

Chapter 4: Circulation

Introduction and Setting

Government Code 665302 (b)(1) establishes the requirements for General Plan Circulation Elements. The code requires that a Circulation Element shall consist of “the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.

This circulation element is intended to address circulation and capacity needs, safety and emergency access, and non-motorized transportation. In addition, the circulation element will identify the functional classification of Nevada County roads and level-of-service requirements.

The objective of functional classification is to group roads and streets into classifications that share similar function, purpose, and importance in the roadway network.

- a. **Interstate Highways and Freeways** - Limited access highways carrying regional and interstate traffic (e.g., Interstate 80 and the Golden Center Freeway);
- b. **Principal Arterials** - Roadways carrying some regional traffic and connecting the major population centers within the County (e.g., State Route 49 and State Route 20);
- c. **Minor Arterials** - Roadways providing primary access from freeways and principal arterials to major origins and destinations (e.g., Brunswick Road and Donner Pass Road);
- d. **Collectors (Major and Minor)** - Streets connecting arterials to local roads (e.g., East Bennett Street and Alta Sierra Drive);
- e. **Locals** - Streets providing primary access to individual properties (e.g., Jones Bar Road and Hobart Mills Road); and

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- f. **Regional Emergency Access** - Roadways providing emergency access between arterial or collector roads but are not needed by the County for general circulation purposes.

The functional classification of Nevada County streets and roads are shown in the following Table 4.1 and displayed in Figure 4.1. County maintained roads are shown in Figures 4.2 and 4.4. All roads not included below are considered local.

TABLE 4.1
NEVADA COUNTY STREETS AND ROADS BY FUNCTIONAL CLASSIFICATION

<i>Full Name</i>	<i>Functional Classification</i>	<i>Start</i>	<i>End</i>
US Interstate 80	Interstate	Placer Co. Line	Sierra Co. Line
State Highway 20	Principle Arterial	Yuba Co. Line	Grass Valley
State Highway 49	Principle Arterial	Placer Co. Line	Grass Valley
State Highway 49/20	Principle Arterial	Nevada City	Grass Valley
Brunswick Rd.	Minor Arterial	Idaho Maryland Rd.	State Highway 174
Combie Rd.	Minor Arterial	State Highway 49	Magnolia Rd.
Nevada City Hwy	Minor Arterial	Nevada City	Grass Valley
State Highway 174	Minor Arterial	Grass Valley	Placer Co. Line
State Highway 49	Minor Arterial	Nevada City	Placer Co. Line
State Highway 89	Minor Arterial	Sierra Co. Line	Truckee
Alta Sierra Dr.	Major Collector	Dog Bar Rd.	State Highway 49
Alta St.	Major Collector	Grass Valley City Limits	Ridge Rd.
Dog Bar Rd.	Major Collector	La Barr Meadows Rd.	Bear River Bridge
Donner Pass Rd.	Major Collector	US Interstate 80	Truckee City Limits
Duggans Rd.	Major Collector	Lime Kiln Rd.	Wolf Rd.
E. Empire St.	Major Collector	Grass Valley City Limits	State Highway 174
Indian Springs Rd.	Major Collector	Penn Valley Dr.	McCourtney Rd.
La Barr Meadows Rd.	Major Collector	Grass Valley City Limits	State Highway 49
Lime Kiln Rd.	Major Collector	McCourtney Rd.	Duggans Rd.
Loma Rica Dr.	Major Collector	Brunswick Rd.	End of Co. Maintained
Magnolia Rd.	Major Collector	Combie Rd.	Red Dog Rd.
McCourtney Rd.	Major Collector	Grass Valley City Limits	Lime Kiln Rd.
Mount Olive Rd.	Major Collector	Dog Bar Rd.	State Highway 174
Old Tunnel Rd.	Major Collector	Banner Lava Cap Rd.	Town Talk Rd.
Penn Valley Dr.	Major Collector	Indian Springs Rd.	State Highway 20
Pleasant Valley Rd.	Major Collector	State Highway 20	State Highway 49
Ridge Rd.	Major Collector	Rough and Ready Hwy	Nevada City City Limits
Rough and Ready Rd.	Major Collector	State Highway 20	Grass Valley City Limits
Spenceville Rd.	Major Collector	Penn Valley Dr.	Indian Springs Rd.
Tyler Foote Crossing Rd.	Major Collector	State Highway 49	Grizzly Hill Rd.
Wolf Rd.	Major Collector	Duggans Rd.	State Highway 49
Alexandra Wy.	Minor Collector	Karen Wy.	Lawrence Wy.

Allison Ranch Rd.	Minor Collector	Grass Valley City Limits	State Highway 49
Auburn Rd.	Minor Collector	McCourtney Rd.	State Highway 49
Back Bone Rd.	Minor Collector	Cruzon Grade Rd.	Derbec Rd.
Ball Rd.	Minor Collector	Francis Dr.	Alta Sierra Dr.
Banner Lava Cap Rd.	Minor Collector	Nevada City Highway	Red Dog Rd.
Banner Quaker Hill Rd.	Minor Collector	Quaker Hill Cross Rd.	Lower Greenhorn Rd.
Birchville Rd.	Minor Collector	Pleasant Valley Rd.	State Highway 49
Bitney Springs Rd.	Minor Collector	Pleasant Valley Rd.	Rough and Ready Hwy
Boulder St.	Minor Collector	Nevada City City Limits	Red Dog Rd.
Cement Hill Rd.	Minor Collector	Nevada City City Limits	End of Co. Maintained
Combie Rd.	Minor Collector	Magnolia Rd.	Darkhorse Dr.
Cruzon Grade Rd.	Minor Collector	Tyler Foote Crossing Rd.	Backbone Rd.
Derbec Rd.	Minor Collector	Back Bone Rd.	N. Bloomfield Graniteville Rd.
E. Bennett Rd.	Minor Collector	Grass Valley City Limits	Greenhorn Rd.
E. Lime Kiln Rd.	Minor Collector	State Highway 49	Karen Dr.
Eva Wy.	Minor Collector	Tammy Wy.	Gary Wy.
Francis Dr.	Minor Collector	Ball Rd.	Alta Sierra Dr.
Garden Bar Rd.	Minor Collector	Wolf Rd.	End of Co. Maintained
Gary Wy.	Minor Collector	Eva Wy.	Francis Dr.
Glenshire Dr.	Minor Collector	Truckee City Limits	Hirshdale Rd.
Gracie Rd.	Minor Collector	Nevada City City Limits	Banner Lava Cap Rd.
Greenhorn Rd.	Minor Collector	Brunswick Rd.	End of Co. Maintained
Grizzly Hill Rd.	Minor Collector	Tyler Foote Crossing Rd.	N. Bloomfield Graniteville Rd.
Hirshdale Rd.	Minor Collector	US Interstate 80	End of Co. Maintained
Idaho Maryland Rd.	Minor Collector	Brunswick Rd.	Banner Lava Cap Rd.
Karen Dr.	Minor Collector	E. Lime Kiln Rd.	Alexandra Wy.
Lake Vera Purdon Rd.	Minor Collector	Purdon Rd.	N. Bloomfield Graniteville Rd.
Lawrence Wy.	Minor Collector	Alexandra Wy.	Norlene Wy.
Lime Kiln Rd.	Minor Collector	Duggans Rd.	State Highway 49
McCourtney Rd.	Minor Collector	Perimeter Rd.	Lime Kiln Rd.
Mooney Flat Rd.	Minor Collector	State Highway 20	Pleasant Valley Rd.
N. Bloomfield Graniteville Rd.	Minor Collector	State Highway 49	Grizzly Hill Rd.
Newtown Rd.	Minor Collector	Pleasant Valley Rd.	State Highway 49
Norlene Wy.	Minor Collector	Tippy Wy.	Patricia Wy
Oak Tree Rd.	Minor Collector	State Highway 49	Tyler Foote Crossing Rd.
Patricia Wy.	Minor Collector	Alexandra Wy.	Norlene Wy.
Perimeter Rd.	Minor Collector	Harlow Pl.	McCourtney Rd.
Purdon Rd.	Minor Collector	Oak Tree Rd.	Lake Vera Purdon Rd.
Quaker Hill Cross Rd.	Minor Collector	Red Dog Rd.	Banner Quaker Hill Rd.
Rattlesnake Rd.	Minor Collector	State Highway 174	Dog Bar Rd.
Red Dog Cross Rd.	Minor Collector	Banner Lava Cap Rd.	Red Dog Rd.
Red Dog Rd.	Minor Collector	Boulder St.	You Bet Rd.
Retract Wy.	Minor Collector	Lime Kiln Rd.	End of Pavement
Rough and Ready Rd.	Minor Collector	Miners Wy.	Rough and Ready Hwy
Scotts Flat Rd.	Minor Collector	State Highway 20	Alpine Meadows Camp

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Scotts Valley Rd.	Minor Collector	Willow Valley Rd.	Scotts Flat Rd.
Soda Springs Rd.	Minor Collector	Donner Pass Rd.	End of Co. Maintained
Spenceville Rd.	Minor Collector	Indian Springs Rd.	End of Co. Maintained
Squirrel Creek Rd.	Minor Collector	Rough and Ready Hwy	End of Co. Maintained
Stampede Meadows Rd	Minor Collector	Truckee City Limits	Sierra Co. Line
Tammy Wy.	Minor Collector	Norlene Wy.	Eva Wy.
Tippy Wy.	Minor Collector	Alta Sierra Dr.	Norlene Wy.
Tyler Foote Crossing Rd.	Minor Collector	Grizzly Hill Rd.	Cruzon Grade Rd.
Washington Rd.	Minor Collector	State Highway 20	Maybert Rd.
Wheeler Cross Rd.	Minor Collector	Dog Bar Rd.	Rattlesnake Rd.
Willow Valley Rd.	Minor Collector	Nevada City City Limits	State Highway 20
Wolf Rd.	Minor Collector	Lime Kiln Rd.	Duggans Rd.
You Bet Rd.	Minor Collector	State Highway 174	Red Dog Rd.

In addition to these facilities, the County has an extensive network of privately owned and maintained roads. These roads provide primary access to the majority of residential parcels in the County, but are outside of the County's control. For this reason, private roads have not been functionally classified, even in cases where they serve as collectors. Private roadways are shown in Figure 4.3 and 4.5.

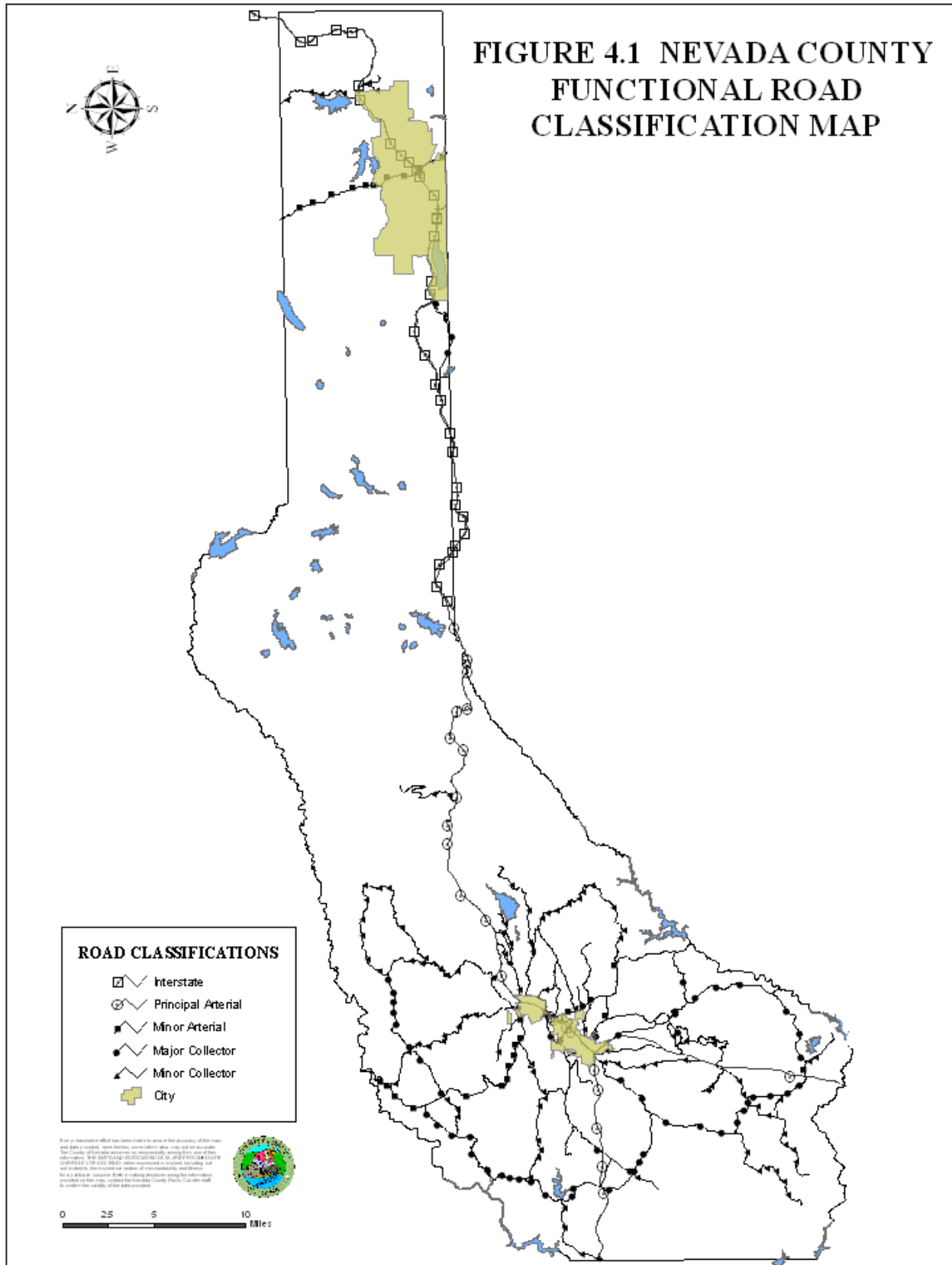
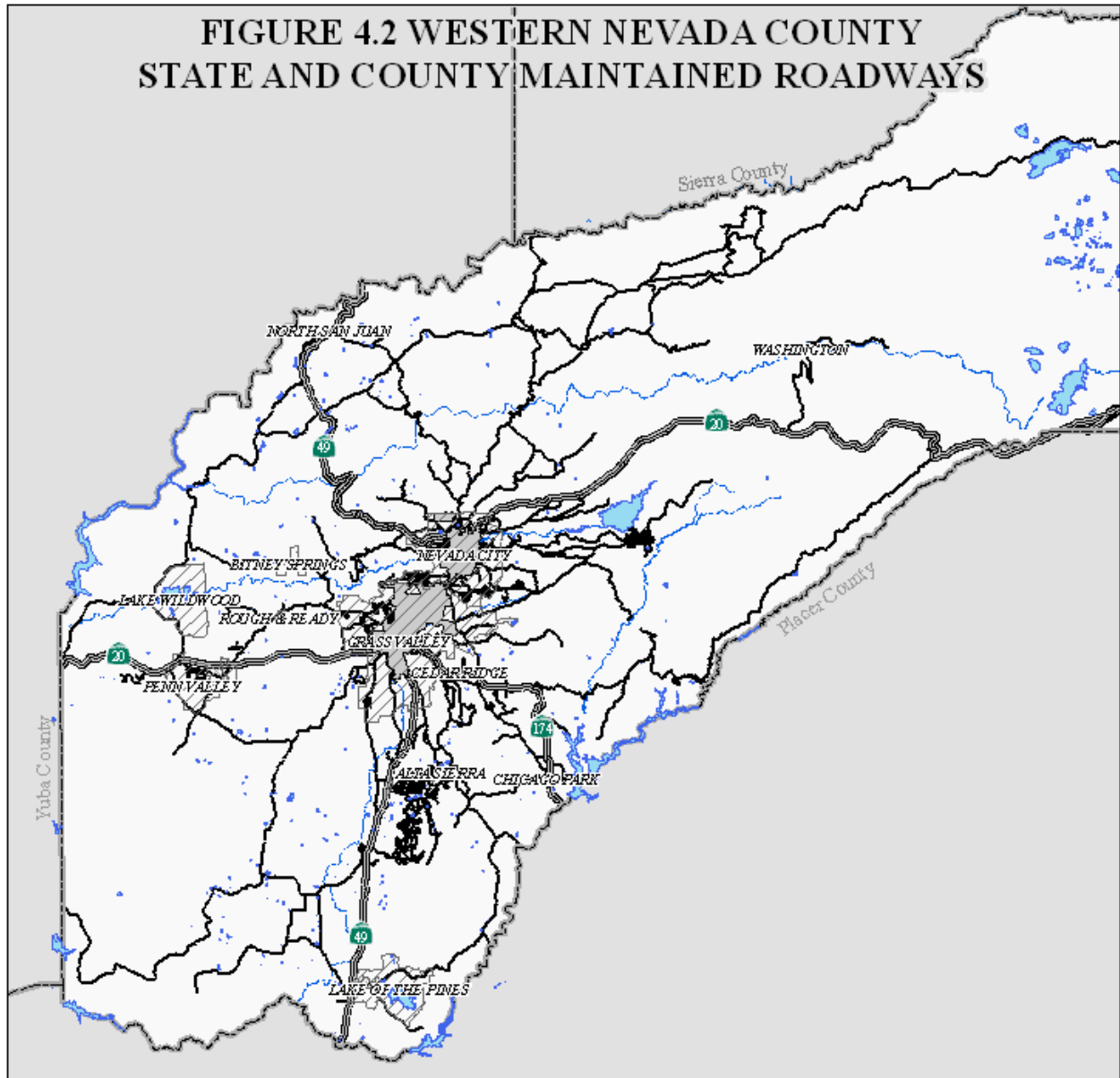
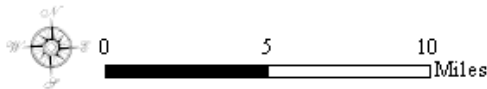


FIGURE 4.2 WESTERN NEVADA COUNTY STATE AND COUNTY MAINTAINED ROADWAYS



Map Properties

- | | | | |
|--|-------------|--|--------------------|
| | Highway | | City Limit |
| | County Road | | Community Boundary |
| | County Line | | Community Region |
| | Lake | | Rural Center |
| | Waterway | | Village Center |



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Map Prepared by: Nevada County Planning Department
July 2009

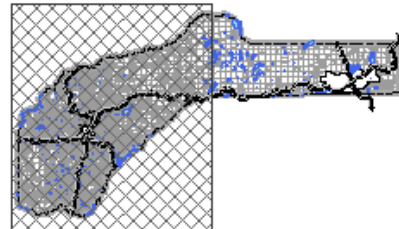
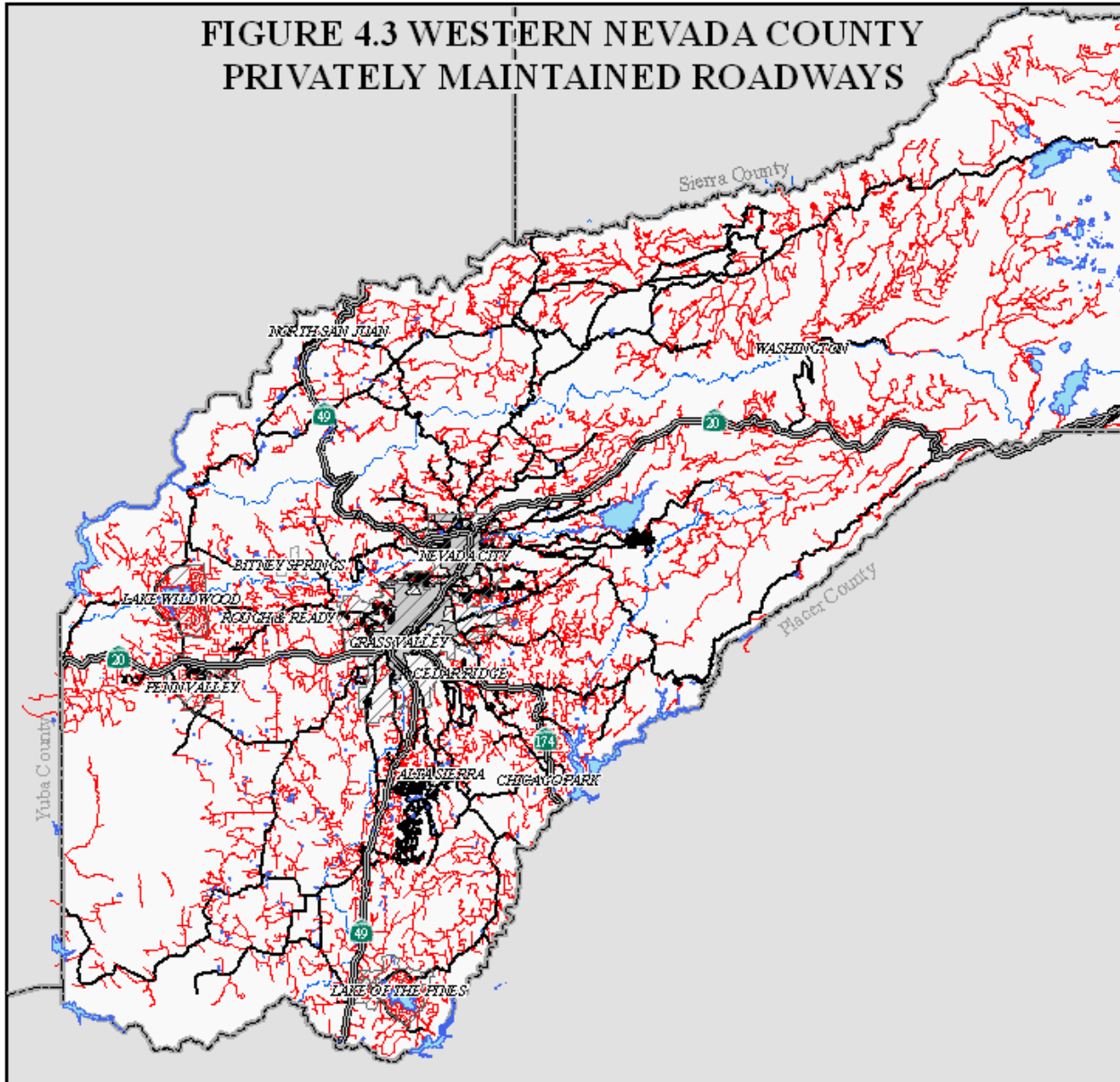
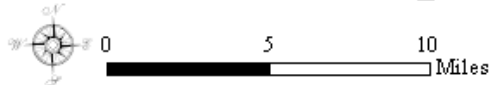


FIGURE 4.3 WESTERN NEVADA COUNTY PRIVATELY MAINTAINED ROADWAYS



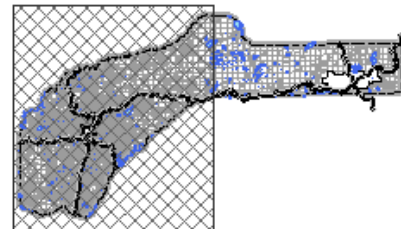
Map Properties

- Highway
- Roadway
- Private Road
- County Road
- Lake
- Waterway
- County Line
- City Limit
- Community Boundary**
- Community Region
- Rural Center
- Village Center

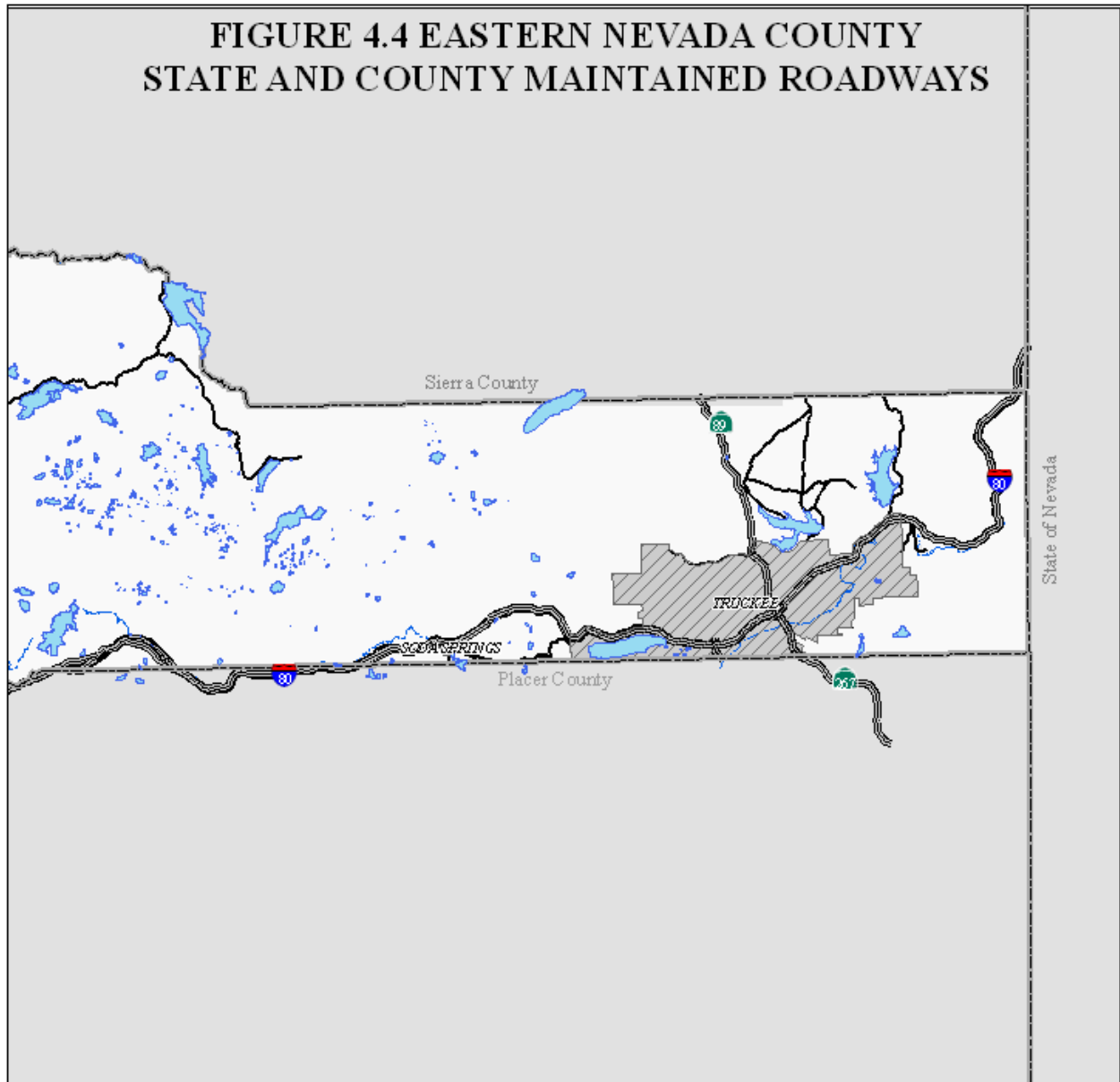


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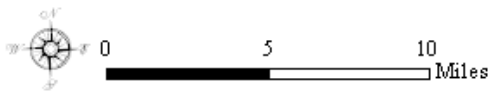


**FIGURE 4.4 EASTERN NEVADA COUNTY
STATE AND COUNTY MAINTAINED ROADWAYS**



Map Properties

- | | | | |
|--|-------------|--|--------------------|
| | Highway | | City Limit |
| | Road | | Community Boundary |
| | County Line | | Community Region |
| | Lake | | Rural Center |
| | Waterway | | Village Center |



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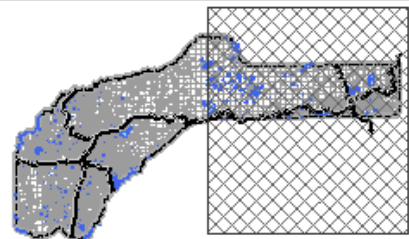
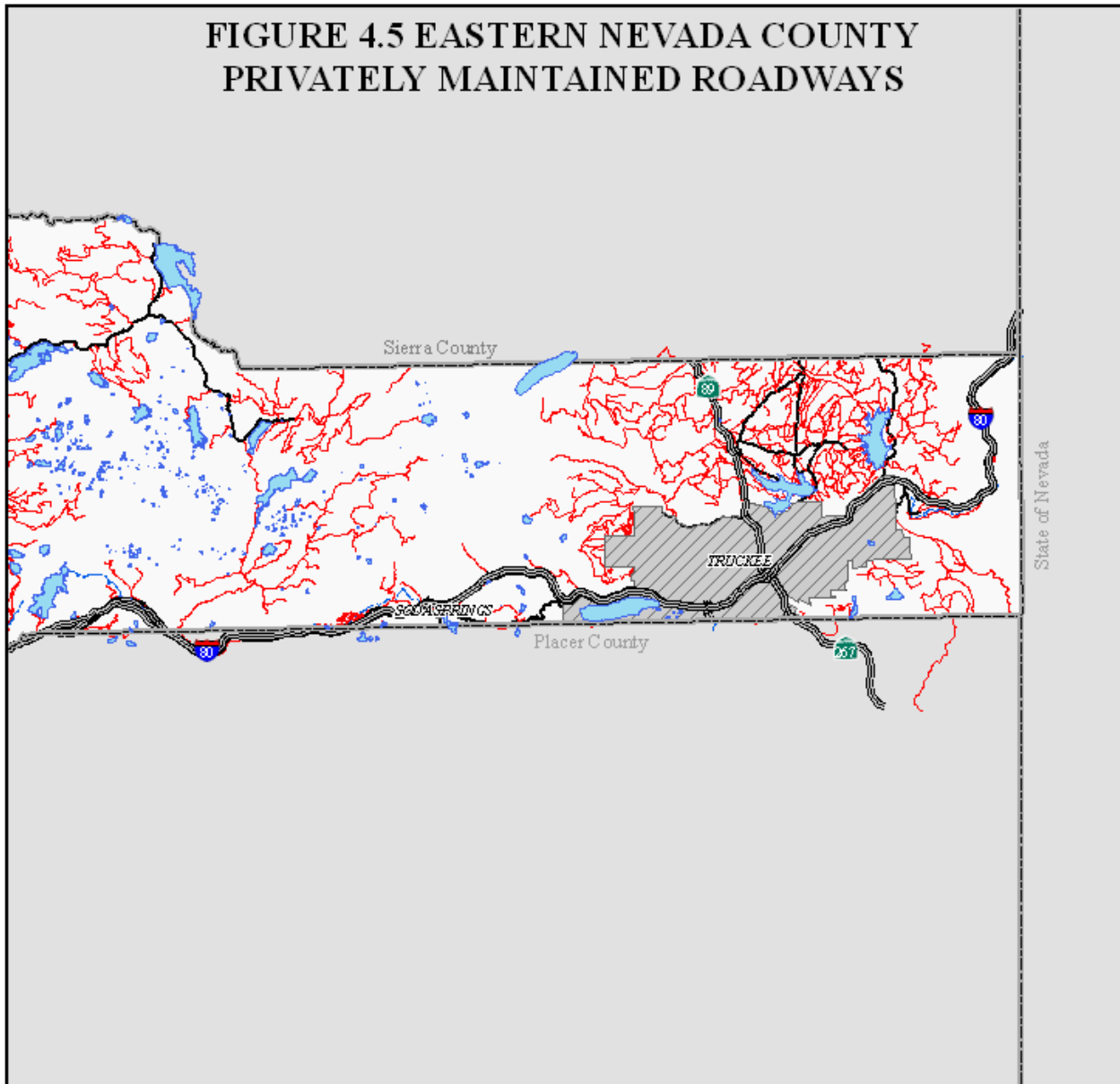
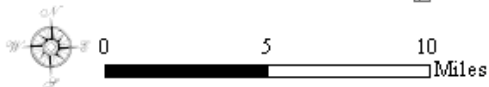


FIGURE 4.5 EASTERN NEVADA COUNTY PRIVATELY MAINTAINED ROADWAYS



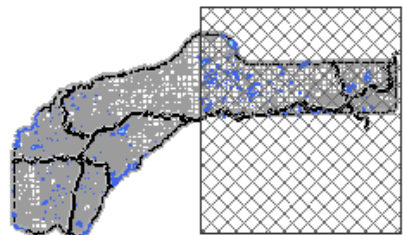
Map Properties

- | | | | |
|--|--------------|---------------------------|------------------|
| | Highway | | County Line |
| | Roadway | | City Limit |
| | Private Road | Community Boundary | |
| | County Road | | Community Region |
| | Lake | | Rural Center |
| | Waterway | | Village Center |



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July 2009



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The level of service (LOS) of major roadways is a measure of the operating efficiency of a transportation facility. Letter designations from A (best) to F (worst) are assigned to a road or intersection to describe how well it functions. In Nevada County levels of service below C occur mainly in the more urbanized areas of Grass Valley, Nevada City and Truckee, and on access roads into major developments such as Alta Sierra, Lake of the Pines and Lake Wildwood. The worst level of service in the County is on Highway 49 south of Grass Valley. Although the level of service provides a general indication of the capacity of a roadway, the actual volume of traffic that can be accommodated at each level of service depends on several factors including:

- Number of lanes;
- Width of lanes;
- Width of shoulder;
- Topography;
- Design speed; and
- Vehicle mix (% auto, truck, etc.)

In some cases, the rural environment of Nevada County creates unique constraints in roadway capacity that affect the ability of the system to handle high volumes of traffic. Therefore, travel in the County tends to be highly concentrated on a few routes, such as State Highway 49, which must handle significant local traffic, as well as through trips, adversely affecting its level of service.

Most truck traffic enters and exits Nevada County on State Routes 20, 49, 174, and Interstate 80. Designation of these roadways as truck routes has not occurred due to the lack of other alternative routes for goods movement. Urban areas such as Grass Valley and Nevada City, however, have delineated truck routes within their jurisdictions. These routes are designated to avoid obstructions, residential neighborhoods, or to prevent roadway damage associated with heavy vehicle travel.

Circulation facilities in Nevada County other than the roadway system are relatively limited. Transit facilities include Gold Country Stage, which is a fixed route system, which operates primarily in and between Nevada City and Grass Valley. There are also three on-demand dial-a-ride or non-fixed route services in the County.

Southern Pacific (SP) railroad owns and operates one set of tracks that follows Interstate 80 along the southern border of Nevada County. The rail line is used for the shipment of goods and provides passenger service with a mid-day train in each direction between Chicago and San Francisco providing service to Sacramento, Roseville, Colfax, Truckee, and Reno. The Truckee Intermodal Transportation Center in downtown Truckee serves transit, rail, automobiles, trucks, bikes, and pedestrians.

The number of existing bicycle, pedestrian, and equestrian trails in Nevada County is limited. These trails are primarily oriented toward recreational use and do not typically provide connection for non-auto transportation within the urbanized areas of Nevada County. The 2007 Nevada County Bicycle Master Plan includes bike lanes within the urbanized areas of the County

that improve non-auto access and mobility. Based upon the Level of Service (LOS) standards contained in the following Policies, the existing regional road system serving Nevada County generally provides acceptable service. However, the principal roads in the downtown areas of Grass Valley and Truckee have an existing daily LOS of less than “D,” which is the minimum for *Community Regions*. Portions of Pleasant Valley Road south of Lake Wildwood; Brunswick Road north of State Route 174; and La Barr Meadows Road south of State Route 49 operate at less than the minimum LOS “C” for *Rural Regions*. These roads are located at the edge of *Community Regions* and serve as access routes from *Community Regions* to the state highway system.

According to Caltrans SR 49 Corridor System Management Plan, State Route 49, between Grass Valley and the Nevada-Placer County line operates at LOS E. Future improvements to this route are being planned by Caltrans and various studies are underway in the segment between McKnight Way and Lime Kiln Road. Full construction of these improvements, however are not expected to occur within the next five years.

As with other public facilities, development impact fees are a potentially significant means of providing roadway improvements to serve future growth. However, because such fees are not available for solving existing deficiencies, potential funding of improvements to address the existing deficiencies will need to rely heavily upon local sources, which are already committed to existing programs. Further discussion of transportation and circulation facilities in the County, including criteria for level of service and identification of improvement needs, is contained in Section 6: Land Use, Circulation and Infrastructure, of Volume 2 of the Nevada County General Plan; and in Section 9 of the Nevada County Master Environmental Inventory, which is part of Volume 3 of the Nevada County General Plan.

Goals, Policies and Programs

Introduction

The following section describes the four primary goals of the Circulation Element as well as the Policies that will implement those goals. The four primary goals sections are to: 1) coordinate the circulation system with the County’s land use patterns (Circulation and Land Use); 2) provide for the movement of goods and people (Movement of Goods and People); 3) reduce dependence on automobiles (Reduce Automobile Dependency); and 4) minimize transportation system impacts to the environment (Environmental Protection).

Circulation and Land Use (LU)

GOAL LU-4.1

Coordinate existing and future circulation systems with existing and future land use patterns.

GOAL LU-4.2

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In *Rural Regions*, establish and maintain a desired level of service that supports sustainable growth and development.

GOAL LU-4.3

In *Community Regions*, ensure a desired level of service that supports the current circulation system and provide for future circulation improvements.

GOAL LU-4.4

Maintain desired levels of service by balancing development of the circulation system with land use and development in the County.

GOAL LU-4.5

Provide for long-term, ongoing roadway maintenance.

GOAL LU-4.6

Ensure that the transportation system serving regional destinations maintains desired levels of service consistent with existing and future land use patterns.

GOAL LU-4.7

Provide local and regional road and street systems that are consistent and compatible with local land use patterns and street networks.

Policy LU-4.1.1 The minimum level of service allowable in the *Rural Regions* of the County, as identified in the General Plan, shall be level of service (LOS) C, except where the existing LOS is less than C. In those situations, the LOS shall not be allowed to drop below the existing LOS. Level of service shall be based on the typical highest peak hour of weekday traffic. Special events may be permitted which temporarily exceed this minimum LOS.

Policy LU-4.1.2 The minimum acceptable level of service (LOS) for areas identified as *Community Regions* in the General Plan shall be LOS D, except where the existing LOS is less than D. In those situations, the LOS shall not be allowed to drop below the existing LOS. Level of service shall be based on the typical highest peak hour of weekday traffic.

Policy LU-4.1.3 The land use pattern reflected in the Nevada County General Plan Land Use Map is correlated with the future ability of the transportation system, including the major roadway network, to adequately serve said land uses based upon the service criteria and levels of service. All General Plan amendments shall be required to show that the proposed development is also correlated with the future provision of transportation facilities and levels of service according to the same criteria.

Policy LU-4.1.4 Consistent with legal and funding constraints the following types of road improvement projects shall be emphasized in the County Capital Improvement Program:

- a. Projects needed to maximize the safety of the road system on high accident road segments and intersections, including, but not limited to additional road widths and turn lanes, realignments, shoulder improvements, bridge improvements, hazard elimination and hazard control devices;
- b. Projects needed to improve rideability, including, but not limited to, pavement extension and rehabilitation;
- c. Projects needed to improve capacity and travel speed, particularly in *Community Regions*, and including, but not limited to, interchange improvements, additional road lanes and/or widths, turn lanes, signalization, and bridge improvements;
- d. Projects needed to improve the use of other modes of transportation, including, but not limited to, public transportation facilities (transit facilities and stops), park and ride facilities, bikeways, non-motorized trails, and pedestrian facilities; and
- e. Improve local circulation to address safety and emergency service needs.

Policy LU-4.1.5 Where it is determined by the County that a County road, road segment or intersection no longer provides the desirable or acceptable level of service as defined in Policy LU-4.1.1 and Policy LU-4.1.2, the County shall take action to ensure compatibility between future growth and the road system. Solutions to local road system problems may include funding of transportation-related facilities, transportation management techniques, or development limitations or restrictions.

Policy LU-4.1.6 Relative to the State highway system, Nevada County recognizes the major funding limitations that exist within the State system and finds that as a matter of policy, additional growth and development may be allowed within the County, notwithstanding the adverse impacts which may result in the short term by this growth and development. Therefore, the County shall:

- a. Encourage the existing partnership between Nevada County and the State in working together to solve State Highway problems and funding limitations;
- b. Commit local moneys, when available, in the partial funding of critical State highway improvements. As a part of this commitment, the County shall continue to pursue the use of development fees from private development as a funding source;
- c. Acknowledge that short-term adverse impacts to the State highway system resulting from growth and development within the County will occur until adequate funding is made available and improvements made through projects identified in the adopted State Transportation Improvement Program; and
- d. Monitor State activities in responding to the needs of the State system within the County.
- e. Solutions to State road system problems shall include County review and input to the State Transportation Improvement Program, formal County requests for specific improvements and/or facilities, and requests for inclusion of said improvements and/or facilities within the Nevada County Regional Transportation Improvement Program.
- f. Should critical State highway improvements not be identified in the adopted State Transportation Improvement Program, the County may review its policies to determine if additional growth and development should be curtailed in the impacted areas.

Policy LU-4.1.7

In the absence of an approved plan and funding program to provide needed roadway improvements, and where the County has determined that there is no feasible project mitigation, the County may deny those amendments to the General Plan that exacerbate an identified deficiency in local or State roads or highways.

Policy LU-4.1.8

New roads not shown on the General Plan Land Use Maps as part of the regional and non-through access local road systems identified in the Nevada County Road Functional Classification Plan shall not be constructed at public expense, but shall be

provided as site improvements for each development project as necessary to provide safe, appropriate access.

- Policy LU-4.1.9** To ensure the most effective expenditure of funds, road maintenance shall emphasize the arterial and major collector segments of the road system.
- Policy LU-4.1.10** The County shall work towards coordinated improvement standards and maintenance programs with all incorporated cities and towns within the County.
- Policy LU-4.1.11** New roads built to serve discretionary projects shall be maintained through private maintenance agreements, homeowners associations, Permanent Road Divisions (PRDs), or Community Service Areas (CSAs).

Program LU-4.1.1 Monitor the County and State road system to work toward timely solutions to documented safety problems and appropriate improvements for those components of the road system that are either at or approaching a level of service below D in *Community Regions* and a level of service below C in *Rural Regions*.

Program LU-4.1.2 The County Capital Improvement Program (CIP) shall be maintained and updated annually. Such update shall identify and establish a schedule for planned improvement projects and identify sources of funding for each improvement, as the basis for determining the roadway capacity available to support new development.

Program LU-4.1.3 Implement funding strategies for the development and maintenance of circulation facilities and services that will allow the development and expansion of the transportation system concurrent with County growth.

Program LU-4.1.4 Implement the Nevada County Transportation Commission Regional Traffic Mitigation Fee Program and the Nevada County Local Traffic Mitigation Fee Program. These two programs impose development fees to mitigate the cumulative impact of development on the regional (non-local) highway and roadway network as defined in the Nevada County Road Functional Classification Plan and as shown on the Nevada County Circulation Plan Maps.

Movement of Goods and People (MV)

GOAL MV-4.1

Provide for the safe and efficient movement of people and goods in a manner that respects the rural character of Nevada County.

GOAL MV-4.2

Provide for a transportation system design that facilitates the transportation of people, goods and services in support of the General Plan and the local economy.

GOAL MV-4.3

Provide for alternative routes for efficient service and for emergency access.

GOAL MV-4.4

Reduce accident rates on County maintained roadways.

Policy MV-4.2.1 The Nevada County Road Functional Classification Plan and the Nevada County Road Standards shall be the basis for implementing the recommended roadway network identified in the General Plan. The Plan shall provide for a major road system including a comprehensive County road system that will complement the State highway system. This major road system shall consist of Interstate highway, freeway, principal arterial, minor arterial, major collector and minor collector segments consistent with the Nevada County Road Functional Classification Plan and shown on the Circulation Plan maps:

- a. Interstates and Freeways - Limited access highways;
- b. Principal Arterials - Major roadways providing access from rural to urban areas and access to freeways;
- c. Minor Arterials - Roads providing through service to industrial and commercial areas and between cities and/or providing access to principal arterials and freeways;
- d. Major Collectors - Roads that provide service within major land use areas or provide access to the arterial roads from local collector and local roads;
- e. Minor Collectors - Roads that provide service within major land use areas or neighborhoods, and provide access from local streets to the major road system;
- f. Regional Emergency Access Roads - Roads that provide secondary access to various areas of the County during emergencies such as wildland fires and flooding, as well as secondary access to individual homes and future discretionary projects during site specific emergencies.

Regional Emergency Access Roads are public roads for emergency purposes and connect between roads classified as collectors or greater and reduce the emergency travel distance by 1 mile or greater. They may be gated to limit non-emergency access; and

- g. All other roads are considered local roads.

Policy MV-4.2.2 The Circulation Element maps show the general location of existing and future State freeways and highways, arterials, collectors, regional emergency access routes, and scenic route boundaries. The exact location of future routes will require additional analysis beyond the scope of the General Plan and will occur when it is determined that additional growth and development warrant construction or improvements.

Policy MV-4.2.3 The County shall place new roadways in areas which have the combined most favorable impact on existing neighborhoods and the environment. Along system corridors, land use, access and implementing zoning shall be consistent with the function and design capacity of the roadways.

Policy MV-4.2.4 The County shall maintain the function and integrity of arterial and major collector roads by limiting access wherever possible. For all new development, allow access via the lowest roadway classification, consistent with safe operation of the roadways and environmental constraints.

Policy MV-4.2.5 In the review of all discretionary permits, the County shall consider the effect of the proposed development on the area-wide transportation network and the effect of the proposed development on the road network and other transportation facilities in the immediate vicinity of the project site.

Policy MV-4.2.6 The County shall coordinate with the cities, town, Nevada County Transportation Commission, adjacent counties and Caltrans for the development of an integrated regional circulation system.

Policy MV-4.2.7 The County will encourage and support the role of the Nevada County Transportation Commission as the primary forum for coordinating regional transportation planning issues.

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- Policy MV-4.2.8** The County shall continue to work through the Nevada County Transportation Commission towards an integrated intracounty and intercounty regional transportation system.
- Policy MV-4.2.9** The County shall work with Caltrans to implement incremental safety and capacity improvements within the Highway 49 corridor.
- Policy MV-4.2.10** Discretionary development served by a dead end road and located beyond the dead end road limit shall be required, at a minimum, to construct secondary access roads in accordance with Chapters XVI and XVII of the Nevada County Land Use Code. Secondary access roads shall meet Nevada County Fire Standard Access Road standards unless a Petition for Exception is approved granting lesser standards.
- Policy MV-4.2.11** To expand the County’s network of Regional Emergency Access Roads, the County will accept existing offers of dedication and amend the General Plan to classify the Road as a Regional Emergency Access Road on a case-by-case basis where the road:
- 1) meets the definition of a Regional Emergency Access Road as follows, Regional Emergency Access Roads are defined as access roads that connect between roads classified as collectors or greater and reduce emergency travel distance by 1 mile or greater; 2) will not be gated or will be only be gated with an unlocked gate approved by the appropriate Fire District; and 3) meets the criteria shown in either a, b, or c.
- a. Where the Regional Emergency Access Road is identified as part of a discretionary project, the following must apply for acceptance:
 - i. Offers of dedication are available; and
 - ii. The discretionary project is responsible for the construction of and upgrade to fire safe standards and a PRD or CSA is formed for ongoing maintenance.
 - b. Where the Regional Emergency Access Road is initiated by existing owners in a neighborhood, the following must apply for acceptance:
 - i. Offers of dedication are available;
 - ii. The road meets the minimum fire safe standards; and

- iii. At least 50% of the roadway maintenance costs are borne by a PRD or CSA.
- c. Where the Regional Emergency Access Road is initiated by the County, the following must apply for acceptance:
 - i. Offers of dedication are available;
 - ii. The road meets fire safe standards; and
 - iii. Road funds are available for maintenance.

Policy MV-4.2.12 Private roads that provide critical regional emergency access shall be maintained through a Private Road District (PRD) or County Service Area (CSA).

Policy MV-4.2.13 Private roads that provide non-critical regional emergency access are encouraged to be maintained through a Private Road District (PRD) or County Service Area (CSA).

Program MV-4.2.1 In areas where congestion is forecast to exceed capacity and capital improvements are not planned, prepare and implement a comprehensive Transportation System Management program, to increase the number of people carried by the local road system without increasing the designed capacity of the system through consideration of measures including but not limited to:

- a. Traffic operations control measures (e.g. re-striping, turn lanes, one-way streets, ramp meters, meter bypass lanes, computerized signals, changeable message signs, etc.);
- b. Measures for the local and State road system, coordinated with Caltrans, designed to maintain circulation during high traffic flow events and holidays and to warn drivers of changing road conditions during inclement weather (use of radio, telephone, and signage); and
- c. Transportation management techniques related to existing and proposed employers (e.g., mandatory employer carpool and/or rideshare programs, business contribution to local public transit, flexible work hours, etc.).

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Program MV-4.2.2 Periodically monitor accident rates on County maintained roadways in order to identify potential safety issues.

Program MV-4.2.3 Pursue funding for projects to improve roadway, bicycle, and pedestrian safety on Nevada County roads.

Reduce Dependence on the Automobile (RD)

GOAL RD-4.1

Reduce dependence on the automobile.

GOAL RD-4.2

Increase the availability of alternative modes of transportation.

GOAL RD-4.3

Decrease vehicle miles traveled while encouraging increased transit ridership and vehicle occupancy.

GOAL RD-4.4

Encourage land use patterns that reduce the need for new roadways and promote the use of alternative transportation modes.

Policy RD-4.3.1 All discretionary and ministerial non-residential projects shall consider the feasibility of providing transit alternatives to automobile transportation and ways to reduce the dependence on the automobile. For projects generating 50 or more employees, the applicant shall prepare an analysis documenting means to reduce automobile dependence. Wherever feasible, measures documented in the analysis shall be incorporated into the project. This process shall be coordinated with the applicable Transportation Management Association (TMA) or successor agencies.

Policy RD-4.3.2 Expansion of the County's bikeway network shall focus on corridors with high potential demand. These corridors include the Highway 49/20 corridor between Grass Valley and Nevada City (along Nevada City Highway, Old Tunnel Road, and Sutton Way), the La Barr Meadows Corridor between Alta Sierra and Grass Valley, the Penn Valley/Pleasant Valley Corridors between Lake Wildwood and Penn Valley, and the Combie Corridor bikeway.

Policy RD-4.3.3 Nevada County, shall work with local Transportation Management Associations (TMAs) to increase opportunities for ridesharing, transit use and other means of reducing demand for additional roadway capacity.

- Policy RD-4.3.4** Minimize the need to commute by:
- a. Providing for an adequate amount of residential, commercial, and industrial designations in proper balance, as shown on the General Plan Land Use Maps; and
 - b. Encouraging Economic Development and Public Facility policies that support local employment opportunities.

- Policy RD-4.3.5** Encourage the development of transit to serve *Community Regions and Rural Centers* by:
- a. Clustering growth to maximize the efficiency of the transit system; and
 - b. Providing commuter-oriented transit to serve employment centers.

Policy RD-4.3.6 Sidewalks, walkways, bicycle facilities and paths should be provided where necessary, and on an equitable basis with roadway improvements.

Policy RD-4.3.7 Sidewalks or walkways are encouraged as frontage improvements for all discretionary permits within *Community Regions*, as shown on the General Plan Land Use Maps, including all non-residential projects and all residential projects with an overall density greater than one dwelling unit per gross acre. To the extent feasible, pedestrian use shall be included within the roadway prism.

Policy RD-4.3.8 County road improvement projects shall incorporate improvements consistent with the Nevada County Pedestrian and Bicycle Master Plans.

Policy RD-4.3.9 Bridges and other public road facilities that are designated as components of or connections for non-vehicular trails and pathways, as shown on the Bicycle, Pedestrian or Non-Motorized Trail Master Plans, shall be designed and constructed to ensure the safety and security of all users.

Program RD-4.3.1 The County shall cooperate with the Nevada County Transportation Commission, to prepare and implement a Pedestrian Master Plan that provides for a comprehensive system of sidewalks, pathways and trails within established Community Boundaries that are designed to encourage

pedestrian use. Emphasis will be placed on connecting residential areas to commercial and industrial areas; development of direct, efficient, safe and aesthetically pleasing routes; and practical mechanisms for utilizing existing public and quasi-public rights-of-way for pedestrian use.

The Plan shall be implemented through (but not limited to) the development review process to ensure that:

- a. Routes are analyzed and designed in relation to a project's neighboring uses and development pattern;
- b. Convenient and pre-existing access is retained and improved, if feasible; and
- c. New development adjacent to or including any designated pedestrian trail shall be designed to connect to the existing pedestrian trails system.

Program RD-4.3.2

The County shall cooperate with the Nevada County Transportation Commission to implement the Nevada County Bicycle Master Plan adopted in 2008. The implementation shall ensure that:

- a. Routes are analyzed and designed in relation to a project's neighboring uses and development pattern;
- b. Convenient and pre-existing access is retained and enhanced; and
- c. New development adjacent to or including any designated bicycle trail shall be designed to connect to the existing bicycle trails system.

Program RD-4.3.3

The County shall seek additional sources of funding to enhance the development of commuter and recreational bicycle facilities from appropriate sources.

Environmental Protection (EP)

| **GOAL EP-4.1**

Minimize adverse impacts of the circulation system on the natural and historic environment.

GOAL EP-4.2

Protect the natural environment in development and maintenance of the transportation system.

GOAL EP-4.3

To the extent feasible, encourage the reduction of Greenhouse Gas emissions during the design phase of construction projects.

GOAL EP-4.4

To the extent feasible, encourage the development of energy efficient circulation patterns.

Policy EP-4.4.1 The County shall require environmentally sound practices for transportation facility construction and maintenance. New roads or improvements to the existing road system and all trails and pathways shall be located, constructed and maintained in a manner compatible with the environment.

Policy EP-4.4.2 Support Caltrans' efforts to reduce impacts to vegetation, wildlife and water quality through the use of salt substitutes, or other environmentally compatible materials for road de-icing.

Policy EP-4.4.3 Recognize and protect, to the extent feasible, existing historical districts and other historical features during the development of roadway systems.

Program 4.4.1 Review the feasibility of developing an ordinance that provides incentives for developers in return for pedestrian, bicycle, or transit orientated design features.