Section 2. Circulation & Transportation

Introduction

Purpose

The update to the transportation element of the General Plan is intended to reflect a realistic assessment of transportation infrastructure needs, financial constraints, and the broader goals of the community. The approach of this section is to identify current and future traffic conditions if the existing General Plan is implemented. These baseline conditions will be used to develop goals/objectives and to explore alternative land use and transportation scenarios. The alternatives will then be tested to determine how well they meet the established goals/objectives and how they perform with respect to financial feasibility. The result will be a set of preferred transportation improvements that reflects expected funding opportunities and constraints.

Study Process

The study presents an analysis of existing conditions and future baseline conditions including a summary of the condition of the existing transportation system, and an evaluation of future conditions if the existing General Plan is implemented (i.e., future baseline conditions).

~~Existing Conditions~~

~~This subsection consists of an assessment of the existing transportation system.~~

~~*Roadway System*~~

~~A description of the major roadways serving the Town of Loomis is provided below.~~

~~***Taylor Road*** - is an arterial from Eureka Road in Roseville paralleling Interstate 80 (I-80) through Rocklin, Loomis, Penryn, and Newcastle, and terminating at State Route 193 (SR 193) near Auburn. Taylor Road has one lane in each direction within Loomis.~~

~~***Horseshoe Bar Road*** - is an east-west major collector 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 major collector from Del Mar Avenue across I-80 to beyond Auburn~~

~~Roadways are generally classified into four primary categories: local streets, collector streets, arterial streets, and freeways.~~

~~A **local street** is a two lane facility that provides direct access to the adjacent land uses. Local streets are sometimes identified as "local residential" and "local non-residential" depending upon the predominant land uses along the roadway. Traffic volumes on local streets are generally less than 5,000 vehicles per day.~~

~~A **collector street** serves to collect the traffic from the local streets and feed it to/from the arterial streets and freeways. Collector streets do not usually have land uses front directly on to the roadway, and most collector streets are two lanes (some are three or four lanes). Collector streets generally are ¼ mile to one mile in length and carry daily traffic volumes between 2,000 and 10,000.~~

~~An **arterial street** is the primary means to move traffic within a community and to/from adjacent communities. Arterial streets are often classified as "major" (four or six lanes) and "minor" (two lanes). Arterial roadways are generally more than one mile in length, and traffic volumes on these roadways usually exceed 5,000 vehicles per day.~~

~~A **freeway** is characterized by grade separation of all potential conflicts (i.e. interchanges instead of signals or stop signs), and serves to move traffic between communities and regions.~~

~~Folsom Road. King Road has one lane in each direction.~~

~~Sierra College Boulevard~~ *~~- is a principal 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 south of I-80.~~*

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

~~Brace Road~~ *~~- is an east-west major collector from Sierra College Boulevard across I-80 to Laird Road. Brace Road has one lane in each direction.~~*

~~Swetzer Road~~ *~~- is a two-lane collector street from King Road north-south to beyond the Town limits.~~*

~~Table 2-1 summarizes the existing number of travel lanes, posted speed limit, travel lane and shoulder widths, and pavement condition of these roadways.~~

~~Table 2-1: Existing Roadway System~~

~~Roadway~~	~~From~~	~~To~~	~~Posted Speed Limit~~	~~Travel Lane and Shoulder Widths~~	~~Pavement Condition~~
~~Taylor Road~~	~~West Town Limits~~	~~Downtown~~	~~35 mph~~	~~12- to 14-ft. lanes 3- to 8-ft. shoulders~~	~~Good~~
	~~Through Downtown~~		~~25 mph~~	~~12- to 16-ft. lanes 0- to 8-ft. shoulders~~	~~Fair~~
	~~Downtown~~	~~East Town Limits~~	~~35 to 45 mph~~	~~11- to 12-ft. lanes 0- to 4-ft. shoulders~~	~~Poor to Fair~~
~~Sierra College Blvd.~~	~~South Town Limits~~	~~Interstate 80~~	~~55 mph~~	~~12- to 14-ft. lanes 6- to 8-ft. shoulders~~	~~Fair to Good~~
	~~Interstate 80~~	~~Brace Road~~	~~45 mph~~	~~12-ft. lanes 6- to 8-ft. shoulders~~	~~Poor to Fair~~
	~~Brace Road~~	~~North Town Limits~~	~~45 to 55 mph~~	~~12- to 14-ft. lanes 4- to 8-ft. shoulders~~	~~Fair to Good~~
~~Horseshoe Bar Road~~	~~Taylor Road~~	~~Interstate 80~~	~~25 mph~~	~~12- to 15-ft. lanes 0- to 8-ft. shoulders~~	~~Fair~~
	~~Interstate 80~~	~~East Town Limits~~	~~30 mph~~	~~10- to 12-ft. lanes 0- to 2-ft. shoulders~~	~~Good~~
~~King Road~~	~~Sierra College Blvd.~~	~~Interstate 80~~	~~35 to 40 mph~~	~~11- to 12-ft. lanes 0- to 6-ft. shoulders~~	~~Fair to Good~~
~~Barton Road~~	~~Brace Road~~	~~South Town Limits~~	~~40 mph~~	~~10- to 12-ft. lanes 0- to 2-ft. shoulders~~	~~Fair to Good~~
~~Brace Road~~	~~Sierra College Blvd.~~	~~Barton Road~~	~~35 mph~~	~~12-ft. lanes 0- to 2-ft. shoulders~~	~~Fair to Good~~
~~Bankhead Road~~	~~Sierra College Blvd.~~	~~King Road~~	~~25 mph~~	~~9- to 10-ft. lanes 0- to 1-ft. shoulders~~	~~Fair~~
~~Rocklin Road~~	~~Barton Road~~	~~West Town Limits~~	~~40 mph~~	~~11- to 12-ft. lanes 0- to 2-ft. shoulders~~	~~Fair to Good~~
~~Swetzer Road~~	~~King Road~~	~~North Town Limits~~	~~25 to 35 mph~~	~~12- to 15-ft. lanes 4- to 8-ft. shoulders~~	~~Fair to Poor~~

~~Note: Pavement condition categorized as poor, fair, or good based on field observations.~~

~~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 arterials such as Sierra College Boulevard. Pavement condition was rated as good, fair, or poor depending on the frequency of potholes, cracks, and pavement overlays. Most study~~

~~roadways were rated as fair or good with the exception of Taylor Road east of King Road, which was rated as poor. Several of the non-study roadways (such as Bankhead Road, Del Mar Avenue, and Saunders Avenue) have been the subject of complaints by residents regarding pavement quality. Field observations of these roadways showed some potholes and substantial elevation changes that are consistent with minimal or no sub-base material~~

~~Figure 2-1 displays average weekday daily traffic volumes on key roadways within the Town of Loomis. Fehr & Peers Associates conducted traffic counts in June 1998, where necessary, to complement the 1996 and 1997 count data from the Shadowbrook EIR and the Downtown Loomis Improvement Traffic Circulation and Parking Study. 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 9,000 and 14,000 vehicles per day). Traffic volumes on King Road, Swetzer Road, Webb Street, Barton Road, Laird Road, and Brace Road range from approximately 1,000 to 5,000 vehicles per day. Table 2-2 summarizes the daily volume-to-capacity ratio for each roadway based upon regional standards for rural and urban roadways.~~

~~Figure 2-2 displays a.m. and p.m. peak hour turning movement volumes, lane configurations, and traffic control devices at key intersections within the Town of Loomis. Traffic counts were conducted by Fehr & Peers Associates where necessary in June, 1998 to complement the 1996 and 1997 counts from the Shadowbrook EIR and the Downtown Loomis Parking and Circulation Study. As shown, traffic signals are located on Taylor Road at Sierra College Boulevard, Horseshoe Bar Road, and King Road. Traffic signals are also located at the I-80/Sierra College Boulevard eastbound and westbound ramps intersections and at the I-80/Horseshoe Bar Road westbound ramps intersection. The remaining study intersections are stop- controlled on the side-street approach.~~

~~Peak hour intersection operations were evaluated by computing the level of service (LOS) at each intersection. Level of service is a term that describes the operating performance of an intersection or roadway, and is reported on a scale from A to F, with A representing the best performance and F representing the worst. Table 2-3 relates the operational characteristics associated with service level category.~~

~~Intersections were analyzed using the methodology contained in the *Highway Capacity Manual - Special Report 209* (Transportation Research Board, 1994). This methodology determines the level of service by computing the average delay per vehicle and comparing the results to the thresholds shown in Table 2-3. Table 2-4 displays the existing a.m. and p.m. peak hour levels of service at each intersection.~~

~~Table 2-4 shows that each intersection currently operates at LOS C or better during the a.m. and p.m. peak hours with the exception of the Taylor Road/King Road intersection, which operates at LOS D during the a.m. peak hour. Field observations indicate that this intersection 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 significant queuing 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).~~

~~Sierra College Boulevard, Taylor Road, and Horseshoe Bar Road (north of I-80) carry the greatest volume of truck traffic in Loomis. Traffic counts conducted in September, 1997 revealed that the segments of Taylor Road and Horseshoe Bar Road through the downtown area carried about 400 to 450 trucks (three or more axles) per day. This represents between two and four percent of all traffic on these roadways. With the exception of Sierra College Boulevard, none of the roadways within Loomis are posted as truck routes. King Road has "Not a Truck Route" signs, while Brace Road has signs indicating truck weight restrictions.~~

~~Figure 2-1: Existing Daily Volumes~~

~~Figure 2-2: Existing Peak Hour Volumes~~

~~Table 2-2: Roadway Segment Operations - Existing Conditions~~

~~Roadway Segment~~	~~Number of Lanes~~	~~Average Daily Traffic~~	~~Daily Volume-to-Capacity Ratio~~
~~Sierra College Blvd. - north of King Road~~	~~2~~	~~6,100~~	~~0.27~~
~~Sierra College Blvd. - between King Road and Bankhead Road~~	~~2~~	~~5,400~~	~~0.24~~
~~Sierra College Blvd. - between Bankhead Road and Taylor Road~~	~~2~~	~~9,300~~	~~0.41~~
~~Sierra College Blvd. - between Taylor Road and I-80~~	~~2~~	~~12,300~~	~~0.54~~
~~Sierra College Blvd. - between Rocklin Rd. and Ridge Park Dr.~~	~~2~~	~~14,400~~	~~0.63~~
~~Taylor Rd. - between Sierra College Blvd. and Horseshoe Bar Rd.~~	~~2~~	~~10,500~~	~~0.70~~
~~Taylor Rd. - between Horseshoe Bar Road and King Road~~	~~2~~	~~13,800~~	~~0.92~~
~~Taylor Rd. - east of King Road~~	~~2~~	~~6,100~~	~~0.41~~
~~Horseshoe Bar Rd. - between Taylor Road and Magnolia Ave.~~	~~2~~	~~10,400~~	~~0.69~~
~~Horseshoe Bar Rd. - between Magnolia Avenue and I-80~~	~~2~~	~~12,600~~	~~0.84~~
~~Horseshoe Bar Rd. - between I-80 and Brace Road~~	~~2~~	~~5,300~~	~~0.23~~
~~Horseshoe Bar Rd. - east of Oak Tree Lane~~	~~2~~	~~3,500~~	~~0.15~~
~~King Rd. - between Sierra College Blvd. and Bankhead Road~~	~~2~~	~~800~~	~~0.05~~
~~King Rd. - between Arcadia Avenue and Taylor Road~~	~~2~~	~~5,300~~	~~0.35~~
~~King Rd. - between Taylor Road and Boyington Road~~	~~2~~	~~3,900~~	~~0.26~~
~~Webb Street - between Saunders Avenue and Taylor Road~~	~~2~~	~~3,500~~	~~0.23~~
~~Bankhead Rd. - between Sierra College Blvd. and King Road~~	~~2~~	~~3,400~~	~~0.23~~
~~Del Mar Avenue - north of Alvis Court~~	~~2~~	~~400~~	~~0.03~~
~~Laird Road - south of High Cliff Road~~	~~2~~	~~1,900~~	~~0.08~~
~~Barton Road - south of Brace Road~~	~~2~~	~~1,400~~	~~0.06~~
~~Barton Road - north of Rocklin Road~~	~~2~~	~~1,700~~	~~0.07~~
~~Rocklin Road - west of Barton Road~~	~~2~~	~~4,500~~	~~0.20~~
~~Brace Road - west of Barton Road~~	~~2~~	~~1,800~~	~~0.08~~
~~Swetzer Road - north of King Road~~	~~2~~	~~4,900~~	~~0.21~~
~~Humphrey Road - north of King Road~~	~~2~~	~~2,000~~	~~0.09~~

Table 2-3: Intersection Level of Service Definitions

Level of Service	Description	Unsignalized Intersections (Average Delay)	Signalized Intersections (Average Delay)
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	< 5 sec/veh	< 5 sec/veh
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	5.1 - 10.0 sec/veh	5.1 - 15.0 sec/veh
C	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	10.1 - 20.0 sec/veh	15.1 - 25.0 sec/veh
D	Represents high-density, but stable flow.	20.1 - 30.0 sec/veh	25.1 - 40.0 sec/veh
E	Represents operating conditions at or near the capacity level.	30.1 - 45.0 sec/veh	40.1 - 60.0 sec/veh
F	Represents forced or breakdown flow.	> 45 sec/veh	> 60 sec/veh

Source: Highway Capacity Manual - Special Report 209 (Transportation Research Board, 1994) Fehr & Peers Associates, 1998.

Table 2-4: Peak Hour Intersection Operations - Existing Conditions

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service
Taylor Road/Oak Street	2-way Stop	< 5.0	A	< 5.0	A
Taylor Road/Walnut Street	2-way Stop	< 5.0	A	< 5.0	A
Taylor Road/Horseshoe Bar Road	Signal	21.8	C	13.8	B
Taylor Road/Webb Street	2-way Stop	< 5.0	A	< 5.0	A
Taylor Road/King Road	Signal	30.9	D	22.9	C
King Road/Webb Street	2-way Stop	< 5.0	A	< 5.0	A
King Road/Sierra College Boulevard	2-way Stop	< 5.0	A	< 5.0	A
Taylor Road/Sierra College Road	Signal	16.9	C	18.4	C
I-80 Westbound Ramps/Horseshoe Bar Rd.	Signal	15.4	C	17.5	C
I-80 Eastbound Ramps/Horseshoe Bar Rd.	2-way Stop	< 5.0	A	6.8	B
I-80 Westbound Ramps/Sierra College Blvd.	Signal	24.3	C	22.8	C
I-80 Eastbound Ramps/Sierra College Blvd.	Signal	12.7	B	21.7	C

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.

~~Parking~~

~~The only wide-spread area within the Town that experiences a consistent shortage of parking is the downtown area in the vicinity of Taylor Road. The *1998 Downtown Loomis Traffic Circulation and Parking Study* found that the heaviest parking utilization occurs along, and immediately south of, Taylor Road between Horseshoe Bar Road and Walnut Street. On-street and off-street parking in this area was observed to be 75 to 100 percent utilized. The on-street parking spaces on Taylor Road adjacent to the Post Office were observed to have the greatest parking demand.~~

~~Transit System~~

~~Public transportation 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 Raleys. Service is provided between 6:30 a.m. and 4:15 p.m. Monday through Friday with four stops per day. Loomis is also served by the Auburn-Roseville Express Shuttle, which runs from 6:00 a.m. to 8:00 p.m. Monday through Friday, and 10:00 a.m. to 6 p.m. on Saturday. This service operates with one-hour headways (the time between bus pick-ups/drop-offs).~~

~~Bicycle/Pedestrian System~~

~~The existing bicycle system consists of a series of Class I (off-street trails) and Class II (on-street lanes with guide signs and pavement marking) bike lanes on major arterials. The Class II facilities are generally well signed, but the pavement markings and surface quality are less than ideal in many cases. Table 2-5 summarizes existing bicycle facilities in the Town.~~

~~Table 2-5: Bicycle Facilities~~

~~Facility Type~~	~~Location~~	~~Limits~~	~~Condition~~
~~Class I*~~	~~South side of Taylor Road~~	~~King Road to Del Oro High~~	~~Type of facility unclear (see text), pavement markings poor~~
	~~King Road~~	~~South of Bankhead Road~~	~~Good~~
~~Class II~~	~~Sierra College Boulevard~~	~~Granite Drive to Del Mar Avenue~~	~~Pavement markings not visible~~
	~~Taylor Road~~	~~Sierra College Boulevard to Oak Street and Webb Street to King Road~~	~~Pavement condition poor in locations, markings not visible~~
	~~King Road~~	~~Sierra College Boulevard to I-80~~	~~Good~~

~~*Source: Fehr and Peers, 1998.*~~

~~*both facilities are off street (Class I) but are one-way and less than eight feet (Class II).~~

~~The bicycle facility on the south side of Taylor Road between King Road and Del Oro High School is unusual. Although the facility is off street for most of its length (which is consistent with a Class I), it does not have sufficient width to meet Caltrans standards for a Class I and it is signed and marked as a one-way (eastbound) Class II lane.~~

~~Rail System~~

~~Existing train traffic through Loomis uses two tracks: westbound traffic uses the tracks adjacent to Taylor Road, while eastbound traffic uses the tracks near Sierra College Boulevard. Installation of Centralized Traffic Control (CTC) by Union Pacific Railroad is probable, allowing two-way rail traffic to be handled more easily and safely on the 'westbound' track. The historic train station at the terminus of Horseshoe Bar Road is the planned location for passenger service.~~

~~The existing Capitol Corridor train service provides four trains per day in each direction between Sacramento and San Jose. Two trains per day extend east from Sacramento with stops in Roseville, Rocklin, Auburn, and Colfax. In the near future, passenger rail service will be expanded to include Loomis and Newcastle.~~

~~Existing Deficiencies~~

~~Existing deficiencies of the roadway, bicycle/pedestrian systems are identified and displayed in Table 2-6. A review of the transit and rail systems did not reveal any existing deficiencies.~~

~~Table 2-6: Existing Deficiencies~~

~~Facility~~	~~Description of Deficiency~~
~~**Roadways**~~	
~~Taylor Road through the downtown area~~	~~Existing traffic volumes are near the capacity of the road through the downtown area. Travel speeds through downtown are also perceived as excessive by many for pedestrian/bicycle safety.~~
~~Taylor Road east of the downtown area~~	~~Poor pavement condition and narrow travel lanes and shoulders results in difficult driving conditions.~~
~~Horseshoe Bar Road between I-80 and Taylor Road~~	~~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 result in difficult driving conditions.~~
~~Bankhead Road and Barton Road~~	~~Narrow travel lanes and little or no paved shoulders result in difficult driving conditions.~~
~~Several minor roadways (such as Bankhead, Saunders, etc.)~~	~~Poor pavement quality.~~
~~**Intersections**~~	
~~Taylor Road/Horseshoe Bar Road Intersection~~	~~Significant delays occur on three of the four approaches due to heavy traffic volumes and inefficient signal timing.~~
~~Taylor Road/King Road Intersection~~	~~Significant delays occur in the morning when school is in session. Insufficient turn lane storage contributes to delays.~~
~~Sierra College Boulevard/Brace Road Intersection~~	~~Lack of left-turn bays on Sierra College Boulevard and a traffic signal results in operational problems and safety concerns.~~
~~**Bicycle/Pedestrian System**~~	
~~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 terminates at Oak Street creating a gap to King Road.~~
~~Taylor Road, Sierra College Boulevard, King Road, and Horseshoe Bar Road~~	~~Sidewalks are discontinuous throughout Taylor Road, King Road, Sierra College Boulevard, and Horseshoe Bar Road.~~
~~Taylor Road from King Road to Del Oro High~~	~~Facility is blend of Class I and II, which is confusing to users and does no meet standards.~~
~~**Parking**~~	
~~Downtown Parking~~	~~Lack of available parking during peak periods.~~

Existing Conditions

Transportation Setting

Loomis is located approximately 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 of approximately 400 feet. Based on data from the 2019 America Community Survey (ACS), population in Loomis has increased from 6,260 in 2000 to 6,866 in 2019, a 0.49% compound annual growth rate increase. Figure 2-1 shows the study area and 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 2-2 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.

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 Freeways/Highways

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

Figure 2-1 – Vicinity Map

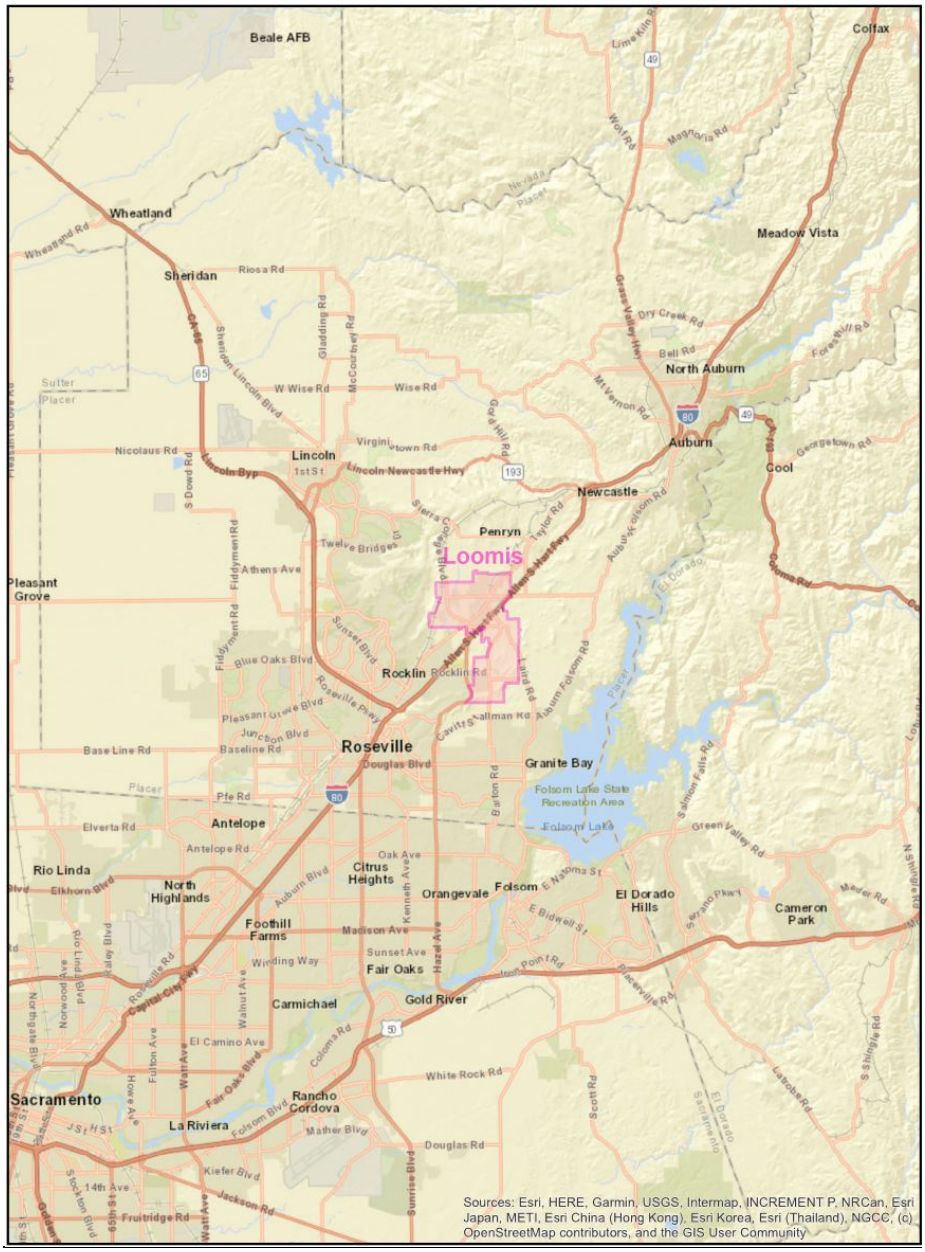
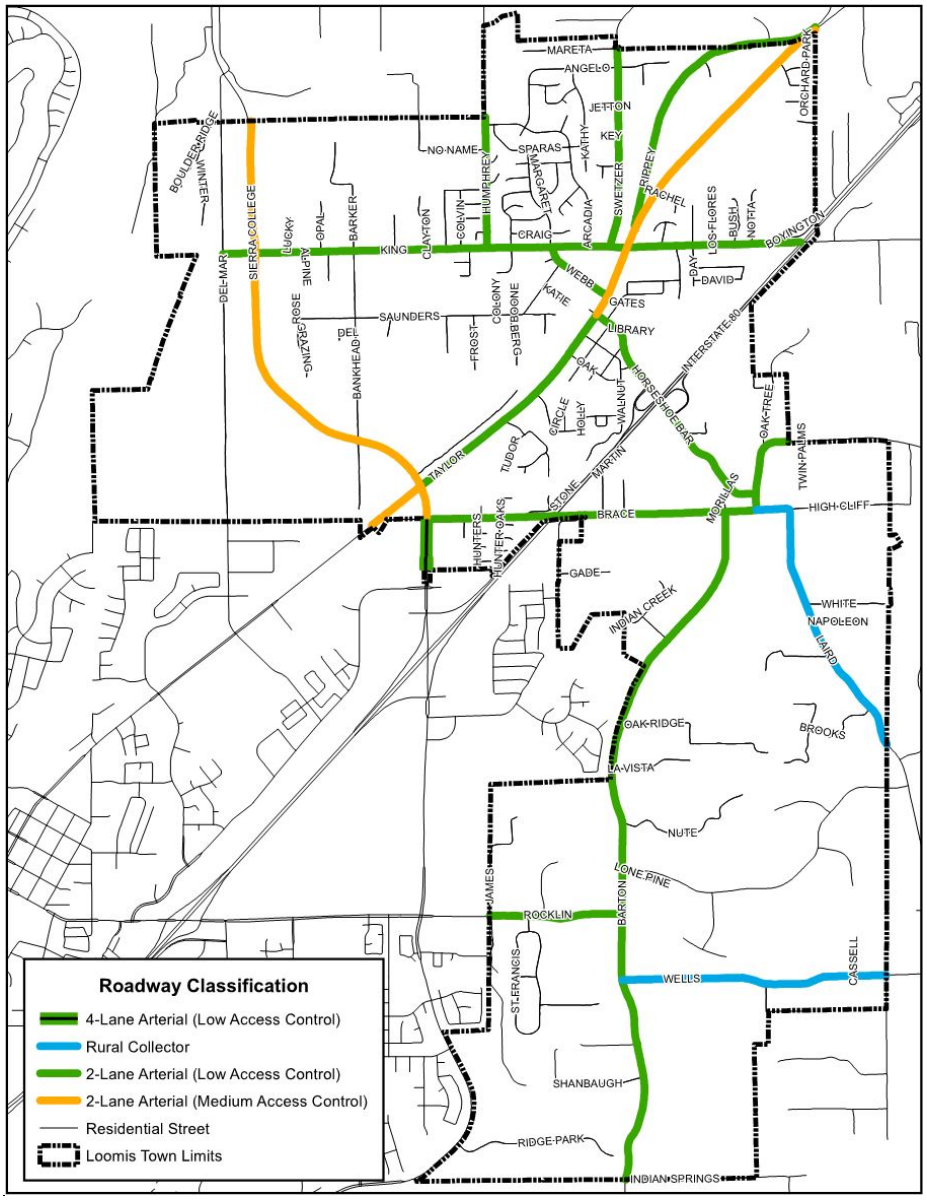


Figure 2-2 – Existing Functional Roadway Classification Map



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 2-1.

Commented [MT1]: Update when traffic counts are collected.

Table 2-1 – 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 2-2 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 2-3 summarizes the existing **roadway segment operations** (based on capacities in Table 2-1), 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 2-3:

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

Figure 2-3 presents the existing average daily traffic (ADT) for the study roadway segments within Loomis.

Commented [MT2]: Update when traffic counts are collected.

Table 2-2 – 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 Rickety Rack Rd	40	Very Good	49
	Rickety Rack Rd to Morgan Place	40	Very Good	43

Commented [MT3]: Update when traffic counts are collected.

1 **Table 2-3 – Roadway Segment Operations – Existing Conditions (2014)**

Commented [MT4]: Update when traffic counts are collected.

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	0.2	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

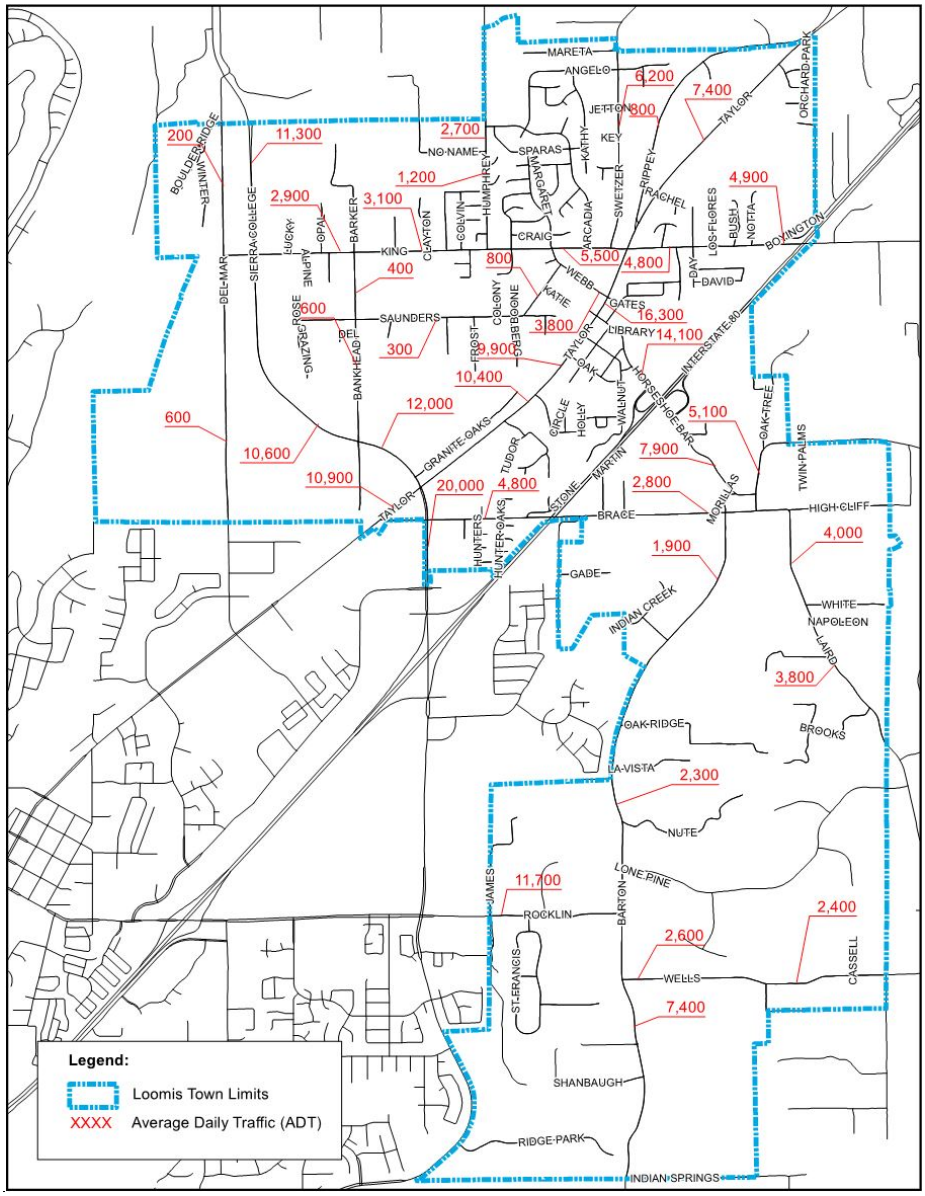
Notes:
R: Residential
RC: Rural Collector
AL 2: 2 Lane Arterial Low Access Control (4+ stops/mile, frequent driveway access, 25-35 mph)
AL 4: 4 Lane Arterial Low Access Control (4+ stops/mile, frequent driveway access, 25-35 mph)
AM 2: 2 Lane Arterial Moderate Access Control (2-4 stops/mile, limited 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.*

2

3

Figure 2-3 – Existing Average Daily Traffic

Commented [MT5]: Update when traffic counts are collected.



Levels of Service have been calculated for all intersection control types using the methodologies documented in the Transportation Research Board publication *Highway Capacity Manual, Sixth Edition* (HCM 6). 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 2-4. This methodology determines the level of service by computing the average delay per vehicle and comparing the results to the thresholds shown in Table 2-4.

Table 2-5 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 this analysis were obtained in September, 2013 and March, 2014. As evidenced in Table 2-5, 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 2-5 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.

Commented [MT6]: Update when traffic counts are collected.

1 **Table 2-4 – Intersection Level of Service Definitions**

Level of Service	Type of Flow	Delay	Maneuverability	Stopped Delay/Vehicle (sec)		
				Signalized	Roundabout	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

2

Table 2-5 – Peak Hour Intersection Operations – Existing Conditions

#	Intersection	Control Type[1,2]	Target LOS	Delay	LOS	Delay	LOS	Warrant Met?[3]
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	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/Swetzer Road	TWSC	C	14	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

Commented [MT7]: Update when traffic counts are collected.

Truck Routes

With the exception of Sierra College Boulevard and I-80, 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. Figure 2-4 illustrates the signed Truck Routes within Loomis.

Bus Service

Public bus service is provided to the Loomis area by Placer County Transit. The Taylor Road Shuttle (Route 50) interconnects Auburn, Newcastle, Penryn, Loomis, and Sierra College Boulevard in Rocklin. This route has stops within Loomis at Shawn Way, Walnut Street, Horseshoe Bar Road, King Road, and Del Oro High School. Service is provided on Monday through Saturday between 8:35 AM and 6:25 PM. The Taylor Road Shuttle only provides service to one Loomis stop on Saturdays, the King Road stop. Loomis is also served by the Placer Commuter Express (PCE), a weekday commuter bus service that transports riders from stops along the I-80 corridor to Downtown Sacramento. The PCE stops at the Loomis Bus Station near the Horseshoe Bar Road/Taylor Road intersection. This service operates between 5:20 AM and 7:50 AM in the mornings and between 4:17 PM and 7:17 PM in the evenings. Three PCE buses stop in Loomis during each service period. Dial-A-Ride (DAR) paratransit is also available in Loomis near I-80 and Taylor Road. Figure 2-5 illustrates the Placer County Transit routes within Loomis.

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.

Figure 2-4 – Existing Truck Routes

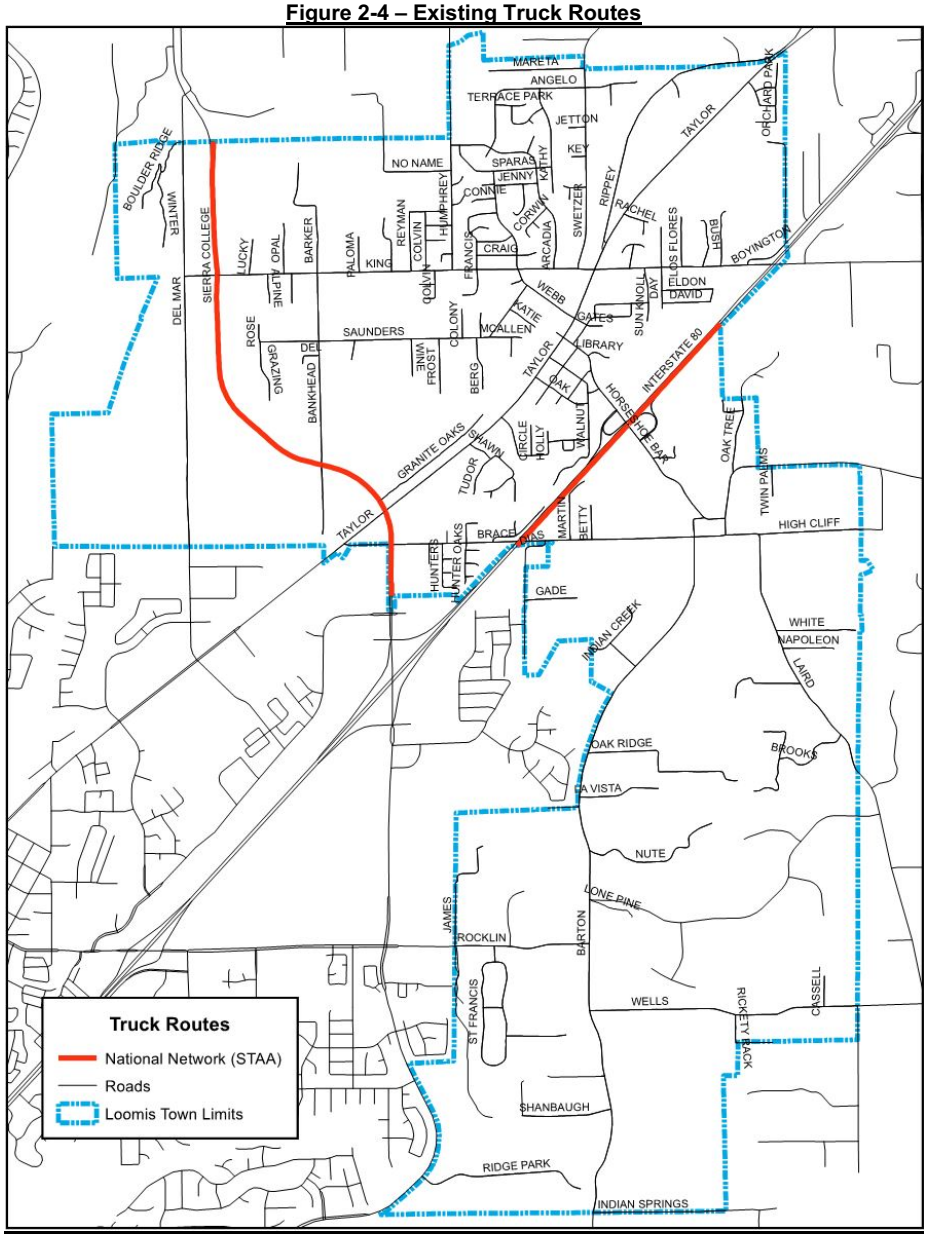
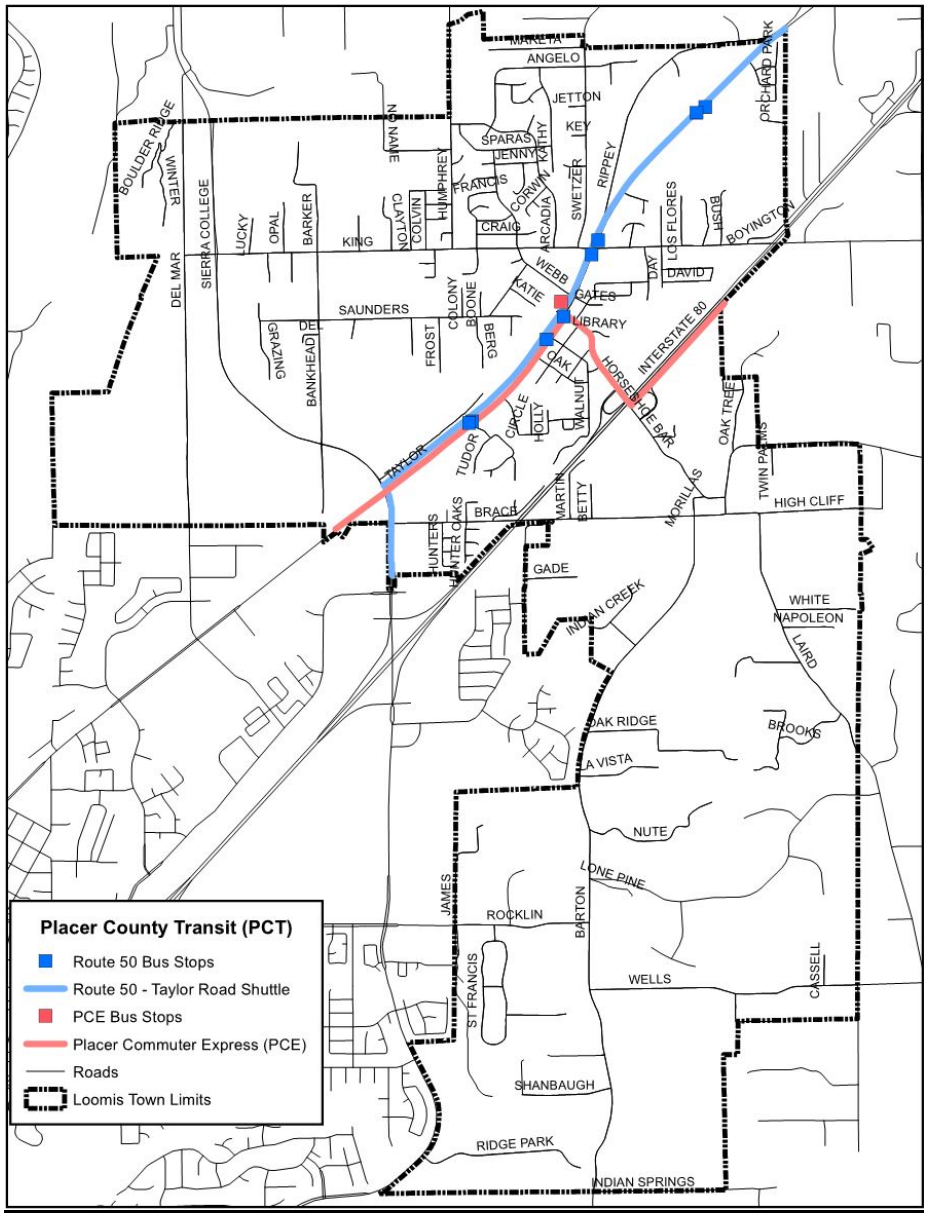


Figure 2-5 – Existing Transit Routes



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.

Figure 2-6 illustrates the *Town of Loomis Bikeway Master Plan* and Figure 2-7 illustrates the *Town of Loomis Trails Master Plan*.

Rail Service

Existing train traffic through Loomis is the Union Pacific Railroad (UPRR), 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 service 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. Figure 2-8 illustrates the Railroads within Loomis.

Figure 2-6 – Bikeway Master Plan

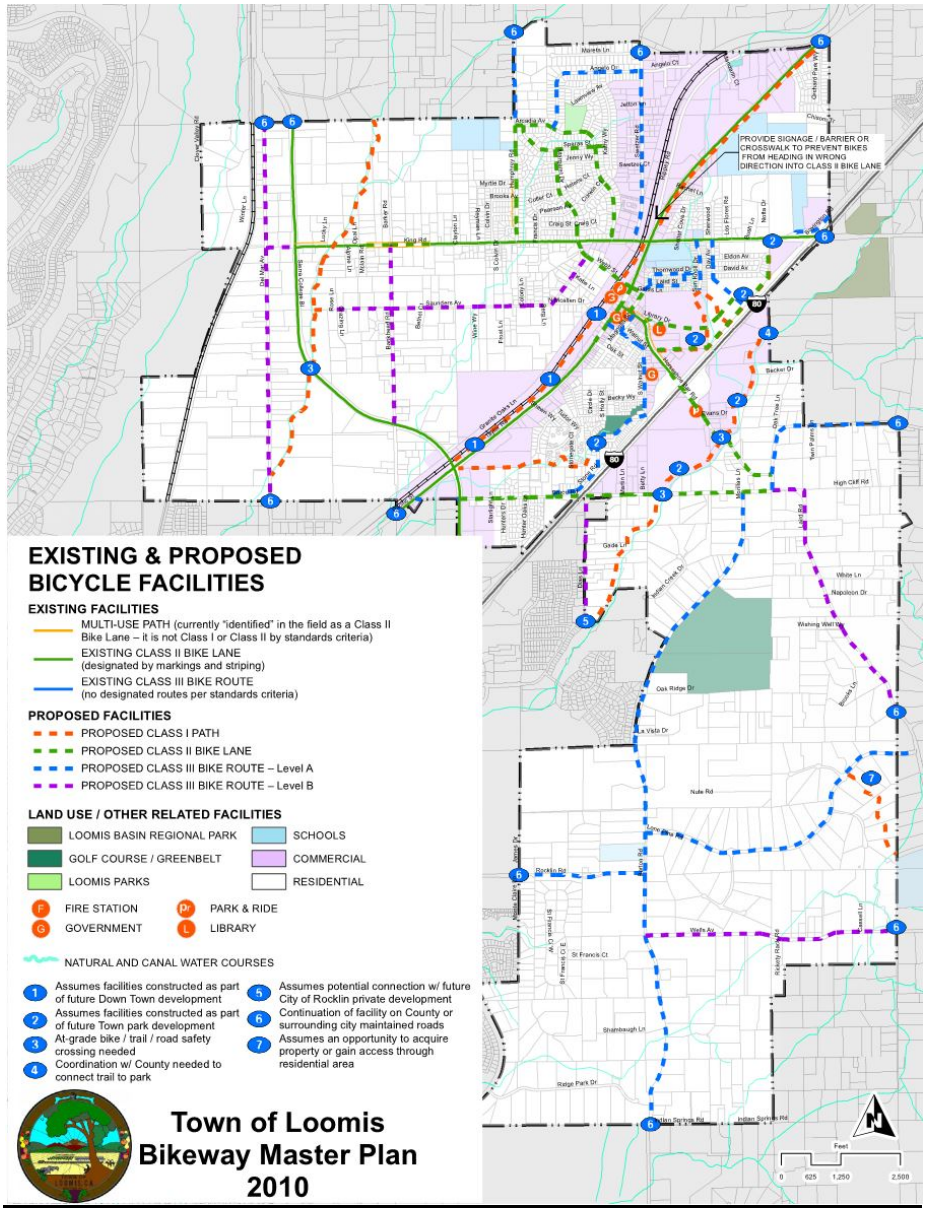


Figure 2-7 – Trails Master Plan

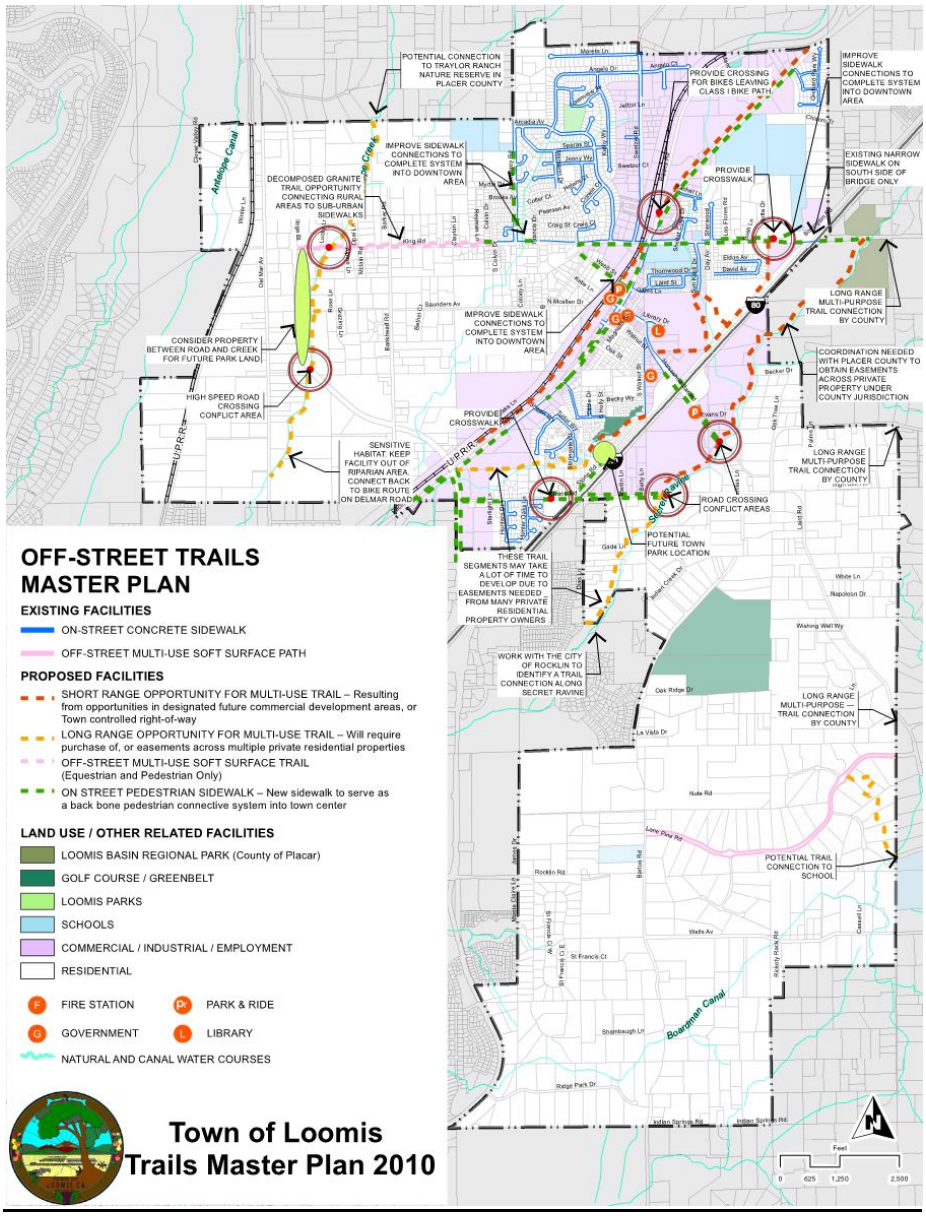
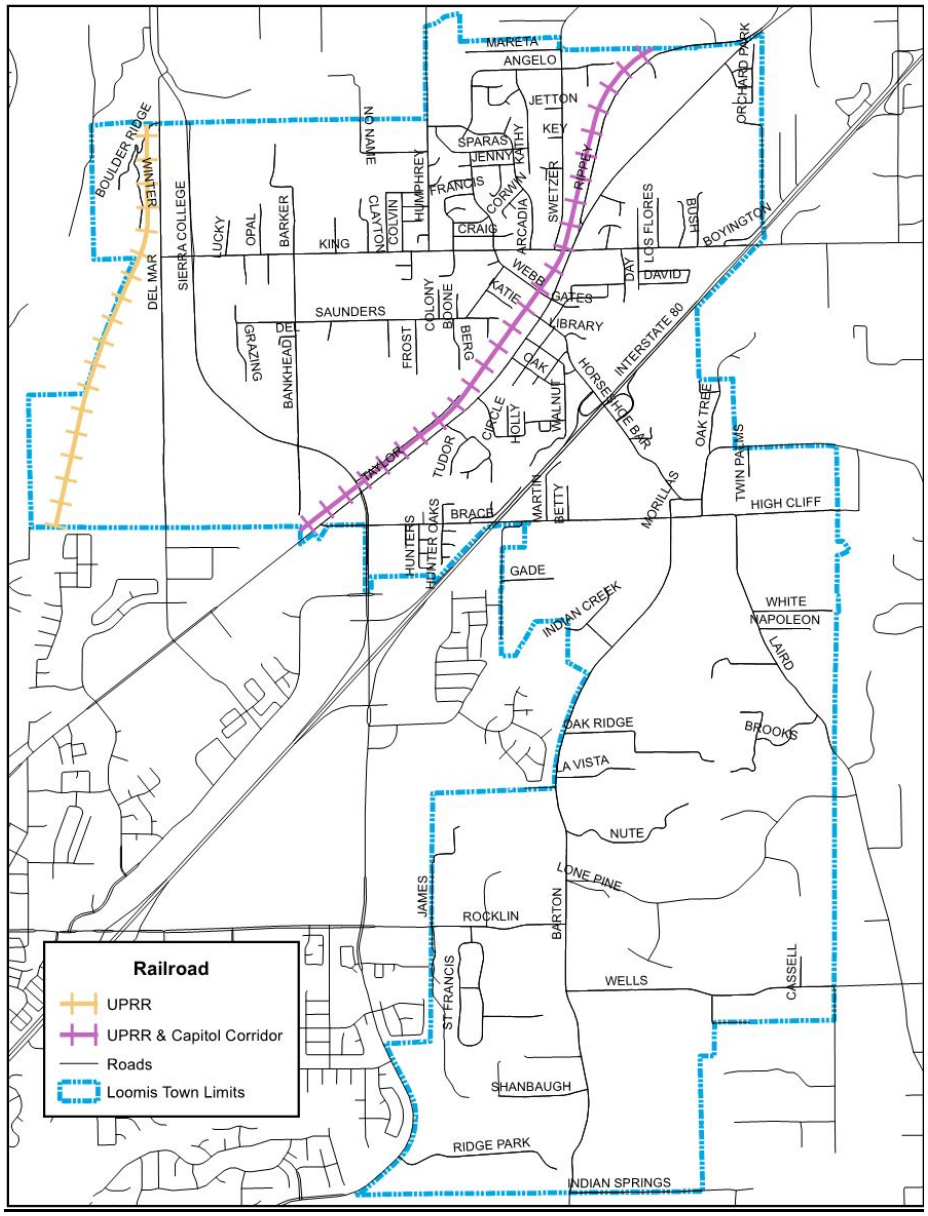


Figure 2-8 – Existing Railroads



Existing Deficiencies

Existing deficiencies of the roadway, bicycle/pedestrian systems are identified and displayed in Table 2-6. A review of the transit and rail systems did not reveal any existing deficiencies.

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Table 2-6 – 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 warrants.
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.

~~Future Baseline Conditions~~

~~This subsection provides an assessment of future transportation conditions assuming that the existing General Plan is implemented. This "future baseline" condition will be used to explore alternative land use and transportation scenarios.~~

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~~*Planned Transportation Improvements & Land Use Growth*~~

~~Future (2020) baseline conditions assume buildout of Loomis with the current land use zoning and projected development in surrounding communities by 2020. It also assumes the following transportation improvements outside the Loomis area (as listed in the 1996 Draft Placer County Regional Transportation Plan), but no transportation improvements within Loomis:~~

- ~~X Widen Sierra College Boulevard to six lanes north of I-80 to Granite Drive;~~
- ~~X Reconstruct the I-80/Sierra College Boulevard interchange;~~
- ~~X Widen I-80 from a six-lane to an eight-lane freeway east and west of Horseshoe Bar Road;~~
- ~~X Install bicycle lanes on Taylor Road from Midas Avenue (in Rocklin) to Sierra College Boulevard and from King Road to the Loomis Town limits; and~~
- ~~X Provide passenger rail service in Loomis.~~

~~Transportation improvements that were identified in the Town of Loomis General Plan and the Downtown Parking and Circulation Study were **not** assumed in place.~~

~~The City of Rocklin 2020 traffic model, which covers the entire Sacramento region, was utilized to obtain future traffic forecasts because this model contains more zonal and roadway network detail than the other available models (SACMET, PCTPA models). The future land uses within Loomis were modified slightly by Fehr & Peers Associates to reflect buildout of Loomis based on the current General Plan zoning. In addition, new development in the downtown area was assumed based on projections contained in the Loomis Town Center Master Plan (1992). Table 2-7 summarizes the projected land use totals within Loomis assuming buildout of the existing General Plan. It should be noted that these totals have been approximated based on the Town of Loomis Zoning Map (1989) and the Loomis Town Center Master Plan (1992).~~

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~~Table 2-7: Estimated Land Use Totals within Loomis Assuming Buildout of General Plan~~

~~Land Use~~	~~Amount~~
~~Residential~~	~~4,046 dwelling units~~
~~Commercial~~	~~1,476,000 square feet~~
~~Office~~	~~182,000 square feet~~
~~Industrial~~	~~1,220,000 square feet~~

~~Note: Does not include supporting land uses such as schools and parks.~~

~~These totals represent an approximate 80 percent increase over the existing housing supply (estimated to be 2,275 units in 1996 based on Department of Finance and Census data) and a five-fold increase in the amount of commercial uses (based on the base year (1992) traffic model). The vast majority of the increase in commercial square footage is expected to occur within the downtown area, where more than one million square feet are planned.~~

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~~*Future Baseline Traffic Forecasts*~~

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~~Figure 2-3 displays average daily traffic volume forecasts under future (2020) baseline conditions. Sierra College Boulevard is projected to carry between 18,200 vehicles per day south of King Road to 39,300 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 1,500 vehicles per day near the north Town limits to about 17,100 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 2,800 to 7,600 vehicles per day. Table 2-8 summarizes the daily volume to capacity ratio for each roadway (based on capacities used by the City of Sacramento and Sacramento County).~~

~~Table 2-8 shows that projected volumes exceed the capacity on the segments of Taylor Road and Horseshoe Bar Road in the downtown area. The planned widening of Sierra College Boulevard to six lanes provides adequate capacity to accommodate the projected traffic levels in 2020.~~

~~Table 2-8: Roadway Segment Operations - Existing and Future Baseline Conditions~~

~~Roadway Segment~~	~~Existing Conditions~~		~~Future Baseline Conditions~~	
	~~Average Daily Traffic~~	~~Daily V/C Ratio[1]~~	~~Average Daily Traffic~~	~~Daily V/C Ratio[1]~~
~~Sierra College Blvd. - north of King Road [2]~~	~~6,100~~	~~0.27~~	~~23,700~~	~~1.03~~

~~Sierra College Blvd. - between King Road and Bankhead Road~~	~~5,400~~	~~0.24~~	~~18,200~~	~~0.79~~
~~Sierra College Blvd. - between Bankhead Road and Taylor Rd.~~	~~9,300~~	~~0.41~~	~~27,100~~	~~1.18~~
~~Sierra College Blvd. - between Granite Drive and Taylor Rd.~~	~~12,300~~	~~0.54~~	~~36,200~~	~~1.58~~
~~Sierra College Blvd. - between Rocklin Rd. and Ridge Park Dr.~~	~~14,400~~	~~0.63~~	~~39,300~~	~~1.72~~
~~Taylor Rd. - between Sierra College Blvd. and Horseshoe Bar Rd.~~	~~10,500~~	~~0.70~~	~~17,100~~	~~1.14~~
~~Taylor Rd. - between Horseshoe Bar Road and King Road~~	~~13,800~~	~~0.92~~	~~18,300~~	~~1.22~~
~~Taylor Rd. - east of King Road~~	~~6,100~~	~~0.41~~	~~11,500~~	~~0.77~~
~~Horseshoe Bar Rd. - between Taylor Road and Magnolia Ave.~~	~~10,400~~	~~0.69~~	~~14,300~~	~~0.95~~
~~Horseshoe Bar Rd. - between Magnolia Avenue and I-80~~	~~12,600~~	~~0.84~~	~~15,900~~	~~1.06~~
~~Horseshoe Bar Rd. - between I-80 and Brace Road~~	~~5,300~~	~~0.23~~	~~7,900~~	~~0.35~~
~~Horseshoe Bar Rd. - east of Oak Tree Lane~~	~~3,500~~	~~0.15~~	~~3,600~~	~~0.16~~
~~King Rd. - between Sierra College Blvd. and Bankhead Road~~	~~800~~	~~0.05~~	~~5,300~~	~~0.35~~
~~King Rd. - between Arcadia Avenue and Taylor Road~~	~~5,300~~	~~0.35~~	~~7,600~~	~~0.51~~
~~King Rd. - between Taylor Road and Boyington Road~~	~~3,900~~	~~0.26~~	~~5,800~~	~~0.39~~
~~Webb Street - between Saunders Avenue and Taylor Road~~	~~3,500~~	~~0.23~~	~~4,800~~	~~0.32~~
~~Bankhead Rd. - between Sierra College Blvd. and King Road~~	~~3,400~~	~~0.23~~	~~6,600~~	~~0.44~~
~~Del Mar Avenue - north of Alvis Court~~	~~400~~	~~0.03~~	~~1,400~~	~~0.09~~
~~Laird Road - south of High Cliff Road~~	~~1,900~~	~~0.08~~	~~4,800~~	~~0.21~~
~~Barton Road - south of Brace Road~~	~~1,400~~	~~0.06~~	~~2,800~~	~~0.12~~
~~Barton Road - north of Rocklin Road~~	~~1,700~~	~~0.07~~	~~2,800~~	~~0.12~~
~~Rocklin Road - west of Barton Road~~	~~4,500~~	~~0.20~~	~~12,500~~	~~0.55~~
~~Brace Road - west of Barton Road~~	~~1,800~~	~~0.08~~	~~3,100~~	~~0.14~~
~~Swetzer Road - north of King Road~~	~~4,900~~	~~0.33~~	~~6,200~~	~~0.41~~
~~Humphrey Road - north of King Road~~	~~2,000~~	~~0.13~~	~~2,800~~	~~0.19~~
~~Notes: [1]V/C Ratio = Volume-to-Capacity Ratio.~~ ~~[2]Sierra College Boulevard assumed to remain two lanes within Loomis.~~				

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~~Figure 2-3: Future Baseline Volumes~~

~~Future Deficiencies~~

~~Future deficiencies of the roadway, bicycle/pedestrian systems are identified and displayed in Table 2-9 assuming no improvements are made. A review of the transit and rail systems did not reveal any future deficiencies.~~

~~Table 2-9: Future Deficiencies~~

~~Facility~~	~~Description of Deficiency~~
~~**Roadways**~~	
~~Taylor Road and Horseshoe Bar Road through the downtown area~~	~~Projected traffic volumes will exceed the capacity of these roadways.~~
~~Taylor Road east of the downtown area~~	~~Poor pavement condition and narrow travel lanes and shoulders will result in difficult driving conditions.~~
~~Horseshoe Bar Road south of I-80~~	~~Sharp curves and narrow travel lanes and shoulders will result in difficult driving conditions.~~
~~Bankhead Road and Barton Road~~	~~Narrow travel lanes and little or no paved shoulders will result in difficult driving conditions.~~
~~Sierra College Boulevard (within Loomis)~~	~~Projected traffic volume will exceed capacity of roadway~~
~~Several minor roadways (such as Bankhead, Saunders, etc.)~~	~~Poor pavement quality.~~
~~**Intersections**~~	
~~Taylor Road/Horseshoe Bar Road Intersection~~	~~Projected increases in traffic will significantly worsen operations at this intersection.~~
~~Taylor Road/King Road Intersection~~	~~Projected increases in traffic will significantly worsen operations at this intersection.~~
~~Sierra College Boulevard/Brace Road Intersection~~	~~Lack of left-turn bays on Sierra College Boulevard and a traffic signal will result in operational problems and safety concerns.~~
~~**Bicycle/Pedestrian System**~~	
~~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, and Horseshoe Bar Road~~	~~Sidewalks are discontinuous throughout Taylor Road, King Road, Sierra College Boulevard, and Horseshoe Bar Road.~~
~~Taylor Road from King Road to Del Oro High~~	~~Facility is blend of Class I and II, which is confusing to users and does no meet standards.~~
~~**Parking**~~	
~~Downtown Parking~~	~~Lack of available parking during peak periods.~~

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Future Conditions

This section provides an assessment of future transportation conditions assuming build-out of the General Plan land uses and Year 2040 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

2001 Town of Loomis General Plan Circulation Element

The 2001 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.

2016 Town of Loomis General Plan Circulation Element Update

The 2016 Loomis Circulation Element Update included the following Core Area Improvements:

- Construct the Boyington Road Extension (two-lane frontage road) from King Road to Horseshoe Bar Road, with a short extension to connect with Doc Barnes Road;
- Construct the Swetzer Road Extension (two-lane roadway) from King Road to Sierra College Boulevard immediately north of the UPRR tracks;
- Construct the Webb Street Extension (two-lane roadway) from Laird Street to the Library Drive/Horseshoe Bar Road intersection;
- Convert the future Horseshoe Bar Road/Library Drive/Webb Street Extension intersection to a roundabout;
- Widen Webb Street between Swetzer Road Extension and Laird Street to three lanes with curb, gutter, and sidewalk, and parking between Taylor Road and Laird Street;
- Widen Horseshoe Bar Road between Taylor Road and I-80 Ramps to three lanes, provide parking between Taylor Road and Webb Street Extension, and construct roundabouts at the intersections with Boyington Road Extension and I-80 Ramps;
- Widen Taylor Road between King Road and Oak Street to three lanes with curb, gutter, sidewalk, and parking;
- Construct visual gateways on Taylor Road and Horseshoe Bar Road; and
- Construct new traffic signals at the Taylor Road intersections with Webb Street and Walnut Avenue, and Circle Drive.

The 2016 Loomis Circulation Element Update included the following Other Improvements:

- Widen Sierra College Boulevard to four lanes between Granite Drive and the northern Town limits, and to six lanes south of Granite Drive;
- Construct a four-lane overcrossing on Sierra College Boulevard over UPRR and Taylor Road;
- Realign Brace Road from Sierra College Boulevard to Taylor road to the east side of Taylor's Corner and widen to four lanes;
- Widen Brace Road between Sierra College Boulevard and I-80 to have standard curb, gutter, bike lanes, shoulders, and sidewalks;
- Convert two existing intersections at Brace Road and Horseshoe Bar Road into a single roundabout;
- Widen Horseshoe Bar Road south of I-80 to have standard lane widths and shoulders and a pedestrian pathway;
- Widen Taylor Road outside the Core Area to three lanes with curb, gutter, bike lanes, a sidewalk on one side, and a pedestrian path;
- Widen Rocklin Road between James Drive and Barton Road to three lanes with curb, gutter, bike lanes, and sidewalk, and construct a roundabout at the Rocklin Road/Barton Road intersection;
- Improve King Road with turning lanes and Complete Streets where possible;
- Provide standard lane widths and shoulders at Brace Road, Barton Road, Bankhead Road, Laird Road, and Wells Avenue when adjacent new development occurs.

The 2016 Loomis Circulation Element Update included the following Bicycle/Pedestrian Improvements:

- Provide westbound bike lane on Taylor Road from King Road to Oak Street;
- Provide bike lanes 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);
- Provide connectivity to the Class I Bike Path on Taylor Road south of downtown;
- Construct a pedestrian only facility between Walnut Street and Horseshoe Bar Road;
- Provide Class III bicycle facilities on Bankhead Road (King Road to Sierra College Boulevard), Saunders Avenue (Bankhead Road to eastern Town limits), South Walnut Street/Stone Road, Brace Road, and Laird Road; and
- Construct a Class I bicycle/pedestrian facility along Secret Ravine Creek and Antelope Creek within Loomis.

Placer County Transportation Planning Agency (PCTPA) 2040 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 2040 Regional Transportation Plan (RTP), adopted in 2019, is an update of the Placer County 2036 RTP, and serves as the transportation blueprint for the Placer County portion of the SACOG 2020 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS). The 2040 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 2040 RTP as planned projects for the Town of Loomis:

Planned Projects:

- Construct Class I bicycle/pedestrian facility along Antelope Creek (also listed in 2016 Loomis Circulation Element Update);
- Replace Brace Road Bridge at Secret Ravine Creek;
- Construct a two-lane road extension of Doc Barnes Drive from Horseshoe Bar Road to King Road;
- Improve I-80/Brace Road Overcrossing to Caltrans standards;
- Modify King Road and Horseshoe Bar interchanges with I-80 to accommodate freeway access for traffic from King Road onto westbound I-80, including a transition auxiliary lane on I-80;
- Construct Class I bicycle/pedestrian facility along Secrete Ravine creek system from northern Town limits to southern Town limits (also listed in 2016 Loomis Circulation Element Update);
- Widen Sierra College Boulevard between the UPRR tracks and the northern Town limits from two lanes to four lanes (also listed in 2016 Loomis Circulation Element Update); and
- Widen Sierra College Boulevard between Granite Drive and Taylor Road from four lanes to six lanes.

Maintenance and rehabilitation projects listed in the PCTPA 2040 RTP, such as culvert repairs and roadway overlays, were not included in the list of planned projects. The PCTPA 2040 RTP does not include any programmed projects for the Town of Loomis.

Future Travel Forecasts

Figure 2-9 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 northern 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 2-7 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.

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Table 2-7 – Roadway Segment Operations – Existing and Future Baseline Conditions

Street	Roadway Segment	Roadway Classification	# 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	0.2	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**
	Brace Rd to N. Granite Dr	AL 4	4	**20,005**	**0.67**	**B**	**45,400**	**OC**	**F**
Swetzer Rd	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

**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.*

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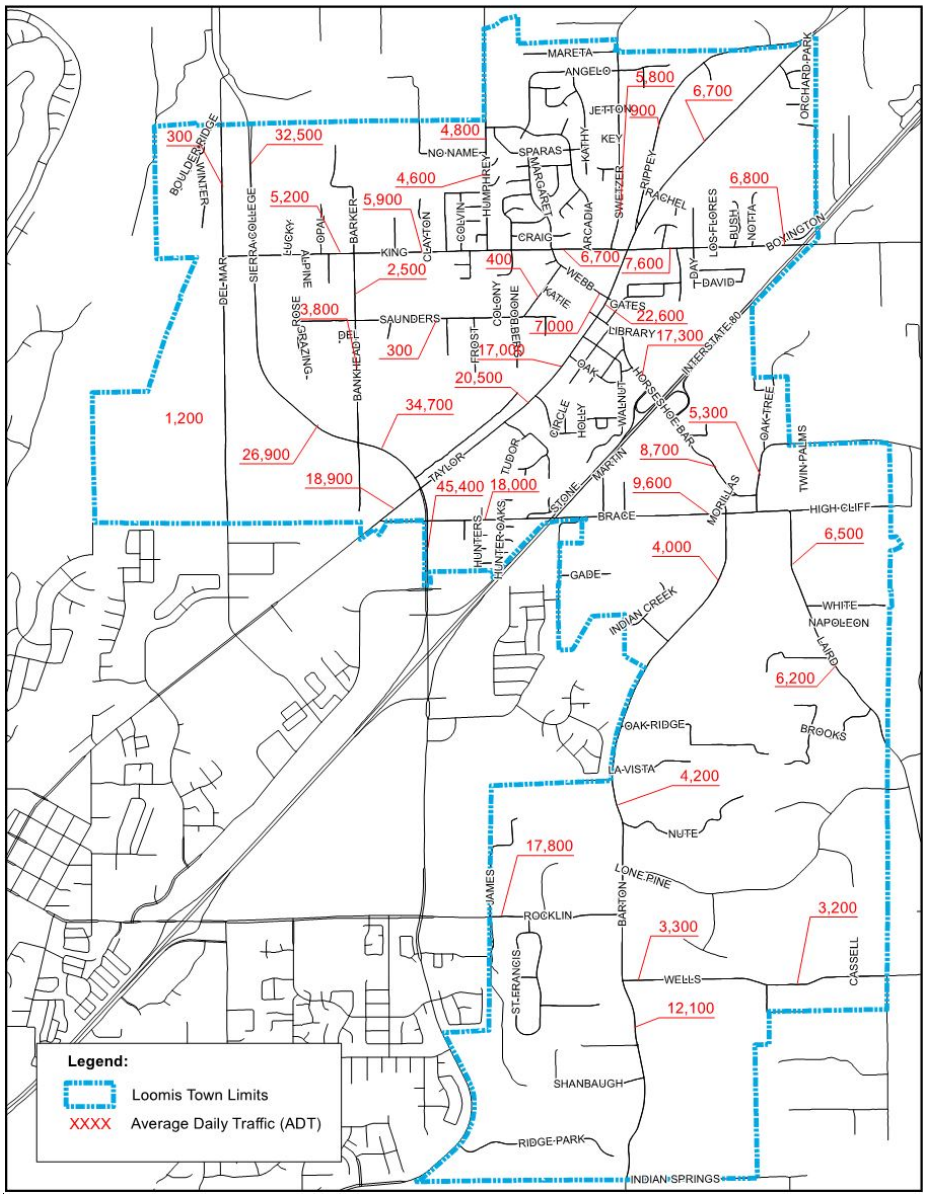
Figure 2-9 – Future (2035) Average Daily Traffic



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Future Deficiencies

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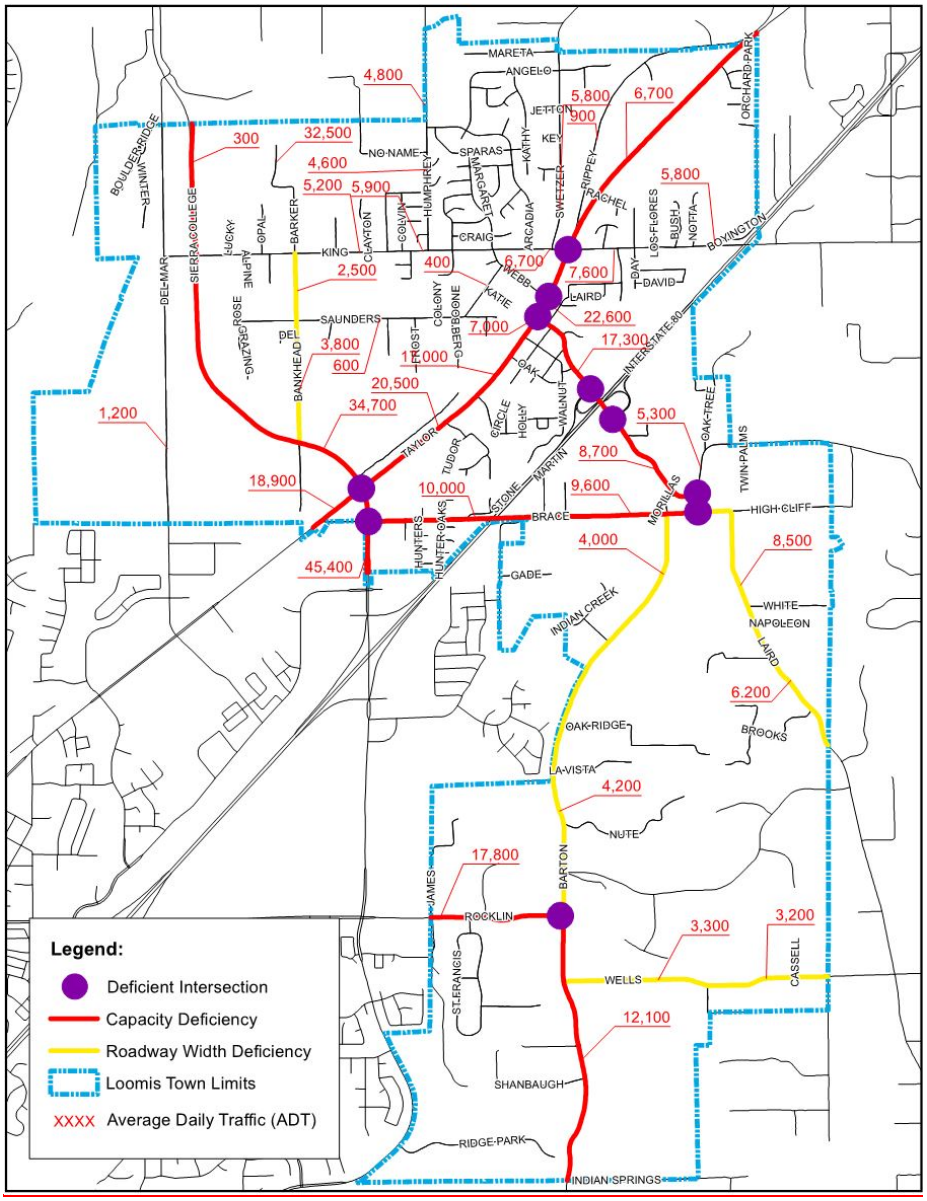
Future deficiencies of the roadway, bicycle/pedestrian systems are identified and displayed in Table 2-8 assuming no improvements are made. A review of the transit and rail systems did not reveal any future deficiencies. Figure 2-10 presents the future deficiencies.

Table 2-8 – 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 southern 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	Significant 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 2-10 – Future Deficiencies



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