



Lemmon Drive Traffic Improvements & Resiliency Project PUBLIC COMMENTS SUMMARY

Members of the public had opportunities to provide comments and feedback at the virtual and in-person Public Information Meeting. The tables on the following pages summarize comments received during the public comment period (January 24 through February 26, 2024) and the provided responses. Please note, public comments have been edited for clarity and identifying information has been redacted.

Comment Summary and Responses for PIM #1	
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Comments Received at the In-Person Meeting on February 7, 2024	
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Extend the proposed Lemmon Drive to the Chickadee Drive on/off- ramp/extension to improve traffic flow and emergency access.	The portions of existing Lemmon Drive that do not remain open to traffic will remain as gated utility and emergency fire access. Leaving these areas as full access creates additional unsustainable financial and resource burdens on Washoe County and City of Reno.
I have many concerns. Why are we planning to build on a bird sanctuary? What about areas to pull over if needed? Why remove the old Lemmon Drive?	The project is not being constructed with identified bird sanctuary conservation area. In addition, as part of the NEPA process the project team has evaluated the project's potential impact to biological resources. The evaluation has been conducted with feedback from the US Fish and Wildlife Service. No negative impacts have been identified. Mitigation will include avoiding impacts to bird nesting season. The portions of existing Lemmon Drive that do not remain open to traffic will remain as gated utility and emergency fire access. Leaving these areas as full access creates additional unsustainable financial and resource burdens on Washoe County and City of Reno.
I would like to see an access point from Nectar Street to Lemmon Drive. People going to or leaving the fire station, church, and horse arena in the immediate area would use this access point.	The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive. In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.
Need more exits than Oregon and Matterhorn. During the flood everyone used Oregon. So much traffic. Too much. Only people that live by Matterhorn will use it. Everyone else uses Oregon (no turns) east to exit.	The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive. In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.
There is no reason for this but to make Lansing happy. In the 50 years I have been here, the roads have only flooded once, from the sewer plant putting water into the lake. A two-lane road with three exits only puts you behind already. Leave it alone! And don't raise our taxes. Despite being part of the county, residents here do not have a voice in the local elections. The residents do not desire the proposed improvements; they are for the city.	The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain. The project is not linked to or associated with any private development projects. RTC does not have jurisdictional authority over private development.
Make it possible to build more houses in Lemmon Valley by realigning Lemmon Drive. Create additional access points on Lemmon Drive (consider at Nectar Street, Arkansas Drive, and Chickadee Drive) instead of dead ends.	The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive. In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.
I would like to see the new alignment include a multi-use path.	The multi-use path will parallel the new roadway on the east side.
Trucks on Lemmon Drive are a bad idea. Swan Lake has already been damaged enough by sewage. Fix the existing Lemmon Drive instead of building a new alignment.	Comment noted.
Setting up the area for redevelopment.	Comment noted.
I have a three minute public comment to give for the record.	Comment noted.

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<p>I have several concerns. My first concern is that the project proposes four fast traffic lanes in front of an elementary school; how safe is that? Are your kids in this area? How safe is this for any little pedestrian? ASK YOURSELF!! My next concern pertains to removing access to ALL existing communities. We have the right to maintain access to OUR COMMUNITY. Have you considered raising the existing road, placing drainage, and converting it into four lanes? The RTC has no right to manipulate our community as you have never cared before!</p>	<p>Intersection safety enhancements to Patrician and Lemmon are being considered/evaluated as part of the project.</p> <p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p> <p>Based on the project's and RTC's 2050 RTP traffic projections 2 lanes in each direction is not warranted north of Deodar Way.</p>
<p>I generally support the RTC-preferred alternative. Seems like a great improvement.</p> <p>My primary concern is that we give top priority to enhancing the shared use path on Lemmon Drive, as this will be a key factor in improving community connectivity and accessibility.</p> <p>I also encourage coordination with myself on the trails community to use the old Lemmon Drive corridor or easement for natural surface trails.</p>	<p>The project will provide enhanced school pedestrian and bicycle access from Lemmon Drive to the Lemmon Valley Elementary School.</p> <p>The portions of existing Lemmon Drive that do not remain open to traffic will remain as gated utility and emergency fire access and open to pedestrian, equestrians, and bicycles.</p>
<p>The preferred alternative seems dangerous if you also remove the existing Lemmon Drive.</p> <p>The existing Lemmon Drive is 45 miles per hour, and people go 60 miles per hour. People run stop signs at all of the intersections. My driveway connects to the existing Lemmon Drive. Flooding here is not ALL from Swan Lake. The clay soil in the desert contributes to our overflowed ditches and puddling. We have a well and septic. I moved here for the rural area, not to live along an expressway or to look at the sides of homes and warehouses. What is being forced on us should be illegal.</p>	<p>Proposed posted speed would be 35 mph from Fleetwood to Deodar and 45 mph north of Deodar.</p>
<p>I think Lemmon Drive should be extended to Waterash Street to improve access to Lemmon Drive. I am not pleased with the proposed corner at Lemmon Drive and Oregon Boulevard.</p>	<p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p>
<p>The proposed alternative does not help the residents in the Hepner subdivision... it actually makes access harder. This whole thing is for more development. It is already outdated with only two lanes.</p> <p>This only benefits Lansing. It's all about money for the city, which brings up another sore point. We can't vote for city councilmen, and they directly impact our lives.</p>	<p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p> <p>The project is not linked to or associated with any private development projects.</p>
<p>Yes, funding should be used to dredge the dry lake per federal allocation 1997. Taxpayers in the community are concerned about undisclosed agendas, such as over-development, which is a current issue. Why build another road over and closer to the lake? Why not raise and repair the current road? The 2017 flood was due to poor management of federal funds, TMWA flooding the lake, and reclamation county failed to maintain ditches.</p>	<p>The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.</p> <p>Raising existing Lemmon Drive between Deodar Way and Oregon Boulevard would have substantial right-of-way, access, drainage, and maintenance of traffic impacts along with a significant amount of additional volumetric mitigation that would be required.</p>
<p>The proposed alignment will cause additional traffic on Chesapeake Drive, similar to when Lemmon Drive was closed during the flooding. How will this affect the volunteer fire department? The fire department will have to travel much further to access Lemmon Drive with the new alignment. Do not install lights. Do not remove access to Lemmon Drive at Idaho Street, Arizona Street, and Waterash Street/Nectar Street.</p>	<p>The fire station on Nectar is a volunteer station for wildland fires only. No EMS services are dispatched out of this station and emergency response times would not be altered. The design team has also discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted.</p> <p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p>

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<p>Natural Berm stays natural.</p> <p>We do not need semi-trucks in our area.</p> <p>Lemmon Valley has been overbuilt and needs flood protection and good roads for public safety.</p> <p>The proposed alternative does not serve the residents in the back of Lemmon Valley (such as Antelope Valley).</p> <p>Waste of tax dollars to help developers.</p> <p>No sewer water in the playa.</p> <p>Need maintained roads!</p> <p>Quit wasting money. Do stuff right, not just what benefits special groups who only personally benefit.</p>	<p>Comment noted.</p>
<p>You need to consider the fire department's lack of frontage road access on Chickadee Drive. This is a volunteer fire department, so getting to and from the fire station is critical and could be the difference between life and death or a structure's salvageability. Providing frontage road access to Chickadee Drive could make a difference.</p> <p>What will the RTC do to protect the west and north sides of Swan Lake? When the lake is full, the berms will force the water to the north and west shores. This would threaten the ground-burrowing owls.</p> <p>We also need to consider more access points to Lemmon Drive. If there is a wildfire, there will be limited evacuation routes. We have had three fires approaching from three sides in the past.</p>	<p>The fire station on Nectar is a volunteer station for wildland fires only. No EMS services are dispatched out of this station and emergency response times would not be altered. The design team has also discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted.</p> <p>Equalization culverts are being constructed to allow drainage flows between the east and west side of the existing berm to replicate flow patterns as they exist today and avoid altering 100-year flood elevations.</p> <p>As part of the NEPA process the project team has evaluated the project's potential impact to biological resources. The evaluation has been conducted with feedback from the US Fish and Wildlife Service. No negative impacts have been identified. Mitigation will include avoiding impacts to bird nesting season.</p>

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<p>I agree with the meeting comments that stated the current Lemmon Drive should be left in place as an alternative route for emergency evacuations, the local volunteer fire department, and residents of the homes on the east side of Lemmon in the horse arena area. I am also very much in favor of Nectar Street remaining an egress onto Lemmon Drive (old or new). If a range fire were ever to force evacuation of the North Valleys, we need as many ways out as possible. Keeping this area rural is also important, so there are no street lights, traffic signals, or other "city" things, please!</p>	<p>The fire station on Nectar is a volunteer station for wildland fires only. No EMS services are dispatched out of this station and emergency response times would not be altered. The design team has also discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted.</p> <p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p> <p>The portions of existing Lemmon Drive that do not remain open to traffic will remain as gated utility and emergency fire access and open to pedestrian, equestrians, and bicycles.</p>
<p>It seems that an access point at Idaho Street would serve the Heppner subdivision better than an access point at Oregon Boulevard, as it is more centered with the subdivision.</p> <p>Is Pit Road a private road? Matterhorn Boulevard would make a better access point.</p> <p>Moving the road south toward Swan Lake, you will get some good soil, but is it enough for the rest of the road? Soils close to Swan Lake contain a lot of clay.</p> <p>How much over-ex do you plan to do? Was RTC involved with the Sky Vista project? They over-exed on that road.</p> <p>Are you planning to implement a detention pond? Runoff from the hill northeast of Arkansas Street needs to be addressed. Any soil from there might be unsuitable.</p> <p>What is the cost difference between creating a new alignment and raising the existing road? Right-of-way for four lanes exists along the existing two-lane road.</p>	<p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p> <p>A full geotechnical exploration will be conducted to determine overexcavation and embankment requirements.</p> <p>Volumetric mitigation basins will be utilized to remove 1.3 CUYD of material for every 1 CUYD of material placed in the floodplain.</p> <p>Based on previous studies, raising existing Lemmon would cost approximately \$6 million more.</p> <p>Based on the project's and RTC's 2050 RTP traffic projections 2 lanes in each direction is not warranted north of Deodar Way.</p>
<p>I had the opportunity to participate in the last meeting on 7 February 2024, in which you presented the plans for changes at Lemmon Drive. In my opinion and that of the majority of the residents, as you heard at the meeting, the outcome of this project will not benefit residents and the community. Furthermore, the reasons presented at the meeting for this construction project of the new Lemmon Drive are false and inaccurate.</p> <p>Some of the reasons for my strong disapproval of the proposal presented are:</p> <p>First, the change of location and elevation of Lemmon Drive would only benefit and make it legal for developers such as Prado Rancho who want to build in the area without caring about the outcome of current and new residents. They put the community at great risk by exacerbating the risk and magnitude of floods by further development. They also don't care about the negative outcome and only worry about their pocketbooks.</p> <p>Second, this proposal would create a bottleneck where access to most of the community would only be available through Oregon Boulevard and Chickadee Drive. This would negatively impede the flow of traffic and response time of emergency services since traffic would only have two exits from Lemmon Drive. This would only negatively affect the community and create an issue that is not currently present.</p> <p>Lastly, this project will not solve the flooding problems that we had a few years ago. If the local government wants to spend all this money on our community, let it be to repair and enhance the already existing Lemmon Drive, infrastructure, fire station, and other emergency resources.</p>	<p>The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.</p> <p>The project is not linked to or associated with any private development projects. RTC does not have jurisdictional authority over private development.</p> <p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p>

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<p>1. The proposed alignment does not address any flood mitigation issues.</p> <p>2. The proposed alignment will cause bottlenecks for first responders.</p> <p>3. The proposed alignment wastes funds that could be used for better projects.</p> <p>4. The proposed alignment appears to create hazardous driving situations.</p> <p>5. The proposed alignment does not anticipate future growth with only one lane each way.</p> <p>6. The proposed alignment directs traffic onto our already congested street.</p> <p>7. Adding traffic lights and roadway lighting will take away from the "dark sky" effect and rural atmosphere.</p> <p>8. The proposed alignment appears to enable developers to avoid any participation in bearing the burden of cost required for infrastructure.</p> <p>9. The 1.3 to 1.0 removal or dredging does not provide for adequate flood prevention.</p> <p>10. There is nothing wrong with the current Lemmon road conditions. Would prefer Lemmon Drive be raised approximately 1 1/2 to 2 feet, a lane be added in each direction (four lanes total), dredge between Lemmon Drive and bern for retention/detention ponds, make right-hand turn-outs to access side streets to make turns safer (especially for trailers and dump trucks), continue RTC bus service from Military Road to Ramsey Way with bus turn-out/in access, raise the pedestrian/bike path approx three feet to prevent it from being underwater during heavy rain.</p> <p>11. Put the grants/funds to better use for current residents' enjoyment rather than pacifying future developers and their benefit.</p> <p>12. There appears to be a hidden agenda behind these proposals.</p> <p>13. Looks like someone is "greasing the wheels" with our representatives.</p> <p>14. The proposed alignment does not appear to take current residents' concerns into account.</p>	<p>The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.</p> <p>The project is not linked to or associated with any private development projects. RTC does not have jurisdictional authority over private development.</p> <p>The design team has also discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted.</p> <p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>Based on the project's and RTC's 2050 RTP traffic projections 2 lanes in each direction is not warranted north of Deodar Way.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p>



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Provide more access points on the new Lemmon Drive. There will be extensive traffic without enough outlets on the main road.	The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.
<p>I'm concerned about the access in the back of Lemmon Valley, from Lemmon Drive back to where all the houses are.</p> <p>I'm concerned because there's only one access point to the old Lemmon Drive or the new Lemmon Drive, and that's Chickadee. So, all those houses must access Lemmon Drive from one access point. That means instead of the hundred cars coming by my house in the morning, I'll have thousands. That's my concern.</p> <p>I like the idea of raising the levy. But I'm concerned about the traffic backing up.</p>	<p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p>
Schieve is involved in this because everything is growing out there. Reno City Council can take this money and spend it someplace else. I don't want the City of Reno out here. I don't like what the City of Reno has done to the town. They want to have an influence on Lemmon Valley only because they're looking for a place to build more warehouses and houses. Just take the money and go away, put it in your pockets or whatever you do.	Comment noted.
<p>I need a definition of what the berm is in the berm alignment.</p> <p>I live right over here at the end of Fleetwood. What is going to happen at the end of Fleetwood?</p> <p>I run my dogs at Swan Lake. I'm getting Lerner building behind me, 90 houses, so I'm losing my vision of the mountains and the rural.</p> <p>Will the dirt road out there that's not supposed to be used by semis be paved when you're doing all of this?</p>	The Berm Alignment was the name used in the earlier alternatives evaluation report for the realignment of Lemmon Drive which moved Lemmon Drive to the west near the existing berm that exists between Deodar Way and Oregon Boulevard. This alignment has been adopted as the preferred build alternative.
<p>As a resident, I am concerned about who is making the decisions about Lemmon Valley. Who is behind this? Who wants to build more stuff that we don't know about?</p> <p>I disagree with the proposed alignment and how the flood was handled. To stop flooding, quit dumping contaminated water from the sewer plant into that lake. The city and the county are at fault, but they won't take the blame. Mother Nature built that lake, and it's been that way for a hundred years, a thousand years.</p> <p>I've been in this county since 1958, and we didn't have a flood until you started dumping millions of gallons of sewer water. They say it's A-1 water; I don't think that for a minute. Is it purified? According to what specs?</p> <p>Why are they trying to ruin our life out here?</p>	The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.

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<p>I live on Tupelo Street between Arizona Street and Idaho Street. I was a victim of the 2017 flood. My concerns with this project are several, but one of my main ones is, talking to the engineers, they're talking about putting a culvert in certain places along the new Lemmon Drive to allow the water to go from the lake to the other side of Lemmon Drive and back again.</p> <p>The problem with that is the bottom right on Idaho Street, the "bathtub," which is what they call it. That's where everything drains from off the mountains, stormwater. If that lake fills up and there's no way to stop that water from going toward the residences, it doesn't make any sense; it will just increase the flood risk.</p> <p>For flood mitigation emergencies, when the lake gets to the point that it's going to go under the road and towards the residents, can you put a drop door on those culverts, similar to what farmers use for their irrigation, to stop the flow of water going towards the residents?</p> <p>My next concern is that you're taking ten or more access points to Lemmon Drive from all the residents in that area. The traffic is going to increase drastically from ten access points to three. This is not very good. I would like to see the old Lemmon Drive stay as a frontage road, with none of it torn out so that it can exist for excess traffic as needed.</p> <p>In an emergency where we would need to evacuate this valley, you're cutting down and restricting our egress.</p>	<p>Equalization culverts are being constructed to allow drainage flows between the east and west side of the existing berm to replicate flow patterns as they exist today and avoid altering 100-year flood elevations.</p> <p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p> <p>The design team has also discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted.</p>
<p>I live on the corner of Mistletoe and Idaho.</p> <p>I don't know if you guys drove by Idaho Street tonight on your way in, but it's flooded; ditches are backed up with water from Lemmon Drive halfway to Tupelo Street. The water level in that area is lower than the land, and the land there is lower than the lake. Can you dig out the lake? The lake is only 10 or 12 feet deep.</p> <p>It seems this alignment is preferred to support new construction. You're interested in getting a high number of people to move out here, just like you've done along the side of the highway. You made a mess out of that. Then, people can't access the freeway. To get from my house to the freeway, sometimes -- especially if it's snowing -- an hour and a half. We're only talking about seven miles. If you start sticking more people out there, it will worsen. You start with this highway setup and how we can get on and off the highways.</p>	<p>The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.</p> <p>The project is not linked to or associated with any private development projects. RTC does not have jurisdictional authority over private development.</p>
<p>The RTC was going to change Lemmon Drive to four lanes about 30 years ago. They tore up the road and put the new base down, and then they said they ran out of money and only made it two lanes. But it needed to be four lanes back then. What's the difference now?</p> <p>Are you going to light up the intersections along Lemmon Drive? On Lemmon Drive near the stores, there are lots of lights that make intersections visible.</p> <p>It appears in the preferred alternative that Nectar Street will not be an access point on Lemmon Drive. Is that access point going to be eliminated?</p> <p>Can you make the access points to and from Lemmon Drive wider for community members with horse trailers, RVs, and other large items that may be towed? The existing turns don't provide enough space.</p>	<p>Based on the project's and RTC's 2050 RTP traffic projections 2 lanes in each direction is not warranted north of Deodar Way</p> <p>The only lighting anticipated to be constructed with this project will be intersection safety lighting.</p> <p>Appropriate intersection return radii will be included with the project.</p>

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<p>You say the flood (inaudible). Yes. (Inaudible) everyone for me, yeah. Second, you come (inaudible) for all the house to go Lemmon Drive. I'll send to you plan for all the house. That was a big mistake because make a -- create a new traffic jam, like you say, one and a half to the freeway, the first one, freeway to the top is the second one. Everything is come (inaudible) for North Valleys. I don't saw -- I'm sorry -- no improvement. Everything is always first building, building, building a lot of house. They don't create the access, don't create easy way in here. Even for cleaning, you clean the roads, the last one, (inaudible) about.</p> <p>We got a lot of issues and you guys know it. Okay? This, it's like a (inaudible) you guys create because you fight a lot about Prado Ranch. I (inaudible) is no problem. I don't think something happened. You created (inaudible) for the Prado Ranch or whatever come over here, you build more and more house. It looks like for me, the last thing you guys sent is (inaudible) building the Lemmon Drive, the new Lemmon Drive. I don't see improving any life in here. Don't improve my life.</p> <p>I think it can be worse, if you had two access is worse for everyone, new traffic jam, and you guys create that. The last meeting you had, you talk about the -- you guys leading the Lemmon Drive, I mean, tell you guys, that one's going to be a problem because (inaudible) what you like, you guys, oh, that was no problem.</p>	<p>The project is not linked to or associated with any private development projects. RTC does not have jurisdictional authority over private development.</p> <p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p>
<p>I am a resident of Washoe County, and have a military background in the United States Air Force.</p> <p>The Lemmon Drive Alignment Project must be rejected in its entirety. The North Valley's improvement page states that the Lemmon Drive alignment project will aid in long-term flood response planning. How?</p> <p>At the North Valley's CAB meeting in October of 2023, it was stated that the Lemmon Drive alignment project will do nothing to exacerbate or improve flood management, as any flood waters coming from Swan Lake will flow under the road through large reinforced concrete boxes.</p> <p>The page also states that federal land will be transferred for a portion of the new Lemmon Drive right-of-way. In other words, some of the public lands will be confiscated and used for this project. Swan Lake is a designated bird sanctuary, and the animals there have a finite limited space. We must keep our public lands public.</p> <p>The only options you leave Lemmon Valley with is alternative 2 of elevating the existing Lemmon Drive, or alternative 6, the natural berm alignment. Both scenarios are bad and you would spend up to \$50 million for what? So, emergency services can still have road access out here if the road is flooded? If that were the true concern, you wouldn't be abandoning the current Lemmon Drive, but instead keep it as an auxiliary road in addition to the natural berm alignment.</p> <p>The reason you don't want to keep the current Lemmon Drive and use it as an auxiliary road is because private land developers want that land. You're scheming with private land developers to guarantee our properties are continually flooded in order to depress land value so that the land can be bought up for cheap. You want to flood us out of our homes and steal our land.</p> <p>It is a carefully crafted lie that the reason for this project is that emergency services can still have road access out here in the event of flooding. The true purpose is to utilize taxpayer dollars. Why? Because if taxpayers don't foot the cost, the private land developers have to absorb it prior to beginning housing development out here.</p> <p>I have an alternative proposal that you deliberately chose not to look at. What would be the cost to simply repave Lemmon Drive and keep it in its current condition? What would be the cost of improving flood management of water coming from Swan Lake? What would be the cost saved for homeowners in the 100-year floodplain if it didn't flood more than once every 100-plus years?</p> <p>For these reasons, the Lemmon Drive Alignment Project must be rejected in its entirety. Keep Nevada's public lands public. Thank you.</p>	<p>The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.</p> <p>The project is not linked to or associated with any private development projects. RTC does not have jurisdictional authority over private development.</p> <p>The portions of existing Lemmon Drive that do not remain open to traffic will remain as gated utility and emergency fire access and open to pedestrian, equestrians, and bicycles.</p>



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<p>I live at Idaho Street and Overland Road. I have a question about the funding. I understand that \$29 million is coming from federal funds. Where are the rest of the funds coming from? Will we have to bear any of the costs of this project? As a new resident, I'm unfamiliar with the other tax. Maybe a little bit more information about that would be helpful.</p> <p>I'm also concerned about losing the current Lemmon Drive and not having it as an auxiliary, and the impact on our neighborhood here of only having minimal access, increased traffic on those roads, and that sort of thing. It seems like there is not enough access to the proposed alignment.</p>	<p>The remaining funding will come from local gas tax initiatives. No special assessment district or taxes will be placed on the Lemmon Valley residents.</p> <p>The portions of existing Lemmon Drive that do not remain open to traffic will remain as gated utility and emergency fire access and open to pedestrian, equestrians, and bicycles.</p>
<p>I am concerned about the environmental impacts of this project. One of the largest Spadefoot Toad breeding populations is in the dunes (the area of the proposed berm). This species is almost considered a threatened species. There are also breeding populations of Avocets, Black-Necked Stilts, Terns, and Swans. I'm concerned construction will disrupt the wildlife.</p> <p>It looks like this project is being dovetailed with Masto's Truckee Meadows Public Land Management Act. It feels similar to what Obama did with Harry Reid, and we lost Hungry Valley because of it. I'm worried if the Truckee Meadows Public Land Management Act guides this project, we will lose a lot of land.</p> <p>Whatever happened to the one-shovel-in-one-shovel-out maximum that all these closed basins have lived on for years? The more you dig in here, the more water will push towards Ramsey Way. I'm concerned that the land is not a good road base but is sand.</p> <p>I disagree with the volume metric numbers you calculated. It is unreasonable to say that that's a less volume metric measure than elevating the road as it is in place.</p>	<p>As part of the NEPA process the project team has evaluated the project's potential impact to biological resources. The evaluation has been conducted with feedback from the US Fish and Wildlife Service. No negative impacts have been identified. Mitigation will include avoiding impacts to bird nesting season.</p> <p>For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain, which will remove more material than a 1:1 mitigation.</p>
<p>I am concerned about the warehouses and houses we're building on this desert land and their association with the roadway project and flooding. This land lies on top of springs, which may also increase the risk of flooding.</p> <p>I am also concerned about water usage. Ensure we have the proper buildings, water, and water rights. Water rights are going wrong for many people, and the issue needs to be resolved. I have issues with the water on my property.</p> <p>I don't want to fund this project or have the ditches removed. We also still need multi-use paths for safe movement. I'm worried about the increase in crime if this project is not done correctly or for the right reasons.</p> <p>I agree with others that there will be a lot of traffic without enough access points on Lemmon Drive.</p>	<p>The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.</p>
<p>I have lived here for 51 years and am responsible for getting the governor out here during the 2017 flood.</p> <p>This is supposed to be a rural area with dark skies, but there are lights at the corners.</p> <p>In 1986, Lemmon Drive was raised out of the 100-year floodplain. Why is it in the floodplain now? Thoroughly research the problem before addressing it.</p> <p>With the proposed alternative, emergency vehicles will only have two ways into and out of the subdivisions and horse arena. This is going to put more pressure on firefighters and police. We don't have much now; what will happen when this project is finished?</p> <p>It appears the team has not looked at any of the hydrological reports for the area. The ground planned to be built on is slit, and I'm concerned about the long-term impacts that will have on the roadway. Also, the road to be built next to the berm will not be better than the existing Lemmon Drive. Keeping the existing Lemmon would allow for the base to be reused.</p> <p>This project will not protect us from flooding and will impact emergency vehicle response time. I'm concerned the project will only make traffic worse. Additionally, I am worried that I will not have the same easy access to my home because of how you want to route the road.</p>	<p>Equalization culverts are being constructed to allow drainage flows between the east and west side of the existing berm to replicate flow patterns as they exist today and avoid altering 100-year flood elevations.</p> <p>The only lighting anticipated to be constructed with this project will be intersection safety lighting.</p> <p>The design team has also discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted.</p> <p>A full geotechnical exploration program will be conducted with the final pavement section, including embankment, will be designed by a Nevada licensed engineer.</p>

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<p>I have specific questions about how this will improve emergency services reaching us. A lot of money is allocated to raising the road by the berm but not improving how people will get to and from the area. I'm concerned we will see more traffic and congestion. Furthermore, I am concerned about getting to my house. The two lanes each way will not be for the entirety of Lemmon Drive, so we will not get the benefits of the improvements.</p> <p>If the berm is raised, will there be adequate space for people like me to pull over with horse trailers if necessary?</p> <p>This project seems to not give us anything we don't already have. It's still going to be two lanes, still going to be congested, we're still going to have flooding at our houses where we can't reach things. It doesn't make sense to me that we're spending all this money on something that won't fix anything, and we're affecting the wildlife and public lands.</p> <p>I understand you're closer to areas like the school. If that can be done better and you get more lanes and it's safer for children, that would be wonderful. But your team is not doing anything to help in the back of the valley.</p>	<p>Based on the project's and RTC's 2050 RTP traffic projections 2 lanes in each direction is not warranted north of Deodar Way.</p> <p>Graded shoulders in compliance with federal roadside standards will be provided for a safe pull-off area and allow drivers time to react should they run off the road.</p> <p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p>
<p>In relation to the last comment on this berm and horse trailers, are you going to put guardrails on that now? You don't want to drive on the precipice with trucks, trailers, and people passing you. I mean, you're going to need guardrails. It's going to be a mess.</p> <p>Thirty-five years ago, on the bend where you want to start your new road, there used to be a deer crossing with a deer crossing sign. What happens to the wildlife migration route that used to come down through that canyon and go to the lake?</p> <p>This alternative still seems dangerous with the added possibility of somebody tumbling off the side of the road.</p>	<p>Graded shoulders in compliance with federal roadside standards will be provided for a safe pull-off area and allow drivers time to react should they run off the road.</p> <p>Based on the past 5-year crash history there has been no documentation of wildlife crossing related crashes.</p>
<p>What is the distance in feet from where the current Lemmon Drive is to where the new Lemmon Drive will be? Are you aware of the pea fuzz that has been discovered in Swan Lake? And are you willing to expose us to being closer to the lake when it is not aerosolized?</p> <p>The City wants to hide the problem and pretend it does not exist. Medical waste and sewage are being dumped into the lake by the City and denied by the County and the Lemmon Valley Sewer Treatment Plant.</p> <p>What will be done to protect the kids who attend school in the school zone portion of this corridor? What happens when semi-trucks and tractors are in this area with kids? Kids do what kids do. You need really strict protections for the kids.</p>	<p>The project will move the Lemmon Drive alignment up to 1,600' west of the existing Lemmon Drive.</p> <p>The project will not be using Swan Lake water for construction water. In addition, the project team will continue to adhere to Federal guidelines and standards for PFAS within soil being impacted by the project.</p> <p>The project will provide enhanced school pedestrian and bicycle access from Lemmon Drive to the Lemmon Valley Elementary School.</p>
<p>Why do we want to put this road right in front of a school? My kids are grown up, but somebody's kids attend that school. If you put four lanes there, people will drive fast or be distracted and endanger the kids. Consider keeping the road as is and providing a connector.</p> <p>Why does the new project have a different number of access points than the existing Lemmon Drive? This will negatively impact traffic. It will be difficult to reach the main road as is, but it will be an even bigger mess when additional houses are built.</p>	<p>The project is utilizing existing Lemmon Drive alignment from Fleetwood to Deodar which is in the area of the school. The roadway is not being moved closer to the school. Additionally, the Build Alternative includes pedestrian improvements on Patrician Drive from Lemmon Drive to Lemmon Valley Elementary School.</p> <p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p>

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<p>Everyone's talking about the way to do this. Has somebody thought about what would happen if we paved the rest of Lemmon Drive? What happen if we used Deodar Way as an access point? Neither would fix everything, but it would relieve a lot of congestion. Then we could take and keep Lemmon Drive and lift it up.</p> <p>Why do they want four lanes? They want four lanes because they can bring in those houses and warehouses if we have the infrastructure.</p> <p>I no longer live in a rural community. That's why I moved here. That's what I want. And that's about all of it.</p>	<p>The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.</p>
<p>Why does the new project have a different number of access points than the existing Lemmon Drive? If we need to evacuate, we cannot do so safely with limited access points onto Lemmon Drive.</p> <p>Leave the existing Lemmon Drive as a frontage road so residents in the area have more access to get in and out.</p> <p>I also drive a horse trailer and go to the arena off Chesapeake Drive and Chickadee Drive. I don't want to travel a roundabout way to get there.</p> <p>Right now, traffic on Waterash Street is bad. I've almost been hit by cars on my horse. Removing access points will shift that traffic to Matterhorn Boulevard and Chickadee Drive.</p> <p>Utilize emergency flood drop-down doors on your concrete culverts, similar to farming irrigation doors. If the lake fills up and flows the wrong way, the county can close those so the residents don't flood out.</p> <p>Leave the existing walking path.</p> <p>What are you going to do to prevent vehicle accidents? How will you keep people from going off the road and ending up in the lake?</p> <p>Do you have plans to expand Lemmon Drive from two to four lanes? How will you prepare for that? How will construction impact my well water?</p>	<p>The project team has added additional access at Arizona Street along with maintaining and rehabilitating Lemmon Drive from Waterash Street to Chickadee Drive.</p> <p>In addition there will be a connection from Matterhorn Boulevard to Chickadee Drive.</p> <p>The design team has also discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted.</p> <p>Equalization culverts are being constructed to allow drainage flows between the east and west side of the existing berm to replicate flow patterns as they exist today and avoid altering 100-year flood elevations.</p> <p>Graded shoulders in compliance with federal roadside standards will be provided for a safe pull-off area and allow drivers time to react should they run off the road.</p> <p>Based on the project's and RTC's 2050 RTP traffic projections 2 lanes in each direction is not warranted north of Deodar Way.</p>
<p>Why are you removing the existing Lemmon Drive?</p> <p>We attended meetings back in October of 2023. The proposed alignment was presented to us differently by different people. They said they would lay concrete below to raise the berm and that water would flow through it. They told us they would build a berm (not a natural berm) and the existing Lemmon Drive would stay.</p> <p>Prado, the developer, should be here too. If you can't explain all of this, he can likely explain why this is happening.</p>	<p>The project has been coordinated with the RTC adopted 2050 Regional Transportation Plan and overall travel demand models.</p>
<p>What's the purpose of removing Lemmon Drive and putting it on this glorified levy? You guys say one thing, but I'm looking at your maps and the geography I live in front of every day, and I disagree with you. You will displace a lot of material and push the water already coming into our neighborhoods in the next flood further into the neighborhoods.</p> <p>You guys haven't mitigated anything from the previous flood. You guys haven't done anything for the North Valleys around Swan Lake. Why not dredge it down ten feet? How many more acre-feet could you guys get of water to keep it reclaiming and off the existing road? Why can't we maintain our road, build it better, drudge out the lake, and make it safer for us?</p> <p>And what's the purpose of putting the road there? Does it allow developers with the City to reinvest their development right where our old road is currently?</p> <p>By the old standards, you guys can only develop houses on floodplain land that received FEMA money to repair, which you guys didn't even repair. What is actually going on here?</p>	<p>The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.</p> <p>The project is not linked to or associated with any private development projects. RTC does not have jurisdictional authority over private development.</p>

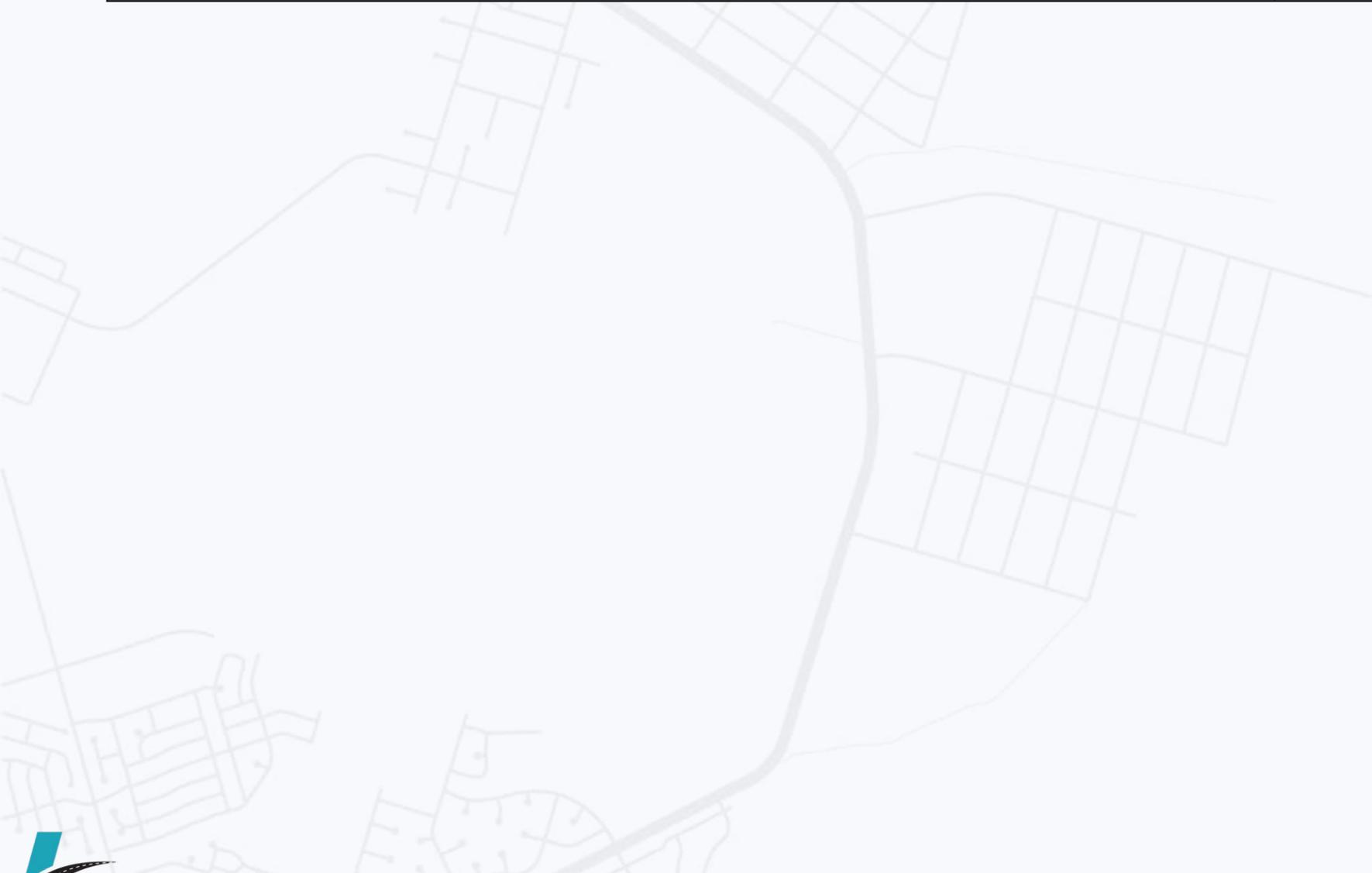
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<p>Prado Ranch is trying to develop, but Washoe County denied them. And I know you're not Washoe County; you're RTC. But Washoe County squashed it, saying they wouldn't allow Prado Ranch to go through until they did the road. Then, ironically, RTC has come in to do the road. Is Prado Ranch behind you? Or, are you trying to create a better road for the people living out here?</p> <p>I think the road that's there, if it was bermed, it would be fine. And dredging the lake would be a brilliant idea. We would have a lake to enjoy out here.</p> <p>I just don't get it. I lived in Spanish Springs before living here, and the sale was we had to do a diversion of runoff so that everybody could have a good runoff road. So we built this big runoff out in Spanish Springs. It opened up all this floodplain for development to come in and build all of that's out there now. And that's just what I see.</p>	<p>The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.</p> <p>The project is not linked to or associated with any private development projects. RTC does not have jurisdictional authority over private development.</p>
<p>My parents were developers in Arizona. As a developer in Arizona, I can tell you that you cannot do all of the things being done in this county without building the schools, roads, and infrastructure. We're just getting sucked in out here with all this building -- that's going on. And so we build this wonderful little add-on to get onto the freeway; it's a disaster.</p> <p>Ironically, the minute you get past Lemmon Valley, it frees up. So doing more out here to congest us even more, I just think it's out of line. I think you really gotta look at it, guys. I know you're not Washoe County, I know it's RTC, and I know it's federal money. That federal money could be used for better purposes.</p>	<p>The project has been coordinated with the RTC adopted 2050 Regional Transportation Plan and overall travel demand models.</p> <p>RTC does not have jurisdictional authority over private development.</p>
<p>I bought out here to be in a rural community, not a developed one.</p> <p>Who is performing the NEPA study? Is that being done in-house or contracted out? Is there any plan to extend the sewer and electrical lines?</p> <p>It seems like not keeping Lemmon Drive as a frontage road will take away from the evacuation routes from the Indian colony. As a former first responder and emergency manager, I can't see how raising the road and moving Lemmon Drive will improve access in a flooding event. There is no swift water hazard out here. It's a standing water hazard. And we all have lifted vehicles.</p> <p>What is the plan to extend the paved vehicle improvement for the new homes being built? I don't see that anywhere in this plan.</p> <p>Why isn't the developer bearing any costs? Why are we bearing the costs? Are they bearing any costs to this?</p>	<p>RTC has hired a consultant to prepare the NEPA document.</p> <p>RTC is not planning on extension of any utilities as part of this project. The only new utilities to be installed would be those required to provide power to new intersection safety lighting. Should NVEnergy or another utility want to install new utilities, they would be required to cover those additional costs.</p> <p>The project is not linked to or associated with any private development projects. RTC does not have jurisdictional authority over private development.</p>
<p>I would like to keep Lemmon Drive where it is.</p> <p>I know from your comments that it costs more, and I won't pay the darn fuel tax if I can get that road to stay where it is because I think it provides enough access for all the side roads to come out.</p> <p>Antelope Valley is so far back, and to not have several ways in from and out to Lemmon Drive is unacceptable. You must pave those to get to that one out on the berm. That must be your concern. That's why I think keeping Lemmon Drive is more tenable than building on that berm.</p>	<p>Raising existing Lemmon Drive between Deodar Way and Oregon Boulevard would have substantial right-of-way, access, drainage, and maintenance of traffic impacts along with a significant amount of additional volumetric mitigation that would be required.</p>
<p>What is the planned speed limit for the road, and will there be passing like there is now?</p> <p>Why don't you expand Lemmon Drive, making it two lanes with turn lanes, and continue to have access to all those different outlets? Because you're going to create a bottleneck and create longer travel times. As for emergency services, I work as a first responder, and it will take me longer to go all the way around to get to these people when they call 911.</p> <p>And you even said in your plan, I read the whole 77 pages, that you don't know what the next flood level will be. You said you're waiting for Washoe County to give you the next level. How can you build a road if you don't have that?</p>	<p>Proposed posted speed would be 35 mph from Fleetwood to Deodar and 45 mph north of Deodar.</p> <p>There will be no passing and a median will be between opposing travel lanes.</p> <p>Based on the project's and RTC's 2050 RTP traffic projections 2 lanes in each direction is not warranted north of Deodar Way.</p> <p>The project will utilize the latest FEMA floodplain data.</p>

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<p>What will you guys do about the flooding we had in 2017? We flooded in 2017 because the roads did not have proper drainage. You're more concerned about moving Lemmon Drive than attending to the back part of the valley when it comes to flooding and the ditches.</p> <p>Do not move Lemmon Drive. It will just cause more problems. Moving Lemmon Drive will prolong the time emergency vehicles take to get to us.</p>	<p>The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.</p> <p>The design team has also discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted.</p>
<p>I was supposed to meet with Dan and the engineers about this project, but I haven't heard from him. I have lived in Lemmon Valley for over 45 years. I know this Valley very well and have read most of the hydraulic reports for the Valley. I think I can bring common knowledge to this project.</p>	<p>RTC continues to provide ample opportunities for public feedback through public meetings and pop-up meetings.</p>
<p>I would like to know how the project will affect the properties on the side of Swan Lake on Ramsey Way. I do not want more flooding than I already get.</p> <p>By changing the flow of the lake, you will increase the flooding I experience as the water will have nowhere else to go.</p>	<p>This project will be designed to not alter the FEMA 100-year floodplain elevation.</p>
Comments Received Virtually	
Comments Received Through the Website	
<p>Could somebody please contact me regarding property boundary lines with Prado Ranch? Any advice on how to reach an appropriate contact is appreciated. I have tried contacting the developer directly.</p>	<p>Recommend contacting Washoe County Engineering for developer information.</p>
<p>Do not let RTC be part of this project. They never finish on time, and the result is always worse than leaving things as is. Look at Oddie right now. The project should have been done years ago, yet orange cones are still everywhere.</p>	<p>Comment noted.</p>
Comments Received via Email	
<p>I am a business owner on Lemmon Drive. Will you be redirecting traffic off Lemmon Drive at some point? As a business, we rely on that traffic. The last time Lemmon Drive was shut down, we almost lost our family-owned business.</p>	<p>Access to businesses and residences will be maintained during construction. It is not anticipated that traffic would be redirected off of existing Lemmon during construction. With the realignment alternative much of the work can be done offline with no impacts to existing traffic.</p>
<p>Will there be access to the back of Lemmon Valley by way of Lemmon Drive during the construction of this project?</p>	<p>Access to businesses and residences will be maintained during construction. It is not anticipated that traffic would be redirected off of existing Lemmon during construction. With the realignment alternative much of the work can be done offline with no impacts to existing traffic.</p>
<p>How much money from this project will be used to support potential future developments? By removing the old Lemmon Drive, are you making it easier to build housing tracts?</p> <p>The "natural" berm is not natural and was created to help hold back the flood.</p> <p>I don't believe RTC should spend \$50 million to move a two-lane road and destroy the old one. The problem we have is Swan Lake flooding; address that.</p> <p>Digging out the lake sounds ideal, but I know it cannot be done. Ensuring the two sewage plants always place clean water in the lake would help manage it. If they stopped draining into the lake, it would go dry in the summer months and flooding would be less likely to occur. The development in the area causes more flooding issues as there is no longer as much ground to absorb water.</p> <p>I recommend paving Deodar Way, raising and repaving Lemmon Drive, allow less water to be drained from the sewage plants, slow growth and development (so infrastructure can be established), and change the zoning so this part of the valley stays rural.</p>	<p>Prado Ranch questions are development questions which would need to be directed to Washoe County as RTC does not have development approval authority.</p> <p>Berm comment noted.</p> <p>Spending comment noted.</p> <p>Proposed methods to lower the flooding elevation are not part of this project.</p> <p>Raising existing Lemmon Drive would have significant traffic control impacts during construction, create steep driveway for residences on the north side of Lemmon Valley, and could have flooding impacts for residences on the north side of Lemmon Valley. Raising Lemmon will also add additional flood mitigation activities and costs.</p> <p>Comment noted on flooding and continued growth.</p>

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Comments Received via Email	
<p>Why is there no entrance or exit to Lemmon Drive from Nectar Street? There is a fire department on Nectar Street. Are there plans to upgrade any of the side streets that will have significantly more traffic? Have you considered Deodar Way as another entrance into the subdivision? I have noticed that you plan to keep a portion of the existing Lemmon Drive on the north end as a frontage road. Is this an option for the portion you plan to tear out?</p>	<p>Several access points along Lemmon Drive were eliminated to enhance safety and traffic operations. The fire station on Nectar is a volunteer station for wildland fires only. No EMS services as dispatched out of this station and emergency response times would not be altered. The design team has also discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted. Deodar does have access to Lemmon Drive which in turn does provide access to the residential area on the east side. Existing Lemmon will be maintained from Oregon to Chickadee. The portions of existing Lemmon Drive that do not remain open to traffic will remain as gated utility and emergency fire access and open to pedestrian, equestrians, and bicycles.</p>
<p>I was at the meeting and have yet to receive an answer to my question. I understand that the improvements will be paid for through a tax grant. I remember that the Prado Ranch project that was approved by the county included raising Lemmon Drive and installing retention basins along the west side of Lemmon Drive, which was to be paid for by the developer. The grant that will now pay for the Lemmon Drive improvement was touted during the meeting. Why is any tax money being spent on this?</p>	<p>As a RTC project the project will be funded through various sources including local and federal sources. This project is intended to provide a safe route during flooding and allow Washoe County to direct resources towards protecting homes. No developer improvements, including flood mitigation, are part of this project.</p>



RTC hosted a series of pop-up events on May 30, June 7, and June 11, 2024. These events were hosted to offer concerned members of the public an opportunity to meet one-on-one with members of the project team to gather additional information and express their concerns. Please note, public comments have been edited for clarity and identifying information has been redacted.

Comment Summary and Responses for Pop-Up Events	
Comment Summary	Response
Comments Received at Pop-Up Events	
Comments Received on May 30, 2024	
I am concerned about the traffic from Chickadee Drive to Lemmon Drive. I am also worried about water flow.	Based on the project's and RTC's 2050 RTP traffic projections 2 lanes in each direction is not warranted north of Deodar Way. A key goal of the project and overall project team is to not alter 100-year base flood elevations.
This project will negatively impact the Hepner subdivision. The lack of access points to and from Lemmon Drive will cause more traffic and worsen emergency response time. Flooding does not happen often enough to warrant spending \$50 million on an issue that doesn't exist.	While traffic patterns will be modified, the relative volumes in this area are low and the new traffic patterns will only result in a minor increase in hourly traffic. The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain.
At this beginning stage of discussion, we tend to be in favor of the proposed plan.	Comment noted.
I am concerned about the PFAs. Soil displacement will cause PFAs to be airborne and residents will be inhaling them during construction.	The project will not be using Swan Lake water for construction water. In addition, the project team will continue to adhere to Federal guidelines and standards for PFAS within soil being impacted by the project.
Concerned about: Emergency response vehicle access Excess traffic on residential roads Endangered/fragile ecosystem Ongoing development in the floodplain Landscaping in the area	The design team has discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted as this station only serves as a volunteer station for wildfires. While traffic patterns will be modified, the relative volumes in this area are low and the new traffic patterns will only result in a minor increase in hourly traffic. The project is undergoing an Environmental Assessment which includes studies evaluating the project's impacts to the environment including biological and cultural resources. RTC does not have jurisdiction over where homes can be built. Landscaping is currently in development.
I do not support this project. I do not think it is a smart project.	Comment noted.
I do not support this project. Emergency response time from the fire department, the sheriff's office, and REMSA is already poor. The project does not propose enough access points to the new Lemmon Drive. I have concerns about the project being built on silt.	The design team has discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted as this station only serves as a volunteer station for wildfires. While traffic patterns will be modified, the relative volumes in this area are low and the new traffic patterns will only result in a minor increase in hourly traffic. A full geotechnical exploration program will be conducted with the final pavement section, including embankment, will be designed by a Nevada licensed engineer.
I do not support this project. I am concerned it will cause more traffic, disturb wildlife, cost residents more in gas, and negatively impact our wells. If well water is contaminated, residents will have to switch to city water which will cost each homeowner approximately \$27,000.	The design team has discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted as this station only serves as a volunteer station for wildfires. While traffic patterns will be modified, the relative volumes in this area are low and the new traffic patterns will only result in a minor increase in hourly traffic.

Comment Summary and Responses for Pop-Up Events	
Comment Summary	Response
Comments Received on June 7, 2024	
I'm thrilled to see the project and investment in the Lemmon Valley area. I've lived here for the past 22 years and have seen the road in this area go up and down.	Comment noted.
Comments Received on June 11, 2024	
Keep Lemmon Drive where it is in the master plan. Make Lemmon Drive three or four lanes. Install ejector pumps to mitigate flooding. Ensure that the berm is compacted and materials are tested.	The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. The project is also part of the RTC's 2050 Regional Transportation Plan.
All existing access points should be implemented on the new Lemmon Drive. Do not send fire, safety, and all cars through the residential area.	Modifications to access is to reduce the number of intersections which provides operational and safety improvements.
Please change the existing Lemmon Drive to equestrian or walking only with decomposed granite gravel. This will decrease atv access and increase local pedestrian use. Thank you.	Existing Lemmon from north of Deodar Way to south of Chickadee Drive will be repurposed into utility/emergency access and open to non-motorized vehicle use.
Read 2017 Army Corps report, DRI report, and Quad and Knopf report. Where they want to put the road was always intended for overflow.	Comment noted.
Thank you for the opportunity to comment. I have owned a home in Lemmon Valley since 2010 and have observed: There are a lot of vehicles towing horse trailers, other vehicles, landscape machines, and ATVs. These vehicles tend to move slower and people behind them want to pass. There are more people residing in Lemmon Valley than ever before. If the money is not used, I think it will disappear. We should let it go. This project does not seem compatible with Lemmon Drive. The 100-year floodplain does not seem like a credible method for anticipating flooding. I am concerned that elevating the road will amplify the sound of automobile mufflers. I am concerned that moving the road closer to water will increase the number of bugs on our windshields. The city/county will be liable for roll-over accidents, including those into the water. I am concerned that excavation will disrupt our wells or contaminate their quality. Lemmon Valley needs four lanes - two in each direction. Don't do this project if it cannot be done correctly. Stop dumping in the desert. Consider burying the power lines. Stop development in the area.	Based on the project's and RTC's 2050 RTP traffic projections 2 lanes in each direction is not warranted north of Deodar Way. The project is undergoing an Environmental Assessment which includes studies evaluating the project's impacts to the environment including noise. Graded shoulders in compliance with federal roadside standards will be provided for a safe pull-off area and allow drivers time to react should they run off the road.
<ol style="list-style-type: none"> 1. Keep and maintain old Lemmon Drive and construct the proposed Lemmon Drive. Having both options will alleviate traffic. 2. Do not install a sound wall. Noise is minimal when compared to the sounds of dogs and coyotes in the area. I am also worried sound walls will act as graffiti bait in the area. 3. Most of the residents are afraid of commercial and multi-family development. Can we expand the Swan Lake sanctuary zone to include the flood plain? 	<p>The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event.</p> <p>No sound walls are anticipated with the project.</p> <p>Land use and development restrictions are outside the RTC's jurisdiction and project's scope.</p>

Members of the public had opportunities to provide comments and feedback at the virtual and in-person Public Information Meeting. The tables on the following pages summarize comments received during the public comment period (August 5 through September 6, 2024) and the provided responses. Please note, public comments have been edited for clarity and identifying information has been redacted.

Comment Summary and Responses for PIM #2	
Comment Summary	Response
Comments Received at the In-Person Meeting on August 21, 2024	
Comment Forms	
I have some concerns about the difference in traffic times on Patrician Drive during peak hours, but overall, I really like the new proposal. I would like additional pedestrian safety improvements on Lemmon Drive. How will raised roads affect flooding near the elementary school?	The proposed project will not alter the 100-year floodplain elevation.
I am thrilled with this project. I have lived here for 22 years and have seen the flooding road repairs and barriers as temporary fixes. Access to viewing wildlife has also always been an issue. I would like for the plan to include viewing areas and bike paths. The proposed access points to the new road are well planned and should reduce impacts on the side roads where my family walks and rides our bikes.	Comment noted.
<p>Thank you for addressing past concerns. Unfortunately, the proposed project will increase traffic past my house, specifically removing Nectar Street's access to Lemmon Drive.</p> <ul style="list-style-type: none"> • What is the landscape budget? What aesthetic improvements are included in the project? • I would like for the retention ponds to be maintained. • How will access points be addressed so they remain safe during a flooding event? Will Arkansas Drive and Chickadee Drive be raised to meet the new roadway elevation? • Are there planned improvements for Deodar Way? • I am concerned about trailer access at intersections. • I am concerned about the wildlife in the area. Please protect Swan Lake. 	<p>Landscaping is currently being developed with no final cost identified.</p> <p>Mitigation ponds will be constructed as part of the project's flood mitigation requirements.</p> <p>Mitigation ponds are currently planned to be fenced.</p> <p>The Deodar Way/Lemmon Drive intersection is being modified to provide a more perpendicular intersection.</p> <p>Current standard intersection curve radii will be provided.</p> <p>The project is undergoing an Environmental Assessment which includes studies evaluating the project's impacts to the environment including biological and cultural resources</p>
I like the revised plan; it feels better than the last one. I am grateful for the opportunity to participate and learn more. I appreciate this project and feel it will benefit our community.	Comment noted.
<p>If the project goes forward:</p> <ol style="list-style-type: none"> 1. Please continue to allow Idaho Street access to Lemmon Drive. 2. No matter what, do not put up any sound walls. 3. Remember, water flows to the point of least resistance. 4. Check morning traffic flows on Lemmon Drive between 5 and 8 a.m. I think it would be different. 5. Can we get a bus service to the back of the valley once the road is built? 6. Will the old Lemmon Drive be accessible to everyone? That extra road would alleviate traffic on the new road. 7. No street lights, please! 8. How will wildlife in the area get to the water? 9. Don't put a medium in the center only open to streets. 	<p>Access points have been reduced to reduce the number of potential conflict points along the corridor and enhance safety.</p> <p>No sound walls are anticipated with the project.</p> <p>The project will not alter the 100-year floodplain elevation.</p> <p>RTC Flex-Ride limits will need to be evaluated by RTC transit division.</p> <p>Existing Lemmon Drive that is no longer used will be open to non-motorized vehicles.</p> <p>Only intersection safety lighting will be installed.</p> <p>Wildlife patterns to get to Swan Lake should remain as they are today.</p>

Comment Summary and Responses for PIM #2

Comment Summary	Response
Comment Forms	
<p>1. Lemmon Drive is a berm of silt established from dredged soil from Swan Lake years ago or naturally over time. Our property has the same silt. We were required to remove the silt, lay two feet of decomposed granite, and then compact the material down to ensure the house's foundation would not move. How will the road be protected from movement caused by silt? The existing Lemmon Drive seems to have been impacted by movement, and the new road needs to be protected from the same thing.</p> <p>2. In the meeting, piles were mentioned to prevent erosion on the new road. The Nevada State Water Master has reported the aquifer is 22 to 60 feet below the surface, which is all silt. Will piles puncture the aquifer and contaminate Lemmon Valley's drinking water?</p> <p>3. To construct the new road, the project proposes removing some of the silt. Where will the contaminated (with PFAs, medical waste, and arsenic) soil go?</p> <p>4. Where will the hazardous effluent go while removing the silt to be replaced by road base?</p> <p>5. The proposed road is a standard two-lane road with an emergency pull-off. The new road will need to be constructed on each side of the berm (which is in the 100-year floodplain). How will flood mitigation be offset? Their answer was to dig retention ponds on the side of the road, but those exist within the 100-year flood plain and have flooded from 2017 through 2020. Has the project team read the US Army Corps of Engineers report from March 7, 2017? Specifically, the third paragraph on the fourth page.</p> <p>6. How will this project assist mobility when the new roadway will have the same number of lanes as the old roadway?</p> <p>7. The proposed project reduces access points to the future Lemmon Drive. I am concerned about congestion accessing the roadway and extended emergency response times. How will this project impact those things?</p> <p>8. The existing Lemmon Drive is not being maintained properly, and there are residents with driveways accessing Lemmon Drive. How will this project impact those residents?</p> <p>9. Are there traffic studies for Matterhorn and Antelope Valley? More than 200 homes will be pushing traffic into the subdivision as they try to access the new Lemmon Drive.</p> <p>Why is this project being forced on the area? Why are we not receiving the requested information? Why is time and money being wasted on this project? Who is benefiting from this project?</p>	<p>A full geotechnical exploration program will be conducted with the final pavement section, including embankment, will be designed by a Nevada licensed engineer.</p> <p>Construction the roadway on piles is not required and was a statement made by the public.</p> <p>For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.</p> <p>The project will also provide a shared use path adjacent to the new roadway.</p> <p>The design team has also discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted.</p> <p>Based on the project's and RTC's 2050 RTP traffic projections 2 lanes in each direction is not warranted north of Deodar Way.</p> <p>Access points have been reduced to reduce the number of potential conflict points along the corridor and enhance safety.</p>
<p>Lahontan Audubon Society (LAS) is a sixty-year-old organization dedicated to improving the habitat for birds and educating the public about birds and our wonderful state. We have been involved with the Swan Lake Nature Study area since its inception and have a seat on the Swan Lake Advisory Board. Sixteen hundred people are a part of our organization. In the early 2000s, with the help of LAS, Swan Lake was recognized nationally as an Important Bird Area because of the large populations of breeding shorebirds.</p> <p>Over 80% of Nevada's wetlands have been lost, greatly reducing the number of birds in Nevada. The remaining wetlands are often called "islands in the desert" because the wetlands are so limited and must provide enough space and forage to contribute to the survival of our avian species. As the Reno/Sparks area continues to be one of the West's fastest-growing populations, preserving a natural wetland system becomes ever more critical for the avian population, which depends on its water and vegetation for survival. We need to protect our "island in the desert."</p> <p>We were surprised to see that riprap berms have been built along the shoreline and into the water. We thought impacting wetlands with fill required a permit from the Army Corp of Engineers and public hearings. Was public notice given regarding the construction of those berms? Will you conduct baseline biological surveys and assess cultural artifact presence in the road construction footprint? Will the proposed road be elevated to permit water to flow under the road so that birds can swim from the lake to the abatement ponds you are planning? Passageways underneath the road should consider wildlife-friendly designs. For example, the Damonte wetland tunnels are not conducive to birds swimming from one wetland to another. (cont)</p>	<p>NDOT and RTC have prepared an Environmental Assessment which analyzes the potential impacts of the project. As part of this process, we have coordinated with the US Fish and Wildlife Service. The project would avoid and minimize potential impacts to biological resources. The project team met with Audubon society members on November 21, 2024 to discuss concerns more in depth.</p> <p>The Environmental Assessment and technical studies have been provided to Lahontan Audubon Society representatives as requested.</p>



Comment Summary and Responses for PIM #2	
Comment Summary	Response
Comment Forms	
<p>(cont) Birds should not have to cross a road barrier to get from one part of Swan Lake to another. The new alignment is not good for birds. Not only will it form a barrier to bird movement, but runoff during precipitation events will also increase pollution and trash entering the lake, further degrading water quality.</p> <p>Currently Swan Lake is more protected from public impacts that it will be with the proposed realignment. We would prefer a more distant route that does not enter the lake's perimeter, including high lake elevations made more likely by the continued growth in the area.</p> <p>We would like to meet with you to discuss these issues. Please contact me.</p>	
<p><i>Several members of the Lahontan Audubon Society (LAS) submitted copies of this comment. It is only included once in this matrix but all seven submissions are documented.</i></p> <p>LAS first became aware of the Lemmon Drive Traffic Improvements and Resiliency Project last week when we attended the community meeting on August 29th. We later toured areas within the proposed alignment on our own. LAS was one of the organizations that recognized and helped to designate and support the Swan Lake Nature Study Area. Swan Lake is an Important Bird (IBA) hosting over 200 bird species and their populations.</p> <p>Over 80% of Nevada's wetlands have been lost, greatly reducing the number of birds in Nevada. The remaining wetlands are often called "islands in the desert" because the wetlands are so limited and must provide enough space and forage to contribute to the survival of our avian species. As the Reno/Sparks area continues to be one of the West's fastest-growing populations, preserving a natural wetland system becomes ever more critical for the avian population, which depends on its water and vegetation for survival. We need to protect our "island in the desert."</p> <p>We were surprised to see that riprap berms have been built along the shoreline and into the water. We thought impacting wetlands with fill required a permit from the Army Corp of Engineers and public hearings. Was public notice given regarding the construction of those berms? Will you conduct baseline biological surveys and assess cultural artifact presence in the road construction footprint? Will the proposed road be elevated to permit water to flow under the road so that birds can swim from the lake to the abatement ponds you are planning? Passageways underneath the road should consider wildlife-friendly designs. For example, the Damonte wetland tunnels are not conducive to birds swimming from one wetland to another.</p> <p>Birds should not have to cross a road barrier to get from one part of Swan Lake to another. The new alignment is not good for birds. Not only will it form a barrier to bird movement, but runoff during precipitation events will also increase pollution and trash entering the lake, further degrading water quality. Currently Swan Lake is more protected from public impacts that it will be with the proposed realignment. We would prefer a more distant route that does not enter the lake's perimeter, including high lake elevations made more likely by the continued growth in the area.</p>	<p>NDOT and RTC have prepared an Environmental Assessment which analyzes the potential impacts of the project. As part of this process, we have coordinated with the US Fish and Wildlife Service. The project would avoid and minimize potential impacts to biological resources. The project team met with Audubon society members on November 21, 2024 to discuss concerns more in depth.</p> <p>The Environmental Assessment and technical studies have been provided to Lahontan Audubon Society representatives as requested.</p>
Live Comment Period at the Meeting (Documented by a Court Reporter)	
<ol style="list-style-type: none"> How much will the Lemmon Drive alignment project cost in total? What current entities are responsible for maintaining Lemmon Drive where you're seeking to realign? Is it the county or the city? When it's realigned, will the same entities be responsible for maintenance? One of our concerns is that this project will be leveraged and used to advance housing development through Prater Ranch. You stated that RTC does not control development or entitlements. How can you guarantee that Prater Ranch will not use the project to further its goals? Are you not seeking to improve capacity partly because it will encourage people to speed? 	<ol style="list-style-type: none"> Currently, around \$55 million. Washoe County is responsible for the flood mitigation efforts along Swan Lake. The City of Reno maintains Lemmon Drive as the roadway itself. It will be the same. The county spends over \$25 million a year in flood mitigation efforts to potentially protect the existing roadway. The proposed roadway will emphasize resident movement in and out of the area when there are flooding events so the city and county can focus on protecting the residents. Development will come regardless of whether or not we do this project. However, this project does not seek to improve capacity; the purpose and need are to improve safety. That is a contributing factor. In areas where there is an excess of lanes and capacity and traffic is less dense, people feel safe going faster.

Comment Summary and Responses for PIM #2	
Comment Summary	Response
Live Comment Period at the Meeting (Documented by a Court Reporter)	
5. Why does this project not keep the existing Lemmon Drive as an alternative route? Why not keep the road where it is and fix it as necessary to ensure more people have access in and out of the area and for emergency vehicles to have additional access as needed?	5. The current roadway is below flood elevation and would need to be raised. To raise it would impact residences and require right-of-way. The additional road would also require extra maintenance as it must be maintained to the same standards as the other road, adding further costs to the county for yearly maintenance.
I live on Lemmon Drive between Arizona and Idaho, and my driveway connects to Lemmon Drive. Under this project, I would be part of those residences with a frontage road to their home. Will the new frontage road be maintained as if it were a main street?	The roadway will remain maintained by RTC and be part of Washoe County's inventory. RTC will be responsible for potholes, plowing snow, signage, striping, and maintenance of roadside ditches. Paved roadways will be required to be maintained to Washoe County standards. The benefit of this project is that it improves residents' safety as they can pull off of and onto a lower-speed road instead of the higher-speed Lemmon Drive.
<ol style="list-style-type: none"> At the last meeting, we were told we needed a road outside of the floodplain. Do you know what the floodplain is now? What are the specifics? Have any additional studies been completed since the last meeting? Specifically, a study to identify the 100-year floodplain? Is this project replicating the previous Lemmon Drive project that put Lemmon Drive where it is today? I'm concerned about the impact on wildlife during and after construction. We are taking public lands that are wildlife preserves and turning them into roadways that do not benefit the local community. Elevating the roadway will not improve access. 	<ol style="list-style-type: none"> Yes. The floodplain is based on an elevation approved by FEMA and is what we use to determine our roadway elevation. No. RTC is not conducting that study. Washoe County is responsible for managing FEMA-identified floodplains. The project that RTC has initiated (with support from the County and the City) will be subject to FEMA's requirements based on floodplain elevations. Our team is following FEMA's rules and requirements for analyzing the floodplain. The next step will be to send our studies and engineering documents to FEMA, who will agree with, disagree with, or suggest modifications. Once we receive a response and know exactly where the new base flood elevation is, we will host public meetings to ensure the community is informed and understands how that change may impact them. This project is realigning Lemmon Drive to be above the 100-year floodplain. The existing Lemmon Drive roadway sits substantially below the FEMA-designated floodplain. Improving the resiliency of this roadway is necessary to ensure residents can travel to and from work, school, church, etc., and for emergency response vehicles to have access to incidents. The focus of the project is to improve safe access.
I think there have been some improvements since our last meeting regarding neighborhood access. My understanding is that the flood area will not change, that they will preserve that, and the flooding will be natural so that, hopefully, it won't negatively impact the lake or the wildlife. Can we get any further reassurance that it won't be developed?	One of the biggest priorities of this project is to mitigate our impacts so flooding elevation is not impacted.
I'm here with several other people from the Lahonton Audubon Society, who prioritize saving Swan Lake. We feel it is a real gem to have. When I first joined this environmental organization, one of our first projects with funding from the Bureau of Land Management was to purchase the land now at the bottom of Swan Lake. This area of land is sometimes dry, and there may still be one private parcel underneath the polluted water.	<p>Project team met with Audubon society members on November 21, 2024 to discuss concerns more in depth.</p> <p>The project is undergoing an Environmental Assessment which includes studies evaluating the project's impacts to the environment including biological and cultural resources.</p>
We need to improve Swan Lake. I would love to see unpolluted water pulled into the lake and become a place of recreation. Implementing a road close to the water would not encourage either. I would prefer money not be wasted on a roadway project but instead invested in Swan Lake. This project does not seem necessary.	Existing Lemmon Drive that is no longer used will be open to non-motorized vehicles.
I remember a meeting in late March of 2017 at O-Brien Middle School where it was disclosed that in the mid-90s, there were funds allocated from the government to dredge and deepen the lake. However, that never happened, and I'm unsure where the money went. Can we take a look at that? We know that Swan Lake did not flood in 2017 because of the weather. Take a look at that and readress it.	<p>Overall flood mitigation of the Swan Lake area is outside of the RTC's jurisdiction.</p> <p>The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event.</p>

Comment Summary and Responses for PIM #2	
Comment Summary	Response
Live Comment Period at the Meeting (Documented by a Court Reporter)	
The graphic shows three lanes. Am I correct in assuming that is a turn lane for turning onto or off Lemmon Drive?	That is one of the alternatives we are considering. That graphic depicts one flat, paved area for turn pockets so those needing to make a left turn can get out of traffic, decelerate, and have time to wait for a safe time to cross. We are also considering raised medians and an open median for safety reasons. Regardless, there will be about 16 feet separating the northbound and southbound lanes.
<ol style="list-style-type: none"> 1. How much will this project cost? 2. What would be the cost of repaving the existing Lemmon Drive and keeping it in its current condition? 3. What would be the cost for homeowners in the 100-year floodplain if it did not flood more than once every 100 years? 4. What entities are responsible for maintaining Lemmon Drive if it is realigned? 	<p>Project's current estimate is approximate \$55 million.</p> <p>The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event.</p>
I am concerned about the possibility of a five-lane road being in front of an elementary school. I am also concerned about the logistics of Patrician Drive being widened and sidewalks being implemented. Is traffic back up being considered in this design?	Project team is currently evaluating intersection enhancements at Lemmon Drive and Patrician Drive and pedestrian/bicycle enhancements along Patrician to the school.
<p>I am concerned that this project is just replacing one ineffective roadway with another. The preferred alternative seems to necessitate extra requirements that others do not require. Flooding impacts vary widely and impact different areas differently. The information provided does not address issues related to silt, pea fuzz, sewage, or other environmental factors.</p> <p>I disagree with the removal of so many access points to Lemmon Drive. This project is taking away from our community. I am worried that emergency response time is going to be exacerbated by the decisions of this project.</p>	<p>The design team has discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted as this station only serves as a volunteer station for wildfires.</p> <p>A full geotechnical exploration program will be conducted with the final pavement section, including embankment, will be designed by a Nevada licensed engineer.</p>
<p>I'm absolutely thrilled with this project, to be honest. The flooding and the responsive mitigation, road repairs, and barriers just haven't worked. This has been one of the most encouraging things I've seen in this area with all the development and growth. I'm excited to have this project and know it's getting done.</p> <p>We love to ride our bikes in the area, but the traffic and lack of street lights make it dangerous. We would also like better access to the lake, as we love seeing the wildlife and birds. I am absolutely thrilled. And whatever I can do to support this project and this community, I will. Thank you guys. Appreciate it.</p>	Comment noted.
<p>Swan Lake and the surrounding floodplain have been here for thousands of years. It is an important environmental feature. I disagree with the idea of running roads across here. It is unwise, unnecessary, and will be expensive.</p> <p>This expensive project will ruin this natural habitat and the natural cleansing of the water. I would like to see a road around the south side of the valley, even if it has to go up in the hills and around.</p> <p>I am concerned that this project is like some other projects that are pushed through for unnecessary reasons. I think there are better ways to address the issues we are having here.</p>	As part of the earlier project alternative development (Level 1 analysis) an alternative taking Lemmon Drive to the east was evaluated, however, this alternative was not moved forward as it was unable to address the overall project's purpose and need and serve the residences on the north side of Swan Lake.

Comment Summary and Responses for PIM #2	
Comment Summary	Response
Live Comment Period at the Meeting (Documented by a Court Reporter)	
I think we need to protect Swan Lake. It's sad to see the encroachment on our natural resources. I think we should appreciate our lakes. I know it's not Lake Tahoe, but they are still beautiful. These migration areas for birds and wild animals are really important. Once these areas are gone, you can't get them back. It's a valid point to say that we could use areas that are just completely out of the floodplains and areas that are already dry. You don't have to worry about raising it high enough because it's not in the floodplain. We purchased homes that were impacted by the 2017 flood after the fact, so I know this could happen again. We should look at protecting the resources and the things that make the North Valleys special, and this is one of them. And this project, cutting the road closer to the lake, breaks my heart to see further encroachment of our wilderness in ways that do not necessarily need to happen. Thank you.	The project is undergoing an Environmental Assessment which includes studies evaluating the project's impacts to the environment including biological and cultural resources.
Comments Received Virtually	
Comments Received Through the Website	
We live on Salman Way. If it floods, will the new road make the water come more our way?	The proposed project will not alter the 100-year floodplain elevation.
Does this plan consider the daily commuter and business traffic coming across the valley from Spanish Springs to Chickadee Drive and then onto Lemmon Drive? We have a 70 mile per hour dirt road out here! Does this plan consider the additional traffic from the Prada Ranch Community and the plan to build a paved commuter road linking Spanish Springs and Lemmon Drive? What traffic control devices, such as roundabouts or signals, will be on Lemmon Drive to allow residents to access Lemmon Drive from the side streets during peak traffic hours? The existing Lemmon Drive is 45 miles per hour, and trying to get into the flow of bumper-to-bumper traffic feels impossible now.	Based on the project's and RTC's 2050 RTP traffic projections 2 lanes in each direction is not warranted north of Deodar Way. Speed limits are planned to stay the same as they are today. 35 mph from Fleetwood to Deodar and 45 mph from Deodar to Oregon. No roundabouts are being considered and a signal is being evaluated at Patrician.
Is it possible to implement a roundabout where the new Lemmon Drive connects to the old Lemmon Drive (near Oregon Boulevard)? Could speed bumps be installed on both roads? Law Enforcement is scarce, and vehicles (including motorcycles and off-road rigs) frequently use the existing Lemmon Drive for speed runs. Perhaps barriers to these excess speeds would help prevent unfortunate accidents. Thank you for all you're doing. Please don't ruin my breathtaking view.	No roundabouts or speed bumps are being considered. Graded shoulders in compliance with federal roadside standards will be provided for a safe pull-off area and allow drivers time to react should they run off the road.
Please consider lower speed limits and designated turnouts along this road. Lower speed limits are more wildlife-friendly. Safe turnouts will allow people to have wildlife viewing opportunities along the road. We should have public access points along Swan Lake since it is a public nature study area.	Speed limits are planned to stay the same as they are today. 35 mph from Fleetwood to Deodar and 45 mph from Deodar to Oregon. The project is undergoing an Environmental Assessment which includes studies evaluating the project's impacts to the environment including biological and cultural resources.
How will this project not adversely affect the floodplain? Moving the road to the top of the natural levee would mean that land-based and flying wildlife would have to cross a busy road to travel from Swan Lake to the mapped floodplain, leading to wildlife-auto collisions. Please consider adding wildlife crossings. See https://thenevadaindependent.com/article/indyenvironment-open-roads-or-open-range-inside-nevadas-bill-supportingwildlife-crossings .	The project's purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.
On the other side of Swan Lake, what happens to the floodplain there? What precautions are being taken to prevent flooding up to Ramsey Way at the end of the street?	The project will not alter the 100-year floodplain elevation for the entire Swan Lake area.
1. Will the emergency access road be raised? If not, won't it flood as it has in the past? If you have to raise it for emergency vehicles to get through, why not just do it for everyone and keep the existing Lemmon Drive? 2. I think there was a mistake in the survey, considering the additional traffic impacts on Oregon Boulevard, Arizona Street, and Chickadee Drive. The survey used 4 p.m. to 6 p.m. as the peak traffic hours, but I think 5 a.m. to 8 a.m. may be more accurate. 3. I am not happy with the plans to cut Idaho Street out of the plans completely.	The proposed raised Lemmon Drive will provide emergency access during 100-year flooding events. Existing Lemmon will provide additional emergency access (primarily fire access) during normal weather events. AM peak hour is typically 7 am - 9 am and PM peak hour (which has higher traffic volumes) is from 4 pm - 6 pm. Comment noted.

Comment Summary and Responses for PIM #2

Comment Summary	Response
<p>Comments Received Through the Website</p>	
<p>The proposed project is not as terrible as it could be, but this plan does not address several issues. A major reason for this realignment is supposed to be the ability of the road to remain open should a flood event occur in Lemmon Valley. However, while almost certainly keeping the road open in such an event, the proposed route does not address the actual need, as access from Lemmon Drive to the surrounding areas in the flood zone will not be improved at all. Unless ambulances intend to bring boats with them, the ability to use Lemmon Drive in such an event will not provide much benefit as the areas existing right off of Lemmon Drive will not have changed. A better decision would have been to drive more traffic through a higher point in the Valley (probably along Deodar Way). Relocating the major artery through an area already outside the flood zone would allow easier emergency access in a flood event.</p> <p>Many negative comments were about the proximity of the new route to the migratory bird area around Swan Lake, but that was never really addressed. While it was stated that 'construction' would avoid nesting season, there was no mention of what effect the finished road would have as it will run right along the eastern shore of the lake, with the continuing traffic almost certainly causing constant disruptions of both nesting activities while also probably increasing the mortality of birds along that route. Swan Lake would also suffer from the increased pollution from road runoff in such close proximity, although I cannot claim to know what effect this would have.</p> <p>I am also still somewhat concerned about the seemingly shortsightedness of Truckee Meadows Fire Protection District in simply determining that they will never need the fire station in Lemmon Valley on Nectar and have never seen any response to my previous concern about the same (to remind people, the last such decision made by the District is now a problem costing them over \$10 million in Washoe Valley and leaving a hole in their station coverage of the District. It seems extremely short-sighted to make the same decision again while the dust from the previous problem is still billowing).</p> <p>Overall, I can't really imagine why spending \$55 million (and probably a lot more with the recent history of RTC projects) is justified for a project of this nature. There is very little benefit of any kind provided by this project other than in the event of a future flood event (which our local governments continue to insist was a fully natural event despite full knowledge and legal judgment to the contrary). In the event of another such event, this road surface would be a very long, dry dike in the middle of a flooded area with limited or no access to the homes that emergency services would need to serve; the current course of Lemmon Drive would again be underwater, and therefore access across would either need boats or high-clearance vehicles.</p> <p>I would heavily recommend that, if this is built as intended (and I really doubt that there will be any change as little note seems to have been taken to public comment so far), the designers at least build in passages within the roadway for the hoses that the portable pumps used during the flood period to make mitigation if (when?) such an event occurs again.</p>	<p>As part of the earlier project alternative development (Level 1 analysis) an alternative taking Lemmon Drive to the east was evaluated, however, this alternative was not moved forward as it was unable to address the overall project's purpose and need and serve the residences on the north side of Swan Lake.</p> <p>The design team has discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted as this station only serves as a volunteer station for wildfires.</p> <p>In regards, to a potential new station, sizing, and operations, that is a TMFPD decision outside of the RTC's jurisdiction and project's scope.</p>



Members of the public had opportunities to provide comments and feedback at the virtual and in-person Public Information Meetings. The tables on the following pages summarize comments received outside of the public comment periods and the provided responses. Please note, public comments have been edited for clarity and identifying information has been redacted.

Comment Summary and Responses for Public Comments Received Outside of Public Comment Periods	
Comment Summary	Response
Comments Received Outside of Public Comment Periods	
Via Email	
<p>Living in Lemmon Valley, I was rather concerned when I first saw the most recent realignment plans for Lemmon Drive, so I went to the public event at Tacos Jalisco on May 30 to raise my concerns.</p> <p>My primary concern was that Nectar Street is not expected to connect to the new road and will instead be a dead end. The current plan will isolate a fire station (unmanned but equipped with wildland/brush engines) on that street, and I wanted to know if this had been considered.</p> <p>With the recent discussion publicly about the trouble that TMFPD had had in building their new station in Washoe Valley after abandoning the prior facility on the West side of the valley, you may well imagine my surprise at being told that the Fire Protection District told RTC that they have no intention of ever staffing the facility in Lemmon Valley and that the one-acre parcel (43,500 square feet based on that one acre... before second floors are included) is simply too small for a career fire station even should they ever want to provide local resources to Lemmon Valley. I cannot imagine how that area is insufficient for any station built in this County, and I imagine that many of the largest stations in the country would be able to fit on that much land. I am curious as to how it was decided that TMFPD would abandon the current station (RTC's current plans will not allow that station to function, realistically) and who made this decision. I very seriously doubt that this was a decision made by any elected board as I suspect that such would have been argued against (I know I would have argued against such, with the lack of foresight and financial planning that seems to have caused problems recently for the situation in Washoe Valley).</p> <p>While planning for a three-acre parcel to build a new station sometime in the future (RTC staff told me this was TMFPD's plan for Lemmon Valley) might be a 'perfect world' scenario, recent issues with the Washoe Valley situation show what abandoning a facility without a replacement already in place can cause. Is it a good idea to abandon this already built, if not manned, facility simply because it is not ideal when and if the department wishes to provide active coverage in Lemmon Valley? I cannot imagine that the cost of upgrading the current station building (since it's a steel building, gutting it and rebuilding it would be a very inexpensive process even if there were a bat or mold problem of significant extent) to enable manning would be anywhere near that of both purchasing raw land and then constructing a brand new station some time years in the future when the cost would probably be significantly higher than even the current forecasts for the Washoe Valley facility.</p> <p>The government is not normally known for fiscally responsible decisions, and I doubt many people would be surprised should they be aware of this decision, but the fact that the department is currently (Washoe Valley) suffering from past decisions that resulted in a need with no plan in place and now seems to be repeating that same series of actions is a pretty blatant example of poor decision making.</p> <p>The abandonment of this facility that is represented by RTC's current plans (in response to the lack of care represented by TMFPD's statements to them) shows a very significant lack of planning and is not, in my mind, a very wise choice both in regards to the currently housed equipment (which is used in the case of wildfires) and potential future needs of the area.</p>	<p>For Nectar, the design team has discussed emergency access with Truckee Meadows Fire Protection District who concurs emergency access response times will not be impacted as this station only serves as a volunteer station for wildfires.</p> <p>In regards, to a potential new station, sizing, and operations, that is a TMFPD decision outside of the RTC's jurisdiction and project's scope.</p>

Comment Summary and Responses for Public Comments Received Outside of Public Comment Periods

Comment Summary	Response
Via Email	
<p>If the abandonment of this station is truly in the best interests (now and for the next few decades) of the County, then I have no problems with the plan for Lemmon Drive; if not, then I do have issues with the fact that Nectar does not connect to the new roadway and forces TMFPD to find and fund from scratch, a new station sometime in the future (probably not in too many years if the recent speed of building is anything to go by).</p> <p>I am also glad to see that allowance has been made for some potential for expansion as the area grows, very much unlike what was built into the Lemmon Drive interchange project, where westbound traffic cannot expand despite the continuing influx of buildings going on along the North Virginia corridor in that area.</p>	

