



CHAPTER 4

**Mobility Element**

## Mobility Element

The safe, efficient, and environmentally sustainable movement of people and goods is an essential function of the town. The *Vision for Truckee* recognizes the importance of a well-connected, accessible, equitable, multi-modal transportation system that supports and complements both existing and desired land use patterns and fosters connections between residential neighborhoods, commercial areas (especially the Downtown core), and Truckee’s trails and open spaces as well as neighboring communities. The Mobility Element addresses the critical link between land use and transportation and seeks to prioritize non-automobile transportation to support the Town’s mobility and climate action goals through integrated policy that reduces dependency on the private automobile.

What is in a name? Why call it a Mobility Element and not the more traditional Circulation Element? “Mobility” places a focus on a broader range of solutions and strategies that contemplate safety, convenience, attractiveness, and accessibility to the end user as opposed to focusing solely on the physical infrastructure. For example, mobility can be enhanced with safety improvements (sidewalks, roundabouts, and crosswalks) or by promoting complementary land uses such as placing one land use such as childcare near another land use such as employment; it does not necessarily require new transportation infrastructure but can still reduce or eliminate vehicle trips. Mobility suggests putting people near transit or services—such as higher-density housing Downtown—as opposed to adding new transit or widening roadways. Mobility could include providing a subsidy to allow someone to live in a particular location or a program designed to make commuting by non-auto modes easier, rather than infrastructure improvements that can be costly or incompatible with the natural environment. While some infrastructure improvements will be necessary, the Town believes that “mobility” better characterizes the philosophy behind Truckee’s transportation and land use system as well as its natural setting.

## Guiding Principles

- ▶ Coordinate and actively integrate land use and transportation planning to provide for the long-range development of the town’s roadway and bikeway system consistent with the existing and future land uses described in the Land Use Element.
- ▶ Develop roadway, transit, bicycle, and pedestrian systems that provide convenient and equitable access and mobility for Truckee residents and businesses.
- ▶ Proactively coordinate and prioritize programs, projects, and services with adjacent jurisdictions to address regional transportation issues.
- ▶ Create a comprehensive and sustainable multi-modal transportation system that supports the daily travel needs of residents, commuters, owners of second homes, and visitors through equitable investment in all modes.



Source: Town of Truckee.

Children biking on the Legacy Trail.

## Existing and Planned Circulation Systems

Truckee is served by a road network consisting of national, regional, arterial, collector, and local roadways. In addition, the Town has developed and maintains a comprehensive system of trails, bikeways, and sidewalks for pedestrian and bicycle circulation. Other agencies have developed regional trails and bikeways serving the broader area. Working collaboratively with the Nevada County Transportation Commission and Placer County, the Town has developed an expanding transit system consisting of buses, dial-a-ride vans, regional/national train travel via Amtrak, and regional air service via Truckee Tahoe Airport. Most recently, the Town has implemented seasonal pilot programs for microtransit and proposes additional micromobility options and infrastructure, such as an e-bike-share program.

Each of these systems is briefly outlined on the following pages, including proposed plans for future build-out of the system. Additional background information can be found in the Existing Conditions Report, included as Appendix A.

### State Law Requirements

The mobility or circulation element is a required element of the General Plan. As required by Section 65302(b) of the California Government Code, the Mobility Element includes information on the general location and extent of existing and proposed major thoroughfares, transportation routes, transit, terminals, bike and pedestrian facilities, and other local transportation options. State law also requires that the element contain data and policies related to the circulation and distribution of water, sewage, storm drainage, and other public utilities. These components are not included here and instead are incorporated into the Land Use Element.



Source: Town of Truckee.

*Bike lane along Donner Pass Road at Donner Lake.*

# Roadways

A functional roadway classification system includes a hierarchy of roadways to meet access and mobility needs. Each of these roadways can be described by classification and function, as presented in the hierarchy of roadway classifications shown in Figure M-1 and described in Table M-1.

**Table M-1: Functional Road Classification System**

Classification	Description	Land Uses Served	Road Characteristics		
Roadway Name			Capacity	Average Daily Traffic	Speed Limit
<b>Freeway: Full access-controlled roadway with no at-grade crossings interrupting the flow of traffic to serve high-speed traffic and provide for inter-regional and intra-regional travel. Vehicle speeds and daily traffic volumes are very high. Interchanges typically connect to major or minor arterials.</b>					
Interstate 80 (I-80)	Provides interregional highway connections 34 miles east to Reno, Nevada, and beyond and 90 miles west to Sacramento and the San Francisco Bay Area.	Residential, commercial, and recreational	4 lanes, divided	38,000	65 MPH
<b>Major Arterial Roadways: Partially access-controlled roadway with a minimum number of intersections (primarily with other arterials or freeways) to accommodate high-mobility interregional and intraregional travel.</b>					
State Route 267 (SR 267)	Serves as one of two major north-south routes between the I-80 corridor in Truckee and the North Lake Tahoe communities. Serves as the sole existing access to the Martis Valley and Northstar California Resort areas.	Residential, industrial, commercial, and recreational	2 lanes	29,000	55 MPH
State Route 89 (SR 89)	Provides access between I-80 in Truckee and Tahoe City, and north from Truckee into Sierra County. Provides access to Sierra College and a grade-separated crossing of Union Pacific Railroad (UPRR) tracks. Serves as sole existing access to Palisades Tahoe Resort, including Olympic Valley and Alpine Meadows bases.	Residential, commercial, and recreational	2 lanes	12,930	55 MPH
<b>Minor Arterial Roadways: Typically allow more land access than major arterials, while still providing adequate mobility for accommodating longer-distance trips.</b>					
Donner Pass Road	Provides a vital link for local circulation by providing access to Downtown Truckee, Gateway District, schools, and neighborhoods.	Residential, commercial, medical, and recreational	2 lanes	11,200	25-35 MPH
Truckee Way	Previously a segment of Donner Pass Road and recently (2017) renamed with the development of the Railyard Master Plan infrastructure.	Residential, commercial, and recreational	2 lanes	12,010	25-45 MPH

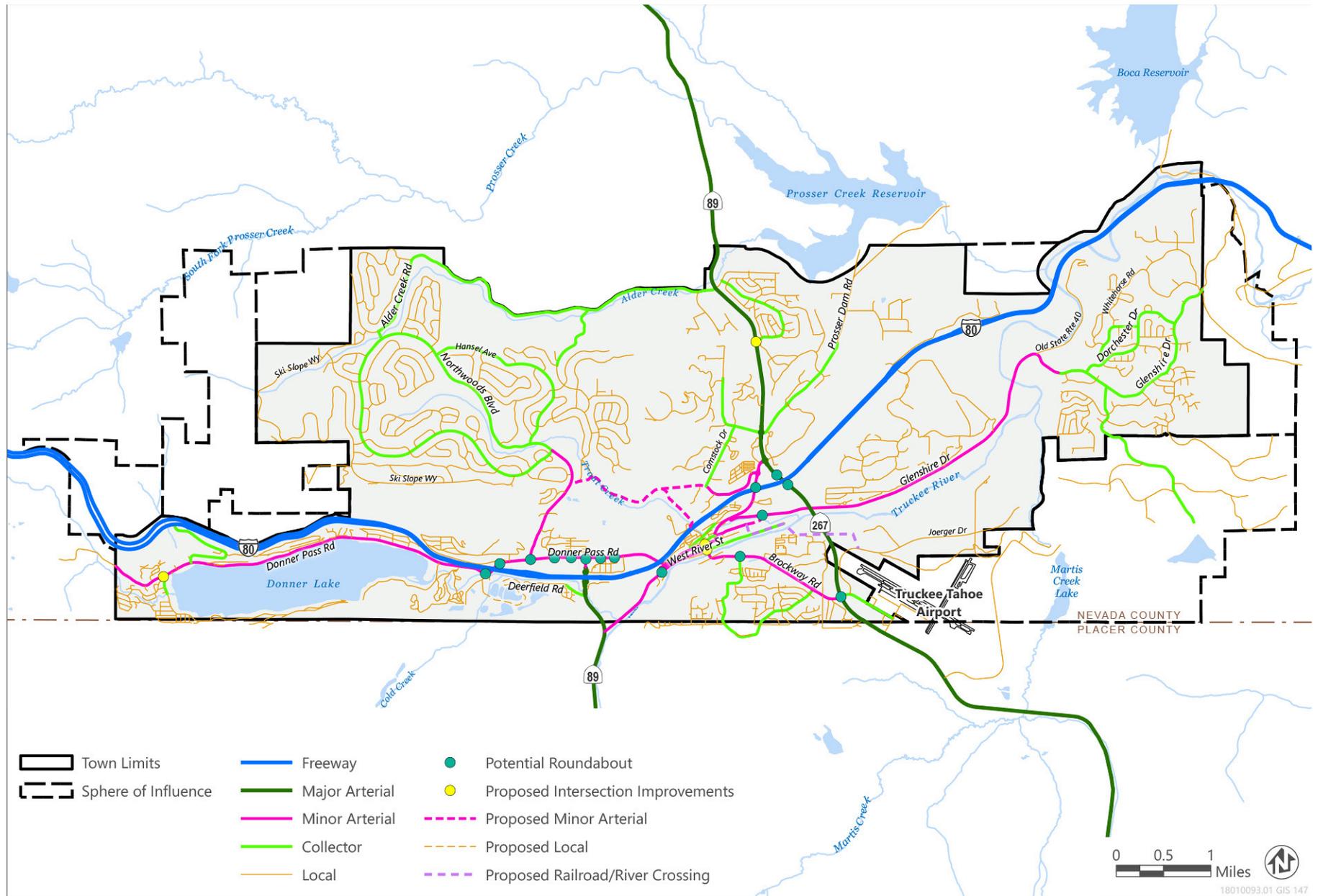
Classification	Description	Land Uses Served	Road Characteristics		
Roadway Name			Capacity	Average Daily Traffic	Speed Limit
Northwoods Boulevard	Provides loop access to the Tahoe Donner area. Classified as a minor arterial south of the Northwoods Boulevard/Northwoods Boulevard loop intersection. Classified as a major collector north of this intersection.	Residential, commercial, and recreational	2 lanes	18,510	35 MPH
West River Street	Connects SR 89 South eastward to Bridge Street in Downtown Truckee. Provides access to many parcels along the Truckee River and a potential diversion route around the Bridge Street at-grade rail/highway crossing for traffic that would otherwise use Bridge Street.	Industrial, commercial, and residential	2 lanes	10,500	25–45 MPH
Pioneer Trail	Begins at Donner Pass Road north of I-80 and continues in a westerly direction. There are long-term plans to extend this roadway westward to Northwoods Boulevard in the Tahoe Donner development.	Residential, industrial, and commercial	2 lanes	17,010	25 MPH
Glenshire Drive	Provides access between central Truckee, the Glenshire residential area, and Hirschdale Road to the east. Provides primary access to the Olympic Heights subdivision. Is the only non-freeway access from central Truckee to the eastern part of town where the roadway becomes a collector.	Residential	2 lanes	8,380	25–45 MPH
Brockway Road	Travels from South River Street through the Palisades Drive signal to its intersection with SR 267.	Commercial, residential, and recreational	2 lanes	19,680	35–45 MPH
Bridge Street	Travels from its I-80 undercrossing through the Commercial Row area and to the at-grade crossing of the UPRR tracks. Becomes Brockway Road at its intersection with South River Street.	Commercial and residential	2 lanes	11,710	25 MPH
Hirschdale Road	Provides a connection from the Glenshire neighborhood to I-80.	Residential	2 lanes	3,100	25 MPH
Mclver Crossing	Connects West River Street to the roundabout serving Donner Pass Road. Provides a grade-separated crossing of the UPRR tracks.	None	2 lanes	8,370	25 MPH

Classification	Description	Land Uses Served	Road Characteristics		
Roadway Name			Capacity	Average Daily Traffic	Speed Limit
<b>Collector Streets:</b> Accumulate traffic from local roads and provide connectivity to major and minor arterials to serve more important intra-county travel corridors and traffic generators not served by arterials.					
▶ South Shore Drive	▶ Palisades Drive	▶ East River Street	▶ Fjord Road		
▶ Comstock Drive	▶ Dorchester Drive	▶ Martis Valley Drive	▶ Jibboom Street		
▶ Glenshire Drive (portion)	▶ The Strand	▶ Schussing Way	▶ Church Street		
▶ Alder Creek Road (portion)	▶ Hansel Drive	▶ Donner Lake Interchange	▶ Spring Street		
▶ Rainbow Drive	▶ Alder Drive (SR 89 to Beacon Drive)	▶ Ponderosa Drive	▶ Truckee Airport Road (portion)		
▶ Manchester Drive	▶ Deerfield Drive (portion)	▶ Soaring Way	▶ Prosser Dam Road (portion)		
<b>Local Roadways:</b> Private or public roadways with primarily land access functions, including culs-de-sac. Roadway design and control facilitates the movement of vehicles onto and off the street system from land parcels. Most neighborhood residential roads are considered local roads.					
All facilities not in the higher classifications are local roadways. These roads ultimately allow direct access to abutting property and connections to collector and arterial roadways. They provide the lowest level of vehicle mobility and usually are not served by bus routes.					

### Planned Roadway Improvements

Under this General Plan, the Town plans to implement a number of improvements to the street network, including the construction of new roadways and roadway connections, as well as the installation of roundabouts and traffic signals, and the addition of turn lanes at key intersections. As a general concept, the Town seeks to avoid improvements that involve widening roads beyond two travel lanes and creating intersections with two or more left-turn lanes for a turning movement to avoid visual impacts and loss of community character as well as barriers for non-auto users that are often associated with wide roadways and intersections.

The currently planned roadway improvements are shown in Figure M-1 and summarized in Table M-2. Many of these planned roadway improvements will include pedestrian and bicycle infrastructure, as described separately under “Planned Bikeway and Pedestrian Improvements” later in this element. These improvements, along with the goals, policies, and actions contained in this element, provide the necessary support for the development allowed by this General Plan, as described in the Land Use Element and illustrated in the Land Use Diagram (Figure LU-2). Note that future analyses (including updates to the Town of Truckee Traffic Impact Fee Program) may determine that some improvements may be unnecessary or that new improvements are necessary. This list is not regulatory, and modifications and/or updates to the planned improvements will not require a General Plan amendment.



Source: Data received from Town of Truckee in 2022; adapted by Ascent in 2022.

**Figure M-1: Circulation Diagram**

### Pioneer Trail Extension and Bridge Street Connection

An arterial connection is planned for construction between Northwoods Boulevard and the existing section of Pioneer Trail. An additional arterial connection is planned to connect south from Pioneer Trail to Bridge Street in the Downtown. This improvement will serve as an alternate east–west connection to the Tahoe Donner Subdivision, relieve congestion on Donner Pass Road in the Gateway District, reduce out-of-direction travel and vehicle miles traveled (VMT), and improve emergency access and evacuation egress.

### Downtown and Railyard Circulation Improvements

With development of the land uses foreseen in this General Plan, including development of the Railyard as projected in the Railyard Master Plan, traffic in the Downtown will increase and result in peak period congestion. Implementation of circulation improvements for the Downtown will need to reflect a variety of interrelated factors that will influence the ultimate scope and timing of the improvements. Key among these will be the timing and intensity of development of the Railyard Master Plan Area; the implementation of the Pioneer Trail and Bridge Street Extension; pedestrian, bicycle, transit, and parking management and connectivity; and community character and urban design in the Downtown area. Such considerations can help determine that a particular solution is unacceptable for reasons beyond those related to traffic capacity or level of service such as those associated with compromising overall community character or other transportation modes.

Several improvements are proposed to improve overall circulation and connectivity in the Downtown area:

- ▶ **Church Street Extension.** In association with the Railyard development, Church Street has been extended partially through the Railyard development and is planned to be extended farther east across Trout Creek to a new intersection with Glenshire Drive. A roundabout will be built at the Glenshire Drive/Church Street intersection. This last segment is currently under construction and scheduled to be complete in 2023. Upon completion the Project will

address the existing delays for Glenshire Drive traffic heading toward the Downtown, as well as result in reductions in VMT through improved connectivity.

- ▶ **Easterly Railroad Undercrossing and Easterly River Crossing.** An easterly pedestrian and/or vehicle railroad undercrossing may be constructed east of the railroad balloon track and Union Pacific Railroad maintenance building between the Railyard site and East River Street, as well as an easterly Truckee River crossing connecting East River Street to Joerger Drive. The determination to pursue the easterly undercrossing should consider improvements to overall vehicle, pedestrian, and bicycle connectivity in the Downtown; reduced vehicle delays; and reduced VMT. The construction of the undercrossing will be considered as an alternative circulation improvement during the development of the portion of the Railyard that is east of the Union Pacific Railroad (UPRR) balloon track.
- ▶ **Bridge Street Intersections.** Improvements to the Bridge Street/West River Street/East River Street and Bridge Street/Donner Pass Road intersections are under consideration as a part of the “Reimagine Bridge Street Project.” Community outreach has been conducted, and design of coordinated traffic signals (the preferred alternative) is underway. The preferred alternative gives consideration to vehicle operations (level of service) in addition to pedestrian and bicycle circulation and safety, railroad operations and safety, and environmental and historic resource impacts.
- ▶ **Various Streetscape Improvement Projects.** Streetscape improvements are currently planned along West River Street, Bridge Street, Jibboom Street, and Church Street in Downtown Truckee. These improvements may include a variety of elements such as new sidewalks, on-street parking, streetscape furniture, and utility undergrounding. Curbspace management strategies may also be contemplated as part of district wide solutions aimed at reducing VMT as well as conflicts between all modes and users.

**Table M-2: Planned Roadway and Intersection Improvements**

Street/Intersection	Segment	Description of Improvement
<b>Truckee Intersections</b>		
Donner Pass Road/Cold Stream Road/I-80 EB Ramps		Construct 1-Lane Roundabout
Donner Pass Road/I-80 WB Ramps (West Interchange)		Construct 1-Lane Roundabout
West River Street/Mclver Crossing		Construct 1-Lane Roundabout
Donner Pass Road/Bridge Street		Construct Traffic Signal
Bridge Street/West River Street		Construct Traffic Signal
Donner Pass Road/I-80 EB Off Ramp (East Interchange)		Construct 1-Lane Roundabout
Donner Pass Road/Pioneer Trail		Convert to 2-Lane Roundabout
Donner Pass Road/SR 89 North/Frates Lane		Construct 2-Lane Roundabout
SR 267/I-80 WB Ramps		Construct 2-Lane Roundabout
SR 267/I-80 EB Ramps		Construct 2-Lane Roundabout with Bypass Lanes
SR 267/Brockway Road		Construct Multilane Roundabout
Donner Pass Road/South Shore Drive		Westbound Left-Turn Lane
Brockway Road/Palisades Drive, SR 89 South/Deerfield Drive, Donner Pass Road/Northwoods Boulevard, Truckee Way/I-80 EB Ramps		Replace existing signals with roundabouts
<b>Truckee Roadways</b>		
Pioneer Trail & Bridge Street Extensions		2 Travel Lanes from Pioneer Commerce Center to Northwoods Blvd. and from Jibboom Street to Pioneer Trail
Church Street Extension	Donner Pass Road to Glenshire Drive	Extend from DPR to Glenshire Drive to Address Glenshire/DPR Deficiency
Deerfield Drive Extension	Deerfield Drive to Coldstream Road	Two Travel Lanes
Easterly Railroad Undercrossing and River Crossing **	East River Street to Church Street Extension and Joerger Drive south of Truckee River	Vehicle and/or Pedestrian Crossing
SR 267	The mainline of SR 267 within the Town of Truckee limits will be maintained at two travel lanes, with the exception of improvements to provide for transit or high-occupancy vehicle priority through the corridor that encourage mode shifts to reduce VMT. Widening of SR 267 in Placer County will be evaluated by Placer County in consultation with Caltrans and the Resort Triangle Transportation Plan and other applicable guidelines and policies.	
<b>Nevada County Roadways*</b>		
Glenshire Drive Improvements	Truckee Town Limits to Hirschdale Rd.	Add Shoulders

\* The Nevada County roadway improvement is included here because it is part of the Town of Truckee’s Traffic Impact Fee Program.

\*\* The Railyard development is required to accommodate the future undercrossing improvement, but a future study will be needed to determine if a new railroad undercrossing and railroad river crossing are necessary.

Source: Town of Truckee 2022.

### Deerfield Drive Extension

In conjunction with development of the Coldstream development, Deerfield Drive east of Cold Creek will be connected with Cold Stream Road. The roadway extension is required in a future phase of the PC-1 (Coldstream Specific Plan) development.

### State Route 267

While the widening of SR 267 in the Town of Truckee is not necessary to meet Level of Service standards, improvements to provide for transit or high-occupancy vehicle priority through the corridor that encourage mode shifts to reduce VMT may be pursued.

### Other Roadway Improvements

In addition to these major improvements, other improvements to the existing roadway network may be implemented over time, including widening of roadway travel lanes and shoulders to meet Town engineering and design standards, intersection improvements, construction of bicycle facilities, and improvements for pedestrian mobility and safety.

## Bicycle, Multi-Use, and Pedestrian Facilities

This section describes the existing active transportation facilities serving Truckee, including on- and off-street bikeways, paved and unpaved trail systems, pedestrian facilities, and activity areas.

The topography of Truckee ranges from relatively flat terrain in the Downtown area to rolling and steep terrain north and south of the Downtown. The network of bicycle and multi-use bicycle/pedestrian facilities in Truckee is designed to connect all major commercial, residential, and developed and undeveloped recreational areas. Figure M-2 shows existing and proposed bicycle facilities and multi-use paths spanning west and east from Downtown Truckee, consistent with the vision of the Truckee Trails and Bikeways Master Plan.

The Town is implementing an e-bike-share program during the summer of 2023. A town-wide e-bike-share program is intended to increase bike trips by improving access to e-bike technology, including access for lower-income residents and visitors. The intent of the program is to promote the overall viability of bike travel as a local and regional mobility option for a variety of trip purposes, which can be limited by Truckee’s weather and topography. Additionally, the program and network is intended to serve a

“first mile/last mile” solution with the goal of improving access to and from transit stops and services, including regional services.

Existing Class I paved trails include the Legacy Trail, which runs through Truckee River Regional Park, between Brockway Road and the Glenshire subdivision; trails adjacent and connecting to the Pioneer Commerce Center; and trails along Trout Creek connecting to the Tahoe Donner Subdivision, along Brockway Road, along Deerfield Drive, and throughout the Gray’s Crossing and Old Greenwood developments. These multi-use trails connect the Downtown with the Gateway District, Glenshire, Tahoe Donner, and south Truckee neighborhoods such as Sierra Meadows.

Class II bike lanes are located along the length of Donner Pass Road (except in the Downtown), Truckee Way, Northwoods Boulevard, Alder Creek Road, West River Street (except in the Downtown), Brockway Road, Dorchester Drive, and Glenshire Drive.

Class III bike routes are located in several of Truckee’s residential neighborhoods, including Tahoe Donner, Glenshire, Olympic Heights, Gateway, and Prosser Lakeview Estates, and provide access to the Class I and II system via roads with lower volumes and speeds.

As of 2022, no Class IV separated bikeways exist in Truckee. Future bikeways may be introduced during the life of the General Plan through retrofit or in the planning, design, and construction of capital projects.

Table M-3 lists currently existing and proposed facility mileage by classification. Table M-4 describes various paths by class and type.

**Table M-3 Length of Sidewalk and Bikeway Facilities by Classification in 2020**

Classification	Existing Mileage (2022)	Additional Proposed Mileage
Sidewalk	10	10
Paved Trail (Class I)	22	19
Bike Lane (Class II)*	31	7
Bike Route (Class III)*	42	4
Separated Bikeway (Class IV)	0	0
<b>Total</b>	<b>105</b>	<b>40</b>

\* Mileage is reported as road miles (not lane miles).

Source: Town of Truckee, 2022.

**Table M-4 Types of Bikeways, Trails, and Pedestrian Facilities**

Facility Type	Description
Paved Trail (Class I)	Paved trails are used exclusively by bicyclists, pedestrians, and other non-motorized users (including e-bikes), with minimal cross-flow by motor vehicles. Paved trails have a hard surface (asphalt or concrete) and are usually located in an exclusive right-of-way.
Bike Lane (Class II)	Bike lanes are areas within paved streets that are identified with striping, stencils, and signs for preferential (semi-exclusive) bicycle use.
Bike Route (Class III)	Bike routes are on-street routes intended to provide continuity to the bikeway system. They are designated by signs or permanent marking and are shared with motorists. Many bike routes have shoulders that can be used by bicyclists or pedestrians.
Separated Bikeway/ Cycle Track (Class IV)	Separated bikeways are on-street facilities for the exclusive use of bicycles. They are physically separated from motorized vehicle traffic with concrete curbs, bollards, or other vertical elements and can allow for one-way or two-way bike travel. However, maintenance of Class IV would require additional equipment investment and ongoing staff resources because of the winter snow removal challenges.

Source: Truckee Trails and Bikeways Master Plan, 2015.

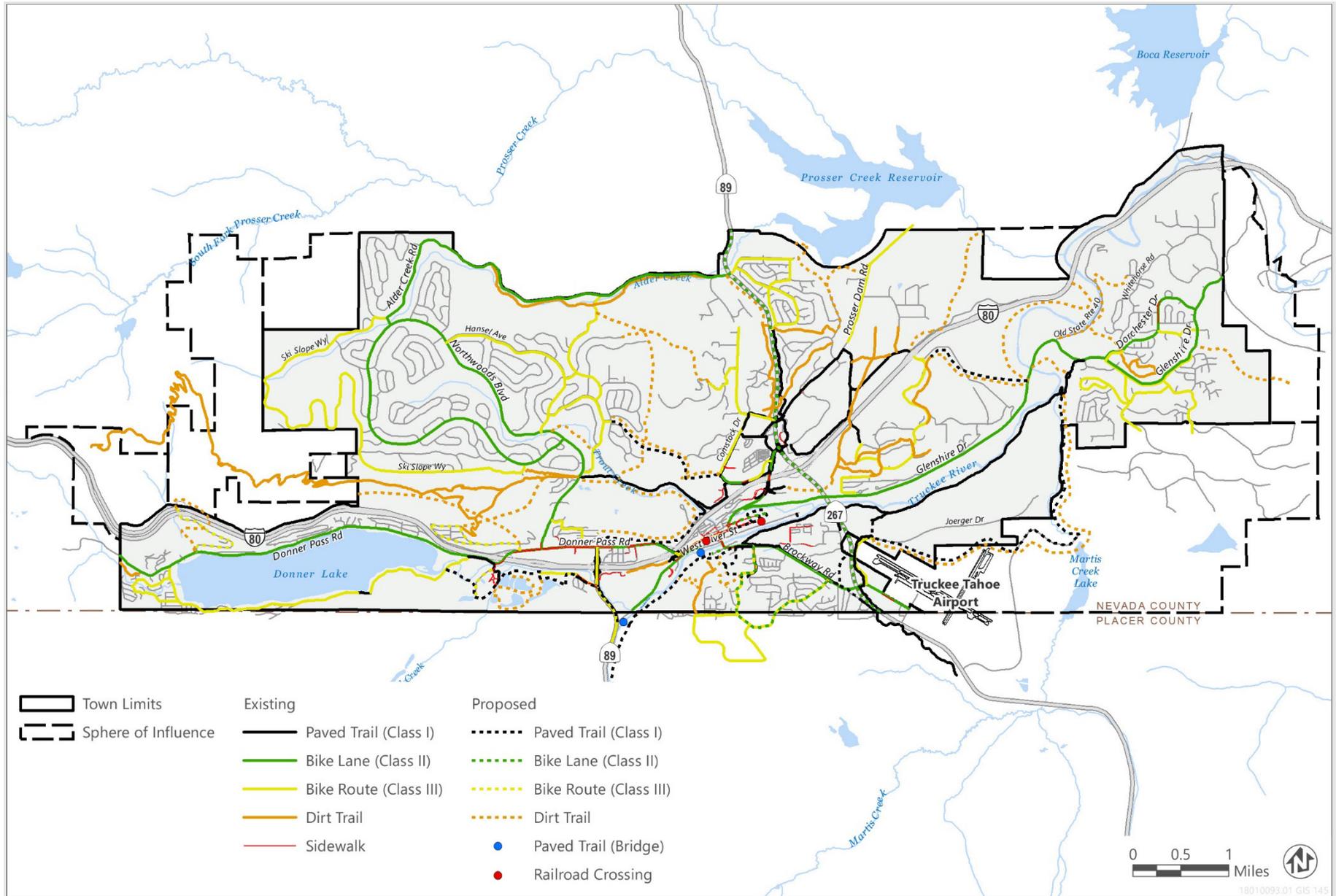
Pedestrian facilities include sidewalks, paths, trails, ADA facilities, including curb ramps, bulb-outs, mid-block crossings, intersection crosswalks, traffic calming measures, and related features. Amenities such as street furniture, pedestrian-scale lighting, public art, and landscaping create an inviting environment that is conducive to walking. Many streets in and connecting to the Downtown and commercial areas of Truckee have sidewalks on both sides of the street. Most residential neighborhoods do not have sidewalks. The Town has spent significant efforts and funding in the past 10 years to greatly improve and expand the pedestrian environment in Brickelltown and along Brockway Road and Donner Pass Road. Similar planning and design efforts are underway for major portions of the Downtown currently underserved by pedestrian facilities (e.g., West River Street, Bridge Street/West River Street/Donner Pass Road intersections) and other commercial or mixed-use areas such as the Gateway District.

**Planned Bikeway and Pedestrian Improvements**

Figure M-2 presents the proposed bicycle and pedestrian network based on the Truckee Trails and Bikeways Master Plan (updated in 2015), although future updates to the Master Plan will supersede Figure M-2. A. The key focus of the planned improvements is to fill gaps in the trail system and to better connect neighborhoods to the Downtown and other activity centers. Among the proposed major paved trail connections are the completion of the Truckee River Legacy Trail (including two bridges over the Truckee River) connecting Donner Lake to the Glenshire neighborhood, a trail connecting the airport area to the Glenshire

neighborhood, and additional connectors to the Old Greenwood and Tahoe Donner neighborhoods. Another key improvement is the signing and striping of bike lanes on SR 267 and SR 89 and in the Ponderosa Palisades and Sierra Meadows neighborhoods. Construction of a new grade-separated pedestrian and bicycle crossing of the railroad track west of Bridge Street is also proposed. Figure M-2 also shows the proposed sidewalk improvements, which generally focus on the Downtown, Gateway District, and West River Street.

With significant new trail infrastructure planned, trail maintenance has and will continue to be a high priority. In June 2014, Truckee residents voted in favor of Measure R, a sales tax increase dedicated specifically to planning, construction, operation, and maintenance of unpaved and paved trails. This funding source has to date been used to fund trail planning and design and is currently budgeted for future trail construction of priority projects. The Town has also used this funding to maintain trails in both the summer and winter, including snow removal. This tax was renewed as Measure U in 2022 by Truckee voters which increased the tax percentage from 0.25 percent to 0.5 percent and is authorized until ended by voters. Maintenance of a number of trails in town (totaling nine miles in length) is currently the responsibility of several different private entities. As a result, different sections of trails have inconsistent maintenance levels. In more recent years, the maintenance of new trails associated with private development has been funded with the establishment of Community Facility Districts, in which parcels are assessed annually for trail maintenance costs. This assessment



Source: 2015 Truckee Trails and Bikeways Master Plan, updated with data downloaded from the Town of Truckee in 2022.

Note: This map presents the proposed bicycle and pedestrian network based on the 2015 Truckee Trails and Bikeways Master Plan. Future updates to the Truckee Trails and Bikeways Master Plan will supersede Figure M-2.

**Figure M-2: Existing and Proposed Pedestrian and Bicycle Network**

is the source of the funding necessary to use Town personnel to maintain new trails. Even more recently, the Truckee Town Council committed Measure R/U funding for ongoing routine and snow removal maintenance on all trails townwide.

## Regional and Local Transit

Truckee is served by Tahoe Truckee Area Regional Transit (TART), holiday and special event shuttles, dial-a-ride service, Greyhound, Amtrak Thruway bus and rail, and the North Lake Tahoe Express airport shuttle. Over the past several years, the Town has taken a more prominent role in the regional TART system by co-branding the system with Placer County, expanding service and making the fixed route system “fare free,” thereby removing a significant barrier to using transit for both transit-dependent and non-transit-dependent populations.

The Town of Truckee and Placer County both operate elements of the fare-free TART system. The Town’s program consists of both fixed-route service, referred to as the Truckee Local, and complementary paratransit service known as dial-a-ride operating in the Truckee area. These services offer a range of options for travelers to access recreational, employment, shopping, and social service opportunities while helping to reduce auto use and the community’s carbon footprint.

### Truckee TART

The Truckee local route offers transit service along the Donner Pass Road and Brockway Road corridors seven days per week from 6:30 a.m. to 6:30 p.m., 365 days per year. This service connects passengers at the train depot to Placer County Regional TART, providing an important regional link between Truckee and the North Lake Tahoe communities of Tahoe City, Kings Beach, and Incline Village. The Town has recently completed planning and design for a new Railyard Transit Center to serve as a regional multimodal “mobility hub.”

Truckee TART also operates a regional night service from the train depot to the Northstar California and Palisades Tahoe resort base areas. During the peak winter and summer seasons, service is offered from 6:00 p.m. to 11:30 p.m. The service ends one hour earlier during the shoulder seasons of spring and fall. Passengers are able to transfer between Truckee and Placer TART fare-free services at the resorts.

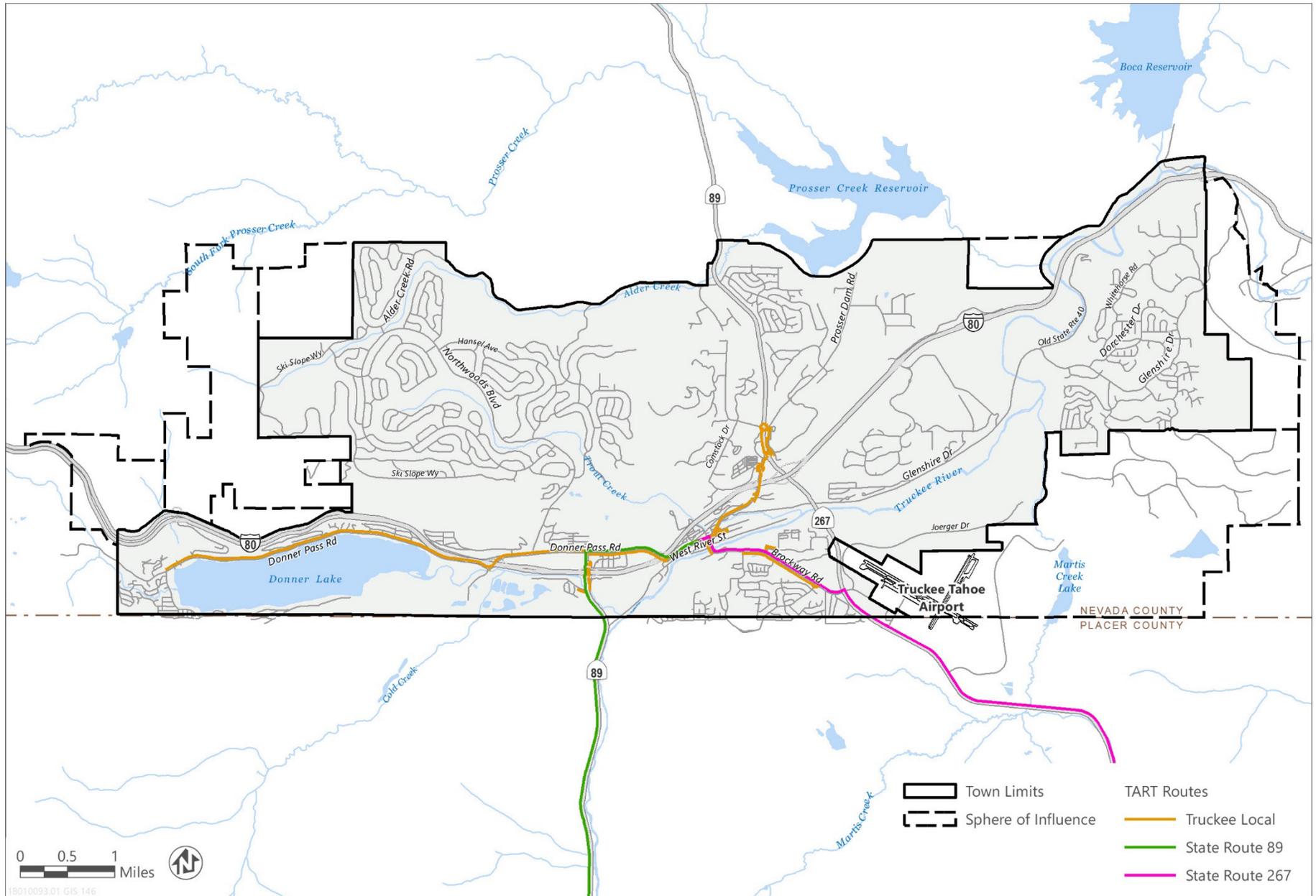
The Truckee TART dial-a-ride service operates year-round during the same days and hours as the Truckee local route serving the general

public, with priority service for seniors and persons with disabilities. Dial-a-ride is available for trips within the town limits, and reservations are required at least 24 hours in advance of a trip. Fare for this service is \$6 per one-way trip for adults and \$2 for seniors and children, although persons eligible under the Americans with Disabilities Act (ADA) are not charged a fare. Total ridership for all Truckee public-operated public transit services is approximately 25,000 passengers per year.

During the 2022 summer season, the Town operated a microtransit pilot serving the Tahoe Donner neighborhood, the Glenshire neighborhood, as well as to a “town core” area stretching between the east end of Donner Lake on the west along the Donner Pass Road corridor to downtown Truckee and along the Brockway/267 corridor to the airport. It also included the Crossroads Center along SR 89 South and the Recreation Center along Truckee Way. However, this service area excludes substantial portions of Truckee, including the Ponderosa Palisades area, the Prosser Lakeview area, the Reynolds Way / Estates Drive area, the Donner Lake area, West River Street and the Olympic Heights area. The microtransit service is co-branded as TART Connect consistent with Placer County’s existing microtransit service. The service provided to exceed expectations in terms of ridership and customer experience and was re-launched as a pilot during Winter 22/23. Based on initial findings, microtransit has the potential to better serve low density neighborhoods and better serve the fluctuations in daily and seasonal demand due to microtransit’s flexibility and scalability. However, there currently is not a long term and sustainable funding source to operate a year round microtransit service beyond the current pilot program periods.

### Placer TART

Placer County operates a separate but coordinated element of the TART program, consisting of transit services in the North Tahoe region in both California and Nevada. This program also connects the North Lake Tahoe area to Truckee via SR 89 and SR 267. Placer TART operates hourly route service between Tahoe City, Olympic Valley, and Truckee along SR 89, with additional runs during the winter and summer months for peak commute periods. Total ridership on the two routes serving Truckee (including passengers not traveling in Truckee) is approximately 143,000 passengers per year—51 percent on the SR 267 route and the remaining 49 percent on the SR 89 route. These services are partially funded by the Town of Truckee as well as by the Truckee Tahoe Airport District. Existing TART scheduled services serving Truckee are shown in Figure M-3.



Source: Data downloaded from Town of Truckee in 2022.

**Figure M-3: Existing Transit Routes**

In addition, a two year pilot program for on-demand microtransit, TART Connect, was operated by Placer County during the summers of 2021 and 2022. As a result of the success and demonstrated effectiveness to serve low density areas, this service has been continued into 2023. TART Connect offered free on-demand night service in the North Lake Tahoe area with service in and around Tahoe City, Kings Beach, and Incline Village. Riders use a mobile application to request on-demand service between 6 p.m. and 10 p.m. daily and in the Incline Village zone until midnight on weekends. The Town is exploring ways to include this program on a more permanent basis in annual transit operations.

### **Holiday Shuttle**

During select weeks in the holiday season, the Town of Truckee partners with local agencies and businesses to operate free shuttles. This daily service provides shuttles to and from local neighborhoods, the Northstar California and Palisades Tahoe resorts, and Downtown Truckee between 6:00 p.m. and 2:00 a.m.

### **Special Event Shuttle**

For special events such as anniversary celebrations, Truckee Thursdays, Fourth of July celebrations, and Town Community Picture Day, the Town operates free shuttles for residents and visitors. These event shuttles are specifically coordinated by location and ridership need.

The most popular of these shuttles is to the Truckee Thursdays event that runs from mid-June to the end of August, with shuttles operating from 4:30 p.m. to 9:30 p.m. Pre-Covid ridership saw an average event day ridership of over 1,000, reducing the number of vehicles driven to the event each week by approximately 400. Event shuttles also have been successful in alleviating the demand for limited parking in the Downtown Core and event locales.

### **Greyhound Lines**

Greyhound provides regional and long-distance service to and from Truckee seven days a week, including westbound service along I-80 to Sacramento and the Bay Area and eastbound service to Reno, Salt Lake City, and points beyond. Passengers are served in Truckee at the Truckee Train Depot in the Downtown. Five westbound runs and three eastbound runs are available daily.

### **Amtrak Rail Service**

The railroad is a defining feature of Truckee's local history and character. Today, the Union Pacific Railroad line through Truckee carries both passenger and freight rail service. Daily Amtrak passenger rail service

stops in Truckee as part of the California Zephyr route between the Bay Area and Chicago. Because of delays along the route, this service often operates substantially behind schedule, particularly in the westbound direction. The rail route is also heavily used for freight service, providing a vital transcontinental route for transportation of all types of cargo.

### **North Lake Tahoe Express**

The North Lake Tahoe Express is operated under contract with a private transportation company and the Truckee North Tahoe Transportation Management Association (TNT/TMA) with funding provided by area lodging establishments, resort associations, and public agencies (including the Town of Truckee). Transit service is available to and from the Reno Airport from the North Lake Tahoe region and Truckee. Truckee stops include the Truckee Train Depot and the Truckee Tahoe Airport.

### **Other Private Services**

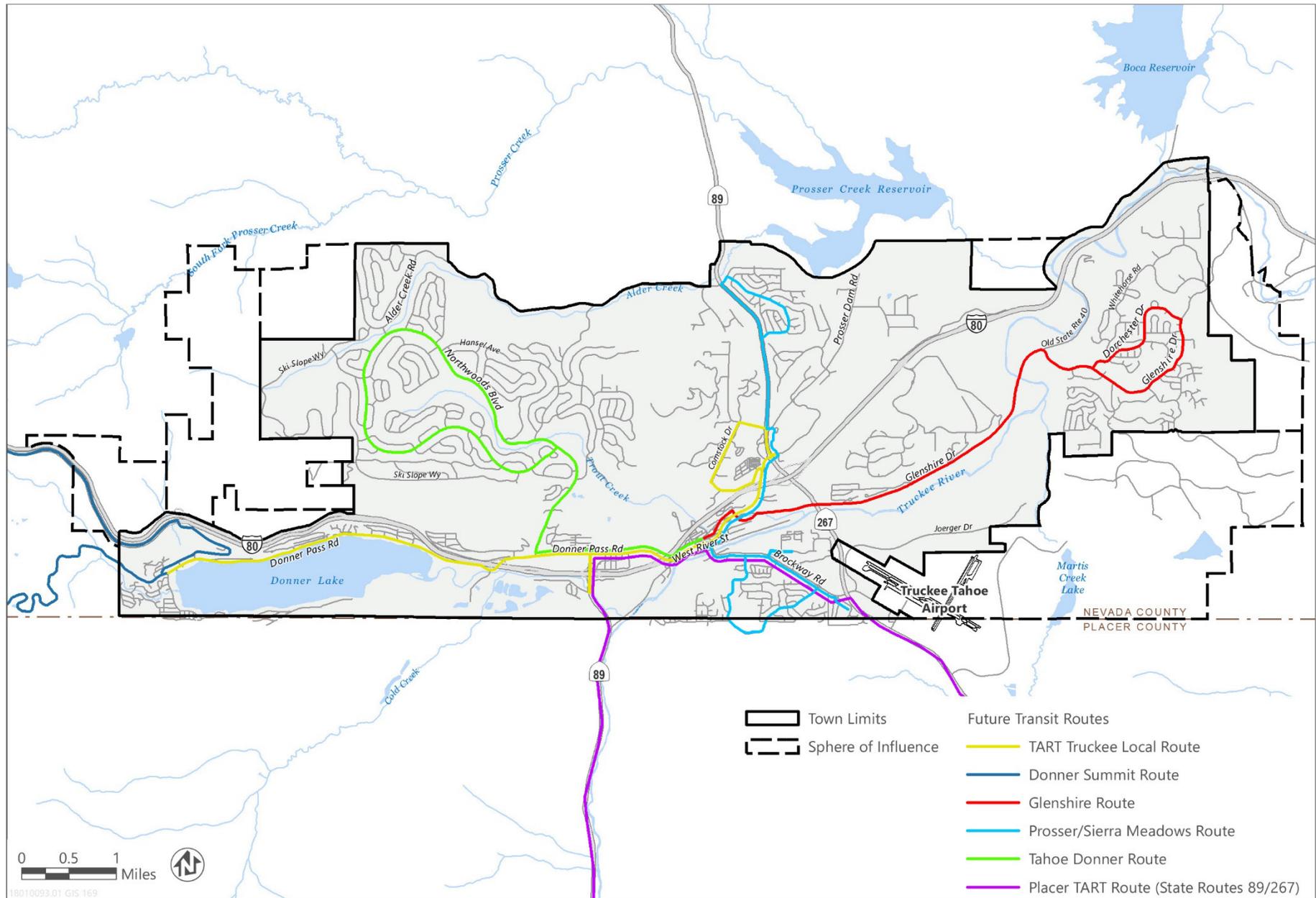
During peak periods, regional private partners have taken the initiative to fund and operate private shuttles to address parking capacity. During the summer months, Tahoe Donner has started to operate a Donner Lake Shuttle from Truckee High School to the Homeowners Association Beach on the northeast end of Donner Lake.

On peak winter season weekends, resort shuttles to and from park-and-ride lots at the Truckee Tahoe Airport and Truckee High School campus operate to the Northstar California and Palisades Tahoe resorts, respectively. This service is funded and operated by the resorts in coordination with the Town, Placer County, the Airport District, the Tahoe Truckee Unified School District, and TNT/TMA.

## **Proposed Transit Plans and Improvements**

### **Truckee Long-Range Transit Plan**

The Truckee Long-Range Transit Plan, completed in 2017, presents a conceptual long-range expansion of transit services in the Truckee area. The proposed expansion includes additional routes to the Glenshire, Prosser-Lakeview, Sierra Meadows, and Tahoe Donner neighborhoods (see Figure M-4). The plan also recommends the elimination of fares, increased service frequency along the Donner Pass Road corridor, and the provision of later evening services. Since the plan was developed, free fares, expanded service hours, and a new evening service have been implemented.



Source: Data received from Town of Truckee in 2022.

**Figure M-4: Future Transit Routes**

The Town is currently exploring options for year-round microtransit service to provide neighborhood feeder services and systemwide opportunities. Microtransit is a form of on-demand transit service available to the general public that typically is booked and dispatched via a mobile app. Microtransit offers highly flexible routing and/or scheduling of smaller vehicles shared with other passengers. Microtransit could prove to be effective in providing long-planned neighborhood connectivity solutions and increasing the overall attractiveness of transit to a broader range of users. TART Connect has been a successful summer and winter program and would be ideal to continue year round if and when sustainable funding is identified and secured.

#### **Eastern Nevada County Short Range Transit Development Plan**

The Eastern Nevada County Short Range Transit Development Plan (TDP) was prepared in 2017 for the Nevada County Transportation Commission to review public transit services located in eastern Nevada County and in portions of eastern Placer County. The TDP identified unmet transit needs, including limited parking around Tahoe Forest Hospital, the need for 15-minute TART service frequency along SR 267 and SR 89, extended hours and increased headways for the Truckee local route, neighborhood connections, the need for additional transit stops throughout the eastern Nevada County region, and a fare-free transit system.

This plan has currently reached the 5 year planning horizon is scheduled for an update by NCTC in FY 23/24 and will incorporate the initial findings from the Town's microtransit pilot programs.

#### **Systems Plan for Tahoe Truckee Area Regional Transit in Eastern Placer County**

The Systems Plan Update for Tahoe Truckee Area Regional Transit in Eastern Placer County was completed in 2016 and focuses on services in eastern Placer County, as well as connecting services in Truckee and Washoe County, Nevada. The plan update identified the desired expansion of services including expanded hours and more frequent service on SR 89 and SR 267. The update also recommended funding methods to allow for the expansion of management, dispatch, and maintenance capacity.

#### **Railyard Regional Mobility Hub**

The current transit center location, the Truckee Train Depot, is exceeding capacity needs for transit vehicles and parking. Current transit operators connecting at the transit center include Truckee TART, Placer TART, Greyhound Lines, Amtrak California Zephyr, Amtrak Thruway Bus Service, North Lake Tahoe Express, and various seasonal shuttles, tour buses, and recreational vehicles. The Town is in project development to construct a new transit center, now referred to as the Railyard Regional Mobility Hub, in the northern portion of the balloon track (north of Church Street) in the Railyard Master Plan area. The new transit facility will serve as a regional mobility hub and has been designed to meet existing and future multi-modal transit needs for Truckee, ultimately providing more convenient access to transit, reducing traffic congestion, integrating other mobility options, and accommodating increased transit services throughout the region. Design for Phase 1 of Railyard Regional Mobility Hub is complete with construction schedule in FY 23/24.

## Goods Movement and Truck Routes

### Trucking

The Town of Truckee Municipal Code establishes basic guidance on what streets are considered "truck routes" and restricts larger trucks from traveling southbound on Northwoods Boulevard per the Nevada County Code (Section G-IV 3.B.3 F.18). Beyond this restriction, the Town does not have a formal network of truck routes.

There are no major truck traffic generators in Truckee aside from typical deliveries to commercial retail and residential delivery and two operating quarries located in the town. Actual truck traffic at the Boca and Martis quarries varies by market demand and contributes to the total truck traffic in the region. The 2018 California Department of Transportation (Caltrans) Traffic Census Program shows annual average daily truck traffic on I-80 between 5,600 and 6,700 trucks per day, which is between 15 and 18 percent of the peak month average daily trips of 38,000 vehicles per day.

### Freight Rail

UPRR provides freight rail service through Truckee, although there are no freight loading facilities in the Truckee area. UPRR's California operations originate from two central hubs: the Roseville Service Unit in northern California and the Los Angeles Service Unit in southern California. The 2018 California State Rail Plan forecasts that the total daily number of freight trains through Truckee will expand by 266 percent between 2013 and 2040 (from 18 to 66 daily freight trains), the greatest percentage growth in any rail corridor in the state.<sup>1</sup>

### Petroleum Pipeline

The Kinder-Morgan high-pressure Donner Pipeline traverses Truckee in an east-west alignment, carrying fuels and other petroleum products between the Bay Area and Reno/Fallon.

## Truckee Tahoe Airport District

The Truckee Tahoe Airport is located in unincorporated Nevada County at the southeastern edge of Truckee and is operated by the Truckee Tahoe Airport District. The Truckee Tahoe Airport Land Use Compatibility Plan applies safety regulations to lands in Nevada County, Placer County, and Truckee. The airport is a general aviation facility, with primarily privately owned piston and light turbine aircraft service for the North Lake Tahoe region. Multiple Private charter services also offer on demand flights which, in combination with greater airport flight traffic, has increased overall jet traffic and associated noise.

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<sup>1</sup> California State Transportation Agency. 2018 (September). *2018 California State Rail Plan*.

## Goal M-1: Reduction in Auto Dependency

Reduce automobile dependency to reduce impacts on the town's roadway system, lessen the need for new or expanded road facilities, and decrease vehicle emissions.

### Policies

#### M-1.1

##### Integration of Land Use and Climate Action Planning and Decisions

During review of land use entitlements and the preparation of new or amended specific plans or master plans, promote context-sensitive strategies that will reduce greenhouse gas emissions, including the reduction of single-occupant automobile trips, through compact, higher-density, pedestrian-oriented development; neighborhood-serving commercial and mixed-use centers; and infill development near transit, bicycle, or pedestrian infrastructure.

#### M-1.2

##### Transportation Demand Management Measures

Support community partners, including existing and future businesses and public and nonprofit employers, in expanding the use of transportation demand management (TDM) measures including discounts, rewards, and parking cash-out programs that divert automobile commute trips to transit, walking, bicycling, or digital/remote working.

#### M-1.3

##### Vehicle Miles Traveled Standards

Implement the adopted vehicle miles traveled (VMT) standards and thresholds and evaluate new development projects using the adopted VMT analysis methodologies, thresholds of significance, and mitigation strategies.

#### M-1.4

##### Transportation Innovation

Promote transportation innovation with a focus on emerging technology and Mobility as a Service and encourage transportation network companies to reduce greenhouse gases through improved technology, curb space management, and micromobility alternatives.



Source: Regional Transportation Commission of Washoe County.

*Carpooling and ridesharing help to reduce vehicle miles traveled.*

## Actions

### M-1.A

#### Transportation Demand Management Program

Develop an employee threshold (e.g., more than 50 employees) above which transportation demand management measures would be required for new nonresidential development projects and develop a context-appropriate “toolbox” of TDM measures to be used as project requirements for such projects. Conduct preliminary outreach with large employers to identify the most appropriate and effective TDM measures for Truckee businesses and their employees informed by work schedules and place of residence. TDM measures could include, but are not limited to:

- ▶ parking incentives such as discounts for carpools, rewards, and cash-out or time-off incentive programs;
- ▶ unbundled parking strategies or shared parking agreements;
- ▶ long-term bicycle parking, on-site lockers, and showers;
- ▶ flexible, staggered, and/or coordinated work schedules, communal work space and telework programs;
- ▶ subsidized transit passes;
- ▶ a vanpool program;
- ▶ ridesharing/ride-matching services, guaranteed ride home program; and/or
- ▶ designated employee transportation coordinator.

Work with existing and future businesses, the Tahoe Truckee Unified School District, and major public and nonprofit employers (e.g., local agencies) to expand the use of TDM measures that divert automobile commute trips to transit, walking, bicycling, or digital/remote working and incentivize carpool and multi-passenger trips for regional commutes.

| **Responsibility:** Public Works Department

| **Time Frame:** Midterm

### M-1.B

#### VMT Mitigation

Establish a list of appropriate and feasible mitigation measures for projects that do not achieve adopted VMT targets. Review mitigation measures every five years to ensure any and all feasible mitigation measures are included to achieve and maintain adopted VMT targets. VMT mitigation measures might include, but are not limited to:

- ▶ changing land uses to increase internalization of trips and to shorten trip lengths of trips generated by other nearby land uses;
- ▶ improving bicycle and pedestrian network connections and providing support facilities;
- ▶ contributing to regional transit enhancements, particularly ongoing operations funding;
- ▶ managing parking inventory through participation in a regional or district-wide parking pricing program;
- ▶ reducing parking supply rates, or unbundling parking spaces from residential units;
- ▶ providing employee shuttle or ridesharing service;
- ▶ implementing a car-sharing program; and
- ▶ providing funding toward VMT-reducing land uses and regionally significant programs, projects, and/or services.

Develop a program to monitor effectiveness of VMT mitigation measures in projects in which they are required and adjust mitigation through adaptive management plans, if needed.

| **Responsibility:** Public Works Department

| **Time Frame:** Short term

**M-1.C****Rideshare Programs**

Work with the Tahoe Regional Planning Agency/Tahoe Metropolitan Planning Organization (TRPA/TMPO), Placer County, Nevada County, Regional Transportation Commission of Washoe County, and other neighboring jurisdictions to explore a ride-matching/ridesharing program. The program should be focused on reducing commute-related VMT by increasing carpooling for residents with similar commute behavior and destinations.

**Responsibility:** Public Works Department

**Time Frame:** Short term



Source: Tahoe Truckee Area Regional Transportation

*TART provides microtransit through TART Connect.*

**M-1.D****Mobile Rideshare Applications**

Research ridesharing/ride-matching mobile applications and websites that could be used by or promoted to residents and businesses in Truckee to reduce traffic congestion, commute-related VMT, and single-occupant vehicle trips. Identify the most appropriate mobile apps to promote and integrate these resources into the Town's other TDM initiatives.

**Responsibility:** Public Works Department

**Time Frame:** Short term

**M-1.E****Transportation Network Company Greenhouse Gas Reductions**

Develop a strategy to work with Transportation Network Companies (TNCs) (e.g., Uber, Lyft), car-sharing services, and other transportation service companies to reduce greenhouse gas emissions through curb space management and by providing electric vehicle (EV) charging stations at strategic locations. Reduce deadhead VMT, which is VMT associated with TNC drivers searching for new passengers.

**Responsibility:** Public Works Department

**Time Frame:** Midterm

**M-1.F****Electric Vehicle and Bike Charging Stations**

Provide electric vehicle and bike charging stations at Town facilities and throughout Truckee with free charging and/or free parking. Work with partner agencies and private businesses to expand the charging station network. Incentivize electric vehicle purchases and use by providing free or low-cost charging. Collaborate with utility providers to provide incentive/rebate for this purpose.

**Responsibility:** Public Works Department

**Time Frame:** Ongoing

### M-1.G

#### Town-wide VMT Monitoring and Adaptive Management Program

Develop and implement a VMT monitoring and adaptive management program within two years of general plan adoption. The program shall be designed such that the Town can monitor VMT based on the VMT per-service-population metric in a consistent manner based on the interval at which the monitoring will be conducted. The framework and methodology of the program shall be developed such that it is consistent with the VMT quantification methodology recommended under SB 743, PRC Section 21099, and CCR Section 15064.3, and industry best practices. If it is determined through the implementation of the monitoring program that the Town is not trending toward the required VMT per-service-population reduction (i.e., 15 percent reduction in VMT per service population at buildout of the GPU as compared to existing conditions), modifications to VMT reduction measures based on technological advancements, updated guidance and studies, and/or new approaches to implementation shall be identified and implemented.

| **Responsibility:** Public Works Department

| **Time Frame:** Short term



*Roadway traffic into Downtown Truckee.*

## Goal M-2: Pedestrian and Bicycle Facilities

Provide a safe, comprehensive, and integrated system of trails, sidewalks, bike lanes, and multi-use paths as a key component of the transportation system. Integrate this system with planned and available transit opportunities and with higher-density, mixed-use development.

### Policies

#### M-2.1

##### Truckee Trails and Bikeways Master Plan

Maintain and implement the Truckee Trails and Bikeways Master Plan to continue to expand the town's interconnected system of multi-use paths, bike lanes, trails, and sidewalks throughout the community that is safe and accessible to all users, including children, persons with disabilities, and seniors. Include an evaluation of protected bike lanes in the next update. Update the plan every 5-10 years to ensure the plan continuously reflects changing community needs.

#### M-2.2

##### Truckee River Legacy Trail

Give special priority to completion of the Truckee River Legacy Trail as the main west-to-east cross-town "spine" of the town's trail network, with other trails connecting to it.

#### M-2.3

##### Safe and Continuous Routes

Link new trails and bikeways with established bikeways, parks, and open space areas to provide safe and continuous routes, especially near mobile home parks and multi-family apartments, to serve low-income and underserved populations. Enhance connections between adjacent land uses and between different parts of Truckee, including Downtown.

#### M-2.4

##### Regional Trail Connections

Work with surrounding jurisdictions, state and federal land managers, homeowners associations, and recreation districts to connect Truckee's trails and bikeways to surrounding regional trails.



Source: Town of Truckee.  
*Completing the Legacy Trail is a top priority.*

#### M-2.5

##### Bicycle and Pedestrian Roadway Improvements

Use roadway, roundabout, and intersection improvements as an opportunity to improve bicycle and pedestrian facilities and connections, where feasible.

### M-2.6

#### State Highway Bicycle Routes

Support and encourage the provision of bicycle lanes and routes along state highways, especially State Route (SR) 89, that encourage regional bicycle commuter trips as well as complementing improvements to the Legacy Trail, Truckee River Trail, and Mini-Mousehole and on SR 267 to complement and connect to trails and bikeways in the Martis Valley and airport/Brockway areas of Truckee.

### M-2.7

#### Pedestrian and Bicycle Access Standards

Enforce pedestrian and bicycle access standards for all new development and require developers to finance and install Americans with Disabilities Act (ADA) accessible pedestrian walkways and multi-use trails in new development, as appropriate and necessary to address circulation needs.

### M-2.8

#### Separate Bicycle and Pedestrian Traffic

Provide facilities that separate bicyclists and pedestrians from vehicular traffic when it is feasible to do so.

### M-2.9

#### Mid-Block Crosswalks

Create additional mid-block pedestrian crossings and associated improvements (e.g., high visibility treatments, raised medians, bulb-outs) near intensive commercial, medical, school and office areas that will generate large amounts of pedestrian traffic and where controlled intersections are not within a reasonable walking distance, including along Donner Pass Road at Tahoe Forest Hospital. Evaluate the need to install facilities for the hearing impaired or visually impaired.

### M-2.10

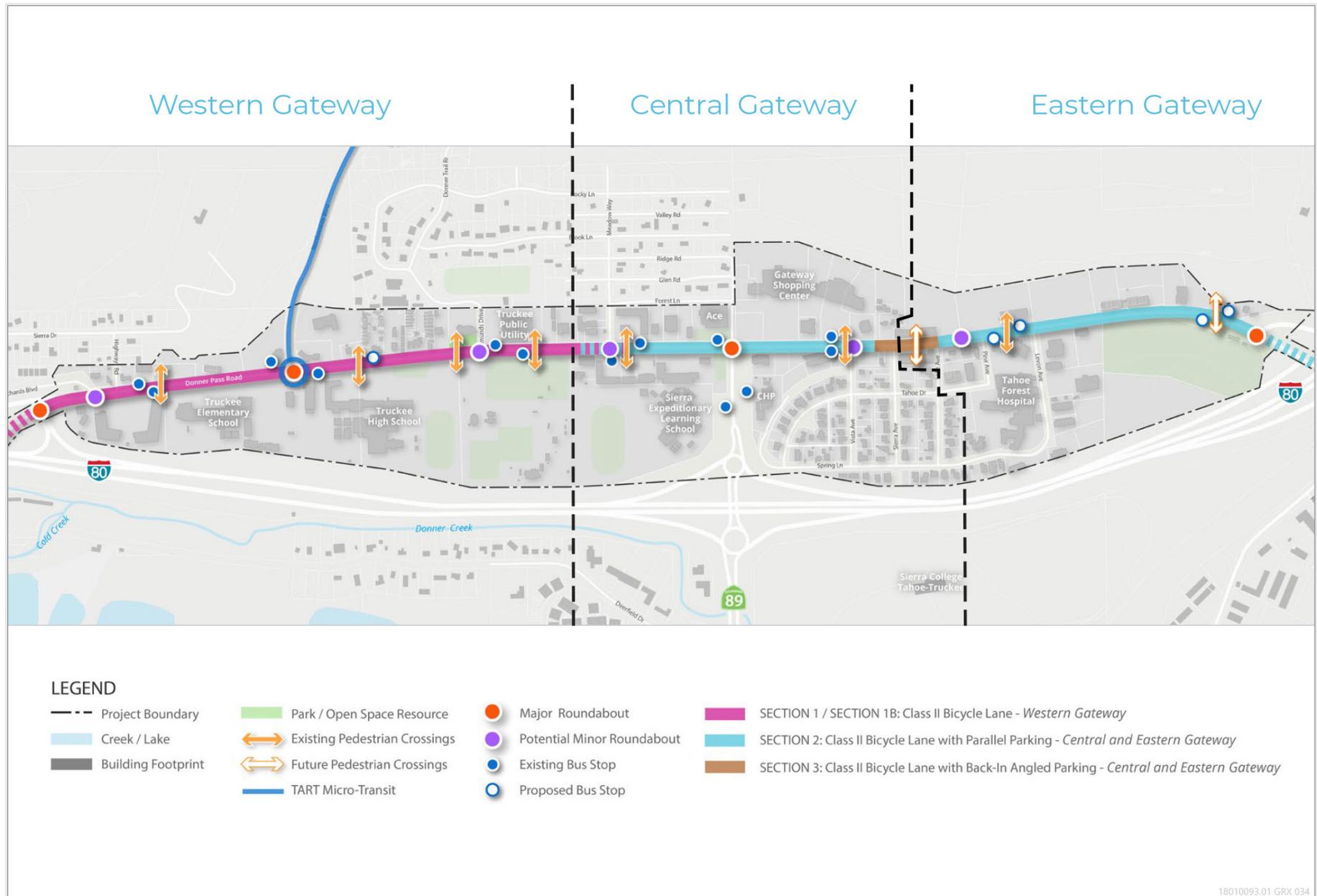
#### Donner Pass Road Streetscape

Implement mobility and streetscape improvements along the Donner Pass Road corridor and consider the improvement identified in the Innovate Gateway Strategy, as shown in Figure M-5. Ensure adequate connections along this corridor to transit, neighborhoods, school campuses, the hospital campus, commercial centers, and the Downtown pedestrian network.



Source: Town of Truckee.

*Mid-block crosswalks increase mobility and access for pedestrians.*



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Source: Innovate Gateway Strategy, Town of Truckee, 2021.

**Figure M-5: Innovate Gateway Mobility and Streetscape Improvements Diagram**

**M-2.11****Funding for Active Transportation**

Aggressively and collaboratively pursue all available sources of funding for the planning, improvement, and routine and long-term maintenance of trails for active transportation (bikeways and pedestrian trails) in Truckee and the surrounding region.

**M-2.12****E-Bike Infrastructure**

Ensure adequate infrastructure for e-bikes such as universal charging and docking stations in new and redeveloped commercial and multi-family residential projects and Town facilities. Create an integrated regional bike-share program, develop standards for new infrastructure, and encourage other agencies and major employers to install e-bike charging stations and regional bike-share docking stations.

**M-2.13****Bike Parking Requirements for New Development**

Require new and intensifying nonresidential and multi-family residential projects to have adequate bike parking and storage. Consider whether bike parking or bike-share facilities can be applied toward parking reductions.

**M-2.14****Adequate Bike Parking at Major Facilities**

Provide adequate bike parking at all Town facilities and encourage similar parking at other agencies and major existing employers.

**M-2.15****Bike and Pedestrian Wayfinding**

Establish consistent transit, bike, and pedestrian signage, including architecture and materials, messaging/marketing, and improved facilities throughout the community.



Source: Sierra Sun.

*Opportunities for bike shares help increase mobility.*

**M-2.16****Event Bicycle, Pedestrian, and Transit Access**

Require major event providers to incorporate transportation demand management strategies that encourage bicycle, pedestrian, and transit access (e.g., bike valet, shuttles, discounts/incentives) and encourage these strategies at all other lower-level events.

**M-2.17****Bicycle and Pedestrian Education**

Promote bicycle and pedestrian use through media campaigns, and continue to provide programs that educate the community about bicycle and pedestrian safety, the benefits of walking and biking, and the availability of facilities for the mobility impaired. Support focused programs for more vulnerable users such as school-age children, lower-income users, and the mobility impaired.

## Actions

### M-2.A

#### Trails and Bikeways Master Plan Update

Update the Trails and Bikeways Master Plan to continue to expand the town's interconnected system of bikeways, trails, and sidewalks. The update shall:

- ▶ identify locations for future trails and sidewalks, including potential future pedestrian facilities along the west end of Donner Lake;
- ▶ determine which roadways are suitable for implementing reduced vehicle lane width, traffic calming measures, or expanded bike capacity to more safely accommodate pedestrians and bicyclists with the goal of eliminating traffic fatalities and severe injuries; and
- ▶ meet the most current state and federal requirements for active transportation plans.

| **Responsibility:** Public Works Department

| **Time Frame:** Short term

### M-2.B

#### Funding for Trails and Bikeways Master Plan Implementation

Use public-private partnerships, the annual budgeting process, and the Capital Improvement Projects (CIP) list to effectively implement the policies, programs, and improvements detailed in the Trails and Bikeways Master Plan as construction funds are available and ongoing maintenance funds are assured.

| **Responsibility:** Public Works Department

| **Time Frame:** Annually

### M-2.C

#### Funding to Maintain Key Trails and Bikeways

Pursue local funding sources, such as assessment districts and sales tax measures and development agreement funding, to fund ongoing maintenance of key trails and bikeways in all seasons.

| **Responsibility:** Public Works Department

| **Time Frame:** Ongoing

### M-2.D

#### Funding Sources for Streetscape Improvements

Use the budget process, CIP, and a variety of funding sources (including grants and developer funds) to implement sidewalk, bikeway, and streetscape improvements throughout the Downtown (where they are now lacking), along Donner Pass Road in the Gateway District, and along key parts of Brockway Road.

| **Responsibility:** Public Works Department

| **Time Frame:** Ongoing

### M-2.E

#### Bicycle and Pedestrian Roadway Improvements

Improve bicycle and pedestrian facilities and connections as part of Capital Improvement Projects for roadway, roundabout, and intersection improvements, where feasible.

| **Responsibility:** Public Works Department

| **Time Frame:** Ongoing

**M-2.F****Assessment District Financing**

Study the use of assessment district financing to enable the Town to generate sidewalk and pedestrian area maintenance fees to improve pedestrian access and circulation in commercial and mixed-use areas in the Gateway District, the Downtown, and as part of large private development projects such as the Railyard or Coldstream.

| **Responsibility:** Public Works Department

| **Time Frame:** Ongoing

**M-2.G****Regional Trail Connections**

Work with the Truckee Donner Land Trust, Truckee Donner Recreation and Park District, US Forest Service, California Department of Parks and Recreation, Caltrans, Placer County, Nevada County, Nevada County Transportation Commission, and others to connect Truckee's trails and bikeways to surrounding regional trails such as the Pyramid Trail connecting beyond Reno to Pyramid Lake, the Truckee River Trail connecting Truckee to Tahoe City, the Pacific Crest Trail, the Martis Valley Trail, and similar trails and bikeways in the region.

| **Responsibility:** Public Works Department

| **Time Frame:** Ongoing

**M-2.H****Green Business Certification Process**

Advocate for integration of TDM programs and EV and e-bike parking and charging into the Sierra Business Council's Green Business Certification program.

| **Responsibility:** Assistant to the Town Manager

| **Time Frame:** Short term



Source: Town of Truckee.

*Winter trail maintenance keeps bike paths accessible year round.*

**M-2.I****New Pedestrian and Bicycle Facilities**

Identify and implement new pedestrian and bicycle facilities beyond those identified in the Trails and Bikeways Master Plan and the Downtown Truckee Plan. These facilities may include, but not be limited to, pedestrian and bicycle facilities along Donner Pass Road and South Shore Drive adjacent to Donner Lake and in mixed-use areas in Tahoe Donner, Sierra Meadows, and Glenshire, and along SR 267 and SR 89 North.

| **Responsibility:** Public Works Department

| **Time Frame:** Short term

**M-2.J****Downtown Bike and Pedestrian Connections**

Implement the Downtown streetscapes as part of the Downtown Truckee Plan to complete sidewalks and pedestrian and bike connections on Jibboom, Bridge, Church, West River, and other Downtown streets, resulting in a Complete Street cross section accommodating all modes and users.

**Responsibility:** Public Works Department

**Time Frame:** Ongoing, as part of the annual budget process

**M-2.K****Bicycle and Trail Promotion**

Continue to work with partner organizations like the Truckee Trails Foundation, US Forest Service, Truckee Donner Land Trust, Visit Truckee Tahoe, and Truckee Donner Recreation and Park District to promote development of appropriate bicycle and trail facilities and signage and to develop a comprehensive outreach strategy to increase the percentage of local trips made by biking and walking.

**Responsibility:** Climate Action Team

**Time Frame:** Ongoing



Source: Town of Truckee.

*Bicycle and pedestrian improvements help activate the Downtown.*

**M-2.L****Bike and Pedestrian Wayfinding**

Provide clear directions to parking areas and transit centers and stops so people can easily and efficiently access residential, retail, entertainment, civic, and employment hubs. Consider incorporating international symbology and typology, QR codes, or similar technology on wayfinding signage to increase accessibility and understanding of directions and information for all users, including international visitors.

**Responsibility:** Public Works Department

**Time Frame:** Midterm

**M-2.M****Bicycle Parking**

Work with Truckee business owners, the Truckee Chamber of Commerce, and Truckee Downtown Merchants Association to increase short- and long-term bicycle parking at strategic locations that support multi-modal trips and consider the conversion of existing parking spaces to bike parking or bike-share facilities. Ensure that bicycle parking locations are closer and more convenient than vehicle parking options.

**Responsibility:** Climate Action Team and Community Development Department

**Time Frame:** Midterm

**M-2.N****Bicycle Parking Capital Improvement Project**

Create and implement a comprehensive bicycle parking Capital Improvement Project to close gaps in the town's overall bike network.

**Responsibility:** Public Works Department

**Time Frame:** Midterm

**M-2.O****Shower and Locker Room Incentives**

Create incentives for employers to incorporate shower facilities and locker rooms into new and existing development and require such facilities for large employers.

**Responsibility:** Assistant to the Town Manager, Community Development Department

**Time Frame:** Midterm

**M-2.P****E-Bike Trail Use**

Monitor the development of state and federal standards and evaluate current design standards to accommodate certain classes of e-bikes on major multi-use bikeways and trails. Amend the Trails and Bikeways Master Plan and the Municipal Code, as necessary. Where feasible, redesign existing trails to accommodate emerging technologies to reduce conflicts and provide for a wide variety of users. Investigate e-bike safety, the need for any corresponding municipal code revisions and e-bike safety education to ensure continued trail safety for all users.

**Responsibility:** Public Works Department

**Time Frame:** Ongoing

**M-2.Q****Street Tree Streetscape Plan**

Explore the creation of a street tree streetscape plan. Consider the environmental benefits along with financial implication, priorities, logistics, and appropriate locations.

**Responsibility:** Public Works Department

**Time Frame:** Midterm



Source: Tahoe Daily Tribune.

*Convenient bike parking facilities encourage ridership.*

## Goal M-3: Transit

Promote a safe, attractive, equitable, and efficient local and regional transit system, including bus, van, shuttle/microtransit, and rail, to reduce congestion, improve quality of life, protect the human and natural environment, support economic vitality, and offer viable and competitive alternatives to the automobile. Integrate bicycle and pedestrian access into the system, including for the mobility impaired.

## Policies

### M-3.1

#### Transit Access

Require new development to incorporate features that accommodate and maximize transit access and use, including shelters, safe routes to transit stops, and Americans with Disabilities Act (ADA) improvements, and ensure that right-of-way for future transit (including school bus) access is reserved in plans for new growth areas.

### M-3.2

#### Transit for Vulnerable, Underserved, and Underrepresented Groups

Engage and incorporate the transit needs of children, seniors, disabled, low-income, vulnerable, and transit-dependent persons in making decisions regarding transit services and compliance with the ADA and Title VI of the Civil Rights Act.

### M-3.3

#### Multi-Modal Transfer Facilities

Encourage the development of facilities that accommodate and allow convenient transfers between different modes of transport, especially to provide connections to rail and local and regional bus service. Consider the need for bike racks and secure bike lockers in convenient locations.

### M-3.4

#### First-Last Mile Solutions

Prioritize capital improvements, transit services, and land use decisions that integrate first-last mile solutions that connect passengers to and between alternative transportation modes including rail, intercity bus service, biking, and walking.



Source: Eco Truckee.

*Amtrak provides rail service to Truckee.*

**M-3.5****Intelligent Transportation Systems**

Plan for the anticipated growth of shared and on-demand ride mobility services (e.g., transit, microtransit, ride-, car-, and bike-sharing, e-hailing). Install intelligent transportation system infrastructure to support traveler information such as real-time transit arrival technology, travel time information, and wayfinding.

**M-3.6****Transit Use and Transfers**

Work to increase ridership by maintaining a “fare-free” system, reducing headways from current one-hour headways, increasing service area coverage, and expanding route connections, including transfers between different modes of transport such as Reno/Tahoe International Airport, Truckee Tahoe Airport, bicycle, rail, and interregional bus service.

**M-3.7****Transit Signal Priority**

Increase the competitiveness and reliability of transit use with private automobiles and improve on-time performance through installation of transit signal priority technology. Work with Placer County and Caltrans to plan, design, and implement managed and/or dedicated transit lanes and “queue jumping” at strategic intersections and points of congestion.

**M-3.8****Bus Shelters and Passenger Amenities**

Design new ADA-accessible bus and van/shuttle stops and shelters and include bicycle racks and bicycle maintenance stations, lighting, and animal-resistant trash and recycling stations, to the maximum extent practicable. Incorporate security features and technology to ensure stops and shelters are safe, inviting and routinely accessible during operating hours for all services. Maximize opportunities to incorporate rider information and real-time transit vehicle location and estimated time of arrival information. *Given the success of microtransit, curbspace management should be considered and evaluated in commercial cores and along major corridors.*

**M-3.9****Low/No-Emissions Transit Fleets**

Work with local and regional special districts, agencies, community partners and businesses with large vehicle fleets to encourage conversion to low- and

zero-emissions vehicles such as electric or hybrid buses. In collaboration with electric utilities, explore using electric fleet batteries for back-up and supplemental energy.

**M-3.10****Low/No-Emissions Microtransit Vehicles to Complement Fixed-Route Transit**

Expand van, shuttle, on-demand ride, trip consolidation software, ridesharing, and other technologies emphasizing no- or low-emissions vehicles such as electric or hybrid to augment or complement fixed-route transit through microtransit services.

**M-3.11****Interregional Transit Services**

Collaborate and proactively plan with regional partners to expand the provision of interregional transit services to and from the Lake Tahoe Basin, summer and winter recreation destinations, public lands, and the Reno metro area, as funding permits.

**M-3.12****Rail Services**

Support and promote the use of passenger rail. Support regional efforts to provide enhanced commuter rail service to and from Truckee via Amtrak and the Capitol Corridor, including service timing and frequency that is convenient for commuters, and service that caters to weekend visitors.



Source: Tahoe Transportation District.

*TART provides transportation to winter recreation destinations.*

## Actions

### M-3.A

#### Short Range Transit Plan

Maintain, implement, and update the statutorily required Eastern Nevada County Short Range Transit Plan led by the Nevada County Transportation Commission (as the regional transportation planning agency).

**Responsibility:** Public Works Department

**Time Frame:** Short term

### M-3.B

#### Long Range Transit Plan

Maintain, implement, and update Truckee's Long Range Transit Plan that anticipates a series of improvements and expansion plans and capital facilities, including:

- ▶ reduced headways on all transit routes;
- ▶ connection points that consider all modes;
- ▶ expanded and enhanced dial-a-ride programs for on-call and ADA rides through better ride scheduling and booking technology; and
- ▶ new neighborhood connection routes in critical places such as Tahoe Donner, Prosser-Lakeview, Donner Lake and Glenshire, including bus shelters, local and regional mobility hub centers, and service expansion.

**Responsibility:** Public Works Department

**Time Frame:** Short term

### M-3.C

#### Develop New Funding Mechanisms for Transit Capital and Operations

Work with neighboring jurisdictions to develop funding mechanisms to maintain existing levels of service through available funding sources and to support future transit service expansion for Truckee's projected resident and visitor populations, consistent with the Short and Long Range Transit Plans. Evaluate the likelihood of developing a local "self-help" funding mechanism for consideration by Truckee voters.

**Responsibility:** Public Works Department

**Time Frame:** Ongoing



Source: Town of Truckee.

*Bicycle racks on TART buses support multi-modal users.*

### M-3.D

#### Grant Funding for Transit Services

Pursue all available sources of funding for capital and operating costs of transit services including but not limited to the Federal Transit Administration and the State of California. Consider ongoing funding through major developers such as the assessment districts formed for the Coldstream Specific Plan, Joerger Ranch Specific Plan, and Railyard Master Plan.

**Responsibility:** Public Works Department

**Time Frame:** Ongoing

**M-3.E****Placer County and Tahoe Truckee Unified School District Partnership**

Partner with Placer County and the Tahoe Truckee Unified School District, and coordinate with special districts to provide extensive outreach and education to local schools and explore opportunities to coordinate ridesharing and bell times with the regional network, continue a fare-free system, connect to after-school activities, and provide bike storage and safe routes to school to increase ridership and eliminate barriers to last-mile travel. Pursue opportunities for regional fleet electrification to support conversion and consistency in infrastructure.

| **Responsibility:** Public Works Department

| **Time Frame:** Short term

**M-3.F****Community Outreach and Marketing Campaign**

Work with Keep Truckee Green, local community organizations, Tahoe Truckee Area Regional Transit (TART), Truckee North Tahoe Transportation Management Association (TMA) and other partners to develop a community-led marketing campaign focused on increasing transit ridership and promoting the community benefits and equity considerations inherent in transit planning. Conduct community outreach to identify the largest barriers to increasing transit ridership and develop a strategy to remove these barriers.

| **Responsibility:** Climate Action Team

| **Time Frame:** Short term

**M-3.G****Town-Sponsored Transit Services**

Continue to fund existing Town-sponsored fare-free transit services such as fixed route, microtransit, seasonal Truckee shuttles, special events service, and low-cost dial-a-ride service. Transition to 100% fare-free system should a long term and sustainable funding source for ongoing operations be secured.

| **Responsibility:** Public Works Department

| **Time Frame:** Ongoing

**M-3.H****Continuation and Expansion of Transit Services**

Actively work with local and regional organizations and agencies to continue existing transit operations and implement expanded transit services within and to the town that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand, especially where affordable housing units are located. Continue to pursue the microtransit service model to improve efficiencies, reduce cost, and increase ridership in place of existing fixed-route and dial-a-ride services.

| **Responsibility:** Public Works Department

| **Time Frame:** Ongoing

**M-3.I****Bus Shelter Requirements**

Amend the Development Code to identify bus shelter requirements for new major developments. Require new bus shelters to be ADA accessible and include real time bus technology, bicycle racks, bicycle maintenance stations, lighting, and animal-resistant trash and recycling stations.

| **Responsibility:** Public Works Department

| **Time Frame:** Midterm



*Bus shelter improvements help to encourage ridership.*

**M-3.J****Real-Time Travel Technologies**

Work with TART to provide real time arrival technologies for transit riders and real travel time and road conditions information for the general public.

| **Responsibility:** Public Works Department

| **Time Frame:** Midterm

**M-3.K****First-Last Mile Gap Analysis**

Work with active transportation organizations and other stakeholders to conduct a first-last mile gap analysis for the town's transit system and identify key strategies to remove first-last mile issues for transit riders. Strategies could include increasing bike share, microtransit, and bike parking at transit stations; increasing vehicle parking at transit stops and neighborhood nodes; increasing signage and wayfinding; and increasing infrastructure for walking and biking (e.g., bike lanes, bike parking, sidewalks, crosswalks).

| **Responsibility:** Public Works Department

| **Time Frame:** Ongoing

**M-3.L****Ongoing Participation in Truckee North Tahoe Transportation Management Association**

Continue to support and provide funding to the Truckee North Tahoe Transportation Management Association (TMA).

| **Responsibility:** Public Works Department

| **Time Frame:** Ongoing

**M-3.M****Transportation Working Group**

Work with TART and the Truckee North Tahoe Transportation Management Association and relevant community organizations to

convene a working group similar to a social service transportation advisory council. This group would comprise representatives knowledgeable about the needs, including unmet transit needs, of senior, disabled, low-income, and transit-dependent persons. Integrate feedback and suggestions from the working group into future updates to the transit system and to Truckee's Long Range Transit Plan.

| **Responsibility:** Public Works Department

| **Time Frame:** Short term

**M-3.N****Pursue Broadband and Fiber Optic Conduit Options**

Explore the installation of broadband and fiber optic conduit to support real-time travel technologies.

| **Responsibility:** Public Works Department

| **Time Frame:** Midterm

**M-3.O****Low/No Emission Transit Fleet Transition Plan**

Develop a low/no emission transit fleet transition plan and that considers both rolling stock and infrastructure required to meet current and future transit demand and service plans in coordination with the Nevada County Transportation Commission. This will also require close coordination with both regional private and public transit providers to ensure integration and compatibility as well as emergency preparedness.

| **Responsibility:** Public Works Department

| **Time Frame:** Short term

**M-3.P****Transit Evacuation Guide**

Develop a guide for transit activity in the event of wildfire, flood or other emergency situations or events.

| **Responsibility:** Public Works Department

| **Time Frame:** Short term

## Goal M-4: Traffic Operations

Provide a safe, efficient, and well-designed roadway network and maintain acceptable traffic operations through application of vehicle miles traveled and level of service thresholds and by conditioning new development to make necessary improvements, including those for emergency access, and develop programs to address projected traffic levels.

### Policies

#### M-4.1

##### Complete Streets

Improve connectivity throughout the town's roadway and bike/pedestrian network by implementing Complete Streets concepts on roadway and streetscape improvements that promote equity among modes and meet the needs of all users, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, while minimizing environmental, historic/cultural, and residential neighborhood impacts.

#### M-4.2

##### Consideration of Climatic Conditions

Ensure that existing and future roadway, sidewalk, and bikeway standards, and the implementation of such standards, take Truckee's climatic and geographic conditions and resiliency (such as heavy snow fall and steep and varied terrain) into account as well as all users, including children, persons with disabilities, and seniors.

#### M-4.3

##### Roadway Classifications

Maintain a hierarchy of arterial, collector, and local roadways in Truckee by planning, designing, and regulating roadways in accordance with the functional classification system described in this element.

#### M-4.4

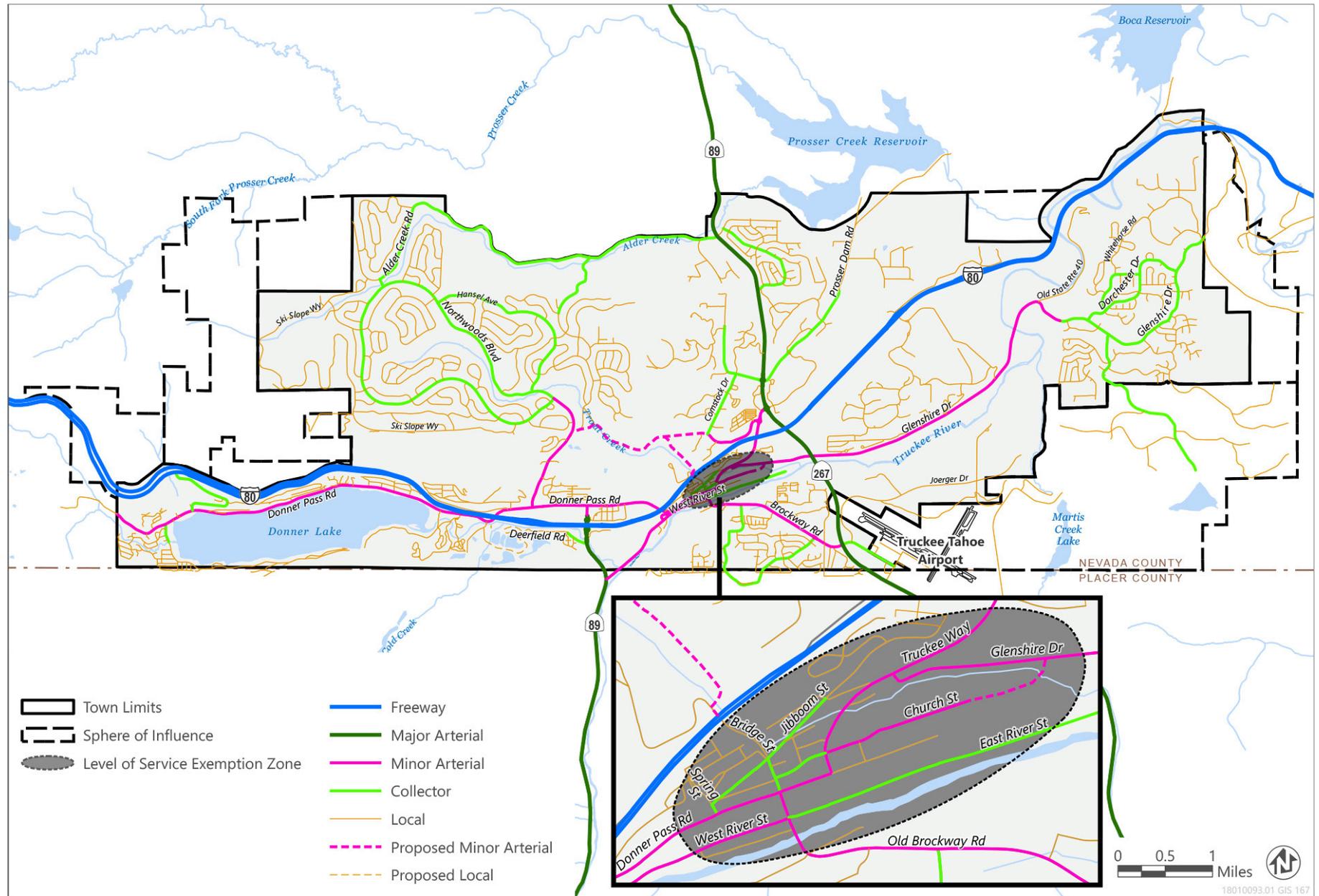
##### Level of Service

Establish and maintain the following summer weekday PM peak hour level of service (LOS) standards in the portions of the town that are outside of the Downtown area depicted in Figure M-6:

- ▶ LOS D or better on Donner Pass Road
- ▶ Total intersection LOS D or better for signalized intersections and roundabouts
- ▶ Individual turning movements at unsignalized intersections shall not be allowed to reach LOS F and to exceed a cumulative vehicle delay of four vehicle hours. Both of these conditions shall be met for traffic operations to be considered unacceptable.

Improvements are planned to the Bridge Street/Donner Pass Road, Bridge Street/West River Street/East River Street, and Glenshire Drive/Church Street intersections, in addition to the extension of Church Street, as shown in Figure M-1. Completion of these projects will improve circulation in Downtown Truckee but may result in level of service conditions less than LOS D. While the improvements in Figure M-1 have been determined to be necessary, no level of service standards shall apply to the roadways and intersections in the core Downtown area depicted in Figure M-6, including Bridge Street/Donner Pass Road, Bridge Street/River Street, Glenshire Drive/Truckee Way, Glenshire Drive/Church Street, and Donner Pass Road/Spring Street but excluding West River Street/McIver Crossing. And while level of service standards do not apply to these downtown intersections, reasonable efforts should be made to improve safety, traffic and transit operations and pedestrian and bicycle mobility whenever reasonable feasible.

Intersection improvements necessitated by new development shall not use two-way left-turn lanes as a way to meet LOS thresholds at unsignalized intersections. Instead, roundabout or other capacity-improving treatments should be prioritized.



Source: Data received from Town of Truckee in 2018; adapted by Ascent in 2022.

**Figure M-6: Level of Service Standard Exemption Zones**

**M-4.5****Traffic Impacts to Local Residential Roads**

Projects under the following thresholds would be considered to have minimal impact:

- ▶ Project does not increase traffic on local residential road by more than 2,000 average daily trips; or
- ▶ Project increases traffic on local residential road by more than 2,000 average daily trips, but the increase in average daily trips is less than 50 percent.

**M-4.6****Construction Traffic Impact Analysis**

Require the assessment of construction-related project impacts in traffic impact analyses, which assess and adequately mitigate the effect of construction traffic on the roadway network, as well as any potential disruption to or rerouting of traffic that might be needed during project construction. Special consideration should be given to projects that have the potential to negatively impact residential areas.

**M-4.7****Roadway Improvements**

Continue to implement improvements to the town's roadway network, as identified in the circulation diagram in Figure M-1 and in Table M-2 or the Traffic Impact Fee Program to ensure the access and mobility needs of existing and future residents and visitors can be adequately served.

**M-4.8****Improvements to Existing Roadways**

Improve existing roadways in Truckee to meet current Town design and engineering standards.

**M-4.9****Street Improvements for Development Projects**

Require projects to undertake needed roadway, transit, pedestrian, and bicycle facility improvements on public streets fronting or adjoining the development site as part of the project and to make available right-of-way needed for future cumulatively required roadway improvements.



Source: Town of Truckee.

*Roadway improvements are necessary to maintain traffic operations.*

**M-4.10****Curb Cuts**

Require that new development minimize the number of access points (driveway openings or other curb cuts) along arterial streets to minimize impacts on circulation flow and safety while providing for safe ingress and egress from a location. Seek opportunities to provide shared ingress/egress and consolidation of access points.

**M-4.11****Roadway Connectivity**

Encourage roadway connectivity, prohibit gates on new roadways or on new connections to existing roadways, encourage the elimination of existing gated roadways, and discourage culs-de-sac.

**M-4.12****Bike, Pedestrian, and Transit Networks**

Require transportation systems planned and constructed in conjunction with master planned developments and specific plans to provide links to the existing transportation network and offer opportunities for residents, employees, and those without vehicles to accomplish many of their trips by walking, bicycling, or using transit.

**M-4.13****Installation of Roundabouts**

Install roundabouts instead of new traffic signals or when conducting capacity-enhancing improvements to existing signalized intersections, including traffic signals on state highways, when roundabouts will achieve the same or better level of service as a traffic signal and where it is physically feasible to do so. Replace existing signalized intersections with roundabouts where roundabouts provide improved safety and similar or improved operations.

**M-4.14****Traffic Calming through Use of Roundabouts**

When traffic calming is desirable at unsignalized intersections, encourage roundabouts instead of multi-lane stop-controlled intersections or the addition of extra turn lanes when the roundabout will achieve the same or better level of service and where it is feasible to do so.

**M-4.15****Railroad Crossing Improvements**

Improve existing roadways and add new infrastructure to reduce delays from train traffic and to improve safety at railroad crossings.

**M-4.16****Railroad Undercrossing Alternatives**

Concurrent with the review of development in the Railyard east of the balloon track, require the Railyard developer to prepare a study to analyze alternatives for the construction of the eastern railroad undercrossing near the Railyard.



Source: Grant Kaye.

*Truckee's policies prioritize roundabouts over signalized intersections.*

**M-4.17****Interstate 80 Improvements**

Prior to widening or adding traffic lanes to Interstate 80, work with Caltrans to study and implement, if appropriate, other traffic and transportation measures and improvements which may reduce traffic volumes on Interstate 80 or improve traffic operations through ITS technologies or other transportation system management strategies. Evaluate the feasibility to develop a local traffic management center operated in coordination with the Caltrans Traffic Management Center.

## Actions

### M-4.A

#### Circulation Impact Analysis Criteria

Establish criteria and procedures for the preparation of circulation impact analyses for development projects, as well as applicable LOS standards and VMT thresholds by 2024. Review criteria and procedures every five years and modify as needed.

| **Responsibility:** Public Works Department

| **Time Frame:** Short term

### M-4.B

#### Circulation Improvement Time Frames

Determine, review, and update as needed the time frames for implementation of circulation improvements as listed in Table M-2 as well as upgrades to roadways that do not meet Town engineering standards and include the specific “triggers” that will initiate the need for a particular improvement. These timelines shall be considered as broad targets only and sufficiently flexible to accommodate changes in conditions.

| **Responsibility:** Public Works Department; Town Council

| **Time Frame:** Annually

### M-4.C

#### Capital Improvement Program Updates

Update the Capital Improvement Program (CIP) annually to include plans for improvements to be completed within the 5-year time frame of the CIP.

| **Responsibility:** Public Works Department

| **Time Frame:** Annually

### M-4.D

#### Future Right-of-Way Requirements

Update the Development Code to establish guidelines or requirements for new development that will secure needed right-of-way for future roadway improvements and transit operations.

| **Responsibility:** Community Development Department

| **Time Frame:** Short term

### M-4.E

#### Traffic Model Update

Update the Town’s traffic model by 2028 and every eight years thereafter to reflect changes in land use, local and regional traffic conditions, and the roadway network. As a result of the updated analysis, review timelines for completion of major circulation improvements and amend them as needed to address changing conditions.

| **Responsibility:** Community Development Department; Public Works Department

| **Time Frame:** Midterm

### M-4.F

#### Public Improvements and Engineering Standards

Amend the Public Improvements and Engineering Standards (PIES) to identify cross sections for all arterial and collector roads, including existing and future rights-of-way, paving widths, bus pullouts, sidewalk and bike lane locations, and edge treatments (transit stops, landscaping, lighting, etc.).

| **Responsibility:** Public Works Department

| **Time Frame:** Short term

**M-4.G****Study of Roundabout Replacement Suitability**

Conduct a study of existing signalized intersections in Truckee to determine which might be suitable for replacement with roundabouts and develop a prioritization and implementation program for their replacement. Criteria that should be used in considering replacement of existing signals with roundabouts include pedestrian access and safety, bicyclist and motorist safety, historic character, urban design goals for a corridor or neighborhood, costs, and construction feasibility. Work with Caltrans and Placer County to replace traffic signals along the SR 267 and SR 89 corridors with roundabouts as appropriate.

| **Responsibility:** Public Works Department

| **Time Frame:** Short term



Source: Town of Truckee.

*Roundabout replacement at previous intersection.*

## Goal M-5: Protect Resources and Neighborhood Character

Minimize the negative impacts of transportation and parking infrastructure on Truckee's community character, local neighborhoods, and the cultural and natural environment.

### Policies

#### M-5.1

##### Impacts to Water Quality and Significant Resources

Locate, construct, and maintain new roads and roadway improvements and expansions to prevent adverse impacts to water quality, biological, scenic, and historic resources.

#### M-5.2

##### Streetscape Quality Improvements

Use road and intersection improvement projects as an opportunity to improve the aesthetic quality of the area and create a "gateway experience." Such improvements could include sidewalk installations, landscaping (including street trees), art installations, wayfinding, medians, improved street lighting, colors for street lighting and signal poles that are appropriate to the surrounding site, roundabouts, or pavement treatments.

#### M-5.3

##### Street Lighting

When installing new road lighting or replacing existing lighting, fixtures that minimize energy use and light pollution without compromising public safety shall be used. Employ LED lighting and use of solar or other technologies to minimize greenhouse gas emissions with street lighting.

#### M-5.4

##### Parking Standards

To limit impact to existing neighborhoods and businesses, ensure that adequate parking is provided for commercial, office, residential, and other land uses in Truckee, while at the same time limiting excess off-street parking. Use shared parking solutions and adopt reduced parking

standards when new land uses can justify it to discourage automobile use.



Source: Town of Truckee.

*Streetscape improvements in Downtown Truckee.*

#### M-5.5

##### Parking Inventory

Consider ways to maximize existing and future parking inventory through wayfinding, real-time parking availability information, electronic payment applications and systems, and demand-based pricing.

**M-5.6****Roadway Widths**

Maintain roadways in Truckee at a maximum of two travel lanes, including State Route (SR) 267 between Interstate 80 and the Town boundary, except that additional lanes for purposes of provided transit or high-occupancy vehicle priority lanes would not be excluded. Exceptions to this policy include Interstate 80 and SR 89 South. In addition, maintain Donner Pass Road and Brockway Road as a three-lane cross section (two lanes of traffic with a left-turn lane).

**M-5.7****Dual Left-Turn Lanes**

Avoid intersection improvements that would include dual left-turn lanes.

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## Actions

**M-5.A****Streetscape Improvement Plans**

Complete the Envision DPR streetscape improvement design and implementation effort on Donner Pass Road from SR 89 to McIver Dairy and work toward advancing complete streetscape improvement plans along other key town roads such as Jibboom, Bridge, Church, and West River Streets in the Downtown.

| **Responsibility:** Public Works Department

| **Time Frame:** Midterm

**M-5.B****Evaluation of Parking Requirements**

Conduct an evaluation of parking requirements in the Development Code to ensure that excessive parking is not required, to address options for shared parking, unbundled parking, and other parking lot alternatives,

**M-5.8****Opposition to Development Necessitating Widening of SR 267**

Actively oppose development in the Planning Area, outside of the town boundaries, that would necessitate widening of SR 267 north of Brockway Road or south of Truckee Airport Road to four travel lanes with the exception of improvements to provide for transit or high-occupancy vehicle priority through the corridor.

**M-5.9****Limit Excessive Road and Trail Signage**

Limit installation of (and remove as appropriate) excessive and unnecessary roadway and trail signage to maintain small town character. Utilize materials and treatments such as colored poles and posts and painting of backs of signs to minimize visual impacts including reflectivity.

particularly in the Downtown and Gateway District, and to explore a residential parking permit program.

| **Responsibility:** Community Development Department; Public Works Department

| **Time Frame:** Midterm

**M-5.C****Street Light Replacement Program**

Create a street light replacement program to convert existing street lights and encourage other street light owners to do the same. Leverage opportunity to utilize new materials and treatments such as colored poles and posts and painting of backs of signs to minimize visual impacts including reflectivity.

| **Responsibility:** Community Development Department; Public Works Department

| **Time Frame:** Midterm

## Goal M-6: Provide Adequate Funding

Provide adequate funding for construction, improvement, and maintenance of existing and new roadways, transit capital and operations bikeways and pedestrian facilities, bridges, and various forms of transportation.

### Policies

#### M-6.1

##### Transportation Impact Fee

Charge a transportation impact fee that is set in direct proportion to the level of impact identified in a circulation (including traffic and safety) impact analysis, so as to ensure that the actual cost of improvements demanded individually or cumulatively by a project can be met. Such fees shall be applied to improvements needed to increase the capacity of the transportation system including:

- ▶ improvements listed in Table M-2;
- ▶ State Transportation Improvement Projects (STIP) projects identified in Caltrans' and the Nevada County Transportation Commission's Regional Transportation Plans;
- ▶ improvements such as widening of travel lanes to improve safety, meet Town engineering standards and to add local and regional transit facilities, Class II and III bike facilities, sidewalks, or other bike or pedestrian improvements; and
- ▶ other improvements identified by the Town needed to reduce delays and improve safety at railroad crossings and to increase the capacity of the transportation system, including those determined to be needed through updates to the Traffic Impact Fee Program and development of the Downtown Traffic Study.

#### M-6.2

##### Funding for Transportation Improvements

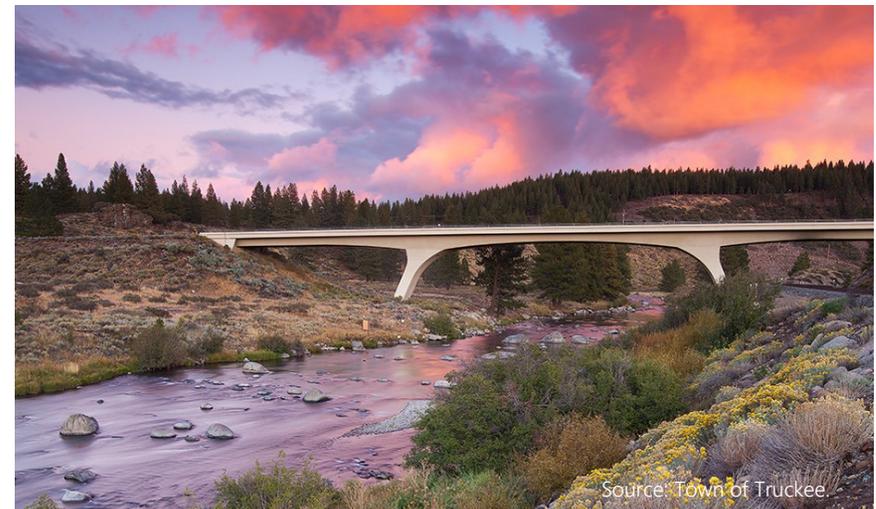
Pursue all appropriate federal, state, and local funding sources for transportation improvements as to plan, design, and implement a safe

and attractive transportation system that serves all modes and users equitably. Strive to secure financing in a timely manner for all components of the transportation system to achieve and maintain level of service and vehicle miles traveled standards.

#### M-6.3

##### Vehicle Miles Traveled Mitigation Fee

Develop a vehicle miles traveled mitigation fee program to mitigate vehicle miles traveled impacts associated with new development within the town boundaries.



Source: Town of Truckee

Recent improvements include the Glenshire Bridge.

## Actions

### M-6.A

#### Transportation and VMT Impact Fee Updates

Update the existing transportation impact fee and new VMT mitigation fee programs to conform to Policies M-6.1 and M-6.3. Update the program every five years to reflect future changes in land use, local and regional traffic conditions, and the roadway network.

| **Responsibility:** Public Works Department

| **Time Frame:** Midterm

### M-6.B

#### Funding for Transportation Improvements

Seek state and federal funding for all transportation modes (transit, roads, bikeways, pedestrian facilities) and adjust Capital Improvement Program lists, annual budget allocations, and staff assignments and allocations to reflect outside funding for projects and programs.

| **Responsibility:** Public Works Department

| **Time Frame:** Annually

### M-6.C

#### Funding For Transit Capital and Operations

Work with regional partners and the business community to evaluate the feasibility of establishing a “self-help” local funding mechanism to fund both transit capital costs to support existing and future transit levels of service.

| **Responsibility:** Public Works Department

| **Time Frame:** Short term



Source: Joanna Rutkowski, courtesy of Bike Truckee.

*Funding supports new bike infrastructure.*

## Goal M-7: Goods Movement

Enable the safe and efficient movement and distribution of goods throughout the town.

### Policies

#### M-7.1

##### Preferred Truck Traffic Routes

Discourage truck traffic through residential areas and the Downtown, and instead encourage trucks to use Interstate 80 and state highways for non-local deliveries. Evaluate opportunities to better utilize curbspace to define delivery locations and time periods.

#### M-7.2

##### Road User Charge

Support future regional road user fees to equitably and adequately mitigate transportation impacts.

#### M-7.3

##### Union Pacific Railroad Freight Service

Support continued freight service on the Union Pacific rail lines, and work with the Union Pacific Railroad to address community issues associated with railroad operations, such as minimizing traffic disruptions at the Bridge Street crossing, providing safe pedestrian crossings of the rail line, and working with Amtrak and Caltrans on the potential of accommodating future increased passenger service.

### Actions

#### M-7.A

##### Railroad Crossing Improvements

Complete the design and construction of street and intersection improvements at the Bridge Street/West and East River Streets/Donner Pass Road string of intersections to increase transportation network connectivity, pedestrian safety, increase train-road safety, reduce train noise, and improve Downtown aesthetics.

**Responsibility:** Public Works Department

**Time Frame:** Midterm



Goods are transported via the Union Pacific Railroad.

## Goal M-8: Regional Coordination

Encourage regional coordination to maximize the efficiency of regional transportation systems.

### Policies

#### M-8.1

##### Updates to the Regional Transportation Plan, including Active Transportation Plan

Continue to work with the Nevada County Transportation Commission in periodically reviewing and updating the Regional Transportation Plan (RTP), including the State Transportation Improvement Program, and Active Transportation Improvement Plan and to ensure the inclusion of Town projects and their implementation.

#### M-8.2

##### Regional Coordination on Transportation Planning and Analyses

Work with adjacent jurisdictions (Placer County, Nevada County, Washoe County, Tahoe Regional Planning Agency/Tahoe Metropolitan Planning Organization, etc.), Nevada Department of Transportation, Caltrans, and the Nevada County Transportation Commission to:

- ▶ share land use and transportation information and transportation modeling results;
- ▶ collectively consider the impacts of development outside the town limits on Truckee's transportation network (roadways, rail, trails, and transit);
- ▶ assess the impacts of development in Truckee on the regional transportation network;
- ▶ identify, fund, and construct the transportation system components necessary to proactively mitigate identified impacts;
- ▶ consider imposition of regional fees on new development to cover the fair share portion of the development's impacts on the local and regional transportation system;

- ▶ reduce vehicular travel demand and VMT; and
- ▶ Reduce greenhouse gas impacts from regional transportation systems and use.

#### M-8.3

##### Adequate Ground Transportation for the Airport

Work with the Truckee Tahoe Airport to provide for adequate ground access to the airport that also minimizes impacts to the surrounding roadway system by encouraging alternative modes such as bicycles and transit.



Source: Tahoe Truckee Airport.

*The Tahoe Truckee Airport provides aviation services to the community.*

## Actions

### M-8.A

#### Regional Transportation Plan

Coordinate with the Nevada County Transportation Commission to review, update, and implement the Regional Transportation Plan, including the Active Transportation Plan, by 2023 and every four years thereafter.

**Responsibility:** Public Works Department

**Time Frame:** Short term

### M-8.B

#### Coordination of Transit Programs

Work with adjacent jurisdictions to further coordinate transit services and programs to improve the local and regional Tahoe Truckee Area Regional Transit (TART) public transit program. Evaluate models to share resources and improve efficiencies including administration, maintenance, fueling infrastructure, and ITS hardware and software.

**Responsibility:** Public Works Department

**Time Frame:** Annually

### M-8.C

#### Roadway Improvements on SR 267

Work with Caltrans and Placer County for the coordinated funding and construction of improvements to SR 267 between Brockway Road/Soaring Way and Brockway Summit.

**Responsibility:** Public Works Department

**Time Frame:** Midterm

### M-8.D

#### Transit Prioritization along SR 89 and SR 267

Actively participate in regional discussions to implement physical and technological improvements as well as policies for transit prioritization and/or park-and-ride facilities along the SR 89 South and SR 267 corridors.

**Responsibility:** Public Works Department

**Time Frame:** Ongoing



Source: gribblenation.org.

*State Route 267 is a major arterial connecting Truckee to the Tahoe Basin.*

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