From: hneff9@earthlink.net <hneff9@earthlink.net>
Sent: 9/22/2026 2:14:09 PM
To: Public Comment <PublicComment@trpa.gov>
Subject: Public Comment - Transportation Committee
Attachments: 2026-09-22 TPRA Transportation Committee.pdf

Please see attached public comment for the September 23, 2026 TRPA Transportation Committee Meeting - Agenda Item #C – 2027 FTIP

Thank you,

Helen Neff

Helen Neff
PO Box 5647
Incline Village, NV 89450
hneff9@earthlink.net / 775-560-4299

Date: September 22, 2026

TO: TRPA Transportation Committee

RE: Agenda Item #C – 2027 FTIP

Dear Chair Hill and Committee Members:

Thank you for this opportunity to comment.

Commissioner Hill and Director Regan have been very supportive of efforts to improve transportation safety along SR 28 in Incline Village. Unfortunately, after a very promising meeting with NDOT this past spring, we have not received any further updates. Subsequent follow-ups have provided no definite information beyond "we are working on it."

Safety projects for the Incline Village town center, identified in numerous reports and studies spanning over 25 years, are still awaiting funding. The FTIP you will approve today still lacks support for Incline Village projects.

I understand these projects take time, but 25 years is an exceptionally long wait.

Meanwhile, funding for our area consistently goes to visitor-oriented projects, such as the East Shore Trail and related tourist parking.

Many reports and studies highlight the critical need for safety improvements in the Incline Village town center:

- 2015 TRPA Connections 2050 Plan
- 2024 Active Transportation Plan
- 2024 Vision Zero Plan
- 2023 Washoe County Tahoe Transportation Plan, where residents ranked safety as their #1 concern, and we were told approval of the plan would result in grant money to fund safety measures.
- Numerous other reports dating back to 2012 and even further.

Despite these findings, no meaningful safety improvements have been implemented.

Lives can be saved now with simple, quick-build, low-cost actions that have been communicated to NDOT:

- Lower the SR-28 speed limit to 25 mph, consistent with other Tahoe town centers, supported with regular Nevada Highway Patrol enforcement.
- Add leading pedestrian intervals at all three signalized intersections.
- Upgrade the four yellow-flashing crosswalks to flashing red beacons, including four-directional alerts to protect against turning vehicles.
- Install four-way stops at Northwood/Village and Southwood/Village to slow traffic approaching SR-28; this is a fast, inexpensive improvement while roundabouts are studied.
- Consolidate driveways along SR-28 using temporary barriers.
- Repaint and provide sufficient width for the bicycle lanes, especially in front of Raley's where cyclists are currently forced to ride in the gutter.

Instead of repeatedly highlighting the need for Incline Village SR-28 safety improvements in reports year after year, please help us secure funding for these long-planned safety projects without further delay.

Thank you.

Helen Neff

From: roxanna dunn <roxanna_dunn@yahoo.com>
Sent: 9/22/2026 2:10:24 PM
To: Public Comment <PublicComment@trpa.gov>
Subject: Board of Governors 9/23 Transportation Committee FTIP

Board of Governors
Tahoe Regional Planning Agency

Re: Transportation Committee presentation, FTIP comments, 9/23 board meeting

Since I moved to Incline Village in 2016, I have heard reports of four pedestrian fatalities in the one-mile stretch of SR28 inside the Northwood/Southwood Loop. I don't know how this compares with other stretches of road on Tahoe's lake loop or other areas of concern within the TRPA jurisdiction, but it seems high to me. Consequently, we have been lobbying for safety projects in Incline's town center to be included as candidates for FTIP funding. No in-town projects have been included for Incline in the last several years.

In pursuit of this, last February we invited Kevin Verre from NDOT and Michelle Glickert from TRPA to provide a presentation at our CAB meeting outlining what steps we needed to take to get our concerns considered for inclusion on the FTIP list. We had a couple of follow-up meetings with Kevin and Michelle in which we cross-referenced our eight safety concerns[1] to goals, policies, recommendations, and projects in transportation plan documents from Washoe County, TTD, NDOT, and TRPA. The goals and recommendations cross-references were numerous, but the project-references were few and they tended to be 10 or more years out. Follow-up meetings and emails showed some progress, and then the familiar black hole of requests swallowed up communication. As another round of project consideration is starting, we would very much like to vigorously wave our arms in the air and ask for your consideration.

I do want to acknowledge some progress and express our appreciation. Washoe County repainted crosswalks in and around the middle school in August, in time for the start of the school year. And, of course, NDOT has completed two parking lot projects on the SR-18 east corridor that alleviate some of the parking on shoulders that create dangerous pedestrian threats and pose a serious evacuation hazard. Our hope is that the third parking lot at the Spooner Transit Hub near Hwy 50, will remove the remaining shoulder parking. We have been complaining about this for a long time, so I do want to convey our gratitude.

Regards,

Roxanna Dunn

Vice-Chair, Incline Village Crystal Bay Citizens Advisory Board

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- [1] Excessive speed on SR28 through town, and excessive speed on 431 causing accidents at intersections within the town border.
- Two-way flashing beacons at pedestrian crosswalks that do not alert drivers entering from driveways or offset intersections.
- Dangerous pedestrian crosswalks at the three signalized intersections.
- Too many driveways making walking and cycling unsafe.
- Poor maintenance of crosswalk paint.
- SR-28 walking paths are not cleared of snow in winter causing many tourists to walk in the streets.
- Narrow and non-existent bike lanes on SR28.
- Lack of shoulders in many places on SR28 between Lakeshore-east and Hwy 50 and between Lakeshore-west and Crystal Bay, an evacuation danger.

From: DS <todoso1@gmail.com>
Sent: 9/19/2026 9:12:05 AM
To: Public Comment <PublicComment@trpa.gov>; John.OConnell@dot.ca.gov <John.OConnell@dot.ca.gov>; BoardClerk@placer.ca.gov <BoardClerk@placer.ca.gov>
Cc: Friends of the West Shore <friendsofthewestshore.gmail.com@99v9uw.sqspmail.com>; Jeff Cowen <jcowen@trpa.gov>;
Subject: URGENT: Lake Tahoe Is Reaching Its Breaking Point — Traffic, Speeding & Public Safety Concerns

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Dear TRPA Governing Board and Transportation Committee,

I am writing in advance of your September 23 meeting to express my continued concerns regarding increasing traffic, excessive speeding, and the growing number of vehicles entering the Lake Tahoe Basin.

I have raised these concerns previously, and while I appreciate the efforts being made to improve parking, public transportation, and trails, I believe we are overlooking a much larger issue.

How much more traffic can the Lake Tahoe Basin realistically accommodate?

As a longtime West Shore resident, I have watched our community change as traffic and visitor numbers have increased. Highway 89 and our residential roads are becoming increasingly congested, and excessive speeding creates serious safety concerns for residents, pedestrians, and cyclists.

Improving transportation is important, but simply accommodating more visitors and vehicles does not necessarily solve the underlying problem.

With the Transportation Committee scheduled to discuss its work plan, transportation funding, and the 2027–2030 Federal Transportation Improvement Program, I would appreciate answers to several important questions:

1. What specific measures are being considered to reduce the number of private vehicles entering the Basin, particularly during peak summer weekends and holidays?
2. What is being done to address excessive speeding and dangerous driving along Highway 89 and through West Shore residential neighborhoods?
3. Has TRPA established a sustainable limit for the number of visitors and vehicles the Basin can accommodate without further damaging the environment and quality of life?
4. Will transportation funding include measures specifically designed to reduce congestion and improve safety for existing residents, rather than simply accommodate increasing tourism?
5. How will TRPA measure whether its transportation improvements are actually reducing traffic and improving conditions throughout the Basin?

I strongly support protecting Lake Tahoe's environment. However, I believe we must recognize that continued growth in visitation has consequences that cannot be solved by additional parking, buses, and trails alone.

Lake Tahoe is a unique and fragile environment, not an unlimited tourist destination.

I would like to see a transportation strategy that places greater emphasis on reducing traffic, enforcing speed limits, protecting residential communities, and preserving the quality of life of those who call Lake Tahoe home.

Please distribute my comments to the TRPA Governing Board and Transportation Committee, include them in the public record for the September 23 meeting, and forward them to the appropriate agencies responsible for traffic management and enforcement.

I would appreciate a written response explaining what specific actions are being taken to address these concerns.

Thank you for your consideration.

Sincerely,

A West Shore Resident