

Memorandum

To: Stefan Horstchraer
Premier Homes, LLC

From: Bryant Lee, EIT
Stephen Dillon, PE

Re: *The Reserve*
Traffic Evaluation

Date: September 2, 2025

The purpose of this memorandum is to document the results of a traffic evaluation completed for a proposed 20-unit single-family residential development project (the “proposed project”, “project”, or “the Reserve”). The project is proposed on an existing parcel totaling approximately 26.14-acres, located southwest of the Barton Road intersection with Rocklin Road in Loomis, California (the “Town”). The proposed site plan for the project is shown in **Exhibit 1**. The project will construct 20 single-family detached homes. Access to the project site will be provided via one (1) full access driveway onto Barton Road between Rocklin Road and Wells Avenue.

Based on the scope developed in consultation with the Town of Loomis¹, this traffic evaluation considered the weekday AM and PM peak-hours under Existing (2025) and Existing (2025) plus Project conditions.

Study Facilities and Analysis Methodology

Study Facilities

Exhibit 2 shows the location of the project site with respect to the surrounding study area. **Exhibit 3** illustrates the existing study facilities, traffic control, and lane configurations. A level of service (LOS) analysis was completed for the following facilities:

Intersections

1. Barton Road at Rocklin Road
2. Barton Road at Wells Avenue
3. *Barton Road at Project Driveway (plus Project only)*

Roadway Segments

1. Barton Road, between Wells Avenue and Rocklin Road
2. Rocklin Road, west of Barton Road

Level of Service (LOS) Definitions

The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A, which represents minimal delay, to F, which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual (HCM)*, 7th Edition. The LOS for the intersections was evaluated using Synchro 12 analysis software.

¹ Email correspondence with Rob Brueck, Hauge Brueck Associates, April 8, 2025.

The HCM includes procedures for analyzing side-street stop controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for the worst (most delay) minor street approach or movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. **Table 1** presents intersection LOS definitions as defined in the HCM.

Table 1 – Intersection Level of Service Criteria

Level of Service (LOS)	Un-Signalized	Signalized
	Average Control Delay* (sec/veh)	Average Control Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

Source: *Highway Capacity Manual, 7th Edition*

* Applied to the worst lane/lane group(s) for SSSC

Consistent with standards applied in the Town’s General Plan Environmental Impact Report (EIR)², the roadway segment analysis was performed in accordance with the Sacramento County guidelines³ by applying average daily traffic (ADT) volume thresholds as presented in **Table 2**. Barton Road and Rocklin Road are classified as two-lane arterials with low access control (AL 2) in the Town’s General Plan EIR.

Table 2 – Roadway Segment Level of Service Thresholds

Roadway Classification	LOS A	LOS B	LOS C	LOS D	LOS E
2-Lane Arterial (Low Access Control, AL 2)	9,000	10,500	12,000	13,500	15,000

Source: *Sacramento County Traffic Analysis Guidelines (July 2020)*

Assessment of Proposed Project

Trip Distribution and Assignment

The number of trips generated by the proposed project in all analysis scenarios was approximated using data provided in the *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE). The average rate for ITE Land Use Code 210 (Single-Family Detached Housing) was used to represent the project. Trips generated by the proposed project are presented in **Table 3**.

As shown in **Table 3**, the proposed project is anticipated to generate 190 Daily trips, 14 AM peak-hour trips, and 19 PM peak-hour trips.

The distribution of project traffic to the adjacent roadway network was developed based on the site’s anticipated operations, proximity to prospective destinations, adjacent roadway facility characteristics, and engineering judgement. Project trips were assigned to the study intersections and proximate roadway network according to these patterns. The project trip distribution and trip assignment are provided in **Exhibit 4**.

² Town of Loomis General Plan 2020-2040 – Final Environmental Impact Report, AECOM, March 2024.

³ Traffic Analysis Guidelines, Sacramento County, July 2020.

Table 3 – Proposed Project Trip Generation

Land Use (ITE Code)	Size	Daily Trips	AM Peak-Hour				PM Peak-Hour					
			Total Trips	In		Out		Total Trips	In		Out	
				%	Trips	%	Trips		%	Trips	%	Trips
Single-Family Detached Housing (LU 210) ¹	20 Dwelling Units	190	14	29%	4	71%	10	19	63%	12	37%	7
New External Trips		190	14		4		10	19		12		7

Source: ¹Trip Generation Manual, 11th Edition

Analysis Results

Data Collection

AM and PM peak-period intersection turning movement counts and 24-hour roadway segment counts were collected on Tuesday, April 29, 2025 to establish Existing (2025) baseline analysis conditions. The existing traffic data includes pedestrian and bicycle counts. The traffic data collected for the project is provided in **Attachment A**.

Intersection Level of Service (LOS)

Existing (2025) peak-hour traffic volumes are illustrated in **Exhibit 5**. Project trips were added to the Existing (2025) peak-hour traffic volumes to establish the Existing (2025) plus Project analysis condition. The Existing (2025) plus Project peak-hour traffic volumes are illustrated in **Exhibit 6**. Synchro analysis worksheets for the Existing (2025) scenario are provided in **Attachment B**. Synchro analysis worksheets for the Existing (2025) plus Project scenario are provided in **Attachment C**.

Table 4 presents the peak-hour intersection LOS analysis results. As indicated in **Table 4**, the study intersections operate between LOS B and E in the Existing (2025) and Existing (2025) plus Project scenarios.

Table 4 – Existing (2025) and Existing (2025) plus Project Intersection LOS Summary

ID	Intersection	Peak Hour	Target LOS	Control	Existing (2025)		Existing (2025) plus Project	
					Delay (sec)	LOS	Delay (sec)	LOS
1	Barton Road at Rocklin Road	AM	C	AWSC	35.7	E	37.5	E
		PM			33.2	D	34.4	D
2	Barton Road at Wells Avenue	AM	C	SSSC	4.5(16.5 WB)	A(C)	4.5(16.4 WB)	A(C)
		PM			2.6(15.1 WB)	A(C)	2.6(15.3 WB)	A(C)
3	Barton Road at Project Driveway	AM	C	SSSC	Not Reported in Scenario		0.2(14.6 EB)	A(B)
		PM					2.6(15.3 EB)	A(C)

Notes: **Bold** represents deficient operations. Shaded indicates a project induced deficiency.

Side Street Stop Controlled (SSSC) reported as intersection delay followed by worst approach delay.

Roadway Segment Level of Service (LOS)

Table 5 presents the roadway segment operating conditions for the Existing (2025) and Existing (2025) plus Project scenarios. As shown in **Table 5**, the study roadway segments operate at LOS C in both the Existing (2025) and Existing (2025) plus Project scenarios.

Table 5 – Existing (2025) and Existing (2025) plus Project Roadway Segment LOS Summary

Segment ID	Location	Facility Type	Existing (2025)		Existing (2025) plus Project	
			Daily Volume	LOS	Daily Volume	LOS
1	Barton Rd, between Wells Ave and Rocklin Rd	2-Lane Arterial (AL 2)	10,630	C	10,735	C
2	Rocklin Rd, west of Barton Rd	2-Lane Arterial (AL 2)	10,980	C	11,066	C

Queuing Analysis Results

Vehicle queuing for study intersections was evaluated for the analysis scenarios as summarized in **Table 6**. The 95th-percentile queue results were compared against the available vehicle storage lengths at select intersection movements, specifically the northbound left-turn at Intersection #1 (Rocklin Road at Barton Road), to determine if the queues are anticipated to exceed their available storage. As shown in **Table 6**, the presented queues for the northbound left-turn movement at Intersection #1 are anticipated to exceed the available vehicle storage during both the AM and PM peak-hours under Existing (2025) and Existing (2025) plus Project conditions. The project contributes a nominal amount of additional queueing to the existing condition.

Table 6 – Intersection Queuing Analysis Results

Intersection / Analysis Scenario	Movement	Available Storage (ft)	AM Peak-Hour	PM Peak-Hour
			95 th % Queue (ft)	95 th % Queue (ft)
#1, Barton Road at Rocklin Road	NBL			
Existing (2025)		195	358	285
Existing (2025) plus Project			373	293
Notes: For approaches with dual left-turn lanes, the longest queue length is reported.				
Shaded cell indicates queue exceeds available storage by > 25' (one vehicle length)				

Access and Safety Evaluation

Site Access and Circulation

Access to the project will be provided via a proposed full-access driveway on Barton Road. The circulation pattern and striping provided in the project site plan (**Exhibit 1**) should provide sufficient emergency vehicle access⁴ and circulation for reasonably anticipated vehicle types.

Pedestrian and Bicycle Circulation

There are no existing bicycle facilities on the roadways proximate to the site. The Loomis Bikeway Master Plan⁵ proposes Class II bicycle facilities along Rocklin Road and Class III bicycle facilities along Barton Road. The project proposes the following bicycle facility improvements:

- The project proposes to widen the southerly half-section of Rocklin Road and the westerly half-section of Barton Road along the project frontage. The proposed widening will accommodate space to stripe a future Class II bicycle facility as neighboring properties develop and make similar improvements along each respective roadway.

⁴ Revised Uniform Fire Code Chapter 11.04.100, Town of Loomis, May 9, 2017

⁵ Town of Loomis Bicycle Transportation Plan 2009, Omni-Means, 2009.

There are currently no sidewalks fronting or in proximity to the project site. There are currently no crosswalks at the project intersections. The Placer Countywide Active Transportation Plan is currently being developed. The project proposes the following pedestrian facility improvements:

- The project proposes to construct a 5-foot sidewalk along the southerly half-section of Rocklin Road along the project frontage.
- The project proposes to construct a 5-foot detached, decomposed granite trail along the project frontage with Barton Road.

Transit service is provided by Placer County Transit. The nearest transit stop is located at Rocklin Road and El Don Drive about 1.4 miles away from the Project driveway. The transit stop is served by Roseville Transit Route E fixed route bus service which serves Sierra College Campus, the Roseville Galleria, and the Sierra Gardens Transfer Point with service at two-hour headways Monday through Friday. Rocklin-Loomis Dial-a-Ride demand response transit service serves the project area. The project is not anticipated to interfere with the existing transit facilities or services.

Sight Distance Evaluation

Sight distance was evaluated for the unsignalized site access driveway based on existing horizontal and vertical geometric conditions as observed during a field visit on Wednesday, May 14, 2025. This evaluation was performed in accordance with the published Town code⁶. The Town code provides guidance on Corner Sight Distance consistent with the Caltrans Highway Design Manual (HDM)⁷. Based on Table 405.1A, the Corner Sight Distance time gap for a passenger car at an unsignalized public road intersection is 6.5 seconds for a right-turn or crossing maneuver from a stop and 7.5 seconds for a left-turn from a stop. Speed data was collected along the Barton Road segment in the vicinity of the proposed project access driveway on Tuesday, April 29, 2025. The 85th-percentile speed for the segment was calculated to be 44 miles per hour (mph). As the posted speed limit proximate to the project site is 40 mph, 45 mph was used for the evaluation design speed value to provide a conservative assessment.

Table 7 and **Table 8** show the Corner Sight Distance (CSD) required along Barton Road for vehicles entering from the unsignalized side-street stop controlled (SSSC) project driveway. The CSD required for 45 mph was interpolated based on the CSD distances provided in the Town code for 40 mph and 50 mph. Time gap measurements were recorded from the approximate driveway location (**Exhibit 1**) as measured from Intersection #2 (Barton Road at Wells Avenue). The time gap measurements were recorded at a setback of 12-feet from the existing edge of traveled way due to an existing fence.

The Town code specifies that “for left turns out, the above [CSD] values are measured from the egress motorist to the vehicle approaching from the right traveling in the inside (fast) lane.” Based on the Town code and the information provided in **Table 7**, the observed CSD time gap for the eastbound left-turn movements from the project driveway onto Barton Road does satisfy the desired corner sight distance.

The Town code specifies that “for right turns out, the above [CSD] values are measured from the egressing motorist to the vehicle approaching from the left traveling in the outside (curb) lane.” Based on the Town code and the information provided in **Table 8**, the observed CSD time gap for the eastbound right-turn movements from the project driveway onto Barton Road does satisfy the desired corner sight distance.

⁶ Chapter 14.36.060 Subdivision Design Standards, [Code of Ordinances](#), Town of Loomis, accessed May 13, 2025.

⁷ Chapter 400, Topic 405.1 Intersection Design Standards – Sight Distance, *Highway Design Manual*, Caltrans, May 20, 2022.

Table 7 – Left-Turn Sight Distance

Approach	Condition	CSD (Desired)		SSD (Minimum)
		Avg. Time Gap (sec)	Distance (ft)	Distance (ft)
		Looking Right		Looking Right
Eastbound	Observed	8.7	576	576
	Required ²	7.5	495	360

Notes: CSD = Corner Sight Distance, SSD = Stopping Sight Distance, *Acceptable*, *Deficient*
¹ Passenger Vehicles, prevailing speed of 44 mph per speed survey data, April 29, 2025.
² Per Caltrans' Highway Design Manual, Table 405.1A (CSD) and Table 201.1 (SSD) assuming 45 MPH design speed.

Table 8 – Right-Turn Sight Distance

Approach	Condition	CSD (Desired)		SSD (Minimum)
		Avg. Time Gap (sec)	Distance (ft)	Distance (ft)
		Looking Left		Looking Left
Eastbound	Observed	7.2	473	473
	Required ²	6.5	495	360

Notes: CSD = Corner Sight Distance, SSD = Stopping Sight Distance, *Acceptable*, *Deficient*
¹ Passenger Vehicles, prevailing speed of 44 mph per speed survey data, April 29, 2025.
² Per Caltrans' Highway Design Manual, Table 405.1A (CSD) and Table 201.1 (SSD) assuming 45 MPH design speed.

Due to the existing vertical geometry of Barton Road in the vicinity of the project, it is recommended that the project install a W2-7R sign to the north of the proposed driveway, consistent with guidance provided in the California Manual on Uniform Traffic Control Devices (CA MUTCD). This recommended improvement is reflected in **Exhibit 7**. It is also recommended that the project grade and maintain the existing terrain along the Barton Road frontage as necessary to maintain clear sight distance triangles from the proposed project driveway.

Safety Evaluation

The Town's current Local Road Safety Plan (LRSP)⁸ was reviewed to assess existing conditions at the study facilities. The LRSP documents a five-year crash history throughout the Town between 2017 and 2021 using the Statewide Integrated Traffic Records System (SWITRS) database. The LRSP documents Intersection #1 (Barton Road at Rocklin Road) as one of the Town's five intersections with the highest number of collisions (a "high incidence location") over the five-year study period. The LRSP identifies signalization of Intersection #1 as a capital improvement project that could reduce rear end and hit object collisions. Intersection #2 (Barton Road at Wells Avenue) is also mentioned in the LRSP as a "location of note". The most common collision types from the LRSP data at Intersection #1 and Intersection #2 were Rear End, Sideswipe, and Broadside. Data from the LRSP is included in **Attachment D**.

As the project is expected to add a relatively low number of daily trips to the network, it is not expected to significantly alter the existing safety conditions at Intersection #1 and Intersection #2.

⁸ Local Road Safety Plan – Loomis, CA, Wood Rodgers, August 2022.

Intersection Spacing

The proposed intersection spacing between the project driveway and Intersection #2 (Barton Road at Wells Avenue) was compared against the current Town code⁶. The Town code states the following:

“Minor streets and collector streets intersecting arterial streets from opposite sides shall have their centerlines offset between the intersections a minimum of four hundred feet for left hand offset and six hundred feet for right hand offset.”

As reflected in the site plan (**Exhibit 1**), the centerline to centerline spacing between Intersection #2 and the proposed project driveway is approximately 265-feet. As the proposed intersection spacing does not satisfy the conditions presented in the Town code, it is suggested that Barton Road be widened between Wells Avenue and the project driveway to accommodate left-turn pockets. The addition of left-turn pockets will improve flow along Barton Road compared to the existing condition by separating turning vehicles from those traveling through each intersection, thereby alleviating the effects of closer intersection spacing. This proposed improvement is illustrated in **Exhibit 7**.

CEQA/SB 743 Assessment

At the request of the Town⁹, the Placer County Vehicle Miles Traveled (VMT) Estimation Tool was used to determine whether the proposed project is located within an area that would generate per capita VMT at a rate that would satisfy the Town’s General Plan VMT reduction goal. Adding the project to the appropriate parcels in the Placer County VMT Estimation Tool reveals that the project does not result in a per capita VMT reduction below the applicable threshold. The output from the Placer County VMT Screening Tool is provided in **Attachment E**.

The Town’s approved General Plan EIR² identifies a “significant and unavoidable” VMT impact for the land uses as documented. The project proposes to construct new residential housing in a manner consistent with the allowable land uses for the parcel identified in the Town’s current General Plan.

⁹ Email correspondence with Christy Consolini, Town of Loomis, April 8, 2025.

Conclusions

The following findings are presented based on the analyses provided herein:

- The project is anticipated to generate 190 Daily trips, 14 AM peak-hour trips, and 19 PM peak-hour trips.
- The study intersections operate between LOS B and E in the Existing (2025) plus Project scenario. Intersection #1 (Barton Road at Rocklin Road) operates below the Town's target Level of Service C. The project contributes a nominal amount of additional delay to Intersection #1 during both the AM and PM peak-hours.
- The study roadway segments operate at LOS C under both the Existing (2025) and Existing (2025) plus Project scenarios.
- The northbound left-turn 95th-percentile queues at Intersection #1 (Barton Road at Rocklin Road) are shown to exceed the available storage during the AM and PM peak-hours under Existing (2025) and Existing (2025) plus Project conditions. The project is shown to contribute a nominal amount of additional queueing to the movement.
- The site provides sufficient access and circulation for all reasonably anticipated vehicle types.
- The project driveway location provides sufficient Corner Sight Distance along Barton Road. It is recommended that the project modifies the existing grading along the Barton Road frontage to maintain clear sight distance triangles from the proposed project driveway. It is recommended that the project install a W2-7R sign to the north of the proposed driveway in a manner consistent with current CA MUTCD standards.
- The Town's current LRSP provides a five-year crash history from 2017 to 2021. The LRSP identifies Intersection #1 (Barton Road at Rocklin Road) as a "high incidence location" and Intersection #2 (Barton Road at Wells Avenue) as a "location of note". The project is not expected to significantly alter the existing safety conditions at the study facilities.
- The intersection spacing between the project driveway and Intersection #2 (Barton Road at Wells Avenue) is closer than the intersection spacing identified in the Town code. It is recommended that the project widen Barton Road between the project driveway and Wells Avenue to provide left-turn pockets to better accommodate conflicting vehicles and traffic flow. This suggested improvement is shown in **Exhibit 7**.
- The Placer County Vehicle Miles Traveled (VMT) Estimation Tool shows that the project does not result in a per capita VMT reduction below the applicable threshold. The Town's General Plan EIR document reports a "significant and unavoidable" VMT impact for the documented land uses. The project proposes to construct new residential housing in a manner consistent with the allowable land uses for the parcel identified in the Town's current General Plan.

Attachments

Exhibit 1 – Project Site Plan

Exhibit 2 – Project Site Vicinity Map

Exhibit 3 – Existing Study Facilities, Traffic Control, and Lane Configuration

Exhibit 4 – Project Trip Distribution and Assignment

Exhibit 5 – Existing (2025) Peak-Hour Traffic Volumes

Exhibit 6 – Existing (2025) plus Project Peak-Hour Traffic Volumes

Exhibit 7 – Recommended Off-site Improvements

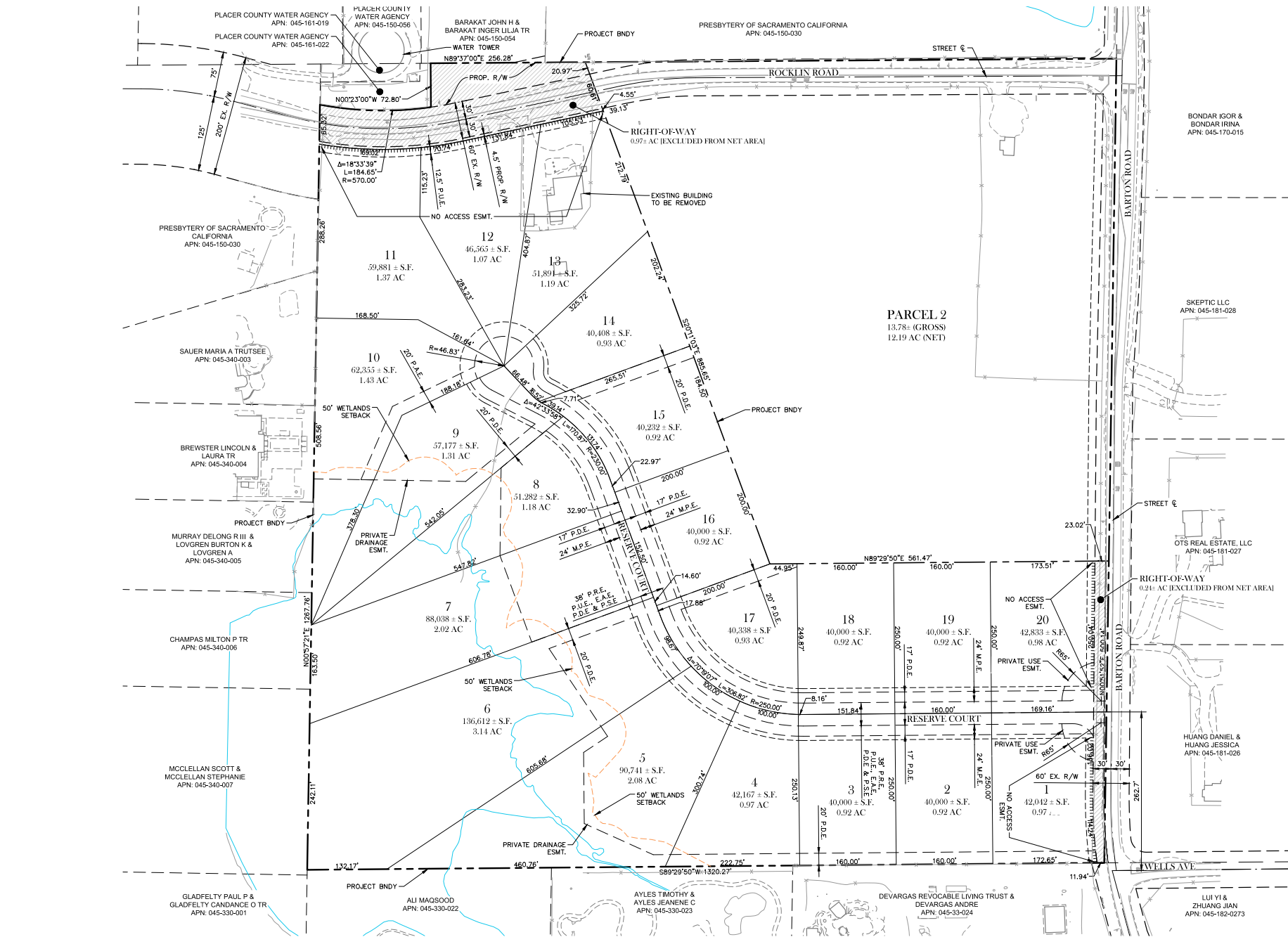
Attachment A – Traffic Count Data Sheets

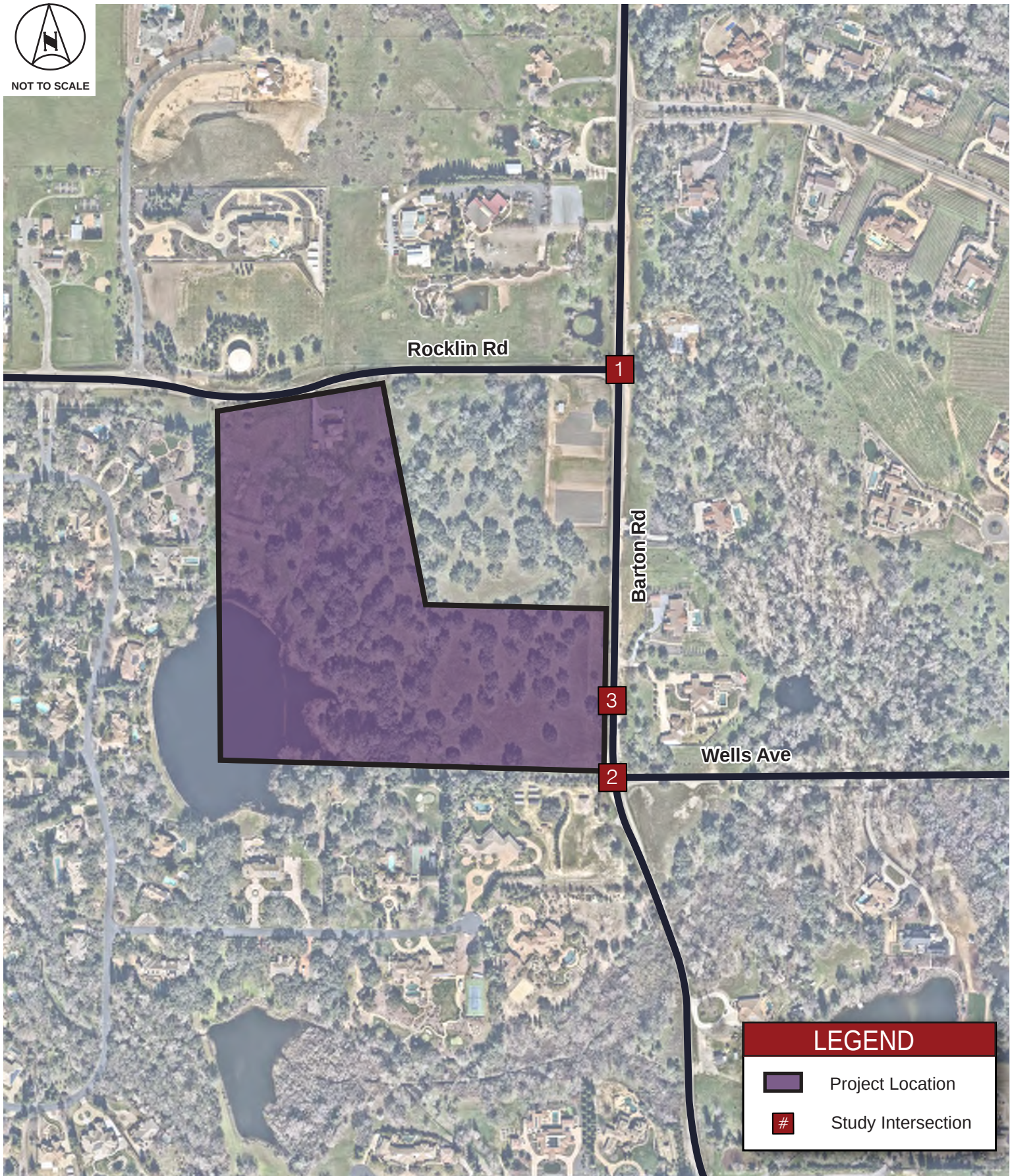
Attachment B – Analysis Worksheets for Existing (2025) Conditions

Attachment C – Analysis Worksheets for Existing (2025) plus Project Conditions

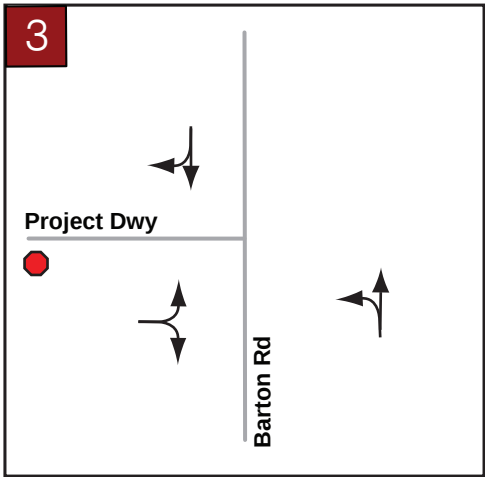
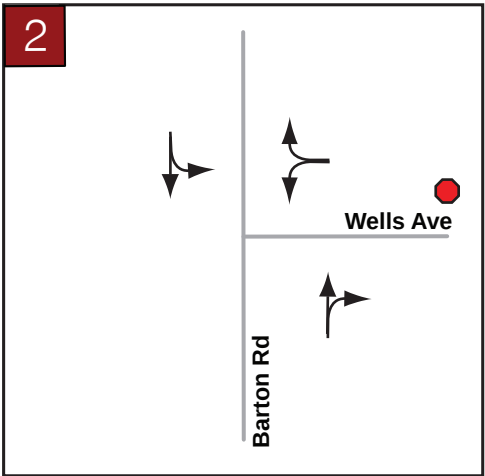
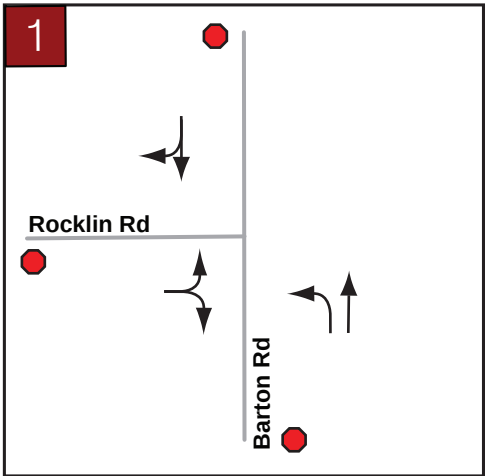
Attachment D – Loomis LRSP SWITRS Collision Data

Attachment E – Placer County VMT Evaluation Tool Report



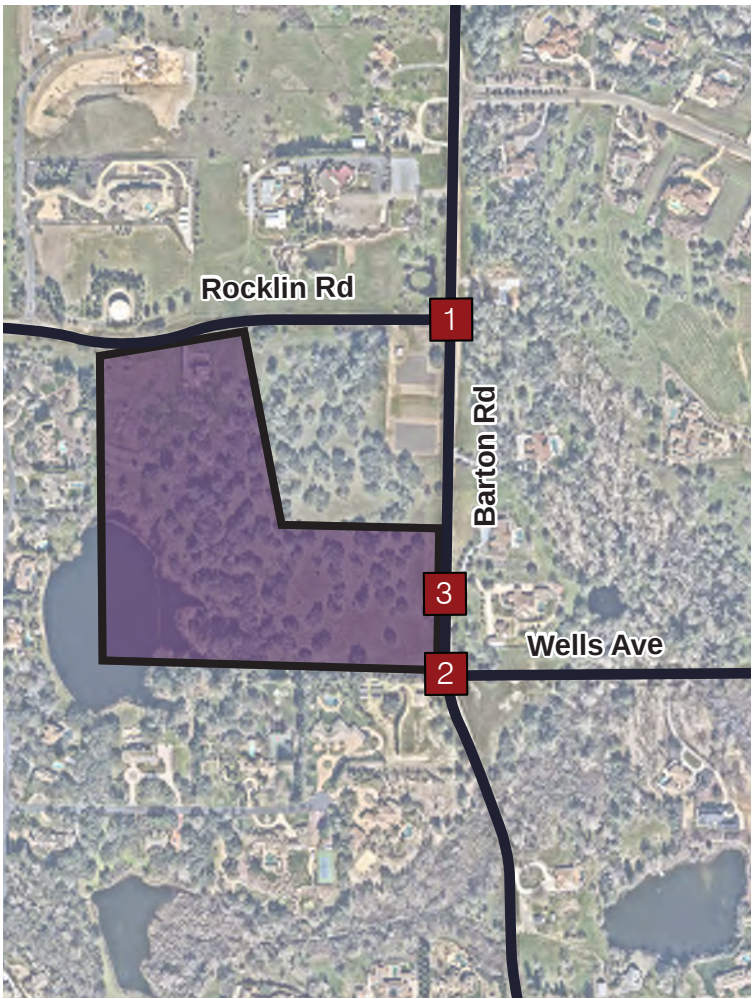


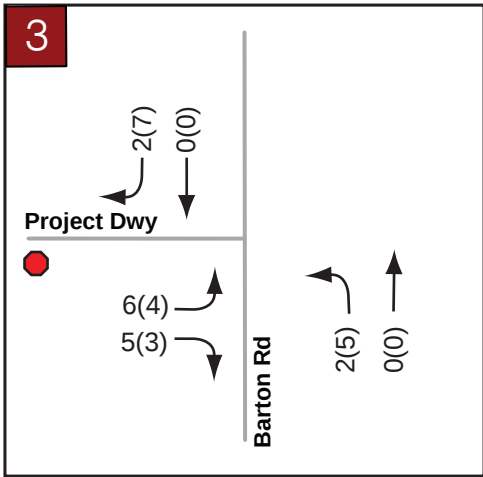
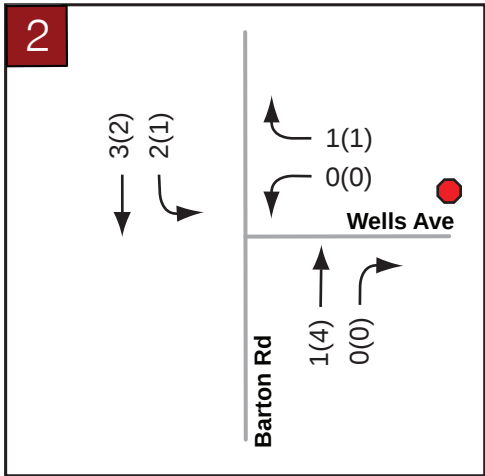
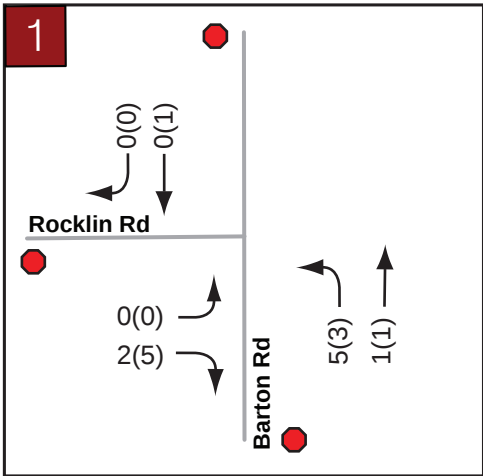
LEGEND	
	Project Location
	Study Intersection



LEGEND

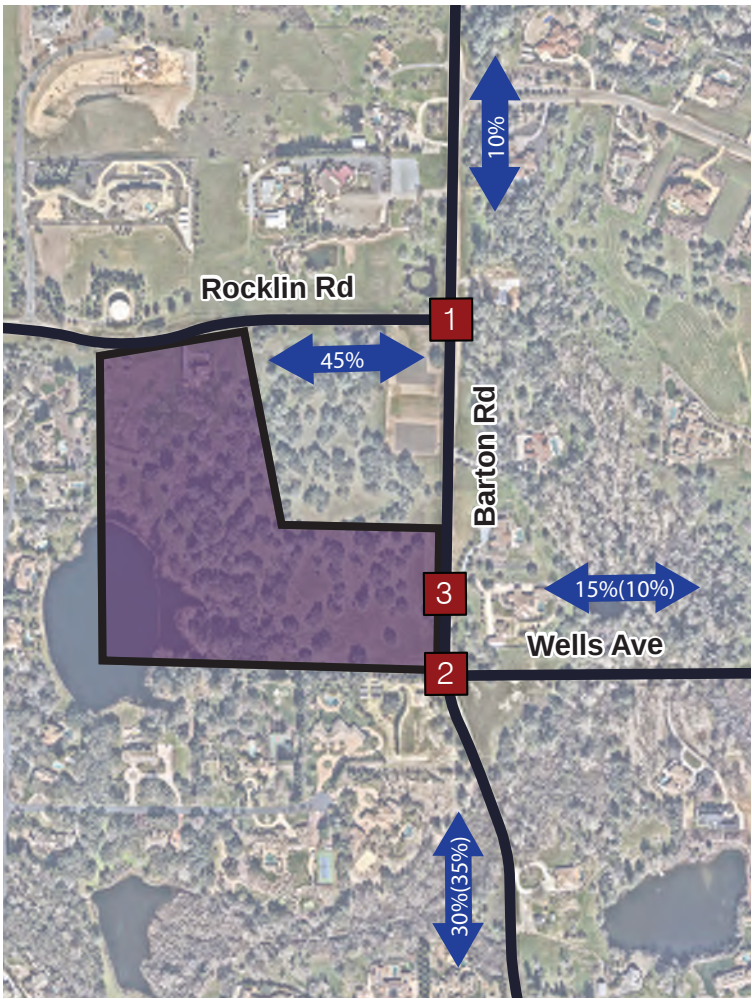
- # Study Intersection
- Stop Control

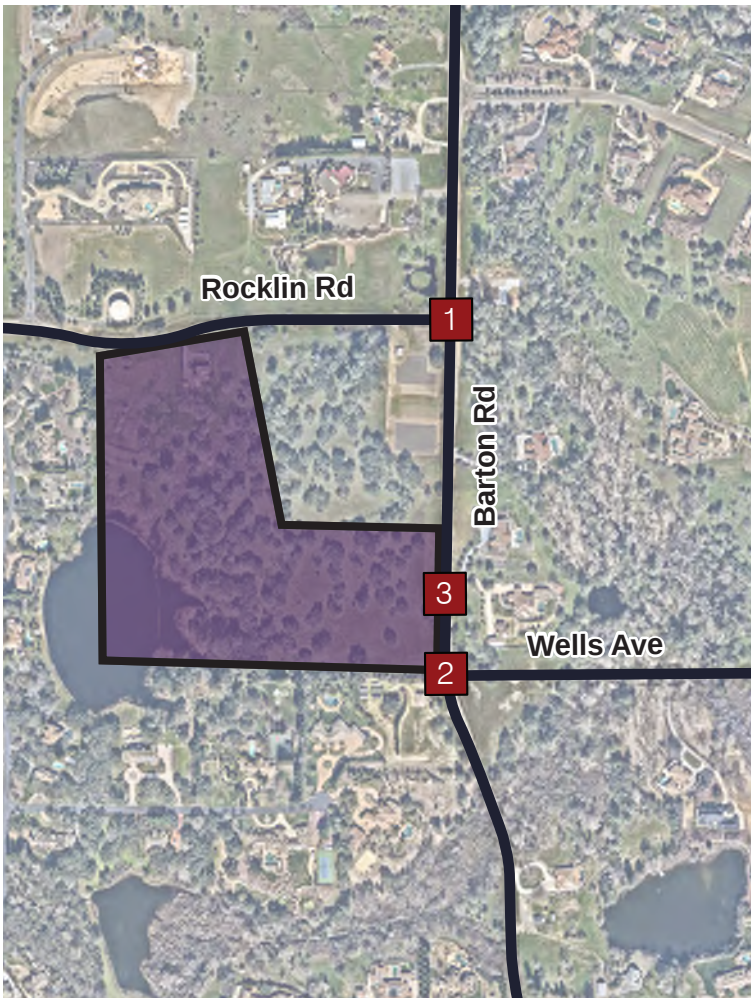
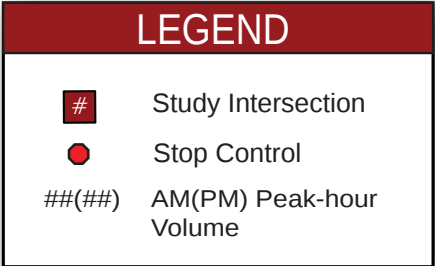
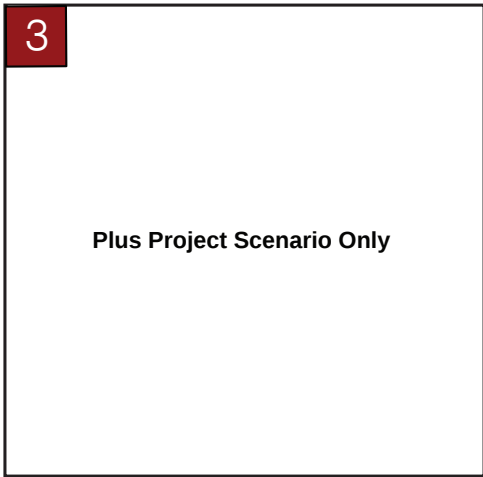
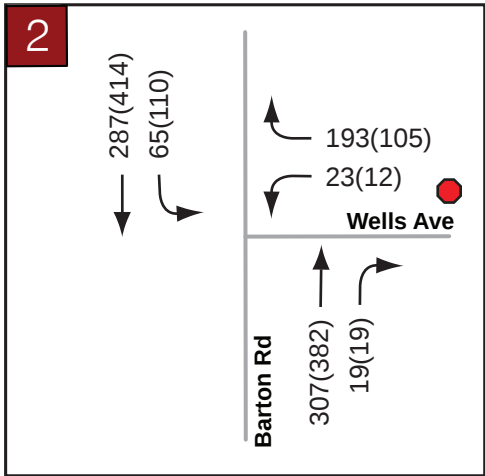
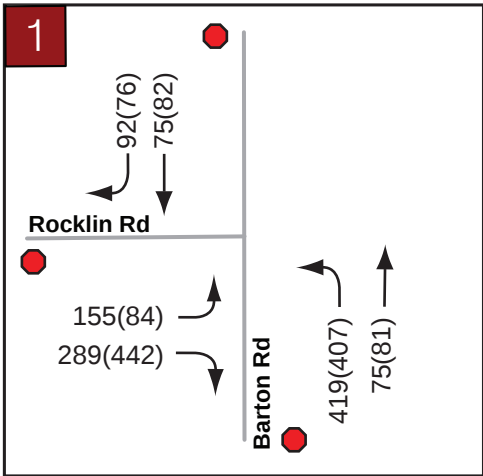


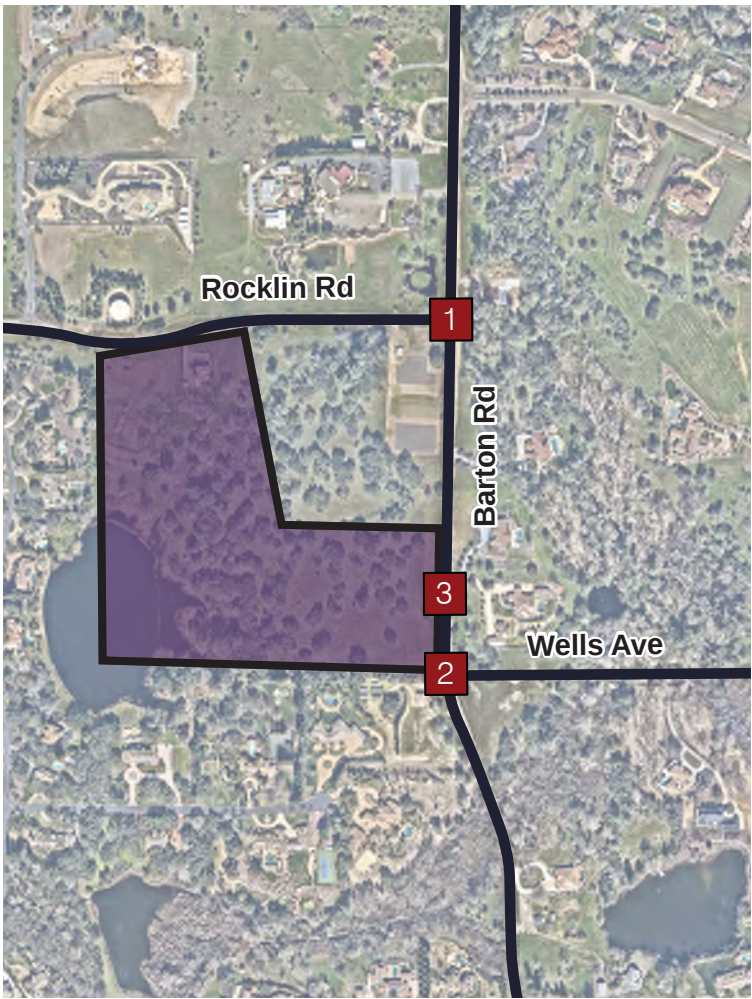
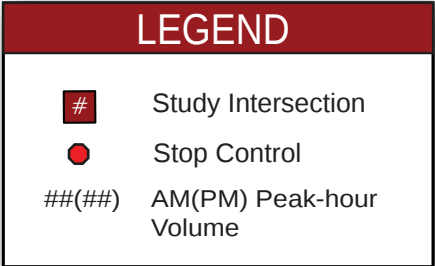
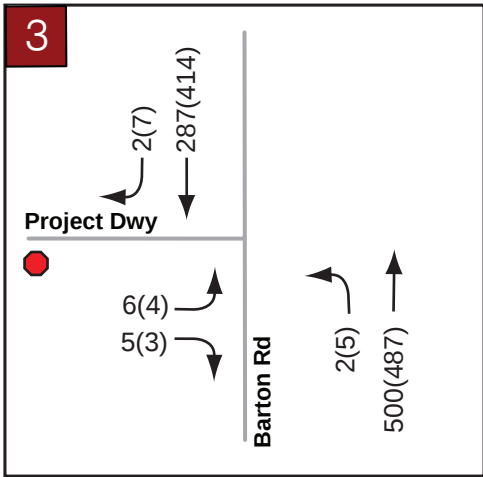
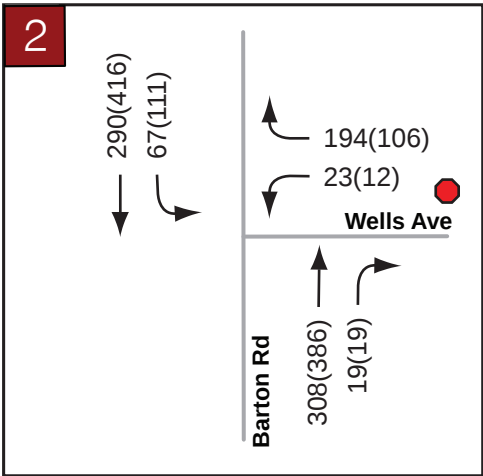
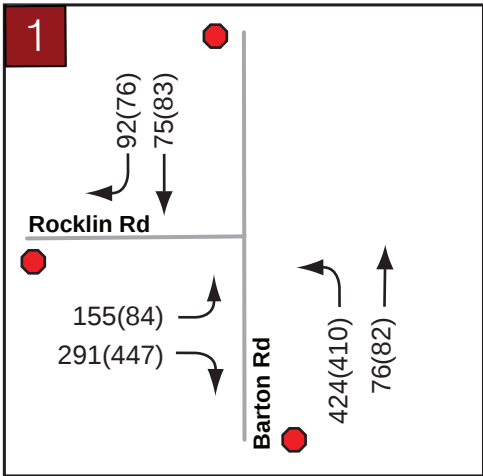


LEGEND

- # Study Intersection
- Stop Control
- ##(##) AM(PM) Peak-hour Volume
- ↔ ##% ↔ AM/PM Distribution









W2-7R

Barton Rd

Project Dwy

75'

90'

75'

Wells Ave

CONCEPTUAL USE ONLY, NOT FOR CONSTRUCTION

Attachment A

Traffic Count Data Sheets

National Data & Surveying Services

Intersection Turning Movement Count

Location: Barton Rd & Rocklin Rd
City: Loomis
Control: 3-Way Stop(NB/SB/EB)

Project ID: 25-070096-001
Date: 4/29/2025

Data - Total

NS/EW Streets:	Barton Rd				Barton Rd				Rocklin Rd				Rocklin Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	48	5	0	0	0	7	8	0	14	0	43	0	0	0	0	0	125
7:15 AM	55	11	0	0	0	27	11	0	13	0	59	0	0	0	0	0	176
7:30 AM	74	18	0	0	0	18	12	0	39	0	71	0	0	0	0	0	232
7:45 AM	141	15	0	0	0	19	18	0	42	0	74	0	0	0	0	0	309
8:00 AM	107	20	0	0	0	19	37	0	31	0	78	0	0	0	0	0	292
8:15 AM	97	22	0	0	0	19	25	0	43	0	66	0	0	0	0	0	272
8:30 AM	85	18	0	0	0	20	27	0	12	0	56	0	0	0	0	0	218
8:45 AM	97	14	0	0	0	19	21	0	17	0	67	0	0	0	0	0	235
TOTAL VOLUMES :	NL 704	NT 123	NR 0	NU 0	SL 0	ST 148	SR 159	SU 0	EL 211	ET 0	ER 514	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1859
APPROACH %'s :	85.13%	14.87%	0.00%	0.00%	0.00%	48.21%	51.79%	0.00%	29.10%	0.00%	70.90%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	419	75	0	0	0	75	92	0	155	0	289	0	0	0	0	0	1105
PEAK HR FACTOR :	0.743	0.852	0.000	0.000	0.000	0.987	0.622	0.000	0.901	0.000	0.926	0.000	0.000	0.000	0.000	0.000	0.894
	0.792				0.746				0.957								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	105	44	0	0	0	21	11	0	19	0	104	0	0	0	0	0	304
4:15 PM	112	25	0	0	0	20	16	0	14	0	101	0	0	0	0	0	288
4:30 PM	94	11	0	0	0	21	9	0	17	0	113	0	0	0	0	0	265
4:45 PM	87	21	0	0	0	27	20	0	22	0	92	0	0	0	0	0	269
5:00 PM	90	20	0	0	0	21	25	0	16	0	126	0	0	0	0	0	298
5:15 PM	125	17	0	0	0	14	17	0	28	0	108	0	0	0	0	0	309
5:30 PM	105	23	0	0	0	20	14	0	18	0	116	0	0	0	0	0	296
5:45 PM	99	9	0	0	0	13	12	0	17	0	81	1	0	0	0	0	232
TOTAL VOLUMES :	NL 817	NT 170	NR 0	NU 0	SL 0	ST 157	SR 124	SU 0	EL 151	ET 0	ER 841	EU 1	WL 0	WT 0	WR 0	WU 0	TOTAL 2261
APPROACH %'s :	82.78%	17.22%	0.00%	0.00%	0.00%	55.87%	44.13%	0.00%	15.21%	0.00%	84.69%	0.10%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	407	81	0	0	0	82	76	0	84	0	442	0	0	0	0	0	1172
PEAK HR FACTOR :	0.814	0.880	0.000	0.000	0.000	0.759	0.760	0.000	0.750	0.000	0.877	0.000	0.000	0.000	0.000	0.000	0.948
	0.859				0.840				0.926								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Barton Rd & Wells Ave
City: Loomis
Control: 1-Way Stop(WB)

Project ID: 25-070096-002
Date: 4/29/2025

Data - Total

NS/EW Streets:	Barton Rd				Barton Rd				Wells Ave				Wells Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	36	1	0	13	39	0	0	0	0	0	0	0	0	16	0	105
7:15 AM	0	52	1	0	18	66	0	0	0	0	0	0	2	0	18	0	157
7:30 AM	0	63	7	0	19	66	0	0	0	0	0	0	3	0	28	0	186
7:45 AM	0	96	8	0	21	68	0	0	0	0	0	0	6	0	56	0	255
8:00 AM	0	71	4	0	23	77	0	0	0	0	0	0	6	2	56	0	239
8:15 AM	0	78	7	0	12	72	0	0	0	0	0	0	4	0	42	0	215
8:30 AM	0	62	0	0	9	70	0	0	0	0	0	0	7	0	39	0	187
8:45 AM	0	82	2	0	19	70	0	0	0	0	0	0	4	0	28	0	205
TOTAL VOLUMES :	NL 0	NT 540	NR 30	NU 0	SL 134	ST 528	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 32	WT 2	WR 283	WU 0	TOTAL 1549
APPROACH %'s :	0.00%	94.74%	5.26%	0.00%	20.24%	79.76%	0.00%	0.00%	0	0	0	0	10.09%	0.63%	89.27%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	307	19	0	65	287	0	0	0	0	0	0	23	2	193	0	896
PEAK HR FACTOR :	0.000	0.799	0.594	0.000	0.707	0.932	0.000	0.000	0.000	0.000	0.000	0.000	0.821	0.250	0.862	0.000	0.878
	0.784				0.880								0.852				

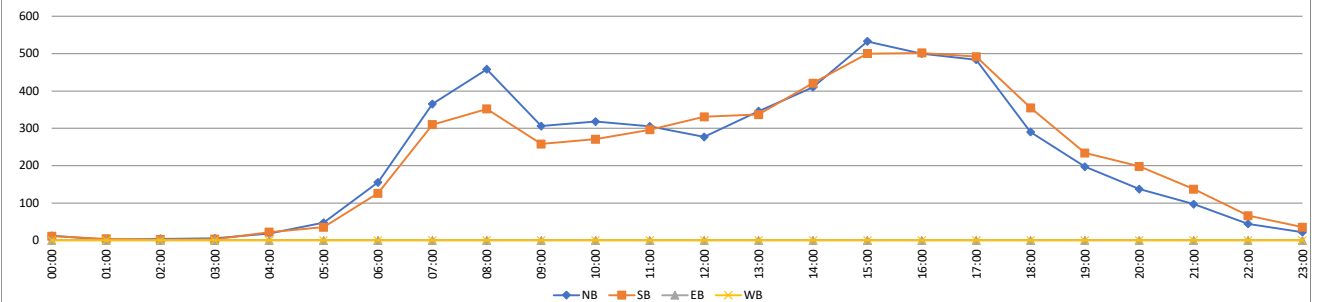
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	120	4	0	26	100	0	0	0	0	0	0	2	0	27	0	279
4:15 PM	0	111	2	0	21	98	0	0	0	0	0	0	3	0	25	0	260
4:30 PM	0	79	5	0	32	101	0	0	0	0	0	0	2	0	29	0	248
4:45 PM	0	88	5	0	22	102	0	0	0	0	0	0	7	0	20	0	244
5:00 PM	0	81	5	0	30	113	0	0	0	0	0	0	1	0	28	0	258
5:15 PM	0	116	4	0	33	91	0	0	0	0	0	0	3	0	30	0	277
5:30 PM	0	97	5	0	25	108	0	0	0	0	0	0	1	0	27	0	263
5:45 PM	0	78	2	0	20	72	0	0	0	0	0	0	2	0	28	0	202
TOTAL VOLUMES :	NL 0	NT 770	NR 32	NU 0	SL 209	ST 785	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 21	WT 0	WR 214	WU 0	TOTAL 2031
APPROACH %'s :	0.00%	96.01%	3.99%	0.00%	21.03%	78.97%	0.00%	0.00%	0	0	0	0	8.94%	0.00%	91.06%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	382	19	0	110	414	0	0	0	0	0	0	12	0	105	0	1042
PEAK HR FACTOR :	0.000	0.823	0.950	0.000	0.833	0.916	0.000	0.000	0.000	0.000	0.000	0.000	0.429	0.000	0.875	0.000	0.940
	0.835				0.916								0.886				

VOLUME**Barton Rd Bet Rocklin Rd & Wells Ave**

Day: Tuesday
Date: 4/29/2025

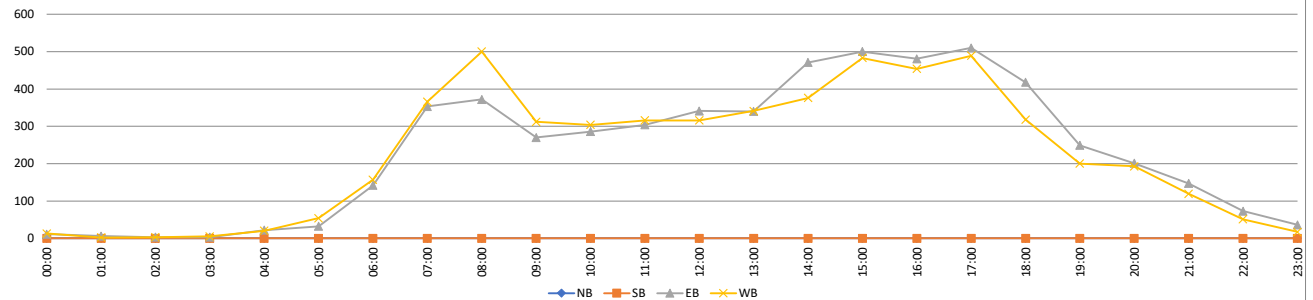
City: Loomis
Project #: CA25_070097_001

DAILY TOTALS						NB				SB				EB				WB				Total				DAILY TOTALS					
						5,332				5,298				0				0				10,630									
15-Minutes Interval												Hourly Intervals																			
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL														
0:00	8	1			9	12:00	73	81			154	00:00	01:00	12	11		23														
0:15	3	5			8	12:15	89	75			164	01:00	02:00	2	4		6														
0:30	1	4			5	12:30	62	80			142	02:00	03:00	4	2		6														
0:45	0	1			1	12:45	53	95			148	03:00	04:00	5	3		8														
1:00	0	1			1	13:00	85	87			172	04:00	05:00	18	22		40														
1:15	1	1			2	13:15	83	85			168	05:00	06:00	47	35		82														
1:30	0	1			1	13:30	95	84			179	06:00	07:00	155	126		281														
1:45	1	1			2	13:45	83	81			164	07:00	08:00	365	310		675														
2:00	0	1			1	14:00	83	122			205	08:00	09:00	458	352		810														
2:15	1	0			1	14:15	84	95			179	09:00	10:00	306	258		564														
2:30	2	1			3	14:30	131	97			228	10:00	11:00	318	271		589														
2:45	1	0			1	14:45	112	107			219	11:00	12:00	305	296		601														
3:00	2	0			2	15:00	157	126			283	12:00	13:00	277	331		608														
3:15	0	0			0	15:15	131	126			257	13:00	14:00	346	337		683														
3:30	1	2			3	15:30	127	119			246	14:00	15:00	410	421		831														
3:45	2	1			3	15:45	118	129			247	15:00	16:00	533	500		1033														
4:00	3	2			5	16:00	145	126			271	16:00	17:00	500	502		1002														
4:15	5	9			14	16:15	138	119			257	17:00	18:00	484	492		976														
4:30	3	5			8	16:30	108	133			241	18:00	19:00	290	355		645														
4:45	7	6			13	16:45	109	124			233	19:00	20:00	197	234		431														
5:00	8	5			13	17:00	109	143			252	20:00	21:00	137	198		335														
5:15	12	8			20	17:15	146	124			270	21:00	22:00	97	137		234														
5:30	15	8			23	17:30	124	133			257	22:00	23:00	44	66		110														
5:45	12	14			26	17:45	105	92			197	23:00	00:00	22	35		57														
6:00	28	19			47	18:00	88	105			193	STATISTICS																			
6:15	33	32			65	18:15	81	91			172		NB	SB	EB	WB	TOTAL														
6:30	52	31			83	18:30	61	86			147	Peak Period	00:00	to	12:00																
6:45	42	44			86	18:45	60	73			133	Volume	1995	1690			3685														
7:00	52	52			104	19:00	53	61			114	Peak Hour	7:45	7:15			7:45														
7:15	70	84			154	19:15	54	61			115	Peak Volume	498	358			850														
7:30	94	85			179	19:30	44	58			102	Peak Hour Factor	0.836	0.895			0.893														
7:45	149	89			238	19:45	46	54			100	Peak Period	12:00	to	00:00																
8:00	128	100			228	20:00	36	59			95	Volume	3337	3608			6945														
8:15	119	84			203	20:15	32	39			71	Peak Hour	15:00	16:30			15:00														
8:30	102	79			181	20:30	43	49			92	Peak Volume	533	524			1033														
8:45	109	89			198	20:45	26	51			77	Peak Hour Factor	0.849	0.916			0.913														
9:00	78	59			137	21:00	31	47			78	Peak Period	07:00	to	09:00																
9:15	80	61			141	21:15	35	39			74	Volume	823	662			1485														
9:30	69	70			139	21:30	18	25			43	Peak Hour	7:45	7:15			7:45														
9:45	79	68			147	21:45	13	26			39	Peak Volume	498	358			850														
10:00	68	67			135	22:00	11	20			31	Peak Hour Factor	0.836	0.895			0.893														
10:15	84	73			157	22:15	11	22			33	Peak Period	16:00	to	18:00																
10:30	81	73			154	22:30	14	15			29	Volume	984	994			1978														
10:45	85	58			143	22:45	8	9			17	Peak Hour	16:00	16:30			16:45														
11:00	76	71			147	23:00	10	12			22	Peak Volume	500	524			1012														
11:15	63	73			136	23:15	4	13			17	Peak Hour Factor	0.862	0.916			0.937														
11:30	79	68			147	23:30	5	5			10																				
11:45	87	84			171	23:45	3	5			8																				
TOTALS	1995	1690	0	0	3685	TOTALS	3337	3608	0	0	6945																				
SPLIT %	54%	46%	0%	0%	35%	SPLIT %	48%	52%	0%	0%	65%																				



VOLUME**Rocklin Rd W/O Barton Rd**Day: Tuesday
Date: 4/29/2025City: Loomis
Project #: CA25_070097_002

DAILY TOTALS						NB				SB				EB				WB				Total		DAILY TOTALS					
						0				0				5,571				5,409				10,980							
15-Minutes Interval												Hourly Intervals																	
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL												
0:00			4	10	14	12:00			75	83	158	00:00 01:00			11	13	24												
0:15			2	2	4	12:15			81	96	177	01:00 02:00			6	2	8												
0:30			4	1	5	12:30			81	72	153	02:00 03:00			3	3	6												
0:45			1	0	1	12:45			104	65	169	03:00 04:00			3	5	8												
1:00			2	0	2	13:00			72	90	162	04:00 05:00			22	20	42												
1:15			1	1	2	13:15			90	78	168	05:00 06:00			32	54	86												
1:30			2	0	2	13:30			87	97	184	06:00 07:00			142	157	299												
1:45			1	1	2	13:45			91	76	167	07:00 08:00			353	366	719												
2:00			2	0	2	14:00			138	66	204	08:00 09:00			372	500	872												
2:15			0	0	0	14:15			115	81	196	09:00 10:00			270	312	582												
2:30			1	2	3	14:30			101	119	220	10:00 11:00			286	304	590												
2:45			0	1	1	14:45			117	110	227	11:00 12:00			304	316	620												
3:00			0	2	2	15:00			123	138	261	12:00 13:00			341	316	657												
3:15			0	0	0	15:15			127	127	254	13:00 14:00			340	341	681												
3:30			2	1	3	15:30			128	119	247	14:00 15:00			471	376	847												
3:45			1	2	3	15:45			122	99	221	15:00 16:00			500	483	983												
4:00			4	5	9	16:00			123	114	237	16:00 17:00			481	454	935												
4:15			8	4	12	16:15			115	131	246	17:00 18:00			510	489	999												
4:30			5	3	8	16:30			130	101	231	18:00 19:00			418	318	736												
4:45			5	8	13	16:45			113	108	221	19:00 20:00			249	200	449												
5:00			5	7	12	17:00			143	116	259	20:00 21:00			201	193	394												
5:15			7	13	20	17:15			135	141	276	21:00 22:00			147	119	266												
5:30			7	13	20	17:30			135	121	256	22:00 23:00			73	51	124												
5:45			13	21	34	17:45			97	111	208	23:00 00:00			36	17	53												
6:00			18	30	48	18:00			103	94	197	STATISTICS																	
6:15			33	28	61	18:15			91	85	176		NB	SB	EB	WB	TOTAL												
6:30			36	53	89	18:30			122	71	193	Peak Period	00:00	to	12:00														
6:45			55	46	101	18:45			102	68	170	Volume			1804	2052	3856												
7:00			56	57	113	19:00			62	61	123	Peak Hour			7:30	7:45	7:30												
7:15			73	66	139	19:15			65	51	116	Peak Volume			443	536	954												
7:30			112	86	198	19:30			65	42	107	Peak Hour Factor			0.963	0.854	0.887												
7:45			112	157	269	19:45			57	46	103																		
8:00			115	144	259	20:00			62	41	103	Peak Period	12:00	to	00:00														
8:15			104	124	228	20:15			39	50	89	Volume			3767	3357	7124												
8:30			70	111	181	20:30			43	62	105	Peak Hour			16:45	14:30	16:45												
8:45			83	121	204	20:45			57	40	97	Peak Volume			526	494	1012												
9:00			70	75	145	21:00			50	44	94	Peak Hour Factor			0.920	0.895	0.917												
9:15			57	74	131	21:15			46	36	82																		
9:30			61	71	132	21:30			24	26	50	Peak Period	07:00	to	09:00														
9:45			82	92	174	21:45			27	13	40	Volume			725	866	1591												
10:00			67	64	131	22:00			18	12	30	Peak Hour			7:30	7:45	7:30												
10:15			85	72	157	22:15			27	10	37	Peak Volume			443	536	954												
10:30			66	81	147	22:30			16	19	35	Peak Hour Factor			0.963	0.854	0.887												
10:45			68	87	155	22:45			12	10	22																		
11:00			72	82	154	23:00			13	8	21	Peak Period	16:00	to	18:00														
11:15			79	63	142	23:15			11	3	14	Volume			991	943	1934												
11:30			69	78	147	23:30			5	4	9	Peak Hour			16:45	17:00	16:45												
11:45			84	93	177	23:45			7	2	9	Peak Volume			526	489	1012												
TOTALS	0	0	1804	2052	3856	TOTALS	0	0	3767	3357	7124	Peak Hour Factor			0.920	0.867	0.917												
SPLIT %	0%	0%	47%	53%	35%	SPLIT %	0%	0%	53%	47%	65%																		



Attachment B

Analysis Worksheets for Existing (2025) Conditions

Loomis The Reserve
1: Rocklin Rd & Barton Rd

Existing
Timing Plan: AM Peak

Intersection

Intersection Delay, s/veh 35.7
Intersection LOS E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	155	289	419	75	75	92
Future Vol, veh/h	155	289	419	75	75	92
Peak Hour Factor	0.96	0.96	0.79	0.79	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	161	301	530	95	100	123
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	15.3	58.7	13.7
HCM LOS	C	F	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	45%
Vol Right, %	0%	0%	0%	100%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	419	75	155	289	167
LT Vol	419	0	155	0	0
Through Vol	0	75	0	0	75
RT Vol	0	0	0	289	92
Lane Flow Rate	530	95	161	301	223
Geometry Grp	5	5	5	5	3b
Degree of Util (X)	1.008	0.167	0.338	0.527	0.397
Departure Headway (Hd)	6.844	6.336	7.527	6.304	6.421
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	530	564	476	569	557
Service Time	4.607	4.098	5.304	4.081	4.498
HCM Lane V/C Ratio	1	0.168	0.338	0.529	0.4
HCM Control Delay, s/veh	67.4	10.4	14.1	16	13.7
HCM Lane LOS	F	B	B	C	B
HCM 95th-tile Q	14.3	0.6	1.5	3.1	1.9

Loomis The Reserve
2: Barton Rd & Wells Ave

Existing
Timing Plan: AM Peak

Intersection

Int Delay, s/veh 4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	193	307	19	65	287
Future Vol, veh/h	25	193	307	19	65	287
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	78	78	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	227	394	24	74	326

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	880	406	0
Stage 1	406	-	-
Stage 2	474	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	318	645	-
Stage 1	673	-	-
Stage 2	626	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	293	645	-
Mov Cap-2 Maneuver	293	-	-
Stage 1	673	-	-
Stage 2	577	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v16.49		0	1.55
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	567	332
HCM Lane V/C Ratio	-	-	0.452	0.065
HCM Control Delay (s/veh)	-	-	16.5	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.3	0.2

Loomis The Reserve
3: Project Dwy & Barton Rd

Existing
Timing Plan: AM Peak

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	487	414	0
Future Vol, veh/h	0	0	0	487	414	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	78	78	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	624	470	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1095	470	470	0	-	0
Stage 1	470	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	237	593	1091	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	237	593	1091	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1091	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s/veh)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Loomis The Reserve
1: Rocklin Rd & Barton Rd

Existing
Timing Plan: PM Peak

Intersection

Intersection Delay, s/veh	33.2
Intersection LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	84	442	407	81	82	76
Future Vol, veh/h	84	442	407	81	82	76
Peak Hour Factor	0.93	0.93	0.86	0.86	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	475	473	94	98	90
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	27.3	45.6	13.6
HCM LOS	D	E	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	52%
Vol Right, %	0%	0%	0%	100%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	407	81	84	442	158
LT Vol	407	0	84	0	0
Through Vol	0	81	0	0	82
RT Vol	0	0	0	442	76
Lane Flow Rate	473	94	90	475	188
Geometry Grp	5	5	5	5	3b
Degree of Util (X)	0.936	0.173	0.185	0.81	0.358
Departure Headway (Hd)	7.12	6.611	7.354	6.134	6.854
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	506	539	484	585	529
Service Time	4.907	4.397	5.151	3.929	4.854
HCM Lane V/C Ratio	0.935	0.174	0.186	0.812	0.355
HCM Control Delay, s/veh	52.5	10.8	11.8	30.2	13.6
HCM Lane LOS	F	B	B	D	B
HCM 95th-tile Q	11.4	0.6	0.7	8.1	1.6

Loomis The Reserve
2: Barton Rd & Wells Ave

Existing
Timing Plan: PM Peak

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	105	382	19	110	414
Future Vol, veh/h	12	105	382	19	110	414
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	118	455	23	120	450
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1155	466	0	0	477	0
Stage 1	466	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	218	597	-	-	1085	-
Stage 1	632	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	186	597	-	-	1085	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v15.13		0		1.83		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	486	378	-	
HCM Lane V/C Ratio	-	-	0.27	0.11	-	
HCM Control Delay (s/veh)	-	-	15.1	8.7	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.1	0.4	-	

Loomis The Reserve
3: Project Dwy & Barton Rd

Existing
Timing Plan: PM Peak

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	500	287	0
Future Vol, veh/h	0	0	0	500	287	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	84	84	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	595	312	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	907	312	312	0	-	0
Stage 1	312	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	306	728	1248	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	306	728	1248	-	-	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1248	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s/veh)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Attachment C

Analysis Worksheets for Existing (2025) plus Project Conditions

Intersection

Intersection Delay, s/veh	37.5
Intersection LOS	E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	155	291	424	76	75	92
Future Vol, veh/h	155	291	424	76	75	92
Peak Hour Factor	0.96	0.96	0.79	0.79	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	161	303	537	96	100	123
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	15.5	62	13.8
HCM LOS	C	F	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	45%
Vol Right, %	0%	0%	0%	100%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	424	76	155	291	167
LT Vol	424	0	155	0	0
Through Vol	0	76	0	0	75
RT Vol	0	0	0	291	92
Lane Flow Rate	537	96	161	303	223
Geometry Grp	5	5	5	5	3b
Degree of Util (X)	1.022	0.17	0.339	0.533	0.398
Departure Headway (Hd)	6.855	6.347	7.549	6.326	6.442
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	526	563	475	567	554
Service Time	4.619	4.111	5.328	4.104	4.523
HCM Lane V/C Ratio	1.021	0.171	0.339	0.534	0.403
HCM Control Delay, s/veh	71.2	10.4	14.2	16.2	13.8
HCM Lane LOS	F	B	B	C	B
HCM 95th-tile Q	14.9	0.6	1.5	3.1	1.9

Loomis The Reserve
2: Barton Rd & Wells Ave

Existing plus Project
Timing Plan: AM Peak

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	23	194	308	19	67	290
Future Vol, veh/h	23	194	308	19	67	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	78	78	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	228	395	24	76	330
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	889	407	0	0	419	0
Stage 1	407	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	314	644	-	-	1140	-
Stage 1	672	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	288	644	-	-	1140	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v16.36		0	1.57			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	569	338	-	
HCM Lane V/C Ratio	-	-	0.448	0.067	-	
HCM Control Delay (s/veh)	-	-	16.4	8.4	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	2.3	0.2	-	

Loomis The Reserve
3: Project Dwy & Barton Rd

Existing plus Project
Timing Plan: AM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	5	2	500	287	2
Future Vol, veh/h	6	5	2	500	287	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	78	78	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	5	3	641	326	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	973	327	328	0	-	0
Stage 1	327	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	280	714	1231	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	279	714	1231	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	14.64	0.03		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	7	-	385	-	-	
HCM Lane V/C Ratio	0.002	-	0.031	-	-	
HCM Control Delay (s/veh)	7.9	0	14.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection	
Intersection Delay, s/veh	34.4
Intersection LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	84	447	410	82	83	76
Future Vol, veh/h	84	447	410	82	83	76
Peak Hour Factor	0.93	0.93	0.86	0.86	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	481	477	95	99	90
Number of Lanes	1	1	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	28.4	47.3	13.7
HCM LOS	D	E	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	52%
Vol Right, %	0%	0%	0%	100%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	410	82	84	447	159
LT Vol	410	0	84	0	0
Through Vol	0	82	0	0	83
RT Vol	0	0	0	447	76
Lane Flow Rate	477	95	90	481	189
Geometry Grp	5	5	5	5	3b
Degree of Util (X)	0.946	0.176	0.185	0.822	0.362
Departure Headway (Hd)	7.145	6.636	7.377	6.157	6.89
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	505	537	483	582	526
Service Time	4.934	4.425	5.173	3.951	4.89
HCM Lane V/C Ratio	0.945	0.177	0.186	0.826	0.359
HCM Control Delay, s/veh	54.6	10.9	11.9	31.5	13.7
HCM Lane LOS	F	B	B	D	B
HCM 95th-tile Q	11.7	0.6	0.7	8.4	1.6

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	106	386	19	111	416
Future Vol, veh/h	12	106	386	19	111	416
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	84	84	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	119	460	23	121	452
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1164	471	0	0	482	0
Stage 1	471	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	215	593	-	-	1080	-
Stage 1	628	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	183	593	-	-	1080	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v15.26		0		1.84		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	483	379	-	
HCM Lane V/C Ratio	-	-	0.275	0.112	-	
HCM Control Delay (s/veh)	-	-	15.3	8.8	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.1	0.4	-	

Loomis The Reserve
3: Project Dwy & Barton Rd

Existing plus Project
Timing Plan: PM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	3	5	487	414	7
Future Vol, veh/h	4	3	5	487	414	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	84	84	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	3	6	580	450	8

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1045	454	458	0	-	0
Stage 1	454	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	253	606	1103	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	251	606	1103	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v15.99		0.08	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	18	-	335	-	-
HCM Lane V/C Ratio	0.005	-	0.023	-	-
HCM Control Delay (s/veh)	8.3	0	16	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Attachment D

Loomis LRSP SWITRS Collision Data

ATTACHMENT B: SWITRS DATA

CASE_ID	ACCIDENT_YEAR	PROC_DATE	JURIS	COLLISION_DATE	COLLISION_TIME	OFFICER_ID	REPORTING_DISTRICT	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_LOCS	SPECIAL_COND	BEAT_TYPE
8292391	2017	20170418	3100	20170314	1725	77		2	5	2	3106	0	0
8292469	2017	20170412	3100	20170322	1537	193	135	3	5	2	3106	0	0
8314809	2017	20170317	3100	20170210	1812	66		5	5	2	3106	0	0
8330983	2017	20170405	3100	20170309	1302	202		4	5	2	3106	0	0
8337167	2017	20170404	3100	20170318	1110	65		6	5	2	3106	0	0
8338126	2017	20170329	3100	20170307	1455	101		2	5	2	3106	0	0
8343608	2017	20170412	3100	20170225	1821	66		6	5	2	3106	0	0
8348880	2017	20180326	3100	20170420	800	101	135	4	5	2	3106	0	0
8350532	2017	20170425	3100	20170303	122	79	3100	5	5	2	3106	0	0
8361624	2017	20170518	3100	20170502	1438	101	135	2	5	2	3106	0	0
8361628	2017	20170518	3100	20170507	555	148	135	7	5	2	3106	0	0
8366692	2017	20170627	3100	20170514	4	198		7	5	2	3106	0	0
8372166	2017	20170524	3100	20170509	1215	95	135	2	5	2	3106	0	0
8375037	2017	20170621	3100	20170521	1834	207	PLACE	7	5	2	3106	0	0
8387926	2017	20170815	3100	20170604	1628	185	LOOMI	7	5	2	3106	0	0
8397397	2017	20170628	3100	20170525	1922	66	PLACE	4	5	2	3106	0	0
8398539	2017	20170712	3100	20170526	1456	66	PLACE	5	5	2	3106	0	0
8403953	2017	20170816	3100	20170609	1950	185	PLACE	5	5	2	3106	0	0
8421195	2017	20171120	3100	20170708	1744	128	PLACE	6	5	2	3106	0	0
8429407	2017	20170818	3100	20170727	1824	41		4	5	2	3106	0	0
8447476	2017	20170912	3100	20170824	757	101	135	4	5	2	3106	0	0
8451751	2017	20170919	3100	20170813	1559	77		7	5	2	3106	0	0
8489977	2017	20171114	3100	20171025	1739	216	135	3	5	2	3106	0	0
8491121	2017	20171220	3100	20171105	1612	216	135	7	5	2	3106	0	0
8497639	2017	20180126	3100	20171102	955	124		4	5	2	3106	0	0
8497900	2017	20180214	3100	20171106	1731	216	135	1	5	2	3106	0	0
8497904	2017	20180124	3100	20171102	859	124		4	5	2	3106	0	0
8507221	2017	20180123	3100	20171118	1414	124		6	5	2	3106	0	0
8511536	2017	20180222	3100	20171211	1743	148	3100	1	5	2	3106	0	0
8511898	2017	20180312	3100	20171122	32	216	135	3	5	2	3106	0	0
8548291	2017	20180303	3100	20180116	1805	227	3100	2	5	2	3106	0	0
8557167	2017	20180308	3100	20180211	1846	66		7	5	2	3106	0	0
8580521	2017	20180417	3100	20180308	1205	101		4	5	2	3106	0	0
8590582	2017	20180406	3100	20180221	1950	66		3	5	2	3106	0	0
8591403	2017	20180412	3100	20180314	2017	151	135	3	5	2	3106	0	0
8592531	2017	20180808	3100	20180307	1630	141	135	3	5	2	3106	0	0
8592799	2017	20180413	3100	20180316	1527	66	PLACE	5	5	2	3106	0	0
8610651	2017	20180508	3100	20180316	1521	66	PLACE	5	5	2	3106	0	0
8614452	2017	20180511	3100	20180322	1818	151	1035	4	5	2	3106	0	0
8201498	2017	20170328	3100	20170217	841	203	LOOMI	5	5	2	3106	0	0
8361251	2017	20170516	3100	20170426	1101	101	135	3	5	2	3106	0	0
8375493	2017	20170607	3100	20170524	813	101		3	5	2	3106	0	0
8387781	2017	20170612	3100	20170527	1247	124		6	5	2	3106	0	0
8388047	2017	20170615	3100	20170523	1619	207	PLACE	2	5	2	3106	0	0
8473632	2017	20171109	3100	20171003	1346	149	135	2	5	2	3106	0	0
8473644	2017	20171106	3100	20170915	1249	149	135	5	5	2	3106	0	0
8487053	2017	20171117	3100	20171009	1057	149	135	1	5	2	3106	0	0

CASE_ID	CHP_BEAT_TYPE	CITY_DIVISION_LAPD	CHP_BEAT_CLASS	BEAT_NUMBER	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER_1	WEATHER_2
8292391	0		0	13P	N MCALLEN DR	SAUNDERS DR	0		Y	A	-
8292469	0		0		SIERRA COLLEGE BL	KING RD	495	S	N	B	-
8314809	0		0	135	SIERRA COLLEGE BL	BRACE RD	30	S	N	A	-
8330983	0		0		SIERRA COLLEGE BL	TAYLOR RD	0		Y	A	-
8337167	0		0	PAUL	SIERRA COLLEGE RD	TAYLOR RD	528		N	A	-
8338126	0		0	135	HORSESHOE BAR RD	TAYLOR RD	85	E	N	B	-
8343608	0		0	135	CORWIN CT	CORWIN CT 3448	0		-	A	-
8348880	0		0		HORSESHOE BAR RD	RT 80	0		Y	B	-
8350532	0		0		TAYLOR RD	OAK ST	0		Y	A	-
8361624	0		0		TAYLOR RD	KING RD	640	S	N	A	-
8361628	0		0		TAYLOR RD	SIERRA COLLEGE BL	0		Y	A	-
8366692	0		0	PAUL	HORSESHOE BAR RD	HORSESHOE BAR RD 6280	0		N	A	-
8372166	0		0		MONTE CLAIRE LN	MONTE CLAIRE LN 5640	0		Y	A	-
8375037	0		0	LOOMIS	WELLS AV	WELLS AV 6400	0		-	A	-
8387926	0		0	PAUL	MARGARET DR	PEARSON AV	154		N	A	-
8397397	0		0	135	KING RD	KING RD 6125	0		N	A	-
8398539	0		0	135	HORSESHOE BAR RD	HORSESHOE BAR RD 6140	0		Y	A	-
8403953	0		0	PAUL	BARTON RD	NUTE RD	128	S	N	A	-
8421195	0		0	135	TAYLOR RD	SIERRA COLLEGE BL	0		Y	A	-
8429407	0		0	135	HORSESHOE BAR RD	DOC BARNES DR	300	S	N	A	-
8447476	0		0		WELLS AV	BARTON RD	1584	E	N	A	-
8451751	0		0	135	SIERRA COLLEGE BL	SIERRA COLLEGE BL 3901	0		-	A	-
8489977	0		0		LAIRD RD	HIGH CLIFF RD	960	S	N	A	-
8491121	0		0	PAUL	KING RD	BARKER RD	368	W	N	A	-
8497639	0		0		ANGELO COURT	SWETZER RD	165	E	N	A	-
8497900	0		0	PAUL	S HORSESHOE BAR RD	HORSESHOE BAR RD	0		Y	A	-
8497904	0		0		SIERRA COLLEGE BL	TAYLOR RD	75	S	N	A	-
8507221	0		0		HORSESHOE BAR RD	TAYLOR RD	35	S	N	A	-
8511536	0		0	135	HORSE SHOE BAR RD	BARNES	0		Y	A	-
8511898	0		0	PAUL	HORSESHOE BAR RD	MORILLAS LN	137	E	N	A	-
8548291	0		0		TAYLOR RD	KING RD	105	E	N	A	-
8557167	0		0	135	HORSESHOE BAR RD	HORSESHOE BAR RD 6140	0		N	A	-
8580521	0		0	135	SIERRA COLLEGE BL	TAYLOR RD	300	N	N	A	-
8590582	0		0	135	SIERRA COLLEGE BL	TAYLOR RD	0		Y	A	-
8591403	0		0	PAUL	TAYLOR RD	HORSESHOE BAR RD	0		Y	C	-
8592531	0		0	PAUL	HORSESHOE BAR RD	RT 80	0		Y	A	-
8592799	0		0	135	TAYLOR RD	TAYLOR RD 3550	0		-	B	-
8610651	0		0	135	TAYLOR RD	RIPPEY RD	0		Y	A	-
8614452	0		0	PAUL	BARTON RD	BARTON RD 5341	15	W	N	A	-
8201498	0		0	PAUL	TAYLOR RD	TAYLOR RD 4013	0		N	B	C
8361251	0		0		LAIRD RD	TOWN LIMIT LINE	106	N	N	B	C
8375493	0		0	135	KING RD	ARCADIA AV	201	W	N	A	-
8387781	0		0		TAYLOR RD	WALNUT ST	51	W	N	A	-
8388047	0		0	PAUL	TAYLOR ST	WALNUT ST	259	S	N	A	-
8473632	0		0	PAUL	TAYLOR RD	SIERRA COLLEGE BL	625	E	N	A	-
8473644	0		0	PAUL	SIERRA COLLEGE BL	KING RD	142	S	N	A	-
8487053	0		0	12P	BARTON RD	WELLS AV	0		Y	A	-

[illegible]

CASE_ID	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR	PCF_CODE_OF_VIOL	PCF_VIOL_CATEGORY	PCF_VIOLATION	PCF_VIOL_SUBSECTION	HIT_AND_RUN	TYPE_OF_COLLISION	MVIW	PED_ACTION
8292391	0	0	2	A	-	8	22100	A	N	A	C	A
8292469							22350		N	C	C	A
8314809	Type of Crash	TYPE_OF_COLLISION		The general type of crash as determined by the first injury or damage-causing event.	A - Head-On B - Sideswipe C - Rear End D - Broadside E - Hit Object F - Overturned G - Vehicle/Pedestrian H - Other - - Not Stated		22350		M	B	C	A
8330983							21453	A	N	D	C	A
8337167							22107		N	B	C	A
8338126							21703		N	C	C	A
8343608							23152	B	N	B	E	A
8348880							21453	A	N	D	C	A
8350532							23152	A	N	E	J	A
8361624							22350		N	C	C	A
8361628							21453	A	N	D	C	A
8366692							22350		N	E	I	A
8372166							22107		N	-	I	A
8375037							22350		N	B	I	A
8387926	0	0	2	B	-	22			N	-	I	A
8397397	0	0	2	A	-	6	21750	A	M	B	C	A
8398539	0	0	2	D	-	0		rear end	N	D	C	A
8403953	0	0	1	A	-	3	22350		N	F	I	A
8421195	0	0	2	A	-	1	23152	F	N	C	C	A
8429407	0	0	2	A	-	9	21801	A	N	D	C	A
8447476	0	0	2	A	-	4	21703		N	C	C	A
8451751	0	0	3	A	-	0	23123	A	N	C	C	A
8489977	0	0	1	A	-	3	22350		N	E	I	A
8491121	0	0	1	A	-	8	22107		N	E	I	A
8497639	0	0	3	A	-	1	23152	F	N	B	E	A
8497900	0	0	2	A	-	9	21802	A	N	D	C	A
8497904	0	0	2	A	-	3	22350		N	C	D	A
8507221	0	0	2	A	-	3	22350		N	C	C	A
8511536	0	0	1	A	-	3	22350		N	E	I	A
8511898	0	0	1	A	-	1	23152	A	N	E	I	A
8548291	0	0	2	A	-	1	23152	E	M	C	C	A
8557167	0	0	2	A	-	1	23152		N	D	E	A
8580521	0	0	2	A	-	4	21703		N	C	C	A
8590582	0	0	2	A	-	12	21453	A	N	D	C	A
8591403	0	0	2	A	-	3	22350	rear end	N	C	C	A
8592531	0	0	2	A	-	8	22107		N	B	C	A
8592799	0	0	2	A	-	4	21703		N	C	C	A
8610651	0	0	2	A	-	4	21703		N	C	C	A
8614452	0	0	2	A	-	3	22350		N	C	C	A
8201498	0	1	5	A	-	1	23152	A	N	D	E	A
8361251	0	1	2	A	-	5	21460	A	N	A	C	A
8375493	0	1	2	A	-	4	21703		N	C	C	A
8387781	0	1	3	A	-	8	22107	sideswipe	N	G	E	E
8388047	0	1	3	A	-	3	22350		N	B	E	A
8473632	0	2	2	A	-	9	21801	A	N	B	C	A
8473644	0	2	3	A	-	3	22350		N	C	C	A
8487053	0	1	2	A	-	4	21703		N	B	C	A

CASE_ID	ROAD_SURFACE	ROAD_COND_1	ROAD_COND_2	LIGHTING	CONTROL_DEVICE	CHP_ROAD_TYPE	PEDESTRIAN_ACCIDENT	BICYCLE_ACCIDENT	MOTORCYCLE_ACCIDENT	TRUCK_ACCIDENT	NOT_PRIVATE_PROPERTY
8292391	A	H	-	A	-	0					Y
8292469	A	H	-	A	A	0					Y
8314809	A	H	-	C	A	0					Y
8330983	A	H	-	A	A	0					Y
8337167	A	H	-	A	D	0					Y
8338126	A	H	-	A	A	0					Y
8343608	A	H	-	D	D	0					Y
8348880	A	H	-	A	A	0					Y
8350532	A	H	-	C	D	0					Y
8361624	A	H	-	A	D	0					Y
8361628	A	H	-	A	A	0					Y
8366692	A	H	-	D	D	0					Y
8372166	A	H	-	A	D	0					Y
8375037	B	H	-	A	D	0					Y
8387926	A	H	-	A	-	0					Y
8397397	A	H	-	A	D	0					Y
8398539	A	H	-	A	A	0					Y
8403953	A	H	-	B	D	0					Y
8421195	A	H	-	A	A	0					Y
8429407	A	H	-	A	D	0					Y
8447476	A	H	-	A	D	0					Y
8451751	A	H	-	A	D	0					Y
8489977	A	H	-	A	D	0					Y
8491121	A	H	-	A	D	0					Y
8497639	A	H	-	A	D	0					Y
8497900	A	H	-	B	A	0					Y
8497904	A	H	-	A	A	0					Y
8507221	A	H	-	A	A	0					Y
8511536	A	H	-	C	A	0					Y
8511898	A	H	-	D	D	0					Y
8548291	A	H	-	C	A	0					Y
8557167	A	H	-	C	D	0					Y
8580521	A	H	-	A	A	0					Y
8590582	A	H	-	C	A	0					Y
8591403	B	H	-	C	A	0					Y
8592531	A	-	-	A	A	0					Y
8592799	A	H	-	A	D	0					Y
8610651	A	H	-	A	D	0					Y
8614452	A	H	-	A	D	0					Y
8201498	B	H	-	A	D	0					Y
8361251	B	H	-	A	D	0					Y
8375493	A	H	-	A	D	0					Y
8387781	A	H	-	A	D	0	Y				Y
8388047	A	H	-	A	D	0					Y
8473632	A	H	-	A	D	0					Y
8473644	A	H	-	A	A	0					Y
8487053	A	H	-	A	A	0					Y

CASE_ID	ALCOHOL_INVOLVED	STWD_VEHTYPE_AT_FAULT	CHP_VEHTYPE_AT_FAULT	COUNT_SEVERE_INJ	COUNT_VISIBLE_INJ	COUNT_COMPLAINT_PAIN	COUNT_PED_KILLED	COUNT_PED_INJURED	COUNT_BICYCLIST_KILLED
8292391		-		0	0	0	0	0	0
8292469		A	1	0	0	0	0	0	0
8314809		-		0	0	0	0	0	0
8330983		-		0	0	0	0	0	0
8337167		-		0	0	0	0	0	0
8338126		-		0	0	0	0	0	0
8343608	Y	-		0	0	0	0	0	0
8348880		-		0	0	0	0	0	0
8350532	Y	A	1	0	0	0	0	0	0
8361624		-		0	0	0	0	0	0
8361628		-		0	0	0	0	0	0
8366692		-		0	0	0	0	0	0
8372166		-		0	0	0	0	0	0
8375037		D	22	0	0	0	0	0	0
8387926		-	-	0	0	0	0	0	0
8397397		-		0	0	0	0	0	0
8398539		-	-	0	0	0	0	0	0
8403953		-		0	0	0	0	0	0
8421195		D		0	0	0	0	0	0
8429407		-		0	0	0	0	0	0
8447476		A	1	0	0	0	0	0	0
8451751		-		0	0	0	0	0	0
8489977		-		0	0	0	0	0	0
8491121		-		0	0	0	0	0	0
8497639		D	22	0	0	0	0	0	0
8497900		-		0	0	0	0	0	0
8497904		A	7	0	0	0	0	0	0
8507221		A	1	0	0	0	0	0	0
8511536		-	-	0	0	0	0	0	0
8511898	Y	-		0	0	0	0	0	0
8548291		D	22	0	0	0	0	0	0
8557167	Y	-		0	0	0	0	0	0
8580521		-		0	0	0	0	0	0
8590582		-	-	0	0	0	0	0	0
8591403		-		0	0	0	0	0	0
8592531		D	22	0	0	0	0	0	0
8592799		-		0	0	0	0	0	0
8610651		-		0	0	0	0	0	0
8614452		-		0	0	0	0	0	0
8201498		-		0	0	1	0	0	0
8361251		-		0	0	1	0	0	0
8375493		-		0	0	1	0	0	0
8387781		A	1	0	1	0	0	1	0
8388047		D	22	0	1	0	0	0	0
8473632		D	22	0	2	0	0	0	0
8473644		A	1	0	1	1	0	0	0
8487053		-		0	1	0	0	0	0

CASE_ID	COUNT_BICYCLIST_INJURED	COUNT_MC_KILLED	COUNT_MC_INJURED	PRIMARY_RAMP	SECONDARY_RAMP	LATITUDE	LONGITUDE
8292391	0	0	0	-	-		
8292469	0	0	0	-	-		
8314809	0	0	0	-	-		
8330983	0	0	0	-	-		
8337167	0	0	0	-	-		
8338126	0	0	0	-	-		
8343608	0	0	0	-	-		
8348880	0	0	0	-	WF		
8350532	0	0	0	-	-		
8361624	0	0	0	-	-		
8361628	0	0	0	-	-		
8366692	0	0	0	-	-		
8372166	0	0	0	-	-		
8375037	0	0	0	-	-		
8387926	0	0	0	-	-		
8397397	0	0	0	-	-		
8398539	0	0	0	-	-		
8403953	0	0	0	-	-		
8421195	0	0	0	-	-		
8429407	0	0	0	-	-		
8447476	0	0	0	-	-		
8451751	0	0	0	-	-		
8489977	0	0	0	-	-		
8491121	0	0	0	-	-		
8497639	0	0	0	-	-		
8497900	0	0	0	-	-		
8497904	0	0	0	-	-		
8507221	0	0	0	-	-		
8511536	0	0	0	-	-		
8511898	0	0	0	-	-		
8548291	0	0	0	-	-		
8557167	0	0	0	-	-		
8580521	0	0	0	-	-		
8590582	0	0	0	-	-		
8591403	0	0	0	-	-		
8592531	0	0	0	-	WF		
8592799	0	0	0	-	-		
8610651	0	0	0	-	-		
8614452	0	0	0	-	-		
8201498	0	0	0	-	-		
8361251	0	0	0	-	-		
8375493	0	0	0	-	-		
8387781	0	0	0	-	-		
8388047	0	0	0	-	-		
8473632	0	0	0	-	-		
8473644	0	0	0	-	-		
8487053	0	0	0	-	-		

CASE_ID	ACCIDENT_YEAR	PROC_DATE	JURIS	COLLISION_DATE	COLLISION_TIME	OFFICER_ID	REPORTING_DISTRICT	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_LOCS	SPECIAL_COND	BEAT_TYPE
8507431	2017	20171213	3100	20171107	1741	216	135	2	5	2	3106	0	0
8507435	2017	20171213	3100	20171111	1511	124		6	5	2	3106	0	0
8605862	2017	20180605	3100	20180428	1437	187		6	5	2	3106	0	0
8373284	2017	20170605	3100	20170505	1515	102	LOOMI	5	5	2	3106	0	0
8411684	2017	20170728	3100	20170403	2350	148		1	5	2	3106	0	0
8620350	2018	20180705	3100	20180503	1600	101		4	5	2	3106	0	0
8621520	2018	20180621	3100	20180503	1620	235	3100	4	5	2	3106	0	0
8623821	2018	20180608	3100	20180417	1522	66	LOOMI	2	5	2	3106	0	0
8625492	2018	20180627	3100	20180411	1733	66	LOOMI	3	5	2	3106	0	0
8646286	2018	20180809	3100	20180608	1233	124		5	5	2	3106	0	0
8648873	2018	20180813	3100	20180525	1134	122		5	5	2	3106	0	0
8652325	2018	20181022	3100	20180704	37	237	3100	3	5	2	3106	0	0
8671640	2018	20180828	3100	20180724	1610	101		2	5	2	3106	0	0
8675158	2018	20180913	3100	20180808	808	124		3	5	2	3106	0	0
8692081	2018	20180920	3100	20180826	1005	66	3100	7	5	2	3106	0	0
8692085	2018	20180920	3100	20180820	1515	66	LOOMI	1	5	2	3106	0	0
8699462	2018	20180926	3100	20180823	1846	136	135	4	5	2	3106	0	0
8699466	2018	20180926	3100	20180831	724	124		5	5	2	3106	0	0
8703361	2018	20181010	3100	20180901	1715	#232	PCSO	6	5	2	3106	0	0
8706116	2018	20181005	3100	20180911	955	101		2	5	2	3106	0	0
8710442	2018	20181022	3100	20180924	1605	101		1	5	2	3106	0	0
8716227	2018	20181017	3100	20180925	1709	136	135	2	5	2	3106	0	0
8722032	2018	20181025	3100	20180922	1356	149		6	5	2	3106	0	0
8722775	2018	20181113	3100	20180924	600	101		1	5	2	3106	0	0
8727395	2018	20181116	3100	20180908	35	171	135	6	5	2	3106	0	0
8748200	2018	20181214	3100	20181106	1520	101		2	5	2	3106	0	0
8759375	2018	20181219	3100	20181122	2010	136	135	4	5	2	3106	0	0
8759549	2018	20181228	3100	20181130	1528	124		5	5	2	3106	0	0
8771830	2018	20190114	3100	20181214	1147	124	PLACE	5	5	2	3106	0	0
8771849	2018	20190111	3100	20181204	735	101		2	5	2	3106	0	0
8790446	2018	20190131	3100	20181221	2245	81	135	5	5	2	3106	0	0
8790450	2018	20190131	3100	20181220	1620	101		4	5	2	3106	0	0
8800357	2018	20190213	3100	20181210	1130	101		1	5	2	3106	0	0
8802198	2018	20190318	3100	20190215	2000	186	135	5	5	2	3106	0	0
8806426	2018	20190320	3100	20190207	2359	180	135	4	5	2	3106	0	0
8809987	2018	20190308	3100	20190122	500	101		2	5	2	3106	0	0
8832225	2018	20190402	3100	20190305	1050	101		2	5	2	3106	0	0
8843229	2018	20190509	3100	20190216	2138	81	135	6	5	2	3106	0	0
8843909	2018	20190417	3100	20190318	740	101		1	5	2	3106	0	0
8844932	2018	20190424	3100	20190326	750	252	LOP	2	5	2	3106	0	0
8868652	2018	20190612	3100	20190418	1054	124		4	5	2	3106	0	0
8868660	2018	20190611	3100	20190406	1039	88	PLACE	6	5	2	3106	0	0
8880264	2018	20190620	3100	20190530	2500	253		4	5	2	3106	0	0
8881995	2018	20190717	3100	20190620	1745	33		4	5	2	3106	0	0
8899979	2018	20190730	3100	20190526	1524	66		7	5	2	3106	0	0
8903543	2018	20190802	3100	20190614	2102	128		5	5	2	3106	0	0
8907344	2018	20190815	3100	20190716	1624	101		2	5	2	3106	0	0

CASE_ID	CHP_BEAT_TYPE	CITY_DIVISION_LAPD	CHP_BEAT_CLASS	BEAT_NUMBER	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER_1	WEATHER_2
8507431	0		0 PAUL	HUMPHREY RD	KING RD	18	N	N	A	-	
8507435	0		0	TAYLOR RD	LEMONS RANCH DR	1253	W	N	A	-	
8605862	0		0 00P	HUMPHREY RD	BROOKS AV	0		Y	A	-	
8373284	0		0 12P	TAYLOR RD	RACHEL CT	1640	E	N	A	-	
8411684	0		0 135	BANKHEAD RD	BANKHEAD RD 3690	32	W	N	A	-	
8620350	0		0 135	KING RD	HUMPHREY RD	90	W	N	A	-	
8621520	0		0 135	BRACE RD	HOWARD LN	0		Y	A	-	
8623821	0		0 135	BANKHEAD RD	SIERRA COLLEGE BL	0		Y	A	-	
8625492	0		0 135	KING RD	KING RD 6331	0		Y	B	-	
8646286	0		0	SWETZER RD	JETTON LN	198	N	N	A	-	
8648873	0		0 PAUL	BARTON RD	BARTON RD 6375	80	S	N	B	C	
8652325	0		0 135	LAIRD RD	LOOMIS HILLS RD	480	N	N	A	-	
8671640	0		0 135	TAYLOR RD	SHAWN WY	123	S	N	A	-	
8675158	0		0 00P	KING RD	SIERRA COLLEGE BL	51	E	N	A	-	
8692081	0		0 PAUL	HORSESHOE BAR RD	HORSESHOE BAR RD 6079	0		Y	-	-	
8692085	0		0 135	SIERRA COLLEGE BL	SIERRA COLLEGE BL 3901	0		Y	A	-	
8699462	0		0 135	ROCKLIN RD	POPPY RIDGE CT	0		Y	A	-	
8699466	0		0	BARTON RD	RUTHERFORD CYN RD	1056	N	N	A	-	
8703361	0		0 PAUL/1	BARTON RD	BARTON RD 6344	100	S	N	A	-	
8706116	0		0 135	TAYLOR RD	HORSESHOE BAR RD	0		Y	A	-	
8710442	0		0 135	SWETZER RD	KING RD	600	N	N	A	-	
8716227	0		0 00P	SIERRA COLLEGE BL	SIERRA COLLEGE BL 3901	0		Y	A	-	
8722032	0		0 135	HORSESHOE BAR RD	DOC BARNES DR	210	S	N	A	-	
8722775	0		0 135	SAUNDERS AV	N MCALLEN	0		Y	A	-	
8727395	0		0 PAUL	RACHEL LN	TAYLOR RD	20	E	N	A	-	
8748200	0		0 135	SAUNDERS AV	GRAZING LN	0		Y	A	-	
8759375	0		0 00P	TAYLOR RD	KING RD	0		Y	C	-	
8759549	0		0	TAYLOR RD	LEMONS RANCH DR	1820	W	N	B	-	
8771830	0		0	LAIRD RD	BRACE RD	423	S	N	B	-	
8771849	0		0 135	TAYLOR RD	KING RD	25	N	N	B	-	
8790446	0		0 PALIL	KING RD	HUMPHREY RD	0		N	A	-	
8790450	0		0 135	KING RD	HUMPHREY RD	0		Y	B	-	
8800357	0		0 135	TAYLOR RD	KING RD	4	N	N	A	-	
8802198	0		0 13P	KING RD	ARCADIA AV	12	S	N	C	E	
8806426	0		0 PAUL	SIERRA COLLEGE BL	TAYLOR RD	122	N	N	A	-	
8809987	0		0 135	SUN KNOLL DR	KING RD	315	S	N	A	-	
8832225	0		0 135	TAYLOR RD	HORSESHOE BAR RD	21	N	N	B	C	
8843229	0		0 PALK	KING RD	BANKHEAD RD	200	E	N	A	-	
8843909	0		0 LOP	BARTON RD	GOLD TRAIL WY	0		Y	A	-	
8844932	0		0	TAYLOR RD	RACHEL LN	120	S	N	B	-	
8868652	0		0	KING RD	COLVIN DR	42	W	N	A	-	
8868660	0		0 PAUL	HORSESHOE BAR RD	TAYLOR RD	0		Y	A	-	
8880264	0		0 PAUL	WELLS AV	MORGAN PL	249	W	N	A	-	
8881995	0		0 LOOMIS	KING RD	SHELTER COVE	0		Y	A	-	
8899979	0		0 LOOMIS	SIERRA COLLEGE BL	TAYLOR RD	185	S	N	C	-	
8903543	0		0	HORSESHOE BAR RD	EVANS DR	528	S	N	A	-	
8907344	0		0	HORSE BAR RD	TAYLOR RD	135	E	N	A	-	

[illegible]

CASE_ID	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR	PCF_CODE_OF_VIOL	PCF_VIOL_CATEGORY	PCF_VIOLATION	PCF_VIOL_SUBSECTION	HIT_AND_RUN	TYPE_OF_COLLISION	MVIW	PED_ACTION
8507431	0	1	1	A	-	1	23152	A	N	E	I	A
8507435	0	1	1	A	-	3	22350		N	F	I	A
8605862	0	2	2	A	-	9	21801	A	N	D	C	A
8373284	0	1	2	A	-	9	21801	A	N	A	C	A
8411684	0	0	1	A	-	3	22350		M	E	I	A
8620350	0	0	3	A	-	8	22107	A	N	C	E	A
8621520	0	0	1	A	-	3	22350	A	M	E	I	A
8623821	0	0	2	A	-	3	22350		N	B	C	A
8625492	0	0	2	A	-	-			N	B	C	A
8646286	0	0	3	A	-	8	22107		N	G	E	A
8648873	0	1	1	A	-	3	22350		N	E	I	A
8652325	0	0	1	A	-	3	22350		M	F	I	A
8671640	0	0	2	A	-	8	22100	A	N	B	C	A
8675158	0	0	1	A	-	8	22107		M	E	I	A
8692081	0	0	2	C	-	18			N	H	I	A
8692085	0	0	2	A	-	3	22350		N	C	C	A
8699462	0	0	1	A	-	8	22107		N	E	I	A
8699466	0	0	1	A	-	8	22107		N	E	I	A
8703361	0	0	1	A	-	3	22350		N	E	I	A
8706116	0	0	2	A	-	6	21755	A	N	B	C	A
8710442	0	0	2	A	-	8	22102		N	B	C	A
8716227	0	0	2	A	-	3	22350		N	C	C	A
8722032	0	0	2	A	-	9	21804	A	N	D	C	A
8722775	0	0	1	A	-	8	22107		N	E	I	A
8727395	0	0	1	A	-	8	22107		N	E	I	A
8748200	0	0	2	A	-	21	22106		N	A	C	A
8759375	0	0	1	A	-	8	22107		N	E	I	A
8759549	0	0	2	A	-	4	21703		N	C	C	A
8771830	0	0	1	A	-	5	21650		N	E	I	A
8771849	0	0	2	A	-	3	22350		N	C	C	A
8790446	0	0	1	A	-	12	22450		N	E	I	A
8790450	0	0	2	A	-	1	23152	F	N	C	C	A
8800357	0	0	1	A	-	8	22107		M	A	I	A
8802198	0	0	2	A	-	9	21802	A	N	D	D	A
8806426	0	0	1	A	-	5	21650		N	E	I	A
8809987	0	0	2	A	-	8	22107		M	C	E	A
8832225	0	0	2	A	-	3	22350		N	C	C	A
8843229	0	0	1	A	-	21	22106		N	E	I	A
8843909	0	0	3	A	-	4	21703		M	C	C	A
8844932	0	0	2	A	-	4	21703		N	C	C	A
8868652	0	0	3	A	-	8	22107		N	E	E	A
8868660	0	0	1	A	-	8	22107		N	B	I	A
8880264	0	0	1	A	-	8	22107		M	E	I	A
8881995	0	0	2	A	-	9	21801	A	N	D	C	A
8899979	0	0	2	A	-	3	22350		N	C	C	A
8903543	0	0	2	A	-	5	21460	A	M	B	C	A
8907344	0	0	2	A	-	9	21804	A	N	A	C	A

CASE_ID	ROAD_SURFACE	ROAD_COND_1	ROAD_COND_2	LIGHTING	CONTROL_DEVICE	CHP_ROAD_TYPE	PEDESTRIAN_ACCIDENT	BICYCLE_ACCIDENT	MOTORCYCLE_ACCIDENT	TRUCK_ACCIDENT	NOT_PRIVATE_PROPERTY
8507431	A	H	-	B	A	0					Y
8507435	A	H	-	A	D	0		Y			Y
8605862	A	H	-	A	D	0					Y
8373284	A	H	-	A	D	0					Y
8411684	A	H	-	D	D	0					Y
8620350	A	H	-	A	A	0					Y
8621520	A	H	-	A	D	0					Y
8623821	A	H	-	A	A	0					Y
8625492	A	H	-	A	D	0					Y
8646286	A	H	-	A	D	0			Y		Y
8648873	B	H	-	A	D	0					Y
8652325	A	H	-	D	D	0					Y
8671640	A	H	-	A	D	0					Y
8675158	A	H	-	A	A	0					Y
8692081	A	H	-	A	C	0					Y
8692085	A	H	-	A	D	0					Y
8699462	A	H	-	A	D	0					Y
8699466	A	H	-	A	D	0					Y
8703361	A	H	-	A	D	0					Y
8706116	A	H	-	A	A	0					Y
8710442	A	H	-	A	D	0					Y
8716227	A	H	-	A	D	0					Y
8722032	A	H	-	A	A	0					Y
8722775	A	H	-	D	D	0					Y
8727395	A	H	-	C	D	0					Y
8748200	A	H	-	A	D	0					Y
8759375	B	H	-	C	A	0					Y
8759549	A	H	-	A	D	0					Y
8771830	A	H	-	A	D	0					Y
8771849	A	H	-	-	A	0					Y
8790446	A	H	-	C	A	0					Y
8790450	A	H	-	A	D	0					Y
8800357	A	H	-	A	D	0					Y
8802198	B	H	-	D	-	0					Y
8806426	A	H	-	C	A	0					Y
8809987	A	H	-	D	D	0					Y
8832225	B	H	-	A	A	0					Y
8843229	B	H	-	C	D	0					Y
8843909	A	H	-	A	D	0					Y
8844932	B	H	-	A	D	0					Y
8868652	A	H	-	A	D	0					Y
8868660	A	H	-	A	A	0					Y
8880264	A	H	-	D	D	0					Y
8881995	A	H	-	A	D	0			Y		Y
8899979	B	H	-	A	D	0					Y
8903543	A	H	-	D	D	0					Y
8907344	A	H	-	A	D	0					Y

CASE_ID	ALCOHOL_INVOLVED	STWD_VEHTYPE_AT_FAULT	CHP_VEHTYPE_AT_FAULT	COUNT_SEVERE_INJ	COUNT_VISIBLE_INJ	COUNT_COMPLAINT_PAIN	COUNT_PED_KILLED	COUNT_PED_INJURED	COUNT_BICYCLIST_KILLED
8507431	Y	-		1	0	0	0	0	0
8507435		C	2	0	1	0	0	0	0
8605862		D	22	0	1	1	0	0	0
8373284		A	1	0	0	1	0	0	0
8411684		-		0	0	0	0	0	0
8620350		-		0	0	0	0	0	0
8621520		-	-	0	0	0	0	0	0
8623821	Y	A	1	0	0	0	0	0	0
8625492		-	-	0	0	0	0	0	0
8646286		F	26	0	0	0	0	0	0
8648873		-		0	1	0	0	0	0
8652325		A	1	0	0	0	0	0	0
8671640		-		0	0	0	0	0	0
8675158		-		0	0	0	0	0	0
8692081		-	-	0	0	0	0	0	0
8692085		D	22	0	0	0	0	0	0
8699462		A	1	0	0	0	0	0	0
8699466		A	1	0	0	0	0	0	0
8703361		-		0	0	0	0	0	0
8706116		-		0	0	0	0	0	0
8710442		-		0	0	0	0	0	0
8716227		-		0	0	0	0	0	0
8722032		-		0	0	0	0	0	0
8722775		-		0	0	0	0	0	0
8727395		A	8	0	0	0	0	0	0
8748200		D	22	0	0	0	0	0	0
8759375		-		0	0	0	0	0	0
8759549		A	1	0	0	0	0	0	0
8771830		A	1	0	0	0	0	0	0
8771849		-		0	0	0	0	0	0
8790446		-		0	0	0	0	0	0
8790450		-		0	0	0	0	0	0
8800357		-	-	0	0	0	0	0	0
8802198		-		0	0	0	0	0	0
8806426		D	22	0	0	0	0	0	0
8809987		-		0	0	0	0	0	0
8832225		-		0	0	0	0	0	0
8843229		-		0	0	0	0	0	0
8843909		-		0	0	0	0	0	0
8844932		-		0	0	0	0	0	0
8868652		D	22	0	0	0	0	0	0
8868660		-	-	0	0	0	0	0	0
8880264		-		0	0	0	0	0	0
8881995		-		0	0	0	0	0	0
8899979		A	7	0	0	0	0	0	0
8903543		A	1	0	0	0	0	0	0
8907344		-		0	0	0	0	0	0

CASE_ID	COUNT_BICYCLIST_INJURED	COUNT_MC_KILLED	COUNT_MC_INJURED	PRIMARY_RAMP	SECONDARY_RAMP	LATITUDE	LONGITUDE
8507431	0	0	0	-	-		
8507435	0	0	1	-	-		
8605862	0	0	0	-	-		
8373284	0	0	0	-	-	38.83141	-121.18528
8411684	0	0	0	-	-	38.81943	-121.21021
8620350	0	0	0	-	-		
8621520	0	0	0	-	-		
8623821	0	0	0	-	-		
8625492	0	0	0	-	-		
8646286	0	0	0	-	-		
8648873	0	0	0	-	-		
8652325	0	0	0	-	-		
8671640	0	0	0	-	-		
8675158	0	0	0	-	-		
8692081	0	0	0	-	-		
8692085	0	0	0	-	-		
8699462	0	0	0	-	-		
8699466	0	0	0	-	-		
8703361	0	0	0	-	-		
8706116	0	0	0	-	-		
8710442	0	0	0	-	-		
8716227	0	0	0	-	-		
8722032	0	0	0	-	-		
8722775	0	0	0	-	-		
8727395	0	0	0	-	-		
8748200	0	0	0	-	-		
8759375	0	0	0	-	-		
8759549	0	0	0	-	-		
8771830	0	0	0	-	-		
8771849	0	0	0	-	-		
8790446	0	0	0	-	-		
8790450	0	0	0	-	-		
8800357	0	0	0	-	-		
8802198	0	0	0	-	-		
8806426	0	0	0	-	-		
8809987	0	0	0	-	-		
8832225	0	0	0	-	-		
8843229	0	0	0	-	-		
8843909	0	0	0	-	-		
8844932	0	0	0	-	-		
8868652	0	0	0	-	-		
8868660	0	0	0	-	-		
8880264	0	0	0	-	-		
8881995	0	0	0	-	-		
8899979	0	0	0	-	-		
8903543	0	0	0	-	-		
8907344	0	0	0	-	-		

CASE_ID	ACCIDENT_YEAR	PROC_DATE	JURIS	COLLISION_DATE	COLLISION_TIME	OFFICER_ID	REPORTING_DISTRICT	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_LOCS	SPECIAL_COND	BEAT_TYPE
8621404	2018	20180530	3100	20180419	1946	151		4	5	2	3106	0	0
8674974	2018	20181005	3100	20180729	225	167		7	5	2	3106	0	0
8706138	2018	20181008	3100	20180918	746	101		2	5	2	3106	0	0
8734755	2018	20181115	3100	20180927	1730	136	135	4	5	2	3106	0	0
8756186	2018	20190123	3100	20181126	740	101		1	5	2	3106	0	0
8756358	2018	20190123	3100	20181112	1550	245	3100	1	5	2	3106	0	0
8775249	2018	20190206	3100	20180914	242	167		5	5	2	3106	0	0
8868656	2018	20190611	3100	20190517	1242	124		5	5	2	3106	0	0
8911654	2018	20201007	3100	20200823	1953	20-7753		7	5	2	3106	0	0
8623795	2018	20180529	3100	20180430	1600	141	3100	1	5	2	3106	0	0
8809429	2018	20190402	3100	20190216	2200	245		6	5	2	3106	0	0
8854806	2018	20190603	3100	20190320	1500	186		3	5	2	3106	0	0
8912570	2019	20190911	3100	20190716	1510	101		2	5	2	3106	0	0
8912999	2019	20190823	3100	20190723	1210	101		2	5	2	3106	0	0
8926319	2019	20190829	3100	20190726	1408	124		5	5	2	3106	0	0
8936126	2019	20191116	3100	20190323	1558	148	PLACE	6	5	2	3106	0	0
8949269	2019	20191004	3100	20190903	850	101		2	5	2	3106	0	0
8949591	2019	20191009	3100	20190806	2003	66		2	5	2	3106	0	0
8955576	2019	20191017	3100	20190919	922	101		4	5	2	3106	0	0
8968327	2019	20191108	3100	20190925	1431	124		3	5	2	3106	0	0
8968856	2019	20191209	3100	20191004	1906	136		5	5	2	3106	0	0
9006390	2019	20200219	3100	20191206	1217	82		5	5	2	3106	0	0
9006398	2019	20200219	3100	20191211	930	62		3	5	2	3106	0	0
9031594	2019	20200303	3100	20200108	1730	194		3	5	2	3106	0	0
9031598	2019	20200226	3100	20200116	1509	62		4	5	2	3106	0	0
9042052	2019	20200206	3100	20191230	1405	62		1	5	2	3106	0	0
90437678	2019	20170419	9220	20170331	1550	14611		5	2	2	3106	0	1
9044283	2019	20200312	3100	20191221	1717	536249	3100	6	5	2	3106	0	0
9050041	2019	20200526	3100	20200204	1050	62		2	5	2	3106	0	0
9070733	2019	20200630	3100	20200308	1632	162	3100	7	5	2	3106	0	0
9074043	2019	20200824	3100	20200514	844	62	PLACE	4	5	2	3106	0	0
9085955	2019	20200721	3100	20200408	1300	94		3	5	2	3106	0	0
9086476	2019	20200618	3100	20200306	1505	193		5	5	2	3106	0	0
8939092	2019	20191017	3100	20190603	105	124		1	5	2	3106	0	0
8969606	2019	20200316	3100	20191016	239	138		3	5	2	3106	0	0
8976201	2019	20191120	3100	20191028	1446	101		1	5	2	3106	0	0
8976651	2019	20191209	3100	20191010	745	33		4	5	2	3106	0	0
8991973	2019	20191204	3100	20191029	1330	101		2	5	2	3106	0	0
9006394	2019	20200219	3100	20191223	1303	62		1	5	2	3106	0	0
9031736	2019	20200318	3100	20200107	1430	62		2	5	2	3106	0	0
9049728	2019	20200610	3100	20200202	1944	104		7	5	2	3106	0	0
9049943	2019	20200305	3100	20200129	1455	62		3	5	2	3106	0	0
9059110	2019	20200520	3100	20200211	1139	62		2	5	2	3106	0	0
90806869	2019	20180906	9220	20180827	1500	16031		1	2	2	3106	0	1
9094823	2020	20200727	3100	20200411	1654	193	PLACE	6	5	2	3106	0	0
9109780	2020	20200821	3100	20200520	823	62		3	5	2	3106	0	0
9116026	2020	20200926	3100	20200624	1244	62		3	5	2	3106	0	0

CASE_ID	CHP_BEAT_TYPE	CITY_DIVISION_LAPD	CHP_BEAT_CLASS	BEAT_NUMBER	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER_1	WEATHER_2
8621404	0		0	135	TAYLOR RD	HORSESHOE BAR RD	198	N	N	A	-
8674974	0		0		HORSESHOE BAR RD	EVANS DR	528	S	N	A	-
8706138	0		0	135	BRACE RD	HIGH CLIFF RD	0		Y	A	-
8734755	0		0	00P	SIERRA COLLEGE BL	SIERRA COLLEGE BL 3901	0		Y	A	-
8756186	0		0	135	KING RD	SIERRA COLLEGE BL	0		Y	A	-
8756358	0		0	PAUL	LAIRD RD	LOOMIS HILLS RD	528	N	N	A	-
8775249	0		0	135	HORSESHOE BAR RD	EVANS DR	560	S	N	A	-
8868656	0		0		SIERRA COLLEGE BL	KING RD	0		Y	A	-
8911654	0		0	LOP	SIERRA COLLEGE BL	KING RD	1219	N	N	A	-
8623795	0		0	PAUL	SIERRA COLLEGE BL	BANKHEAD DR	400	N	N	A	-
8809429	0		0	13P	CATALPA CT	HUMPHREY RD	60	E	N	A	-
8854806	0		0	135	TAYLOR RD	KING RD	0		Y	B	C
8912570	0		0	LO-P	WEBB ST	SAUNDERS AV	0		Y	A	-
8912999	0		0	LO P	SIERRA COLLEGE BL	TAYLOR RD	400	N	N	A	-
8926319	0		0		TUDOR WY	QUARRY CT	81	E	N	A	-
8936126	0		0	LOOMIS	LAIRD RD	BRACE RD	20	E	N	A	-
8949269	0		0	LOP	BARTON RD	ROCKLIN RD	0		Y	A	-
8949591	0		0	LOOMIS	MARGARET DR	MARGARET DR 3345	0		-	A	-
8955576	0		0	LOP	TAYLOR RD	KING RD	0		Y	A	-
8968327	0		0		HORSESHOE BAR RD	CALLISON ST	42	S	N	A	-
8968856	0		0		SIERRA COLLEGE BL	TAYLOR RD	0		Y	A	-
9006390	0		0		RIPPEY RD	TAYLOR RD	0		-	A	-
9006398	0		0	PAUL	BARTON RD	ROCKLIN RD	0		Y	A	-
9031594	0		0	LO-P	RUTHERFORD CYN RD	RIDGE CT	168	N	N	A	-
9031598	0		0	LO-P	KING RD	SHERWOOD CT	358	W	N	B	C
9042052	0		0	LOP	SWETZER RD	JETTON RD	0		Y	A	-
90437678	1		2	282	I-80 E/B	HORSESHOE BAR RD	500	E	N	A	-
9044283	0		0	PAUL	5834 SAUNDERS AV	SAUNDERS AV 5834	5	N	N	A	-
9050041	0		0	LO-P	BRACE RD	BARTON RD	0		Y	A	-
9070733	0		0	PAUL	BARTON RD	WELLS AV	530	S	N	A	-
9074043	0		0	PAUL	CORWIN CT	HEBERT CT	150	W	N	B	-
9085955	0		0	PAUL	SWETZER RD	JETTON LN	2	S	N	B	-
9086476	0		0	PAUL	KING RD	BOYINGTON RD	48	W	N	A	-
8939092	0		0	LO P	SIERRA COLLEGE BL	KING RD	2348	S	N	A	-
8969606	0		0	PAUL	WEBB ST	KING RD	151	S	N	A	-
8976201	0		0	LO P	BARTON RD	WELLS AV	0		Y	A	-
8976651	0		0	LOOMIS	TAYLOR RD	KING RD	2640	E	N	A	-
8991973	0		0	LOP	TAYLOR RD	RACHEL LN	900	N	N	A	-
9006394	0		0	LO-P	SWETZER RD	JETTON LN	385	S	N	B	-
9031736	0		0	LOP	TAYLOR RD	RACHEL LN	850	N	N	A	-
9049728	0		0		HORSEHOE BAR RD	LIBRARY DR	21	N	N	-	-
9049943	0		0	LO P	TAYLOR RD	RACHEL LN	860	N	N	A	-
9059110	0		0	LO-P	BARTON RD	WELLS AV	0		Y	A	-
90806869	1		2	282	1-80 W/B OFF-RAMP TO HORSESHOE BAR RD.	HORSESHOE BAR RD	542	W	N	A	-
9094823	0		0	PAUL	SIERRA COLLEGE BL	TAYLOR RD	0		Y	A	-
9109780	0		0	PAUL	SIERRA COLLEGE BL	TAYLOR RD	745	N	N	A	-
9116026	0		0	LO-P	ANGELO CT	ENTERPRISE CT	220	E	N	A	-

[illegible]

CASE_ID	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR	PCF_CODE_OF_VIOL	PCF_VIOL_CATEGORY	PCF_VIOLATION	PCF_VIOL_SUBSECTION	HIT_AND_RUN	TYPE_OF_COLLISION	MVIW	PED_ACTION
8621404	0	1	2	A	-	8	22107		N	D	C	A
8674974	0	1	1	A	-	3	22350		N	E	I	A
8706138	0	1	1	A	-	3	22350	A	N	F	I	A
8734755	0	4	3	A	-	3	22350		N	A	C	A
8756186	0	1	1	A	-	1	23152	F	N	E	I	A
8756358	0	1	2	A	-	3	22350		N	B	C	A
8775249	0	1	1	A	-	1	23152		N	E	J	A
8868656	0	4	3	A	-	12	21453	A	N	D	C	A
8911654	1	0	2	A	-	3	22350		N	C	C	A
8623795	0	1	2	A	-	3	22350	A	N	C	C	A
8809429	0	0	2	A	-	1	23152	A	N	B	E	A
8854806	0	1	4	A	-	4	21703		N	C	C	A
8912570	0	0	2	A	-	5	21460	A	N	B	C	A
8912999	0	0	3	A	-	4	21703		N	C	C	A
8926319	0	0	2	A	-	8	22107	A broadside	M	H	E	A
8936126	0	0	2	A	-	4	21703		M	C	C	A
8949269	0	0	2	A	-	12	22450	A	N	D	C	A
8949591	0	0	1	A	-	8	22107		N	E	I	A
8955576	0	0	2	A	-	9	21804	A	N	D	G	A
8968327	0	0	3	A	-	4	21703		N	C	C	A
8968856	0	0	2	A	-	3	22350		M	C	C	A
9006390	0	0	1	A	-	5	21650		N	E	I	A
9006398	0	0	2	A	-	8	22100	B	N	D	G	A
9031594	0	0	1	A	-	8	22107		N	E	I	A
9031598	0	0	2	A	-	9	21804	A	N	D	C	A
9042052	0	0	2	A	-	4	21703		N	C	C	A
90437678	0	0	2	A	-	7	21658	A	N	B	C	A
9044283	0	0	1	A	-	5	21650	head on	N	E	I	A
9050041	0	0	2	A	-	12	22450	A	N	D	C	A
9070733	0	0	1	A	-	1	23152	A	N	A	I	A
9074043	0	0	2	A	-	8	22107		N	C	E	A
9085955	0	0	2	A	-	6	21755		N	C	C	A
9086476	0	0	3	A	-	9	21800	A	N	D	C	A
8939092	1	0	1	A	-	3	22350		N	E	I	A
8969606	0	1	1	A	-	1	23152	A	N	E	I	A
8976201	0	1	2	A	-	9	21802	A	N	D	C	A
8976651	0	1	3	A	-	9	21801	A	N	D	C	A
8991973	0	1	2	A	-	9	21804	A	N	D	C	A
9006394	0	1	2	A	-	9	21804	A	N	D	C	A
9031736	0	1	2	A	-	9	21804	A	N	B	C	A
9049728	0	1	2	A	-	1	23152	B	N	C	E	A
9049943	0	1	2	A	-	9	21804	A	N	B	C	A
9059110	0	1	2	A	-	1	23153	B	N	D	C	A
90806869	0	1	2	A	-	3	22350		N	E	C	A
9094823	0	0	2	A	-	12	21453	A	N	D	C	A
9109780	0	0	1	A	-	8	22107	A	N	A	I	A
9116026	0	0	4	A	-	8	22107		N	B	E	A

CASE_ID	ROAD_SURFACE	ROAD_COND_1	ROAD_COND_2	LIGHTING	CONTROL_DEVICE	CHP_ROAD_TYPE	PEDESTRIAN_ACCIDENT	BICYCLE_ACCIDENT	MOTORCYCLE_ACCIDENT	TRUCK_ACCIDENT	NOT_PRIVATE_PROPERTY
8621404	A	H	-	A	D	0			Y		Y
8674974	A	H	-	D	D	0			Y		Y
8706138	A	H	-	A	D	0					Y
8734755	A	H	-	A	D	0					Y
8756186	A	H	-	A	A	0					Y
8756358	A	H	-	A	D	0					Y
8775249	A	H	-	D	D	0					Y
8868656	A	H	-	A	A	0					Y
8911654	A	H	-	B	D	0			Y		Y
8623795	A	H	-	A	D	0			Y		Y
8809429	A	H	-	C	D	0					Y
8854806	B	H	-	A	A	0					Y
8912570	A	H	-	A	D	0					Y
8912999	A	H	-	A	D	0					Y
8926319	A	H	-	A	D	0					Y
8936126	A	H	-	A	A	0					Y
8949269	A	H	-	A	D	0					Y
8949591	A	H	-	B	D	0					Y
8955576	A	H	-	A	A	0		Y			Y
8968327	A	H	-	A	D	0					Y
8968856	A	H	-	B	A	0					Y
9006390	A	H	-	A	D	0					Y
9006398	B	H	-	A	D	0		Y			Y
9031594	A	H	-	B	D	0					Y
9031598	B	H	-	A	D	0					Y
9042052	A	H	-	A	D	0					Y
90437678	A	H	-	A	D	0					Y
9044283	A	H	-	C	D	0					Y
9050041	A	H	-	A	D	0					Y
9070733	A	H	-	A	D	0					Y
9074043	A	H	-	A	D	0					Y
9085955	A	H	-	A	D	0					Y
9086476	A	H	-	A	D	0					Y
8939092	A	H	-	D	D	0					Y
8969606	A	H	-	C	D	0					Y
8976201	A	H	-	A	A	0					Y
8976651	A	H	-	A	D	0					Y
8991973	A	H	-	A	D	0					Y
9006394	A	H	-	A	D	0					Y
9031736	A	H	-	A	D	0					Y
9049728	A	H	-	-	D	0				Y	Y
9049943	A	H	-	A	D	0					Y
9059110	A	H	-	A	D	0					Y
90806869	A	H	-	A	D	0					Y
9094823	A	-	-	A	A	0					Y
9109780	A	H	-	A	D	0					Y
9116026	A	H	-	A	D	0					Y

CASE_ID	ALCOHOL_INVOLVED	STWD_VEHTYPE_AT_FAULT	CHP_VEHTYPE_AT_FAULT	COUNT_SEVERE_INJ	COUNT_VISIBLE_INJ	COUNT_COMPLAINT_PAIN	COUNT_PED_KILLED	COUNT_PED_INJURED	COUNT_BICYCLIST_KILLED
8621404		D	22	0	0	1	0	0	0
8674974		C	2	0	1	0	0	0	0
8706138		A	1	0	0	1	0	0	0
8734755		-		0	2	2	0	0	0
8756186		-		0	1	0	0	0	0
8756358		A	1	0	1	0	0	0	0
8775249	Y	-		0	0	1	0	0	0
8868656		A	7	0	4	0	0	0	0
8911654		C	2	0	0	0	0	0	0
8623795		C	2	0	1	0	0	0	0
8809429	Y	-		0	0	0	0	0	0
8854806		-		0	0	1	0	0	0
8912570		-		0	0	0	0	0	0
8912999		-		0	0	0	0	0	0
8926319		-		0	0	0	0	0	0
8936126		-		0	0	0	0	0	0
8949269		-		0	0	0	0	0	0
8949591		-		0	0	0	0	0	0
8955576		-		0	0	0	0	0	0
8968327		A	7	0	0	0	0	0	0
8968856		-		0	0	0	0	0	0
9006390		A	1	0	0	0	0	0	0
9006398		L	4	0	0	0	0	0	0
9031594		-		0	0	0	0	0	0
9031598		-		0	0	0	0	0	0
9042052		-		0	0	0	0	0	0
90437678		A	1	0	0	0	0	0	0
9044283		D	22	0	0	0	0	0	0
9050041		A	7	0	0	0	0	0	0
9070733		A	1	0	0	0	0	0	0
9074043		-		0	0	0	0	0	0
9085955		A	1	0	0	0	0	0	0
9086476		A	1	0	0	0	0	0	0
8939092		A	1	0	0	0	0	0	0
8969606	Y	-		0	1	0	0	0	0
8976201		A	1	0	0	1	0	0	0
8976651		-		0	1	0	0	0	0
8991973		-		1	0	0	0	0	0
9006394		A	1	0	0	1	0	0	0
9031736		-		1	0	0	0	0	0
9049728	Y	A	1	0	1	0	0	0	0
9049943		-		0	0	1	0	0	0
9059110	Y	-		1	0	0	0	0	0
90806869		A	1	0	0	1	0	0	0
9094823		-		0	0	0	0	0	0
9109780		A	1	0	0	0	0	0	0
9116026		-		0	0	0	0	0	0

CASE_ID	COUNT_BICYCLIST_INJURED	COUNT_MC_KILLED	COUNT_MC_INJURED	PRIMARY_RAMP	SECONDARY_RAMP	LATITUDE	LONGITUDE
8621404	0	0	1	-	-		
8674974	0	0	1	-	-		
8706138	0	0	0	-	-		
8734755	0	0	0	-	-		
8756186	0	0	0	-	-		
8756358	0	0	0	-	-		
8775249	0	0	0	-	-		
8868656	0	0	0	-	-		
8911654	0	1	0	-	-		
8623795	0	0	1	-	-	38.8149	-121.2115
8809429	0	0	0	-	-	38.8287	-121.2008
8854806	0	0	0	-	-	38.82477	-121.19139
8912570	0	0	0	-	-		
8912999	0	0	0	-	-		
8926319	0	0	0	-	-		
8936126	0	0	0	-	-		
8949269	0	0	0	-	-		
8949591	0	0	0	-	-		
8955576	0	0	0	-	-		
8968327	0	0	0	-	-		
8968856	0	0	0	-	-		
9006390	0	0	0	-	-		
9006398	0	0	0	-	-		
9031594	0	0	0	-	-		
9031598	0	0	0	-	-		
9042052	0	0	0	-	-		
90437678	0	0	0	-	-		
9044283	0	0	0	-	-		
9050041	0	0	0	-	-		
9070733	0	0	0	-	-		
9074043	0	0	0	-	-		
9085955	0	0	0	-	-		
9086476	0	0	0	-	-		
8939092	0	0	0	-	-		
8969606	0	0	0	-	-		
8976201	0	0	0	-	-		
8976651	0	0	0	-	-		
8991973	0	0	0	-	-		
9006394	0	0	0	-	-		
9031736	0	0	0	-	-		
9049728	0	0	0	-	-		
9049943	0	0	0	-	-		
9059110	0	0	0	-	-		
90806869	0	0	0	-	-	38.8163	-121.19087
9094823	0	0	0	-	-		
9109780	0	0	0	-	-		
9116026	0	0	0	-	-		

CASE_ID	ACCIDENT_YEAR	PROC_DATE	JURIS	COLLISION_DATE	COLLISION_TIME	OFFICER_ID	REPORTING_DISTRICT	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_LOCS	SPECIAL_COND	BEAT_TYPE
9117929	2020	20200918	3100	20200617	1504	62		3	5	2	3106	0	0
9117930	2020	20200925	3100	20200619	1205	62		5	5	2	3106	0	0
9119400	2020	20200919	3100	20200617	2134	198		3	5	2	3106	0	0
9145883	2020	20201001	3100	20200721	750	62		2	5	2	3106	0	0
9145884	2020	20201001	3100	20200720	2256	94		1	5	2	3106	0	0
9145885	2020	20201001	3100	20200725	2207	152		6	5	2	3106	0	0
9148804	2020	20201120	3100	20200901	1030	62		2	5	2	3106	0	0
9161000	2020	20201125	3100	20200905	1319	82		6	5	2	3106	0	0
9175767	2020	20201223	3100	20201010	25	84		6	5	2	3106	0	0
9087721	2020	20200706	3100	20200304	800	94		3	5	2	3106	0	0
9137551	2020	20200930	3100	20200801	1735	152		6	5	2	3106	0	0
9164821	2020	20201205	3100	20200913	1750	62		7	5	2	3106	0	0
90887401	2020	20181220	9220	20181212	1445	15042		3	2	2	3106	0	1
91119711	2020	20191113	9220	20191111	1025	15197		1	1	2	3106	0	1
91268384	2020	20200714	9220	20200707	1609	17027		2	2	2	3106	0	1
91275613	2020	20200728	9220	20200721	1455	17027		2	2	2	3106	0	1
9175768	2021	20201223	3100	20201016	1618	62		5	5	2	3106	0	0
9178787	2021	20201219	3100	20201013	1020	135	3100	2	5	2	3106	0	0
9200658	2021	20210125	3100	20201104	1545	172		3	5	2	3106	0	0
9200883	2021	20210302	3100	20201210	1537	62		4	5	2	3106	0	0
9206309	2021	20210317	3100	20210125	117	173	3100	1	5	2	3106	0	0
9214321	2021	20210305	3100	20201231	1605	533578	3100	4	5	2	3106	0	0
9228319	2021	20210329	3100	20210206	1456	206		6	5	2	3106	0	0
9228320	2021	20210329	3100	20210208	1215	161		1	5	2	3106	0	0
9239601	2021	20210327	3100	20210211	1615	211		4	5	2	3106	0	0
9239602	2021	20210327	3100	20210204	1555	62		4	5	2	3106	0	0
9243317	2021	20210415	3100	20210302	2500	206		2	5	2	3106	0	0
9247966	2021	20210408	3100	20210217	1030	62		3	5	2	3106	0	0
9247967	2021	20210409	3100	20210225	1105	62		4	5	2	3106	0	0
9251484	2021	20210430	3100	20210405	1706	216	PLACE	1	5	2	3106	0	0
9252517	2021	20210416	3100	20210322	951	1616		1	5	2	3106	0	0
9264761	2021	20210520	3100	20210417	203	169	LOOMI	6	5	2	3106	0	0
9271141	2021	20210611	3100	20210507	1553	62		5	5	2	3106	0	0
9271180	2021	20210610	3100	20210517	620	62		1	5	2	3106	0	0
9274949	2021	20210712	3100	20210615	1316	62		2	5	2	3106	0	0
9274950	2021	20210712	3100	20210609	756	62		3	5	2	3106	0	0
9275468	2021	20210706	3100	20210302	1646	35		2	5	2	3106	0	0
9286218	2021	20210709	3100	20210213	346	159	PAUL	6	5	2	3106	0	0
9290221	2021	20210908	3100	20210706	1159	62		2	5	2	3106	0	0
9314541	2021	20210902	3100	20210613	1914	206		7	5	2	3106	0	0
9316901	2021	20210923	3100	20210709	2101	120	PLACE	5	5	2	3106	0	0
9316902	2021	20210927	3100	20210715	1345	215	PLACE	4	5	2	3106	0	0
9316903	2021	20210922	3100	20210722	2007	128	PAUL	4	5	2	3106	0	0
9317701	2021	20210921	3100	20210702	1215	21-6460	3100	5	5	2	3106	0	0
9365950	2021	20211204	3100	20211001	822	133		5	5	2	3106	0	0
9365951	2021	20211204	3100	20211024	1544	35		7	5	2	3106	0	0
9365952	2021	20211204	3100	20211020	2150	35	ROSEV	3	5	2	3106	0	0

CASE_ID	CHP_BEAT_TYPE	CITY_DIVISION_LAPD	CHP_BEAT_CLASS	BEAT_NUMBER	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER_1	WEATHER_2
9117929	0		0	LOP	SIERRA COLLEGE BL	TAYLOR RD	560	N	N	A	-
9117930	0		0	LOP	SIERRA COLLEGE BL	KING RD	0		Y	A	-
9119400	0		0		HORSESHOE BAR RD	LIBRARY DR	40	S	N	A	-
9145883	0		0	LO-P	KING RD	SIERRA COLLEGE BL	0		Y	A	-
9145884	0		0		HORSESHOE BAR RD	OAK TREE LN	100	E	N	A	-
9145885	0		0		WEBB ST	TAYLOR RD	265	N	N	A	-
9148804	0		0	LOOMIS	SIERRA COLLEGE BL	TAYLOR RD	890	N	N	A	-
9161000	0		0	PLACER	TAYLOR RD	LEMON RANCH RD	903	W	N	A	-
9175767	0		0	LOP	TAYLOR RD	HORSESHOE BAR RAD	0		Y	A	-
9087721	0		0	PAUL	SIERRA COLLEGE BL	KING RD	1073	N	N	A	-
9137551	0		0		ARCADIA AV	SPARAS ST	166	N	N	A	-
9164821	0		0	LOP	HORSESHOE BAR RD	EVANS DR	520	S	N	A	-
90887401	1		2	282	I-80 E/B HORSESHOE BAR OFF RAMP	HORSESHOE BAR RD.	12	W	N	A	-
91119711	1		2	282	I-80 E/B TO HORSESHOE BAR RD	HORSESHOE BAR RD	150	E	N	A	-
91268384	1		2	282	I-80 E/B TO HORSESHOE BAR ROAD	HORSESHOE BAR RD	8	E	N	A	-
91275613	1		2	282	I-80 W/B	HORSESHOE BAR RD	200	W	N	A	-
9175768	0		0	LOP	SIERRA COLLEGE BL	KING RD	363	S	N	A	-
9178787	0		0	LOP	SIERRA COLLEGE BL	TAYLOR RD INTER	150	N	-	A	-
9200658	0		0		KING RD	SWETZER RD	36	E	N	A	-
9200883	0		0	LO-P	SWEZER RD	KEY CT	260	N	N	A	-
9206309	0		0	PAUL	BARTON RD	BARTON RD 5325	0		Y	C	-
9214321	0		0	PAUL	HORSESHOE BAR RD	RT 80	0		Y	B	-
9228319	0		0	LOP	TAYLOR RD	BRACE RD	0		Y	A	-
9228320	0		0	PAUL	BRACE RD	HUNTER OAKS LN	0		Y	A	-
9239601	0		0		TAYLOR RD	KING RD	565	S	-	B	C
9239602	0		0	LOP	KING RD	SWETZER RD	147	W	N	A	-
9243317	0		0	LOP	HORSESHOE BAR RD	HORSESHOE BAR RD 5755	0		N	A	-
9247966	0		0	LO-P	SUN KNOLL DR	THORNWOOD DR	333	S	N	A	-
9247967	0		0	LO-P	TAYLOR RD	SIERRA COLLEGE BL	89	W	N	A	-
9251484	0		0	PAUL	LAIRD RD	LAIRD RD 4200	0		-	A	-
9252517	0		0	PAUL	SAUNDERS AV	MCALLEN DR	288	N	N	A	-
9264761	0		0	LOOMIS	HORSESHOE BAR RD	LIBRARY DR	0		Y	A	-
9271141	0		0	LO-P	BRACE RD	HUNTER OAKS LN	122	W	N	A	-
9271180	0		0	LO-P	SIERRA COLLEGE BL	KING RD	2130	S	N	A	-
9274949	0		0	LOP	BOYINGTON RD	CHISOM TRL	360	S	N	A	-
9274950	0		0	LOP	SWETZER RD	KING RD	0	N	N	A	-
9275468	0		0	135	BRACE RD	BARTON RD	0		Y	A	-
9286218	0		0		DEL MAR AV	DEL MAR AV 3547	0		Y	C	-
9290221	0		0	LO-P	RUTHERFORD CANYON RD	LAIRD RD	753	W	N	A	-
9314541	0		0	LOP	TAYLOR RD	SIERRA COLLEGE BL	52	E	N	A	-
9316901	0		0	LOOMIS	TAYLOR DR	CIRCLE DR	225	W	N	A	-
9316902	0		0	PAUL	HORSESHOE RD	EVANS DR	5	W	N	A	-
9316903	0		0	PAUL	SIERRA COLLEGE BL	TAYLOR RD	100	N	N	A	-
9317701	0		0		SIERRA COLLEGE BL	BRACE RD	0		Y	A	-
9365950	0		0	PAUL	KING RD	TAYLOR RD	7	S	N	A	-
9365951	0		0	135	KING RD	BOYINGTON RD	0		Y	C	-
9365952	0		0	0B5	TAYLOR RD	TAYLOR RD 3725	0		Y	B	-

[illegible]

CASE_ID	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR	PCF_CODE_OF_VIOL	PCF_VIOL_CATEGORY	PCF_VIOLATION	PCF_VIOL_SUBSECTION	HIT_AND_RUN	TYPE_OF_COLLISION	MVIW	PED_ACTION
9117929	0	0	2	A	-	6	21754		N	B	C	A
9117930	0	0	2	A	-	8	22107		N	A	C	A
9119400	0	0	1	-	-	-		B	N	E	I	A
9145883	0	0	2	A	-	21	22106		N	D	C	A
9145884	0	0	1	A	-	3	22350	A	N	E	I	A
9145885	0	0	1	A	-	3	22350		N	E	I	A
9148804	0	0	2	A	-	5	21460	A	M	B	C	A
9161000	0	0	1	A	-	8	22107		N	E	I	A
9175767	0	0	1	A	-	1	23152	B	M	E	J	A
9087721	0	1	2	A	-	4	21703		N	C	C	A
9137551	0	1	2	A	-	0	21945	A	N	G	B	E
9164821	0	2	1	A	-	1	23153	A	N	E	I	A
90887401	0	0	2	A	-	3	22350		N	C	C	A
91119711	0	0	1	A	-	3	22350		N	F	A	A
91268384	0	0	2	A	-	21	22106		N	C	C	A
91275613	0	0	2	C	-	18			N	E	J	A
9175768	0	0	2	A	-	1	23152	B	N	C	C	A
9178787	0	0	2	A	-	4	21703		N	C	C	A
9200658	0	0	2	A	-	4	21703		N	C	C	A
9200883	0	0	3	A	-	8	22107		N	B	E	A
9206309	0	1	1	A	-	-			N	E	I	A
9214321	0	0	2	A	-	12	21453	A	N	D	C	A
9228319	0	0	2	A	-	6	21755	A	M	B	C	A
9228320	0	0	2	A	-	7	21658		M	A	C	A
9239601	0	0	2	-	-	-			M	B	E	A
9239602	0	0	2	A	-	8	22100	B	N	B	C	A
9243317	0	0	2	D	-	0			M	E	E	A
9247966	0	0	4	A	-	21	22106		N	B	E	A
9247967	0	0	3	A	-	3	22350		N	C	C	A
9251484	0	0	2	A	-	8	22107		N	-	C	A
9252517	0	0	1	D	-	0			M	A	I	A
9264761	0	0	3	A	-	1	23152	A	N	D	E	A
9271141	0	0	1	A	-	1	23152	B	N	E	I	A
9271180	0	0	1	A	-	1	23152	B	N	F	I	A
9274949	0	0	1	A	-	8	22107		N	F	I	A
9274950	0	0	6	A	-	8	22107		N	C	E	A
9275468	0	0	2	A	-	9	21801		N	D	C	A
9286218	0	0	1	A	-	0	20002		N	E	I	A
9290221	0	0	1	A	-	8	22107		N	E	I	A
9314541	0	0	2	A	-	3	22350		N	B	C	A
9316901	0	0	1	A	-	8	22107		N	E	I	A
9316902	0	0	2	-	-	-			N	C	C	A
9316903	0	0	2	A	-	6	21750	A	N	B	C	A
9317701	0	0	2	A	-	3	22350		N	C	C	A
9365950	0	0	3	A	-	10	21950	A	N	G	B	B
9365951	0	0	2	A	-	3	22350		N	C	C	A
9365952	0	0	1	A	-	5	21650		N	E	I	A

CASE_ID	ROAD_SURFACE	ROAD_COND_1	ROAD_COND_2	LIGHTING	CONTROL_DEVICE	CHP_ROAD_TYPE	PEDESTRIAN_ACCIDENT	BICYCLE_ACCIDENT	MOTORCYCLE_ACCIDENT	TRUCK_ACCIDENT	NOT_PRIVATE_PROPERTY
9117929	A	H	-	A	D	0					Y
9117930	A	H	-	A	A	0					Y
9119400	A	H	-	C	D	0					Y
9145883	A	H	-	A	A	0					Y
9145884	A	H	-	D	D	0					Y
9145885	A	H	-	C	A	0					Y
9148804	A	H	-	A	D	0					Y
9161000	A	H	-	A	D	0					Y
9175767	A	H	-	C	A	0					Y
9087721	A	H	-	A	D	0			Y		Y
9137551	A	H	-	A	D	0	Y				Y
9164821	A	H	-	B	D	0					Y
90887401	A	H	-	A	A	0					Y
91119711	A	H	-	A	D	0			Y		Y
91268384	A	H	-	A	D	0					Y
91275613	A	H	-	A	D	0					Y
9175768	A	H	-	A	A	0					Y
9178787	A	H	-	A	A	0			Y		Y
9200658	A	H	-	A	A	0					Y
9200883	A	H	-	B	D	0					Y
9206309	B	H	-	D	A	0					Y
9214321	A	H	-	A	A	0					Y
9228319	A	H	-	A	D	0					Y
9228320	A	H	-	A	D	0					Y
9239601	B	H	-	A	D	0					Y
9239602	A	H	-	A	D	0					Y
9243317	A	H	-	C	D	0					Y
9247966	A	H	-	A	D	0					Y
9247967	A	H	-	A	A	0					Y
9251484	A	H	-	A	D	0					Y
9252517	A	H	-	B	D	0					Y
9264761	A	H	-	C	D	0					Y
9271141	A	H	-	A	D	0					Y
9271180	A	H	-	B	D	0					Y
9274949	A	H	-	A	D	0					Y
9274950	A	H	-	A	D	0					Y
9275468	A	H	-	A	A	0					Y
9286218	B	H	-	D	D	0					Y
9290221	A	H	-	A	D	0					Y
9314541	A	H	-	A	A	0					Y
9316901	A	H	-	C	D	0					Y
9316902	A	H	-	A	D	0					Y
9316903	A	H	-	B	D	0					Y
9317701	A	H	-	A	A	0					Y
9365950	A	H	-	A	A	0	Y				Y
9365951	B	H	-	A	D	0					Y
9365952	B	H	-	C	D	0					Y

CASE_ID	ALCOHOL_INVOLVED	STWD_VEHTYPE_AT_FAULT	CHP_VEHTYPE_AT_FAULT	COUNT_SEVERE_INJ	COUNT_VISIBLE_INJ	COUNT_COMPLAINT_PAIN	COUNT_PED_KILLED	COUNT_PED_INJURED	COUNT_BICYCLIST_KILLED
9117929		-		0	0	0	0	0	0
9117930		-		0	0	0	0	0	0
9119400	Y	-		0	0	0	0	0	0
9145883		-		0	0	0	0	0	0
9145884		-		0	0	0	0	0	0
9145885		-		0	0	0	0	0	0
9148804		-		0	0	0	0	0	0
9161000		A	1	0	0	0	0	0	0
9175767	Y	-	-	0	0	0	0	0	0
9087721		C	2	0	1	0	0	0	0
9137551	Y	N	60	0	1	0	0	1	0
9164821	Y	A	7	2	0	0	0	0	0
90887401		D	22	0	0	0	0	0	0
91119711		C	2	0	0	0	0	0	0
91268384		A	1	0	0	0	0	0	0
91275613		-	-	0	0	0	0	0	0
9175768	Y	-		0	0	0	0	0	0
9178787		-	-	0	0	0	0	0	0
9200658		-		0	0	0	0	0	0
9200883		-		0	0	0	0	0	0
9206309		A	1	0	1	0	0	0	0
9214321		-		0	0	0	0	0	0
9228319		-		0	0	0	0	0	0
9228320	Y	A	1	0	0	0	0	0	0
9239601		-	-	0	0	0	0	0	0
9239602		-		0	0	0	0	0	0
9243317		-	-	0	0	0	0	0	0
9247966		-		0	0	0	0	0	0
9247967		-		0	0	0	0	0	0
9251484		-		0	0	0	0	0	0
9252517		-	-	0	0	0	0	0	0
9264761	Y	A	1	0	0	0	0	0	0
9271141	Y	-		0	0	0	0	0	0
9271180	Y	-		0	0	0	0	0	0
9274949		-		0	0	0	0	0	0
9274950		-		0	0	0	0	0	0
9275468		-		0	0	0	0	0	0
9286218		A	7	0	0	0	0	0	0
9290221		-		0	0	0	0	0	0
9314541		-		0	0	0	0	0	0
9316901		-		0	0	0	0	0	0
9316902		-		0	0	0	0	0	0
9316903		-		0	0	0	0	0	0
9317701		-		0	0	0	0	0	0
9365950		A	1	0	0	0	0	0	0
9365951		-		0	0	0	0	0	0
9365952	Y	-		0	0	0	0	0	0

CASE_ID	COUNT_BICYCLIST_INJURED	COUNT_MC_KILLED	COUNT_MC_INJURED	PRIMARY_RAMP	SECONDARY_RAMP	LATITUDE	LONGITUDE
9117929	0	0	0	-	-		
9117930	0	0	0	-	-		
9119400	0	0	0	-	-		
9145883	0	0	0	-	-		
9145884	0	0	0	-	-		
9145885	0	0	0	-	-		
9148804	0	0	0	-	-		
9161000	0	0	0	-	-		
9175767	0	0	0	-	-		
9087721	0	0	1	-	-		
9137551	0	0	0	-	-		
9164821	0	0	0	-	-		
90887401	0	0	0	-	-	38.81586	-121.18813
91119711	0	0	0	-	-	38.81696	-121.18702
91268384	0	0	0	-	-	38.81602	-121.18829
91275613	0	0	0	-	-	38.81634	-121.18989
9175768	0	0	0	-	-		
9178787	0	0	0	-	-		
9200658	0	0	0	-	-		
9200883	0	0	0	-	-		
9206309	0	0	0	-	-		
9214321	0	0	0	-	WO		
9228319	0	0	0	-	-		
9228320	0	0	0	-	-		
9239601	0	0	0	-	-		
9239602	0	0	0	-	-		
9243317	0	0	0	-	-		
9247966	0	0	0	-	-		
9247967	0	0	0	-	-		
9251484	0	0	0	-	-		
9252517	0	0	0	-	-		
9264761	0	0	0	-	-		
9271141	0	0	0	-	-		
9271180	0	0	0	-	-		
9274949	0	0	0	-	-		
9274950	0	0	0	-	-		
9275468	0	0	0	-	-		
9286218	0	0	0	-	-		
9290221	0	0	0	-	-		
9314541	0	0	0	-	-		
9316901	0	0	0	-	-		
9316902	0	0	0	-	-		
9316903	0	0	0	-	-		
9317701	0	0	0	-	-		
9365950	0	0	0	-	-		
9365951	0	0	0	-	-		
9365952	0	0	0	-	-		

CASE_ID	ACCIDENT_YEAR	PROC_DATE	JURIS	COLLISION_DATE	COLLISION_TIME	OFFICER_ID	REPORTING_DISTRICT	DAY_OF_WEEK	CHP_SHIFT	POPULATION	CNTY_CITY_LOCS	SPECIAL_COND	BEAT_TYPE
9366046	2021	20211118	3100	20210927	1608	94		1	5	2	3106	0	0
9368478	2021	20211215	3100	20211104	1500	226		4	5	2	3106	0	0
9377595	2021	20220114	3100	20211116	2039	230	Loomi	2	5	2	3106	0	0
9377596	2021	20220104	3100	20211110	1515	226		3	5	2	3106	0	0
9178171	2021	20210203	3100	20201114	2345	171		6	5	2	3106	0	0
9193268	2021	20201214	3100	20201029	558	2		4	5	2	3106	0	0
9206308	2021	20210317	3100	20210113	655	62		3	5	2	3106	0	0
9228240	2021	20210324	3100	20210209	1515	62		2	5	2	3106	0	0
9243188	2021	20210416	3100	20210304	1449	206		4	5	2	3106	0	0
9248045	2021	20210415	3100	20210220	1516	206		6	5	2	3106	0	0
9268498	2021	20210615	3100	20210517	1512	62		1	5	2	3106	0	0
9314601	2021	20210827	3100	20210708	1047	62		4	5	2	3106	0	0
9314602	2021	20210827	3100	20210701	1735	214	Place	4	5	2	3106	0	0
9316399	2021	20211005	3100	20210817	1155	82		2	5	2	3106	0	0
9349047	2021	20211018	3100	20210826	814	82		4	5	2	3106	0	0
9351563	2021	20211203	3100	20211030	1339	183		6	5	2	3106	0	0
9386502	2021	20220107	3100	20211214	640	229	SPS	2	5	2	3106	0	0
9341901	2021	20211021	3100	20210819	1152	142	Place	4	5	2	3106	0	0
9349010	2021	20211021	3100	20210819	2043	142	Place	4	5	2	3106	0	0
9377594	2021	20220104	3100	20211112	2116	227	PCSO	5	5	2	3106	0	0
9387001	2021	20220111	3100	20211130	840	94		2	5	2	3106	0	0
9392369	2021	20220304	3100	20210915	1934	141		3	5	2	3106	0	0

CASE_ID	CHP_BEAT_TYPE	CITY_DIVISION_LAPD	CHP_BEAT_CLASS	BEAT_NUMBER	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER_1	WEATHER_2
9366046	0		0		WELLS AV	WELLS AV 6316	0		Y	A	-
9368478	0		0	PAUL	TAYLOR RD	LEMONS RANCH DR	1580	S	N	A	-
9377595	0		0	LOOMIS	BARTON RD	ROCKLIN RD	0		Y	E	-
9377596	0		0	PAUL	5911 KING RD	KING RD 5911	42	S	N	A	-
9178171	0		0	PAUL	MONTE CLAIRE LN	ROCKLIN RD	2481	S	N	A	-
9193268	0		0	LO P	LAIRD RD	HORSESHOE BAR RD	867	E	N	A	-
9206308	0		0	LOP	SWETZER RD	KING RD	0		Y	A	-
9228240	0		0	LO-P	SIERRA COLLEGE BL	TAYLOR RD	0		Y	A	-
9243188	0		0	LOP	SWETZER RD	KEY CT	259	S	N	A	-
9248045	0		0	LO-P	HORSESHOE BAR RD	I-80 E	0		Y	A	-
9268498	0		0	LO P	KING RD	BOYINGTON RD	0		Y	A	-
9314601	0		0	LO-P	TAYLOR RD	WALNUT ST	75	N	N	A	-
9314602	0		0	PAUL	KING RD	LOS FLORES RD	40		N	A	-
9316399	0		0		SWETZER RD	KEY CT	160	N	N	A	-
9349047	0		0		KING RD	ARCADIA AV	111	E	N	A	-
9351563	0		0	PAU	KING RD	BANKHEAD RD	300	W	N	A	-
9386502	0		0	PAUL	SIERRA COLLEGE BL	BRACE RD	0		Y	B	-
9341901	0		0	LOOMIS	HORSESHOE BAR	WALNUT	0		Y	A	-
9349010	0		0	PAUL	MONTE CLAIRE LN	MONTE CLAIRE LN 5640	0		N	A	-
9377594	0		0	PAUL	HORSESHOE BAR RD	LAIRD RD	400	W	N	E	-
9387001	0		0		KING RD	TAYLOR RD	0		N	A	F
9392369	0		0	PAUL	HORSESHOE BAR RD	CALIFORNIA CT	409	W	N	A	-

[illegible]

CASE_ID	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR	PCF_CODE_OF_VIOL	PCF_VIOL_CATEGORY	PCF_VIOLATION	PCF_VIOL_SUBSECTION	HIT_AND_RUN	TYPE_OF_COLLISION	MVIW	PED_ACTION
9366046	0	0	2	A	-	3	22350		N	C	C	A
9368478	0	0	3	A	-	3	22350		N	C	C	A
9377595	0	0	2	A	-	12	22450		N	D	C	A
9377596	0	0	1	A	-	1	23152	A	N	E	I	A
9178171	0	1	1	A	-	1	23152	A broadside	M	A	I	A
9193268	0	1	1	A	-	3	22350		N	E	I	A
9206308	0	1	2	A	-	10	21950	A	N	G	B	B
9228240	0	3	3	A	-	8	22107		N	D	C	A
9243188	0	2	2	A	-	5	21651	B	N	A	C	A
9248045	0	1	2	A	-	4	21703		N	C	C	A
9268498	0	1	2	A	-	8	22107		N	D	C	A
9314601	0	1	2	A	-	8	22102		N	D	C	A
9314602	0	2	2	A	-	3	22350		N	D	C	A
9316399	0	1	2	A	-	3	22350		N	G	B	E
9349047	0	1	2	A	-	5	21202	A	N	H	G	A
9351563	0	2	2	A	-	3	22350		N	B	C	A
9386502	0	1	2	A	-	0	21801	D	N	-	C	A
9341901	0	1	2	A	-	9	21804	A	N	D	D	A
9349010	0	0	1	A	-	1	23152	B	N	E	I	A
9377594	0	0	1	A	-	0	22335		N	E	I	A
9387001	0	0	1	D	-	0			N	E	I	A
9392369	0	0	1	A	-	21	22106		N	E	I	A

CASE_ID	ROAD_SURFACE	ROAD_COND_1	ROAD_COND_2	LIGHTING	CONTROL_DEVICE	CHP_ROAD_TYPE	PEDESTRIAN_ACCIDENT	BICYCLE_ACCIDENT	MOTORCYCLE_ACCIDENT	TRUCK_ACCIDENT	NOT_PRIVATE_PROPERTY
9366046	A	H	-	A	D	0					Y
9368478	A	H	-	A	D	0					Y
9377595	A	H	-	D	A	0					Y
9377596	A	H	-	A	A	0					Y
9178171	A	H	-	D	D	0					Y
9193268	A	H	-	D	D	0					Y
9206308	A	H	-	B	A	0	Y				Y
9228240	A	H	-	A	A	0					Y
9243188	A	H	-	A	D	0			Y		Y
9248045	A	H	-	A	D	0					Y
9268498	A	H	-	A	D	0					Y
9314601	A	H	-	A	D	0					Y
9314602	A	H	-	A	D	0					Y
9316399	A	H	-	A	D	0	Y				Y
9349047	A	H	-	A	D	0		Y			Y
9351563	A	H	-	A	D	0					Y
9386502	B	H	-	E	B	0					Y
9341901	A	H	-	A	D	0			Y		Y
9349010	A	H	-	B	-	0					Y
9377594	A	H	-	D	D	0					Y
9387001	A	H	-	A	D	0					Y
9392369	A	H	-	D	D	0					Y

CASE_ID	ALCOHOL_INVOLVED	STWD_VEHTYPE_AT_FAULT	CHP_VEHTYPE_AT_FAULT	COUNT_SEVERE_INJ	COUNT_VISIBLE_INJ	COUNT_COMPLAINT_PAIN	COUNT_PED_KILLED	COUNT_PED_INJURED	COUNT_BICYCLIST_KILLED
9366046		A	7	0	0	0	0	0	0
9368478		A	1	0	0	0	0	0	0
9377595		-		0	0	0	0	0	0
9377596	Y	A	7	0	0	0	0	0	0
9178171	Y	D	22	0	1	0	0	0	0
9193268		A	1	1	0	0	0	0	0
9206308		-		1	0	0	0	1	0
9228240		-		0	0	3	0	0	0
9243188		C	2	1	0	1	0	0	0
9248045		-		0	0	1	0	0	0
9268498		A	1	0	1	0	0	0	0
9314601		-		0	1	0	0	0	0
9314602		A	1	0	2	0	0	0	0
9316399		A	7	0	1	0	0	1	0
9349047		L	4	0	0	1	0	0	0
9351563		D	22	0	0	2	0	0	0
9386502		D	22	0	0	1	0	0	0
9341901		A	7	0	1	0	0	0	0
9349010	Y	A	1	0	0	0	0	0	0
9377594		-		0	0	0	0	0	0
9387001		-	-	0	0	0	0	0	0
9392369		-		0	0	0	0	0	0

CASE_ID	COUNT_BICYCLIST_INJURED	COUNT_MC_KILLED	COUNT_MC_INJURED	PRIMARY_RAMP	SECONDARY_RAMP	LATITUDE	LONGITUDE
9366046	0	0	0	-	-		
9368478	0	0	0	-	-		
9377595	0	0	0	-	-		
9377596	0	0	0	-	-		
9178171	0	0	0	-	-		
9193268	0	0	0	-	-		
9206308	0	0	0	-	-		
9228240	0	0	0	-	-		
9243188	0	0	1	-	-		
9248045	0	0	0	-	-		
9268498	0	0	0	-	-		
9314601	0	0	0	-	-		
9314602	0	0	0	-	-		
9316399	0	0	0	-	-		
9349047	1	0	0	-	-		
9351563	0	0	0	-	-		
9386502	0	0	0	-	-		
9341901	0	0	1	-	-	38.8204	-121.19446
9349010	0	0	0	-	-	38.78302	-121.20048
9377594	0	0	0	-	-	38.81127	-121.18397
9387001	0	0	0	-	-	38.82504	-121.19151
9392369	0	0	0	-	-	38.82143	-121.19353

Attachment E

Placer County VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: May 13, 2025, 04:55:29 PM

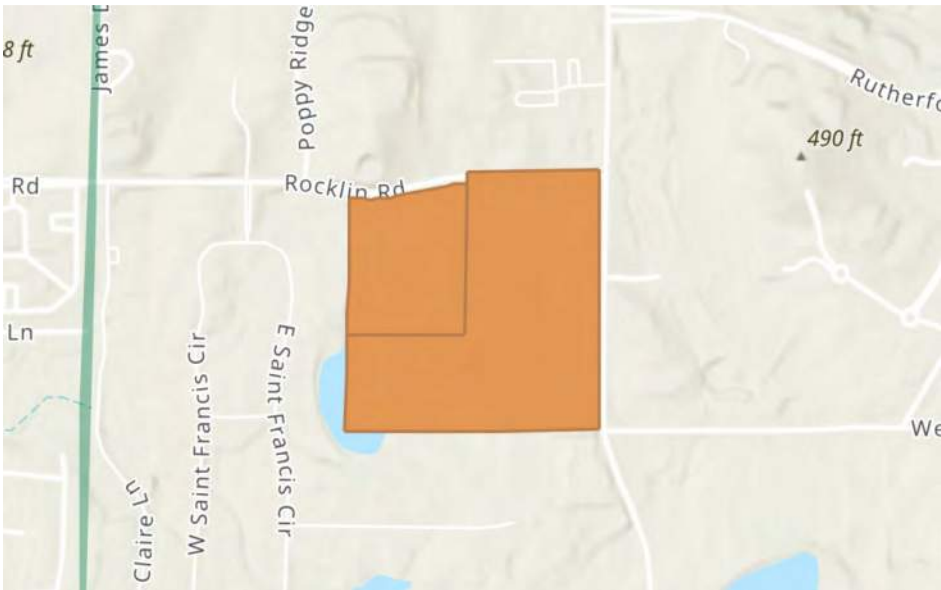
Project Name: Loomis The Reserve

Project Description: 20 single family detached housing units

Project Location

Jurisdiction:	APN	TAZ
Town of Loomis	045-161-018-000	1536
	045-161-020-000	1536

Inside a TPA?
No (Fail)



Analysis Details

Data Version: Sacramento Activity-Based Travel Simulation Model - SACSIM19

Analysis Methodology: TAZ

Baseline Year: 2025

Project Land Use

Residential:

Single Family DU: 20

Multifamily DU:

Total DUs: 20

Non-Residential:

OKce bSF:

Industrial bSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 k

Very Low Income: 0 k

Low Income: 0 k

ParHing:

Motor Vehicle ParHing:

Bicycle ParHing:

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Household VMT per Resident
VMT Baseline Description 1:	Town Average
VMT Baseline Value 1:	22W53
VMT Threshold Description 1:	-15k

	Project Area	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	23W03	23W03
Is VMT Below Threshold?	No (Fail)	No (Fail)

