

Chapter 4: Circulation Element

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

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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**

