

[illegible]



Reno City Council - 12.4.24 Meeting - D.5

From Eric Lerude <ewlerude@gmail.com>

Date Tue 12/3/2024 10:55 AM

To Public Comment - CC <PublicComment@reno.gov>

Dear Reno City Council,

Please direct City of Reno staff to take further steps to address excessive noise from vehicles, both automobiles and motorcycles. This has to happen for increased safety and quality of life of residents, business owners, and visitors.

Increasing enforcement by RPD and Code Enforcement of existing laws could address most if not all of the problems. The only new code that may be needed is adding a C Scale measurement, for that is the measurement that best deals with excessive vibrations from vehicles. There may not be any need for a new sound ordinance to address loud and noisy vehicles. Let's not make this more complicated than it has to be.

Thank you for your time and consideration, and your service to our community.

Eric Lerude

255 N. Sierra Street #1718
Reno, NV 89501
(775) 336-8528



Comment for 12/4 City Council Meeting Agenda Item D5.

From Jill Flanzraich <jillflanz@gmail.com>

Date Tue 12/3/2024 9:27 AM

To Public Comment - CC <PublicComment@reno.gov>

To Whom It May Concern:

Regarding Agenda item D5 at the 12/4/24 City Council meeting regarding addressing excessive vehicular noise complaints as a resident of The Montage whose unit faces Sierra Street I feel compelled to stress the importance and immediacy for the council to discuss and act on remedying related issues by enforcing codes and regulations.

When there is excessive vehicular noise (either music pounding or engines roaring) they are usually connected to excessive speed. Those sounds are rarely followed by enforcement vehicles or personnel. The excessive noise and speed condones an unsafe environment for pedestrians and an uncomfortable living situation for residents and tourists.

My request is to provide sufficient personnel to enforce existing codes and regulations and to review and determine if additional regulations are needed to rectify the problems.

As our population continues to grow, our downtown neighborhood requires more attention from our council and safety personnel. Thank you for your time to recognize the urgency of now.

Jill Flanzraich
255 North Sierra Street #804
Reno, NV 89501
Mobile: 702-498-5455
jillflanz@gmail.com



Referencing Agenda Item D5, Excessive Vehicular Noise Complaints

From Phil Telander <ptelander1@gmail.com>

Date Tue 12/3/2024 11:23 AM

To Public Comment - CC <PublicComment@reno.gov>

Reference the Reno Police Department (RPD) Staff Report dated December 4, 2024.

The report adequately identifies Reno Downtown Residents stated concerns regarding excessive vehicular noise and offers a range of possible solutions. However, the report could benefit from more detailed evidence, a clearer framework for enforcement, and a more comprehensive approach to community engagement and legal considerations. By refining and clarifying these items, the RPD can present a stronger, more actionable case for addressing excessive vehicular noise.

Some areas for improvement:

1. **Ambiguity in proposed ordinances:** The proposal to develop a new ordinance on amplified music is somewhat vague. It mentions adopting measurable standards, such as limiting music audibility to 50 feet, but doesn't delve into how those standards will be enforced. For example, will officers use decibel meters, and if so, what standards will apply to ensure accuracy? There is no mention of the potential for fines or penalties, which would help gauge the effectiveness of the proposed ordinances. Will it mirror ordinances in other cities like Las Vegas, or will it incorporate additional measures that could be more suitable for the specific needs of this city? Critical in this debate is the use of "A" versus "C" scale noise measurements. Most downtown residences and businesses support a C weighting filter which is used frequently and nationally for representing code/ordinance peak levels. The City of Reno is presently referencing the "A" scale metric.
2. **Unclear metrics for success:** While the staff report outlines proposed actions, it does not define what success looks like. For example, how will the city measure whether the increased public awareness campaigns or enhanced police patrols are effective in reducing noise complaints? Setting clear performance metrics (e.g., a 10% decrease in noise complaints within 6 months) would provide a framework for evaluating the success of the initiatives.
3. **Public relations strategy:** There's an opportunity to include a more comprehensive public relations strategy to promote the new ordinances. For example, Reno could partner with local businesses, residences, schools etc. to disseminate information, thereby ensuring broad community buy-in and compliance. A public education campaign could be more specific in its design and include details on how noise violations negatively impact public health and quality of life. I still remember the crying Indian commercials as a child to convince people to quit littering.
4. **Limited exploration of enforcement mechanisms:** While the report acknowledges the subjective nature of current enforcement (e.g., relying on police observation), it does not fully explore alternative enforcement strategies, such as the use of technology like sound level meters or cameras that can capture loud noise violations without the need for police to be present in real-time. The report mentions potential partnerships with the DMV for inspection referrals but lacks detail on how such partnerships might be structured or the feasibility of creating a local inspection program. More specifics here would make the proposed solutions more actionable, palatable. That said, the vast majority of stakeholders agree that the optimal solution is increased police and code enforcement presence, "boots on the ground".
5. **Community engagement and involvement:** While the report notes the need for outreach to residents and businesses, it does not provide a strategy for how to engage the community in the development of a new ordinance. For instance, would there be public hearings or surveys to gauge public support and feedback on the

proposed noise regulations? The report could further emphasize the importance of creating a balanced approach to enforcement, ensuring that all stakeholders are heard and that the final solutions are equitable.

6. **Lack of data and specific evidence:** The report references complaints from residents but does not provide specific data on the volume or frequency of the complaints. Adding statistics (e.g., the number of complaints received in the past year or trends over time) would strengthen the case for why the issue requires immediate attention. Similarly, the effectiveness of current enforcement methods (e.g., how often police successfully issue citations for loud exhaust or music violations) is not mentioned. The perception of downtown residents is that complaints addressed through services such as Reno Direct are not addressed and that there is little or no follow-up to their complaints. Providing more concrete evidence of enforcement would bolster the rationale for any proposed solutions.

Regards, Phil Telander
Montage Owner, Resident, HOA Board Member



City Council Comment received from Samuel Solace

From Mikki Huntsman <HuntsmanM@reno.gov>

Date Mon 12/2/2024 6:16 PM

To Public Comment - CC <PublicComment@reno.gov>

Contact Info:

Name:

Samuel Solace

Commenting on behalf of:

Ward #:

Ward 5

Email Address:

sasolace@gmail.com

Phone Number:

7788152206

Address:

2691 Antonio Ln

A new comment has been submitted for the Reno City Council Meeting held on: 2024-12-04.

Section:

D Items - Department Items

Item:

D.4. D.5, additional.

Position:

In Favor

Are they speaking in person?

No, I am submitting a written comment only.

If no, enter comments below:

I started driving rideshare as an evening side gig over a year ago. After living in Reno for 32 years, I never felt I could be surprised by anything until driving around the region in the evenings. During this time, I have been subpoenaed twice for witnessing DWI accidents with dashcam video and prevented an elderly woman from losing \$5,000.00 as a victim of the "fake family member" scam. I've had to take evasive measures to avoid enough traffic and pedestrian accidents that I've lost count. These are just a few examples. There are many more! Law enforcement concerns that I have noticed in the region include: - Law enforcement ignoring certain activities and individuals. Three to five units or more will show up at a traffic stop and linger around, and there could be a good reason. However, vehicles with

headlamps off, dirtbikes, and offroad-only vehicles regularly driving in groups downtown, zipping in and out of traffic, and vehicles with off-highway lighting (partly a state-level NRS issue), such as red headlights, are ignored. A nighttime vehicle without headlamps could be a simple operator mistake or a potential DWI. Do we wait until the latter is involved in an incident? - Pedestrian traffic regularly ignores the right-of-way and steps in front of traffic. Beyond the actual incidents in the database, there are numerous close calls. I have witnessed officers see these actions and ignore them. - I have yet to see a Bird scooter rider issued a citation for operating the wrong way on one-way streets or disobeying various traffic regulations and controls. Bird scooters are great, but someone will get killed if the operators are allowed to ignore common traffic laws. - I have yet to see speed enforcement at any special speed zone (4th street between Vally Rd and Virginia St., Sierra St., and others). It is common to see 35-40+ MPH in these areas. - Loud vehicles (exhaust, music) not participating in special events or operating in residential areas annoy many citizens. I saw this as D.5 in the agenda and agree in part. - Diesel trucks "rolling coal" on pedestrians and others. This is another issue where the NRS is lacking, but Reno could address it independently. I have videos of trucks intentionally dumping large amounts of black/gray exhaust smoke on special event workers and others. Yes, these have been reported to the Smog Spotter program. - Countless vehicles running red lights and stop signs. - School zone speeds around the city seem unmonitored this school year. - I often see more REMSA units around town than police cruisers (marked or unmarked). I have spoken with a few officers, asking if the department is short-handed, and was told no. I feel that the Reno Police Department IS short-staffed if the visible presence of officers in the downtown and high-response zones is limited. Officer safety is paramount. Public safety is equally important, and I believe a more significant "visual" presence of officers in high-demand areas could reduce many problems. Outside of special events, I could see foot patrols or a few random units monitoring activities in parts of downtown to address pedestrian, drug, and other issues. This also leads to positive engagement with the public. I also understand that the department must prioritize responses based on available resources and the level of threat or incident. Evaluating some of these responses and the time and number of officers involved could present areas for improvement. I agree that the City of Reno and Reno PD must address the need for more officers, improved shift scheduling, and increased public engagement. Best Regards,

ACKNOWLEDGEMENTS:

By checking the "Yes" below, you agree that all the information above is true and accurate. For additional information, please refer to the agenda for today's meeting.

Yes

By checking the "Yes" below, you understand, acknowledge, and expressly agree that: (1) all information submitted by you will be entered into the public record, made available for public inspection, and freely disseminated without restriction; and, (2) any contact, personal, financial, or medical information intentionally or inadvertently submitted by you will not be maintained in a confidential manner, or subsequently exempted from public inspection.

Yes

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Yes