

## 4.12 TRAFFIC AND CIRCULATION

This section summarizes the existing traffic, circulation and transportation conditions in the Town of Truckee, addressing vehicular traffic as well as parking transit, pedestrian and bicycle facilities, and aviation facilities, and provides an evaluation of the effects the 2025 General Plan would have on these conditions. The discussion in this section is organized by these various topics, with the existing setting, standards of significance, and environmental impacts discussed separately for each. The analysis that provides the basis for this section was prepared by LSC Transportation Consultants, Inc.

### A. *Traffic*

This section describes the existing setting for traffic and vehicular circulation in Truckee, and provides an analysis of the potential effects of the 2025 General Plan on those conditions.

#### 1. Existing Circulation System

The Town of Truckee is located in the Lake Tahoe region, along Interstate 80 approximately 90 miles northeast of Sacramento, California, and 34 miles west of Reno, Nevada. In addition to I-80, SR 89 and SR 267 are the two major regional routes serving Truckee. SR 89 travels approximately north-south through Truckee, connecting the Town with the communities of Sierraville and Quincy to the north, and to the west shore of Lake Tahoe to the south. SR 267 travels southeast from Truckee to intersect with the north shore of Lake Tahoe and SR 28. SR 28 is the major roadway serving Lake Tahoe's North Shore, linking Kings Beach with Incline Village, Nevada to the east and Tahoe Vista and Tahoe City to the west. Beyond these major regional facilities, a series of arterial, connector and local roadways constitute the roadway network in the traffic study area.<sup>1</sup> The major components of the roadway system in the Truckee area are described below.

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<sup>1</sup> The traffic study area includes the Town of Truckee, its proposed Sphere of Influence, and an area south of Truckee encompassing Martis Valley, Alpine Meadows and Squaw Valley ski resorts, and the entire area between SR 267 and SR 89 South

a. Existing Roadways

The following section describes the major roadways in the Study Area including their function, location and volumes in terms of Average Daily Total (ADT).<sup>2</sup> There are several different types of roadways serving the Town of Truckee roadways (non-State Highways or Interstate) as arterial, collector, or local roads. The roadway classification system is presented in Table 4-12.1. State highways serving Truckee are classified as either freeway or highway. The location of most of these routes and existing traffic volumes are shown in Figure 4.12-1.

i. *Town of Truckee Roadways*

I-80: I-80 passes directly through Truckee and provides interregional highway connections east to Reno, Nevada and beyond, and west to Sacramento, California and the San Francisco Bay Area. The section of I-80 within Truckee is currently a four-lane divided highway with limited truck climbing lanes, with speed limits posted at 65 mph. There are seven interchanges serving Truckee on I-80. The peak month Average Daily Traffic (ADT) along this roadway is between 25,000 and 39,000 vehicles per day.

SR 267: SR 267 is a two-lane highway running in a general northwest-southeast alignment between the I-80/SR 89 North/SR 267 interchange in Truckee and SR 28 in Kings Beach in Placer County. From the I-80/SR 89 North/SR 267 signalized intersection, the roadway heads south across the SR 267 Bypass, which was completed in November 2002. The Bypass provides a direct travel route for regional traffic to travel between the Martis Valley and the Tahoe Basin, which reduces the impact on downtown Truckee.

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to the north shore of Lake Tahoe. It is shown in Figure 4.12-6 at the end of this chapter.

<sup>2</sup> ADT is defined as the average two-way traffic volume per day, over the course of the peak month (which typically occurs in mid-summer).

TABLE 4-12.1 **ROADWAY CLASSIFICATION DEFINITIONS**

Roadway Type	Function and Design Factors	Access	Lanes
Freeway	Provides for inter-regional and intra-regional travel.	Access is limited and provided via interchanges.	2 to 6
Highway	State Highways serve long-distance and intra-regional trips	Should be limited to intersections with freeways and arterials; in rural areas, may have some access to parcels	2 to 6
Arterial	Provides moderate volume connections between activity centers and connections for collectors to freeway, highways and expressways	Can intersect with any facility, though access to local roads and driveways is generally minimized	2 to 4
Collector	Serves as low-volume connector between local streets and arterials; also provides access to parcels	Access is not restricted	2
Local	Provides access to parcels	Access is not restricted	2

Source: 1996 Town of Truckee General Plan

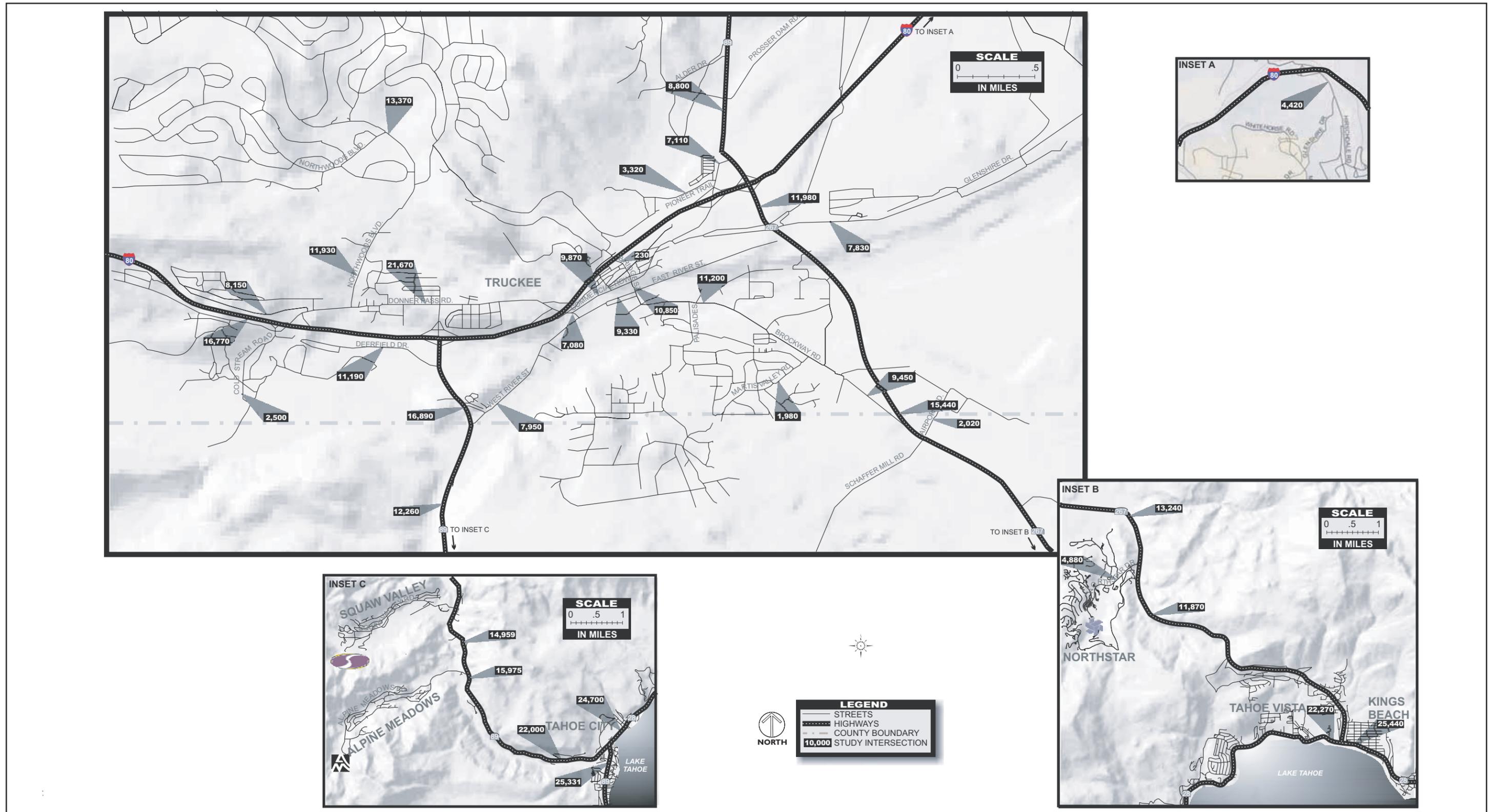
SR 267 is of local and regional significance, providing access to residential, industrial, commercial and recreational land uses. It serves as the major route between the I-80 corridor and North Lake Tahoe communities of Kings Beach and Incline Village, Nevada. It also serves as the sole existing access to the Northstar-at-Tahoe ski area and adjacent residential neighborhoods. The peak month ADT along this roadway is approximately 14,000 vehicles per day.

SR 89: SR 89 is one of three primary California routes that provide access to Lake Tahoe (the other two are SR 267 and US 50), providing access between Donner Pass Road in Truckee and Tahoe City. This two-lane portion of SR 89, known as the “South” segment, travels through the “mousehole,” a restricted narrow undercrossing of the Southern Pacific Railroad tracks, and

provides access to Squaw Valley and Alpine Meadows ski areas, as well as other residential, commercial and recreational land uses. From Tahoe City, SR 89 follows the West Shore of Lake Tahoe to South Lake Tahoe eventually connecting to US 395 near Topaz, Nevada. The peak summer ADT along the south segment of this roadway is 17,000 vehicles per day. The “North” segment of SR 89 begins at the I-80/SR 267/SR 89 North interchange on the east side of Truckee. SR 89 North is a rural two-lane highway connecting Truckee with Sierraville, Quincy, Mount Lassen National Park, and Mount Shasta to the north. The peak day ADT along this segment is approximately 9,000 vehicles per day.

Donner Pass Road: The east end of Donner Pass Road begins its intersection with SR 89 north and travels westward to Donner Lake, where it continues towards Soda Springs. This roadway provides a vital link for local circulation by providing access to historic Downtown Truckee, public and commercial uses in the Gateway area such as the Tahoe Forest Hospital, Gateway Commercial Center, and several school facilities, as well as Donner Lake State Park, and the Donner Lake residential area. This roadway provides a single through lane in each direction, with a continuous center left-turn lane along the segment between Levone Avenue and Northwoods Boulevard. The peak summer ADT along this roadway is approximately 22,000 vehicles per day.

Northwoods Boulevard: Northwoods Boulevard, a two-lane roadway that travels north-south, is accessed off Donner Pass Road. This roadway provides the main access into the Tahoe Donner subdivision, and to Tahoe Donner Alpine, Nordic and Equestrian centers, and Coyote Moon Golf Course. Northwoods Boulevard has a peak summer ADT of approximately 13,500 vehicles per day.



Source: Transportation Consultants, Inc.

FIGURE 4.12-1

**MAIN ROUTES AND AVERAGE DAILY TOTAL (ADT) TRAFFIC VOLUMES**

Back of Figure 4.12-1

Deerfield Drive: Deerfield Drive is a two-lane local roadway; it formerly connected Cold Stream Road and SR 89, but is now a cul-de-sac as a result of flooding that washed away a bridge and supporting fill. Near SR 89, Deerfield Drive serves commercial land uses, while farther west the lanes narrow slightly where it serves a residential neighborhood and the Boulders multi-family development. Travel speeds are approximately 25 miles per hour. The peak summer ADT along this roadway is approximately 11,000 vehicles per day.

West River Street: West River Street is a two-lane arterial roadway that connects SR 89 South eastward to Bridge Street in Downtown Truckee. It provides access to a number of industrial, commercial, and residential land uses located along the Truckee River. West River Street (along with the McIver Crossing underpass) provides a potential diversion route around the Bridge Street at-grade rail/highway crossing for traffic that would otherwise use Bridge Street. The peak summer ADT along this roadway is approximately 9,500 vehicles per day.

Glenshire Drive: Glenshire Drive is a two-lane roadway providing access between central Truckee, the Glenshire residential area, and Hirschdale Road to the east. This roadway also provides primary access to the Olympic Heights subdivision. It provides the only non-freeway access from Central Truckee to residential neighborhoods in the eastern part of the Town. The posted speed limit on this roadway from the Donner Pass Road intersection to the entrance to the Glenshire neighborhood is 45 miles per hour. The speed limit is 25 miles per hour on the remaining segment of Glenshire Drive to the east. The peak summer ADT along this roadway is approximately 8,000 vehicles per day.

Hirschdale Road: Hirschdale Road is a two-lane roadway that provides a connection from the Glenshire neighborhood to I-80. It also serves residences to the east of Glenshire. The peak summer ADT along this roadway is approximately 4,500 vehicles per day.

Bridge Street: This roadway is located in central Truckee. From the north, it travels from its I-80 undercrossing through the Commercial Row area and the at-grade crossing of the Union Pacific Railroad tracks. The roadway becomes Brockway Road at its intersection with River Street. The major intersections on this roadway are Donner Pass Road and West River Street. At the intersection with Donner Pass Road, the eastbound and westbound Donner Pass Road approaches, as well as the southbound Bridge Street approach, are controlled by stop signs. The peak summer ADT along this roadway is approximately 11,000 vehicles per day.

Brockway Road: Brockway Road travels from South River Street, through the Palisades Drive signal to its intersection with SR 267. A roundabout at the Martis Valley Road/Brockway Road intersection is currently being designed. The peak ADT along this roadway is approximately 9,000 vehicles per day. This roadway was formerly SR 267. However, with the completion of the SR 267 Bypass in November, 2002, ownership of the roadway was transferred to the Town of Truckee.

Pioneer Trail: This roadway begins at Donner Pass Road north of I-80 and continues in a westerly direction. It serves a mixture of residential, industrial and commercial uses. At its intersection with Donner Pass Road, Pioneer Trail is controlled by a stop sign. The Pioneer Trail Extension Project that would provide a connection between this roadway and Northwoods Boulevard in the Tahoe Donner development is currently undergoing environmental review. The peak summer ADT along this roadway is approximately 3,300 vehicles per day.

McIver Under Crossing: The McIver Under Crossing, a railroad underpass roadway, is a two-lane minor arterial roadway that connects Donner Pass Road near Downtown Truckee with West River Street. Its intersection with Donner Pass Road is controlled with a one-lane roundabout. The peak summer ADT along this roadway is approximately 15,500 vehicles per day.

Cold Stream Road – Cold Stream Road provides access to Donner Memorial State Park and several highway commercial and lodging facilities. It is located off Donner Pass Road, near the east end of Donner Lake. The peak summer ADT along this roadway is approximately 2,500 vehicles per day.

*ii. Other Roadways*

SR 28: SR 28 is the major roadway serving Lake Tahoe's North Shore, linking Kings Beach with Incline Village, Nevada to the east and Tahoe Vista and Tahoe City to the west. In the vicinity of its intersection with SR 267, SR 28 is a four-lane facility with two travel lanes in each direction. However, west of Tahoe Vista and east of the Kings Beach Commercial Core, SR 28 narrows to one lane in each direction. East of Kings Beach and west of Tahoe Vista, SR 28 is a two-lane facility. The posted speed limit on this segment of SR 28 is 30 miles per hour. The peak ADT along this segment is approximately 25,500 vehicles per day.

Northstar Drive: Northstar Drive provides access from SR 267 to the Northstar-At-Tahoe Ski Resort and associated residential and commercial areas. It is generally a two-lane configuration, with an eastbound left-turn lane at the stop-sign-controlled, T-intersection with SR 267. Additionally, a three-lane traffic control program conducted by Northstar-at-Tahoe in association with the California Highway Patrol is in place on peak days of winter traffic. Posted speeds are 35 miles per hour. Signalization of this intersection, which is currently in a design phase, is proposed as mitigation for traffic impacts associated with development of the Northstar Village project. The peak summer ADT along this roadway is approximately 5,000 vehicles per day.

Truckee Airport Road and Schaffer Mill Road: Truckee Airport Road is a two-lane roadway providing the main access to the Truckee-Tahoe Regional Airport, as well as to other industrial and commercial businesses on the northeast side of SR 267. While the intersection of Truckee Airport Road with Highway 267 is in Placer County, a portion of the roadway is in Nevada County. A center left-turn lane is provided along most of this roadway. Schaffer Mill Road (also two lanes) extends southwest from the same point on

SR 267, providing access to the Lahontan residential development and other parcels not currently developed in Placer County. The SR 267/Truckee Airport Road/Schaffer Mill Road intersection is controlled by a traffic signal. The peak summer ADT along both of these roadways is approximately 2,000 vehicles per day.

Squaw Valley Road: Squaw Valley Road is a local collector roadway which provides access from SR 89 westward to Olympic Valley and the Squaw Valley USA ski area. Squaw Valley Road consists of a two-lane cross section with four foot-wide striped bicycle lanes in each direction and roadway shoulders of 4 to 10 feet in width.

Alpine Meadows Road: Alpine Meadows Road runs from SR 89 on the east to its terminus at the Alpine Meadows Ski Area approximately 3 miles to the west. It provides access from SR 89 to the Alpine Meadows residential area. Alpine Meadows Road is generally two lanes in cross-section, and has a posted speed limit of 35 miles per hour.

*iii. Study Intersections*

The EIR traffic analysis examined operations at 30 study intersections, which were identified in consultation with the Town as the most important facilities in the context of the town-wide and area circulation network. 21 of these are located within the Town of Truckee, six are located in unincorporated portions of Placer County, and three are located within the Tahoe Basin area that is in Placer County but under the jurisdiction of the Tahoe Regional Planning Agency (TRPA).

The 29 study intersections are listed in Table 4.12-2, and are keyed to the locations shown in Figure 4.12-2.

**TOWN OF TRUCKEE**  
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TABLE 4.12-2 **STUDY INTERSECTIONS**

	<b>Intersection</b>	<b>Jurisdiction</b>	<b>Signalized/ Unsignalized</b>
1.	Donner Pass Road/Cold Stream Road/ I-80 Eastbound Ramps	Town of Truckee	Unsignalized
2.	Donner Pass Road/I-80 Westbound Ramps (Western Interchange)	Town of Truckee	Unsignalized
3.	Donner Pass Road/Northwoods Boulevard	Town of Truckee	Signalized
4.	SR 89 South/Donner Pass Road	Town of Truckee	Signalized
5.	SR 89 South/Deerfield Drive	Town of Truckee	Signalized
6.	SR 89 South/West River Street	Placer County	Signalized
7.	Donner Pass Road / I-80 Westbound Off Ramp (Central Interchange)	Town of Truckee	Unsignalized
8.	Donner Pass Road / I-80 Eastbound Off Ramp (Central Interchange)	Town of Truckee	Unsignalized
9.	West River Street/McIver Crossing	Town of Truckee	Unsignalized
10.	Donner Pass Road/Bridge Street	Town of Truckee	Unsignalized
11.	Bridge Street/West River Street	Town of Truckee	Unsignalized
12.	Brockway Road/Palisades Drive	Town of Truckee	Signalized
13.	Donner Pass Road/Glenshire Drive	Town of Truckee	Unsignalized
14.	Donner Pass Road/I-80 Eastbound Off Ramp (Eastern Interchange)	Town of Truckee	Unsignalized
15.	Donner Pass Road/I-80 Westbound On Ramp (Eastern Interchange)	Town of Truckee	Unsignalized
16.	Donner Pass Road/Pioneer Trail	Town of Truckee	Unsignalized
17.	Donner Pass Road/SR 89 North	Town of Truckee	Unsignalized
18.	SR 267/I-80 Eastbound Ramps	Town of Truckee	Signalized
19.	SR 267/I-80 Westbound Ramps	Town of Truckee	Signalized
20.	SR 267/Brockway Road	Town of Truckee	Signalized

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	<b>Intersection</b>	<b>Jurisdiction</b>	<b>Signalized/ Unsignalized</b>
21.	SR 267/Schaffer Mill Road/Airport Road	Placer County	Signalized
21 A.	Glenshire Drive/Martis Peak Road/Whitehorse Road	Town of Truckee	Unsignalized
22.	SR 267/Waddle Ranch Access	Placer County	Not Yet Built
23.	SR 267/Northstar Drive	Placer County	Unsignalized
24.	SR 267/Northstar Highlands Drive	Placer County	Not Yet Built
25.	SR 267/SR 28	Placer County/ Tahoe Regional Planning Agency	Signalized
26.	SR 89/Squaw Valley Road	Placer County	Signalized
27.	SR 89/Alpine Meadows Road	Placer County	Unsignalized
28.	SR 89 Fairway Drive	Tahoe Regional Planning Agency	Unsignalized
29.	SR 89/SR 28 “Wye”	Tahoe Regional Planning Agency	Signalized

Source: LSC Transportation Consultants, Inc.; 1996 Town of Truckee General Plan

*iv. Study Roadway Segments*

Table 4.12-3 identifies the 35 roadway segments that were examined in the traffic analysis. These segments were analyzed because they represent the major existing roadway components in the Town of Truckee and in the near vicinity. The roadway segment numbers shown in the left-hand column of Table 4.12-3 correspond to those illustrated on Figure 4.12-3. The table also identifies the agency that has jurisdiction over the roadway and the type of roadway it is. Table 4.12-1, above, provides a definition of the terms used in the classification column of this table.

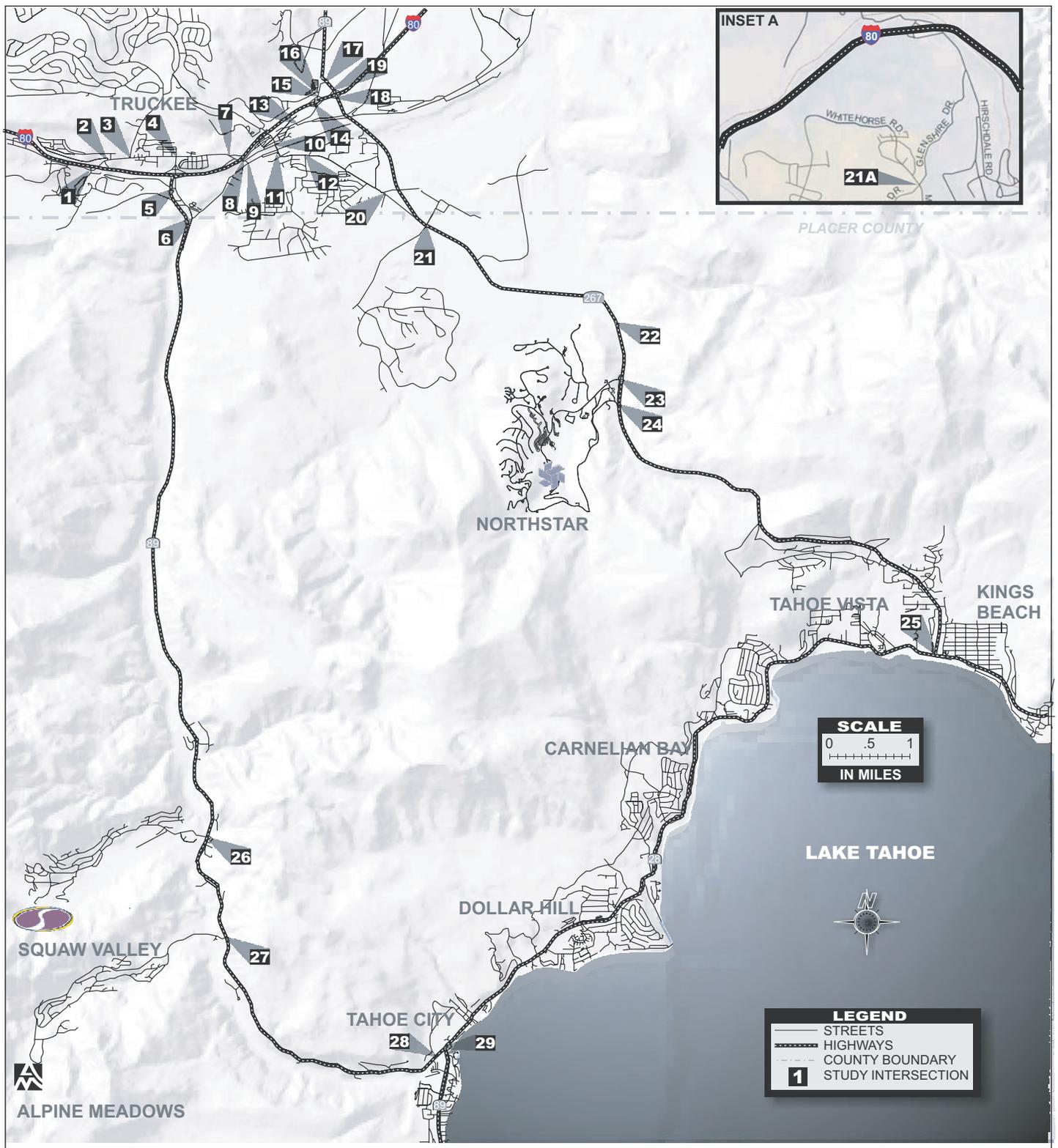


FIGURE 4.12-2

**STUDY INTERSECTIONS**

**TOWN OF TRUCKEE**  
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TABLE 4.12-3 **STUDY ROADWAY SEGMENTS**

	Roadway Segment	Jurisdiction	Classifica- tion <sup>(a)</sup>
1.	Donner Pass Road immediately west of Cold Stream Road	Town of Truckee	Arterial
2.	Northwood Boulevard immediately north of Donner Pass Road	Town of Truckee	Arterial
3.	Northwoods Boulevard immediately south of Northwoods Boulevard	Town of Truckee	Collector
4.	Donner Pass Road immediately west of SR 89 South	Town of Truckee	Arterial
5.	Deerfield Drive immediately west of SR 89 South	Town of Truckee	Arterial
6.	West River Street immediately east of SR 89 South	Town of Truckee	Arterial
7.	SR 89 South immediately south of West River Street	Town of Truckee/ Caltrans	Highway
8.	SR 89 South immediately north of West River Street	Town of Truckee/ Caltrans	Highway
9.	Donner Pass Road immediately west of the Central I-80 Interchange	Town of Truckee	Arterial
10.	McIver Undercrossing	Town of Truckee	Arterial
11.	Bridge Street under I-80	Town of Truckee	Local Road
12.	Donner Pass Road immediately west of Bridge Street	Town of Truckee	Arterial
13.	West River Street immediately west of Bridge Street	Town of Truckee	Arterial
14.	Bridge Street immediately south of Donner Pass Road	Town of Truckee	Arterial
15.	Brockway Road immediately east of Palisades Road	Town of Truckee	Arterial
16.	Glenshire Drive immediately east of Donner Pass Road	Town of Truckee	Arterial
17.	Hirschdale Road Drive immediately south of I-80.	Town of Truckee	Arterial
18.	Donner Pass Road immediately north of Pioneer Trail	Town of Truckee	Arterial

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Roadway Segment	Jurisdiction	Classification <sup>(a)</sup>
19. Pioneer Trail immediately west of Donner Pass Road	Town of Truckee/ Caltrans	Arterial
20. SR 89 North between Alder Drive and Donner Pass Road	Town of Truckee/ Caltrans	Highway
21. SR 267 immediately south of I-80	Town of Truckee/ Caltrans	Highway
22. SR 267 at the Truckee/Placer County line	Town of Truckee/ Placer County/ Caltrans	Highway
23. Brockway Road immediately west of SR 267	Town of Truckee	Arterial
24. Airport Road immediately east of SR 267	Placer County	Arterial
25. Schaffer Mill Road immediately west of SR 267	Placer County	Collector
26. SR 267 between Airport Road and Northstar Drive	Placer County/ Caltrans	Highway
27. Northstar Drive immediately west of SR 267	Placer County	Collector
28. SR 267 over Brockway Summit	Placer County/ Caltrans	Highway
29. SR 28 immediately west of SR 267	Placer County/ Caltrans	Highway
30. SR 28 immediately east of SR 267	Placer County/ Caltrans	Highway
31. SR 28 immediately east of SR 89	Placer County/ Caltrans	Highway
32. SR 89 immediately south of SR 28	Placer County/ Caltrans	Highway
33. SR 89 immediately west of SR 28	Placer County/ Caltrans	Highway
34. SR 89 immediately south of Alpine Meadows Road	Placer County/ Caltrans	Highway
35. SR 89 between Alpine Meadows Road and Squaw Valley Road	Placer County/ Caltrans	Highway

Source: LSC Transportation Consultants, Inc.; 1996 Town of Truckee General Plan.

<sup>(a)</sup> See Table 4.12-1 for roadway classification definitions.

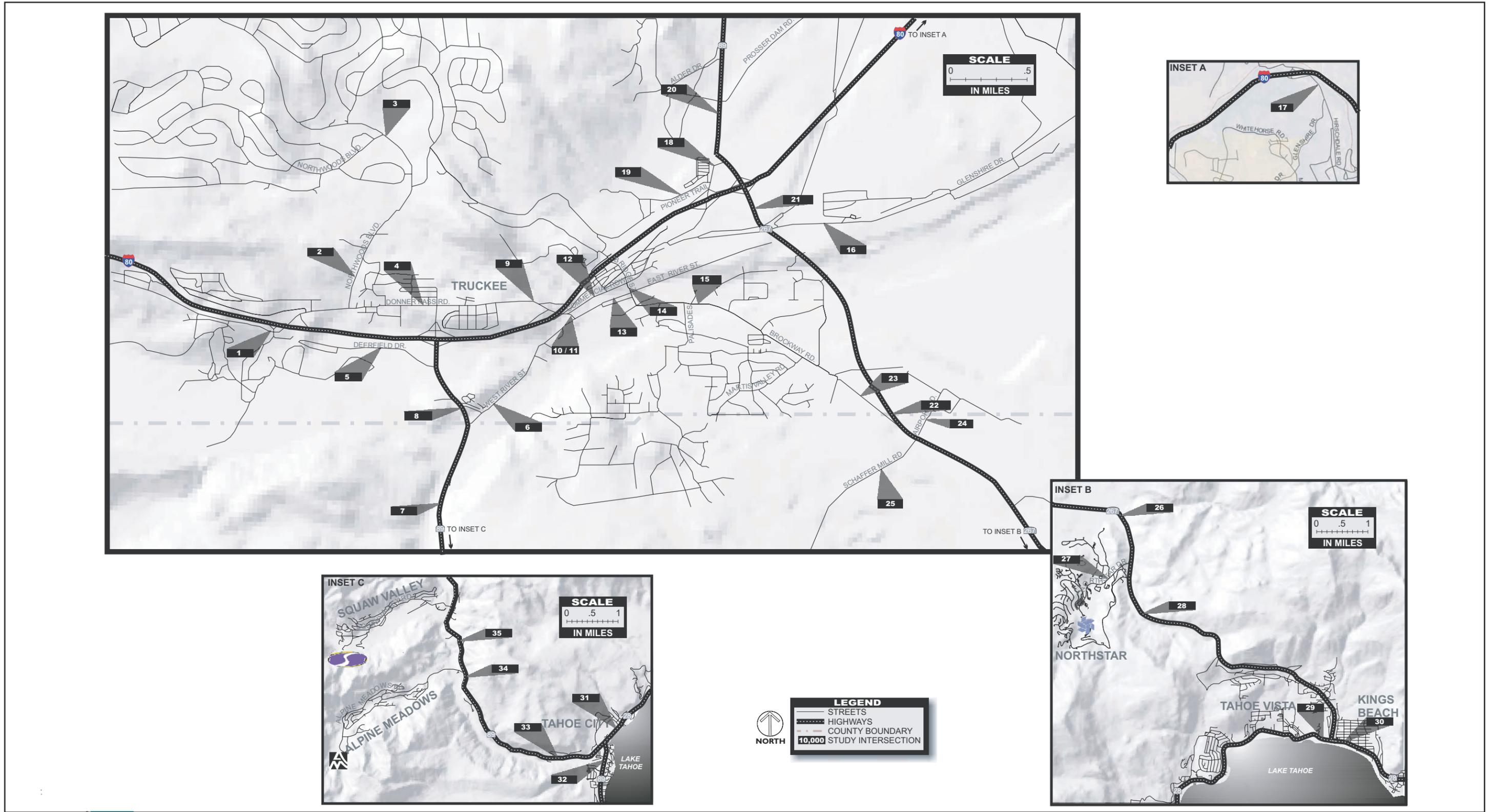
## 2. Regulatory Setting

### a. Level of Service Criteria

Existing and future traffic conditions are evaluated based on operational conditions along individual roadway segments, and at a series of study intersections. This analysis relies on the concept of “Level of Service” (LOS), a qualitative measure of traffic conditions, whereby a series of letter grades, “A” (no congestion) through “F” (where the system fails with gridlock or stop-and-go conditions prevailing) correspond to progressively worsening traffic conditions along a roadway or at intersection. Roadway LOS is based upon a comparison of the traffic volume along the roadway to the capacity of that roadway, whereas intersection LOS is based on the delay associated with vehicles making specific movements at an intersection.

In general, the various levels of service are defined as follows for uninterrupted flow facilities, such as roadways not controlled by signals or stop signs:

- ◆ **LOS A** represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
- ◆ **LOS B** is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.
- ◆ **LOS C** is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of



Source: Transportation Consultants, Inc.

FIGURE 4.12-3

**STUDY ROADWAY SEGMENTS**

Back of figure 4.12-3: Study Roadway Segments

the user. The general level of comfort and convenience declines noticeably at this level.

- ◆ **LOS D** represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow would generally cause operational problems at this level.
- ◆ **LOS E** represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream would cause breakdowns.
- ◆ **LOS F** is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount, which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. LOS F is used to describe the operating conditions within the queue as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow, which causes the queue to form, and LOS F is an appropriate designation for such points.

The Town of Truckee, Placer County, and the Tahoe Regional Planning Agency each set forth somewhat different LOS Standards for the roadways and/or intersections in the study area over which they have jurisdiction. These standards include the following:

*i. Town of Truckee*

As stated in the 1996 Truckee General Plan, the Town’s LOS standards are:

- ◆ “Maintain LOS D or better at weekday PM peak hour on arterial and collector road segments, and on primary through movements at intersections, in portions of the Town outside the Downtown Study Area.”
- ◆ “Maintain LOS E or better at weekday, PM peak hour on local, collector, and arterial road segments and on primary through movements at intersections within the Downtown Study Area.”

This policy is applied to unsignalized intersections as a whole, rather than on individual approaches or at turning movements. In addition, LOS is specifically considered for a summer peak weekday only.

*ii. Placer County*

Placer County’s LOS standard for roadways and intersections located within one-half mile of State routes is LOS D. The County’s standard for roadways and intersections located more than one-half mile from State routes is LOS C.<sup>3</sup> At unsignalized intersections, if worst movement LOS at an unsignalized intersection exceeds LOS standards, a “Peak-Hour” signal warrant analysis, consistent with the Manual of Uniform Traffic Control Devices,<sup>4</sup> is required. If the intersection attains minimum signal warrant volumes, mitigation is required. This is consistent with the methodologies applied to the Northside Draft EIR,<sup>5</sup> as well as other EIRs recently prepared in Placer County. The County’s LOS standard for SR 267 is LOS E.

The Martis Valley Community Plan’s LOS standards are consistent with the wider Placer County requirements.<sup>6</sup>

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<sup>3</sup> Placer County General Plan, Placer County, 1994.

<sup>4</sup> MUTCD, 2003.

<sup>5</sup> Placer County, *Northside Draft Environmental Impact Report*, prepared by Pacific Municipal Consultants, December 2005..

<sup>6</sup> *Martis Valley Community Plan*, Placer County, 2003.

iii. *Nevada County*

Nevada County's LOS standard is LOS C for roadway segments and intersections.<sup>7</sup>

iv. *Tahoe Regional Planning Agency*

Level of Service standards for the area within the jurisdiction of the Tahoe Regional Planning Agency (TRPA), which includes the SR 267/SR 28 intersection, are set forth in the *Regional Transportation Plan – Air Quality Plan (RTP-AQP)* for the Lake Tahoe Region.<sup>8</sup> LOS standards described in that document are as follows:

- ◆ LOS C on rural scenic/recreational roads.
- ◆ LOS D in rural developed areas.
- ◆ LOS D on urban roads.
- ◆ LOS D for signalized intersections.
- ◆ LOS E may be acceptable during peak periods not to exceed four hours per day.

Currently, TRPA does not have a specific adopted standard for unsignalized intersections. For roadway elements in the TRPA portion of Placer County, the Placer County LOS standards referenced above are applied.

b. *Town of Truckee Traffic Fee Program*

The Town of Truckee maintains a traffic fee program, *Assembly Bill 1600 (AB 1600) Traffic Fee Program*, which requires entities initiating new development within the Town to pay traffic impact fees.<sup>9</sup> The fees collected through this program, in addition to other funding sources, allow the Town to construct

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<sup>7</sup> *Nevada County General Plan*, Nevada County, 1995.

<sup>8</sup> Tahoe Regional Planning Agency, *Regional Transportation Plan – Air Quality Plan* 1995.

<sup>9</sup> Town of Truckee Traffic Impact Mitigation Fee, David Evans, May 17, 1999.

transportation facilities needed as a result of new development. The fee each development is required to pay is based upon a comparison between the vehicle miles traveled (VMT) it generates and the VMT generation of a single-family dwelling unit. The current fee per single-family dwelling unit is \$2,381.<sup>10</sup> The fee is due to the Town at the time of issuance of building permits.

The Town is currently updating their Traffic Impact Fee Program (TIFP) and Capital Improvement Program (CIP) project list to include the transportation improvement projects proposed in the 2025 General Plan and this EIR, as well as additional projects that have been identified as necessary through other studies completed in the area. However, the update to the TIFP and CIP is not yet finalized or adopted. The projects will be constructed as funding is available through traffic impact fees and other sources, and based upon the Town's prioritization of projects.

### **3. Existing Traffic Operations**

Although there is some level of congestion during weekday afternoon peak periods under existing conditions, all roads and intersections evaluated in the traffic study, with the exception of one, currently operate at acceptable Levels of Service. The roadway segment on SR 89 immediately south of SR 28 currently exceeds the LOS threshold of E, as it operates at LOS F. Several intersections are currently near capacity and there is limited potential for the Town's existing roadway network to accommodate increased traffic, especially those associated with significant new development.

#### **a. Existing Intersection Operations**

Intersection LOS conditions for the 30 study intersections were evaluated using the methodologies documented in the 2000 Highway Capacity Manual (HCM). Table 4.12-4 provides a summary of the existing LOS at each of the study intersections. As the table indicates, the Bridge Street/West River Street and the Donner Pass Road/SR 89 South intersections are both

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<sup>10</sup> Todd Landry, Town of Truckee Associate Engineer. Personal Communication with Becky Buchar, LSC Transportation Consultants, March, 2006.

TABLE 4.12-4 **EXISTING SUMMER PM PEAK-HOUR 2003 INTERSECTION LOS**

No.	Intersection	Relevant LOS Standard	Total Intersection LOS
1	Donner Pass Road/Cold Stream Road/I-80 Eastbound Ramps	D	B
2	Donner Pass Road/I-80 Westbound Ramps (Western Interchange)	D	A
3	Donner Pass Road/Northwoods Boulevard	D	B
4	SR 89 South/Donner Pass Road	D	D
5	SR 89 South/Deerfield Drive	D	B
6	SR 89 South/West River Street	D	B
7	Donner Pass Road/I-80 Westbound Off Ramp (Central Interchange)	D	A
8	Donner Pass Road/I-80 Eastbound Off Ramp (Central Interchange)	D	A
9	West River Street/McIver Crossing	D	C
10	Donner Pass Road/Bridge Street <sup>(a)</sup>	E	B
11	Bridge Street/West River Street	E	D
12	Brockway Road/Palisades Drive	E	C
13	Donner Pass Road/Glenshire Drive	E	A
14	Donner Pass Road/I-80 Eastbound Off Ramp (Eastern Interchange)	D	A
15	Donner Pass Road/I-80 Westbound On Ramp (Eastern Interchange)	D	A
16	Donner Pass Road/Pioneer Trail	D	A
17	Donner Pass Road/SR 89 North	D	A
18	SR 267/I-80 Westbound Ramps	D	B
19	SR 267/I-80 Eastbound Ramps	D	B
20	SR 267/Brockway Road	D	C

No.	Intersection	Relevant LOS Standard	Total Intersection LOS
21	SR 267/Schaffer Mill Road/Airport Road	D	B
21A	Glenshire Drive/Martis Peak Road/Whitehorse Road	D	A
23	SR 267/Northstar Drive	D	A
25	SR 267/SR 28	D	C
26	SR 89/Squaw Valley Road	E	B
27	SR 89/Alpine Meadows Road	E	A
28	SR 89/Fairway Drive	E	A
29	SR 89/SR 28 "Wye"	E	C

(a). LOS at all study intersections was evaluated using HCM 2000 methodologies except at the Bridge Street/Donner Pass Road intersection, which was analyzed using a specialized approach that included the use of adjusted gap acceptance factors determined through field delay measurements.

Source: LSC Transportation Consultants, Truckee General Plan Traffic Analyses, 2006.

approaching LOS E. All other study intersections are operating at LOS C or better.

b. Existing Roadway Segment Operations

This section describes the methodology used to determine roadway operations, based on a comparison of roadway capacity to actual traffic volumes, and the resultant determination of those operations for each study roadway segment.

i. *Roadway Capacity Standards*

Roadway capacity is evaluated in order to determine whether a specific roadway segment should be widened to accommodate existing or future traffic volumes. Different methodologies can be employed to determine capacity, but generally the calculation will incorporate a series of factors including roadway facility type, evaluation period, and LOS thresholds.

The Town of Truckee and Placer County have adopted different methodologies for determining roadway capacity: the Town of Truckee roadway capacity standards are based upon hourly traffic volumes while Placer County's roadway capacity standards are based upon daily traffic volumes. Accordingly, the methodologies used by the Town of Truckee and Placer County and the resulting capacities applicable to the 35 study roadway segments are described below. TRPA does not have adopted roadway volume thresholds, and so this analysis utilizes Placer County standards, as described below, to evaluate study roadways within the Tahoe Basin.

a) Town of Truckee Roadway Capacity Standards

The methodology used by the Town of Truckee to determine roadway capacity follows the guidance in the *Level of Service Criteria Study*,<sup>11</sup> completed for the Nevada County Transportation Commission in 2000. This document relies upon factors described in the 1997 HCM, published by the Transportation Research Board. Although the Nevada County Transportation Commission (NCTC) generally agrees with the approach and conclusions of this study, this document has not been formally adopted.<sup>12</sup>

Since publication of the *Level of Service Criteria Study*, a revised edition of the HCM has been published that updates the factors applied in the NCTC study. Application of HCM 2000 standards results in revised capacity standards for Truckee roadways in relation to those determined under HCM 1997. Since the *Level of Service Criteria Study* relied, at the time it was published, on the most up-to-date factors described in the HCM, these factors were updated in this study based on the more recent published standards. The estimated capacities of all roadway types in Truckee, based on HCM 2000 with an adjustment incorporated to reflect a more conservative estimate of capacity, are shown in Table 4.12-5.

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<sup>11</sup> PRISM Engineering, December 2000, for the Nevada County Transportation Commission.

<sup>12</sup> Martis Valley Community Plan EIR, Pacific Municipal Consultants, 2003.

In addition to the capacities identified in Table 4.12-5 for Highway, Arterial, Collector, and Local Roadway, a special capacity is identified for the “Commercial Row” segment of Donner Pass Road between Bridge Street and Spring Street. The special capacity reflects the special conditions present along this roadway, including the capacity reduction effects of the on-street angled parking and high levels of pedestrian crossing activity. It is estimated that these conditions result in a capacity along Commercial Row that is approximately 70 percent of the roadway capacity along the remainder of Donner Pass Road.

*b) Placer County Roadway Capacity Standards*

Capacity standards for roadway segments located within Placer County are based on criteria established in the Placer County General Plan. Study roadway segments within Placer County include the portion of SR 267 that is located south of Brockway Road and north of Northstar Drive, a two-lane highway and Northstar Drive, Airport Road, and Schaffer Mill Road, which are all arterial roadways.

Table 4.12-6 shows applicable standards for these two roadway types, as set forth in the *Placer County General Plan and Background Report*<sup>13</sup>. For arterial highways, the listed capacity reflects a two-lane rural facility, with flat terrain, operating at LOS E or better. In both cases, the figure reflects the number of daily vehicles per lane.

*ii. Seasonal Traffic Variations*

As a resort area, the traffic pattern on any roadway in or around the Town of Truckee can show considerable variation in hourly traffic volumes during various hours of the day, and throughout the year where the summer and winter recreational traffic results in peak-hour traffic volumes much higher than the hourly volumes observed during the spring and fall “shoulder” seasons. A key design decision in traffic analyses is determining which of these

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<sup>13</sup> Placer County, 1994.

**TABLE 4.12-5 TOWN OF TRUCKEE PEAK HOUR ROADWAY CAPACITY BY TYPE**

Roadway Type	Hourly Capacity per Lane per Direction	
	LOS D	LOS E
Highway	1,850	2,080
Arterial	1,420	1,600
Commercial Row	1,070	1,200
Collector	890	1,000
Local Road	500	530

Source: LSC Transportation Consultants, Inc.

**TABLE 4.12-6 PLACER COUNTY, AVERAGE DAILY ROADWAY CAPACITY BY TYPE**

Roadway Types	Roadway Capacity (Daily Vehicles per Lane,)
Highway	12,500
Arterial	8,100

Source: LSC Transportation Consultants, Inc.

hourly traffic volumes should be used as the basis for evaluating the performance of an existing facility and the design necessary to facilitate desired traffic conditions. While it would be excessive to predicate the design of roadways or intersections on the maximum peak-hour traffic that occurs during a year, the use of average hourly traffic volumes would result in inadequate design capacity. Therefore, it is necessary to develop a design period which appro-

propriately represents the upper limit of traffic volumes that are desired to be accommodated by roadways and intersections.

As a basis for the 2025 General Plan traffic study, an extensive series of traffic counts were conducted in the summer of 2003. To reflect a consistent design period, these counts were adjusted to correct for variation in increased traffic levels over the summer, as well as the effects of construction roadway closures.

Consistent with Town policy, this EIR traffic analysis uses as its design volume the 10th highest summer PM peak-hour weekday design volumes, which do not include school traffic. In Truckee, analysis of existing traffic conditions has found the peak hour condition to occur on a summer weekday between 4:00 p.m. and 6:00 p.m.

*iii. Existing Roadway Segment Operations*

Existing roadway segment operations were analyzed based on traffic counts made at locations on major roads in the Town of Truckee and in portions of the study area outside the town. The study focused on roads that already carry major traffic volumes and that are expected to carry high traffic volumes in the future. The location of these roadway segments is shown in Figure 4.12-3. The majority of traffic counts were conducted in the Summer of 2003, but some data was taken from other recent traffic studies prepared before that date.

Table 4.12-7 shows summer weekday PM peak-hour and ADT volumes for each study roadway segment. The applicable roadway capacity thresholds are

TABLE 4.12-7 **EXISTING 2003 SUMMER WEDDAY PM PEAK-HOUR AND ADT TRAFFIC VOLUMES**

Roadway Segment	LOS Threshold <sup>a</sup>	Peak-Hour Two-Way Volume <sup>b</sup>	Peak-Hour Peak-Direction Volume <sup>c</sup>	ADT Factor <sup>d</sup>	ADT <sup>e</sup>	Maximum Allowable Peak-Hour Volume per Lane to Obtain LOS Threshold <sup>f</sup>	Maximum Allowable Two-Way ADT to Obtain LOS Threshold <sup>g</sup>	LOS Threshold <sup>h</sup> Exceeded <sup>h</sup>
1. Donner Pass Road immediately west of Cold Stream Road	D	712	360	11.45	8,150	1,420	NA	No
2. Northwood Boulevard immediately north of Donner Pass Road	D	958	492	12.45	11,930	890	NA	No
3. Northwoods Boulevard immediately south of Northwoods Boulevard	D	1,074	579	12.45	13,370	890	NA	No
4. Donner Pass Road immediately west of SR 89 South	D	1,893	986	11.45	21,670	1,420	NA	No
5. Deerfield Drive immediately west of SR 89 South	D	977	547	11.45	11,190	1,420	NA	No
6. West River Street immediately east of SR 89 South	D	694	395	11.45	7,950	1,420	NA	No
7. SR 89 South immediately south of West River Street	D	1,219	617	11.48	13,990	1,850	NA	No
8. SR 89 South immediately north of West River Street	D	1,435	758	11.77	16,890	1,850	NA	No
9. Donner Pass Road immediately west of the Central I-80 Interchange	D	1,465	789	11.45	16,770	1,420	NA	No
10. McIver Undercrossing	E	618	355	11.45	7,080	1,600	NA	No
11. Bridge Street under I-80	E	20	10	11.45	230	530	NA	No
12. Donner Pass Road immediately west of Bridge Street	E	862	468	11.45	9,870	1,600	NA	No
13. West River Street immediately west of Bridge Street	E	815	449	11.45	9,330	1,600	NA	No
14. Bridge Street immediately south of Donner Pass Road	E	923	490	11.76	10,850	1,600	NA	No
15. Brockway Road immediately east of Palisades Road	D	952	482	11.76	11,200	1,420	NA	No

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Roadway Segment	LOS Threshold <sup>a</sup>	Peak-Hour Two-Way Volume <sup>b</sup>	Peak-Hour Peak-Direction Volume <sup>c</sup>	ADT Factor <sup>d</sup>	ADT <sup>e</sup>	Maximum Allowable Peak-Hour Volume per Lane to Obtain LOS Threshold <sup>f</sup>	Maximum Allowable Two-Way ADT to Obtain LOS Threshold <sup>g</sup>	LOS Threshold <sup>h</sup> Exceeded <sup>ph</sup>
16. Glenshire Drive immediately east of Donner Pass Road	E	743	430	10.54	7,830	1,000	NA	No
17. Hirschdale Road Drive immediately south of I-80	C	415	286	10.65	4,420	1,240	NA	No
18. Donner Pass Road immediately north of Pioneer Trail	D	621	369	11.45	7,110	1,420	NA	No
19. Pioneer Trail immediately west of Donner Pass Road	D	290	145	11.45	3,320	890	NA	No
20. SR 89 North between Alder Drive and Donner Pass Road	D	979	507	8.99	8,800	1,850	NA	No
21. SR 267 immediately south of I-80	D	1,014	564	11.81	11,980	1,850	NA	No
22. SR 267 at the Truckee/Placer County line	D	1,307	688	11.81	15,440	1,850	25,000	No
23. Brockway Road immediately west of SR 267	D	825	423	11.45	9,450	1,420	NA	No
24. Airport Road immediately east of SR 267	D	249	149	8.1	2,020	NA	16,200	No
25. Schaffer Mill Road immediately west of SR 267	D	165	122	12.0	1,980	NA	16,200	No
26. SR 267 between Airport Road and Northstar Drive	E	1,121	590	11.81	13,240	NA	25,000	No
27. Northstar Drive immediately west of SR 267	D	332	208	14.71	4,880	NA	16,200	No
28. SR 267 over Brockway Summit	E	1,005	574	11.81	11,870	NA	21,000	No
29. SR 28 immediately west of SR 267	E	2,017	1,057	11.04	22,270	NA	50,000	No
30. SR 28 immediately east of SR 267	E	2,304	1,182	11.04	25,440	NA	50,000	No
31. SR 28 immediately east of SR 89	E	1,491	959	16.57	24,700	NA	25,000	No
32. SR 89 immediately south of SR 28	E	2,224	1,142	11.39	25,330	NA	25,000	Yes

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Roadway Segment	LOS Threshold <sup>a</sup>	Peak-Hour Two-Way Volume <sup>b</sup>	Peak-Hour Peak-Direction Volume <sup>c</sup>	ADT Factor <sup>d</sup>	ADT <sup>e</sup>	Maximum Allowable Peak-Hour Volume per Lane to Obtain LOS Threshold <sup>f</sup>	Maximum Allowable Two-Way ADT to Obtain LOS Threshold <sup>g</sup>	LOS Threshold <sup>h</sup> Exceeded <sup>h</sup>
33. SR 89 immediately west of SR 28	E	1,931	1,074	11.39	22,000	NA	25,000	No
34. SR 89 immediately south of Alpine Meadows Road	E	1,588	818	10.06	15,980	NA	25,000	No
35. SR 89 between Alpine Meadows Road and Squaw Valley Road	E	1,487	830	10.06	14,960	NA	25,000	No

Notes: NA = Not Applicable

Peak Hour = Through analysis of existing traffic conditions the peak hour condition in Truckee occurs on a summer weekday between 4:00 p.m. and 6:00 p.m.

<sup>a</sup> For roadways and intersections, any LOS below this is deemed to be unacceptable.

<sup>b</sup> The two-way volume of traffic counted during the peak PM hour.

<sup>c</sup> The one-way volume of traffic counted in the peak direction during the PM peak hour.

<sup>d</sup> A factor that was applied to peak hour volumes to estimate the ADT. This factor was determined by reviewing daily traffic count data along various roadways in the Town of Truckee and in portions of the traffic study area located in Martis Valley. In the case that ADT and peak-hour data was not available for a specific roadway, the ADT factor of a roadway with similar characteristics was applied.

<sup>e</sup> The average volume of traffic counted for a 24-hour period rather than the peak hour, which was estimated by applying a factor to the peak-hour volume recorded in Summer 2003.

<sup>f</sup> If this volume is exceeded in either lane during the peak hour, the acceptable LOS threshold would be exceeded.

<sup>g</sup> If the ADT is exceeded, the acceptable LOS threshold would be exceeded.

<sup>h</sup> Whether or not the LOS threshold would be exceeded.

Source: LSC Transportation Consultants, Inc.

also listed, reflecting the fact that a peak-hour peak-direction standard is applied in Truckee, while an average daily total (ADT) volume standard is applied in Placer County. The table also includes a determination of whether the applicable LOS threshold is being exceeded based on a volume/capacity comparison.

As shown in Table 4.12-7, the highest traffic volumes were observed along SR 28 and SR 89. The volume/capacity ratio is highest for Donner Pass Road west of SR 89 (at 70 percent), while the only other roadway segments for which volume exceeds 50 percent of capacity is Donner Pass Road west of the Central Truckee/SR 89 interchange on either side of West River Street. Considering the daily volumes versus capacity (per the Placer County standards), SR 267 volumes exceed more than 50 percent of capacity from the Truckee town boundary to Brockway Summit.

The ADT along each study roadway segment was estimated by applying a factor to the peak-hour volume recorded in the Summer of 2003 for each roadway. This factor was determined by reviewing daily traffic count data along various roadways in the Town of Truckee and in portions of the traffic study area located in Martis Valley. In the case that ADT and peak-hour data was not available for a specific roadway, the ADT factor of a roadway with similar characteristics was applied.

#### **4. Standards of Significance**

CEQA Guidelines generally state that a project will be expected to result in a significant traffic impact if it causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. For the purpose of this EIR, the 2025 General Plan would have a significant impact with regards to traffic if:

- ◆ Implementation of the proposed project, either to an existing no-project or future no-project conditions, would result in exceedance of an established level of service standard. The LOS thresholds applicable to each intersection and roadway segment analyzed in this report are summarized in Table 4.12-8. In most cases, LOS thresholds are determined based on

adopted plans and policy documents. Where no appropriate adopted threshold exists, thresholds shown in the table were determined based on the transportation consultant's professional experience, in consultation with the Town of Truckee.

- ◆ For intersections or roadway segments operating at unsatisfactory levels under existing conditions, implementation of the project would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. A substantial increase is defined as follows:
  - a. Within the Town of Truckee: Any increase in traffic.
  - b. Within TRPA jurisdiction: At unsignalized intersections an increase in movement delay of 10 seconds or more, when the resulting delay equals or exceeds 90 seconds. Where the calculated delay exceeds 180 seconds, a one percent increase in total intersection approach volume is considered to be *significant*.<sup>14</sup>
  - c. Within Placer County outside of TRPA jurisdiction: Any increase in traffic along roadways or through intersections operating below Placer County standards of LOS E on State Routes, LOS D for roadways and intersections located within ½-mile of State Routes, and LOS C for roadways and intersection located more than ½-mile from State routes.

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<sup>14</sup> Methodologies available to analyze delay, as presented in the Highway Capacity Manual, are not considered to be accurate for conditions exceeding 180 seconds of delay.

TABLE 4.12-8 EIR LEVEL OF SERVICE STANDARDS

Roadway Element	Relevant LOS Standard	Source	Notes
<b>INTERSECTIONS</b>			
Intersections within Town of Truckee and Outside Downtown Study Area	D	Town of Truckee 2025 General Plan	Applies to total intersection delay.
Intersections within Town of Truckee and Inside Downtown Study Area	E	Town of Truckee 2025 General Plan	Applies to total intersection delay.
Intersections within Placer County outside of TRPA along State Highways	E	Placer County Regional Transportation Congestion Management Plan	If worst movement LOS at an unsignalized intersection in Placer County is equal to LOS F a signal warrant analysis is used to determine if mitigation is required.
Intersections within Placer County and 1/2-mile of a State Highway outside of TRPA	D	Placer County General Plan	If worst movement LOS at an unsignalized intersection in Placer County is equal to LOS F a signal warrant analysis is used to determine if mitigation is required.
Intersections within Placer County more than 1/2-mile from a Highway outside of TRPA	C	Placer County General Plan	If worst movement LOS at an unsignalized intersection in Placer County is equal to LOS F a signal warrant analysis is used to determine if mitigation is required.
Signalized Intersections within the Tahoe Basin	D	TRPA RTP-AQP	Up to 4 hours per day of LOS E may be acceptable.
Unsignalized Intersections within the Tahoe Basin	No Current Standard	--	--
Intersections within Community Regions in Nevada County	D	Nevada County General Plan	As Nevada County does not specify whether LOS thresholds apply to total intersection or worst approach LOS, the thresholds are conservatively assumed to apply to worst approach LOS.
Intersections within Community Regions with Existing LOS Less than D	Existing LOS	Nevada County General Plan	--

Roadway Element	Relevant LOS Standard	Source	Notes
Intersections Outside Community Regions in Nevada County			
<b>ROADWAYS</b>			
Highways within the Town of Truckee	D	Town of Truckee General Plan and NCTC Level of Service Criteria Study	Capacity of 1,890 peak-hour vehicles per hour per lane.
Minor Arterials within the Town of Truckee Outside Downtown Study Area	D	LSC Transportation Consultants	Capacity of 1,420 peak-hour vehicles per hour per lane.
Minor Arterials within the Town of Truckee In the Downtown Study Area	E	LSC Transportation Consultants	Capacity of 1,600 peak-hour vehicles per hour per lane.
Highways within Placer County outside of TRPA	E	Placer County Regional Transportation Congestion Management	Capacity of 12,500 ADT per lane for level terrain and 10,500 ADT per land for rolling terrain.
Arterials within Placer County outside of TRPA	C or LOS D if within ½-mile of a highway	Placer County Regional Transportation Congestion Management Plan	Capacity of 8,100 ADT per lane for LOS D and 7,200 per lane for LOS C.
Roadways within unincorporated rural regions in Nevada County	C	Nevada County General Plan	--
Source: Town of Truckee General Plan, Placer County Regional Transportation Congestion Management Plan, Placer County General Plan, TRPA RTP-AQP, Nevada County General Plan, Town of Truckee General Plan and NCTC Level of Service Criteria Study, and LSC.			

- ◆ Where an intersection or roadway segment is forecast to operate at unsatisfactory levels under future no-project conditions, implementation of the project would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system, defined as follows:
  - a. Within the Town of Truckee: Any increase in traffic along roadways or through intersections operating below standards.
  - b. Within TRPA jurisdiction: At unsignalized intersections an increase in movement delay of 10 seconds or more, when the resulting delay equals or exceeds 90 seconds. For conditions where the calculated delay exceeds 180 seconds, a one percent increase in total intersection approach volume is considered to be *significant*.<sup>15</sup>
  - c. Within Placer County outside of TRPA jurisdiction: Any increase in traffic along roadways or through intersections operating below Placer County standards of LOS D for roadways and intersections located within ½-mile of State Routes, and LOS C for roadways and intersection located more than ½-mile from State routes.
- ◆ Implementation of the proposed project would conflict with related goals, objectives, and policies of the Town of Truckee General Plan, Nevada County General Plan, Placer County General Plan, RTP-AQP for the Lake Tahoe Region, or the 2003 Martis Valley Community Plan Update.
- ◆ Project implementation would exacerbate an identified traffic safety deficiency or would not meet established safety-related standards.

## 5. Impact Discussion

This section analyzes the impacts of the proposed Truckee General Plan on roadway and intersection operations in and around the Town of Truckee.

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<sup>15</sup> Methodologies available to analyze delay, as presented in the Highway Capacity Manual, are not considered to be accurate for conditions exceeding 180 seconds of delay

The traffic analysis assumes the buildout of the 2025 General Plan and the recently-adopted Martis Valley Community Plan. The Martis Valley Community Plan was included in the model because the land uses within the Martis Valley Plan area significantly impact the travel patterns in the Town of Truckee. This is particularly true as the Martis Valley Community Plan primarily contains residential uses that will likely rely on the Town of Truckee for many services.<sup>16</sup>

a. Level of Service

The 2025 General Plan was evaluated to quantify the projected traffic that would be generated under its buildout. A detailed breakdown of land uses assumed for the buildout of the existing 1996 General Plan and the proposed 2025 General Plan may be found in Appendix A; however the assumptions of the proposed 2025 General Plan are summarized below:

- ◆ The buildout of the Proposed General Plan includes 18,937<sup>17</sup> primary dwelling units. This represents an approximately 76 percent increase in residential uses compared to the 2003 condition.<sup>18</sup>

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<sup>16</sup> LSC Transportation Consultants, April 2006.

<sup>17</sup> This reflects 19,067 units calculated in the original traffic buildout estimates, with an adjustment of 130 fewer units as a result of minor adjustments made to land use designations after development of the traffic modeling. As noted below, these changes were determined to have no bearing on the findings or conclusions of the analysis.

<sup>18</sup> It should be noted that the total number of buildout residential units summarized in Appendix A only reflects primary dwelling units. In the traffic modeling, second dwelling units were accounted for through the application of a modified trip generation rate for single family residential development that accounts for a proportion of those units having associated second units. The proportion assumed in the traffic modeling was based on the estimated proportion of second units that exists in Truckee today, which is lower than the 20 percent of new second units that are assumed to be associated with new development for residential buildout used in other analysis in this EIR. However, as summarized in a memorandum dated April 18, 2006 from LSC Transportation Consultants to the Town, (included in Appendix A), the additional units that would occur with an assumed 20 percent rate for second units were determined not have any effect on the conclusions of the traffic analysis.

- ◆ The buildout of the 2025 General Plan includes 1,994,000 square feet of highway and general commercial land uses, which represents a 112 percent increase in commercial uses compared to the 2003 condition.
- ◆ The buildout of the 2025 General Plan includes 952,000 square feet of office land uses, which represents a 90 percent increase in office uses compared to the 2003 condition.
- ◆ The buildout of the 2025 General Plan generates 29,747 PM peak-hour trips, which represents a 103 percent increase in trips compared to the 2003 condition. However, this would be 693 trips fewer than are projected under buildout of the 1996 General Plan.

Following completion of the traffic analysis, some minor changes were made to the land use designations upon which the traffic model run was based. The Town, in coordination with the project traffic consultant, determined that the changes were minor and did not warrant a new model run or affect the conclusions of the traffic analysis. Additional information on the changes that occurred to the initial set of land use designations is provided in Appendix A.

In the traffic analysis, traffic volume estimates for the buildout year were analyzed to identify the impact that they would have on roadway and intersection LOS. The general conclusion of the analysis was that future conditions under the Proposed 2025 General Plan Update could cause roadway segments and intersections in Truckee, Martis Valley, and unincorporated Placer County to fall below LOS standards.

Level of Service thresholds would be exceeded at six of the 35 roadway segments and 20 of the 30 intersections evaluated, as shown in Tables 4.12-9 and 4.12-10. For intersections and roadways identified as exceeding LOS thresholds in Table 4.12-9, a *significant* impact would result.

Under the 2025 General Plan, the Town proposes to implement a number of improvements to Truckee's roadway system to address, in part, the roadway segments and intersections at which LOS is projected to be exceeded under

TABLE 4.12-9 2025 GENERAL PLAN SUMMER WEEKDAY PM PEAK-HOUR AND ADT TRAFFIC VOLUMES

Roadway Segment *	Jurisdiction	Classification	LOS Threshold <sup>a</sup>	Maximum Allowable Peak-Hour Volume per Lane to Obtain LOS Threshold <sup>b</sup>	Peak-Hour Two-Way Volume <sup>c</sup>	Peak-Hour Peak-Direction Volume <sup>d</sup>	ADT Factor <sup>e</sup>	ADT <sup>f</sup>	Maximum Allowable Two-Way ADT to Obtain LOS Threshold <sup>g</sup>	LOS Threshold Exceeded?
Donner Pass Road immediately west of Cold Stream Road	Town of Truckee	Minor Arterial	D	1,420	970	514	11.45	11,110	NA	No
Northwood Boulevard immediately north of Donner Pass Road	Town of Truckee	Minor Arterial	D	1,420	1,033	531	12.45	12,860	NA	No
Northwoods Boulevard immediately south of Northwoods Boulevard	Town of Truckee	Minor Arterial	D	1,420	1,531	914	12.45	19,060	NA	No
Donner Pass Road immediately west of SR 89 South	Town of Truckee	Minor Arterial	D	1,420	1,957	1,058	11.45	22,410	NA	No
Deerfield Drive immediately west of SR 89 South	Town of Truckee	Minor Arterial	D	1,420	1,305	711	11.45	14,940	NA	No
West River Street immediately east of SR 89 South	Town of Truckee	Minor Arterial	D	1,420	994	520	11.45	11,380	NA	No
SR 89 South immediately south of West River Street	Town of Truckee/Caltrans	Highway	D	1,890	2,288	1,162	10.06	23,020	NA	No
SR 89 South immediately north of West River Street	Town of Truckee/Caltrans	Highway	D	1,890	1,982	996	11.77	23,330	NA	No
Donner Pass Road immediately west of the Central I-80 Interchange	Town of Truckee	Minor Arterial	D	1,420	2,008	1,139	11.45	22,990	NA	No
McIver Undercrossing	Town of Truckee	Minor Arterial	E	1,600	932	486	11.45	10,670	NA	No
Bridge Street under I-80	Town of Truckee	Minor Arterial	E	1,600	960	527	11.45	10,990	NA	No
Donner Pass Road immediately west of Bridge Street	Town of Truckee	Minor Arterial	E	1,200	1,232	708	11.45	14,110	NA	No
West River Street immediately west of Bridge Street	Town of Truckee	Minor Arterial	E	1,600	1,955	1,054	11.45	22,380	NA	No
Bridge Street immediately south of Donner Pass Road	Town of Truckee	Minor Arterial	E	1,600	2,064	1,107	11.76	24,270	NA	No
Brockway Road immediately east of Palisades Road	Town of Truckee	Minor Arterial	D	1,420	2,347	1,249	11.76	27,600	NA	No
Glenshire Drive immediately east of Donner Pass Road	Town of Truckee	Minor Arterial	D	1,420	1,538	1,017	10.54	16,210	NA	No
Hirschdale Road Drive immediately south of I-80	Nevada County	Minor Arterial	C	1,240	547	276	10.65	5,830	NA	No
Donner Pass Road immediately north of Pioneer Trail	Town of Truckee	Minor Arterial	D	1,420	2,276	1,240	11.45	26,060	NA	No
Pioneer Trail immediately west of Donner Pass Road	Town of Truckee/Caltrans	Collector	D	890	1,580	802	11.45	18,090	NA	No
SR 89 North between Alder Drive and Donner Pass Road	Town of Truckee/Caltrans	Highway	D	1,890	1,515	801	8.99	13,620	NA	No
SR 267 immediately south of I-80	Town of Truckee/Caltrans	Highway	D	1,890	3,259	1,797	11.81	38,490	NA	No

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Roadway Segment *	Jurisdiction	Classification	LOS Threshold <sup>a</sup>	Maximum Allowable Peak-Hour Volume per Lane to Obtain LOS Threshold <sup>b</sup>	Peak-Hour Two-Way Volume <sup>c</sup>	Peak-Hour Peak-Direction Volume <sup>d</sup>	ADT Factor <sup>e</sup>	ADT <sup>f</sup>	Maximum Allowable Two-Way ADT to Obtain LOS Threshold <sup>g</sup>	LOS Threshold Exceeded?
<b>SR 267 at the Truckee/Placer County line</b>	Town of Truckee/Placer County/Caltrans	Highway	D	1,890	3,501	1,867	11.81	41,350	25,000	Yes
Brockway Road immediately west of SR 267	Town of Truckee	Minor Arterial	D	1,420	2,767	1,484	11.45	31,680	NA	No
Airport Road immediately east of SR 267	Placer County	Minor Arterial	D	NA	388	195	8.1	3,140	16,200	No
Schaffer Mill Road immediately west of SR 267	Placer County	Collector	D	NA	830	483	12.0	9,960	16,200	No
<b>SR 267 between Airport Road and Northstar Drive</b>	Placer County/Caltrans	Highway	E	NA	2,635	1,352	11.81	31,120	25,000	Yes
<b>Northstar Drive immediately west of SR 267</b>	Placer County	Collector	D	NA	1,130	748	14.71	16,620	16,200	Yes
SR 267 over Brockway Summit	Placer County/Caltrans	Highway	E	NA	1,290	719	11.81	15,230	21,000	No
SR 28 immediately west of SR 267	Placer County/Caltrans	Highway	E	NA	2,695	1,513	11.04	29,750	50,000	No
SR 28 immediately east of SR 267	Placer County/Caltrans	Highway	E	NA	3,290	1,796	11.04	36,320	50,000	No
<b>SR 28 immediately east of SR 89</b>	Placer County/Caltrans	Highway	E	NA	2,194	1,178	16.57	36,350	25,000	Yes
<b>SR 89 immediately south of SR 28</b>	Placer County/Caltrans	Highway	E	NA	2,734	1,484	11.39	31,140	25,000	Yes
<b>SR 89 immediately west of SR 28</b>	Placer County/Caltrans	Highway	E	NA	2,602	1,337	11.39	29,640	25,000	Yes
SR 89 immediately south of Alpine Meadows Road	Placer County/Caltrans	Highway	E	NA	2,370	1,242	10.06	23,840	25,000	No
SR 89 between Alpine Meadows Road and Squaw Valley Road	Placer County/Caltrans	Highway	E	NA	2,277	1,198	10.06	22,910	25,000	No

Notes: \* Segments exceeding LOS threshold are shown in bold.

NA = Not Applicable

Peak Hour – Through analysis of existing traffic conditions the peak hour condition in Truckee occurs on a summer weekday between 4:00 PM and 6:00 PM.

<sup>a</sup> For roadways and intersections, any LOS below this is deemed to be unacceptable.

<sup>b</sup> If the ADT is exceeded, the acceptable LOS threshold would be exceeded.

<sup>c</sup> The two-way volume of traffic counted during the peak PM hour.

<sup>d</sup> The one-way volume of traffic counted in the peak direction during the PM peak hour.

<sup>e</sup> A factor that was applied to peak hour volumes to estimate the ADT. This factor was determined by reviewing daily traffic count data along various roadways in the Town of Truckee and in portions of the traffic study area located in Martis Valley. In the case that ADT and peak-hour data was not available for a specific roadway, the ADT factor of a roadway with similar characteristics was applied.

<sup>f</sup> The average volume of traffic counted for a 24-hour period rather than the peak hour, which was estimated by applying a factor to the peak-hour volume recorded in Summer 2003.

<sup>g</sup> If this volume is exceeded in either lane during the peak hour, the acceptable LOS threshold would be exceeded.

<sup>h</sup> Whether or not the LOS threshold would be exceeded.

Source: LSC Transportation Consultants, Inc.

TABLE 4.12-10 2025 INTERSECTION LOS -- BUILDOUT OF TRUCKEE 2025 GENERAL PLAN

#	Intersection	Unmitigated Traffic Control	Movement	Unmitigated LOS	Mitigation	Mitigated LOS
<b>Summer 2025 PM Peak-Hour LOS</b>						
1.	Donner Pass Road/Cold Stream Road/I-80 EB Ramps	4-Way Stop-Controlled	Worst Movement Total Intersection	F F	Construct two-lane roundabout with 90-foot island diameter and 30-foot circulating width	B B
2.	Donner Pass Road/I-80 WB Ramps (West Interchange)	Two-Way Stop Controlled	Worst Movement Total Intersection	F F	Signalize	-- B
3.	Donner Pass Road/Northwoods Boulevard	Traffic Signal	Total Intersection	C	No Mitigation Required	C
4.	SR 89 South/Donner Pass Road	Traffic Signal	Total Intersection	E	Construct NBL and NBT/R Shared (Remove L/T Shared and RT), Provide EBRT Overlap Timing	D
4.	SR 89 South/Donner Pass Road	Traffic Signal	Total Intersection	E	Construct Two-Lane Roundabout with 75-Foot Island Diameter and 30-Foot Circulating Width	C B
5.	SR 89 South/Deerfield Drive	Traffic Signal	Total Intersection	C	No Mitigation Required	C
6.	SR 89 South/West River Street	Traffic Signal	Total Intersection	B	No Mitigation Required	B
7.	Donner Pass Road/I-80 Westbound Off Ramp (Central Interchange)	Two-Way Stop Controlled	Worst Movement Total Intersection	E A	No Mitigation Required	E A
8.	Donner Pass Road/I-80 Eastbound Off Ramp (Central Interchange)	Two-Way Stop Controlled	Worst Movement Total Intersection	E A	No Mitigation Required	E A
9.	West River Street/Mclver Crossing	Two-Way Stop Controlled	Worst Movement Total Intersection	F F	Signalize	-- C
9.	West River Street/Mclver Crossing	Two-Way Stop Controlled	Worst Movement Total Intersection	F F	Construct Single-Lane Roundabout with 60-Foot Island and 24-Foot Circulating Width	B B
10.	Donner Pass Road/Bridge Street (1)	3-Way Stop-Controlled	Worst Movement Total Intersection	F F	Signalize, Construct NBL/T Shared, NBR (remove L/T/R Shared), SBR, SBL/T Shared (Remove SBL/T/R Shared), 2nd WB/LT and Provide EBRT and NBRT Overlap Timing	-- E
11.	Bridge Street/West River Street	Two-Way Stop Controlled	Worst Movement Total Intersection	F F	Signalize, Construct 2nd NBL (2 Total), SBT, SBR (Remove SBT/R Shared) and Provide EBRT Overlap Timing	-- E
12.	Brockway Road/Palisades Drive	Traffic Signal	Total Intersection	C	No Mitigation Required	C
13.	Donner Pass Road/Glenshire Drive	Two-Way Stop Controlled	Worst Movement Total Intersection	F F	Signalize and Construct EBR	-- D
13.	Donner Pass Road/Glenshire Drive	Two-Way Stop Controlled	Worst Movement Total Intersection	F F	Construct Single-Lane Roundabout with 90-Foot Island and 20-Foot Circulating Width	D C
14.	Donner Pass Road/I-80 Westbound On Ramp (Eastern Interchange)	Two-Way Stop Controlled	Worst Movement Total Intersection	B A	No Mitigation Required	B A
15.	Donner Pass Road/I-80 Eastbound On Ramp (Eastern Interchange)	Two-Way Stop Controlled	Worst Movement Total Intersection	F F	Signalize	-- B
16.	Donner Pass Road/Pioneer Trail	Two-Way Stop Controlled	Worst Movement Total Intersection	F F	Signalize with Addition of 4th Westbound Leg and Associated Turn Lanes	-- D

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#	Intersection	Unmitigated Traffic Control	Movement	Unmitigated LOS	Mitigation	Mitigated LOS
16.	Donner Pass Road/Pioneer Trail	Two-Way Stop Controlled	Worst Movement Total Intersection	F F	Construct Roundabout with 85-Foot Island Diameter and 24-Foot Circulating Width	D C
17.	Donner Pass Road/SR 89 North	Two-Way Stop Controlled with Acceleration Lane	Worst Movement Total Intersection	F F	Signalize, Construct 2nd NBL (2 Total), NBR, SBL, WBL, WBT/R, 2nd EBL (2 Total), EBT and Provide NBRT, SBRT, EBRT Overlap Timing	- D
17.	Donner Pass Road/SR 89 North	Two-Way Stop Controlled with Acceleration Lane	Worst Movement Total Intersection	F F	Construct Two-Lane Roundabout with 35-Foot Circulating Width and 115-Foot Island Diameter	D B
18.	SR 267/I-80 Westbound Ramps	Traffic Signal	Total Intersection	F	Construct NBL (2 Total) and SBT (2 Total)	D
18.	SR 267/I-80 Westbound Ramps	Traffic Signal	Worst Movement Total Intersection	F -	Construct Two-Lane Roundabout with 34-Foot Circulating Width and 160-Foot Island Diameter	D C
19.	SR 267/I-80 Eastbound Ramps	Traffic Signal	Total Intersection	F	Construct 2nd NBT, 2nd SBT, and 2nd SBL	D
19.	SR 267/I-80 Eastbound Ramps	Traffic Signal	Worst Movement Total Movement	F -	Construct Two-Lane Roundabout with 34-Foot Circulating Width and 100-Foot Island Diameter	D C
20.	SR 267/Brockway Road	Traffic Signal	Total Intersection	F	Construct 2nd NBL, 2 NBT, NBR (Remove NBT/R Shared), 2nd SBT, 2 EBL, EBT (Remove EBT/L Shared), WBL, WBT, WBR (Remove WBL/T/R Shared) and Provide SBRT, EBRT, and WBRT Overlap Timing	D
20A.	Glenshire Drive/Whitehorse Drive/Martis Peak Road	Two-Way Stop Controlled	Worst Movement Total Intersection	B A	No Mitigation Required	B A
21.	SR 267/Schaffer Mill Road/Airport Road	Traffic Signal	Total Intersection	F	Add NBT (2 total) and SBT (2 total)	C
22.	SR 267/Waddle Ranch	Two-Way Stop Controlled	Worst Movement Total Intersection	F D	Construct Southbound Acceleration Lane	F A
23.	SR 267/Northstar Drive	Traffic Signal	Total Intersection	C	Construct 2 <sup>nd</sup> EBL	C
24.	SR 267/Highlands Drive	Two-Way Stop Controlled	Worst Movement	F	No Mitigation Required	F
25.	SR 267/SR 28	Traffic Signal	Total Intersection	B	Signal Warrant Not Met	B
26.	SR 89/Squaw Valley Road	Traffic Signal	Total Intersection	F	Construct WBR with Overlap Timing	E
27.	SR 89/Alpine Meadows Road	Two-Way Stop Controlled	Total Intersection Worst Movement Total Intersection	E F F	No Mitigation Required Signalize	E - C
28.	SR 89/Fairway Drive	Two-Way Stop Controlled	Worst Movement Total Intersection	D A	No Mitigation Required	D A
29.	SR 89/SR 28 "Wye"	Traffic Signal	Total Intersection	C	No Mitigation Required	C

Note: Intersections where LOS is exceeded are shown in bold.

NB = northbound, SB = southbound, EB = eastbound, WB = westbound, L = left-turn lane, T = through lane, R = right-turn lane

Source: LSC Transportation Consultants, Inc

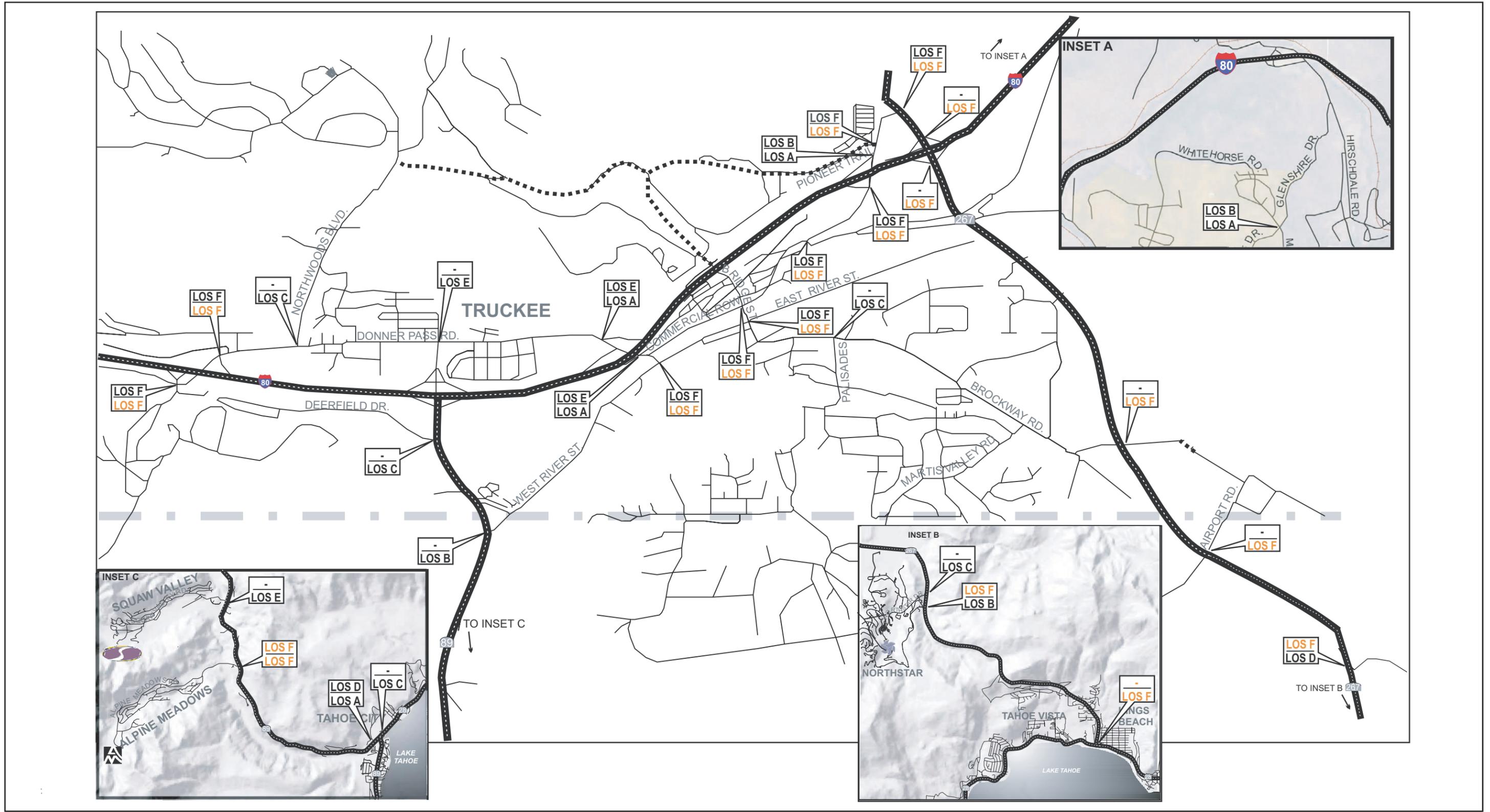
build out. The improvements, several of which are listed in Table 4.12-10, are described in the Circulation Element of the 2025 General Plan, and are discussed in detail in the Project Description in Chapter 3 of this EIR. The improvements include the construction of new roadways and roadway connections, as well as installation of roundabouts, traffic signals, and addition of turn lanes at key intersections. Figures 4.12-4 and 4.12-5 illustrate the future intersection Level of Service with and without implementation of the improvements listed in Table 4.12-10.

In addition to this list of improvements, the 2025 General Plan includes a series of goals, policies and actions that are intended to coordinate future development with needed circulation system improvements, and to minimize the potentially significant effects of traffic generated by new development on the roadway network. These include Circulation Element Policy P1.2, which calls for the Town to implement the improvements shown in the General Plan's Circulation Plan, and Policy P1.3 which would ensure that right-of-way for needed improvements is acquired or reserved as part of relevant project approvals. Actions A1.1 through A1.5 address future updates, timing and programming of identified improvements. These actions call for updates to the prioritization and time-frames for improvements identified in the General Plan, ensuring that circulation improvements are reflected in the programming and budgets for the Town's Capital Improvements Program, and that traffic modeling and analysis is updated periodically to reflect changing future conditions.

In addition to the LOS thresholds specified in the 2025 General Plan, which are listed in Table 4.12-8, above, the updated Plan includes a policy that establishes a series of criteria by which the Town would determine the need for individual future development to undertake a traffic impact analysis and, where such an analysis would be required, to specify the conditions under which the project's impacts would be determined to have been adequately mitigated (Goal CIR-2, P2.2). The specific requirements of Policy P2.2 are shown in Table 4.12-11. As shown in the table, most large projects, including subdivisions of more than ten lots, commercial and industrial projects greater

than 7,500 square feet, and all Specific Plan and Master Plan projects would require a traffic analysis. Smaller projects would generally not be required to prepare a traffic analysis. The policy would require (among other aspects), that where project traffic would cause unacceptable Level of Service or contribute new traffic to an already failing intersection or roadway segment, that circulation improvements either be installed as part of the project, or be a scheduled and funded improvement in the Town's most current Capital Improvements Program.

The above-described policies and actions of the 2025 General Plan would help to mitigate project-specific traffic impacts to roadways and intersections, particularly those that are under the Town's control. However, as shown in the table 4.12-10, development allowed under the proposed General Plan would also contribute to LOS exceedances at a number of intersections that are outside of the Town limits in Placer County and/or on State highways that are under the control of Caltrans. The improvements needed to fully mitigate these impacts, as shown in Table 4.2-10 and included in the 2025 General Plan Circulation Plan, are not currently reflected in the Town's Traffic Impact Fee Program (TIFP) or Capital Improvements Program. Determining the funding and timing of the needed improvement would require further coordination between the Town of Truckee, Placer County and Caltrans; no certainty exists that this coordination would occur. Thus, there would be a *significant* impact to LOS at the identified roadways and intersections.



Source: LSC. Transportation Consultants, Inc., 2006

FIGURE 4.12-4

**LOS X** Worst Movement LOS  
**LOS X** Total Intersection LOS

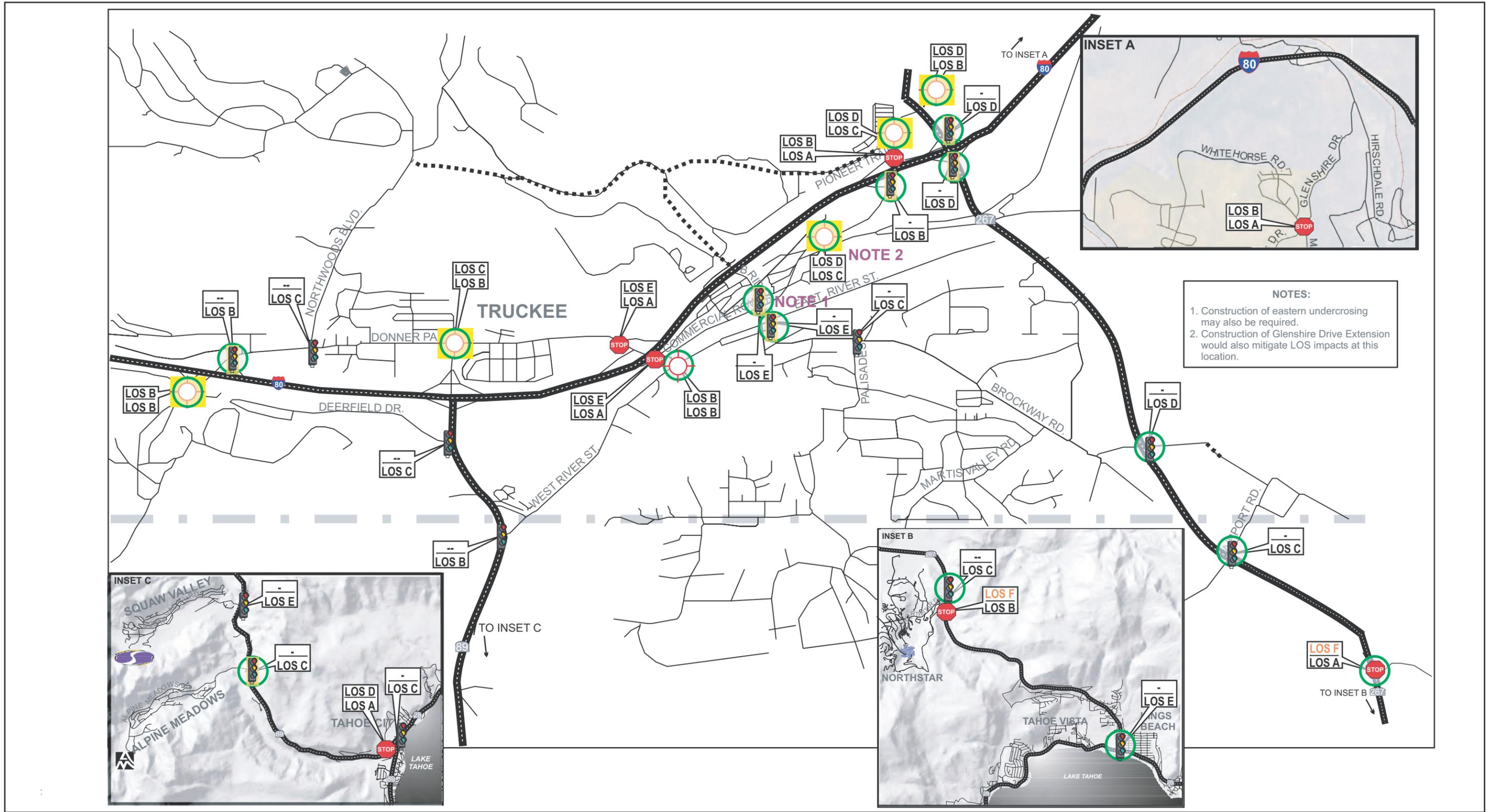
----- Proposed Roadways

Orange Text indicates LOS thresholds are exceeded

**2025 GENERAL PLAN PROPOSED  
 UNMITIGATED SUMMER PM PEAK HOURS LOS**

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Source: LSC. Transportation Consultants, Inc., 2006

FIGURE 4.12-5

**2025 GENERAL PLAN PROPOSED MITIGATED SUMMER PM PEAK HOURS LOS**

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TABLE 4.12-1 | 2025 GENERAL PLAN TRAFFIC IMPACT ANALYSIS REQUIREMENTS AND THRESHOLDS

Project Type	Traffic Impact Analysis Criteria			
	Traffic Analysis Required?	Arterials and Collectors		Local Roads
		Existing Level of Service Acceptable <sup>a</sup>	Existing Level of Service Unacceptable <sup>b</sup>	Project Would Add Traffic to a Local Roadway
<b>Category 1</b> Single family home, duplex, and second units on existing lots	No	Development Allowed	Development Allowed	Development Allowed
<b>Category 2</b> Subdivision of 10 or less lots, multi-family development of 10 or less units, commercial/ industrial development of less than 7,500 s.f., or equivalent development.	No	Development Allowed	Development Allowed	Development Allowed
<b>Category 3</b> Subdivision of 11 or more lots, multi-family development of 11 or more units, commercial/ industrial development of 7,500 s.f. or more, or equivalent development.	Yes, if determined necessary by Town Engineer	Development allowed if: <ul style="list-style-type: none"> <li>Project traffic does not degrade LOS to unacceptable level of service; OR</li> <li>Project constructs improvements to impacted roads and intersections as identified in Table CIR-5;</li> </ul> OR <ul style="list-style-type: none"> <li>Improvements to impacted roads and intersections are identified in the CIP, fully funded, and scheduled for completion within three years.</li> </ul>	Development allowed if: <ul style="list-style-type: none"> <li>Project constructs improvements to impacted roads and intersections as identified in Table CIR-5; OR</li> <li>Improvements to impacted roads and intersections are identified in the CIP, fully funded, and scheduled for completion within three years.</li> </ul> AND <ul style="list-style-type: none"> <li>The provisions of Circulation Element Policy P2.4 can be met.</li> </ul>	Development allowed if: <ul style="list-style-type: none"> <li>Project does not increase traffic on local road by more than 1,000 average daily trips; OR</li> <li>Project increases traffic on local road by more than 1,000 average daily trips, but the increase in average daily trips is less than 50%.</li> </ul>

Traffic Impact Analysis Criteria

Project Type	Traffic Analysis Required?	Arterials and Collectors		Local Roads
		Existing Level of Service Acceptable <sup>a</sup>	Existing Level of Service Unacceptable <sup>b</sup>	
<b>Category 4</b> Special planning areas - PC1, PC3, McIver Hill, Hilltop, Mill Site.	Yes	Development allowed if: <ul style="list-style-type: none"> <li>Project traffic does not degrade LOS to unacceptable level of service; OR</li> <li>Project constructs improvements to impacted roads and intersections as identified in Table CIR-5</li> </ul> AND	Development allowed if: <ul style="list-style-type: none"> <li>Project constructs improvements to impacted roads and intersections as identified in Table CIR-5.</li> <li>Project increases traffic on local road by more than 1,000 average daily trips; OR</li> <li>Project increases traffic on local road by more than 1,000 average daily trips, but the increase in average daily trips is less than 50%.</li> </ul> AND	Development allowed if: <ul style="list-style-type: none"> <li>Project does not increase traffic on local road by more than 1,000 average daily trips; OR</li> <li>Project increases traffic on local road by more than 1,000 average daily trips, but the increase in average daily trips is less than 50%.</li> </ul> AND <ul style="list-style-type: none"> <li>The provisions of Circulation Element Policy P2.4 can be met.</li> </ul>
		Development allowed if: <ul style="list-style-type: none"> <li>Project generates traffic volumes greater than identified in General Plan traffic model, project constructs improvements to impacted roads and intersections as necessary to achieve acceptable LOS for buildout traffic volumes.</li> </ul> AND <ul style="list-style-type: none"> <li>Project generates traffic volumes greater than identified in General Plan traffic model, project constructs improvements to impacted roads and intersections as necessary to achieve acceptable LOS for buildout traffic volumes.</li> </ul>		

As noted above, the Town’s Circulation Element Policy P2.2 would not require most smaller development projects to individually analyze the potential impacts of their project-related traffic. Although these smaller projects might not individually result in unacceptable traffic levels, several small projects could combine to result in an unacceptable Level of Service that would persist until appropriate improvements could be undertaken. (Such projects would continue to be required to contribute traffic impact fees, in accordance with existing and on-going Town policies). Further, under Policy P2.2, “Category 3” projects could potentially be constructed ahead of the construction of traffic improvements needed to mitigate project impacts, since the policy would allow for project approval so long as the needed improvement were scheduled and funded in the current CIP. This would be a *significant* impact.

The 2025 General Plan includes a new LOS policy, P2.1 under Goal CIR-2 in the Circulation Element which specifies that::

*Throughout the Town, 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.*

Implementation of this policy would have no impact on which intersections require mitigation by 2025 as all those intersections identified to “fail” under the new policy would also fail without the policy. However, the timing of the implementation of the mitigation measures will be affected under the new proposed policy. Specifically, the intersections will need improvements with a lower traffic volume (sooner, as traffic increases) under the new proposed policy as compared to the existing policy. However, as a short-term cumulative analysis is not part of this EIR traffic analysis, the need to mitigate intersections sooner under the new policy cannot be quantified here.

b. Downtown Traffic Impacts

As shown in Table 4.12-10, buildout of the 2025 General Plan would result in unacceptable LOS at a number of intersections in the traffic study area, including intersections within Downtown Truckee. These impacts would re-

sult from development within the Downtown, as well as from development of projects such as the Railyard. However, even without the development of the Railyard, the Bridge Street/River Street, Bridge Street/Donner Pass Road, and Donner Pass Road/Glenshire Drive intersections are anticipated to operate at LOS F by 2010.<sup>19</sup>

The 2025 General Plan recognizes that these impacts would occur, and identifies a range of potential traffic solutions that could resolve these projected circulation deficiencies. These include improvements to Glenshire Drive/Donner Pass Road and realignment of Glenshire Drive; construction of a new easterly undercrossing of the Union Pacific rail tracks; closure of the Bridge Street at-grade-crossing; and improvements to the Bridge Street/Donner Pass Road, and Bridge Street/River Street intersection. The General Plan also acknowledges that additional study is needed, through the preparation of a Downtown Traffic Study, to determine the most appropriate range and timing of improvements that would mitigate projected deficiencies while meeting other community goals for the Downtown, as expressed through the General Plan, for circulation and connectivity, Downtown character and economic vitality, and urban design (Goal CIR-3, Action A3.2).

The preparation of a Downtown Traffic Study might delay implementation of needed improvements for impacted intersections, and so the General Plan includes Policy P2.3, under Circulation Element Goal CIR-2, which allows for flexibility and exceptions to the Downtown LOS standard for three Downtown intersections (Bridge Street/River Street, Bridge Street/Donner Pass Road, and Donner Pass Road/Glenshire Drive). These exceptions are intended to allow for better coordination with the Railyard Project through the Downtown Traffic Study, and to consider other physical and economic impacts that could result from implementation of needed improvements. This policy would allow the Town to accept worse conditions at these intersections by approving lesser improvement that only partially mitigate pro-

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<sup>19</sup> Donner Pass Road/Glenshire Drive intersection would have a worst movement of LOS F, but total intersection LOS D.

jected impacts, or to not mitigate those impacts at all. Since, with the policy, these intersections could potentially be operating below the threshold of LOS E established in other Circulation Element policies, the impacts to these Downtown intersections would be considered *significant*.

c. Potential Hazards Because of Design or Incompatible Uses

Implementation of the proposed 2025 General Plan is not expected to result in *significant* traffic hazards. Although traffic volumes on study area roadways will increase substantially over the next 20 years and traffic accidents can be expected to increase, there are no specific design features included under the proposed General Plan that would result in undue accident patterns. In addition, the following proposed policies and actions in the Circulation Element address the need to minimize hazards that could result from poor roadway design or incompatible land uses.

Circulation Policy P1.4 is to improve existing roadways in Truckee to meet current Town engineering standards. Action 1.3 is to develop a prioritization and implementation program to upgrade roadways that do not meet these standards, and update the Capital Improvement Plan (CIP) to reflect the needed improvements.

Action 1.6 is to 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, sidewalk and bike lane locations, and edge treatments (landscaping, lighting etc.).

Through the implementation of these policies and actions, the 2025 General Plan would have a *less than significant impact* with regard to design hazards or incompatible uses. Noise Element Policy P3.7 is to enforce posted speed limits on town roads, which would also help improve traffic safety.

d. Regional Highway Impacts

In addition to the above-identified impacts, full development of the 2025 General Plan and other regional development in the cumulative analysis area,

such as Martis Valley, is expected to add to year 2025 traffic volumes along I-80 to the east and west of the study area, adding to future deficiencies. The Cumulative Analysis Area is shown in Figure 4.12-6. Specifically, the buildout of the 2025 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). This would be considered a *significant impact*.

## 6. Impacts and Mitigation Measures

**Impact CIR-1:** The Town's existing Traffic Impact Fee Program (TIFP) does not include provisions for funding and implementing the improvements that have been identified in Table 4.12-10 and in Table 3-4 in the Project Description to mitigate significant LOS impacts that would occur under buildout of the 2025 General Plan. Several of the affected intersections and roadways are either state highway facilities operated by Caltrans, and/or are located outside of the Town of Truckee in Placer County.

Mitigation Measure CIR-1: The Town should update its traffic impact fee and capital improvement programs to reflect the intersection improvements in Table 4.12-10 that are ultimately approved by the Town. The TIFP and CIP updates should address funding and coordination for traffic improvements associated with impacts identified in Martis Valley and unincorporated Placer County as well as impacts to State highway facilities (SR 267, SR 28, and SR 89).

All capital improvement and traffic impact fee programming for projects within Placer County should be coordinated with Placer County. For the SR 267 at the Truckee/Placer County line roadway segment, for which LOS would be exceeded, the Town of Truckee should coordinate with Placer County and Caltrans to conduct preliminary engineering studies to identify design options for widening the roadway.

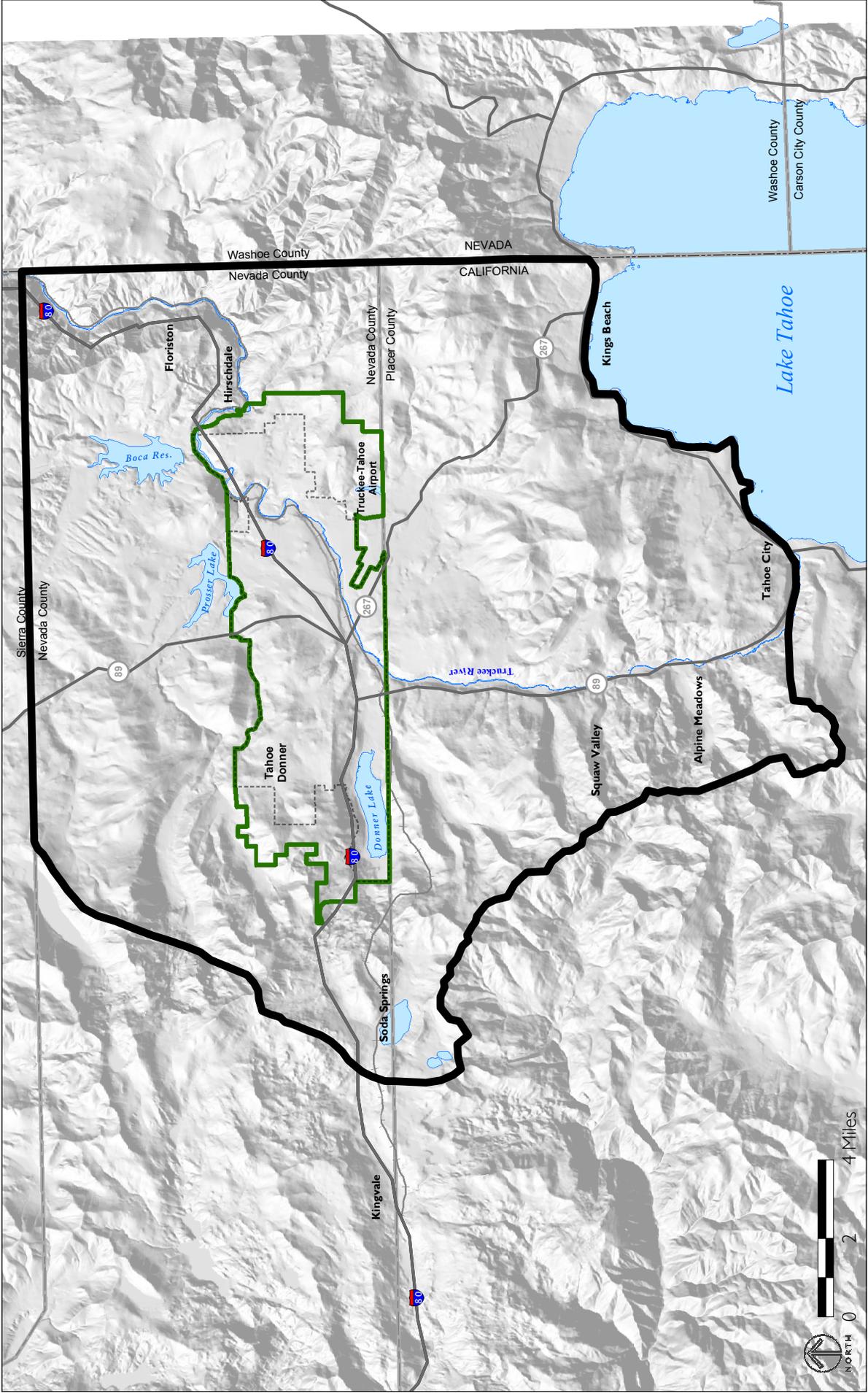


FIGURE 4.12-6

**CUMULATIVE TRAFFIC ANALYSIS AREA**

-  Proposed Sphere of Influence
-  Truckee Town Limits
-  County Boundary
-  Cumulative Traffic Analysis Area

Given that the nature of the timing coordination and funding of all of the improvements identified in Table 4.12-10 is currently unknown, the specified impacts to LOS at the intersections and roadway segments within and outside the town limits are considered *significant and unavoidable*.

**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.

There is no mitigation available to reduce this impact to a less-than-significant level, and so it would be *significant and unavoidable*.

**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 approving lesser improvement that only partially mitigate projected impacts, or to not mitigate those impacts at all.

There is no mitigation available to reduce this impact to a *less-than-significant* level, and so it would be *significant and unavoidable*.

**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.

The buildout of the 2025 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).

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. Given the unknown nature of the timing and funding of improvements this impact is considered *significant and unavoidable*.

## ***B. Parking***

Existing conditions for parking, and the effect the 2025 General Plan would have on parking supply, are discussed below.

### **1. Existing Conditions**

In the Town of Truckee, provision of an adequate parking supply is addressed at the individual project approval level. Parking requirements for both on and off-street parking are addressed in Chapter 18.48 (Parking and Loading Standards) of the Town of Truckee Development Code. A parking study was completed for the Town of Truckee in 2004. The key findings/recommendations of the study related to the provision of parking included the following:

- ◆ In the Downtown area, there is a shortfall of short-term parking during peak seasons on weekdays and Saturdays.
- ◆ The Downtown area has a current shortfall of approximately 70 parking spaces during the midday peak hour.

- ◆ The Town should increase its in-lieu fees to help recoup construction costs and the shift some of the parking financial burden from the Town to the developers.<sup>20</sup>

## 2. Standards of Significance

The 2025 General Plan would have a *significant* impact with regard to parking if it would provide inadequate parking capacity.

## 3. Impact Discussion

The 2025 General Plan is not expected to result in a *significant* impact on parking capacity on a town-wide basis, because parking requirements are addressed at the individual development project approval level. Nonetheless, the provision of adequate parking is addressed by the following policy and action in the 2025 General Plan.

Circulation Policy P6.8 is to ensure that adequate parking is provided for commercial, residential and other land uses in Truckee, while, at the same time, limiting excess off-street parking. Action A6.2 is to reevaluate parking requirements in the Development Code to ensure that excessive parking is not required, and to address options for shared parking and other parking lot alternatives particularly in the Downtown and Gateway area.

Based on project-level review in relation to parking and through the implementation of Policy 6.8 and Action 6.2, the proposed General Plan would have a *less than significant* impact relative to this issue.

## 4. Cumulative Impact Discussion

Future growth and development in the region, as well as growth in tourist visitation to the Truckee/Lake Tahoe Region, would cumulatively contribute to parking demand. This demand would generally be concentrated at the locations that are the focus of commercial and other activity, such as shopping and employment centers, and resort and recreation areas.

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<sup>20</sup> *Truckee Downtown Parking Study*, Wilbur Smith Associates, July 19, 2004.

Like the Town of Truckee, Placer County and Nevada County have in place standards for the provision of parking that would be applied to new development on a project-specific basis. These standards would ensure that sufficient parking to meet future demand would be provided, and the cumulative impact to parking would be *less-than-significant*.

## 5. Impacts and Mitigation Measures

Since there would be *no significant* impacts to parking as a result of the 2025 General Plan, no mitigation measures are required.

### C. Public Transit

#### 1. Existing Conditions

This section describes existing transit services that serve the Town of Truckee, including local and regional bus and rail transit.

##### a. Regulatory Setting

Transit operators who make claims under Article 8 of the *Transit Development Act Statutes and California Code of Regulation*<sup>21</sup> in rural areas, such as the Town of Truckee, must maintain a minimum farebox recovery ratio of at least 10 percent. Farebox ratio is defined as the fare/passenger revenue collected by a transit service divided by the operating cost of that service. If the Town foresees the ability to provide service that will maintain a farebox ratio of 10 percent or more, such transit service should be considered.

##### b. Local Bus Transit Services

Several local bus transit services are available in Truckee, as described below:

##### i. Truckee Trolley

The Truckee Trolley is a public-private partnership between the Town of Truckee and several private organizations. Service is provided seven days per

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<sup>21</sup> State of California Business, Transportation, and Housing Agency, March 2001.

week for three separate routes operating from roughly 7:00 a.m. to 6:00 p.m. during the winter months. In the non-winter months, one bus is operated Monday through Saturday between the Truckee Train Depot and the west end of Donner Lake between roughly 9:00 a.m. and 5:00 p.m. No service is offered during the non-winter months between noon and 1:00 p.m., while drivers take lunch breaks.<sup>22</sup>

*ii. Truckee Dial-A-Ride*

Since 2003, the Town of Truckee has contracted with Aztec (a private operator) for operation of the Truckee Dial-A-Ride program which provides curb-to-curb demand response service to persons with disabilities with ADA certification and the general public. The Dial-A-Ride service area is generally the Town of Truckee corporate limits. Service is provided between 7:00 a.m. and 7:00 p.m. Monday through Friday, with Saturday service provided from 9:00 a.m. to 5:00 p.m.<sup>23</sup>

*iii. Tahoe Area Regional Transit*

Since December 1991, Tahoe Area Regional Transit (TART) in partnership with the Town of Truckee provides transit service between Truckee and Tahoe City along the SR 89 corridor. TART, operated by the Placer County Department of Public Works, operates seven days a week, 8:30 a.m. to 5:30 p.m., providing two-hour headways. Additionally, between December 14 and April 14, additional departures are provided at 6:30 a.m. and 7:30 a.m.<sup>24</sup>

*iv. No Stress Express*

No Stress Express is a private airport shuttle service operating between the North Shore and Truckee area and the Reno/Tahoe International Airport.

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<sup>22</sup> *Eastern Nevada County Transit Development Plan*, LSC, 2003.

<sup>23</sup> *Eastern Nevada County Transit Development Plan*, LSC Transportation Consultants, 2003.

<sup>24</sup> *Eastern Nevada County Transit Development Plan*, LSC Transportation Consultants, 2003.

The shuttle service operates seven days a week, with 21 one-way runs per day to the airport. Service is provided between 5:00 a.m. and 10:35 p.m.<sup>25</sup>

c. Greyhound Lines, Incorporated

Greyhound provides bus service between Reno and Truckee seven days a week. Passengers are dropped off in Truckee at the Truckee Train Station in the downtown Commercial Row area. Three westbound runs are provided from Reno and two eastbound runs are provided from Truckee.<sup>26</sup>

d. Amtrak

Amtrak provides westbound rail service between Reno and Truckee seven days a week, as part of the California Zephyr route between the Bay Area and Chicago. Westbound service departs Reno at 9:14 a.m. arriving in Truckee at 10:15 a.m. Eastbound service departs Truckee at 2:43 p.m. arriving in Reno at 3:58 p.m.<sup>27</sup>

## 2. Standards of Significance

The 2025 General Plan would have a *significant* impact with regard to transit if it would, either individually or cumulatively, cause the capacity of an existing transit service to be exceeded or results in ridership levels adequate to meet the Transportation Development Act 10 percent minimum farebox ratio in areas that are not currently served by public transit.

## 3. Impact Discussion

Buildout of the 2025 General Plan would increase ridership on local transit routes, which could result in a cumulative exceedance of the capacity of an existing transit service or result in ridership levels adequate to meet the Transportation Development Act 10 percent minimum farebox ratio in areas that are not currently served by transit. Future growth in Transportation Development Act sales-tax-based funds may not keep pace with warranted expansion in demand for public transit services. To address the potentially

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<sup>25</sup> No Stress Express Website [www.nostressexpress.com](http://www.nostressexpress.com).

<sup>26</sup> Greyhound Website [www.greyhound.com](http://www.greyhound.com).

<sup>27</sup> Amtrak Website [www.amtrak.com](http://www.amtrak.com).

significant impact that may be associated with a future shortfall in transit funding, Policy P.11.7 of the 2025 General Plan Circulation Element calls for the Town to form a Core Service Agency (CSA) or similar funding mechanism to support transit operations in the area to accommodate projected future growth. Action A11.2 calls for the Town to work with local and regional organizations to support existing and future transit services, and to implement expanded services that are timely, cost-effective, and responsive to future growth and demand for service.

The buildout of the 2025 General Plan, exclusive of other projects, is not expected to interfere with existing transit service or transit stops. The 2025 General Plan contains a number of goals and supporting policies that are specifically intended to improve transit service in the Truckee area and which would be have a beneficial impact on transit.

Goal CIR-11 is to enhance the existing bus and rail transit system in Truckee and is directly supported by Policies P11.2 through P.11.6. For example, Policy P11.3 is to, as funding permits, participate in the provision of inter-regional transit services to Lake Tahoe and the ski areas. Policy P11.5 is to encourage the development of facilities for convenient transfers between different modes of transport, especially to provide connections to rail and inter-city bus service.

Policy P11.4 is to consider the transit needs of senior, disabled, low-income and transit-dependent persons in making decisions regarding transit services and compliance with the Americans with Disabilities Act. Lastly, Policy P11.6 is to support and promote the use of passenger rail, and support regional efforts to provide enhanced commuter rail service to and from Truckee, including service timing and frequency that is convenient for commuters, and service that caters to weekend visitors.

In consideration of the various goals and policies outlined above, the 2025 General Plan would have a *less than significant* impact with regard to transit.

#### 4. Cumulative Impact Discussion

Although the buildout of the 2025 General Plan would not have any project-specific impacts on transit, buildout of the Proposed General Plan, in combination with other regional projects, may result in a cumulative exceedance of the capacity of an existing regional transit services or result in ridership levels adequate to meet the Transportation Development Act 10 percent minimum farebox ratio in areas that are not currently served by transit.

While there is existing overcrowding on transit service along Highway 89 South, the capacity constraints are attributable to passengers travel between the Squaw Valley resort and Lake Tahoe, and not to passengers originating in Truckee. There are capacity constraints on the Town's services between Downtown Truckee and Northstar Village in the winter. However, the proposed Northstar Village and Northstar Highlands projects are both required to mitigate projected transportation impacts by increasing the winter transit capacity of that corridor. Further, the Martis Valley Community Plan requires Placer County to provide transit service on the SR267 corridor. With these anticipated transit capacity improvements there would be a *less than significant* cumulative impact on inter-jurisdictional transit services beyond a level that can be provided by implementation of existing approved mitigation measures or growth in Transportation Development Act (TDA) funding.

#### 5. Impacts and Mitigation Measures

Since there would be no significant impact to transit as a result of implementation of the 2025 General Plan, no mitigation measures are required.

##### *D. Trail and Bikeway System*

The following section describes existing trail and bikeway network in Truckee and the impacts that the 2025 General Plan would have on these facilities.

## 1. Existing Conditions

The Town's existing trails and bikeways system includes recreational trails/Class I bike paths that are in place through the Truckee River Regional Park between Brockway Road and Highway 267, and in short sections north of the Pioneer Commerce Center, along Brockway Road, and along Deerfield Drive. Class II bike lanes have also recently been installed along Donner Pass Road through the Gateway area. Additional trails/Class I bike paths have been approved for construction in association with the Old Greenwood and Gray's Crossing developments; short segments will also be built in conjunction with smaller development projects in the Brockway Road area.<sup>28</sup>

Several other facilities are proposed in the 2002 *Trails and Bikeways Master Plan*, which describes a comprehensive system of bikeways located along Truckee's existing and future roadways, as well as a dedicated network of trails and pathways for use by pedestrians, equestrians, cyclists and cross-country skiers. The facilities proposed in the Master Plan include a major East-West Recreational Trail, Multi-User Recreational Trails, Class I Bike Paths, Class II Bike Lanes, and Class III Bike Routes.<sup>29,30</sup>

## 2. Standards of Significance

The proposed 2025 General Plan would result in a significant impact to pedestrian and bicycle facilities if it would

- ◆ Result in substantial conflicts between motor vehicles and pedestrians/bicyclists.
- ◆ Conflict with the *Truckee Trails and Bikeway Master Plan*.

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<sup>28</sup> Duane Hall, Town of Truckee, Personal Communication with Becky Buchar, LSC Transportation Consultants, April 11, 2006.

<sup>29</sup> A Class I Bike Path is a dedicated exclusive bike path meant for bike and pedestrian traffic. A Class II - Bike Lane is a marked lane exclusively for bike travel on roadways. A Class III Bike Route is sometimes marked. Bicycle riders must share the roadway with other vehicles.

<sup>30</sup> Town of Truckee Trails and Bikeway Master Plan, Town of Truckee Community Development Department, April, 2002.

### 3. Impact Discussion

The buildout of the 2025 General Plan is not expected to result in conflicts with existing or future pedestrian or bicycle uses. It is anticipated that the 2025 Truckee General Plan would result in a reduction of total town-wide trip generation of 1.2 percent. The total number of town-wide PM peak-hour trips generated upon buildout of the 1996 General Plan is estimated to equal 30,120 whereas 29,747 PM peak-hour trips would be generated within the Town of Truckee upon buildout of the 2025 General Plan.<sup>31</sup> With less traffic on the roadways, bicycle and pedestrian safety would improve slightly under the 2025 General Plan, as the potential for pedestrian-bicycle conflicts would decrease.

In addition, several goals and policies set forth in the 2025 General Plan are geared towards improving bicycle/pedestrian facilities in the Town of Truckee and the surrounding area. For example, Goal CIR-10 in the Circulation Element is to provide a safe, comprehensive, and integrated system of facilities for pedestrians and cyclists. Policies in support of this goal are Policy P10.2, which is to implement the network of trails and bikeways described in the *Trails and Bikeways Master Plan*, with priority given to establishment of a trail from Donner Lake along Donner Creek and the Truckee River to the eastern Town limit. This cross-town trail would serve as the main "artery" of the Town's trail network, with other trails connecting to it along its length, and would provide a critical link to major regional trails including trails to the west that connect to Donner Summit and the Pacific Crest Trail, and to the east to trails that follow the Truckee River to Nevada.

Circulation Element Policy P10.8 directs the Town to pursue all available sources of funding for the development and improvement of trails for non-motorized transportation (bikeways, and pedestrian and equestrian trails). Lastly, Policy P10.9 promotes non-motorized travel (bicycle, pedestrian, and

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<sup>31</sup> LSC Transportation Consultants, April 2006.

equestrian) through appropriate facilities, programs, and information, including through the school system and local media.

As a result of these policies, implementation of the proposed 2025 General Plan would have beneficial impacts on bicycle and pedestrian travel.

#### **4. Cumulative Impact Discussion**

The Placer County Regional Bicycle Plan, Martis Valley Community Plan, and Lake Tahoe Regional Bicycle and Pedestrian Master Plan all identify the additional provision of trails and bicycle facilities in the region, and include policies and programs to effect the expansion and improvement of the regional trail network. Along with the 2025 General Plan, which includes a variety of goals and policies that would support connectivity with the regional trail system, and efforts of neighboring jurisdictions to provide more trails and bikeway, there would be a cumulatively beneficial impact to trails and bicycle facilities.

#### **5. Impacts and Mitigation Measures**

Since there would be no impacts on trails and bikeways with implementation of the 2025 General Plan, no mitigation measures are necessary.

### *E. Air Transportation*

The following section describes existing aviation facilities in Truckee and the impacts that the 2025 General Plan would have on these facilities.

#### **1. Existing Conditions**

Located outside the Town limits, The Truckee-Tahoe Airport is a general aviation facility that serves the entire north Lake Tahoe region. Most aircraft served by the airport are small, privately-owned piston and light turbine aircraft – with a much smaller number of medium and large turbine aircraft, including corporate jets. As of 2004, the airport saw an average of approximately 100 aircraft operations per day, using two runways. Peak use of the

airport occurs in the summer months. The Truckee-Tahoe Airport District is responsible for operations at the airport, including maintenance of runways, hangars, and other facilities, as well as offering tie-downs for aircraft, fuel sales, and other aviation services.

Although the Truckee-Tahoe Airport District operates the airport itself on a day-to-day basis, the Federal Aviation Administration (FAA) has a significant role in regulating the aviation operations of the private aircraft that use the airport. The FAA stipulates operating procedures for aircraft operations and air traffic control, is responsible to navigable airspace and flight procedures, as well as oversight of pilot licensing.

## **2. Standards of Significance**

The 2025 General Plan would result in a significant impact to aviation facilities if it would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

## **3. Impact Discussion**

Buildout of the 2025 General Plan would not result in a relocation of the Truckee-Tahoe Airport, however development occurring under the 2025 General Plan could increase the number of flights into and out of the airport. A substantial increase in the number of flights would increase the potential for accidents, which could impact public safety. However, new development occurring under the General Plan would be required, as necessary, to comply with provisions set forth in the airport's land use compatibility plan that are specifically designed to minimize risks to public health and safety associated with airport operations. As a result, increased level of operation at the airport is expected to have a *less than significant* impact on aviation-related safety or operations.

## **4. Cumulative Impact Discussion**

Regional growth in the Truckee-Lake Tahoe Area, and increases in visitors to the region could result in a cumulative increase in airport activity at the

Truckee-Tahoe Airport, which, as with project-specific impacts, could expose more people to risk from aircraft accidents. However, all community areas at potential risk from aircraft operations are subject to the land use regulations set forth in the Airport Comprehensive Land Use Plan, which would minimize potential risks from cumulatively-caused increases in air traffic to a *less-than-significant* level. Other regulations, such as those established by the FAA and the Foothill Airport Land Use Commission would further serve to ensure safe operations of the airport and the aircraft using it.

#### **5. Impacts and Mitigation Measures**

Since there would be no impacts to aviation facilities with implementation of the 2025 General Plan, no mitigation measures are necessary.