



NEVADA COUNTY BICYCLE MASTER PLAN

JULY 2013

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EXECUTIVE SUMMARY

VISION

Nevada County will sustain high levels of utilitarian and recreational bicycling by providing safe, well-designed bikeways and support facilities. A strong culture of bicycling will support bicycling-related education, encouragement, and enforcement for residents and visitors alike.

KEY FINDINGS/RECOMMENDATIONS

The following are key findings and recommendations of the Nevada County Bicycle Master Plan.

- Implementation of the Bicycle Master Plan will support jurisdictions' efforts to achieve the vision for bicycling in Nevada County.
- The Bicycle Master Plan will improve jurisdiction's access to funding, including funding awarded through the California Bicycle Transportation Account.
- Rural areas of Nevada County already experience high levels of recreational bicycling.
- The cities of Grass Valley and Nevada City each have dense developed areas where bicycling is a convenient mode of utilitarian transportation.
- There are four miles of existing Class I bike paths and five miles of existing Class II bike lanes in Nevada County.
- The majority of bicyclists surveyed bicycle for recreation and exercise; however, approximately 50 percent of bicyclists surveyed also bicycle for shopping and to work.
- Approximately 80 percent of bicyclists surveyed cite a lack of bicycle infrastructure as a primary factor that prevents them from bicycling more often.
- According to the 2007-2011 American Communities Survey, 0.6 percent of commuters in Nevada County bicycle as their primary mode of transportation to work.
- Bicycling would be improved in Grass Valley and Nevada City by implementing several Class II bike lane and Class III bike route projects, especially those near major destinations such as Sierra College and commercial destinations on Freeman Lane.
- High-priority bike lane projects would connect Grass Valley and Nevada City on Nevada City Highway, Ridge Road, and Old Tunnel Road.
- There are few continuous public rights-of-way for Class I bike path projects; however, some short Class I bike paths could improve connectivity to key destinations such as schools (Seven Hills Middle School, Deer Creek Elementary School, and Nevada Union High School) and key commercial areas (off of McKnight Way and Freeman Lane).
- Multi-use shoulders would improve conditions for bicycling on rural roadways in unincorporated Nevada County and on state highways; high-priority shoulder projects are proposed for roadways with high bicycle volumes and/or high vehicle volumes.

COST

The total capital cost for the system of bicycle facilities proposed in this plan is approximately \$81.1 million. The cost of Class III bike routes with multi-use shoulder represents the majority of expenditures

given their relatively high cost and high proposed mileage; however, these projects would improve safety for all roadway users, including motorists and pedestrians. **Table E-1** includes a breakdown of the capital cost by jurisdiction.

TABLE E-1: PROPOSED BIKEWAY COST SUMMARY	
Jurisdiction	Capital Cost
Grass Valley	\$7.9 million
Nevada City	\$1.0 million
Nevada County	\$72.2 million
Total	\$81.1 million
Source: Fehr & Peers, 2013.	

HIGH PRIORITY PROJECTS

The bicycle facilities proposed in this plan were prioritized according to their benefit and feasibility. The following are high-priority projects that have high benefit and high feasibility.

Grass Valley projects:

- A Class I bike path connecting Sierra College Drive to the Sierra College parking lot
- Class II bike lane gap closures on Sierra College Drive, Morgan Ranch Drive, Hughes Road, and East Main Street
- A Class III bike route on East Main Street and West Main Street

Nevada City projects:

- Signal detection for bicyclists at the State Route 49/East Broad Street intersection
- A Class I bike path connecting Reward Street to Seven Hills Middle School and Deer Creek Elementary School

Nevada County projects:

- Class II bike lane projects that would connect Nevada City and Grass Valley, including segments of Brunswick Road, Nevada City Highway, and Old Tunnel Road
- Class II bike lanes on Pleasant Valley Road between State Route 20 and Lake Wildwood Drive
- A Class I bike path along Combie Road connecting Bear River High School and the Higgans Village Shopping Center to State Route 49



- Several Class III bike routes with multi-use shoulder on roadways with high bicycle volumes and/or high vehicle volumes, such as Brunswick Road, State Route 49, and La Barr Meadows Road

INTERAGENCY COORDINATION

Achieving the vision for bicycling in Nevada County will require that the jurisdictions and its stakeholders work together to implement the Bicycle Master Plan. Coordination between the jurisdictions and its stakeholders is required throughout the project development process, including planning, funding, design, construction, and maintenance. Measurable performance measures can be used to track how well implementation of the Bicycle Master Plan is achieving the vision for bicycling in Nevada County.



1. INTRODUCTION

The Nevada County Bicycle Master Plan was prepared by Fehr & Peers under contract to the Nevada County Transportation Commission. This Bicycle Master Plan is a result of the diligent efforts of the Nevada County Transportation Commission, Nevada County, and the communities of Nevada County, including the City of Grass Valley, City of Nevada City and Town of Truckee, other public agencies, and citizens interested in improving the bicycling environment in Nevada County. The plan could not have been developed without the committed efforts of these organizations and residents.

1.1 SETTING AND STUDY AREA

The study area shown in **Figure 1-1** includes all of Nevada County. The diverse topography and geography of Nevada County ranges from elevations about 500 feet above sea level in the western end of the County to almost 8,000 feet above sea level at the eastern edge. West to east, the rolling hills of developed areas such as Grass Valley and Nevada City give way to the more and more rugged, mountainous terrain that characterized areas such as Donner Pass which separates the east and west County areas. The County is host to popular year-round recreation destinations that provide opportunities for snow sports, golfing, hiking, camping, fishing, rafting, and road and mountain bicycling. The County is located near the Lake Tahoe area, which lies to the east and south.

The densest residential areas in Nevada County are the incorporated communities of Grass Valley (population 12,860), Nevada City (population 3,070) and Truckee (population 16,180)¹. The major portion of the County's employment is centered in Grass Valley and Nevada City, with significant employment, including many recreation industry jobs, found near the Truckee area. However, of the total population of 98,764 only 32,108 (33 percent) live in the above incorporated communities, while 66,656 (67 percent) live in other unincorporated areas of the County, illustrating the essential rural nature of the County as a whole.² From 2009-2011 the County had about 42,830 employed residents with median annual earnings of about \$28,086³. Journey to work data, discussed in **Chapter 4**, indicates that the majority of residents 16 and over have access to a motor vehicle.

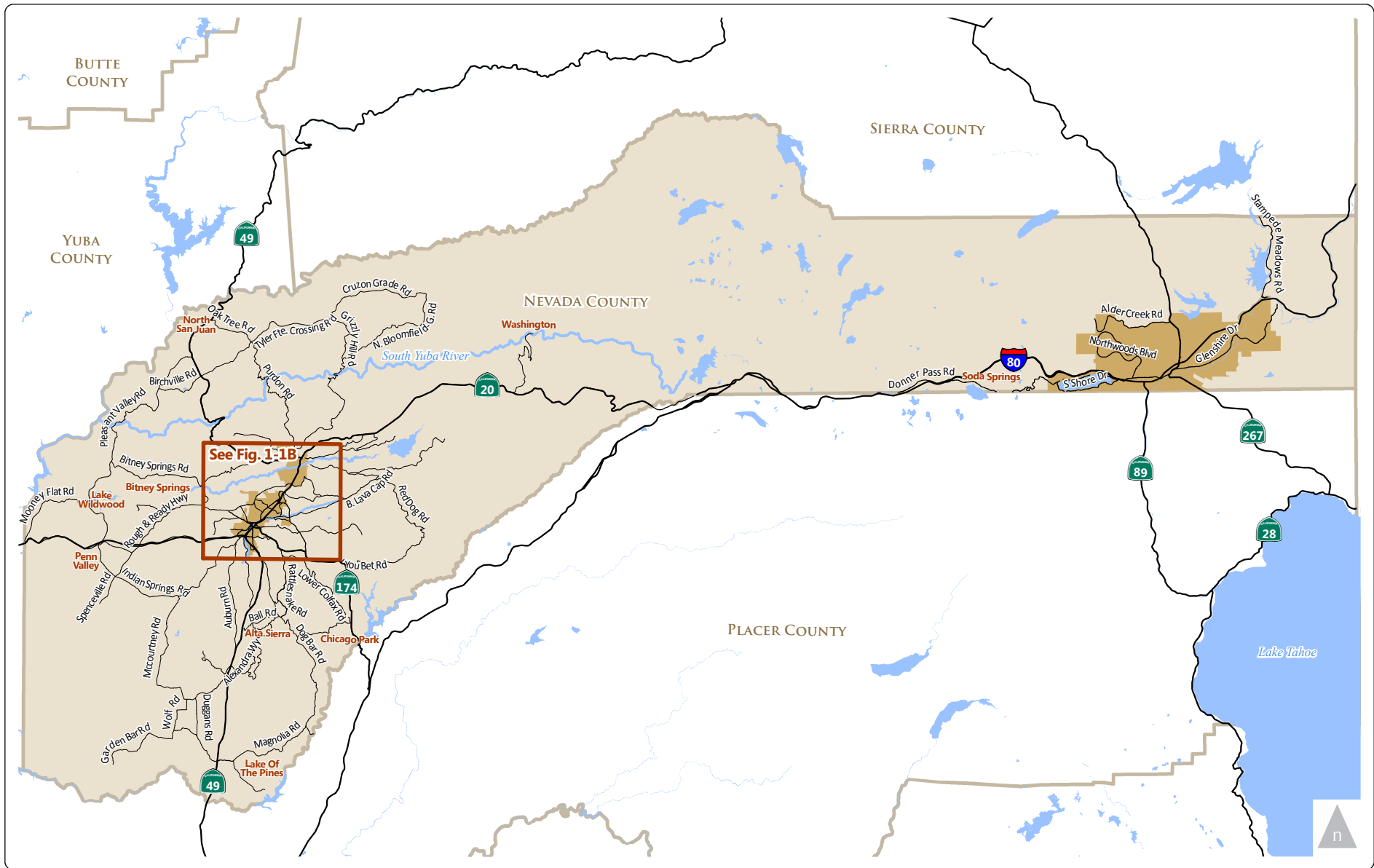
¹ *Total Population*, US Census 2010, Summary File 1, accessed March 2013.

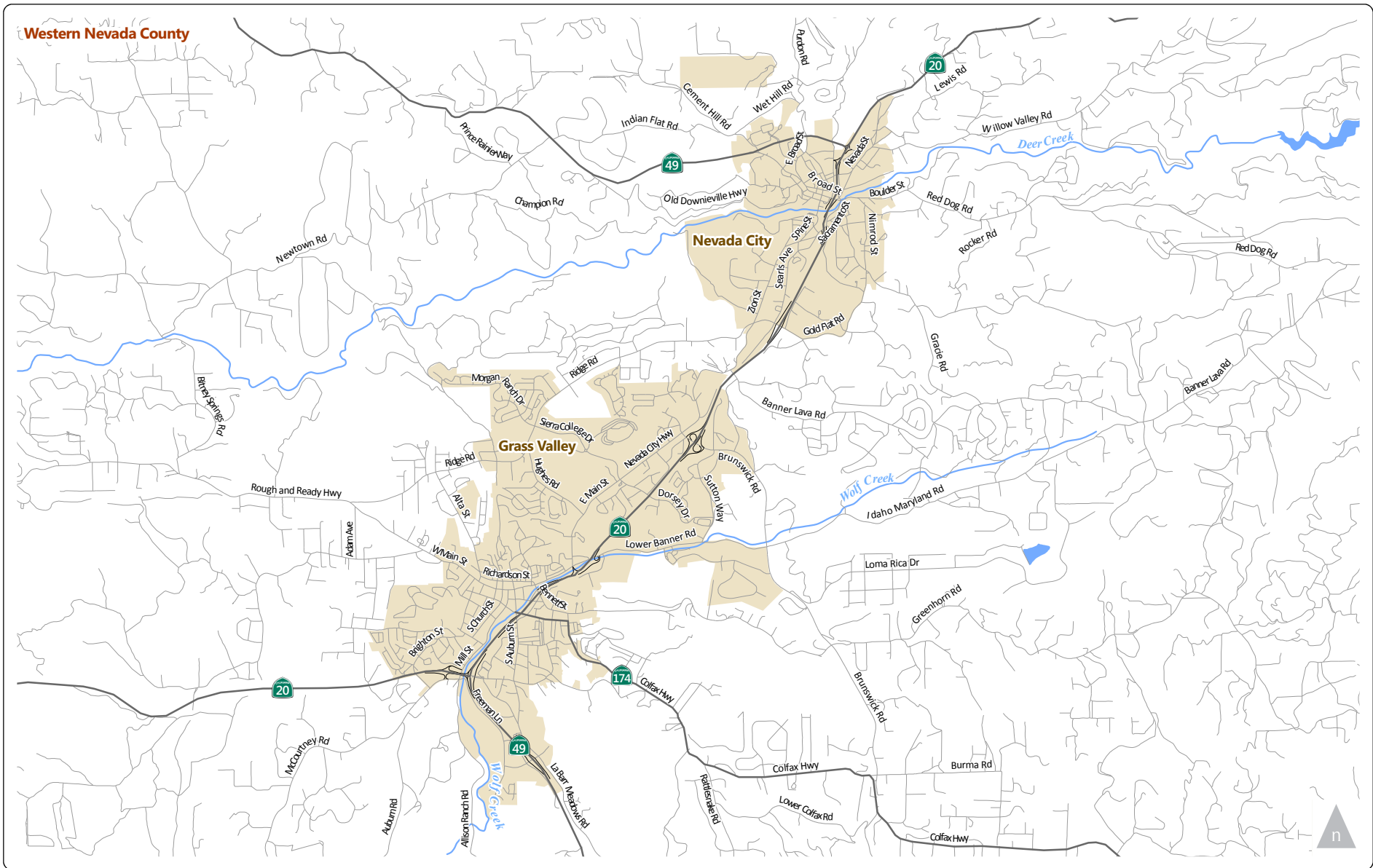
² *Ibid.*

³ *Selected Economic Characteristics*, American Communities Survey 2009-2011 3-Year Estimates, Nevada County, accessed March 2013



Travel in the County is primarily by automobile due to the rural nature of the roadway network and limited opportunities for alternative modes of travel. The network is built around Interstate 80 and several state routes, including Highways 20, 49, 89, 174, and 267. Depending on the segment, these state routes are classified as limited access highways, major or minor arterials or low-volume rural highways. In developed areas they connect with a system of collector and local streets. Western Nevada County is served by the Gold Country Stage, which operates buses equipped with front bicycle racks. The Gold Country stage serves most population and employment centers in the western half of the County and connects to Auburn via an inter-County route. The Town of Truckee is served by Tahoe Area Regional Transit (TART), which has routes that run between the Town and destinations along Lake Tahoe, and Truckee Dial-a-Ride paratransit service for seniors and persons with disabilities. Amtrak has a Town of Truckee station that serves bus and passenger rail routes.







1.2 WHY DOES NEVADA COUNTY NEED A BICYCLE MASTER PLAN?

The County of Nevada has been growing slower than the State growth rate over the last several years. Traffic congestion is not yet the problem it is in other communities around the state. However, managing traffic is a key strategy for the growing communities of Nevada County to ensure they maintain their rural nature and community character. The plan is one step in providing alternative modes and addressing future traffic congestion in the County.

In addition to reducing traffic congestion, encouraging cycling in the community will help increase the enjoyment and quality of life for the residents of Nevada County. Since bicycling is among the most popular forms of recreational activity in the United States, we can assume that thousands of County residents bicycle at least occasionally will benefit from this plan. Substantial health benefits also result from bicycling for transportation and recreation. This is especially true for children who bike to school, and the older segment of the population who benefit from low-impact forms of exercise.

Safety concerns are one of the primary reasons to improve bicycling conditions in Nevada County. Concerns about safety have historically been the single greatest reason people do not commute by bicycle, as captured in polls dating back to the early 1990's (Lou Harris, 1991). Addressing those concerns for bicyclists through physical and program improvements is another primary objective of this plan.

Bicycling also has several economic benefits. Bicycling is an affordable mode of transportation and by bicycling instead of driving, people have more money to save or spend on things other than car purchases, maintenance, and fuel. Additionally, bicycle infrastructure typically has a positive economic impact on local shops and businesses that benefit from increased accessibility and increased numbers of pass-by bicyclists. Bicycling infrastructure's contribution to transportation alternatives and recreational opportunities typically has a positive effect on property values.

1.2.1 Funding Requirements

Projects included in an adopted bicycle master plan have substantially greater chances of receiving funding from several sources, including federal Transportation Enhancements and Transportation Alternatives programs, and the State of California Bicycle Transportation Account (BTA). Unlike most programs, the BTA requires local bicycle plans to meet criteria detailed in California Streets and Highways Code Sec 891.2, shown in **Table 1-1**. As of 2012, the amount of funding available to California communities through the BTA is \$7.2 million. Most communities will need to seek additional funding to implement the elements of their bicycle plans, and can leverage their plans in the grant application process.

TABLE 1-1: CALIFORNIA BICYCLE TRANSPORTATION ACT (BTA) REQUIRED ELEMENTS	
Required Plan Elements per the California Bicycle Transportation Act (1994)	Location Addressed in Plan
A. Estimated number of existing and future bicycle commuters	Chapter 4, Page 50 Table 4-2, Page 53
B. Map and description of land use and settlement patterns	Chapter 3, Page 21 Figure 3-1, Page 24
C. Map and description of existing and proposed bikeways	Figure 3-4A, Page 32 Figure 3-4B, Page 33 Chapter 3, Page 31 Chapter 5, Page 55 Figure 5-1A, Page 59 Figure 5-1B, Page 60
D. Map and description of bicycle parking facilities	Figure 3-4A, Page 32 Figure 3-4B, Page 33 Chapter 3, Page 36
E. Map and description of multimodal connections	Figure 3-6A, Page 43 Figure 3-6B, Page 44 Chapter 3, Page 41
F. Map and description of facilities for changing and storing clothes and equipment	Chapter 3, Page 36
G. Description of bicycle safety and education programs	Chapter 3, Page 40
H. Description of citizen and community participation	Chapter 4, Page 47
I. Description of consistency with transportation, air quality, and energy conservation plans	Chapter 2, Page 16
J. Description of proposed bicycle projects and implementation priority	Chapter 6, Page 55 Appendix D
K. Description of past expenditures and future financial needs for bicycle facilities	Chapter 3, Page 35



1.3 ROLE OF THE BICYCLE MASTER PLAN

The Nevada County Bicycle Master Plan is primarily a Countywide coordinating and resource document for the City of Grass Valley, City of Nevada City, Town of Truckee and the unincorporated County areas. The plan focuses on developing a complete Countywide network of bikeways as well as programs, and specific policies and enhancements. In addition, the plan provides specific recommendations for the incorporated areas of Grass Valley and Nevada City and references the *Town of Truckee Trails and Bikeways Plan, 2012*. The plan helps to promote safe access to popular destinations Countywide and ensure the development and application of consistent design standards. Key goals of the plan are to provide consistency with other plans as well as to promote the critical aspect of policy integration and coordination with the County Department of Public Works and the County Planning Department, to ensure that projects proposed in this plan can be funded and implemented in a timely fashion.

The Town of Truckee adopted an updated local bicycle master plan in November 2012. The Town's plan provides detailed local infrastructure, policy and program recommendations. The Town's eligibility for funding will be determined primarily based on the adoption and approval of their local bicycle plan. Nevertheless, the Town should consider officially adopting relevant sections of the *2013 Nevada County Bicycle Master Plan* as a countywide bicycle planning document.

To the extent feasible, this plan has incorporated existing local plans, priorities and policies as part of its recommendations. Plans reviewed include:

- Nevada City General Plan (1980-2000)
- Nevada County Bicycle Master Plan (2007)
- Western Nevada County Non-Motorized Trails Master Plan (2010)
- City of Grass Valley 2020 General Plan (1999)
- Non-motorized Transportation Plan for Nevada County (2000)
- Nevada County Pedestrian Improvement Plan (2011)
- City of Grass Valley Parks & Recreation Master Plan Update (2004)
- Nevada County Regional Transportation Plan (2005)
- Wolf Creek Parkway Master Plan (2006)
- Truckee General Plan (2006)
- Town of Truckee Trails and Bikeways Plan (2012)
- State Route 49 Corridor System Management Plan (2009)
- Transportation Concept Reports for State Routes 49, 20 and 174 (dates vary)
- General Plans and Bicycle Master Plans from neighboring jurisdictions (dates vary)

A more detailed review of past planning efforts is found in **Chapter 2**.

By adopting this document, the County, Grass Valley and Nevada City will meet State and Federal requirements for the projects identified in this plan. All projects in this plan will require additional feasibility, design, environmental, and/or public input prior to being funded and constructed. All projects and plans would need to conform with local General Plans & EIRs as well. Regardless of whether the Town of Truckee adopts this plan as a countywide bicycle planning document, the *Town of Truckee Trails and*



Bikeways Master Plan (2012) would continue to be the authoritative document regarding proposed facilities within the Town of Truckee.

1.4 BICYCLE PLAN PROCESS

This plan was developed during 2012/2013 under the purview of the Nevada County Transportation Commission (NCTC). NCTC is the Regional Transportation Planning Agency (RTPA) for the County of Nevada, the City of Grass Valley, City of Nevada City, and the Town of Truckee.

In Fall 2012, NCTC formulated a Project Advisory Committee to oversee and provide input into the planning process. The committee included staff from the County of Nevada, City of Grass Valley, City of Nevada City, Town of Truckee and NCTC, stakeholders from the bicycling community, and a team of consultants.

With the committee's input, NCTC held two public meetings to engage residents in the production of this plan. The meetings were held in Nevada City and Grass Valley and were a key component to the draft and final documents and list of priority projects.

1.5 OVERVIEW OF THE PLAN STRUCTURE

This report is divided into chapters, detailed below:

Chapter 1 – Introduction: Sets the context for the plan including purpose and structure.

Chapter 2 – Goals and Objectives: Summarizes the goals, policies and objectives guiding the implementation of the Bicycle Master Plan, incorporating previous planning efforts

Chapter 3 – Existing Conditions: Details the existing bikeway facilities in Nevada County.

Chapter 4 – Demand Analysis: Reviews the relationship between bicycle activity, commute patterns, demographics, land use and collisions.

Chapter 5 – Proposed System: Outlines the recommended bikeway improvements, including bicycle parking, and education, outreach and encouragement programs.

Chapter 6 – Implementation: Outlines an implementation strategy, including a priority list of projects containing feasibility analyses and cost estimates. Funding sources are included in this chapter.

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2. GOALS, OBJECTIVES, AND POLICIES, AND RELATIONSHIP TO OTHER PLANS

2.1 VISION

Nevada County will sustain high levels of utilitarian and recreational bicycling by providing safe, well-designed bikeways. A strong culture of bicycling will support bicycling-related education, encouragement, and enforcement for residents and visitors alike.

2.2 GOALS, OBJECTIVES AND POLICIES

Goals provide the context for specific objectives and policies discussed in the bicycle plan. The goals provide the long-term vision and serve as the foundation of the plan. Goals are broad statements of purpose, while policies provide a bridge to specific implementation guidelines, which are provided in the proposed projects and programs. The policies proposed here are not proscriptive and have no fees or specific penalties associated with noncompliance. Rather, they are intended as guidance for the development, funding and implementation of future bikeways in Nevada County.

The following goals, objectives and policies are proposed for adoption as part of the Bicycle Master Plan.

Goal 1: Improve safety for bicyclists in Nevada County.

Objective: Construct and maintain bikeways identified in the Nevada County Bicycle Master Plan that will help improve safety.

Policies

- 1.1 Prepare and maintain a bicycle master plan that identifies safety needs and concerns.
- 1.2 Maintain existing and proposed facilities for safe use by bicyclists and motorists, and regularly clear these facilities of debris where feasible.
- 1.3 Require all bikeways to conform to design standards contained in the latest version of the Caltrans Highway Design Manual and CA MUTCD, and consider implementing innovative design recommendations to provide additional safety in conflict areas.
- 1.4 Use available accident data to monitor bicycle-related accident levels annually, and target a 10 percent reduction on a per capita basis over the next 20 years.

Goal 2: Provide suitable conditions for bicycling in all appropriate future development projects.

Objective: Maximize the number of daily trips made by bicycling in future development areas.

Policies

- 2.1 Facilitate on-site circulation for bicycle travel.
- 2.2 Require future development to construct bikeways included in the proposed system as a condition of approval.
- 2.3 Encourage future commercial development to provide bicycle access to surrounding residential areas.
- 2.4 Require future commercial development to place bike racks near entrances for employers and customers.
- 2.5 Meet the requirements of the Americans with Disabilities Act when constructing proposed bikeways, where applicable.
- 2.6 Encourage future development to consider schools as important destinations for bicyclists when designing circulation systems.

Goal 3: Develop a bikeway system that enhances conditions for bicycling for utility.

Objective: Increase bicycle trips to work and school.

Policies

- 3.1 Provide efficient connections to major destinations like schools and commercial centers.
- 3.2 Provide support facilities such as bicycle racks, personal lockers, and showers at appropriate locations such as "park and ride" facilities, employment centers, schools, and commercial centers.
- 3.3 Consider hosting or sponsoring events that promote bicycling for utility, such as Bike to Work Day.

Goal 4: Educate and inform residents and visitors about bicycling.

Objective: Improve motorists' and bicyclists' understanding of existing laws and proper roadway etiquette, and provide access to bicycle organizations and programs for current and potential bicyclists.

Policies

- 4.1 Work with local organizations to facilitate education programs at schools, employment centers and commercial centers.
- 4.2 Work with law enforcement to regularly educate motorists and bicyclists, and consider temporary roadway checkpoints to target outreach.
- 4.3 Encourage local law enforcement agencies and local school districts to cooperatively develop a comprehensive bicycle education program that is taught to all students in Nevada County, including through Driver's Education classes.

Goal 5: Avoid adverse impacts associated with the implementation of the proposed system.

Objective: Mitigate potentially significant impacts to less than significant levels, where feasible.

Policies

- 5.1 Conduct environmental review consistent with the California Environmental Quality Act for individual projects as they advance to the implementation stage of development.
- 5.2 Avoid areas of sensitive habitats for plants and wildlife when constructing facilities contained in the proposed system.
- 5.3 Solicit and consider community input in the design and location of bikeway facilities.
- 5.4 Consider the effects on other transportation facilities such as travel lane widths, turn lanes, on-street parking and on-site circulation when planning and designing on-street bikeways.
- 5.5 Consider landowner concerns when planning and acquiring off-street bikeway easements.

Goal 6: Ensure the timely funding of the bicycle improvements described in this plan.

Objective: Jurisdictions within the region should work to fund construction of the bicycle improvements in this plan and maximize the amount of local, state, and federal funding for bikeway facilities that can be received by agencies in Nevada County.

Policies

- 6.1 Maintain current information regarding regional, state, and federal funding programs for bikeway facilities along with specific funding requirements and deadlines.
- 6.2 Partner with other agencies to pursue funding for bicycle projects as stand-alone grant applications or as part of larger transportation improvement.

Objective: Jurisdictions within the region should develop and construct the improvements in this plan in a timely fashion

Policies

- 6.3 Environmental documentation, right-of-way acquisition and plans, specifications and detailed cost estimates should be developed as soon as adequate funding is available.
- 6.4 Projects should be constructed as soon as adequate funding is available to avoid escalation and cost overruns.

Goal 7: Integrate the Bicycle Master Plan into future planning and design efforts.

Objective: The County should require that the policies, programs and projects of the Bicycle Master Plan be integrated into all ongoing and future planning and design documents and guidelines.



Policies

- 7.1 Update local roadway design standards to include sufficient pavement sections to accommodate bikeway facilities.
- 7.2 Require inclusion of all bicycle improvements from this plan in upcoming capital projects, where appropriate.
- 7.3 Require inclusion of bicycle master plan policies, programs and improvements in all ongoing and future planning efforts, as applicable.



2.2 RELATIONSHIP TO OTHER PLANS AND POLICIES

This section summarizes past planning efforts and establishes a policy framework to guide transportation decisions and capital improvement programming for both unincorporated Nevada County and its incorporated cities and towns. This undertaking is intended to promote regional planning, offer opportunities to coordinate infrastructure improvements and to incorporate past planning efforts into the current plan. It is recommended that all jurisdictions of Nevada County, including Nevada County, Grass Valley, Nevada City and The Town of Truckee, adopt the recommended policies in this plan to ensure their effective and consistent implementation countywide.

2.2.1 Previous Plans in Nevada County

The Bicycle Master Plan is intended to coordinate and guide the provision of all bicycle-related plans, programs, and projects in the County. The studies or planning efforts listed below have been reviewed and consulted, studied for consistency, and where appropriate, folded into the Nevada County Bicycle Master Plan. Each plan summary addresses relevant goals, objectives and policies, and previous infrastructure and program proposals.

Nevada County General Plan (1995)

The purpose of this plan is to meet state planning requirements and to assist decision makers in coordinating land use and infrastructure decisions. The Circulation, Conservation/Open Space, Recreation and Community Design elements all contain policies relevant to the bicycle plan update's goals of developing bicycle facilities, multi-modal connections and connections between neighborhoods and communities.

Non-motorized Transportation Plan for Nevada County (2000)

The purpose of this plan was to supplement the 1996 Nevada County Bicycle Master Plan. The plan provides a framework of Commute, Safe Routes to Schools, Sidewalk and Rural Recreation Trails facility types. Included in the plan are specific commute corridors identified for further study and evaluation, including corridors through open space where additional right-of-way and easements would be required.

Nevada County Regional Transportation Plan (2005)

This plan was adopted to bring Nevada County into compliance with the California Transportation Commission 1999 Regional Transportation Plan guidelines. Its purpose is to guide development of the County's transportation system and to lay out policies and actions intended to address all modes and facilities, including roadways, public transit, goods movement, bicycle and pedestrian needs, aviation and transportation system management. The plan includes a number of goals pertaining to non-motorized transportation designed to promote safety on local roads and state highways and encourage alternative modes.



Nevada County Bicycle Master Plan Update (2007)

The previously adopted master plan provides information required to maintain eligibility for Bicycle Transportation Account funding, including current and future unsafe, existing and proposed facilities and programs and updated cost estimates. Elements of the 2007 plan are folded into the current plan update.

Western Nevada County Non-Motorized Trails Master Plan (2010)

The Nevada County Planning department developed this plan to create a comprehensive and, where possible, integrated regional recreational trails system. The plan provides a map of existing trails, goals and policies for the County, design guidelines for trail development, and programs to implement the regional trails system.

Nevada County Pedestrian Improvement Plan (2011)

This plan is intended to guide and influence pedestrian infrastructure, policies, programs, and development standards to improve conditions for walking in Nevada County. The plan includes an inventory of existing facilities and proposed future projects, including proposed Class I bike paths.

City of Grass Valley 2020 General Plan (1999)

The purpose of this plan is to meet state planning requirements and to assist decision makers in coordinating land use and infrastructure decisions to promote economic growth and development in Grass Valley and the surrounding unincorporated areas. The Circulation, Recreation and Community Design elements all contain policies relevant to the bicycle plan update.

City of Grass Valley Parks & Recreation Master Plan Update (2004)

To assist in maintaining Grass Valley's livability, the Parks and Recreation Commission and the City created the first Grass Valley Parks and Recreation Master Plan. The plan describes how the City will provide parks and recreation opportunities to residents on a 20-year timeline. The plan identifies bicycle-related goals, policies and proposals from the City of Grass Valley 2020 General Plan.

Wolf Creek Parkway Master Plan (2006)

The Wolf Creek Parkway Alignment Study and Conceptual Master Plan establishes potential routing for a multi-use non-motorized trail along the Wolf Creek Corridor, provides guidelines for design development, and outlines alternative strategies for implementation.

Nevada City General Plan (1986)

The Nevada City General Plan contains policies and goals relevant to the Nevada County Bicycle Master Plan. The General Plan was intended to preserve the City's historic, small-town character and to guide development and infrastructure improvements.

Truckee General Plan (2006)

The Truckee General Plan provides a vision for land use and transportation in the Town of Truckee. It describes existing conditions for bicycling and discusses the possible impacts on bicycling as a result of

the implementation of the general plan. It references previous versions of the Town of Truckee Trails and Bikeways Plan as guiding documents to avoid negative impacts on bicycling conditions in the process of local development. The plan also encourages the development and implementation of the non-motorized system promoting the use of alternative transportation and creating recreational opportunities for the Truckee community and beyond.

Town of Truckee Trails and Bikeways Plan (2012)

This bikeways plan was a community-based planning effort promoting the development of a local multi-use trail and bikeway system designed to increase recreational, educational and alternative transportation opportunities for the benefit of local residents and visitors to the Truckee area.

2.2.2 Relevant State Plans, Regulations and Legislation

State Route 49 Corridor System Management Plan (CSMP) (2009)

This document identifies existing multi-modal conditions along State Route 49 from Placer County to Grass Valley and proposes phased improvements for the corridor. The plan calls for staged widening projects south of the State Route 49/20 Freeway to south of Combie Road, and for a Class III bike along the same alignment.

State Route 49 Transportation Concept Report (2000)

This Transportation Concept Report (TCR) was developed for the segment of State Route 49 in Caltrans District 3, which includes Nevada County. The report discusses environmental concerns, traffic operations, multi-modal connections, and potential improvements along the corridor.

State Route 20 Transportation Concept Report (2013)

This TCR was developed for the segment of State Route 20 in Caltrans District 3, which includes Nevada County. The report discusses environmental concerns, traffic operations, multi-modal connections and potential improvements to the corridor.

State Route 174 Transportation Concept Report (2010)

This TCR was developed for the segment of State Route 174 in Caltrans District 3, which includes Nevada County. The report discusses environmental concerns, traffic operations, multi-modal connections and potential improvements to the corridor.

Dorsey Drive Interchange Improvement Initial Study (2006)

This study examined the potential environmental impacts of the proposed Dorsey Drive Interchange. The study notes that the interchange will include sufficient width to accommodate bicyclists and pedestrians

California Bicycle Transportation Act and Bicycle Transportation Account (BTA)

The California Bicycle Transportation Act (1994) requires that all cities and counties should have an adopted bicycle master plan containing all elements detailed in **Table 1-1** to be eligible for BTA funding.



Caltrans Highway Design Manual

The Caltrans Highway Design Manual sets the basic design parameters of on-street and off-street bicycle facilities.

California Manual on Uniform Traffic Control Devices (CA MUTCD)

Part 9 of the 2012 CA MUTCD contains design standards and guidance for the use of traffic control devices, including pavement markings, traffic signals and signs, specifically related to bicycle operation on roadways and shared-use paths. The 2012 CA MUTCD includes design standards and guidance for bicycle detection at new and modified traffic signals, these standards are based on the outcome of Assembly Bill 1581 and Caltrans Traffic Operations Policy Directive 09-06.

Assembly Bill 32 and Senate Bill 375

Senate Bill (SB) 375 is the implementation legislation for Assembly Bill (AB) 32. AB 32 requires the reduction of greenhouse gases (GHG) by 28 percent by the year 2020 and by 50 percent by the year 2050. Reducing automobile trips is one method of reducing GHG emissions. This may be achieved by promoting modes other than the automobile, such as walking, bicycling, or riding transit.

Assembly Bill 1358

Assembly Bill 1358 is the Complete Streets Act. It calls for the inclusion of all modes (pedestrian, bicycles, transit, and automobile) into the design of roadways.

Caltrans Deputy Directive 64 (Revision 1) DD-64-R1

Deputy Directive 64-R1 (DD-64-R1) was issued to ensure that travelers of all ages and modes may move "safely and efficiently along and across a network of 'complete streets.'" The directive establishes responsibilities for Caltrans staff to safely accommodate bicyclists, pedestrians, and transit users.

2.2.3 Plans from Neighboring Jurisdictions

Sierra County Bicycle Master Plan (2012)

This plan updates the previous 1994 plan and addresses utilitarian and recreational bicycling needs in Sierra County. The plan does not include bicycle facilities at the border between Sierra County and Nevada County.

Yuba County Bicycle Master Plan

This plan addresses utilitarian and recreational bicycling needs in Yuba County. The plan proposes a Class III with multi-use shoulder facility on State Route 20 at Yuba County's eastern border with Nevada County.



Placer County General Plan

While Placer County does not have a bicycle master plan, its General Plan contains policies and goals related to bicycling and bicycle facilities.