

**From:** Greg Novak <gregnovak80@gmail.com>  
**Sent:** 2/27/2024 3:04:23 PM  
**To:** Public Comment <PublicComment@trpa.gov>  
**Subject:** Vision Zero

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It is a very good plan. Getting safety data quicker would definitely help. Tahoe does not seem to have a bad safety profile, when compared to other MPOs, and Vision Zero will make things even better. Be sure to work closely with NDOT and Caltrans for their state routes, getting safety items added to regular repaving projects.

Work with each state separately to get things moving - not sure which is quicker on project delivery.

Use categorical exclusions for NEPA analysis - safety projects should sail through (TRPA seems to spend too much time planning, but once Vision Zero is adopted, jump right into project delivery).

Focus on urban pedestrian efforts over rural bicycle items, which should reflect your town center goals.

Remember to consider trucks, RVs and other large vehicles - including big pickups with trailers. They are part of the vehicle mix.

Greg Novak  
M.E., P.E. (CA and NV)

Sent from my iPhone

**From:** hneff9@earthlink.net <hneff9@earthlink.net>  
**Sent:** 2/27/2024 7:07:16 AM  
**To:** Public Comment <PublicComment@trpa.gov>  
**Subject:** TRPA Transportation Committee and Governing Board Feb 28 meetings  
**Attachments:** [2024-02-28 TRPA Vision Zero B.pdf](#)

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Attached is public comment for the February 28, 2024 meetings of the TRPA Transportation Committee and Governing Board regarding the Vision Zero Strategy.

Please forward these comments to the committee members and include them in the meeting minutes.

Thank you,

*Helen Neff*

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

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February 27, 2024

TO: TRPA Transportation Committee and Governing Board

Re: Vision Zero Strategy - Public Comment for February 28, 2024 Meeting

Very nice work! The TRPA Vision Zero Strategy Report is well-researched and comprehensive with action items and methods for ongoing follow-up. The data collection, analysis and countermeasure toolbox are impressive. My compliments to Rachael Shaw and the team for a job well done.

Now that this strategy is completed and hopefully will be approved and adopted, please continue the work with a strong commitment and on-going direction from the TRPA Governing Board, Transportation Committee, executives, staff and key stakeholders to prioritize safety, human life and health along with protecting the lake. TRPA Leadership must actively promote Vision Zero principles and allocate necessary resources for its implementation in order to achieve the stated goals.

My comments are written from the point of view of one of the statistics in the report. In 2021, I was hit by a reckless, possibly impaired driver while legally crossing SR28 in Incline Village in the crosswalk on a beautiful afternoon. The driver, making a left turn, hit me hard with her SUV. I was thrown onto the hood of the SUV, my head smashed into her windshield and then my body was hurled over 11 ½ feet into oncoming traffic. The vehicle coming in the other direction stopped just short of running over me. I should be dead.

This crash occurred right at the intersection where the TTD is proposing a mobility hub for Incline Village.

The costs associated with this one crash were staggering and although I look healed, I am not. I will never be the person I was before the crash. Very few crash victims that survive are ever fully healed.

After numerous surgeries and months of rehab to be able to walk again, I started to research road safety in Lake Tahoe and found numerous TRPA and TTD reports going back over ten years stating that the intersections in Incline Village needed pedestrian safety improvements. Yet nothing has been done. It's a torturous process just to get the crosswalks painted.

**Appendix A** of the Vision Zero Strategy includes over 40 proven road safety tools. Requiring this toolbox to be used rather than just be an appendix to a report is critical to the success of Vision Zero and saving lives.

Page 20 of this appendix pertains to Leading Pedestrian Intervals, a safety measure also recommended by the US Department of Transportation as a proven safety countermeasure.

This is not the first time Leading Pedestrian Intervals have been recommended in a TRPA report. But they have never been implemented. This one low-cost safety feature at the intersection where I was hit would have prevented the crash that seriously injured me and would have saved societal costs including first responders, law enforcement, the judicial system, health care and more.

Page 43 of the report covers ***Permitting Strategies for Transportation Projects*** and reads:

*Reexamine project review process and consider establishing a Vulnerable Road User/Vision Zero project review checklist or guide for TRPA and local agency review processes.*

I urge the TRPA Governing Board, and specifically the TRPA Transportation Committee, to require that Vision Zero Strategies be incorporated into **all projects, not just those labeled as “transportation.” Integrate the Vision Zero policies into all planning and development as well as TRPA codes and zoning amendments.** This includes housing, mobility hubs, and recreation amenities.

To say that taller buildings and reduced coverage will make a town center walkable without evaluating factors such as speed limits, crosswalks, sidewalks, intersections, separated bike lanes, driveway placement, etc., is irresponsible and not proper planning.

Currently, transportation, and specifically transportation safety, are swept under the rug or given a quick once-over in development applications. Transportation studies submitted by the developer’s consultant are accepted without scrutiny and the box is checked. Various government entities pass the buck in regards to taking responsibility for safety. In the end, transportation safety suffers and everyone in Lake Tahoe, visitors and residents, pay the price, especially pedestrians and cyclists.

Please:

- Align housing development plans with broader transportation and safety goals outlined in the Vision Zero Strategy. Incorporate Vision Zero safety assessments into the development process.
- Prioritize pedestrian and cyclist safety in the design of housing developments with dedicated pedestrian walkways, separated bike lanes, traffic calming and safe crossings. Require safe and complete streets.
- Reduce vehicle speeds. Pedestrians and cyclists are not safe with speeding vehicles.

- Provide reliable public transportation that connects residents to employment, shopping, and medical care BEFORE approving development without providing resident parking.
- Update development codes, zoning regulations and transportation policies to align with Vision Zero objectives. Incorporate requirements for traffic safety features in new developments.

If Vision Zero was considered when approving development such as Nine 47 Tahoe or WALT or when making Amendments to the Housing Code, the benefits would be a safer community for all transportation users. It's never too late for safety – you can still look at these projects with respect to Vision Zero.

There is funding available for road safety projects. See Appendix B of the Vision Zero Strategy for a long list of sources. For example, the first item, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. **Over \$2 billion has already been allocated and \$3 billion is still available for future funding rounds.** Has TRPA submitted their applications yet?

By integrating Vision Zero principle into housing and development code, TRPA can create safer, more sustainable and inclusive transportation systems and truly walkable town centers that prioritize the well-being of all residents and contribute to the overall success of achieving Vision Zero goal of zero fatalities by 2050. Only with action will **Vision Zero – zero fatalities by 2050** - be a reality for Lake Tahoe. Please do not make this strategy one more glossy report that approved with fanfare and then simply filed away.

Please do not let this good work be overlooked.

Thank you.

*Helen Neff*