

TAHOE REGIONAL PLANNING AGENCY
TRANSPORTATION COMMITTEE

North Tahoe Event Center
Zoom

February 28, 2024

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Member Hoenigman called the meeting to order at 9:43 a.m. on February 28, 2024.

Members present: Ms. Bowman, Mr. Bass, Ms. Hays, Ms. Hill, Mr. Hoenigman.

Members absent: None.

I. APPROVAL OF AGENDA

Ms. Regan stated there were no changes to the agenda.

Member Hoenigman deemed the agenda approved as posted.

II. APPROVAL OF MINUTES

Ms. Hill made a motion to approve the December 13, 2023 Transportation Committee meeting minutes as presented.

Motion carried by voice vote. Mr. Bass abstained.

III. ELECTION OF VICE CHAIR

Ms. Hill nominated Mr. Bass to be Vice Chair of the Transportation Committee.

Public Comment

None.

Ms. Hill made the motion to elect Mr. Bass to be Vice Chair of the Transportation Committee.

Ayes: Ms. Bowman, Mr. Bass, Ms. Hays, Mr. Hoenigman.

Absent: Ms. Hill.

Motion carried.

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IV. DISCUSSION AND POSSIBLE RECOMMENDATION FOR ENDORSEMENT OF THE VISION ZERO STRATEGY

Associate Transportation Planner, Rachael Shaw, presented the Vision Zero Strategy. The Vision Zero strategy is aimed at enhancing transportation safety for all road users within the Tahoe region. Ms. Shaw emphasized the strategy's overarching goal of achieving zero fatalities and serious injuries by 2050, aligning it with existing regional transportation plans and state/federal safety objectives. She provided an overview of TRPA's role in safety and highlighted the significance of Vision Zero in addressing the region's transportation challenges. Ms. Shaw presented nine years of crash data, illustrating the human impact behind the statistics and emphasizing the need for continuous improvement. She discussed the development process of the Vision Zero strategy, including stakeholder input, crash data analysis, and equity considerations. Ms. Shaw introduced the safety countermeasure toolbox designed to assist local implementers and identified priority project locations based on crash data and community feedback. Additionally, she outlined proposed strategies for TRPA's involvement in safety promotion and highlighted engagement efforts, such as stakeholder meetings, community events, surveys, and public comment periods. Ms. Shaw concluded by emphasizing the commitment to ongoing data updates, progress reports, and integration with future regional transportation plans.

Committee Member Comments

Mr. Bass expressed appreciation for the Vision Zero strategy, acknowledging the importance of addressing safety issues despite TRPA's focus on Lake Tahoe protection. He highlighted the significance of improving safety in South Lake Tahoe, citing pedestrian fatalities as a pressing concern. Overall, he commended the efforts to enhance safety within the region.

Ms. Hill commended the team for their work on the Vision Zero strategy and expressed interest in supporting counties in applying for federal safety grants. She inquired about TRPA's role in facilitating counties' access to funding opportunities, particularly in implementing Vision Zero safety recommendations. Additionally, she mentioned pushing her county to utilize funding opportunities available through the Washoe Tahoe transportation plan. Overall, she emphasized the importance of TRPA's role as a catalyst in securing funding for counties to implement safety initiatives.

Ms. Shaw affirmed the importance of funding opportunities within the Vision Zero strategy, noting that potential state and federal grants are outlined in the strategy's appendixes. She emphasized that the strategy enables local jurisdictions, including counties and cities, to become eligible for grants such as the Safe Streets and Roads for All grants, which require a Vision Zero plan for eligibility. Additionally, Ms. Shaw highlighted that if TRPA has a Vision Zero plan in place, it allows counties and cities to apply for funding using TRPA's plan, thereby enhancing their eligibility for funding opportunities.

Ms. Hill expressed gratitude and suggested a reminder to be sent out regarding funding opportunities related to Vision Zero. She inquired about the possibility of utilizing existing resources to disseminate this information to relevant staff members involved in safety initiatives, emphasizing the importance of ensuring that all stakeholders are aware of these opportunities. Ms. Shaw confirmed staff would follow through on Ms. Hill's suggestion.

Mr. Hoenigman raised a question regarding public comments suggesting that private projects

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may not adhere to the same safety regulations as public projects. He sought clarification on the process private projects must undergo and how it aligns with safety regulations. Specifically, he singled out the mentioned discrepancy and sought to understand its integration into the broader safety framework.

Mr. Hester responded by acknowledging the need to integrate Vision Zero principles into TRPA's permitting process. He mentioned the plan to reexamine the permitting process to ensure that Vision Zero considerations are taken into account when issuing permits. This involves evaluating projects based on Vision Zero principles and making adjustments to TRPA's code where necessary to enhance safety measures. Mr. Hester emphasized the importance of this effort, citing the example of driveway design as a key area of focus. He highlighted that this initiative signifies a deliberate effort to revisit and potentially revise TRPA's approach to safety to align with Vision Zero goals. Additionally, he noted that applicants can also propose safety measures beyond those outlined in the Vision Zero toolbox.

Public Comment

Ellie Waller raised several points during her comments. First, she inquired about whether there will be a separate published implementation plan to help the public understand how the strategy translates into actionable deliverables for local jurisdictions. She also expressed concerns about user conflict and the prioritization of safety, particularly regarding slip lanes. Additionally, she suggested that Carson City should have a representative in discussions about transportation issues, citing concerns about unreported safety issues on Highway 28 and the need for broader representation. Ms. Waller emphasized the importance of addressing all types of collisions, not just fatalities, in safety statistics. Finally, she shared personal experiences highlighting the need for addressing various safety issues on roadways and encouraged others to voice their concerns about safety.

Doug Flaherty from tahoecleanair.org expressed concerns about the TRPA's approach to Vision Zero. He criticized the organization for not keeping up with the best available data and technology, particularly in addressing safety issues related to wildfires and evacuations. Mr. Flaherty suggested that the TRPA's methods are outdated and emphasized the need for a more comprehensive evaluation of roadway capacity during wildfires. He warned that failure to address these issues could result in dire consequences, including loss of funding or judicial intervention. Mr. Flaherty concluded by urging the TRPA to reconsider its approach and take decisive action to prioritize safety in the Tahoe Basin.

Gavin Feiger from the League to Save Lake Tahoe expressed support for the TRPA's transportation safety plan. He emphasized the importance of a functional and safe transportation system to achieve local and regional goals, including mode share and VMT reduction. Mr. Feiger highlighted the plan's potential to generate revenue and promote safety improvements across transportation projects. He shared personal experiences of accidents in Tahoe and commended the plan's focus on pedestrian and cyclist safety. Mr. Feiger concluded by expressing optimism about collaborative efforts to enhance transportation safety in the area.

Steve Teshara, a long-time transportation activist in the region, commended the TRPA's transportation safety plan. He highlighted its benefits, including eligibility for grant funds and opportunities to leverage work with Caltrans and other entities. Mr. Teshara provided an example of how the plan empowered the city to resist a proposed speed limit increase,

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demonstrating the leverage gained by adopting a vision zero strategy. He urged the committee to approve the plan, emphasizing its timeliness and importance.

Helen Neff from Incline Village praised Rachael Shaw and the team for their excellent transportation safety strategy, particularly highlighting the action items and follow-up methods. Ms. Neff, who was a crash victim herself, emphasized the urgent need for pedestrian safety improvements in Incline Village, citing a lack of action despite reports over the past decade. She urged continued commitment and direction from the governing board to prioritize safety and implement Vision Zero principles. Ms. Neff stressed the importance of integrating safety principles into all projects, not just transportation ones, to create safer and more sustainable communities. She warned against letting the strategy become just another report, urging active implementation to prevent future tragedies like hers.

Jason Burke, the Complete Streets Program Manager for the City of South Lake Tahoe, expressed appreciation to the TRPA staff for coordinating and integrating existing city plans and ideas into the draft TRPA Vision Zero plan. He mentioned the city's concurrent Vision Zero planning process and emphasized the importance of creating a local site-specific complementary plan aligned with the regional document. Mr. Burke highlighted that the TRPA Vision Zero plan is a required document for all local jurisdictions to be eligible for upcoming rounds of federal grant funding opportunities aimed at improving street safety. He concluded by expressing gratitude to Rachel and everyone involved for their work in the process.

Committee Member Comments

Mr. Bass inquired about the possibility of implementing pedestrian overpasses, particularly near state line by the casinos and the gondola area. He wondered if such structures had been considered. The response indicated that pedestrian overpasses and underpasses are included in the toolbox of options, considering factors like cost and crash reduction potentials. While no specific locations were identified, these structures are recommended as potential tools for improving pedestrian safety.

Julie Regan, TRPA's Executive Director, expressed appreciation for the leadership demonstrated in the transportation plan, emphasizing its critical role in coordinating with various partners and opening funding opportunities. She noted the increasing speeds on roadways, which have contributed to a rise in fatalities and injuries, making engineering solutions essential. Ms. Regan highlighted the plan's focus on addressing these realities and collaborating with partners to implement improvements at the project level. She acknowledged that transportation in Tahoe has historically been inadequate and emphasized the ongoing efforts to enhance infrastructure and transportation systems in the region. Overall, she commended the staff and partners involved in the plan's development and underscored the need for continued work to implement its strategies effectively.

Ms. Hill expressed excitement about the adoption of Vision Zero policies by TRPA, acknowledging the advocacy efforts of those who have long supported such policies in her county. She emphasized the importance of elevating these policies to the Lake Tahoe level. Ms. Hill also referenced Ms. Waller's comments regarding cell service issues and highlighted the broader significance of safety concerns, noting that any collision, whether with a tree, mailbox, or other object, indicates a problem. She referenced a transportation podcast's discussion on Vision Zero and emphasized the importance of addressing all types of collisions as societal issues. Overall, Ms. Hill conveyed enthusiasm for the implementation of Vision Zero initiatives at

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the Tahoe level.

Mr. Bass motioned to recommend endorsement of the 2024 Vision Zero strategy, including a resolution committing to a goal of zero fatalities and serious injuries by 2050, as outlined in Attachment A and Exhibit 1.

Ayes: Ms. Bowman, Mr. Bass, Ms. Hill, and Mr. Hoenigman.

Nays: None.

Motion carried.

V. DISCUSSION AND POSSIBLE RECOMMENDATION FOR ADOPTION OF THE 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT NO. 7

Judy Weber, TRPA Transportation Planner, presented the 2023 Federal Transportation Improvement Program Amendment 7, seeking approval from the committee. She provided an overview of the FTIP, highlighting its purpose and the process of amending it. The amendment adds a corridor coordination project led by the Tahoe Transportation District, aimed at supporting corridor implementation efforts across multiple jurisdictions. The project is funded through the federal Surface Transportation Block Grant and will initially focus on the SR 28 corridor. The public comment period for the amendment yielded no responses. Ms. Weber outlined the approval timeline, which includes recommendation from the governing board, state approval, and final federal approval.

Mr. Bass expressed appreciation for the presentation and sought clarification regarding the approval process. He confirmed that the current presentation pertained to the 2025 F-TIP approval and inquired about the schedule for subsequent approvals, indicating an understanding that they occur every two years.

Ms. Weber clarified that the current presentation was indeed about amending the 2023 F-TIP, not the 2025 F-TIP as Mr. Bass had suggested. She explained that the process for the 2025 F-TIP would commence the following month and would involve about an 8-month development period. She anticipated returning to the board in September to seek a recommendation for approval of the 2025 F-TIP.

Mr. Bass inquired about the inclusion of State Route 89 in the future transportation plans, particularly in the 2025 F-TIP. He expressed concern about the lack of solutions for issues along Emerald Bay, despite it being one of the most visited areas. He sought clarification on the prioritization and planning process for addressing these concerns on State Route 89 in the upcoming transportation plans.

Nick Haven highlighted State Route 89 as a high priority for TRPA and its partners, including state parks, El Dorado County, and Caltrans. He mentioned ongoing efforts in advancing an environmental document for a segment of the corridor, with the completion of a corridor plan two and a half years ago. Currently, they are progressing into the environmental phase, identifying potential projects in collaboration with various agencies. Mr. Haven emphasized the need for sustained efforts to support coordination in the corridor. Regarding the 2025 F-TIP, while it's premature to determine specific projects, State Route 89 remains a priority, and efforts to finance it will likely reflect in the plan, although funding sources are yet to be determined.

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Mr. Bass expressed a preference for prioritizing State Route 89 over US 50.

Public Comment

Ellie Waller inquired about the specifics of the funding request for the proposed corridor amendment and how it would be executed. Additionally, she suggested improving public awareness of TRPA meetings by having local jurisdictions announce them and ensuring clear communication about meeting topics. She also emphasized the importance of public participation and knowing the representatives present at meetings.

Doug Flaherty of tahoe-clean-air.org emphasized the importance of environmental documents, specifically mentioning their necessity in considering evacuation capacity due to the unique circumstances of the Lake Tahoe Basin's wind and slope environment. He highlighted the need for comprehensive evacuation planning, distinct from the coordination efforts of fire and law enforcement. Mr. Flaherty urged the use of the best available data and technology for roadway capacity assessment and cautioned against overlooking the importance of addressing evacuation capacity in environmental documents.

Ms. Hill reminded the public to comment on specific items like the Federal Transportation Improvement Program, Amendment No. 7, to ensure that public concerns are appropriately considered and addressed.

Mr. Steve Teshara highlighted that the document in question is a programming document, not a project approval document. He emphasized the timeliness of the submission and thanked Ms. Weber for her service. He urged the committee to take action and recommend the document forward to keep the planning process moving.

Mr. Hoenigman made a motion to recommend the TMPO governing board to adopt Resolution 2024-___ approving Amendment Number 7 to the 2023 Federal Transportation Improvement Program as shown in Attachment A.

Ayes: Ms. Bowman, Mr. Bass, Ms. Hill, and Mr. Hoenigman.

Nays: None.

Motion carried.

VI. TRANSPORTATION COMMITTEE STRATEGY SESSION

Ms. Hill expressed excitement about the creation of the committee within TRPA, highlighting the importance of addressing transportation issues comprehensively. She emphasized the need for prioritizing projects to make roadways safer, improve public transit, and enhance access to Lake Tahoe for residents and visitors. Ms. Hill noted the recent strategy session with the TTD and the importance of clarifying roles and priorities. She acknowledged the timely nature of the discussion and expressed gratitude for the committee's formation. Finally, she handed over to Director Regan to introduce the agenda item.

Julie Regan, TRPA's Executive Director, expressed enthusiasm for the discussion and highlighted the importance of partnership and collaboration in achieving transportation goals. She

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emphasized TRPA's role as an MPO and its responsibility to reduce dependency on private automobiles, stressing the need for leadership and funding to achieve environmental standards. Ms. Regan discussed leveraging planning documents to secure funding, drawing parallels to past successes in securing federal dollars for wildfire protection plans. She outlined the committee's policy role in updating the regional transportation plan and highlighted the importance of vetting policies through the committee before presenting them to the governing board. Finally, she handed over to TRPA Staff Michelle Glickert and Nick Haven to continue the discussion.

Nick Haven provided an overview of the transportation planning program in Tahoe, illustrating the spectrum from long-range planning to project implementation. He emphasized TRPA's role in long-range planning and vision setting, as well as its coordination with partners for project implementation. Mr. Haven highlighted corridor planning and funding allocation through the Federal Transportation Improvement Program (F-TIP). He explained the interconnectedness of transportation projects and the importance of performance evaluation. Mr. Haven then handed over to Michelle Glickert to discuss upcoming planning and policy efforts.

Michelle Glickert discussed the importance of transportation planning and policy in Tahoe, emphasizing the regional vision derived from the TRPA compact, which aims to reduce reliance on automobiles. She highlighted the role of regional transportation plans in achieving this vision and outlined recent focus areas, including the Active Transportation Plan and Vision Zero strategy. Ms. Glickert emphasized the importance of public outreach and collaboration with various transit operators. She also mentioned initiatives like increasing passenger rail service and filling gaps in local agency plans. Ms. Glickert concluded by discussing future focus areas for the committee, particularly the upcoming regional transportation plan.

Nick Haven provided an overview of transportation implementation and funding efforts in the Tahoe region. He highlighted the development of a transportation action plan through bi-state consultation and the importance of the Tahoe Transportation District's regional connections plan. Mr. Haven emphasized the need for collaboration between regional and local initiatives to address transportation needs effectively. He discussed strategies for securing funding, including pursuing federal and state funding opportunities and fostering joint efforts with local partners. Haven also stressed the importance of tracking project progress and celebrating successes. He concluded by inviting feedback from the committee on areas of focus and potential improvements.

Committee Questions/Comments

Ms. Hill expressed appreciation for the detailed presentation and emphasized the complexity of addressing transportation challenges in the Tahoe region due to the involvement of various stakeholders. She highlighted the importance of unity among these stakeholders when seeking funding from federal, state, and local sources. Ms. Hill conveyed her enthusiasm for collaborating with the committee to tackle these challenges effectively and invited input from the board members.

Mr. Bass shared his experience with a transportation project involving a gondola system in South Lake Tahoe, highlighting the importance of aligning such projects with regional transportation plans (RTP) to garner support from agencies like Caltrans. He noted the relevance of the project to the compact's provision on considering light rail mass transit systems in the South Shore area. Bass expressed interest in advancing the project given its potential benefits for carbon reduction and alleviating traffic congestion, seeking guidance on how to proceed

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within the policy framework.

Nick Haven emphasized the importance of conducting feasibility studies and cost estimates for projects to be included in the Regional Transportation Plan (RTP), as required by agencies like Caltrans. While acknowledging previous support for innovation and technology in transportation, he noted that past considerations of higher-density services like light rail didn't prove feasible due to low ridership. However, he expressed openness to exploring the potential of a gondola system and suggested that conducting capacity and feasibility assessments could facilitate its inclusion in the RTP. He mentioned that while it may not immediately show up as a project, taking these initial steps would be valuable.

Mr. Bass expressed his initial surprise and encouragement upon discovering the mention of a gondola system in the Tahoe Compact's policy, suggesting that this recognition should facilitate progress in the feasibility assessment. He then shifted to discuss the importance of rail transportation, particularly for the South Shore, given its high tourism density. He advocated for including rail considerations in the region's 25-year plan, highlighting the potential for high-speed rail to connect San Francisco to the South Shore within a comparable travel time to driving. He emphasized the historical significance of rail in attracting tourists to high-altitude destinations and posed a question about how to promote the inclusion of rail in Nevada's transportation planning to benefit the South Shore.

Ms. Glickert acknowledged Vice Chair Bass's points about the importance of transit services, noting the current limitations and efforts to enhance bus services, led by Ms. Laine. She highlighted the incremental nature of progress, emphasizing the need to start with basic services and transit enhancements before moving towards larger-scale visions like a regional transportation plan. Ms. Glickert expressed optimism about the trajectory of these efforts and the potential for future discussions within the framework of the regional transportation plan.

Mr. Bass raised concerns about the exclusion of the rail line between Reno and Minden from transportation plans despite its significance for the region's goals. He questioned why other rail projects, like the proposed high-speed rail from Cheyenne, Wyoming to Fort Collins, are included on federal maps while this crucial line is not. He sought guidance on how to advocate for its inclusion in transportation plans, emphasizing its importance for regional objectives.

Mr. Haven highlighted the importance of engaging with the Nevada Department of Transportation (Nevada DOT) to advocate for the inclusion of the Reno to Minden rail line in the state rail plan. He referenced the success of previous advocacy efforts, such as with the I-80 corridor, which resulted in its inclusion in the state transportation plan with Caltrans. He suggested following a methodical planning approach, starting with building support for the concept through initiatives like Amtrak throughway buses before advancing to full rail service.

Ms. Regan emphasized the importance of elevating transportation issues to the highest levels in both states, highlighting past success through strategic engagement with transportation agencies and state leadership. She discussed the significant funding available in the regional transportation plan, including a billion dollars for unconstrained projects, which require visionary leadership to pursue. Ms. Regan mentioned past challenges with securing funding for ambitious projects like a monorail but noted the evolving technology landscape as an opportunity to reconsider such initiatives.

Ms. Hill expressed enthusiasm for Mr. Bass's suggestion, proposing to bring a feasibility study to the Tahoe Transportation District (TTD) for consideration in the next meeting and potentially

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including it in the budget for funding. She also discussed the potential for private partnerships, citing examples from Las Vegas and Los Angeles and highlighting the importance of leveraging such opportunities in Tahoe. Ms. Hill offered to communicate with the NDOT director and share updates on the progress of the proposal.

Mr. Hoenigman highlighted two key points. Firstly, he expressed interest in finding new local funding sources to replace the failed basin entry fee. He suggested incentivizing the use of transit buses over private automobiles to encourage visitors to travel to the basin without cars, potentially funding unconstrained projects. Secondly, he emphasized the need to clarify the division of labor between their committee and fire safety professionals and other agencies regarding evacuation and emergency planning, seeking to understand their role and how they can contribute to these efforts.

Ms. Regan clarified the role of their committee in evacuation and emergency planning, emphasizing that law enforcement, first responders, and the fire service are primarily responsible for evacuations during incidents. However, she noted their committee's supportive role in bringing funding to the basin for forest health projects, fuels reduction, and planning, as well as their involvement in community wildfire protection plans. Ms. Regan highlighted ongoing conversations with the fire service and law enforcement to address evacuation threats, emphasizing collaboration and support for their efforts.

Mr. Hester highlighted the priorities identified by public safety providers, including forest thinning, evacuation routes, communication facilities, and strategic wildfire planning. He noted that TRPA has been actively working on forest thinning as part of the EIP Forest Health Program and applied for a grant called Protect to address these priorities. Mr. Hester emphasized TRPA's collaboration with public safety providers and their complementary efforts to support evacuation and wildfire planning, with the acknowledgment that the public safety providers take the lead in these initiatives.

Ms. Hill expressed concern about the time spent discussing the topic, noting that the discussion had exceeded the allocated time by 40 minutes. She acknowledged that TTD had already been tasked with some of the work discussed during the last planning session. Ms. Hill sought clarification on the next steps recommended by staff or any insights needed from the board to provide direction for moving forward.

Mr. Haven outlined several key areas for future focus. He mentioned the importance of policy development, particularly regarding the active transportation plan, and emphasized the need for the governing board and committee to set a clear vision. Additionally, he highlighted the significance of being involved in the TTD regional connections strategy development and gathering input from local partners on transportation priorities. Mr. Haven also proposed exploring potential new funding streams, both at the local and federal/state levels, to support transportation initiatives. He expressed a desire for the committee to work together closely on these matters, focusing on policy development and effective implementation.

Ms. Hill inquired about the engagement with local jurisdictions regarding transportation specifics. She asked whether it was necessary for the local jurisdictions to approach the committee with specific details at this point or if such discussions were already ongoing through meetings with them.

Mr. Haven explained that the Tahoe Transportation Implementation Collaborative serves as a functional technical group comprising staff from various local jurisdictions, facilitating ongoing

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conversations. He highlighted his role in identifying topics that may warrant discussion at the committee or governing board level based on the collaborative's activities.

Ms. Hill emphasized the importance of ensuring that Eldorado and South Lake are not overlooked in the transit discussions, particularly given their individual transit initiatives. She stressed the need for their inclusion in the broader conversation, including considerations of associated costs.

Public Comment

Ellie Waller raised concerns about feasibility studies, highlighting the importance of considering infrastructure constraints. She cautioned against wasting taxpayer dollars on feasibility studies if the necessary infrastructure cannot be identified beforehand.

Ann Nichols from the North Tahoe Preservation Alliance urged transparency regarding funding sources for transportation initiatives. She emphasized the need for honesty about potential measures like a basin-wide sales tax or property liens. Ms. Nichols expressed frustration with what she perceived as secrecy and urged officials to openly communicate plans to the public. She also questioned the effectiveness of free Uber or micro-transit services and highlighted concerns about transit ridership and the allocation of funds. Ms. Nichols called for more specificity in financial disclosures and criticized the proliferation of committees and partnerships, suggesting that it obscured accountability. Finally, she emphasized the importance of informing the public about the financial implications of transportation plans and cautioned against overemphasizing tourism promotion without considering the capacity of the area to handle visitors.

Doug Flaherty from TahoeCleanAir.org expressed frustration with the TRPA's handling of agenda items, suggesting that the organization's structure forces frequent public interventions. He criticized what he perceived as evasive responses to questions about the TRPA's role in evacuation planning, stating that focusing on local law enforcement's responsibility is a diversion. Mr. Flaherty emphasized the importance of planning for evacuation capacity and implied that such analysis would reveal the limitations of growth. He suggested that recent lawsuits against the TRPA, such as the map lawsuit and those from preservation groups, would shed light on the organization's responsibilities regarding evacuation.

Elizabeth Lernhardt expressed skepticism about the Vision Zero strategy and traffic changes, stating that there is no such thing as zero risk in life. She criticized Vision Zero's goal of eliminating traffic deaths, suggesting it is an unrealistic aim promoted by organizations advocating against motor vehicle travel. Ms. Lernhardt questioned why bicyclists are unwilling to share the road and argued that the true goal of Vision Zero is to remove roads from public use. She highlighted data suggesting an increase in traffic accidents involving THC and multi-drug impairment, citing studies from various institutions. Ms. Lernhardt questioned why Vision Zero does not acknowledge or counsel against THC and multi-drug use, unlike alcohol impairment. She emphasized that there is no safe threshold for impairment from THC.

Committee Member Comments/Questions

Ms. Regan acknowledged the need to wrap up the discussion due to a crowd waiting for the board meeting. She reminded everyone to sign up for public comment for the main agenda. She

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expressed gratitude for the public comments and emphasized the importance of funding, stating that TRPA does not have taxing authority and relies on partnerships with local governments and project implementers to raise funds. Ms. Regan highlighted the transparency of the meetings in discussing funding strategies and invited any further comments from committee members.

VII. COMMITTEE MEMBER COMMENTS

None.

VIII. PUBLIC INTEREST COMMENTS

Doug Flaherty of TahoeCleanAir.org raised concerns about the East Shore Trail's impact on Lake Tahoe and Incline Village. He criticized the lack of monitoring of trail usage, suggesting that electronic devices should be installed to track the number of users, bikers, and overall activity. Flaherty highlighted issues such as trash and feces along the trail and expressed frustration with the TRPA's reluctance to gather accurate data, suggesting that it could reveal the basin's overcapacity.

Ellie Waller highlighted user conflicts on trails, using the example of bicyclists resorting to using the highway due to obstacles like strollers, dogs, and pedestrians. She emphasized the need to consider unintended consequences when designating trails for multiple user types. Ms. Waller also mentioned challenges with illegal parking and suggested that bicycle usage on the highway should be addressed as a safety issue rather than solely an enforcement matter.

Peter Fink expressed support for Vision Zero and emphasized the need for enforcement of laws related to cyclist safety, particularly the three-foot passing rule for bikes and pedestrians. He highlighted the frequent occurrence of drivers veering into bike lanes dangerously close to cyclists, attributing this to distractions like phone use while driving. Mr. Fink underscored the importance of Vision Zero in addressing these safety concerns and promoting cycling as an environmentally friendly mode of transportation. He argued that improved safety measures would encourage more people to choose biking over driving, contributing to overall environmental preservation efforts.

IX. ADJOURNMENT

Mr. Bass moved to adjourn.

Meeting adjourned at 11:39 a.m.

Respectfully Submitted,



Katherine Huston
Paralegal

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The above meeting was recorded in its entirety. Anyone wishing to listen to the recording may find it at <https://www.trpa.gov/meeting-materials/>. In addition, written documents submitted at the meeting are available for review. If you require assistance locating this information, please contact the TRPA at (775) 588-4547 or virtualmeetinghelp@trpa.gov.

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