

STAFF REPORT

Date: August 26, 2019

To: Mayor and City Council

Thru: Sabra Newby, City Manager

Subject: **D.5. Staff Report (For Possible Action): Presentation, discussion and potential direction to staff regarding confirmation of the major elements of the Regional Transportation Commission (RTC) Oddie Wells Multimodal Project, which includes multi-use path, raised cycle track, raised medians, widened sidewalks, street and path lighting, trees with irrigation, screening walls, enhanced crossing at street level at Oddie Boulevard and Silverada Boulevard, removal of the pedestrian bridge and selection of a Council Member to serve as a liaison for the project - Presentation by Brian Stewart, Director of Engineering, RTC.**

From: Kerrie Koski, Engineering Manager

Summary: Design is currently underway for the Regional Transportation Commission's (RTC) Oddie Wells Project. The project limits are from I-80 to Pyramid Way (see attached Oddie Wells Project limits map). Included in the scope of the project are various multimodal improvements, which include: multi-use path, raised cycle track, raised medians, wider sidewalks, street and path lighting, trees with irrigation within buffer areas, screening walls adjacent to backyard residential areas, enhanced ADA accessible crossing at street level at Oddie Boulevard and Silverada, removal of the pedestrian bridge and roadway paving and striping.

Previous Council Action:

July 25, 2018 - Council approved the Interlocal Cooperative Agreement approving the Regional Transportation Commission (RTC) Program of Projects for Fiscal Year (FY) 18/19 among Washoe County, City of Reno, City of Sparks and RTC.

Background:

The following is a timeline of the project development:

May 20, 2011 through January 2013 - The corridor study was performed, the RTC developed a local agency-working group, held two community workshops (June 20 and October 4, 2012) and gathered online comments from the public. The results revealed the need for improving safety for all travel modes that also included improvements that meet Americans with Disabilities Act (ADA) standards and improve pedestrian accessibility/connectivity throughout the corridor.

February 15, 2013 - RTC Board approved the corridor study
February 22, 2017 – RTC provided a quarterly update to Council, including Oddie/Wells Project
June 15, 2017 - RTC approves Program of Projects & Interlocal Cooperative Agreement including the Oddie/Wells project
March 14, 2018 – RTC provided a quarterly update to Council, including Oddie/Wells Project
July 25, 2018 - Council approves ICA, which includes Oddie/Wells Project
November 29, 2018 – RTC hosted a public meeting to reintroduce the project to the community
June 5, 2019 – RTC provided a quarterly update to Council, including Oddie/Wells Project
March 3, 2019 – RTC presented project at Neighborhood Advisory Board (NAB) Ward 3
March 28, 2019 – RTC hosted a public meeting to present elements of the 30 percent design which included the addition of the multiuse path between 9th and I-80 for connectivity
April 23, 2019 – RTC presented the project to the Reno Access Advisory Committee
June 19, 2019 – RTC provide a presentation to the Urban Forestry Commission (UFC)

Discussion: The RTC and City staff have worked together to incorporate the corridor recommendations and input from the public into the proposed project that improves multimodal needs of the Oddie/Wells corridor. The project is now at a point in the design where the major elements of the project must be confirmed before the final design can proceed. The major elements include:

- A. Multi-use path along the west side of Wells Avenue from I-80 to Sutro Street
RTC and City staffs support the use of a multi-use path along with a landscape buffer that varies in width from 2 ft to 8 ft wide for trees because of the limited Right-of-Way (ROW). The Corridor Study recommended on-street bike lanes for this segment. Public input and refined analysis during preliminary design indicated a multi-use path option was feasible and resulted in a higher quality facility while maintaining the existing on-street parking. This multi-use path will connect to the existing path to UNR which runs parallel to I-80.
- B. Raised cycle track along both sides of Oddie Boulevard from Sutro Street to Pyramid Way
Raised cycle track was consensus from the public input process. In addition, Truckee Meadows Bike Alliance (TMBA) suggested implementation of green bike boxes at intersections. Reno and Sparks staffs are not in support of green bike boxes because they are not approved by Federal Highway Administration (FHWA) at this time. Reno and Sparks staff support the raised cycle track and RTC is evaluating the purchase of specialized equipment for maintenance of the cycle track and multi-use paths.
- C. Raised concrete medians on Oddie Boulevard from Sutro Street to Pyramid Way
Raised medians in this area were recommended in the Corridor Study for enhanced

roadway safety and the medians will range from 2 ft wide to 4 ft wide. RTC and City staff support the raised medians in this area and City staff also recommends that the medians are colored and stamped concrete to enhance the project and reduce maintenance costs.

D. Widened concrete sidewalks (6 ft) along Wells Avenue and Oddie Boulevard

The sidewalks would be buffered from cycle track by landscape strip where ROW permits.

E. Street and path lighting (NV Energy Standard) - Wells Avenue from I-80 to Pyramid Way

Path lighting is designed to be placed within the landscape strip to light the sidewalk and cycle track with spacing at approximately 60 feet. Street lighting (cobra heads) would also be located in the landscape strip with approximate spacing of 210 feet. It is estimated there will be approximately 100 to 130 path lights and 50 to 60 street lights within Reno limits (I-80 to approximately El Rancho Boulevard). While there is no additional cost associated with the street lights, the 100-130 path lights will result in additional operating cost to the City.

F. Trees, irrigation and landscaping (Trees at 30 ft spacing) - west side on Wells Avenue from I-80 to Sutro Street and both sides on Oddie Boulevard from Sutro Street to Pyramid Way.

In general, the tree spacing will conform with the Reno Municipal Code (RMC). However, the spacing will need to vary to comply with sight distance, tree canopy and right of way constraints. It is estimated that there will be approximately 80 to 110 trees added within Reno limits. City staff estimates that additional maintenance cost will be \$13,000 per year.

G. Screening walls adjacent to residential areas - Oddie Boulevard from Sutro Street to Pyramid Way

Screening walls were recommended in the Corridor Study. Reno will be responsible for approximately 4,000 feet of 6 foot screen walls that are primarily located at residential areas. Staff supports using precast textured concrete for ease of replacement and graffiti resistance. City staff has recommended the castlestone texture and light brown color. The light brown color would match the Council approved graffiti color. The City will be responsible for the maintenance of these additional walls.

H. ADA accessible crossing at street level at Oddie Boulevard and Silverada Boulevard and removal of the pedestrian bridge.

RTC design team is recommending an enhanced ADA accessible crossing at street level.

The current pedestrian bridge is not ADA accessible and cannot be retrofitted to meet current ADA requirements. In addition, the pedestrian counts on the pedestrian bridge are very low as compared to the street level pedestrian counts. The estimated immediate maintenance costs for the pedestrian bridge are \$143,000 and an additional \$356,000 would be needed for maintenance within the next 10 years. City staff recommends the removal of the pedestrian bridge and RTC has agreed to work with staff to provide areas of opportunity for the City to place public art where each of the spiral ramps currently exist.

The pedestrian bridge is not currently on the National Register of Historic Places however; in February 1970 the Nevada State Highway Department dedicated the structure to Charles Hendrickson, a Reno Police Officer who had taken on the responsibility for four years to escort elementary school children across the street at Oddie Boulevard and Silverada Boulevard. Mr. Hendrickson is deceased however City staff contacted Mr. Hendrickson's daughter and conveyed the issues with the overpass and that it was being recommended for removal. City staff will contact her pending approval of this item and work to relocate the dedication sign or provide it to Mr. Hendrickson's daughter.

Additionally, staff requests selection of a Council Member to serve as a liaison for this project.

Financial Implications: None at this time.

Legal Implications: None at this time.

Recommendation: Staff recommends the following major elements to be incorporated into the project:

- A. Multi-use path along the west side of Wells Avenue from I-80 to Sutro Street.
- B. Raised cycle track along both sides of Oddie Boulevard from Sutro Street to Pyramid Way
- C. Raised concrete medians on Oddie Boulevard from Sutro Street to Pyramid Way
- D. Widened concrete sidewalks (6 ft) along both sides of Wells Avenue and Oddie Boulevard from I-80 to Pyramid Way
- E. Street and path lighting (NV Energy Standards) - Wells Avenue and Oddie Boulevard from I-80 to Pyramid Way.
Path lighting type - Candela light
Street lighting type - Standard Cobra Head light
- F. Trees, irrigation and landscaping (trees at 30 ft spacing) - west side on Wells Avenue from I-80 to Sutro Street and both sides on Oddie Boulevard from Sutro Street to

Pyramid Way.

G. Screening walls adjacent to residential areas - Oddie Boulevard from Sutro Street to Pyramid Way.

Screen Wall Color - Light Brown

Screen Wall Texture - Castlestone

H. ADA accessible crossing at street level at Oddie Boulevard and Silverada Boulevard and removal of the pedestrian bridge.

Additionally, staff requests selection of a Council Member to serve as a liaison for this project.

Attachments:

- Oddie Wells Project Limits (PDF)