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Description automatically generatedIncline Village/Crystal Bay Citizen Advisory Board**

**Minutes of the regular meeting of the Incline Village/Crystal Bay Citizen Advisory Board held on January 27, 2025, at 5:30 P.M. Incline Village Library (845 Alder Ave. Incline Village, NV 89451)**

1. **CALL TO ORDER/ DETERMINATION OF QUORUM**

**\*\***A call to order was not declared.

PRESENT – Mark Sasway, Roxanna Dunn, Christopher Wood, Kevin Lyons, Denise Davis, Diane Becker

ABSENT – Carla Werner

1. **PLEDGE OF ALLEGIANCE**

The pledge of allegiance was recited

1. **GENERAL PUBLIC COMMENT**Doug Flaherty expressed support for local fire and sheriff's offices but criticized the ongoing development plans in the Lake Tahoe Basin, particularly since the 2012 regional plan. He argued that the region was being transformed into a collection of private resorts, with developments often disguised as "workforce housing," which he believed misled the public into thinking it benefited low-income or blue-collar workers, when in reality, it did not. He warned of the future impact, predicting large-scale condo developments and private resorts lining Tahoe Boulevard. Flaherty urged the community to mobilize, support nonprofits like the Sierra Club, and stay involved to prevent these changes.

Ann Nichols, representing the North Tahoe Preservation Alliance, discussed a recent TRPA webinar where John Hester stated that the TRPA cannot tax. Nichols raised a question about this, pointing out that the TRPA had recently lobbied the legislature to allow property investment districts (T-BIDs) in Nevada, which would essentially create a tax. She explained that T-BIDs are already allowed in California, such as in Placer County, where they add taxes to retail, groceries, liquor, and short-term rentals. Nichols expressed concern over TRPA's plan to create a sustainable funding mechanism to address vehicle miles traveled (VMT) limits, warning that the TRPA wants to implement this tax around the lake. She emphasized the importance of staying vigilant and attending legislative meetings to oppose these tax proposals.

Ronda Tycer expressed concerns about TRPA and Washoe County approving housing and development agendas that often disregard the concerns of IVCB residents. She explained that this is due to TRPA's dependency on state and federal funds, particularly from California, which mandates housing policies. Tycer noted that California counties around Lake Tahoe, including El Dorado and Placer, are required to follow California's building and development policies. She highlighted various California laws, such as SB 375 (encouraging denser housing near transportation hubs) and SB 9 (allowing up to 4 homes on a single family lot), that have significantly reduced local control over housing decisions. Tycer concluded that, as long as California controls housing policy, residents of IVCB have little influence over local development.  
  
Pamela Tsigdinos emphasized the importance of understanding the significant changes proposed by Washoe County to align with the Tahoe Regional Planning Agency’s new housing amendments. She pointed out that the costs of these changes, particularly related to firefighting, emergency planning, evacuation, and infrastructure, will fall on Washoe County and its residents. Tsigdinos urged community involvement, encouraging people to contact county leadership and stay engaged in the process. She stressed that the required environmental and infrastructure analysis has not been completed and warned against fast-tracking land use changes that could jeopardize public safety. She called for a thorough analysis before any decisions are made.

1. **ANNOUNCEMENTS FROM COMMISIONER HILL**Chair Hill was not in attendance.
2. **PUBLIC SAFETY UPDATES**

Washoe County Sheriff’s Department  
Deputy Jeff McCaskill provided a public safety update, sharing a recent reshuffling in the Washoe County Sheriff's Office. Chief Deputy Corey Solferino, formerly the captain of the Incline Village substation, is now overseeing the Operations Division. Chief Deputy Mosley is retiring next month, and Captain Darrin Rice will be promoted to replace him. There's currently a vacancy for a captain at the Incline Village substation. Lieutenant Joseph Colacurcio, who recently returned from training in Louisville, Kentucky, is now McCaskill’s immediate supervisor.

In terms of crime, McCaskill reported that crime in Incline Village is relatively low. There was a recent isolated incident over the past weekend, with a suspect now in custody. Another incident involving someone skipping a tab and being seen around the community received attention on social media, and that individual has also been taken into custody. McCaskill encouraged the public to continue providing helpful information.

Chris Wood asked Deputy McCaskill about a recent increase in DUI arrests, mentioning that there seemed to have been quite a number in the past week. McCaskill responded by explaining that his shift rotates every 4 months, and two weeks ago, a new crew took over his evening shift (Monday, Tuesday, Wednesday, and every other Sunday). He expressed pride in his team, noting that DUI enforcement is a priority for the sheriff’s office this fiscal year. McCaskill confirmed that there had been several DUI arrests, including four on four separate nights, though he would need to check the exact stats for confirmation.

Kevin Lyons asked what time the DUIs occurred, and Deputy McCaskill responded that their shift is 5 to 5 up and down the mountain.

North Lake Tahoe Fire Protection District

Chief Ryan Sommers provided updates on North Lake Tahoe Fire's response to the recent wildfire in Southern California, where 17 engines and several personnel were sent to assist, all returning as of the previous day. He addressed concerns about the local water supply, assuring residents that while the community could face water limitations, the water system is designed for normal usage, not large-scale firefighting. He discouraged the use of exterior sprinkler systems, as they could drain critical water reserves needed for firefighting. Sommers emphasized the strong water infrastructure, including multiple large water tanks, and the proactive measures taken during past fires, such as topping off tanks when there is a threat, to maintain water levels. In describing lessons learned from the LA fires, he stressed the importance of building codes and construction practices. He also discussed the region's fire prevention efforts, such as its fuels reduction program and defensible space initiatives, highlighting that the area is ahead of the curve in terms of fire preparedness. Lastly, he expressed pride in the local fire crew's response to the situation and pledged to keep the community informed about any lessons learned from the incident.

Dianne Becker raised concerns about evacuation challenges during the recent California wildfires, specifically the chaotic situation on Pacific Coast Highway, where evacuees were forced to abandon their cars due to the advancing fire. She asked if this situation might influence future evacuation planning and funding for an evacuation analysis in the Tahoe area. Chief Sommers acknowledged that evacuation issues are a significant concern. He pointed out that evacuations are managed by Washoe County Emergency Management, not North Lake Tahoe Fire, though the fire agency has been advocating better evacuation planning and funding. He stressed that a coordinated evacuation process is crucial, and everyone needs to adhere to evacuation orders for specific areas to avoid gridlock. Sommers also highlighted the importance of homeowners maintaining full gas tanks, emphasizing personal responsibility during emergencies. He noted that even with advance planning and resource prepositioning, California still faced major evacuation challenges, and similar issues could arise in Tahoe if not carefully managed. Diane Becker also requested Chief Sommers' support in pushing for a study on evacuation planning, emphasizing that while North Lake Tahoe Fire is responsible for fighting fires, the county handles evacuation planning and budgeting. She shared her frustration with county meetings where the Fire District was incorrectly seen as responsible for evacuation planning, rather than the county. Chief Sommers agreed with her point, acknowledging the need for county involvement in evacuation planning. He offered to assist by following up with the appropriate individuals, asking her to provide names and contact information when she encounters this misunderstanding at meetings.

Chris Wood asked if there were any water shortages during the Davis or Caldor fires. Chief Sommers responded that, generally, there were no water shortages for fighting those fires. However, he clarified there was a brief issue related to the Caldor fire, but that it has since been resolved. For the Davis fire, water used for air support came from aviation, and no ground-based water systems were used. He also mentioned that Marlette Lake is the only water system in the basin that supplies water outside the area, specifically to Virginia City.  
  
Denise Davis asked Chief Sommers about the resolution of past communication issues, specifically regarding equipment and coordination between agencies, such as the evacuation order confusion between California and Nevada during past fires. She also inquired about progress on the county's radio system and its compatibility across different agencies. Chief Sommers responded that the communication issues have been largely resolved, noting that both California and Nevada worked together on a plan after the evacuation confusion, and now coordinate much better. Regarding the radio system, he confirmed that older issues with radio compatibility have been addressed, with a new tracking system in place. This system, which is being expanded statewide, allows for seamless communication, even across regions like Las Vegas.  
  
Roxanna Dunn raised a concern about a recent fire on Tomahawk where traffic congestion and limited police presence led to delays in evacuations. She worried that in a larger evacuation scenario, there might not be enough personnel to manage the situation effectively. She suggested that CERT (Citizen Emergency Response Team) might be helpful but questioned if there were sufficient resources to handle such a situation.

Chief Sommers responded by acknowledging the concern and explained that when additional help is needed, they can call in support from nearby counties, such as Washoe, Douglas, and others, through mutual aid agreements. He noted that staffing levels in the area have improved significantly, with each shift now having more deputies than in the past. He assured that if a major event occurred, they would request additional assistance to manage the situation.

Tanya Burwager expressed concern about fire safety and water resources, specifically asking about the water tanks around the area and whether there was a system in place to quickly replenish them as they deplete.

Chief Sommers responded by confirming that the area has water tanks with capacities of 750,000 to 1 million gallons. These tanks can be replenished in about three-quarters of a day. He emphasized the reliability of the gravity-fed system and noted its advantages over other systems. He explained that while the water system is effective, there are challenges with water pressure when flowing large amounts, which requires pressure adjustments to avoid damaging equipment. He assured that the system works well, though the number of hydrants needed in the case of a large fire would depend on the fire's location and size.

Steven Ross raised a concern about fires, particularly in California, being caused by power lines during high wind events. He asked if there were any efforts to put power lines underground to prevent this.

Chief Sommers responded that fire chiefs had pushed for Senate Bill 1129, which became law and required energy companies to improve infrastructure by managing vegetation around power lines to reduce the risk of sparks. He mentioned that the fire department and private contractors have been working on vegetation removal for several years. However, when it comes to burying power lines, the issue is a matter of cost, with estimates suggesting that it could cost 3 to 4 million dollars per mile. While there's no mandate for underground power lines, a group in Glenbrook has raised funds to bury lines in their area, which is a successful example of community-driven efforts.

Kathie Julian asked about the practicality of evacuating Incline Village in segments, given the fast-moving nature of fires, like the Camp Fire, which spread at 80 football fields per minute, compared to Palisades, which moved at a slower rate of 5 football fields per minute. She was concerned that certain areas might not be prioritized during evacuations, particularly in high wind conditions.

Chief Sommers responded that the speed of the fire would depend on factors like topography, vegetation, and wind direction. In the basin, fires typically move in a "V" shape, heading upslope toward the ridges rather than spreading horizontally. This could allow for more manageable, staged evacuations since it’s unlikely the entire town would need to evacuate at once. With proper management, they could focus on evacuating the most at-risk areas first.

Helen Neff asked if the Rec Center or the high school would still serve as evacuation gathering points, as it was once mentioned, or if that plan had changed. Chief Sommers confirmed that the plan is still viable. He assured that if evacuees are directed to the Rec Center or the high school, those locations will be properly staffed with necessary resources, including trucks, water, and personnel. These areas are intended to help manage the situation and reduce pressure on the roads.

1. **TAHOE TRANSPORTATION PLAN INPUT SESSION**Roxanna Dunn explained an exercise focused on prioritizing eight key community projects, referred to as "buckets." These projects include improving traffic safety at State Route 28 intersections, upgrading bus stops to make them more accessible, connecting multi-use paths for better pedestrian mobility, and enhancing winter maintenance, particularly clearing paths around schools. Other projects involve improving local intersections and roadways outside SR 28, expanding transit services and parking, revitalizing Main Street to make it safer and more attractive, and addressing technology and data infrastructure needs, particularly for better cell phone and digital services. She described a two-part voting process where community members first prioritize these projects and then provide reasons for their choices. This feedback will be compiled and shared with the relevant authorities.   
   Linda Offerdahl clarified the Main Street program, explaining that it focuses on the redevelopment and revitalization of the area. While it was grouped under transportation due to the roundabout redesign project, the program also aims to address other improvements. These include redesigning the roundabout to prevent frequent car collisions, beautifying the area, and cleaning up commercial signage along Main Street. The program would also introduce lampposts to help businesses with signage, reducing the need for flags and sandwich board signs.

Upon ranking their priorities, residents and the CAB conferred that SR28 intersection improvement is their top priority and everything else had an even spread of votes. Roxanna Dunn asked for comment on why people voted for SR28. Votes: SR28 – 7, bus stops – 3, multi-use paths – 2, winter maintenance – 4, local intersections other than SR28 – 3, Main Street – 3, Tech -3.  
  
Helen Neff discussed the State Route 28 intersection improvements. While some improvements, like new crosswalk signals, have been made, several requests have not been addressed, including reducing the speed limit in the town center (which remains at 35 mph, unlike other towns around the lake with 25 mph limits). She also mentioned the need for "leading pedestrian intervals" at crosswalks, where traffic stops when someone presses the walk signal button, especially important in the summer. Additionally, she highlighted that flashing beacons should be installed on all four sides of the intersection at State Route 28 and Northwood/Southwood-east, as most pedestrian and cyclist incidents occur with turns. Neff emphasized that these improvements would be relatively inexpensive.

Roxanna Dunn commented on the intersection at Northwood/Southwood-east and State Route 28, noting that the flashing lights indicating cars to stop are positioned outside the view of pedestrians who press the walk signal button. As a result, pedestrians cannot tell if the lights are on or not. She suggested that this issue should be relatively easy to resolve.

Diane Becker commented that many people supported improving the various multi-use paths, with the exception of the one leading to Crystal Bay. Additionally, she mentioned that several people assumed they were not voting for the mobility hub project. She suggested saving the chat comments for Dave, as it could be helpful for him to review.  
  
Steven Ross expressed concern about the use of electric motorcycles on multi-use paths, particularly those traveling at speeds up to 45 miles per hour. He suggested that these motorcycles should be restricted to the streets, while allowing class 1 and 2 e-bikes, which are more suited for the paths. Roxanna Dunn asked for clarification, distinguishing between various classes of e-bikes, and Steven confirmed he was referring to the class 2 and class 3 e-bikes, which he believed were too fast and powerful for multi-use paths.  
  
Doug Flaherty from Tahoe Clean Air expressed concerns about the Lake Tahoe Basin-wide trails project, highlighting objections made by the Sierra Club and his organization to the U.S. Forest Service and other agencies. He mentioned that the organizations are now able to continue their objections through legal standing. Flaherty also discussed issues with transportation projects, particularly around the potential risks of motorized bicycles, and criticized the TRPA’s environmental checklist, which he believes allows projects to pass without adequate analysis. He warned that transportation projects around Lake Tahoe are vulnerable under new legal challenges, especially regarding the deference courts have historically given to agencies without sufficient data.  
  
Kathie Julian expressed confusion about the way transit service and parking were presented separately on the slide during the Zoom call, suggesting that if the mobility hub was included under transit service, it shouldn't be a priority. She also pointed out that key projects like the multi-use path were grouped with others, making it hard to prioritize. She recommended breaking down the list further for clarity, as she felt too much was packed into the current presentation.  
  
Elise Fett emphasized the danger of the current path between Crystal Bay and Incline Village for cyclists and commuters. She advocated for an 8-foot wide commuter path designed for e-bikes, prioritizing safety and efficiency. She argued that the path should not be used by pedestrians, children, or pets, but should instead focus on allowing commuters and sightseers to safely travel without adding to traffic. She also highlighted the need for the path to serve as an evacuation route for emergencies, such as fires, and urged that it be reclassified from a "multi-use path" to a "commuter trail" or "bike road" to better reflect its purpose.

Denise Davis highlighted the safety hazards caused by insufficient winter maintenance on walkways. She shared her observations of people walking on unsafe parts of the road, particularly in areas like Lakeshore Boulevard, because the cleared paths weren't maintained quickly enough. She explained that once snow is compacted by foot traffic, it turns to ice, making walking dangerous. Davis stressed the importance of clearing main pathways immediately to keep pedestrians off the roads, reducing the risk of accidents, and encouraging visitors to walk instead of drive. She strongly advocated for better winter maintenance.

1. **TAHOE AREA PLAN INPUT SESSION**

Roxanna Dunn introduced a public comment period for the Tahoe Area Plan regarding proposed amendments to height, density, and coverage requirements for buildings in the town center. She explained that these changes are part of an effort to promote workforce housing, particularly through the development of 100% deed-restricted buildings. The amendments would allow for higher buildings (up to 65 feet) and more flexible density rules. She also mentioned the categories of deed restrictions (affordable, moderate, and achievable) based on income and residency requirements. Dunn encouraged public input on these proposed changes to be submitted to the Washoe County planning department.  
  
Doug Flaherty, representing TahoeCleanAir.org, expressed strong opposition to certain land use changes in Washoe County, particularly the approval of accessory dwelling units (ADUs) on parcels under one acre and increased height, density, and coverage allowances in the town center. He argued that these changes would worsen wildfire evacuation risks, particularly in areas with already constrained roadways and inadequate evacuation capacity. Flaherty called for a comprehensive environmental impact statement (EIS) to assess the cumulative effects of current and future projects, including detailed wildfire evacuation analyses. He criticized agencies for failing to produce such studies despite ongoing community requests, and expressed frustration over the lack of urgency and resources allocated to address the issue.

Steven Ross commented that the current plan from the TRPA is overly focused on incentives ("carrots") for developers, with insufficient requirements ("sticks") for them. He criticized the lack of sufficient parking spaces in proposed multi-story housing for working people, where developers plan to rely on public transportation instead. He pointed out the impracticality of expecting workers, like housekeepers, to transport equipment on public transit. Ross argued that any changes to the plan should include responsible development that addresses the needs of local residents.

Helen Neff expressed support for affordable housing and a walkable town center but argued that the town center is currently not walkable due to issues like speed limits, inadequate pathways, and bike conflicts. She criticized planners for treating related issues, such as evacuation, transportation, and housing, as separate when they must be addressed together. Neff also opposed the removal of parking restrictions for affordable housing without considering the practical needs of residents who rely on vehicles for work. She highlighted the inequity of prioritizing tourist parking over local worker parking, which she found insulting.

Kevin Lyons commented on the issue of parking, recalling that one of the most frustrating changes was when curbs were converted from round to square. This transformation resulted in a significant loss of parking, particularly for trucks. Square curbs are problematic for vehicles that are not high-rise cars, and they are difficult to drive over. Lyons emphasized that fixing this issue is simple, inexpensive, and would restore hundreds of parking spots.

Diane Becker shared that she and Roxanna will meet with county staff on Friday (note: actually Thursday, Jan. 30) to discuss potential alternatives to the proposed amendment to the Tahoe area plan. They are particularly focused on addressing the need for workforce housing in Incline Village and Crystal Bay, specifically through affordable multifamily rental properties. She invited others to send any thoughts or ideas via email. Becker also criticized a claim from a TARPA representative that building multiple high-rise developments would have the same impact as developing unbuildable areas. She emphasized the need for an evacuation study before considering increased density, as safety should be a priority.

Denise Davis shared information from a county meeting about the Tahoe Area Plan amendments, highlighting that the county is not only considering increases in density but also a potential decrease in density. She explained that currently, town centers in Washoe Tahoe have a minimum density requirement of 15 units per acre and a maximum of 25 units per acre. This minimum ensures town centers are developed as walkable areas but can limit small redevelopment opportunities, like adding an apartment above a shop. Davis noted that alternative approaches, such as lowering the minimum density or allowing deed-restricted housing to develop below the minimum, are being considered.

Jen Martineau, a 25-year resident of Incline Village, expressed concern about the lack of affordable housing. She questioned the focus on expanding new housing when there are existing properties that could be converted from short-term rentals (Airbnbs) into longer-term rentals. She emphasized the importance of making housing available to local workers, who currently may need to commute long distances.

Chris mentioned a program, Placemate, publicized last week at UNR that encourages people renting short-term properties to switch to long-term rentals. The program offers cash incentives, some of which are substantial, to help open up the short-term rental market. He emphasized that more ideas are needed to address this issue and expand the long-term rental market.

Kevin Lyons discussed data comparing short-term rentals to second homes that are rarely used. He noted that in a survey conducted in Placer County, there were significantly more second homes than short-term rentals, with many owners preferring to leave their properties unused for convenience. Lyons suggested that targeting these second homes could be an option, citing programs that reduce the hassle for owners, such as renter insurance, to encourage renting them out.

Elise Fett highlighted the heavy traffic coming into the Tahoe Basin each morning, which she views as a major issue impacting both air quality and lake clarity. She stressed the importance of addressing traffic concerns while also incorporating working families into the community. She supported the idea of allowing Accessory Dwelling Units (ADUs) on properties smaller than an acre to help alleviate housing shortages and provide a solution without resorting to high-rise buildings. ADUs would also assist homeowners with rising taxes and offer affordable housing options for local workers, like teachers and construction workers. Additionally, she pointed out that many homes have potential space for ADUs that are currently unused due to restrictive regulations.

Kathie Julian raised concerns about the enforcement of deed restrictions, noting that the TRPA, which is responsible for monitoring them, lacks the capacity and resources to do so effectively. She pointed out that an audit last year revealed that only 11 properties were assessed for compliance, and the TRPA’s budget for monitoring deed restrictions is only $44,000 annually. Julian questioned whether the TRPA is legally mandated or motivated to enforce these restrictions and emphasized the need for a thorough analysis of the issue before proceeding with related policy changes.

Pamela Tsigdinos expressed concerns about the land use changes proposed by Washoe County, emphasizing that the process has been uneven and poorly managed. She argued that significant changes to land use need to be better understood in terms of environmental impact, evacuation, and the current use of existing housing. Tsigdinos criticized the "one-size-fits-all" approach being applied to Incline Village, which may not suit the unique needs of the area compared to larger cities like South Lake Tahoe. She called for prioritizing the needs of local residents over developers and for Washoe County to thoroughly assess the community’s infrastructure capacity before implementing further changes. Lastly, she urged for greater community involvement in the decision-making process.

Alex Tsigdinos emphasized that the proposed buildings for workers would be inadequate without parking, as many workers in the area, such as those in construction or landscaping, need vehicles for their jobs and travel between locations. He noted that relying on cars is essential, given that healthcare needs may require trips outside the area, and parking issues would arise without proper facilities. Tsigdinos also pointed out that Incline Village is not yet a fully walkable town, and multi-use paths are not reliable for daily commutes, especially in winter. Furthermore, he argued that addressing the housing shortage requires limiting short-term rentals, which take away from long-term rental availability. He referenced a successful example from South Lake Tahoe, where a similar measure returned many properties to long-term rental use, potentially solving the housing issue as effectively as the proposed buildings.

1. **NEIGHBORHOOD DEVELOPMENT HUB**Alexandra Wilson provided no NDH updates.
2. **APPROVOAL OF MINUTES FOR THE MEETINGS OF** November 25, 2024, and December 16, 2024

Denise Davis motioned to approve the minutes of November 25 and December 16, 2024, CABs. Kevin Lyons seconded the motion. The motion passed 5-0.

1. **BOARD MEMBER ANNOUNCEMENTS/REQUESTS/DISCUSSION**Alexandra Wilson updated the CAB that Washoe County Manager Brown will be giving a review of 2024 and a look ahead for 2025 for the February CAB. In March, they will have Placemate aka Root Renters.  
     
   Roxanna Dunn explained that Placemate is a service that matches those who are in need of long term housing with someone who runs a short term rental or a Airbnb.   
     
   Alexandra Wilson also informed the CAB that all CAB recordings will now appear on the Washoe County YouTube page.   
   Denise Davis asked if the YouTube videos include the chat box.   
     
   Chris Wood asked Alexandra if the transcript is available publicly. Alex answered that she has the transcript available upon request as it is not a part of the official record.

Diane Becker requested that Alexandra Wilson send the transcript from the January 27, 2025 CAB by Friday. Alex will send the transcript early to Roxanna and Diane.

Denise Davis reminded the CAB that the community forum does not meet until February 7, 2025.

1. **GENERAL PUBLIC COMMENT**

Doug Flaherty criticized the TRPA's monitoring and compliance efforts, highlighting three key examples of failure. First, he and Steve Dolan observed violations at Incline Lake, where bulldozing into a creek occurred, but the TRPA did nothing due to a lack of manpower. Second, the Tahoe Keys property, which had multiple violations over several years, was neglected until action was taken only after a developer became involved. Finally, he pointed out the Tahoe Blue Events Center, which ignored 14 compliance conditions, and TRPA failed to enforce them. Flaherty argued these cases reflect a broader issue of TRPA's inability or unwillingness to effectively monitor and enforce regulations.

Elise Fett agreed with Doug Flaherty's concerns about the TRPA's lack of enforcement. She also criticized the TRPA for supporting the use of aquatic herbicides in Lake Tahoe without addressing the root causes of the issue, particularly nutrient pollution in the Keys. She thanked the Sierra Club for their success in challenging the herbicide exemption. On ADUs, she suggested that TRPA should allow the development of ADUs on steeper properties, utilizing existing spaces like above or below garages, without increasing coverage. Additionally, she proposed creating wide commuter paths for e-bikes to improve fire evacuation routes and provide additional egress, benefiting both transportation and safety.

Neal Jones emphasized the importance of public involvement in meetings, noting that he only learned about them in June of the previous year. As a Parks Commissioner, he believes it is crucial to hear from the public, and he pointed out how impactful it is when the chambers are full. He urged efforts to increase public awareness and participation in these meetings.

**ADJOURNMENT-** The meeting adjourned at 7:32 p.m.