

TOWN OF TRUCKEE
2025 GENERAL PLAN EIR
 REPORT SUMMARY

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>Impact CIR-2: 2025 General Plan Circulation Element policy P2.2, concerning traffic impact analysis requirements, may result in some intersections operating, on a short-term basis, below an acceptable Level of Service. Under the policy, smaller individual developments for which no traffic analysis would be required might collectively cause unacceptable LOS. Although such projects would pay traffic mitigation fees under the Town's AB 1600 Fee Program, there may be a delay between approval of individual projects and the construction of improvements needed to address their individual or collective traffic impacts. Policy P2.2 would also permit approval of larger projects prior to the actual construction of improvements, provided that such improvements were identified in the Town's CIP.</p>	S	No mitigation is available for this impact.	SU
<p>Impact CIR-3: The 2025 General Plan would allow for the Bridge Street/River Street, Bridge Street/Donner Pass Road, and Donner Pass Road/Glenshire Drive intersections to operate below the established threshold of LOS E threshold for Downtown area intersection. Circulation Element Policy P2.3 would allow the Town to approve development that would contribute to these intersection failures, and to accept worse conditions at these intersections by allowing lesser improvements that only partially mitigate projected impacts, or not to mitigate those impacts at all.</p>	S	No mitigation is available for this impact	SU

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

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<p>Impact CIR-4: Full development of the Proposed Truckee General Plan is expected to add to year 2025 traffic volumes along I-80, which is expected to operate deficiently. This would be a significant cumulative impact.</p> <p>The buildout of the 2025 Truckee General Plan would result in a 17 percent increase in traffic volumes along I-80 to the west of the study area (400 two-way vehicle-trips during the PM peak hour) and 31 percent to the east of the study area (880 two-way vehicle-trips during the PM peak hour).</p> <p>There are currently no programmed improvements or funding for improvements to the mainline of I-80 and such improvements are not under control of the Town.</p>	S	No mitigation is available for this impact.	SU

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