



## **Incline Village Crystal Bay Citizens Advisory Board**

DRAFT: Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where changes to these minutes are approved by the CAB.

Minutes of the Incline Village/Crystal Bay Citizens Advisory Board meeting held via teleconference on October 3, 2022

**1. CALL TO ORDER/ DETERMINATION OF QUORUM** - Diane Becker opened the meeting at 5:30 p.m. CAB members: Kevin Lyons, Chris Wood, Diane Becker, Roxanna Dunn, and Judith Simon. Absent: Denise Davis. Roxanna Dunn filled in for Denise Davis.

**2. PLEDGE OF ALLEGIANCE** - Pledge of Allegiance was recited.

### **3. GENERAL PUBLIC COMMENT –**

Sarah Schmitz said Thank you. I appreciate the opportunity to talk with all of you today. And I'm wondering if perhaps this might be a potential agenda item in the future. But it appears that the potential Incline Village Town Center zoning amendment would undermine the Washoe County Tahoe Area plan's intent with increased density, height, and reduced coverage in our town centers. Should this potential amendment go through, what is the plan for Washoe County to support word workforce and affordable housing in the Tahoe Basin?

**4. WINTER PREPAREDNESS PANEL AND EMERGENCY MANAGEMENT IN THE INCLINE VILLAGE/CRYSTAL BAY AREA –** Learn about how to prepare for winter, including winter emergencies. Hear from Kelly Echeverria, Emergency Manager, Washoe County; Eric Crump, Washoe County Operations Division Director; Chris Smallcomb, Meteorologist in Charge from the National Weather Service on how to be proactive, and what to do when you must be reactive. (Non-Action Item)

Kelly Echeverria, Emergency Manager, provided a PowerPoint slideshow.

Chair Becker asked if there is an avalanche and this causes a highway out of Incline to be lost as an exit, if the County will make it a priority to open the exit if the 431 is not listed as a major evacuation route in the Plan. Will there be emergency assistance and plans for what would be done?

Ms. Echeverria said that would be snow removal occurrence. And it's important to know, if there is an avalanche warning, what to do. So should you stay indoors? Or how to go from there? I'm originally from Northern Virginia. We don't have avalanches there. So it was a learning curve for me when I moved to Nevada quite some time ago. And our expert told me that in the warning scenario, the instructions are to stay inside to shelter in place because you're safer there than if you were to try to leave and the avalanche was triggered. We tell people in that scenario to please stay inside and shelter in place.

Chair Becker asked if a person didn't visit the avalanche website, would the avalanche warning be emailed out if we were signed up for Code Red. Ms. Echeverria said If you choose email as your method of communication, then yes, otherwise, it will be sent out as a wireless emergency alert, and also pushed out on social media through the county and North Lake Tahoe Fire District. They also post it on their locations as well. And then and then traditional media as well.

Sara Schmitz asked if there is a designated shelter identified in Incline Village or Crystal Bay in the event of an extended period power outage for safety and that sort of thing? Ms.

Echeverria said it's going to depend on the scenario every time. If shelters are needed, we have been working with Diamond Peak and NV Energy to try to get a generator installed into the power grid up there directly so that they could power Diamond Peak, which would be the location. I heard that NV Energy had put in a grant application for that. More often than not, I think casinos are willing to open their doors and have backup power. It's going to depend on a variety of factors, including roads. Incline Village high school does not have a backup generator, nor did they have the electrical infrastructure to put one into place. We're constantly trying to work through those plans, and determine the best location based on any type of scenario because we're all hazards planners.

Chris Smallcomb, National Weather Service, presented winter storm watch, warnings, advisories, and the La Nina weather model.

Ms. Dunn said I wanted to ask about this rain mixed with snow, thinking back to skiing, where I hit what I thought was going to be powder, and it was like half an inch of powder and a lot of ice underneath. Does the mixture of ice and snow increase the likelihood of avalanches? Does it cause more dangerous conditions for roads? And if this is a trend, are we doing anything particular to address that? Mr. Smallcomb said I could touch on the avalanche piece a little bit. Generally, they're looking for what's called unstable snow. And that's where you got something heavy on top of something light. So if we have a light snow event, and then the next storm comes along, and it's super wet and heavy kind of sierra cement type of stuff, that creates an unstable situation which in theory could increase the risk for an avalanche. So yes, that is a concern. That is something that the avalanche center forecasters in Truckee that we coordinate with extensively on our weather forecasts on they look at. They're out there digging pits. They are out there analyzing the snow's stability throughout the course of the winter. That rain-snow variability does increase the complexity of the prediction of avalanches. Mr. Crump said the county has a vendor that specifically watches Crystal Bay and third Creek. We're certainly proactive when it comes to that. Ms. Echeverria said we have a vendor and also bought a camera so our tech services can troubleshoot before we send it back up.

Eric Crump, Community Services Department, introduced Brett Simerly. There were some questions about avalanches, and just wanted to let everybody know that we coordinate with that vendor with North Lake Tahoe fire and the sheriff's office when we get certain triggers in the specific avalanche areas. We know what roads and areas they may affect. And we work very closely with all of the stakeholders, law enforcement, and first responders in the basin. And we take it very seriously. We don't want to be the triggers of those other areas as well of those avalanches as well. So we watched that closely. And then there was a question about what NDOT uses, and Brett will talk about this a little bit, but NDOT, Washoe County, the City of Reno, and Sparks, we all use two types use of a brine which is water and salt mix. And those are the white stripes that you see ahead of storms. And what that does is it keeps the snow from adhering to the pavement. It won't melt the snow. But it keeps it from adhering, so you don't get those icy situations. And in certain situations, we like to use that. And then, during storms, we're throwing a sand and salt mix that actually does melt snow and provides traction control.

Brett Simerly, Roads Superintendent, provided a PowerPoint slideshow.

Mr. Wood said my question is about not using salt on the Lake Tahoe Basin roads. Some communities, I believe in the United States in the Snowbelt, use non-salt products. I'm concerned about the environmental impact of it. Can you speak to that? How serious is the environmental impact of the salt that is used, and is sand only or some other alternative that isn't as impactful, available? Mr. Simerly said right now we use the salt sand, it's pretty much what is used around. I will say the main thing that we do is as soon as the storms done, we go in with sweepers both mechanical and pneumatic, and try to remove as much as

possible. We also have what's called a road ram, where is, after these large events and certain times, we will go out and verify what kind of particulates are left on the road. Mr. Wood asked if TRPA have any regulations with regard to what is used on the roads and the base? Mr. Simerly said not that I'm aware of. Mr. Wood asked if TRPA or anyone has done any studies of the impact of salt used on roads in the Lake Tahoe Basin. Mr. Crump said I can certainly look in it; I'm not aware of any agency in the West, that uses anything other than some type of sand and salt mix or brine. The Lake Tahoe Basin has a lot of regulations. Much of our drainage system is such that it catches those things before getting into the lake. We have filters on the side of our roads in some areas that capture all that. The basin is far beyond many places, and if there was a regulation, I would suspect it would be there. But I'm not aware of it. Commissioner Hill said I think the NDP does have rules and regulations on salt and snow removal in the Lake Tahoe Basin. Mr. Crump said the regulations stem from the cleanup efforts. We're required to do the street sweeping; it's not so much the regulation of the salt, it's regulating the cleanup after. Commissioner Hill said I just want to make sure Chris knew we were meeting state requirements that are stricter in the Tahoe Basin, which is why we have to invest quite a bit more staff time and equipment in the Tahoe Basin than the rest of the county.

Chair Becker stated that in speaking with others in the county about this, she was told that one of the reasons that we are apparently meeting so much repainting of our streets is the amount of time that Eric and his group have to spend cleaning up the salts and all the other things that they're doing on the roads in Incline, and so we thank them for both taking care of that and then for the road maintenance of road striping/painting.

Mr. Lyons asked, on your priority one, two, and three streets, what's the number of miles of each of those that you have in Incline Village? Mr. Simerly said I don't have that right off hand. Mr. Crump said the vast majority of the roads in Incline are our priority ones. I think that was pretty easily see those were all pink. Based on that slide's visual, I would say it's a good solid 80%+. Mr. Simerly shared the priority streets slide. Mr. Crump said that pink is priority one, blue is priority two, and yellow is priority three. And the yellow is this primarily called sacks, for obvious reasons. So you can see the vast majority of the streets are pink. And orange is State. Mr. Lyons asked for the total number of county roads; total miles overall. Mr. Crump said 11,000 miles overall. He said I don't have the Incline Village number off the top of my head, but I can provide it.

Sara Schmitz said my only question is, first of all, I really appreciate all of your website information, your prioritization, the Find My plow has been great. I have shared that with the community. So truly, thank you. The only question I had is, I didn't see any reference to clearing of sidewalks. And to be honest, we are an outdoorsy community. And it gets really dangerous when people don't understand that they should walk facing the traffic and they end up in the streets. So walking in the street. What is the prioritization? And what is the responsibility as it relates to sidewalks? Mr. Simerly said we of course, go through the prioritization, the one, two and the three. And once things have settled down, we do have smaller equipment to hit some of our sidewalks.

Mr. Crump said we look at several multi-use paths we plow snow. And there, you can easily define them as kind of priority fours. So it's after we get everything cleaned up, we can free up some folks, make sure the traveling public is the safe, and then and then we focus on those trails. And then we actually do prioritize those pathways based on the ones that are adjacent to the schools. So we do that those first and then move out from there. We understand it's important to the community and we do the best we can with the resources we have. That's a common question. Once we get hit by storm, when are we going to get to the paths and it's really every storm is different. If we're, if we don't have to blow a lot of snow, and we're able to plow the roads pretty quickly. And we have plenty of room then we can get to them really quick. If it's a storm that continues to go, and we continue to have to focus on

the roads. It's not until we can get those roads cleared of snow, blown, widened up, and then we can go to over to the past. Ms. Schimitz said it's been noticeable the last couple of years, how our walkways have been cleared more regularly. And all of us in the community really do appreciate it. So thank you, and I understand that you have to clear roadways first. Thank you.

**5. E-BIKE REGULATION** – Eric Crump, Operation Division Director, Community Services Department, speak about e-bikes and the concerns with the community regarding multi-use path and other walking locations. (Non-Action Item)

Mr. Crump, Operations Division Director from Community Services, said as you can well imagine e-bikes are the thing many agencies are dealing with. It is it's something it's an issue that is basin-wide and large community-wide to be honest. I'm going to turn it over to Christina Thayer here in a bit. She's our newly hired Trails Program coordinator, she came over from Tahoe Donner, and has a great background is kind of on the cutting edge, if you will, of e-bikes. So she's going to talk a little bit about our approach to, to this new form of transportation, and what we're, what we're doing, and then kind of where we're going with the program.

Ms. Thayer provided a PowerPoint slideshow.

Chair Becker said I feel after listening to the presentation that education over enforcement is a dangerous direction for our community. And I'm hoping that Helen Neff, when she speaks is going to talk about one of the recent really serious injuries we've had in the community. And we I've just read online about a number of serious injuries, not just irritations, not because we're having a bad day on the trail, or because it's noisy. But this is a serious safety problem. And I don't know if anyone who doesn't live up here and doesn't walk daily knows how serious it is. I walk every day from about Country Club, either to Tahoe Boulevard or the beach and back every day. And on that road where we've got a trail, that's a multi-use trail, at least once a week, I have nearly been hit by bikes coasting down Village on the bike path with little or no braking at high speeds. My husband asked me to say that it's been really dangerous, especially the people who are biking downhill and who are out of control. They're just coasting down this trail. On the multi-use path on the way to Sand Harbor, I witnessed only in the last month on three occasions where e-bikes that were almost motorcycles were riding there. Now the e-bikes that are rented by Tunnel Creek, are limited in how fast they can go. Part of what I believe you have to do, and I hope you will, is follow a lot of the rules they're putting in in California where they limit the size of an e-bike that can go on any kind of a multi-use trail, that is a multi-use for people to walk on. And I'm not saying you should get e-bikes off the trails and walkers on I'm just saying, you have to be realistic and make a decision. Maybe a trail is only for e-bikes, but if you put people together with a motorcycle, you will have horrible injuries. And I know the county doesn't want that to occur. I don't know about other modalities, but it's limiting the size of some of these e-bikes, the speed limits you must put in, and those signs you need to put in. The only way tourists will listen is if they get tickets, because if you go on the 28 highway between Sand Harbor and Highway 50, why do you think all those people over the years always park there even though it says no parking—it's because the violators never get tickets. Tourists up here don't seem to want to follow the rules. And I'm not being negative about tourism; we need tourism. I believe that enforcement is critical. And please don't think of this as a negative experience of noise. It is a much more serious safety consideration. And lastly, in a mountainous community like we are, it's a totally different issue between bikes and e-bikes and walking than it is on a flat area. For instance, I've never seen a problem on the multi-use path out of Tunnel Creek to Sand Harbor in that flat area. On flat sections people on bikes are generally not out of control there except for the very fast e-bikes. But I think if you put in real rules, it's going to help us because if you're trying to train people in schools, those young people, I bet, will be courteous. But that's not the people that we're

seeing that are out of control. It's the tourists. There's no way to reach them without enforcement. And I thank you for thinking about that. But because of the issues we've been seeing up here, I hope you will put in some enforcement and think about that.

Ms. Dunn said I do have several points. The first one is, I read a year or so ago, that Nevada is now including bicycle rules and safety as part of Driver's Ed. It's going to take a generation for that to have an effect but that will be great. Not only to make bikers more safe, but to make drivers more predictable and relate better to cyclists. Second thing is, I rode my bike extensively in the Bay Area before I moved here. And one takeaway I had from using the various trails there was, the wider the trail, the better. When you have narrow trails that are purported to be multi-use, they are not really multi-use, they are sidewalks, and bicycles aren't allowed on sidewalks. So like I would never ride my bike on the Lakeshore path because it's just not good for that. Third, related to e-bikes themselves, and I was hoping somebody would cover this but there are three classes of e-bikes. The two that you need to understand are class one and class three. Class One is called a pedal assist, like swimming with flippers on. If you're not kicking when you have flippers on, nothing happens. But you don't get anything if you're not pedaling on a pedal-assist bike. The class three bikes have a throttle. And so they actually run without pedaling, they are closer to motorcycles. And per California law and Nevada law, they are expected to behave as if they are motorcycles. In other words, they are not allowed on these trails. We're in a transition phase where these things are coming in, and they're new. But some enforcement on the class three bikes would be useful. As far as speed is concerned, you can go just as fast on a road bike as on a pedal-assist bike. Class one cuts out at 20 miles an hour. So if I'm going 21 miles an hour, I'm no longer getting any assist on my motor. So they don't really go faster. Christina said the problem is speed, not necessarily the particular vehicle. There's one exception that I will make, and that's downhill. E-bikes tend to be a little heavier. And so when you point them downhill, it's easy to go more than 25 miles an hour down Village. I checked with the Village ski loft and Vista trails, the two bicycle rental places. I forgot Tunnel Creek to see if they rented class three bikes, and they did not. So these class three bikes are coming in from outside. They don't sell or rent them here in Incline so just FYI there. But hopefully, a little more education there as a person with arthritic knees who loves to bike. I think bikes are wonderful. And I want to do everything I can to get these Yahoos off the roads and trails so they don't spoil it for me. Thank you.

Judy Simon said I want to thank Roxanna for explaining the different classes of e-bikes. And one of the problems that I've noted on the East shore trail is sometimes, these the rental bikes and people are on vacation, they go three or four across. So I don't know if that's part of the education process. But that can be a problem if you're trying to walk and it is a multi-use trail. The outreach to schools and libraries I think is critical. And also some of the young people's groups if they could be ambassadors for safety and that sort of thing. I think that would be helpful as you get grounded in your job and and move in that direction.

Mr. Wood can you tell us what education process, if any, the actual vendors of these e-bikes are required to go through? Or what they go through and what they're required to give to the people who lease these bikes from them? Is there a requirement there? And what is? Ms. Thayer said currently, no. I've gone undercover and tried to rent an e-bike, and all I needed to do is hand over my credit card. So that's one thing that needs addressing. The peopleforbikes.org, the national policymakers for all things bicycle related across the country. They work with municipalities and governments of all sorts. And what we are working towards is holding the bicycle manufacturers a little bit more accountable to be included and involved with education. So you don't just buy the bicycle, you also get an education with it at purchase. So we're trying to get the manufacturers involved as well. Mr. Wood said it seems to me that it would be helpful for postings along some of these paths some of the key regulations for using e-bikes or any kind of bicycle, when you have a lot of pedestrians in particular, when you've got a narrow path, as somebody pointed out, really is a sidewalk.

You couldn't put a sign up that has 12 regulations on it. But you can put something up there that says remember the following key points. I can see it at the vendor's shop, somebody's just so excited about getting a bike, they sign something, and then jump on the road. Some kind of posting might be a good idea. I don't know what others are doing. It's just a suggestion. Ms. Thayer said most of us probably here as outdoors people have heard of leave no trace. Leave no trace was a campaign that started locally and grew globally. And that was through media publications, magazines, all forms of marketing, education. And now it's a national yet global standard. And that's what we're trying to do with trail etiquette across the board. There's a new organization called trails are common ground and trails or common ground is, was started during COVID. Their entire intention is just to promote trail etiquette education. This is a big issue. And just putting up signs and putting little messages on kiosks is it's a great start. But unfortunately, people who are on e-bikes are going too fast to read the sign. So they're going pass the sign or maybe not stop and see it. So we need to hit this messaging about how to use multi-use, shared trails of all types sizes and widths, coming from all angles, social media prints, television, billboards, whatever we can do, just like 'leave no trace.' And then you get manufacturers and REI and big organizations and outfits on board with spreading this message of how to behave and share the trails and be inclusive. Mr. Wood said we need to talk to you in another year from now see how it's going. Ms. Thayer said this is just getting going. We really hope that everything will be in place so that by May of next year, this collaborative will have a campaign ready to launch before the big summer season. That's our goal.

Ms. Lyons said it's very interesting. The signs, I've seen them around. And to Chris's point. I don't know what they mean. I don't know what slow means. Does it mean faster than a person can run? Which is like 20 miles an hour? Is it? 10? Is it five? Is it a 15? I mean, and so one of the things that I was curious about is why there's no guidance on what a slow zone is? Is it 10 miles an hour when passing some person walking? What's the thinking on this? Or is it just some number always? What does that mean to you? What can we add to that sign potentially to make it helpful to people? Ms. Thayer said I could tell you from years of trail management and dealing with the issue of speed. I don't have a pedometer on my bicycle, and I'm an avid bicyclist. I don't know how fast I'm going. If you watch somebody go down the neighborhood street, 25 miles per hour, and you're a pedestrian, standing up feels really fast. It feels fast to watch a car go down a street going the speed limit. So I don't think most people have a good understanding of how fast they're going. And aside from requiring everyone to have a speedometer on their mode of transportation, whether it's an e-bike or skateboard, it's a very difficult thing to implement and monitor. You can set a speed limit, but most people won't know how fast they're going. Mr. Lyons said I don't think in terms of miles an hour either. But I think people know how fast things move roughly in terms of walking, jogging, or sprinting. What should that be? What does it suppose to be? What is the studies on this show? Ms. Thayer said the study showed that ideally, you wouldn't be going any faster than eight miles, or that's pretty slow. On a bicycle, you're, it's real slow. It's almost like you're standing still and pedaling. So it's all relative to some degree. If we had the room on our streets, we'd be making other decisions about having a bicycle lane and pedestrian. We just don't have the space in some of these more urban areas where you can have multiple lanes for all the different user types. Mr. Lyons said it sounds like the two issues are speed and space when passing, right? If you're passing me at 30 miles an hour, but you're 10 feet away from me. But if multiple people are side by side, that's the main issue with the accidents? Ms. Thayer said yeah, I think that's always an issue on any type of trail. That's an issue on a single-track dirt trail, as well. That's an issue, paddleboarding and a narrow genetic channel. Everyone is moving together, and trying to figure out how to pass each other and communicate is a big deal. I think, at least in this country, we don't practice communicating with each other. You can go to Amsterdam or other countries, and everyone is using a bell. It's common practice, a form of communication, at least in the mountain bike world. Trail user education programs are really trying to get everyone to use a bicycle bell, so you at least can talk to each other and let someone know you're coming. So we're at the

beginning stages of trying to figure out if you can't address the problem with trail design. Had we known what was coming 30 years ago, the trails might have been designed differently. And right now, we're trying to play catch up, especially after COVID and everyone bumping outside. Lake Tahoe is a world-renowned destination. This is always going to be an issue that needs to be addressed. And the education campaign doesn't stop after one summer this is this goes on forever. One of the things that are very important to me, as well as this collaboration, is we have many non-English speakers coming here. And so, our messaging needs to make sense to people who come from another country. And so we're going towards iconography and symbology so that if you don't read or you're a non-English speaker, you also get the message. Mr. Lyons said I think you could put some numbers up there. That'd be my suggestion. So the people actually know what their needs are.

Ms. Dunn said I used to teach bicycle safety in California. The California law on trails, it's 15 miles an hour until you encounter pedestrians, and then you cut that in half. So seven to eight miles an hour was what was recommended. The other thing is e-bikes have a computer on them to run the motor. And that computer has a speedometer on them. So I don't think any e-bike would get a pass on not knowing how fast they're going.

Ms. Neff said Thank you, Christina. That was very informative. I think speed is a big issue. I agree with Diana, and what Roxanna said it does have to be addressed. I think anyone going more than 20 miles per hour is a pretty professional cyclist, and they will have some kind of speed indicator on their bike. Our roads are 25 miles per hour here with the exception of State Route 28. Bikes are going a lot faster than that. And education is great. It's an important component, but there needs to be enforcement. There need to be sheriffs on bikes or something because if people aren't going to slow down on their own. I have a friend in San Francisco who got a ticket for going over 25 miles per hour in the Presidio. But we all thought it was a big joke. He was going downhill, and he got ticketed. It was a big fine. He does not speed on his road bike anymore. So enforcement does have something to do with it. Regarding engineering, some of the best paths I've been on periodically say on the pavement, keep right paths left. And we've been talking a lot about bikers, but I've been on the shore trail, and there can be six people and three strollers taking up the whole path. And you can't even get around them going in going in either direction. So I think that would be helpful. And also, lights need to be required on bikes after sunset. When I was a kid, that was like a cardinal sin to go out on your bike if you didn't have a light, and somehow that's changed. I was coming on Saturday evening, and there were three bikes on State Route 28, dark clothing, no lights, no helmets, just waiting for a crash to happen. So there are a lot of components: engineering, education, and enforcement. Thank you so much for your job. You have a big job.

Chair Becker said thank you so much, Christina. We're really looking forward to seeing what you come up with over the next year. And we're excited that the county has a person dedicated to safety in e-bikes and bicycling and the whole modality issue.

**6. CAB BOARD MEMBER/BCC NEWS AND ANNOUNCEMENTS** — This item is limited for announcements by CAB members and Commissioner Alexis Hill only\*. (Non-Action Item)

Commissioner Hill said I just have a few updates for you. TRPA, we are doing our executive director recruitment and moving that along. So if you are interested in coming out to the public meeting to meet the four finalists, I do not have their names, yet they have to be disclosed. They have to give us permission to disclose their names. But that will be a meet and greet Wednesday, October 26, from 5:30 to 7:30 p.m. And it will be at the TRPA offices, and the finalists will make presentations. And there will be food and beverage. And then the recruitment firm will collect all of your comments from that evening. I think you can do written and verbal as well. And they will be presented to the board for consideration. So we're trying to make this a public recruitment. We had the TTD mobility hub committee meeting last

Monday, and the committee recommended HDR as the consultant firm moving forward to the TTD General Board meeting on Wednesday. The committee also had some great comments on data they want to see collected and outreach to the community. Just as a reminder, I know this group has heard this a lot from me. But if there are any new people on the call, we have not chosen the old school site old elementary school site as the final site. We're still working on potential other sites, and that's part of what HDR if TTD chooses them, will be moving forward with over the next year. There will be a lot of opportunity for public input, both at the mobility hub committee and online and other community forums such as the CAB; we'll also be using this form. And we are moving forward with the transportation summit on Wednesday, November 16, 4 p.m. to 6 p.m. at the Parasol building. This summit is going to be an accumulation of all the work that Amy Cummings has been bringing to this group, the CAB, over the last few months, we will be talking about State Route 28, and there will be a breakout session for that. We'll be talking about neighborhood roads and multi-use paths, as everyone knows on this call, I'm a big proponent of seeing that we do not allow e-bikes on the Lakeshore multi-use path but instead create a separate bike lane. But that is still in the works and discussion, but we'll discuss that. What will come out of that summit, I wanted to also address the snow removal on multi-use paths. The consultant was asked to come up with prioritization of snow removal on multi-use paths and some recommendations on how Washoe County can do that better. So those are the upcoming things. I'm happy to address any questions this group may have for me.

Ms. Simon said I wondered about it as we discuss pedestrians on our roadways. Many communities have a street crossing system that involves little signal things. I happen to see it in Bridgeport, where the main highway runs through Bridgeport in Nevada. And it seems that something like that might help in the railways' area. Often, they're provided. We might have some youth groups or somebody like that. And I also have seen something similar over in Kings Beach on the treacherous roundabouts. I don't know if they're staffed by Placer County or volunteers, but that's certainly something we could look at in areas where we don't have stoplights or crosswalks. Even a crosswalk doesn't do much. Commissioner Hill said that is good input that I'll pass along to Amy. Ms. Simon said she would send pictures of the Bridgeport one.

Ms. Neff said Judy, I'm not sure if what you're talking about is where you pick a flag up at one end of the intersection. You hold the flag, walk across, and put a bucket on the other side. Yeah, it's anyone you can go online. It's common in a lot of places. My nephew loved it when he was five. It was just like the biggest thing to carry from one side to the other. So it is good. Yeah, like around the schools and where there is no traffic signal or anything to stop the traffic. Ms. Simon said I encountered it on Pacific Coast Highway in Laguna Beach, Southern California, which is a very quick, very fast highway. Ms. Neff said And then on Kings Beach. The traffic guards that they have. They hire those on weekends and afternoons because what they did with their roundabouts is they put crosswalks in, but they didn't put any way to stop the pedestrians. So those traffic guards are to stop the pedestrian so the traffic can move, then stop the traffic and let the pedestrians cross. So it was an error when they were doing those roundabouts, and that's why the traffic backs up so much on a busy summer afternoon.

. At the last meeting, Denise Davis asked if we could have a hybrid meeting where we would be in person and on Zoom for those who want to join. In January 2023, we're starting our meetings that will be hybrid. We will meet live at the incline library. And we will meet on Zoom same time, in the same place. January 2, which is Monday, is a legal holiday. So we will meet on January 3 and I'll make sure that we remind you every time. But hopefully, as many of you as possible will want to start coming in person . The CAB members will have a table and can either be live or not live, whichever everyone wants to do. Also, I have prepared a new list of potential agenda items that will be put up tomorrow. It's going to be called potential agenda items 2022-23. I hope the CAB members will add and send me



emails adding the agenda items, and anyone from the public who would like to also send them to me and we will get that updated. We're going to need to get it prioritized. So it would be great if people gave priority items on there. Next month, Andy Chapman from the Incline Village tourism bureau which is now called Travel North Tahoe, Nevada . He will speak to us about their new advertising and marketing and what they're planning to do over the next year. And I think that will be of interest to all of us. Marc has told me that the Incline Village commercial regulatory zone special area one meeting that was scheduled for tomorrow is canceled. So if anyone was planning to go to that, it's canceled. We may have someone from TRPA at the next meeting to talk to us about Tahoe Area Plan amendments. Anyone who has suggestions for agenda items, please send them to me.

Ms. Davis said Sorry if it's a repeat, but I wanted to make sure everyone knew that we have a forum with the IVGID trustee candidates on Thursday, October 13, from 6:00 p.m. to 8 p.m. at the Chateau. John Crockett will be the moderator, and I'll be helping him. And if you're unsure, our four candidates are: Yolanda Knaack, Gail Krolick, David Noble, and Ray Tullock. And we ask if you have questions to submit in advance to IVCB communityforum@gmail.com Before October 7 because we'll have limited time for questions from the audience on the 13th. So if you have a question that you would like answered, get it in, and we'll try to get it answered. Thanks.

Ms. Simon said just to clarify, Denise, the two seats that are up are two incumbents not running for reelection. So that's Tim Callicrate and Kendra Wong. My announcements are I'd like to give a thank you to our chair, Diane, for getting some good information from EKN. EKN is having other meetings. I don't know why they chose the format that only 30 People can come to any of these four meetings they're holding. But it should get some more information out to the community. And it's hard for the community to interact when there are four different meetings. So that's just an observation. And then I wanted to just report from the advisory planning commission of TRPA that we had a presentation last time on emergency piers. One of the things that were taken from the agenda was to build a pier at Burnt Cedar Beach, which was not met with very much approval from the community. So there's still a discussion. In the past, they've used the Hyatt pier, and there's some desire not to use that as a dedicated emergency pier. The other areas around the lake have piers that were either used by the sheriff's department or not, or they're on public areas, but we don't have that in our community. So right now, that's kind of in the discussion, and our member on that effort is Chief Ryan Sommers.

Chair Becker said, Judy could you take back to the Advisory Planning Committee group that there is another possible public location that is past the Hyatt, which was considered, but the concern was that you'd have to build an elevator to bring an injured person up to street level. I suggest that someone at TRPA is bringing that back to the group thinking about beach sites at north shore. And the other question is, I was told that they don't want the emergency pier to continue to be at the Hyatt because they don't like to bring a person through the whole hotel. It's sort of an invasion of the person's privacy, etc. But there are other ways they could dock there and bring to the street, to the left of the Hyatt. Ms. Simon said that I did raise some of those issues at the meeting. And Chief Sommers was at that meeting. So I think maybe we could have him talk about what he envisioned. I can certainly bring that. Bring that concern back. They would have to build it, but they would also have to build it at Burnt Cedar. It would be no difference.

## **7. APPROVAL OF MINUTES FROM PREVIOUS MEETING SEPTEMBER 6, 2022 (for Possible Action)**

**MOTION: Chair Becker moved to continue the September 6, 2022 draft meeting minutes to the next meeting. Mr. Wood seconded the motion which carried in favor.**

## **8. GENERAL PUBLIC COMMENT —**

Eric Crump said I believe you had requested some information regarding generator. I had our building department put together a little quick sheet about permanent and temporary generators. And I provided that information to Marc, so he can provide that.

**9. ADJOURNMENT** – the meeting adjourned at 7:00 p.m.