

**TAHOE TRANSPORTATION DISTRICT (TTD)
INCLINE VILLAGE MOBILITY COMMITTEE**

Meeting Agenda

**Incline Village Library
845 Alder Avenue
Incline Village, NV**

**January 30, 2023
5:30 p.m.**

The Tahoe Transportation District Incline Village Mobility Committee meeting will be physically open to the public at the Incline Village Library and in accordance with California and Nevada law, Committee members may be teleconferencing into the meeting via GoToWebinar. This meeting will be held in accordance with requirements under Government Code section 54953(e) as enacted by California AB-361 and a determination of TTD to waive certain requirements regarding teleconferencing. Members of the public may observe the meeting and submit comments in person at the above location or via GoToWebinar.

Committee members: Alexis Hill-Chair, Andy Chapman, Cindy Gustafson,
Carole Black, John Crockett, Wendy Hummer

To register for the TTD Incline Village Mobility Committee Meeting go to:
<https://attendee.gotowebinar.com/register/3702940086477367392>

After registering, you will receive a confirmation email containing information about joining the webinar.

Members of the public may provide public comment by sending comments to the Clerk to the Board by email at jallen@tahoetransportation.org. Please note which agenda item the comment pertains to. Comments will be distributed at the meeting and attached to the minutes of the meeting. All comments should be a maximum of 500 words, which corresponds to approximately three minutes of speaking time. Comments for each agenda item should be submitted prior to the close of that agenda item.

Any member of the public who needs accommodations should email or call Judi Allen who will use her best efforts to provide reasonable accommodations to provide as much accessibility as possible, while also maintaining public safety in accordance with TTD's procedure for resolving reasonable accommodation requests. All reasonable accommodations offered will be listed on the TTD website at tahoetransportation.org.

All items on this agenda are action items unless otherwise noted. Items on the agenda may be taken out of order. The Committee may combine two or more items for consideration. The Committee may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

I. CALL TO ORDER AND ROLL CALL

- a. Roll Call and Determination of Quorum
- b. *For Possible Action:* Approval of Conduct of Meeting via Teleconference Pursuant to California Government Code 54953(e)

Staff recommends, that by motion, the Incline Village Mobility Committee determines that the Governor of California has declared a state of emergency regarding COVID-19 pandemic and that COVID-19 poses an imminent safety risk to Incline Village Mobility Committee members and other potential attendees of this meeting, and authorize conduct of this meeting and public

participation by teleconference pursuant to Government Code section 54953(e).

- c. *For possible action:* Approval of Agenda for January 30, 2023
- d. *For possible action:* Approval of Minutes of November 30, 2022

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II. PUBLIC INTEREST COMMENTS

All comments are to be limited to no more than three minutes per person. Comments made cannot be acted upon or discussed at this meeting, but may be placed on a future agenda for consideration.

III. DISCUSSION ITEMS

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- A. *For Discussion:* Review and Discussion on the Data Review and Context Draft Memorandum for the Incline Mobility Hub Project Concepts and Public Involvement Plan Process and Next Steps for Stakeholder Engagement **4**

IV. DISTRICT MANAGER REPORT

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

This portion of the agenda is for members to make requests for future agenda items or to make a brief report about personal activities without further deliberation by the committee, although any member may request an item to be placed on a future agenda in response to such remarks.

VI. PUBLIC INTEREST COMMENTS

VII. ADJOURNMENT

COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS

This notice and agenda has been posted at the TTD office and at the Stateline, Nevada post office. The notice and agenda has also been posted at the North Tahoe Conference Center in Kings Beach, the Incline Village GID office and the North Tahoe Chamber of Commerce and on the TTD website: www.tahoetransportation.org.

For those individuals with a disability who require a modification or accommodation in order to participate in the public meeting, please contact Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

Nevada Open Meeting Law Compliance

Written notice of this meeting has been given at least three working days before the meeting by posting a copy of this agenda at the principal office of TTD and at three other separate, prominent places within the jurisdiction of TTD not later than 9 a.m. of the third working day before the meeting.

Written notice of this meeting has been given by providing a copy of this agenda to any person who has requested notice of the meetings of the Committee. Such notice was delivered to the postal service used by the Committee not later than 9 a.m. of the third working day before the meeting for transmittal to the requester by regular mail, or if feasible for TTD and the requester has

agreed to receive the public notice by electronic mail, transmitted to the requester by electronic mail sent not later than 9 a.m. of the third working day before the meeting.

Supporting materials were provided to any person requesting such materials and were made available to the requester at the time the material was provided to the members of the Committee or, if provided to the members of the Committee at the meeting, were made available to the requester at the meeting and are available on the TTD website: www.tahoetransportation.org. Please send requests for copies of supporting materials to Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

**TAHOE TRANSPORTATION DISTRICT
INCLINE VILLAGE MOBILITY
COMMITTEE MEETING MINUTES
November 30, 2022**

Committee Members in Attendance:

Alexis Hill, Washoe County
Carole Black, Public Member (attended remotely)
Andy Chapman, TNT-TMA
John Crockett, Public Member (attended remotely)
Cindy Gustafson, Placer County (attended remotely)
Wendy Hummer, Public Member

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Danielle Hughes, Tahoe Transportation District
Judi Allen, Tahoe Transportation District

I. CALL TO ORDER AND GENERAL MATTERS

A. Roll Call and Determination of Quorum

The meeting of the Committee was called to order by Ms. Hill at 5:34 p.m. at the DWR Center and via GoToWebinar. Roll call was taken and it was determined a quorum was in attendance for the Committee.

Ms. Hummer arrived at 5:34 p.m.

B. Approval of Conduct of Meeting via Teleconference Pursuant to California Government Code 54953(e)

Motion/second by Mr. Chapman/Ms. Black to approve conduct of meeting via teleconference pursuant to California Government Code 54953(e). The motion passed unanimously.

C. Approval of Agenda for November 30, 2022

Motion/second by Mr. Chapman/Ms. Hummer to approve the committee agenda for today's meeting. The motion passed, with Ms. Black abstaining.

D. Approval of Minutes for October 24, 2022

Motion/second by Ms. Hummer/Mr. Chapman to approve the committee minutes. The motion passed, with Ms. Gustafson abstaining.

II. PUBLIC INTEREST COMMENTS

Sara Schmitz, Incline Village resident, commented the sheriff's department is interested in finding a new location for their sub-station and TTD should evaluate using the old sub-station location as a mobility hub.

Ms. Black, speaking as an Incline Village resident, noted she abstained from the agenda vote because she is still awaiting the data she has requested.

III. DISCUSSION ITEMS

A. Discussion on the Public Outreach Plan for the Incline Village Mobility Hub Project concepts and Site Selection Assessment Alternatives

Ms. Hughes reviewed this item. Mr. Crockett suggested to include larger community events to the outreach list. Ms. Gustafson suggested adding 'Next Door.' Ms. Hill noted the Incline Village Community Forum should be added to the list. Ms. Hummer suggested including Twitter and Instagram. It was also suggested to add additional HOA's, realtors, residents, property management companies, as well as adding the Transportation Management Association as an ambassador. Ms. Hummer also noted KTKE, Tahoe Weekly, Tahoe.dot, Carson Now and church bulletins should be added to the media companies list.

Sara Schmitz suggested adding the IVGID Quarterly and removing IVGID as an ambassador.

Captain Solferino, Washoe County Sheriff, stated the Sheriff's office is a great partner for TTD and suggested the possibility of consolidating services and having a governmental building in one location.

Additional public comments were received via e-mail from Aaron Vanderpool, Steven Sesma, Doug Flaherty, and the TahoeCleanAir.org.

Action Requested: For Discussion

IV. DISTRICT MANAGER REPORT

Mr. Hasty reminded the Committee there will not be a December meeting and noted the District is still waiting to hear if awarded a grant for the SR28 corridor.

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

Mr. Chapman noted TART Connect will be changing their hours for winter and thanked Commissioner Hill for the additional funding.

Ms. Hummer asked for a timeline regarding planning and Committee.

Ms. Black asked when to expect to see the consultant's review of the data, issues, and challenges.

Ms. Gustafson noted she was in Washington D.C. recently with the Placer Business Alliance and they had meetings with Union Pacific, Amtrack, Senators Rosen and Feinstein's offices to discuss expansion of rail service between the Bay Area and Reno/Sparks and connections to transit systems.

Mr. Crockett asked how the Vehicle Miles Traveled numbers are calculated. Ms. Hughes explained the analysis is calculated as part of the environmental analysis.

VI. PUBLIC INTEREST COMMENTS

Doug Flaherty, Tahoe Clean Air.org, found the presentation on the study vague, subjective, lacking substantial information and data, and amateur; and suggested a property swap.

VII. ADJOURNMENT

The meeting adjourned at 6:48 p.m.

Respectfully Submitted:

*Judi Allen
Executive Assistant
Clerk to the Board
Tahoe Transportation District*

*(The above meeting was recorded in its entirety, anyone wishing to listen to the
aforementioned tapes, please contact Judi Allen, Clerk to the Board, (775) 589-5502.)*

MEMORANDUM

Date: January 20, 2023

To: Tahoe Transportation District (TTD) Incline Village Mobility Committee

From: TTD Staff – Danielle Hughes, Capital Program Manager

Subject: Review and Discussion on the Data Review and Context Draft Memorandum for the Incline Mobility Hub Project Concepts and Public Involvement Plan Process and Next Steps for Stakeholder Engagement

Action Requested:

It is requested the Committee review the Data Review and Context Draft Memorandum prepared by HDR Engineering and discuss the next steps for stakeholder engagement. The updated Outreach Plan and stakeholder information with Committee comments addressed has also been provided.

Fiscal Analysis:

All expenditures associated with this item for the fiscal year are in the approved FY23 budget, with \$200,000 allocated for Professional Services and \$13,000 for staff time or potential budget amendments for potential out of scope services. Staff time is currently being billed to Transit. Funding sources include \$202,350 of Surface Transportation Block Grant funds and \$10,650 in Transportation Development Act funds. The HDR agreement is for \$200,000. The additional funds currently set aside will be needed for the mailers, phoneline, and other items as outlined in the plan.

Work Program Impact:

All work associated with this effort is captured under respective elements of the approved FY23 work program and will be included in the FY24 work program, with corresponding allotted staff time. This project aligns with TTD's Strategic Goal SG-3 - Increase the connectivity and reliability of a regional multi-modal transit system around the Basin.

Background:

At the October Board meeting, the TTD Board of Directors approved the contract with HDR Engineering to develop a project concept and site assessment for an Incline Village mobility hub. The first steps to completing that work included reviewing existing plans and development of the outreach plan. Comments from the Committee and the public have been incorporated into the outreach plan.

Discussion:

HDR will summarize the work completed thus far to evaluate existing data available to support the mobility hub evaluation and screening process that will use a combination of analysis

DH/ja

AGENDA ITEM: III.A.

methods to determine the feasibility, reasonableness, and multimodal potential for each mobility hub location. Eight general criteria categories are proposed, encompassing both qualitative and quantitative methods of analysis, including input from a diverse group of stakeholders. The memo presents additional examples and amenities that could be incorporated into the design of mobility hub that will be used to support the next steps in public outreach, including an online questionnaire and scheduling of the first public workshop. Staff suggests Tuesday, March 7 or Thursday, March 9 from 4:30-5:30 p.m. as possible dates for the proposed workshop.

Additional Information:

If you have any questions or comments regarding this item, please contact Danielle Hughes at (775) 557-4901 or dhughes@tahoetransportation.org.

Attachments:

- A. Incline Village Mobility Hub Data Review and Context Draft Memorandum
- B. HDR Engineering's Public Outreach Plan and stakeholder list



Incline Village Mobility Hub

Data Review and Context

Draft Memorandum

Tahoe Transportation District

January 20, 2023

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1 Memorandum Introduction

Access and mobility are a key to maintaining the substantial quality of life for residents, visitors, and employees in Incline Village. The area's natural beauty, quality of life, and recreational amenities create an idyllic community that is desirable to many. However, this popularity to live, work, recreate, and visit also comes with challenges. Traffic congestion, allocating space for parking, and the geographic challenges of providing high quality transit, walking, and biking networks can have a negative influence on the social and natural community characteristics.

Mobility hubs are community anchors that enable travelers of all backgrounds and abilities to access multiple travel options — including shared scooters, bicycles and cars, and transit — as well as supportive amenities in a cohesive space.

With this backdrop, the Tahoe Transportation District (TTD) is advancing a study to identify the location for an Incline Village Mobility Hub. A mobility hub could improve access to, from, and throughout Incline Village in a manner that lessens the impacts on the local community and the environment. The siting of a new mobility hub has the potential to move people, more efficiently, throughout the community. This study is not looking at whether or not a mobility hub is needed in Incline Village, which has been established in other plans (*Linking Tahoe Corridor Connection Plan, Washoe County Tahoe Area Plan, Washoe Tahoe Local Employee Housing, and other plans*). The purpose of this study is to identify where the mobility hub will be located.

Memorandum Purpose

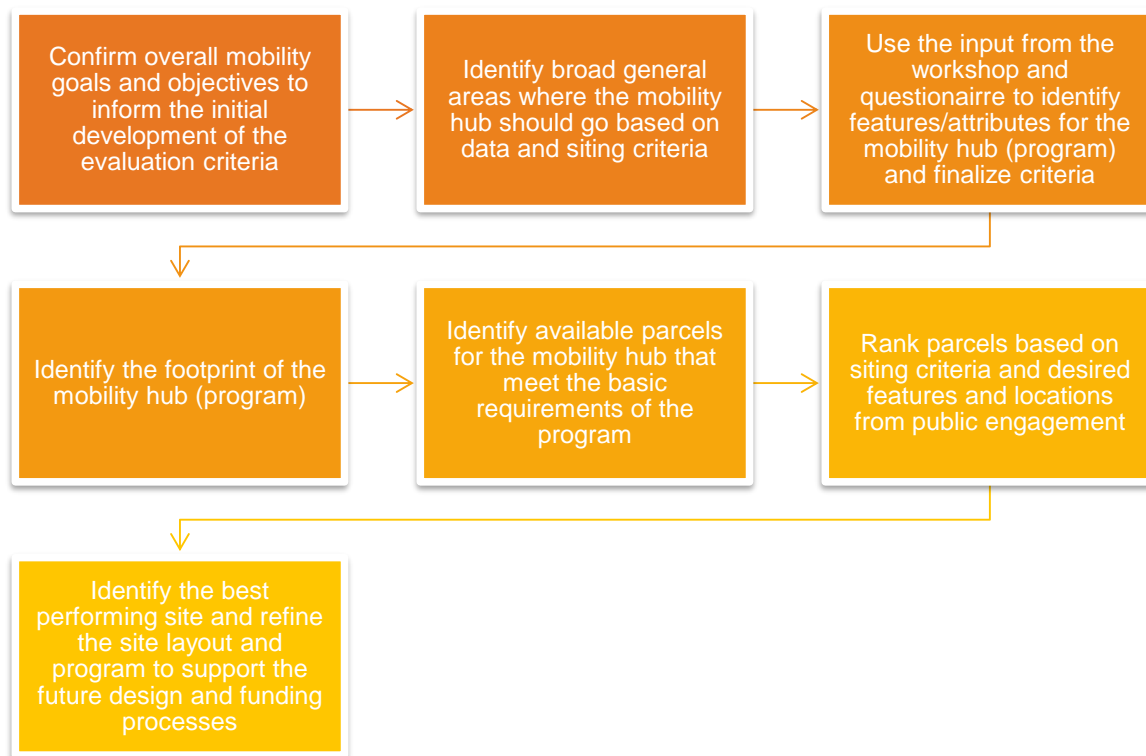
This memorandum provides an overview of the approach, criteria, and data needs to identify site options, evaluate, and ultimately select a preferred site for the new Incline Village Mobility Hub. The information presented in the memo is a draft for feedback from the project team. Feedback will likely result in additional refinements to formalize the process before the team engages the public for input.

2 Mobility Hub Siting Process

The mobility hub screening analysis is structured as a series of sequential evaluation steps, where increasingly detailed and comprehensive evaluation measures are applied to a decreasing number of hub options. The process is designed to identify the mobility hub site options that best support the overall project goals and have strong potential for success. The evaluation process will become increasingly rigorous as the analysis to compare and contrast mobility hub locations advances. The outcome of the process is to differentiate the attributes and determine the potential performance of each site.

Essential to the analysis is input from public agency partners and stakeholders. The analysis will coincide with an online questionnaire and the stakeholder workshop to obtain input and feedback at critical decision points in the analysis process. Figure 2-1 graphically presents the general analysis process and key points for stakeholder engagement.

Figure 2-1: Process



The process steps are critical to understand the overall purpose, need, and goals of the project. This information will serve as a basis for all other steps. Both the project questionnaire and the initial stakeholder workshop will be used to brainstorm and confirm the overall project goals and finalize the evaluation criteria categories ().

The initial stakeholder workshop will also focus on developing the mobility hub ‘program’. The program defines the necessary elements to be included in the mobility hub and help the team understand the ultimate size and scale. A new mobility hub can serve as a focal point for residents and visitors to access multimodal transportation options in one central location. Mobility options for the program could include transit (local/regional), micromobility (e-scooters/e-bikes), bike parking, rideshare connections, simple walking connections, public space, visitor parking, etc. As a rural, resort community the size, shape, and amenities of a mobility hub for Incline Village will be unique and may not fit the standard seen in other communities. Generally, mobility hubs provide accessible safe access to jobs, education, housing, and other amenities and services.

3 Evaluation and Criteria

The screening process will use a combination of analysis methods to determine the feasibility, reasonableness, and multimodal potential for each mobility hub location. Eight general criteria categories are proposed encompassing both qualitative and quantitative (geographic information system based) information to compare and contrast the mobility hub locations. Locations with stronger performance will be advanced and compared in more detail against the remaining potential sites. The criteria categories may be adjusted based on feedback and may be weighted based on the priorities of stakeholders.

No single point of data or stakeholder input will drive the decision making. The ultimate recommendations will be based on the attributes of the mobility hub locations, performance based on the criteria, and guidance from the project team, public agency partners, and stakeholder input.



The criteria proposed to evaluate each site and a general description is noted in Table 3-1.



Table 3-1: Screening Criteria Categories

	Criteria	General Description
	Transit System Score	Consider how well integrated the location is with respect to the existing transit network.
	Transit Propensity Score	Overlay various points of mobility data to understand locations with high mobility needs and potential transit demand.
	Recreational Access Score	Consider the proximity and ease of connection to recreational amenities for locals and visitors.
	Key Destination Score	Examine the location's proximity and ease of connection to significant destinations, services, and activity centers.
	Walkability Score	Analyze the extent of the surrounding sidewalk and trail networks connecting to the potential location.
	Bikeability Score	Analyze the extent of the surrounding bike network (on the street and multi-use trail) connecting to the potential location.
	Road Safety Score	Examine crash data (or other relevant data) in proximity to mobility hub locations.
	Property Size Score	The location meets the minimum square footage to accommodate the mobility hub program and allow for future growth.

Equally important to the mobility hub siting process is the evaluation of existing mobility hubs in the Tahoe Basin and in other similar areas to provide a comparison to established mobility hubs, as well as the identification of suggestions to improve the siting criteria based on lessons learned locally and in other regions. Table 3-2 presents four existing mobility hub locations to help facilitate discussions around the Incline Village mobility hub program.

Table 3-2: Existing Mobility Hub Facilities







Facility	Description	Image
Lake Tahoe Community College (LTCC) Mobility Hub South Lake Tahoe, NV	LTCC Mobility Hub, a recipient of the 13th annual Blue Ribbon Awards from the Tahoe Chamber, is strategically located at Lake Tahoe Community College. The mobility hub was positioned at a key location to encourage the community, visitors, LTCC students, and faculty to utilize public transportation. This mobility hub is the primary charging station for TTD's electric buses and shuttles with two overhead fast chargers and two overnight pedestal chargers. The mobility hub also features a heated shelter, a bicycle storage and maintenance station, and a passenger notification screen.	
Tahoe City Transit Center Tahoe City, NV	Tahoe City Transit Center is located in eastern Placer County, close to the intersection of Highways 28 and 89 in Tahoe City. This location has great access to hiking and biking trails but is not situated in the immediate town center with immediate access to homes and businesses. The Fanny Bridge project will improve those ties with complete streets and other amenities that will facilitate those connections. The facility is a 5,900 square-foot transit center with restrooms, an interior waiting area, 130 parking spaces, a bus loop, bike lockers, bus arrival information, and a TART pass/bike locker pass vending machine.	

Facility	Description	Image
RTC Centennial Plaza Sparks, NV	The RTC Centennial Plaza opened in Downtown Sparks on October 26, 2008. The location of this transit center was selected to enhance community connectivity and is located close to hotel and gaming properties, restaurants, retail centers, and community services. This transit hub provides easy transfer options for regional and local RTC and Greyhound buses. The transit center has an indoor and outdoor waiting area, restrooms, and ticket kiosks.	
Lionshead Transit Center Vail, CO	<p>The Lionshead Village Transit Center forms a critical multimodal hub and transfer point in the City of Vail. The facility was developed to relieve capacity challenges and is directly integrated with the Lionshead parking structure, Lionshead Welcome Center, and the Zeke M. Pierce Skatepark. The facility provides parking, electric charging, bike storage, public restrooms, public park space, and direct walking/biking connections to Lionshead Village. It includes a mountain viewing platform, information/waiting area, imagination center, event space, and roof terrace.</p> <p>The supporting structure features exposed heavy timber and custom steel connections specifically engineered for fire conditions. The completed project balances functional efficiencies between the different transit modes and creates a world-class guest arrival and portal into the Lionshead core.</p>	



4 Siting Criteria Data Sources

The project team will analyze existing and future land use and mobility data from available Lake Tahoe plans to quantify the eight siting criteria. Each criterion will evaluate and rank potential locations using a methodology developed from industry best practices and recent data sources. The project team reviewed existing plans, such as *Linking Tahoe: Lake Tahoe Basin Transit Master Plan* and *Washoe County Tahoe Area Plan* to identify the data available for reference. Table 4-1 outlines the data needed to evaluate the criterion, available and collected data sources and the data collection status. The status column shows a green check mark if the data has been collected and a yellow triangle with an exclamation point if the data needs refinement, cross checking with other data sources, or missing components.

Table 4-1: Criteria Data Sources

	Criteria	Approach	Status
	Transit System Score <i>Consider how well integrated the location is with respect to the existing transit network.</i>	Data Needs: <ul style="list-style-type: none"> Existing and Proposed Transit Routes and Schedules Existing and Proposed Mobility Hubs Transit Use Data Data Sources: <ul style="list-style-type: none"> 2022 Service Reports for Permit East Shore Express Pilot Project Report East Shore Express Routes & Schedule Linking Tahoe: Transit Master Plan Microtransit Data <ul style="list-style-type: none"> TART Connect Incline Village Performance Report RTC FlexRide Service Area North Lake Tahoe Express Blue Route & Schedule Results of the TART and TTD 2022 Transit Passenger Survey TART Route ML Routes & Schedule TRPA Transit Monitoring Program Washoe County Tahoe Area Plan 	
	Transit Propensity Score <i>Overlay various points of mobility data to understand locations with high mobility needs and potential transit demand.</i>	Data Needs: <ul style="list-style-type: none"> Population Density Zero Vehicle Housing Units People with Ambulatory Difficulty Low Income Households Non-White Population Senior Employment Data Sources: <ul style="list-style-type: none"> Census Data Lake Tahoe SRTP Linking Tahoe: Corridor Connection Plan Results of the TART and TTD 2022 Transit Passenger Surveys TRPA Equity Study Washoe Tahoe Local Employee Housing Needs and Opportunities 	
	Recreational Access Score <i>Consider the proximity and ease of connection to recreational amenities for locals and visitors.</i>	Data Needs: <ul style="list-style-type: none"> Parks & Open Space Map Recreation Facilities Data Sources: <ul style="list-style-type: none"> SR 28 Corridor Management Monitoring Report IVGID Community Services Master Plan Linking Tahoe: Corridor Connection Plan 	

	Criteria	Approach	Status
	Key Destination Score <i>Examine the location's proximity and ease of connection to significant destinations, services, and activity centers.</i>	Data Needs: <ul style="list-style-type: none"> Town Center Locations Origin-Destination Data: <ul style="list-style-type: none"> External to Internal Trips Internal to Internal Trips Existing and Future Land Use Data Data Sources: <ul style="list-style-type: none"> Lake Tahoe S RTP Linking Tahoe: Corridor Connection Plan State Route 28 East Shore Corridor Management Draft Monitoring Report – 2021 TRPA GIS Maps Washoe Tahoe Area Plan Washoe Tahoe Local Employee Housing Needs and Opportunities 	
	Walkability Score <i>Analyze the extent of the surrounding sidewalk and trail networks connecting to the potential location.</i>	Data Needs: <ul style="list-style-type: none"> Existing Trails Inventory Map and Trails & Connectivity Objectives Map Pedestrian Counts Data Sources: <ul style="list-style-type: none"> IVGID Community Services Master Plan Linking Tahoe: Active Transportation Plan TRPA GIS Maps TRPA Pedestrian Data Washoe Tahoe Area Plan 	
	Bikeability Score <i>Analyze the extent of the surrounding bike network (on the street and multi-use trail) connecting to the potential location.</i>	Data Needs: <ul style="list-style-type: none"> Existing Trails Inventory Map and Trails & Connectivity Objectives Map Bicycle Counts Data Sources: <ul style="list-style-type: none"> IVGID Community Services Master Plan Linking Tahoe: Active Transportation Plan TRPA GIS Maps TRPA Bicycle Data Washoe Tahoe Area Plan 	
	Road Safety Score <i>Examine crash data (or other relevant data) in proximity to mobility hub locations.</i>	Data Needs: <ul style="list-style-type: none"> Crash Data Road Classifications Annual Average Daily Traffic Data Sources: <ol style="list-style-type: none"> NDOT 2016-2020 Crash Data NDOT Road Classifications NDOT Traffic Records Information Access (2011-2021) 	

	Criteria	Approach	Status
	Property Size Score <i>The location meets the minimum square footage to accommodate the mobility hub program and allow for future growth.</i>	Data Needs: 4. Will be determined in the stakeholder workshop Data Sources: 5. TBD based on stakeholder workshop outcomes	

5 Data Summary and Needs

The project team conducted a preliminary data review to identify sources available in previously published plans, including *Linking Tahoe: Transit Master Plan* and *Washoe County Tahoe Area Plan*. Table 4-1 summarizes the data review listing the criteria, criteria definition, data needs, and data sources evaluated. The only criterion that requires additional further data collection and evaluation is property size which will be determined through stakeholder engagement on amenities, shared uses, and other factors that influence the layout and siting of a mobility hub. This section provides a summary of the data sources used to evaluate the eight mobility hub siting criteria as well as an overview of the preliminary data review explaining why the data was considered suitable for the assessment.

5.1 Transit System Score

Two objectives identified in the *Linking Tahoe: Transit Master Plan* for a mobility hub are “seamless integration of modes at the mobility hub and a well-designed transit station for a quality user experience.” The transit system score evaluates a location’s connectivity with local, regional, and micro transit networks based on its proximity to existing routes, planned transit improvements, and high levels of transit ridership. The data sources listed in Table 4-1 will be used to determine the locations of existing and proposed transit routes, mobility hub locations, and transit demand.

The *Washoe County Tahoe Area Plan*, published in May 2021, contains the most recent existing transit routes and stops for TART Mainline and East Shore Express and the envisioned transit service referencing the improvements from the 2017 *Linking Tahoe: Transit Master Plan*. This report was published within the last five years and provides sufficient information to baseline the existing and planned transit services in Incline Village. Ridership data from 2016 to 2022 for TART Mainline and East Shore Express services will be gathered using the TRPA’s transit monitoring program and the *East Shore Express 2022 Season Report*. This data is current and captures the last six years of service data showing the transit demand in Incline Village. Microtransit data from the 2022 *TART Connect Incline Village Report* and the RTC FlexRIDE pilot program will be referenced to understand first- and last-mile transit options and program areas. This data utilizes the current 2022 program data for TART Connect and is sufficient to analyze the microtransit service areas and demand.

5.2 Transit Propensity Score

The transit propensity criterion identifies areas whose demographics indicate a greater propensity to use public transportation than other areas. This criterion is important for citing a mobility hub because it measures the likelihood of using public transportation in Incline Village using socioeconomic demographic factors. The demographics proposed in the methodology, shown in Table 4-1, were developed from industry best practices, utilized publicly available data, and built from the data included in existing plans like the *Results of the TART and TTD 2022 Transit Passenger Surveys*. The transit propensity analysis method entails developing a weighted population density by increasing or decreasing the weights of specific demographic characteristics, such as:

- People without access to a personal vehicle
- People with ambulatory difficulty
- People in low-income households
- People of color
- Seniors (65+)

The socioeconomic sections of existing reports listed in Table 4-1, such as the *Lake Tahoe SRTP*, *Washoe Tahoe Employee Housing Needs and Opportunities*, and *Results of the TART and TTD 2022 Transit Passenger Surveys*, will be referenced as data sources for this analysis. The *Lake Tahoe SRTP* includes service area characteristics with 2020 US Census data on population density, median household income and poverty status, households without a vehicle, and the non-white population. The 2020 Census Tract demographic data shown is current and was collected within the last three years, showing an accurate representation of the socioeconomic information for Incline Village. The *Results of the TART and TTD 2022 Transit Passenger Surveys* provided a summary of the characteristic of riders using TART and TTD transit services and were referenced to identify key demographics for the transit propensity score. These characteristics were based on the results from the 2022 transit passenger survey services collected within the last year and include comparisons to previous seasons and years, providing a holistic outlook on the changes in the demographics of transit users in Incline Village.

5.3 Recreational Access Score

Incline Village is a resort and recreation community where visitors, residents, and workers rely heavily on outdoor recreation. The recreational access score identifies a location's proximity and connections to recreational amenities for locals and tourists, including day-use beaches, campgrounds, and hiking trails. The project team will reference the 2017 *Linking Tahoe: Corridor Connection Plan's* NV SR 28 Corridor Land Use and Recreation Facilities map, developed in 2017, the 2022 SR 28 Corridor Management Monitoring Report, and the Parks & Open Space map found in the 2019 *IVGID Community Services Master Plan* to identify the location of these facilities and existing or proposed connectivity through the transportation network. These sources are sufficient for this analysis because it utilizes base data from 2017 cross-referenced with maps developed in 2019 to show the planned recreational improvements in Incline Village. The 2022 Monitoring Report considers peak parking demand and opportunities



for mode shift to manage the recreation demand in Incline Village. It is important to note that this analysis will not consider private beaches, as these destinations are access-restricted and not open to the public.

5.4 Key Destinations Score

In order to evaluate the key destinations criterion, it is critical to identify the important locations to build ridership around the places people are going by analyzing Origin-Destination (O-D) and microtransit data. Typical key locations include the downtown core, mixed-use land areas that support businesses, neighborhood centers, recreation corridor areas, and education and medical service areas. The data compiled in the reports listed in Table 4-1 range from broad Lake Tahoe O-D data in the *SR 28 East Shore Corridor Management Monitoring Report* to very focused on Incline Village in the *Washoe Tahoe Local Employee Housing Needs and Opportunities*.

The most recent and Incline Village-specific data will be gathered from the 2022 *Lake Tahoe S RTP*, which includes a section on travel patterns through regional pass-through zones, including Highway 28, Highway 431, and Highway 50. The plan also includes regional directions of approach for the summer and winter 2019 seasons. This information is sufficient to analyze where visitors are coming from and going because it utilizes data collected within the last two years depicting the travel patterns of Incline Village today. This plan also validates the NV SR 28 Corridor Hot Spot Destinations shown in the 2017 *Linking Tahoe: Corridor Connection Plan*. The *Washoe Tahoe Local Employee Housing Needs and Opportunities* will also be referenced in tandem with the data from the *S RTP* to understand the travel patterns of employment commuting using the data of the percentage of people commuting for work, the number of in-commuters, and where Washoe Tahoe employees live.

The 2021 *Washoe County Tahoe Area Plan* identified town centers designated to be redeveloped into compact, mixed-use, transit-oriented nodes in the Lake Tahoe Regional Plan. These areas, Incline Village Commercial, Incline Village Tourist, and Crystal Bay Tourist, will be used to consider key destinations for this analysis.

Other data sources, like the 2021 *State Route 28 East Shore Corridor Management Monitoring Report*, provide broad data, including primary destinations like walking trails, beaches, and restaurants, and duration of stay, based on 2020 and 2021 data. This data does not provide specific locations of primary destinations but will support the identification of key destinations. The report also includes general areas where East Shore Express riders are coming from, like the Bay Area or Reno and Sparks, based on the last eight years of data to understand where regional visitors are coming from. The data identified for the key destination score utilizes plans that were developed within the last five years and recent data collected within the last three years showing the origin and destinations of residents, visitors, and workers in Incline Village.

5.5 Walkability Score

The walkability score evaluates the availability of pedestrian infrastructure around each area to achieve the Transit Master Plan’s mobility hub objective of creating “safe and efficient movement of people with high levels of pedestrian activity.” This criterion requires inventory maps of existing and proposed sidewalks and multi-use trails supplemented by pedestrian counts to prioritize high-use areas. The information will be extracted from the TRPA’s current Transportation GIS maps and pedestrian counts.

TRPA’s Transportation Map identifies the existing and proposed multi-use paths and sidewalks in the *Linking Tahoe: Active Transportation Plan* developed in 2016. Cross-referencing the existing and proposed multi-use paths and sidewalks listed in the 2021 *Washoe County Tahoe Area Plan* and 2019 *Incline Village General Improvement District’s (IVGID) Community Service Master Plan* validated the Transportation Map data and confirmed that the map accurately shows existing and proposed pedestrian infrastructure. The pedestrian counts needed for this data will be gathered from TRPA’s Bicycle and Pedestrian Monitoring Program. The TRPA’s pedestrian counts at Lakeshore Blvd, East Shore Trail, and Village Blvd provide current data from the last three years showing pedestrian usage trends. These data sets are adequate for this analysis because they have been validated against current plans or collected within the last three years.

5.6 Bikability Score

Similar to the walkability score, the bikability score evaluates the availability of bicycle infrastructure in a given area to ensure connectivity to existing and planned facilities. The data needed for this analysis are Incline Village’s existing and proposed bike trails and bicycle counts collected using TRPA’s current Transportation GIS maps and bicycle counts.

TRPA’s Transportation Map, mentioned in section 5.5, also includes data for existing and proposed bicycle infrastructure and multi-use paths in Incline Village. Since the map’s data originates from the *Linking Tahoe: Active Transportation Plan* (2016), the content was validated with the proposed bicycle and multimodal facilities sections in the *Washoe County Tahoe Area Plan* (2021) and *IVGID Community Service Master Plan* (2019). These plans are current and have been developed in the last five years, accurately depicting the existing and planned bike lane and bike path facilities for Incline Village.

The analysis will use TRPA’s Bicycle and Pedestrian Monitoring Program counts to determine typical summer bicycle facility volumes. Every other year in July, the TRPA deploys a tube count in Incline Village along State Route 28 near Village Blvd. The available data identifies bicycle trips in July 2017 and 2019. This data will be considered to understand the summer demand for bike facilities in Incline Village.

5.7 Road Safety Score

A mobility hub is a location where individuals can access multiple modes of transportation to make their journey as safe, convenient, and dependable as possible.



The road safety score identifies priority locations for a mobility hub based on safety measures including crash data, road classifications, and annual average daily traffic. The most current NDOT crash data from 2016-2020 will be evaluated to score areas based on proximity to crashes. This data is sufficient for the analysis because it is the current data available and was collected within the last three years. NDOT's functional classification maps and Traffic Records Information Access (TRINA) will be the data sources used to evaluate mobility and transportation access. NDOT's 2016 functional classification maps show Incline Village as a small urban community, with its two major regional connectors, State Highway 28 (Tahoe Blvd) and State Highway 431 (Mt. Rose Highway), identified as minor arterials. Incline Village's roads are mostly local, with the exception of minor collectors, including Southwood Blvd, Village Blvd, Mays Blvd, Incline Way, Country Club Dr, Ski Way, and College Dr. The 2016 functional classes match current roadway classifications and are sufficient for this analysis. NDOT's TRINA is a web-mapping application recently updated to include AADT data from 2011 to 2021. This data is adequate for the analysis and specifically to identify areas with low-volume roads because it was collected within the past two years and includes a decade of historical data. The NDOT crash data, functional classification maps, and TRINA is the most current data available and accurately represent the crashes, roadway classifications, and traffic in Incline Village.

5.8 Property Size

The property size criterion identifies the size (in square feet) deemed the best for the mobility hub 'program' based on the needs identified in the stakeholder workshop and public outreach questionnaire. This criterion must identify the priority elements and examine the minimum space required and general layout to determine the overall size needed. This criterion will not be complete until the stakeholder workshop is held, and the questionnaire period is closed.

6 Next Steps

Using the siting criteria defined in Table 4-1, the project team will develop maps of Incline Village showing the preliminary areas to reasonably site a mobility hub, similar to Figure 6.1. The highlighted areas will represent the priority screened locations based on the siting criteria and the potential to support a mobility hub. This map will be used at the stakeholder workshop to evaluate the location's feasibility and desirability. The stakeholder workshop will also help develop the mobility hub 'program' by defining the priority elements wanted for the mobility hub like transit, bike facilities, walkable connections, and public space. Understanding the elements needed will help determine the overall size and configuration of the mobility hub. The stakeholder meeting has not been scheduled but is anticipated to take place late February or early March.

Figure 6.1: Example Preliminary Mobility Hub Locations based on Siting Criteria Results



The project team also developed a public outreach questionnaire to gather mobility-specific information from visitors and residents of Incline Village. The questions were designed to inquire about how people travel to and around Incline Village, the transportation challenges experienced, and the priority amenities desired for the mobility hub. The questionnaire will be released early February and the link will be provided at <https://inclinevillagemobilityhub.org/>



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INCLINE MOBILITY HUB PUBLIC INVOLVEMENT PLAN

*Prepared
for:*



Tahoe Transportation District

Prepared by:



January 2023

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1. Project Background

The Lake Tahoe region faces numerous unique transportation challenges due to constrained infrastructure and seasonal travel patterns from residents, workers, and visitors. TTD is seeking to balance the needs of each of these stakeholder groups, which requires a thoughtful approach to solicit their feedback and identify new mobility opportunities that will best serve all users. Historically, new transportation proposals in the region have been challenging to implement due to competing interests. To understand these points of view, HDR has assembled a team of national mobility experts supported by a team with a deep history delivering transportation projects in the Lake Tahoe region. The Public Involvement Plan is developed upon the following principles:

1. Siting and designing a mobility hub should begin by identifying trips that can most effectively be replaced by new transportation services. The team is reviewing recent plans and identifying potential gaps for further data collection.
2. After identifying these trips, outreach will be tailored specifically to the types of travelers accessing these origins and destinations. Public engagement will meaningfully consult a diversified set of stakeholders, including underserved populations, to determine the vision, desired transportation services, and proposed amenities.
3. Once preliminary outreach has identified desired features, sites can then be assessed for suitability.
4. Feedback received through the public involvement process will determine the services, amenities, and siting(s).

Core Project Team

Name	Role	Email
TTD		
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MJT Consulting		
McKenna Temen	Public Involvement (local)	Mckenna@mjtconsultingllc.com

2. Stakeholder and Public Involvement Overview

The Public Involvement Plan is flexible and adaptable according to the needs of Incline Village, including not only full-time residents but those who may be seasonal residents, visitors, businesses and their workforce who have a vested interest in regional transportation. The goal is to listen, educate, engage, answer questions, collect data, mitigate concern, and garner community feedback regarding the services, amenities, and needs for the Incline Village Mobility Hub. Our messaging will reinforce the project timeline and provide a solid understanding of how public involvement and input will create the vision for the Incline Village Mobility Hub and the foundation for future phases of the project. Our team will consider the seasonality of the project area, how to maximize outreach during winter months, and build upon previous feedback from the public. The plan is developed to execute a transparent, inclusive, equitable, and fair public involvement process that is both bilingual and ADA compliant in collaboration with the community to obtain valuable insight in which to create the vision for a multimodal mobility hub.

Public Involvement Goals and Objectives

The intended outcome of the public involvement process is to engage community members and stakeholders of Incline Village to obtain feedback and create a vision and project design for the Incline Village Mobility Hub Concept Plan. The following goals will be finalized in cooperation with the Tahoe Transportation District (TTD) and the Incline Village Mobility Committee. The desired goals and objectives are:

- Establish a data-informed public involvement approach
- Work with the community to obtain meaningful and collaborative public input leading to informed decisions that meet the community's needs through transparency, inclusivity, and a diverse audience.
- Incorporate public feedback into the official project record and consider all comments in the decision-making and design concept process
- Engage community leaders who can help the project team access hard-to-reach groups including seasonal residents, visitors, workforce, and minorities to understand their interests and priorities
- Identify potential services, amenities, and locations for the Incline Village mobility hub and communicate that it is a piece of the broader transit system for the Tahoe Basin

Target Audiences

The list below is a generalized list of key groups to engage for input. The complete stakeholder list can be found in Appendix A. The stakeholder list will be added to and maintained throughout the duration of the project, and will include the following:

- Residents including renters
- Visitors

- Transit users and commuters
- “Hard-to-reach” populations
- Local business owners and employees
- Community and civic groups (such as Washoe County Incline Citizens Advisory Board)
- Local and regional governments and agencies
- Business associations and chambers of commerce
- Bicycle advocacy groups
- Developers, builders, and employees

3. Project Management

All public involvement activities will require thorough documentation, including a record of stakeholders / contacts, outreach, media, and comments received throughout the duration of the public involvement process. HDR will develop the following promotional materials:

- Press releases
- Social media posts
- Updated website content

4. Public Involvement Tools

The public involvement strategy has been developed to guide the appropriate communication tools to properly engage various stakeholders throughout the public involvement process. The following tools will be used to educate the stakeholders and the public about the project and provide opportunities for input. The team will incorporate both in-person and virtual outreach methods, which will broaden the overall reach to those who might not have broadband access.

Key Community Ambassadors

The project team will enlist reputable and influential community ambassadors, including the Incline Village Mobility Committee, for the project to help disseminate project information, assist in educating the community, and encourage community engagement. They will be provided with information, including a survey, to disseminate to their organization’s constituents. Below is a sample list of key ambassadors including, but not limited to, those listed below. Please refer to the stakeholder list in Appendix A for the full list of stakeholders. As outreach progresses, additional contacts will be added to the list as they are collected throughout the process.

Organization
Nevada Department of Transportation
Regional Transportation Commission of Washoe County
Washoe County & Washoe County Sheriff’s Office - Incline Village

Truckee North Tahoe Transportation Management Association
Incline Village Crystal Bay Citizen Advisory Board
Lake Tahoe Bicycle Coalition/Tahoe Regional Planning Agency
Nevada Highway Patrol
Travel North Tahoe Nevada
North Lake Tahoe Business Association
Incline Village Crystal Bay Association

Outreach and Promotional Materials

HDR will develop a variety of easy-to-read, bilingual materials to educate the public and keep the project messaging consistent. Promoting the project as “The People’s Plan” can help develop collaboration and immediately promotes community collaboration for the future mobility hub services, amenities, and locations, letting the community know that this project concept is being developed with their voice and feedback regarding priorities and needs as they relate to a mobility hub. HDR will develop the following materials which will be distributed to the aforementioned stakeholder list and community ambassadors:

- Project Fact Sheet/flyer promoting “The People’s Plan”
- Press release
- Geo-targeted social media posts
- Updated Website copy
- Digital survey
- Eblasts
- Postcard/mailer
- PowerPoint presentations

Press Releases

Two informative press releases will be drafted by HDR to promote project information and opportunities for engagement and will be pitched to media by HDR. One press release will be disseminated at the launch of the public engagement period and the second press release will be disseminated prior to unveiling the draft design concept and preliminary site selection shaped by the community’s feedback.

Social Media

Social media sites have the potential to greatly enhance public involvement, especially in information dissemination and participant feedback. The communications team will use social media to announce public engagement opportunities and as one of the methods through which to educate the community. Social media content will be created by HDR and posted by TTD on TTD’s existing accounts, with a focus on Facebook, the most active social

media platform. TTD is encouraged to tag local community partners to increase peer-to-peer engagement and reach. HDR will develop three posts for each TTD platform at the initial launch of the public engagement period, in the midst of the public engagement period, and prior to unveiling the draft design concept shaped the community's feedback. TTD will share information on Next Door to get the information out to the local community.

Facebook groups to target and post include, but are not limited to:

- Incline Village, public group for locals and visitors
- Incline Village Locals, private group for locals (membership needed)

Website

The inclinevillagemobilityhub.org website will serve as an online information center for all potential stakeholders providing ongoing information about the project understanding, updates on different milestones reached throughout the planning process and opportunities to participate and provide input and feedback. The [project webpage](#) will be updated prior to the launch of public outreach and public comments will be addressed in a manner similar to the previous project town halls. HDR will develop updated website copy and HDR will execute posting the updated copy to the website.

Digital Survey

HDR will develop one digital survey to inform the public about the project and to solicit feedback on specific needs, such as potential sites, services, and amenities. The survey will assist in capturing feedback from both visitors and community members. HDR will create a QR code that links promotional materials directly to the survey for easy access. HDR will work with TTD in the development of the survey while implementing best practices on gaining maximum participation. The survey will be made bilingual to include options for English and Spanish speakers, as well as meet ADA compliance for those with disabilities. A link to the survey will be posted on the project webpage and it will link to a form developed and managed by HDR where the results will be collected. HDR will provide TTD with the survey analytics once per week during the project community feedback period. To encourage participation, it is recommended that TTD provide participants the opportunity to participate in a lottery for a free parking pass at the Tunnel Creek Trailhead under the Park Tahoe program.

E-blasts

Three e-blasts will be disseminated to key stakeholders promoting the project and survey for community engagement purposes. One e-blast is disseminated at the opening of the community feedback period when the survey becomes live online promoting the in-person community workshops and public comment opportunities; a second e-blast will be distributed in the middle of the community feedback period, and a third e-blast sent out prior to the close of the community engagement period. HDR will develop and disseminate the e-blasts with TTD's approval distributing them to the stakeholder list.

Fact Sheet/Informational Flyer

A bilingual informational flyer will be created and posted at within Incline Village so that the community and workforce have access to pertinent project information and opportunities for engagement. The flyer will be used to solicit feedback from visitors, lower-income and service worker groups, and those who commute and/or use public transit on a regular basis. An electronic copy (PDF) of the flyer will also be made available for use in emails, online and more. The flyer will be made available in both English and Spanish and include project facts and public involvement opportunities, as well as the numerous methods in which to provide feedback. HDR will develop the flyer/fact sheet and TTD will print and post it at the determined key locations including providing it to TART and TART Connect Microtransit to post on their transit vehicles. Other distribution locations could include the following:

- Property management companies for sharing with owners and renters electronically or posting at properties/offices
- Homeowners' associations
- Local businesses
- Recreation facilities
- Community centers/facilities

PowerPoint Presentations

HDR to develop one PowerPoint presentation that will be updated twice for public consumption for utilization at numerous public meetings and forums to educate the community regarding the project and encourage public involvement and feedback.

Postcard / Mailer

HDR will create a bilingual postcard with project information to spark interest, establish project priorities and key milestones, and encourage participation for feedback via the online survey or in-person at an upcoming community engagement opportunity. Every Door Direct Mail (EDDM), a service provided by the United States Postal Service that allows prioritization of specific mail routes within the project area could be utilized or another USPS mailing service that caters to forwarded addresses in bulk. TTD will be responsible for payment of the printed postcards and postage.

To reach all residents and businesses within Incline Village, five mailing routes totaling 2,875 postcards and a postage fee of \$537.63 is estimated. This does not include printing costs. The printing, postage, and mailing costs are not included within the current project budget.

Advertisement

HDR will create a bilingual advertisement that TTD can place in the local newspaper to promote the project, the survey, and the public involvement opportunities to learn more and provide feedback. Additional ads can be placed digitally on the local news sites, as

well as three boosted and paid social media ads. *The ad placements, posting and publication printing costs are not included within the current project budget.

Email and Hotline

TTD will set up a project email and phone voicemail that are both dedicated to the project. TTD will program the email, so that emails and inquiries will be sent to a HDR staff member. TTD will also program a phone voicemail to be dedicated to the project and the incoming messages will also be programmed to be emailed to a HDR staff member.

5. In-Person Public Engagement

In-Person Public Meetings

HDR will execute and staff meetings with community members in collaboration with TTD that will take place on five separate occasions to address specific interests or concerns. These meetings will take place at centrally located and ADA accessible locations, and at times that are thoughtfully scheduled and convenient for the participants. The HDR team will create a brief PowerPoint presentation, however the meetings are intended to be an informal gathering to build trust, educate, and solicit feedback. The following in-person meetings are recommended:

- **Meeting #1: At launch of community engagement period;** audience is Community Members, Visitors, Local Business Owners, and Workforce
 - At launch of community engagement period, meet at a convenient public site in the evening from 4:30 pm to 7 pm with a formal presentation at 5:30 pm to educate regarding the project and obtain community feedback
- **Meeting #2:** Prior to unveiling draft design concept and preliminary site assessment shaped by community feedback; audience is Community Members, Visitors, Local Business Owners, and Workforce
 - Following community engagement period and prior to design concept unveiling, meet at a convenient public site in the evening from 4:30 pm to 7 pm with a formal presentation at 5:30 pm to unveil results of community engagement and discuss the resulting and recommended design concept
- **Incline Village Mobility Committee Meetings:** HDR will actively participate and present at three Incline Village Mobility Committee meetings during the course of the project. HDR project manager or other staff should be available regularly to listen and answer questions at most committee meetings that do not include active participation.

6. Comment Database Management and Engagement Metrics

All communication received throughout the public involvement process will be entered into a comment management database. A thorough process of tracking and reporting public involvement throughout the process will include a comment management report of all public comments and metrics for public participation and serve as an official record of the public and stakeholder input.

Comments made via the project email, project voicemail, or the survey link will automatically receive the following message:

Thank you for your feedback on the Incline Village Transit Mobility Hub Project. Your comment will be reviewed by our project team, considered prior to the design process, and incorporated into the official project record. Please refer to the project website for frequently asked project questions and answers. When new issues/questions arise that have a common theme, they will be added to the website to assure that information can be shared by all.

HDR will manage the automatic comment responses. Comments made via social media will not receive a response, will not be included in the official public record, and are not required via federal regulation.

HDR will monitor comments made via the project email, project voicemail, USPS mail, or in-person at a public meeting, or via the survey link and include them in the overall project comment database. HDR will monitor the comments for common themes and update the Frequently Asked Questions on the Project Website weekly or as needed only with a question and response that is frequently asked or made.

At the close of the project, HDR will provide TTD with a comment management report as requested that will serve as an official record of the public and stakeholder input from the meetings and platforms listed above.

Recommended Community Engagement Activities Not Included in Current Budget

In-Person Surveys

TTD staff will utilize paper surveys, the flyer with the survey QR code, and/or digital tablets (up to two provided by HDR on loan) to conduct in-person outreach and obtain additional feedback. To capture a variety of users outreach is recommended, but not confirmed, to be conducted in the following locations:

Local Shopping Center

- Location #1: Incline Center (Raley's Shopping Center) - a hosted table outside of Raley's, as well as walking to all other businesses in the shopping center

Ski Resort

- Location #2: Diamond Peak - Wednesday mornings at Diamond Peak are 55+ ski clinic days between January and March

Community Area

- Location #3: Incline Village Library - a hosted table inside the library concurrent with an Incline Village Community Forum meeting

Information Drops

TTD staff will coordinate with major employers and drop flyers in key locations such as the Hyatt Regency Resort and Spa, Incline Village Community Hospital, Sierra Nevada University, Visitors Authority, Incline Village General Improvement District (IVGID) and Incline High, Middle, and Elementary Schools for management to post in break rooms or distribute at staff meetings. The flyers will display general project information and a QR code that links users directly to the online survey, so valuable information from the working public can be included within the community feedback.

During shift changes at the resorts and with other major area employers, the paper surveys can be distributed or the QR code distributed for the workforce to access the survey on the spot via their personal cell phone.

Neighborhood Notification

TTD will execute printing and distributing project flyers posted in main areas at key apartment complexes to engage the low-income, working community members. The project team can utilize tablets and paper surveys with QR codes to conduct direct outreach via markets or common areas within the apartment complexes approved by the property owner and manager and within NRS code. Homeowners Associations can also be outreached to and asked to distribute flyers or an eblast to their members. TTD will also distribute information to the Incline Village Mobility Committee either during a formal meeting or otherwise to disseminate to their audience and stakeholders.

APPENDIX A

Incline Mobility Hub Stakeholder List - updated 11.18.22

Tier 1: Agencies / First Responders / Utilities

Incline Village GID	Washoe County Commissioner
NDOT	Washoe County Community Services
Nevada Division of State Lands	Washoe County Office of the County
Nevada Highway Patrol	Manager
Nevada State Parks	Washoe County Parks
North Lake Tahoe Fire Protection District	Washoe County Planning
North Tahoe Fire Protection District	Washoe County School District (School
North Tahoe Public Utility District	Buses)
NV Energy	Washoe County Sheriff's Office
Paiute Pipeline	Carson City
Regional Transportation Commission (RTC)	Placer County
Washoe County	Nevada County
Tahoe Regional Planning Agency	Douglas County
Truckee Meadows Fire Protection District	South Lake Tahoe
United States Forest Service	El Dorado County
Washoe County	

Tier 2: Groups / Organizations / Schools

Bike Tahoe	North Tahoe Business Association
Bike the West (Tour de Tahoe)	Rotary Club of Tahoe Incline
Contractors Association of Truckee Tahoe	Rotary Club of Incline Village
Cornerstone Church	Sierra Business Council
Epic Tahoe Adventures	Sierra Community House
Flume Trail Bikes	Sierra Family Solutions
Incline Elementary School	Saint Joseph Land Trust
Incline High School	South Tahoe Transportation Management
Incline Middle School	Association
Incline Village Business Authority	Tahoe Area Mountain Biking Association
Incline Village Golf Courses	(TAMBA)
Incline Village/Crystal Bay Community &	Tahoe Fund
Business Association	Tahoe Prosperity
Lake Tahoe Bicycle Coalition	Truckee-North Tahoe Transportation
Lake Tahoe Marathon	Management Association
Lake Tahoe School	UNR at Lake Tahoe
League to Save Lake Tahoe	

Tier 3: Businesses / Residents / Neighborhoods

Aces Hardware	Lower Tyner
Airbnb	Lumos Engineering
Alibi Ale Works	Lyft
Alpine Storage	McCloud Condominiums
Apolo	Mill Creek
Around Tahoe Tours	Mt. Rose Ski Resort
Boulder Bay Previously - Community Lead	Nevada Pacific Consulting
Bowl Incline	North Lake Tahoe Bonanza (Wells Fargo center)
Cal-Neva Casino	North Tahoe Limousine
Championship Golf Course	Northlakes Lodges & Villas
Christmas Tree Village	NuLeaf Lake Tahoe Dispensary
Cornerstone Community Church	Parasol Tahoe Community Foundation
Crystal Bay Casino	Parkside Inn at Incline
Crystal Bay Cove Condos	Pet Smart
Crystal Bay Lakefront	Pinebrook Apartments
Crystal Shores Condominiums	Ponderosa
Dave's Taxi Tahoe	Raley's
Diamond Peak	Remick Associates DB Inc
Eastern Slope	Sierra Sotheby's Realty
Farmers Insurance- Peyton	Smith & Jones Marketing
Farmers Insurance - Carpenter	Spitsen True Value Lumber and Hardware
F.W. Carson Co. (contractor)	Tahoe Biltmore Casino - EKN Development
Forest Pines HOA	Tahoe Chaparral
Holm Electric	Tahoe Incline Apartments
Hyatt	Tahoe Pine Creek
Incline Center (Raley's shopping center)	The Village Church
Incline Plaza	Thunderbird Lodge
Incline Storage	Tunnel Creek Café
Incline Village Community Hospital	Tunnel Creek Café - Flume Trail Bikes
Incline Village Hispanic Foursquare Church	Uber
Jim Kelley Nugget Casino	Unity of Cedar Rapids Church
JNT Solutions, LLC	Upper Tyner
Lakefront	VRBO
Lakeview	Waste Management
Lifepoint Church	

Tier 4: Commuters / Visitors / Tourists / Media

Cowork Tahoe	Moonshine Ink
Travel North Tahoe Nevada	Nevada Appeal
IVGID Quarterly	North Lake Tahoe Resort Association
Carson Now	Reno Gazette Journal
KTKE	Sierra Sun
Tahoe Weekly	Tahoe Chamber
Tahoe.com	Tahoe Daily Tribune
KOLO 8 News	
KRNV News 4	
KRXI Fox 11 News	
KTVN Channel 2 News	
Lake Tahoe Visitors Authority	