

ELEMENT IV

Circulation

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IV. Circulation

A. Introduction

Purpose

This chapter constitutes the Circulation Element of the General Plan. Information is presented regarding near-term and long-term circulation conditions, with and without implementation of the General Plan. This chapter also presents goals and policies related to circulation, and it defines a preferred transportation system that reflects the Town's financial resources and broader goals, including preserving the historical and semi-rural character of the Town.

Background

The Town of Loomis is rich in history, dating back to the mid 1800's when both stagecoach and railroad first came through town. Named eventually after James Oscar Loomis, the first railroad station agent, the town grew, following the gold rush, as a stable fruit farming community. The rich agricultural soils coupled with a railroad station and an interstate highway, U.S. 40, which could reach destinations throughout the United States, enabled Loomis to produce and distribute fruit throughout the country. The early economic opportunity brought immigrants from all over the world to work and settle. Farming, fruit packing sheds and the railroad kept Loomis a thriving town for many years.

With a surge of growth and development in the Sacramento region in the early 1980's, Loomis found themselves wanting to protect their tight knit rural community against strong development pressures occurring within south and western Placer County that could potentially turn their now semi-rural community into more of a suburban lifestyle. To gain more political control over the growth and development of their semi-rural community, the Town incorporated in 1984, and is now lead by their own Town Council. To this day, only the addition of Interstate 80 and its interchanges in the early 1960's, the backbone circulation system serving the Town of Loomis remains much the same.

Circulation System Development

The preferred circulation system was developed in three major steps:

- *Analysis of Existing Conditions and Future Baseline Conditions* - extensive data was collected, and calculations prepared, to summarize the condition of the existing transportation system and evaluate future conditions under this General Plan (i.e., future baseline conditions) without physical improvements.
- *Formulation of Transportation Goals & Policies* - the General Plan committee selected service level policies and improvement standards to address existing and future transportation needs.

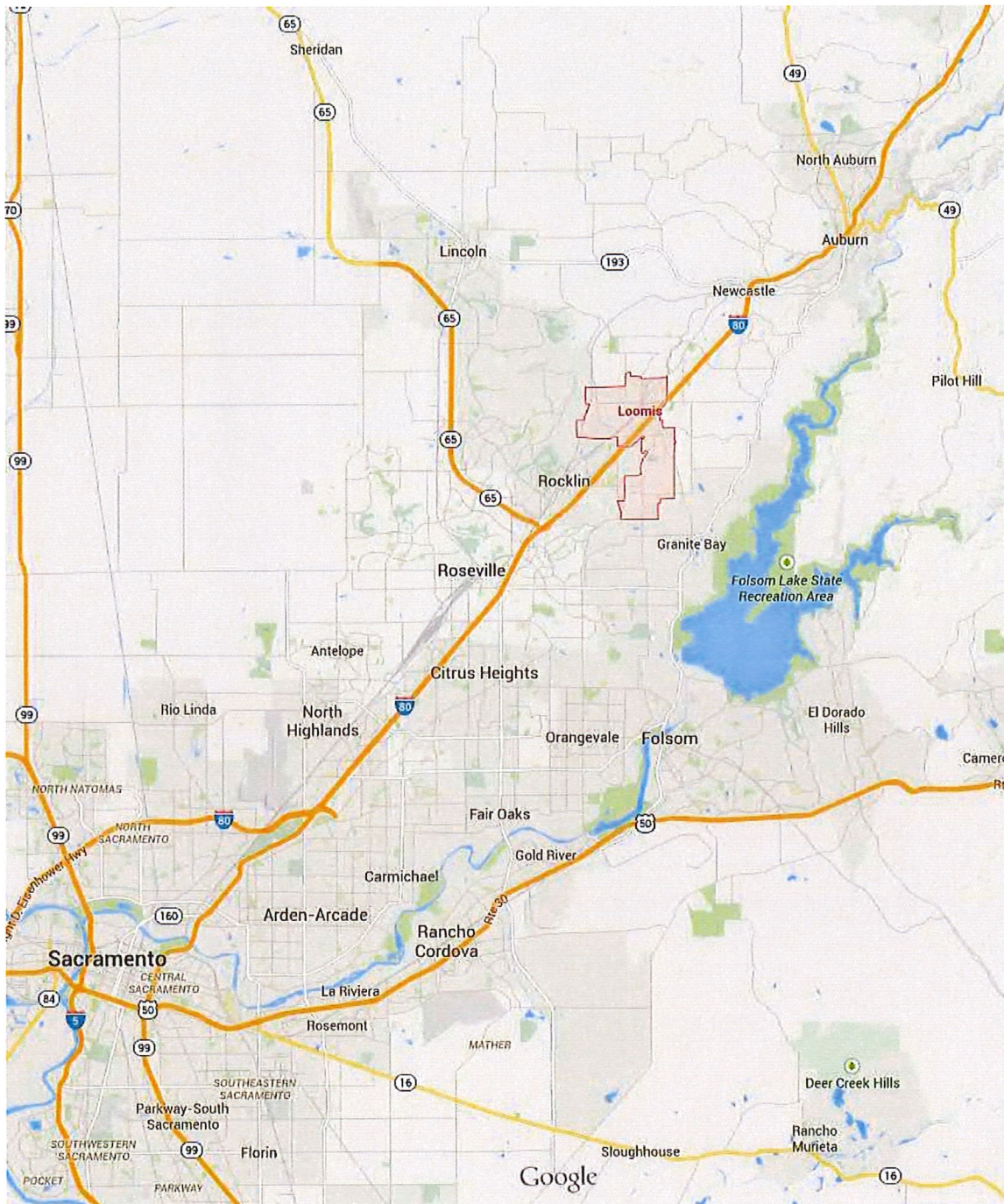
- *Preferred Transportation System* - using a transportation travel demand model, projected travel for the Town's preferred land use plan was evaluated in combination with the goals and policies to identify a preferred transportation system (including costs and phasing).

B. Existing Conditions

Transportation Setting

Loomis is located about 25 miles northeast of the City of Sacramento and about 90 miles southwest of Lake Tahoe, along Interstate 80 (I-80). Loomis is situated in the Loomis Basin, which is part of the foothills of Placer County. The adjacent City of Rocklin is directly west of the town limits, and the Granite Bay community is directly south. I-80 is the primary interstate highway providing regional access to San Francisco to the west, Reno and the rest of the United States to the east. Traffic to and from the I-80 corridor is served by Horseshoe Bar Road and Sierra College Boulevard. I-80 runs diagonally through the center of Loomis and divides the town into two areas. The northwestern section consists of higher density residential development, existing retail, office and industrial developments, bounded by larger, semi-rural residential lots. Within the northwestern section is the Downtown Area, which encompasses the portion of Taylor Road between the intersections of Oak Street and Webb Street. The southeastern section consists of rural, agricultural, and large-lot residential areas. Loomis is approximately 7.25 square miles in area and at an elevation about 400 feet. Based on data from the 2012 America Community Survey (ACS), population in Loomis has increased from 6,260 in 2000 to 6,527 in 2012, a .035% compound annual growth rate increase. Figure 1 shows the study area and vicinity map.

Figure 1 - Vicinity Map

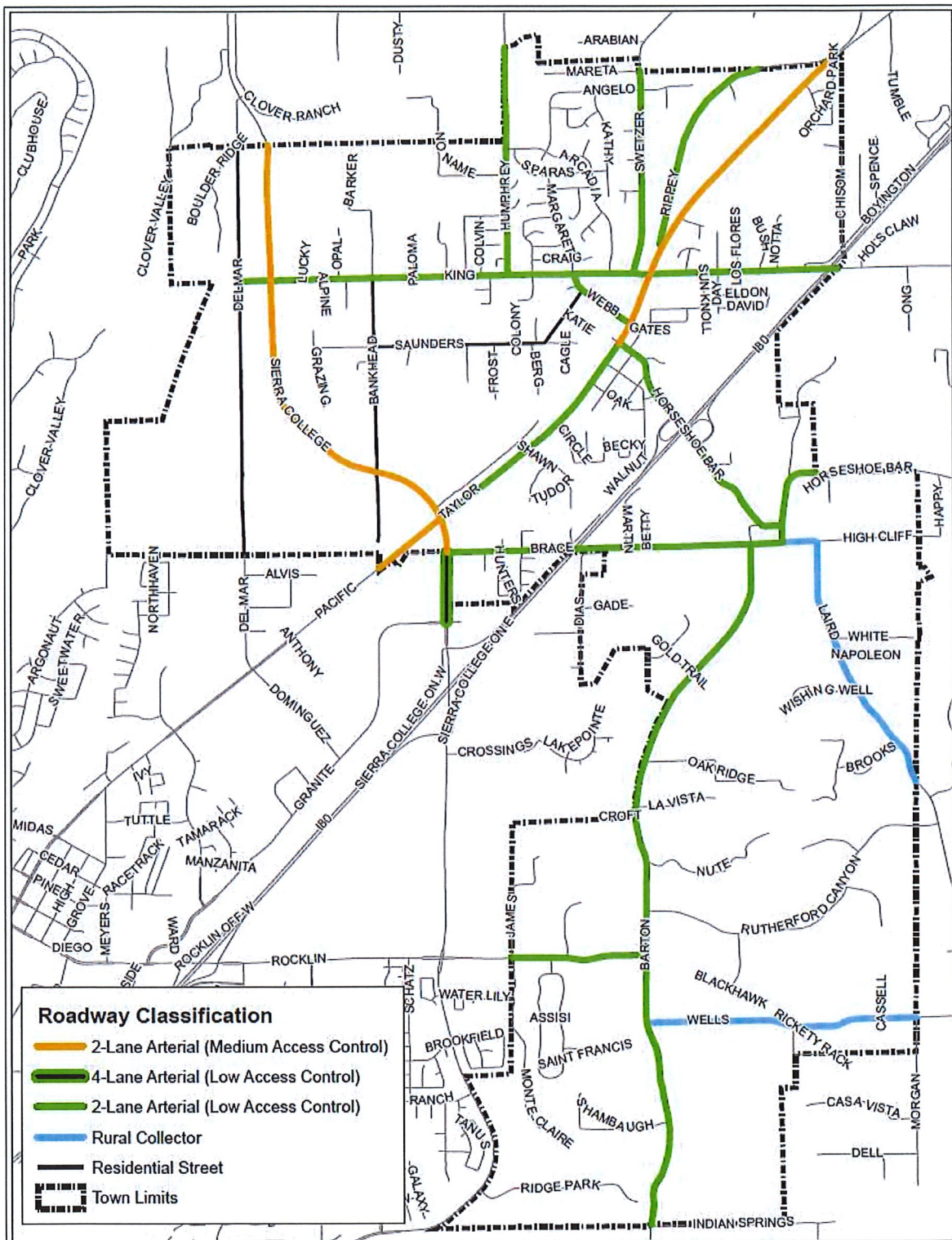


Existing Roadway System

The backbone roadway system serving the Town of Loomis has not changed substantially since the rural community evolved in the 1800's. Prior to 1984, the Loomis community remained in Placer County and utilized the County roadway standards as the community grew and developed over time. In 1984, when the Town incorporated, more urban street classifications and standards were adopted and utilized within small and medium lot subdivisions and commercial/industrial development. For larger lot residential development, rural street classifications and standards have been kept to help maintain the historic and semi-rural character of the Town and community.

The existing physical and operational conditions for the Loomis roadway network are shown in Figure 2 and described below. This description is organized by roadway components, beginning with the regional roadway classification followed by the existing conditions inventory, and existing conditions level of service. The inventory of existing conditions consists of data collected for roadway pavement conditions, speed surveys, and daily traffic volumes.

Figure 2 - Existing Functional Roadway Classification Map



Existing Roadway Classification

A hierarchy of streets provides access to and from residential, commercial, and industrial uses throughout Loomis. A route's design, including number of lanes needed, is determined by its functional classification and its projected traffic levels to achieve "safe and convenient movement at the development intensity anticipated in the Land Use Element."

State Highways

Controlled access facilities whose junctions are free of at-grade crossing with other road, railways or pedestrian pathway, and instead are served by interchanges are classified as highways. Highway speeds range from 55 to 70 miles per hour (mph), and can be toll or non-toll roads. The following highway services the Town of Loomis:

Interstate 80 (I-80) is a major transcontinental east-west interstate that traverses across the northern United States. I-80 serves as the major inter-regional auto and truck travel route that connects Loomis to Reno and beyond to the rest of the country to the east, and the Sacramento and San Francisco areas to the west. I-80 is a major recreational and commuter travel route, and within Loomis is a six-lane divided freeway with a posted speed limit of 65 mph. Loomis has one full access interchange at Horseshoe Bar Road. Roadways in Loomis also have access to the Sierra College Boulevard interchange to the south, and the Penryn Road interchange to the north.

Arterial Streets

Arterial facilities serve to connect areas of major activity within the urban area of Loomis and function primarily to distribute cross-town traffic from freeways/highways to collector streets. Within Loomis, arterial streets are mostly two lane facilities with operating speeds ranging from 25 to 50 mph. The following are descriptions of the major and minor arterials servicing the Town of Loomis:

Taylor Road is a major arterial that parallels I-80 to the west, from Eureka Road in Roseville through Rocklin, Loomis, Penryn, Newcastle, and terminating at State Route 193 (SR 193) near Auburn. Prior to the construction of I-80, Taylor Road, as U.S. 40, was part of the National Highway System. Within Loomis, Taylor Road has generally one lane in each direction with center turn channelization.

Horseshoe Bar Road is an east-west arterial from Taylor Road to Folsom Lake in unincorporated Placer County. Horseshoe Bar Road has one lane in each direction.

King Road is an east-west arterial from Del Mar Avenue across I-80 to beyond Folsom-Auburn Road. King Road has one lane in each direction.

Sierra College Boulevard is a major arterial from SR 193, south through Loomis, Rocklin, and Roseville, and into Sacramento County, where it becomes Hazel Avenue. Sierra College Boulevard has one lane in each direction from SR 193 to Taylor Road. From Taylor Road, through Loomis, Sierra College Boulevard is four lanes with turn channelization to Granite Drive.

Barton Road is a north-south arterial from Brace Road into Granite Bay in unincorporated Placer County. Barton Road has one lane in each direction.

Brace Road is an east-west arterial from Sierra College Boulevard across I-80 to Horseshoe Bar Road. Brace Road has one lane in each direction.

Collectors

Collectors function as connector routes between local and arterial streets and provide access to residential, commercial, and industrial property. Collector streets within Loomis are facilities with operating speeds around 30 mph and maximum capacity of 10,000 vehicle-trips per day.

Swetzer Road is a two-lane collector street from King Road to beyond Loomis town limits.

Local Streets

Local streets provide direct access to properties and allow for localized movement of traffic. Local streets are characterized by low daily traffic volumes of less than 4,500 and operating speeds of 25 to 35 mph.

Existing Traffic Volumes

The Town of Loomis roadway facilities were evaluated for 38 key segments on a daily basis using Average Daily Traffic (ADT) counts collected by Omni-Means on Tuesday September 30 and Thursday October 2, 2014. The existing conditions traffic operations and deficiencies were identified by generating a "Level of Service" (LOS) determination. Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment representing progressively worsening traffic conditions.

Roadway classifications were identified for the 38 key segments and were used to calculate the existing roadway LOS. The LOS was calculated using the roadway capacity thresholds from *Sacramento County Traffic Impact Analysis Guidelines* as presented in Table 3.

TABLE 3 - ROADWAY CLASSIFICATION CAPACITY THRESHOLDS

Facility Type		# of Lanes	Maximum Volume for Given Level of Service				
			A	B	C	D	E
Residential	R	2	600	1,200	2,000	3,000	4,500
Rural Collector ¹	RC	2	3,000	5,000	6,500	8,000	9,000
Two-Lane Low Access Control ²	AL 2	2	9,000	10,500	12,000	13,500	15,000
Two-Lane Low Access Control with Roundabouts ³	ALR 2	2	12,000	14,000	14,500	16,000	18,000
Four-Lane Low Access Control ²	AL 4	4	18,000	21,000	24,000	27,000	30,000
Six-Lane Low Access Control ²	AL 6	6	27,000	31,500	36,000	40,500	45,000
Two-Lane Moderate Access Control ⁴	AM 2	2	10,800	12,600	14,400	16,200	18,000
Two-Lane Moderate Access Control with Roundabouts ⁵	AMR 2	2	13,500	15,750	18,000	20,000	22,500
Four-Lane Moderate Access Control ⁴	AM 4	4	21,600	25,200	28,800	32,400	36,000
Six-Lane Moderate Access Control ⁴	AM 6	6	32,400	37,800	43,200	48,600	54,000

Notes:

- ¹ Rural Collector is 22' - 28' of Pavement, no curb
- ² Low Access Control is 4+ stops/mile, frequent driveway access, 25-30 mph
- ³ Low Access Control with Roundabouts, frequent driveway access, 25-30 mph
- ⁴ Moderate Access Control, limited (right in/right out) driveway access, 25-35 mph
- ⁵ Moderate Access Control with Roundabouts, limited (right in/right out) driveway access, 25-35 mph

Level of Service Thresholds

The *Town of Loomis General Plan Circulation Element* specifies minimum LOS standards for all streets and intersections within Loomis, as follows:

Level of Service policy: In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and I-80, Sierra College and Brace Road, and Webb and Taylor, when:

1. The deficiency is substantially caused by “through” traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or
2. The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.

Mitigation of impacts from unincorporated area projects: Notwithstanding any other General Plan policy or provisions, in the event that significant adverse impacts will result from the construction of large developments on the Town’s perimeter, the Town shall make every reasonable effort to have the developers adequately mitigate the adverse impacts.

Existing Transportation Conditions and Operations

Table 4 summarizes the existing number of travel lanes, posted speed limit, pavement conditions, and 85th percentile speed of these roadways. **Pavement conditions** were rated as very good, good, poor, or very poor, depending on the frequency of potholes, cracks, and pavement overlays, based on field observations. The 85th percentile speeds are results of a speed survey conducted by Omni-Means in September and October, 2014 for the roadway segments.

Posted speed limits range from 25 miles per hour on roadways with fronting residences such as Bankhead Road to 55 miles per hour on limited access major arterials such as Sierra College Boulevard. The segments of Taylor Road and Horseshoe Bar Road near the downtown area and Sierra College Boulevard near Taylor Road carry the greatest volumes of traffic (between 10,000 and 20,000 vehicles per day). Traffic volumes on Barton Road, Brace Road, King Road, Laird Road, Swetzer Road, and Webb Street range from approximately 1,900 to 6,200 vehicles per day. In some or all segments of Bankhead Road, Brace Road, Del Mar Avenue, Webb Street, and Sierra College Boulevard, pavement conditions are poor and result in difficult driving conditions. Travel speeds through downtown (Taylor Road, King Road, and Webb Street) and residential areas such as Barton Road, Humphrey Road, and Laird Road, are also perceived as excessive by many for pedestrian and bicycle safety.

Table 5 summarizes the existing **roadway segment operations** (based on capacities in Table 3), and presents the following:

- Existing Level of Service
- Daily Volume to Capacity Ratio
- Average Daily Traffic
- Number of Lanes
- Roadway Classification

Currently, the following five roadway segments are operating at unacceptable LOS and are bolded in Table 5:

- Horseshoe Bar Road - Taylor Road to I-80 Bridge
- Taylor Road - Horseshoe Bar Road to King Road

Figure 3 presents the existing average daily traffic (ADT) for the study segments within Loomis.

TABLE 4 - EXISTING ROADWAY SYSTEM

Street	Roadway Segments	Posted Speed Limit	Pavement Condition	85th Percentile Speed
Bankhead Rd	King Rd to Saunders Ave	25	Poor	26
	Saunders Ave to Sierra College Blvd	25	Poor	30
Barton Rd	Brace Rd to Gold Trail Way	40	Very Good	46
	Gold Tail Way to Rocklin Rd	40	Very Good	49
	Rocklin Rd to Indian Springs Rd	40	Very Good	50
Brace Rd	Sierra College Blvd to I-80 Bridge	35	Poor	38
	I-80 Bridge to Laird Rd	40	Poor	47
Del Mar Ave	King Rd to N. Town Limit	35	Poor	35
	S. Town Limit to King Rd	35	Poor	33
Horseshoe Bar Rd	Taylor Rd to I-80 Bridge	25	Good	32
	I-80 Bridge to Horseshoe Bar Rd	35	Good	38
	Brace Rd to N. Town Limit	35	Good	38
Humphrey Rd	Arcadia Ave to N. Town Limit	25	Very Good	42
	King Rd to Arcadia Ave	35	Very Good	35
King Rd	Del Mar Ave to Bankhead Rd	40	Very Good	42
	Bankhead Rd to Humphrey Rd	35	Very Good	40
	Humphrey Rd to Taylor Rd	35	Very Good	37
	Taylor Rd to Bush Ln	35	Good	41
	Bush Ln to I-80 Bridge	35	Good	46
Laird Rd	Brace Rd to White Ln	35	Good	41
	White Ln to S. Town Limit	35	Very Good	50
Rippey Rd	Taylor Rd to N. Town Limit	30	Very Good	41
Rocklin Rd	James Dr to Barton Rd	40	Very Good	50
Saunders Ave	Bankhead Rd to McAllen Ln	25	Very Good	36
	McAllen Ln to Webb St	25	Very Good	29
Sierra College Blvd	N. Town Limit to King Rd	50	Poor	56
	King Rd to Bankhead Rd	50	Very Good	54
	Bankhead Rd to Brace Rd	45	Very Good	47
	Brace Rd to N. Granite Dr	40	Very Good	44
Swetzer Rd	King Rd to N. Town Limit	35	Good	35
Taylor Rd	S. Town Limit to Sierra College Blvd	40	Very Good	42
	Sierra College Blvd to Circle Dr	40	Very Good	41
	Circle Dr to Horseshoe Bar Rd	25	Good	30
	Horseshoe Bar Rd to King Rd	25	Very Good	32
	King Rd to N. Town Limit	40	Very Good	47
Webb St	King Rd to Taylor Rd	25	Poor	35
Wells Ave	Barton Rd to Ricketty Rack Rd	40	Very Good	49
	Ricketty Rack Rd to Morgan Place	40	Very Good	43

TABLE 5 - ROADWAY SEGMENT OPERATIONS - EXISTING CONDITIONS (2014)

Street	Roadway Segments	Roadway Classification	Number of Lanes	Average Daily Traffic	Daily Volume to Capacity Ratio (v/c)*	Level Of Service
Bankhead Rd	King Rd to Saunders Ave	R	2	407	0.09	A
	Saunders Ave to Sierra College Blvd	R	2	670	0.15	B
Barton Rd	Brace Rd to Gold Trail Way	AL 2	2	1,925	0.13	A
	Gold Tail Way to Rocklin Rd	AL 2	2	2,304	0.15	A
	Rocklin Rd to Indian Springs Rd	AL 2	2	7,413	0.49	A
Brace Rd	Sierra College Blvd to I-80 Bridge	AL 2	2	3,539	0.24	A
	I-80 Bridge to Laird Rd	AL 2	2	2,846	0.19	A
Del Mar Ave	King Rd to N. Town Limit	R	2	211	0.05	A
	S. Town Limit to King Rd	R	2	627	0.14	B
Horseshoe Bar Rd	Taylor Rd to I-80 Bridge	AL 2	2	14,142	0.94	E
	I-80 Bridge to Horseshoe Bar Rd	AL 2	2	7,961	0.53	A
	Brace Rd to N. Town Limit	AL 2	2	5,137	0.34	A
Humphrey Rd	Arcadia Ave to N. Town Limit	AL 2	2	1,226	0.08	A
	King Rd to Arcadia Ave	AL 2	2	2,707	0.18	A
King Rd	Del Mar Ave to Bankhead Rd	AL 2	2	2,973	0.20	A
	Bankhead Rd to Humphrey Rd	AL 2	2	3,172	0.21	A
	Humphrey Rd to Taylor Rd	AL 2	2	5,493	0.37	A
	Taylor Rd to Bush Ln	AL 2	2	4,866	0.32	A
	Bush Ln to I-80 Bridge	AL 2	2	4,907	0.33	A
Laird Rd	Brace Rd to White Ln	RC	2	4,040	0.45	B
	White Ln to S. Town Limit	RC	2	3,857	0.43	B
Rippey Rd	Taylor Rd to N. Town Limit	AL 2	2	798	0.05	A
Rocklin Rd	James Dr to Barton Rd	AL 2	2	11,694	0.78	C
Saunders Ave	Bankhead Rd to McAllen Ln	R	2	329	0.07	A
	McAllen Ln to Webb St	R	2	787	0.17	B
Sierra College Blvd	N. Town Limit to King Rd	AM 2	2	11,361	0.63	B
	King Rd to Bankhead Rd	AM 2	2	10,608	0.59	A
	Bankhead Rd to Brace Rd	AM 2	2	12,085	0.67	B
	Brace Rd to N. Granite Dr	AL 4	4	20,005	0.67	B
Swetzer Rd	King Rd to N. Town Limit	AL 2	2	6,230	0.42	A
Taylor Rd	S. Town Limit to Sierra College Blvd	AM 2	2	10,966	0.61	B
	Sierra College Blvd to Circle Dr	AM 2	2	10,435	0.58	A
	Circle Dr to Horseshoe Bar Rd	AL 2	2	9,935	0.66	B
	Horseshoe Bar Rd to King Rd	AL 2	2	16,354	OC	F
	King Rd to N. Town Limit	AM 2	2	7,380	0.41	A
Webb St	King Rd to Taylor Rd	AL 2	2	3,861	0.26	A
Wells Ave	Barton Rd to Rickety Rack Rd	RC	2	2,647	0.29	A
	Rickety Rack Rd to Morgan Place	RC	2	2,454	0.27	A

Notes:

R: Residential

RC: Rural Collector

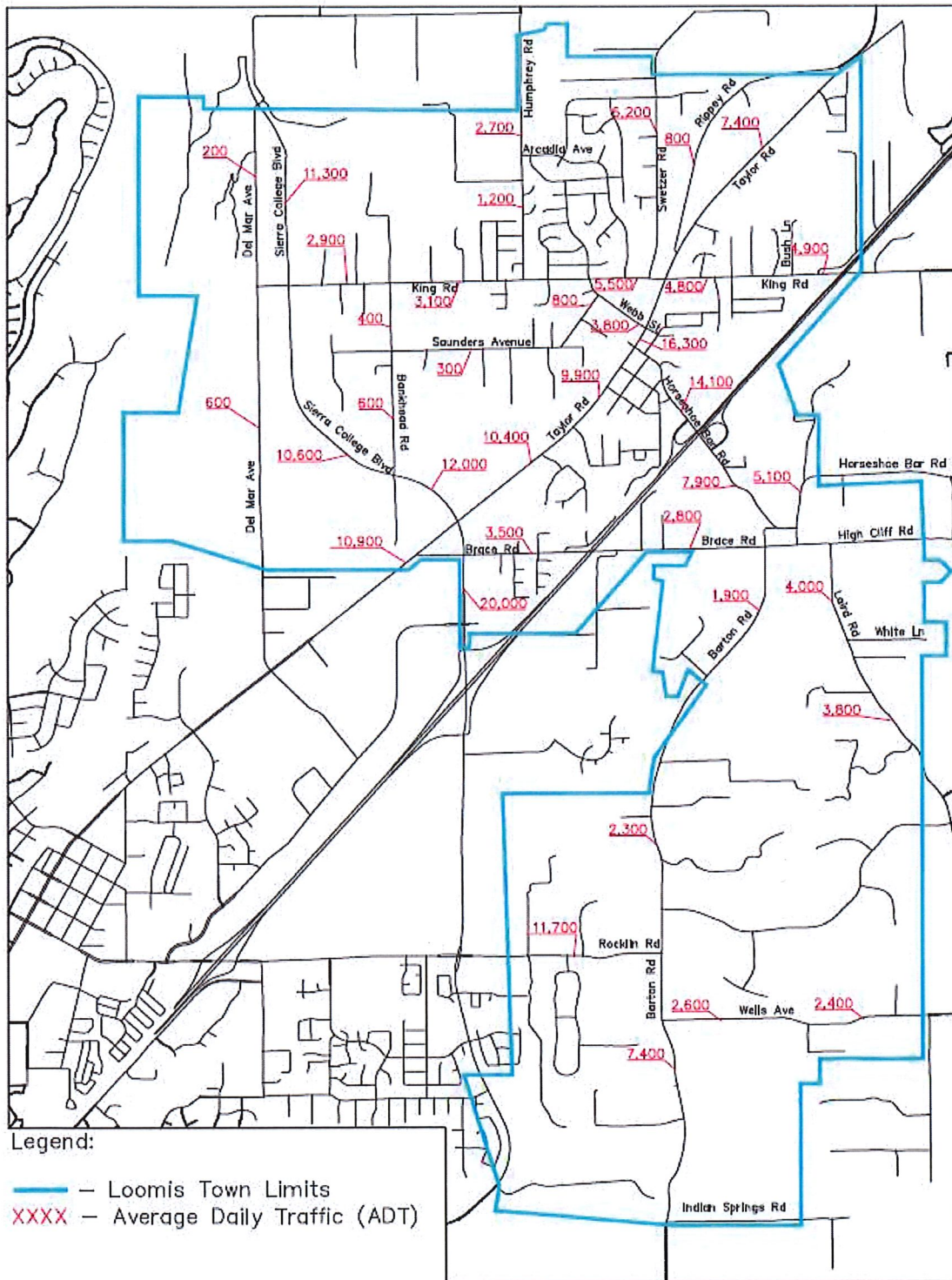
AL 2: 2 Lane Arterial Low Access Control (4+ stops/mile, frequent driveway access, 25-35 mph)

AL 4: 4 Lane Arterial Low Access Control (4+ stops/mile, frequent driveway access, 25-35 mph)

AM 2: 2 Lane Arterial Moderate Access Control (2-4 stops/mile, limited driveway access, 35-45 mph)

*Volume to capacity ratio is the volume of current traffic in relation to the maximum amount of traffic the roadway can safely accommodate. "OC" means Over Capacity.

Figure 3 - Existing Average Daily Traffic



Levels of Service have been calculated for all intersection control types using the methodologies documented in the Transportation Research Board publication *Highway Capacity Manual, Fifth Edition, 2010* (HCM 2010). For signalized intersections, all-way-stop-controlled (AWSC) intersections, and roundabouts, the intersection delays and Levels of Service are average values for all intersection movements. For two-way-stop-controlled (TWSC) intersections, the intersection delays and Levels of Service are representative of those for the worst-case approach. Level of Service criteria for different types of intersection controls are outlined in Table 6. This methodology determines the level of service by computing the average delay per vehicle and comparing the results to the thresholds shown in Table 6.

Table 7 shows the existing AM and PM peak hour levels of service for selected intersections on the major circulation system serving the Town of Loomis. Available existing AM and PM peak hour counts used in this analysis were obtained in September, 2013 and March, 2014. As evidenced in Table 7, the stop-controlled intersections of Horseshoe Bar Road/I-80 Eastbound Ramps and Taylor Road/Webb Street fall below acceptable Levels of Service and meet traffic signal warrants for future signalization.

Traffic signals are located on Taylor Road at Sierra College Boulevard, Horseshoe Bar Road, and King Road. Traffic signals are also located on Sierra College Boulevard at the I-80 eastbound and westbound ramps intersections, Granite Drive, Brace Road, King Road, and on Horseshoe Bar Road at the I-80 westbound ramps intersection. The remaining study intersections are stop-controlled.

TABLE 6 - INTERSECTION LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE	TYPE OF FLOW	DELAY	MANEUVERABILITY	STOPPED DELAY/VEHICLE (SEC)		
				SIGNALIZED	ROUND-ABOUT	STOP CONTROL
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10.0	≤ 10.0	≤ 10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10 and ≤ 20.0	>10 and ≤ 15.0	>10 and ≤ 15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20 and ≤ 35.0	>15 and ≤ 25.0	>15 and ≤ 25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35 and ≤ 55.0	>25 and ≤ 35.0	>25 and ≤ 35.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55 and ≤ 80.0	>35 and ≤ 50.0	>35 and ≤ 50.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80.0	> 50.0	> 50.0

References: Highway Capacity Manual 2010

TABLE 7 - PEAK HOUR INTERSECTION OPERATIONS - EXISTING CONDITIONS

#	Intersection	Control Type ^{1,2}	Target LOS	AM Peak		PM Peak		Warrant Met? ³
				Delay	LOS	Delay	LOS	
1	Sierra College Boulevard/I-80 EB	Signal	C	21.7	C	16.8	B	
2	Sierra College Boulevard/I-80 WB	Signal	C	16.9	B	20.7	C	
3	Sierra College Boulevard/Granite	Signal	C	25.3	C	22.9	C	
4	Sierra College Boulevard/Brace	Signal	C	13.7	B	14.1	B	
5	Sierra College Boulevard/Taylor	Signal	C	28.0	C	26.8	C	
6	Horseshoe Bar Road/Laird Rd	AWSC	C	12.3	B	19.4	C	Yes (PM)
7	Horseshoe Bar Road/I-80 EB Ramps	TWSC	C	18.3	C	35.3	E	Yes
8	Horseshoe Bar Road/I-80 WB	Signal	C	19.8	B	20.5	C	
9	Horseshoe Bar Road/Library Drive	TWSC	C	17.5	C	23.9	C	
10	Horseshoe Bar Road/Taylor Road	Signal	C	30.2	C	33.8	C	
11	Taylor Road/Webb Street	TWSC	C	23.8	C	29.9	D	Yes (PM)
12	Taylor Road/King Road	Signal	C	33.8	C	20.8	C	
13	King Road/Switzer Road	TWSC	C	14.0	B	6.0	A	
14	King Road/Boyington Road	TWSC	C	18.7	C	10.9	B	

Notes:

1. AWSC = All Way Stop Control; TWSC = Two Way Stop Control; RNDBT = Roundabout

2. LOS = Delay based on worst minor street approach for TWSC intersections, average of all approaches for AWSC, Signal, RNDBT

3. Warrant = Based on California MUTCD Warrant 3

Table 7 shows that each intersection currently operates at LOS C or better during the AM and PM peak hours with the exception of Horseshoe Bar Road/I-80 Eastbound Ramps and Taylor Road/Webb Street intersections, which operate at LOS E and LOS D during the PM peak hour, respectively.

Field observations indicate that this intersection (King/Taylor) actually operates at LOS E or F during the peak 30 minutes in the morning when school is in session. To avoid this congested intersection, many motorists use Webb Street to travel between northwest Loomis and the downtown area.

Although the Taylor Road/Horseshoe Bar Road intersection operates at LOS C or better during each peak hour, field observations indicated for a duration within the peak hours significant queuing does occur of northbound right-turn vehicles (queues extended beyond Laird Street), eastbound through vehicles, and westbound left-turn vehicles (queues exceeded the available turn lane storage).

The presence of the Union Pacific Railroad tracks limits access between northwest Loomis and the downtown area. At-grade crossings are currently provided at King Road, Webb Street, and Sierra College Boulevard. Union Pacific Railroad representatives and the Loomis Fire Protection District are concerned about the close spacing (about 1,000 feet) of the railroad crossings at Webb Street and King Road. Given that trains frequently exceed 1,000 feet in length, it is possible that a slow moving or stopped train could simultaneously block the Webb Street and King Road at-grade crossings. The primary connections between southeast Loomis and the downtown area (i.e., across I-80) are Horseshoe Bar Road and Brace Road. These two roads have

narrow travel lanes and little or no paved shoulders, which limits travel speeds for emergency vehicles.

Truck Routes

With the exception of Sierra College Boulevard, none of the roadways within Loomis are posted as truck routes. By observation, Sierra College Boulevard, Taylor Road and Horseshoe Bar Road (north of I-80) carry the greatest volume of truck traffic in Loomis. King Road has "Not a Truck Route" signs, while Brace Road has signs indicating truck weight restrictions.

Bus Service

Public bus service is provided to the Loomis area by Placer County Transit. The Loomis-Penryn Shuttle interconnects Loomis, Penryn, Lincoln, and Sierra College in Rocklin. This route has stops within Loomis at Taylor Road/King Road, Flag Stop (at Stahr Liquor Store), Del Oro High School, and Raley's. Service is provided between 6:30 AM and 4:15 PM, Monday through Friday, with four stops per day. Loomis is also served by the Auburn-Roseville Express Shuttle, which runs from 6:00 AM to 8:00 PM, Monday through Friday, and 10:00 AM to 6 PM on Saturday. This service operates with one-hour headways (the time between bus pick-ups/drop-offs). Dial-A-Ride (DAR) paratransit is also available in Loomis near I-80 and Taylor Road.

Bicycle/Pedestrian System

The Town of Loomis has assessed the 2010 Bicycle Transportation Plan and the 2010 Trails Master Plan in coordination with the goals and policies expressed in this document, as an effort to provide the long term framework to improve and encourage the enhancement of the local and regional bikeway and pedestrian network.

The existing bicycle system consists of a series of Class I (Multi-Use Paths) and Class II (Bike Lanes). The bikeway classifications are described below:

Class I. Typically known as multi-use bike paths, Class I facilities are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.

Class II. Known as bike lanes, Class II facilities provide a striped and signed lane for one-way bicycle travel on each side of a street or highway. The minimum width for bike lanes ranges between four and five feet depending upon the edge of roadway conditions (curbs). Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends.

Class III. Known as bike routes, Class III facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class III routes do not provide measures of separation, they have an important function in providing continuity to the bikeway network.

A Class I bike trail exists on the southeast side of Taylor Road between King Road and Del Oro

High School. Also, a Class I bike trail exists on the northwest side of Taylor Road between Circle Drive and Sierra College Boulevard, but lacks proper connectivity to downtown Loomis. A short portion of King Road east of Bankhead Road also features a Class I bike trail. Class II bike lanes are provided at the following locations:

- Sierra College Boulevard between Granite Drive and Del Mar Avenue,
- Taylor Road between Sierra College Boulevard and Oak Street,
- Taylor Road between Oak Street and Webb Street on the south side only, and
- King Road between Sierra College Boulevard and I-80.

The existing pedestrian facilities are irregularly located within Loomis. Sidewalks are partially provided on Sierra College Boulevard, King Road, Taylor Road, Horseshoe Bar Road, and Swetzer Road. Some of the sidewalks are old in design and do not meet current ADA standards. Crosswalks are provided at four signalized intersections and at a number of other unsignalized locations.

Rail Service

Existing train traffic through Loomis is the Union Pacific Railroad (UP), which has two tracks that run through Loomis; the one adjacent to Taylor Road is utilized by westbound trains, and the second is located close to Sierra College Boulevard and is utilized by eastbound trains. Currently, there are no passenger or freight rail transportation service stops located within Loomis.

Switching improvements may be made in the Loomis area so that passenger rail service will use the Taylor Road tracks for both directions of travel. The historic train station at the terminus of Horseshoe Bar Road is a possible location for future passenger service.

The existing Capitol Corridor train service is an intercity passenger train that provides service between San Jose and Auburn. Capitol Corridor has two stops in neighboring areas of Roseville, Rocklin, and Auburn. The existing Capitol Corridor train services stops east of Sacramento in the areas of Roseville, Rocklin, and Auburn with two trains per day. From Sacramento to San Jose, Capitol Corridor provides four trains per day. Expansion is possible and may be expanded to include Loomis and Newcastle.

Existing Deficiencies

Existing deficiencies of the roadway, bicycle/pedestrian systems are identified and displayed in Table 8. A review of the transit and rail systems did not reveal any existing deficiencies.

TABLE 8 - EXISTING DEFICIENCIES

Roadway Facilities	Description of Deficiency
Horseshoe Bar Road between Taylor Road and I-80 Bridge	Existing traffic volumes are near the capacity of the road.
Horseshoe Bar Road south of I-80	Sharp curves and narrow travel lanes and shoulders results in difficult driving conditions
Taylor Road between Horseshoe Bar Road and King Road	Existing traffic volumes are near the capacity of the road.
Bankhead Road and Barton Road	Narrow travel lanes and shoulders results in difficult driving conditions.
Bankhead Road, Brace Road, Webb Street, and Sierra College Boulevard north of King Road	Poor pavement conditions, excessive travel speeds, and narrow travel lanes result in difficult driving conditions.
Intersections	Description of Deficiency
Horseshoe Bar Road/I-80 EB Ramps	Significant delays occur on the westbound approach in the PM peak hour. The high volumes on the off-ramp satisfies the peak hour signal warrant.
Taylor Road/Webb Street	Significant delays occur on the northbound approach in the PM peak hour.
Taylor Road/Horseshoe Bar Road	Although LOS is C, there are significant delays on most approaches due to heavy traffic volumes and inefficient signal timings.
Taylor Road/King Road	Although LOS is C, significant delays occur on some approaches in the AM peak when school is in session. Insufficient turn lane storage westbound.
Bicycle/Pedestrian System	Description of Deficiency
Taylor Road through the Downtown area	The striping for the Class II bicycle lane is weathered and difficult to see. The Class II bicycle lane on the north side of Taylor Road terminates at Oak Street creating a gap to King Road.
Taylor Road through the Downtown area	The Class I bike/pedestrian pathway from Sierra College boulevard to Circle Drive lacks proper connectivity to Downtown Loomis and the multi-modal center.

C. Future Conditions

This section provides an assessment of future transportation conditions assuming build-out of this General Plan land uses and Year 2035 development in the surrounding region. This "future baseline" condition establishes the need for the planned improvements identified in the subsequent sections.

Previously Planned Transportation Improvements

1998 Town of Loomis General Plan Circulation Element

The previous 1998 Loomis General Plan included the following improvements:

- Widen Sierra College Boulevard to six lanes immediately north of I-80, and to four lanes north of Taylor Road;
- Reconstruct the I-80/Sierra College Boulevard interchange (completed);
- Widen I-80 from a six-lane to an eight-lane freeway east and west of Horseshoe Bar Road;
- Install bicycle lanes on Taylor Road from Midas Avenue (in Rocklin) to Sierra College Boulevard and from King Road to Loomis Town Limits (partially complete); and
- Attempt to provide passenger rail service in Loomis.

Placer County Transportation Planning Agency (PCTPA) 2035 Regional Transportation Plan (RTP)

The PCTPA is the regional transportation planning agency for the western slope of the Sierra Nevada mountains in Placer County, and part of the larger Sacramento metropolitan planning jurisdiction, Sacramento Area Council of Governments (SACOG). The 2035 Regional Transportation Plan (RTP), adopted in 2010, is an update of the Placer County 2027 RTP, which served as the transportation blueprint for the Placer County portion of the SACOG 2035 Metropolitan Transportation Plan (MTP). The 2035 RTP is developed to address existing and future multi-modal transportation needs within Placer County, which includes the Town of Loomis. The following transportation-related improvements are listed in the PCTPA 2035 RTP as planned or programmed projects for the Town of Loomis:

Programmed:

- Swetzer Road/King Road Signalization - Install a signal that is synchronized with the UPRR crossing at the Swetzer Road/King Road intersection and synchronize with the King Road/Taylor Road intersection (completed 2014);
- Loomis Rail Station Enhancements - Design and construct pedestrian and landscaping improvements at the multi-modal center including a Class I bike facility adjacent to

Taylor Road from downtown Loomis to Sierra College Boulevard (partially completed 2011);

- Sierra College Boulevard/Bankhead Road Signalization;
- Multi-modal Parking Facility - Phase 1 - Bus stop, pedestrian, and bicycle improvements on approximately 10 acres of UP property on Horseshoe Bar Road, adjacent to downtown Loomis. Phase 1 includes environmental, engineering and design, property acquisition, and initial construction. Phases 2 & 3 cover construction only. (completed 2012)
- Bankhead Road widening - Widen Bankhead Road to standard lane width, including possible construction of bike lanes;
- Taylor Road Bike & Turn Lanes - Taylor Road from King Road to north town limits: add turn lanes and bike lanes (partially completed 2013);
- Taylor Road Improvements - Taylor Road from south town limits to King Road add signals at three intersections, 2,500 feet of two-way left turn lanes, bike lanes, sidewalk, curb and gutter, and underground drainage system;
- Taylor Road Widening - Widen Taylor Road from 2 to 4 lanes from Horseshoe Bar Road to King Road;
- Del Oro High School/Taylor Road Signalization;
- Horseshoe Bar Road - From Walnut Extension to Taylor Road add 1,000 feet of two-way left turn lane and bike lanes;
- Sierra College Boulevard Widening - Widen Sierra College Boulevard from 2 to 4 lanes from Taylor Road (UPRR crossing) to north town limits, construct turn lanes, bike lanes, and landscaped median;
- Sierra College Boulevard Widening - Widen Sierra College Boulevard from 4 to 6 lanes from Granite Drive to Bankhead Road;
- King Road - add turn lane from King Road to Boyington Road;
- Rocklin Road Widening - Widen Rocklin Road from 2 to 4 lanes from Barton Road to west town limits; and
- Horseshoe Bar Road/I-80 Overcrossing Widening - Widen Horseshoe Bar Road at I-80 overcrossing from 2 to 4 lanes and improve ramps.

Planned:

- Widen Barton Road to standard lane widths with the inclusion of bike lanes;
- Signalize Horseshoe Bar Road/Brace Road intersection, realign two existing intersections into one, including related signalization improvements;
- Widen Brace Road to standard lane widths with the inclusion of bike lanes;
- Modify the existing King Road overcrossing to accommodate freeway access for traffic from King Road onto WB I-80. Provide a transition auxiliary lane on I-80 from King Road to Horseshoe Bar Road interchange;

- Construct a new 4 lane undercrossing at UPRR crossing at Sierra College Boulevard; and
- Construct a Class I bike & pedestrian facility along Antelope Creek, and along Secret Ravine creek system from north town limits to south town limits.

Not all of the improvements listed in the Placer County RTP are included due to additional modifications to the transportation system proposed herein.

Future Travel Forecasts

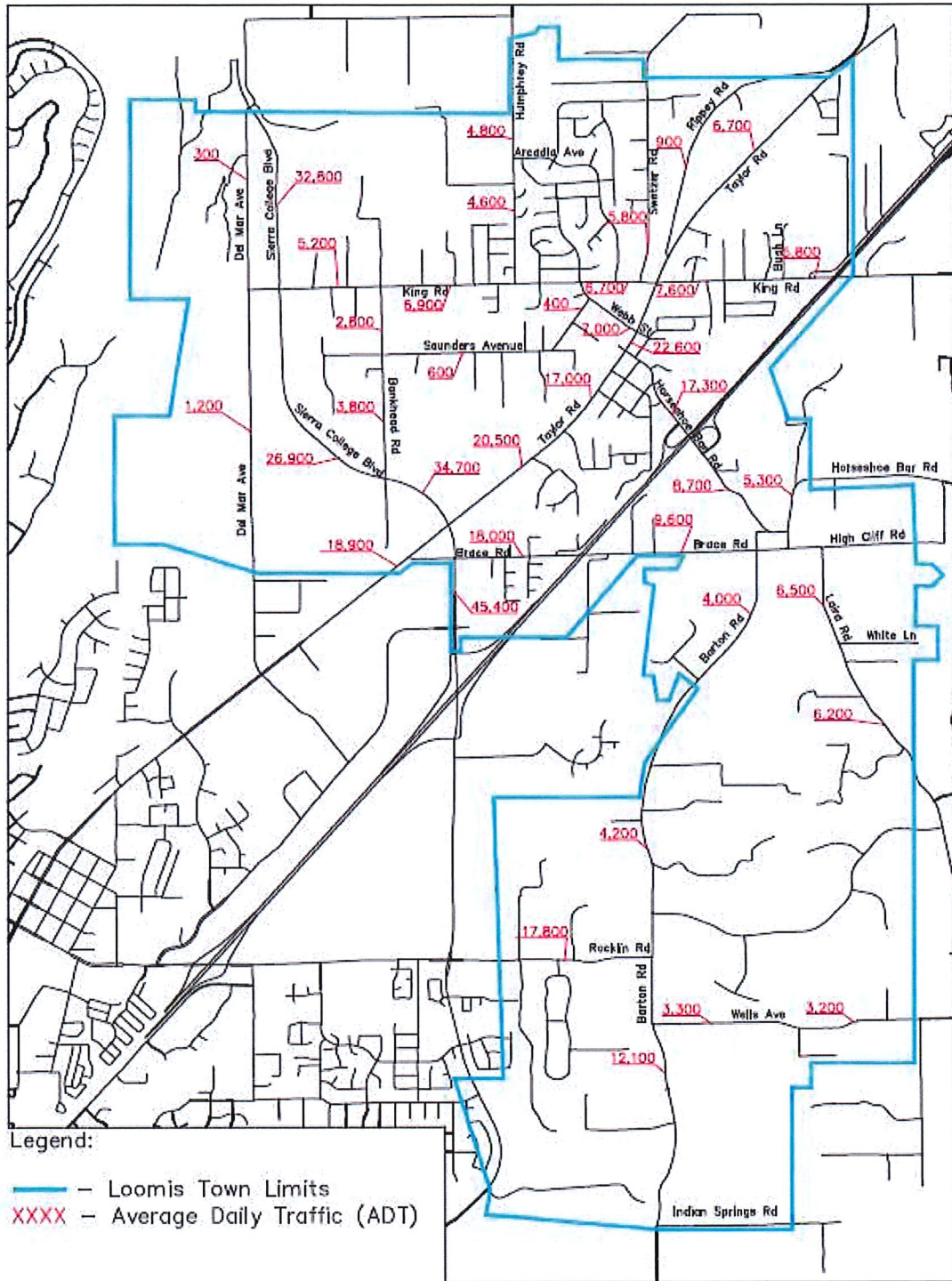
Figure 4 shows the average daily travel demands for Year 2035 conditions. Sierra College Boulevard is projected to carry between 26,900 vehicles per day south of King Road to 45,400 vehicles per day near the southern Town limits. This is an approximate three-fold increase over existing traffic that is primarily attributable to new developments, such as Twelve Bridges, Whitney Oaks, and Clover Valley Lakes planned in the surrounding communities. Traffic volumes on Taylor Road will range from about 10,100 vehicles per day near the north Town limits to about 22,500 vehicles per day through the downtown area. Traffic volumes on King Road, Swetzer Road, Webb Street, Barton Road, Laird Road, and Brace Road are expected to range from 2,500 to 11,400 vehicles per day.

Table 9 summarizes the daily volume-to-capacity ratio for the major roadways assuming no physical improvements. This table shows that projected volumes will exceed the capacity on the segments of Taylor Road, Sierra College Boulevard, Horseshoe Bar Road, Webb Street, Laird Road, Rocklin Road, Bankhead Road, Barton Road, and Brace Road if these roads are not improved.

TABLE 9 - ROADWAY SEGMENT OPERATIONS - EXISTING AND FUTURE BASELINE CONDITIONS

Street	Roadway Segment	Roadway Classification	Number of Lanes	Existing Conditions			Future Baseline Conditions		
				Average Daily Traffic	Daily v/c Ratio*	Level Of Service	Average Daily Traffic	Daily v/c Ratio*	Level Of Service
Bankhead Rd	King Rd to Saunders Ave	R	2	407	0.09	A	2,800	0.62	D
	Saunders Ave to Sierra College Blvd	R	2	670	0.15	B	3,800	0.84	E
Barton Rd	Brace Rd to Gold Trail Way	AL 2	2	1,925	0.13	A	4,000	0.27	A
	Gold Tail Way to Rocklin Rd	AL 2	2	2,304	0.15	A	4,200	0.28	A
	Rocklin Rd to Indian Springs Rd	AL 2	2	7,413	0.49	A	12,100	0.81	D
Brace Rd	Sierra College Blvd to I-80 Bridge	AL 2	2	3,539	0.24	A	18,000	OC	F
	I-80 Bridge to Laird Rd	AL 2	2	2,846	0.19	A	9,600	0.64	B
Del Mar Ave	King Rd to N. Town Limit	R	2	211	0.05	A	300	0.07	A
	S. Town Limit to King Rd	R	2	627	0.14	B	1,200	0.27	B
Horseshoe Bar Rd	Taylor Rd to I-80 Bridge	AL 2	2	14,142	0.94	E	17,300	OC	F
	I-80 Bridge to Horseshoe Bar Rd	AL 2	2	7,961	0.53	A	8,700	0.58	A
	Brace Rd to N. Town Limit	AL 2	2	5,137	0.34	A	5,300	0.35	A
Humphrey Rd	Arcadia Ave to N. Town Limit	AL 2	2	1,226	0.08	A	4,800	0.32	A
	King Rd to Arcadia Ave	AL 2	2	2,707	0.18	A	4,600	0.31	A
King Rd	Del Mar Ave to Bankhead Rd	AL 2	2	2,973	0.20	A	5,200	0.35	A
	Bankhead Rd to Humphrey Rd	AL 2	2	3,172	0.21	A	6,900	0.46	A
	Humphrey Rd to Taylor Rd	AL 2	2	5,493	0.37	A	6,700	0.45	A
	Taylor Rd to Bush Ln	AL 2	2	4,866	0.32	A	7,600	0.51	A
	Bush Ln to I-80 Bridge	AL 2	2	4,907	0.33	A	5,800	0.39	A
Laird Rd	Brace Rd to White Ln	RC	2	4,040	0.45	B	6,500	0.72	C
	White Ln to S. Town Limit	RC	2	3,857	0.43	B	6,200	0.69	C
Rippey Rd	Taylor Rd to N. Town Limit	AL 2	2	798	0.05	A	943	0.06	A
Rocklin Rd	James Dr to Barton Rd	AL 2	2	11,694	0.78	C	17,800	OC	F
Saunders Ave	Bankhead Rd to McAllen Ln	R	2	329	0.07	A	600	0.13	A
	McAllen Ln to Webb St	R	2	787	0.17	B	400	0.09	A
Sierra College Blvd	N. Town Limit to King Rd	AM 2	2	11,361	0.63	B	32,800	OC	F
	King Rd to Bankhead Rd	AM 2	2	10,608	0.59	A	26,900	OC	F
	Bankhead Rd to Brace Rd	AM 2	2	12,085	0.67	B	34,700	OC	F
Swetzer Rd	Brace Rd to N. Granite Dr	AL 4	4	20,005	0.67	B	45,400	OC	F
	King Rd to N. Town Limit	AL 2	2	6,230	0.42	A	5,800	0.39	A
Taylor Rd	S. Town Limit to Sierra College Blvd	AM 2	2	10,966	0.61	B	18,900	OC	F
	Sierra College Blvd to Circle Dr	AM 2	2	10,435	0.58	A	20,500	OC	F
	Circle Dr to Horseshoe Bar Rd	AL 2	2	9,935	0.66	B	17,000	OC	F
	Horseshoe Bar Rd to King Rd	AL 2	2	16,354	OC	F	22,600	OC	F
	King Rd to N. Town Limit	AM 2	2	7,380	0.41	A	6,700	0.37	A
Webb St	King Rd to Taylor Rd	AL 2	2	3,861	0.26	A	7,000	0.47	A
Wells Ave	Barton Rd to Rickety Rack Rd	RC	2	2,647	0.29	A	3,300	0.37	B
	Rickety Rack Rd to Morgan Place	RC	2	2,454	0.27	A	3,200	0.36	B

Figure 4 - Future (2035) Average Daily Traffic



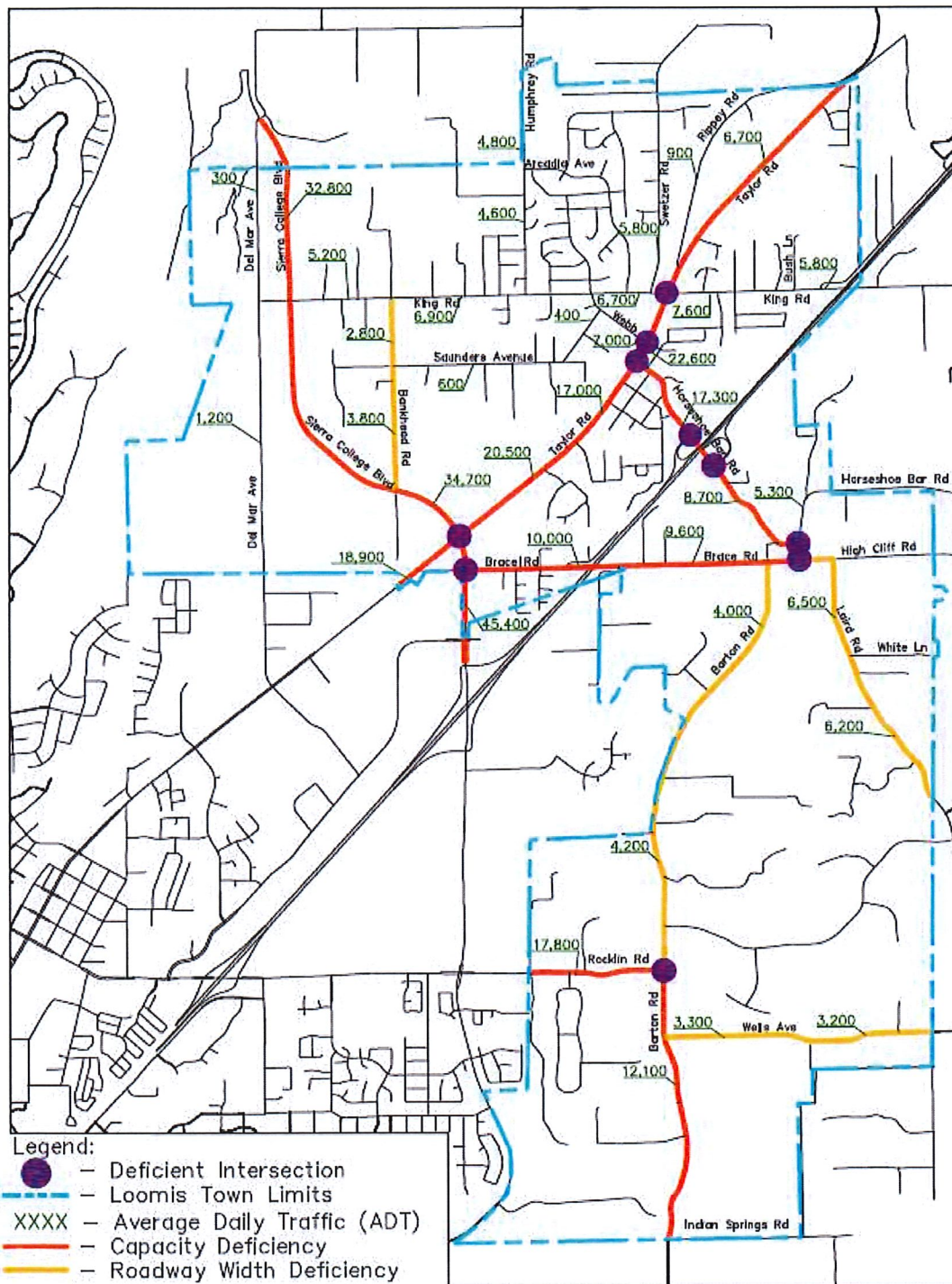
Future Deficiencies

Future deficiencies of the roadway, bicycle/pedestrian systems are identified and displayed in Table 10 assuming no improvements are made. A review of the transit and rail systems did not reveal any future deficiencies. Figure 5 presents the future deficiencies.

TABLE 10 - PRIMARY FUTURE DEFICIENCIES (WITHOUT ANY IMPROVEMENTS)

Roadway Facilities	Description of Deficiency
Horseshoe Bar Road, Taylor Road, Sierra College Boulevard, Rocklin Road, Brace Road, and Webb Street	Projected traffic volumes will exceed the capacity of these roadways in some or all sections.
Horseshoe Bar Road Between Taylor Road and I-80 bridge	Lack of turning lanes and sidewalks will become more problematic with increases in traffic volumes.
Bankhead Road, Brace Road, and Barton Road	Narrow travel lanes and little or no paved shoulders will result in difficult driving conditions with increased traffic volumes.
Taylor Road between south town limits and King Road	Lack of turning lanes and sidewalks will become more problematic with increases in traffic volumes.
Horseshoe Bar Road south of I-80	Sharp curves and narrow travel lanes and shoulders results in difficult driving conditions
Bankhead Road, Barton Road, Laird Road, and Wells Ave	Narrow travel lanes and shoulders results in difficult driving conditions.
Intersections	Description of Deficiency
Sierra College Boulevard/Taylor Road	Significant delays on most approaches due to heavy traffic volumes.
Sierra College Boulevard/Brace Road	Significant delays on all approaches.
Taylor Road/King Road	Significant delays occur in the AM peak when school is in session. Insufficient turn lane storage westbound.
Taylor Road/Webb Street	Significant delays occur on the northbound approach in the PM peak hour.
Taylor Road/Horseshoe Bar Road	Significant delays on most approaches due to heavy traffic volumes and inefficient signal timings. Heavy westbound right turning traffic.
Horseshoe Bar Road/I-80 Ramps	Significan delays on ramp approaches with stop sign control and heavy volume on Horseshoe Bar Road.
Horseshoe Bar Road/Laird Road and Brace Road	The two adjacent intersections are projected to operate inefficiently with excess queueing and significant delays.
Rocklin Road/Barton Road	Significant delays on Rocklin Road with excess queueing and a significant increase in volume.
Bicycle/Pedestrian System	Description of Deficiency
General Bicycle Facilities	Bicycle Facilities are sparse throughout the Town, and increased population and use of bicycles will create the need for additional facilities.
Taylor Road through the Downtown area	The striping for the Class II bicycle lane is weathered and difficult to see. The Class II bicycle lane on the north side of Taylor Road terminates at Oak Street creating a gap to King Road.
Taylor Road, Sierra College Boulevard, King Road, Brace Road,	Sidewalks are discontinuous throughout these roadways.

Figure 5 - Future Deficiencies



D. Issues, Goals, Policies, and Implementation Measures

The policies presented here cover a broad range of topic areas and were derived, in part, from existing policies currently in place in Loomis and other nearby jurisdictions. The General Plan Steering Committee provided direction on the content of the policies covering the following topics:

- Level of Service,
- Roadway improvement standards,
- Transportation System Management (TSM),
- Roadways,
- Sidewalks,
- Bicycle routes,
- Transit service,
- Neighborhood environment,
- Roadway system funding, and
- Roadway maintenance.

Level of Service

Issue: Growth in traffic volumes from development approved within, and adjacent to, the Town will cause increased congestion and need for roadway improvements, depending upon the chosen service level standard.

Goal: To strive for service levels that reflect a balance between mobility, land use, cost-effectiveness, and financial resources.

Level of Service Policy: In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and I-80, Sierra College and Brace Road, and Webb and Taylor, when:

1. The deficiency is substantially caused by "through" traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or
2. The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.

Mitigation of Impacts from Unincorporated Area Projects: Notwithstanding any other General Plan policy or provisions, in the event that significant adverse impacts will result from the construction of large developments on the Town's perimeter, the Town shall make every reasonable effort to have the developers adequately mitigate the adverse

impacts.

Complement Land Use Element: Provide and maintain a Town circulation system that is correlated with planned land uses in the Town and surrounding areas in the region consistent with Government Code 65302. Also, work to ensure compatibility and complimentary relationships between the circulation system and existing and planned land uses that helps to promote environmental objectives such as safe and uncongested neighborhoods, energy conservation, reduction of air and noise pollution, and provision of and access to, bicycle, pedestrian and transit facilities.

Roadway Improvement Standards

Issue: Many roadway improvements will be needed during the life of the General Plan and design standards are needed to ensure consistency and quality.

Goal: To develop standards that protect public safety and provide mobility for all forms of transportation.

Roadway Improvement Policy: Roadway improvements within the Town of Loomis shall conform to the roadway classification system and improvement standards specified in the current version of the Town of Loomis Design & Improvement Standards after their adoption.

Policy on Character of Roadway Improvements: The design of Downtown roadway and streetscape improvements will continue to maintain the "small town downtown" character.

Exception to Standards Policy: In infill areas, where existing rights of way may not conform to the roadway standards set forth in the General Plan, but where improvements are necessary, reasonable deviations from roadway standards may be allowed by the Town Engineer.

Implementation measure: The Town will develop and adopt road and street improvement and design standards as funding permits.

Transportation System Management (TSM)

Issue: The South Placer region has experienced significant development over the past two decades, increasing population and employment in the surrounding communities. This growth in traffic volume, as well as from future development will cause increased congestion and need for roadway improvements. TSM is a recognized strategy to promote more efficient use of streets, highways, parking facilities, public transit and bikeways. TSM promotes public transit, carpools, vanpools, biking and walking as alternatives to single-occupancy vehicular trips.

Goal: To increase the efficiency of the transportation system network, reduce travel demand on the Town's roadway system, reduce the amount of emissions of pollutants from automobiles, and contribute to achieving the Level of Service (LOS) goals identified in the Loomis General Plan.

Safe and Efficient Roadways Guiding Policy: Promote a safe and efficient roadway system for the movement of both people and goods, motorized and non-motorized.

Circulation System Enhancements Guiding Policy: Maintain projected level of service where possible, and ensure that future development and the circulation system are in balance. Improve the circulation system as necessary, in accordance with spacing/access standards, to support multi-modal means of transportation of all users and goods.

Policy on Reducing Vehicle Miles Traveled: Through layout of land uses, improved alternate modes, and provision of more direct routes, strive to reduce the total vehicle miles traveled.

Complete Streets Policy: Maintain and update street standards that provide for the design, construction, and maintenance of "Complete Streets". Complete Streets enable safe, comfortable, and attractive access for all users: motorists, transit riders, pedestrians, and bicyclists of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, and promotes connectivity between uses and areas.

Roundabouts Policy: Roundabouts may be used in place of signalized intersections on any roadway facility or intersection type. Roundabouts are particularly encouraged at the intersection of two collector streets.

Bicycle and Pedestrian Facilities

Issue: Bicycle and pedestrian facilities are limited in Loomis. Provisions to increase bicycle use, pedestrian safety and convenience will provide recreational and mobility benefits to residents and reduce vehicular traffic.

Goal: To implement additional bicycle facilities that result in increased bicycle usage.

Bicycle and Pedestrian Facility Policies

1. The Town shall promote bicycle travel, as appropriate, and shall pursue all available sources of funding for the development and improvement of bicycle facilities.
2. Bicycle facilities shall be provided in compliance with the *2010 Bicycle Transportation Plan* and the *2010 Trails Master Plan* or subsequent amended versions of such documents, as well as on other appropriate routes at the discretion of the Town Council.
3. Bicycle and pedestrian connections shall be continuous and convenient to the nearest neighborhood center, school, or park.
4. Orient development to encourage pedestrian and transit accessibility. Strategies include locating buildings and primary entrances adjacent to public streets, and providing clear and direct pedestrian paths across parking areas and intersections.
5. Provide pedestrian facilities that are accessible to persons with disabilities, compliant with Americans with Disabilities Act (ADA) 2010 standards for Accessible

Design, and ensure roadway improvement projects address accessibility and use universal design concepts.

6. Ensure that planting plans for street trees take into consideration shade and comfort for pedestrians and bicyclists.
7. Use the Town of Loomis 2010 Trails Master Plan and the 2010 Bikeway Master Plan to identify, schedule, and implement pedestrian and bicycle facility improvements.

Transit Service

Issue: Transit service is limited within the Town, providing little incentive for its use and limited options for transit-dependent persons.

Goal: To devote resources for the promotion of transit service that are appropriate for its size and financial resources using comparable cities as a benchmark.

Transit Service Policies

1. The Town will promote and support a safe, efficient, and coordinated public transit system that meets residents' needs, reduces congestion, improves the environment, and helps provide a viable non-automotive means of transportation in and through the Town of Loomis.
2. The Town should work with Placer County Transit and other transit providers to plan and implement public transportation services within the Town that are timely, cost-effective, and responsive to growth patterns and transit demand.
 - a. Transit routes should conform to plans established by Placer County Transit, and should generally coincide with major destinations for employment and shopping, the location of major institutions, concentrations of multi-family housing, and other land uses likely to attract public transit ridership.
 - b. Bus routes should follow major roads with service to residential neighborhoods via collector streets.
 - c. Bus stops should be located in conformance with the applicable policies of Placer County Transit.
3. The Town should consider the transit needs of senior, disabled, minority, low-income, and transit-dependent persons in making decisions regarding transit services and in compliance with the Americans with Disabilities Act.
4. The Town should support efforts to provide demand-responsive service ("paratransit") and other transportation services for those unable to use conventional transit.

Neighborhood Environment

Issue: Increased development within and adjacent to the Town, creates possibility for traffic intrusion into residential neighborhoods.

Goal: To take actions to minimize cut-thru traffic and manage speeds on residential streets.

Neighborhood Environment Policies:

1. The Town shall create and maintain a street system which protects residential neighborhoods from unnecessary levels of traffic, while providing for logical traffic circulation.
2. The Town shall design streets and approve development in such a manner as to prevent and eliminate high traffic flows and parking problems within residential neighborhoods.
3. The Town shall promote the development of a circulation system that preserves the historic nature and character of neighborhoods and districts, and reinforces neighborhood identity and integrity.
4. New local streets shall be designed to promote the interconnection of residential neighborhoods while simultaneously discouraging through-traffic within residential neighborhoods.
5. The Town of Loomis shall establish and maintain a procedure through which local residents can receive assistance in managing and reducing traffic flows through their residential neighborhoods. Such assistance could be technical, the provision of equipment (such as signs) and the labor needed to install such equipment, or the provision of enhanced police traffic enforcement in neighborhoods. The Town could also participate in modifying the existing street system to reduce or eliminate through traffic intrusion into residential neighborhoods. Such modifications could include installation of speed humps, traffic diverters, traffic circles, or a variety of other techniques. Based on the identified need and available financing, priorities will be established and an appropriate level of resources (including staff time, equipment, and physical improvements) will be committed by the Town.
6. If recommended by the Town Engineer after review, and if determined to be feasible, the Town should pursue the construction of a pedestrian bridge over Sierra College Boulevard to address safety impacts. The precise location of the crossing would be determined after further review.

Roadway System Funding

Issue: Transportation improvements are expensive and the Town has very limited financial resources.

Goal: To leverage the Town's resources with outside funding sources (developer fees, state funds, federal funds, etc.).

Roadway System Funding Policies

1. The Town shall aggressively pursue state and federal funding to implement the primary elements of the Town's Circulation Plan.

2. The Town shall require proposed new development projects to analyze their contribution to increased vehicle, pedestrian, and bicycle traffic and to implement the roadway improvements necessary to address their impact.
3. The Town shall assess fees on new development sufficient to cover the fair share portion of development's cumulative impacts on the local and regional transportation system. The cost of all on-site roadways within new development projects is the responsibility of the developer.
4. Prior to acceptance of new local streets by the Town, provisions shall be made for the ongoing maintenance of those facilities. Such provisions could include the establishment of a maintenance district covering the specific roadways identified, or assumption of all maintenance responsibilities by the pertinent homeowners association or other approved organization.

Roadway Maintenance

Issue: Financial constraints can lead to improper maintenance, which reduces the quality and longevity of facilities.

Goal: To create a pavement management system that provides timely and accurate information about how to use maintenance resources.

Roadway Maintenance Policies

1. The Town shall assure that the transportation system continues to provide safe, efficient, and convenient access to its residents.
2. The Town shall provide dependable and adequate resources to maintain and repair the existing system of roads and bridges, according to priorities established on an annual basis.
3. The Town shall work with the Placer County Transportation Planning Agency (PCTPA) to ensure that the PCTPA's Regional Transportation Plan is coordinated with the Town's Capital Improvement Plan. This coordination will allow access to Federal and State funds, where possible, for road maintenance and improvements.

E. Transportation System Improvements

This section presents capital improvements to the transportation system for the Town of Loomis. The preferred system will need to be phased as the needs occur and the funding is available, as the proposed circulation improvements are intended to support build-out conditions.

Roadway Network

Improvements to the roadway network are intended to address several future problems:

- Insufficient capacity at several locations to support build-out of the Town and growth in the surrounding communities;
- Excess "through" traffic and trucks along Taylor Road through the downtown;
- A desire to create a more pedestrian-friendly environment in downtown; and
- Safety issues related to vehicular traffic.

The primary elements of the preferred circulation system are outlined in the following section, and are shown in Figure 6; the Core Area Improvements are shown in Figure 7, and the callouts shown in Figures 6 and 7 refer to the Roadway Cross-Sections shown in Figures 8A - 8H.

Figure 6 - Town of Loomis Circulation System

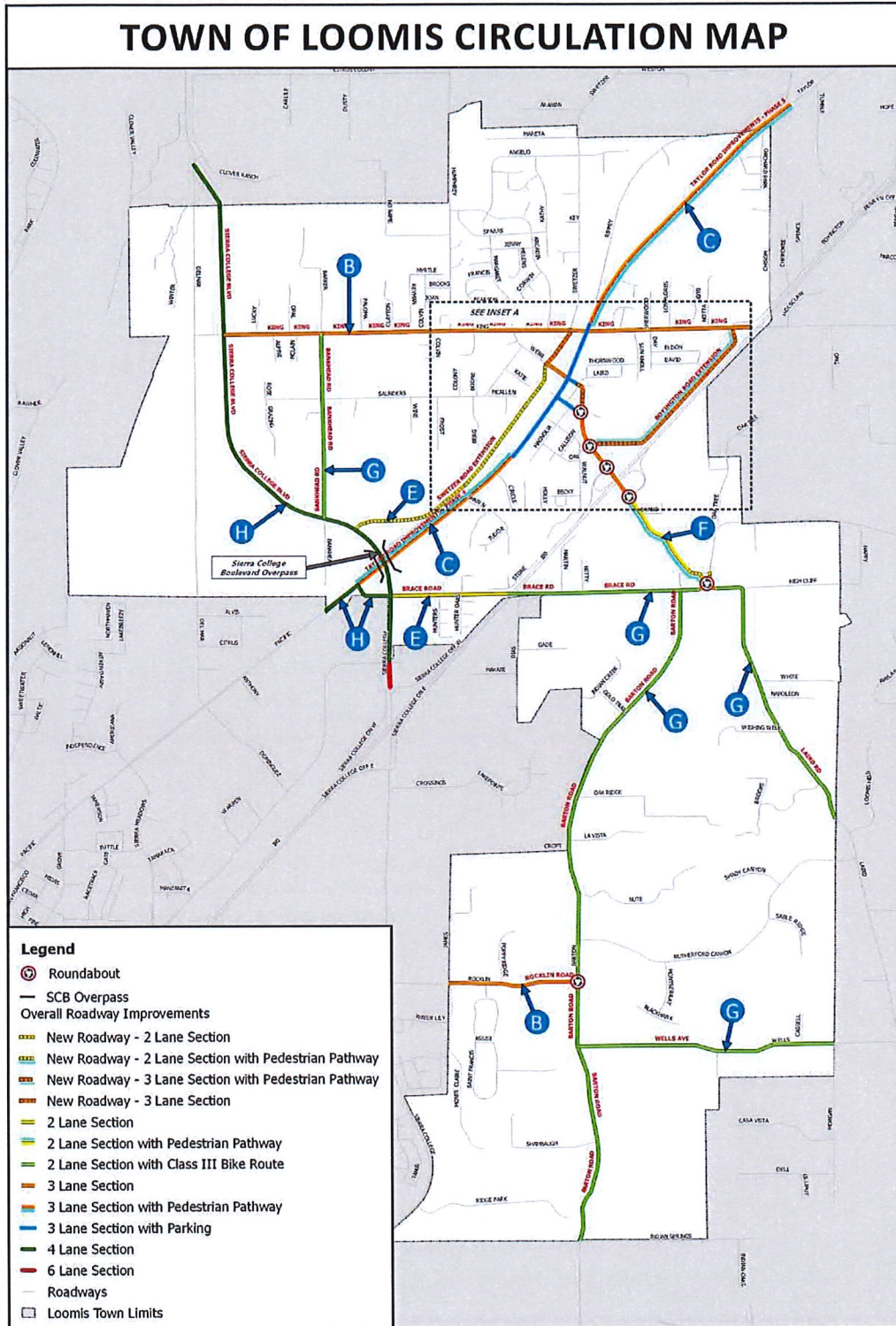


Figure 7 - Core Area Improvements

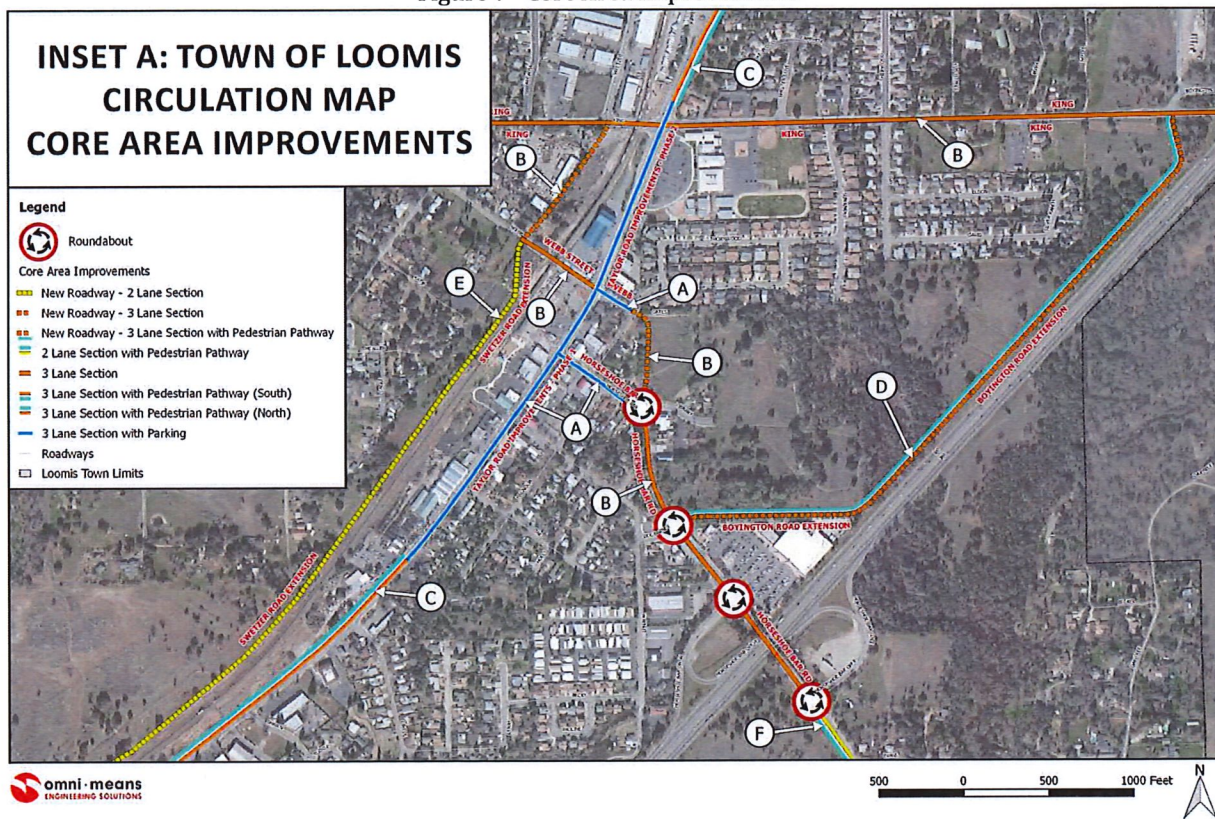


Figure 8A – Roadway Cross-Sections

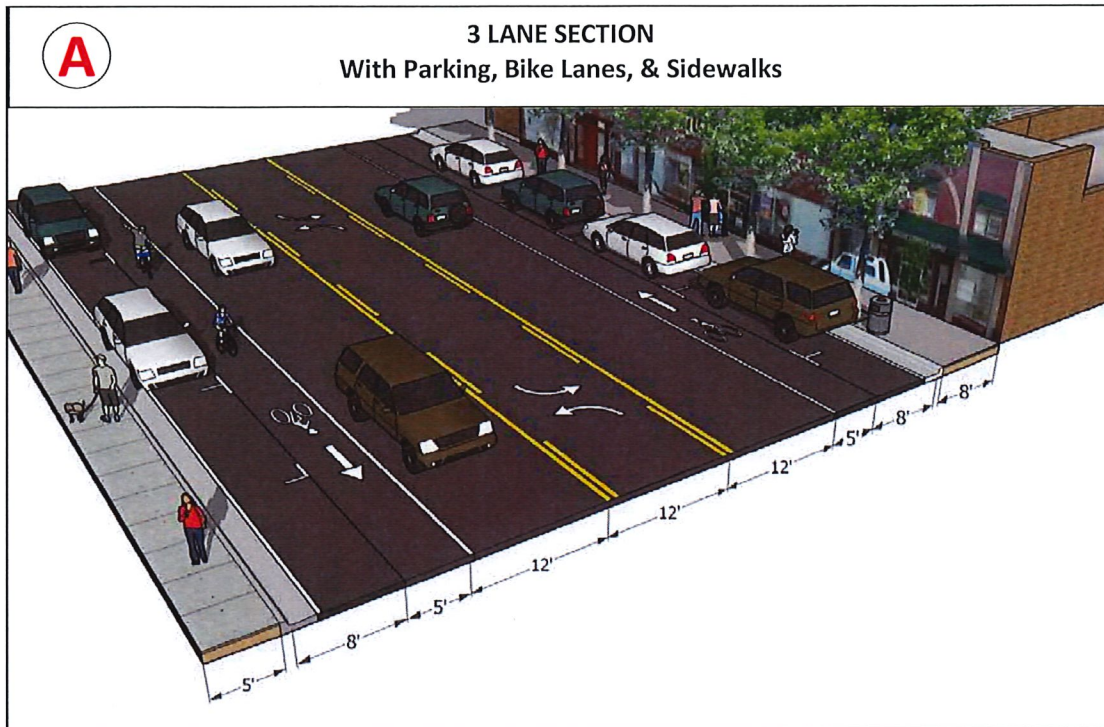


Figure 8B – Roadway Cross-Sections

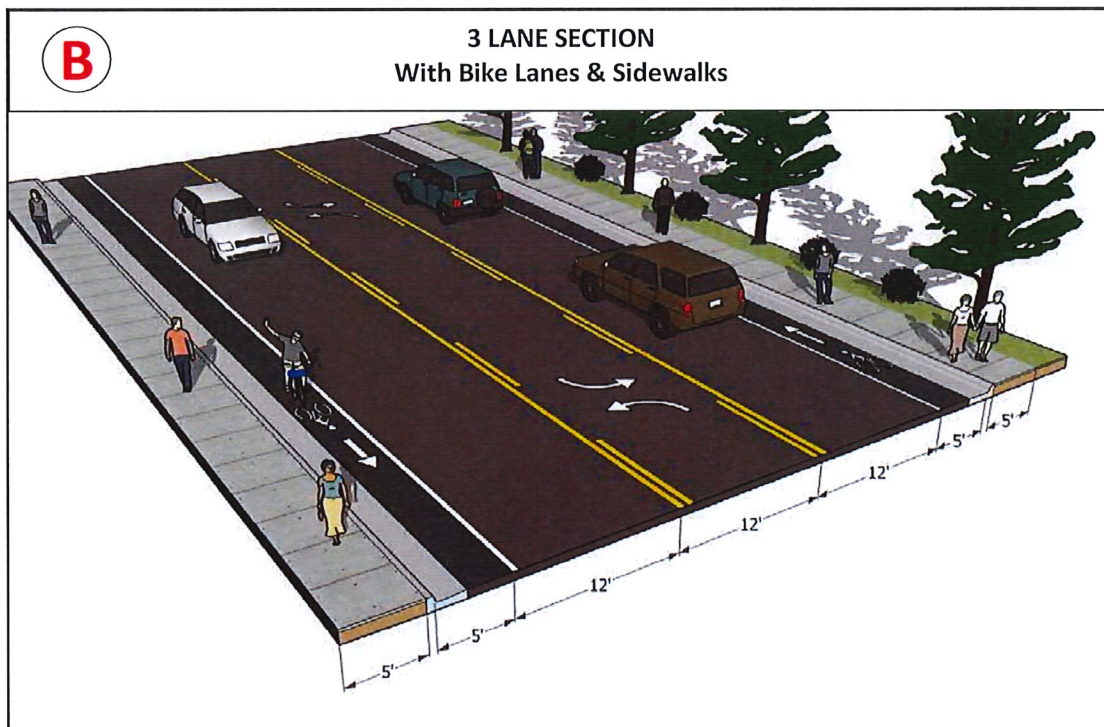


Figure 8C – Roadway Cross-Sections

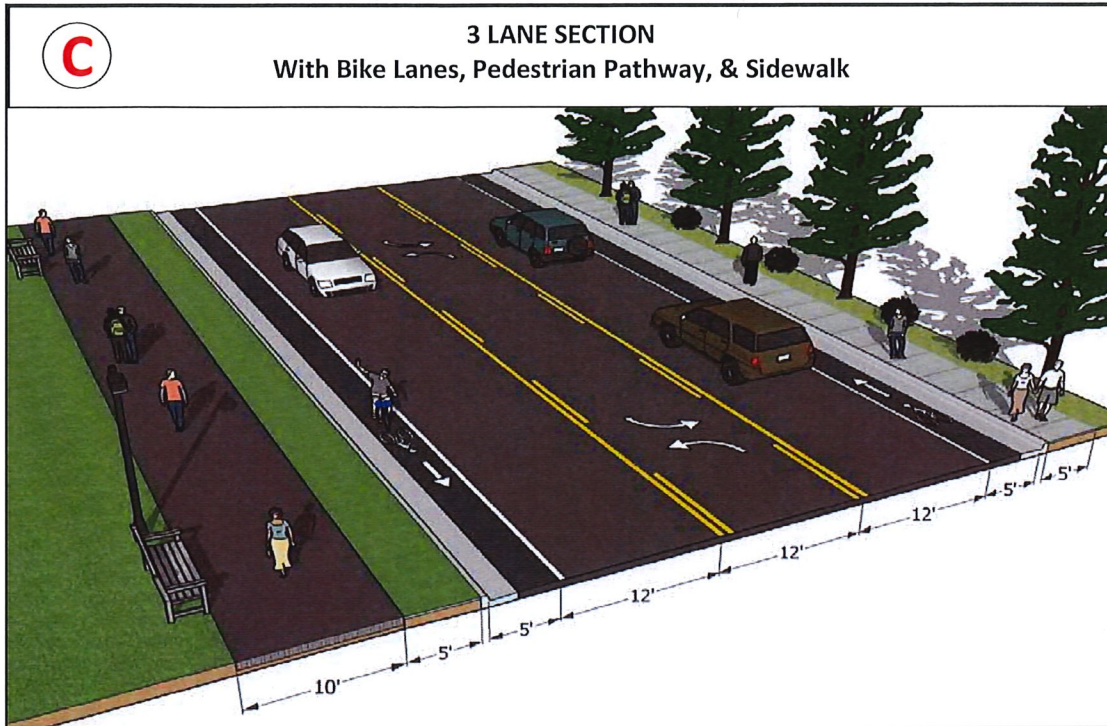


Figure 8D – Roadway Cross-Sections

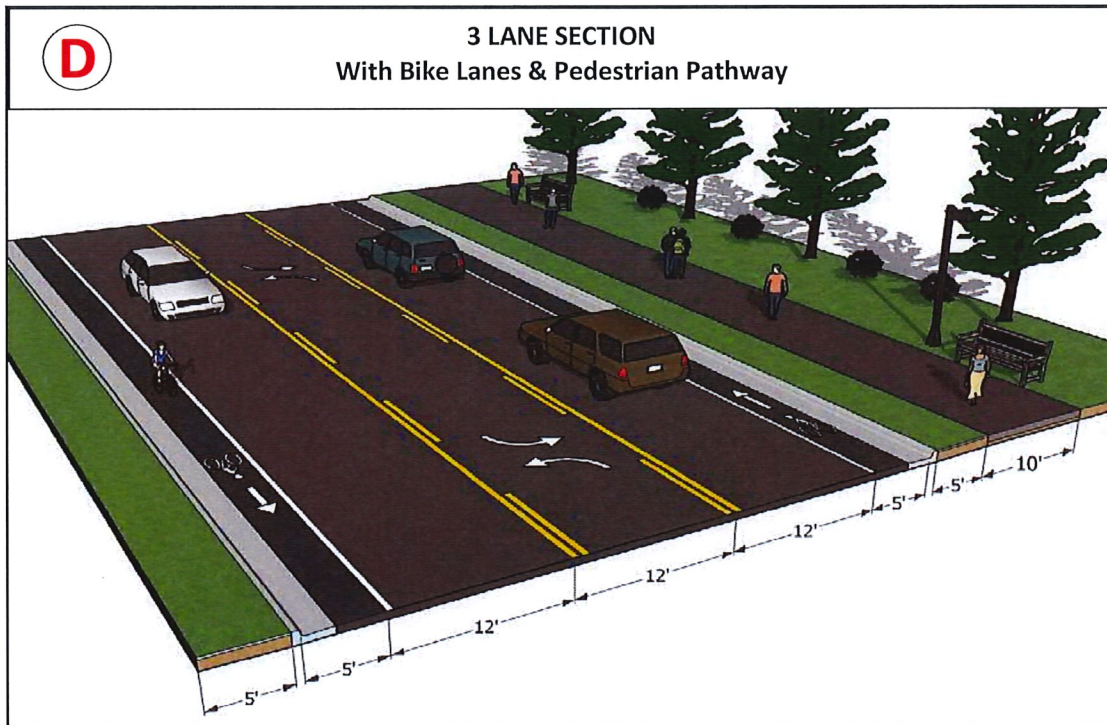


Figure 8E – Roadway Cross-Sections

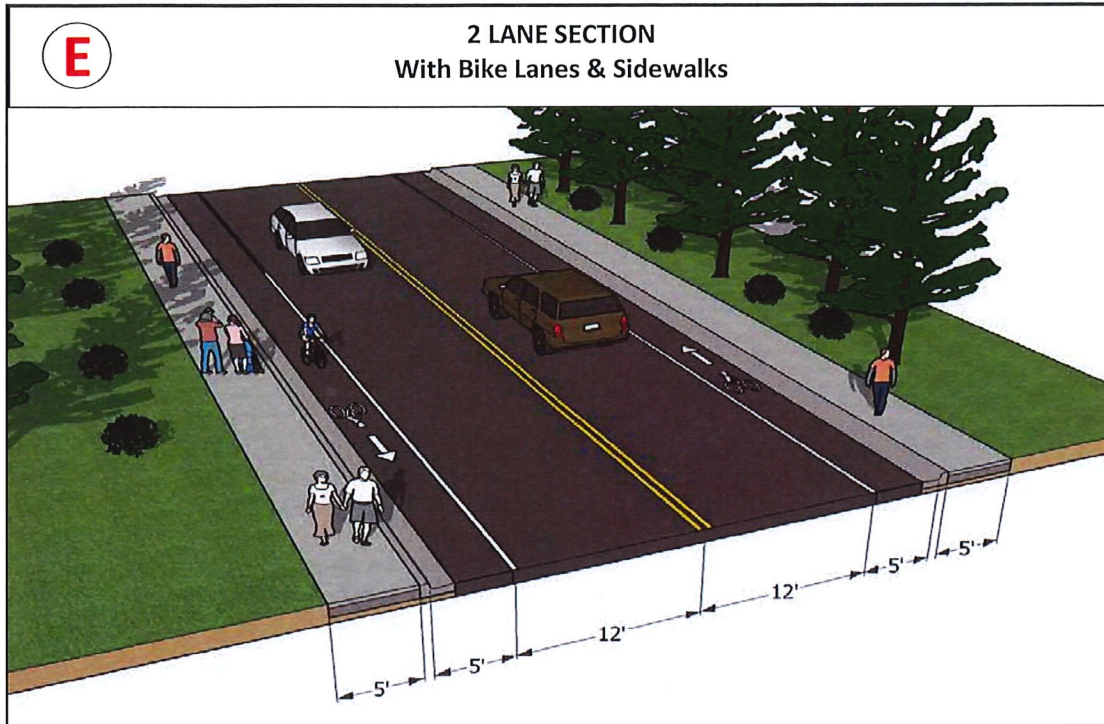


Figure 8F – Roadway Cross-Sections

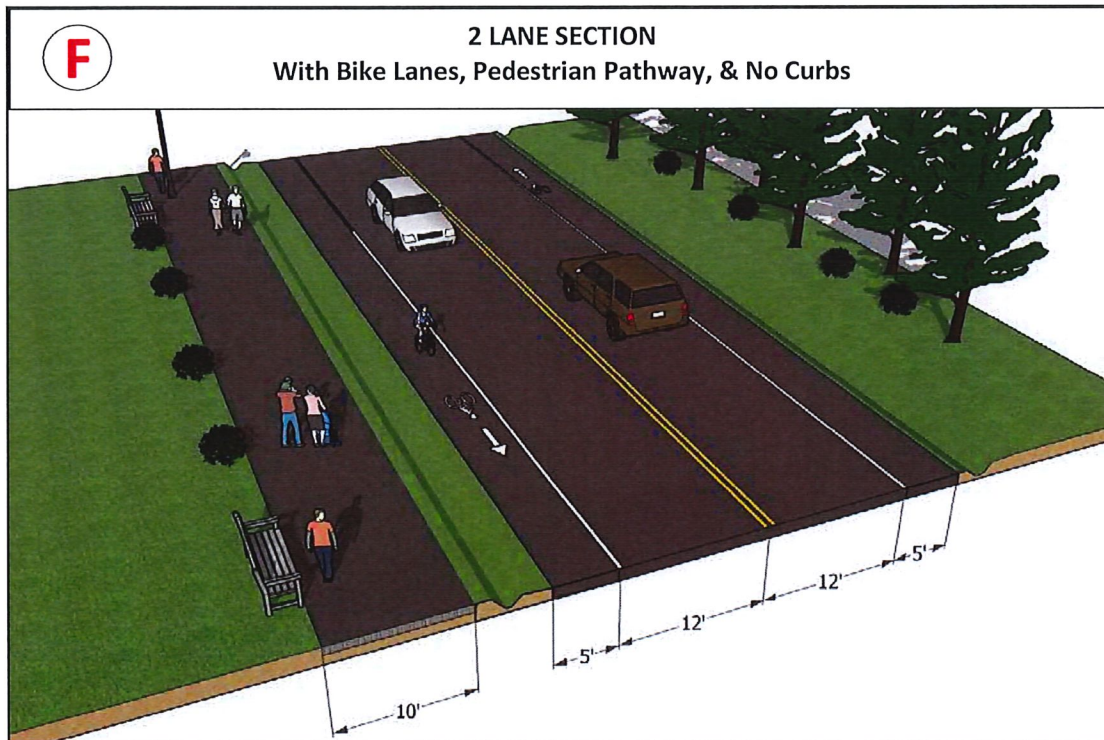


Figure 8G- Roadway Cross-Sections

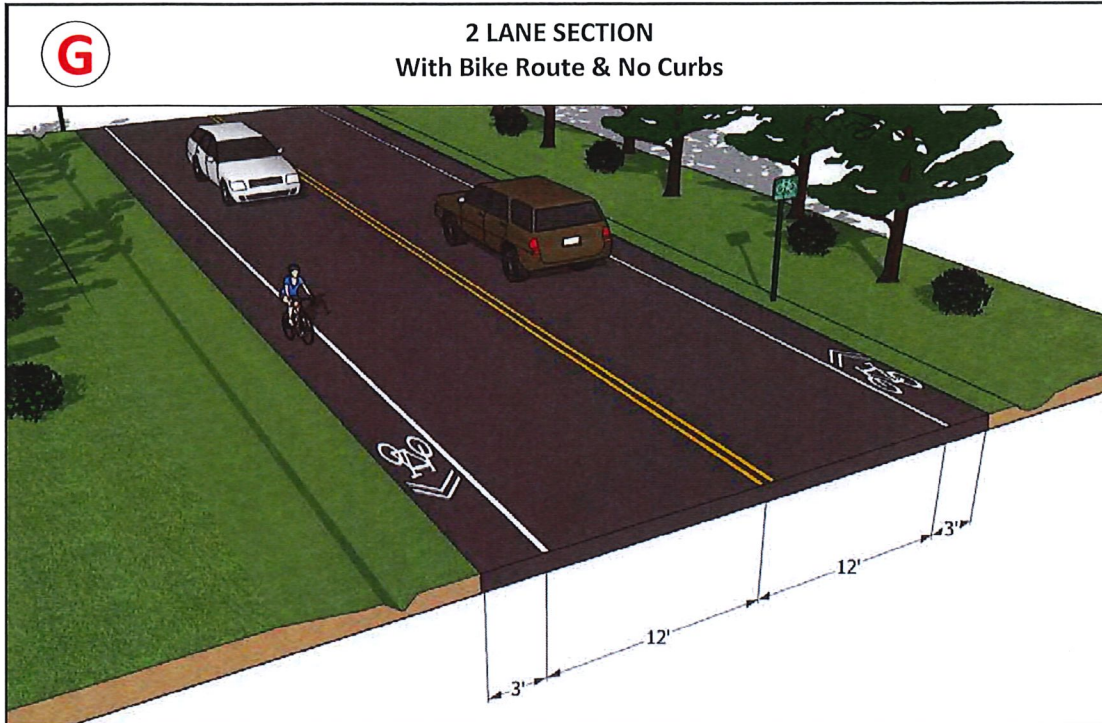
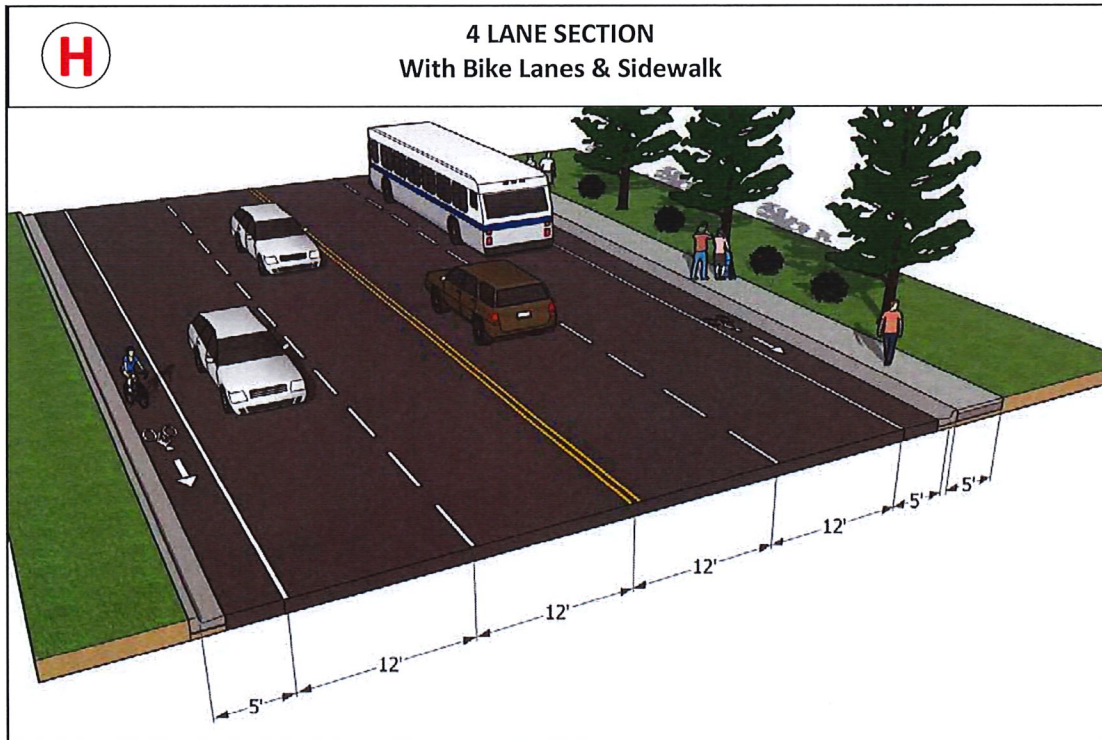


Figure 8H - Roadway Cross-Sections



Core Area Improvements

Boyington Road Extension - is the construction of a two-lane freeway frontage road from King Road to Horseshoe Bar Road north of the Raley's Shopping Center, with a short extension to connect with Doc Barnes Road. The roadway improvements will include two traffic lanes, a center turn lane, curb, gutter, bike lanes on both sides, and parkway strip landscaping with a pathway on one side (see roadway cross section D), within a 70-foot wide right-of-way. The location/alignment of this extension will be determined at the time a subdivision or other development of the presently vacant properties is proposed.

Swetzer Road Extension - is the construction of a two-lane roadway from King Road to Sierra College Boulevard immediately north of the Union Pacific Railroad (UPRR) tracks. This improvement would be largely adjacent to the railroad right-of-way in an area that cannot be developed with buildings due to its proximity to the tracks. Swetzer Road extension will have two different sections. The first section is between King Road and Webb Street and includes two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B), within a 60-foot wide right-of-way. The second section is between Webb Street and Sierra College Boulevard and includes two traffic lanes, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section E), within a 50-foot wide right-of-way.

Webb Street Extension - is the construction of a two-lane roadway from Laird Street to the intersection of Library Drive at Horseshoe Bar Road, including two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B).

Webb Street Extension/Horseshoe Bar Road/Library Drive Roundabout - realign the intersection of Horseshoe Bar Road/Library Drive with the Webb Street Extension, converting the intersection into a roundabout.

Webb Street Improvements - widen Webb Street between Swetzer Road Extension and Laird Street to include two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B). Also, provide on-street parking (see roadway cross section A) on Webb Street between Taylor Road and Laird Street.

Horseshoe Bar Road Improvements - provide two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section B) between Taylor Road and I-80 ramps. Also, provide on-street parking (see roadway cross section A) on Horseshoe Bar Road between Taylor Road and Webb Street Extension/Library Drive. Provide roundabouts at the intersections of Horseshoe Bar Road at Boyington Road Extension, and at the I-80 on and off ramps for needed capacity and LOS requirements.

Taylor Road Improvements - provide two traffic lanes, a center left turn lane, curb, gutter, bike lanes and sidewalks on both sides, and on-street parking (see roadway cross section A) between King Road and Oak Street, following the plans of the Loomis Town Center Implementation Plan.

Miscellaneous Core Improvements - consists of a series of localized improvements on Taylor Road that are designed to improve local circulation and parking. Some of the key elements include:

- Visual gateways on Taylor Road and Horseshoe Bar Road that all serve a traffic calming function, and;
- New traffic signals on Taylor Road at Webb Street, Walnut Avenue, and Circle Drive.

Other Improvements

Improvements anticipated to be needed at build-out of this General Plan that are not included in the Core Area Improvements are described below. Most of the improvements are safety and/or operational related (such as providing paved shoulders, turning lanes, or signals). However, some roads will need additional roundabouts for capacity:

Sierra College Boulevard Widening - widen to 4 lanes (see roadway cross section H) north of Granite Drive to North Town Limits, and 6 lanes south of Granite Drive, including bike lanes on both sides, curb, gutter, and a sidewalk.

Sierra College Boulevard/Taylor Road Overcrossing - is the construction of a four-lane (see roadway cross section H) overcrossing on Sierra College Boulevard over UPRR crossing and Taylor Road.

Brace Road Realignment - realign Brace Road from Sierra College Boulevard to Taylor Road, to the east side of Taylor's Corner and connect with Taylor Road as a T-intersection, and widen to 4 lanes including curb, gutter, bike lanes on both sides and a sidewalk (see roadway cross section H).

Brace Road Improvements - provide curb, gutter, bike lanes and sidewalks on both sides (see roadway cross section E) of Brace Road from Sierra College Boulevard to I-80, and widen to standard lane widths with 3' shoulders (see roadway cross section G) east of I-80.

Horseshoe Bar Road/Brace Road Roundabout - is the realignment of two existing intersections at Brace Road and Horseshoe Bar Road into one intersection, and converting the realigned intersection into a roundabout.

Horseshoe Bar Road - widen to standard lane widths south and east of I-80, also provide 3' shoulders, and provide a pedestrian pathway on the south side (see roadway cross section F).

Taylor Road - outside of the Core Area provide two lanes of traffic, a center left turn lane, curb, gutter, bike lanes on both sides, a sidewalk on one side, and a shared use path (see roadway cross section C) connecting Sierra College Boulevard and the North Town Limits to the downtown.

Rocklin Road/Barton Road Roundabout - provide 3 lanes on Rocklin Road from James Drive to Barton Road, with curb, gutter, bike lanes, sidewalks (see roadway cross section B) and construct a roundabout at the T-intersection.

King Road - improve when and where possible to provide turning lanes at major cross-streets, and Complete Streets with curb, gutter, bike lanes, and sidewalks or a shared use path when new or redevelopment along the roadway occurs.

Brace Road, Barton Road, Bankhead Road, Laird Road, and Wells Avenue will all warrant upgrades that provide for standard lane widths and paved shoulders (see roadway cross section G) when adjacent new development occurs.

Bicycle/Pedestrian Facilities

Improvements to the bicycle and pedestrian facilities are intended to address future issues regarding continuity and accessibility throughout Loomis, and to improve and encourage the enhancement of the local and regional bikeway and pedestrian network. Shown on Figure 4 is the adopted *2010 Bikeway Master Plan* and on Figure 5, the *2010 Trails Master Plan*.

The following are the recommended bicycle facility improvements to complement or upgrade the existing system:

- Provide westbound on-street bike lane (Class II) on Taylor Road from King Road to Oak Street to match existing eastbound facility;
- Provide on-street (Class II) facilities on Taylor Road (from King Road to eastern Town Limits and Sierra College Boulevard to western Town Limits), Sierra College Boulevard (within entire Town Limits), Rocklin Road (within entire Town Limits), Horseshoe Bar Road (from the Tourist/Destination Commercial designation south of I-80 to the Boyington Road extension);
- Connectivity to the Class I Bike Path on Taylor Road south of downtown;
- A pedestrian/local traffic only facility adjacent to the fruit sheds (between Walnut Street and Horseshoe Bar Road);
- Provide on-street (Class DI) facilities on Bankhead Road (King to Sierra College), Saunders Avenue (Bankhead to eastern limit), South Walnut/Stone Road, Brace Road, and Laird Road. In most cases, these facilities will consist of paved shoulders and appropriate signage; and
- Construct a Class I Bicycle/Pedestrian facility along Secret Ravine Creek and Antelope Creek within Loomis.

Sidewalks should be made continuous along Taylor Road, Sierra College Boulevard, King Road, and Horseshoe Bar Road. The policy section of the Circulation Element provides a description of the Town's policy regarding sidewalks on new roadways.

Figure 9 - 2010 Bikeway Master Plan

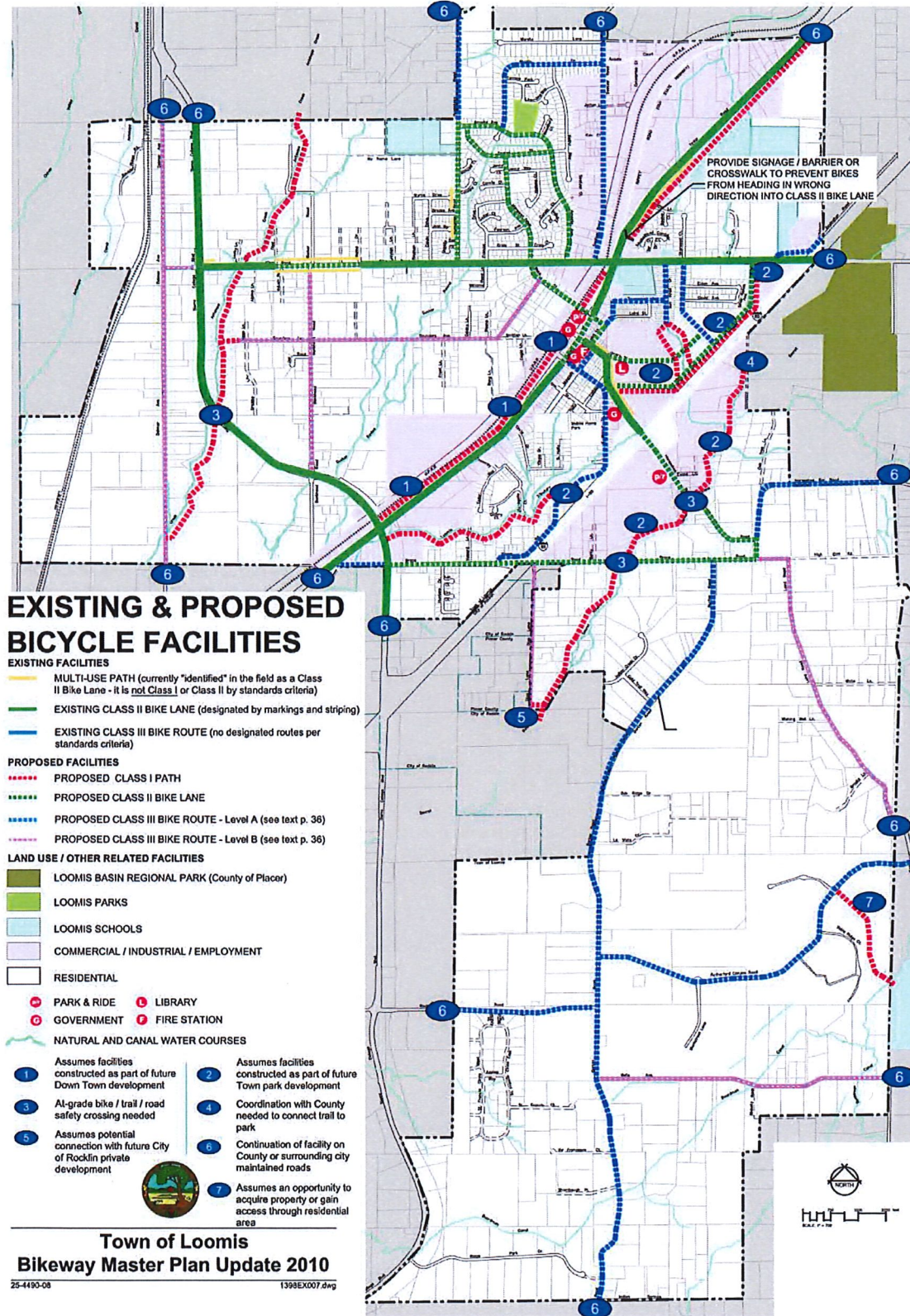
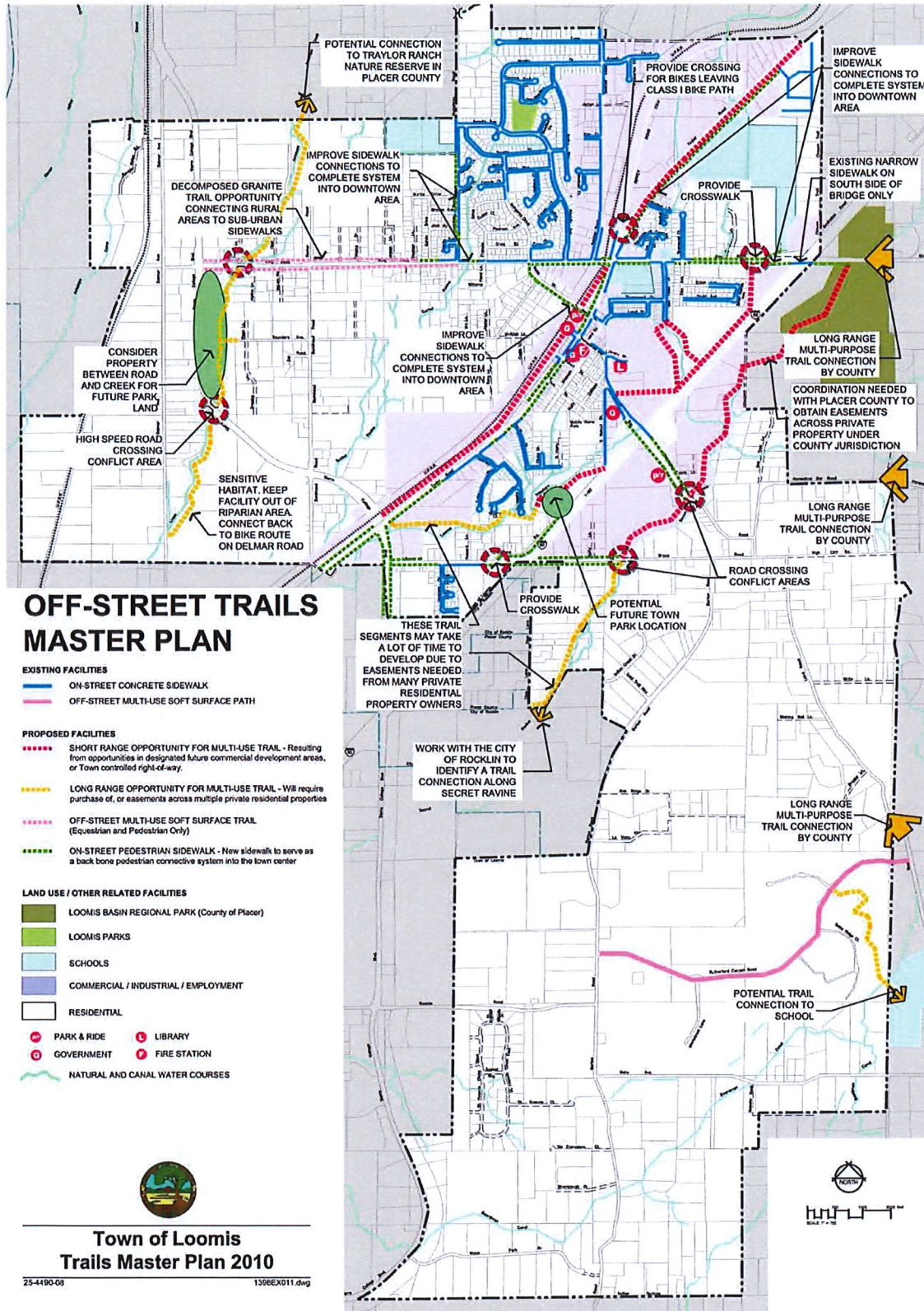


Figure 10 - 2010 Trails Master Plan



Transit Service

Only one capital improvement is planned with respect to transit; namely, the continued revitalization of the rail station near Horseshoe Bar Road and Taylor Road. Improvements to the multi-modal center including, the platform, station, circulation, and parking facilities are continuing. While passenger rail service is not imminent, this facility will become a future "hub" of transit service (both rail and bus) in Loomis.