

TO: Honorable Mayor and Members of the Town Council

FROM: Richard Ly-Lee, Town Engineer

RE: Resolution Authorizing adoption of speed limits on town streets based on the May 2025

townwide engineering and traffic speed survey.

Recommendation

Staff recommends that the Town Council adopt a resolution authorizing adoption of speed limits on town streets based on the 2025 townwide engineering and traffic speed survey.

Background

California Vehicle Code (CVC) Section 22357 requires that posted speed limits on public roadways be established and supported by an Engineering and Traffic Survey. To remain enforceable, these surveys must be updated every five years, as outlined in CVC Section 40802. However, when a registered professional engineer determines that roadway and traffic conditions have not significantly changed, the survey validity period may be extended up to fourteen years.

On February 8, 2016, the Loomis Town Council adopted updated Engineering and Traffic Surveys completed in September 2014. Under Assembly Bill 43 (effective January 2022), those surveys may remain valid for up to fourteen years if an engineer confirms that roadway characteristics, adjoining land uses, or traffic volumes have not materially changed.

In April 2022, former Town Engineer Merrill Buck reviewed all eighteen (18) roadway segments included in the 2014 Speed Survey and determined that no significant changes had occurred. Based on that finding, the Town extended the validity of those surveys to September 2024.

Discussion

To maintain compliance with CVC requirements and ensure the enforceability of posted speed limits beyond 2024, the Town retained Wood Rodgers, Inc., a qualified traffic engineering consultant, to complete new Engineering and Traffic Surveys.

The consultant evaluated thirty-two (32) roadway segments throughout the Town, encompassing Principal Arterial, Minor Arterial, Major Collector, and Local Streets (see Attachment B for survey locations and results). Each survey included the collection of prevailing speed data, analysis of accident history, and evaluation of roadway or traffic conditions not readily apparent to drivers.

All data were collected under normal, non-holiday traffic conditions during May 2025, following standard procedures outlined in the California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans guidelines.

Staff presented draft Traffic Speed Survey to Placer County Sheriff and South Placer Fire District for comments and feedback. Their comments and feedback were incorporated in the final draft.

Based on the results, the new Engineering and Traffic Surveys are valid through 2032. Provided that roadway and traffic conditions remain stable, the Town may extend their validity for an additional ten years, through 2042, upon reevaluation by a registered engineer.

CEQA Requirements

There are no CEQA implications associated with the recommended action.

Financial and/or Policy Implications

The cost to implement the recommended action is approximately \$2,000, which includes the replacement and installation of updated speed limit signs throughout the Town. These costs will be funded through local streets fund (Fund 220).

Failure to approve the updated Engineering and Traffic Surveys would result in posted speed limits becoming legally unenforceable under the California Vehicle Code. Consequently, local law enforcement would be unable to issue speeding citations on Town roadways, impacting the Town's ability to promote and maintain traffic safety.

Attachments

- A. Resolution
- B. Draft Traffic Speed Survey
- C. FAQ

TOWN OF LOOMIS

RESOLUTION 25 - ____

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOOMIS
AUTHORIZING ADOPTION OF SPEED LIMITS ON TOWN STREETS BASED ON THE 2025
TOWNWIDE ENGINEERING AND TRAFFIC SPEED SURVEY.

WHEREAS, in accordance with the requirements of Section 40802 of the California Vehicle Code, Engineering and Traffic Surveys have been conducted on various streets within the Town by the Town Engineer and traffic engineering consultant company Wood Rodgers in accordance with the requirements of the California Vehicle Code, including Section 627 of said Code and the California Department of Transportation Guidelines; and

WHEREAS, Vehicle Code Sections 22357 and 22358 provide the mechanism for local authorities to determine and declare a prima facie speed limit on the basis of an Engineering and Traffic Speed Survey; and

WHEREAS, the Town has prepared Engineering and Traffic Speed Surveys dated May 2025 which indicate appropriate speed limits based upon the prevailing speeds on city streets in conjunction with measurements of traffic speed and review of collision records; and

WHEREAS, the May 2025 Engineering and Traffic Speed Surveys are on file with the Town's Department of Public Works; and

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Loomis hereby authorizes implementing speed limits set forth in the May 2025 Traffic Speed Surveys; and

FURTHER RESOLVED that all previous resolutions and orders establishing speed limits on said roadways within the Town of Loomis are hereby repealed.

FURTHER RESOLVED that this resolution shall become effective upon posting of the speed limit signs as required by the California Vehicle Code.

FURTHER RESOLVED that the Town Engineer or his designee is hereby directed to install signage, as needed, to implement the directives set forth in this Resolution as required by the Vehicle Code.

PASSED AND ADOPTED this 14th day of October 2025 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

Mayor

ATTEST:

Town of Loomis Engineering and Traffic Surveys: Roadway Speed Limits

DRAFT

Prepared For:

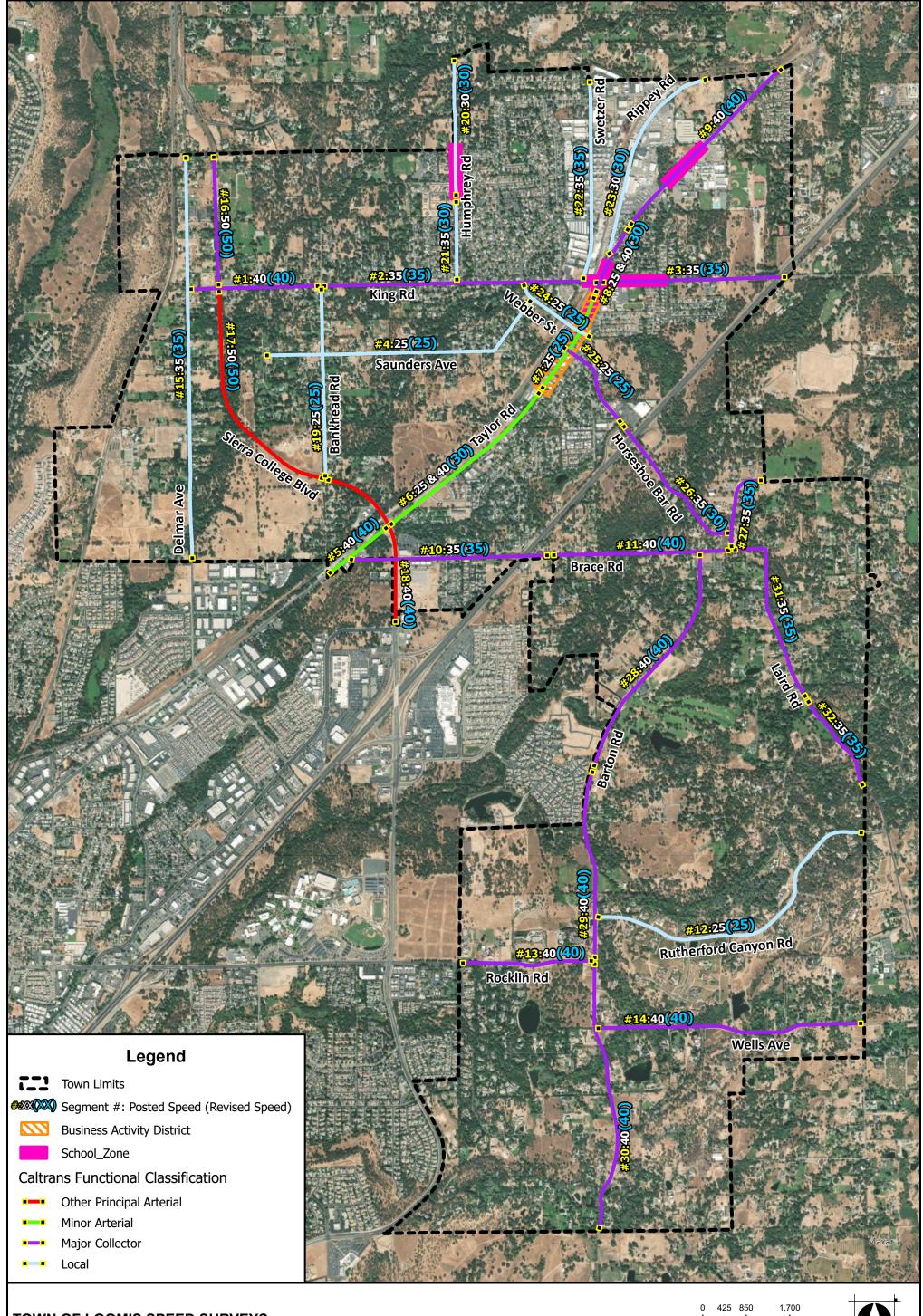
Town of Loomis



Prepared By:

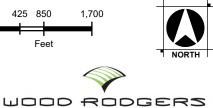


September 2025



TOWN OF LOOMIS SPEED SURVEYS

POSTED SPEED AND REVISED SPEED LOOMIS, CA SEPTEMBER 2025



STREET NAME:	King Rd		DIRECTION:	East/West	NO. OF LANES:	2					
FROM:	Delmar Ave		LENGTH:	0.5 miles	WIDTH:	35'					
TO:	Bankhead Rd		BIKE LANES:	Υ	MEDIAN:	N					
Roadway Classification*:	Major Collector		POSTED SPEED LIMIT:	40 MPH	WEATHER:	Clear/Dry					
SEGMENT #:	1		REVISED SPEED LIMIT:	40 MPH	•						
			DEVAULING OREED DAT	A -							
		F	REVAILING SPEED DATA								
85TH PERCENTILE:			10 MPH PACE:	38-47	PERCENT UNDER PACE:	11%					
50TH PERCENTILE:		_			PERCENT IN PACE:	81%					
DATE OF SURVEY:	5/13/2025				PERCENT OVER PACE:	8%					
	TRAFFIC COUNTS:										
LOCATION:	King Rd bet. Delmar	Ave and									
AVG DAILY VOLUME:	_				DATE OF COUNTS:	5/21/2025					
					•						
			COLLISION HISTORY:								
PERIOD:	1/1/2023	TO	12/31/2024	STATEV	VIDE AVG COLLISION RATE**:	1.09					
TOTAL NO.:	0				ACTUAL COLLISION RATE:	0.00					
			ROADSIDE FACTORS:								
			NOADOIDE LAOTONO.								
	-				zontal curves or grades. Class rby schools: none. Nearby chur						
Calvary Festival of Life.	or bike path provided	Detween	roicira college biva ana	Lucky Lii. ivea	rby schools. Holic. Nearby char	crics.					
OTHER FACTORS:											
N/A											
			RECOMMENDATIONS:								
			RECOMPLEMENTONS.								
· ·	•		·		he 50th percentile speed is 42 i						
-					ty to schools and community co						
•		_			recommended that the approp	•					
limit for this segment of King	Road remain 40 MPH	l in both o	lirections. This is 5 MPH	lower than the	rounded 85th percentile speed	(consistent					
with CVC Section 22358.6), i	s within the 10 MPH	pace spe	ed, and represents no ch	ange from the	previous posted speed limit.						
			CERTIFICATION:								
I, Mario G. Tambellini, do her	eby certify that this E	ngineerir	g and Traffic Survey with	in the Town							
of Loomis was performed un	der my supervision a	nd is accı	ırate and complete. I cer	tify that this							
document is consistent with	the current procedur	es accord	ding to the California Veh	nicle Code							
627 and the California Manu	•		-								
State of California as a Traffic			, 3								
	9/16/2025		2904								
Mario G. Tambellini	Date	S	tate Registration No.								

 $^{{}^{\}star}\text{Based on Caltrans Functional Classification defined in the California Road System Map}$

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	King Rd		DIRECTION:	East/West	NO. OF LANES:	2			
	Bankhead Rd	_	LENGTH:	1.03 miles	WIDTH:	40'			
	Taylor Rd	_	BIKE LANES:	Υ	MEDIAN:	N N			
Roadway Classification*:		_	POSTED SPEED LIMIT:	35 MPH	WEATHER:	Clear/Dry			
		_			WEATHER.	Clear/Dry			
SEGMENT #:		_	REVISED SPEED LIMIT:	35 MPH					
		ı	PREVAILING SPEED DATA	A:					
85TH PERCENTILE:	39 MPH		10 MPH PACE:	31-40	PERCENT UNDER PACE:	8%			
50TH PERCENTILE:	35 MPH		•		PERCENT IN PACE:	84%			
DATE OF SURVEY:		_			PERCENT OVER PACE:	8%			
					•				
TRAFFIC COUNTS:									
LOCATION:	King Rd bet. Bankhe	ad Rd an	id Taylor Rd		<u> </u>				
AVG DAILY VOLUME:	5,866	_			DATE OF COUNTS:	5/21/2025			
			COLLISION DISTORY						
DEDIOD	1/1/0000	TO	COLLISION HISTORY:	OT 4 T C	WIDE AVC COLLICION DATE++	1.00			
PERIOD:		TO	12/31/2024	SIAIE	WIDE AVG COLLISION RATE**:	1.68			
TOTAL NO.:	1	_			ACTUAL COLLISION RATE:	0.23			
			ROADSIDE FACTORS:						
			NOADGIDETAGTONG.						
-	Intermittent curbs, sidewalks, and on-street parking present on north side of the roadway. Class II bike lanes provided for most of the segment. Class I bike path provided between Barker Rd/Bankhead Rd and Paloma Dr. No bus stops. No significant horizontal curves or grades present. Railroad crossing present. Nearby schools: none. Nearby churches: none.								
OTHER FACTORS:									
N/A									
			RECOMMENDATIONS:						
The observed 85th percentile speed is 39 MPH. The 10 MPH Pace Speed is between 31-40 MPH. The 50th percentile speed is 35 MPH. Based on a review of study data, field observations, conditions not readily apparent to the driver, proximity to schools and community centers, bicycle and transit activity, engineering judgement, and guidelines set forth in the CAMUTCD, it is recommended that the appropriate speed limit for this segment of King Road remain at 35 MPH in both directions. This is 5 MPH lower than the rounded 85th percentile speed (consistent with CVC Section 22358.6), is within the 10 MPH pace speed, and represents no change from the previous posted speed limit.									
			CERTIFICATION:						
I, Mario G. Tambellini, do her	eby certify that this E	ngineerir		in the Town					
of Loomis was performed und	der my supervision ar	nd is acc	urate and complete. I cer	tify that this					
document is consistent with	the current procedur	es accor	ding to the California Veh	nicle Code					
627 and the California Manua	al on Uniform Traffic (Control D	Devices. I am duly registe	red in the					
State of California as a Traffic	Engineer.								
	9/16/2025		2904						
Mario G. Tambellini	Date	5	State Registration No.						

 $^{{}^{\}star}\text{Based on Caltrans Functional Classification defined in the California Road System Map}$

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

•	Taylor Rd		DIRECTION:	East/West	NO. OF LANES:	2					
Roadway Classification*:	-		LENGTH:	0.65 miles	WIDTH:	40'					
-	Town Limits		BIKE LANES:	Υ	MEDIAN:	N					
SEGMENT #:	Major Collector		POSTED SPEED LIMIT:	35 MPH	WEATHER:	Clear/Dry					
	3	_	REVISED SPEED LIMIT:	35 MPH	•						
	PREVAILING SPEED DATA:										
85TH PERCENTILE:	39 MPH		10 MPH PACE:	31-40	PERCENT UNDER PACE:	10%					
50TH PERCENTILE:	35 MPH	_	-		PERCENT IN PACE:	82%					
DATE OF SURVEY:	5/7/2025				PERCENT OVER PACE:	8%					
			TRAFFIC COUNTS:								
LOCATION:	King Rd bet. Taylor F	Rd and To									
AVG DAILY VOLUME:	5,996				DATE OF COUNTS:	5/28/2025					
			COLLISION HISTORY:								
PERIOD:	1/1/2023	TO	12/31/2024	STATEW	/IDE AVG COLLISION RATE**:	1.68					
TOTAL NO.:	3	_ · · · _	12/01/2021	01711211	ACTUAL COLLISION RATE:	1.05					
101/1211011					,1010/12 0022/010/11/11/12	2.00					
			ROADSIDE FACTORS:								
present. No bus stops presen	t. No significant hor	izontal cu	rves or grades present.	Class II bike lar	wood Ct/Day Ave. No on-street nes provided. Nearby schools: I Church; Loomis Basin Congreg	Loomis					
OTHER FACTORS:											
N/A											
			RECOMMENDATIONS:								
The observed 85th percentile on a review of study data, field	d observations, conc	litions not t, and gui PH in bot	t readily apparent to the delines set forth in the C	driver, proximit AMUTCD, it is r	y to schools and community ce						
bicycle and transit activity, en limit for this segment of King F		ne 10 MP	H pace speed, and repre		ne rounded 85th percentile spe ge from the previous posted sp	ed					
bicycle and transit activity, en limit for this segment of King F		ne 10 MP	H pace speed, and repre			ed					
bicycle and transit activity, en limit for this segment of King F	22358.6), is within to be certify that this E ler my supervision and the current procedur I on Uniform Traffic	ngineerin nd is accu	CERTIFICATION: g and Traffic Survey with trate and complete. I cer ling to the California Veh	in the Town tify that this nicle Code		ed					

 $^{{}^{\}star}\text{Based on Caltrans Functional Classification defined in the California Road System Map}$

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Saunders Ave		DIRECTION:	East/West	NO. OF LANES:	2		
FROM:	Rose Ln		LENGTH:	1.09 miles	WIDTH:	22'		
TO:	Webb St		BIKE LANES:	N	MEDIAN:	N		
Roadway Classification*:	Local		POSTED SPEED LIMIT:	25 MPH	WEATHER:	Clear/Dry		
SEGMENT #:	4	_	REVISED SPEED LIMIT:	25 MPH				
			PREVAILING SPEED DATA	A:				
85TH PERCENTILE:	32 MPH		10 MPH PACE:	25-34	PERCENT UNDER PACE:	7%		
50TH PERCENTILE:	28 MPH		•		PERCENT IN PACE:	87%		
DATE OF SURVEY:	5/8/2025				PERCENT OVER PACE:	6%		
			TRAFFIC COUNTS:					
LOCATION:	Saunders Ave bet. R	ose Ln a	nd Webb St					
AVG DAILY VOLUME:	348				DATE OF COUNTS:	5/21/2025		
			COLLISION HISTORY:					
PERIOD:	1/1/2023	TO	12/31/2024	STATEV	VIDE AVG COLLISION RATE**:	1.68		
TOTAL NO.:					ACTUAL COLLISION RATE:	0.00		
					•			
			ROADSIDE FACTORS:					
	-				ntal curves or grades on preser nior housing: Golden Grive Senio			
OTHER FACTORS:								
N/A								
			RECOMMENDATIONS:					
The observed 85th percentile speed is 32 MPH. The 10 MPH Pace Speed is between 25-34 MPH. The 50th percentile speed is 28 MPH. Based on a review of study data, field observations, conditions not readily apparent to the driver, proximity to schools and community centers, bicycle and transit activity, engineering judgement, and guidelines set forth in the CAMUTCD, it is recommended that the appropriate speed limit for this segment of Saunders Avenue remain 25 MPH in both directions. This is 5 MPH lower than the rounded 85th percentile speed (consistent with CVC Section 22358.6), is within the 10 MPH pace speed, and represents no change from the previous posted speed limit.								
			CERTIFICATION:					
CERTIFICATION: I, Mario G. Tambellini, do hereby certify that this Engineering and Traffic Survey within the Town of Loomis was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code 627 and the California Manual on Uniform Traffic Control Devices. I am duly registered in the State of California as a Traffic Engineer. 9/16/2025 2904								
Mario G. Tambellini	Date	(State Registration No.					

 $^{{}^{\}star}\text{Based on Caltrans Functional Classification defined in the California Road System Map}$

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

	: Taylor Rd		DIRECTION: _ I	North/South	NO. OF LANES:	3
FROM:	: Town Limits		LENGTH:	0.3 miles	WIDTH:	50'
TO	: Sierra College Blvd	_	BIKE LANES:	Υ	MEDIAN:	N
Roadway Classification*:	: Minor Arterial	_	POSTED SPEED LIMIT:	40 MPH	WEATHER:	Clear/Dry
SEGMENT #	: 5	_	REVISED SPEED LIMIT:	40 MPH		
		P	REVAILING SPEED DATA	•		
85TH PERCENTILE:	: 46 MPH		10 MPH PACE:	35-44	PERCENT UNDER PACE:	4%
50TH PERCENTILE:	: 40 MPH		_		PERCENT IN PACE:	77%
DATE OF SURVEY:	5/8/2025				PERCENT OVER PACE:	19%
			TRAFFIC COUNTS:			
LOCATION	: Taylor Rd bet. Town L	imits an	d Sierra College Blvd			
AVG DAILY VOLUME		_			DATE OF COUNTS:	5/28/2025
			COLLISION HISTORY:			
DEDIOD	. 1/1/0000	TO		OT ATE\A/	IDE AVO COLLICION DATE++.	1.00
PERIOD:		_ TO _	12/31/2024	STATEW	IDE AVG COLLISION RATE**:	1.09
TOTAL NO.:	: 1	_			ACTUAL COLLISION RATE:	0.45
			ROADSIDE FACTORS:			
lanes provided. Nearby scho		•		illicant nonzon	tal curves or grades present. (zidss II bike
			OTHER FACTORS:			
N/A						
			RECOMMENDATIONS.			
			RECOMMENDATIONS:			
on a review of study data, fie bicycle and transit activity, e limit for this segment of Taylo	ld observations, condi engineering judgement or Road remain 40 MPI	tions no , and gui H in both	I Pace Speed is between readily apparent to the codelines set forth in the CA directions. This is 5 MPH	Iriver, proximity AMUTCD, it is re I lower than the	e 50th percentile speed is 40 N y to schools and community co ecommended that the approp e rounded 85th percentile spee e from the previous posted spe	enters, riate speed ed
on a review of study data, fie bicycle and transit activity, e limit for this segment of Taylo	ld observations, condi engineering judgement or Road remain 40 MPI	tions no , and gui H in both	I Pace Speed is between readily apparent to the c delines set forth in the CA directions. This is 5 MPH H pace speed, and repres	Iriver, proximity AMUTCD, it is re I lower than the	to schools and community ce ecommended that the approp rounded 85th percentile spec	enters, riate speed ed
on a review of study data, fie bicycle and transit activity, e limit for this segment of Taylo (consistent with CVC Section	ld observations, condi engineering judgement or Road remain 40 MPI n 22358.6), is within th	tions no , and gui H in both ne 10 MP	I Pace Speed is between readily apparent to the conditional delines set forth in the CA directions. This is 5 MPHH pace speed, and representations:	Iriver, proximity AMUTCD, it is re I lower than the sents no chang	to schools and community ce ecommended that the approp rounded 85th percentile spec	enters, riate speed ed
on a review of study data, fie bicycle and transit activity, e limit for this segment of Taylo (consistent with CVC Section	eld observations, condi engineering judgement or Road remain 40 MPI n 22358.6), is within th reby certify that this Er	tions no , and gui H in both ne 10 MP	I Pace Speed is between readily apparent to the condition of the condition	Iriver, proximity AMUTCD, it is re I lower than the sents no chang n the Town	to schools and community ce ecommended that the approp rounded 85th percentile spec	enters, riate speed ed
on a review of study data, fie bicycle and transit activity, e limit for this segment of Taylo (consistent with CVC Section I, Mario G. Tambellini, do her	eld observations, condi- engineering judgement or Road remain 40 MPI n 22358.6), is within the reby certify that this Ender my supervision an	tions no , and gui H in both ne 10 MP ngineerin d is accu	I Pace Speed is between readily apparent to the conditions set forth in the CA directions. This is 5 MPHH pace speed, and representations: CERTIFICATION: g and Traffic Survey withing the complete. I certification is set to the complete.	Iriver, proximity AMUTCD, it is re I lower than the sents no chang n the Town ify that this	to schools and community ce ecommended that the approp rounded 85th percentile spec	enters, riate speed ed
on a review of study data, fie bicycle and transit activity, e limit for this segment of Taylo (consistent with CVC Section I, Mario G. Tambellini, do her of Loomis was performed un	eld observations, condi- engineering judgement or Road remain 40 MPI in 22358.6), is within the reby certify that this Ender my supervision an the current procedure	tions no , and gui H in both ne 10 MP ngineerin d is accu	I Pace Speed is between readily apparent to the conditions set forth in the CA directions. This is 5 MPHH pace speed, and representations: CERTIFICATION: g and Traffic Survey withing to the California Vehi	Iriver, proximity AMUTCD, it is re I lower than the sents no chang In the Town ify that this cle Code	to schools and community ce ecommended that the approp rounded 85th percentile spec	enters, riate speed ed
on a review of study data, fie bicycle and transit activity, e limit for this segment of Taylo (consistent with CVC Section I, Mario G. Tambellini, do her of Loomis was performed un document is consistent with	eld observations, condi- engineering judgement or Road remain 40 MPI in 22358.6), is within the reby certify that this Ender my supervision and the current procedure all on Uniform Traffic C	tions no , and gui H in both ne 10 MP ngineerin d is accu	I Pace Speed is between readily apparent to the conditions set forth in the CA directions. This is 5 MPHH pace speed, and representations: CERTIFICATION: g and Traffic Survey withing to the California Vehi	Iriver, proximity AMUTCD, it is re I lower than the sents no chang In the Town ify that this cle Code	to schools and community ce ecommended that the approp rounded 85th percentile spec	enters, riate speed ed
on a review of study data, fie bicycle and transit activity, e limit for this segment of Taylo (consistent with CVC Section I, Mario G. Tambellini, do her of Loomis was performed un document is consistent with 627 and the California Manu	eld observations, condi- engineering judgement or Road remain 40 MPI in 22358.6), is within the reby certify that this Ender my supervision and the current procedure all on Uniform Traffic C	tions no , and gui H in both ne 10 MP ngineerin d is accu	I Pace Speed is between readily apparent to the conditions set forth in the CA directions. This is 5 MPHH pace speed, and representations: CERTIFICATION: g and Traffic Survey withing to the California Vehi	Iriver, proximity AMUTCD, it is re I lower than the sents no chang In the Town ify that this cle Code	to schools and community ce ecommended that the approp rounded 85th percentile spec	enters, riate speed ed

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Taylor Rd		DIRECTION:	North/South	NO. OF LANES:	3
FROM:	Sierra College Blvd		LENGTH:	0.93 miles	WIDTH:	40'
TO:	Horseshoe Bar Rd		BIKE LANES:	Υ	MEDIAN:	N
Roadway Classification*:	Minor Arterial		POSTED SPEED LIMIT:	25 & 40 MPH	WEATHER:	Clear/Dry
SEGMENT #:	6	_	REVISED SPEED LIMIT:	30 MPH		
		F	PREVAILING SPEED DATA	A:		
85TH PERCENTILE:	35 MPH		10 MPH PACE:	25-34	PERCENT UNDER PACE:	4%
50TH PERCENTILE:	30 MPH		•		PERCENT IN PACE:	80%
DATE OF SURVEY:	5/8/2025	_			PERCENT OVER PACE:	16%
			TRAFFIC COUNTS:			
LOCATION:	Taylor Rd bet. Sierra	College	Blvd and Horseshoe Bar	Rd		
AVG DAILY VOLUME:	9,577				DATE OF COUNTS:	5/28/2025
			COLLISION HISTORY:			
PERIOD:	1/1/2023	TO	12/31/2024	STATEV	VIDE AVG COLLISION RATE**:	1.07
TOTAL NO.:	10				ACTUAL COLLISION RATE:	1.54
			ROADSIDE FACTORS:			
path provided between Sierra	a contage biva and rac	or way.	OTHER FACTORS:	- Toursy charence	o. Hone.	
N/A						
			RECOMMENDATIONS:			
on a review of study data, fiel bicycle and transit activity, el limit for this segment of Taylo	d observations, condi ngineering judgement or Road change to 30 N	tions no , and gu 1PH in b	t readily apparent to the idelines set forth in the Cooth directions. This is 5 N	driver, proximit CAMUTCD, it is r MPH lower than	ne 50th percentile speed is 30 f ty to schools and community co recommended that the approp the rounded 85th percentile s te from the previous posted spe	enters, riate speed peed
			CERTIFICATION:			
I, Mario G. Tambellini, do her of Loomis was performed und document is consistent with 627 and the California Manua State of California as a Traffic	der my supervision an the current procedure al on Uniform Traffic C	d is accu s accor	urate and complete. I cer ding to the California Ver	rtify that this nicle Code		
	9/16/2025		2904			
Mario G. Tambellini	Date		State Registration No.			

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:			DIRECTION:	North/South	NO. OF LANES:	3			
FROM:	Oak St		LENGTH:	0.37 miles	WIDTH:	50'			
TO:	Loomis Grammar Dwy	<u>'</u>	BIKE LANES:	Υ	MEDIAN:	N			
Roadway Classification*:	Minor Arterial	•	POSTED SPEED LIMIT:	25 MPH	WEATHER:	Clear/Dry			
SEGMENT #:	7		REVISED SPEED LIMIT:	25 MPH					
			PREVAILING SPEED DAT	·^.					
85TH PERCENTILE:	35 MPH		10 MPH PACE:		PERCENT UNDER PACE:	4%			
	35 MPH 30 MPH	•	10 MPH PACE.	25-34					
50TH PERCENTILE:		•			PERCENT IN PACE:	80%			
DATE OF SURVEY:	5/8/2025				PERCENT OVER PACE:	16%			
TRAFFIC COUNTS:									
LOCATION:	Taylor Rd bet. Oak St a	nd Lo	omis Grammar Dwy						
AVG DAILY VOLUME:	9,577	_			DATE OF COUNTS:	5/28/2025			
		•			-				
			COLLISION HISTORY:			,			
PERIOD:	1/1/2023	ТО	12/31/2024	STATEW	/IDE AVG COLLISION RATE**:	1.07			
TOTAL NO.:	5	•			ACTUAL COLLISION RATE:	1.93			
			ROADSIDE FACTORS:						
significant horizontal curves of Saint Marks Anglican Church.	= :				is Grammar School. Nearby ch Center.	urches:			
			OTHER FACTORS:						
no more than 600 ft, and mar	ked crosswalks not cor nmediately prior to and	ntrolle after t	d by a traffic control devi this segment (Segment N	ice. In addition, Numbers 6 and 8	, stop signs or traffic signals at the roadway has less than five t B) have recommended speed lii IUTCD.	traffic lanes,			
			RECOMMENDATIONS						
The observed 85th percentile speed is 35 MPH. The 10 MPH Pace Speed is between 25-34 MPH. The 50th percentile speed is 30 MPH. This roadway segment meets the CAMUTCD criteria for a Business Activity District. Based on a review of study data, field observations, conditions not readily apparent to the driver, proximity to schools and community centers, bicycle and transit activity, engineering judgement, and guidelines set forth in the CAMUTCD, it is recommended that the appropriate speed limit for this segment of Taylor Road remain at 25 MPH in both directions. This is consistent with CAMUTCD guidance for a Business Activity District, is within the 10 MPH pace speed, and represents no change from the previous posted speed limit.									
			CERTIFICATION:						
I, Mario G. Tambellini, do here of Loomis was performed und document is consistent with t 627 and the California Manua State of California as a Traffic	der my supervision and the current procedures al on Uniform Traffic Co	is acc accor	urate and complete. I ce ding to the California Ve	rtify that this hicle Code					
Mario G. Tambellini	Date	(State Registration No.	1					

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Taylor Rd		DIRECTION: N	North/South	NO. OF LANES:	3
FROM:	Horseshoe Bar Rd		LENGTH:	0.6 miles	WIDTH:	64'
TO:	Rachel Ln		BIKE LANES:	Υ	MEDIAN:	N
Roadway Classification*:	Major Collector		POSTED SPEED LIMIT: 2	5 & 40 MPH	WEATHER:	Clear/Dry
SEGMENT #:	8	_	REVISED SPEED LIMIT:	30 MPH	•	
		F	PREVAILING SPEED DATA:			
85TH PERCENTILE:	35 MPH		10 MPH PACE:	25-34	PERCENT UNDER PACE:	7%
50TH PERCENTILE:		_		2001	PERCENT IN PACE:	74%
DATE OF SURVEY:		_			PERCENT OVER PACE:	19%
		_				
LOCATION	Tardan Del bastillana	.l D	TRAFFIC COUNTS:			
	Taylor Rd bet. Horses	snoe Bai	Rd and Rachel Lh		DATE OF COUNTY.	E (04 (000E
AVG DAILY VOLUME:	15,557	_			DATE OF COUNTS:	5/21/2025
			COLLISION HISTORY:			
PERIOD:	1/1/2023	TO	12/31/2024	STATEW	IDE AVG COLLISION RATE**:	1.07
TOTAL NO.:	2	_			ACTUAL COLLISION RATE:	0.29
			ROADSIDE FACTORS:	/ I' I . I . I	present 205 feet north of King	
horizontal curves or grades p	resent. Class II bike la chool, Sierra Foothills	nes pro	vided. Class I bike path pro	ovided betwee	stop present at Train Depot. N n Rippey Rd and Rachel Ln. N an Church. Nearby community	earby
•			OTHER FACTORS:			
N/A						
			RECOMMENDATIONS:			
			neodi ii leitanii oito.			
on a review of study data, fie bicycle and transit activity, e limit for this segment of Taylo	ld observations, condi ngineering judgement or Rd change to 30 MP	tions no , and gui H in bot	t readily apparent to the d delines set forth in the CA n directions. This is 5 MPH	river, proximity MUTCD, it is ro lower than the	e 50th percentile speed is 30 N to schools and community ce ecommended that the appropi e rounded 85th percentile spe from the previous posted spec	enters, riate speed ed
			CERTIFICATION:			
I, Mario G. Tambellini, do her		-	-			
of Loomis was performed un	• •		·	•		
document is consistent with	·		-			
627 and the California Manu		ontrol D	evices. I am duly registere	ed in the		
State of California as a Traffic	c Engineer.					
	0/46/2225		000 1			
Mario G. Tambellini	9/16/2025 Date	C	2904 tate Registration No.			
i iaiio o. iaiiibettiili	Date	3	tate negistration NO.			

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Taylor Rd	DIRECTION:	North/South	NO. OF LANES:	3					
FROM:	Rachel Ln	LENGTH:	0.79 miles	WIDTH:	45'					
TO:	Town Limits	BIKE LANES:	Υ	MEDIAN:	N					
Roadway Classification*:	Major Collector	POSTED SPEED LIMIT:	40 MPH	WEATHER:	Clear/Dry					
SEGMENT #:	9	REVISED SPEED LIMIT:	40 MPH	-						
PREVAILING SPEED DATA:										
85TH PERCENTILE:	44 MPH	10 MPH PACE:	35-44	PERCENT UNDER PACE:	5%					
50TH PERCENTILE:	41 MPH	TOTH THE ACE.	JU- 44	PERCENT IN PACE:	85%					
DATE OF SURVEY:		_		PERCENT OVER PACE:	10%					
	07772020	-								
TRAFFIC COUNTS:										
	Taylor Rd bet. Rachel	l Ln and Town Limits								
AVG DAILY VOLUME:	7,838	_		DATE OF COUNTS:	5/28/2025					
		COLUCION LICTORY								
DEDIOD	4 /4 /0000	COLLISION HISTORY:	CTATE\A	UDE AVO COLLICION DATE**	1.00					
PERIOD: TOTAL NO.:		TO 12/31/2024	SIAIEVV	IDE AVG COLLISION RATE**:	1.68					
TOTAL NO	6	_		ACTUAL COLLISION RATE:	1.33					
		ROADSIDE FACTORS:								
School/Regency Baptist Chui provided between Rachel Ln	Del Oro High School/Regency Baptist Church Driveway and southbound bus stop (dial-a-ride) present 310 feet north of Del Oro High School/Regency Baptist Church Driveway. No significant horizontal curves or grades present. Class II bike lanes provided. Class I bike path provided between Rachel Ln and Lemos Ranch Dr. Nearby schools: Del Oro High School, United Auburn Indian Community School. Nearby churches: Regency Baptist Church, Loomis Church.									
		OTHER FACTORS:								
N/A										
		RECOMMENDATIONS:								
on a review of study data, fiel bicycle and transit activity, er limit for this segment of Taylo	d observations, conditing ngineering judgement, or Road remain at 40 M	e 10 MPH Pace Speed is between itions not readily apparent to the s, and guidelines set forth in the CMPH in both directions. This is 5 Notes and represented and represented.	driver, proximit CAMUTCD, it is r MPH lower than	y to schools and community ce ecommended that the appropi the rounded 85th percentile sp	enters, riate speed beed					
		CERTIFICATION:								
of Loomis was performed und document is consistent with	der my supervision and the current procedure al on Uniform Traffic C	ngineering and Traffic Survey with d is accurate and complete. I cer es according to the California Ver Control Devices. I am duly registe	rtify that this nicle Code							
Mario G. Tambellini	9/16/2025 Date	2904 State Registration No.								

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Brace Rd		DIRECTION:	East/West	NO. OF LANES:	2			
FROM:	Taylor Rd		LENGTH:	0.75 miles	WIDTH:	35'			
TO:	Dias Ln		BIKE LANES:	N	MEDIAN:	N			
Roadway Classification*:	Major Collector		POSTED SPEED LIMIT:	35 MPH	WEATHER:	Clear/Dry			
SEGMENT #:	10	_	REVISED SPEED LIMIT:	35 MPH	•				
			PREVAILING SPEED DATA						
85TH PERCENTILE:			10 MPH PACE:	27-36	PERCENT UNDER PACE:	11%			
50TH PERCENTILE:					PERCENT IN PACE:	81%			
DATE OF SURVEY:	5/8/2025	_			PERCENT OVER PACE:	8%			
TRAFFIC COUNTS:									
LOCATION:	Brace Rd bet. Taylor	Rd and C							
AVG DAILY VOLUME:					DATE OF COUNTS:	5/28/2025			
	·	_			-				
			COLLISION HISTORY:						
PERIOD:	1/1/2023	ТО	12/31/2024	STATEV	VIDE AVG COLLISION RATE**:	1.68			
TOTAL NO.:	0				ACTUAL COLLISION RATE:	0.00			
			ROADSIDE FACTORS:						
significant horizontal curves	Ji graucs present. Ne	any son	oots. Holic. Nearby Chair	ciles. Holic.					
			OTHER FACTORS:						
A174									
N/A									
			RECOMMENDATIONS:						
			TEOOT II TENDANTO						
•	•		•		he 50th percentile speed is 31 N				
· · · · · · · · · · · · · · · · · · ·				• •	ty to schools and community ce				
		_			recommended that the appropr				
_				nsistent with 85	5th percentile speed, is within t	he 10 MPH			
pace speed, and represents r	no change from the p	revious p	osted speed limit.						
			CERTIFICATION:						
I, Mario G. Tambellini, do her	eby certify that this E	ngineerin		nin the Town					
of Loomis was performed und		_	-						
document is consistent with	the current procedur	es accord	ding to the California Ver	nicle Code					
627 and the California Manua	al on Uniform Traffic	Control D	evices. I am duly registe	red in the					
State of California as a Traffic									
	9/16/2025		2904						
Mario G. Tambellini	Date	S	state Registration No.						

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Brace Rd		DIRECTION:	East/West	NO. OF LANES:	2			
FROM:	Dias Ln	_	LENGTH:	0.67 miles	WIDTH:	24'			
TO:	Laird Rd	_	BIKE LANES:	N	MEDIAN:	N			
Roadway Classification*:	Major Collector	_	POSTED SPEED LIMIT:	40 MPH	WEATHER:	Clear/Dry			
SEGMENT #:	11		REVISED SPEED LIMIT:	40 MPH	-				
			PERMANUNIO OPEED DATA	A -					
OCTU DEDOENTU E	45 MDH	r	REVAILING SPEED DATA		DEDOCALT LINDED DACE.	00/			
85TH PERCENTILE: 50TH PERCENTILE:		_	10 MPH PACE:	36-45	PERCENT UNDER PACE:	8%			
DATE OF SURVEY:		_			PERCENT IN PACE:	77% 15%			
DATE OF SURVET.	5/14/2025	_			PERCENT OVER PACE:	15%			
TRAFFIC COUNTS:									
LOCATION:	Brace Rd bet. Dias L	n and Lai	rd Rd						
AVG DAILY VOLUME:	4,431				DATE OF COUNTS:	5/28/2025			
			COLLISION HISTORY:						
PERIOD:		TO	12/31/2024	STATEV	VIDE AVG COLLISION RATE**:	1.09			
TOTAL NO.:	1	_			ACTUAL COLLISION RATE:	0.46			
			ROADSIDE FACTORS:						
			-						
senior housing/center: Senio		. IIIC Var	.5 Ciluicii, Filot Assembi	ly-60ú Ollúloli,	, First United Methodist Church	. Nearby			
	OTHER FACTORS:								
N/A									
			RECOMMENDATIONS:						
			RECOMMENDATIONS.						
The observed 85th percentile	speed is 45 MPH. Th	e 10 MPF	l Pace Speed is between	136-45 MPH. TI	he 50th percentile speed is 41 N	MPH. Based			
on a review of study data, fiel	d observations, cond	itions no	readily apparent to the	driver, proximit	ty to schools and community ce	enters,			
		_			recommended that the approp				
_					the rounded 85th percentile sp				
(consistent with CVC Section	ı 22358.6), is within tl	ne 10 MP	H pace speed, and repre	esents no chan	ge from the previous posted sp	eed limit.			
			CERTIFICATION:						
I, Mario G. Tambellini, do hero	eby certify that this E	ngineerin	g and Traffic Survey with	in the Town					
of Loomis was performed und	der my supervision ar	id is accu	ırate and complete. I cer	tify that this					
document is consistent with	the current procedure	es accord	ling to the California Veh	nicle Code					
627 and the California Manua	al on Uniform Traffic (Control D	evices. I am duly registe	red in the					
State of California as a Traffic	: Engineer.								
	9/16/2025		2904						
Mario G. Tambellini	Date	S	tate Registration No.						

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Rutherford Canyon Rd	DIRECTION:	East/West	NO. OF LANES:	2				
FROM:	Barton Rd	LENGTH:	1.2 miles	WIDTH:	35'				
TO:	Laird Rd	BIKE LANES:	N	MEDIAN:	N				
Roadway Classification*:	Local	POSTED SPEED LIMIT:	25 MPH	WEATHER:	Clear/Dry				
SEGMENT #:	12	REVISED SPEED LIMIT:	25 MPH	<u>-</u>					
		PREVAILING SPEED DATA							
85TH PERCENTILE:	35 MPH	10 MPH PACE:	26-35	PERCENT UNDER PACE:	11%				
50TH PERCENTILE:	32 MPH			PERCENT IN PACE:	74%				
DATE OF SURVEY:	5/13/2025			PERCENT OVER PACE:	15%				
		TRAFFIC COUNTS:							
LOCATION:	LOCATION: Rutherford Canyon Rd bet. Barton Rd and Laird Rd								
AVG DAILY VOLUME:	783			DATE OF COUNTS:	5/28/2025				
				•					
		COLLISION HISTORY:		MIDE AND COLLISION TO THE STATE OF	4.65				
PERIOD:		TO 12/31/2024	STATE	WIDE AVG COLLISION RATE**:	1.68				
TOTAL NO.:	0			ACTUAL COLLISION RATE:	0.00				
		ROADSIDE FACTORS:							
OTHER FACTORS: OTHER FACTORS: This street is near a school and church, which are considered to be land uses or facilities that generate high concentrations of bicyclists or pedestrians consistent with Table 2B-106(CA) of the CAMUTCD and CVC Section 22358.7(a)(2).									
		RECOMMENDATIONS:							
The observed 85th percentile speed is 35 MPH. The 10 MPH Pace Speed is between 26-35 MPH. The 50th percentile speed is 32 MPH. Based on a review of study data, field observations, conditions not readily apparent to the driver, proximity to schools and community centers, bicycle and transit activity, engineering judgement, and guidelines set forth in the CAMUTCD, it is recommended that the appropriate speed limit for this segment of Rutherford Canyon Road remain 25 MPH in both directions. This is 10 MPH lower than the rounded 85th percentile speed due to proximity to land uses that generate high concentrations of bicyclists or pedestrians (consistent with CVC Section 22358.6 and 22358.7), is within the 12.4 MPH maximum allowable reduction from the 85th percentile speed (per CVC 22358.6(e)), and represents no change from the posted speed limit.									
		CERTIFICATION:							
I, Mario G. Tambellini, do her	eby certify that this Engir	neering and Traffic Survey with	in the Town						
of Loomis was performed und	der my supervision and is	s accurate and complete. I cer	tify that this						
document is consistent with	the current procedures a	according to the California Veh	icle Code						
627 and the California Manua State of California as a Traffic		trol Devices. I am duly register	red in the						
	9/16/2025	2904							
Mario G. Tambellini	Date	State Registration No.							

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Rocklin Rd	DIRECTION:	East/West	NO. OF LANES:	2
FROM:	Town Limits	LENGTH:	0.5 miles	WIDTH:	22'
TO:	Barton Rd	BIKE LANES:	N	MEDIAN:	N
Roadway Classification*:	Major Collector	POSTED SPEED LIMIT:	40 MPH	WEATHER:	Clear/Dry
SEGMENT #:	13	REVISED SPEED LIMIT:	40 MPH	-	
		DDEVAILING CDEED DAT	۸.		
0.5711.050.0511711.5	50 14511	PREVAILING SPEED DATA		DEDOEME IN DED DA OF	
85TH PERCENTILE:	52 MPH	10 MPH PACE:	43-52	PERCENT UNDER PACE:	7%
50TH PERCENTILE:	48 MPH	_		PERCENT IN PACE:	79%
DATE OF SURVEY:	5/13/2025	_		PERCENT OVER PACE:	14%
		TRAFFIC COUNTS:			
LOCATION:	Rocklin Rd bet. Town	Limits and Barton Rd			
AVG DAILY VOLUME:	11,087	_		DATE OF COUNTS:	5/28/2025
		COLLISION HISTORY:			
PERIOD:	1/1/2023	TO 12/31/2024	STVIE	WIDE AVG COLLISION RATE**:	1.68
TOTAL NO.:		10 12/31/2024	SIAIE	ACTUAL COLLISION RATE:	0.25
TOTAL NO	1	-		ACTUAL COLLISION RATE.	0.25
		ROADSIDE FACTORS:			
·		OTHER FACTORS: which are considered to be land to the land to the land to the CAMUTCD and CN		•	ions of
		RECOMMENDATIONS:			
T			40 50 14011 7		1011 0 1
on a review of study data, fiel bicycle and transit activity, ei limit for this segment of Rock proximity to land uses that ge	d observations, condi ngineering judgement lin Road remain 40 Mi nerate high concentra	e 10 MPH Pace Speed is between tions not readily apparent to the , and guidelines set forth in the C PH in both directions. This is 10 N ations of bicyclists or pedestrians in from the 85th percentile speed	driver, proximi AMUTCD, it is 1PH lower thar s (consistent w	ty to schools and community ce recommended that the appropr n the rounded 85th percentile sp rith CVC Section 22358.6 and 22	enters, iate speed beed due to 2358.7), is
		CERTIFICATION:			
of Loomis was performed und document is consistent with	der my supervision an the current procedure al on Uniform Traffic C	gineering and Traffic Survey with d is accurate and complete. I cer s according to the California Veh control Devices. I am duly registe	tify that this licle Code		
	9/16/2025	2904			
Mario G. Tambellini	Date	State Registration No.			

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Wells Ave		DIRECTION:	East/West	NO. OF LANES:	2	
FROM:	Barton Rd		LENGTH:	1 miles	WIDTH:	22'	
TO:	Town Limits		BIKE LANES:	N	MEDIAN:	N	
Roadway Classification*:	Major Collector	_	POSTED SPEED LIMIT:	40 MPH	WEATHER:	Clear/Dry	
SEGMENT #:	14		REVISED SPEED LIMIT:	40 MPH	-		
			PREVAILING SPEED DATA	۸٠			
85TH PERCENTILE:	45 MPH	•	10 MPH PACE:	34-43	PERCENT UNDER PACE:	9%	
50TH PERCENTILE:		_	TOPITITALE.	34-40	PERCENT IN PACE:	71%	
DATE OF SURVEY:		_			PERCENT OVER PACE:	20%	
	0/10/2020	_			LINOLINI OVERNIAGE.	20 /0	
			TRAFFIC COUNTS:				
	Wells Ave bet. Barton	n Rd and	Town Limits		_		
AVG DAILY VOLUME:	2,368				DATE OF COUNTS:	5/28/2025	
			COLUMN HISTORY				
DEDIOD	1/1/2022	TO	COLLISION HISTORY:	CTATE\	AUDE AVO COLLICION DATE**	1 00	
PERIOD:		_ TO _	12/31/2024	SIAIEA	VIDE AVG COLLISION RATE**:	1.09 0.58	
TOTAL NO.:	1	_			ACTUAL COLLISION RATE:	0.38	
			ROADSIDE FACTORS:				
Nearby schools: Franklin Elei Retreat Center.	mentary School, Loon	nis Basir	n Charter School. Nearby	churches:non	e. Nearby community center: M	arello Youth	
			OTHER FACTORS:				
N/A							
			RECOMMENDATIONS:				
The observed 85th percentile speed is 45 MPH. The 10 MPH Pace Speed is between 34-43 MPH. The 50th percentile speed is 40 MPH. Based on a review of study data, field observations, conditions not readily apparent to the driver, proximity to schools and community centers, bicycle and transit activity, engineering judgement, and guidelines set forth in the CAMUTCD, it is recommended that the appropriate speed limit for this segment of Wells Avenue remain at 40 MPH in both directions. This is 5 MPH lower than the rounded 85th percentile speed (consistent with CVC Section 22358.6), is within the 10 MPH pace speed, and represents no change from the previous posted speed limit.							
			CERTIFICATION:				
I, Mario G. Tambellini, do her of Loomis was performed und document is consistent with 627 and the California Manua State of California as a Traffic Marcis Lambol.	der my supervision an the current procedure al on Uniform Traffic C	d is acc es accor	urate and complete. I cer ding to the California Veh	tify that this iicle Code			
Mario G. Tambellini	Date	Ç	State Registration No.				

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Delmar Ave		DIRECTION:	North/South	NO. OF LANES:	2
FROM:	Town Limits		LENGTH:	1.59 miles	WIDTH:	20'
TO:	Town Limits		BIKE LANES:	N	MEDIAN:	N
Roadway Classification*:	Local		POSTED SPEED LIMIT:	35 MPH	WEATHER:	Clear/Dry
SEGMENT #:	15		REVISED SPEED LIMIT:	35 MPH	•	
			PREVAILING SPEED DAT	Α.		
OSTIL BED OFNITUE	0.4.1.4.0.1.1	ı			DEDOCALTA INIDED DA OF	201
85TH PERCENTILE:		_	10 MPH PACE:	23-32	PERCENT UNDER PACE:	6%
50TH PERCENTILE:		_			PERCENT IN PACE:	72%
DATE OF SURVEY:	5/13/2025				PERCENT OVER PACE:	22%
			TRAFFIC COUNTS:			
LOCATION:	Delmar Ave bet. Tov	vn Limits	and Town Limits			
AVG DAILY VOLUME:	623				DATE OF COUNTS:	5/21/2025
					•	
			COLLISION HISTORY:			
PERIOD:	1/1/2023	TO	12/31/2024	STATEV	VIDE AVG COLLISION RATE**:	1.09
TOTAL NO.:	0				ACTUAL COLLISION RATE:	0.00
			ROADSIDE FACTORS:			
			HOADOIDE FAOTORIO.			
provided. Nearby schools: no					ntal curves or grades present. N	
			OTHER FACTORS:			
N/A						
			RECOMMENDATIONS:			
The observed 85th percentile speed is 34 MPH. The 10 MPH Pace Speed is between 23-32 MPH. The 50th percentile speed is 27 MPH. Based on a review of study data, field observations, conditions not readily apparent to the driver, proximity to schools and community centers, bicycle and transit activity, engineering judgement, and guidelines set forth in the CAMUTCD, it is recommended that the appropriate speed limit for this segment of Delmar Avenue remain at 35 MPH in both directions. This is consistent with the rounded 85th percentile speed, is within the 10 MPH pace speed, and represents no change from the previous posted speed limit.						
			CERTIFICATION:			
I, Mario G. Tambellini, do her	eby certify that this E	ngineerii	ng and Traffic Survey with	nin the Town	-	
of Loomis was performed un	der my supervision a	nd is acc	urate and complete. I ce	rtify that this		
document is consistent with	the current procedu	res accor	ding to the California Vel	hicle Code		
627 and the California Manua State of California as a Traffic		Control [Devices. I am duly registe	ered in the		
	9/16/2025		2904			
Mario G. Tambellini	Date	9	State Registration No.	ı		

 $^{{}^{\}star}\text{Based on Caltrans Functional Classification defined in the California Road System Map}$

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Sierra College Blvd		DIRECTION:	North/South	NO. OF LANES:	2
FROM:	Town Limits		LENGTH:	0.5 miles	WIDTH:	40'
TO:	King Rd		BIKE LANES:	Υ	MEDIAN:	N
Roadway Classification*:	Major Collector		POSTED SPEED LIMIT:	50 MPH	WEATHER:	Clear/Dry
SEGMENT #:	16		REVISED SPEED LIMIT:	50 MPH	•	
		F	PREVAILING SPEED DATA			
85TH PERCENTILE:	58 MPH	_	10 MPH PACE:	50-59	PERCENT UNDER PACE:	12%
50TH PERCENTILE:	55 MPH	_			PERCENT IN PACE:	78%
DATE OF SURVEY:	5/13/2025	_			PERCENT OVER PACE:	10%
			TRAFFIC COUNTS:			
LOCATION:	Sierra College Blvd b	et. Town	Limits and King Rd			
AVG DAILY VOLUME:	14,999				DATE OF COUNTS:	5/21/2025
			COLLISION HISTORY:			
PERIOD:	1/1/2023	TO	12/31/2024	QTATEV	VIDE AVG COLLISION RATE**:	1.09
TOTAL NO.:	0	_ 10 _	12/31/2024	SIAIEV	ACTUAL COLLISION RATE:	0.00
TOTAL NO		_			ACTUAL COLLISION RATE.	0.00
			ROADSIDE FACTORS:			
lanes provided. Nearby schoo	occinione. Hearby enal		OTHER FACTORS:			
This street is adjacent to a ch pedestrians consistent with T				_	gh concentrations of bicyclists	or
			RECOMMENDATIONS:			
on a review of study data, fiel bicycle and transit activity, er limit for this segment of Sierra speed due to proximity to lan	d observations, condi ngineering judgement, a College Boulevard re d uses that generate h IPH maximum allowal	tions no , and gui emain 50 iigh cond	t readily apparent to the oldelines set forth in the Co O MPH in both directions. Centrations of bicyclists o	driver, proximit AMUTCD, it is r This is 10 MPH or pedestrians	te 50th percentile speed is 55 M by to schools and community corecommended that the approprof I lower than the rounded 85th p (consistent with CVC Section 2 er CVC 22358.6(e)), and repres	enters, iate speed ercentile 2358.6 and
			CERTIFICATION:			
I, Mario G. Tambellini, do here	eby certify that this En	gineerin	g and Traffic Survey withi	in the Town		
of Loomis was performed und	der my supervision and	d is accı	urate and complete. I cer	tify that this		
document is consistent with t	the current procedure	s accord	ding to the California Veh	icle Code		
627 and the California Manua State of California as a Traffic		ontrol D	evices. I am duly register	ed in the		
	0/16/0005		2904			
Mario G. Tambellini	9/16/2025 Date	S	State Registration No.			

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Sierra College Blvd	DIRECTION:	North/South	NO. OF LANES:	2
FROM:	King Rd	LENGTH:	0.91 miles	WIDTH:	42'
TO:	Bankhead Rd	BIKE LANES:	Υ	MEDIAN:	N
Roadway Classification*:	Other Principal Arterial	POSTED SPEED LIMIT:	50 MPH	WEATHER:	Clear/Dry
SEGMENT #:	17	REVISED SPEED LIMIT:	50 MPH	<u>-</u>	
		PREVAILING SPEED DATA			
85TH PERCENTILE:	58 MPH	10 MPH PACE:	49-58	PERCENT UNDER PACE:	7%
50TH PERCENTILE:	55 MPH			PERCENT IN PACE:	80%
DATE OF SURVEY:	5/13/2025			PERCENT OVER PACE:	13%
		TRAFFIC COUNTS:			
LOCATION:	Sierra College Blvd bet	. King Rd and Bankhead Rd			
AVG DAILY VOLUME:	14,133	-		DATE OF COUNTS:	5/21/2025
		COLLISION HISTORY:			
PERIOD:	1/1/2023	TO 12/31/2024	STATEV	VIDE AVG COLLISION RATE**:	1.09
TOTAL NO.:	2	12/02/201	0.7.1.2.	ACTUAL COLLISION RATE:	0.21
TOTAL NO.:				NOTONE GOLLIGION TWITE.	0.21
		ROADSIDE FACTORS:			
		OTHER FACTORS:			
-		ed to be a land use or facility th CAMUTCD and CVC Section 22	_	igh concentrations of bicyclists	or
		RECOMMENDATIONS:			
on a review of study data, fiel bicycle and transit activity, er limit for this segment of Sierra speed due to proximity to lan	d observations, conditiongineering judgement, as College Boulevard remduses that generate highth maximum allowable	ons not readily apparent to the nd guidelines set forth in the Chain 50 MPH in both directions. h concentrations of bicyclists of	driver, proximi AMUTCD, it is This is 10 MPH or pedestrians	ne 50th percentile speed is 55 M ty to schools and community ce recommended that the appropr I lower than the rounded 85th p (consistent with CVC Section 2 er CVC 22358.6(e)), and repres	enters, iate speed ercentile 2358.6 and
		CERTIFICATION:			
I, Mario G. Tambellini, do her	eby certify that this Engi	neering and Traffic Survey with	in the Town		
of Loomis was performed und	der my supervision and i	s accurate and complete. I cer	tify that this		
document is consistent with	the current procedures a	according to the California Veh	icle Code		
627 and the California Manua State of California as a Traffic		ntrol Devices. I am duly register	red in the		
	0/16/2025	2904			
Mario G. Tambellini	9/16/2025 Date	State Registration No.			

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	: Sierra College Blvd	DIRECTION:	North/South	NO. OF LANES:	4	
FROM:	: Bankhead Rd	LENGTH:	0.65 miles	WIDTH:	84'	
TO:	Town Limits	BIKE LANES:	Υ	MEDIAN:	Υ	
Roadway Classification*:	Other Principal Arterial	POSTED SPEED LIMIT:	40 MPH	WEATHER:	Clear/Dry	
SEGMENT #:	18	REVISED SPEED LIMIT:	40 MPH	•		
		PREVAILING SPEED DAT	A:			
85TH PERCENTILE:	: 40 MPH	10 MPH PACE:	29-38	PERCENT UNDER PACE:	7%	
50TH PERCENTILE:	34 MPH			PERCENT IN PACE:	71%	
DATE OF SURVEY:	5/8/2025			PERCENT OVER PACE:	22%	
		TRAFFIC COUNTS:				
LOCATION:	Sierra College Blvd bet.	Bankhead Rd and Town Limit	is			
AVG DAILY VOLUME:				DATE OF COUNTS:	5/28/2025	
		COLLISION HISTORY:				
PERIOD:	: 1/1/2023	TO 12/31/2024		IDE AVG COLLISION RATE**:	0.64	
TOTAL NO.:		10 12/31/2024	JIAIEW	ACTUAL COLLISION RATE:	0.04	
TOTAL NO				ACTUAL COLLISION NATE.	0.29	
		ROADSIDE FACTORS:				
				s stops present. Horizontal cur ols: none. Nearby churches: no	-	
		OTHER FACTORS:				
N/A						
		RECOMMENDATIONS:				
The observed 85th percentile speed is 40 MPH. The 10 MPH Pace Speed is between 29-38 MPH. The 50th percentile speed is 34 MPH. Based on a review of study data, field observations, conditions not readily apparent to the driver, proximity to schools and community centers, bicycle and transit activity, engineering judgement, and guidelines set forth in the CAMUTCD, it is recommended that the appropriate speed limit for this segment of Sierra College Boulevard remain 40 MPH in both directions. This is consistent with 85th percentile speed, is within the 10 MPH pace speed, and represents no change from the previous posted speed limit.						
	ngineering judgement, ar ra College Boulevard rem	ain 40 MPH in both directions	CAMUTCD, it is r s. This is consist	ecommended that the approp	enters, riate speed	
	ngineering judgement, ar ra College Boulevard rem	ain 40 MPH in both directions	CAMUTCD, it is r s. This is consist	ecommended that the approp	enters, riate speed	
I, Mario G. Tambellini, do her of Loomis was performed und document is consistent with 627 and the California Manua State of California as a Traffic	ngineering judgement, and a College Boulevard removements no change from the ceby certify that this Engire der my supervision and is the current procedures a all on Uniform Traffic Con	ain 40 MPH in both directions the previous posted speed lin CERTIFICATION: neering and Traffic Survey with a accurate and complete. I ce	CAMUTCD, it is r s. This is consist nit. hin the Town rtify that this hicle Code	ecommended that the approp	enters, riate speed	

 $^{{}^{\}star}\text{Based on Caltrans Functional Classification defined in the California Road System Map}$

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Bankhead Rd		DIRECTION:	North/South	NO. OF LANES:	2
FROM:	King Rd		LENGTH:	0.72 miles	WIDTH:	19'
TO:	Sierra College Blvd		BIKE LANES:	N	MEDIAN:	N
Roadway Classification*:	Local		POSTED SPEED LIMIT:	25 MPH	WEATHER:	Clear/Dry
SEGMENT #:	19		REVISED SPEED LIMIT:	25 MPH	•	
			PREVAILING SPEED DAT			
85TH PERCENTILE:		_	10 MPH PACE:	23-32	PERCENT UNDER PACE:	13%
50TH PERCENTILE:		_			PERCENT IN PACE:	78%
DATE OF SURVEY:	5/13/2025				PERCENT OVER PACE:	9%
			TRAFFIC COUNTS:			
LOCATION:	Bankhead Rd bet. Ki	ng Rd ar	nd Sierra College Blvd			
AVG DAILY VOLUME:		0			DATE OF COUNTS:	5/21/2025
					•	
			COLLISION HISTORY:			
PERIOD:	1/1/2023	TO	12/31/2024	STATEV	/IDE AVG COLLISION RATE**:	1.09
TOTAL NO.:	0				ACTUAL COLLISION RATE:	0.00
			DO A DOIDE EA OTODO			
			ROADSIDE FACTORS:			
present. Nearby schools: nor	-		iit on the roadway. No si	giiiicant nonzo	ntal curves or grades present. N	to bike taries
			OTHER FACTORS:			
N/A						
N/A						
			RECOMMENDATIONS:			
TI 1 10511 111	L' O4 MBILLE	40.140		00.00.14011.71	5011 111 111 071	ADIL D. I
· ·	•		·		ne 50th percentile speed is 27 f	
-					y to schools and community co	
•	0, 0			•	recommended that the appropriate the rounded SEth percentile	•
•					n the rounded 85th percentile ge from the previous posted sp	•
(Consistent with CVC Section	1 22330.0), 13 WITHIN T	10 10 111	Ti pace speed, and repr	esents no chang	ge from the previous posted sp	sea annic.
			CERTIFICATION:			
I, Mario G. Tambellini, do her			-			
of Loomis was performed un			•	•		
document is consistent with			_			
627 and the California Manu	al on Uniform Traffic (Control [Devices. I am duly registe	ered in the		
State of California as a Traffic	Engineer.					
	9/16/2025		2904	•		
Mario G. Tambellini	Date	(State Registration No.	.		

 $^{{}^{\}star}\text{Based on Caltrans Functional Classification defined in the California Road System Map}$

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Humphrey Rd		DIRECTION:	North/South	NO. OF LANES:	2
FROM:	Town Limits		LENGTH:	0.55 miles	WIDTH:	30'
TO:	Mimosa Ct		BIKE LANES:	N	MEDIAN:	N
Roadway Classification*:	Local		POSTED SPEED LIMIT:	30 MPH	WEATHER:	Clear/Dry
SEGMENT #:	20		REVISED SPEED LIMIT:	30 MPH	•	
			PREVAILING SPEED DAT	Λ.		
OSTIL BED OSNITUS	00.14811				DEDOENT LINE ED DA OF	407
85TH PERCENTILE:		_	10 MPH PACE:	27-36	PERCENT UNDER PACE:	4%
50TH PERCENTILE:		_			PERCENT IN PACE:	81%
DATE OF SURVEY:	5/8/2025				PERCENT OVER PACE:	15%
			TRAFFIC COUNTS:			
LOCATION:	Humphrey Rd bet. T	own Limi	its and Mimosa Ct			
AVG DAILY VOLUME:					DATE OF COUNTS:	5/21/2025
					•	
			COLLISION HISTORY:			
PERIOD:	1/1/2023	TO	12/31/2024	STATEW	/IDE AVG COLLISION RATE**:	1.09
TOTAL NO.:	0				ACTUAL COLLISION RATE:	0.00
			DOADCIDE FACTORS			
			ROADSIDE FACTORS:			
grades present. Class I bike p the road. Nearby schools: H.					ass II bike lanes present on the	west side of
			OTHER FACTORS:			
N/A						
			RECOMMENDATIONS:			
on a review of study data, fiel bicycle and transit activity, e limit for this segment of Hum	d observations, cond ngineering judgemen phrey Road remain 3	ditions no nt, and gu 30 MPH in	t readily apparent to the idelines set forth in the Control both directions. This is the control both directions.	driver, proximit CAMUTCD, it is a 5 MPH lower tha	ne 50th percentile speed is 33 N y to schools and community ce recommended that the appropo an the rounded 85th percentile ge from the previous posted sp	enters, riate speed speed
			CERTIFICATION:			
I, Mario G. Tambellini, do her	eby certify that this E	ngineerir	ng and Traffic Survey with	nin the Town		
of Loomis was performed un	der my supervision a	nd is acc	urate and complete. I ce	rtify that this		
document is consistent with	the current procedu	res accor	ding to the California Vel	nicle Code		
627 and the California Manu	al on Uniform Traffic	Control D	Devices. I am duly registe	red in the		
State of California as a Traffic	Engineer.					
	9/16/2025		2904			
Mario G. Tambellini	Date		State Registration No.			

 $^{{}^{\}star}\text{Based on Caltrans Functional Classification defined in the California Road System Map}$

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Humphrey Rd	DIRECTION: _I	North/South	NO. OF LANES:	2
FROM:	Mimosa Ct	LENGTH:	0.32 miles	WIDTH:	30'
TO:	King Rd	BIKE LANES:	N	MEDIAN:	N
Roadway Classification*:	Local	POSTED SPEED LIMIT:	35 MPH	WEATHER:	Clear/Dry
SEGMENT #:	21	REVISED SPEED LIMIT:	30 MPH	-	
		PREVAILING SPEED DATA	<u> </u>		
85TH PERCENTILE:	41 MPH	10 MPH PACE:	32-41	PERCENT UNDER PACE:	11%
50TH PERCENTILE:		= =	02 41	PERCENT IN PACE:	76%
DATE OF SURVEY:		_		PERCENT OVER PACE:	13%
Ditte of ooth 1	0,0,2020			TENOENT OVERTINGE.	
		TRAFFIC COUNTS:			
		limosa Ct and King Rd			
AVG DAILY VOLUME:	3,081	_		DATE OF COUNTS:	5/21/2025
		COLLISION HISTORY:			
PERIOD:	1/1/2023	TO 12/31/2024	STATEW	IDE AVG COLLISION RATE**:	1.68
TOTAL NO.:	0			ACTUAL COLLISION RATE:	0.00
		POARCIDE FACTORS.			
		ROADSIDE FACTORS:			
		OTHER FACTORS: nich is considered to be a land use if the CAMUTCD and CVC Section 2		generates high concentrations	of bicyclists
		RECOMMENDATIONS:			
on a review of study data, fiel bicycle and transit activity, er	d observations, condi	e 10 MPH Pace Speed is between 3 itions not readily apparent to the d , and guidelines set forth in the CA	driver, proximity		
due to proximity to land uses	phrey Road change to that generate high co 1PH maximum allowal	o 30 MPH in both directions. This is incentrations of bicyclists or pedes ble reduction from the 85th percei	s 10 MPH lower strians (consist	than the rounded 85th percent ent with CVC Section 22358.6	nters, ate speed tile speed and
due to proximity to land uses 22358.7), is within the 12.4 M	phrey Road change to that generate high co 1PH maximum allowal	ncentrations of bicyclists or pedes	s 10 MPH lower strians (consist	than the rounded 85th percent ent with CVC Section 22358.6	nters, ate speed tile speed and
due to proximity to land uses 22358.7), is within the 12.4 M reduction from the posted sp	phrey Road change to that generate high co IPH maximum allowal eed limit.	ncentrations of bicyclists or pedes ble reduction from the 85th percer	s 10 MPH lower strians (consist ntile speed (per	than the rounded 85th percent ent with CVC Section 22358.6	nters, ate speed tile speed and
due to proximity to land uses 22358.7), is within the 12.4 M reduction from the posted sp. I, Mario G. Tambellini, do here of Loomis was performed und document is consistent with the second	phrey Road change to that generate high could have allowed eed limit. eby certify that this Ender my supervision and the current procedure all on Uniform Traffic C	ncentrations of bicyclists or pedes ble reduction from the 85th percei CERTIFICATION:	s 10 MPH lower strians (consist ntile speed (per n the Town ify that this cle Code	than the rounded 85th percent ent with CVC Section 22358.6	nters, ate speed tile speed and
due to proximity to land uses 22358.7), is within the 12.4 M reduction from the posted sp I, Mario G. Tambellini, do here of Loomis was performed und document is consistent with 1627 and the California Manua	phrey Road change to that generate high could have allowed eed limit. eby certify that this Ender my supervision and the current procedure all on Uniform Traffic C	ncentrations of bicyclists or pedes ble reduction from the 85th percer CERTIFICATION: agineering and Traffic Survey within d is accurate and complete. I certicles according to the California Vehice	s 10 MPH lower strians (consist ntile speed (per n the Town ify that this cle Code	than the rounded 85th percent ent with CVC Section 22358.6	nters, ate speed tile speed and

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Swetzer Rd		DIRECTION:	North/South	NO. OF LANES:	2
FROM:	Town Limits	_	LENGTH:	0.75 miles	WIDTH:	42'
TO:	King Rd	_	BIKE LANES:	N	MEDIAN:	N
Roadway Classification*:	Local	_	POSTED SPEED LIMIT:	35 MPH	WEATHER:	Clear/Dry
SEGMENT #:	22	_	REVISED SPEED LIMIT:	35 MPH	-	
		Р	REVAILING SPEED DAT			
85TH PERCENTILE:		_	10 MPH PACE:	31-40	PERCENT UNDER PACE:	8%
50TH PERCENTILE:		_			PERCENT IN PACE:	81%
DATE OF SURVEY:	5/7/2025	_			PERCENT OVER PACE:	11%
			TRAFFIC COUNTS:			
LOCATION:	Swetzer Rd bet. Tow	n Limits a				
AVG DAILY VOLUME:					DATE OF COUNTS:	5/28/2025
	· · ·				-	
			COLLISION HISTORY:			
PERIOD:	1/1/2023	ТО	12/31/2024	STATEW	VIDE AVG COLLISION RATE**:	1.68
TOTAL NO.:	2	<u> </u>		1	ACTUAL COLLISION RATE:	0.78
			ROADSIDE FACTORS:			
none. Nearby churches: Rock	< Harbor Covenant Cl	nurch.				
			OTHER FACTORS:			
						
N1/A						
N/A						
			RECOMMENDATIONS:			
· ·	•		•		ne 50th percentile speed is 36 N	
•				•	ty to schools and community ce	
		_			recommended that the appropr	
_					the rounded 85th percentile sp	
(consistent with CVC Section	ı 22358.6), is within t	he 10 MP	H pace speed, and repre	esents no chang	ge from the previous posted spe	eed limit.
			CERTIFICATION:			
I, Mario G. Tambellini, do her	eby certify that this E	ngineerin	g and Traffic Survey with	nin the Town		
of Loomis was performed und	der my supervision ar	nd is accu	rate and complete. I ce	rtify that this		
document is consistent with	the current procedur	es accord	ling to the California Vel	hicle Code		
627 and the California Manua	al on Uniform Traffic (Control D	evices. I am duly registe	ered in the		
State of California as a Traffic	: Engineer.					
<u></u>	9/16/2025		2904			
Mario G. Tambellini	Date	Sf	tate Registration No.	I		

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Rippey Rd		DIRECTION:	North/South	NO. OF LANES:	2
FROM:	Town Limits	_	LENGTH:	1.07 miles	WIDTH:	28'
TO:	Taylor Rd	_	BIKE LANES:	N	MEDIAN:	N
Roadway Classification*:	Local	_	POSTED SPEED LIMIT:	30 MPH	WEATHER:	Clear/Dry
SEGMENT #:	23		REVISED SPEED LIMIT:	30 MPH	•	
			PREVAILING SPEED DAT	۸.		
OETH DEDOENTILE:	27 MD⊔				PERCENT UNDER PACE:	7%
85TH PERCENTILE: 50TH PERCENTILE:		_	10 MPH PACE:	27-36	PERCENT IN PACE:	7%
DATE OF SURVEY:		_			PERCENT IN PACE: PERCENT OVER PACE:	16%
DATE OF JUNET.	0///2020	_			PERCEINI OVER FACE.	1070
			TRAFFIC COUNTS:			
LOCATION:	Rippey Rd bet. Town	Limits a	nd Taylor Rd			
AVG DAILY VOLUME:	1,143				DATE OF COUNTS:	5/28/2025
DEDIOD	. // /2.000		COLLISION HISTORY:		······································	1.00
PERIOD:		TO	12/31/2024	SIAIEW	VIDE AVG COLLISION RATE**:	1.68
TOTAL NO.:	0	_			ACTUAL COLLISION RATE:	0.00
			ROADSIDE FACTORS:			
No curbs, sidewalks, on-stree	et parking, or bus sto	ps preser	nt on the roadway. Horiz	ontal curves pre	esent. No significant grades pro	esent. No
bike lanes present. Nearby so	-					
			OTHER FACTORS:			
			OHIEM THO TO THE			
N/A						
			RECOMMENDATIONS:			
The abanyod OEth paragrils	amond in 27 MDU. Th	~ 10 MDL	L Dana Chand is botween	- 07 06 MDU TK	== F0+h normantile annual is 221	MDII Dacad
· ·	•		·		ne 50th percentile speed is 32 N ty to schools and community ce	
•				• •	recommended that the appropr	
		_			he rounded 85th percentile spe	
	•				ge from the previous posted spe	
(00113131111111111111111111111111111111					20 Hom and brothers is 15 - 15 - 15 - 15 - 15 - 15 - 15 - 15	
			CERTIFICATION:			
I, Mario G. Tambellini, do hero		•	•			
of Loomis was performed und						
document is consistent with	•		· ·			
627 and the California Manua State of California as a Traffic		ט זטווווסנ	evices. Fam duty registe	rea in the		
State of California as a frame	, Eligilieei.					
	9/16/2025		2904	ı		
Mario G. Tambellini	Date	S	State Registration No.			

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:		_	DIRECTION:	East/West	NO. OF LANES:	2
	King Rd	_	LENGTH:	0.33 miles	WIDTH:	30'
TO:	Laird St	_	BIKE LANES:	N	MEDIAN:	N
Roadway Classification*:	Local	_	POSTED SPEED LIMIT:	25 MPH	WEATHER:	Clear/Dry
SEGMENT #:	24	_	REVISED SPEED LIMIT:	25 MPH		
			PREVAILING SPEED DATA	۸٠		
85TH PERCENTILE:	36 MPH	•	10 MPH PACE:	28-37	PERCENT UNDER PACE:	13%
50TH PERCENTILE:			TO MITTIFACE.	20-37	PERCENT IN PACE:	81%
DATE OF SURVEY:		_			PERCENT OVER PACE:	6%
DATE OF SURVEY.	5/6/2025	_			PERCEIVI OVER PACE.	070
			TRAFFIC COUNTS:			
LOCATION:	Webb St bet. King Ro	d and Lai	rd St		_	
AVG DAILY VOLUME:	4,307				DATE OF COUNTS:	5/21/2025
			COLLISION HISTORY:			
PERIOD:	1/1/2023	TO	12/31/2024	STATEV	VIDE AVG COLLISION RATE**:	1.68
TOTAL NO.:		_ '	12/01/2024	JIAILV	ACTUAL COLLISION RATE:	0.00
TOTAL NO		_			ACTUAL COLLISION RATE.	0.00
			ROADSIDE FACTORS:			
Goose Event Center.			OTHER FACTORS:		s: none. Nearby community cer	
					considered to be land uses or fa CAMUTCD and CVC Section 22	
			RECOMMENDATIONS:			
on a review of study data, fiel bicycle and transit activity, ei limit for this segment of Webl proximity to land uses that ge	d observations, cond ngineering judgement b Street remain 25 MF enerate high concentr	itions no t, and gui PH in bot ations of	ot readily apparent to the idelines set forth in the Charles and the Charles is 10 M forces or pedestrians	driver, proximi AMUTCD, it is I PH lower than s (consistent w	ne 50th percentile speed is 33 M ty to schools and community co recommended that the appropr the rounded 85th percentile sp ith CVC Section 22358.6 and 23 8.6(e)), and represents no char	enters, iate speed eed due to 2358.7), is
			CERTIFICATION:			
I, Mario G. Tambellini, do her	eby certify that this Er	ngineerin		in the Town		
of Loomis was performed und document is consistent with 627 and the California Manua State of California as a Traffic	der my supervision an the current procedure al on Uniform Traffic C	id is acci es accord	urate and complete. I cer ding to the California Veh	tify that this icle Code		
	9/16/2025		2904			
Mario G. Tambellini	Date	.9	State Registration No.			

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

	Horseshoe Bar Rd	DIRECTION:	North/South	NO. OF LANES:	2
FROM:	Taylor Rd	LENGTH:	0.34 miles	WIDTH:	38'
TO:	I-80 WB Ramps	BIKE LANES:	Υ	MEDIAN:	N
Roadway Classification*:	Major Collector	POSTED SPEED LIMIT:	25 MPH	WEATHER:	Clear/Dry
SEGMENT #:	25	REVISED SPEED LIMIT:	25 MPH		
		PREVAILING SPEED DAT	Δ.		
85TH PERCENTILE:	34 MPH	10 MPH PACE:	26-35	PERCENT UNDER PACE:	8%
50TH PERCENTILE:	30 MPH	<u> </u>	20 00	PERCENT IN PACE:	87%
DATE OF SURVEY:		_		PERCENT OVER PACE:	5%
DATE OF GORVET.	37072020	_		TENOENT OVERTAGE.	370
		TRAFFIC COUNTS:			
		t. Taylor Rd and I-80 WB Ramps		-	
AVG DAILY VOLUME:	13,992	_		DATE OF COUNTS:	5/28/2025
		COLLISION HISTORY:			
PERIOD:	1/1/2023	TO 12/31/2024	STATEW	/IDE AVG COLLISION RATE**:	1.68
TOTAL NO.:			1	ACTUAL COLLISION RATE:	1.44
		-		•	
		ROADSIDE FACTORS:			
•	•	or Road and I-80 WB Ramps. Ne nunity Learning Centers, Loomis OTHER FACTORS:	-	•	еагру
•	•	er, employment centers, and retablists or pedestrians consistent v			
		RECOMMENDATIONS:			
on a review of study data, fiel bicycle and transit activity, ei limit for this segment of Hors due to proximity to land uses	d observations, condingineering judgement, eshoe Bar Road remaithat generate high collPH maximum allowal	e 10 MPH Pace Speed is betweer tions not readily apparent to the , and guidelines set forth in the C in 25 MPH in both directions. Thi ncentrations of bicyclists or ped ble reduction from the 85th perc	driver, proximit CAMUTCD, it is ro s is 10 MPH low estrians (consis	y to schools and community ce ecommended that the appropr er than the rounded 85th perce tent with CVC Section 22358.6	enters, iate speed entile speed and
		CERTIFICATION:			
I, Mario G. Tambellini, do her	eby certify that this En	gineering and Traffic Survey with	nin the Town		
document is consistent with	the current procedure al on Uniform Traffic C	d is accurate and complete. I ce s according to the California Vel control Devices. I am duly registe	nicle Code		
	9/16/2025	2904			
Mario G. Tambellini	Date	State Registration No.	ı		

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Horseshoe Bar Rd	DIRECTION:	North/South	NO. OF LANES:	2
FROM:	I-80 WB Ramps	LENGTH:	0.61 miles	WIDTH:	37'
TO:	Horseshoe Bar Rd	BIKE LANES:	N	MEDIAN:	N
Roadway Classification*:	Major Collector	POSTED SPEED LIMIT:	35 MPH	WEATHER:	Clear/Dry
SEGMENT #:	26	REVISED SPEED LIMIT:	30 MPH		
		PREVAILING SPEED DATA	۸:		
85TH PERCENTILE:	42 MPH	10 MPH PACE:	34-43	PERCENT UNDER PACE:	11%
50TH PERCENTILE:	37 MPH	_		PERCENT IN PACE:	85%
DATE OF SURVEY:	5/8/2025	_		PERCENT OVER PACE:	4%
		TRAFFIC COUNTS:			
LOCATION:	Horseshoe Bar Rd be	et. I-80 WB Ramps and Horseshoe	Bar Rd		
AVG DAILY VOLUME:		<u> </u>		DATE OF COUNTS:	5/28/2025
		COLLISION HISTORY:			
PERIOD:	1/1/2023	TO 12/31/2024	STATEV	VIDE AVG COLLISION RATE**:	1.68
TOTAL NO.:				ACTUAL COLLISION RATE:	0.90
		_		•	
		ROADSIDE FACTORS:			
present on the roadway. Hori schools: none. Nearby churc	•	on roadway. No significant grade:	s present on ro	adway. No bike lanes provided	. Nearby
		OTHER FACTORS:			
•	-	retail centers, which are consider ent with Table 2B-106(CA) of the 0			igh
		RECOMMENDATIONS:			
on a review of study data, fiel centers, bicycle and transit a speed limit for this segment o percentile speed due to proxi	d observations, condit ctivity, engineering jud of Horseshoe Bar Road mity to land uses that nin the 12.4 MPH maxi	e 10 MPH Pace Speed is between 3 itions not readily apparent to the degement, and guidelines set forth dechange to 30 MPH in both directing enerate high concentrations of beindmum allowable reduction from the toth.	driver, proximity in the CAMUTC ions. This is 10 bicyclists or pe	y to schools and community/er CD, it is recommended that the MPH lower than the rounded 8 destrians (consistent with CVC	mployment appropriate 55th Section
		CERTIFICATION:			
I, Mario G. Tambellini, do her of Loomis was performed und	eby certify that this En	ngineering and Traffic Survey within			
	the current procedures	and complete. I certies according to the California Vehi Control Devices. I am duly registere 2904	icle Code		

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Horseshoe Bar Rd		DIRECTION:	North/South	NO. OF LANES:	2
FROM:	Horseshoe Bar Rd		LENGTH:	0.56 miles	WIDTH:	20'
TO:	Town Limits		BIKE LANES:	N	MEDIAN:	N
Roadway Classification*:	Major Collector		POSTED SPEED LIMIT:	35 MPH	WEATHER:	Clear/Dry
SEGMENT #:	27		REVISED SPEED LIMIT:	35 MPH	•	
		P	REVAILING SPEED DAT	A:		
85TH PERCENTILE:	37 MPH	_	10 MPH PACE:	30-39	PERCENT UNDER PACE:	5%
50TH PERCENTILE:	34 MPH	_			PERCENT IN PACE:	88%
DATE OF SURVEY:	5/14/2025	_			PERCENT OVER PACE:	7%
			TRAFFIC COUNTS:			
LOCATION	Horoschoo Par Dd ha	at Horso	shoe Bar Rd and Town L	imito		
AVG DAILY VOLUME:		et. HOISE	SIIVE DAI NU AIIU IVWII L	1111115	DATE OF COUNTS:	E/20/2025
AVG DAILY VOLUME:	5,521	_			DATE OF COUNTS:	5/28/2025
			COLLISION HISTORY:			
PERIOD:	1/1/2023	TO	12/31/2024	STATEW	/IDE AVG COLLISION RATE**:	1.09
TOTAL NO.:	0			•	ACTUAL COLLISION RATE:	0.00
					-	
			ROADSIDE FACTORS:			
present. No bike lanes provic	led on roadway. Near	by schoo	is: none. Nearby church	es: none.		
			OTHER FACTORS:			
N/A						
			RECOMMENDATIONS:			
·	·		•		ne 50th percentile speed is 34 N	
					y to schools and community ce	
		_			ecommended that the approprosith the rounded 85th percentiles.	-
within the 10 MPH pace spee					with the rounded ooth percenti	ie speeu, is
	a, and represente ne	onango i		a opood arrite		
			CERTIFICATION:			
I, Mario G. Tambellini, do her		_	-			
of Loomis was performed un			·	-		
document is consistent with			=			
627 and the California Manua		Control D	evices. I am duly registe	ered in the		
State of California as a Traffic	Engineer.					
	9/16/2025		2904	ı		
Mario G. Tambellini	Date	S	tate Registration No.			

 $^{{}^{\}star}\text{Based on Caltrans Functional Classification defined in the California Road System Map}$

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Barton Rd		DIRECTION:	North/South	NO. OF LANES:	2
FROM:	Brace Rd	_	LENGTH:	0.93 miles	WIDTH:	22'
TO:	Oakridge Dr	_	BIKE LANES:	N	MEDIAN:	N
Roadway Classification*:	Major Collector	_	POSTED SPEED LIMIT:	40 MPH	WEATHER:	Clear/Dry
SEGMENT #:	28	_	REVISED SPEED LIMIT:	40 MPH	•	
		P	REVAILING SPEED DAT			
85TH PERCENTILE:			10 MPH PACE:	38-47	PERCENT UNDER PACE:	7%
50TH PERCENTILE:					PERCENT IN PACE:	87%
DATE OF SURVEY:	5/13/2025	_			PERCENT OVER PACE:	6%
			TRAFFIC COUNTS:			
LOCATION:	Barton Rd bet. Brace	Rd and (
AVG DAILY VOLUME:		, Ita ana s	Jakiiage Di		DATE OF COUNTS:	5/28/2025
	2,02 :					0/20/2020
			COLLISION HISTORY:			
PERIOD:	1/1/2023	TO	12/31/2024	STATEW	VIDE AVG COLLISION RATE**:	1.09
TOTAL NO.:	1			1	ACTUAL COLLISION RATE:	0.56
					•	
			ROADSIDE FACTORS:			
Assembly-God Church, Kingo	Iom Hall of Jehovah's	Witnesse		center: Indian C	reek Country Club.	
			OTHER FACTORS:			
N/A						
IV/A						
			RECOMMENDATIONS:			
The abassiod OEth parcaptile	casadia 45 MDH. Th	~ 10 MDL	Lace Cacad is botwood	~ 20 47 MDU TI	FOth paraentile apped is 12 N	ADII Dagad
· ·	•		•		ne 50th percentile speed is 43 N ty to schools and community ce	
•				•	recommended that the appropr	
		_			ne rounded 85th percentile spe	
=					ge from the previous posted spe	
(00110101011111111111111111111111111111	22333.5, 13	10 10			20 Hom the bronder bronds to	JOG 11
			CERTIFICATION:			
I, Mario G. Tambellini, do hero	•	•	•			
of Loomis was performed und						
document is consistent with	•		o .			
627 and the California Manua		יח כיסטונסט	evices. I am duty registe	erea in the		
State of California as a Traffic	; Efigineer.					
	9/16/2025		2904	4		
Mario G. Tambellini	Date	St	tate Registration No.			

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Barton Rd		DIRECTION:	North/South	NO. OF LANES:	2
FROM:	Oakridge Dr		LENGTH:	0.72 miles	WIDTH:	26'
TO:	Rocklin Rd		BIKE LANES:	N	MEDIAN:	N
Roadway Classification*:	Major Collector		POSTED SPEED LIMIT:	40 MPH	WEATHER:	Clear/Dry
SEGMENT #:	29		REVISED SPEED LIMIT:	40 MPH	•	
			DEVAU INO ODEED DAT	A -		
		- H	PREVAILING SPEED DAT			
85TH PERCENTILE:			10 MPH PACE:	40-49	PERCENT UNDER PACE:	14%
50TH PERCENTILE:		_			PERCENT IN PACE:	80%
DATE OF SURVEY:	5/13/2025				PERCENT OVER PACE:	6%
			TRAFFIC COUNTS:			
LOCATION:	Barton Rd bet. Oakr	idge Dr a				
AVG DAILY VOLUME:		Ü			DATE OF COUNTS:	5/28/2025
	· ·				•	
			COLLISION HISTORY:			
PERIOD:	1/1/2023	ТО	12/31/2024	STATEW	/IDE AVG COLLISION RATE**:	1.09
TOTAL NO.:	1				ACTUAL COLLISION RATE:	0.66
			ROADSIDE FACTORS:			
	-				esent on roadway. No significa all of Jehovah's Witness, Sheph	_
			OTHER FACTORS:			
N/A						
			RECOMMENDATIONS:			
on a review of study data, fiel bicycle and transit activity, e limit for this segment of Barto	d observations, cond ngineering judgemen on Road remain 40 M	litions no t, and gui PH in bot	t readily apparent to the delines set forth in the Country in the Country in the Country is 5 MF	driver, proximit CAMUTCD, it is r PH lower than th	ne 50th percentile speed is 44 f y to schools and community co recommended that the appropi ne rounded 85th percentile spe ge from the previous posted sp	enters, riate speed ed
			CERTIFICATION:			
I, Mario G. Tambellini, do her	eby certify that this E	ngineerir	ng and Traffic Survey with	nin the Town		
of Loomis was performed un	der my supervision a	nd is accı	urate and complete. I ce	rtify that this		
document is consistent with	the current procedur	es accor	ding to the California Vel	hicle Code		
627 and the California Manua		Control D	evices. I am duly registe	ered in the		
State of California as a Traffic	Engineer.					
	9/16/2025		2904			
Mario G. Tambellini	Date	S	tate Registration No.	· 		

 $^{{}^{\}star}\text{Based on Caltrans Functional Classification defined in the California Road System Map}$

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Barton Rd		DIRECTION:	North/South	NO. OF LANES:	2			
FROM:	Rocklin Rd		LENGTH:	1.02 miles	WIDTH:	23'			
TO:	Town Limits		BIKE LANES:	N	MEDIAN:	N			
Roadway Classification*:	Major Collector		POSTED SPEED LIMIT:	40 MPH	WEATHER:	Clear/Dry			
SEGMENT #:	30		REVISED SPEED LIMIT:	40 MPH	•				
			DDEWALL INC ODEED DAT	A .					
OFTH DEDOCALTHE	EQ MBILL		PREVAILING SPEED DAT		DEDOCALT LINDED DA OF	440/			
85TH PERCENTILE:	50 MPH	_	10 MPH PACE:	41-50	PERCENT UNDER PACE:	11%			
50TH PERCENTILE:					PERCENT IN PACE:	74%			
DATE OF SURVEY:	5/13/2025	_			PERCENT OVER PACE:	15%			
			TRAFFIC COUNTS:						
LOCATION:	Barton Rd bet. Rock	lin Rd ar	nd Town Limits						
AVG DAILY VOLUME:	8,525				DATE OF COUNTS:	5/28/2025			
			0011101011110707						
DEDICE	4 14 10000	T.C	COLLISION HISTORY:	OT . TE	/IDE AVO OCI LIBION 3.775	4.00			
PERIOD:		TO	12/31/2024	STATEV	VIDE AVG COLLISION RATE**:	1.09			
TOTAL NO.:	2	_			ACTUAL COLLISION RATE:	0.32			
			ROADSIDE FACTORS:						
OTHER FACTORS: This street is adjacent to a church, which is considered to be a land use or facility that generates high concentrations of bicyclists or pedestrians consistent with Table 2B-106(CA) of the CAMUTCD and CVC Section 22358.7(a)(2).									
			RECOMMENDATIONS:						
on a review of study data, fiel bicycle and transit activity, er limit for this segment of Barto proximity to land uses that ge	d observations, cond ngineering judgement on Road remain 40 MI enerate high concentr	litions not t, and gu PH in bo rations c	ot readily apparent to the uidelines set forth in the C oth directions. This is 10 M of bicyclists or pedestrian	driver, proximit CAMUTCD, it is r 1PH lower than s (consistent w	e 50th percentile speed is 46 M y to schools and community ce ecommended that the appropr the rounded 85th percentile sp ith CVC Section 22358.6 and 2: 8.6(e)), and represents no char	enters, iate speed eed due to 2358.7), is			
			CERTIFICATION:						
I, Mario G. Tambellini, do her	eby certify that this E	ngineeri	ng and Traffic Survey with	nin the Town					
of Loomis was performed und	der my supervision ar	nd is acc	curate and complete. I ce	rtify that this					
document is consistent with	the current procedure	es accoi	rding to the California Vel	nicle Code					
627 and the California Manua State of California as a Traffic		Control	Devices. I am duly registe	red in the					
	0/16/2025		2904						
Mario G. Tambellini	9/16/2025 Date		State Registration No.	ı					

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Laird Rd		DIRECTION:	North/South	NO. OF LANES:	2				
FROM:	Brace Rd		LENGTH:	0.58 miles	WIDTH:	22'				
TO:	Wishing Well Way		BIKE LANES:	N	MEDIAN:	N				
Roadway Classification*:	Major Collector		POSTED SPEED LIMIT:	35 MPH	WEATHER:	Clear/Dry				
SEGMENT #:	31	_	REVISED SPEED LIMIT:	35 MPH	-					
PREVAILING SPEED DATA:										
OFTH DEDOENTH F	40 MDU				DEDOENT UNDER DAGE.	00/				
85TH PERCENTILE:		_	10 MPH PACE:	38-47	PERCENT UNDER PACE:	8%				
50TH PERCENTILE:		_			PERCENT IN PACE:	83%				
DATE OF SURVEY:	5/13/2025	_			PERCENT OVER PACE:	9%				
			TRAFFIC COUNTS:							
LOCATION:	Laird Rd bet. Brace F	d and V	Wishing Well Way							
AVG DAILY VOLUME:					DATE OF COUNTS:	5/28/2025				
			OOLLICION LIICTORY.							
חברוכה	1/1/0000	то.	COLLISION HISTORY:	OT 4 TC 1	VIDE AVO COLLICION DATE:	1.00				
PERIOD:		TO	12/31/2024	STATEV	VIDE AVG COLLISION RATE**:	1.09				
TOTAL NO.:	2	_			ACTUAL COLLISION RATE:	0.81				
			ROADSIDE FACTORS:							
present. No bike lanes provic			OTHER FACTORS:		gh concentrations of bicyclists	or				
pedestrians consistent with 1	Table 2B-106(CA) of th	ie CAM	UTCD and CVC Section 22	2358.7(a)(2).						
			RECOMMENDATIONS:							
on a review of study data, fiel bicycle and transit activity, e limit for this segment of Lairo proximity to land uses that ge	d observations, cond ngineering judgement Road remain 35 MPH enerate high concentr	tions no , and gu in both ations c	ot readily apparent to the uidelines set forth in the Conditions. This is 10 MP of bicyclists or pedestrians	driver, proximit AMUTCD, it is i H lower than th s (consistent w	te 50th percentile speed is 42 M by to schools and community cerecommended that the approprie rounded 85th percentile speed ith CVC Section 22358.6 and 228.6(e)), and represents no change in the community of th	nters, late speed ad due to 2358.7), is				
			CERTIFICATION:							
I, Mario G. Tambellini, do her	eby certify that this Er	gineeri	ng and Traffic Survey with	in the Town						
of Loomis was performed un		_	=							
document is consistent with	the current procedure	s acco	rding to the California Veh	icle Code						
627 and the California Manua State of California as a Traffic		ontrol	Devices. I am duly register	red in the						
	0/40/0005		2004							
Mario G. Tambellini	9/16/2025 Date		2904 State Registration No.							

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

STREET NAME:	Laird Rd		DIRECTION:	North/South	NO. OF LANES:	2					
FROM:	Wishing Well Way	_	LENGTH:	0.39 miles	WIDTH:	23'					
TO:	Town Limits	_	BIKE LANES:	N	MEDIAN:	N					
Roadway Classification*:	Major Collector	_	POSTED SPEED LIMIT:	35 MPH	WEATHER:	Clear/Dry					
SEGMENT #:	32	_	REVISED SPEED LIMIT:	35 MPH	-						
PREVAILING SPEED DATA:											
85TH PERCENTILE:	41 MPH	•	10 MPH PACE:	33-42	PERCENT UNDER PACE:	8%					
50TH PERCENTILE:		_	TO PILITIAGE.	JJ-42	PERCENT IN PACE:	85%					
DATE OF SURVEY:		_			PERCENT OVER PACE:	7%					
	0, 10, 101	_									
			TRAFFIC COUNTS:								
	Laird Rd bet. Wishing	Well Wa	ay and Town Limits								
AVG DAILY VOLUME:	5,634	_			DATE OF COUNTS:	5/28/2025					
			COLLISION HISTORY:								
PERIOD:	1/1/2023	TO	12/31/2024		VIDE AVG COLLISION RATE**:	1.09					
TOTAL NO.:		_ '' _	12/31/2024	JIAILY	ACTUAL COLLISION RATE:	0.00					
TOTAL NO		_			ACTUAL COLLISION IN THE	0.00					
	,		ROADSIDE FACTORS:								
					esent on roadway. No significar Basin Charter School. Nearby	-					
			OTHER FACTORS:								
N/A											
	-		RECOMMENDATIONS:								
on a review of study data, fiel bicycle and transit activity, er	d observations, condingineering judgement, Road remain 35 MPH	tions not , and gui in both	t readily apparent to the delines set forth in the C directions. This is 5 MPH	driver, proximit CAMUTCD, it is I I lower than the	ne 50th percentile speed is 37 New york of the second of the speed	enters, riate speed					
			CERTIFICATION:								
I, Mario G. Tambellini, do hero	eby certify that this En	gineerin	g and Traffic Survey with	nin the Town							
of Loomis was performed und	• •		·	•							
document is consistent with	•		· ·								
627 and the California Manua State of California as a Traffic		ontrol D	evices. I am duly registe	ered in the							
	9/16/2025		2904								
Mario G. Tambellini	Date	S	tate Registration No.	Ī							

^{*}Based on Caltrans Functional Classification defined in the California Road System Map

^{**}SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

Loomis Speed Limits FAQ

Q: How were the new posted speed limits determined?

A: Revised speed limits were determined based on:

- 85th Percentile Speeds measured on Town roadways (Speed Surveys).
- California Vehicle Code (CVC) Guidelines.
- California Manual on Uniform Traffic Control Devices (CA MUTCD) Guidelines.

Q: What is 85th Percentile Speed?

A: The speed at or below which 85 percent of vehicles on a road travel.

Q: Does the Town get to set the Speed Limits to anything they want?

A: No. Speed limits must fall within 12.4 miles per hour (mph) of the measured 85th percentile speed. Small reductions to the 85th percentile speed are allowed based on the following factors:

- Proximity to land uses that generate high concentrations of bicyclists or pedestrians such as schools, churches, community centers, retail, and employment centers.
- History of fatal or serious injury crashes.
- Demographic factors such as the presence of vulnerable groups including children, seniors, or persons with disabilities.
- Presence of pedestrian, bicycle, or transit infrastructure.