

From: [Becky Bucar](#)
To: [Ksenya Gusak](#)
Subject: RE: Truckee Road Plan - comments
Date: Monday, April 11, 2022 3:10:00 AM

Thank you for your comments Ksenya.

We will be compiling and reviewing all comments (and will make edits as appropriate) before presenting the plan to the Town Council for adoption.

I've addressed a few of your comments below:

- The Pioneer Trail and Bridge Street Extension would provide a vehicle connection in addition to the trail. The trail will remain.
- We hope to start construction on the West River Streetscape projects in 2023.

Thank you again.

Becky

From: Ksenya Gusak [mailto:ksenycat@gmail.com]
Sent: Sunday, April 10, 2022 6:37 PM
To: Becky Bucar <BBucar@townoftruckee.com>
Subject: Truckee Road Plan - comments

hi, thanks for soliciting comments on the road safety report.
full time resident in sierra meadows, move around town by bike, foot, car, and bus.

- bicycles seem to get a bad rap from commenters, but all bikers are trying to do is anticipate the next hazard - whether it is a giant pothole / crack in pavement, or a sudden disappearance of a shoulder/bike lane
- please redraw shoulder lines on the road as soon as the snow melts -- it has been dry for several weeks but sketchy on a bike when cars don't even know there is a shoulder (specific areas of need - west river, northwoods, alder creek)
- roundabouts are excellent but the list on page 38 is wild! concerned with too many proposed roundabouts on DPR between central exit and donner lake exit (the only conflicts i have witnessed are grocery outlet to safeway crossing, and highschool/northwoods jam). concerned with roundabouts at bottom of hills and how hot people will be coming into them (northwoods, glenshire dr)
- the new 3rd exit out of tahoe donner seems unclear -- is it going to be a new way or is it going to cannibalize the trout creek trail? that trail is one of the highlights of town connectivity by bike/foot.
- west river street scape is not well articulated - how long will this project take and how will people be getting around during construction? west river is the only way to get out from the east side of town twd 89/tahoe city aside from downtown which is already clogged and hwy which is unpredictable -- how are the businesses on that street going to be affected during

construction?

thanks!

--

Ksenya Gusak | ksenycat@gmail.com | 415-465-0412 | [LinkedIn](#)

Re: Comments on Draft Local Road Safety Plan

Becky Bucar <BBucar@townoftruckee.com>

Sun 6/5/2022 3:51 PM

To: Laura Lindgren <lindgrenl@yahoo.com>

Cc: Dan Wilkins <DWilkins@townoftruckee.com>

Thank you for the follow up email Laura.

With 160 miles of roads in the Town, our Street Maintenance Division has to be pretty strategic about prioritizing and scheduling various striping activities but we do plan to restripe the bike lane on the remainder of Northwoods. I have a call into our Road Maintenance Division to see if they have an approximate completion date.

Regarding widening the bike lane widths with striping, this is something we can consider. Although much of the bike lane striping wears off every year, some of it still remains and it can be a very labor intensive effort to remove the old striping (further delaying striping in other areas). As such, changing the dimensions of the bike lane is something that is best done after the road is repaved. Northwoods is scheduled to be repaved in a couple years and we can consider changes to the bike lane dimensions at that time. I will note that Caltrans currently does not recommend a buffered bike lane that does not include some sort of vertical component, such as grade separation, a curb, or inflexible physical barrier (barrier, railing, landscape planters or similar), which is not practical under most circumstances in Truckee due to snow removal challenges. In addition, non-state guidance for purely striped buffers recommend a minimum buffer width of 2 feet. So a buffered bike lane would require 7 feet outside the travel lane striping (5 foot bike lane plus 2 foot buffer) and I do not believe Northwoods consistently provides a width that could accommodate this dimension.

Becky

Becky Bucar
Engineering Manager
Town of Truckee
(530) 582-2932

From: Laura Lindgren <lindgrenl@yahoo.com>
Sent: Thursday, June 2, 2022 4:42 PM
To: Becky Bucar <BBucar@townoftruckee.com>
Cc: Dan Wilkins <DWilkins@townoftruckee.com>
Subject: RE: Comments on Draft Local Road Safety Plan

Dear Ms. Bucar,

I am following up on the communication below regarding traffic calming/bike and ped issues on the Northwoods corridor.

As I mentioned, one of the easiest and earliest improvements would be buffered bike lanes on Northwoods from Donner Pass Road to the stop sign at the top. These could be simply created by double or striped paint lines that increase the separation of cyclists (or pedestrians) from cars. This increases safety, and has the benefit of slowing traffic by visually narrowing the lane.

I rode up Northwoods just yesterday, and I felt uncomfortable with the narrow bike lane, particularly for a bike that is moving much slower than traffic due to the steepness of the climb.

Today, when I was going down that section of Northwoods, I saw that the Town is restriping the bike lane, but is NOT creating a buffered bike lane. From an engineering standards perspective, that section is very wide and can accommodate the buffered lane. I am requesting that the work be expanded to include buffered bike lane. Such an improvement would immediately address some of the concerns expressed by many local residents about speeding cars, and bicycle safety.

As an aside, the bike lane striping on the rest of Northwoods is faded or non-existent in many sections, making it much less safe for cyclists. I would also hope that we could get the Town to restripe Northwoods as part of their current project.

Thank you for your consideration,

Laura Lindgren
13011 Roundhill
Truckee

From: Becky Bucar <BBucar@townoftruckee.com>
Sent: Friday, April 15, 2022 7:38 AM
To: Laura Lindgren <lindgrenl@yahoo.com>
Cc: allancrawford@mindspring.com; Dan Wilkins <DWilkins@townoftruckee.com>
Subject: RE: Comments on Draft Local Road Safety Plan

Thank you for sending the letter Laura.

I appreciate the time and effort you have spent on this topic and you have some great ideas to consider. Most of your suggestions are potential countermeasures discussed in the Local Road Safety Plan. The plan itself stops short of identifying and prioritizing specific projects in the Town outside those that are already part of our existing budget/work plan. The plan does, however, provide tools for identification and development of future infrastructure projects.

We will be compiling and reviewing all comments (and will make edits as appropriate) before presenting the plan to the Town Council for adoption.

Becky

Becky Bucar
Engineering Manager
Town of Truckee
(530) 582-2932

From: Laura Lindgren <lindgrenl@yahoo.com>
Sent: Friday, April 15, 2022 7:18 AM
To: Becky Bucar <BBucar@townoftruckee.com>
Subject: Comments on Draft Local Road Safety Plan

Dear Ms. Bucar,

6/5/22, 3:51 PM

Mail - Becky Bucar - Outlook

I attach comments on the Draft Local Road Safety Plan. Thank you for your attention to this matter.

Regards,
Laura Lindgren
13011 Roundhill
Truckee, California

Dear Engineering Manager Bucar,

The purpose of this letter is to provide input to the Truckee Local Road Safety Plan, in particular for the Tahoe Donner neighborhood.

As long-time Truckee residents residing in Tahoe Donner, we believe this area should be a focus area in the Truckee Local Road Safety Plan. The suggestions below will improve safety, calm traffic, facilitate pedestrian and bicycle transportation and reduce automobile traffic, thereby enhancing the area for all residents of our Town.

Background

The Tahoe Donner neighborhood is a major part of the Town of Truckee, composing nearly 1/3 of the total housing in the town. However, there is little in the plan regarding traffic calming, bike or pedestrian facilities in the Tahoe Donner Neighborhood. This is in spite of the fact that sections of Northwoods Boulevard are shown in the report (Figure 4) to have relatively high crash severity. Further, a number of responses from survey participants regarding unsafe behavior were noted on Northwoods Boulevard and in the Tahoe Donner Neighborhood (figure 6).

These figures from the report are included below:

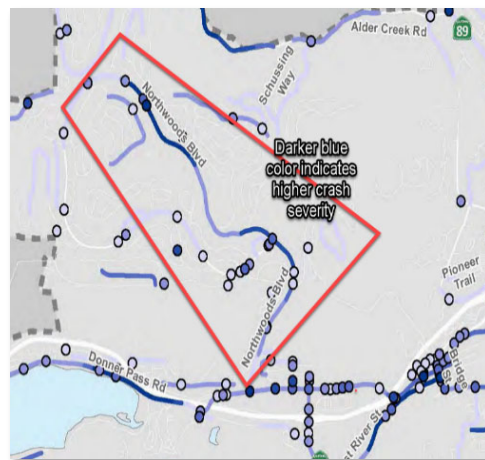


Figure 6: In the past year, what unsafe behavior have you observed while traveling in Truckee?

For each question in this section, respondents were asked to note any specific locations where they have noticed safety issues. The following locations were the most frequently noted:

Intersections

- Donner Pass Road at Bridge St
- W/E River St at Bridge St

Streets

- Donner Pass Rd
- West River St
- CA 367/89
- Glenshire Dr
- Northwoods Blvd

Neighborhoods

- Downtown
- Tahoe Donner

Issues and Opportunities

Tahoe Donner is a part of Truckee where active transportation presents a huge opportunity for decreasing vehicular traffic and increasing the number of people who walk and bike for short trips. However, unless people feel safe walking or biking, they will continue to use their vehicles as the primary mode of transportation.

Many of the side streets in this neighborhood are low-speed, low-volume and ideal for walking and biking (and indeed are often used for both). However, there is one major arterial connecting most streets in the neighborhood, Northwoods Boulevard, that stops many people from walking and biking to key amenities and trails, to other areas of Town or to the Trout Creek Trail that connects to downtown Truckee.

There are a few things, most relatively low cost, that would significantly enhance the safety, walkability and bikeability, of the neighborhood, and enhance this area of Truckee:

- Buffered bike lanes between the corners of Donner Pass Road and Northwoods and Northwoods and Lausanne Way
- High Visibility Cross walks in heavily used areas, including the areas noted in the draft report as higher crash areas:
 - Northwoods at the entrance to the Trout Creek Trail
 - Northwoods and Lausanne Way
 - Northwoods and Access to the Nature Loop Trail adjacent to the Northwoods Clubhouse parking lot
 - Northwoods at Chamonix
 - Northwoods at Muhlebach
 - Northwoods at Hansel
 - Northwoods at Sierra Glen
- Traffic Calming Islands:
 - Entrance to Tahoe Donner between Truckee Trails Trailhead parking lot and Lausanne Way
 - Northwoods and Bern Drive
 - Northwoods and access to Nature loop trail
 - Northwoods and Fjord

These ideas are explained in more detail below.

Buffered Lane on Northwoods

With the increased use of e-bikes, more and more people are bicycling up Northwoods from Donner Pass Road. People also use this as a walking route. The street is used to commute, to go to stores and restaurants, to schools and to Donner Lake by biking and walking.

However, this is also the section of Northwoods where drivers are most likely to speed. Using a radar gun, we have recorded a high percentage of drivers speeding at 45 to 50 miles per hour when driving up the hill into Tahoe Donner.

This portion of Northwoods is wide enough for buffered bike lanes on both sides of the street. Buffered bike lanes and narrowed travel lanes would make bicyclists and pedestrians feel safer, and calm traffic through visual narrowing.

Traffic Calming Islands

Residents in Tahoe Donner frequently express concern about the speed of traffic on Northwoods Blvd in Tahoe Donner. These comments are reflected in community surveys as well as social media. Strategically placed traffic islands would calm traffic in key locations, making both pedestrians and bicyclists feel safer and more likely to walk and bike:

Northwoods entrance to Tahoe Donner/Truckee Trails Trailhead (Trout Creek multi-use trail) parking lot. One of the most important locations to slow traffic is at the Northwoods entrance to Tahoe Donner. As noted above, using a radar gun to measure traffic speeds, we have identified this as the area with the highest speed traffic in Tahoe Donner, where speeds up to 50 mph are not uncommon.

Placing landscaped traffic islands near the entrance to the Tahoe Donner Neighborhood would tell drivers “you are entering a residential area...drive with caution.” An ideal spot would be adjacent to the Trout Creek Trail parking lot. Pedestrians and bicyclists frequently cross here to access trails on the opposite side of Northwoods; and yet traffic is up to or over 50 mph. A Traffic Island would calm traffic, provide pedestrian and bicyclist refuge as well as beautify the entrance to the Tahoe Donner neighborhood.

Other useful and needed locations for traffic calming islands include:

- Northwoods and Bern Way. This location is near the entrance to Tahoe Donner where it would reinforce to drivers “you are entering a residential area...drive with caution.”
- Northwoods and entrance to Nature Loop trail (immediately adjacent to Northwoods Clubhouse Parking lot). This is a mid-block crossing that provides access to the newly renovated Nature Trail that parallels the SW side of

Northwoods Blvd. The crossing is at the base of the hill below Hansel Avenue. Downhill traffic speeds tend to be higher, and because this is a mid-block crossing drivers are less likely to be looking for pedestrians in this location. A traffic Island with a Flashing Beacon like those on Donner Pass Road would make this a much safer location for families to cross Northwoods Blvd.

- Northwoods at Fjord. This 3-way intersection is a high traffic volume intersection feeding traffic off of Alder Creek road and the well-used Adventure Center onto Northwoods Blvd.
- Northwoods at Snowpeak. This intersection feeds the downhill area and is an intersection where people frequently cross as pedestrians and bicyclists.

High Visibility Cross Walks

There are several locations (see list above) on Northwoods that would benefit from High Visibility Cross Walks. This would include many of the intersections on Northwoods between the Northwoods Clubhouse and Sierra Glen.

Key is that these crosswalks would connect the local streets, where people walk and bike, and enable them to safely access shops, restaurants, trails and other facilities, and thereby avoid the need to drive. These high visibility crosswalks would promote access to local trails as well as to the Northwoods Clubhouse and its associated amenities (restaurants, pool, tennis courts, bacchii ball and offices), Trout Creek Recreation Center, the Lodge (dining), the Golf Course and Z-Market.

Such low-cost crosswalks would do a great deal to encourage people walk and bike instead of using their vehicle to access these well used amenities. They will also address the areas noted as higher crash areas.

Conclusion

Thank you for your consideration of these important issues, submitted in our individual capacities as Truckee residents. We are available at the phone numbers and emails below for any questions of further discussion.

We are excited about Truckee's plans and hope to have a positive impact on the future of our Town, to encourage safe alternatives to car travel, and to include Tahoe Donner in your plans.

Laura Lindgren, lindgrenl@yahoo.com (213 675 2202)
Allan Crawford, allancrawford@mindspring.com (310 994 1619)

From: [Kristen Mansel](#)
To: [Becky Bucar](#)
Subject: Speeding on Northwoods Ave
Date: Thursday, April 21, 2022 12:22:56 PM

Hello,

It is my understanding that you are accepting comments regarding Truckee's safety plan and that includes speeding in our town.

I live on Northwoods near Z Market place and this is a heavily traveled area for cars and pedestrians. Many people walk in this area to the market, to the gym, and to the close-by trails. It is not abnormal to see families with children and dogs crossing the street and walking alongside it carrying pool toys and many other items for their recreation enjoyment. It is also a school bus stop.

Traffic moves very quickly in this region, often swerves into the bike lanes where I have almost been hit many times working in my front yard, and I often get honked at even pulling into my own driveway.

I have lived here over six years and attempted to work with the police department to slow traffic in this region. And the only feedback I received when I was more proactive was that traffic was traveling in the regular percentage of the speed limit and since not many major accidents or fatalities, they would not enforce or do anything about the speed of traffic. So I stopped pursuing it also in fear that they could raise the speed limit which would be horrific.

Regardless of whether traffic flows at a speed in a certain percentile, common sense and safety would argue to slow traffic down in this region to give pedestrians, animals, and even cars turning into the market and mountain center, a decreased risk of being hit.

My proposal would be to have traffic calming methods in this area as they do in King's Beach...speed bumps, more stop signs, and definitely a reduced speed along the entire Northwoods loop of 25 or 30 MPH.

Thank you for listening to my safety concerns,

Kristen Mansel
12719 Northwoods Blvd
Truckee resident and full time homeowner

From: [Becky Bucar](#)
To: [Tim Cross](#)
Cc: [Danny Renfrow](#); [Lisa Madden](#); [Becky Bucar](#)
Subject: RE: Townwide Local Roadway Safety Plan
Date: Thursday, June 2, 2022 1:50:17 PM

Dear Tim,

Thank you for taking the time to submit your comments on the Local Road Safety Plan and regarding vehicle speeds on Northwoods Boulevard specifically. You provided some comments about speeding on Northwoods Boulevard, as well as raised some questions about setting speed limits and the need for engineering surveys.

I believe I have addressed most of your comments below but I am happy to have a follow up conversation with you.

You have done an impressive amount of research on speed enforcement and have pulled information from a variety of resources we often reference. However, I want to point out that the way that traffic laws apply to the Town of Truckee is slightly different than other jurisdictions because all of the Town roads are classified as “local” and so not all of the vehicle code regulations apply. That said, we generally follow common practice for setting speed limits, which is to base speed limits on the 85th percentile. We do have the ability to set speed limits 5 miles per hour below the 85th percentile speed limit, which is consistent with the California Manual for Setting Speed limits that you referenced, but additional reductions beyond that are not recommended.

One commonly used resource for traffic control standards, including speed setting, is the California Manual of Uniform Traffic Control Devices ([CMUTCD](#)). This document states that “Speed limits are normally set near the 85th-percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. As with most laws, speed limits need to depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public.”

The Town’s prima facie speed limit is 25 miles per hour but, based on previous surveys, speed limits on some roadways, such as Northwoods Boulevard, have been set higher. Speed surveys on Northwoods consistently suggest that a speed limit lower than 35 miles per hour would not be appropriate. In addition, it has been shown that changes to speed limits do very little to actually reduce speeds.

The CMUTCD states that “States and local agencies should conduct engineering studies at least once every 5, 7 or 10 years, in compliance with CVC Section 40802 to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.” However, not only has Northwoods not undergone “significant” changes since the speed limit was originally set, CVC Section 40802 does not apply to

Town local roads on which we have more flexibility with enforcing speed limits.

Without seeing the data or understanding the method for the data collection, I cannot confirm that the speed information you reference in your email is accurate, but assuming it is, it would justify a minimum 40 mph speed limit (47 mph rounded to 45 mph with a 5 mph reduction = 40 mph). You mentioned the Northwoods Boulevard should be considered a residential district because of driveway spacing and that because of that, a maximum 25 mph speed limit would be required. However, we do not believe the residence district requires a 25 mph speed limit nor do we think it is justified in this case.

You have presented a few suggestions, summarized below:

Install more radar warning signs, especially in Tahoe Donner along Northwoods Blvd and Schussing Drive. As you are probably aware, we have a [radar speed sign policy](#) and Northwoods and Schussing are identified as potential locations for permanent speed feedback signs, although an evaluation is required before one is placed. Prior to any permanent sign installation, the portable radar speed sign must be placed and before and after speed surveys must be conducted to determine sign effectiveness (the portable sign must show a reduction of 10% or more). These types of signs are eligible for TSSA 1 funding (in Tahoe Donner), but would require a letter from the Tahoe Donner Association indicating their support. If TSSA 1 funds are not used, other non-Town funds would need to be provided. If you would like to request that we conduct the before and after study, please let me know but also be aware that we will require that funding for installation and maintenance of the signs be identified even if they are determined to be warranted.

Fund the police department to aggressively enforce the posted speed limits throughout town. As I think you have probably heard from our Police Department, Town staff does not recommend a zero tolerance enforcement strategy as we want to allow for productive interaction between the police and those stopped. Also, crash data suggests there is not a significant safety risk along Northwoods Boulevard associated solely with speeds. Staff reviewed crash data that was compiled for the Local Road Safety Plan. Over 10 years worth of crash data (as reported in the California Statewide Integrated Traffic Records System), 44 crashes were reported along the Northwoods Boulevard roadway segment (excluding those associated with specific intersections). Of those, 18 were related to “unsafe speed” but only one (1) occurred under dry conditions. Looking at all crashes (including at the intersections), of 116 crashes reported in 10 years, only 8 were related to speed on dry roads.

“Unsafe speed” is used by the Police Department to indicate the cause of a crash in snowy or wet conditions even if the vehicles was travelling at the speed limit because they were determined to be travelling at a speed that was unsafe for the current conditions. Therefore, it can be assumed that most of the “unsafe speed” crashes were related to snowy, icy, or wet road conditions.

So, ultimately the speeding issue is more of a quality of life concern than a safety concern. However, with that said, I do believe our community would benefit from an overall road safety education campaign. This is something the Engineering and Police Department plan to roll out after adoption of the Local Road Safety Plan, although we are still working on the details.

I hope you find this information helpful and feel free to reach out with questions.

Becky

Becky Bucar
Engineering Manager
Town of Truckee
(530) 582-2932

From: Tim Cross <t5319cross12@yahoo.com>
Sent: Friday, April 22, 2022 9:14 AM
To: Becky Bucar <BBucar@townoftruckee.com>
Subject: Townwide Local Roadway Safety Plan

Dear Ms. Bucar, Thank you for giving me the opportunity to view the roadway safety plan for the town of Truckee. There was plenty to review and while most is more applicable to the bulk of the town, there is little offered for the residents of Tahoe Donner which supplies the rest of the town with a lot of its tax dollars. So I will only be addressing issues that can help the area of Tahoe Donner. I have lived here full time since 2015 and have been trying to address the issue of speeding and wreckless driving off and on for the entire time with little help from Truckee PD and the engineering department. But new information has been brought to my attention by way of a Certified Civil Engineer that knows how city engineering departments work or at least knows how they should work. For instance it has been brought to my attention that the town of Truckee has not conducted a bonafide Engineering Traffic Survey on Northwoods Blvd. in over 20 years. It is my understanding, that the police have relied solely upon the rule of the 85th Percentile of the speed of traffic in determining who the police can cite when "enforcing the speed limit on any given stretch of road. As we all know the town of Truckee has grown consistently over the last 20 years and considerably in the last three. With that growth has come much more traffic and with that growth, many more people are speeding at all times of day. The same civil engineer referenced above, who is also certified to conduct Engineering Traffic Surveys conducted his study out on our street. The findings were significant and are listed as follows. The 85th percentile of traffic traveling along our section of Northwoods Blvd. travels at 47 MPH in a 35 MPH Zone. Now, one out of every 10 cars fly past our homes at 51 MPH or faster. The California Manual For Setting Speed Limits in its Disclaimer at the very beginning of the manual states that the 85th percentile by far is not the only measure by which the level of speed should be enforced on a residential street. There are several other factors that should be included when determining what the safe and appropriate speed limit should be and that the engineer should take everything into consideration when designing an E&TS. Here are a few facts that came out of our study:

1. There is an extremely high level of traffic traveling around the entire loop of Northwoods Blvd. especially on the weekends.
2. Tahoe Donner has approximately 6475 lots and has approximately 5950 homes at the present time and is rapidly approaching total build out.
3. Of the 6,475 homes, 23% are now full time residents
4. Tahoe Donner also has a thriving STR population (822 permits presently) which is extremely busy during weekends in the winter, all through the summer and all holidays driving a significant increase in traffic on those days.

5. The 85th Percentile now travels at 47 MPH and up to 61 MPH in a 35 MPH ZONE on sections of Northwoods Blvd. which by current Cal Trans standards defines Northwoods Blvd. as meeting all criterion for being classified as a Residential District 25 mph max.

6. According to Cal Trans CVC 515 the number of driveways per quarter mile to classify a road as being in a residential district is 13 per (1/4) quarter mile. In our quarter mile section of road we have 34 Driveways. 16 driveways belong to full time residents, of the full time residents 14 driveways are concentrated in a 1/8th of a mile stretch of road. Cal Trans states that 10 “trips” per day are generated by the average household. Some homes now are inhabited by long term renters who have to quadruple up in order to afford the rent on a home in the town of Truckee thereby generating even more trips per household.

7. The Last Engineering and Traffic Study was Conducted back in 1998.

8. The California Manual For Setting Speed Limits recommends that E&TSs be conducted every 10 years.

9. As a substitute, the Town of Truckee Engineering Dept, has told TPD that they can collect their own traffic data via “black boxes” in lieu of a “bonifide” engineering and traffic study conducted by a certified civil engineer. This is wrong. The Calif. Manual for Setting Speed Limits states that only a Civil Engineer certified to conduct E&TSs may conduct such a study and provide the required data for setting speed limits.

!0. The people that exceed the speed limit are composed of three groups, Visitors that come from elsewhere to recreate in our town, Contractors and Service People that travel from location to location in the performance of their jobs and Locals that live here full time that believe it is their historic right to travel at whatever speed they please to get to their destination in town.

In reading through your study "enforcing the speed limit" is mentioned numerous times but only as a last resort. It is my and also my civil engineers opinon that meaningful and enduring results in attaining a safer environment for all can only be obtained by a combination of factors. First more Radar Warning Signs especially in Tahoe Donner need to be placed along Northwoods Blvd and Schussing Dr to remind people of their speed and that the speed limit will be "enforced by radar" giving the offenders a chance to slow down. Contiguous with that means giving enough funds to the police department to aggressively enforce the posted speed limits throughout town On A Continual Basis, sending the message to all, that hazardous driving will not be tolerated within the city limits.

It is with great concern for the safety of our families, the public and for the future financial viability of the Town of Truckee and all of its employees that we wish to make this known to you so that "the plan" may better address the behavior of the town’s residents and visitors that travel through our part of town. Please adjust your plan to include these remedies so that we can all work and live without stress and fear in a safer environment.

Sincerely, Tim Cross

The Draft Truckee Local Road Safety Plan is ready for public review!

The Town of Truckee Local Road Safety Plan (LRSP) will set roadway safety goals and inform decisions the Town makes on roadway safety improvements.

Post Date: 04/07/2022 5:14 PM

From: [EAB](#)
To: [Becky Bucar](#)
Subject: Road crossings
Date: Saturday, April 9, 2022 8:47:45 AM

The street crossings on Donner Pass Road by Wild Cherries are great! Thank you. Works for me although some slobbs don't stop for high school students, so maybe more signage?

More crossing by the high school needed.

Don't expect much from Tahoe Donner, they are backwards and privatized.

Town of Truckee has the thought leaders.

TD resident.

Sent from my iPhone

From: [Elizabeth](#)
To: [Becky Bucar](#)
Subject: Road Concerns Feedback
Date: Friday, April 8, 2022 9:59:13 PM

Hi and thanks for doing the road safety study.

One concern is the icy road buildup in front of Carpenter Valley Rd parking area on Alder Creek. Road signs should be placed in winter or thorough and regular sanding applied.

We live on Wolfgang and have seen too many accidents there over the past two years.
Thanks,

Elizabeth Swanson
415.342.0920 M