
TOWN OF LOOMIS GENERAL PLAN CIRCULATION ELEMENT

CIRCULATION COMMITTEE MEETING #1 APRIL 7, 2021



AGENDA

- » **Introductions and Available Documents**
- » **Circulation Element Overview**
- » **Setting Review**
- » **Approach to the General Plan Update**
- » **Schedule**
- » **Discussion**



INTRODUCTIONS AND AVAILABLE DOCUMENTS



INTRODUCTIONS

- » **Town Staff**
- » **Consultant Staff**
- » **Committee Members**



AVAILABLE DOCUMENTS

» **General Plan Update**

<https://loomis.ca.gov/2020-general-plan-update/>

» **Draft Circulation and Transportation Setting**

<https://loomis.ca.gov/documents/circulation-setting/>

» **Existing Circulation Element**

<https://loomis.ca.gov/documents/element-iv-circulation-updated-2016/>



CIRCULATION OVERVIEW



WHAT IS ADDRESSED?

- » Congestion and Level of Service (LOS)
- » Roadway Improvement Standards
- » Travel Speeds and Safety
- » Bicycle and Pedestrian Facilities
- » Transit Service
- » Truck Routes
- » Rail Service
- » Parking
- » Identifies Deficiencies and Solutions



NEW TOPICS

- » Vehicle Miles Traveled (VMT)
- » Rideshare or Transportation Network Companies (TNCs)
- » Self-Driving Cars
- » Intelligent Transportation Systems (ITS)
- » Electric Vehicles
- » Environmental Justice



RECENT CHANGES TO GUIDELINES

» SB 743:

- Requires a shift from LOS to VMT when evaluating environmental impacts of projects on transportation.
- This primarily applies to the California Environmental Quality Act (CEQA) review process, however reducing VMT should also be considered at a local planning level.
- General Plans are still allowed to consider LOS for local planning purposes. However, maintaining LOS should be balanced against achieving other goals, rather than triggering decisions by itself.
- Things to consider:
 - Do the Town's LOS goals need to be updated?
 - Should other metrics be considered besides LOS when planning the transportation system?



RECENT CHANGES TO GUIDELINES

» The Complete Streets Act:

- Requires Circulation Elements to plan for a balanced, multimodal transportation network that meets the needs of all users.

» AB 32 & SB 32:

- Establish Greenhouse Gas (GHG) reduction targets for the State that should be supported by Circulation Elements.

» SB 375:

- Requires the creation of Sustainable Communities Strategies by MPOs that should be supported by Circulation Elements. (i.e. the Circulation Element needs to support regional planning)

» SB 1000:

- Requires Circulation Elements to address environmental justice issues such as equitable access to transportation systems.



GENERAL PLAN REQUIREMENTS

- » “Circulation” is a State required element.
- » Aspects of circulation correspond to other elements:
 - Land Use – Circulation and Land Use must correlate. Focus on promoting connectivity of destinations instead of just mobility. Focus on transportation solutions that involve proximity of land uses to reduce trip lengths.
 - Safety – New State guidance recommends focusing on increasing transportation safety by reducing driver speeds, increasing driver attention, and protecting vulnerable road users.
 - Conservation and Open Space – State recommends balancing mobility with an increased focus on reducing GHG emissions, VMT, and sprawl.

“We cannot build our way out of congestion.”
 - Noise – Recognize that planned transportation infrastructure has a direct effect on noise in the community.
 - Environmental Justice – Equitable access to transportation systems for all members of the community.



GENERAL PLAN PURPOSE

- » General Plans instruct future growth and development, but also help the Town to function efficiently and effectively in the near-term.
- » The Town can identify existing and future deficiencies so they can be addressed.
 - Areas of high congestion?
 - Gaps in bicycle or pedestrian networks?
 - Need for more transit service?
 - Need for parking management?
- » The Town can plan transportation improvements to ensure congestion, connectivity, and trip lengths do not worsen.
 - Roundabouts vs. Traffic Signals?
 - Best locations for new sidewalks, bike lanes, and/or multi-use paths?
 - Desire for more traffic calming features such as bulbouts, lighted crosswalks, additional signage, surface treatments, etc.?



GENERAL PLAN PURPOSE

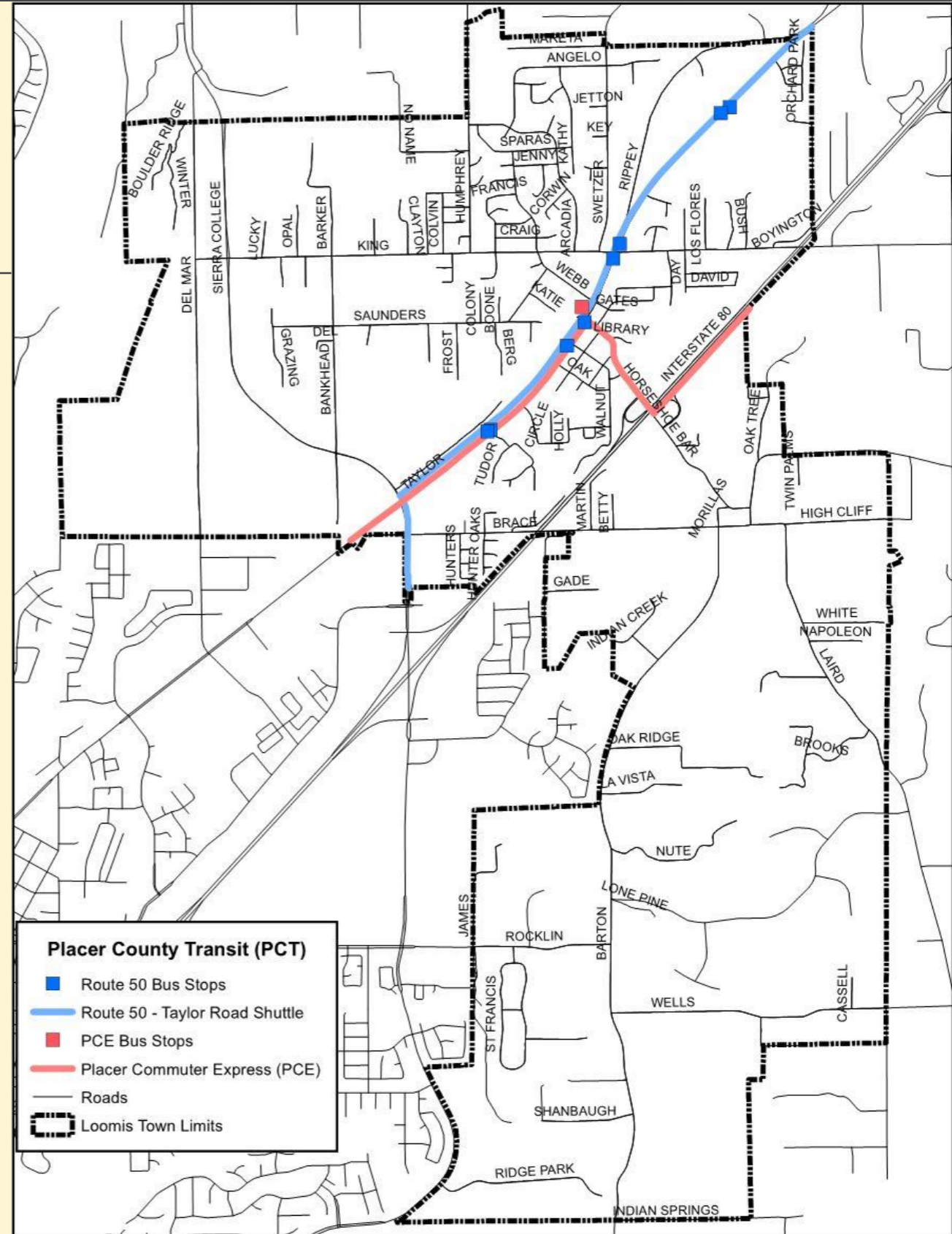
- » The Town can plan how transportation improvements are funded.
 - Mechanisms should be in place for new development to pay fair-share.
- » Potentially consider including discussion of new metrics for planned transportation systems that capture connectivity:
 - # of jobs accessible nearby
 - # of retail destinations within a ten-minute walk
 - # of schools accessible via proposed improvements
- Consider tradeoffs between mobility and other goals, including GHGs, safety, public health, VMT, etc.
- Provide goals and policies to help achieve good circulation in the Town.



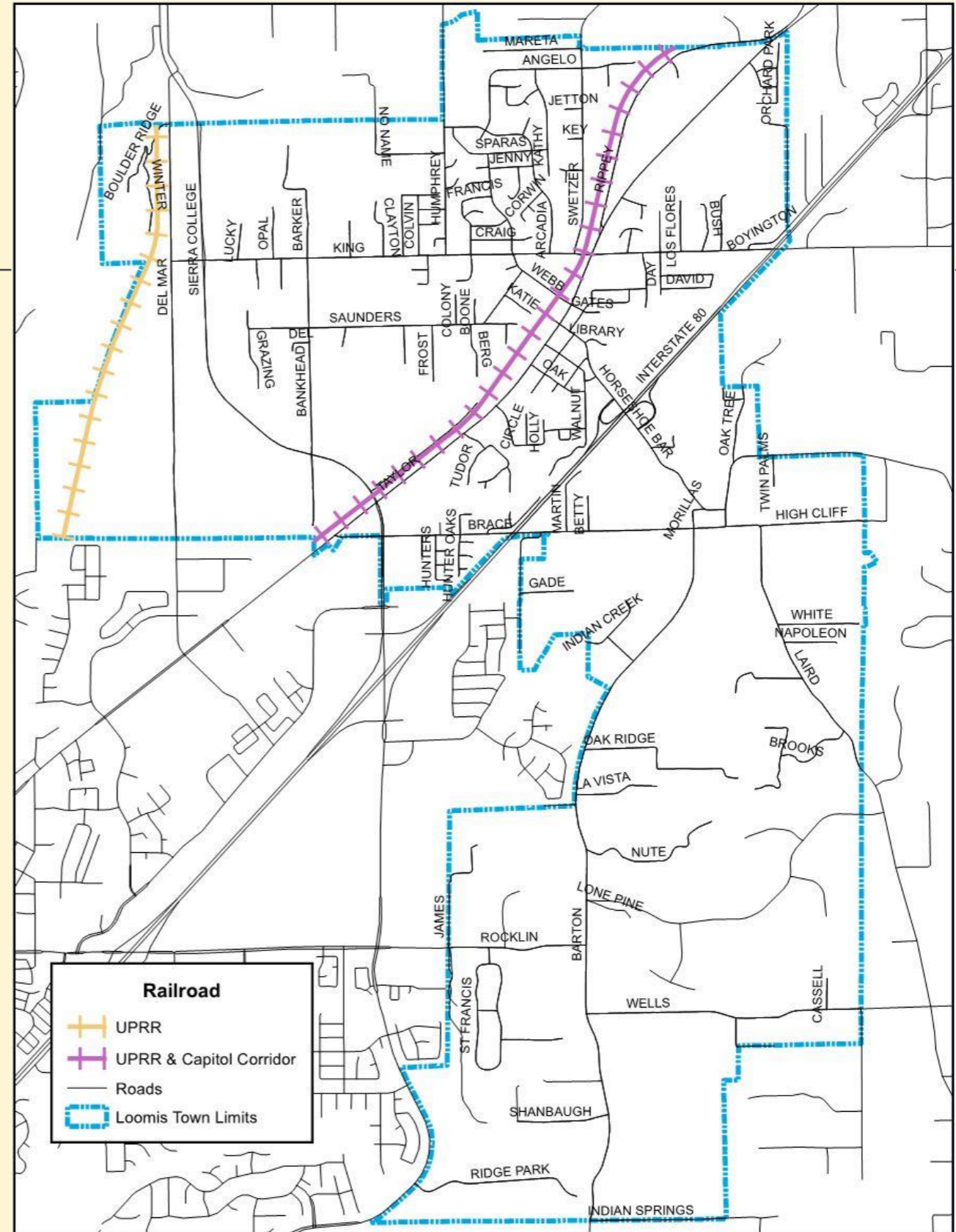
SETTING



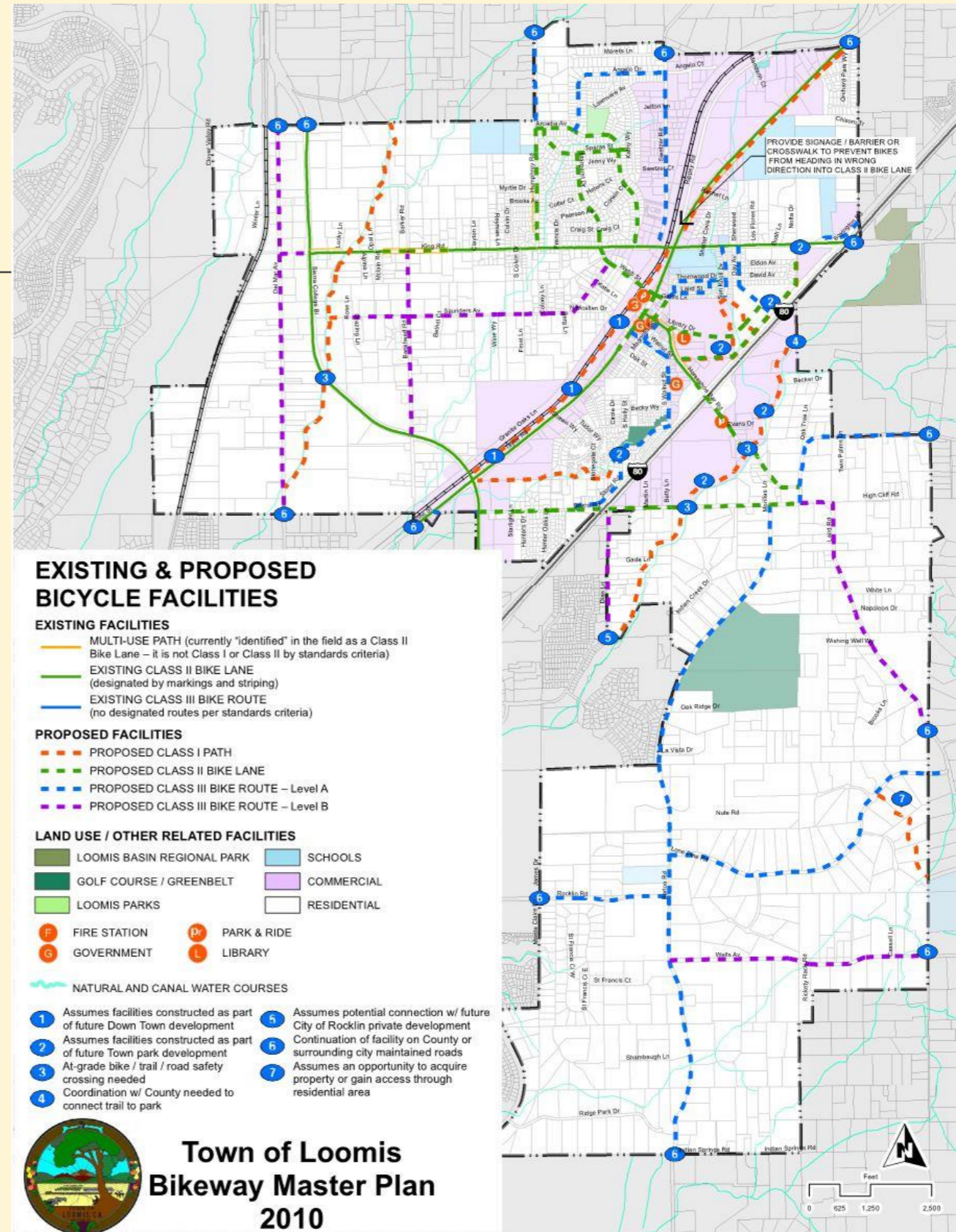
EXISTING TRANSIT ROUTES



EXISTING RAILROADS



BIKEWAY MASTER PLAN



IN-PROGRESS SETTING UPDATES

» The following Circulation Setting items are still being worked on:

- Traffic Data Collection
- Future Volume Forecasts based on New Land Use Element
- Existing and Future LOS and Deficiencies
- Existing and Future VMT
- Planned Transportation System Improvements
- Planned Multimodal Improvements



EXISTING DEFICIENCIES (TO BE UPDATED)

» Existing Roadway Deficiencies:

- Horseshoe Bar Road - Taylor Road to I-80 Bridge (LOS)
- Horseshoe Bar Road – South of I-80 (narrow lanes)
- Taylor Road - Horseshoe Bar Road to King Road (LOS)
- Barton Road, Laird Road, Wells Avenue (narrow lanes)
- Bankhead Road, Brace Road, Webb Street, and Sierra College Boulevard north of King Road (poor pavement, excessive speeds, narrow lanes)

» Existing Intersection Deficiencies (LOS and Queuing):

- Horseshoe Bar Road/I-80 Eastbound Ramps
- Taylor Road/Webb Street
- Taylor Road/Horseshoe Bar Road
- Taylor Road/King Road

» Existing Bicycle/Pedestrian System Deficiencies

- Taylor Road through Downtown (poor bike lane striping and connectivity)



APPROACH



CIRCULATION ELEMENT UPDATE APPROACH

» Review the existing goals, policies, and implementation measures

- Keep those that are relevant as written
- Modify those that need minor updates
- Delete those that are complete, not relevant, or non-compliant
- Move and reference those that belong in another Element to reduce duplication.

» Reorganize the goals, policies, and implementation measures with a numbering system.

- #Goal
 - #.#Objective
 - #.#.# Policy
 - #.#.#.#Implementation Measure
- Every goal will have at least one objective, policy, and implementation measure and every objective will have at least one policy and implementation measure.



QUESTIONS TO CONSIDER WHEN REVIEWING POLICIES

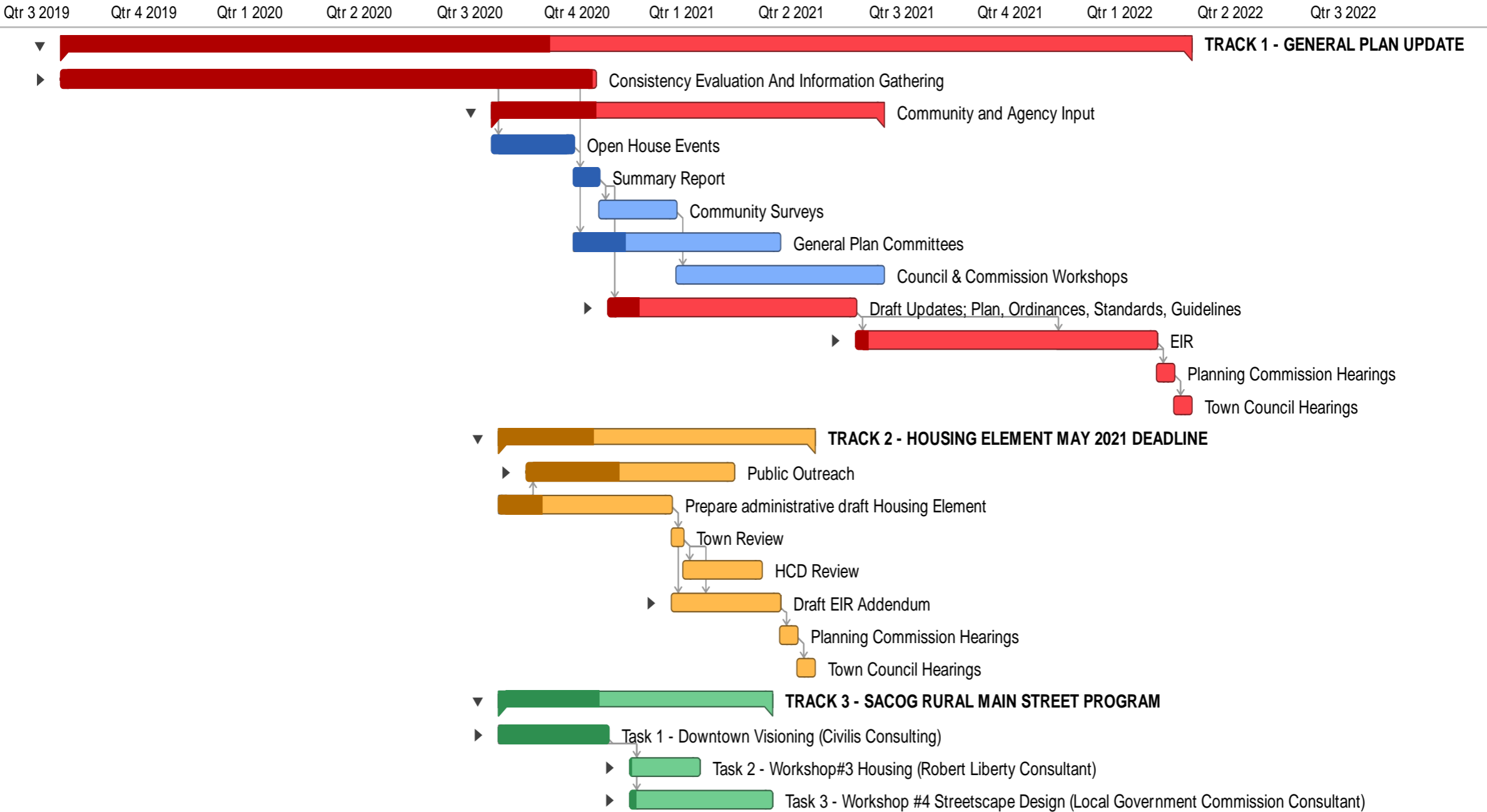
- » Has this policy/program been effective?
- » Does the policy/program address the corresponding goal?
- » Is the text appropriate?
- » Has this been completed or is no longer relevant?
- » Does this belong in another element?
- » How can existing policies/programs be strengthened?
- » Are there issues not addressed by the existing element that should be?
- » Which goals, policies, and implementation measures correspond with one another?



SCHEDULE



PROJECT SCHEDULE



NEXT STEPS

- » **Identify any areas/topics of concern in Loomis.**
- » **Review the Setting to determine if any additional topics should be added or if the data is accurate.**
- » **Review all the General Plan Update documents to gain a better understanding of the existing conditions in Loomis.**
- » **Review the existing Circulation Element Goals, Objectives, Policies, and Implementation Measures.**
 - Identify areas that need to be changed or reorganized
- » **Submit comments:**
 - GPUupdate@loomis.ca.gov
- » **Next Circulation Committee Meeting:**
 - Wednesday May 5th at 3 PM.



QUESTIONS?

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