

PUBLIC COMMENT

Received via On-Line Public Comment Form

Nevada Department of Transportation
Board of Directors Meeting
October 12, 2020

ID: 34
Start time: 10/9/2020 15:23:29 PM
Completion time: 10/9/2020 15:52:57 PM

Name: Email: anonymous

Name: Aleta Dupree

Representing:

Agenda Item: 7

Position: Support

Total # of Words: 440

Comment Good morning Governor Steve Sisolak and Members.

Aleta Dupree for the record. (she, her).

I bring you my thoughts and comments concerning NDOT matters, not pertaining to the posted Agenda.

I attended the RTC meeting by video and got to see the NDOT Director's Report. It is essential to deliver these reports in multiple places. Even though the information is generally the same each time presented, there are more opportunities to reflect on the most important information, and comment thereof. I feel safety must be paramount at NDOT and I feel Director Kristina Swallow indeed conveys that most important value in her presentations.

I feel NDOT has a model HOV lane system in Las Vegas, and that is a model worth replicating. 24 hour HOV lanes offer consistent expectations, especially in our 24 hour community that is the Las Vegas area. Enforcement of safety rules in HOV lanes is essential, especially in the nighttime when visibility is markedly reduced.

I have not been out on the roads as of late, however I am receiving my essential supplies delivered by various road vehicles. Therefore good safe roads are indeed necessary, for both the safe and

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timely transportation of people and goods.

I think it is important to have an open mind about tolling and congestion pricing here in our great state that is Nevada. Such are complicated issues that may require legislative changes. But good safe roads must be paid for. As vehicles become more fuel efficient, fuel taxes could very well decline. Our state should not be dependent on sales of petroleum based fuels with their attendant issues. I feel electrification plans are essential, especially given a proclamation by Governor Gavin Newsom of California, that all vehicles sold in California by 2035, be zero emission.

Public transportation is essential. It is indeed reasonable for the RTC buses and paratransit vehicles to have full use of the 24 hour HOV lanes. There is equity in this, ensuring participation even among those who don't own personal vehicles, especially people with disabilities.

Passenger and freight rail need to be an important part of transportation in Nevada. I have used Amtrak on the line roughly paralleling Interstate 80. Amtrak operates this section overnight, once a day in each direction. Some of the passengers transfer from buses to Amtrak for the overnight trip. This is a safe and convenient way to cross the remote northern reaches of our State, I have done so several times, and in a sleeper compartment.

NDOT is indeed about safe, timely, and affordable transportation. I ask you continued support of the 24 hour HOV lanes in Las Vegas.

Thank you.

From: rondatycer@aol.com
To: [PublicComment](#)
Subject: Please read comment. Thank you.
Date: Friday, October 9, 2020 3:34:31 PM
Attachments: [InclineDensities.docx](#)
[InputOnBusHub10-9-20.docx](#)

We all want to improve Tahoe Basin transportation. We all recognize the detrimental effects of cars—even electric Teslas—on lake clarity. But the solutions need to be based on science and common sense.

Around the Tahoe Basin are many different areas that are not open to a one-size-fits all solution to transportation problems.

I'll address only Incline Village. We have more than 4000 full time residents, and another 4000 part time residents, and a whole lotta tourists who swell the population summer and winter.

During the year full-time residents use our cars to go up and down the slope that defines our village. It is called Incline for a reason. Ecofriendly transports like bicycles, e-cycles, and scooters don't work in winter. Incline residents must use our cars to get up and down the hill to our houses. We will never take TTD's bus anywhere—not to the post office or grocery store or the beach.

In the Village Center—which is the lowest flattest place in the village—TTD has purchased the Old Incline Elementary School property to be used as a bus hub. This bus hub will never serve Incline Village residents or take them to and from homes to do daily errands. It will never decrease local residential traffic.

The TTD bus hub is primarily—if not solely—to transfer *tourists* from other locations along highways 431, 50, and 28 to Diamond Peak, the Flume bike trail, Spooner State Park, the popular East Shore Multiuse Path, East Shore beaches, and the Hyatt. TTD's concept is to transport tourists from other hubs with parking lots on highway 50, 431, and 28 to the bus hub in Incline, and then bus them on to these nearby recreational attractions.

This was a perfectly reasonable plan to get tourists out of their cars onto a bus to reduce the parking problems along Highway 28 on the East Shore. Except now with COVID being a permanent part of our lives, people don't want to ride the bus. In the summer they may get on an open-air shuttle with all their kids and gear; but with COVID the new normal, they won't get on regular buses. They will drive their cars just like they did all summer.

The idea of putting a transit center in the middle of Incline where tourists can park their cars while they take the bus to recreational attractions is unscientific and doesn't make common sense. Attached is a map of the density measures for Incline Village areas, which

could justify a bus hub. There is 1 out of 15 that qualify. Incline has no sidewalks or walkable paths in winter. Once the parking lot at the bus depot is filled, cars will park throughout Incline just like they do now.

So unless there's some new way to transport tourists in virus-free vehicles, the TTD bus hub is a dud from the get-go. It won't solve Regional Transportation problems and it makes more traffic and parking problems for Incline Village. Go back to the drawing boards. Reduce the cars in the basin to reduce transportation impacts on the lake. That is the solution.

Ronda Tycer, IV Resident

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TO: TTD

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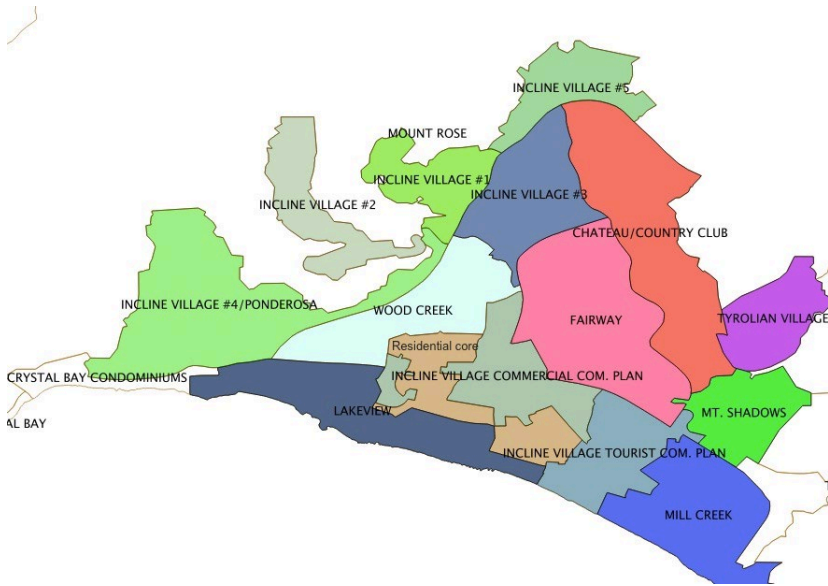
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From:
Ronda Tycer, IV Resident

According to the Capitol Region Council of Governments, "*The absolute minimum residential density required to support any form of regular, on-street bus service is about 6 to 8 units per acre, on average, for a transit corridor. For express bus service with exclusively pedestrian access (i.e., no park-and-ride facilities) minimum average densities for the corridor should be about 15 units per acre.*" The CROG is a voluntary Council of Governments formed to initiate and implement regional programs of benefit to the towns and the region in the Connecticut area.

What are residential densities in Incline Village neighborhoods? There is only one that is 1 to 8 – the residential core (see map).



NEIGHBORHOOD	Units per Acre
COMMERCIAL PLAN	1.3
CHATEAU/COUNTRY CLUB	1.1
FAIRWAY	2.4
INCLINE VILLAGE #1	2.2
INCLINE VILLAGE #2	2.1
INCLINE VILLAGE #3	2.5
INCLINE VILLAGE #4/PONDEROSA	1.9
INCLINE VILLAGE #5	1.9
LAKEVIEW	1.3
MILL CREEK	1.6
MT. SHADOWS	4.2
INCLINE VILLAGE RESIDENTIAL	8.0
TOURIST COMMERCIAL PLAN	1.9
TYROLIAN VILLAGE	3.9
WOOD CREEK	1.5

Even if the Hyatt's units are included in the "Tourist Commercial Plan", that neighborhood has a ratio of 5.2 to 1, which is under the "absolute minimum residential density" according to CROG.

From: rondatycer@aol.com
To: [PublicComment](#)
Subject: Reduced Version of Tycer Input to 450 words
Date: Friday, October 9, 2020 3:45:37 PM
Attachments: [InclineDensities.docx](#)
[InputOnBusHub10-9-20.docx](#)

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From:
Ronda Tycer, IV Resident
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From: [Cherry Barney](#)
To: [PublicComment](#)
Subject: Planned Bus Hub on Old Elementary School Property in Incline Village, NV
Date: Friday, October 9, 2020 3:46:42 PM

Even though this property has already been purchased by TTD, I would like to suggest that it would be better used as a park and workforce housing.

A bus hub should be placed on land directly on Rt. 28 or Rt. 431 where it will have less impact on residential housing and a local street.

It is a pattern in our country to place housing for the poor and industrial polluters side by side.

It is not a pattern I would expect to see being continued in Incline Village, Lake Tahoe and the state of Nevada.

The property in question is across the street from high density, low income housing. That street is littered with cars parked at every angle.

Having a school in the neighborhood was a plus for the many children who lived there. Having a bus hub on the old school property will bring cars, buses, more pavement (less green and hotter) and more dangerous traffic.

Please consider other sites--perhaps through a land swap--for the proposed transportation hub.

Thank you

Cherry Barney
bar8ney@gmail.com
667 Tumbleweed Circle
Incline Village, NV 89451
910-603-0588

From: [Stephen Barney](#)
To: [PublicComment](#)
Subject: Transportation hub in Incline Village
Date: Friday, October 9, 2020 3:58:05 PM

What a terrible idea. An already cluttered space, with many lower-income residents and many small children, near the middle of a quiet wooded village. You didn't pay enough for the site, which should be for low-income housing, a park, and PARKING! Be assured that no resident of this town favors this quick and dirty move.

--Stephen Barney

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Stephen A. Barney
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