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**Sent:** 6/25/2024 12:52:18 PM  
**To:** Public Comment <PublicComment@trpa.gov>  
**Subject:** Public Comment for June 26, 2024 Governing Board and Committee Meetings  
**Attachments:** [2024-06-25 TRPA Governing Board - Transportation.pdf](#)

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Please see attached. Thank you!

*Helen Neff*

*Crashes are not Accidents. We can prevent crashes.*

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June 25, 2024

TO: TRPA Governing Board

Re: Public Comment on Transportation Issues

Thank you for this opportunity to highlight some TRANSPORTATION concerns on the agendas for the June 26, 2025 Governing Board and Committee Meetings.

Note: bold type added for emphasis

2024 REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY  
TRANSPORTATION ANALYSIS AND RECOMMENDATIONS REPORT

- Regional VMT Threshold (page 120/121)
  - The report reads: The initial threshold categories and standards were adopted in 1982 and established goals for restoration and environmental quality in the Lake Tahoe Region. In 2021 a tenth threshold category “Transportation and Sustainable Communities” was added, under which a single threshold standard was adopted: reduction of annual average daily VMT per capita. Also referred to as “TSC1”, the annual average daily VMT per capita **must be reduced by 6.8% from 12.48 VMT/capita, the 2018 baseline, to 11.63 VMT/capita, by 2045**. The standard provides a robust measure of the success of the integrated transportation and land use vision of vibrant town centers connected through a walkable, bikeable, transit-friendly transportation system.
  - TOTALLY AGREE but ... a VMT goal reduction of 6.8% over 30 years, is **not too much of a challenge**. Can you raise the bar? We have far too many cars on the roads ... we need safe roads for bikes and pedestrians (**remember Vision Zero?**) and less cars will help achieve that!
- Figure 1-3: Population and Neighborhoods Served by Frequent and Basic Service (pg. 125 of packet)
  - Beside frequency and basic service, **is anyone questioning why there is no transit option to connect the North Shore of Lake Tahoe with the South Shore?** This might be a critical key to reducing VMT's.

- Table 2-1. 2023 Tahoe Region Bicycle Level of Traffic Stress Lane Miles (pg. 131 of packet)
  - Important to note that 55.25 miles of Class 1 shared-use paths are included in the 80.33 miles of BLTS 1 leaving **only 25.1 miles of BLTS 1 Region-wide.**
  - This is a tiny portion of road that is low-stress for bicycle riders and must be increased to encourage people to use bicycles rather than cars for transportation.
- Table 2-2. Pedestrian Experience Index Region-wide and in Town Centers
  - There is much more work to be done to make our town centers truly “walkable.”
  - Adding higher buildings or mixed development requirements do not make town centers “walkable.”
  - **Please require all town centers to adapt Complete Streets policies so that they are re-designed to accommodate vehicles, pedestrians and cyclist safely.**

#### TRANSPORTATION FUNDING LANDSCAPE BRIEFING

- Why is the Washoe County contribution to investing in transportation improvement such a small percentage?
- Why is there a lack of funding for pedestrian capital projects? **How much of the small amount listed for Washoe County (\$1,957,000 from the State) is actually going towards improving the pedestrian experience in the Incline Village Town Center?**

Thank you for your work on seriously reducing VMT's, improving the bicycle and pedestrian experience and requiring Complete Streets policies and improvements for all town centers.