

**From:** [REDACTED]  
**To:** [Tahoe Regional Planning Agency and the Marlette Lake Water System](#)  
**Cc:** [Daly, Skip Senator](#); [Scheible, Melanie Senator](#); [Titus, Robin Senator](#); [Bilbray-Axelrod, Shannon Assemblywoman](#); [DeLong, Rich Assemblyman](#); [Taylor, Angie Assemblywoman](#)  
**Subject:** RE: Public Comment - Legislative Committee for the Review and Oversight of the Tahoe Regional Planning Agency  
**Date:** Monday, March 11, 2024 1:15:21 PM  
**Attachments:** [2024-03-08 Leg oversight Committee - Public Comment.pdf](#)

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Dear Committee Members,

Please see attached comment in response to the March 8, 2024 meeting of the Legislative Committee for the Review and oversight of the Tahoe Regional Planning Agency.

Thank you.

*Helen Neff*

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

**Helen D. Neff**



March 11, 2024

TO: Legislative Committee for the Review and Oversight of the TRPA

Dear Committee Members,

The presenters at the March 8, 2024 meeting of this committee provided impressive professional presentations. For balance, please consider scheduling presentations from resident organizations such as the Incline Village Crystal Bay Citizen's Advisory Board for a future meeting.

This letter is to briefly elaborate on the public comment I made at the end of the meeting, via phone.

- I live in Incline Village. If I want to attend an event at the Tahoe Blue Event Center in Douglas County, there are no options to get there and back by public transit.
- TRPA Director Julie Regan said "Lake Tahoe is auto dominated." This is very true. Yet, the TRPA Governing Board, based on recommendations from TRPA staff, eliminated vehicle parking for affordable or workforce housing in the Phase II Housing Amendments. This is not equitable planning and penalizes lower income workers.
  - We have a road that goes around the lake. Why are we not using that road for a transit system that ties the North and South shores of the lake together? This would seem to be the simplest way to provide a connected system.
  - Please see page 63 of the TRPA Active Transportation Plan – which is on the TRPA website for public comment: <https://www.trpa.gov/wp-content/uploads/2024-ATP-PUBLIC-DRAFT-FULL-PLAN.pdf> This map shows where transit exists today. The South and North shores do not connect via transit.
  - I have heard mention of ferries, water taxis, trains, gondolas in various TRPA and TTD meetings. Very visionary but also very complicated and very expensive. Regarding ferries: Lake Tahoe has frequent red flag warnings on summer afternoons. Ferries and water taxis would not be able to cross the lake. Winter crossings could be treacherous and cold!
    - Regarding trains: this is only practical and environmentally feasible to Truckee where train tracks already exist.
    - Gondolas? At what cost? Again, wind is a factor.
  - Yes, traveling via bus on local roads is boring but it's the best we have right now. Visitors need to get to beaches and trails, employees to jobs and residents to doctor's appointments, quickly and efficiently. It is not necessary to create another Disneyland to accomplish this.
  - Provide a bus that goes around the lake – one route in each direction. Director Regan described buses that can also transport bicycles, skis, and coolers. Add wi-fi. Operate 24/7. And frequently during peak summer hours. Link with micro transit for neighborhoods, businesses and trails. Link with bus routes to Reno, Carson, Truckee, etc. and build the parking lots there.

- Yes, buses would be stuck in summer traffic jams but perhaps create exclusive bus, EV and car-pool lanes in the limited areas where roads are four lanes wide (which still provides the lane for emergency vehicles and evacuation use).
- Multi-use bike paths are wonderful but are expensive to build. Look at the figures in the TRPA ATP – one segment of the Stateline-to-Stateline bike path in NV along SR50 is listed at \$150 million. Paths cannot be used 12 months a year and frequently are not cleared of snow.
  - The East Shore Trail was promoted as a way to ride our bikes to Sand Harbor. After being built it was marketed as a Visitor Attraction and it is impossible to ride a bike on the trail in the summer months when the trail is at capacity with people walking.
  - So many people drive to Incline Village to use the trail that parking lots had to be built and more parking is being proposed. This only promotes more vehicle traffic.
  - Please don't abandon separated bike lanes but examine the cost of building multi-use paths lakeside. Cyclists can use protected bike lanes and walkers can access (via micro transit) the many walking trails in the forests. This is the best way to protect the lake.
- Quote from Ms. Regan's presentation: "Tie the system together." Thank you. Please just do it.
- Another quote: "It is a partnership." Yes, we understand, but please require someone to take ownership. It might reduce the costs of funding all those partners.
- Quote from TTD Director Carl Hasty – "50 years of transit in Lake Tahoe" and yet nothing connects. This is a red flag. Why hasn't TTD been able to achieve this in 50 years of existence?
- Another Carl Hasty quote: "We have too many cars." Why is TTD building parking lots? Why is the TTD Board chair stating that the TTD should NOT abandon their strategy of building parking lots as she said in the February 7, 2024 TTD meeting? (meeting recording at 3:54:21):  
<https://attendee.gotowebinar.com/recording/5302412854214809857> You might have to use "Helen Neff" and "hneff9@earthlink.net" to access the recording since it was requested by me.
  - Parking lots are expensive to build! The TRPA Governing Board used that justification when they approved Housing Amendments that eliminated parking for affordable housing.
  - To repeat: Building parking lots for visitors while eliminating parking for affordable or workforce housing is **not equitable planning and penalizes lower income workers.**

I am most appreciative of the many questions asked by the committee members and your inquiries on the many numerous references to the need for "more funding."

- Committee comment regarding parking reservations: please fast track the parking reservation system for Sand Harbor so that it is active for use by this summer, 2024 rather than the proposed date of September. I believe the delay is due to a simple change needed in the NV State Park regulations to allow for reservations to be required for a use other than camping.
- Committee comment regarding speed reduction and enforcement of speeding drivers: Thank you! This is desperately needed, especially in our town centers. The speed limit on SR 28 through Incline Village is 35mph, when all other Lake Tahoe town centers have a 25mph speed limit.

I sincerely hope this committee can address these questions and require economically feasible solutions for Lake Tahoe residents and visitors.

Thank you.

*Helen Neff*