



## **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 December 5, 2022

**1. CALL TO ORDER/ DETERMINATION OF QUORUM** – Chair Becker called the meeting to order at 5:30 p.m. The following CAB members were in attendance: Denise Davis, Kevin Lyons, Chris Wood, and Diane Becker. Absent: Judy Simon, and Roxanna Dunn (excused).

**2. PLEDGE OF ALLEGIANCE** – the Pledge of Allegiance was recited.

### **3. GENERAL PUBLIC COMMENT**

Kathie Julian inquired about the status of the Incline Village and Crystal Bay emergency evacuation plan. Her connection was lost.

**4. WASHOE COUNTY TRANSPORTATION PLAN** – Amy Cummings, Statewide Transportation Planning Manager, Parametrix, will present information and may request input from the CAB related to the study being conducted for the Incline Village and Crystal Bay area. **(Non-Action Item)**

Amy Cummings provided a presentation of the update of the Washoe County Tahoe Transportation Plan, which included a current version of a PowerPoint presentation previously shown to the CAB at its September meeting.

Denise Davis asked where we are as far as E-bikes on the multi-use trails, especially on Lakeshore?

Ms. Cummings said thank you for that question. I know that that's something that the county has been working to address, and the code was updated to require responsible behavior from E-bikes and regular bikes.

Commissioner Hill said I'm aggressively asking for prohibiting E-bikes on the Lakeshore path. But the issue is, I want to get a dedicated bike lane on the road if we are going to do that. So that's something that I'm working through with our community services department. But I had an amazing meeting with the sheriff's office and our community services department. And it's looking like they can work to gather stats of any sort of collision on the trails, whereas they were not doing that before. And as many people on this zoom may know, in Placer County, they certainly weren't doing that in many other counties. But the sheriff's office is willing to. If they are called about trails they can plug that in and create its own data set. So that's going to be very helpful for us moving forward. So there it's a two-pronged approach. But yes, working on that. I just don't want to push E-bikes from the trail and not have a safe place on Lakeshore Boulevard.

Chris Wood said this is about the third time I've seen your presentation. I see it morphs. I noticed the bus shelters along Route 28. And you had a picture of one at Southwood. I understand those are not maintained or established by NDOT or any of our governments. Is that your

understanding? Ms. Cummings said I understand it's a private organization maintaining those. My understanding is that they were built in the 1980s. I'm not sure about the current maintenance.

Ms. Cummings said TTD (Tahoe Transportation District) does snow shoveling at the bus stops, but I'm not sure about other maintenance beyond that.

Mr. Wood said I understand Rotary has some role and decorating at least and then trying to clean and maintain these.

Ms. Offerdahl said having just been in each one of those shelters, putting up decorations, what it says is that the TNT TMA (Tuckee/North Tahoe Transportation Management District), the TART bus people are responsible for the maintenance and the cleaning of those bus shelters. Rotary had a hand in building them. And we feel some responsibility now because they're not being maintained.

Commissioner Hill said the TMA is a nonprofit organization, I'm on that board. And then the TART is through Placer County. We just have a fun tangle of governmental and nonprofit entities. I thought TTD was responsible for those. I will look into it. I think this is a good thing for me to find out. And when you brought your recommendations for the bus stop to the TTD, did they say anything about who would be responsible for those updates? Cummings said I had asked them about snow removal. I've not asked them about other types of maintenance.

Kevin Lyons said I have some comments, suggestions, and really, almost must-do's to make the report useful. I didn't see any numbers in the entire thing that you just presented. For example, you had high usage, what does that mean? What does that present mean for the bus?

Ms. Cummings said that's where we reached out to Placer County TART. They're the operators for the service from North Lake Tahoe into Incline Village, which is separate from TTD service from Incline Village just to Sand Harbor. This is just the North Shore transit service. So we asked them for their list of highest ridership stops. So it's really their information that they get from the bus operators, more than a spreadsheet that has the specific numbers, but they gave us the top based on just what they know from their operating the service, which ones are the highest ridership. So it was the 76, the Starbucks, the one by the Hyatt and the Raley's, those were the top of their list. Mr. Lyons said I meant what was the ridership, what is for high ridership?

Ms. Cummings said they don't have ridership by stop. There is the technology that can be purchased and installed on buses that automatically counts people as they get on and off. But there's a cost factor there. So when we talk about technology and more data, that's one of the things that's on the wish list that we would all like to be able to install on those buses. They have route-level ridership data. I presented some information at the public meeting, and then I tried to streamline this version a little bit. In terms of transit ridership, we were looking at the peak periods because so much of the travel issues have been driven by those peak periods. It's so this is riders per day. So you have the TART mainline; the highest peak in 2022 was in February, with about 550 passengers per day on that mainline that goes from Incline Village to North Shore. TART connect is a micro-mobility, on-demand micro-transit service with about 200 trips a day during the summer. They have higher peaks in the summer compared to the winter and the fall. And the East Shore Express, which is the TART TTD service, had about 450 passengers on their average peak day in the summer. Does that does that help?

Mr. Lyons said I'm looking for the actual ridership with people at bus stops in Incline Village. Ms.

Cummins said we have the route-level ridership. But we don't have that stop-level ridership because it's just not being collected at this point.

Mr. Lyons said well, obviously you need that. You need something you need some better estimate of what's actually happening. How many people use the bus stops, you can put a person up here for a day and do an audit. I would have thought that would have been collected by now because that's really important stuff. What about pedestrian data?

Ms. Cummings said there are counters installed at the shore trail. There are a few others around the basin. And these are installed by TRPA.

Mr. Lyons said what about the intersections? Ms. Cumming said we don't have pedestrian counts at the intersection, the only counters that are there are at the east shore trail.

Mr. Lyons asked when did this study start, by the way? Ms. Cummings said we started earlier this year. What month was that? It was a while ago. Ms. Cummings said it was January or February. Mr. Lyons said 11 or 12 months now, and we don't have any counts of anything in the study. No one's come up here for a day in the winter, a day in the spring, a day in the summer, and even get rough numbers that need to happen before the things are useful at all, frankly.

Ms. Cummings said we're using the information that's available to us, we do have the vehicle counts that are provided by NDOT. And we have had field work up there. But it was not the 12 hour count like you would optimally like to have. So that's something we've identified in the presentation for additional follow-up on data that we would like to see.

Mr. Lyons said what was the field work that was done? Ms. Cumming said it was going up and inspecting the facilities, and looking for those ADA issues, looking at the gaps in connectivity, doing some field verification of the GIS data that we have, and doing some site visits to check for parking issues. Again, we had a lot of anecdotal information. We had the survey results. So we went out and did some field checks as some of those areas just to get some better information.

Mr. Lyon said I think last time you presented, I also asked about your plans to do an actual scientific survey so we could figure out the actual top issues, as opposed to the bug reports. And did anything like that happen yet?

Ms. Cummings said we had not done an additional survey. We have the results from the one that was conducted this summer. And we were pleased with the participation that we had from the community at that time. As you said, it was not a scientifically designed survey. It was a voluntary survey pushed out online and through social media. But we feel it gave us good results based on what we've heard in our conversations with other stakeholder groups. We took that information and shared it with stakeholder groups. And the CAB is our advisory committee. One of the things we hope to do with the CAB, as we've been having these meetings throughout, is doing some ground truthing and verification of what we're hearing to make sure it's consistent with what the members of the CAB are experiencing as well.

Mr. Lyons said that's kind of why I bring it up. It's not a survey that you did, it's a questionnaire. And it's great for getting open ended responses to things. And I think you've got a lot of that stuff. I didn't see where these problems came from or how they were organized was kind of just a list of bug reports that kind of clustered together in the survey questioner.

Ms. Cumming said yes, and we do have a map of that which I think I can pull up just so you can

see the distribution.

Mr. Lyons said I'm more interested in that. Of the things you mentioned, I don't think they're among the top big problems people have up here. I think you touched on one of them, which is like traffic, getting to Kings Beach or out of Kings Beach. Going to Carson City actually is number one, in the summer. And not enough parking, when you need to park somewhere. Those are what I've heard, just kind of intercept serving people. And I didn't see any of those in your problem list. How do those fit into the whole plan? My guess is those are the top priority things. These come across like a bunch of bug reports and maybe even some special interest lobbying of different types and these open-ended surveys. Where does that fit in? The actual big problems we have or that we need?

Ms. Cumming said when we were talking about the traffic congestion, that's where the traffic operational improvements at the intersection come in. Looking at ways, we can improve the flow between our signalized intersections, make it more efficient, dealing with the left turns as we talked about. So, I just want to share that this was the survey comment map. This was the opportunity for folks to drop a pin and leave a comment. So you see kind of these clusters. And you can see a lot of parking comments here on Lakeshore. That's where we're recommending the one-way pilot to see if that's a viable way to improve safety, calm traffic flow, and add some more on-street parking. You can see these kinds of clusters of dots here on Incline Way as we're talking about the intersection improvements. And here the signals were some as well, that you can see, we had some comments over here at the roundabout. We did an interesting study of one of the data points. One is for traffic volumes, and the other is for the crash histories and the severity of crashes. We could look at the severity of crashes at different intersections. So at Village, for instance, that's one of our higher crash volume intersections. And about 40% of those crashes result in an injury compared to over here at the roundabout where your traffic volumes are a little bit higher, but you had fewer crashes, and only about 16% of them resulted in an injury. So that's just indicative of, when we're able to have those traffic calming infrastructure improvements in place, it has benefits in terms of reducing injuries. Those are some of the data points that we were able to look at.

Mr. Lyons said that's great. If you're going to have a traffic plan, you have to have data. If you're going to make this useful, you have to have that data for pedestrians and bus riders. It doesn't take that long to get the data. Get something better than nothing. Right now, we have we don't have anything. If you turned this in to me and said, here's our traffic plan, I would just be getting rolling right now. Good luck getting the rest of the data. We're going to need that, please.

Mr. Lyons said I just have some comments I'd like to make. Making it a one way on Lakeshore, have the people who live on Lakeshore have been talked to about that? I don't have an opinion, one way or the other. But I think that's an important issue to speak to people living there. One of my observations is that when people park, many park illegally, and they tend to park right up onto and into the space because the people come in with gigantic vehicles. They are parking into that walkway. I would want to be sure that you really got a lot of local input on the one-way on Lakeshore because that will dramatically impact people. I would hope it would be no van parking, boat, or trailer parking or limit it because it's a problem with these gigantic vehicles on the one side. So whatever you're proposing, I'd be very careful.

Chair Becker said on the bike path to Crystal Bay, I want to raise a couple of thoughts. Someone has to look at this carefully in terms of the fact that there's an avalanche area in that area, how to handle the construction to avoid anything that would impact the avalanche area. When the CAB did get the opportunity to talk about several homes that would be developed on Highway 28, the

County approved the homes without any kind of indemnities from the owners who were going to be building in the avalanche areas. So in looking at building a bike path there, I hope we'll have someone look at the avalanche issues because I do not believe that the County looked at the avalanche area issues when they approved those houses, but instead left this to NDOT/TRPA having approved the construction, but then TRPA got an indemnity from all the owners building their houses. We need to look at that avalanche area carefully. And I also wonder how they could build a path there without adversely impacting traffic for yet another season. I'm not opposed to the path because I love walking and riding on them. This summer, so many government entities are working on 28 blocking traffic already. I hope that before something like this bike path is decided upon, for the good of tourism and other things, we look at how much time it's going to take, and how much traffic blockage there's going to be of our traffic going back and forth because there are limited construction periods.

Chair Becker said on parking availability, I agree with Kevin. The lack of parking is one of the biggest problems that we have for residents and tourists alike in Incline Village/Crystal Bay. In the winter, it is a more serious problem for older properties that were built without parking or with inadequate parking. For those people finding places to park is difficult. I don't know if there are any opportunities you can find for additional parking for both the residents and the non-residents. I've never seen 550 people per day on the TART main line from here. I'm not going to go so far as to say that from what I've seen it's not real accurate data, either. It's just individual data. I don't believe that that is impossible for 550 people per day on that line, or 250 people per day, originating in Incline Village or Crystal Bay. And I think if you speak to people who take that bus from Incline Village Crystal Bay, which is very few, because you have to take two buses, and that's one of the problems with that bus line is you have to get off the bus and then wait like an hour sometimes for the next bus to get to the ski places.

Ms. Cummings asked if I could clarify that is the route level ridership. So it's not just Incline Village; it's the entire route into California as well.

Chair Becker said that's not to say that public transportation isn't important for getting people around. I'm just saying that without real data and without putting clickers in when people get on. It's garbage in, garbage out kind of thing.

Chair Becker said I want to thank you because you have raised so many of the problems I have seen on intersections here. You've come up with a bunch of suggestions, many of which, will go a long way toward really helping us. And I personally really appreciate that. And I just hope you can do a little more effort into getting more data. I think you did hit the intersections that are the problems. And that is one of the biggest keys to what you're doing.

Mr. Lyons said I just wanted to follow up. Amy, you might not know that we've done that pilot up here for the one-way street on Lakeshore. We do it on July 4 every year. And my hunch is that it people think is a big pain in the ass to people that live on Lakeshore. But you can look into that. And you can probably get some interesting info from the sheriff on that. And on the parking, two things have destroyed our parking. One is the square curbs that were put up when a curbing job was redone instead of the rounded ones that you can easily drive over and park over. The square curbs have created problems. Many people have four-wheel drive and high clearance and just go up and over. But you'll see this, especially on Village. You'll see regular people in regular cars parked not off the road, but over the white line. They'll sometimes get up and in precarious areas on the other side of the road, where the rocks are. The rocks were really filled in too low. And I think there's only one road in town that was fixed where it was raised so that people could walk

safely to school. But in general, those have also destroyed a ton of our parking spots. So, if you're looking for where the parking spots could be restored, be that could be redone. We didn't see anything in the report and what you presented, but that might be helpful.

Sara Schmitz said thank you for this presentation and thank you for the discussion by the CAB members. I think that it's very important as you're doing this work that, Amy, you should reach out to the general manager of IVGID. Because some of the things that you are proposing have a significant impact on the IVGID venues, particularly what you're proposing on Lakeshore of being one way because where you're proposing that is in front of two beaches, a boat launch, Village Green, the dog park. To make that sort of a suggestion, you really need to reach out to the general manager of IVGID to understand what potential negative impacts that have because to do that, where we have boats and trailers and pedestrians and bike riding, and now you're going to have people trying to find parking, and it's going to backup on Village. I just think that some discussion should be had on that issue. The other thing with IVGID is at one of the problem intersections: Northwood, Southwood, and 28 where the skate park is and where the condominiums for 947 Tahoe Boulevard are proposed. That skate park will be expanded, and more children will access that in addition to the ball fields and other children's activities. I think that that intersection needs to have something more done to it, perhaps a traffic circle so that it not only slows the traffic but also keeps the traffic moving. One of the things that we have noticed, and I've reported it to Washoe County Sheriff's Office, is that at the intersection of Village and SR 28, people run the red lights, make left turns on red lights, and they will just literally blow through the intersection. Safety is a real concern at that particular intersection. Also, if it had a roundabout instead of a stoplight, it wouldn't be so dangerous in the wintertime, when people are stopped at the stoplight. And when it turns green, it just turns into a sheet of ice, and people end up having to go through the 7-11 parking lot to avoid that intersection in the wintertime. It's very dangerous. You've got some good suggestions. But I do agree with Kevin as it relates to needing some data.

Dave Solero, Assistant County Manager, I just wanted to make sure I took a moment to step in and defend my consultants on a few of these items that are coming up. Amy Cummings and Parametrix have done exactly what Washoe County asked them to do. They have identified some areas where we need to do additional study. And Amy, through no lack of trying on her part to get the county to go up and take some of this data. We know that at some of these intersections, if we've got four people that utilize this intersection, and they're having pedestrian issues, that may not be the level of having to create something like a roundabout, but it certainly could lead to something else. I've asked Amy to ensure that the next steps that were outside the scope of work that we asked them to identify them. I want to make sure that everybody understands that Washoe County currently has no plan like this. And so, we are tiptoeing into this as part of our area plan update. And this is a very complex network of things to take care of parking issues and congestion. And it requires transit use, and it requires some of these other things that we've identified. But yes, we are fully aware that we need additional data. I just don't want you all to think that Amy did not do the job that we'd hired them to do. She did exactly what we hired them to do. Plus, Washoe County is now going to be able to have a good foundation. We've got some short-wind projects; it really doesn't matter what the data is to make some decisions based on how we move forward. But there are certainly those longer-term projects for we've identified what data is necessary. And we've identified how to go about doing it. Now we just need to work with the commissioners to identify where the funding will come from and which partners are in first on leading some of these initiatives because they're not all Washoe County initiatives, specifically with SR 28. We've got NDOT to work with as well. We've identified all those things. And I feel strongly that there's a really good study that Washoe County has commissioned to get us to the level of other jurisdictions around the lake, to be able to do what we need to do, and to take care of your issues up there in

Incline Village.

Helen Neff said thank you to Amy and your team for all your hard work, especially for identifying the intersections in our Village that require some enhancement to be safe. And the Tahoe Area Regional plan identifies pedestrians and cyclists as two areas that need to be improved safety for both of those. I think you have a really good start on that with the intersections. I don't want to sound like a broken record, but I will. I've mentioned the speed limit on 28 through town a few times. It's 35 miles per hour. We're the only village center around the lake with a 35-mile-per-hour speed limit, except South Lake Tahoe on the California side where they have like four freeway traffic through town. But everyone else is 25. And I know that involves working with NDOT and if it's just not going to happen as part of your recommendation, please let me know so I can turn off my broken record. The other thing is the pedestrian intervals, rather than just a long time for pedestrians to cross the street. At this point, there is not much pedestrian traffic through the center of town. I'm hoping Linda can change that soon. But if someone pushes the button on a signal, if all traffic could stop so that pedestrians can cross, that is much safer than just giving us pedestrians 15 seconds to cross the street. Just stopping all vehicles only when a pedestrian pushes the button will not happen in winter because there are very few pedestrians on icy streets. It's just in the summer months. And as a pedestrian, I can tell you I will wait an extra minute to cross the street safely. If you're walking, you don't tend to be in as much of a hurry, and you will wait for that safe interval when you can cross. And then thank you, Commissioner Hill, for the E-bike work on Lakeshore. E-bikes are all over town, not just on Lakeshore. And if as part of traffic calming, to calm the traffic, the lanes are made a little bit more narrow on other streets and put in a lane for bikes like the North Shore South/Shore loop. Clearly that it's bikes only, no pedestrians walking in the street. And if there can be a curb separating the traffic from the E-bikes, that's an even safer aspect. Once again, thanks for all your hard work. I am so happy that it might be safer to be a pedestrian on our streets.

**5. IVGID LAND COVERAGE REPORT DISCUSSION** - Discussion by Incline Village Crystal Bay Citizen Advisory Board ("IVCB CAB") Members, of the September 21, 2022 Report from the Nevada Division of State Lands on the sale of coverage by the Incline Village General Improvement District ("IVGID"), with public comment, for possible letter from the IVCB CAB to The Board of Trustees of IVGID transmitting IVCB CAB and community input on the sale of coverage by IVGID. **(Possible-Action Item)**

Chris Wood said I start back at square one on this. We're talking about coverage in terms of how much buildable space there is on a parcel in IVGID? Is that what we're talking about? There are things that I don't understand about this. What role does IVGID play here? I know people who have built within Incline Village, and they applied to TRPA for coverage waivers or paid money to TRPA to get more coverage to build. I don't understand Class 1A. What does that mean? And where's this money coming from that goes to IVGID? I mean, why are they getting this money? And is this land owned by IVGID? We need somebody to explain this in detail so that the public can comment and understand this, so mark me down as naive or not understanding this.

Chair Becker said I think that Chris Wood raised a good point. I don't know if anyone from IVGID can speak to this at all today. But we will have a topic on this eventually. I just thought it was a good filler topic. So let's see if any of the public members have something to say.

Mr. Wood said I think it is a great filler topic. It just raises a lot of questions. I mean, is there a marketplace for these coverage matters? If I get a coverage allotment, can I not use it and then trade it out? And what happens when all this coverage is used up? For instance, I see that over

21,000 square feet were used up in the past fiscal year. And that leaves only 17,000 more. What happens when that goes away?

Chair Becker said I have an opinion that I did want to communicate based on conversations with a number of people. IVGID has a lot of lands it hasn't built on. So it has available coverage that it sells to the public through the Nevada State Lands. And they've been doing that since 2002. In my opinion, conditions have changed regarding the need for potentially giving coverage out to enable the building of larger homes. And I think my hope is that the trustees discuss and consider what public interests should be served by IVGID selling its coverage and then also to see if there should be limitations that could be put on the coverage that IVGID is selling. I don't know the answers to that. Although I've asked that question, I don't know the answer yet. But, for example, can a restriction be put in that the coverage IVGID is selling cannot be used for ADUs? One of my concerns is that if the California proposal, which is that you can build ADUs on basically any property. But in Incline, we have such small lots, people are going to have to buy coverage. Will IVGID sell its coverage to build ADUs, which would cause additional congestion and a lack of parking? So there are questions that I'm hoping the trustees will look at. And the other thing, should the coverage be sold for affordable housing as an incentive to make developers want to do affordable housing in some of our areas with the increased density?

Mr. Lyons asked if there is a market for this. Does anyone in Washoe County know if there's any kind of coverage that Washoe has been doing? Or if you heard of any market like this? Is there a market? What's going on? What are the other government agencies doing like this? What are other people doing? My main question is, what public purpose are we trying to solve with this? And by the way, Dave, thanks for that clarification on the direction. I was going to ask you that offline for the transportation study, like what was the actual directive.

Chair Becker asked Dave Solaro, without putting him on the spot, could he respond.

Mr. Solaro said I'll have to do a little bit more research to see what other government entities are doing. I believe this is one of those items that is a commodity around the basin. And I know that when we've had issues with Washoe County projects, i.e., the library and the service center that we've got up there, we had to go buy coverage from other entities because we did not have enough on that parcel to provide that coverage. But I'll do a little bit more research, and I'll get some information back to Marc, and you can share that with you.

Judith Miller said I did speak to this matter when it came before the IVGID board. I am concerned that IVGID is selling coverage or making coverage available at the Nevada Land Trust. Because we have to buy coverage for many of the proposed amenities we have on our master plan, it just doesn't make sense to me that we're selling something IVGID will need. Maybe we have an excess. The other thing is we have a considerable problem with overuse of many amenities. And by providing this coverage, we're allowing increased density in many areas. And that will just exacerbate our problem with traffic, with overcrowding of facilities that are already unable to handle the demand.

Sara Schmitz said full disclosure as a trustee, I voted in opposition to the district continuing to participate in this. The board has approved it. And when the board makes a decision, it's by a majority. My concern is what this report showed: that the coverage that IVGID is putting into the pool is being used for properties to be torn down here in Incline Village and substantially larger homes built on the same lots. And our community members have spoken out in opposition to that because they feel that it's changing the look and character of our neighborhoods. And so that was why I was in opposition of it. And this report shows exactly that is what's happening. And as a



community, we need input as trustees of what's important to our community. We're here to represent the community.

Kathie Julian said I think this is an excellent topic that Diane has brought up. And I hope that we can have a more informed discussion of this at a later date. And I would also agree with both what Sarah and Judith Miller have said about the importance of it and the sensitivity and the need for us to approach this as a community and for the IVGID board and management to understand what the community thinks about the sale of the coverage and how it could eventually impact our community.

**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 also want to give you some kudos. You have run this CAB well this year and put in a lot of work. Most CAB chairs do not reach out to speakers. That's what the staff does. But Diane does so much work on the back end. And I know that this CAB really appreciates your leadership, and I really appreciate it. So thank you so much. And I just want to make sure you know how much I appreciate your work over this last year.

Commissioner Hill said I will start with the budget. We are starting to budget for the next fiscal year. So one of the things that I talked to Dave Solaro, our Assistant County Manager, about is how we can budget for all of these exciting CIP capital projects that Amy has put forward to us. We can ask for grants through TTD, TRPA, and Federal grants for many of these things. There are a lot of opportunities to find funding for these. But for most of these grants, you need matching funds. So we're looking to find a way to build in some of the matching funds for these projects in next year's budget. I'm crossing my fingers that my other board members will see the wisdom of investment and Incline Village and plug this into future budgets as well because we don't want this plan to sit on a shelf. We want it actually to be something we can execute. And back to the plan, I think one point that our amazing consultant and Dave didn't bring up, is if we are doing any of these changes to traffic, there's additional community outreach, it's not like tomorrow, we're going to change the direction on Lakeshore Boulevard and then it's done, and no one can say anything. This is one of many steps that we'll be going through. I don't want people to be fearful. These are ideas brought by a consultant group that needs to be vetted by the board and the community. We definitely will be reaching out to the appropriate people and noticing neighbors if we're doing any of these changes or pilot projects because we want people to be on board and to understand why the county is doing what we are doing.

Commissioner Hill said Kathy Julian's public comment asked a question about evacuation. We are going to be doing an evacuation practice within Incline Village in the spring in May or June of next year. It was delayed because we're waiting on the state to approve this software that we're trying to purchase. The state really runs emergency management and the county implements those things. But the state has to approve the software. But it's an incredible software system where if you have some sort of disaster in this area, they can write in the software where people go and you will be sent a link when we have these Code Red, and you can find where the evacuation areas are, where the shelters are. And it's all done in real-time. We will be doing that after that software is implemented. And it's something that we're excited about. I appreciate the bus stop discussion about who is managing and maintaining them. I will look into those. I'll keep everyone also updated on our E-bike progress as well. And I think that that is it. And thank you so much for everyone's input tonight. It was very helpful for me.

Chair Becker said I have a quick announcement. On December 6, 6pm - 8pm, the Washoe County Planning Commission will hear Item 9.A, regarding an amendment that would allow cannabis lounges in Incline Village in the entire county, and anyone interested should make a public comment. And our January 2023 CAB meeting will be held on Tuesday as opposed to Monday because Monday is a legal holiday. So it's going to be Tuesday, January 3, 2023. It's going to be a meeting that will be both in person and on Zoom. Our librarian John Crocket, as well as Marc de la Torre of the County are working out how to conduct the meeting, so that it's going to be seamless. I suspect that most of the presentations will still be remote. There will be two presenters. Jacob Stock, who is the Senior Long-Range Planner at TRPA and will be responsible for the amendment to the Tahoe area plan. He will speak to us about how amendments are handled and what opportunities you have to provide input. Indra Winquest from IVGID is going to report on Ordinance seven. And he's also going to talk about some areas that they're thinking of looking at changing. So that will be a good opportunity to give input. And one of our sheriffs will be talking to us about how the sheriffs handle impaired Drivers. So it should be a very good meeting. And those of you who can come in person to the library, that's great. And those of you who come by zoom, you're still very welcome.

**7. APPROVAL OF MINUTES FROM PREVIOUS MEETING [SEPTEMBER 5, 2022](#) AND [OCTOBER 3, 2022](#) (for Possible Action)**

**MOTION:** Chris Wood moved to approve the minutes of September 5, 2022 and October 3, 2022. Chair Becker seconded the motion which carried unanimously.

**8. GENERAL PUBLIC COMMENT** — There were no requests for public comment.

**9. ADJOURNMENT** – the meeting adjourned at 7:02 p.m.