Introduction and Overview

Purpose and Partners

The Town of Truckee is funding both evacuation studies: one covering Truckee town-wide and one focused specifically on emergency egress in Tahoe Donner.

The work is led by DKS Associates with Mark Thomas, Phillips Consulting Services and Fireshed Forestry Solutions.

The study identifies evacuation constraints, estimated timeframes and opportunities for improvement, and evaluates a list of projects under consideration to improve evacuation times.

The study does not set evacuation zones, orders or routes. Those remain with the Town of Truckee Police Department.

Why This Study

State law requires local agencies to identify residential developments in hazard areas that lack at least two emergency evacuation routes, and to identify and analyze evacuation routes and locations. AB 747 (2019), SB 99 (2019) and AB 1409 (2021).

The Town of Truckee General Plan Safety and Noise Element carries these requirements as two policies.

GENERAL PLAN POLICY SN-2.J, MAP DEVELOPMENTS LACKING TWO EVACUATION ROUTES

"Identify residential developments in Very High Fire Hazard Severity Zones that do not have at least two emergency evacuation routes. Develop feasible mitigation strategies, which may include alternative methods of evacuation (e.g., transit, carpooling, shelter in place)."

RESPONSIBILITY
Office of Emergency Services

TIME FRAME
Short-term

GENERAL PLAN POLICY SN-2.K, IDENTIFY AND ANALYZE EVACUATION ROUTES

"Identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. Identify existing roadways used as evacuation routes that are not compliant with current Fire Safe Regulations (14 CCR §1270.00) for roadway standards and develop a plan to bring those roadways into conformance."

RESPONSIBILITY
Office of Emergency Services

TIME FRAME
Short-term

The Need

Tahoe Donner sits in the mountainous Truckee region, with limited routes in and out and high wildfire risk.

During peak seasons the population increases with visitors who may be unfamiliar with local roads and evacuation procedures.

The study accounts for these conditions and also covers emergencies other than wildfire.

Community Context

Tahoe Donner has approximately 6,500 lots.

The neighborhood connects to the surrounding road network at Northwoods Boulevard and Alder Creek Road.

During an evacuation, traffic from multiple neighborhoods converges at those connections.



Schedule

MARCH 2026
Study begins

SPRING 2026
Background research and data collection

SUMMER 2026
Community engagement

SUMMER & FALL 2026
Evacuation modeling

SEPTEMBER 2026
Stakeholder review with fire, law enforcement and public works

OCTOBER 8, 2026
Community workshops

YOU ARE HERE

WINTER 2026
Draft study report

END OF 2026
Final report

Who Shaped This Study

Community Input

HOW INPUT WAS GATHERED

Over six weeks in summer 2026 the study team met members in person at community events, including the June 28 annual meeting and the July 3 summer concert.

An online community survey and comment map ran through late July.

Two Tahoe Donner focus groups were held on July 29, one for members who live in Tahoe Donner more than half the year and one for members who spend less time here.

BY THE NUMBERS

82
community survey responses

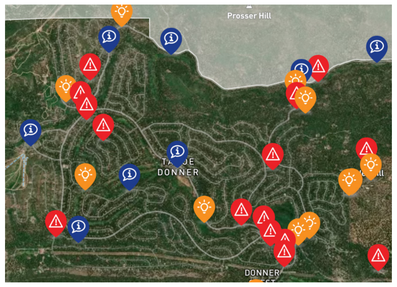
115
location-specific map & comment form entries

6
popups

2
focus groups

WHERE MEMBERS IDENTIFIED CONCERNS

LOCATION	MAP	COMMUNITY SURVEY
Donner Pass Road and I-80	30	8
Alder Creek Road and Schussing Way	27	4
Northwoods Boulevard	23	11
SR 89, SR 267 and Brockway	14	9



COMMENTS ON THE PROJECTS SHOWN ON THE NEXT BOARDS

Northwoods Boulevard:
Identified in 23 map comments and 11 community survey responses

A third connection out of Tahoe Donner:
18 comments

Swiss Lane:
2 comments identifying its single access point

Trout Creek Trail:
1 comment

IN MEMBERS' WORDS

> ***Emergency access road connecting Alder Hill and Tahoe Donner would benefit both neighborhoods.***
>
> SITZMARK WAY ONLINE COMMENT

Agency Coordination

WHO TOOK PART

The study was developed with the agencies that would respond to and manage an evacuation:

WORKING SESSION, MARCH 2026

These agencies met in person at the Town of Truckee in March 2026 to set the direction of the analysis.

Together they selected the emergency scenarios the study would evaluate, and for each one defined the conditions to be modeled, which areas evacuate in each scenario and in what order, and where traffic control would be needed.





How Projects Were Identified and Evaluated

Project Identification Process

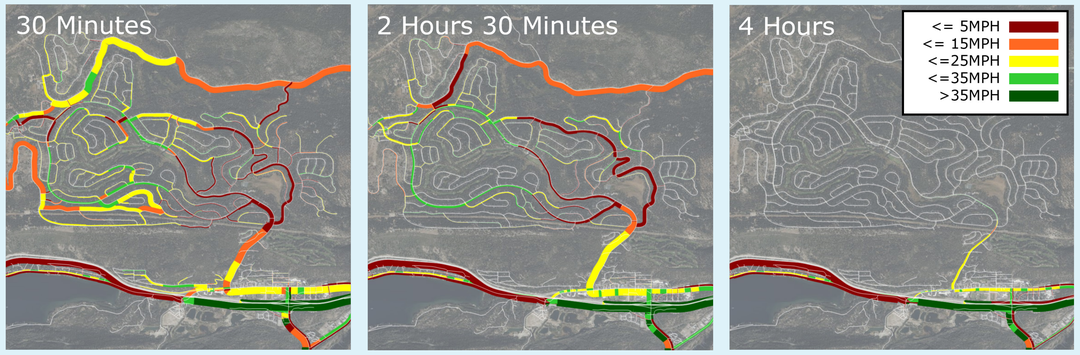
1. Evacuation scenarios and travel demand developed
2. 2a Baseline model of the existing road network
3. Project list assembled
4. Project tested against the baseline
5. Cost estimates developed
6. Results compared and presented

2b Community input

How the Evacuation Modeling Works

For each scenario the study estimates how many vehicles leave each evacuation area and when they depart, then runs those vehicles through a traffic model of the road network. The existing road network is modeled first to establish a baseline evacuation time. Projects are then tested individually and in combination against that baseline.

Results are reported as the percent of evacuated trips cleared over time.



Cost Estimates

Planning-level cost estimates were developed for the projects where an estimate exists. They are order-of-magnitude and would be expected to change if design advances.

This is a study, not a plan. Results describe modeled evacuation traffic under a specific set of scenarios and assumptions, not the time it takes to clear the community under all conditions. Results are preliminary. Projects shown are under evaluation and are not approved projects.

Projects Analyzed

Northwoods Boulevard

WHAT WE HEARD

> ***Limited capacity with existing road. Can this be increased for emergency or daily use?***
>
> ***When Donner Pass Rd is backed up, Northwoods traffic can't move. This has been a very big deal during winter storms and could be a big deal in evacuation also.***

FACTORS AFFECTING COST AND FEASIBILITY

Seasonal loss of striping from snow removal, traffic calming, utility relocation, retaining walls, right-of-way.

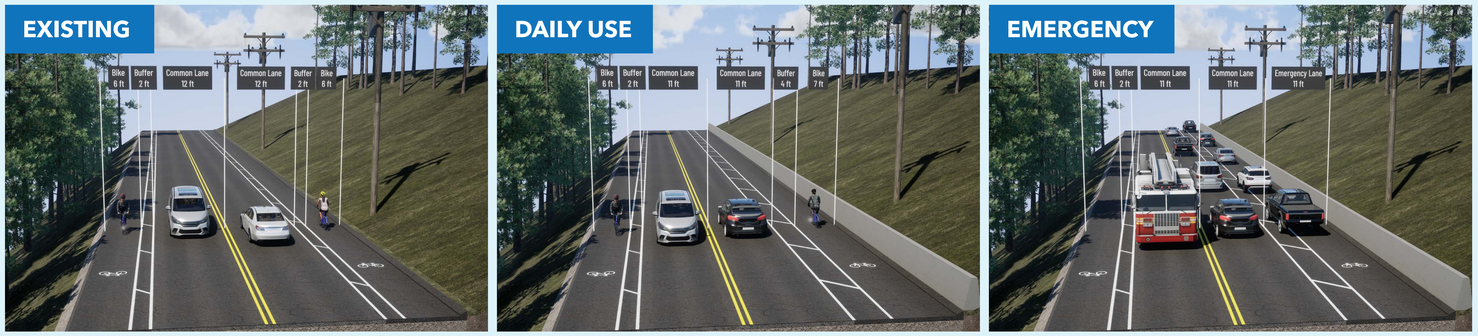
WHAT IT IS

Northwoods Boulevard is the main route through Tahoe Donner. The concept project would add a widened buffered bike lane alongside the outbound travel lane.

In everyday conditions the lane would operate as a bike lane with additional separation from traffic.

During an evacuation, the combined width of the bike lane and buffer operates as an emergency second outbound lane.

The lane would be marked with striping rather than built with curbs or medians.



Swiss Lane

WHAT WE HEARD

> ***Swiss Lane is the only loop in Tahoe Donner that has 1 exit to Northwoods Blvd. Possibility of Class I trail to connect through golf course to other side of Northwoods.***
>
> ***Swiss Lane has only one access point to Northwoods. Connecting across the golf course to Chalet would address that.***

WHAT IT IS



Swiss Lane neighborhood has one access point to Northwoods Boulevard.

The project would add a gated emergency connection across the golf course to provide a secondary route out. Special reinforced geogrids would be used to maintain a playable turf surface while being able to support the weight of a vehicle.

FACTORS AFFECTING COST AND FEASIBILITY

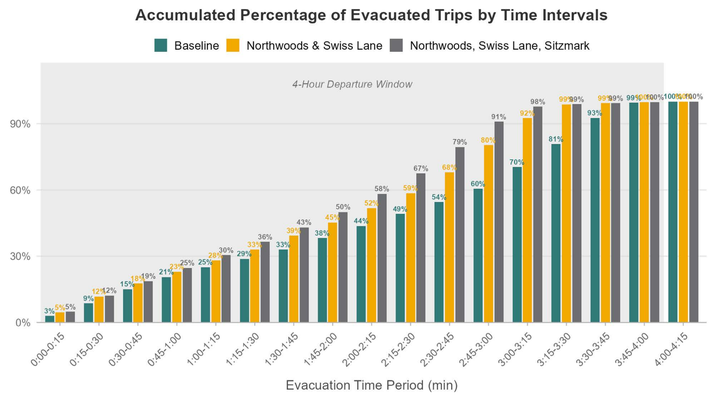
Golf course impacts, access control.

WHAT THE ANALYSIS SHOWS

Northwoods Boulevard and Swiss Lane were modeled together, so these results show their combined effect.

Within 3 hours, 80% of evacuated trips are cleared with both projects in place, compared with 60% under the baseline.

Scenario: Tahoe Donner phased evacuation, 5,924 evacuated trips departing over 4 hours in two phases.



COST

Northwoods Boulevard (Buffered Bike Lane / Emergency Lane) **Planning-Level Cost Estimate:**
$8,400,000

Swiss Lane Emergency Connection Planning-Level Cost Estimate:
$840,000

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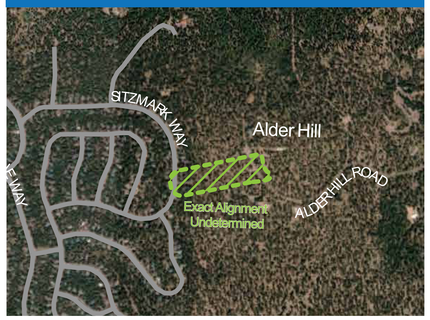
Projects Analyzed

Tahoe Donner connects to the surrounding road network at Northwoods Boulevard and Alder Creek Road. Both projects on this board would add a third connection.

A third connection was identified in 18 community comments.

> *Northwoods would become congested during an evacuation order. We need a 3rd exit from Tahoe Donner.*
>
> *There needs to be another way out besides just Northwoods to DPR and Alder to 89. There would be too many vehicles for those two routes to handle all evacuation traffic.*

SITZMARK WAY TO ALDER HILL ROAD



PIONEER TRAIL AND BRIDGE STREET EXTENSION PROJECT



Sitzmark Way to Alder Hill Road

WHAT WE HEARD

> *Connect Sitzmark and Alder Hill Rd with a gated gravel road that could be opened in an emergency as a 2nd egress for the Alder Hill HOA and a 3rd egress for TDA.*
>
> *Emergency access road connecting Alder Hill and Tahoe Donner would benefit both neighborhoods.*

WHAT IT IS

A public road connection from Sitzmark Way to Alder Hill Road, linking Tahoe Donner to the Alder Hill area.

The alignment will need to accommodate the steep grades in this area.

FACTORS AFFECTING COST AND FEASIBILITY

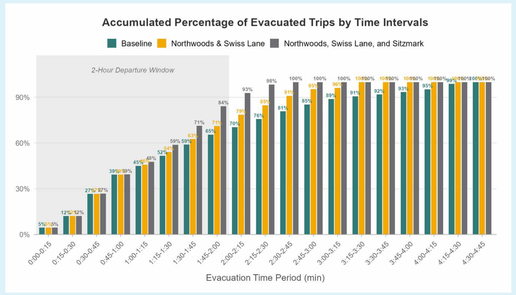
Grades, right-of-way acquisition, public access on Alder Hill Road.

WHAT THE ANALYSIS SHOWS

Tested with Northwoods Boulevard and Swiss Lane in place (gray bars).

Within 2 hours, 84% of evacuated trips are cleared, compared with 71% without Sitzmark Way and 65% under the baseline.

Scenario: Prosser Lake Fire Phased Evacuation Scenario, 2 hour phased evacuation.



COST

Sitzmark Way to Alder Hill Road Planning-Level Cost Estimate:

$4,265,000

Pioneer Trail and Bridge Street Extension Project

WHAT WE HEARD

> *Trail behind Safeway/Coyote Moon Golf Course. Could this be used for an evacuation?*
>
> *Could traffic on Lausanne be directed onto Euer Valley and possibly out the Trout Creek Trail? Would ease some of the Northwoods issue.*

WHAT IT IS

The Town has previously considered constructing a new access road linking Tahoe Donner to SR 89 North/SR 267 via an extension of Pioneer Trail as well as a connection to Downtown Truckee via a Bridge Street extension using the Trout Creek I-80 underpass. The project would need be a full public two-way road as required by Truckee Fire Protection District.

FACTORS AFFECTING COST AND FEASIBILITY

Right-of-way, Full public two-way road required, tree removal, bridges.

COST

Pioneer Trail and Bridge Street Extension Project Planning-Level Cost Estimate:

$50,000,000

Concept analysis and cost estimate developed during earlier project scoping. Additional modeling and analysis is pending.

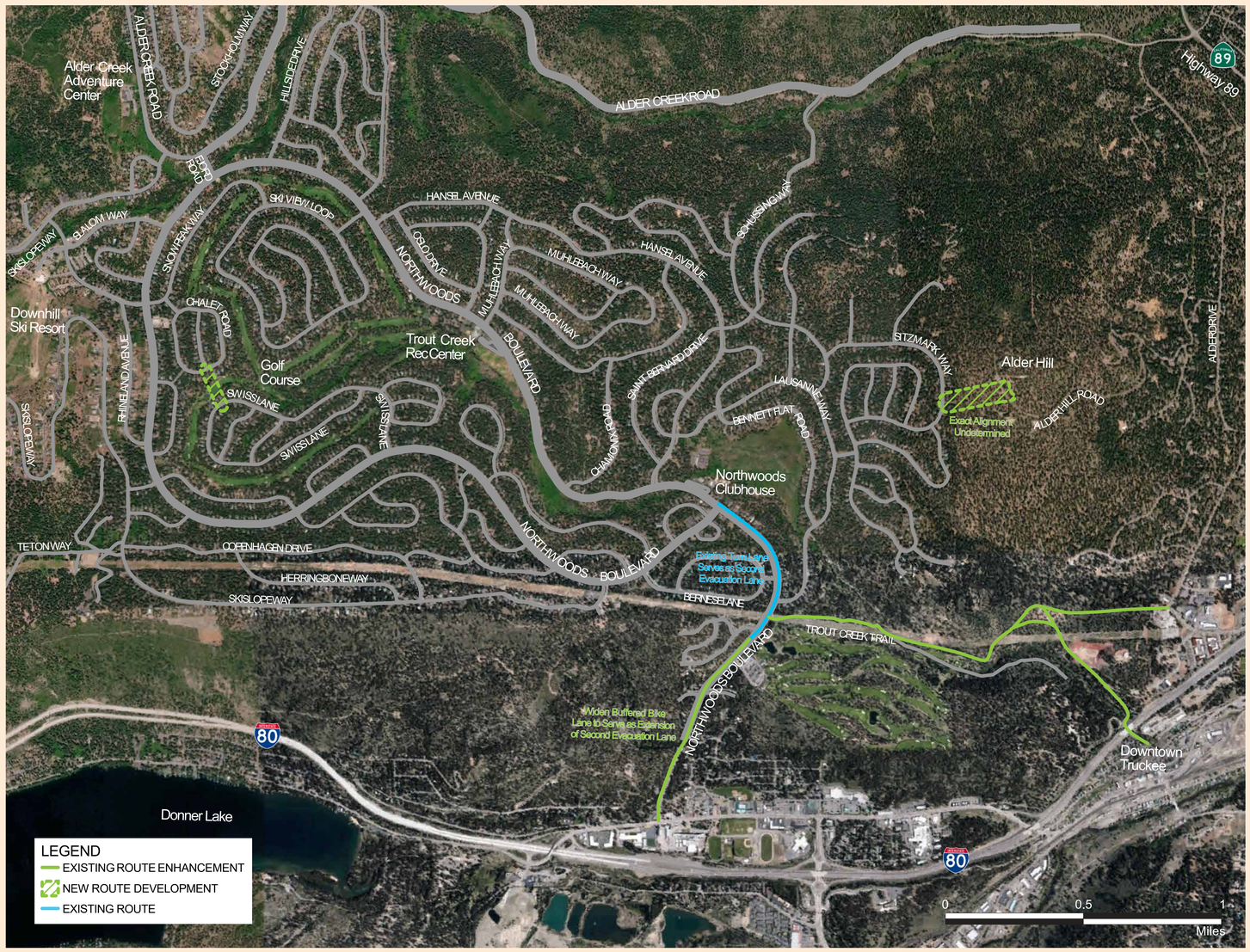
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Comments and Next Steps

Tell Us What You Think!

Comment cards are available at each board and at the welcome table.

Which of These Projects Matter Most to You?



What Happens Next

Comments received are documented in the study report.

Draft study report: Winter 2026.

The Town of Truckee will hold a separate public meeting on the Truckee-wide portions of the study in October.



Project Page

dks-engage.com/truckee-tda-evacstudy/community-workshop