



Incline Village Crystal Bay Citizens Advisory Board

DRAFT: Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where changes to these minutes are approved by the CAB.

Minutes of the Incline Village/Crystal Bay Citizens Advisory Board meeting held via teleconference on September 5, 2022

1. CALL TO ORDER/ DETERMINATION OF QUORUM - Diane Becker opened the meeting at 5:30 p.m. CAB members: Denise Davis, Chris Wood, Diane Becker, Roxanna Dunn, and Judith Simon. Kevin Lyons is absent and has an excused absence. Roxanna Dunn filled in for Mr. Lyons.

2. PLEDGE OF ALLEGIANCE - Pledge of Allegiance was recited.

3. GENERAL PUBLIC COMMENT –

Carole Black said my comment relates to the Washoe County evacuation sheltering and met mass care plan, which is currently approved as a consent item at a recent Board of Commissioners meeting. Reviewing this document, I questioned assumptions and conclusions related to Incline Village/Crystal Bay. As a result, I'm very concerned that this document does not fully address the actual conditions (Ms. Black lost connection).

Rhonda Tyker, an Incline resident since 1991. The Planning and Development Community Services webpage is a huge help in informing Incline residents of current building applications in the village. My problem with the page is that project applications are not fully or easily identified. To determine if an application is relevant, I need to open up and read it to see if and how it might affect Incline residents. So to keep informed of what development Washoe is approving, I need to log on to the webpage on a near daily basis and devote considerable time wading through the applications. On August 1, on the day of the last scheduled cap, I found an application on the Community Services webpage submitted by the developers of the 947 Tahoe Boulevard condominiums. This application was a request for an amendment to the Washoe-Tahoe area plan so any and all developers can build residential condominiums on parcels zoned commercial throughout Incline's Town Center. I was shocked to realize that neither I nor anyone I talked to had been informed of this huge change to the area plan, and even more disgruntled when I realized Washoe planners knew about the need for this change in the area plan from at least December 2021. Only nine months later was it made public. And I only discovered it by chance by looking through the Community Services website. I think I speak for most Incline residents when I say we are still being kept in the dark about building and planning an Incline. Not only do we not know what's happening, we have no real voice and what application Washoe approves. Eric, this is really the issue. How can we be sure Washoe County will inform Incline Village residents on a timely basis about development issues affecting our village? And how can we residents have a real say in what development occurs in Incline? So far, the new two-tiered cap structure and the new Community Services webpage have not resolved either of these issues for us.

My name is Anibal Cordoba and I am a resident of Incline Village and Director of Community Engagement at Sierra Community House, which provides services to people in need throughout North Lake Tahoe. I am also a member of St. Francis Catholic Church, whose

members provided help, comfort, and prayers to Helen Neff here after the reckless driver hit her with an SUV when she legally crossed the street. Helen was fortunate to get a second medical opinion. She had solid legal advice, and she continues to have the help of her family and many friends. Not everyone has that same support system. What happens to those that do not have this safety net? We don't want anyone else to go through what she endured. Yet, ten months after Helen was hit, there have been three more pedestrian or cyclist crashes in Incline Village, all of the spaces in less than one square mile. On April 2, 2021, a child was hit by the driver of an SUV on Oriole Way. The crash report determined that the driver was driving 35 miles per hour in a 25 miles per hour area. On July 2, 2021, a youth was hit on Alder Avenue and Village, riding his bicycle. The Washoe County Sheriff's Department did an extensive investigation. The crash report alone is 42 pages and must have taken many man hours to complete. On February 27, 2022, a woman accessed the TART bus in front of the Raley's center, pushed the button to activate the flashing lights on the crosswalk, stepped into the crosswalk, and was hit and run over by a driver turning right from the Raley's parking lot without looking to see if anyone was in the crosswalk. What occurred in any of these crashes could happen to any of us, a family member, or to a loved one. Transportation is not just about moving vehicles around as fast and as efficiently as possible. We need safer streets in Incline Village for pedestrians and cyclists as well. Pedestrian fatalities in the USA increased by 13% in 2021, as a vehicle being driven recklessly or over the speed limit, or without regard to safety can be a lethal weapon. Over the past 20 years, SUVs and trucks have grown larger. The US Department of Transportation has announced 5 billion in grant money to be used for safe streets and roads. The deadline for application is September 15. I certainly hope that NDOT and Washoe County have already submitted applications that will benefit the safety of Incline Village/Crystal Bay pedestrians and cyclists. Thank you.

Helen Neff said thank you to the CAB for addressing traffic safety again and to my good friend Anibal for bringing up how it affects everyone in our community. I am the victim of a pedestrian crash on State Route 28. When the walk signal flashed green, I checked that the intersection was clear and stepped into the crosswalk. Halfway across, a reckless driver hit me. There are no words to describe what it's like to be hit by a two-ton SUV with your face smashed against the windshield, your shoulder dislocated and shredded, then your body hurled over 11 feet into oncoming traffic, landing so hard that your pelvis is completely shattered. Somehow, my life was spared. But the recovery has been a nightmare; until it happened to me, I had no idea what a victim endures. I was taken by helicopter to Renown they were not able to help me. I used my own resources to get to UCSF and underwent three surgeries and rehab. I dealt with law enforcement who did not test the defendant despite prior DUIs and only issued a citation for failure to yield rather than reckless driving. Also, the DAs office, the Justice Court, physical therapy, mental health therapy, and over \$700,000 in medical bills. The defendant did not report the crash to her insurance company, only had \$25,000 in liability insurance and no assets, and rather than accepting responsibility, she continued to claim she was not guilty because the sun was in her eyes when she turned east at 5 p.m. When yes, the sun is in the West. Two days after the crash and continuing for months, she posted on social media who travels around the US to hike while I was in a hospital and unable to walk. I was overwhelmed. It pains me to say I'm still dealing with mental health issues to this day. I would be lost without the support of my community, family, and friends who continue to help me. I don't want sympathy. I don't want sympathy. I just want safe streets so no one has to go through what I described. And I want to know why it takes countless requests to Washoe 311, then a letter to Commissioner Hill, and then emails to the Assistant County Manager just to get crosswalk maintenance. And NDOT has still not painted this state route 28 crosswalks. What does it take to implement pedestrian intervals at intersections with traffic signals? It's simple. It's cheap. It's cost-effective. It's a change that's

been proven to reduce pedestrian crashes. And NDOT conducted a study showing speeding and an unacceptable crash rate on State Route 28 through Incline Village. Speeding drivers cause crashes. That's what happened to me. Other towns around Lake Tahoe have 25 miles per hour. Why are we an Incline Village penalized with 35 miles per hour? What does it take to install four-way stops on local streets like Village to slow speeding traffic, and what does it take to get a traffic signal at an upgraded intersection? We need action to make our streets safer. Thank you.

Kathie Julian said I want to comment on the evacuation plan that was approved by the Board of Commissioners on August 16. I urge all of our community members to go to the August 16 Board of Commissioners meeting agenda and pick up a copy of that plan so they can look through it and see the challenges and flaws that I see in it. I'm going to start off by acknowledging I did get by way of Commissioner Hill an email from Kelly Echeverria, who is heading up the emergency management. So I do understand it's a five-phase initiative; I do understand the board just approved phase one. However, in phase one, they set the assumptions that underlie this plan and the assumptions on the size of the population that is to be evacuated. Now, of course, Washoe County is dealing with the entire county, and Incline Village is simply one subset of that, but nonetheless, much more care needs to be taken in looking at Incline Village/Crystal Bay for evacuation, particularly in the event of a wildfire. The assumptions of the population appear to ignore the impact of tourists. They simply look at the population from the censuses and ignore the tourist traffic, either daily or overnight. And that is an unreasonable assumption on a summer weekend when such an evacuation could happen. Also, there was a lack of consultation. I did have informal emails with our general manager of IVGID, and he said he had not been consulted. I would urge the county and Kelly's office to begin a broad consultation with the Incline Village/Crystal Bay community on evacuation and the assumptions underlying the plan. Third, as Chris mentioned in an earlier CAB meeting, there is a need to model how fast and long it takes to get cars out of the basin. Given that we only have three ways out. This modern crowd modeling will come in phase three according to the county; however, it needs to be based on sound assumptions and informed by meaningful consultation with the community. And it needs to factor in what may very well happen in the event of a wildfire. One of those three ways out will be compromised and will not be available. And I am not clear that the third-party consultants hired to prepare this Washoe County plan really understand the unique challenges that the Tahoe Basin presents. So I encourage everyone to go look at that plan and make their own judgment. Thank you very much. And I will comment at the end of the meeting about E-bikes on pedestrian pads. I would request that this issue of the evacuation plan be put as an agenda item for the CAB in the next couple of months. Thank you

Aaron Vanderpool said I decided to speak after hearing the concerns about the traffic dangers here. I had the chance to spend a little bit of time down the street at the old Incline elementary school, where the Tahoe Transportation District operates. I had the chance to spend some time out at the old elementary school, and you should be very concerned about what's going on down there is a very dangerous situation. Everybody wants evidence to see what's going on, but you have to spend some time down there to see for yourself. The tourists get in this huge rush to make it to the bus station. And before the gates are even open, they're running around looking for parking, trying to get in line to get there, and in the meantime, they're doing illegal U-turns over crosswalks just all over in the curve of the street while people are speeding. I witnessed a bicyclist coming down and almost getting hit as a car was trying to go around another car on a sidewalk. It's just endless of the amount of traffic violations and things going on with them operating this bus hub. And so I think that should be probably one of the main traffic dangers and concerns. After seeing it this last weekend. I'm surprised nobody's been killed or seriously hurt. And that was where the

previous gentleman was talking about a kid who got hit earlier a few months ago. Thank you.

Carole Black (continued) I echo what Kathie Julian said. And I'm not going to go through all of what I was going to say or started to say before. I was speaking about evacuation. And it is critical that the assumptions in the planning of programs are based on the reality of our situation in Incline Village, which I think is not the case, and also consider potential development. For example, as the development is being considered for Crystal Bay. There are no available priority evacuation routes in the Tahoe area listed, with the interstate noted. State evacuation routes through the following areas are not considered viable. And there are three listed; the middle one is the Lake Tahoe region. In addition, routes crossing the Sierra Nevada Mountain range are not considered viable except for evacuation of Reno/Sparks, which would require the use of it into California. Of course, many of us would also need to go over the Sierra Nevada mountain range to get out. In the sub-regions considered in the plan are the only ones without direct access to a listed major evacuation route, and no accommodation was apparently made. Nevertheless, based on inaccurate assumptions and absent viable evacuation routes, an estimate of minimal evacuation time is made at six hours. I believe this assumes evacuation at an average of 45 miles per hour, which exceeds local speed limits and is simply unrealistic based on local situations. So again, it has to do with going back to the basic assumptions and getting them right. In conclusion, I hope these issues will be fully reviewed and addressed in a similar request. A formal CAB presentation with community feedback and re-reviews by the Board of County Commission followed by regular implementation updates, is requested. A correct and carefully implemented plan is critical to this community.

Denise Davis said I've been a full-time resident of Incline Village for 27 years, and tonight I like to talk traffic. My home is located across the highway from the east shore trail parking lots. State Route 28 is one of the boundaries of my property. Year-round, the daily commuter traffic begins before the sun rises, TART public buses connect to Incline only to the north shore in Truckee, not Reno or Carson. The TRPA and TTD talk a lot about getting folks out of personal vehicles during their time in the basin. But there's no discussion of getting those people onto public transportation before entering the basin. At the July 15 meeting of the legislative committee for the review and oversight of the TRPA and the Marlette Lake water system, Commissioner Hill stated 42% of Tahoe visitation is day-use from adjacent communities in Nevada and California, which equates to 4.2 to 6.3 million people whose behavior could most easily be changed by offering public transit from outside the basin. How quickly would traffic problems decrease and environmental quality improve if just half of the day visitors change their habits by leaving their vehicles outside the basin? The east shore moves people from parking lots in Incline Village to Sand Harbor because the parks lots are full. There's little environmental improvement, bussing people a couple of miles after they've all driven personal transportation into the basin. I'm often told the pilot programs have been tried and have failed. I believe most of them are poorly planned and poorly executed. Let me share my experience of riding the regular TART bus to the Sunday evening concert and drone show in Tahoe City. When I went online to plan my trip, I discovered public bus service would be suspended from 9 p.m. to 11 p.m. due to the special event. By the way, the drone show was scheduled to begin at 8:30 and was over by 9. I ended up driving and parking at the Tahoe City mobility hub at 9 p.m. as people stood in bus shelters on State Route 28. And at the bus hub near Fanny bridge, the hubs inside the seating area were locked, the bathrooms locked, and the buses parked at the curb. If all those folks waited two hours until 11 p.m. for rides, how eager do you think there'll be to use public transportation in the future? These types of bad experiences turn the public off, and agencies cite them as offering a service that the public doesn't use. So they need capital improvement projects. Please put effort into offering useful services. Thank you.

Diane Becker said I have a public comment that I'd like to make as a member of the public as well, and this has to do with the emergency evacuation plan. I had asked that a member of the local Incline Village/Crystal Bay community be a part of that evacuation and emergency planning process. And I was told it wasn't possible because the fire department would be representing us at the meetings. Chief Sommers has been asked how these assumptions were made related to the number of people to be evacuated. And that the underlying assumptions that are so important for our evacuation plan. He responded as you know, the evacuation plan belongs to the county. And I think that from his standpoint, he's there to give assistance on fire but not as a representative of the community who knows the community, knows the difficulties of evacuating, and knows how many cars we can expect. And I would ask that consideration be given for the rest of the meetings that someone from Incline Village who has some knowledge in emergency procedures be appointed to attend the meetings, at least in part, even if it's just to give some testimony and input, preferably as a participant. And additionally, I just want to say that we aren't just worried about the number of tourist vehicles that have been ignored. But for all of the businesses and workers who are not registered voters and are not part of the census in Incline Village that comes here daily, none of those people are included in the numbers. The numbers are just taken right out of the census. And the other thing is the assumption that the number of cars to be evacuated will only be 50% of the estimated population with cars is unrealistic during the evacuations. We saw both in the South Shore evacuations, and even here with people leaving when the fires came, that people took both their cars because they filled them with their possessions. I think the assumptions in this plan should be considered and appreciated if there is a way for the community to participate. Thank you.

4. COUNTY MANAGER CHECK-IN – Washoe County Manager Eric Brown, will be present to request feedback from the CAB and community members regarding the community-focused CAB format and the development meeting HUB interface. (Non-Action Item)

Eric Brown, Washoe County Manager, provided an update on the updated CAB format.

Denise Davis said I have two questions. Well, one has a comment. First, Manager Brown, I've attended at least two neighborhood meetings, where when the clock hits 60 minutes, the announcement is made that we were required to be here for an hour, we've been here for an hour and goodbye. I don't know if that's the intention, but it doesn't feel like people are being heard when that happens. It feels like the developer is just doing what they're required to do sitting through a meeting and people don't feel heard. My second question is, we're the only CAB not meeting in person. We're just wondering why that is. Being able only to meet online does not help the community feel like it's getting information, being informed, or being able to discuss things. So those are my two questions and comments.

Mr. Brown said thank you for that. On the first one, I had not heard that. And so, when you say neighborhood meetings, just to clarify, I assume you're meeting development meetings or developer meetings in the neighborhood? Or is that what you're referring to? Ms. Davis said yes. Mr. Brown said I'll have to check into that. That's not something that I was aware of. He said as for meeting in person, I believe that's up to the CAB. We certainly aren't mandating that you meet remotely. So that's something that you'd like to change, then that's something the CAB can decide on itself.

Chris Wood said to follow up with Denise's comment about meeting in person. So, my thought on that is that'd be great. I've never met Diane Becker in person. So here I am talking on Zoom for two and a half years or two years. So, I'd like to meet in person, that's

great. But I just requested it up here somewhere, so it's convenient for the CAB. And the only other comment I would have is that since the new formats have gone into place, we have had only non-action items. It's not that I like to vote a lot. And sometimes, maybe I shouldn't vote. But we don't get to decide things at this level anymore. Not that we were deciding hefty items before. But we don't decide anymore. It would be interesting to see if we could be integrated into the decision process. I'm sure that raises many questions about open meeting laws, etc. But it is notable that since this format has been in place, we do not decide anymore. It's a forum for discussion. And that's great. And we're seeing it tonight. And I think it's very successful tonight.

Roxanna Dunn said so I've been on the CAB as an alternate for about a year. And as an alternate, I don't get to vote. But I realized that doesn't matter much because the only votes we take are approved in the minutes and during the meeting. So I kind of echo Chris's comment that we don't seem to have much impact other than as a forum for discussion. And as regards forum for discussion of frustration, I will express that a number of the presentations we have been given, particularly by developers, are already quite late in the process. And it's like it's too late to fail, that it will go forward no matter what the community says. So that would be my biggest frustration. Otherwise, I have found the CAB to be really informative and appreciate all the information I have received over this last year.

Diane Becker said, as the Chair; I'd like to say there are some things that I've been pleased with and there are some ways I think we could improve. The opportunity to hear about the myriad of subjects that have come before us and the presentations that have been made to us and the input that we had the opportunity to give to the County has been very valuable and we really appreciate it. And I hoped that we could expand that. One of the ways I'd like to suggest is that we would like the community to have the opportunity to provide some kind of input on issues that come before us; It would be good if we could have a CAB member prepare a written summary that could be considered by the people who are making the decisions at the County. On some important issues, it would be very useful and appreciated if we, as a CAB group, could designate a person to write up a summary of what the CAB and the community think, so that it could be considered. And actually, tonight's meeting was an example. I think there are some consistent themes on the evacuation, and it would be good to know that someone actually making decisions on the plan has them. And so, I'd like to have a way to summarize those into thinking about how we do that within the open meeting laws. Secondly, I think we can set an agenda of the topics that seem to be most current that we can get people to speak on would be really appreciated. Thirdly, in the past, the CAB gave input on all development projects. And I used to think, as a CAB member, that was somewhat of a waste of my time on some minor setback issues. We all took it seriously, we had to go look at them. And I agree that we were looking at small issues, but there are very large development projects going on with large issues, that as a CAB, it would be very beneficial if we could give input to the county, to the county management, and especially to the planning commission. So, I would like us to be able to have presentations that we actually vote on, on some level of projects. Obviously, the Boulder Bay project, even the 947 Tahoe condo project, while I might not have even said that was worthwhile, it's critical if there's going to be an amendment to the Tahoe area plan. So, if we could give input on the bigger development projects that will have a long-term impact on Incline and how we can give input. And the last thing is when the statement was made that we are not informed of upcoming meetings, it wasn't just development meetings. I was hoping that there would be a way that we could be kept informed of upcoming hearings that are relevant to us at TRPA, and at Washoe County. And to give an example, recently, the issue of the area plan amendment is huge, and it would have been good to know about that proposal at the very beginning so we could start giving our input to the relevant people. Another example was

when the 947 Tahoe condo project came before TRPA, where TRPA decided that there was no need to put a signal at the intersection. We did not have any notice of that at all. Today, three days before the hearings, many of us look at the agendas every week. And through community first and some other vehicles, we send out the information, but three days is just not enough to get people aware of the need to give public input. I believe we would have had more people give public input on that type of decision to have no signal at the corner of Southwood and Tahoe Boulevard if we would have been able to tell them about the number of accidents between community members who are walking and vehicles. That would have made a huge difference because the decision that was made by TRPA was that it was ok to have no traffic signal because the intersection was already an F intersection. It is possible that the TRPA group would have made a different decision with public input, if the community can get earlier notice of important meetings, we can start soliciting input and circulating information and notice to people; we would appreciate it.

Helen Neff said thank you, Manager Brown for being on this call. And I am not part of the CAB. I so appreciate the CAB and all they do. And despite some of my messages, I do appreciate the county. You mentioned when you talk about input from citizens, and I have used Washoe County 311. I used it extensively to try and get our crosswalks repainted. And it was a struggle. And finally, it had to go up the chain of command to your Assistant County manager, who it shouldn't have to get involved in such detail. So the vehicles there do exist. And if you could use your work there and work with your team members to get a little bit more information back to the community when a request is being made. If it has to wait until the street is repaved. Just tell us that has to happen. Don't say it's going to happen in June. And then it doesn't happen until the middle of July. Better communication through a system that you already have for routine items. I would say big planning projects need something more extensive, but use the vehicle you have. Thank you.

Kathie Julian said I concur with most all of Diane Becker's points that she's made. Absolutely, the CAB should have input on larger projects. And related to that, this concept that the county has established a 'neighborhood meeting,' contacting folks within parcel owners, not renters, not residents, but parcel owners within, let's say, 750 feet of a particular site, does not really gather the input of the community into an initiative, a development. The county needs to make sure that these meetings are advertised more broadly, beyond the 750 Parcel owners, not residents, so that the larger community can weigh. 947 Tahoe is a prime example of this; this development will certainly affect more broadly than the parcel owners within 750 feet because it will involve traffic. And it involves, as Diane points out, an amendment to the Tahoe Area Plan, which is a major, major issue. I concur with Denise Davis on her point about time limits. I, too, have sat through these meetings where the developers are in control, and sometimes they don't even allow public comment, and they tell you to go to the website. Other times they do, but they cut off the conversation after an hour. So, this is very unfortunate. And it sends a strong message that they really are treating this as if they're just going to punch their ticket here and move on. When I go to district one applications, I see a list of these applications for special use permits and all sorts of things. I see they're referred to the Board of Adjustment or the Planning Commission. It is very difficult to figure out what they are about and what communities they are in. It almost seems as though the county doesn't want you to know where these things are. So please, it would be so helpful, rather than a complex number, and maybe just the name of the party requesting it, you indicate it's in Incline Village. It's in Verdi. So that would be of value to do. I would also concur that I appreciate the broader agenda of items that the CAB can discuss, for instance, the evacuation plan today. So those changes have been appreciated in this in this reform of the process.

Carole Black said thanks for this opportunity to make comments. I echo most of what's already been said and just want to add a couple of suggestions. The agendas have included topics important to the community, which is very much appreciated; I just want to be certain that the Chair can influence the agenda in a way that makes sense from the committee's perspective in terms of priorities to the community. It hasn't been clear to me who kind of controls the agenda, and to the extent it may, it is a Washoe County meeting with staff involved, which we very much appreciate the support of. But I do hope this committee and the Chair are able to have been able to and will continue to be able to effectively influence the agenda in a manner that will serve the community. Secondly, the presenters have typically been well prepared, prepared with helpful content, which is very good. However, meeting materials are not posted for review prior to the meetings, which hampers the community's ability to consider and prepare questions and comments. This is expected at other ongoing county meetings and should also be extended to the community in this venue. I did make the request that for this meeting, the materials be made available and was told by the staff that they don't receive the materials in advance. Well, I think that is a correctable situation, and I think we ought to be able to look at plans and look at them ahead of time to think about our questions and concerns. So that's the second suggestion. And the third suggestion is exactly what everybody was; several people have said the exclusion of formal review recorded recommendations for major development proposals from the CAB scope has, in my opinion, been a very unfortunate error. The neighborhood meetings with the developers can be informational, which is helpful and should continue. They have been in an inadequate poor substitute for formal CAB review. On some occasions, no community input is heard, or it may be allowed and then simply rebutted or questions ignored. The public received no advanced materials to study. And if there is an assumption that developers are incorporating community input, there is concern that this may be, at best, a variable finding. It is also warranted, at least in at least some recent situation significant proposal this community concern has made their way to approving body agendas as consent items. And that's without formal community input at those meetings. Therefore, I suggest that the CAB adjust agendas as appropriate to meet identified community items. Post meeting packets with presentations and copies of supporting materials in advance of meetings and reinstitute formal CAB review of development proposal with recorded recommendations formally forward is to applicable reviewing and approving body as I already suggested. Thanks very much.

Debbie Nicholas said first of all, I'd just like to mention that I appreciate Mr. Brown being here and accepting comments from the community and the CAB on the State of everything. The CAB I think, does a marvelous job. As a member of a CAB, I enjoy the presentations that we've had; I feel they've been very informative. I would echo most of the comments made earlier, and I will not reiterate them. I do think they're all good suggestions. It would be a very, very good idea if the CAB had more input from other commissions, the planning, and the development area. Because even if they're not voting, even if they have input, based on what the community says during their CAB meeting about a particular development, it would be helpful to make us feel as if the county hears us.

Diane Becker said County Manager Brown, we really appreciate you attending. And the fact that you came and asked for input from the community on improving the CAB procedures without us having to ask you show that you care about making this a viable vehicle for our community. And we appreciate it. And we appreciate whatever you can do with the thoughts that we've expressed here. Thank you for the opportunity.

Ms. Wilson said she wanted to address one of the comments concerning the 750 feet noticing requirement. That requirement is per NRS. That is the minimum amount that is

required for developers. However, our communications team, for anyone that signs up for districts one through five, is automatically notified of those neighborhood development meetings once they're posted. So, we have an automation system in place. We do encourage individuals to sign up for the district list. For Incline, it'll be district one. So, any projects occurring in district one, you may receive some that are in West Truckee or near the Arrow Creek area, but those get sent directly to your email. Additionally, we also post them on Next-door. So, we post them to the CAB or district area it affects. So, I just wanted to address that just to make sure that you guys are aware and to sign up if you haven't already done so.

5. WASHOE COUNTY TRANSPORTATION PLAN – Amy Cummings, Statewide Transportation Planning Manager, Parametrix, will present information and may request input from the CAB related to the study being conducted for the Incline Village and Crystal Bay area. (Non-Action Item)

Amy Cummings with Parametrix said I'm supporting the county and developing the Tahoe transportation plan for the Incline Village and Crystal Bay Areas. And I appreciate all of the very robust discussion we've been having about transportation throughout this meeting, especially the focus on the importance of safety. So, where we're at right now is getting ready for our public meeting and developing some concepts and some options to share with the community. So, we have is a good bit to go through today. And what I'm hoping for is your input on your thoughts on some of these different alternatives, whether they're things you'd like to see move forward, whether you think its terrible idea, just your feedback before the public meeting so that we can continue to refine this over the rest of the month. So, I'll start with the goals and go through some of those concepts. And then talk a bit more about the public meeting, which is scheduled for October 4. We did hear today that there's a potential conflict with the planning commission meeting on October 4, so we've got to figure that out. So. But we'll make sure that this group is updated if there's a change.

We had our virtual public meeting, which was live online for most of June and most of July. And we got over 250 comments through that process. So, we appreciate everyone engaging and providing their feedback. Some of the things that we heard over and over again where the importance of safety. So, as we started formulating the goals for this study that is absolutely at the top of the list, I think I have been reinforced by the comments you've shared with the committee tonight. Also, expanding connectivity, optimizing our mobility and parking, and strengthening community vitality through these transportation investments. I wanted to start by looking at multimodal connectivity, one of the topics we heard a lot about through our survey. And this is an example of an existing bus stop with some good features, although as we've heard, even the pedestrian-activated, rectangular, rapid flashing beacons are no guarantee, we still need our motorists to always be cautious and always be vigilant and looking for pedestrians. But these are some important features for connectivity and access to public transit. You have a crosswalk so people can get across the street and be visible to motorists, be aware and are intended to stop an accessible path to access the bus stop. And then, of course, in this case, we have a shelter, at least a level boarding area. We do have several bus stops we've inventoried that don't have that level boarding area for ADA accessibility. So that's one of the things we want to look for some of those opportunities to install those concrete pads where people can wait for the bus and be in a safer, more stable level location. In terms of big picture, pedestrian connectivity, so the bus stop access is sort of the very micro site specific but looking at the larger region we have received many comments about safety on the segment of State Route 28, between Incline Village and Crystal Bay, in particular, concerns about the lack of pedestrian bicycle access and a safe place to be as well as concerns about traffic congestion. This extension of the bike path is

already in the regional transportation plan. The next step for that would be to launch into the environmental analysis of what it would take to design that. So that would be the next step for Tahoe Transportation District, Nevada Department of Transportation, and Washoe County to start looking at. And I know parking demand was one of the topics we talked about last time. So, from the big picture regional perspective, when you have that connection from Incline Village, to Crystal Bay into California, and then ultimately the connection to Spooner as well, that will distribute some of that parking demands everything, so I wouldn't be focused on Incline Village for access. So that's the bigger picture. And this is one where I wanted to pause a little bit and get some thoughts from committee members if you wanted to share any. So, while we do have what would be a major project to construct that path all the way around to Crystal Bay, there are also some segments we wanted to look at within Incline Village that is smaller in scale but could have some benefit for the community to provide those connections and fill in some of those gaps in the existing network. Some of the ones we've identified to look out with be connecting over here to the Preston fields. On the west side of Incline Village. We have the middle school over here. We're on the east side of State Route 28. And then, a little bit farther along, there will be completing that connection towards the east side of Incline Village. And then we have pretty good path coverage around the loop of northward and southward. But there is this gap in the northeast quadrant, where there's not a path. So, I wanted to pause and see the perspective of this group. Are there particular segments that you would like to see focused on for potentially an early action, smaller scale improvement outside of the major connection to Crystal Bay?

Denise Davis said last night, I was driving, I was driving home from Raley's, and people are not aware that we do not have paths on both sides of our roads, streets, and highways. Last night, a group of about 10 people was walking on the north side of State Route 28, near where the 947 Tahoe Boulevard condos will be built. So basically, they're walking in the street, not realizing that the path that there's intended to walk on is on the other side of the street. So, my comment is, we can't even let people know the path that they're supposed to be walking on now. And I see this all the time, on State Route 28 and on Lakeshore Boulevard. We have visitors who don't use the paths because either they don't realize the path is only on one side of the street or there's not enough room for pedestrians and e-bikes and everything else that's going on the paths. Thank you.

Roxanna Dunn said I would like to object to the term 'multi-use path' because I do not regard the path that I see throughout Incline Village as adequate for multi-use. If you take a typical path, and you have your average two Americans are walking side by side, possibly carrying an ice chest between them, and with at least one animal or child under a loose control, you're not going to be able to get around those very safely on a bicycle. It's just these paths are much too narrow for bikes and pedestrians. I think we are deluding ourselves into thinking that we are adequately meeting both of those. I ride my bicycle a lot. And I almost never use any of the paths. I only use the cut-through behind the middle school because it's rarely traffic. But all the other ones I regard are not useful for both bikes and pedestrians. Another issue that needs to be addressed while we're considering expanding them is maintaining them, particularly in the winter, because they are not plowed. And last winter, when we had a huge snowstorm, I think in December, I saw like eight people walking on the inside of the berm of snow that had been plowed off to the side of 28 while those of us in cars were trying to navigate the narrowed street and it was just a horrible situation. So, I appreciate that you're trying to expand this, but I don't think we can think of these as multi-use paths.

Judy Simon said not to repeat what the other folks have said, but I'm a little confused by the map that is on the screen right now because you mentioned Crystal Bay, but I don't see any

Crystal Bay on there. It looks like a map of Incline. Ms. Cummings said you're correct. The previous map showed the Crystal Bay segment; however, due to the complexity of an extension in that area, it's going to be a pretty significant undertaking which is why we wanted to see if there were opportunities for a smaller-scale improvement that could potentially be done sooner within Incline Village itself. Ms. Simon said it's very narrow, between crystal Bay and Incline, and there are a lot of hazards to cyclists and drivers. And I do see pedestrians there once in a while, but it's not a path I would care to walk on at all.

Chris Wood said I'd like to harken back to what Roxanna said about multi-use on these paths. I think it's a discussion we've been having about E-bikes on paths and the risks to pedestrians on those paths. I see it a lot on the Lakeshore path, which is not highlighted here and is not a concern. It's a wonderful path. But it does bring up the problem of multi-use. And E-bikes are particularly threatening to pedestrians, as well as bikes. Frankly, I used the road bike an awful lot. I always stayed on the road and went with traffic as is the requirement, at least in California, where I did a lot of that bike stay on the road. They're considered vehicles, motor vehicles. And this should also apply to tourists renting bikes at the Hyatt, pedaling down Lakeshore, and going on to the east side trail. I don't know how they sort things out on the east side trail, I tend to avoid it because of the amount of traffic but this is a major question. And we've been kicking it around a lot in this forum and others about what multi-use means and what it should mean for safety. So, I think that needs to be on your agenda, Amy.

Ms. Becker said on the bike path extension that if you do it into crystal Bay, I want to ensure that everyone is looking at what is happening to the current multi-use path coming to Sand Harbor. They are now doing construction because it's already crumbling on the hillside after two years. And in looking at how they're doing the construction, I don't feel they will be redoing it in another two years because we were looking at why they weren't going deeper, why there wasn't rebar. And basically, if you're going to do the crystal Bay bike path, it needs to be looked at carefully in terms of the longevity of the bike path that has already been built for the three miles or so from up to Sand harbor. Also, on crosswalks. If you could look at the crosswalk flashing lights that are at the corner of Lakeshore when it goes into the 28th. Right, right by the multi-use Path. No one who is driving sees those people constantly zipping through, and then the people crossing are assuming that someone's going to stop. Those lights are too small, or they're really not safe. I have never seen such small lights. And I know that I've seen several people nearly hit there. And lastly, on the multi-use path on the dangers. Because of the summer, I spend my time walking either the village or multi-use paths. And with what everyone has said, I want to reiterate with respect to the concerns about the E-bikes, which are very wide. If you look at how wide the handlebars are, they're being written by people who don't even know what they're doing, except for the speeders who like really know what they're doing, but there's going 45 or 50 miles an hour on that path. And so, there's a dangerous condition that just needs to be looked at with rules. Simple rules like mandatory bells on bikes that people can ring. I think that if you're putting this together, we should get something going that is as safe as possible.

Helen Neff said Amy, thank you for all your work. I am so in favor of making our streets Complete Streets, which means that they work for vehicles and pedestrians and cyclists, I hear what everyone is saying about shared paths, and that does need to be addressed. For me, the situation is we would love to encourage more people to walk to businesses and other functions along State Route 28. But who wants to walk when the average speed limit that people are going to is 45 miles. And so, we need your help and cooperation with NDOT to have that address. They did a study it was done before the pandemic; we know that traffic has increased, and we know that speeding has increased after the pandemic. I think the 85th

percentile of speeding was 42 with a speed limit of 35, and NDOT thought that was acceptable and shouldn't be changed. And also, the crash data for that section that you're talking about on 28 is over 3.0 per million vehicle miles or cars or whatever the equation is anyway, it's equivalent to an urban freeway, not a road going through a rural community. And then just one other thing on the bus stop example that you showed outside of Raleys that you said it was a good bus stop example. That is where a woman was hit in the crosswalk hit and run over. And the issue is the flashing lights are only in two directions on 28 and not in four directions, so people coming out of the released driveway and the other driveways don't see a flashing light. It's the same issue as what Diane was talking about, besides the lights not being visible. If you're on Lakeshore turning left, you don't see a flashing light. You don't have a signal on you using flashing lights. We're not talking about a crazy expense here. But just adjust the light so that all drivers know to watch for a pedestrian.

Ms. Cummings said I appreciate those comments. I've been doing my best to take notes as each of you has been speaking. So, we certainly will be incorporating this feedback. But there are several other areas where we want some input from you. This is what I wanted to highlight. NDOT, as you know, was working on its pavement rehabilitation project. And one of the intersections that rose to their attention in terms of having some safety needs is the Pinion Lake shore intersection. So, this is when they're looking at whether there are some short-term improvements they can make with signage and striping as part of the repaving that will happen next summer. And then looking also at some other longer-term improvements that would make sense for this intersection. And this is one that we received several public comments about safety concerns. And as you can see here, there are some opportunities for bus stop improvements. The signalized intersections at Northwood, Southwood, and Village also had a lot of comments in our survey. We have a lot of requests for lengthening the pedestrian signal phase and safety concerns, as well as traffic congestion and the bicycle-pedestrian connectivity around these intersections. RTC Regional Transportation Commission of Washoe County is currently working with NDOT and Washoe County, to look at the signal timing here. I understand they were out actually last week. And we're adjusting the signals so that they can all be synchronized within Incline Village. So hopefully you'll be seeing those changes as you're out driving around. NDOT let us know that as part of the pavement rehab project, they will be replacing these traffic signals. So, we'll have you know that current technology is operating at these signals next summer. As part of the project, NDOT will be upgrading the curb ramps to meet ADA compliance. We've already talked about this intersection a good bit tonight, and I wanted feedback from the committee members on some options we wanted to look at. So, this is the eastern Northwood Southwood intersection. And the pedestrian crossing challenges here have been brought up here, the high travel speeds. So, we wanted to look at some options to make the safer, calming traffic. That's one of the recurring themes that I've heard everyone talking about tonight. It's certainly something that the transportation plan team is focusing on significantly. So, one of the options would be to upgrade, or basically, keep the existing configuration but upgrade the flashers, the crosswalk, install a median island refuge area to provide a little bit of a barrier, and hopefully get cars to slow down a little bit. That's one of the benefits of having that midblock area where you can step out of the flow of traffic. This will be included in that paving project next year, so the crosswalks will also be repainted as part of that process. We think that those are paving the bus stop, so here's another area where there's a dirt shoulder with the bus stop. So having that safer area and making pedestrians more visible, or when they're here, we'd have a lot of benefits in the near term. Some of the longer-term concepts we could look at our pedestrian over crossing and reconstructing the intersection to align more at right angles. The way they recommend, today is just potentially confusing and limits visibility. And a roundabout is a solution that could be effective in slowing cars and calming traffic and is one that, for the longer term, we would like to look at,

so this is another spot where I'd like to pause and get some ask for some feedback from members of the committee.

Mr. Wood said so about this east side Southwood/Northwoods connection which we have this slide up on right now. And thank you for that slide I think the roundabout is certainly something to consider because it would slow down as you suggest, and then also it would resolve problems at that intersection, as you say is somewhat confusing. It is. I use that intersection in all directions, so that's basically my experience. I think the pedestrian overlook would be aesthetically unpleasing and doesn't solve the speed problem of people cruising 40 miles per hour. I think people need to be slowing down as they enter the town center, and something like a roundabout would be a good idea. Then finally, a question. What's with the lights hanging over the intersection that never functions? What is that about? How did that come about? Ms. Cummings said the signals here are supposed to be pedestrian activated so you're saying they don't flash when you hit the button? Mr. Wood said I've never seen anybody be activated, and I wonder if they're activatable or whether anybody knows that. But anyway, I've never seen him activated. Helen seems to have an idea about that. Ms. Neff said they work intermittently. I use that intersection a lot, and they work sometimes, but some people stop for them, but they are not visible from Northwood, Southwood only on 28. Ms. Cummings said that's a good point.

Ms. Dunn said I would like to enlarge on what Helen just said about the flashing lights or outside crosswalks. So, if you punch the button, you cannot see if they have been activated. And the response of the traffic is pretty iffy. And so, you sort of take your chances stepping out into that intersection. So that's one issue. I use this as a cyclist. And if you look where the pedestrian button is, it's near a telephone pole and between a telephone pole and a white sign that says something. So, on your bicycle, you now have to turn from south to west so your bicycle was reoriented, punch the button back up or turn your bicycle around in that path and come back over to the sidewalk. So, I have totally given up ever using the pedestrian lights there. I would love a roundabout there; a roundabout would be great for bicyclists. But roundabouts are very iffy for pedestrians. So, the challenge continues. But I do appreciate you're paying attention to this intersection.

Ms. Becker said Helen Neff introduced me to the Safe Streets program and many other statistics. And one of the things that she sent to me that I'd appreciate you're looking at Amy is when they're setting up the timing on the signals, there's a recommendation that the No-walk icon has a delay of several seconds before the signal facing the cars from the other direction can start to drive. This is so that those people who are a little slower, have enough time to get across the street, especially since we have an older community. The other thing is the idea of extending the time for walking across the 28 is really important.

Ms. Cummings said I really appreciate this input. And I think we could spend about two hours here discussing all of these. Fortunately, we will have plenty of time at our public meeting. But I will move through these next ones. I'll go through all of them. And then, we can take some more public comments at the end if that is agreeable for the committee because this is another one, I would like to have input on. Two intersections that got a lot of comments in our survey were on Village at Northwood and Southwood, with the concern being village doesn't stop; people are going very fast. If you're trying to cross the street as a pedestrian, it's a very wide pavement area you've got to get across. So that combination is just was flagged as a safety concern. So here, again, we want to look at a range of options. The four-way stop was requested in multiple comments. A roundabout could potentially be an option to look at for these as well. Or trying to reconfigure, with traffic calming in mind, the intersections with striping so that you're necking down. And you can have some curb extensions as part of this

in areas where it makes sense, and it's feasible to construct so that you're just necking down the pavement a little, which tends to slow cars down when they have less room to maneuver freely. And that's what we want to go for is just having cars slow down a lot more and pay more attention. So, these are some options.

Ms. Becker said if anyone wants to write suggestions on these things, they can just send them directly to Amy Cummings since we don't have enough time. So, we can all feel like we can get you the input.

Ms. Cummings said that would be great, and we'll make sure everyone has a copy of the presentation. Because again, we had so much we wanted to dig into the weeds here. Parking is another one of the other hotspots that popped up on our survey is Country Club and Village, so near the lake access, and in particular the erosion, you see folks parked in the ditch. And in many cases, drainage channels where improvements were made to reduce sedimentation and having people park damages the infrastructure. So, we're looking at a combination of installing for no parking signs, so people understand where they're not supposed to park, maybe paired with some education on why they're not supposed to park there. I think if they understood that they were damaging water quality, they would think twice about it. Also, TART connects is a free, convenient service, and probably a lot of folks are just a little unsure of how to use it. So, I think with some education and marketing, we can continue to get the ridership up for TART Connect as an alternate to driving. And again, I will welcome your comments. This was a consideration to potentially add some more on-street parking without adding more pavement. And that's to take the segments between Country Club and Village and turn it into one way and have on-street parking on the other side of the street. So, we understand that this is done temporarily during some holidays. It would take some additional wayfinding signage and messaging for folks to find out how to navigate a different circulation pattern, but it could provide some more parking, which can be paired with restricted parking and other areas. Similar concerns here on Northwood and McCurry. And here, a lot of the comments were focused on folks parking and blocking fire hydrants trail access and things of that sort. So again, we can create or better utilize some existing parking in the region by making clear where people are supposed to park and where they are not and understanding what shared parking lots we can create and better utilize. Right-of-way, we've also heard a comment earlier in the public comment session. But here, the comments were largely focused on parking and there not being enough parking for residents in that area.

The desire is to work out the bigger picture of the region. So are there opportunities for parking rides, shuttle service, or expanded transit to capture folks at Mt. Rose in Reno before they get into the basin. We do receive some other comments about emergency evacuation, which, again, we heard your comments today as well. Construction traffic and parking, the condition of pavement marking faded. Signage is confusing, where you can park and where you can't park, speed limits, and a few other things. And then parking

And main streets, I just this is just a nod to recognizing that the main streets initiative is underway, we want to make sure that's highlighted in the study to get it the community benefits of traffic calming and improving the transportation system. And I mentioned our public meeting would be at the Parasol room at 948 Incline Way.

Ms. Becker said Amy, could you send a copy of your presentation to the CAB, and we will put it up on CAB website so that people will write in comments that they have. Thank you. That was an excellent presentation.

Aaron Vanderpool said yes, I know we're short on time. I just wanted to know if Mr. Brown is still listening to give some input. I originally started attending that CAB meeting between five and 10 years ago when I learned about him because Washoe County came in and filled in the ditch along Oriel when we had been trying to line it with rocks to prevent parking and making it dangerous from blocking the exit to our driveway. And it would have been nice to know about that project before they did it. So, we could have given input, and I have a lot to say, but I'll narrow it down to one of the biggest things irritating me. I see all this stuff about improving pathways around Incline. But law enforcement constantly told me that they don't have the resources to enforce the existing around my neighborhood on Oriel. And there's always talking about increasing parking, but there's also increasing parking in terrible places, next to bedroom windows; we are being treated extremely unfairly when you have Lakeshore and all these wealthy neighborhoods. More recently, I've been noticing them putting rocks to prevent people from parking outside their houses, while our street is just a parking lot, and our entire neighborhood is a parking lot with noise.

Ms. Neff said thank you, Amy, so much for everything you're doing. I think you know that the October 4 date conflicts with the Planning Commission meeting, where the application to amend the Incline Village commercial zone is supposed to be addressed on October 4. Thank you for getting that all straightened out. And also, with NDOT, there's no conflict for people interested in both, which I think is many of us.

Carole black said I just want to make one suggestion. This is a very complex undertaking. And I think it potentially cries for a working group. I was a consultant for years. This is not an opportunity for input, in my opinion. I think I'm sure you're working with a team, I would hope you are, but you're still kind of off doing it. And I think this cries out for a community working group that can collaborate with you around key recommendations, initiatives, etc. So, thank you.

6. TRAFFIC, PEDESTRIAN, PARKING SAFETY AND CONTROL – Dave Solaro, Assistant County Manager, will present Washoe County's traffic calming policy as adopted by the Board of County Commissioners and how it operates with speed controls and signage. Other updates will include street closure map, schedule of painting crosswalks and other roadwork. (Non-Action Item)

Dave Solaro said Assistant County Manager, glad to be able to come and talk with everybody about what is going on, specifically the Incline Village and some of the concerns we've heard throughout the study. So, as you heard from Amy, I'm working with Amy on this. We have some technical advisory committees that have been working through some of these things we heard from the community. As you can imagine, I think Ms. Black mentioned this is a very complicated topic. It is not just a complicated topic in Incline Village; it is a complicated topic throughout Washoe County, the State of Nevada, and across the nation. There are so many competing interests in the work that we do. The competing interests between congestion and speeding. You would think that we would show clearly one or the other in our survey from the community on Tahoe Boulevard. That was probably pretty even. There's too much speed there. There is too much congestion on Tahoe Boulevard, so the two don't go hand in hand. But what I really wanted to talk with the group about tonight is roadway safety in the unincorporated portions of Washoe County specifically. So, I just want to generally give you some information on who performs the roadway maintenance and what you can do about traffic calming and Speed control when you have concerns within your own neighborhood.

So, there are two entities within Incline Village. Road maintenance on roadways, we have route numbers 431 Mt. Rose highway and State Route 28, Tahoe Blvd. Those are both maintained by NDOT District Two, down out of Reno. District two is large; it includes all of Washoe County, our neighboring counties, and a lot of Northern Nevada, Carson City, and Douglas County. And so, they've got a large area to maintain, but they do maintain the roadways of an Incline Village, I went ahead and provided the information here, and I've asked for Alex to provide this slide presentation to you all as well, so you've got these phone numbers. But if you see maintenance necessary and maintenance needs along either of these state routes through the Village, please give me a call. And they'll create a work ticket and prioritize and try and prioritize that work to be done with their crews. Not to create excuses for anybody. But as you can imagine, road maintenance workers these days are hard to come by, not only for NDOT but also for Washoe County. And so, we are still trying to adjust to the new norm of trying to fill these positions. As you can imagine, with the construction moving as it is in the region, maintenance workers can work for a construction company, probably twice the pay that we can provide for those workers, either at Washoe County or NDOT. And so, our supervisors are having a hard time trying to define what their workload really looks like and how to prioritize the work that needs to be done as we get out there. And that's just a plug for NDOT and Washoe County is trying to ensure that we have the workers to do this. I'm sure you're also experiencing some of those slowdowns in local restaurants. But for the local roadways, that's basically everything other than State Route 431 and 28. Washoe County is the maintainer of those roadways. The best way to get ahold of service through Washoe County is to call 311 As pointed out earlier, or call the roads line Direct, which is 775-328-2080. And we do create a work ticket for every phone call to prioritize that work to be done, whether it's filling a pothole, doing striping, or sign maintenance, as Amy pointed out in her presentation, or at least it was on one of the slides that were pointed out. But we do have roadway maintenance for striping that occurs every spring in Incline Village because the snow season is so rough on the paints that we utilize on the roadways, and so we do all the long line striping as well as all the stop bars and pedestrian crosswalks every year. This year, we were a little stunted, able to get up and get these things done for a couple of reasons. Apologize to Miss Neff for the runaround think was occurring, it wasn't intentional by any means. Certainly, we take all those calls to 311. And it really does prioritize the work. It pings weekly in my inbox to ensure I get those tickets taken care of. So, a couple of things to help you all is in Incline Village. We have the 'where's my plow website.' And so, this is an interactive map on our website. This will be provided to you, and there's a link in there. When our plows are out in the wintertime, it shows where they are and how long ago, they were in the different neighborhoods and roadways. This is a very helpful for us to make sure that we're capturing all of the Incline Village. Additionally, we get calls in from the residents saying the plow needs to come by because the depth of the snow is getting deep. It's a way for us to be able to understand when the plow was there last in real-time on the ground. We also have our construction websites. This is a website will tell you all of the different roadway construction that is going on in the area, whether that's from our overlay projects or our water quality projects, but we also linked to all the other government websites. So RTC is doing some work up in Incline Village, Department of Transportation. We hope in the future that we'll be able to get all of those together on one website so you only have to click on one map. Traffic calming and speed control is the next item. One thing I want to point out anytime I give this presentation is that on all roadways, it is really up to every citizen to have a duty to be mindful of speeds on those roadways. Safety is really number one, and safety as a behavior. We have laws in place, speed limits, and those types of things. Nevada is a no-fatality state; we hope to get to zero fatalities. Its driver responsibility causes us to be to the point where we have to talk about safety on our roadway. So, I just like to point out that it's everybody's duty to be mindful of speed and safety. Again, though for speed control. The State of Nevada, again,

the state routes, any the speed control items, you can provide those to District two, as well, 775-834-8300 and create a ticket for their engineers then to look at some of those safety issues that are on those roadways, or local roadways. Again, we have 311 Washoe County has a traffic calming policy. So, if you believe you need traffic calming within your neighborhoods, whether that speed humps, radar feedback signs, lowering or increasing the speed limit, you can contact Washoe 311 and they will provide you with a request form. That request form can then be filled out, and it goes to our roadway engineers and the Sheriff's office so that we can talk about necessary solutions based on the policy we've got at the county. Obviously, speed control is an enforcement issue so the Washoe County sheriff's office can be reached either through Washoe 311 or their substation number listed.

So, in December of 2019, Washoe County Board of County Commissioners approved a policy for our residents to create a straightforward process for requesting traffic calming or traffic engineering. The policy is a deliberate and consistent method to evaluate requests from Washoe residents; we noticed that we would get a request from a resident in one area and based on certain circumstances, an outcome might be different than that same request in a different area. And so, we wanted to make sure that this isn't understood why that occurred. So, we've created a process whereby we have this feedback loop through the person that is requesting the information. Because really, at the end of the day, safety is the importance for all the roadway users, as we've heard of tonight, not only the pedestrians and bikers, the motorists, the visitors, and the residents, but it's important for our engineers and planners and decision makers. And as we incorporate the best practices into the design and operation of our roadways, we can make a difference. You're seeing that with the traffic plan that Amy is working on, we are starting to make a difference in understanding the needs and putting some of those things in place on the road. So again, that traffic request form is really easy to do. And you can request that from washer 311 to via a phone call, or you know, it's really just your name, address with what street, a way to get in touch with you, whether you're willing to be a point of contact for the project, and then really what the issue is that you're seeing. And then our policy helps guide us through utilizing the best practices to make sure we're making the right decisions. As you can imagine, the Manual of Uniform Traffic Control Devices is what Washoe County's policy is for traffic control. So that governs everything from signage to roadway widths and other things on our operating roadways; we want to make sure that we're consistent. So, if you all travel from Incline Village to Austin, let's say you should generally accept that the roadway safety in Boston is going to be roughly the same standard as we have in Washoe County. That way, when you go to Boston, you're not confused that the signage is different, the striping is a different width, or a different type of pavement. Configuration, we all try to make sure that there's a standard nationwide, so we've got to balance our needs against that as well. One of the other things that we do, specifically Incline Village, is when we talk about speed control on some of our roadways, we have some issues that are a little bit different than other areas of the county. So, when we put in a speed hump, we've got to take into account travel times for the fire district, we've got to take into account what that's going to look like for snow plowing, the damage is going to occur there. And we balance all of those things against the safety of the traveling public. So, we want to make sure the public is safe. If there's another way, we can do it. And that's where Amy's looked at a few things, more enforcement, those types of things, narrowing down the roadways, those are certainly viable options as well. So, when you put in a request through this process, you may request a subpoena. But it may not be fulfilled in quite that way, only because of these other effects. But we do take all of this information seriously. And we will meet back up with the person who puts their name and phone number on this form and make sure that you understand and know where that traffic request has gone and what the decisions behind that are. So, with that, I'd like to turn it back to you, Chair. See if there are any questions. I hope that I've covered enough. But there are certain things that

certainly, if there are questions, I would like to answer those.

Ms. Neff said I just do want to thank Assistant County Manager Solaro for his help in getting our crosswalks finely repainted. They look great. Hopefully, they will last more than a year. I didn't want to elevate it to that level. It's actually Commissioner Hill that did it. But thank you so much for taking care of it. And I understand the problem with finding enough people to do it; it was just not getting clear information. So, thank you for just getting the results. I appreciate it.

Ms. Becker said I would like to really thank you for giving us all the numbers to contact. And now, many of us know where to go when we have questions instead of bothering you, and thank you.

Ms. Julian said thank you for staying so long. Could we have a presentation on exactly where this accident data resides? Because the community has trouble finding out how many times do these crashes happen? And we're told that NDOT has some information, and the county has some; it would be helpful to really understand where the information is. It would be even better if it could possibly be consolidated that data on a yearly basis. Thank you.

Mr. Solaro said so interestingly, I sit on a technical advisory committee for TRPA, where we're looking at the reduction of vehicle miles traveled. And so that is a struggle basin-wide in trying to make sure that we get all of the crash data, timely, and in the same format. Right now, it's kind of apples and oranges between us in Nevada and California. So, when I looked at the data, I was astonished to see that our section of State Route 28 and South Lake Tahoe section of highway 50 had much more accounted-for crashes than the California section. And it's because of they were counting things differently. And so, this is a basin-wide issue that TRPA is identifying. So, we're trying to work through a process to ensure we get that that certainly request is heard loud and clear; I think it is important to make sure that we are counting those things consistently. And I know that the Sheriff's office takes those and tabulates the data, and are actually in Nevada State Police doing the same thing. But I'll see if I can work through a process and figure out how to get a better dashboard. I'll work with Captain Solferino to see if there's some way that we can do a dashboard for the data we've got at least on unincorporated streets versus the highways. Thank you for that question.

Ms. Black said again, complicated issues, complicated problems. And it's really nice to hear about the efforts that are being made to address them. It's interesting that you mentioned Boston. That's my hometown, actually, a suburb was my hometown. And I can tell you that I don't recall any busy roads similar to 28. With a lot of pedestrians needing to cross it in the vicinity where I lived, I can't speak to the whole area. Kings Beach has managed to get crossing helpers out there on 28 during busy parts of this summer because I see them occasionally when I drive through there. I can't tell you how much difficulty they had getting them; whether they're volunteers or paid, I don't know. But there are people there helping people navigate across. So just a thought, at least for this very busy summer. When we get back into these very busy times, it might be helpful to even consider things like that. And I'll say it again to you, which I said before, a working group, a user group of people in the community, you hear a lot of concerns. I have no idea how the volume measures up compared to what you hear from other parts of the county because you're dealing with the whole county. But if the numbers in the volumes and the accident rates are such that it can be justified, I would suggest thinking about some ongoing process. I don't know how long Amy will be with us, but it's some sort of ongoing process to really get our arms around what would have been long-standing and significant concerns. Thanks for being here and listening.

7. CAB BOARD MEMBER/BCC NEWS AND ANNOUNCEMENTS — This item is limited for announcements by CAB members and Commissioner Alexis Hill only*. (Non-Action Item)

No comments

8. APPROVAL OF MINUTES FROM PREVIOUS MEETING JULY 5, 2022 (for Possible Action)

MOTION: Diane Becker moved to approve the minutes of July 5, 2022. Judy Simon seconded the motion which carried unanimously in favor.

9. GENERAL PUBLIC COMMENT —

Kathie Julian said I'd like to request the CAB to consider on the agenda for the next couple of months, e-bikes, and the use of e-bikes on our multi-use hats. Many of you may know that Pam Straily, a valuable member of our community, was riding a road bike on the Truckee River Trail last week and was hit by what appears to be an e-bike. She's in the hospital. She had many broken bones and a concussion. I followed up with the Tahoe City Public Utility District that manages that area. And I learned today that class 2 and 3 e-bikes should not be on that trail. I think this raises an issue of what types of e-bikes are allowed on our multi-use trails; what kind of enforcement is there? What kind of signage is there? What kind of monitoring for crashes? We can figure out if we have a problem with using e-bikes in Incline Village and Crystal Bay? And how can we best regulate that?

Corey Solferino said I just wanted to make a couple of announcements and a couple of shout-outs to all of you. I've been up in Incline for about 19 months now. And I just want to thank everybody for all of your collaboration and work. I know there are a lot of issues that we felt like we've tackled, I know there are a lot of issues that we've fallen short on, but together I'm confident we can get there. So, with the assistance of Commissioner Hill and Manager Brown, Assistant Manager Solaro, and all of your input from the community, your comments are not falling on deaf ears. And I just want you to know at the Sheriff's office, we are taking those comments to heart. So, whether it's pedestrian and traffic safety, enforcement, or crash data on State Route 28, 431, and the unincorporated areas of Washoe County, you guys do have our attention, just for food for thought. California doesn't report accidents like Nevada, so I will work with Assistant County Manager Solaro to get that data. All of our data for traffic accidents are from accidents that law enforcement responds to. That doesn't account for non-injury accidents where the parties exchange information and leave. Those are not reported to the State. But every officer that's dispatched to an accident fills out what's called the DP 45 form that goes to the State. So, I'm confident that we can build a dashboard and at least between the state police and the Washoe County Sheriff's Office and report that data on another night. I just wanted to announce to everybody after a three-year hiatus, we are bringing back the Washoe County Sheriff's Office-sponsored community picnic. It will be on Saturday, October 8, 10-2. We will have all of our county representatives from law enforcement, fire, NDOW, Coast Guard. I'm working with our Support Specialist Tiffany Clements to reach out to all of the nonprofits in the area if they would have any literature and or information that they want to share with us at Aspen Grove on that day. We would love to have you guys out there, so mark it down on your calendars. Inclined community BBQ picnic sponsored by the Sheriff's office at Aspen Grove on Saturday, October 8, 10 a.m. to 2 p.m.

Chair Becker announced next CAB meeting topics and thanked everyone for attending and

providing input.

10. ADJOURNMENT – The meeting adjourned at 7:00 p.m.

DRAFT