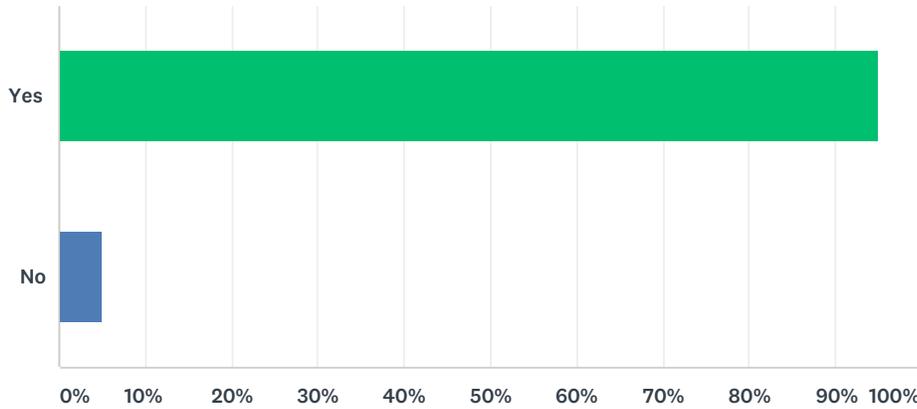


Q1 Did you watch the video simulations for all four proposed intersection alternatives?

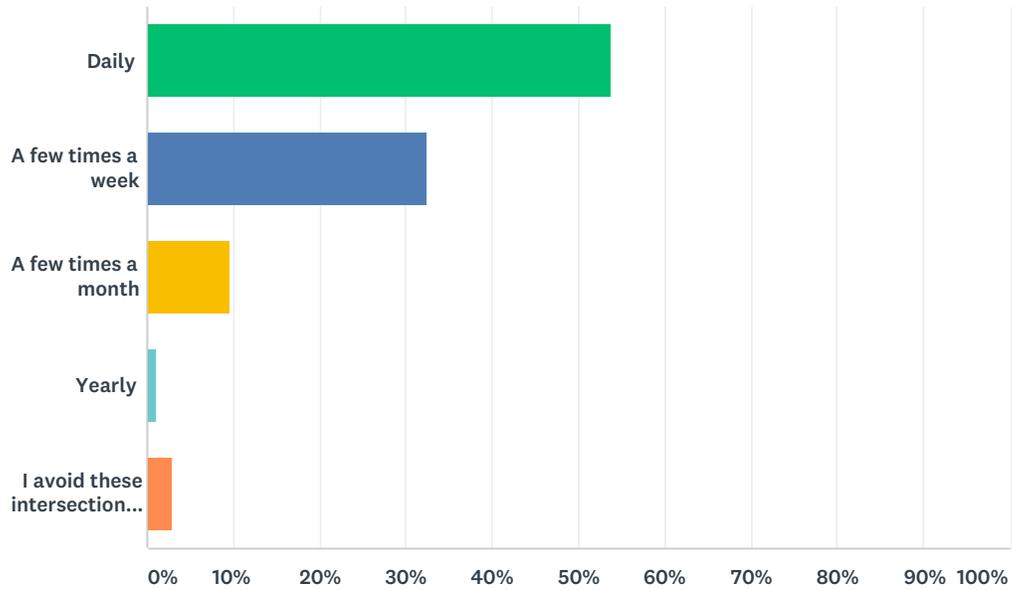
Answered: 357 Skipped: 8



ANSWER CHOICES	RESPONSES	
Yes	94.96%	339
No	5.04%	18
TOTAL		357

Q2 How often do you travel through the intersections?

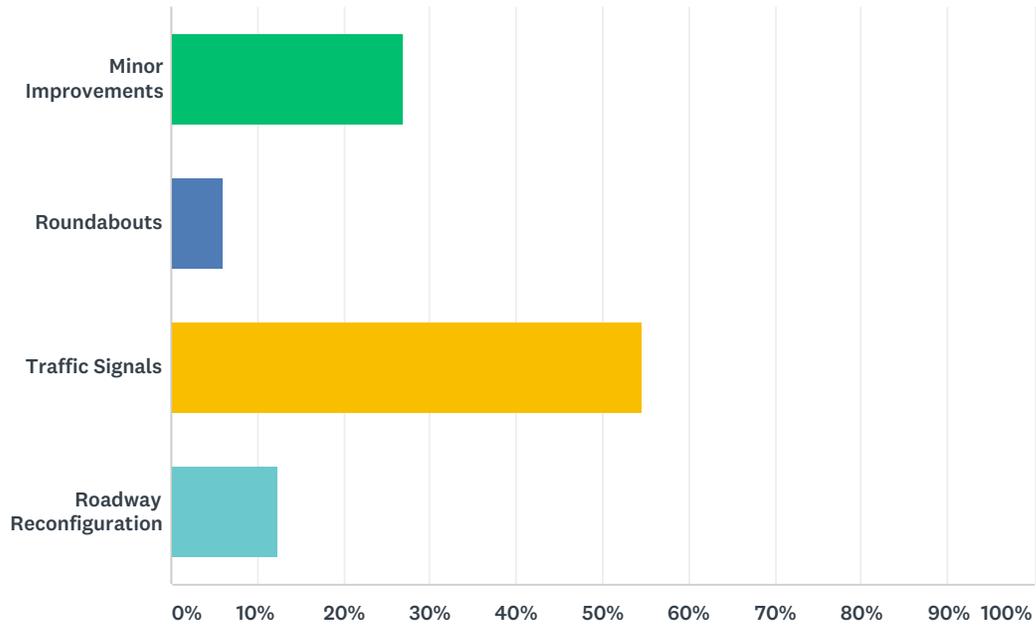
Answered: 364 Skipped: 1



ANSWER CHOICES	RESPONSES	
Daily	53.85%	196
A few times a week	32.42%	118
A few times a month	9.62%	35
Yearly	1.10%	4
I avoid these intersections as much as possible	3.02%	11
TOTAL		364

Q3 Which intersection improvement alternative do you prefer?

Answered: 357 Skipped: 8



ANSWER CHOICES	RESPONSES
	26.89% 96
	6.16% 22
	54.62% 195
	12.32% 44
TOTAL	357

Did you watch the video simulations for all four proposed intersection alternatives?	How often do you travel through the intersections?	Which intersection improvement alternative do you prefer?	Other comments or suggestions?
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	I strongly feel that we should first try the minor improvements first. Currently the sidewalks aren't repainted very often so drivers do not know to look out for pedestrians. I think between putting in the Pedestrian Medians and keeping the sidewalks brightly painted, it will make a tremendous difference. Traffic signals will really change the small town feeling we have in the heart of our quaint town. I live on E River St and go through this intersection several times a day. Sometimes on foot and by bike in the summer. We should try this solution first. Mainly I feel the signals will ruin downtown but I think it will also create more congestion.
No	Daily	Minor Improvements	
No	Daily	Minor Improvements	Better signing that says traffic from 267 does not stop. Lanes need to be better aligned in all directions. From Northstar on 267, you need to make lane that goes right also go straight. Very confusing as currently aligned. Video would not load. Did look at options.
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	
Yes	A few times a month	Minor Improvements	Granted when the train comes through it does cause backups. But it isn't that many times a day. Roundabouts might be the next best step. Question is what will the Railroad project do to traffic patterns? Was that factored in? Closing Bridge street seems like a terrible idea.
Yes	Daily	Minor Improvements	Roundabouts will be to small, they don't work all the time, and you will be taking parking spots downtown, just like the new roundabout at church st ,took parking from home owners 🙄🙄
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	
Yes	A few times a month	Minor Improvements	
No	Daily	Minor Improvements	This intersection was just under construction (2014?) why is another project proposed so shortly after. Seems like poor planning. The Roundabout option seems like it would be difficult to manage traffic when trains come through and would grid lock the area during weather related congestion. Making bridge street pedestrian only is the worst option. This would effectively isolate the Brockway St areas (Sierra Meadows) from the Pioneer Area.
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	
Yes	A few times a week	Minor Improvements	What about a 3 way stop like on the other side currently
Yes	Daily	Minor Improvements	
Yes	I avoid these intersections as much as possible	Minor Improvements	Tuff fix anyway you slice it. How about an on duty traffic director used for normal business days and weekends- Just kidding Either traffic lights or minor improvements.
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	

Yes	A few times a week	Minor Improvements	I would be in favor of closing Bridge St. to vehicles IF West River St. would be upgraded. As it stands now, West River St.'s current parking spots and narrow road cannot handle the increase of traffic if Bridge St. were to be closed.
Yes	A few times a week	Minor Improvements	
Yes	A few times a week	Minor Improvements	
Yes	A few times a week	Minor Improvements	
Yes	A few times a week	Minor Improvements	I would love to see the addition of better signage. It seems like there is hardly any signage for people once they are in the intersection, unsure of what to do. I am a fan of the simplest solution first to see how it goes. Thank you!
Yes	A few times a week	Minor Improvements	Changes for vehicular and pedestrian safety are a good idea; however, changes that make Truckee look like and act every other town and less like historical Truckee are in the long run a deterrent.
Yes	Daily	Minor Improvements	Is there a combination of sidewalk and pedestrian improvements and signals?
Yes	Daily	Minor Improvements	I live full time on E River St. so I go into the intersection several times a day. My second choice after minor improvements is the single lane roundabouts. I would not like to see signals in town because I think it would take away from the old small town charm. I would also not like to see the intersection closed because I think the traffic under Hwy 80 could get really bad at time.
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	Better signage so people understand what each lane is for would be the biggest help
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	
Yes	A few times a week	Minor Improvements	I imagine you have also considered the very costly option of undergrounding the rail line through downtown (like Reno did). Likely also rail grade issues. Other outside funding sources may be available.
Yes	Daily	Minor Improvements	
Yes	A few times a week	Minor Improvements	At this point, my preference is to simply make minor changes to the existing layout to maintain the existing flow of traffic. However, the completed Railyard Project—including both its commercial and residential uses—will likely put an additional burden on the intersection. With that in mind, it may be worth revisiting this project in 5-10 years and perhaps adding a stoplight at that juncture, if necessary.
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	This is a difficult situation to solve, and it seems like all other options aside from minor improvements/quiet zone will cause MAJOR delays in the future. The construction impacts will be huge, and traffic flow will never improve unless we build a tunnel or bridge for the tracks. Obviously that option is way too expensive for our town, so we might as well just leave things the way they are.
Yes	Daily	Minor Improvements	

			The single-lane roundabouts and the reconfiguration closing Bridge Street are terrible ideas. The roundabouts will lead to major backups when the trains come. And closing Bridge Street and forcing cars to go to McIver Crossing is just ridiculous. If you want to go to anyplace downtown or to the new railyard (whenever that is finished), or even to the Rec Center, making cars go totally out of their way to do that is not optimal. Especially with the added traffic and travel time that will be created by forcing cars to go down West River St then back through an already congested downtown to get back to that side of town. Also, important to note is the poor condition of West River Street in the winter when it snows a lot, as we have just experienced again recently. The easiest solution is the first one if the objective is to assist in pedestrian crossing, or the traffic signals. Although the addition of traffic signals just seems unnecessary and takes away from the small-town feel. It would also take away from the amusement of watching cars navigate the intersection at disfunction junction! Just kidding! It would definitely make it easier for visitors to figure out that intersection.
Yes	Daily	Minor Improvements	
	Daily	Minor Improvements	Could there be some kind of flashing lights when a pedestrian enters sidewalk as a warning to traffic coming over tracks, turning left through town. Maybe push button from pedestrian entry to sidewalk to warn oncoming traffic?? It would work Spring/Summer/Fall but perhaps blocked in winter.
Yes	A few times a week	Minor Improvements	Is this really a priority? How about just a few more well placed signs stating that north bound traffic does not stop. Other than that, most of the proposed ideas do nothing to really ease traffic.
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	town should invest in more snow removal, not waste hundreds of thousands on consultants then ask for a vote on what the people want. the public shouldn't be involved in every decision you make. the masses cant be trusted to help the town, they only want to help themselves
Yes	Daily	Minor Improvements	I believe that the Minor Improvements plan is the best solution, but would include a McIver/West River Street roundabout and better signage/notification for northbound drivers on Bridge Street that they don't have a stop sign.
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	The LAST choice should be bridge street closure, this is an unacceptable solution, will be devastating to downtown busi esses, allows no access to Brockway Road residents and River Road can handle that volume of traffic.
Yes	Daily	Minor Improvements	If the issue is the train, why are we having this discussion? The Roadway Reconfiguration would be our LAST choice!
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	Combining the minor changes with a smart traffic light might keep traffic flow, along with the extra lane so people can turn onto West river if they plan on going around.
Yes	Daily	Minor Improvements	
Yes	A few times a week	Minor Improvements	
Yes	Daily	Minor Improvements	Please no stop lights. It seems so inconsistent with the feel of the town and maintaining this historical feel
Yes	Daily	Minor Improvements	While I don't like the Bridge Street closure option I do like the thought of having a roundabout at West River and McIver Crossing.
Yes	Daily	Minor Improvements	I fear that by "fixing" this intersection, other more debilitating traffic problems will surface - thank you for the videos! and the pros and cons...
Yes	Daily	Minor Improvements	I would choose the roundabout option if it could be a 2 lane roundabout. Wouldn't that allow traffic movement with train present? Maybe not enough room?

Yes	I avoid these intersections as much as possible	Minor Improvements	
Yes	Daily	Minor Improvements	I would really worry that closing the crossing would greatly impact the downtown area and confuse visitors!
Yes	Daily	Minor Improvements	That's a "no-brainer". All failures except "minor improvements". They didn't mention the cars at bridge & dpr backing up onto the tracks & getting stuck / struck there.
No	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	Complicated intersections promote slower speeds. Traffic signals encourage tunnel vision, and can be more dangerous for pedestrians! Make the East/West River Street intersection a similar three way stop to DPR to slow traffic and allow for a more walkable downtown.
Yes	Daily	Minor Improvements	
Yes	A few times a week	Minor Improvements	Even though traffic signals seem to make the most safety since, I would prefer not having them in Historic Downtowns. I think making minor improvements is the prudent way to go at this time. I think another stop sign on the corner of Bridge Street and East River would allow pedestrians and bicyclist to cross easier and slow down the cars coming down the Bridge Street hill. That stop sign might also stagger and slow down cars crossing the tracks and help the cars and pedestrians trying to cross the Donner Pass Rd. and Bridge Street intersection.
No	A few times a week	Minor Improvements	Why not try something less invasive and see what happens before something drastic?
Yes	A few times a month	Minor Improvements	
Yes	A few times a week	Minor Improvements	More parking would help traffic patterns. Discouraging traffic on DPR downtown would likely hurt those businesses. If you force more traffic down River St, you need to improve parking there. Actually, improving parking there would help that street a lot.
Yes	Daily	Minor Improvements	pedestrian, and traffic impacts. A few comments... 1. Pedestrian... it seems the purpose is to improve pedestrian traffic. In my 8-years, I have never experienced pedestrian impact on this route, nor have I ever been concerned that I might hit a pedestrian. Flowing east-west through downtown on DPR though is another story. To me... creating/improving sidewalks on Brockway, West, River, and Bridge St would be more valuable. 2. The primary traffic flow through this area is going from Brockway to West River, and Brockway to DPR East towards commercial areas, neighborhoods, and freeway. The only time people would go from Brockway to DPR West is during snow events (when West River is awful, and you don't want to go up the hill). The second primary traffic flow is from 89 to Brockway or DPR to Brockway. Generally, you choose your battle based on traffic and weather. In light traffic and good weather, you always go via West River to Brockway. When there is a lot of traffic, ironically you go DPR via Bridge (it's too hard to turn left on West River, and the stop sign gets backed up, because people can't turn left from West River to Bridge. Finally, in bad weather, no body likes to go down the hill from DPR to West River or across traffic at that intersection. 4. I80 West exit at DPR (today there is only an east bound exit) would drive traffic to 267 and 80 for those trying to get to the west side of Truckee. However, the Brockway/267 interchange is getting worse by the day, especially turning left from Brockway to 267. That signal should operate one side only airport or Brockway. If that improved, and I could exit at DPR, I would do so to get to the commercial side of town. 5. No I80 east onramp near downtown. This creates a lot of through downtown traffic. The "close Bridge St. to cars option would make this even worse... a nightmare in fact. 6. Keiser Ave/Jibboom Traffic... the number of residents cutting through downtown via Keiser/Jibboom has become excessive. These streets are narrow dangerous with such high speed traffic and increased volume... especially for pedestrians in this area where there are no sidewalks. Something needs to be done to get cars back on DPR through the Railway and out of the back streets of downtown. In overview, if the needs are
Yes	A few times a month	Minor Improvements	While I absolutely see the advantage of the Traffic Signal Option, I fear that it'll take away from charm of the downtown area. I think it would be overkill outside of the busy holiday times.

Yes	Daily	Minor Improvements	Roundabouts or the bridge Street closure options seem to move the negative impacts elsewhere and even making them worse. I honestly think traffic lights would make the intersections flow the best, but would hesitate to go that route. My choice is the quick/easy/cheap fix for now while looking at traffic signals as a possible down the road fix. As challenging as it would be, I think adding another railroad crossing to the east should be considered.
Yes	A few times a week	Minor Improvements	
Yes	A few times a week	Minor Improvements	The road closure option will not work. Please do not do that one. The one way roads did not work and this option is just about the same, but on a bigger scale.
Yes	Daily	Minor Improvements	Or a stop light at just Bridge street and DPR.
Yes	A few times a week	Minor Improvements	To me, while inconvenient for drivers on Donner Pass Road when non-local vehicles stop at mal-function junction, it's not that big of a deal and some of the proposed solutions are worse than the problem. The pedestrian issue is real and I think if that could be improved, along with maybe better signage to tell non-locals that there is no stop sign on Bridge Street for them when coming from Brockway, that would be sufficient.
Yes	Daily	Minor Improvements	
Yes	A few times a month	Minor Improvements	
Yes	A few times a week	Minor Improvements	Please don't approve either the roundabout or closure of bridge street options. Those seem like this will only add to the already major traffic congestion issues that exist in town.
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	fine the way it is. only an issue when the citidots are in town.
Yes	Daily	Minor Improvements	With the exception of the minor improvement option, these are all terrible. You can't close Bridge Street. Many of us live nearby on Brockway - think ALL of Sierra Meadows, Winter Creek, etc. and having to go all the way around to go to downtown is not remotely acceptable. Not to mention, West River Street is not set up to be a major thoroughfare, it's a shortcut for locals. Have you driven on it this winter? It's barely had one lane after most storms. And roundabouts? That would be a huge step back. The only idea even worth discussing is the traffic lights, but your simulations didn't appear to consider what happens when the cross-traffic light goes on and traffic backs up on Brockway. I'm disappointed that these are the best ideas on the table. All of these prioritize pedestrian tourists over basic ingress/egress for local residents. Why not consider better options for pedestrians, like cute bridges over the tracks? Or underpasses? I feel like these options just missed the mark altogether. If there are no great ideas, let's not settle for "will fix one problem but create others". Think of ideas that will improve the experience for everyone, or stick with minor changes until someone comes up with something that does.
Yes	Daily	Minor Improvements	How about just have blinking reds in three directions and a green at north bound on Bridge Street at DPR? Put a cross walk at West River and Bridge going east/west.
Yes	Daily	Minor Improvements	
Yes	A few times a week	Minor Improvements	
Yes	Daily	Minor Improvements	
Yes	Daily	Minor Improvements	Nope - not a traffic engineer. It's pretty obvious however, that several if the suggestions would cause major backups.
Yes	Daily	Minor Improvements	The proposed hotel will only make the situation worse. Parking is already a nightmare and pedestrian crossing is dangerous. They need more defined and designated areas to cross. Lights will only hold traffic up more. Pedestrian bridge possible?

Yes	A few times a week	Minor Improvements	Roundabouts would essentially stop traffic when a train comes through or during snow removal and especially when non-locals are in town, which seems to be more often nowadays. Closing Bridge Street to vehicle traffic will make West River a nightmare as that street is already too narrow and small to hold that amount of traffic. Traffic signals could possibly work if they were synchronized with the trains but I could see that creating a huge problem too. A bridge over or under the tracks would ideally be the best option but would definitely be the most expensive.
Yes	Daily	Minor Improvements	
Yes	A few times a month	Minor Improvements	
Yes	Daily	Minor Improvements	
Yes	A few times a week	Minor Improvements	
Yes	Daily	Minor Improvements	1) As a pedestrian or cyclist, crossing Bridge St (east/west) at W. River is like taking your life in your hands. It's especially terrifying with kids and/or dogs in tow. A crosswalk here would be MUCH appreciated and doesn't seem to impact traffic flow too much. 2) I love roundabouts in most situations, and would like one at DPR and Bridge St, but the traffic simulation clearly showed way more backup in traffic during train stops with roundabouts - I don't think this is a great option. 3) Surprisingly, the traffic signal did not impede traffic as much as the roundabouts, but it seems to impede it more than the current set-up. It's doesn't seem to be an improvement. 4) Rerouting traffic to McIver Crossing would be a huge hassle for those trying to go east from downtown. I live in Glenshire and would have to go all the way around and through already congested downtown to get to and from home. Backing up traffic at the Burger Me roundabout and increasing traffic through downtown seems like the worst of the four options. PLEASE don't choose this one.
Yes	Daily	Minor Improvements	I would like to express my support of Option 1 with the exception that I do not condone a "Quiet Zone". Trains come with whistles...Truckee is a railroad town and as such to preserve its historical integrity people need to accept the fact that trains come with whistles. I find it completely unacceptable that whoever is complaining about the whistle is able to "railroad" (pun intended) their agenda and take away this integral part of Truckee trains. It's like people who buy a house near an airport, then start a campaign to get rid of planes because they are too noisy. The railroad is why Truckee exists. The railroad was the means that first got tourists here in the winter to supplement the winter economy. Why are we letting people dictate that our trains should not whistle? I'd rather get rid of those people and keep the train whistles. It's the most charming part of dealing with the trains...Let's embrace the whistle and our history, not try to silence it! (And yes, I can hear the whistle at my house, I love it and would be greatly saddened to have our trains stripped of their whistles.)
Yes	A few times a week	Minor Improvements	None of these options truly solve the overall objective. Suggestion: Could we not create another underpass that keep traffic flowing and protect pedestrians? While expense this will fix the issue instead of doing short term solution. As the town grows so will the traffic and we will be having to address this again in the future. This option has been very successful in the bay area along towns that have the training running thru them. All of these options just redirects the problem to other areas. Go back to the drawing board!
Yes	Daily	Minor Improvements	
Yes	A few times a month	Minor Improvements	
Yes	Daily	Minor Improvements	I am surprised, watching the videos, that the existing controls still seem to be the best option. Closing Bridge Street across the tracks and the two roundabout options both look like traffic disasters, and the signals seem a major additional vehicle impediment with only some help for pedestrians. Honestly, never seen anyone not make time for peds to cross when needed.
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	

Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	Make the entire Truckee Downtown area a pedestrian only zone!
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	
No	Daily	Bridge Stree Closure and New McIver Roundabout	
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	
	A few times a week	Bridge Stree Closure and New McIver Roundabout	
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	If roundabouts are put in they need to make sure that they are big enough for trucks most trucks drive right over them
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	We would be among the 'most impacted' as we live on Southeast River road, but know that this is by far the safest option and that which will help to drive energy into the downtown core and enhance connection between merchant areas on either side of railroad
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	The "quiet zone" will lead to serious accidents
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	For immediate help with both pedestrian crossing and reducing the speeding north bound through the east/west river street intersection a stop sign should be placed to stop all traffic entering the intersection from the south. That would decrease the speeding accidents and give safer access to traffic and pedestrians wanting to travel both west and north across the tracks from east river street.
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	
Yes	A few times a month	Bridge Stree Closure and New McIver Roundabout	
Yes	Yearly	Bridge Stree Closure and New McIver Roundabout	
Yes	Yearly	Bridge Stree Closure and New McIver Roundabout	
Yes	A few times a month	Bridge Stree Closure and New McIver Roundabout	
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	Closing Bridge street would be great. Hopefully less cars downtown.
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	

Yes	Daily	Bridge Stree Closure and New McIver Roundabout	If it is an option, consider moving the crossing guard to both intersections and force people to move to McIver crossing.
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	My hope is that part of this discussion would also involve clean up and business revitalization along West River street, to take advantage of the gorgeous river views, and would encourage more walkability along West River Street. A pedestrian crossing across the train tracks to West River street in the middle of downtown as well could revitalize the area and promote foot traffic.
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	I really like the idea of closing Bridge Street to vehicle traffic across the train tracks. Relocating some of the industrial buildings along West River between Bridge Street and McIver Xing to accommodate for sidewalks and additional downtown parking would be amazing for our town. A second railroad underpass connecting East River and DPR would be an interesting study to know more about.
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	Out of these options, the Closure seems best. Would traffic be increased on West River? West River Street is already so narrow - would it need to be widened, or would parking need to be eliminated?
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	I prefer the road reconfiguration ,though the section of West River through the business area would need to be widened and/or the parking reconfigured. Any way to make a connection from Brockway to DPR or Glenshire east of Bridge Street. Maybe a overpass over the tracks?
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	
	Daily	Bridge Stree Closure and New McIver Roundabout	
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	I like the road closure as it encourages pedestrian traffic. I think a part of this solution should be additional parking on the south side of the track to permit those traveling from that direction to access downtown without having to drive up and around through downtown. My second choice is the traffic lights as it seems to allow for more straight forward clearing of traffic with train traffic. As we get more tourists this intersection is a hazard with those who don't understand the current flow. I think the addition of pedestrian friendly flow with the railyard project will be a smart move. Thanks for taking comments!
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	Roadway reconfiguration will create huge improvements in downtown connectivity for pedestrians. Pedestrian traffic drives businesses and pedestrian traffic starts with safety and connectivity. I am a downtown resident that would be moderately inconvenienced heading to Glenshire/Reno, but am hugely supportive as it's the right thing for the town.
Yes	Daily	Bridge Stree Closure and New McIver Roundabout	hurry up
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	

			I don't care for any of them. A preference would be a bridge over the railroad tracks or travel under it like McIver. Probably more expensive, but would be a better long term solution. West River can't handle the extra traffic the way some of these people park along the business'. You would have a lot more collisions.
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	
Yes	A few times a week	Bridge Stree Closure and New McIver Roundabout	
Yes	A few times a week	Single Lane Roundabout	
No	A few times a week	Single Lane Roundabout	more roundabouts
No	A few times a week	Single Lane Roundabout	
Yes	A few times a week	Single Lane Roundabout	Every option should have additional sidewalks and pedestrian crossing improvements. At Donner Pass Road by Truckee Elementary and by the hospital there are push button pedestrian crossings to stop traffic temporarily instead of haphazard pedestrian crossing for safety and I think those could be helpful options too.
No	Daily	Single Lane Roundabout	
Yes	A few times a month	Single Lane Roundabout	I think the roadway reconfiguration and traffic signals would both create a nightmare scenario for downtown. With the new development and Church St going in I think the roundabout or just sidewalks would be best.
Yes	A few times a week	Single Lane Roundabout	
Yes	Daily	Single Lane Roundabout	
Yes	A few times a month	Single Lane Roundabout	
Yes	A few times a month	Single Lane Roundabout	
Yes	A few times a week	Single Lane Roundabout	
Yes	Daily	Single Lane Roundabout	It was a close choice between the roundabouts and the signals. I believe the roundabouts would not back up as much as shown as people would still be able to divert. The diversion would not be as much as the signal scenario but I think it would be closer to it.
No	Daily	Single Lane Roundabout	The roundabouts need to be wider than the ones just built by Church ST.
No	Daily	Single Lane Roundabout	
Yes	A few times a week	Single Lane Roundabout	
Yes	Daily	Single Lane Roundabout	
No	Daily	Single Lane Roundabout	Roundabouts would be amazing!!
Yes	Daily	Single Lane Roundabout	
Yes	A few times a week	Single Lane Roundabout	
Yes	Daily	Single Lane Roundabout	While I appreciate the efforts to mitigate the problems in this area, I see the true problem being the traffic circle/stop street combination at the railyard project (recently completed). Why not just one larger circle with an extra exit to eliminate the stop street. This design inhibits all of the proposed Bridge Street alternatives.

No	A few times a week	Single Lane Roundabout	
Yes	A few times a week	Single Lane Roundabout	I like the traffic signals for best solution to keep traffic moving and safe for pedestrians but think roundabouts are more typical of the character of our town (now!) and also think this will make the whole area down there more pedestrian friendly.
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	I realize you can't put a tunnel for the cars under the road due to the steep grade. However, your explanation for this being infeasible still does not explain why it precludes this option for a pedestrian crossing. I may have chosen a different option for how to reconfigure the car traffic if the pedestrians could have still crossed under or over the tracks with their own bridge or tunnel.
Yes	Daily	Traffic Signals	I believe Option #4 is devastating for the downtown merchants. While I am not a merchant, I do live on Riverside Drive and I see / experience the traffic daily on Bridge street. I imagine the amount of traffic clogging the McGiver roundabout would dissuade anyone from venturing downtown. This would be my absolute last choice. I do believe that whichever option you choose, we need to have crosswalks with blinking yellow lights...I have seen and I have personally experienced how scary it is to cross Bridge St. as a pedestrian. Thank you for the opportunity to chime in. Carolyn
Yes	Daily	Traffic Signals	Please include an additional pedestrian/bicycle overpass down by the legacy trail entrance
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	What about Bridge and Jaboom intersection?
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	Include traffic studies of adjacent neighborhoods as part of this project, including but not limited to high st area.
Yes	A few times a month	Traffic Signals	The traffic signal seems to make the most sense and perhaps is the least expensive. Most likely if there is a change in traffic flow, drivers will get used to it. Thank you for offering us these options
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	Traffic light option appears to have most benefits and least negative traffic impacts of the options shown.
Yes	Daily	Traffic Signals	Better law enforcement presence at the Bridge street intersection, drivers don't stop at the west River street stop sign turning left onto Bridge street.
Yes	A few times a month	Traffic Signals	
Yes	Daily	Traffic Signals	After watching the 4 videos it's clear that the traffic signal lights are the only way to keep a steady flow of traffic from South the West on East river, while allowing pedestrians to cross safely during an actual red light in a direction. I was all for the roundabout until I realized how it too would stop all directional traffic while a train was present, because all cars would be stopped within the roundabout. Traffic Light All The Way!
Yes	A few times a month	Traffic Signals	
Yes	A few times a week	Traffic Signals	

Yes	A few times a week	Traffic Signals	I prefer roundabouts so how about a two lane roundabout at west river to allow traffic to turn left on to west river but unfortunately does not solve the ped crossing . Fundamentally I so not like traffic lights
Yes	A few times a week	Traffic Signals	
Yes	Daily	Traffic Signals	I don't understand how you go east west or west east through town for option 2. Is everything diverted through Jiboom? Otherwise I would probably pick 4 as my second choice.
Yes	Daily	Traffic Signals	When you describe the round-about explain what the impact is on the gas stations. I imagine there is an impact.
No	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	All change will be difficult and not everyone will be happy. "Good work on the presentation." Does any option create a bike path through downtown. This is the biggest missing piece in town the desperately needs attention. We have great bike access all around town from every neighborhood but no way to safely get through downtown. Both DPR and west River are like riding the gauntlet.
Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	The videos were SUPER helpful, thank you.
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	This seems like a clear and obvious choice! The other options looked extremely detrimental, where as the traffic signal solves multiple problems.
Yes	Daily	Traffic Signals	I would like to install roundabouts and do away with traffic lights in most situations in town, but with the options presented, the traffic lights seem like the best solution for the downtown area. Why isn't there an overpass or underpass option on the table?
Yes	Daily	Traffic Signals	My family lives on W River street and we think the traffic lights propose the safest option for pedestrians and the most efficient for traffic flow. We cannot wait for construction!
Yes	Yearly	Traffic Signals	I own commercial mixed use building (apartments and office) at 10069 West River Street. I have lived in Truckee (9years) and am very familiar with the traffic on West River Street and surrounding area in and about town
Yes	Daily	Traffic Signals	Consider Option 5: Union Pacific Cut & Cover. Plenty of challenges certainly, but why limit our thinking when we Reimagine? Implement Minor Improvements and the Quiet Zone while we take the long view to plan and construct Option 5: Cut & Cover.
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	Daily	Traffic Signals	

Yes	I avoid these intersections as much as possible	Traffic Signals	I really don't like any of them, the traffic light is the least objectionable. I guess that this is why nothing has been done in the past. I think that we have not thought out of the box yet. Can we broaden out the scope in some way? Ideas: 1. By going farther east with a new bridge? 2. By building a bridge west may near Mclver? 3. ???
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	A few times a month	Traffic Signals	
Yes	Daily	Traffic Signals	My actual preference would be Option 1 Minor Improvements but I'm afraid with the addition of the Rail Yard project that option would unfortunately be impractical. I feel option 2 and 4 would create more traffic issues instead of alleviating any problems. Please take into serious consideration the people who use the intersections on a daily basis. They will feel the most impact of street closures, round-a-bouts and medians. Thank you.
Yes	A few times a week	Traffic Signals	Nice work on the simulations.
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	Would it be possible to close all traffic on Bridge Street and do build another "under the train train track crossing" further east on east river street like the Mclver/West River street under track crossing?
Yes	Daily	Traffic Signals	The idea of a quiet zone creates a very dangerous and potentially life threatening situation. I would have gone for the minimal changes if the quiet zone had not been a part of that plan. I have been told a part of this is for the new Theater and two hotels who have complained because the whistle keeps their patrons awake. There is another hotel on the line that already warns the patrons about the whistle and provides ear plugs. He does not get complaints about the whistle. I have also been told that there are complaints "from the Neighbors". I have talked to everyone I know that actually resides on River Streets, and they all say the same thing, they love the whistle. SO if newcomers can't handle it they should have thought about that before they bought. That is the same as buying next to an airport and then complaining about the noise. As to the safety of pedestrians, lower the speed limit and enforce it. People who are traveling slower than the speed limit can see and respond to pedestrians. The ones that are traveling at 25 mph are the ones that almost hit people.
Yes	Daily	Traffic Signals	The current situation is not only bad for pedestrians but also stressful for locals as tourists are often not familiar with the Bridge St./ Donner Pass intersection and produce confusion or traffic hazards by either stopping when not supposed to or not stopping because they are not aware that it is a 3-way stop
Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	Daily	Traffic Signals	Traffic signals and put a roundabout at Mclver Crossing and West River St.
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	Tired of the roundabouts. And eliminating the crossing altogether is also a horrible scenario.

Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a month	Traffic Signals	
Yes	A few times a month	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a month	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	Yearly	Traffic Signals	
Yes	Daily	Traffic Signals	I live on east river street and am very supportive of any improvement to this intersection! We walk into town regularly and crossing bridge street can be terrifying. In addition, pulling out of east river street can be very challenging. I also strongly support the quiet zone idea
Yes	Daily	Traffic Signals	
Yes	A few times a month	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	A few times a month	Traffic Signals	
Yes	I avoid these intersections as much as possible	Traffic Signals	
Yes	A few times a month	Traffic Signals	Are there any alternate locations where traffic could cross that could have more space, like through the parking lots to the East? I'm assuming there isn't enough space to go under the tracks or over for peds. It would be great to see a traffic circle at McYver no matter what the solution. That intersection is dangerous.
Yes	A few times a month	Traffic Signals	
Yes	Daily	Traffic Signals	seems like there could be much better minor improvements that would lead me to choose that option, especially at the most dangerous crosswalk - Bridge and West River. What about pedestrian- only traffic lights? What about a traffic light variation where they are blinking red or yellow when the train is not there but then turn to control traffic when the train is there. Seems like that would keep traffic flowing better when the train isn't there. And it could also be controlled by pedestrians.

Yes	Daily	Traffic Signals	We are a growing bustling little town with a challenged road system and not many options for change. Eliminating the cross of the tracks to vehicles seems to impact the core downtown detouring potential customers from our shops and restaurants. Adding stop lights seems to continue movement for those not crossing the tracks with a train present and creates some better consistent flow without a train present with safety for pedestrians.
Yes	Daily	Traffic Signals	none of these is the perfect solution, but also a more noticeable sign for people northbound on bridge street, noting no need to Stop. I don't mind roundabouts, but in this situation, I think they would cause way more gridlock than we already have at times, on DPR.
Yes	A few times a week	Traffic Signals	
Yes	A few times a month	Traffic Signals	This was awesome way to get community alignment on projects and allow people to feel like their voices are being heard. Thank you for being out front and creating this so people feel more connected to their local government
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	I avoid as much as possible
Yes	Daily	Traffic Signals	Thoughts about a bridge?
Yes	A few times a week	Traffic Signals	Install a bridge over the railroad tracks and traffic lights
Yes	Daily	Traffic Signals	As a school bus driver, I Think the roundabout option would make it difficult to drive through those intersections. Also, the increased traffic impact when trains are passing would delay bus routes. Closing the street to vehicle traffic just creates more traffic in other places. The stop light option looks like it would have the most benefit with the least negative impact
	I avoid these intersections as much as possible	Traffic Signals	
Yes	I avoid these intersections as much as possible	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	Traffic signals is only change that makes sense. It makes both intersections safer for both cars and pedestrians. Right now I find the bridge st/DPR intersection extremely dangerous as most tourists don't know or read that traffic from bridge street doesn't stop. Roundabouts would be crazy! Due to huge back ups onto brockway when a train comes. Closing the train track area to traffic is also crazy, as west river street is too narrow to accomodate the resulting increase in traffic. Just look at what West River street has been like during February 2019 - barely wide enough for 2 cars creeping by each other. Too dangerous to dump more traffic onto west rive street even in non snowy months/years.
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	

Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	With a future young driver in Town, I hope signals will make these intersections safer for all. If the roadway reconfiguration plan were to be utilized, I would never go downtown again...as it would be outside my daily path. I drive from Sierra Meadows across town and back multiple times a day currently. I am good at maneuvering those intersections, but worry about teaching my son to drive through them. Tourists and trains are constantly a concern. I would also like to voice that I get stuck at the crossing behind work vehicles as much as trains. They trigger the intersection to close while they are working often, even when not impeding the intersection. This would be good to consider when coordinating the lights.
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	I don't like the quiet zone idea. I think the train signal is an important safety feature and a historic and natural component to a train town.
	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	This option maintains the connectivity and seems like it would be the safest.
Yes	A few times a week	Traffic Signals	
Yes	Daily	Traffic Signals	Another option is to close Bridge Street between West River and Donner Pass Road and divert traffic to West River St. or East River Street. Build an overpass on East River to Donner Pass Road that would allow traffic to turn left on DPR for commercial row or go straight ahead to Glenshire or the freeway. It mitigates traffic by providing two crossings and provides maximum safety for pedestrians. It allows traffic headed for Glenshire or the freeway to avoid downtown, eliminating commercial row congestion. Option 3: I love roundabouts but small roundabouts would be damaged with truck traffic. The roundabout plan is unsafe for pedestrians when backed up train traffic begins to flow. Even without the backed up traffic, pedestrians crossing a roundabout is not that safe. I drive through Kings Beach frequently and have to be extremely diligent about watching for traffic in the circle AND pedestrians. Option 4: Making the area pedestrian only would be a traffic nightmare on commercial row unless another crossing is built on East River. As traffic is diverted to McGiver Crossing, we would have twice as much traffic driving through downtown just to get Glenshire or the freeway. Option 1: It does not do enough for pedestrian safety. Option 2: Traffic Signals is the best option of the four.
Yes	Daily	Traffic Signals	

			As a resident of downtown Truckee who travels through these intersections (and the McIver Crossing intersections) multiple times per day, the options for roundabouts (with some kind of traffic signals needed) scares me - too much traffic congestion when a train arrives. Likewise, the roadway reconfiguration option seems like it would create a nightmare on McIver Crossing during busy weekends (this area is already very heavily impacted or at a stand still on busy weekends and when I-80 closes during the winter). While I would love to see downtown become more pedestrian friendly, I just don't see closing one of the main vehicle routes being a safe option in an emergency situation or when there are hordes of visitors in town. And so, while I don't love traffic signals, I think that option offers the best case scenario for vehicle diversions when the train is present, improved pedestrian safety with walk/don't walk signals, and a more intuitive driving experience downtown for visitors unfamiliar with the 3-way stop at Bridge Street @ DPR. Has thought been given to adding another crossing point somewhere east of Bridge Street in the new Railyard development? Another thing that might help pedestrian safety would be installation of some pedestrian crossings of the railroad tracks besides Bridge Street. These could be elevated crossings or underpasses with stairs. As downtown develops, I believe there will be more and more need for such pedestrian crossings (especially now that the railroad has put up the fence to prevent pedestrians from crossing the tracks directly). Nice work in developing the simulations and video previews! Those were super helpful in visualizing these impacts. I certainly appreciate all the thought that's gone into this so far.
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a month	Traffic Signals	
Yes	Daily	Traffic Signals	We need bike lanes downtown and across this intersection.
Yes	Daily	Traffic Signals	We need more crosswalks at Brockway and E/West River streets.
Yes	A few times a week	Traffic Signals	
Yes	Daily	Traffic Signals	The roundabouts and reconfiguration are not acceptable solutions. Thank you for the great presentation and opportunity to be heard.
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	What about the no action alternative?
No	A few times a week	Traffic Signals	Most people understand how to respond to a traffic signal. I think this would be the best for both locals and visitors. The current configuration is confusing to visitors, and most visitors don't do roundabouts very well either!
Yes	A few times a week	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	I have serious concerns, especially with suggestions such as adding more round abouts, with added gridlock, it's becoming a bigger and bigger problem around here and I feel as though adding more round abouts, especially near the train crossing would only exacerbated the problem

Yes	I avoid these intersections as much as possible	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	I walk and ride my bike downtown and those two intersections are scary, especially during the summer and on weekends. Thanks for making things safer!
Yes	I avoid these intersections as much as possible	Traffic Signals	
Yes	I avoid these intersections as much as possible	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	Although I am a big fan of round-a-bouts it appears the traffic signals would keep the traffic flowing better. Rerouting would increase traffic on DPR which is over burdened now when the highways are busy.
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	
No	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	Is it possible to build a larger parking lot or structure at east river with option #4. People wanting to go to downtown can park and walk instead of having to drive around and park causing more traffic.
Yes	Daily	Traffic Signals	I think the traffic light scenario not only makes the flow of traffic better, but is also a safer alternative for the ever increasing pedestrian traffic in the area.
Yes	A few times a week	Traffic Signals	Traffic signals are still imperfect, but, based on these simulations, it's by far the best option. It creates the least amount of bottleneck when a train comes in. It is also, by far, the safest for pedestrians and motorists since it doesn't rely on "local knowledge" of how the intersection works (we all know how common it is for people to fail to follow traffic laws at the 3 way stop and roundabouts).
Yes	A few times a week	Traffic Signals	In reviewing all options I felt H1 could possibly provide some relief. Obviously I1 and I2 were an option to completely mitigate the issues, but I understand the trouble with actually implementing.
Yes	A few times a week	Traffic Signals	Lights at Donner Pass and Bridge only - not at River Street and do the other minor improvements
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	A few times a month	Traffic Signals	
Yes	A few times a week	Traffic Signals	

Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a month	Traffic Signals	
Yes	A few times a month	Traffic Signals	
Yes	A few times a month	Traffic Signals	We definitely need to improve the pedestrian safety, especially in the wintertime as tourists are not always aware of icy conditions. Not in favor of roundabouts or diverting traffic from the access currently available - don't close the driving lane from west river to downtown.
No	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	A few times a month	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	Light option appears to be the least invasive, and most able to move people and traffic quickly and smoothly.
Yes	A few times a week	Traffic Signals	Better lane markings and a longer turn lane on northbound Bridge Street to allow diverting traffic to turn left onto West River Street, as the backup will surely extend further back down the bridge towards Cottonwood. Additionally a longer turn lane (potentially reducing the street parking?) on West River Street for diverting traffic to be able to turn right onto southbound Bridge Street.
Yes	Daily	Traffic Signals	Pedestrian and bike use in this area is heavy and will increase with future developments. It is important to create a safe way for people to cross Bridge street. Thank you for addressing this
Yes	I avoid these intersections as much as possible	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	After viewing the videos and grasping the consequences of improving pedestrian traffic in the downtown area it's apparent that the least consequential option with regards to other areas of infrastructure is the stop light option. I fear that both the redirect option and the option with small roundabouts drastically increase traffic in this area. This could substantially increase what is already heavy traffic in high tourist season and deter visitors and locals from spending time in the historic downtown area.

			There are far too many health care professionals that would be effected by closing Bridge Street. This winter has proven it hard enough for key hospital personnel to make it TFHD in a timely matter. Unless the police department is going to escort staff from their homes to the hospital every time the town is gridlocked, this should not be an option. Think of you and your loved ones having to wait hours for a surgery because the OR crew, doctors, nurses, etc are unable to make it to the hospital. Imagine it was an emergent surgery and all the roads to and the hospital are blocked. Having two options for people to get to the hospital from Sierra Meadows, Northstar, the North Shore is imperative.
Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	Hope it get started soon along with westriver st improvements
		Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	Parking structures/multi-level, we are already out of parking and rail-yard project doesn't even have buildings.
Yes	Daily	Traffic Signals	
Yes	A few times a month	Traffic Signals	I like the quiet zone idea regardless of the road change option selected.
Yes	Daily	Traffic Signals	Best for traffic!
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	I like the idea of of using the single lane roundabout rather than adding additional lights in our town, but your simulation didn't look as favorable using that option.
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	This is likely conjecture, but I suspect there will be pushback for the street light option because it goes against the town's aesthetics.
Yes	A few times a week	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	Why is public input of value when the public has not invested the time at meetings to understand the traffic flow issues under each scenario? The videos do not fully illustrate the multitude of issues.
Yes	A few times a week	Traffic Signals	We need the a solution that works for visitors. The current 3-way stop is just too hard for them to figure out and contributes to safety issues, especially for pedestrians.
Yes	Daily	Traffic Signals	I likelthw roundabout solution because it would preserve free flow, but the traffic jam that would be caused by trains is a deal breaker, so traffic lights seem the best of these four. But is there a 5th way to still do the roundabouts but maybe reroute traffic around to mcgiver before the train gets there with traffic lights in the roundabout?
Yes	A few times a week	Traffic Signals	
Yes	Daily	Traffic Signals	
	A few times a month	Traffic Signals	Too narrow for a round about
Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a month	Traffic Signals	

Yes	A few times a month	Traffic Signals	
Yes	A few times a week	Traffic Signals	The simulations were super helpful -- before watching them I figured closing bridge street would be best.
Yes	A few times a month	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	Daily	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	A few times a week	Traffic Signals	
Yes	Daily		All the options addressed here will not fix anything and will be a waste of money. A train tunnel under bridge st for the train pass under is the only fix. Then install the 2 roundabouts.
Yes	A few times a week		Hanging traffic light
Yes	Daily		The real issue is the stoppage of traffic when a train comes. It's wont matter what type of signals or traffic flow you put in there if it doesn't keep traffic flowing at all times. Have you thought of reconfiguring the road so that it goes up and over or under the tracks so there is never a stoppage due to the train. There's already two examples down the west river st. road with tunnels. That's the only way this traffic intersection will improve. Take the train out of the equation. Go above or under and never have stoppage.
Yes	Daily		None of these options are great but I understand the constraints. This may be impossible but has closing the crossing to cars, allowing peds, and then adding a vehicle underpass under the tracks further East down East River to the newer section of the downtown expansion been considered? I know this would cost a fortune but this, along with roundabouts in all intersections would provide continuous traffic flow in all areas and there may be lateral space for the underpass further east.
Yes	Daily		None of the above. Consider raising to railroad tracks above Bridge Street. All the above options will cause additional traffic and would be worst then we what we have now. Better to do nothing and save the money
No	I avoid these intersections as much as possible		mitigate a problem that has been created by the Downtown Truckee improvements such as parking east of Bridge Street, the new Railtown Projects and various sidewalk improvements. The Town is attempting to fix a problematic intersection AFTER having approved and funded a bunch of Downtown work over the years RATHER THAN HAVING FIXED THE INTERSECTION BEFORE THE OTHER PROJECTS WERE UNDERTAKEN. I do not approve of the Town's method of creating problems or making problems worse then coming back to the public and saying, "Oh Gosh, there's a problem with our Downtown Plan and now we need to think about solutions." The entire Downtown Plan should have been thought about from the start, before ANY work took place to improve Downtown for tourism. The Town's Downtown Plan is not working very well for the locals, at least in my 48 years of being a local, local's opinion. I'm tired of the Town moving forward on these seemingly bizarre changes to our historic downtown without openly notifying property owners individually to voice options on proposed projects. If I had an option to deal with Bridge street it would be to simply build an overpass over the train tracks. Period. Big changes would need to be made Downtown to accommodate an overpass...and it's not my problem, it's the problem of the people running our Town. My opinion is: the buildings Downtown are dangerous and unsafe. It would be illegal to build structures such as those under the modern building codes. Tourists who are being encouraged by the Town to use the Downtown area are in danger if we have an earthquake. At this point it would make more sense to have the California State Parks Department take over the historic Downtown. The Town is developing options and acting on it's own to try to find solutions to fit a Downtown Plan the locals never really wanted. I have no idea what is driving the Town, I mean this is beyond the Town Vision, the one where Truckee was supposed to be modeled after Colorado ski towns. Another option might be to realign Old Brockway Road/Bridge Street so it traverses the land on the south side of the Truckee River and goes directly to McIver Crossing, by passing Downtown completely. It's not my fault the Town is too short of tax money because
	Daily		None of these will help traffic.

Yes	Daily		I would like to see the roundabout option combined with a train tunnel that routes the train tracks underground through downtown. The area above the tunnel could then be turned into a pedestrian mall.
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