No		Walking paths			Public Art			River views	Yes		2	4	1	3
77	No			Trees	Special events, plays, concerts				River views	Yes		3	2	1	4
78	No		Walking paths	Trees		Public Art			River views	Yes		2	3	1	4
79	No	Kayak Water Park			Special events, plays, concerts				River views	Yes		2	1	3	4
80	No		Walking paths	Trees		Public Art				Yes		1	3	4	2
81	No				Special events, plays, concerts			Picnic areas	River views	Yes	This park hold a full 30 day event let alone all the events all year long. This park is more important than some dumb pretty bridge that's blocks the view and is then not pretty. The importance of preventing floods and keeping the park untouched are more important. Keep the park people and pedestrian friendly maybe movies can be made the film and movie makers are moving to Reno.	1	3	4	2
82	No		Walking paths		Special events, plays, concerts				River views	No	I do understand why these need eliminated, however, those features add to the charm, identification, and the appearance of the bridge and surrounding area. I think the elimination of these features will also eliminate what makes this bridge and all others loose their touch of what makes Reno so attractive and "old" fashioned.	2	3	1	4
83	No		Walking paths	Trees						Yes		3	1	2	4
84	No		Walking paths		Special events, plays, concerts				River views	Yes		2	1	3	4
85	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Unsure		2	1	3	4
86	No		Walking paths		Special events, plays, concerts	Public Art				Yes		4	2	3	1
87	No		Walking paths	Trees				Picnic areas		No	Make it beautiful and keep accessible walkeays under the bridge connecting the halves of the park	3	2	1	4
88	No				Special events, plays, concerts				River views	Yes	I prefer a bridge design that maximizes views of the river from the bridge, and which minimizes the collection of debris under the bridge.	3	1	2	4

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	Response	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Response	Comments	More space for pedestrians - both on top of and underneath the bridge	Unobstructed view of the river – open channel with no pier in the middle of the river	Aesthetics - flexibility of what bridge will look like	Constructability – easier to build, less impactful to park closures
89	No		Walking paths						River views	Unsure		3	4	2	1
90	No								River views	Yes		3	4	2	1
91	No		Walking paths						River views	Unsure	Where are slides 24-26? Would like to understand what the differences are with this question? What are the barriers to providing this level of detail to make an informed decision?	2	1	3	4
92	No								River views	Yes		3	1	4	2
93	No	Kayak Water Park			Special events, plays, concerts		Swimming areas			Yes		1	2	4	3
94	No	Kayak Water Park	Walking paths	Trees		Public Art	Swimming areas	Picnic areas	River views	No		2	4	1	3
95	No		Walking paths		Special events, plays, concerts				River views	Unsure		1	3	2	4
96	No	Kayak Water Park	Walking paths			Public Art		Picnic areas	River views	Yes		2	1	3	4
97	No		Walking paths	Trees					River views	Yes		4	2	3	1
98	No		Walking paths	Trees	Special events, plays, concerts	Public Art			River views	Unsure		2	1	4	3
99	No		Walking paths		Special events, plays, concerts				River views	Unsure		1	4	3	2
100	No	Kayak Water Park	Walking paths						River views	Yes		4	3	2	1
101	No			Trees	Special events, plays, concerts	Public Art				No	The aesthetics of the bridge are important	4	1	2	3
102	No			Trees	Special events, plays, concerts				River views	Yes		4	1	2	3
103	No		Walking paths		Special events, plays, concerts				River views	Unsure		1	2	3	4
104	No	Kayak Water Park					Swimming areas		River views	Yes		2	1	4	3
105	No	Kayak Water Park	Walking paths		Special events, plays, concerts					Yes					
106	No		Walking paths	Trees					River views	Yes		4	2	3	1
107		Kayak Water Park	Walking paths						River views	Yes		3	1	4	2
108	No			Trees	Special events, plays, concerts				River views	Yes		4	1	3	2
109	No	Kayak Water Park	Walking paths						River views	No	Do NOT make it ugly like the Virginia St bridge. The Arlington St bridges show the charm of old Reno and times past. The architecture should remain the same and NOT be made ugly and plain. If you can make it clear span and do that then go ahead, but don't make it an eyesore like the other new one.	2	3	1	4
110	No		Walking paths	Trees					River views	Yes		4	1	3	2
111	No	Kayak Water Park	Walking paths		Special events, plays, concerts					Yes		1	3	4	2
112	No		Walking paths	Trees					River views	Yes		2	4	3	1
113	No		Walking paths	Trees					River views	Yes		1	3	2	4
114	No		Walking paths		Special events, plays, concerts				River views	Yes		2	1	4	3
115	No								River views	Yes		4	2	3	1

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	Response	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Response	Comments	More space for pedestrians - both on top of and underneath the bridge	Unobstructed view of the river – open channel with no pier in the middle of the river	Aesthetics - flexibility of what bridge will look like	Constructability – easier to build, less impactful to park closures
116	No		Walking paths							Yes		2	1	3	4
117	No	Kayak Water Park	Walking paths			Swimming areas				Yes		2	3	4	1
118	No		Walking paths		Special events, plays, concerts				River views	Yes		3	4	2	1
119	No	Kayak Water Park			Special events, plays, concerts				River views	Yes		2	3	4	1
120	No		Walking paths	Trees					River views	Unsure		2	1	4	3
121	No			Trees					River views	Yes		2	1	4	3
122	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Yes		3	2	1	4
123	No		Walking paths		Special events, plays, concerts				River views	No		2	1	4	3
124	No		Walking paths	Trees	Special events, plays, concerts					Yes		1	2	4	3
125	No	Kayak Water Park		Trees					River views	Yes		3	1	2	4
126	No	Kayak Water Park			Special events, plays, concerts	Public Art				Yes		3	1	4	2
127	No		Walking paths		Special events, plays, concerts				River views	No	I just want to make sure there is still a safe access to get across Arlington. I have been hit by a car and it is scary for pedestrians in this area of Reno. I feel safest when I can cross under the bridge, the only drawback being unsafe looking people gathering under the bridge and blocking access. I also love the "mud birds" under the bridge there. .)	1	2	4	3
128	No		Walking paths	Trees					River views	Yes		1	2	3	4
129	No		Walking paths		Special events, plays, concerts				River views	Unsure		1	2	3	4
130															
131	No	Kayak Water Park		Trees	Special events, plays, concerts					Yes		4	3	2	1
132	No	Kayak Water Park	Walking paths		Special events, plays, concerts					Yes		3	1	2	4
133	No			Trees		Swimming areas	Picnic areas		River views	Yes	The park and its functionality should be the priority and not the bridge. The bridges should not detract from the river.	3	1	4	2
134	No				Special events, plays, concerts		Swimming areas	Picnic areas		Yes		2	3	1	4
135	No		Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas		River views	No					
136	No		Walking paths	Trees					River views	Yes	I'm not sure the slides match the descriptors above. I want the one with no piers - those are what back up the river during a flood.	3	1	2	4
137	No		Walking paths	Trees					River views	No		2	1	3	4
138	No		Walking paths	Trees	Special events, plays, concerts				River views	Yes		3	1	2	4
139	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Unsure			1		
140	No		Walking paths	Trees					River views	Yes		2	4	3	1
141	No	Kayak Water Park	Walking paths			Swimming areas				Yes		4	2	1	3
142	No		Walking paths	Trees	Special events, plays, concerts					No	like walking under the bridge as well as place to avoid the sun on really hot summer days	1	2		
143	No		Walking paths	Trees	Special events, plays, concerts					Yes		2	4	3	1
144	No		Walking paths		Special events, plays, concerts				River views	Yes		4	2	3	1
145	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Yes		2	1	4	3

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146	No		Walking paths		Special events, plays, concerts				River views	Yes		2	4	3	1
147	No		Walking paths	Trees					River views	Yes		2	1	4	3
148	No		Walking paths	Trees					River views	Yes	Work on a safe environment for families with little ones . Drunk bums don't mix with toddlers .	2	3	1	4
149	No		Walking paths	Trees	Special events, plays, concerts					Yes		2	4	3	1
150	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art			River views	Yes		2	1	3	4
151	No	Kayak Water Park	Walking paths	Trees			Swimming areas			Yes		2	1	4	3
152	No		Walking paths				Swimming areas		River views	Yes		3	1	2	4
153					Special events, plays, concerts		Swimming areas		River views	Unsure		3	1	4	2
154	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Yes		3	4	2	1
155	No		Walking paths	Trees					River views	Unsure		3	1		2
156	No		Walking paths		Special events, plays, concerts				River views	Yes		3	1	4	2
157	No		Walking paths		Special events, plays, concerts		Swimming areas			No	It's been around for a century. I would like to see these things made better no taken away.	1	4	3	2
158	No	Kayak Water Park	Walking paths		Special events, plays, concerts					Yes		1	4	2	3
159	No		Walking paths		Special events, plays, concerts				River views	Yes		4	1	2	3
160	No		Walking paths	Trees	Special events, plays, concerts					Yes		3	1	4	2
161	No	Kayak Water Park			Special events, plays, concerts				River views	No	Tied arch allows flat thin deck with no pier	3	1	4	2
162	No		Walking paths	Trees					River views	Yes		2	1	3	4
163	No	Kayak Water Park	Walking paths		Special events, plays, concerts					Yes		3	1	2	4
164	No	Kayak Water Park	Walking paths		Special events, plays, concerts				River views	Yes		1	2	3	4
165	No	Kayak Water Park			Special events, plays, concerts		Swimming areas			Yes		1	3	4	2
166	No		Walking paths	Trees		Public Art			River views	Yes		2	3	1	4
167	No		Walking paths		Special events, plays, concerts				River views	Yes		3	4	2	1
168	No		Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Yes		1	4	2	3

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169	No			Trees	Special events, plays, concerts				River views	Yes		2	1	3	4
170	No		Walking paths	Trees				Picnic areas		Yes		2	1	4	3
171	No		Walking paths		Special events, plays, concerts			Picnic areas	River views	Yes		2	3	1	4
172	No		Walking paths	Trees					River views	Yes		2	1	4	3
173			Walking paths	Trees				Picnic areas		Yes		4	1	2	3
174	No		Walking paths	Trees	Special events, plays, concerts					Yes		1	4	3	2
175	No		Walking paths		Special events, plays, concerts			Picnic areas		Yes		3	4	1	2
176	No		Walking paths	Trees					River views	Yes		2	4	1	3
177	No		Walking paths			Public Art			River views	Yes		1	4	3	2
178	No		Walking paths				Swimming areas	Picnic areas	River views	Yes		3	1	4	2
179	No	Kayak Water Park		Trees					River views	Yes		3	1	2	4
180	No					Public Art			River views	Yes	there are lots of old dry trees near the river that are not removed for years	3	1	4	2
181	No		Walking paths	Trees					River views	Yes		3	1	2	4
182	No		Walking paths	Trees	Special events, plays, concerts	Public Art		Picnic areas	River views	Yes		2	1	3	4
183	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts				River views	Yes		4	1	2	3
184	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Yes		2	3	4	1
185	No		Walking paths	Trees	Special events, plays, concerts					Yes		2	4	3	1
186	No		Walking paths	Trees					River views	Yes					1
187	No		Walking paths		Special events, plays, concerts		Swimming areas			Yes		3	2	4	1
188	No	Kayak Water Park					Swimming areas	Picnic areas		Yes			4		1
189	No		Walking paths		Special events, plays, concerts				River views	Yes		4	1	3	2
190	No								River views	Yes		2	4	3	1
191												1	3	2	4
192	No		Walking paths	Trees		Public Art			River views	Unsure		4	1	3	2
193	No	Kayak Water Park		Trees	Special events, plays, concerts					Yes		3	1	2	4
194	No			Trees		Public Art			River views	Yes		3	1	2	4
195	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Yes		1	2	3	4



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	Response	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Response	Comments	More space for pedestrians - both on top of and underneath the bridge	Unobstructed view of the river – open channel with no pier in the middle of the river	Aesthetics - flexibility of what bridge will look like	Constructability – easier to build, less impactful to park closures
196	No			Trees	Special events, plays, concerts				River views	No	The historical beauty and architecture of the existing neighborhood is worth saving. We are not Las Vegas	4	2	1	3
197	No		Walking paths				Swimming areas		River views	Yes		3	1	4	2
198	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts					Yes		2	4	3	1
199	No		Walking paths	Trees					River views	Unsure		3		1	
200	No		Walking paths	Trees					River views	Yes		3	1	2	4
201	No		Walking paths	Trees					River views			2	1	3	
202	No			Trees	Special events, plays, concerts				River views	Yes		3	1	2	4
203	No		Walking paths	Trees	Special events, plays, concerts					Yes		4	1	2	3
204	No		Walking paths	Trees					River views	Yes		4	3	1	2
205	No		Walking paths	Trees					River views	Yes	The Virginia Street bridge opened 18 months ago is ugly, overbuilt, and a very poor substitute, aesthetically speaking, for the old one.		1		
206	No		Walking paths	Trees	Special events, plays, concerts				River views	Yes		1	4	3	2
207		Kayak Water Park			Special events, plays, concerts				River views	Yes	I would have liked to see a broader spectrum of design professionals used in this decision. I noticed that there were only engineers involved in the proposed decisions.	4	2	1	3
208	No		Walking paths		Special events, plays, concerts				River views	Yes		1	2		3

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	Response	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Response	Comments	More space for pedestrians - both on top of and underneath the bridge	Unobstructed view of the river – open channel with no pier in the middle of the river	Aesthetics - flexibility of what bridge will look like	Constructability – easier to build, less impactful to park closures
209	No		Walking paths		Special events, plays, concerts				River views	Yes		3	2	4	1
210	Yes	Kayak Water Park			Special events, plays, concerts					Unsure					
211	No		Walking paths	Trees					River views	Yes		3	1	2	4
212	No		Walking paths	Trees					River views	Yes		2	3	1	4
213	No		Walking paths		Special events, plays, concerts				River views	Yes		1	3	2	4
214	No		Walking paths		Special events, plays, concerts				River views	Yes		1	3	2	4
215	No				Special events, plays, concerts					Yes					
216	No	Kayak Water Park			Special events, plays, concerts				River views	Unsure		4	3	1	2
217			Walking paths			Public Art			River views	Yes		2	4	1	3
218	No		Walking paths	Trees					River views	Unsure		1	3	2	4
219	No		Walking paths		Special events, plays, concerts				River views	Unsure		2	1	4	3
220	No	Kayak Water Park	Walking paths						River views	Yes		2	1	4	3
221	No				Special events, plays, concerts				River views	Unsure	Agree with eliminating tied arch and elevated bridge (as a single bridge across whole span due to costs) can still phase a north bridge and a south bridge with even a future central bridge that gives you in essence a complete elevated bridges with use of proper culvert/ underpass ways for park and flow capacity)- think a clear span single deck (slight arch like at NYC central park Bow bridge with architectural feature of underarch that does cost much more at all since the rest of bridge is an iron structure is reasonable). In essence it matches goal of simple bridge with just a little beauty that will highlight the wingfield park area	4	1	2	3
222	No		Walking paths	Trees					River views	Unsure		2	1	3	4
223	No		Walking paths		Special events, plays, concerts				River views	No	Architecture of the Bridges should reflect the beauty of the river flowing below!	2	4	3	1
224	No					Swimming areas	Picnic areas		River views	Yes		4	1	2	3
225	No	Kayak Water Park			Special events, plays, concerts				River views	Yes		2	4	1	3
226	No	Kayak Water Park		Trees	Special events, plays, concerts	Public Art				Yes		1	4	2	3
227	No		Walking paths	Trees	Special events, plays, concerts	Public Art		Picnic areas	River views	Unsure		2	3	4	1
228	No		Walking paths	Trees		Public Art				No	Tied arch and elevated bridge designs make sense to eliminate. The arguments made against the underdeck arch (as presented) do not seem significant, and also seem to be present in the clear span option recommended for continuation.	2	4	3	1

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229	No	Kayak Water Park	Walking paths	Trees						No	Bridges are opportunities to create iconic civic beauty and pride. Bridges can be world famous. The 30 million dollar concrete plank with slits in it and a blade wall down the middle that you propose is a failure. I am a downtown Reno resident and it saddens me that you have squandered this chance. A beautiful bridge would only add to Wingfield Park and make it that much better. Everyone loves the Virginia Street bridge and no one has a problem walking around its components. If that's the best you can do you should just leave the one we have. It looks much better than the one you propose.			1	
230	No		Walking paths	Trees					River views	Yes		2	4	3	1
231	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art		Picnic areas	River views	Yes		1	4	3	2
232	No	Kayak Water Park					Swimming areas		River views	Yes		4	1	3	2
233	No		Walking paths		Special events, plays, concerts				River views	Yes					
234	No		Walking paths	Trees	Special events, plays, concerts				River views	Yes		4	1	2	3
235	No		Walking paths	Trees	Special events, plays, concerts					Yes		1	4	3	2
236	No				Special events, plays, concerts	Public Art			River views	Unsure		1	2	4	3
237	No		Walking paths	Trees					River views	Yes		1	3	2	4
238	No	Kayak Water Park	Walking paths	Trees		Public Art	Swimming areas		River views	Yes		3	4	1	2
239	No		Walking paths	Trees						Yes		1	2	3	4
240	No		Walking paths		Special events, plays, concerts					Yes		1	2	3	4
241	No								River views	Yes		4	1	2	3
242	No	Kayak Water Park	Walking paths						River views	Yes		2	4	1	3
243	No		Walking paths	Trees					River views	Yes		4	1		
244	No		Walking paths	Trees		Public Art				Unsure	The tied arch concept is similar to Virginia Street and leads toward the "Family of Bridges."	1	3	2	4
245	No			Trees	Special events, plays, concerts				River views	No	I like the Underdeck Arch concept because it looks closest to the original/current bridges to me.	3	1	2	4
246	No				Special events, plays, concerts		Swimming areas		River views	Yes		1	4	2	3
247	No		Walking paths	Trees	Special events, plays, concerts			Picnic areas	River views	Yes		3	4	2	1
248	No		Walking paths					Picnic areas	River views	Yes		1			2
249	No		Walking paths	Trees	Special events, plays, concerts	Public Art			River views	Yes		1	3	2	4
250	No		Walking paths	Trees	Special events, plays, concerts					Yes		4	3	1	2

Survey Responder #	Did you attend the first Arlington Bridges public meeting held on Dec. 12, 2019?	What features of the park do you enjoy the most? Please choose up to three.(Reference presentation slide #21)								Based on study results and stakeholder input, RTC recommends eliminating the Underdeck Arch, Tied Arch, and Elevated Bridge alternatives to: maintain open/unobstructed views of the Truckee River, maintain pedestrian access and the functionality of Wingfield Park, minimize cost with a less complex design that can be used for other downtown bridge replacements creating a "Family of Bridges," and highlight the Wingfield Park area instead of the bridges.Do you agree with eliminating these three alternatives? If not, why?(Reference presentation slides #24-26)		Considering only the Single-Pier and Clear Span concepts, please rank what is most important to you. Please rank your first choice at the top of the list.			
	Response	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Response	Comments	More space for pedestrians - both on top of and underneath the bridge	Unobstructed view of the river – open channel with no pier in the middle of the river	Aesthetics - flexibility of what bridge will look like	Constructability – easier to build, less impactful to park closures
251	No		Walking paths	Trees	Special events, plays, concerts	Public Art		Picnic areas	River views	Unsure	Why are the slides not part of the survey? Hard to go between website and survey. Not very user friendly, sorry.	1	3	2	
252	No	Kayak Water Park	Walking paths	Trees		Public Art	Swimming areas		River views	Unsure	too confusing	3	1	2	4
253	No		Walking paths	Trees					River views	Yes		1	2	3	4
254	No		Walking paths	Trees	Special events, plays, concerts					Yes		3	2	4	1
255	No		Walking paths			Public Art			River views	Unsure	Agree with most above proposals. I feel the side-rails should be open metal railings, to maximize the overall sights (i.e. not concrete).	2	3	4	1
256	No	Kayak Water Park			Special events, plays, concerts	Public Art				Yes		2	3	4	1
257	No	Kayak Water Park	Walking paths						River views	Yes		3	1	2	4
258	No		Walking paths		Special events, plays, concerts		Swimming areas			Yes		3	2	1	4
259	No		Walking paths			Public Art			River views	Yes		2	3	1	4
260	No	Kayak Water Park			Special events, plays, concerts				River views	Yes			1		
261	No	Kayak Water Park					Swimming areas		River views	Yes		4	2	3	1
262	Yes		Walking paths	Trees	Special events, plays, concerts					Yes		3	1	2	4
263	No		Walking paths	Trees					River views	Yes		1	2	3	4
264	No		Walking paths	Trees	Special events, plays, concerts			Picnic areas	River views	Yes		1	3	4	2
265	No		Walking paths	Trees					River views	No	The bridges are very pretty and add to the ambiance of the park.	3	1	2	4
266	No	Kayak Water Park	Walking paths				Swimming areas		River views	Yes		1	2	3	4
267	No			Trees	Special events, plays, concerts				River views	Unsure	Of the eliminated options, I liked the aesthetics of the Tied Arch Bridge. it also "matches" the style of the Virginia street bridge.	3	1	2	4
268	No	Kayak Water Park			Special events, plays, concerts	Public Art			River views	Yes		2	3	4	1
269	No		Walking paths	Trees					River views	No	The tied arch is the most attractive option, and goes well with the new Virginia Street bridge	3	1	4	2
270	Yes	Kayak Water Park	Walking paths		Special events, plays, concerts					Yes		3	1	2	4

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271	No		Walking paths	Trees	Special events, plays, concerts	Public Art			River views	Yes	Wingfield park improvements and pedestrian access seem to be maximized in the preferred single tier option. I especially like the wider sidewalks in this option.	1	4	2	3
272	No		Walking paths		Special events, plays, concerts				River views	Yes		3	2	1	4
273	No		Walking paths	Trees					River views	Yes		3	4		2
274	No		Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas		River views	No	The Tied Arch is unquestionable the coolest, so I prefer that. I'm guessing it's more expensive, so I'm ok with not doing it. We already have our "statement bridge" at Virginia St :) The Elevated, which I think was the "giant pile of dirt" choice, sounds like a TERRIBLE idea.	4	1	3	2
275	Yes		Walking paths			Public Art			River views	Yes		4	3	2	1
276	No		Walking paths	Trees	Special events, plays, concerts					Yes		2	4	3	1
277	No		Walking paths				Swimming areas		River views	Unsure		3	2	4	1
278	No		Walking paths		Special events, plays, concerts				River views	Unsure			1	2	
279	No			Trees	Special events, plays, concerts					Yes		2	1	3	4
280	No				Special events, plays, concerts	Public Art			River views	Yes		3	1	2	4
281	No			Trees	Special events, plays, concerts				River views	No	It does not appear that you have addressed the problem of debris jamming up the river at all of the bridges. I have lived here since 1953 so have experienced several of our floods where debris jammed up against the brides has caused worse flooding. This is a priority that should be addressed in replacing all of the bridges.		1		
282	No		Walking paths		Special events, plays, concerts				River views	Yes	Simple is better.	2	4	3	1
283	No	Kayak Water Park	Walking paths					Picnic areas		Yes		1	4	3	2
284	Yes	Kayak Water Park	Walking paths		Special events, plays, concerts					No	Some form of elevation can help with flood	3	2	1	4
285	No		Walking paths	Trees					River views	Yes		4	3	2	1
286	No	Kayak Water Park	Walking paths						River views	Yes		3	1	2	4
287	No			Trees	Special events, plays, concerts				River views	Yes		3	2	1	4

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288	No		Walking paths	Trees		Swimming areas				No	The tied arch seems to be a good alternative so you can enjoy the park without seeing cars it feels secluded	1	4	2	3
289	No		Walking paths	Trees					River views	Unsure		3	2	1	4
290	No		Walking paths		Special events, plays, concerts				River views	Yes		3	4	1	2
291	Yes	Kayak Water Park		Trees	Special events, plays, concerts	Public Art		Picnic areas	River views	Yes			1	4	
292	No	Kayak Water Park	Walking paths		Special events, plays, concerts					Yes		1	4	3	2
293	Yes		Walking paths		Special events, plays, concerts				River views	Yes		2	1	3	4
294	No		Walking paths	Trees	Special events, plays, concerts				River views	No	I like the idea of the tied arch because of the uniformity that can be used on all future bridge renovations in the Reno area.	2	3	1	4
295	No	Kayak Water Park	Walking paths	Trees		Public Art				Yes		3	1	2	4
296	No		Walking paths	Trees	Special events, plays, concerts					Yes		1	3	2	4
297	No		Walking paths		Special events, plays, concerts	Public Art				Yes	The Park is a big part of the renewal of Downtown, but the carriage of traffic is also valuable. I would also make the crossing more traffic friendly by a speed limit of 25mph, and traffic standards and signals, thus protecting pedestrians too.	2	3	4	1
298	No		Walking paths	Trees					River views	Yes		3	1	2	4
299	No	Kayak Water Park		Trees	Special events, plays, concerts					Yes		2	4	3	1
300	Yes	Kayak Water Park	Walking paths	Trees					River views	Yes		4	3	2	1
301	No			Trees	Special events, plays, concerts	Public Art				Yes		4	2	1	3
302	No		Walking paths	Trees		Public Art				No		3	1	2	4
303	No		Walking paths							Yes		1	3	4	2
304	No		Walking paths		Special events, plays, concerts				River views			2	4	1	3
305	No		Walking paths	Trees					River views	Yes		3	1	2	4
306	No	Kayak Water Park			Special events, plays, concerts	Public Art				Yes		1	3	2	4
307	No		Walking paths			Public Art			River views	Yes		2	1	3	4
308	No		Walking paths		Special events, plays, concerts		Swimming areas			Yes		1	2	3	4
309	No		Walking paths		Special events, plays, concerts				River views	No	The tiered arch design is a proven design and is feasible for construction, as proved by Virginia Street. Why pay to reinvent the wheel?	2	4	3	1
310	No	Kayak Water Park			Special events, plays, concerts				River views	Yes		3	4	1	2

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311	No		Walking paths	Trees		Swimming areas			Yes		3	1	4	2	
312	No		Walking paths	Trees				River views	Yes	Reduction in costs to taxpayers should be first and foremost. While the city is trying to make Reno an "Art Town," there are real costs associated and real issues well beyond the aesthetic issues Reno faces. The homeless, rising taxes and population growth should be more a determining factor than how pretty our infrastructure becomes.	2	3	4	1	
313	No			Trees	Special events, plays, concerts			River views	Yes		2	4	1	3	
314	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	River views	No	The clear span looks like the a good option for those participants in water activities. Not to mention when we do get the odd flood, the water can flow easier and debris won't get caught on anything to back up the water.	2	1	4	3	
315	No		Walking paths	Trees	Special events, plays, concerts			River views	Yes		1	3	2	4	
316	No							River views	Unsure		3	2	4	1	
317	No		Walking paths	Trees				River views	Yes		4	2	3	1	
318	No		Walking paths	Trees		Public Art	Picnic areas		Yes		3	2	1	4	
319	Yes		Walking paths		Special events, plays, concerts			River views	Yes		2	1	3	4	
320	No			Trees	Special events, plays, concerts			River views			2	1	3	4	
321	No			Trees	Special events, plays, concerts			River views	Unsure		3	1	2		
322	No	Kayak Water Park	Walking paths		Special events, plays, concerts	Public Art		River views	Yes		2	1	4	3	
323	Unsure		Walking paths	Trees				River views	Unsure	This question seems a bit confusing to me, so uncertain which to answer. I agree that the existing structure should be changed to either the single pier or the clear span.	2	4	3	1	
324	Yes		Walking paths	Trees				River views	Yes		1	3	2	4	
325	Yes	Kayak Water Park	Walking paths	Trees		Swimming areas	Picnic areas	River views	No	The New Bridge Should Be In Line With The Current VIRGINIA STREET Bridge	4	3	2	1	

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326	Yes		Walking paths	Trees	Special events, plays, concerts					Yes		2	1	3	4
327	No		Walking paths	Trees					River views	Yes		3	4	1	2
328	No		Walking paths	Trees	Special events, plays, concerts					Yes		1		3	2
329	No			Trees	Special events, plays, concerts				River views	No	I don't see any problems with the underdeck arch design.	2	4	3	1
330	No		Walking paths	Trees					River views	Yes		3	2	1	4
331	Yes				Special events, plays, concerts	Public Art	Swimming areas			Yes		3	1	2	4
332	No				Special events, plays, concerts					Yes		3	1	4	2
333	No			Trees		Public Art			River views	Yes		4	2	1	3
334	No	Kayak Water Park	Walking paths						River views	Yes	They are all ugly and boring. If that is the goal then just go cheap quick and easy as well.	2	4	1	3
335	No	Kayak Water Park				Public Art			River views	Yes	Let's match the Virginia Street bridge	4	1	2	3
336	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Unsure		3	1	2	4
337	No		Walking paths		Special events, plays, concerts		Swimming areas			Yes		2	1	3	4
338	No			Trees					River views	Yes		2	3	4	1
339	No		Walking paths	Trees					River views	Yes		1	2	4	3
340	No			Trees	Special events, plays, concerts				River views	Unsure					



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341	No	Kayak Water Park								Unsure		1	4	2	3
342	Yes	Kayak Water Park							River views	Yes		4	1	2	3
343	No	Kayak Water Park	Walking paths		Special events, plays, concerts				River views	Yes		2	1	4	3
344	No		Walking paths	Trees					River views	Yes		3	4	1	2
345	No	Kayak Water Park		Trees			Swimming areas			Yes		2	1	4	3
346	No					Public Art			River views	No	I would rather have a Tied Arch as it would make a more iconic looking bridge like the wonderful one on Virginia street. please don't do another boring bridge like we have there already. Make the bridge pretty.	4	3	1	
347	No	Kayak Water Park	Walking paths						River views	Yes		1	3	2	4
348	Yes	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts					Yes		1	2	3	4
349	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts				River views	Yes		1	4	2	3
350	No		Walking paths			Public Art			River views	Yes		1	4	3	2
351	No	Kayak Water Park					Swimming areas		River views	No		1	4	2	3
352	No	Kayak Water Park	Walking paths	Trees	Special events, plays, concerts	Public Art	Swimming areas	Picnic areas	River views	Yes		2	4	3	1
353	No		Walking paths		Special events, plays, concerts				River views	Yes		1	4	2	3

Survey Responder #	Based on outreach efforts and results of analysis performed, the RTC recommends the Single-Pier concept as the preferred bridge type to provide wider sidewalks along Arlington Avenue increasing space for pedestrians, maximize headroom and width for pedestrian path under the bridge, minimize roadway elevation change, reduce deck thickness, and provide opportunity for maintenance access from the bridge for debris removal prior to downstream narrowing river. Do you agree? If not, why?(Reference presentation slide #34)		Based on study results and stakeholder input, recommended bridge aesthetics would combine modern design elements with Art Deco features to provide a melding of old and new. Do you agree with this general concept? If not, why?(Reference presentation slide #30)		Should pedestrian-scaled lighting be included?(Reference presentation slide #30)		Should bridge accent lighting be included? (Reference presentation slide #31)	
	Response	Please provide additional comments here:	Response	Please provide additional comments here:	Response	Please provide additional comments here:	Response	Please provide additional comments here:
1	No	As an avid river tuber the pier is an obstruction. Pedestrians are most important but I'd like less things to hit.	Yes		Yes	Yes, however, I much prefer light panels on the bridge instead of light poles. Under-foot lighting is more practical, less light polluting, and makes for great night time photos that will popularize the bridge.	No	If all the bridges don't have the same lighting it'll look incongruous. Additionally that light will not deter vandalism just like the height of freeway signs somehow don't either. I worry the light will make it difficult to see other environmental features and, frankly, no one is going to feel safer under a lighted bridge at night. They can't even be there legally.
2	Yes	Initially the view factor seemed more important but the above reasons make more practical sense.	Yes		Yes		Indifferent	
3	No	Stated above.	Yes	stated before.		Got the cart before the horse. Settle in on good design first.		Refer to prior comment.
4	Yes		Yes		Yes		Yes	
5	No	Because of debris and possible boater and kayak accidents!	Yes		Yes	Most definitely!	Yes	
6	Yes		Yes		Yes		Yes	
7	Yes		Yes		Yes		Yes	
8	No	If there are no piers and the bridge is higher the debris will flow through therefore no need to have better access to clean out debris. The debris will flow through	Yes		Yes	For safety.	Yes	
9	No	I think you can still provide wider sidewalks with a clear span. Also, what is the head room we have now compared to each of these options. You say they both provide and one provides more, but is more actually needed? The long term benefits of no pier out way the short term benefits of adding the pier.	Yes		Indifferent		No	Not needed and just another maintenance issue.
10	Yes		Indifferent	Sure, if you want all of the bridges to have an art deco feel, then seeing that as a more historic architectural fabric to Reno, I can get behind that. But thinking about great cities with multiple bridges there is no reason for all of the bridges to match and instead have their own character that might bring identity to the bridge and it's neighborhood.	Yes		Yes	
11	No	more maintenance with a single pier, less water flow. harder to navigate on kayak or innertube. more space for graffiti.	Yes		Yes		No	
12	Yes		Yes		Indifferent		Yes	
13	Unsure		Indifferent		Indifferent		Yes	
14	No	I like the clear span	Indifferent		Yes		Yes	
15	No	Clear span seems to be better situated for the periodic flooding.	Yes		Yes		Yes	
16	Yes		Yes		Yes		Yes	
17	Yes	Needs to clarify why a single pier design results in wider sidewalks. Also just admit this design saves funds, if true.	No	Design needs to emulate Virginia St. Bridge. The visual sim does not match any Deco design concept.	Yes		Yes	Design so the lighting is on the bridge and deck, NOT into the river channel.
18	Yes		Indifferent		Indifferent		Yes	
19	Yes		Yes		Yes		Yes	

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	Response	Please provide additional comments here:	Response	Please provide additional comments here:	Response	Please provide additional comments here:	Response	Please provide additional comments here:
20	Unsure	Agree with Pedestrian improvements; however, aesthetically prefer clear span look - especially for underlighting.	Yes		Yes	Most modern cities are incorporating "light shows" in their development. China being a leader. Public art/structure - visible by everyone - lighting is relatively cheap. Don't be afraid to use color. It's not cheesy looking and more people comment on a color show than white projection.	Yes	Add color - Art is vibrant and memorable.
21	No	Clear span is my choice	Indifferent	Please do a better job on this bridge than the Virginia Street bridge. That is an ugly concrete design. the massive concrete arches look cheesy.	Yes		Yes	
22	Unsure		No	Forget the Art Deco - concentrate on utility, not aesthetics.	Yes	If you don't, there'll be a whole lot of homeless people camped under the bridge.	Indifferent	
23	Yes		Yes		Yes		Yes	
24	Unsure	I'm not sure why a clear span can't be created to hold people and cars. Cut the bridge down to single lanes if weight is an issue and widen sidewalks with the other lanes like downtown Carson City.	Yes		Yes	Lighting is NEVER a bad idea. Plenty of accidents happen there especially with parked cars along the bridge and people not using crosswalks because they're too far away from the middle of the bridge.	Yes	Underbridge lighting keeps the bums and drug addicts away. When is the last time a bum wanted to sleep where the lights are on all the time?
25	No	Less appealing looking	Yes		Yes		Yes	
26	No	It seems you've already made your mind up so why ask for public input other than to check a box that you asked the public for their comment.			Yes		Yes	Make it a soft lighting that doesn't add to light pollution.
27	Unsure		Yes		Yes		Yes	
28	Yes		Yes		Yes		Yes	
29	No	I question why the Clear Span was the TAC-2 favourite, but RTC recommends the Single Pier concept. I think more engineering/design could be done to address the drawbacks of the Clear Span being roadway elevation change and headroom at the path under the bridge. The Clear Span is by far the better looking bridge. Just my opinion and maybe all possibilities of keeping the Clear Span were looked into.	Yes		No	Lighting is important, but too much can create a distraction. Sometimes the lights at this scale can cause glare at eye level which is not safe and the overall atmosphere of this older section of Reno is more subdued in its aesthetic.	Yes	my philosophy on lighting is to light the structure of a bridge while concealing the light source. There will need to be architectural elements of the structure that make it worthy of lighting like concrete patterning and accentuated columns or abutment features. The Clear Span would look better lit than the Single Pier.
30	Yes		No		Yes		No	
31	Unsure	My preference would be the clear span over the single pier	Yes		Yes		Yes	
32	Yes		No	Art Deco lacks soul and is inhumane. Please consider something more classical or at least with tasteful frieses	Yes		Yes	
33	Unsure		Yes		Yes		Yes	
34	No		Yes		Yes		Yes	
35	Yes		Yes		Yes		Yes	
36	No	Clears span is clearly more appealing. The single-span looks like a 1950 bridge in Lovelock. Because the clearspan is arched, you will not convince me the thickness of the bridge deck impedes water flow! Just look at the picture.	No	A simple clear span is fine, the bridge should be functional first - the natural surrounding beauty should not be overshadowed.	Yes	all streets should be safe and walkable	No	keep the focus on the river and tress beauty
37	No	I prefer the open design. I have seen other bridges along the Truckee with the single post design and they are magnets for graffiti during times when the river makes cleaning them inaccessible. Also limits view of river under the bridge	Yes	I would rather have something that is distinctive to Reno. Not something that can be found in any other small city. No cookie cutter art like we see on the freeways.	Yes	But it needs to be maintained, not like what we can find further down the river where Greg crosses the river	Yes	
38	Yes		Yes		Yes		Yes	
39	Yes		Yes		Yes		Yes	
40	Yes		Yes		Yes		Indifferent	
41	Yes		Yes		Yes		Indifferent	
42	Yes		Yes		Yes		Yes	

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	Response	Please provide additional comments here:	Response	Please provide additional comments here:	Response	Please provide additional comments here:	Response	Please provide additional comments here:
43	Yes		Indifferent		Yes		Yes	
44	Unsure	I like the pros of the single pier but prefer the look of the clear span	Yes		Yes		Indifferent	
45	Yes		Yes		Yes		Yes	
46	Yes		Indifferent	how about more 35-40's to reflect the Bauhaus style of the old Java Jungle/Tap House Building. one of Reno's best pieces of unheralded architecture.	Yes		Yes	but not so much that it competes with the featured Virginia St. Bridge.
47	Yes		Yes		Yes		Yes	
48	Yes		Yes		Yes		Yes	
49	No	Single pier design will obstruct view of the river.	Yes		Yes		Yes	
50	No	Clearview is more pleasing	Yes		Yes		Yes	
51	Yes		Indifferent		No	It would be a nice feature, but since the city does such a poor job maintaining its existing infrastructure (existing pedestrian-scaled lighting on river walk would be a great example), it would be better to leave it out. I have observed broken fixtures for years and when they are finally repaired, the replacements end up not matching.	Yes	
52	Yes		Yes		Indifferent		Indifferent	
53	Yes		Yes		Yes		Yes	
54	Yes	The analysis behind the recommendation makes sense.	Yes		Yes	Given the desire to attract people to the riverwalk area, adding pedestrian-friendly considerations is very important.	Yes	But considering feasibility. Again, the accent lighting would enhance the attractiveness of the riverwalk area, and would significantly promote walkability at night in summer.
55	No	River flow supersedes sidewalk width every time; even one pier is an impediment to the river during flood stages.	Yes		Indifferent		Indifferent	
56	Yes		Yes		Yes		No	
57	Unsure		Yes		Yes		Yes	
58	No	Prefer open span - cleaner with better views. No one should be walking under the bridge.	No	Prefer plain, modern, simple, no details	Yes		Yes	As long as easy to maintain. I still don't want under bridge access.
59	No	There are walking paths through the park. Of all the designs the single pier is the least attractive.	Yes		Yes		Yes	
60	No		No	During the floods a tremendous amount of debris is collected under the bridge. Requiring removal with heavy equipment. A full unobstructed bridge would make flood waters more manageable and less destruction to the bridge.	Yes		Yes	
61	Yes		Yes		Yes		Yes	
62	No	Clear Span is the best! Especially for flood control	Yes		Yes		Yes	
63	Yes		Yes		Yes		Yes	
64	Yes		Yes		Yes		Yes	
65	Unsure		Indifferent		Yes		Yes	
66	No		Yes		Yes		Yes	
67	Unsure		Yes		Yes		Yes	
68	No		Yes		Yes		Yes	
69	Yes		Yes		Yes		Yes	
70	Yes		Yes		Yes		Yes	
71	Yes		Yes		Yes		Indifferent	

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72	No	The pier bridge provides a place for high water to snag debris such as logs. The pier also becomes a risk to river users. My main concern being a paddler is that the current elevations at the park must be maintained or north channel feature #2 will be changed at a lower flow level. A big concern was that the current design was modified in the past with added footings thinking they were needed. Then they added boulders around the pier which became a hazard with injuries and foot entrapments. No boulders! You should consider contacting Gary Lacy who installed the WW Park and consult with him about elevations that should be maintained to keep the WW Parks features still useable after your bridge is completed. His water and sedimentary debris has already impacted 3 of the 5 features on the north channel. Remember this was created as a tourist attraction for the city.	Yes		Indifferent	Your designs for lighting are for bridges that are not being installed. Simple lighting over the pedestrian underpass is all that is needed.	Indifferent	Simple lighting for the new pedestrain areas
73	No	There will be no space for the hobos and homeless to pee or defecate or dump their trash	Indifferent		Yes	The hobos need to know not to defecate on someone's sleeping bag	Yes	As stated above
74	Yes		Yes		Yes		Yes	
75	No	Single pier concept may impede water flow and result in debris getting caught on the pier affecting flood control in the spring.			Indifferent		Indifferent	Depends on cost to install and continuously maintain
76	Yes		Yes		Yes	This lighting will improve pedestrian safety as well as being visually pleasing.	Yes	Absolutely! For beauty and safety accent lighting should be on all the downtown bridges.
77	No	The clear span is more aesthetically pleasing. Why not do it correctly and optimize the opportunity to beautify the area?	Yes	More of a maybe. We are not a shiny, new city--Reno is historic. There is a difference between dated and faded. If the combination suggested above can be achieved seamlessly, then maybe. Otherwise, Art Deco all the way.	Yes		Yes	
78	Yes		Yes		Yes		Yes	
79	Yes		Yes		Yes		Yes	
80	Yes		Indifferent		Yes		Indifferent	
81	Yes	The single Pier makes the most since, more space for the pedestrians. Most of all it helps with floods and debris. The 2sides of the single peir could use a mural from a local artists imbedded in the wall	Yes	You can have 3d art and art murals but do what's working to stop taggers	Yes	Make it fun colors that can be changed with the year pink blue green and other holidays maybe Christmas collection of lights to make it alternate	Yes	Something that can make our pictures of the vacation someone had memorable. The lighting can change colors or just be reflection it's more light in our city night.
82	Yes		Yes		Yes		Yes	
83	No	Clear span bridge is more visually appealing. Plus opens up river channel for when flood events occur which would limit debris build up on bring. Minimizing clean up/maintain eye costs	Yes		Indifferent	How heavily trafficked is the bridge by pedestrians during dusk/night? Low traffic= no high traffic=yes.	Yes	
84	Yes		Yes		Yes		Yes	
85	Yes		Indifferent		Yes		Yes	
86	Yes		Yes		Yes		Yes	
87	Yes		Yes	The lighting should be exceptional and unique, not the cheapest most practical lights available	Yes	Unique and special lighting, incorporated into any art	Yes	
88	Unsure		Yes		Indifferent		Yes	

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89	Yes	I want to suggest something a bit *like* a MIRROR/reflective surface on the pier-wall surface, not glass of course! and not necessarily providing an undistorted image tho to allow people on the walkway to see themselves/blur/shadow?. Possibly this could be at least as easy to clean or repel graffiti-tagging as that mentioned "coating". Otoh, for easily accessible wall sections, like next to walkways; has it been considered to *encourage* artists to frequently(continuously) paint-over whatever is there - - I wonder if taggers knew their graffiti was going to be obliterated quickly, if they'd just give up?	Yes		Yes	as long as the cost of undoing vandalism and keeping it working (and looking as designed to look) is as low as possible	Yes	could (some of) the lighting here and on the pedestrian walks be solar-powered? or is that too costly either initially or long-term?
90	Yes		Indifferent		Yes	I do like the lights simply because of the amount of crime, vandalism, and littering that comes with the large homeless population in the park, but What is the impact to the animals???	Yes	
91	No	Clear span would eliminate more possibilities to flooding. There is a long history of flooding in this area that causes millions of dollars in damages and lost revenue to downtown businesses.	Indifferent	Need to see photo examples of this design versus opposing design options to provide more informed answers.	Yes		Yes	
92	Yes		Yes		Yes		Yes	Safety issue.
93	Yes		Yes		Yes			
94	Yes		Yes		Yes		Yes	
95	Yes		Yes		Yes		Yes	
96	No	Better than existing but still obstructs channel	Indifferent		Yes		Yes	
97	Yes		Indifferent		Yes		Yes	
98	Unsure		Yes		Yes		Yes	
99	Yes		Yes		Yes		Yes	
100	Yes		Yes		Yes		Yes	
101	Yes		Yes		Yes		Yes	
102	No	A pier will obstruct during floods. It is not aesthetically pleasing,	Yes		Yes		Yes	
103	Yes		Yes		Yes		Yes	
104	Yes		Yes		Yes		Yes	
105	Yes		Yes		Yes		Yes	
106	Yes		Yes		Yes		Yes	
107	Yes		Indifferent		Yes		Yes	
108	Yes		Yes		No		No	
109	Unsure	Depends on what the rest of the bridge looks like	No	The charm in the bridges is their look into the past. PLEASE don't make it ugly and out of place like the other.	Indifferent		Indifferent	
110	Yes		Yes		Yes		Yes	
111	Yes		Yes		Indifferent		Indifferent	
112	Yes		Yes		Yes		No	There should be lighting on the pedestrian walkway for safety's sake.
113	Yes		Yes		Yes		Yes	
114	Yes		Yes		Yes		Yes	
115	Unsure		Yes		Yes		No	aquatic life respect the wildlife

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116	No	I don't like the cement barrier in the middle. It is ugly.	Yes		Yes		Yes	The more lighting the safer it will be for pedestrians. This is especially important because Reno seems to welcome the homeless population and crime.
117	Yes		Yes		Yes		Indifferent	
118	Yes		Yes		Yes		Yes	
119			Yes		Yes		Yes	
120	Yes		Yes		Yes		Yes	
121	Yes		Yes		Yes		No	
122	No		Yes		Yes		Yes	
123	Yes		Yes		Yes		Yes	
124	Yes		Yes		No		Yes	
125	Yes		Yes		Yes		Yes	
126	No		Yes		Yes		Yes	
127	Yes		Yes		Yes		Yes	
128	Yes		Yes		Yes		Yes	
129	Yes		Yes		Yes		Yes	No lighting should be added that will affect aquatic species.
130								
131	No	The Clear Span is visually pleasing and I would think would let more debris go underneath during our 100 year floods....	Yes		Yes		Yes	
132	Yes		Yes		Yes		Yes	
133	Yes		No	No additional cost should be incurred for appearance purposes.	Yes	For pedestrian safety the bridge should be properly lit at night.	No	Lighting should be for safety and not appearance.
134	Yes		Yes		Yes		Yes	
135	Yes		Yes		Yes		Yes	
136	No	We should eliminate the piers - They are what babies up the river during a flood.	Yes		Indifferent		Yes	
137	Yes		No	Art Deco is part of the past and not the future. We are moving into a new cultural period in Northern Nevada with modern technology companies. The bridge accentuate the new period in Reno's history in its architectural form, not reflect on the old periods.	Yes		No	Bridge accent lighting should be minimal yet still included for pedestrian and first responder safety purposes. Pedestrian lighting should be minimized to reduce light pollution for surrounding residents in newer developments.
138	Yes		Yes		Yes		Yes	
139	No	flood risk	Yes		Yes		Yes	
140	Yes		Yes		Yes		Yes	
141	Yes		Yes		Yes		Yes	
142	No	clear span might be better when we have flood stages, less places for river debris to clog up under the bridges	Yes		Yes		Yes	
143	Unsure		Yes		Yes		Yes	
144	Yes		Yes		Yes		Yes	
145	No	Clear span seems more pleasing to look at.	Yes	Would like to see some native american aspects included in this, the area especially near the banks of the truckee river near idllewell was heavily used by indigenous people.	Yes		Yes	

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146	Yes		Yes		Yes		Yes	
147	Yes		Indifferent		Yes		Yes	
148	Yes		Yes		Yes	I believe lighting would help in pedestrian safety . Always better to see drunk and drugged up bums before you walk right into them .	Yes	
149	Yes		Yes		Yes		Yes	
150	No	The pier would act as its own debris collection point as seen on other bridges downstream. With fairly short spans across this section of the river (and compared to other cities that span far wider distances), it should still be feasible to consider pedestrian traffic into the engineering of a clear span option. Ultimately I'm not an engineer or the city budgeting for this project, but it would be great to consider the investment now for something that can be functional and aesthetically pleasing for generations to come.	Yes		Yes		Yes	
151	Yes		Indifferent		Yes		Indifferent	
152	Yes		Yes		Yes		Yes	
153	Yes		Yes		Yes		Yes	
154	Yes		Yes		Yes		Yes	
155	No	The aesthetics and viewsheds of the arch bridge are nicer.	Yes		Yes	Please be sure any lighting is downlighting so that these additional downtown lights don't impact night skies in the Reno area.	No	
156	Unsure		Yes		Yes		Yes	
157	Yes		Yes		Yes		Yes	Yes for safety and beautiful views of our river.
158	Yes		Yes		Yes		Yes	
159	No		Yes		Yes		Yes	
160	No	It obstructs the view of the river. Still has a place to go through the river to people tag the wall. I think there should be no pier in the river.	Yes		Yes		Yes	
161	No	Pier defeats the purpose of flow and avoiding obstructions	Yes		Yes		Yes	
162	No		Yes		Yes		Yes	
163	Yes		Yes		Yes		Indifferent	
164	Yes		Yes		Yes		Yes	
165	Yes		Yes		Yes		Yes	
166	Yes		Yes		Yes		Yes	
167	Yes		Yes		Yes		Yes	
168	Yes	I agree, HOWEVER minimizing these aspects will decrease the likelihood of the homeless population from utilizing these spaces under the bridges. As mentioned in your presentation these bridges are frequently closed to traffic for special events, with these closures pedestrian access is maximize.	Yes	Yes, as much history needs to preserved as possible, something pretty would be pleasing	Yes	Yes, lighting is important, many events go into the night or happen on overcast days. Not only will it assist in seeing the walkways but help keep people safe as they can see others. HOWEVER under the bridge lighting could pose an invite to the homeless population and those that tag our bridges	Yes	See previous answer



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169	No	Looks ugly	Yes		Yes		Yes	
170	Yes		Indifferent		Yes		No	
171	No		Yes		Yes		Yes	
172	Yes		Yes		Yes		Yes	
173	Yes		Indifferent		Yes		No	
174	Yes		Yes		Yes		Yes	
175	Yes		Yes		Yes		Yes	
176	Yes		No	Keep it simple. Less modern design. More concrete railing rather than stainless steel. Keep the look as close as possible to current appearance.	No	I do not know how to access your slide references so I can not go back and look at the slides. But I will say that LED lighting is bad. Too bright. Too modern. I do not like the look from the one slide that I do remember of the railings with integrated LED strip lighting . If you insist on LED lighting choose light fixtures that have an older appearance. Keep lighting maintenance in mind. Needs to be easy.	Yes	Yes but minimal. Think safety not aesthetics. Simple can be beautiful too. Again, about LED lighting. I know it is all the rage right now. It's ugly. Too bright.
177	Yes		Yes		Yes		Yes	
178	Yes		Yes		Yes		Yes	
179	Yes		Yes	Art Deco theme in downtown Reno should be maintained or used wherever possible.	Yes		Yes	Of course accent lighting is needed. Nighttime aesthetics in Reno has become less attractive over time. Highlighting of the river and bridges is a no brainer.
180	Yes		Yes		Yes		Yes	
181	Yes		Yes		Yes		Yes	
182	Yes		Yes		Yes		Yes	
183	Yes		No	Melding of anything new with old never gives true respect to the old. Give our history and old a chance of serving in this ever changing world please.	Yes	Safety	Yes	
184	Unsure	I am wondering if a single-span is considered, if then the path could be moved out a few feet away from the wall to maintain headroom. The single span would seem to eliminate more flood risks, and provide a more graceful view of the river for rafter and kayakers.	Yes		Yes		Yes	
185	Yes		Yes		Yes		Yes	
186	Yes		Yes		Yes		Yes	
187	Yes		Indifferent		Yes		Yes	
188	Yes		Yes		Yes		Yes	
189	Yes		Yes		Yes		Yes	
190	Yes		Yes		Yes		Yes	
191	Yes		Yes		Yes		Yes	
192	Unsure		Yes		Indifferent		Yes	
193	No	This bridge looks too similar to the bridge that is currently there. It still blocks the view of the river.	No	The clear span is a nicer looking bridge	No		Yes	
194	Yes		Yes		Yes		Yes	
195	Yes		Yes		Yes		Yes	

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196	No	Under bridge pathway is a threat (robbery, rape, homeless encampments, sanitation, etc.) to the safety of people who would use the path at night. Why would you want to create a predictable problem? The path would also increase the cost of the project.	No	Should look more traditional.	Yes		No	Just lighting for safety.
197	Yes		Yes		Yes		Yes	
198	Yes		Yes		Yes		Yes	
199								
200	No	Prefer to have no pier in the river allowing the river free movement under the bridge. Pier pilings result in deposition of sediment/cobble in the river ... a free span would allow river bottom materials to disperse more evenly throughout the river section. Accumulation of cobbles resulting from the pier requires more frequent sediment/cobble removal events which have negative impacts on fish and wildlife that utilize the river. The pier also reduces visibility of the river underneath the bridge and creates an attractive nuisance to taggers and the homeless.	Yes		Yes		Indifferent	
201	No	A pier in the water blocks flow during flooding	Yes		Yes		Yes	
202	Yes		Yes		Yes		Yes	
203	Yes		Yes		Yes		Yes	
204	Yes		Yes		Yes		Yes	
205	No	As stated in my letter to Judy Tortelli, I strongly favor the CLEAR SPAN bridge design. It is the safest by far with respect to mitigating flood damage. I have resided on the south bank of the Truckee for 41 years, about 150 yards upstream of the Arlington Ave bridge. I witnessed first hand the floods that occurred during that time span. The "piers" of the current bridge clogged the river so badly with large trees and other debris that the bulldozer operators stood by helpless, unable to extract the clogging material, as the Truckee River continued to rise and cause hundreds of millions of \$ in damages. A clear span design would minimize that risk. It would also be more aesthetic. Even if it means elimination of the under-the-bridge pedestrian sidewalk, the clear span is a better idea. (And the "tunnel" walk under the bridge doesn't get much use anyway. Plus, it could hide from public view an assault upon an elderly pedestrian by an 'unfriendly' who would not have to worry that his crime would likely be witnessed. So any "benefit" of the current under-bridge path is outweighed by elimination of the risk of possible criminal behavior that would be hidden from public view, were it to occur underneath the bridge.	Indifferent	What is this "stakeholder input"? I have lived within shouting distance of Arlington Bridge for 41 years and yet did not receive notice from RTC or the City of Reno about this survey, until today, March 28th, 2021. And that was by word of mouth from a neighbor who only heard about it yesterday. How can you say "based on ... stakeholder input" when the stakeholders, the people who live and work and use that bridge on a daily basis, do not even know about your survey?	Yes		No	I consider it a waste of money. The lights will undoubtedly not work much of the time and require maintenance that the city of Reno does not possess.
206	Yes	Bicycle lanes are never mentioned. Are they included?	Yes		Yes	If you can choose lighting that cannot be easily vandalized	Yes	i like the idea of doing that. Agree it should be tied in with the other bridges.
207	Yes	Again, would like to see a more integral design reached with this specific concept. Not applied "decoration"	No	I'm not sure if examples were provided to give a better understanding to what this means. what are modern design elements and are Art Deco elements just applied decoration?	Yes	I did not see lighting consultants added to the list of technical participants. Again, only engineers.	Yes	see comment above. have not seen lighting consultants included
208	Yes		Yes		Yes		Yes	

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209	Yes		Yes		Yes		Yes	
210	Yes		Yes		Yes		Yes	
211	No	Single-Pier clearly the most practical, but the clear span is the best looking -- and we'll be looking at it a long time.	No	I'm just not much of an art deco fan. I'm a plain modern sleek guy.	Yes		Yes	
212	Yes		Yes		Yes	I love the lit bridge concepts. They elevate the level of design and add beauty to the downtown nightscape.	Yes	
213	Yes		Yes		Yes		Yes	
214	Yes		Yes		Yes		Yes	
215	No	Aesthetically, The Clear Span has a much cleaner, modern look. It shows the same arched type look as the Virginia street bridge has. Having a clear underside without the center support would lesson the chance of debris build up.	Yes		Yes	100% YES	Indifferent	Accent lighting, depending is merely for looks. And this IS Arlington. Not Virginia, Sierra or even Center street.
216	Yes		Yes		Yes		Yes	
217	Yes		Yes		Yes		Yes	
218	Yes	seen too many floods over the years	Indifferent		Yes		Indifferent	
219	Yes		Yes		Yes		Indifferent	
220	Yes		Yes		Yes		Yes	
221	Unsure	close but... many I talked to like the clear span with single pier at edge of walkway with culvert under-access to south. Clear span over river though. Also recommend calming traffic and have just 2 lanes with raised curb for pedestrian (similar to what happened in midtown). Make a skinnier (=cheaper) bridge with support at north end of walkway for minimal span (again cheaper) while picking a good looking skin for railings that gives City a cohesive and recognizable sense for cheap. It is very similar to what you had on the mailer just a little prettier railing. Also recommend a debris catch up stream so that it is cheaper to clean up park and minimize impacts on flood walls, etc/ downstream piers.	Yes	Again- recommend bow bridge aesthetic but use this on both north and south bridges and possibly with sierra and center. Create a cohesive feel that will be used in movies, etc	Yes	At the ends on large basket pillars is good.	Yes	Minimal for ambiance but not too gaudy.
222	No	Clearspan to unobstruct the river	Yes		Indifferent		Yes	
223	No	Aesthetic Views of the bridge to our family is #1, Clear Span Bridge with the flowing water below & viewing, hearing the water flowing is magical.	No	It's a beautiful river! Hightlight That! River doesn't know how old it is!	No	The River is a natural beauty, listening & viewing the beauty! NO NEED.	No	Beautiful as is!
224	No	It is better in the long term to have a clear span. Any pier in a moving water system will have higher maintenance costs from riprap and water erosion. Two, one of your stated goals was to match the look of other bridges which the two pedestrian bridges next to it are clear spans.	Yes		Indifferent		Indifferent	Only if light pollution is considered when designing it. Low impact on the night ambient light with little to no spill over.
225	Yes		Yes		Yes		Yes	
226	Yes		Yes		Yes		Yes	
227	Yes		Yes		Yes		Yes	
228	Unsure	Would like to see lateral load analysis for flow and debris loading during flood event. Concerned that central pier may be integral to strength of bridge in this loading condition. Agree that maintenance would be easier on clear span option.	No	My opinion here really depends on what we mean by "modern design elements." The art Deco aesthetic seems more in keeping with the surrounding area. Some modernization could be nice and add functionality, but should be kept subtle.	Yes		Yes	

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229	No	It's ugly	Yes	What you have doesn't do that.	Yes		Yes	
230	Yes		Yes		Yes		Yes	
231	Yes		Yes		Yes		No	
232	Yes		Yes		Yes		Yes	
233	Yes		Indifferent		Yes		Yes	
234	No	The clear span design is far better in reducing the accumulation of debris during periodic flooding, thus reducing the need for and cost of debris removal	Yes	The concrete used for the support structure and railings should be tinted in a light earth tone color	Yes		Yes	
235	Yes		Yes		Yes		Yes	
236	Unsure		Yes		Yes		Yes	
237	Yes		Yes		Yes		Yes	
238	Yes		Yes	I think the single pier should have decorations like the Sierra street bridge piers do	Yes	More lights the better. I would also recommend painting an art piece on the single pier. People are a lot less likely to 'tag' existing art	Yes	under bridge lighting for safety at night and aesthetics
239	Yes		Yes		Yes		Yes	
240	Yes		Yes		Yes		Yes	
241	No	Believe that the value of the clear span is not only unobstructed river views, but less long term maintenance issues. I also believe that the construction cost estimate at this stage incorrectly weights against the clear span, when the reality is probably that the construction costs are more likely closer	Yes		Yes	There is an inherent security value to addition of the lighting.	Yes	Again, addition of lighting is an inherent security benefit.
242	No	Why put an obstruction in the river if you don't have to? There are so many trees upstream of the bridge, any pier seems like a bad idea. All of the new bridges should have clear spans.	Yes		Yes		Yes	
243	Yes		No	Modern design elements are unattractive.	Indifferent		Indifferent	Prefer to minimize or eliminate environmental and species harm.
244	No		Yes		Yes		Yes	
245	Yes		Yes		Yes		Yes	
246	Yes		Yes		Yes		Yes	
247	Yes		No	Modern elements look out of place	Indifferent		Yes	
248	Yes		Yes		Yes		Yes	
249	Yes		Yes		Yes		Yes	
250	No	should not have anything within the river to obstruct flow during flooding.	Indifferent		Yes	For safety purposes	Yes	

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251	Yes	More head room under bridge would be wonderful, and making it more pedestrian friendly on top is fantastic.	Yes	Just don't make it too concrete-dominant like the Virginia bridge. Please break up the concrete with other materials (brick, stone, metal).	No	I'm worried about the effect of fish migration in the river. The lights under the Virginia bridge are offensive, and I am really concerned on the ecology of the river with the light shining in the Truckee River.	No	See comment above: habitat interference, especially there where we know the fish spawn on the South side. Also, our skies are lit up too much, please don't add uplighting.
252	No	Flat bridge is not pretty. go with the arch one w/ NO pier	Indifferent		Yes		Yes	
253	Yes		Yes		Yes		Yes	
254	Yes		Yes		Yes		Yes	
255	Yes	My vote: Single Pier Metal railings	Yes	That's why I picked Single Pier & metal railings (not concrete).	Yes		Yes	But not lighting that's in motion (no swirling or flashing).
256	Yes		Yes		Yes		Yes	
257	Yes		Yes		Yes		Yes	
258	Yes	From a couple of years ago we had that rain storm that flooded the whole park. I don't know but I believe if we don't have any pillars the next time this happens than people would not be stressed if the bridge would fall or not.	Yes	Depends on the art	Yes	It would be more Safer and more comfortable for family's to walk to the car	Yes	
259	Unsure	Also provides more space for the homeless to congregate. I would opt for this design if it wasn't for the increasing homeless problem downtown.	Yes		Yes	Needed for safety! People already don't feel safe in n that area.	Yes	
260	Yes		Yes		Yes		Yes	
261	No		Yes		Yes		Yes	
262	Yes		Yes		Yes	I dont recommend light poles on the bridge itself. Look for other ways to implement pedestrian lighting on the deck.	Yes	Look to other downtown bridges for ideas. Under deck lighting provides benefit and atmosphere to the area, especially in this area with all the river activities.
263	Yes		No	I prefer more traditional design elements rather than art deco.	Indifferent		Yes	
264	Yes		Yes		Yes		Indifferent	
265	Yes		Yes		Yes		Yes	
266	Yes		Yes		Yes		Yes	
267	No	I prefer the openness under the bridge without the pier. It also seems like this would be better for flooding. One less thing for debris to get caught on.	Yes		Yes		Yes	
268	Yes		Yes		Yes		Yes	
269	No	Having a pier in the middle of the river adds an obstacle to catch debris, which increases flooding concerns. Plus, it's less aesthetically pleasing than the clear span.	Yes		Yes		Yes	The lighting on the new Virginia Street bridge is lovely. This should match!
270	Yes	Agree, and the single pier structure makes the most fiscal sense, provides pedestrian access below/above the bridge and provides for debris removal from the bridge if/as needed. Pedestrian access above the bridge could be enhanced with wider sidewalks or viewing/rest stations. Also agree that the traffic-rated barrier rail should not constrain pedestrian traffic across the bridge during events.	Yes		Yes		Indifferent	

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271	Yes		Yes	The final concept should be considered closely as it will be used in replacing other bridges. Maintenance due to the harsh conditions of both the river and human use/misuse is as important as aesthetics.	Yes	This is one of the most important parts of the bridge in some ways.... the lighting can make people love or hate the bridge. Too much and it will be an eyesore. Too little and pedestrians may avoid the bridge. The right lighting can make a bridge be a star downtown. Flexibility would be cool for events... a red white and blue bridge for the Fourth of July? With LED anything is possible.	Yes	
272	No	The clear span is a much more artistic statement about the beauty of Reno.	Yes		Yes		Yes	
273	Yes		Yes		Yes		Yes	
274	No	The Clear Span is just SO much cooler! The Va St Bridge is beautiful, visually pleasing. Make this one like that one. It will certainly be LESS of a headache when the river is flooding to NOT have that pier collecting tree trunks etc.. The only drawback I can see is the headroom underneath, and I can live with that to not have the stupid pier in the middle. No contest, IMO.	Yes	Yes! I love the detail work on the Center St Bridge. Again as above, make it visually echo the Virginia St Bridge.	Indifferent	I missed that part of the presentation I guess, but just regular city lighting has worked just fine all these years.	Yes	Cost is probably tiny in the overall plan, and it makes it look so much better. Again, like the Va St Bridge.
275	Yes		Yes		Yes		Indifferent	
276	Yes		Yes	Artistic expression along with functionality is critical to maintaining Reno's focus on the arts as well as prioritizing pleasing aesthetics.	Yes	As long as no negative effects on wildlife are discovered, the lighting would be amazing.	Yes	Same as in my initial reply, lighting is desirable and complimentary as long as no negative effects on wildlife are discovered.
277	No	Single pier bridge style is prone to create problems during flood events. New Virginia Street bridge is a clear span style for this reason.	No	Design should mimic the Virginia Street bridge, for "sister" bridges concept.	Yes		Yes	
278	Yes		Yes		Indifferent		Indifferent	
279	Yes		Yes	Deco, moderne, and International are all appropriate for that area.	Yes		Indifferent	
280	No	The logic and reasons provided for the single span are legitimate, most specifically the ability for flood maintenance. However, additional pedestrian space above and below (especially below where homeless populations will gather) are in my strong opinion, completely unnecessary. The roadway elevation is of little to no concern, nor is the deck thickness. The clear and elegant aesthetics of the single span bridge far outweigh the named benefits of the single pier bridge.	Yes	Although I do prefer that both Art Deco and modern elements be kept simple and minimal - striving for a refined aesthetic. Reno is not Las Vegas, and should maintain a visual aesthetic that is approachable and allows the specialness and the beauty of the river and park to be highlighted.	Yes	Warm, inviting, well designed lighting to accentuate the design of the bridge and provide pedestrian safety.	Yes	
281	Yes	Remember debris during flooding is a major problem at all of the bridges!!!! Why spend the money and time to replace the bridges if the debris problem isn't the number 1 priority!!	Yes	Design of all the bridges should look the same so we don't end up with a mixture of designs. Like what happened on the UNR campus years ago when they built that ugly modern library that did not go with the beautiful red brick buildings around The Quad.	Yes		Yes	
282	Yes	Minimizing roadway elevation is important for maintaining the connectivity with the surrounding amenities, Island Avenue, First Street and the bike path.	Yes	Art Deco is consistent with Center Street Bridge. I like the idea of having all the bridges similar aesthetically but it's ok that Virginia Street is unique.	No	I think that pedestrian scale lighting requires more frequent maintenance and if it can be reached by pedestrians then it can be vandalized.	Yes	Accent lighting on the bridges adds a lot to the atmosphere of downtown.
283	Yes		Yes		Yes		Yes	
284	Unsure	I do not think these are the two best options, would like to see more. They look the same as what we have, and that is not working.	Indifferent		Yes		Yes	
285	No	The pier in the middle of the river will collect debris. Not having the pier reduces the chance for debris build up and insure unimpeded flood flow during storm events.	Yes		Yes	Security concerns in the downtown area require the need for adequate lighting.	Yes	
286	Unsure		Yes		Yes		Yes	
287	Yes		Yes		Yes		Yes	

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288	No	The clear span looks better aesthetically	Yes		Yes		Yes	
289	No	aesthetics - balance of both use and appearance should be incorporated equally.	Yes			you need to drop the slides in here - no way am I going back and forth. I don't know what this means...lights the size of a person? jargon-y language in question is unhelpful. define it right here please. That said, maybe. Sounds probable this is a good idea to include, but can't answer based on poor question.	Yes	
290	Yes		Yes		Yes		Yes	
291	No	If it is a beautifully designed bridge, a clear span underneath is much more elegant. Given the relatively short length of the bridge, it can be easily engineered without the single-pier. We have an opportunity here to build a statement bridge that the community can take great pride in, and perhaps create a "Bilbao Effect"-that is, do one thing remarkable and it could have a significant positive effect on how we think about architecture and design in downtown.	No	Combining modern with Art Deco sounds flawed. We need a clearer understanding of these terms, since modern and Art Deco are significantly different aesthetics. Does modern mean contemporary or does modern mean post-war, in which case you should just call it Art Deco--which is entirely inappropriate if we are wanting to design something that speaks to our life and times.	Yes	If it is entirely compatible with the design.	Yes	
292	Yes		Yes	Think should look at Austin and their river walks/ bridges would be good to reference or San Antonio..so many cities that have the river as focal point to downtown	Yes		Yes	
293	Unsure	If the clear span bridge type could provide adequate headroom and width for pedestrian path below the bridge, wider sidewalks for pedestrians along Arlington Avenue and minimal roadway elevation change it would better to not have the pier in the river.	Yes	The aesthetics should be a modern interpretation with a reference to Art deco but not copy art deco.	Yes		Yes	Bridge accent lighting should be special to light the underside, outsides and it should be applied to the other downtown bridges to create a 'necklace' of bridges that people can enjoy along the river.
294	No	I like the idea of a bridge with no pier as it may allow more water to travel under the bridge. I also like the idea of a clear span bridge because there is no pillar that can be vandalized.	Yes		Yes		Yes	
295	No	Clear span please. Allow the architecture of this bridge to reflect the creativity in the public art that surrounds the area.	Indifferent		Yes		Yes	
296	Yes		Yes		Yes		Yes	
297	Yes		Yes		Yes		No	
298	No	the complete span is much more aesthetically appealing, and seems like it would be a better design for flooding	Yes		No	i cross the bridge after dark on a regular basis and don't see any problems	Yes	
299	Yes		Yes		Yes		No	The bridge lighting could impact wildlife in and around the river. Additionally, the lighting could detract from the Artown events that use theatrical lighting in the amphitheater.
300	Yes		Yes		No		Yes	
301	Yes		Yes		Yes		Yes	
302	No		Yes		Yes		Yes	
303	Yes		Indifferent		Yes		Indifferent	
304	Unsure		Yes		Yes		Yes	
305	No	Eliminating the pier in the middle is more visually pleasing and provides better water flow for the kayak park	Yes		Yes		Yes	
306	Yes		Yes		Yes		Yes	
307	Yes		Yes		Yes		Yes	
308	No	Clear span, while expensive, creates a much more aesthetic space	Yes		Yes		Yes	
309	Yes		Yes		Yes		Yes	
310	Yes		Yes		Yes		Yes	

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311	No	I prefer the clear span. This option allows for better river flow during high water flow periods and allows for a better river view.	Yes		Yes		Yes	
312	Yes	I only agree if the costs are reduced with a single-pier concept. If they are increased, then the recommendation is for the clear span.	No	Let's move away from the 1950's look which seems more in order for Las Vegas than Reno. Again, cost is a main factor over aesthetics 100%	Yes	Though this costs more, the benefit is safety, which is what we should be paying additional for over looks.	No	light-pollution notwithstanding, the additional cost in maintenance is too much when compared to lack of homeless assistance being provided in the city.
313	Yes		Yes	The melding of old and new is important in maintaining the history of Reno	Yes	Bringing added beauty and safety will both be benefits of having pedestrian-scaled lighting.	Yes	
314	Yes	I can agree with this. There definitely needs to be more sidewalk space and bike lane	Yes		Yes		Yes	It's a very popular and busy location so I feel lighting is very important here.
315	Yes		Yes		Yes		Indifferent	
316	Yes		Yes		Yes		Indifferent	
317	Yes		Yes		Indifferent	I'm concerned about the overall cost of the project. I would choose cost reduction over lighting, but am not opposed to the lighting.	Indifferent	Again, cost is more important, but I am not opposed to the accent lighting.
318	No	Truly uninspiring and just plain boring. Not esthetically pleasing as the clear span, regardless of complexity etc., please don't leave the city with the single pier!	Yes		Yes		Yes	
319	No	Prefer the single span bridge to keep the river corridor open and unobstructed.	Yes		Yes		Yes	Done correctly, the accent lighting can also provide a functional response to making the areas under the bridges safer at night.
320	Yes		Yes		Yes		Yes	
321	No	Potential interference in flooding flows, continued interference with pedestrian access to the east and west sides of Wingfield Island, continued need for lower speed limits across Wingfield Island.	Indifferent		Indifferent		Indifferent	
322	Yes		Yes		Yes		Yes	
323	Yes	As long as it's constructed with flooding in mind	Indifferent	As long as it's during enough to withstand flooding	Yes	Perhaps brighter lighting would deter criminal activity	Yes	
324	Yes		Yes		No		No	
325	No	See Comment Above	No	The Bridge Should Reflect The Surrounding Landscape	Yes		Indifferent	



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326	No	Based on the renderings, it appears that the headroom for the clear-span design is about the same as the existing bridge. I am 6'3" and have no trouble walking under the existing bridge while wearing a top hat. But, if headroom is indeed a concern, I presented two ideas to the gentlemen at the 2019 open house: Idea #1) Lengthen the south end of the bridge by about 3-6 feet. --a) Arch angle could possibly add a couple inches of headroom (though I'm doubtful). --b) It would expand the walkway, relieving foot-traffic congestion during crowded events. --c) It would add dozens of cubic feet of water flow during flood events before spilling over onto the island proper. ... Just drag out the splines in the CAD file and it'll be perfect! (j/k) Idea #2) Lower the walkway by a few inches. Simple! This would add headroom WITHOUT necessitating a bridge redesign. The existing retaining wall will still hold back water. Bonus Idea, #3) Combine Ideas 1 and 2. Lengthening the bridge a couple feet AND lowering the walkway would maximize all the above-mentioned benefits: More foot traffic room, more headroom, more water flow. Great taste, less filling. There is one additional benefit to the clear-span design that I noticed was not mentioned in the YouTube presentation: River-sport Safety! The center piers have regularly presented significant risk for inner-tubers, kayakers, rafters and swimmers. During high tide, they also create massive turbulence. It would also increase direct line of sight for rescue crews as they traverse from street to street while chasing after people in need. The Arlington St. bridge is ground zero for water activity downtown. By removing all obstructions, safety risks would be significantly reduced. Engineers simply did not consider swimmer safety in the 1930's because there was no civic swimming park! One last flood consideration to think about: <a href="https://www.google.com/maps/@39.5247267,-119.8155460a,35y,255.75h,57.15t/data=!3m1!1e3">https://www.google.com/maps/@39.5247267,-119.8155460a,35y,255.75h,57.15t/data=!3m1!1e3</a> If you'll notice, the river's angle is slanted ( / ) in comparison to the trajectory of the road ( -- ), but the existing piers do not match the direction of water flow. That's because the river was angled differently during its construction, as seen in these two postcards: <a href="https://www.picclickimg.com/d/w1600/pict/184666235794_/1930s-Winter-on-Truckee-River%E2%80%9D-RENO-Nevada-RPPC.jpg">https://www.picclickimg.com/d/w1600/pict/184666235794_/1930s-Winter-on-Truckee-River%E2%80%9D-RENO-Nevada-RPPC.jpg</a> <a href="https://www.picclickimg.com/d/w1600/pict/124599953495_/Old-Nevada-Postcard-Reno-Wingfield-Park.jpg">https://www.picclickimg.com/d/w1600/pict/124599953495_/Old-Nevada-Postcard-Reno-Wingfield-Park.jpg</a> This creates turbulence! If a pier is implemented on the new bridge, I highly recommend to match its angle with the water's flow. Has this been considered in the design? But frankly, the simpler solution would be to just get rid of the pier. It's not needed. To quote Elon Musk: "The best process is no process." Let the river flow as naturally as possible. Lastly, from a purely aesthetic standpoint	Yes	Totally agree. Downtown is art deco. We're a jazz age town. The architecture, the history, it all matches to that era. Copy the look, with today's engineering, and it'll be great.	Yes	If you look at the original bridge from the 20's, this is the lighting they used: <a href="https://i.ebayimg.com/images/g/XzYAAOSw8o5fTjC/s-11600.jpg">https://i.ebayimg.com/images/g/XzYAAOSw8o5fTjC/s-11600.jpg</a> Similar style to the Virginia St. Bridge. There's your template!	Yes	Bridge accent lighting will be even more important on this bridge than on the Virginia St. Bridge due to park visitors and the under-bridge walkway.
327	Yes		Yes		Yes		Yes	
328	Yes		Yes		Yes		Yes	
329	Yes		Yes		Yes		Yes	
330	Yes		Yes		Indifferent		Yes	
331	No	Due to the issues of flooding, hydraulic opening and reduction of debris catching elements should priority over pedestrian preference. As long as the clearance for the pedestrian can pass people on bikes the clearance should not be an issue.	Yes	I think that the major events that are held at the park should be the focal points for the aesthetics. they should compliment these events like ArtTown.	Yes		Yes	
332	Yes		Yes		Yes		Indifferent	
333	Yes		Yes		Yes		Yes	
334	Yes	It is ugly but functional.	No	Art Deco? Where are those elements?	Yes	Safety.	Yes	Make it as pretty as possible.
335	Yes		Yes		Yes		Yes	
336	Yes		Yes		Yes		Yes	
337	No	Would be nice not to have the river obstructed	Yes		Yes			
338	Yes		Indifferent	Using native (nearby) material or themes in the aesthetics would be nice, in my opinion.	Yes	Only under the bridge.	No	
339	Unsure	I fundamentally agree, although I would think there are other ways to eliminate the pier given the size of the span. As a reviewer on environmental impact statements I have run into the issue of the pier in relation to a channelized river section similar to the truckee flood controls at this point. We had to address pier removal due to fish impact. (And a lawsuit) . I would double check that aspect as it is unclear if it is under consideration. In the project I worked on we were actually able to get a significant portion of the project paid for with federal funding by addressing those issues.	Yes			I would include dark skies certification in the construction spec given Nv leg recent passage	No	Architectural lighting is great but it increase utility and maintenance costs long term. Cool feature but really not necessary
340	Yes		Yes		Indifferent		Yes	

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341	Unsure		Indifferent		Yes		Yes	
342	No	Until I see actual dimensions of the "thickness" of the clear span design and confirm it is an issue I prefer the clear span alternative. I understand the proposed issue but do want more info.	Indifferent	I think it is one option but as long as bridges have a shared aesthetic then I think it would be fine.	Yes		Yes	Naturally this has to be weighed by effect upon nature impact. Subtle lighting would be my preference.
343	No	Less need for debris removal if there isn't a pier for debris to catch on.	Indifferent		Yes		Indifferent	
344	No	I prefer the aesthetics of the clear span, and would be ok sacrificing some sidewalk width to accommodate that.	Yes		Yes		Yes	
345	Yes		Yes		Yes	Purposeful lighting would be tasteful addition	Yes	
346	No	First all you need is normal size sidewalks. how often do you go down there and not have room to walk even now. I think the single pier system is short sighted. we get bad floods and if you have a single tier it will still catch debris and cause clogging up of the river during bad rain events.	No	I agree that the bridge needs to be art within itself but the concept designs don't seem to be nice. they look like a cookie cutter square bridge with no heart or beautiful design. They don't look art deco to me at all.	Yes	more down lighting means a safer place for all	Yes	
347	Yes		Yes		Yes		Yes	
348	Yes		Indifferent		Yes	Lighting should be the minimum necessary to light walkways at night so people see where they are walking. Please avoid the ugly, overly bright "cobrahead" lights that get used all around town. Preference for low lighting such as under railings	Indifferent	
349	Yes		Yes		Yes		Yes	
350	Yes		Yes		Yes		Yes	
351	Yes	I worry about a space under the bridge quickly becoming a place people would want to avoid at night.	Yes		Yes	It would both be safe and pretty	Yes	
352	Yes		Yes		Yes		Yes	
353	Yes		Indifferent		Yes		Yes	

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1	Yes	However traffic halting pylons should be placed to ensure pedestrians aren't the victims of vehicular attacks.	Yes		Yes	More pedestrian foot traffic the better. Do have design considerations for strollers and vendors who may also be Utilizing the bridge.	
2	Yes		Yes		Yes		
3		The preferred look (stated by City Council and the Mayor) is to repeat the soft curves of the Virginia St Bridge. Wingfield Park has soft curves, too. Straight lines are not congruent.		Stated before. Continuity of aesthetics to both environment and structure create good design.	No	The city's population growth is outgrowing the park as well as vehicle and pedestrian use. It is predicted the area's population will continue its growth pattern. Is a bridge being planned that will not service the area for the next 100 years?	
4	Yes		Yes		Yes		
5	Yes		Yes	Of course!	No	No! We want less pedestrians on Arlington. They are too close to traffic on a very busy street and could be in danger.	There are so many needed projects in growing Reno why spend this kind of money on a new bridge when we can rehab and have money left for other pressing issues!
6	Yes		Yes		Yes		Keep some of the historical aspects of the existing bridge.
7	Yes		Yes		Yes		
8	Yes		Yes		No	If the bridge is wider people will be setting their chairs on the bridge during special events.	Why spend the money to redo the bridge if you aren't going to address the debris problem during high run off.
9	Yes		Indifferent	Depends entirely on the height of the railing. Can a normal adult look over the top? If so then transparency isn't as big of issue. But then again, why not have it transparent.	Yes	I think this can be done with a clear span.	
10	Indifferent		Yes		Yes	It would also be nice to widen for cycling dedicated lanes, that might be separated from traffic.	
11	Yes		Yes		No	No, on special events they close the street anyways so pedestrians can walk in the street.	
12	Yes		Yes	Remember that not everyone is tall enough to see over the railings. People of all heights should be able to enjoy the sight of the river while crossing it.	Yes		
13	Indifferent		Yes		Indifferent		
14	Indifferent		Indifferent		Yes		
15	Yes		Yes		Yes		
16	Yes		Yes		Yes		
17	Yes	gn allows this. Presumably for weight capacity more	Indifferent	Far more a function of the railing height, not the openings in the lower railing.	Yes	Clarify if curbside car parking is available in the new design. Should not be.	Needs trout fish art elements. Consult Reno Arts and Culture Commission AND Reno Rec. and Parks Commission.
18	Yes		Yes		Yes		
19	Yes		Yes		Yes		Let's get the homeless and criminal element out of the parks down there. Especially with all of the events that people come from far and wide to see this makes a terrible and absolute rubbish impression on tourists as well as blight for our citizens to have to deal with on a daily basis. Let's increase bike patrol enforcement to make it safe again. This is our home and we should treat it like we care. Cheers for your time...

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20	No	vide a barrier between food trucks (backside). During	Indifferent	Like the Art Deco railings	Yes	Definitely a plus. Even on a normal day people like to congregate and view our greatest natural resource - The Truckee River.	Add color! LED lighting is relatively cheap to install and maintain. Make it feel artsy at night! The Virginia Street Bridge is nice, during the day, but needs to change colors at night.
21	Yes		Yes		Yes		
22	Yes		Yes		No	I believe it would encourage climbing on the sides of the bridge and, possibly a lot of pushing and shoving during Wingfield Park events.	Under bridge lighting of pedestrian walkways must be considered -- if not the homeless will make those walkways useless. As an example I'd suggest looking at the walking paths along the river in Sparks. I don't walk there anymore after almost stepping on a sleeping person. Also, it is dirty, smelly, and sometimes dangerous.
23	Yes		Yes		Yes		
24	No	is that a problem?" The answer is "literally every sin	Yes		Yes		Make sure we can ride a bike up the archway and park it up there. Seriously, that was one of the greatest things I ever saw in the news.
25	Yes		Yes		Yes		
26	Indifferent	railing are you speaking of that you have already deci	Yes		Yes		
27	Yes		Yes		Yes		
28	Yes		Yes		Yes		
29	Yes		Yes		No	A six foot wide sidewalk is adequate for this bridge and allows more water to be viewed from various vantage points.	This project has been so well vetted with public and stakeholders. RTC has done a superb job and, I am happy to know so many people had input and that this project will be a great asset to the community.
30	Yes						
31	Yes		Yes		Yes		
32	Yes		Yes		Yes		
33	Yes		Yes		Yes		
34	Yes		Yes		Yes		
35	Yes		Yes		Yes		
36	Yes		Yes		No	There's ample room to move pedestrians in other ways (Virginia and walking bridge). What will happen is that you'll spend \$ to accommodate events that happen occasionally. Better stated - maybe the events should be sited to not overburden the facilities - instead of the mindset to build the facilities to accommodate all envision events! It's ok to have neighborhood-sized events.	It's great to get public engagement - but just build a bridge that is safe and useful without spending every penny on his - there are lot of other needs. Dont try to accomodate every desire. Events can occur in many places in Reno - don't listen to Art Town folks that need everything o their needs.
37	Yes		Yes		Yes		Safety bollards slots should be built in the roadway like they have installed down town, to block the bridges during special events.
38	Yes		Yes		Yes		
39	Yes		Yes		Yes		
40	Yes		Indifferent		Yes		
41	Yes		Yes		Yes		
42	Indifferent		Indifferent		Yes		

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43	Yes						
44	Yes		Yes		Yes		
45	Yes		Yes		Yes		
46	Yes		Yes		Yes		
47	Yes		Yes		Yes		
48	Yes		Yes		Yes		
49	Yes		Yes		Yes		
50	Yes		Yes		Indifferent		
51	No	rians from the vehicular traffic and minimize jaywalk	Yes		Yes		Stick with design elements that are consistent with other downtown Reno street/sidewalk features such as flower baskets, signage, light poles for a unified look instead of creating a whole new scheme for individual projects.
52	Yes		Yes		Yes		
53	Yes		Yes		Yes		
54	Yes		Yes		Yes		Presentation was outstanding. Analysis and discussion of alternatives seemed good. Well done.
55	Yes		Indifferent		No		
56	Yes		Yes		Indifferent		
57	No	otect pedestrians from car traffic? A double railing may be safer.					
58	No	pier. Use clear span only. Maximize view from bridge	Yes		No	Ok to widen, but the overlook idea will merely encourage crowds on the bridge and make passage harder.	Low first cost, low maintenance cost, clean modern design.
59	Yes		Yes		Indifferent		
60	Yes		Yes		Yes		Raise the height of the bridge to move more flood waters through the downtown area
61	Yes		Yes		Yes		
62	Yes		Yes		Yes		
63	Yes		Yes		Yes		Flowers/plants
64	Yes		Yes		Yes		All crosswalks need to be equipped with strobing lights found through out Reno for visibility.
65	Yes		Yes		Yes		
66	Yes						
67	Yes		Yes		Yes		
68	Yes		Yes		Yes		
69	Yes		Yes		Yes		
70	Yes		Yes		Yes		
71	Yes		Yes		Yes		

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72	Yes		Yes				
73	Yes		No	The homeless and bums need privacy when relieving themselves	Yes	To be able to dodge the piles of poop and syringes	Swim
74	Yes				Yes		
75	Yes		Yes		Indifferent	A better option may be to temporarily close off the street and detour vehicular traffic so it's safer for large crowds that sometimes walk in the street anyway.	
76	Yes		Yes		Yes		
77	No	I prefer the clear span approach.	Yes		Indifferent	Does pedestrian traffic back up in this area during special events? If so, this might be the best alternative. I have never noticed it to be an issue when the street is closed, however.	Just hoping that the architecture will consider the historic value of its surroundings.
78	Yes		Yes		Yes		There is a memorial at the corner of Arlington and 1st street. It is the handle for the O'Sullivan/Kelly ditch that was there. JD O'Sullivan is my Great Grandfather. He and the Kelly family built the ditch to bring water to Sullivan Ln area. The ditch worked until 2003 when the kayak rapids were built. I would like the round valve to be incorporated into the new bridge area.
79	Yes		Yes		Yes		
80	Yes		Yes		Yes		
81	Indifferent	that are visiting from out of town long enough to take	Yes		Yes	I want to be able to fully agree with this idea and still be able to have the Pier 1 bridge not some ugly dumb bridge the pathway should still be available to any bridge chosen and I wanted to be the original conversation we're having now. I'm against my vote for The bridge pedestrian walkway changing my boat of what bridge I like if that makes more sense.	The events during construction I would appreciate if people who are in charge of these events in the next 4 years start planning now how to combat being able to have an event during construction and really getting down there with their own vehicles and physically seeing feeling and understanding where would a thousand plus people be if they could still go to the park during construction.
82	Yes		Yes		Yes		To be consistent with the Virginia Bridge, I guess the tall arches should be considered or even added. HOWEVER, I am not a fan of the arches. The arches of the Virginia Bridge give it a futuristic look (that may be too strong of an adjective, but try to see where I am going with this comment.) I'm not crazy about it but for consistency sake I guess it should be added in some fashion. On the road bed (not the pedestrian walkway) I would like to see a bike lane so cyclists don't need to ride on pedestrian path. Of course it should be indicated with the green paint. Since the City of Reno is doing such a great job with cyclist lanes, I feel this is absolutely needed.
83	Yes		Yes		Yes		
84	Yes		Yes		Yes		
85	Yes		Yes		Yes		
86	Yes		Yes		Yes		
87	Yes		No	Glass would provide an open view	Yes		Smooth concrete walkeays with no cracks
88	Yes		Yes		Yes		

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89	Yes		Indifferent		Indifferent		
90	Yes		Yes		No	Will that impact driving through the area? It is already very tight to drive through there. Pedestrians are always popping out into the street.	
91	Indifferent	Need better photos of the proposed railing.	Indifferent		Yes		
92	Yes		Yes		Yes		
93	Yes		Yes		Yes		
94	Yes		Yes		No		
95	Yes		Yes		No		
96	Yes		Yes		Yes		
97	Yes		Yes		No		Safety would be most important. Not lighting or aesthetics. Safety for cars and pedestrians.
98	Yes		Yes		Yes		
99	Yes		Yes		Yes		The bridge is a focal point to our tourism sector and businesses. The Bridge should look nice but not to the detriment of functionality and structure integrity. Citizens want the bridge to benefit tourism and functional use. It should be a bridge that lasts a long-time.
100	Indifferent		Yes		Yes		
101	Yes		Yes		Yes		
102	Yes		Yes		Yes		
103	Indifferent		Yes		Yes		
104	Yes		Yes		Yes		
105	Yes		Yes		Yes		
106	Indifferent		Yes		Yes		
107	Yes		Yes		Yes		
108	Yes		Yes		Yes		
109	Indifferent		Yes		Indifferent		Please don't make it an eyesore. The charm of the bridges is in their history. Improve upon it but don't make it look out of place. The Virginia St bridge looks like Industrial Pittsburgh plopped down on a bit of Disneyland. Ugly and jarring.
110	Yes		Yes		Yes		
111	Yes		Yes		Yes		Not so sure about lighting. There is plenty of light around there at night. Maybe a combination of low pedestrian and accent lighting.
112	Yes	ge is ugly, not user friendly, and as seen in last year's	Yes		Yes	Widening the sidewalks is a good idea IF it can be done without decreasing the width of car travel lanes!!!	
113	Yes		Yes		Yes		
114	Yes		Yes		Yes		
115	Yes		Yes		Yes		

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116	Yes		No	I don't think the little kids can see the river through all of this asphalt.	Yes		Could you please clean up the homeless population in the area. I currently won't bring my children and grand children to the area because I don't want them near human feces and drug paraphernalia that is on the ground when people are allowed to live in the area. The locals should have at least one portion of the river to safely use.
117	Yes		Yes		Yes		what design should stand up longer the the Nevada climate?
118	Yes		Yes		No	Safety	None
119	Yes		Yes		Yes		
120	Yes		Yes		Yes		
121	Yes		Yes		Yes		
122	Yes		Yes		Yes		Do something about the homeless at Wingfield park, the potential of that park is highly unappreciated do to the heavy drug use and mentally unstable people that hang out there.
123	Yes		Yes		Yes		More parking for the Duck Racees and special events.
124	Yes		Yes		Yes		
125	Yes		Yes		Yes		
126	Yes		Yes		Yes		
127	Yes		Yes		Yes		
128	Yes		Yes		Yes		
129	Yes		Yes		Yes		
130			Yes		Yes		
131	Yes		Yes		Yes		
132	Yes		Yes		Yes		
133	This image does not show which option is Preferred. I'm viewing th		Yes		Yes		
134	Yes		Yes		Yes		n/a
135	Yes		Yes		Yes		
136	Yes		Yes		Yes		
137	Yes		Yes	Yes; however, just not Art Deco inspired. There are many other ways and references worldwide that are more modernized and safer than the image above.	No	Events shut down Arlington Bridge for pedestrian traffic. During the "off season", while events are not happening, the foot-traffic is still minimal with streets running parallel to the river and the foot bridge absorbing the majority of foot traffic.	
138	Yes		Yes		Yes		
139	Yes		Yes		Yes		
140	Yes		Yes		Yes		
141	Yes		Yes		Yes		
142	Yes		Yes		Yes		
143	Yes		Yes		Yes		
144	Yes		Yes		Yes		
145	Yes		Yes		Yes		



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146	Yes		Yes		Yes	Perhaps space for a bike lane? Or maybe that is included in the roadway.	
147	Yes		Yes		Yes		
148	Yes		Yes		Yes		It would be nice to see color incorporated in this structure . Such as dark reds or fall color schemes . Concrete grey is clean but to much is boring and prison looking . Also we really need to fix our bum issue . With all the work and money you plan on putting into this it will still be the same sketchy area of downtown Reno where families have to walk on pins and needles because bums are drunk or on drugs . I understand that starts with our liberal/democratic leadership .
149	Yes		Yes		Yes		
150	Yes		Yes		Yes		
151	Indifferent		Yes		Yes		
152	Yes		Yes		Yes		
153	Yes		Yes		Yes		
154	Yes		Yes		Yes		
155	Yes		Yes		Yes		
156	Yes		Indifferent		Indifferent		
157	Yes		Yes		Yes	Yes it would give people a chance to enjoy the views of the river. Without everyone being in each other's way.	
158	Yes		Yes		Yes		
159	Yes		Yes		Yes		
160	Indifferent	I like no pier so the widening would no be an option	Yes		Indifferent		
161	Yes		Yes		Yes		
162	Yes		Yes		Yes		
163	Yes		Yes		Yes		
164	Yes		Yes		Yes		
165	Yes		Yes		Yes		
166	Yes		Yes		Yes		
167	Yes		Yes		Yes		
168	Yes	s these bridges are frequently closed so one railing w	Indifferent	Is it really important for passing by vehicles to see. Unless viewing benches are being installed I see this option to be less critical. HOWEVER these bridges will freeze over, transparent viewing will increase the cold air over the roadway, making it cooler and more likely to freeze BUT will also help them defrost by allowing sunlight to hit more on the bridge.	Yes	But as previously commented, these bridges close for many special events, crating a large walkway, I think providing barriers ( big concrete posts) at the beginning of the bridge to stop 'accidental' vehicle traffic from entering crowds is more important than an additional 12 feet.	

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169	Indifferent		Yes		No		
170	Yes		Yes		Yes		
171	Yes		Yes		Yes		
172	Yes		Yes		Yes		
173	Yes		Indifferent		Yes		Make it look like the San Francisco Bay bridge lighting
174	Yes		Yes		Yes		You have done a great job presenting this and I agree with your current recommendations because they value and provide a safe environment for the pedestrians while at the same time allowing the bridges to be functional as well as not impeding views of and access to the river.
175	Indifferent		Yes		Yes		
176	Yes	Keep the railings concrete with openings.	Yes		Yes	No double railing. And please keep the speed limit 15 MPH! And enforce it.	As you may have noticed I am pretty old school. Keep the look as close to what it is now. Also, am I missing something, I did not see anything about the south bridge? Keep the approach from the south the same. I like the downhill with the gentle curve.
177	Indifferent		Indifferent		Yes		
178	Yes		Yes		Yes		
179	Yes		Yes		Yes		
180	Yes		Yes		Yes		
181	Yes		Yes		Yes		
182	Yes				Yes		
183	Yes		Yes		Yes		Maybe find a way to pay tribute to the history of the area.
184	Yes	hosted in and around the park, additional space for	Yes		Yes		
185	Yes		Yes		Yes		Ensure bike lanes stay
186	Yes		Yes		Yes		
187	Yes		Yes		Yes		
188	Yes		Yes		Yes		The higher price design is what we need to go with that's for the public and the traffic best for Reno Reno needs the best
189	Yes		Yes		Yes		
190	Yes		Yes		Yes		
191	Yes		Yes		Yes		
192	Yes		Yes		Yes		Clean energy( for lights)
193	Yes		Yes		Yes		
194	Yes		Yes		Yes		
195	Yes		Yes		Yes		

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196	Indifferent		Yes		No		
197	Yes		Yes		Yes		
198	Yes		Yes		Yes		
199							
200	Indifferent		Yes		No	No, not if it comes at the expense of requiring a pier to be placed in the river. If a wider sidewalk can be accommodated without the single pier, I would support it.	
201			Yes		Yes		
202	Yes		Yes		Yes		
203	Yes		Yes		Yes		
204	Yes		Yes		Yes		
205	Yes		Yes		No	There is adequate room for pedestrians on the current walkway. I have walked it everyday for 40 years and have never seen a situation of inadequate width for pedestrians.	yes, give notice to "stakeholders" that is effective .
206	Yes						
207	No		Yes	the railing depicted is something i DON'T agree to	Yes		Again, more design consultants should be included in this conversation: Architects and Lighting Consultants will be crucial to the INTEGRAL design of this bridge. Please don't consult with them at the end for a APPLIED use of "decoration" to a standard-engineer-designed bridge. I see ONE commercial Architect attended the Stakeholder meeting but no other architects were apparently invited. I think the team should be half/half Engineers/Architects (architects who are design intensive) to create a successful project especially given the attributes indicated by the polling of Aesthetics rating the highest. In addition, I see NO Newlands Neighborhood representatives invited to the Stakeholder meeting. This is the largest residential neighborhood impacted directly by this bridge. There are over 3,000 properties in the National Trust Historic District designated neighborhood (Newlands). In addition, I did not see Stakeholders such as First United Methodist Church and Trinity Episcopal invited to the table and they will both be directly impacted by these bridges.
208	Yes		Yes		Yes		

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209	Yes		Yes		Yes		
210	Yes		Yes		Yes		The traffic on Island Ave from Arlington Ave south along the Barbara Bennett park (south side of river) is enormous in the summer. The retaining wall has parking for 2 hours that is misused all year. Some vehicles stay for days. Double parking is rampant in the summer. Could that parking (along the stone wall) be eliminated when the new bridge is constructed? A parking structure could/should be built at 1st and Stevenson to help with the river pedestrian usage and the festival participation. Adding pedestrian walkways on the bridge does not help the parking chaos.
211	Yes		Yes		Yes		The bridge will be around a long, long time. I want my grandkids to enjoy it and be proud of it.
212	Indifferent		Yes		Yes	This is a great idea and a needed improvement.	Excellent presentation and survey. Love the format and flexibility for viewing/participating.
213	Yes		Yes		Yes		
214	Yes		Yes		Yes		
215	Yes		Yes		Yes		Using the "Single Pier" design just gives the idiots with spray paint a huge new canvas to deface. How about including some jail time for Taggers?!?!
216	Yes		Yes		Yes		
217	Yes		Indifferent		Yes		
218	Yes		Yes		No	looks ugly	keep it simple and retain present look
219	Yes		Yes		Indifferent		
220	Yes		Yes		Yes		looks good thanks for your hard work. It is so nice to see all the great stuff happening in Reno.
221	Yes	ts traffic calm to maximize pedestrian use of park in	Yes	Like the circle openings on bow bridge in NYC central park. Gives character/ aesthetics while allowing view.	Yes	Yes- but not with a bulb in middle. The spans are short so keep at edges where it doesnt create extra structural depth that steals head clearance. Minimize lanes like in midtown and then raise curb for emergency vehicles to roll if necessary but otherwise its bike and pedestrian. Keep the bridges slim so it lowers costs but also looks good. People can go over pedestrian bridges and hang out too that are adjacent.	Need to have a debris catch upstream to help with risks and lower overall design costs on all the bridges. Calm traffic by narrowing and using entry pillars with light and flower baskets for example that define bridge but keep focus on park and rec/ent of island.
222	Yes		Yes		Yes		
223	No	We have done without just fine!	Yes	Let the view & sounds of the river shine through!	No	Less pedestrians on bridges at one time is best!	#1 FOCUS IS THE RIVER..
224	Yes		Yes		No	I would rather have the adjacent pedestrian bridges widen.	a marked pedestrian crossing in the middle of road section and all pedestrian crossing with push button amber flashers and directed even lighting on them.
225	Yes		Yes		Yes		
226	Yes		Yes		Yes		
227	Yes		Indifferent		Yes		
228	No	idge is needed, the under bridge path would fill this	Yes		Yes		

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229	Yes		Yes		Yes		The Tied Arch is the better choice. Clear spanning is better too. It's a bridge not a causeway. Google, Great Bridges Around The World. Film crews travel to Paris so they can make movies showing the Pont Neuf.
230	Yes		Yes		Yes	Widening the sidewalk could also provide a protected bicycle lane similar to what was done on California beginning at Booth.	There is nothing in the presentation that even remotely motion the need for bicycling infrastructure as one of the considerations of this plan. Considering the large increase in rider share since covid this is a huge oversight.
231	Yes		Yes		Yes		
232	Yes		Yes		Yes		
233	Indifferent		Yes		Indifferent		
234	Yes		Yes		Yes		In order to alleviate future flooding, the clear span design should be adopted for all of the downtown bridges that span the Truckee River
235	Yes		Yes		Yes		
236	Yes		Yes		Yes		Raised sidewalk, protected bike path, bike access when bridge is closed
237	Yes		No	I would say it provides moderate views. If available, the most transparent railing should be used to conform to goal of making park (as opposed to bridge) the focus.	Yes	This seems like an obvious priority.	In re: savings / "family of bridges" idea. Consider allocating savings to park amenities.
238	Yes		Yes		Yes	Definitely! particularly for whitewater park viewing	I would like the see the whitewater park developed more for surfing
239	Yes		Yes		Yes		Provide for separated/protected cycle tracks. Also provide raises sidewalks across Arlington to slow speeding traffic and increase safety. This round should be designed to 15 MPH. It is currently designed for much faster speeds. It's too wide for cars. We have plenty of space for cars downtown, that is why there is so little bike traffic. Take one small bit from cars and make it great for walking and biking.
240	Yes		Yes		Yes		
241	Yes		Yes		Yes	Additional pedestrian space provides a value for not only viewing of Wingfield Park, but also allows connection/intimacy with the river.	
242	No	hout the inside railing, pedestrians can cross at will,	Yes		Yes		Just wondering if these questions are applicable to both the north and south spans. It seems the questions and slides are geared toward the north span only. Are both spans being replaced?
243	Yes		Yes		Yes		
244	Yes		Yes		Yes		
245	Yes		Yes		Yes		It would be great if a sidewalk could be added under the bridge on the south side of the river so that the crosswalk on Arlington at Barbara Bennett Park could be eliminated.
246	Yes		Yes		Yes		
247	Yes		Yes		Yes		
248	Yes		Yes		Yes		
249	Yes		Yes		Yes		
250	Yes		Yes		Yes		

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251	Yes	ly used by pedestrians, so please make it as friendly,	Yes	Aesthetically, a metal railing that is less heavy fits the space better, complementing Wingfield Park's outdoor theater structure. Maybe include art, too, as opposed to monotonous railing. Again, this is a heavily used park for events, and has a sculpture park next door. I implore you to design it to complement the venues and parks surrounding the bridge.	Yes	fantastic idea!	Can the pedestrian crossings be upgraded? Wider, bolder stripes and maybe even a center planter/art island for slowing traffic and pedestrian refuge?
252	Indifferent		Yes		Indifferent	ONLY if it can be done with the NO PIER so the ARCHED VERSION IS SO PRETTY, please do that one	GO with the PRETTY ARCHED bridge with no pier
253	Yes		Yes		Yes		
254	Yes		Yes		Yes		I think you are doing an excellent job designing/planning the new Arlington Bridge. It seems like a very professional and fair process. Thank you!
255	Yes	pedestrian walkways & (again) metal shoulder height	Yes	Yes but not concrete...metal & higher.	Yes	The picture on the right.	None.
256	Yes	build an outdoor roller skating rink (surface) on the is	Yes		Yes		Covered bridge possible?
257	Yes		Yes		Yes		N/A
258	Yes		Yes		Yes		
259	Yes		Yes		Yes		
260	Yes		Yes		Yes		
261	Yes		Yes		Yes		
262	Yes		Yes	While durable, concrete has it's challenges with constructability and views. Something more open that provides better river views better complements some of the other railings in the area. Finding an open railing that is MASH/NCHRP compliant may be difficult to achieve.	Yes	Wide sidewalks are important to pedestrian enjoyment and special event use. I would however recommend smoother transitions like VSB rather than Center street with angular features. It flows better and is more natural.	While I prefer the open, clear-span structure, I understand the single pier concept. Keeping the bridge deck thinner is important; however, it is also important to consider utilities. The deck thickness needs to fully encase and protect the utilities. If the deck has to be a specific thickness, and this thickness is similar to the clear-span concept, then I lean toward a clear span.
263	Indifferent		Indifferent		No		
264	Indifferent	kes pedestrians feel more comfortable. If there were	Yes		Yes		Please put in a PROTECTED bike lane (or cycle track), which can be expanded to other parts of Arlington in the future. This does not take up hardly any extra space than an unprotected bike lane. One way to do a protected bike lane is to put it up on the same level of the sidewalk, with the curb being the protecting factor. Please, please under no circumstance widen the bridge to two lanes in each direction like some might suggest. Arlington is not a major thoroughfare and traffic should use other streets.
265	Indifferent		Yes		Yes		
266	Yes		Yes		No	Roadway is usually closed during these larger events.	
267	Indifferent	sing the street in areas they should not. While not op	Yes		No	During special events, the entire road is blocked and available for pedestrian use. Extra wide sidewalks aren't needed.	
268	Yes		Yes		Yes		
269	No	les a clear pedestrian zone that is welcoming for walk	Yes		Yes		
270	Yes		Yes		Yes		Consider working w/ RSIC, PLPT or Washoe Tribe to incorporate Native American art and/or culture into the aesthetic design elements.

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271	Yes	ice. Whatever is chosen, it will be on this bridge and	Yes		Yes	And an overlook as wide as feasible. Maybe seats of some kind? I know that's tough with the homeless population, but it would be nice for the handicapped.	Is there a way this can be combined with improvements to Wingfield park amphitheater? Any design should include a redesign of wingfield park, hopefully done at the same time. Also, consider an educational/ ecological theme for the side concrete designs. Those walls are a blank slate... a local artist should be involved to do something uniquely Reno.
272	Yes		Yes		Yes	Design Reno for people, not for cars.	
273	Yes		Yes		No	unnecessary	I agree with choices so far.
274	Yes	where you want as long as you want right now. There	Yes	Answered above. Do this.	No	It's simply not needed. MOST people take the east pedestrian bridge, the next most walk under the car bridge and take the west pedestrian bridge. Most do not pick their way up to the road to cross the car bridge. The real backup is at the east pedestrian bridge, and it's no big deal, because that's what happens when an event is over.	I just want to label myself an expert on that bridge's usage :) I a retired guy who lives at the back of Barbara Bennett Park, and what with coffee in the morning and bars/food/other in the evening, I've walked from the south side of the river to the north side and back a couple of times a day for most days of the last 15 years, so I know the bridges! So ... Everything on top, railings, width etc should be simply an updated version of what's there now. Works fine and looks good. Ain't broke, don't fix it. Underneath, NO PIER! Make it the baby sister to the Virginia St Bridge (without the pricey arch), echoing it's cool style. Yes to the lighting, which will make it look tight :) The pier will destroy the effects of the cool lighting. Headroom on the underneath path could be a problem, but you could do something to mitigate that (lengthen the bridge on the south side a few feet?) Thanks for asking!
275	No	onal railing provides better separation of peds and ve	Yes		Yes		
276	Yes	at is what is presently there, one railing seems to wo	Yes		Indifferent	This would depend on how much it increases the overall cost; the current sidewalks seem satisfactory although the crowds do seem to be increasing, at present, the traditional width seems to suffice. But maybe we are looking at much higher carrying capacity moving forward?	
277	No	Design mimic Virginia Street bridge. Clear span.	No	Only if it's a clear span bridge	No		No parking to support increased crowds.
278	Yes		Yes		Yes		
279	Yes	So long as bike lanes are included.	Yes		Yes		
280	Indifferent		Indifferent		Indifferent		
281	Yes		Yes	This is important and also during floods to let water flow through.	Yes		If the new bridge is not elevated to help alleviate jamming during floods then what is the point in replacing the bridge? We seem to always be low with having money to do things in our city so why spend money on replacing bridges when they don't need to be replaced!!!!
282	Yes	one railing! For pedestrian flow during events and c	Yes	I don't understand what you mean by "transparent" railing. The railing shown in the slide appears to be made of concrete. I do like the concrete railings shown, they are consistent with the flood wall railings.	Yes	Absolutely! 12-20 foot sidewalks are the standard in downtown and are so much nicer for pedestrians at all times, special events or regular traffic patterns.	Consider adopting the standards chosen here for all the future bridges in downtown so you don't have to keep doing this over and over.
283	Yes		Indifferent		Yes		Reduction of flooding potential is the number one concern I have
284	No	ng on. It frustrates me with the speed limit and peri	Yes		No	I would encourage safe movement not setting up prolonged standing recreation that could spill over into the street. especially when Water Sports are happening	Debris! Isn't there something that can be done? Solve that first and see what that accomplishes before we spend any more money. This river is our most important asset! Are we respecting it?
285	Yes		Yes		Indifferent		
286	Yes		Yes		Yes		
287	Yes		Yes		Yes		

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288	Yes		Yes		Yes		
289	No	are you showing us a comparison image above?		label your images.		draw backs / concerns are?	please redo this and build a better survey so responses are meaningful.
290	Yes		Yes		Yes		
291	Yes		Yes		Yes		Consider a well-known experienced bridge designer, rather than having it designed by engineers. We failed with the design on the Virginia Street bridge, and we have one shot to get it right on the Arlington bridge--which is used and appreciated more by the community, and is in the most beautiful setting this city has to offer. Take a look at what the Sundial Bridge did for Redding. That has become the biggest tourist attraction in North Central California. Surely we must be able to accomplish something similar to Redding, California.
292	Yes		Yes		No	Its not necessary closing the bridge during events is still a viable solution when there are plenty of other routes to take across the river most people that aren't attending avoid the area during events anyway	
293	Yes	undreds if not thousands of people like to freely walk between the east and west sides. This is important to keep intact.					
294	Indifferent		Indifferent		Yes		
295	Yes		Yes		Yes		Ridges of texture as found on highway 80 for the texture of the abutment and concrete walls may be nice if it have artistic intent.
296	Yes		Yes		Yes		Instead of anticipating tagging on the flat walls of the piers and sidewalk walls, why not have a muralist paint them.
297	Yes		Yes		Yes		
298	Yes		Yes		No	lived here for 15 years crossing the bridge every day and never seen a need for more sidewalk space	
299	Yes		Yes		Indifferent	I feel like 6' on each side is sufficient. When heavy pedestrian traffic is in the area it is typically when the street is closed for events. The distance under the bridge could be long and potentially audience obstruct views of kayakers during River Fest. If the sidewalks are wider, then I don't see a major issue with it.	In the event that the single-pier option is chosen, I feel like a local artist could be commissioned to paint a mural on the pier to help mitigate vandalism and also add some flare to the bridge.
300	Yes		Yes		No	because at the end of the day, it's a damn sidewalk	
301	Yes		Yes		Yes		
302	Yes		Yes		Yes		
303	Yes		Yes		Yes		
304	Yes		Indifferent		Yes		Do the job with the least amount of money. Safety is the most important aspect of this replacement. No need for the bridge to wash out with the next flood.
305	Yes		Yes		No	The bridge itself, when closed for most of these events, is plenty big. And if it's between widened sidewalks and the clear span, I'd prefer the clear span.	Any aspects of bridge design that could alleviate flooding downtown when the river gets high would be appreciated.
306	Yes		Yes		Yes		
307	Yes		Yes		Yes		
308	Yes		Yes		Yes		
309	Yes		Yes		Yes		
310	Yes		Yes		Yes		



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311	Yes		Yes		Indifferent	I like the idea of additional space for pedestrians but if this would mean that a single pier would need to be in place, then I am against this improvement. I worry that a pier would require more maintenance to clear debris away during high river flows.	
312	Yes		Indifferent	vehicle safety is the bigger priority with the railings. Aesthetics should be invalidated until other issues within the city are prioritized.	No	It's worked pretty well to now. It's a nice-to-have, but additional costs are outweighed by bigger priorities the city has. Let the residents of 2050 change the bridge if the city becomes less burdened.	
313	Yes		Indifferent		Yes		
314	Yes	< it could be widened all the way and not just bumpy	Yes		Yes	The picture on the left is more appropriate	Bike lane
315	Yes		Yes		Yes		
316	Indifferent		No	Unless you sit down or are 2 feet tall.	No	Just more places for the homeless to lay down. Also, when you redo the Keystone bridge, please DO NOT put in any pedestrian access, I live over by the CVS on California and we are already starting to see vagrants and homeless. Don't give them easy access to this beautiful neighborhood by putting pedestrian access on keystone bridge.	Again, please do not have any pedestrian access on Keystone bridge, for the safety of the neighborhood and the schools in that area. The ease of access to 4th street over the keystone bridge would be devastating to the area around California/Mayberry.
317	Yes		Yes		No	I would only approve of the widening if the city kept the bridge open during events. Given that the city frequently closes the bridge during events in the park I would be opposed to what seems to be an unnecessary additional expense.	
318	Yes		Yes		Yes		The fact that you are surveying us at all is a great thing, and it's what makes our city great. Thanks!
319	Yes		Yes	I don't consider the railing shown in the photos to be very transparent - 50% at best. A more transparent solution needs to be explored.	Yes		
320	Yes		Yes		Yes		
321	Indifferent		Yes	I don't believe most drivers north and south on Arlington are all that interested on their view of the river. I hope not, as jay walkers from north and south of Wingfield Island are rampant.	Yes		My personal preference would be a bridge extending from the north side of the river near First Street to the bluff south of the river, with enough elevation to allow pedestrian/vehicular traffic north and south on Wingfield Island and east/west on Island Avenue. That would remove all flood event impediments and permit free traffic flow on Arlington. It could be an extended span (a la Keystone Bridge) or widely spaced piers under the bridge on Wingfield Island.
322	Yes		Yes		Yes		
323	Indifferent		Yes	As long as it's safe for the wee ones	Yes		
324	Yes		Yes		No		
325	Indifferent		Yes		Yes		

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326	Yes	nts. The bridge is swamped with traffic as is. If you w	Yes	If it's as what is pictured above, and on the old 1920's bridge, yes. It's what's been used for over 100 years here.	Yes	Yep! Same comment is above. Open it up!	Parking on bridge? Or bicycle path? Damien: 775-301-0774 for my cell if you need any more input!
327	Yes		Yes		Yes		It would be nice to see some hanging flower baskets options for the bridges. Similar to the ones on the pedestrian bridges in the park.
328	Yes		Yes		Yes		
329	Indifferent		Indifferent		Yes		
330	Yes		Yes		Yes		
331	Yes		Yes		Yes	Should also look at including bike lanes.	Have an Aesthetic monument built for the park and the project. Have a design contest for the people of ArtTown to submit and winner's gets built.
332	Yes		Indifferent		Yes		
333	Yes		Yes		Yes		
334	Yes		No	How is that open? Can you hire a designer for a functional yet beautiful bridge?	Yes	Ugly but needed.	Hire a firm to design a better looking bridge.
335	Yes		Yes		Yes		
336	Yes		Yes		Yes		
337	Yes		Yes		Yes		Please make sure railings or other features of bridge don't impact crossing cyclists' (who are moving faster than pedestrians) views of oncoming traffic on both sides. (Problematic on new Virginia Street bridge)
338	Indifferent		Yes		Indifferent		
339	Yes		No		Yes	I think this element is very necessary at this point and goes with long term downtown development plans	Overall looks solid great job
340	Yes		Yes		Yes		

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341	Yes		Yes		Yes		Reconstruction of the bridge will affect water flow through the kayak park. This will affect the river features of the kayak park and the ability to surf and play these features. Have funds been made available to maintain and improve the kayak Park after the bridge is complete.
342	Yes	Truckee/ Carson folks to be able to clean out river	Yes		Yes	I agree with wider sidewalks but not to the extent that a middle pier is required. 8 foot sidewalks on both North and South bridges would be great.	1) I wonder if the pass under walk way has been really looked at. I am all in favor of this area and frequently use it. I wonder if it could be dropped a few inches gaining headroom but not increasing flooding which typically happens to this path in spring. It is an important part of the bridge/ pedestrian use but not overly appealing visually currently. Does it need the concrete wall or could a metal railing maybe go in allowing views into the river. 2) in the location of the 2 existing piers in the north channel there is a gradient drop visible by the bit of whitewater that can be seen at the upstream edge of the bridge. What is going to be done in area once the existing piers are removed to address the gradient change? Maybe consider having a whitewater park designer look at it for a potential feature or determine best option for structures upstream and downstream. 3) I would like to request that the current crosswalk at wingfield be looked at and wonder if a crosswalk closer to the northern edge of the southern bridge might not make more sense as it would connect the. Walking path between the two sections of the park with a better flow as an underpass on the south side of island seems unlikely.
343	Yes		Yes		Yes		
344	Yes		Yes		Yes		
345	Indifferent		Yes		No		Bike lanes
346	Yes		No	I think views of the river while walking is important but while you are driving is another way to be distracted while driving. when I drive my eyes are on the road not the river. its safer	Yes	for the top of the bridge why not make it so when we have events we can have people set up stands for art and stuff while the event is going on. I like to walk areas in other cities when they have art stands, watercolors, blown glass and cool stuff like that. you can even buy a memory.	I just want the bridge to be something we can be proud of in our community for decades in the future. not just another industrial bridge.
347	Yes		Yes		Yes		
348	Yes		Yes		Yes	The #1 focus of this project should be pedestrians! This bridge is in many ways a part of the park and should be treated that way. Extra room for sidewalks and planters with flowers and trees	Have we considered closing it to traffic? It would make an awesome green space and additional park space. This really is the hub for outdoor events in Reno. Closing the road (except for access for food trucks, emergency vehicles, vendors, etc) and making it additional open park space would be really amazing
349	Yes		Yes		Yes		
350	Indifferent		Yes		Yes		
351	Indifferent		Indifferent		Yes		I would like to see a well lit bridge
352	Yes		Yes		Yes		
353	Yes		Yes		Yes		

*Other Comments*

*Additional Comments Received*

1	Permanent built-in mural art under the single peir on both sides could help prevent tagging
2	To RTC Ms. Tortelli: Thank you for creating the online video presentation regarding the replacement of the Arlington Avenue bridge built 90 years ago. It has served us well except during severe flooding of the Truckee, when it's design clogs the river and prevents large logs, trees, and other flotsam from passing through. This flotsam then quickly builds into huge mounds that constrict the river flow, causing it to flood the downtown Reno area. The bulldozer and crane operators stand by, helpless to prevent flooding because of these logjams. Accordingly, I hope the bridge design that RTC chooses will be a "CLEAR-SPAN" design, with no "PIERS" in the riverbed. The width of the river is small enough that a No-Pier "Clear-Span" bridge is safe, and the massive flooding that we have seen during the last 30 years will not be caused by clogging or log-jamming as is presently the case.these logjams. Accordingly, I hope the bridge design that RTC chooses will be a "CLEAR-SPAN" design, with no "PIERS" in the riverbed. The width of the river is small enough that a No-Pier "Clear-Span" bridge is safe, and the massive flooding that we have seen during the last 30 years will not be caused by clogging or log-jamming as is presently the case.
3	After viewing your presentation I was struck by the fact that no consideration was given to bicycling use and any accommodation for it though pedestrian use was mentioned over and over again. Especially since the advent of covid, rider share has gone up dramatically and is a mode of transportation that deserves as much consideration as car and pedestrian use. The bridge project is a excellent opportunity to provide protected bike lanes over the bridge for very little additional cost. I also want to convey my disappointment in how poorly bicycle use has been incorporated in other RTC project the most recent and glaring of which is the Virginia St. Project which first put cyclist smack in the middle of car traffic then encourages northbound cyclist to travel again traffic. Regardless of the Bus/bicycle lane, the average distance of a cyclist riding against traffic on an unprotected lane is about 4 blocks before being involved in a car accident due to driver unfamiliar expectations of an oncoming vehicle and drivers making right turns. Hopefully, RTC will better plan future projects that will include all road users in a safe and well thought out manner.
4	That gives 4 years to figuring out the Park Events and I was worried about Art town, I hope all the planning can be figured out over the next 4 years
5	Please keep the bridge design simple, closely resembling the existing. I like the single pier design.  What about the southern bridge? Please keep the approach from the south as it is now. Downhill with gentle curve.  No LED lighting! Too bright. Ugly.  Keep the speed limit @ 15 MPH.  Thank you for the oppportunity to contact you.

**Other Comments**

**Additional Comments Received**

6

Thank you for your online presentation regarding the various concepts under consideration for the design of a planned bridge replacement at Arlington Ave and the Truckee River. I just now watched it at: <https://www.rtcwashoe.com/engineering-project/arlington-avenue-bridges-project/>

As a 41-year residential property owner on the south bank of the Truckee River, ~ 150 yards west of the Arlington Ave bridge, I have been a daily user of the bridge, both via motor vehicle and walking. I agree the bridge needs either replacement or an overhaul, for safety reasons.

I only today (March 28th, 2021) learned of the proposal / plan to replace the Arlington Avenue bridge. I have spoken with others in the Newlands Neighborhood Association and they, too, are surprised to learn of this only days before the cutoff date for comments. Perhaps you could make inquiry as to why we were not notified?

At any rate, here are my comments. First, I cannot erase from memory the severe flooding that has occurred from the Truckee River on several occasions during the last 41 years I have resided within shouting distance of this bridge. The present bridge acts like a trap for the thousands of trees and other vegetation that come rushing downriver during these floods, and obviously increase by several orders of magnitude the flooding caused thereby. If you obtain photos of these floods, you will see huge piles of logs, deck chairs, sagebrush, etc. clogging the water channels due to the design of the present bridge, with bulldozer operators standing by, helpless to extract the clogged material accumulating as the river rises.

For this reason, I favor an open-span bridge, with no pillars other than the end-abutments. This would greatly reduce the risk of flooding during highwater events, because it would eliminate the clogging factor caused by a pillar or pillars in the current of the river. If this means that the pedestrian "tunnel" presently underneath the south span of the bridge must be eliminated, I believe the benefit of significantly reducing the risk of flooding from clogging, substantially outweighs whatever "benefit" there is of allowing pedestrians to walk underneath the bridge.

On that issue, I would be interested in knowing whether you have obtained a count of the number of people who actually use that pedestrian tunnel per day. I have used it personally a number of times and in 40 years I can count on one hand the number of times when I encountered anyone else using it. Frankly, I feel a bit unsafe using it, because in the event of an encounter with an "unfriendly" while walking under that bridge, the likelihood of any witnesses who could assist or call 9-1-1 to help, are very diminished while under that bridge. The pedestrians and motorists near the bridge are not able to see what is happening in that under-bridge "tunnel." There are plenty of opportunities for people to wade in the water both upstream and downstream of Arlington bridge. And indeed, people using the "tunnel" walkway cannot easily access the water in any event, due to a wall that separates the walkway from the river's edge. It is not a very sightly walkway.

I also believe the aesthetics of an open-span bridge design favor those of a bridge with pillars. If the Truckee were a much large river, pillars might be necessary to support the weight. But if the engineers are comfortable with a no-pillar design, I believe this would be a much better plan.

7

I received the mailer for the Arlington Bridge project and viewed the presentation. I found it very informative and comprehensive, thank you for putting that together. The Truckee River is such a special feature to Reno and I am really glad the new bridge project is taking this into account with the viewing areas in the proposed design. I support the single pier design and I see a lot of opportunities to highlight the natural beauty and playfulness of the river during the development process. I'm curious, has the committee considered the effect altering the river for the new pier design will have on the white water park? There is a small purpose built wave just downstream of the Arlington bridge that is known to surfers and kayakers as rideable under the right conditions, and I would like the council to consider this in their new design.

Altering the flow of the river will undoubtedly affect the hydraulics of that wave, potentially ruining it for surfers and kayakers. Conversely, I believe there is an opportunity to improve this wave for surfing, and this should be taken into consideration as a companion project to the new bridge project. The Arlington bridge is in the PERFECT location to view river surfing, and the construction phase of the new bridge project is the perfect opportunity to modify the "sometimes" wave downstream into a year round river surfing attraction making Reno an international surfing destination.

I've seen the impact river surfing has made in towns like Bend, OR, Missoula, MT, Denver, CO and around the world. Without a doubt, Reno has the ability to be a road trip destination for surfing and will regularly bring surfers from Tahoe, Truckee, Sacramento and beyond. Similarly sized cities with surfing waves have seen millions of dollars in economic growth per year from surf tourism stimulating the local economy, river surf companies opening to support rentals, and surf competitions.

There is a vibrant river surf community here comprised of both kayakers and surfers that not only supports the idea of improving the wave downstream of the Arlington bridge, but can help you with the planning and execution. If you are interested in a such a companion project to revitalize the downtown whitewater park, I would be happy to put a presentation together to help answer questions such as, what is the estimated cost of the project, what is the cost to maintain a surfing wave, what type of wave is recommended, and what are the challenges associated with this type of project. The bottom line is, an improved surfing wave at this location will maximize foot traffic to downtown Reno and fill the Arlington Bridge viewing decks and riverwalk railings with smiles.

Agency	Comments
<p>Truckee River Flood Management Authority</p> <p>March 28, 2021</p>	<p>At your request with regards to the review and survey response by the end of this month, I have been reviewing your info on the Arlington Bridge and spoke to my boss George on it. I have separately put in a survey online as well but thought an email may be of help to you also. First off I would like to express our gratitude for your hard work and efforts in coordinating this community outreach and alternatives analysis. Generally our agency, TRFMA, has not been involved too much with Arlington since the bridge in existing condition with a 100 year plus flow does not create a flow blockage or capacity issue. This is primarily since the water in a(n) 100 year event can currently be directed through the low area in the center of the island which is between the two bridges. However, this is also with the assumption that debris is not an issue limiting capacity.</p> <p>From your presentation though it appears logical to look at the bridge if the deficiency warrants it. It also makes sense to be ready for future construction opportunities if grants are available.</p> <p>As such- TRFMA would like to note that any future bridge would need to allow the same or better conditions and as such TRFMA highly recommends a clear span bridge that eliminates the possibility of debris entrapment or scour. There of course would still need to be accounting for debris and scour at the abutments as well as impacts due to flow through the island (ie break away walls at the amphitheater).</p> <p>It appears RTC is highly interested in having a center pier due to lowered costs and constructability which generally yes can be true but like so many other questions and pertinent answers the correct answer is more defined by the details. For example a simple slab typically has a maximum distance of 25-30 feet (attached links from Texas DOT note this for instance). Beyond that a prestressed / pst design is typically appropriate. Also as it may help an attached link from WSDOT notes a minimum pst length typically goes to 85-90 ft (- ie pg 92). Therefore cost wise and with regards to constructability it may be more efficient to look at the clear span which eliminates the need for center piers and work in the river associated.</p> <p><a href="http://onlinemanuals.txdot.gov/txdotmanuals/lrf/castinplace_concrete_slab_spans.htm">http://onlinemanuals.txdot.gov/txdotmanuals/lrf/castinplace_concrete_slab_spans.htm</a></p> <p><a href="https://wsdot.wa.gov/publications/manuals/fulltext/M23-50/Chapter5.pdf">https://wsdot.wa.gov/publications/manuals/fulltext/M23-50/Chapter5.pdf</a></p> <p>In addition a clear span eliminates the issue of scour which can be very extensive and historically has been observed at and near this section of river at being at or even below the footing which obviously can be detrimental to a structure. Future maintenance costs would also be escalated due to this.</p> <p>As a follow up to this and all future bridges on the Truckee River from Reno down, a debris catch upstream may be well worth the investment for the Truckee Meadows, NDOT/ RTC and bridge maintainers. It would also likely benefit downstream partners (ie BOR at derby dam) and I could imagine they would be interested in funding partnership potentially as well. At a minimum additional investigation of which TRFMA would be interested in helping with such cooperative analysis is recommended.</p>
<p>Tahoe-Pyramid Trail</p> <p>March 30, 2021</p>	<p>Thank you for forwarding this to me. I may be an outlier, but I think the basic geometry of the bridges should stay the same. There is bicycle/walking access both north-south and east-west in the current configuration.</p>
<p>Sierra Adventures</p> <p>March 30, 2021</p>	<p>Sierra Adventures said didn't have time to watch the video or take the survey, but provided me with some verbal feedback.</p> <p>He prefers the clear span option over single pier. Said a lot of debris gets caught on the piers, especially in the spring time. He said it is dangerous for kayakers/water sports. He also said there are foot entrapments near the under bridge area, including rocks and debris, that should be cleared as part of the project.</p> <p>He also would like to see a solution to bike traffic in that area and a separate area for biking along the river. Bikes should be routed either on the side by Barbara Bennett Park, or the bike/ped path on the side by First Street needs to be more clear/wider across Arlington. He says that intersection gets very busy during the summer with bikes.</p>
<p>EPA</p>	<ul style="list-style-type: none"> <li>•Our primary concern would be minimizing impacts to the Truckee River, which I assume was represented by the Corps' participation in the technical advisory group</li> <li>•As the project progresses into the NEPA phase, we will want to discuss air quality impacts and mitigation</li> <li>•We support the elements of the project that will enhance pedestrian access and increase sustainability, including low impact development</li> </ul>