

4 CIRCULATION ELEMENT

The Circulation Element of the General Plan is concerned with the safe and efficient movement of people and goods in and around the Town of Truckee by means of a wide range of transportation modes. The Element accounts for the critical link between land use patterns and transportation and has been developed in close correlation with the Land Use Element to ensure that the circulation system will be adequate to serve Truckee's existing and future land uses.

The Vision for Truckee recognizes the importance of an adequate and well-connected circulation system to support desired future land use patterns and foster connections between residential neighborhoods, commercial areas, and Truckee's open spaces. The Vision also recognizes the relationship between transportation, the environment and community character by calling for compact, connected and neighborhood-oriented development that promotes alternate modes of travel and decreases dependence on automobile use. The Circulation Element addresses each of these aspects, supporting the Vision Statement through a series of guiding principles, goals, policies and actions to guide the development of a safe and efficient circulation system for all users, in keeping with the Town's community character.

Local conditions and development patterns dictate that automobile travel is, and will remain, the primary mode of transportation in Truckee. Though the Element strongly supports alternate modes of transportation and the Town will continue to make substantial efforts to reduce vehicular trips, the reductions in traffic that will result from implementation of these strategies and efforts are projected to be modest. The Circulation Element therefore addresses, as a central focus, the provision of a roadway network that has adequate capacity to serve current and projected traffic within the town.

To achieve this, a number of circulation system improvements and a framework for their implementation are set forth in the Element. These improvements, which are described in greater detail below, include the construction of new connector and local roads (such as the Pioneer Trail and Bridge Street

State law recognizes the interrelationship between long range land use planning and the provision of an adequate circulation system by requiring the Land Use and Circulation Elements of the General Plan to be closely correlated.

The traffic analysis completed for the General Plan Update estimates that bicycle, walking and transit can be reasonably expected to account for about five percent of trips made in Truckee in the future.

Circulation Element Guiding Principles

- ❖ Coordinate land use and transportation planning in Truckee to provide for the long-range development of the Town's roadway system consistent with the existing and future land use patterns described in the Land Use Element.
- ❖ Maintain acceptable traffic operations on the Town's roads through application of Level of Service thresholds, and by conditioning new development on the ability of local roads and intersections to accommodate projected traffic impacts.
- ❖ Eliminate, to the extent feasible, all traffic signals in Truckee.
- ❖ Minimize the negative impacts of transportation infrastructure upon Truckee's community character, local neighborhoods, and the environment.
- ❖ Ensure that new development minimizes impacts on the roadway network, is integrated into the existing transportation system and provides opportunities for use of alternate modes.
- ❖ Work cooperatively with adjacent jurisdictions to address regional traffic issues.
- ❖ Reduce automobile travel demand to reduce impacts on the Town's roadway system, lessen the need for new or expanded road facilities to accommodate increased demand, and decrease pollutants emissions from automobiles.
- ❖ Provide a safe, comprehensive, and integrated system of trails and bikeways as a key component of the circulation system.
- ❖ Promote a safe and efficient transit system, including both bus and rail, to reduce congestion, improve the environment, and provide viable alternatives to the automobile.

Circulation Element Guiding Principles (Continued)

- ❖ Provide for the safe and efficient movement of commercial goods through Truckee by road and rail.
- ❖ Promote maintenance and improvement of aviation facilities that are compatible with surrounding land uses.

Extension), widening and other capacity-increasing measures for existing roads, and installation of roundabouts and other intersection improvements.

Since it is traffic from new development (alongside other factors such as increases in regional traffic) that will largely determine the need for these improvements, the Circulation Element provides a framework for assessing the impact of new development on traffic operations, including “Level of Service” thresholds for traffic operations, and for funding and constructing the improvements needed to accommodate projected traffic volumes. Level of Service (LOS) standards are described in Table CIR-1, below.

While planned circulation system improvements will offset the effects of increased traffic from development allowed under this General Plan, it is nonetheless acknowledged that traffic congestion is likely to be somewhat worse in the future than it is today. In addition, there will continue to be times during the year when more severe congestion and delay occur, such as during peak visitor periods and when roads are closed due to winter storms. This Element's policies aim to maintain acceptable traffic conditions throughout most of the year, and to reduce the worst impacts of traffic events that are beyond the Town's ability to control or accommodate, through strategies such as provision of alternate travel routes and emergency vehicle access.

TABLE CIR-I **SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS**

Level of Service	Delay Conditions and Maneuverability
A	Free Flow or Insignificant Delays. Drivers unimpeded in their ability to maneuver within traffic. Minimal delay at signalized intersections
B	Stable Operation, Minimal Delays. Drivers are only slightly restricted within platoons of traffic. Insignificant delays at signalized intersections.
C	Stable Operation, Acceptable Delays. Ability to maneuver more restricted. Major approach phases at signalized intersections are fully utilized and drivers experience lower travel speeds.
D	Restricted Flow, Regular Delays. Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	Maximum capacity, Extended Delays. Volumes at or near capacity with significant delays. Vehicles may wait through several signal cycles with long queues at signalized intersections.
F	Forced Flow, Excessive delays. Represents jammed conditions. Intersections operated below capacity with low volumes. Queues may block upstream intersections.

Source: Highway Capacity Manual, Transportation Research Board, 2000.

Although planning for adequate automobile circulation is an important aspect of the Circulation Element, the Element also aims to reduce transportation demands and to provide support for alternate modes of travel. These include facilities and development patterns that facilitate bicycle and pedestrian use and use of public transit, carpooling and vanpooling, and private transit, all so as to reduce dependence on the automobile. As important local and regional facilities, the Element also contains guidance for both rail and air transportation.

Other key components of the Element include the roadway classifications in Section C, the listing of future traffic improvements in Section D, and the goals, policies and actions in Section E.

A. State Law Requirements

The Circulation Element is a required element of the General Plan. As required by Section 65302(b) of the California Government Code, this Circulation Element is correlated with the Land Use Element, and includes information on the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local transportation facilities.

State law also requires that a Circulation Element contain data and policies related to the circulation of water, sewage, storm drainage, and other public utilities. These components are not included here, and instead are incorporated in the Land Use Element.

B. Existing Circulation System

This section provides a brief overview of the various components of Truckee's transportation and circulation system.

Vehicular Circulation System

Automobiles are the primary mode of transportation in Truckee, with almost every Truckee household owning at least one vehicle. The dispersed pattern of development in the Town, with neighborhoods located throughout the 34-square mile community, means that travel by automobile is a part of daily life for most Truckee residents.

According to the 2000 Census, only 1.5 percent of Truckee households do not own an automobile; 76 percent of households own two or more vehicles.

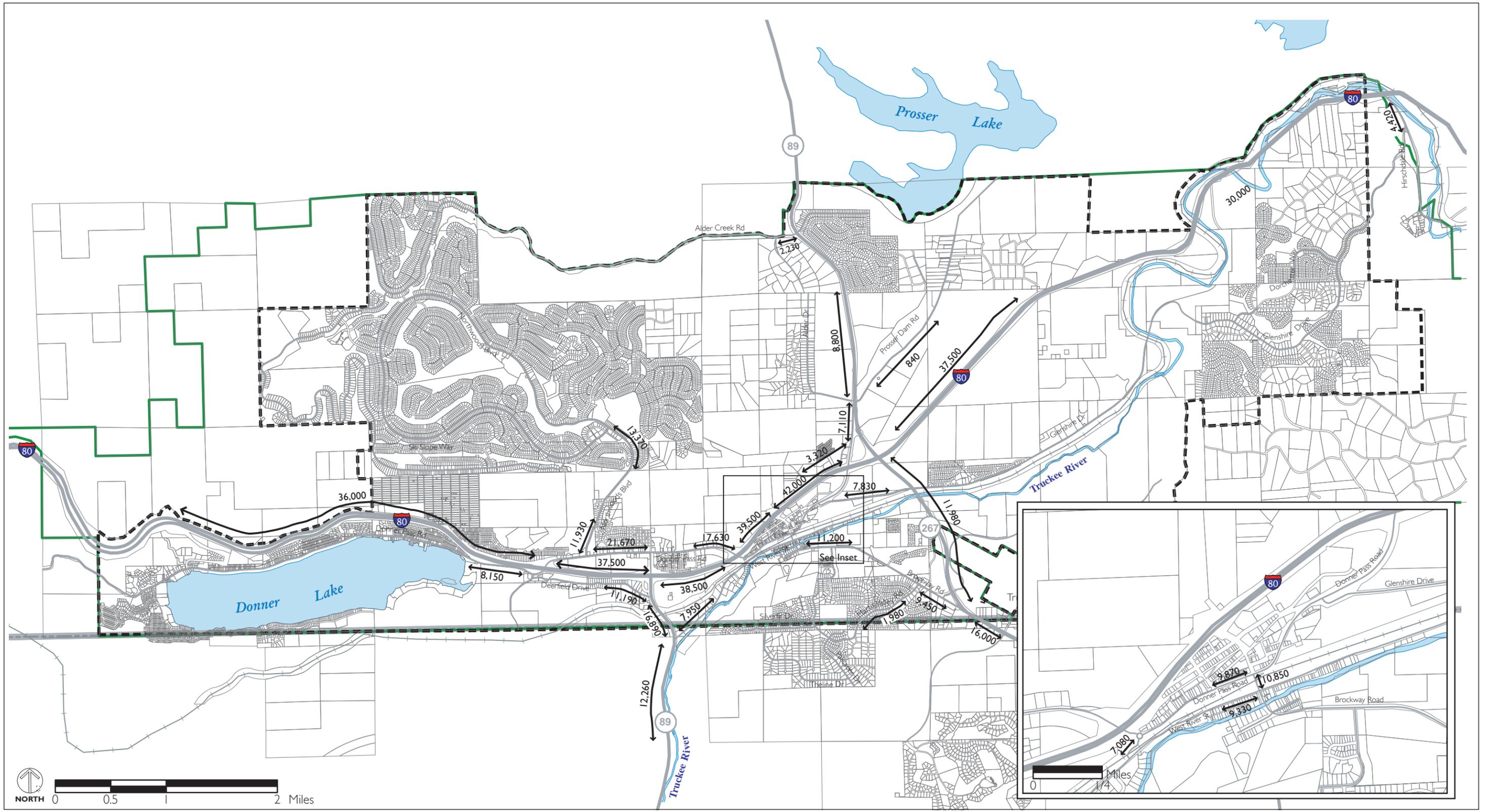
Existing Roadway Network

Figure CIR-1 illustrates Truckee's major existing roadway components, and the average daily traffic volumes (ADT) on principal sectors of those roadways. The volumes illustrated in the figure are based on two different methods for measuring ADT, depending on the source of the data.

Traffic volumes shown for State highways within Truckee represent peak month ADT. These figures are reported annually by Caltrans, and are based on the average ADT over the month during which the highest ADT volumes occur; or in other words, the total traffic volume for that month, divided by the number of days in the month. In Truckee, the highest daily traffic volumes usually occur during July or August. Volumes for other roadways illustrate peak summer day ADT, representing total traffic volume traveling along a roadway over the course of a peak summer day. Peak summer traffic volumes were calculated based on traffic counts conducted in the summers of 2003 and 2004, where the peak summer day is defined as the day during which the 10th highest summer peak hour volume occurs.

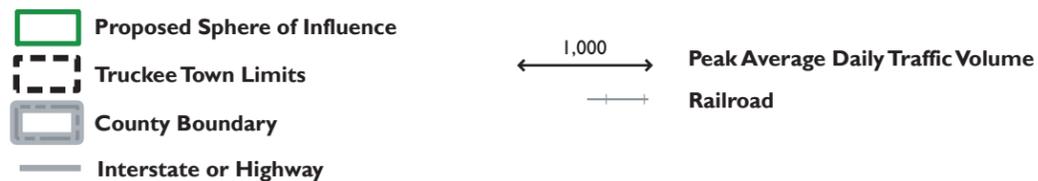
Although there is some level of congestion during weekday afternoon peak periods under existing conditions, all roads and intersections operate at acceptable Levels of Service. However, several intersections are currently near capacity and there is limited potential for the Town's existing roadway network to accommodate increased traffic, especially that associated with significant new development.

Truckee's primary regional connections are provided by an interstate freeway and two State highways. Interstate 80 runs approximately east-west through the Town, connecting Truckee to Sacramento and the San Francisco Bay Area to the west, and to Reno, Nevada, and eventually to Chicago to the east. Highway 267, which runs south from Interstate 80, connects to Highway 28 along Lake Tahoe's north shore. Highway 89 is divided into two sections. Highway 89 South travels from Interstate 80 to Tahoe City and Lake Tahoe's west shore. The roadway crosses the railroad by means of a narrow tunnel undercrossing, known as the "Mousehole," which has been long identified as a significant safety concern for the many pedestrians and cyclists who use it. Highway 89 North begins at the I-80/Highway 267/Highway 89 North intersection northeast of Downtown Truckee, and runs north to connect Truckee with Sierraville, Quincy, and the far north of the State.



Source: LSC Transportation Consultants, 2004; California Department of Transportation
 Note: Interstate 80 ADT reflects Peak Month Daily Volumes, 2004. I-80 Caltrans reported Peak month volumes for Prosser Interchange to Hirschdale Interchange may not reflect actual peak month for this roadway segment, due to the methodology used.

FIGURE CIR-1



ROADWAY NETWORK AND ADT

Donner Pass Road is perhaps the most important of Truckee's local thoroughfares, and is its most heavily traveled local (non-highway) route. The east end of Donner Pass Road begins at the intersection with Highway 89 North and travels westward through Downtown and the Gateway commercial area, to Donner Lake, where it continues towards Soda Springs. Donner Pass Road provides a vital link for local circulation by providing access to Downtown Truckee, the public and commercial uses in the Gateway area, and residential and recreational uses around Donner Lake. While congestion is a significant issue along Donner Pass Road, particularly in the Gateway area, it is also a primary aim of the Town to improve the visual character and pedestrian-orientation of this key corridor.

Other major roadways in Truckee, most of which provide connections to the Town's residential neighborhoods, include Glenshire Drive, connecting Glenshire/Devonshire and Olympic Heights to Downtown; Northwoods Boulevard, which connects Tahoe Donner to Donner Pass Road just west of the Highway 89 South intersection; and Brockway Road, which links the Martis



Summer traffic along the Commercial Row segment of Donner Pass Road.

Valley neighborhoods to Downtown Truckee. West River Street serves as an important east-west connection between Highway 89 South and the Downtown. At present there is an identified need for a third connector road to Tahoe Donner, which would provide an additional connection from Tahoe Donner to Interstate 80 and Downtown.

Improving connectivity in Truckee would better integrate the town's dispersed neighborhoods and would also help to reduce congestion by providing alternate travel routes between destinations. Connectivity may be enhanced by improving the road network and by developing a comprehensive network of trails and bikeways.

Truckee's historic growth patterns, its recent incorporation to embrace a number of dispersed residential neighborhoods, and physical constraints presented by topography, the Truckee River, and the railroad, have each affected the development of the local street network. Today, the Town's roadway network is relatively sparse, with most neighborhoods connected by a limited number of arterials or collectors, few alternate travel routes, and significant distances traveled between neighborhoods. With the exception of the historic Downtown, which has a dense modified grid of streets, and some portions of the Gateway neighborhood, circulation in most of Truckee's neighborhoods reflects the typical post-war, suburban model of curvilinear local streets, cul-de-sacs, and limited through connections. Improving connectivity within and between existing and future neighborhoods is an important goal of this Element, and of other elements of the General Plan.

Major Intersections

Intersections are the connective nodes within the roadway network, and generally the points at which traffic is most strictly controlled to facilitate the flow of traffic and prevent conflicts between road users.

The major intersections located within the Town of Truckee and immediately adjacent to the Town limits are summarized in Table CIR-2. As shown in the table, nine of Truckee's major intersections are signalized, including those at Highway 89 South's intersections with Donner Pass Road, Deerfield Drive and West River Street; Highway 267's intersections with the Interstate 80 east- and west-bound ramps, Brockway Road/Soaring Way, and Schaffer Mill Road/ Truckee Airport Road; the Donner Pass Road/Northwoods Boulevard intersection; and the intersection of Brockway Road and Palisades

TABLE CIR-2 **MAJOR ROADWAY INTERSECTIONS**

	Intersecting Roadways	Intersection Control
1.	Donner Pass Road/Cold Stream Road/I-80 Eastbound Ramps (DPR Western Interchange)	Unsignalized
2.	Donner Pass Road/I-80 Westbound Ramps (DPR Western Interchange)	Unsignalized
3.	Donner Pass Road/Northwoods Boulevard	Signalized
4.	SR 89 South/Donner Pass Road	Signalized
5.	SR 89 South/Deerfield Drive	Signalized
6.	SR 89 South/West River Street *	Signalized
7.	SR 89 South/I-80 Westbound Ramps	Roundabout to be completed in 2006
8.	SR 89 South/I-80 Eastbound Ramp	Roundabout to be completed in 2006
9.	SR89 North/Prosser Dam Road/Alder Drive	Roundabout to be completed in 2007
10.	Donner Pass Road / I-80 Westbound Ramps (DPR Central Interchange)	Unsignalized
11.	Donner Pass Road / I-80 Eastbound Ramp (DPR Central Interchange)	Unsignalized
12.	West River Street/McIver Crossing	Unsignalized
13.	Donner Pass Road/McIver Crossing	Roundabout
14.	Donner Pass Road/Bridge Street	Unsignalized
15.	Bridge Street/West River Street	Unsignalized
16.	Brockway Road/Palisades Drive	Signalized
17.	Brockway Road/Martis Valley Road	Roundabout to be completed in 2006
18.	Donner Pass Road/Glenshire Drive	Unsignalized

	Intersecting Roadways	Intersection Control
19.	Donner Pass Road/I-80 Eastbound Off Ramp (DPR Eastern Interchange)	Unsignalized
20.	Donner Pass Road/I-80 Westbound On Ramp (DPR Eastern Interchange)	Unsignalized
21.	Donner Pass Road/Pioneer Trail	Unsignalized
22.	Donner Pass Road/SR 89 North	Roundabout to be Completed in 2007
23.	SR 267/I-80 Eastbound Ramps	Signalized
24.	SR 267/I-80 Westbound Ramps	Signalized
25.	SR 267/Brockway Road/Soaring Way	Signalized
26.	SR 267/Schaffer Mill Road/Airport Road*	Signalized
27.	Glenshire Drive/Martis Peak Road/Whitehorse Road	Unsignalized

Source: LSC Transportation Consultants, 2004

* Located in Placer County

Drive. The intersection at Donner Pass Road and McIver Crossing operates with a one-lane roundabout. Three additional roundabouts are due to be completed in 2006, two are at the Highway 89 South/ Interstate 80 east- and west-bound off-ramps, and the third at Brockway Road and Martis Valley Road. Two more roundabouts, at Donner Pass Road/Highway 89 North, and at Highway 89 North/Prosser Dam Road/Alder Drive are scheduled for construction in 2007. All other intersections in Truckee are unsignalized.

As explained in the goals, policies and actions in Section E, the Town of Truckee is committed to the future use of roundabouts as an alternative to traffic signalization at intersections. Roundabouts are widely employed as traffic control devices throughout the world, but are relatively little used in the United States. However, transportation engineers and local communities

have increasingly come to recognize the benefits of modern roundabouts, which have been shown to improve traffic flows by moving vehicles more efficiently through an intersection, improving safety, and decreasing emissions from vehicles idling at a traffic signal or stop. By eliminating turn lanes and reducing vehicle queuing requirements, roundabouts can also serve an important urban design function by reducing the total size of an intersection, and by allowing installation of landscaping in the central portion of an intersection instead of an expanse of asphalt.

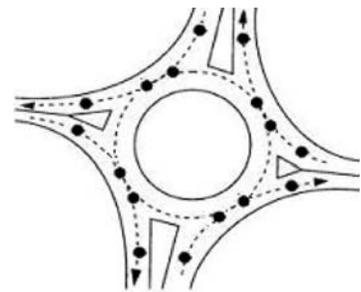
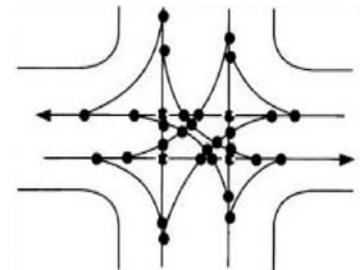
Trucks

Due to the Town's location at the intersections of an Interstate and two major regional highways, substantial truck traffic passes through the Town limits. The opening of the Highway 267 Bypass has eliminated some of the truck traffic formerly required to travel on downtown streets from Interstate 80 to the Lake Tahoe region. However, some regional truck traffic, as well as local truck traffic associated with the Town's commercial and industrial businesses and construction industry, continues to use local streets. There are no formally designated truck routes in the town, although Glenshire Drive has a seven-ton weight limit (put in place prior to construction of the new Truckee River bridge) and trucks are prohibited on the south end of Northwoods Boulevard (north of Donner Pass Road) because of its steep grade.

Trail and Bikeway System

Facilities for non-automotive travel are an important and intrinsic part of the Town's circulation network. These routes serve to connect Truckee's neighborhoods and its open spaces, and provide both a circulation and a recreational function for the Town. The Town of Truckee is committed to the establishment of an extensive and well-connected network of trails and bike-ways linking all parts of Truckee and the town's neighboring open space areas.

At present, the trail and bikeway network within the Town limits is relatively limited. Existing trails include recreational trails/Class I bike paths that are in place along the Truckee River between the Truckee River Re-

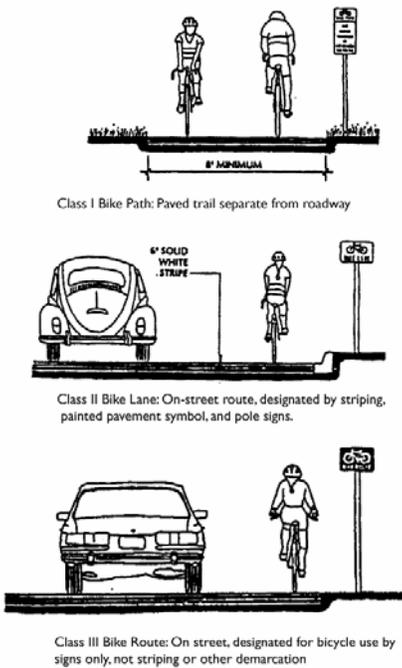


● Intersection Conflict Points

Roundabouts substantially reduce intersection conflicts, as shown in the above diagrams. (Source: Federal Highways Administration)

gional Park and River View Sports Park, 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.

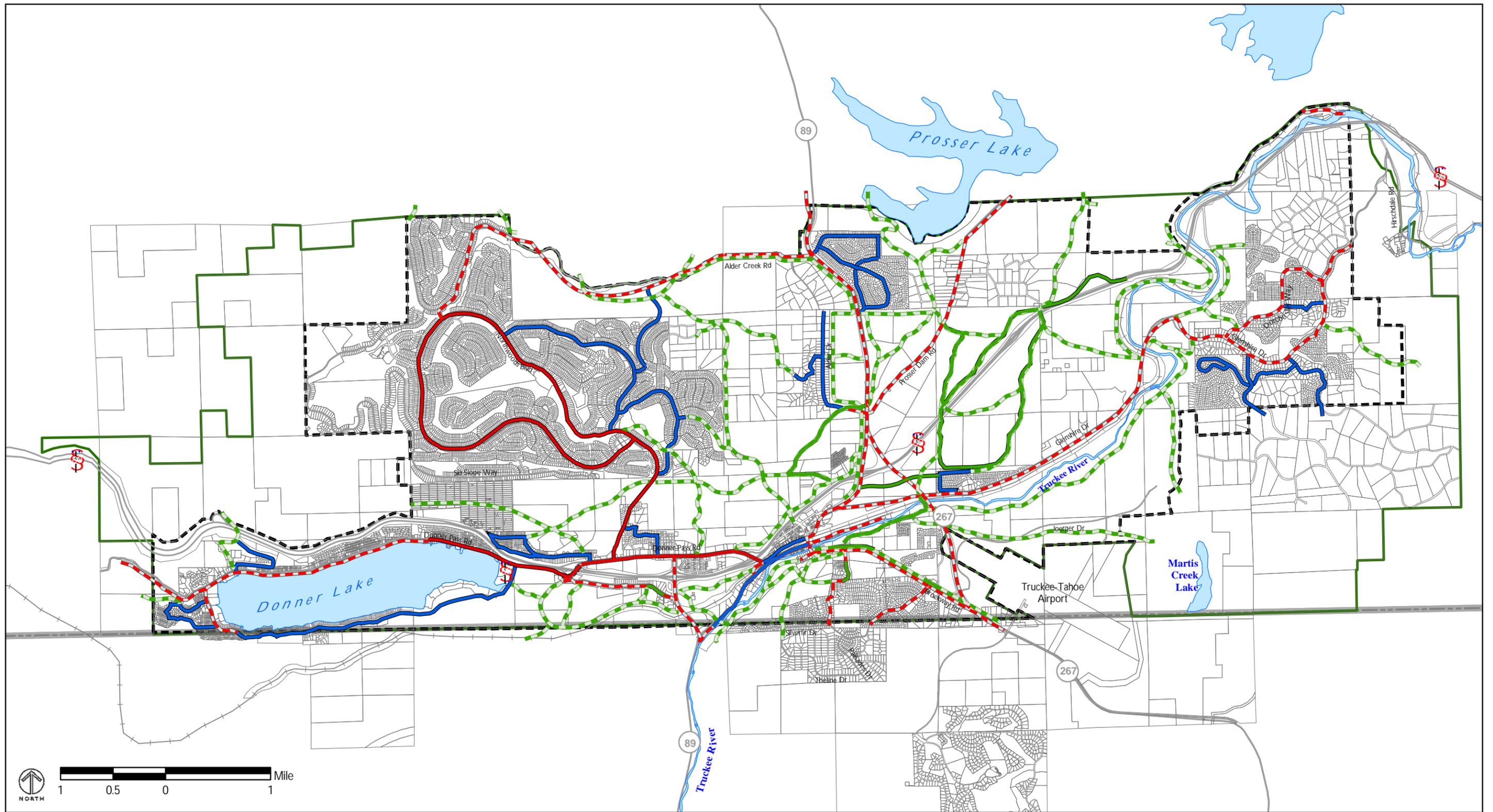
The 2002 *Trails and Bikeways Master Plan* describes a comprehensive system of bikeways located along Truckee's existing and future roadways, as well as a dedicated network of trails and pathways for use by pedestrians, equestrians, cyclists and cross-country skiers. Among the key facilities proposed in the Plan are the following:



Bike Facility Definitions

- ◆ A major **East-West Recreational Trail** extending from Donner Lake to the eastern Town Limit, along Donner Creek and the Truckee River.
- ◆ **Multi-User Recreational Trails, including Class I Bike Paths** connecting Downtown with the Gateway area and south Truckee neighborhoods; connecting Donner Pass Road with Tahoe Donner, Prosser Lake neighborhoods and the new Gray's Crossing and Old Greenwood planned developments; and a network of trails through open space areas in the eastern part of Truckee and the TTSA/TSD lands south of the Truckee River.
- ◆ **Class II Bike Lanes** along the length of Donner Pass Road, Northwoods Boulevard, Alder Creek Road, Highway 89 North and South, Brockway Road, Glenshire Drive, and Prosser Dam Road.
- ◆ **Class III Bike Routes** in several of Truckee's residential neighborhoods, including Tahoe Donner, Glenshire, Olympic Heights, Gateway and Prosser Lakeview Estates.

The existing and planned trail and bikeways network is shown in Figure CIR-2. This Circulation Element includes goals, policies and actions to implement the network shown in the Figure and in *Trails and Bikeways Master Plan*.



Completed and Approved Trails and Bikeways

- Recreational Trail/Class I Bike Path
- Class II Bike Lane
- Class III Bike Route

Proposed Trails and Bikeways

- - - Recreational Trail/Class I Bike Path
- - - Class II Bike Lane

- Proposed Sphere of Influence
- Truckee Town Limits

FIGURE CIR-2

EXISTING AND PROPOSED TRAIL AND BIKEWAY NETWORK

Local and Regional Transit

This section describes existing transit services that serve the Town of Truckee, including local and regional bus service. Passenger rail services are discussed separately below.

- ◆ **Truckee Trolley.** The Truckee Trolley is a public-private partnership between the Town of Truckee and several private organizations. Winter service is provided seven days a week and includes three routes serving key commercial areas and some residential neighborhoods in town, as well the Northstar and Sugar Bowl ski resorts and the Airport. Much more limited service operates outside winter months, comprising one route between Downtown and the west end of Donner Lake.
- ◆ **Truckee Dial-A-Ride** provides curb-to-curb demand response service to persons with disabilities with ADA certification as well as the general public. Service is offered six days a week, and is generally limited to the area within Town limits.
- ◆ **Tahoe Area Regional Transit (TART).** Tahoe Area Regional Transit operates transit service between Truckee and Tahoe City along the Highway 89 corridor. TART is operated by the Placer County Department of Public Works, in partnership with the Town of Truckee. This service operates seven days a week from 8:30 A.M. to 5:30 P.M, with extended service hours offered mid-December to mid-April.
- ◆ **No Stress Express.** No Stress Express is an airport shuttle service operating between the Lake Tahoe North Shore and Truckee area, and the Reno/Tahoe International Airport. The shuttle service operates seven days a week, with 21 daily one-way runs to the Reno airport.
- ◆ **Greyhound Bus Lines.** Greyhound provides regional and long-distance service to and from Truckee seven days a week, including westbound service along I-80 to Sacramento and the Bay Area, and eastbound service to Reno, Salt Lake City, and points beyond. Passengers are dropped off in Truckee at the Truckee Train Depot in the Downtown. Five westbound

Compact, infill development can help to support transit services in Truckee, which are much less cost-effective when serving dispersed and low-density development.

runs to Truckee are provided from Reno, and three eastbound runs to Reno from Truckee are available daily.

Railroad

The railroad is a defining feature of Truckee’s local history and character. Today, the Union Pacific line through Truckee provides both passenger and freight rail service. Daily Amtrak passenger rail service stops in Truckee as part of the California Zephyr route between the Bay Area and Chicago. Due to delays along the route, this service often operates substantially behind schedule, particularly in the westbound direction. The rail route is also heavily used for freight service, providing a vital transcontinental route for transportation of all types of cargo. With millions of annual visitors to the Lake Tahoe region from the Bay Area, Sacramento, and Reno, and the increasing number of Truckee residents who commute to jobs in Reno, improved passenger rail service offers promise as an inter-city transit option for the town.



In this historic picture, the California Zephyr travels along the Truckee River about eight miles east of the town.

Truckee-Tahoe Airport

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 about 100 aircraft operations per day, using two runways. Peak use of the airport occurs in the summer months. The Tahoe-Truckee 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.

C. Roadway Classifications

The Town of Truckee is served by an existing network of freeways, State highways, arterial roads, collector roads and local roads. Each of these types can be described by a classification, summarized in Table CIR-3, which includes its primary function, the type of linkage it provides, as well as certain aspects of its design, and access. This functional classification system helps to plan appropriately for the circulation system by identifying the various types of linkages needed to accommodate the access and mobility requirements of the development allowed by the General Plan. The locations of existing and future roadways in each class are mapped in Figure CIR-3, which follows Table CIR-5. A listing of the town's roadways by classification is provided in Table CIR-4.

In general, roadways have two functions, to provide mobility and to provide access to property. Whereas high speeds and limited interruption by intersections and access points are desirable for mobility and providing direct connections, low speeds are more desirable for safety and property access in residential and higher density development areas. Local streets emphasize property access; highways and arterials emphasize higher mobility for through-traffic; and collectors attempt to achieve a balance between both functions. From a design standpoint these functions can sometimes conflict, particularly when a

TABLE CIR-3 ROADWAY CLASSIFICATION DEFINITIONS

Roadway Type	Function and Design Factors
Freeway	The function of a freeway is to provide for inter-regional and intra-regional travel. Freeways serve high speed traffic and are full access controlled with no at-grade crossings interrupting the flow of traffic. Vehicle speeds and daily traffic volumes are very high. Interchanges typically connect to major or minor arterials. Interstate 80 is the only freeway in Truckee.
Major Arterial (State Highway)	Major arterials, similar to freeways, provide for high mobility inter-regional and intra-regional travel. Major arterials however, are usually partial access controlled with a minimum number of intersections (primarily with other arterials or freeways). Examples of major arterials in Truckee include SR 89 and SR 267.
Minor Arterial	Minor arterials typically provide more land access than do major arterials, while still providing adequate mobility for accommodating longer distance trips. Minor arterials should have Class II bike lanes. Examples in Truckee include Donner Pass Road and Glenshire Drive.
Major Collector	Major collectors serve the more important intra-county travel corridors and traffic generators not served by major or minor arterials. Major collectors may have Class II bike lanes. Major collectors include roadways such as Alder Creek Drive, Donner Lake Road, Lausanne Way, and the Northwoods Boulevard loop.
Minor Collector	The function of minor collector roadways is to accumulate traffic from local roads and provide connectivity to higher class major collectors and major and minor arterials. Minor collectors may have Class II bike lanes. Examples of minor collectors include Dorchester Drive, Martis Valley Road, South Shore Drive, and Rainbow Drive.
Local Road	Local roads can be private or public and primarily provide land access functions (e.g., to residence, business, or other abutting property) and include cul-de-sacs. Their design and control facilitates the movement of vehicles onto and off the street system from land parcels. Through movement is difficult and is discouraged by both design and control of facility. Vehicle speeds are typically very low. Most neighborhood residential roads are considered local roads.

TABLE CIR-4 TOWN OF TRUCKEE ROADWAY CLASSIFICATIONS

Minor Arterial

- Donner Pass Road
 - Northwoods Boulevard (from Donner Pass Road to intersection of Northwoods/Northwoods)
 - Deerfield Drive (from Highway 89 to 1,000 feet westwards)
 - West River Street
 - Pioneer Trail
 - Pioneer Trail Extension (Future)
 - Bridge Street Extension (Future)
 - Glenshire Drive
 - Soaring Way
 - McIver Crossing
-

Major Collector

- Donner Lake Road
 - Northwoods Boulevard (except for minor arterial section)
 - Lausanne Way (from Northwoods Boulevard to Schussing Way)
 - Schussing Way
 - Alder Creek Road (from Highway 89 to Fjord Road)
 - Fjord Road
 - Glenshire Drive Realignment (Future)
-

Minor Collector

- South Shore Drive
 - Hansel Drive
 - Comstock Drive
 - Alder Drive (from Highway 89 to Comstock Drive)
 - Prosser Dam Road
 - Rainbow Drive
 - East River Street (from Bridge Street to 1,400 feet eastwards)
 - Palisades Drive
 - Martis Valley Drive
 - Dorchester Way
 - Manchester Drive
 - The Strand (from Glenshire Drive to Donnington Lane)
-

roadway serves more than one function. For example, prior to construction of the Highway 267 Bypass, Downtown streets served as the primary route between Interstate 80 and Highway 267, creating conflicts between a desire for a pedestrian-oriented downtown and the needs of motorists to efficiently reach their destination.

The Town of Truckee has established Public Improvements and Engineering Standards (PIES) for arterial, collector and local roadway classifications, which encompass all roadways in Truckee that are under local jurisdiction. Interstate 80 and Highways 267 and 89 in Truckee are under the jurisdiction of the California Department of Transportation, which controls design, construction and maintenance of these roadways. The PIES regulate a variety of aspects concerning roadway design including minimum right-of-way width, design speeds, standard lane width, and number of lanes.

D. Planned Circulation Improvements

Under this General Plan, the Town plans to implement a number of improvements to the street network, including the construction of new roadways and roadway connections, as well as installation of roundabouts, traffic signals, and addition of turn lanes at key intersections. In general, as is described in Policy P6.5, in Section E, it is the Town's desire to avoid improvements that involve widening roads beyond two travel lanes, or creation of intersections with two or more dual left-turn lanes for a turning movement, except in certain cases, in order to avoid the visual impacts and loss of community character that are often associated with wide roadways and intersections.

These planned improvements are summarized in Table CIR-5 and are described below; their locations are shown in Figure CIR-3. The Circulation Plan, along with the goals, policies and actions contained in Section E, together provide the necessary support for the development allowed by this

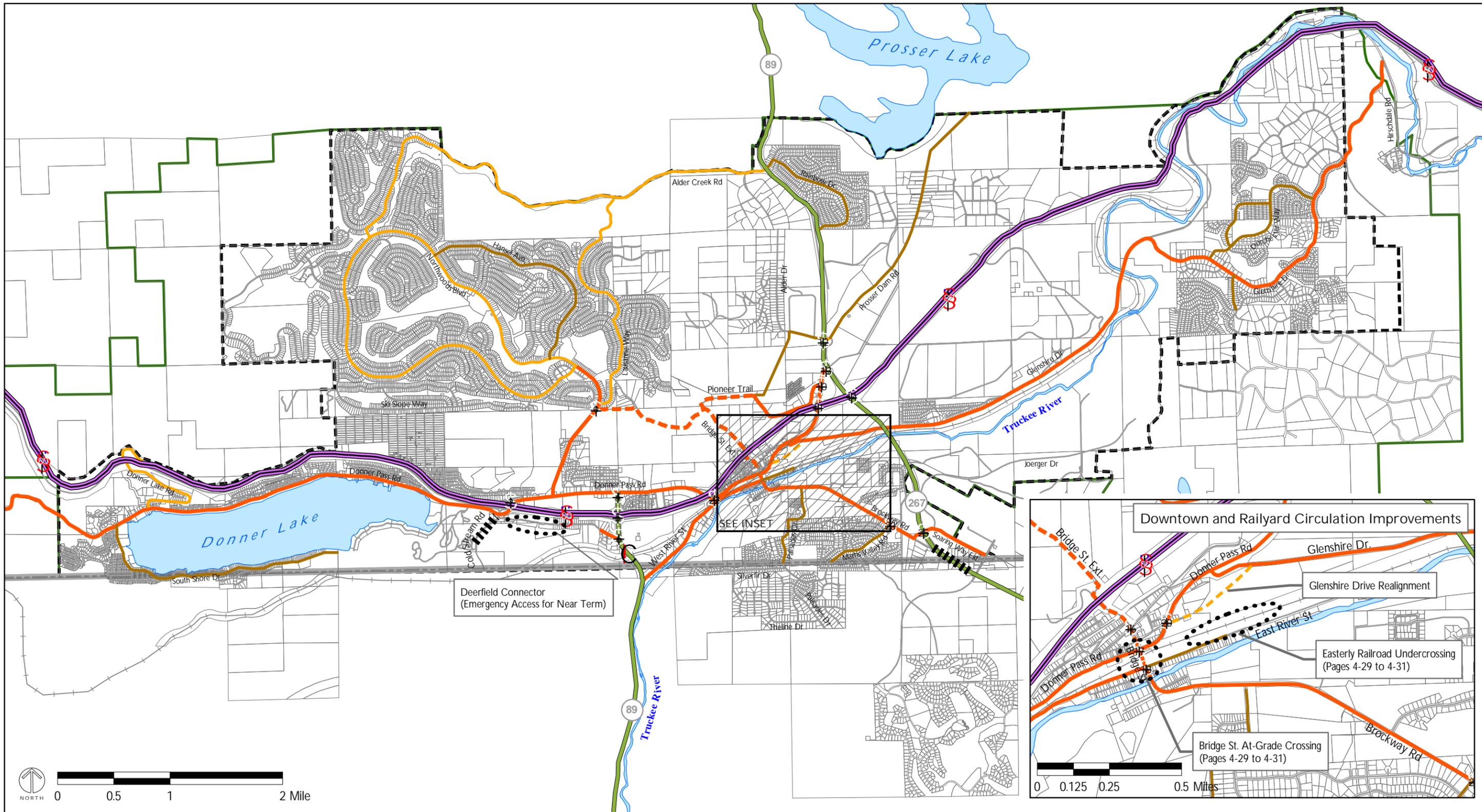
Goals, policies and actions in Section E of this Element describe measures to implement these improvements, including establishment of appropriate time-frames for implementation, and funding.

TABLE CIR-5 ROADWAY AND INTERSECTION IMPROVEMENTS

	Roadway (R) or Intersection (I)	Location	Improvement Description	Timing	Notes
1.	R	Cold Stream Road	Widening: Additional northbound and southbound through lanes between Donner Pass Road and PC-1	Upon development of PC-1	
2.	I	I-80/Donner Pass Rd./Cold Stream Rd	Roundabout or traffic signal at westbound ramps; roundabout at eastbound ramps	Upon development of PC-1	
3.	R	Deerfield Drive Extension	Emergency road connection and future local access route between Deerfield Drive and Cold Stream Road through PC-1.	Upon development of PC-1	
4a.	I	Donner Pass Rd/Frates Ln./Highway 89 South	Signal timing and approach reconfiguration	Short Range	
4b.	I	Donner Pass Rd/Frates Ln./Highway 89 South	Roundabout	Long Range	
5.	I	I-80/Highway 89 South	Dual lane roundabouts at I-80 access ramps	2006	
6.	I	Highway 89 South/Deerfield Drive	Addition of fourth leg, and a possible roundabout.	In conjunction with development on McIver Hill.	
7.	R	Highway 89 South "Mousehole"	Widening or other feasible improvements to improve traffic flow and pedestrian/cyclist safety	Short Range	The intersection of Highway 89 South/West River Street will be improved as part of the "Mousehole" project to provide two southbound through lanes through the intersection.
8.	R	Pioneer Trail Extension	Arterial connection between Northwoods Boulevard, south of Lausanne Way to eastern end of Pioneer Trail	Short Range	To be completed before Donner Pass Road in Gateway area, or DPR/Highway 89 South intersection falls below LOS D.
9.	I	Pioneer Trail Extension/Northwoods Blvd.	Roundabout or left turn lane on Northwoods Boulevard and right turn lane on Pioneer Trail	Short Range	To be completed before Donner Pass Road in Gateway area, or DPR/Highway 89 South intersection falls below LOS D.
10.	I	Pioneer Trail Extension/Donner Pass Rd	Roundabout or traffic signal	Short Range	
11.	I	I-80/Donner Pass Rd (DPR Eastern Intersection)	Roundabout or traffic signal at eastbound ramps	Long Range	
12.	I	Highway 89 North/Prosser Dam Rd/Alder Dr	Roundabout or traffic signal	2007 (Estimated)	As identified in Gray's Crossing Specific Plan
13.	I	Highway 89 North/Donner Pass Road	Dual Lane roundabout or traffic signal with additional lanes on all approaches.	2007 (Estimated)	As identified in Gray's Crossing Specific Plan

	Roadway (R) or Intersection (I)	Location	Improvement Description	Timing	Notes
14.	I	180 / Highway 89 North / Highway 267	Roundabout OR additional left-turn lane and through lanes at westbound ramps OR northbound right turn lane to westbound loop on-ramp; roundabout or additional through lanes and turn lane on Hwy 267 at eastbound ramps.	Long Range	
15.	R	Bridge Street Connection	Arterial connection between Pioneer Trail Extension and northern end of Bridge St	Short Range	
16.	I	Bridge St./Jibboom St.	Roundabout or reconfiguration with controlled stops on Jibboom and High Street	Short Range	As part of Bridge Street Connection
17.	I	Bridge Street/Donner Pass Rd	Roundabout or Traffic Signal	Short Range	See Circulation Element Policy P2.3
18.	I	Bridge St./ River St.	Roundabout or Traffic Signal	Short Range	See Circulation Element Policy P2.3
19.	R/I	Glenshire Drive Realignment (Donner Pass Rd./Glenshire Dr.)	Connection between western end of Glenshire Drive and Church Street/Realignment of Glenshire Drive/Donner Pass Road intersection.	Short Range	See Circulation Element Policy P2.3
20.	I	Donner Pass Rd/Church St	Roundabout or Traffic Signal	Upon development of Railyard Master Plan Area	
21.	I	Easterly Railyard Undercrossing	Connection and railroad undercrossing between Railyard Master Plan area and East River Street including upgrading of East River Street and possible closure of Bridge Street railroad crossing.	Optional Improvement to be determined as part of Railyard Master Plan	
22.	I	West River Street/McIver Crossing	Roundabout or Traffic Signal	Long Range	
23.	I	Brockway Rd/Martis Valley Rd	Roundabout	2006 (estimated)	
24.	R	Highway 267 between Truckee Airport Road and Brockway Road/Soaring Way	Additional northbound and southbound lanes.	Long Range	
25.	I	SR267/Brockway Rd/Soaring Way	Roundabout or additional through and turning lanes .	Upon Development of PC3 or Long Range	

Note: Improvements listed in this table reflect major roadway and intersection improvements, and does not represent an exhaustive list of all improvements that might be undertaken during the 2025 General Plan's planning period. Other minor improvements that may be undertaken include, but are not limited to, addition of turn lanes at unsignalized intersections, and widening of travel lanes and shoulders.



Notes: Proposed roadway alignments shown are conceptual only. Final alignments will be determined based on further study.

- Truckee Town Limits
- Proposed Sphere of Influence
- Existing Freeway
- Existing State Highway
- Existing Minor Arterial
- Future Minor Arterial
- Existing Major Collector
- Future Major Collector
- Existing Minor Collector
- Future Minor Collector

- Intersection Improvement (#'s are keyed to Table CIR-4)
- Mousehole
- Roadway Improvement or Widening
- Other Improvement

FIGURE CIR-3

CIRCULATION PLAN

General Plan, as described in the Land Use Element and illustrated in the Land Use Map.

Additional information concerning some of these improvements is provided, as follows:

Pioneer Trail Extension and Bridge Street Connection

An arterial connection will be constructed to connect Northwoods Boulevard with the existing section of Pioneer Trail. An additional arterial connection will be constructed to connect south from Pioneer Trail to Bridge Street in the Downtown. This improvement will provide an alternate east-west connection that will relieve congestion on Donner Pass Road in the Gateway Area, and allow this roadway to operate acceptably without being widened to four lanes, and avoid the need for a two-lane roundabout at the Donner Pass Road/Frates Lane/Highway 89 South intersection.

The Pioneer Trail extension needs to be completed and operational before Donner Pass Road in the Gateway area, or the Donner Pass Road/Frates Lane/Highway 89 South intersection, operate worse than Level of Service D. Based on projected traffic increases, without the improvements, LOS E conditions at the intersection would be likely to occur by 2008. Interim improvements at the intersection will delay LOS E at this intersection by several years.

Downtown and Railyard Circulation Improvements

With development of the land uses foreseen under this General Plan, including development of the Railyard as projected in the Downtown Specific Plan, traffic in the Downtown will increase and cause congestion. The General Plan's traffic analysis has determined that the Bridge Street/River Street, Bridge Street/Donner Pass Road, and Donner Pass Road/Glenshire Drive intersections will reach LOS F by 2010, even without development of the Railyard.

Several improvements are proposed for consideration to resolve projected circulation deficiencies in the Downtown area:

- ◆ Improvements to the Glenshire Drive/Donner Pass Road intersection and realignment of Glenshire Drive.
- ◆ Construction of an easterly undercrossing of the Union Pacific railroad tracks from the Railyard site.
- ◆ Closure of the existing Bridge Street at-grade railroad crossing.
- ◆ Improvements to the Bridge Street/Donner Pass Road intersection.
- ◆ Improvements to the Bridge Street/River Street Intersection.

Implementation of circulation improvements for the Downtown will need to reflect a variety of interrelated factors that will influence the ultimate scope and timing of these improvements. Key among these will be the ultimate development scenario and timing of the Railyard Project, as well as the implementation of the Pioneer Trail Extension and Bridge Street Extension, as described in the previous section.

Other considerations include the broader goals and policies of the Town concerning circulation and connectivity, community character, and urban design within the Downtown area. The decision to implement any traffic improvement in the Downtown should be considered in light of the other improvements that might be implemented, and the range of other concerns described above. Such considerations can help determine that a particular solution is unacceptable for reasons beyond those related to traffic capacity or Level of Service.

In order to plan and implement the most appropriate set of solutions to projected traffic issues, this General Plan calls for the preparation of a Downtown Traffic Study, for which guidance is provided below. Until final determinations can be made concerning the scope and timing of Downtown traffic solutions, the Town may determine it appropriate to defer improvements and accept an interim LOS of F at the Bridge Street/River Street, Bridge Street/Donner Pass Road, and Donner Pass Road/Glenshire Drive intersections.

Additional information concerning the improvements listed above, and guidance for the preparation of a Downtown Traffic Study is provided in the following paragraphs:

Glenshire Drive Realignment/Railyard Access. In association with the Railyard development, a road will be constructed from approximately the location of the Trout Creek Nursery, through the Railyard to an intersection opposite Church Street, providing the primary access to the Railyard. The existing Glenshire Drive alignment will be retained to provide access to I-80 and Highway 89 North. The Glenshire Drive realignment will be a required component in the planning, design and development of the Railyard project. Other projects, outside of the Downtown Specific Plan Area, will contribute to the need for this improvement, and should be required to participate in its funding. The precise alignment, intersection configuration, and classification of this roadway will be determined during planning and development of the Railyard project, and the Downtown Traffic Study.

Easterly Railroad Undercrossing/Bridge Street At-Grade Crossing. An easterly railroad undercrossing may be constructed between the Railyard site and East River Street. It should be noted that the Easterly undercrossing is not, in itself, necessary to enhance the capacity of the Downtown roadway network or accommodate traffic projected in the General Plan's traffic analysis. However, the undercrossing could serve to improve overall traffic flow in the Downtown and reduce vehicle delays that are caused by train traffic. Further, the undercrossing might serve to defer, or reduce the scope of improvements needed at other downtown intersections, e.g. the intersections of Bridge Street/Donner Pass Road and Bridge Street/ River Street, especially if the Bridge Street at-grade crossing is closed (see discussion below). The construction of the undercrossing shall be considered as an alternative circulation improvement during the development of the Railyard Master Plan, and in the Downtown Traffic Study.

Bridge Street Intersections. Improvements to the Bridge Street/River Street and Bridge Street/Donner Pass Road, which might encompass signalization or installation of a roundabout, will be undertaken to increase capacity and reduce congestion. The Bridge Street/River Street and Bridge Street/Donner Pass Road intersections are projected to reach LOS F by 2010, even without development of the Railyard. However, the development of the Railyard would additionally affect operation of these intersections, as will the implementation of the Pioneer Trail and Bridge Street extensions. Thus, as noted above, it may be necessary to defer improvements to these intersections, and accept an interim LOS F, until the complete range of circulation improvement needed in the Downtown can be defined, through the Downtown Traffic Study, as described below.

Downtown Traffic Study. In light of the various factors outlined above, this General Plan calls for the completion of a comprehensive Downtown Traffic Study, conducted in a public forum, to consider and determine the most appropriate solutions to projected traffic issues in Downtown Truckee. The study should incorporate the following considerations:

- ◆ Traffic circulation impacts of all proposed and alternative improvements, including the Glenshire Drive/Donner Pass Road intersection; the Glenshire Drive realignment, the Donner Pass Road/Bridge Street intersection, Bridge Street/River Street intersection, Easterly Undercrossing and potential closure of Bridge Street. The timing and feasibility of these improvements, both with and without future development of the Railyard should be considered, as should other alternatives that may have not been considered to date.
- ◆ The location and alignment of the easterly undercrossing and its integration with the Railyard Master Plan's circulation plan and the Glenshire Drive realignment, as described above;
- ◆ Impacts to properties located on East River Street;
- ◆ The potential circulation-related benefits and detriments of closing the Bridge Street at-grade crossing. The necessity of doing so should be con-

sidered both in relation to the circulation conditions associated with the new undercrossing, as well as other circulation goals for the Town and the Downtown area;

- ◆ Overall impacts to pedestrian circulation and access;
- ◆ Connections to and within the Downtown;
- ◆ Alternatives to closure of the at-grade crossing that would continue to meet other circulation goals and objectives;
- ◆ Consistency with Goals and Policies of the Downtown Specific Plan, including impacts to the overall urban design quality of the Downtown, retention of a successful Main Street character and environment, the design of civic spaces, pedestrian circulation, and effects on Downtown's internal circulation and parking.
- ◆ Potential economic impacts on Downtown businesses, the historic character of the Downtown, and other potential impacts to downtown businesses, property owners, and residents that are not directly related to circulation.

Deerfield Drive Extension

In conjunction with development of PC-1, that portion of Deerfield Drive east of Cold Creek will be connected with Cold Stream Road. The roadway may be designed as a possible future local access route to allow development in PC-1 to access Deerfield Drive, but will be used in the near term as an emergency access only. The determination of whether this road will ultimately be used as a local access road will be made through the PC-1 Specific Plan.

As part of the PC-1 specific plan process, an alignment study shall be conducted, which shall follow the guidelines below:

- ◆ Provide for public participation and input from Deerfield Drive residents and property owners;

- ◆ Analyze various alignments and connections from PC-1 to that portion of Deerfield Drive east of Cold Creek;
- ◆ Avoid an alignment that would substantially impact residences along either side of Deerfield Drive; and
- ◆ Incorporate features to specifically discourage use of the road as a cut-through route for non-local traffic if and when the road is opened to Deerfield Drive.

Other Roadway Improvements

In addition to the new roadways and connections described above, the Town plans to make three additional improvements:

- ◆ **Cold Stream Road.** As part of the PC-1 development, additional northbound and southbound through lanes will be constructed between Donner Pass Road and the PC-1 project site.
- ◆ **Highway 267.** An additional northbound and an additional southbound through lane will be constructed between Truckee Airport Road and Brockway Road/Soaring Way.
- ◆ **Mousehole.** Widening or other feasible improvements to increase the safety of the Mousehole undercrossing of Highway 89 beneath the railroad tracks for pedestrian and cyclists, and to improve traffic flow, will be carried out.

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

Intersection Improvements

The Town will also make a number of improvements to intersections located along some of Truckee's major thoroughfares. These improvements, keyed

to the numbered intersections shown in Figure CIR-3, are summarized in Table CIR-5.

E. Goals, Policies and Actions

Goal CIR-1 Develop a roadway system that provides access and mobility for Truckee residents and businesses and adequately serves existing and planned land uses while maintaining local community character.

Policies

- P1.1 Maintain a hierarchy of arterial, collector and local roadways in Truckee by planning, designing, and regulating roadways in accordance with the functional classification system described in this Element.
- P1.2 Undertake improvements to the Town's roadway network, as identified in the Circulation Plan in Figure CIR-3 and in Section D, to ensure that the access and mobility needs of existing and future land uses can be adequately served.
- P1.3 Ensure that right-of-way for cumulatively needed future roadway improvements is reserved or acquired as part of relevant project approvals.
- P1.4 Improve existing roadways in Truckee to meet current Town engineering standards.
- P1.5 Ensure that existing and future roadway, sidewalk and bikeway standards, and the implementation of such standards, take Truckee's climatic conditions into account.

- P1.6 Ensure that the design and functionality of the Town roadway network in keeping with the goals and policies of this General Plan concerning community character. Examples of such policies include those listed under Goal CC-3, as well as policies for the Gateway Area, Brockway Road and West River Street in the Community Character Element.
- P1.7 Improve existing roadways and add new roadways to reduce delays from train traffic and to improve safety at railroad crossings.

Actions

- A1.1 Update the timeframes for implementation of circulation improvements as listed in Table CIR-5, including the specific “triggers” that will initiate the need for a particular improvement. These timelines shall be considered as broad targets only, and sufficiently flexible to accommodate changes in conditions.
- A1.2 Annually update the Town’s Capital Improvement Program (CIP) to include plans for improvements to be completed within the five year timeframe of the CIP.
- A1.3 Develop a prioritization and implementation program to upgrade roadways that do not meet current Town engineering standards, and update the CIP to reflect the needed improvements.
- A1.4 Update the Development Code and/or Traffic Mitigation Fee program to establish guidelines or requirements for new development that will secure needed right of way for future roadway improvements.
- A1.5 Update the Town’s traffic model analysis at least every five years to reflect changes in land use, local and regional traffic conditions, and the roadway network. As a result of the updated

analysis, review timelines for completion of major circulation improvements (as listed in Table CIR-5) and amend them as needed to address changing conditions.

- A1.6 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.).
- A1.7 Prepare a study to analyze alternatives for the construction of the eastern railroad undercrossing, and the potential closure of the Bridge Street at-grade crossing, and the potential effects that these circulation changes might have.

Goal CIR-2 Maintain adequate Level of Service on Truckee’s roadways and intersections to ensure the safe and efficient movement of people and goods throughout the Town.

Policies

- P2.1 Establish and maintain a Level of Service D or better on road segments and for total intersection movements in portions of the Town outside of the Downtown Specific Plan Area.

Establish and maintain a Level of Service E or better on arterial and collector road segments and for total intersection movements within the Downtown Specific Plan Area.

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

Level of Service (LOS) standards for signalized intersections are defined in Table CIR-1, in Section A.

TABLE CIR-6 TRAFFIC IMPACT ANALYSIS REQUIREMENTS AND CRITERIA

Project Type	Traffic Analysis Required?	Traffic Impact Analysis Criteria		
		Arterials and Collectors		Local Roads
		Existing Level of Service Acceptable ^a	Existing Level of Service Unacceptable ^b	Project Would Add Traffic to a Local Roadway
Category 1 Single family home, duplex, and second units on existing lots	No	Development Allowed	Development Allowed	Development Allowed
Category 2 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
Category 3 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"> • Project traffic does not degrade LOS to unacceptable level of service; OR • Project constructs improvements to impacted roads and intersections as identified in Table CIR-5; OR • Improvements to impacted roads and intersections are identified in the CIP, fully funded, and scheduled for completion within three years. 	Development allowed if: <ul style="list-style-type: none"> • Project constructs improvements to impacted roads and intersections as identified in Table CIR-5; OR • Improvements to impacted roads and intersections are identified in the CIP, fully funded, and scheduled for completion within three years. 	Development allowed if: <ul style="list-style-type: none"> • Project does not increase traffic on local road by more than 1,000 average daily trips; OR • 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%. AND <ul style="list-style-type: none"> • The provisions of Circulation Element Policy P2.4 can be met.

Table CIR-6 *continued*

Project Type	Traffic Analysis Required?	Traffic Impact Analysis Criteria		
		Arterials and Collectors		Local Roads
		Existing Level of Service Acceptable ^a	Existing Level of Service Unacceptable ^b	Project Would Add Traffic to a Local Roadway
Category 4 Special planning areas - PC1, PC3, McIver Hill, Hilltop, Mill Site, PRD-1, PRD-2, PRD-3.	Yes	Development allowed if: <ul style="list-style-type: none"> Project traffic does not degrade LOS to unacceptable level of service; OR Project constructs improvements to impacted roads and intersections as identified in Table CIR-5 to maintain acceptable LOS. AND <ul style="list-style-type: none"> If 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. 	Development allowed if: <ul style="list-style-type: none"> Project constructs improvements to impacted roads and intersections as identified in Table CIR-5. AND <ul style="list-style-type: none"> If 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. 	Development allowed if: <ul style="list-style-type: none"> Project does not increase traffic on local road by more than 1,000 average daily trips; OR 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%. AND <ul style="list-style-type: none"> The provisions of Circulation Element Policy P2.4 can be met.

^aProject would add traffic to roads and intersections with acceptable levels of service and capacity to accommodate additional traffic.

^bProject would add traffic to roads and intersections with existing unacceptable levels of service with no capacity to accommodate additional traffic.

these conditions shall be met for traffic operations to be considered unacceptable.

P2.2 In addition to the standards described in Policy 2.1, the criteria and thresholds shown in Table CIR-6 shall be applied to future development projects to determine the need for a traffic impact analysis to be conducted and to determine if a project's traffic impact is found to be significant.

P2.3 Allow flexibility and exceptions to the LOS standards described in Policy P2.1 for the following intersections:

- ◆ Bridge Street/Donner Pass Road
- ◆ Bridge Street/River Street
- ◆ Glenshire Drive/Donner Pass Road

Exceptions to the standards may be allowed in cases where the Town finds that improvements needed to achieve acceptable LOS: (a) should be deferred in order to better coordinate with the planning and implementation of other projects including the Railyard; (b) will result in unacceptable impacts (e.g. requiring demolition of historic buildings, relocation of businesses); (c) are not feasible to construct; or (d) should be deferred or lowered in order to better implement other transportation control measures including alternative transportation modes.

Exceptions should only be allowed after all feasible resources and options to implement needed improvements have been explored and exhausted.

P2.4 Improve connectivity throughout the Town's roadway network, through roadway improvements, while minimizing environmental, circulation, and residential neighborhood impacts. This should include:

- ◆ New and improved links between roadways of the same classification.
- ◆ New and/or improved links between higher and lower capacity roadways where such connections would not negatively impact the lower capacity roadway's operations or local neighborhood character, would be consistent with community character and environmental goals described elsewhere in the General Plan, and would not result in redesignation of a lower classification roadway to a higher classification, unless shown as such on the Circulation Plan.
- ◆ Discouraging the use of local and residential neighborhood roadways as through routes, particularly for commercial and industrial traffic.
- ◆ Requiring that new development maximizes connectivity of local streets within the development itself, and makes connections to the adjacent street network and neighborhood areas.

P2.5 Implement transportation system changes during high traffic flow events and emergencies as a means to minimize the impacts of these events on local roadways while ensuring that necessary access or evacuation routes are provided.

P2.6 Prior to widening or adding traffic lanes to Interstate 80, work with CalTrans to study and implement, if appropriate, other traffic and transportation measures and improvements which may reduce traffic volumes on Interstate 80.

Goal CIR-3 Minimize the impacts of new development on the existing roadway network.

Policies

- P3.1 Require the preparation of traffic impact analyses to identify impacts and mitigation measures for projects that may result in significant traffic impacts, as specified in Table CIR-6. In these analyses, Level of Service shall be computed according to the planning methodology documented in *Special Report 209: Highway Capacity Manual*, published by the Transportation Research Board in 2000, or as amended in subsequent updates. Cumulative impacts shall be modeled buildout of the General Plan.
- P3.2 Require the assessment of construction-related project impacts in traffic impact analyses, that assesses and adequately mitigates the effect of construction traffic on the roadway network, as well as any potential disruption to or re-routing of traffic that might be needed during project construction.
- P3.3 Require all new development projects to adequately mitigate identified impacts through construction of improvements and/or payment of traffic impact mitigation fees. Mitigation of significant project-related impacts may require improvements beyond those addressed by the current Capital Improvement Program and traffic impact mitigation fee program.
- P3.4 Ensure that new streets and roads are dedicated and constructed according to roadway design and access standards adopted by the Town.

Actions

- A3.1 Develop and adopt criteria and procedures for the preparation of traffic impact analyses for development projects, reflecting poli-

cies P3.1 through P3.4, above, as well as applicable LOS standards and criteria.

- A3.2 Prepare a Downtown Traffic Study, incorporating all of the various aspects and considerations detailed in Section D.2 in this Element.

Goal CIR-4 Create new developments that are integrated into the circulation network and promote connectivity within and between community areas.

Policies

- P4.1 Require transportation systems planned and constructed in conjunction with significant development projects, including roads, trails, bikeways, and other improvements, to provide links to the existing transportation network.
- P4.2 Require planning for land use and transportation systems in new growth areas that provides opportunities for residents, employees, and those without vehicles to accomplish many of their trips by walking, bicycling or using transit.

Goal CIR-5 Provide adequate funding for construction, improvement and maintenance of existing and new roadways.

Policies

- P5.1 Charge a traffic impact fee that is set in direct proportion to the level of impact identified in a traffic impact analysis, so as to ensure that the actual cost of improvements demanded individually

The following policies in the Land Use Element also implement Goal CIR-4.

- *Planned Community 1, Policies P3 and P11.*
- *Planned Community 3, Policy P3.*
- *Downtown Specific Plan Area, Policies P4, P5 and P12.*
- *Gray's Crossing Specific Plan Area, Policies P11, P12 and P13.*
- *Goal LU-6, Policies P6.2 and P6.3 and Actions A6.4, and A6.6.*

Policy P2.4 includes additional guidance for implementation of roadway connections and through routes in Truckee.

or cumulatively by a project can be met. Such fees shall be applied to improvements needed to increase the capacity of the roadway network including:

- ◆ Improvements listed in Table CIR-5.
- ◆ State Transportation Improvement Projects (STIP) projects identified in Caltrans' Regional Transportation Plan.
- ◆ Improvements such as widening of travel lanes to meet Town engineering standards, and to add Class II and III bike facilities.
- ◆ Other improvements identified by the Town needed to increase the capacity of the roadway system, including those determined to be needed through development of the Downtown Traffic Study, and to reduce delays and improve safety at railroad crossings.

P5.2 Pursue all appropriate federal, State, and local funding sources for street and highway improvements. Strive to secure financing in a timely manner for all components of the transportation system to achieve and maintain adopted Level of Service standards.

P5.3 Require projects to undertake needed roadway improvements on public streets fronting or adjoining the development site as part of the project, and to make available right-of-way needed for future public improvements.

Actions

A5.1 Update the existing traffic impact fee program to conform to Policy P5.1, and update the program at least once every five years to reflect future changes in land use, local and regional traffic conditions, and the roadway network.

Goal CIR-6 Minimize potentially adverse impacts of transportation infrastructure and parking facilities on Truckee’s community character and important environmental and cultural resources.

Policies

- P6.1 Locate, construct and maintain new roads and roadway improvements so as to prevent adverse impacts to water quality and significant biological, scenic and historic resources.
- P6.2 Use road and intersection improvement projects as an opportunity to improve the aesthetic quality of the intersection or roadway in question. Such improvements could include sidewalk installations, landscaping, medians, improved street lighting or pavement treatments.
- P6.3 Maintain Donner Pass Road at a three-lane cross-section (two lanes of traffic with a left-turn lane). New projects that could add significant traffic to Donner Pass Road must demonstrate that cumulative traffic impacts will not result in the need to widen Donner Pass Road.
- P6.4 Maintain Highway 267 between Interstate 80 and the Brockway Road/Soaring Way intersection at two lanes.
- P6.5 Maintain roadways in Truckee at a maximum of two travel lanes. Exceptions to this policy include Interstate 80, Highway 89 South, Highway 267 from Truckee Airport Road/Shaffer Mill Road to Brockway Road/Soaring Way, and Coldstream Road.
- P6.6 Avoid intersection improvements that would include dual left turn lanes.

Policy 9.3 in the Land Use Element opposes any development in the Planning Area that would necessitate widening of Highway 267 north of Brockway Road or South of Truckee Airport Road to four lanes.

Roads identified or approved to have more than two through travel lanes are:

- ◆ Interstate 80
 - ◆ Highway 89 South
 - ◆ Highway 267 from Truckee Airport Road/Shaffer Mill Road to Brockway Road/Soaring Way.
 - ◆ Cold Stream Road
-

- P6.7 Install new road lighting, and replace existing lighting with fixtures that minimize light pollution without compromising traffic safety.
- P6.8 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.

Actions

- A6.1 Amend the Development Code design guidelines for traffic signals in the Historic Preservation (HP) overlay zoning district to ensure that fixture styles are aesthetically appropriate for the area.
- A6.2 Conduct an evaluation of 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 areas.

Goal CIR-7 Utilize roundabouts instead of traffic signals throughout Truckee.

Policies

- P7.1 Strive to replace existing traffic signals with roundabouts as a means of intersection control, including traffic signals on State Highways.
- P7.2 Install roundabouts instead of new traffic signals or capacity-enhancing improvements to existing signalized intersections, when roundabouts will achieve the same or better Level of Service as a traffic signal, where it is physically feasible to do so, and

when installation of the roundabout will not be substantially costlier than a signal.

- P7.3 When traffic calming is desirable at unsignalized intersections, encourage roundabouts instead of multi-lane stop controlled intersections, or the addition of extra turn lanes when the roundabout will achieve the same or better level of service, where it is feasible to do so, and when installation of the roundabout will not be substantially costlier.

Actions

- A7.1 Conduct a study of existing signalized intersections in Truckee to determine which might be suitable for replacement with roundabouts, and develop a prioritization and implementation program for their replacement. Criteria that should be used in considering replacement of existing signals with roundabouts include pedestrian access and safety, historic character, urban design goals for a corridor or neighborhood, costs, and construction feasibility.

Goal CIR-8 Cooperate with regional agencies and neighboring jurisdictions to address regional traffic issues.

Policies

- P8.1 Work with the Nevada County Transportation Commission in periodically reviewing and updating the Regional Transportation Plan (RTP).
- P8.2 Work with adjacent jurisdictions, Caltrans, and the Nevada County Transportation Commission to:

- ◆ Share land use and transportation information and transportation modeling results.
- ◆ Develop a consistent methodology to determine the impacts of new development.
- ◆ Collectively consider the impacts of development outside the Town limits on Truckee's roadway network.
- ◆ Assess the impacts of development in Truckee on regional roads.
- ◆ Identify, fund and construct the transportation system components necessary to mitigate identified impacts.
- ◆ Consider imposition of regional fees on new development to cover the fair share portion of the development's impacts on the local and regional transportation system.
- ◆ Reduce vehicular travel demand.

Actions

- A8.1 Work with the California Department of Transportation and California Department of Food and Agriculture to complete the relocation of the agricultural inspection station in order to improve traffic flow along Interstate 80 within the Town of Truckee.
- A8.2 Work with Nevada County and Placer County to develop and adopt a traffic impact fee sharing program for regional circulation improvements.

Goal CIR-9 Reduce vehicle trips as a means to minimize demands on the existing roadway system, reduce the future need for new or expanded road facilities, and reduce energy consumption and air pollution.

Policies

- P9.1 Promote the use of transportation control measures (TCMs) that divert automobile trips to transit, walking, and bicycling. TCMs may include the following:
- ◆ Passenger rail.
 - ◆ Employer-based trip reduction programs.
 - ◆ Alternate work schedules.
 - ◆ Telecommuting.
 - ◆ Ride-share programs.
 - ◆ Park-and-ride lots.
 - ◆ Bicycling programs.
 - ◆ Local and regional transit.
- P9.2 Promote land use and transportation strategies that will reduce automobile trips, particularly implementation of compact, pedestrian-oriented development, mixed uses, live-work projects, neighborhood-serving commercial and mixed use centers, and clustered and infill development.
- P9.3 Encourage major traffic generators, including the school district and the ski resorts, to develop and implement trip reduction measures, and encourage increased use of transit (both public and

private) through provision of additional transit routes, connections, and increased service frequency.

Actions

- A9.1 Develop a program to encourage ride-sharing and use of park-and-ride lots, and to encourage the development of park-and-ride facilities for employees commuting to work at local resorts and in communities outside Truckee and for employees and visitors in the Downtown area.

Goal CIR-10 Provide a safe, comprehensive, and integrated system of facilities for pedestrians and cyclists and other non-motorized modes of transportation.

Policies

Goals, Policies and Actions in the Conservation and Open Space Element also implement Goal CIR-10.

- P10.1 In planning the Town's transportation system, strive for a more balanced system that provides alternatives to the automobile while still meeting the Level of Service standards expressed in this Element.
- P10.2 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 a trail to the west that connects to Donner Summit and the Pacific Crest Trail, and to the east to trails that follow the Truckee River to Nevada.

- P10.3 Identify and implement new pedestrian facilities beyond those identified in the *Trails and Bikeways Master Plan* and Downtown Streetscape Plan. These facilities may include, but not be limited to, pedestrian facilities along Donner Pass Road between Cold Stream Road and South Shore Drive, along Highway 89 South, and along West River Street.
- P10.4 Ensure that streetscape and urban design plans for the Gateway corridor and Brockway Road include pedestrian connections to the Downtown's pedestrian network.
- P10.5 Link new trails and bikeways with other bikeways, parks and open space areas to provide safe and continuous routes.
- P10.6 Use road and intersection improvements as an opportunity to improve bicycle and pedestrian facilities.
- P10.7 Encourage the provision of bicycle routes along State highways, especially a bicycle/pedestrian facility along State Route 89 under the Union Pacific tracks, in association with safety improvements at the Mousehole.
- P10.8 Pursue all available sources of funding for the development and improvement of trails for non-motorized transportation (bikeways, and pedestrian and equestrian trails).
- P10.9 Promote non-motorized travel (bicycle, pedestrian, and equestrian) through appropriate facilities, programs, and information, including through the school system and local media.
- P10.10 Require major development projects to include pedestrian facilities and bikeways.
- P10.11 Enforce pedestrian and bicycle access standards for all new development and require developers to finance and install pedestrian walkways, equestrian trails and multi-use trails in new de-

velopment, as appropriate and necessary to address circulation needs. Consider and work towards a mean by which the requirements of the Trails and Bikeways Master Plan can be met by affordable housing projects.

- P10.12 Provide facilities that separate bicycle and pedestrian traffic from vehicular traffic whenever it is feasible to do so.

Actions

- A10.1 Create an action program to effectively implement the policies, programs and improvements detailed in the *Trails and Bikeways Master Plan*.
- A10.2 Develop a program to maintain trails and bikeways in order to implement the management goals and policies of the *Trails and Bikeways Master Plan*. Winter maintenance should be considered as an aspect of the program.
- A10.3 Develop a strategy to implement sidewalk, bikeway and streetscape improvements in the Downtown area, along Donner Pass Road in the Gateway area, and along Brockway Road.
- A10.4 Develop, potentially as a supplement or amendment to the *Trail and Bikeways Master Plan*, a pedestrian facilities plan that would provide a comprehensive study of existing pedestrian districts and facilities, needed pedestrian facilities such as sidewalks, crosswalks and links to transit and nodes of community activity, and provide programs to effectively implement them.
- A10.5 Conduct a study to determine which roadways in Truckee might be suitable for implementing reduced vehicle lane width to more safely accommodate bicyclists on paved roadway shoulders, where conditions allow.

- A10.6 In cooperation with Caltrans, UPRR, and other stakeholders, develop a strategy to plan, aggressively pursue funding for, and implement safety improvements at the Mousehole and for new bike facilities along State highways routes.

Goal CIR-11 Enhance the existing bus and rail transit system in Truckee.

Policies

- P11.1 Require new development to incorporate features that encourage transit use, including shelters and safe routes to transit stops, and ensure that right-of-way for future transit access is reserved in plans for new growth areas.
- P11.2 Pursue all available sources of funding for capital and operating costs of transit services, including consideration of funding through major developers.
- P11.3 As funding permits, participate in the provision of inter-regional transit services to Lake Tahoe and the ski areas.
- P11.4 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.
- P11.5 Encourage the development of facilities for convenient transfers between different modes of transport, especially to provide connections to rail and intercity bus service.
- P11.6 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.

- P11.7 When needed, work with neighboring jurisdictions to develop funding mechanisms to address future shortfalls in available sales tax-based funding for transit and to support adequate transit service for the Town's population as it grows.

Actions

- A11.1 Continue to fund existing Town-sponsored transit services such as the Truckee Trolley and Dial-A-Ride Service.
- A11.2 Actively work with local and regional organizations and agencies to continue existing transit operations, and implement expanded transit services within and to the Town that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand, especially where affordable housing units are located.
- A11.3 Work with Amtrak, intercity bus service providers, and local transit agencies to coordinate transit schedules and provide facilities that allow for convenient and comfortable transfers for transit riders.

Goal CIR-12 Move goods safely and efficiently through the Town.

Policies

- P12.1 Discourage truck traffic through residential areas and the Downtown, and instead encourage trucks to use Interstate 80 and State highways whenever possible.

- P12.2 Support continued freight service on the Union Pacific rail lines, and work with UPRR to address community issues associated with railroad operations. Such issues include: Minimizing traffic disruptions at the Bridge Street crossing; providing safe pedestrian crossings of the rail line; reducing noise from train whistles in populated areas; and minimizing future safety and noise impacts associated with increased train operations.
- P12.3 Support federal and state efforts to levy higher user charges on trucks so as to adequately mitigate truck traffic impacts to roadways.

Actions

- A12.1 Establish truck routes and restrictions to divert large trucks away from residential areas and the Downtown area. Trucks making deliveries to commercial businesses located within existing residential and mixed use areas, and within the Downtown, shall be exempted from these restrictions.

Goal CIR-13 Allow for safe and efficient aviation operations at the Truckee-Tahoe Airport that are compatible with surrounding land uses.

Policies

- P13.1 Support the continued use of the Tahoe-Truckee Airport as a general purpose airport, providing that such use does not result in impacts on surrounding land uses residents that are greater than those identified in the 2000 Airport Master Plan and 2004 Airport Land Use Compatibility Plan.
- P13.2 Work with the Airport to provide for adequate ground access to the airport in transportation planning and improvements.

Goals and Policies in the Safety and Noise Elements also provide for compatibility of adjacent land uses with airport operations.

- P13.3 Ensure consistency of the General Plan with the Airport Land Use Compatibility Plan, as adopted by the Foothill Airport Land Use Commission in December 2004, and implement the Land Use Compatibility Plan to ensure protection of airport operations from incompatible land uses.
- P13.4 Support mitigation efforts to reduce interior noise levels of residential dwellings significantly impacted by aircraft operations.