STAFF REPORT
BUSINESS ITEM
TOWN COUNCIL MEETING OF
JANUARY 12, 2010

TO: **HONORABLE MAYOR AND TOWN COUNCIL MEMBERS**

FROM: **BRIAN FRAGIAO, DIRECTOR OF PUBLIC WORKS / TOWN ENGINEER**

DATE: **JANUARY 4, 2010**

SUBJECT: **TOWN OF LOOMIS BIKEWAY MASTER PLAN**

RECOMMENDATION:

Adopt the resolution approving the Town of Loomis Bikeway Master Plan and Trails Master Plan.

ISSUE STATEMENT AND DISCUSSION:

Within the Town's General Plan, a proposed bikeway and trails system is outlined under the Community Development Circulation & Parks and Recreation sections of the document. The Town's bike system is covered under the Placer County Regional Bikeway Plan that was prepared by the Placer County Transportation Planning Agency in 2001. Since both documents are of general nature, a Bikeway & Trails Master Plan document are required to establish the proposed improvements in Loomis. In order to receive State funding under the Bicycle Transportation Account or Federal funding, the Bikeway & Trails Master Plan document are required and must be adopted by Town Council. The Town's last updated version of the Master Plan was in 2003. Staff acquired the consulting services of Omni-Means to update the Bikeway Master Plan and to prepare a new Trails Master Plan document.

Staff presented the documents to the Planning Commission on November 17, 2009 and the Park, Recreation and Open Space Committee on December 22, 2009 and received comments and acceptance. Attached are comments received by the community and have been or will be incorporated into the final documents.

Omni-Means is here tonight to give you an overview of the process of updating the Bikeway Master Plan and developing the Trails Master Plan.

CEQA COMPLIANCE

The information within the Bikeway Master Plan, as mentioned earlier, is comprised of information gathered from the General Plan and Placer County Regional Bikeway Plan. Even though the Master Plans are covered under the environmental process of the two approved documents, each individual project will be evaluated under CEQA Guidelines. The majority of the bike projects will fall under a categorical exemption status. Trail Projects will be in environmentally sensitive areas and will require much more environmental process.

FINANCIAL AND/OR POLICY IMPLICATIONS:

The Bikeway Master Plan will establish the needed bikeway system within the Town's limits and transitioning between the surrounding jurisdictions, and allow the Town to apply for State and Federal funding to construct the improvements. The Bikeway Master Plan identifies roughly $2.6 million in bikeway improvements. Funding for the Trails Master Plan improvements shall be researched and improvement costs will be established at time of the proposed project.

DRAFT
TOWN OF LOOMIS
BIKEWAY MASTER PLAN AND TRAILS MASTER PLAN
COMMENTS / RESPONSE

Comments received from PC members prior to the Planning Commission Public Hearing Review November 17, 2009 and initial Consultant response TO COMMENT

Bike Plan Comments

Survey response does not add up.

- Some responders did not identify resident vs. non-resident. Totals lumped all together

Figure 2 and 3 maps of Existing does not show Rutherford Canyon Rd, through Montserrat, which has a striped bike lane alongside the road (as well as a separated equestrian trail). This should be included and provides an existing connectivity east-west that is not being considered.

- Identified as a bike route. Edge line and some paving current. Low volume traffic. Not enough room for a "Bike Lane". Not worth the cost.

p.20 shower and locker: how feasible?

- This is currently an opportunity for students and teachers at the school. The facilities are not meant to be public. The intent is to identify where entities are providing facilities and to encourage others to do the same.

p.25 11. When I was a kid we were told it was against the law (by policeman giving bike badge info to Girl Scouts) to ride bikes on the sidewalk. Has this changed? Or was it just a local (town law), not part of vehicle code as I thought he told us (like obeying other traffic laws, signaling, etc.)?

- Shared wide sidewalk proposed when 8-ft. wide

p.26. 7 and implementation 1: doesn't seem to reflect that we already do have some bike parking requirements. Maybe for implementation then, should be review and revise as necessary rather than as if we don't have any now. Perhaps the consultant should review our current ordinance and give input to that.

- Overlooked issue. Consultant will remove policy

p.27 Street sweeping?

- It is a policy that the Town might try to achieve if the Town wants to maintain the cleanliness of the bikeways. The Town currently has a street sweeping contract.

p.29 implementation--suggest adding encouraging youth education through organizations such as 4H, Boy and Girl Scouts. Not just to them (to troops, etc.), but possibly worked on, organized by youth, such as Boy Scout Eagle, Girl Scout Gold, or Del Oro senior projects at a school or bike safety day at Depot.

- Good suggestion. Information to be added.

- Time limit is not defined. The discussion just generalizes how these racks are typically used (vs. long term lockers).
- Agree with attractiveness of lockers, vandalisim, etc. However, long term commuters would prefer vs. and open bike rack.

p. 68 4th public comment reflects a misunderstanding: pedestrians yield to horses, not vice versa

- Clarification of question needed?

pp.69, 70 Again, Traylor, not Taylor Ranch. But good to look at connectivity to this facility, though I'm not sure bikes are allowed on the (equestrian) trails. Bike racks there?

- Correction noted.

p.69-70. Last item: some areas are County, not town, but still, good to look at connectivity and work with County (for better financial times, anyway). Barton has serious constraints in some areas that make much lane widening difficult, such as cutting into native oak root zones and having to move drainage ditches further toward high banks or into tree root zones. But widening for bikes where feasible is a good idea. There is a lot of bike activity on Barton, especially on weekend with clubs or groups. My brother tells me it is in biking books as a scenic route. It would be good have a way to funnel this traffic into the Loomis business district for lunch, minor shopping, etc.

- No response needed

TRAILS PLAN COMMENTS

Map facing p. 19. Does not show existing separated d.g. equestrian trail through Montserrat subdivision on Rutherford Canyon Dr. from Barton to Wells. (Also has a striped bike lane along roadway, which I noted in my bike comment.)

- Point noted regarding equestrian.
- Road is not striped for a Bike Lane. Bike route condition only.

p. 21, part. 3, Creek near Brace is Secret Ravine, not Antelope Creek, which is on the other side of town.

- Point noted

p. 21, par. 3 type on year, should be 2009), not 20090. Also last Par. add 9 to date of 200.

- Correction noted

p.29, l.2 omit number 9, substitute (

- Corrected noted

p.30 pt 2 off instead of oft-road, also in point 6, oft-street. Point 3 should be fire breaks rather than tire breaks.

- Correction noted

p.35 last line, insert Traylor (not Taylor)Ranch for XXXX.

- Correction noted

p.36 points 2 and 3, correct IE to I.e. Also point 5, keep for key (key vegetation). (Ah the things that spell checkers can't fix!) Part D line 5 should read "a part" rather that "apart." Also insert

- Just responding to the majority of what we heard. I do not believe the MIG plan supports horse in the downtown either. In general, the path opportunities leading into down town are very restrictive and present many conflicts with auto/bike and equestrian. ROW does not allow for soft path opportunity or separated path opportunity.

p.36 Maintenance. If these are public trails, not just for the development owners/users, why do they have to pay for the upkeep of a public trail? Why is it their cost if it is a general public amenity?

- Just another opportunity to fund maintenance. Town to determine best approach to fund maintenance. Other options include a tax on all properties to pay for all trail maintenance.

p.36 Proposed routes--aside from the two areas mentioned along the two creeks, "opportunities only occur in new development areas." Such as? We don't have a lot left. Where are you proposing?

- A generalized statement. We are not proposing anything in general. If a route falls in a propsoed private development they would be responsible for design and implementation. IE future commercial / mixed use development east of freeway north/south of Horseshoe Bar Road.

p.42 Fencing. There will be concern for wildlife corridors being blocked by fencing, especially along creeks where our corridors tend to be.

- Fencing is not meant to impeade wildlife. It is meant to control direct access from the trial on to private property or into sensitive areas. We are not talking about chain link or solid walls.

pp.42ff. Drawings. What does our arborist say about these? (Concerns for root zones, compaction to build trail and by users, etc.) In natural areas we would be encountering established native oaks, not new landscape trees. General comment: these sure take up a lot more space than people envision, or that places like state parks have for multi-use trails. Or maybe some are simply not multi-use, as not all horse trails are appropriate for bikes.

- Clarification of comment needed

p.44 Creek Crossings. Potential Army Corps problems?

- Yes. All creek impacts will involve Corp and Fish and game. Environmental documents will need to be processed. Not an issue for a Master Plan document.

p.48 minor landscape--or "no landscape" in natural areas? Landscaping may be totally impractical in rural areas without sidewalks. There isn't even water down at the road for many (on wells), and people with acreage often only landscape at the house. Town mows the roadside weeds once a year and that is about it.

- These issues to be determined and worked out. Each area will have different conditions and opportunites/constraints. The objective of the Master Plan is to establish general guidance for a long term vision.

p. 61. All trails for all three users? Practical?

- Point taken. "All trails…." Should be reworded.

General ADA question. To what extend are we required to make trails ADA compliant?

- Depends on situation and location. This is a grey area in the Act and its interpretation by California codes. Words like "…at least partial use by wheelchair occupants." Support

Policy 13: State law, AB 1581 (Fuller), now requires detection of bikes at new or significantly modified traffic signals. Recommend the city have a policy to retrofit existing traffic signals so that bike detection is provided. This policy or a new policy should address signal timing. Signals that don't provide adequate time for cyclists to clear intersections are unsafe.

We disagree with the suggested use of push buttons and believe it conflicts with AB 1581. Manual activation of traffic signals should not be required by bicyclists or motorcyclists when it is not required of automobile drivers.

- Policy to be reworded or removed.

Maintenance: Implementation measure 2

SABA already has an online hazard reporting system that could be used.

- Reporting system to be reviewed and considered or used as a starting point for the Town.

Encouragement Implementation measures 2 and 3: Locally, Bike Commute Month is now called May is Bike Month.

- Noted. Will be corrected.

Evaluation Implementation measure 2: Recommend saying "conduct annual bike count" instead of Measure bicycle use…" It's not clear how the 50% increase in bicycle use over 10 years will be measured. Recommend spelling this out in the plan. Bike counts could be used as could census data.

- Additional language to be considered.

We recommend adding a goal to apply for and obtain League of American Bicyclists Bicycle Friendly Community status.

- Good idea. Consultant to include.

Many of the implementation measures do not specify what organization, whether within the town government or outside the government, will carry the measure out nor do they specify a schedule for carrying out the measure. For example, it is unclear what organizations will implement the education measures. For the sake of clarity and to provide more assurance the measures will be implemented, we recommend including "who" and "when."

- Policy to be reworded to suggest options.

The town has a number of substandard bike paths that parallel existing streets. Such paths are usually called side paths. The plan appears to include additional side path. Side paths create a number of safety issues. Some cyclists will travel on the wrong side of the road to reach the side paths. Side paths result in conflicts at road intersections and driveways. Special care should be taken so that side paths have minimal cross-flow traffic and that their ends can be entered and exited in a safe manner. To be reviewed.

would need to come from other sources of funding (developer improvements, safety improvement grants, general fund, etc).

4.) Pg. 57, top, There is no reason to put references to specific vehicle and bicycle sensing technology. There is work underway to improve sensing of bicycles, in addition to the desires to get wires out of roadways. It is hard to predict the end result of these developments. It might be better to just reference current best available technology for sensing all modes of travel at intersections.

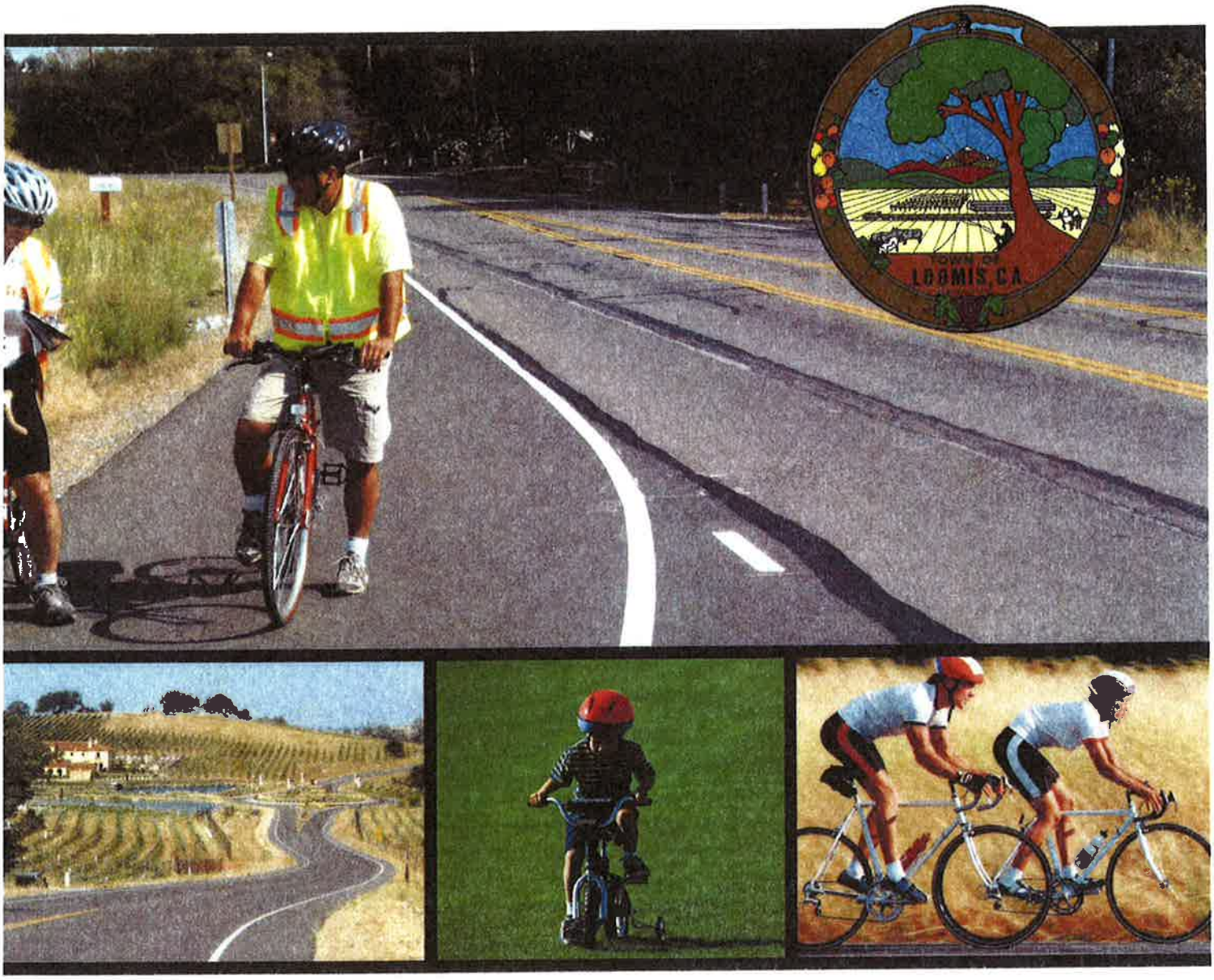
- Statement to be reworded.

5.) Pg. 61, Bike Parking, It would be best to spell out that in most cases, bicycle parking should be in front of a building in a visible place.

- Text to be reworded.

Comments received from Open Space and Recreation Committee members

(Short discussion at committee meeting held on December 22, 2009. Committee asked to provide individual written comments to Town Engineer for distribution to Omni-Means. **No comments received as of January 4, 2010**)



Town of Loomis

BICYCLE TRANSPORTATION PLAN - 2009

omni·means
ENGINEERS PLANNERS

Town of Loomis
BICYCLE TRANSPORTATION PLAN - 2009

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Table of Contents

Introduction 1

A. PURPOSE AND NEED

This Bicycle Transportation Plan (BTP) has been developed by the Town of Loomis in an effort to encourage the enhancement of Town of Loomis's local and regional bikeways network, in order to make local and recreational bicycle travel safe and fun for all and make bicycle commuting a more viable and attractive travel option.

The current Bikeway Master Plan, adopted in 2003, was prepared for the Town of Loomis by the Placer County Transportation Agency. Since that time, the Town of Loomis has noted the need to better document the existing conditions of the Town's bikeway system and prepare a more comprehensive BTP to guide it's policies associated with bikeways. The goal of the BTP is to help address these many challenges by providing:

The intent of this plan is to provide the long term framework to improve and encourage bicycle transportation in the Town.

- Documentation of existing and planned Town of Loomis bikeways
- A strategy for improving the Town's bikeway network;
- Identification of potential costs and prioritization of improvements
- Eligibility for state Bicycle Transportation Account (BTA) funds

Introduction

Bicycle Transportation Act Requirements

The Bicycle Transportation Act requires that local agencies complete a Bicycle Transportation Plan in order to qualify for grant funds issued by the California Department of Transportation through the Bicycle Transportation Account. The Bicycle Transportation Act requires that Bicycle Transportation Plans contain at a minimum eleven key elements. The following list indicates the minimum required elements and the sections in this document where the information can be located.

1. Estimated number of existing and future bicycle commuters **Section 2.C**
2. Map and description of land use and settlement patterns **Section 2.B & Figure 1**
3. Map and description of existing and proposed bikeways **Section 3, Figure 5**
4. Map and description of bicycle parking facilities **Section 2, Figure 3, and Section 3, Figure 5.**
5. Map and description of multi-modal connections **Section 2, Figure 3**
6. Map and description of facilities for changing and storing clothes and equipment **Section 2, Figure 3**
7. Description of bicycle safety and education programs **Section 3, Education** (subheading)
8. Description of citizen and community participation **Section 2.C**
9. Description of consistency with transportation, air quality, and energy conservation plans **Section 2.A**
10. Description of proposed bicycle projects and implementation priority **Section 4.**
11. Description of past expenditures and future financial needs for bicycle facilities **Section 4.**

The Bicycle Transportation Act further requires that Bicycle Transportation Plans be updated every 4-years. The Town of Loomis last updated their "Bike Master Plan" Document in 2003.

B. Setting

The Town of Loomis is located in the County of Placer, approximately 30-minutes north of the City of Sacramento. Located just off of the I-80 corridor

and along Historic US Highway 40, the town was once a thriving agricultural community supporting surrounding orchards. The Town's population is approximately 6,200 people. Although there are employment opportunities in the Town, the majority of workers commute to other destinations in Placer and Sacramento Counties. The Town enjoys a "small town" atmosphere with a central business district located along Taylor Road Historic US 40, (a major arterial running southeast to northeast). An existing network of roadways converge on the downtown area from North, South, East and West establishing a core area at the heart of Loomis. Most current local bicycle travel is by students traveling to and from school and commercial areas, and by other residents for recreational travel and exercise. Additionally, this network of roads also connects to other areas in both Placer and Sacramento Counties. Consequently, many bicycle enthusiasts ride the Town's network of roadways as they partake in organized or recreational rides originating in areas outside of Loomis.

Public meetings were held to solicit community input regarding routes, and improvements.

The topography of the area is relatively flat except for some rolling hills and a network of creeks flowing from the foothills of the Sierra Nevada. The relative flatness of the roadways provide an easy bicycle ride for all levels of riding experience. However, many of the Town's roadways are very narrow, and are constrained by slope conditions to either side, rock outcrops, and tree vegetation deemed important by the local population.

C. Public Participation

In preparing this document, the Town solicited public input on existing bicycling conditions, potential roadways for improvements, crossing locations, and the type of support facilities or programs needed to improve bicycling in the Town of Loomis. The process relied on:

- Tour on bicycles of all of the roadways, that involved two members of the consultant team and the Town Engineer.
- Gathering input at two community meetings that invited residents of the community, bicycle club members from through out the region, and city officials.
- Information gathered from a survey distributed to meeting attendees and on-line via the Town's website.
- The BTP team also met with members of the Open Space committee to

solicit their input regarding the overlap of bike and trail improvements in proposed open space areas of the Town.

- Staff interviews with members of the City staff responsible for bikeway implementation.
- Public Hearings with the City Council.

The following is a summary of responses received via the survey and in the public meetings:

- Sensors on bike lanes for traffic lights.
- Better routes for all!
- Bike parking (racks)
- Connect the north area of Loomis on Taylor road w/paths into downtown
- Connect bike lanes/maintain bike lanes:pavement, lines/markings, sweep weekly, trim low trees, signage
- Improve King Road bike lane E/W
- Add bike lane to Taylor south of Sierra College
- Safe connected routes to key destinations
- Proper signs and stripes to alert motorists
- Better pavement, clean streets
- Wide bike lanes on Barton, Rocklin Rd, Wells, Sierra College Blvd. multiple entry points
- Bikes lane in Sunrise Loomis
- Safe route to Raley's
- Bike riding events (fun things)
- Class 1 bikeways for fun
- Class 2 bikeways to downtown without removing natural resources.
- Sweep the streets once/twice a year
- Wider shoulders on roadways
- Laws that punish motorists for threatening cyclists
- Proper bike lanes with signage and bike storage
- Complete Taylor road, Class 2 and convinces Rocklin to connect and complete along Pacific.(4)
- Good signs "Bike Route" and arrows
- Trip traffic signals
- Good bike parking at businesses
- Website (see City of Roseville)
- More "share the road" signage and better bike lanes on busy roads
- Bike friendly controls for signals
- Paved shoulders, better bike lanes, and becoming a "bike friendly com-

munity" which will encourage our neighboring communities

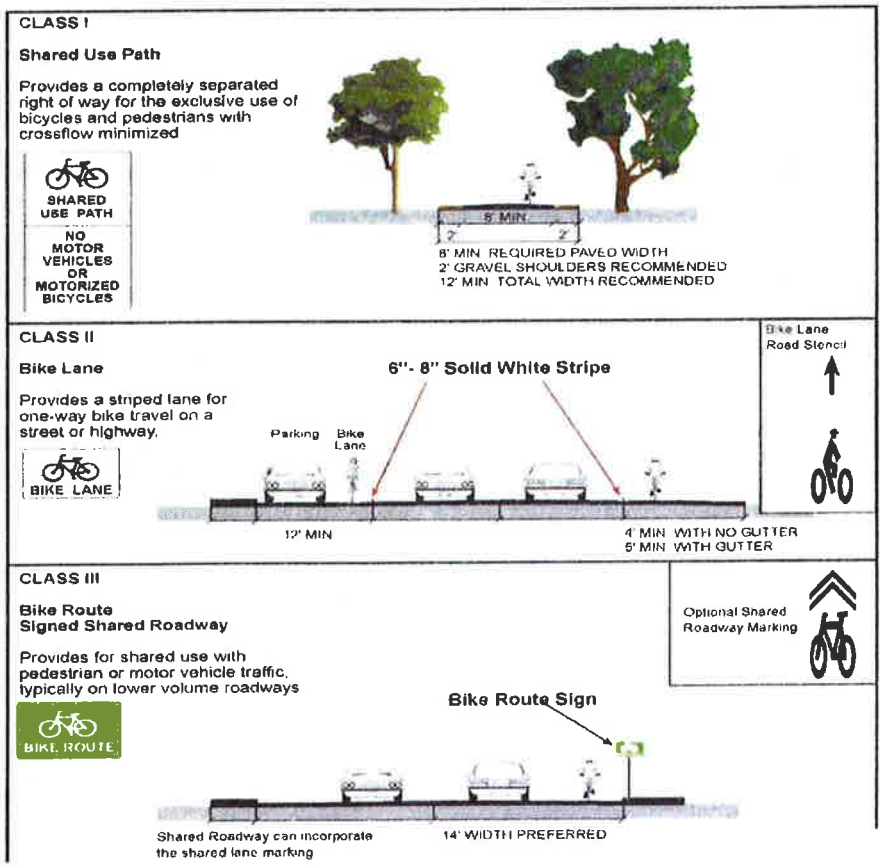
- Bike lanes everywhere!
- Clearly marked bike lanes
- Maintained bike lanes

For more community input and response during the Public Participation involvement, see Appendix C and copies of the surveys available at the Town of Loomis Engineering Department.

The Town of Loomis Bicycle Transportation Plan proposes to improve bikeway conditions throughout the Town.

D. Bikeway Fundamentals

Bicycles are considered a vehicle, equivalent to automobiles, by the California Department of Transportation (Caltrans). However, while bicyclists share all the same rights and responsibilities of motorists, bicycle-specific facilities are often provided in an effort to enhance safety for both bicyclists and mo-



torists. Bicyclists also need to be conscious of their skill and comfort levels when choosing their travel routes. The following sections provide a brief overview of the various classes of bikeways, and some general characteristics of the different skill levels of bicyclists.

Classes of Bikeways

There are three classes of commuter bikeways:

- Class 1 – off-street paved bike paths
- Class 2 – on-road striped and signed bicycle lanes
- Class 3 – on-road shared-lane signed bicycle routes

Off-street paths are facilities on a separate right-of-way from roadways, and are usually shared by bicyclists and pedestrians. Shared paths are recreational facilities and should not be used as high-speed bikeways, as the safety of the other non-motorized users must be considered.

Bicycle lanes are on-street facilities that use painted stripes and stencils to delineate the right of way assigned to bicyclists and motorists, and to provide for more predictable movements by each.

Bicycle routes are signed on-street facilities that accommodate vehicles and bicycles in the same travel lane. Bicycles are permitted on most roadways; however, for safety purposes, signed bicycle routes are often found on streets with lower speeds and traffic volumes.

Bicyclist Skill Levels

The American Association of State Highway and Transportation Officials, or AASHTO, published the Guide for the Development of Bicycle Facilities in 1999. This guide provides descriptions for the three general skill levels of bicyclists, as summarized by the **A, B, and C** typologies below:

- **A**dvanced or experienced riders are generally using their bicycles as they would a motor vehicle. They are riding for convenience and speed and want direct access to destinations with a minimum of detour or delay, and they are typically comfortable riding with motor vehicle traffic.

- **B**asic or less confident adult riders may also be using their bicycles for transportation purposes, but prefer to avoid roads with fast and busy mo-

tor vehicle traffic unless there is ample roadway width to allow easy overtaking by faster motor vehicles.

- **C**hildren, who still require access to key destinations in their community, such as schools, convenience stores and recreational facilities. They prefer residential streets with low motor vehicle speeds, linked with shared-use paths and busier streets with well defined pavement markings between bicycles and motor vehicles, so they can avoid riding in the travel lane of major arterials.

The Town's intent is to provide opportunities to benefit all types of riders with an emphasis on the **B**asic and **C**hildren skill levels.

Existing Conditions 2

A. CONSISTENCY AND COORDINATION WITH OTHER PLANS

Consistency and coordination are provided through the integration of BTP throughout the elements of the General Plan. There are discussions regarding the encouragement of non-motorized modes of transportation. These include:

From the General Plan, Page 48, Parks and Recreation, B. Bikeways and Trails

Bikeways and trails are another means to meet the recreational needs of Town residents. The Town of Loomis has designated several bikeways and trails within the community, which are also part of the Placer County Bikeway System and Trails Master Plan. Currently, one bikeway has been developed in Loomis along King Road, and portions of Taylor Road. The County has designated four additional bikeways within Loomis, which remain unimproved.

The Town of Loomis recognizes the need to reduce congestion, increase circulation and improve air quality.

As noted above, Antelope Creek and Secret Ravine provide opportunities for open space corridors potentially providing hiking and equestrian trails. The creeks provide connections between the north and south areas of town, and to areas south of Loomis. The County has designated Secret Ravine as a Class 1 bicycle corridor in the regional bicycle transportation plan. The corridor is planned to extend from Loomis Basin Regional Park, west to the City of Roseville. This bikeway has not yet been improved. Secret Ravine has also been designated as an hiking and equestrian trail in the Loomis Basin Horsemen's Association Trails Master Plan and in other County planning documents. While no bikeways or trails have been designated along Antelope Creek, it is an important open space resource providing flood protection and significant riparian habitat value, and is also used as an informal hiking trail.

.....and page 80:

Bicycle Facilities

Issue: Bicycle Facilities are limited in Loomis. Provisions to increase bicycle use will provide recreational and mobility benefits to residents and reduce vehicular traffic.

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

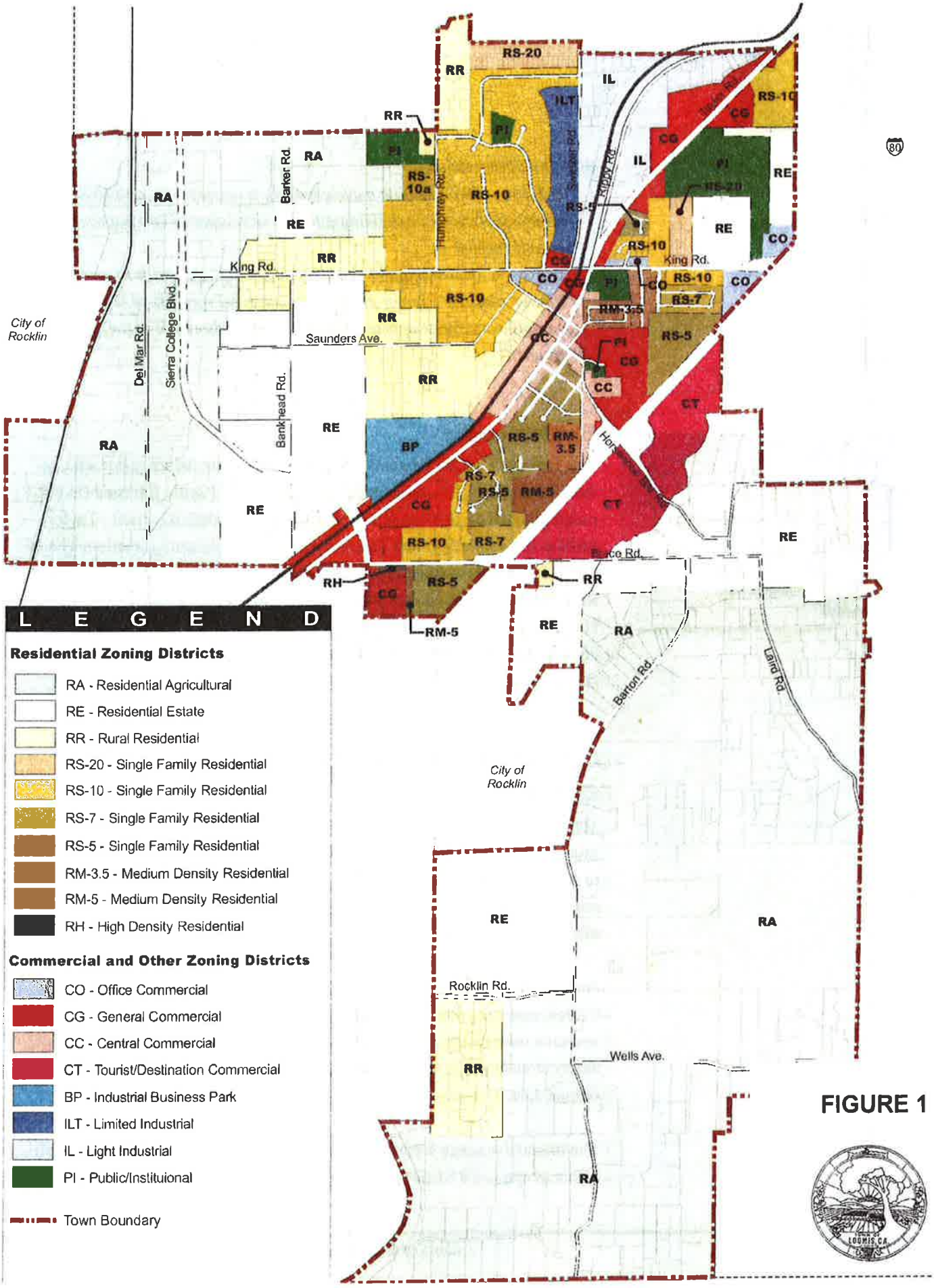

LEGEND
Residential Zoning Districts
RA - Residential Agricultural
RE - Residential Estate
RR - Rural Residential
RS-20 - Single Family Residential
RS-10 - Single Family Residential
RS-7 - Single Family Residential
RS-5 - Single Family Residential
RM-3.5 - Medium Density Residential
RM-5 - Medium Density Residential
RH - High Density Residential
Commercial and Other Zoning Districts
CO - Office Commercial
CG - General Commercial
CC - Central Commercial
CT - Tourist/Destination Commercial
BP - Industrial Business Park
ILT - Limited Industrial
IL - Light Industrial
PI - Public/Instituional
Town Boundary
City of Rocklin
King Rd.
Saunders Ave.
Barker Rd.
Humphrey Rd.
Del Mar Rd.
Sierra College Blvd.
Bankhead Rd.
Kirby Rd.
Laird Rd.
Barton Rd.
Rocklin Rd.
Wells Ave.
80

FIGURE 1

Bicycle 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. *2. Bicycle facilities shall be provided in compliance with Placer County Bikeway Master Plan or subsequent amended versions of hat document, as well as on other appropriate routes at the direction of the Town Council*

Image Source: www.pedbikeimages.org - Photographer: Dan Burden

B. LAND USE

The Town of Loomis contains a mix of land uses including residential, industrial, commercial. Interstate 80 and the Union Pacific Railroad (U.P.R.R) pass through Town of Loomis in a relative north/south direction. Taylor Road also runs through the Town in a relative north/south direction. The industrial zones are concentrated near or around the railroad tracks and Taylor Road. The commercial zones are primarily located along Taylor Road and Horseshoe Bar Road and around the Horseshoe Bar / I-80 freeway interchange. The remainder of the Town land use consists of low to medium density residential. See **Figure 1** for a Town Zoning map.

C. ESTIMATED NUMBER OF BICYCLE COMMUTERS

The Town of Loomis General Plan recognizes the need to reduce congestion, increase circulation and improve air quality. One way to achieve this goal is to encourage bicycling for reasons of traffic congestion reduction, energy conservation, air quality, health, economy, enjoyment, and as an alternate means of commuting.

According to the Federal Highway Administration, incentives motivating bicycle usage are exercise, enjoyment, traffic and environmental concerns. Personal reasons people give for choosing not to bicycle include: distance, safety, convenience, time, physical condition, family circumstances, habits, attitudes, lack of access and linkage, and transportation alternatives.

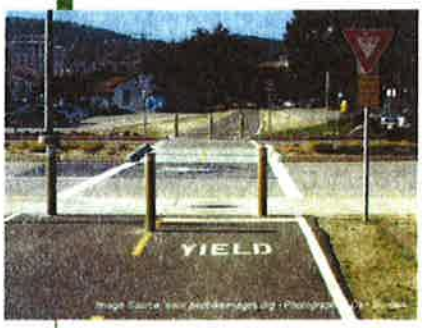
The national average for bicycle commuters is 0.44 percent, while the California average is 0.81 percent, according to the 2000 Census. Per the 2001

Existing Conditions

California Budget Act report: "California Blue Print for Bicycling and Walking", the State has a goal of increasing bicycling and walking trips by 50% by 2010. According to the 2000 Census, approximately 3,000 people commuted to work in the Town of Loomis. Of those identified, (48) were noted to use "other means" besides, car, transit, or walking. It can be assumed that "other means" included bicycle transportation. Of the (20) plus responders to the bike survey distributed prior to preparing this document, only (4) noted that they currently commute to work via bicycle. Only one respondent with school age children noted that they allow their child to ride a bike to school.

The survey noted that many of the parents, and citizens of Loomis in general, believe that the lack of safe bike facilities influenced their decision to bike in the Town of Loomis. However, the survey also noted that many of the respondents said they would consider biking more if the streets and sidewalks were safer and more accommodating to bikes.

Although impossible to measure without ongoing study, it is anticipated that bicycle ridership in the Town of Loomis could significantly increase if many of the improvements, recommended later in this document, are implemented.

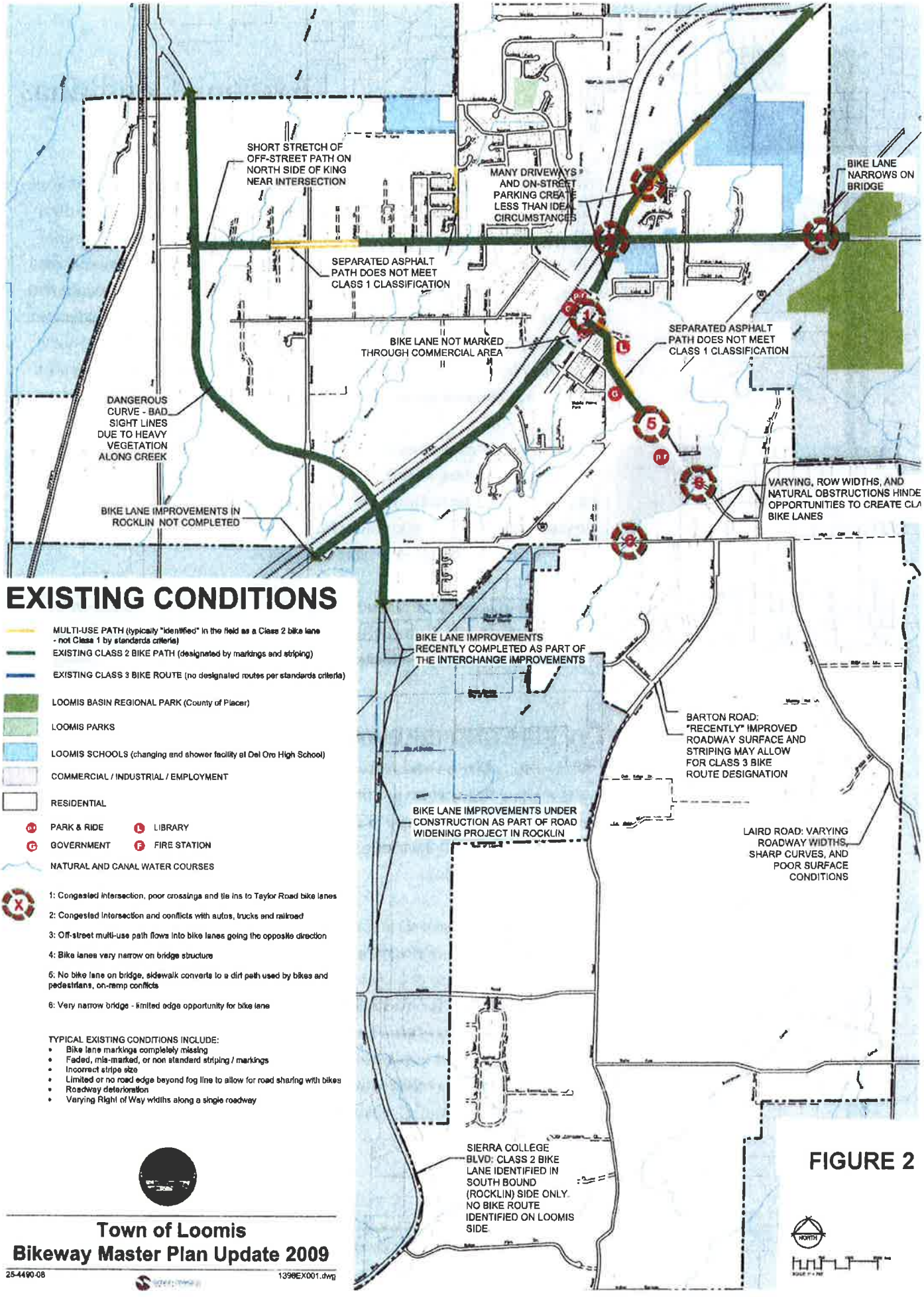


A Class 1 Bikeway completely separates the bicycle from automobiles.

D. EXISTING BIKEWAY FACILITIES

The existing bikeway facilities in the Town of Loomis are limited to striped and marked Bike Lanes on a limited number of roads. Of these bike lanes, many were witnessed to be in need of re-striping and marking. See **Figure 2** for existing bikeway locations. Bikeways are listed by Class 1, 2 or 3 and are defined as follows:

- "Bikeway" means all facilities that primarily provide for bicycle travel.
- **Class 1 Bikeway (Bike Path).** Provides completely separated path for the exclusive use of bicycles and pedestrians with cross-flow minimized. See **Appendix B for example**.
- **Class 2 Bikeway (Bike Lane).** Provides a striped lane for one-way bike travel on a street or highway. See **Appendix B for example.**
- **Class 3 Bikeway (Bike Route).** Provides shared use with pedestrians or motor vehicle traffic. See **Appendix B for example.**



EXISTING CONDITIONS

- MULTI-USE PATH (typically "identified" in the field as a Class 2 bike lane - not Class 1 by standards criteria)
- EXISTING CLASS 2 BIKE PATH (designated by markings and striping)
- EXISTING CLASS 3 BIKE ROUTE (no designated routes per standards criteria)
- LOOMIS BASIN REGIONAL PARK (County of Placer)
- LOOMIS PARKS
- LOOMIS SCHOOLS (changing and shower facility at Del Oro High School)
- COMMERCIAL / INDUSTRIAL / EMPLOYMENT
- RESIDENTIAL
- PR PARK & RIDE
- L LIBRARY
- G GOVERNMENT
- F FIRE STATION
- NATURAL AND CANAL WATER COURSES

1: Congested intersection, poor crossings and tie ins to Taylor Road bike lanes

2: Congested intersection and conflicts with autos, trucks and railroad

3: Off-street multi-use path flows into bike lanes going the opposite direction

4: Bike lanes very narrow on bridge structure

5: No bike lane on bridge, sidewalk converts to a dirt path used by bikes and pedestrians, on-ramp conflicts

6: Very narrow bridge - limited edge opportunity for bike lane

TYPICAL EXISTING CONDITIONS INCLUDE:

- Bike lane markings completely missing
- Faded, mis-marked, or non standard striping / markings
- Incorrect stripe size
- Limited or no road edge beyond fog line to allow for road sharing with bikes
- Roadway deterioration
- Varying Right of Way widths along a single roadway

Town of Loomis
Bikeway Master Plan Update 2009

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FIGURE 2

The Town of Loomis currently has:

- Zero miles of existing Class 1 Bikeways
- 6.5 miles of existing Class 2 Bikeways
- Zero miles of existing Class 3 Bikeways

Bike racks located at key areas around the Town will encourage riders to those locations.

The surrounding County and Town of Loomis offer bicyclists numerous options for enjoyable picturesque bike rides for on or off-road riding. Many of the County's remote roads, offer beautiful rides through oak or pine forests, often with views of distant snow covered mountains. This plan recognizes the importance of providing links to the other bikeways to provide connectivity for bike commuter and access for recreational riding.

The proposed bikeways should help create a more bicycle-friendly community and would likely increase the number of commuter and recreational bicyclists. With more routes and bicycle corridors in the Town of Loomis and the County of Placer, it is anticipated that bicyclists would be more likely to ride their bicycles from their homes to work, school and recreational destinations rather than driving their automobiles.

E. EXISTING END OF TRIP BICYCLE PARKING FACILITIES

Bicycle Parking

Bike racks are currently located at the train depot parking lot, schools, **the Raley's shopping center**, and various other area throughout the Town of Loomis. **Figures 3** identifies key bike parking facilities intended to support a park and ride facility in the heart of town.

As more bikeways are constructed and bicycle usage grows, the need for bike parking will increase. Short-term parking at shopping centers and similar land uses can support bicycling as well as long-term bicycle parking at transit stations and work sites.

Long Term Bicycle Parking

Long-term bicycle parking facilities accommodate employees, students, residents, commuters, and others expected to park more than two hours. These parking facilities should be provided in a secure, weather protected manner

and location.

F. EXISTING BICYCLE TRANSPORT AND PARKING FACILITIES FOR CONNECTION WITH OTHER TRANSPORTATION MODES

Placer County Transit provides transit (the Taylor Road Shuttle and the Placer Commuter Express) through Town of Loomis, with connections to Auburn, CA, Sierra College in Rocklin, CA, and the City of Sacramento. The buses stop at the train station park and ride lot at Taylor Road and Horseshoe Bar Road, and at the Park and ride lot located on the east side of the Horseshoe Bar Road / I-80 interchange. Buses are equipped with bike racks. **Figure 3** identifies the existing bus stop locations in the Town of Loomis.

The Town may want to encourage the use of custom bike racks that could be designed by members of the local art community.

G. EXISTING FACILITIES FOR CHANGING / STORING CLOTHES AND EQUIPMENT

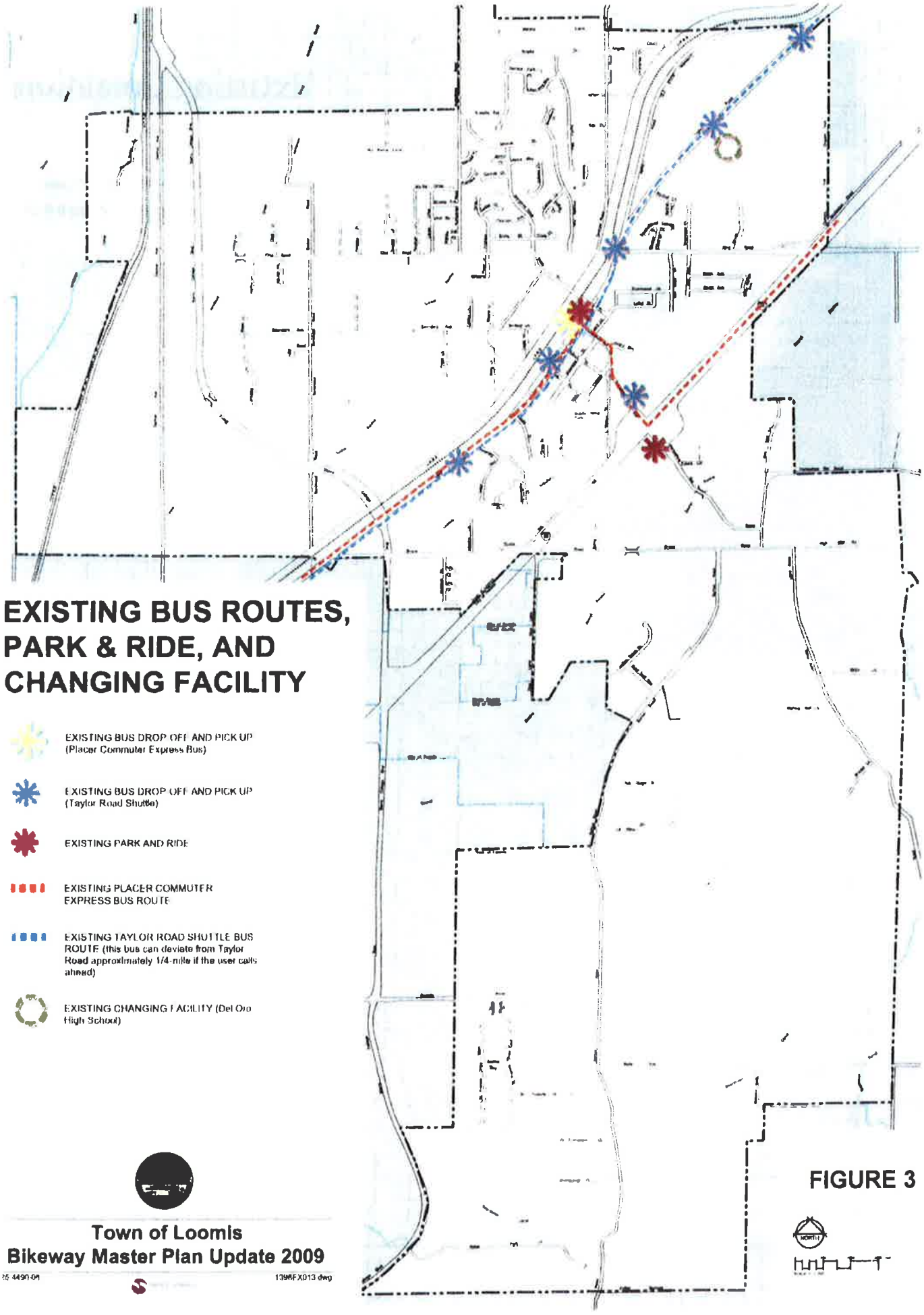
Employers are encouraged to install bicycle parking facilities with lockers and shower facilities to encourage use of the bicycle as alternate transportation. **Figure 3** identifies the known locations of facilities with shower or locker facilities.

H. BICYCLE INCIDENT ANALYSIS

Accident information related to bicycles, provided by Placer County Sheriff's Department (circa 2000 through 2008), includes the following:

- Car colliding with a cyclist - 3 injuries
- Car hitting cyclist at an intersection - 3 injuries
- Car hitting cyclist at a driveway - 2 injuries
- Truck colliding with a cyclist - 3 injuries
- Motor-home colliding with a cyclist - 1 injury
- Cyclist crashing into a deer - 1 death

A total of (15) reported bicycle-related incidents occurred in the Town of Loomis between 2000 and 2008. This translates into an average of (2) inci-



EXISTING BUS ROUTES, PARK & RIDE, AND CHANGING FACILITY

- EXISTING BUS DROP OFF AND PICK UP (Placer Commuter Express Bus)
- EXISTING BUS DROP OFF AND PICK UP (Taylor Road Shuttle)
- EXISTING PARK AND RIDE
- EXISTING PLACER COMMUTER EXPRESS BUS ROUTE
- EXISTING TAYLOR ROAD SHUTTLE BUS ROUTE (this bus can deviate from Taylor Road approximately 1/4-mile if the user calls ahead)
- EXISTING CHANGING FACILITY (Del Oro High School)

Town of Loomis
Bikeway Master Plan Update 2009

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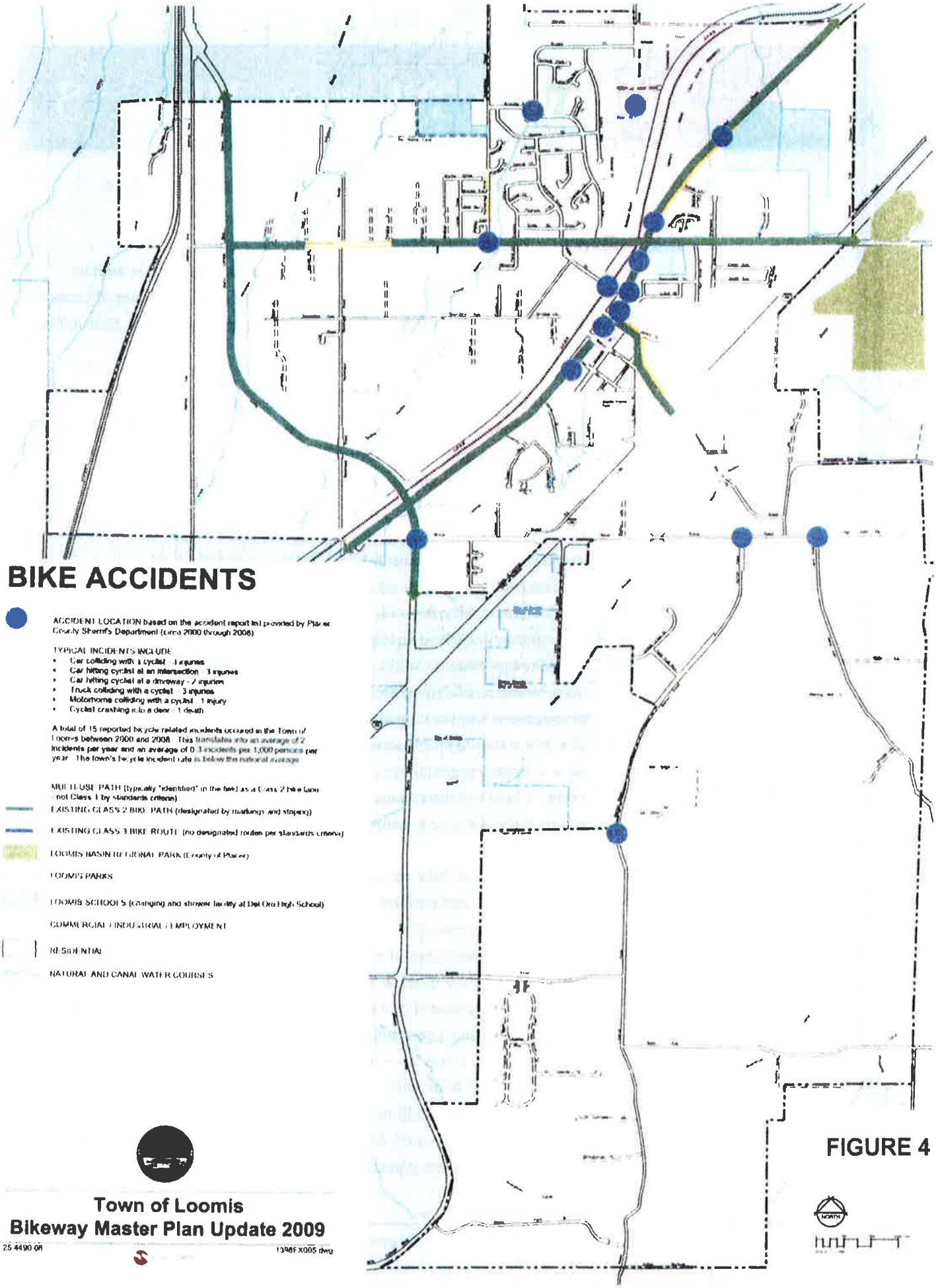
FIGURE 3

dents per year and an average of 0.3 incidents per 1,000 persons per year. The town's bicycle incident rate is below the national average. **Figure 4** illustrates the locations of bike related accidents.

The Town of Loomis Parks and Recreation Department promotes bicycle safety and partners on bicycle safety awareness events.



BIKE ACCIDENTS

ACCIDENT LOCATION based on the accident report list provided by Placer County Sheriff's Department (circa 2000 through 2008)

TYPICAL INCIDENTS INCLUDE:

- Car colliding with a cyclist - 1 injuries
- Car hitting cyclist at an intersection - 3 injuries
- Car hitting cyclist at a driveway - 2 injuries
- Truck colliding with a cyclist - 3 injuries
- Motorhome colliding with a cyclist - 1 injury
- Cyclist crashing into a deer - 1 death

A total of 15 reported bicycle related incidents occured in the Town of Loomis between 2000 and 2008. This translates into an average of 2 incidents per year and an average of 0.3 incidents per 1,000 persons per year. The town's bicycle incident rate is below the national average.

MULTI-USE PATH (typically "identified" in the field as a Class 2 bike lane - not Class 1 by standards criteria)

EXISTING CLASS 2 BIKE PATH (designated by markings and signing)

EXISTING CLASS 3 BIKE ROUTE (no designated routes per standards criteria)

LOOMIS BASIN REGIONAL PARK (County of Placer)

LOOMIS PARKS

LOOMIS SCHOOLS (changing and shower facility at Del Oro High School)

COMMERCIAL / INDUSTRIAL / EMPLOYMENT

RESIDENTIAL

NATURAL AND CANAL WATER COURSES

Town of Loomis
Bikeway Master Plan Update 2009

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FIGURE 4

NORTH

Bikeway Master Plan 3

A. Goals, Policies & Implementation Measures

Bikeway Route Development

Goal 1: Achieve a balanced transportation system that, consistent with the Town of Loomis General Plan Circulation Element, provides Town of Loomis residents a variety of transportation choices, including automobile, transit, bicycle, and pedestrian options.

Goal 2: Establish a safe, comfortable, convenient and highly-connected bikeway system that meets the transportation and recreation needs of avid, regular, youth and beginning bike riders, while balancing the needs of other transportation types including automobiles, train, transit and pedestrians.

Policies

1. To meet needs of the various bike rider types, and physical road conditions the Town should provide a range of bikeway types, including bike lanes on arterial streets, bike lanes on some collector streets, bike routes on selected low volume/low speed streets and off -street bike paths.
2. The bikeway system should provide convenient and comfortable connections between residential areas, schools, parks, public transit stops, shopping centers, employment centers and other uses.
3. The Town should cooperatively pursue connections to neighboring jurisdictions to ensure regional bicycle accessibility.
4. Promote land use development that enhance connectivity for transportation and recreation use, and lessen the distance of bicycle and pedestrian travel between uses.
5. Class I Off -Street bike paths are preferred when they result in bikeway continuity, safe and preferably separated crossings of major roads, and minimal traffic cross-flow.
6. New arterial streets should include Class II bike lanes and wide separated sidewalks (where possible). Wide (8-ft. minimum) separated sidewalks are intended to supplement (not replace) on-street bike lanes, and they typically do not include signs designating them as bikeways. However, there may be locations where Class III or wide separated sidewalks may be utilized in lieu of a Class II bike lane.
7. Class II bike lanes should be provided on new collector streets, but there may be instances when a Class III route will be substituted. The bikeway designation along new collector roads should consider: Anticipated traffic

speeds and volumes; continuity of bike lane and destinations served; adjacent land uses; the availability of comparable alternative bike routes; and other applicable factors as determined by the Town Engineer.

8. Class III on-street bike routes may be designated to provide connections between or to Class I and Class II bikeways, or as an alternative to bicycling on Class II bike lanes on arterial streets.
9. Major roadway improvement projects proposed on existing arterial streets without bike lanes should include an investigation of the feasibility of installing Class II bike lanes.
10. Where a bikeway designation is changed from Class II bike lane to Class III bike route, signs shall be installed to inform motorists that bicycles will be sharing the road.
11. To meet the needs of beginning bike riders, bicycles should continue to be permitted to ride on all sidewalks, except where prohibited by the Municipal Code.
12. Bicycle crossings should be located at appropriate intervals along new roadways as determined by the Town Engineer. The Town should work with Caltrans to provide safe, convenient and comfortable crossings of State highways and freeways at regular intervals.
13. Provide bicycle signal detectors per local and state standards at all new signalized intersections with bike lanes and, if feasible, when modifying existing signalized intersections with bike lanes. Where designated Class III bike routes meet a signalized intersection, if feasible provide alternative treatment that may include bicycle push buttons or placement of a bicycle symbol over the "hot spot" of the standard signal loop.
14. Work with the Engineering, Planning, and Parks & Recreation Department staff to provide continuity in the design & construction of bikeway facilities.

Encouraging people to ride bikes can help to improve air quality.

Implementation Measures

1. All bikeway construction projects should conform as applicable to the Town of Loomis Design / Construction Standards, Town of Loomis Parks Construction Standards, and state and federal standards.
2. All Town and development projects shall be reviewed by Town staff for conformance with the goals, policies and implementation measures of the Bicycle Transportation Plan (BTP).
3. The Engineering Department should work with other Departments to create a checklist for the evaluation of development projects for confor-

mity to the Bicycle Transportation Plan (BTP).

4. Participate in regional bicycle and pedestrian planning activities.
5. Coordinate bikeway system implementation projects internally and with adjacent jurisdictions.
6. Provide training for Public Works Department, Planning Department and Parks & Recreation Department staff and commissions on the guiding principles of bicycle and pedestrian system transportation planning, design and maintenance.
7. Consider updating the Municipal Code (Zoning Ordinance) to include requirements for bike facilities.

Bikeway Support Facilities

Goal: Create an environment that includes support facilities necessary to encourage commuter and recreational bicycle riding.

Policies

1. Support facilities that encourage bicycling should, to the extent feasible, be made a standard component of all private and public projects.
2. Provide short term bike parking (bike racks) conveniently located near business entrances and safe, secure and covered long term bike parking (bike lockers, bike rooms, bike cages) at employment sites and Park and Ride facilities.
3. Promote showers and changing facilities at major employment sites.
4. Support facilities along bike paths may include trailhead parking lots, route map displays, rest areas/benches, drinking water, bike racks, restrooms, and, where deemed necessary for safety such as in undercrossings, lighting. The support facilities may be provided with parks and other public facilities or provided separately.

Implementation Measures

1. Consider updating the Municipal Code (Zoning Ordinance) to include requirements for bike facilities.
2. Develop standards for bicycle parking in the public realm of Downtown Town of Loomis and other pedestrian activity areas.
3. Consider funding an annual bike parking project to install long term bicycle parking at park-and-ride facilities, commuter bus stops, and short-term bike parking at existing businesses with a demonstrated need.

4. Adopt guidelines for and encourage the installation of showers and changing facilities for employees at major employment sites.
5. If warranted by demand, consider partnerships with public and private facilities for use of showers and changing rooms by commuting or touring bicyclists.
6. Where necessary to meet the needs of users and where not provided by other public facilities, plan for the installation of bike path amenities.
7. Designated bike routes shall include signs informing motorists of the presence of bicyclists and information signs informing cyclists of upcoming destinations in accordance with California MUTCD and the Design/Construction Standards.
8. Provide destination signs, trail maps, mile markers, open space and bikeway regulation signs on bike paths where appropriate.

Maintenance

Goal: Maintain bikeways and support facilities to ensure preservation of the Town's capital improvements and to provide safe and comfortable facilities for cyclists and, on multi-use paths, for other users.

Policies

1. All streets with Class II or III designation should be swept at regular intervals.
2. Develop guidelines for routine maintenance and long-term maintenance of off-street bike paths.
3. Where construction operations occur adjacent to Class II or III bikeways, the developer/contractor will be responsible for maintaining clear and clean paths of travel.
4. Street maintenance overlay projects and other construction projects within the public right-of-way and along designated bikeways shall be reviewed for conformance with the Bicycle Master Plan. Where facilities are not in conformance with the Bicycle Master Plan and current Town standards, the facilities may be brought up to standards where determined feasible by the Public Works Director/Town Engineer.
5. Construction projects within public right-of-way should address bicycle safety and movement per Federal, State and Local standards

Implementation Measures

1. Inspect bikeways and support facilities on a regular basis.
2. Establish an on-line system for reporting, evaluating, tracking and responding to maintenance and safety concerns on bikeways.
3. Seek funding from new development projects for bikeway maintenance.
4. Create a sinking fund for unexpected bike path maintenance projects such as damage repair and long term overlay/reconstruction.
5. As staff time permits, support efforts of local bicycle groups, neighborhood associations, businesses and the Parks & Recreation Department to establish an Adopt a Path program(s) that address litter cleanup, pet waste cleanup, and as appropriate other bike path and open space maintenance activities.
6. Coordinate bikeway-related training for Streets and Open Space maintenance staff.
7. Consider updating the Design/Construction Standards to include standard provisions for Traffic Control Plans per the following:
   - Construction signs should be placed outside bike lanes where feasible;
   - Where a bike lane will be closed for an extended period, advance warning signs may be provided for bicyclists; and
   - Where a bike lane is closed, if feasible, and are between construction zone and vehicle lane may be provided for bicyclists.

Enforcement

Goal: Enhance enforcement programs with the goal of reducing violations and bicycle injuries and fatalities by 10% over 10 years.

Policies

1. Enforcement efforts directed at bicyclists should focus on child helmet laws, failure to stop/yield, wrong way bike riding, and night riding without lights/reflectors.
2. Enforcement efforts directed at motorists and related to bicycle safety should address motorist failure to yield or stop for cyclists, excessive motor vehicle speed, and driving under the influence.

Implementation Measures

1. Assist the County Sheriff's Department in their officer training efforts related to bicycle issues and laws.

2. Coordinate with the County Sheriff's Department to determine enforcement strategies for bike riders.
3. Assist the ongoing efforts of the Parks & Recreation and Police Departments to provide enhanced oversight of open space areas and off -street bike paths.

Education

Goal 1: Increase bike rider and motorist awareness of the rights and responsibilities of bike riders in order to create a climate of acceptance for bike riding, reduce bike rider violations, improve safe bicycling and driving practices, reduce collisions, and increase bicycle riding to work, school, and other destinations.

Goal 2: Increase awareness of users of multi-use paths of the rights and responsibilities of the various users.

Policies

1. Education programs targeted to adults and children should explain safe bike riding techniques and the importance of proper helmet use, and provide information on the Town of Loomis bikeway system and support facilities.
2. Education programs targeted to school-age children should recognize the unique challenges associated with child and youth bike riders.
3. Raise motorist awareness of the rights of bicyclists to ride on the road, and provide motorists information on ways they can modify their driving behavior to more safely accommodate bicyclists.

Implementation Measures

1. Create a coordinated and comprehensive bicycle safety education program that provides bicycle education annually to all school-age children.
2. Promote Safe Routes to School programs.
3. Create a coordinated and comprehensive bicycle education program targeted to adult bike riders with information regarding bike rider rights and responsibilities and proper bike riding techniques.
4. Expand and support a citywide helmet promotion program.
5. Create a public education campaign targeting motorists that provides information on the rights and responsibilities of bicyclists. Work with the County Sheriff's Department to identify opportunities for incorporat-

ing bicycle safety curriculum into motorist education and training.

6. Develop education materials (e.g. handouts, videos) for presentation to media, schools, neighborhood groups, businesses and other groups that promote bicycle safety.
7. Develop criteria and promote trail etiquette for use of off -street bike paths by bicyclists, pedestrians, equestrians (if applicable), skaters, and persons with disabilities.
8. Coordinate education and encouragement efforts with the Parks and Recreation Department, public health agencies and/or other groups as opportunities arise.

Encouragement

Goal: Increase transportation and recreation bicycle riding to work, school, play and other destinations by 50 percent by 2020, and gain acceptance of bicycle commuting as a mainstream activity through incentive and encouragement efforts.

Policies

1. Encourage public participation through local coordination with Town staff .
2. Build coalitions with local businesses, schools, clubs, bike shops and organizations
3. Explore alternatives to provide incentives to bicycle commuters.
4. Support recreational bikeway facilities, programs and events as an important part of the effort to cultivate acceptance of bicycling among the general populace.

Implementation Measures

1. Continue to support regional efforts to promote biking such as Bike Commute Month, and International Walk/Bike to School day.
2. As feasible, enhance incentives for bicycle commuting such as Bucks for Bikes and Bike Commute Month.
3. Sponsor in association with local bicycle organizations bicycle parking at special events.
4. Sponsor in association with local /regional bicycle organizations or other groups bicycle/ triathlon events and races, or other similar events.
5. If warranted by user levels and if an appropriate location is identified, support efforts of local bicycle groups to establish a bicycle station that

delivers bicycle parking, showers, restrooms, bicycle services.

Environmental

Goal 1: Reduce traffic, improve air quality, and reduce emissions that contribute to climate change by providing a viable commute alternative to the automobile.

Goal 2: Enhance public access to open space and natural areas while, to the extent feasible, minimizing the environmental impacts of off -street bike path projects.

Policies

1. Promote the beneficial aspects of bicycling through Bike Month, Spare the Air and other programs.
2. Work with the Open Space committee and Parks Department to identify opportunities for construction of bike paths in open space areas.
3. Coordinate and where feasible and beneficial partner bike trail projects with stream bank restoration, native habitat restoration, flood control projects and other related open space projects.
4. Bike trails through open space may, where appropriate and feasible, include interpretive signs informing the public of the environmental resources present and directing users to behave in a manner that reduces impacts on the open space.
5. Bike path planning, construction and maintenance should be consistent with the Town of Loomis Creek & Riparian Management Plan and open space preserve management plans.
6. Comply with applicable Local, State and Federal environmental regulations.
7. Bike trail projects, to the extent feasible, should minimize environmental impacts.
8. Formally recognize the Dry Creek Vision Master Plan and work with surrounding communities to help implement the vision as it applies to the Town of Loomis.

Implementation Measures

1. As appropriate, coordinate the planning, environmental review, design, construction and maintenance of open space bike trail projects with Town departments, local, state and federal agencies, and local interest groups.

2. Partner with health organizations where appropriate to promote bicycling.

Funding

Goal: Ensure adequate funding for construction and maintenance of bikeways and support facilities, and education, encouragement, enforcement and evaluation programs.

Policies

1. Create a bikeway system that is cost effective to construct and maintain.
2. Maximize funding opportunities through a combination of federal, state and local sources, including development agreements, community facilities districts and grants.
3. Utilize grant funds to leverage local bikeway funds.
4. Where feasible and appropriate, include bike lane improvements consistent with the Design/Construction Standards as part of Capital Improvement Program projects.
5. Where appropriate, partner bike path projects with flood control, redevelopment, utilities access, air quality improvement and open space/ stream restoration projects.
6. Where bikeway projects cross jurisdictional boundaries, partner with adjacent jurisdictions as feasible to reduce costs.
7. Establish development impact fees that can be used to improve bike facilities.
8. Require new development to improve bike facilities within their project and / or as part of roadway improvements associated with a project.

Implementation Measures

1. Submit grant applications in accordance with the Town's guidelines as grant programs become available.
2. Coordinate bikeway projects internally and with other agencies to determine partnering potential.
3. Where determined appropriate, adopt fee programs for bikeways.

Evaluation

Goal: Evaluate the effectiveness of the City's bicycle programs and the efforts to implement the overarching bikeway goals of the General Plan and

the Bicycle Transportation Plan on an on-going basis. Strive to achieve a 50% increase in bicycle use over the next 10-years.

Policies

1. Establish and implement a plan for regular measurement of the amount of cycling taking place in Town of Loomis.
2. Annually review bicycle collision data to identify commonalities/trends and target engineering, maintenance, enforcement, education and encouragement efforts to reduce collisions and injuries/fatalities.

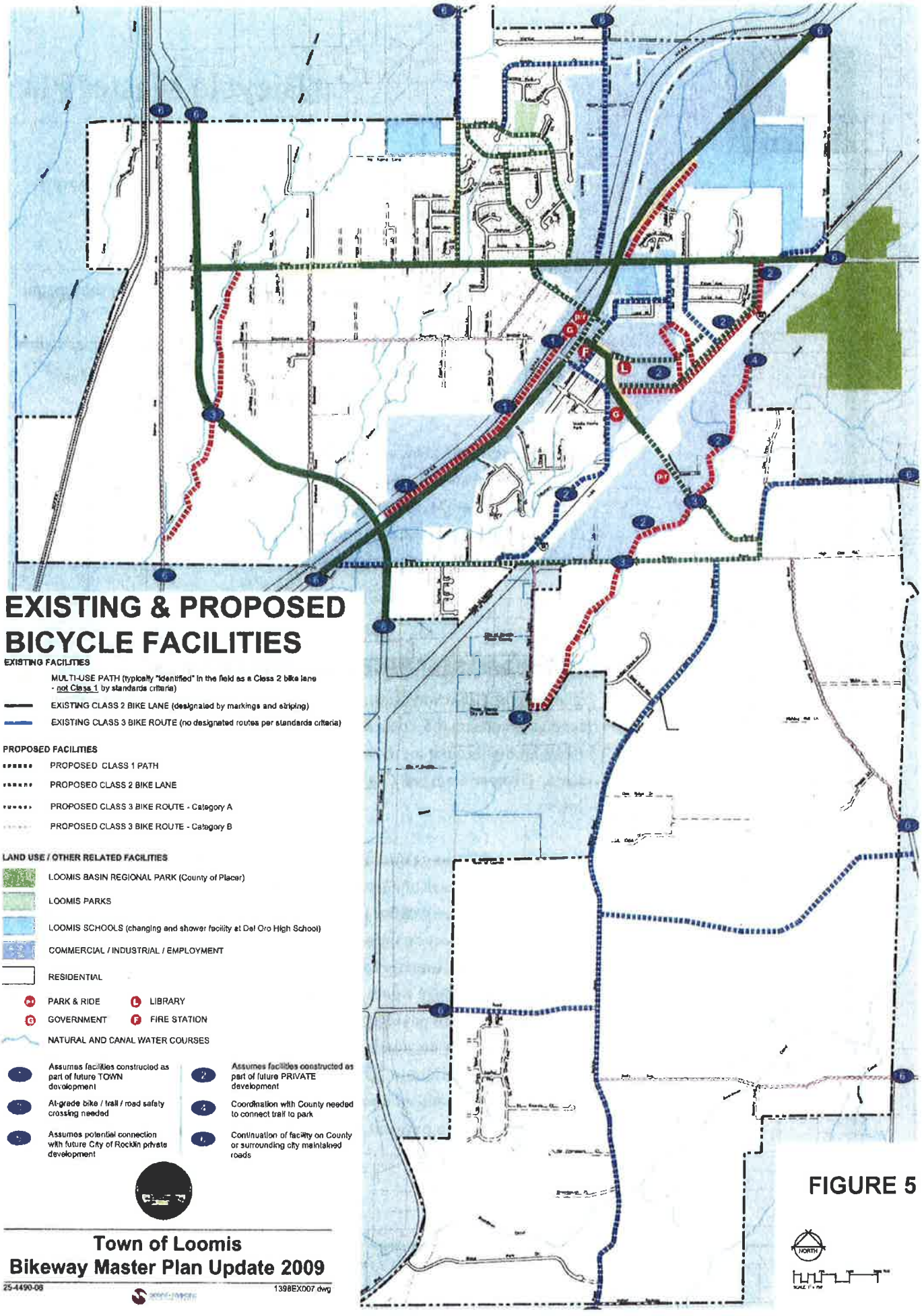
Implementation Measures

1. Prepare an annual report summarizing the bicycle program and collision data and identify a work plan to address any concerns in the report.
2. Measure bicycle use on Town streets and trails by 2010 to establish a benchmark for future measurements.

B. PROPOSED BIKEWAY MASTER PLAN

The proposed Bikeway Master Plan illustrates a network of bikeways intended to connect the Town and provide improved bikeway conditions for those biking through the Town. See **Figure 5** for proposed bikeway locations. Bikeways are listed by Class 1, 2 or 3a, or 3b and are defined as follows:

- **Class 1 Bikeway (Bike Path).** Provides completely separated path for the exclusive use of bicycles and pedestrians with cross-flow minimized.
- **Class 2 Bikeway (Bike Lane).** Provides a striped lane for one-way bike travel on a street or highway.
- **Class 3 Bike Route.** Provides shared use with motor vehicle traffic, is identified by Bike Route signs. These routes are intended to have a minimum amount of paving (at least 2-ft) beyond the travel lane to provide more room for bicyclists.
- **Class 3b Bike Route**. Unsigned "bike routes" that provides "Share the Road" only signage on roads that are very narrow, winding, or difficult to widen due to physical /environmental constraints.



EXISTING & PROPOSED BICYCLE FACILITIES

EXISTING FACILITIES

- MULTI-USE PATH (typically "identified" in the field as a Class 2 bike lane - not Class 1 by standards criteria)
- EXISTING CLASS 2 BIKE LANE (designated by markings and striping)
- EXISTING CLASS 3 BIKE ROUTE (no designated routes per standards criteria)

PROPOSED FACILITIES

- PROPOSED CLASS 1 PATH
- PROPOSED CLASS 2 BIKE LANE
- PROPOSED CLASS 3 BIKE ROUTE - Category A
- PROPOSED CLASS 3 BIKE ROUTE - Category B

LAND USE / OTHER RELATED FACILITIES

- LOOMIS BASIN REGIONAL PARK (County of Placer)
- LOOMIS PARKS
- LOOMIS SCHOOLS (changing and shower facility at Del Oro High School)
- COMMERCIAL / INDUSTRIAL / EMPLOYMENT
- RESIDENTIAL
- PR PARK & RIDE
- L LIBRARY
- G GOVERNMENT
- F FIRE STATION
- NATURAL AND CANAL WATER COURSES

1. Assumes facilities constructed as part of future TOWN development
2. Assumes facilities constructed as part of future PRIVATE development
3. At-grade bike / trail / road safety crossing needed
4. Coordination with County needed to connect trail to park
5. Assumes potential connection with future City of Rocklin private development
6. Continuation of facility on County or surrounding city maintained roads

Town of Loomis
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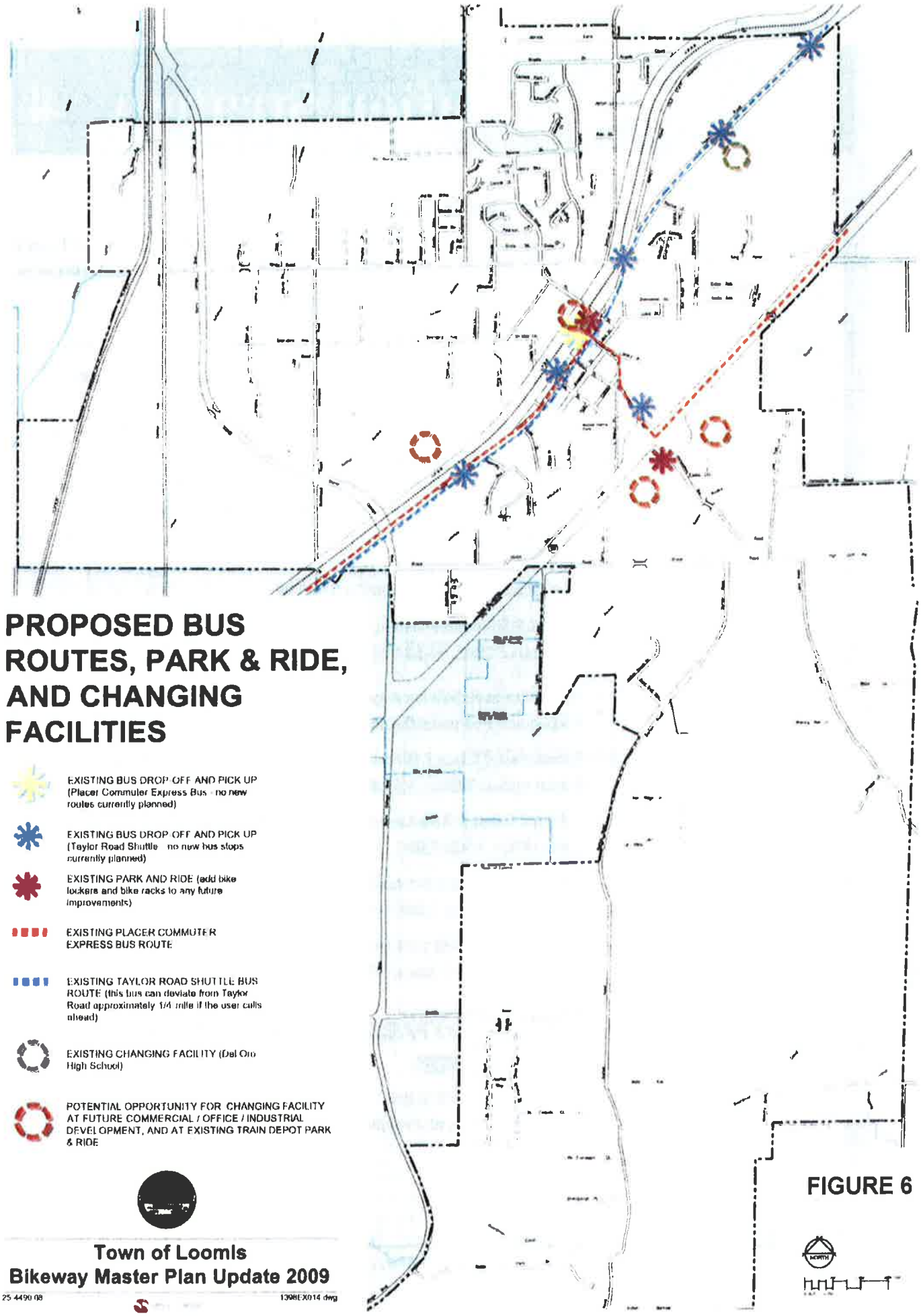
FIGURE 5

NORTH



PROPOSED BUS ROUTES, PARK & RIDE, AND CHANGING FACILITIES

- EXISTING BUS DROP OFF AND PICK UP (Placer Commuter Express Bus - no new routes currently planned)
- EXISTING BUS DROP OFF AND PICK UP (Taylor Road Shuttle - no new bus stops currently planned)
- EXISTING PARK AND RIDE (add bike lockers and bike racks to any future improvements)
- EXISTING PLACER COMMUTER EXPRESS BUS ROUTE
- EXISTING TAYLOR ROAD SHUTTLE BUS ROUTE (this bus can deviate from Taylor Road approximately 1/4 mile if the user calls ahead)
- EXISTING CHANGING FACILITY (Del Oro High School)
- POTENTIAL OPPORTUNITY FOR CHANGING FACILITY AT FUTURE COMMERCIAL / OFFICE / INDUSTRIAL DEVELOPMENT, AND AT EXISTING TRAIN DEPOT PARK & RIDE

Town of Loomis
Bikeway Master Plan Update 2009

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FIGURE 6

NORTH

Prioritization Strategy 4

A. PAST EXPENDITURES

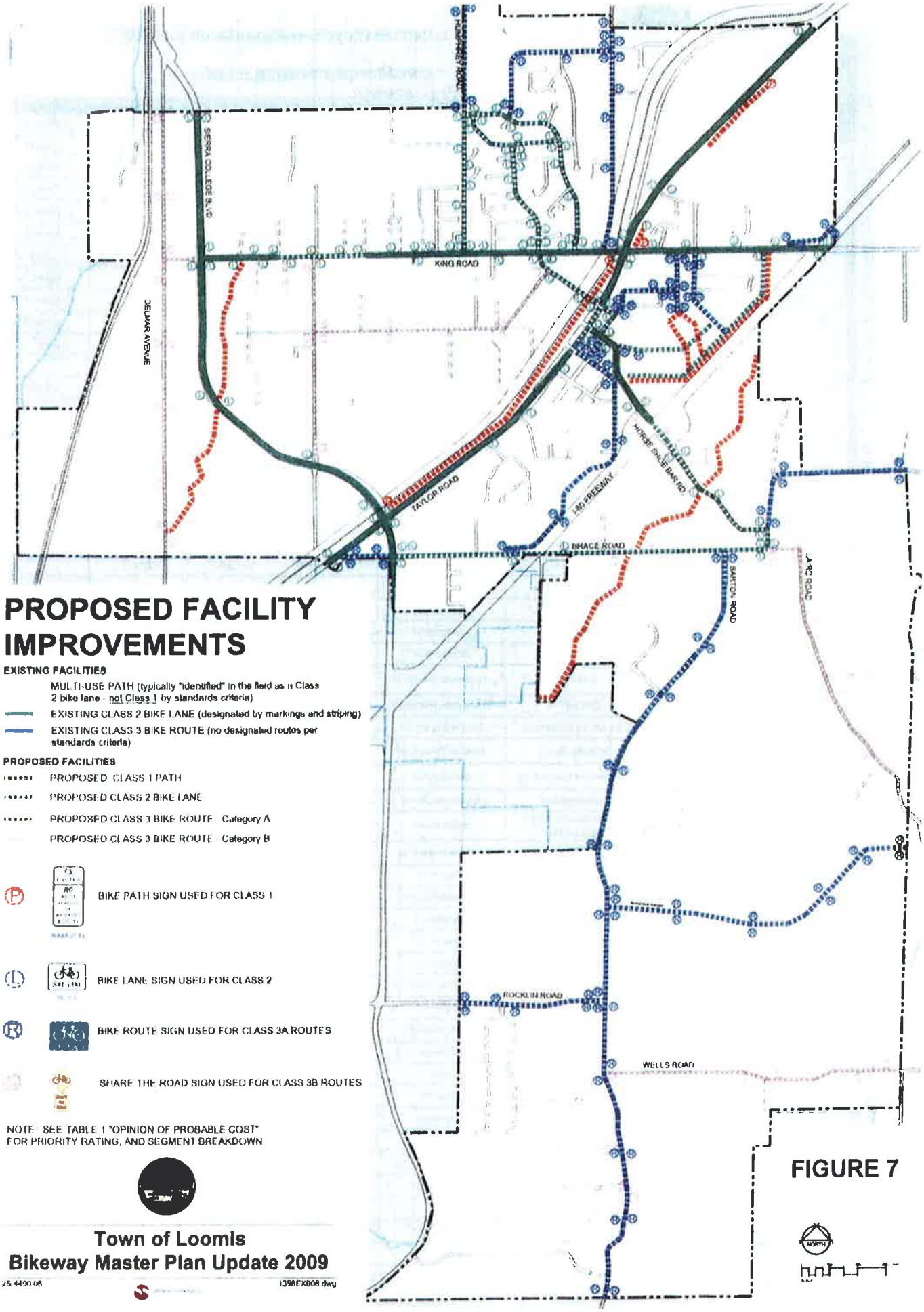
Since the last update of the Bikeway Master Plan in 2003, The Town of Loomis has leveraged grants and land development construction to construct the following bicycle facilities:

Location, Year, and Expenditure Cost

- Asphalt overlay of Humphrey Road w/ paved Class 2/3 bike lanes. 2004, +/- $25,000
- Added a 5-foot bike/pedestrian paved path on the south side of Webb Street from King to Taylor Road. 2004, +/- $5,000
- Taylor Road reconstruction from King to Del Oro High School, installed Class 2 bike lanes on both side of the road. 2005, +/- $80,000
- Stripped Margaret Drive with Class 2 Bike Lanes. 2006, +/- $5,000
- Lemos Ranch Estates on Taylor Road. Constructed frontage improvements w/ Class 2 bike lanes. 2006, +/- $10,000
- Class 2 Bike Lane installed on South side of Brace from Barton to Horseshoe Bar. 2006, +/-$8,000
- Montserrat Subdivision Improvements w/ Class 3 Bike lanes on Barton Road and Ped paths throughout subdivision. 2007, +/- $60,000
- Resurfaced Class 2 Bike Lanes on Sierra College from Bankhead to Railroad tracks. 2008, +/- $5,000
- Added Class 2 Bike Lanes on King Road from Sun Knoll Dr to Day Avenue, 2008, +/- $15,000
- King Road 6-foot off-road Bike/Ped path reconstruction from Sierra College to Humphrey. 2009, +/- $30,000
- Pavement widening on Brace Road from Dias Lane to Secret Ravine Creek w/ Class 3 lanes. 2009, +/- $10,000

B. PROPOSED FACILITY IMPROVEMENTS AND PRIORITIES

The following exhibit (Figure 7) and Table 1 identifies proposed improvements, suggested priorities, and estimated cost in 2009 dollars.



PROPOSED FACILITY IMPROVEMENTS

EXISTING FACILITIES

MULTI-USE PATH (typically "identified" in the field as a Class 2 bike lane - not Class 1 by standards criteria)

EXISTING CLASS 2 BIKE LANE (designated by markings and striping)

EXISTING CLASS 3 BIKE ROUTE (no designated routes per standards criteria)

PROPOSED FACILITIES

PROPOSED CLASS 1 PATH

PROPOSED CLASS 2 BIKE LANE

PROPOSED CLASS 3 BIKE ROUTE - Category A

PROPOSED CLASS 3 BIKE ROUTE - Category B

BIKE PATH SIGN USED FOR CLASS 1

BIKE LANE SIGN USED FOR CLASS 2

BIKE ROUTE SIGN USED FOR CLASS 3A ROUTES

SHARE THE ROAD SIGN USED FOR CLASS 3B ROUTES

NOTE: SEE TABLE 1 "OPINION OF PROBABLE COST" FOR PRIORITY RATING, AND SEGMENT BREAKDOWN

Town of Loomis
Bikeway Master Plan Update 2009

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FIGURE 7

NORTH

Town of Loomis Bicycle Transportation Plan 2009

OPINION OF PROBABLE COST

P-No. = PRIORITY LEVEL No 1 thru 5 (1 is most priority & 5 is least priority)

P-No.	Street	from	to	Length (ft)	Existing Class	Proposed Class
5	Angelo Dr	Swetzer Road	Arcadia Ave	2,851	Undefined	Class 3 (A)
5	Arcadia Ave	Humphrey Road	King Road	3,907	Undefined	Class 2
5	Bankhead Road	Sierra College Blvd	King Road	3,754		Class 3 (B)
3	Barton Road	Brace Road	Indian Springs Road	14,122		Class 3 (A)
5	Boyington Road	King Road	Chisom Trail	1,107		Class 3 (A)
4	Brace Road	Taylor Road	Sierra College Blvd	850		Class 3 (A)
4	Brace Road	Sierra College Blvd	Laird Road	6,570		Class 2
5	Brace Road	Laird Road	Laird Road	531		Class 3 (B)
5	Connector Road	Walnut St	Stone Road	---------		Class 3 (A)
5	Delmar Ave	Loomis Town limit	Loomis Town limit	7,928		Class 3 (B)
5	Dias Ln	Loomis Town limit	Loomis Town limit	2,163		Class 3 (B)
2	Horseshoe Bar Road	Taylor Road	Route 80	2,100	Class 2	
2	Horseshoe Bar Road	Route 80	Laird Road	3,033		Class 2
2	Horseshoe Bar Road	Horseshoe Bar Road	Loomis Town limits	1,410		Class 3 (A)
5	Humphrey Road	Loomis Town limit	Arcadia Ave	2,013		Class 3 (A)
5	Humphrey Road	Arcadia Ave	King Road	2,460		Class 2
1	King Road	Delmar Ave	Sierra College Blvd	643		Class 3 (B)
1	King Road	Sierra College Blvd	Opel In	1,357	Class 2	
1	King Road	Opel In	Paloma Dr	1,552	Class 2 (non-stnd)	Class 2
1	King Road	Paloma Dr	Taylor Road	4,567	Class 2	
1	King Road	Taylor Road	Route 80	3,647	Class 2	
5	Magnolia St	Walnut St	Horseshoe Bar Road	458		Class 3 (A)
5	Margaret Dr	Sparas St	King Road	2,050		Class 2
5	Laird Road	Brace Road	Horseshoe Bar Road	347		Class 2
5	Laird Road	Brace Road	Loomis Town limits	5,232		Class 3 (B)
5	Laird St	Horseshoe Bar Road	Webb St	380		Class 2
5	Library Dr	Horseshoe Bar Road	End of Library Dr	395		Class 2
5	Library Dr Extension	End of Library Dr	King Road	---------		Class 2
5	Rocklin Road	Loomis Town limit	Barton Road	2,594		Class 2
5	Rutherford Canyon Rd	Barton Road	Laird Road	6,118		Class 3 (A)
5	Saunders Ave	Bankhead Road	Webb St	4,672		Class 3 (B)
5	Secret Ravine Creek Adjacent Path	Brace Road	Loomis Town limit (north of Brace)	4,456		Class 1
1	Sierra College Blvd	Loomis Town limit	King Road	2,614	Class 2	
1	Sierra College Blvd	King Road	Bankhead Road	4,753	Class 2	
1	Sierra College Blvd	Bankhead Road	Taylor Road	1,614	Class 2	
5	Sparas St	Arcadia Ave	Arcadia Ave	1,845		Class 2
5	Stone Road	Brace Road	End of Stone Road	1,363		Class 3 (A)
5	Sun Knoll Dr	King Road	End of Sun Knoll Dr	1,109		Class 3 (A)
5	Sun Knoll Dr Extension	End of Sun Knoll Dr	Library Dr Extension	---------		Class 1
5	Swetzer Road	King Road	Loomis Town limit	4,003		Class 3 (A)
1	Taylor Road	Loomis Town limit	Sierra College Blvd	1,293	Class 2	
1	Taylor Road	Sierra College Blvd	Walnut St	4,519	Class 2	Class 1
1	Taylor Road	Walnut St	Webb St	916		Class 2
1	Taylor Road	Webb St	King Road	1,070	Class 2	
1	Taylor Road	King Road	Loomis Tributary	2,378	Class 2 (non-stnd)	Class1
1	Taylor Road	Loomis Tributary	Loomis Town limit	2,839	Class 2	
1	Taylor Road	Sierra College Blvd	King Road	6,505		Class 1
1	Taylor Road	King Road	Loomis Town limit	5,217		Class 1
5	Thornwood Dr	Laird St	Sun Knoll Dr	1,386		Class 3 (A)
5	Walnut St	Taylor Road	End of Walnut St	2,317		Class 3 (A)
5	Webb St	King Road	Laird St	1,755		Class 2
5	Webb St Extension	Laird St	Library Dr Extension	---------		Class 2
5	Wells Ave	Barton Road	Morgan Pl	5,300		Class 3 (A)

COST PER ITEM OF IMPROVEMENT

(Enter a "1" for one side of road; Enter a "2" for two sides of road. All costs are per linear foot unless otherwise noted)

TABLE 1

$56	$44	$22	$0.81	$2.30	$345			
PAVEMENT MARKINGS (EA)	4' SHOULDER	2' SHOULDER	6" STRIPE	REMOVE STRIPE	SIGNS (EA)	OTHER	plus Cost	Notes
0	0	0	0	0	6	$0	$2,070	Bike Route
15	0	0	2	0	10	$0	$10,586	
0	0	0	0	0	4	$0	$1,380	
0	0	2	2	0	25	$25,000	$677,729	Other= Aprox number of tree removals & fence relocate
0	0	0	0	0	4	$0	$1,380	Bike Route
0	0	0	0	0	4	$0	$1,380	Bike Route
11	2	0	2	0	8	$0	$592,118	Widen, Bike Lane
0	0	0	0	0	2	$0	$690	
								Will Be part of future Developer Project
0	0	0	0	0	13	$0	$4,485	Share the Road
0	0	0	0	0	4	$0	$1,380	Share the Road
0	0	0	2	2	5	$0	$14,766	
6	2	0	2	2	7	$15,200	$303,692	other= Widen Box Culvert 5 ft
0	0	2	2	2	6	$0	$72,866	
0	0	0	0	0	4	$0	$1,380	
10	0	0	2	0	9	$0	$7,629	
0	0	0	0	0	2	$0	$690	
6	0	0	2	2	4	$0	$10,145	
10	2	0	2	2	5	$7,500	$156,002	other= Aprox number of tree removals
22	0	0	2	2	12	$0	$33,741	
17	0	0	2	2	10	$0	$27,056	
0	0	0	0	0	4	$0	$1,380	
16	0	0	2	0	11	$0	$7,997	
0	2	0	2	2	1	$0	$33,036	Widen, Bike Lane
0	0	0	0	0	8	$0	$2,760	
3	0	0	2	0	4	$0	$2,161	Cost shown is for the elimination of parking. Widening would create RW IMPACT
1	0	0	1	0	2	$0	$1,064	Stripe and sign only developed side
								Will be part of future Developer Project
0	0	2	2	0	6	$24,000	$120,382	other= imported borrow for deep ditch
0	0	0	0	0	12	$0	$4,140	Bike Route
0	0	0	0	0	6	$0	$2,070	
								Will be part of future Developer Project
4	0	0	2	2	3	$0	$17,493	
6	0	0	2	2	4	$0	$31,234	
4	0	0	2	2	3	$0	$11,283	
4	0	0	2	0	5	$0	$4,921	
0	0	0	0	0	4	$0	$1,380	
0	0	0	0	0	6	$0	$2,070	
								Will be part of future Developer Project
0	0	0	0	0	9	$0	$3,105	Bike Route
3	0	0	2	2	3	$0	$9,234	
8	0	0	2	2	7	$0	$30,929	
7	0	0	2	2	8	$0	$8,843	Assumed will elimate parking from Horshoe to Webb
4	0	0	2	2	4	$0	$8,250	
4	0	0	2	2	3	$0	$16,028	
1	0	0	2	2	2	$0	$18,377	
10	0	0	0	0	2	$184,132	$185,385	other= AC&AB for class 1 path cost only
10	0	0	0	0	2	$62,189	$63,442	other= AC&AB for class 1 path cost only
0	0	0	0	0	7	$0	$2,415	
0	0	0	0	0	6	$0	$2,070	
10	1	0	2	1	7	$2,000	$89,061	Widen one side, stripe both sides, other=tree removals
								Will be part of future Developer Project
0	0	0	0	0	5	$0	$1,725	Share the Road

Funding Opportunities 5

There are a variety of potential funding sources that can be used for bicycle projects, programs and plans from all levels of government. This section covers federal, state, regional and local sources of funding, as well as some non-traditional funding sources that may be used for bicycle projects.

A. Federal Funding Sources

The primary federal source of surface transportation funding, including bicycle and pedestrian Facilities, is the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users. This Federal bill is the third iteration of the transportation vision established by Congress in 1991 with the Intermodal Surface Transportation Efficiency Act and renewed in 1998 and extended in 2003 through the Transportation Equity Act for the 21st Century and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003. Also known as the Federal Transportation Bill, the $286.5 billion bill was passed in 2005 and authorizes federal surface transportation programs for the five-year period between 2005 and 2009.

Federal funding is administered through the state (Caltrans and the State Resources Agency) and regional planning agencies. Most, but not all, of these funding programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Many Federal programs require a local match of between 10-20%. Federal funding is intended for capital improvements and safety and education programs and projects must relate to the surface transportation system.

Specific funding programs under the federal transportation bill for bicycle facilities that might be potential funding sources for the CBSP may include:

Federal Lands Highway Funds: Approximately $1 billion dollars are available nationally through 2009 for planning and construction of bicycle projects built in conjunction with roadways

Transportation, Community and System Preservation Program: $270 million nationally through 2009 for projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services and trade centers

Recreational Trails Program: $370 million nationally through 2009 for non-motorized trail projects.

Funding Opportunities

Congestion Mitigation and Air Quality Improvement Program: About $1.7 billion available nationwide per year. Estimated annual program level for California is $360 million.

Highway Safety Improvement Program: The annual program funding is approximately $54 million for Federal Fiscal Year2008/2009 at which time the HSIP program will end, unless it is extended or reauthorized. The maximum funding amount for a project is $1 million, and the federal reimbursement rate is 90%.

Regional Surface Transportation Program: Estimated annual program level is $330 million which is eligible for State Match and Exchange Program funding.

Safe Routes to School: This is a 100% federal reimbursement program. California will receive $68 million over the five year life of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). There is no local match required.

Transportation Enhancements: California will receive approximately $75 million per year for five years, starting in 2006.

Federal Lands Highway Funds

Federal Lands Highway Funds may be used to build bicycle and pedestrian facilities in conjunction with roads and parkways at the discretion of the department charged with administration of the funds. The projects must be transportation-related and tied to a plan adopted by the State and Metropolitan Planning Organization. Federal Lands Highway Funds may be used for planning and construction and is managed by the United States Department of Transportation.

Transportation, Community and System Preservation Program

The Transportation, Community and System Preservation Program provides federal funding for transit oriented development, traffic calming and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services and trade centers. The program is intended to provide communities with the resources to explore the integration of their transportation system with community preservation and environmental activities. The Program funds require a 20 % match and can be applied to planning, design and construction and is

administered through the Federal Highway Administration.

Recreational Trails Program

The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR). The maximum amount of RTP funds allowed for each project is 88% of the total project cost. The applicant is responsible for obtaining a match amount that is at least 12% of the total project cost. The application deadline is in October. Funds may be used for:

Maintenance and restoration of existing trails;

Purchase and lease of trail construction and maintenance equipment;

Construction of new trails; including unpaved trails

Acquisition of easements or property for trails;

State administrative costs related to this program (limited to seven percent of a State's funds);

And Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

Land and Water Conservation Fund

The Land and Water Conservation Fund is a federally funded program that provides grants for planning and acquiring outdoor recreation areas and facilities. The Fund is administered by the National Parks Service and the California Department of Parks and Recreation and has been reauthorized until 2015. Cities, counties and districts authorized to acquire, develop, operate and maintain park and recreation facilities are eligible to apply. The application deadline is in May, and applicants must fund the entire project, and will be reimbursed for 50% of costs. Property acquired or developed under the program must be retained in perpetuity for public recreational use.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ Funds are directed to transportation projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards in non attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the Federal Clean Air Act. Eligible projects include bicycle facilities.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is managed locally by Caltrans. For a project to be eligible for HSIP funds, the project must be on any public road, publicly owned bicycle, pedestrian pathway, or trail. Projects must identify a specific safety problem that can be corrected or be improved substantially.

Regional Surface Transportation Program (RSTP)

Regional Surface Transportation Program (RSTP) funding is distributed based on population, among the urbanized and non-urbanized areas of the State through Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs). Bicycle facilities are eligible for funding through this federally administered program.

Safe Routes to School (SRTS)

Eligible projects fall under the category of infrastructure (capital improvements), or non-infrastructure
(education, encouragement, enforcement). Infrastructure projects must be located within a two mile radius of a grade school or middle school. Local Caltrans representatives serve as the administrative authority on SRTS projects.

Transportation Enhancements (TE)

Federal Transportation Enhancement funds are to be used for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities. Facilities that qualify for TE funds include bicycle safety, education and facility projects. Transportation Enhancements projects are managed locally by Caltrans.

B. Statewide Funding Sources

The State of California uses both federal sources and its own budget to fund bicycle projects and programs.

Bicycle Transportation Account

The Bicycle Transportation Account provides state funding for local projects that improve the safety and convenience of bicycling for transportation. Because of its focus on transportation, Bicycle Transportation Account projects must provide a demonstrable level of utility for transportation purposes. For example, all in-town on-street and paved bikeways would be good candidates for funding. Funds are available for both planning and construction.

Funding Opportunities

Bicycle Transportation Account funding is administered by Caltrans and cities and counties must have an adopted Bicycle Transportation Plan in order to be eligible. The maximum amount available through the Bicycle Transportation Account is $1.2 million dollars, cities and counties are eligible to apply. All projects must be designed to the standards outlined in Chapter 1000 of the Highway Design Manual. The application deadline is in December.

Community Based Transportation Planning Demonstration Grant Program

This fund, administered by Caltrans, provides funding for projects that exemplify livable community concepts including bicycle improvement projects. Eligible applicants include local governments, metropolitan planning organizations and regional transportation planning agencies. A 20% local match is required and projects must demonstrate a transportation component or objective. There is $3 million available annually statewide. The application deadline is in October.

Safe Routes to School (SR2S)

To be eligible for SR2S funds, the project must be located on any state highway or on any local road. Projects must correct an identified safety hazard or problem on a route that students use for trips to and from school. Up to 10 percent of the project's cost can fund a non infrastructure component that supports the infrastructure project. Only cities and counties are eligible to compete for funds.

State Transportation Improvement Program (STIP)

All STIP projects must be capital projects (including project development costs) needed to improve transportation. Eligible projects include bicycle facility improvements and improved access to transit and are administered by Caltrans.

Transportation Development Act

Transportation Development Act Article 3 funds are state block grants awarded monthly to local jurisdictions for transit, bicycle and pedestrian projects in California by Caltrans. Funds for pedestrian projects originate from the Local Transportation Fund, which is derived from a ¼ cent of the general state sales tax. Local Transportation Funds are returned to each county based on sales tax revenues. Article 3 of the Transportation Development Act sets aside 2% of the Local Transportation Funds for bicycle and pedestrian pro-

jects. Eligible pedestrian and bicycle projects include: construction and engineering for capital projects; maintenance of bikeways; bicycle safety education programs (up to 5% of funds); and development of comprehensive bicycle or pedestrian facilities plans. A Town or county may use these funds to update their bicycle and pedestrian plan not more than once every five years. These funds may be used to meet local match requirements for federal funding sources. Application deadlines vary within county transportation agencies.

C. Local and Regional Funding Sources

Developer Impact Fees

Fees placed on new development local government could be used as local matching funds to attract other grant sources.

D. Non-Traditional Funding Sources

Community Development Block Grants

The Community Development Block Grant program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal Community Development Block Grant grantees may "use [these] funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities, paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grant funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs."

American Greenways Program

Administered by The Conservation Fund, the American Greenways Program provides funding for the planning and design of greenways. Applications for funds can be made by local regional or statewide non-profit organizations and public agencies. The maximum award is $2,500, but most range from $500 to $1,500. American Greenways Program monies may be used to fund unpaved trail development. The application deadline is June 1.

Appendix A

FULL TEXT OF STREETS AND HIGHWAYS CODE, SECTION 890-894.2

890. It is the intent of the Legislature, in enacting this article, to establish a bicycle transportation system. It is the further intent of the Legislature that this transportation system shall be designed and developed to achieve the functional commuting needs of the employee, student, business person, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the Town or county to accommodate bicyclists of all ages and skills.

890.2. As used in this chapter, "bicycle" means a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having either two or three wheels in a tandem or tricycle arrangement.

890.3. As used in this article, "bicycle commuter" means a person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination.

890.4. As used in this article, "bikeway" means all facilities that provide primarily for bicycle travel. For purposes of this article, bikeways shall be categorized as follows:

(a) Class I bikeways, such as a "bike path," which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.

(b) Class II bikeways, such as a "bike lane," which provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted.

(c) Class III bikeways, such as an on-street or off-street "bike

route," which provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

890.6. The department, in cooperation with county and Town governments, shall establish minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. The criteria shall include, but not be limited to, the design speed of the facility, minimum widths and clearances, grade, radius of curvature, pavement surface, actuation of automatic traffic control devices, drainage, and general safety. The criteria shall be updated biennially, or more often, as needed.

890.8. The department shall establish uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted.

891. All Town, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Sections 890.6 and 890.8.

891.2. A Town or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

(c) A map and description of existing and proposed bikeways.

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited

to, parking at schools, shopping centers, public buildings, and major employment centers.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

891.4. (a) A Town or county that has prepared a bicycle transportation plan pursuant to Section 891.2 may submit the plan to the county transportation commission or transportation planning agency for approval. The Town or county may submit an approved plan to the department in connection with an application for funds for

bikeways and related facilities which will implement the plan. If the bicycle transportation plan is prepared, and the facilities are proposed to be constructed, by a local agency other than a Town or county, the Town or county may submit the plan for approval and apply for funds on behalf of that local agency.

(b) The department may grant funds applied for pursuant to subdivision (a) on a matching basis which provides for the applicant' s furnishing of funding for 10 percent of the total cost of constructing the proposed bikeways and related facilities. The funds may be used, where feasible, to apply for and match federal grants or loans.

891.5. The Sacramento Area Council of Governments, pursuant to subdivision (d) of Section 2551, may purchase, operate, and maintain call boxes on class 1 bikeways.

891.8. The governing body of a Town, county, or local agency may do all of the following:

(a) Establish bikeways.

(b) Acquire, by gift, purchase, or condemnation, land, real property, easements, or rights-of-way to establish bikeways.

(c) Establish bikeways pursuant to Section 21207 of the Vehicle Code.

892. (a) Rights-of-way established for other purposes by cities, counties, or local agencies shall not be abandoned unless the governing body determines that the rights-of-way or parts thereof are not useful as a non-motorized transportation facility.

(b) No state highway right-of-way shall be abandoned until the department first consults with the local agencies having jurisdiction over the areas concerned to determine whether the right-of-way or part thereof could be developed as a non-motorized transportation facility. If an affirmative determination is made, before abandoning the right-of-way, the department shall first make the property available to local agencies for development as non-motorized transportation facilities in accordance with Sections 104.15 and 887.6 of this code and Section 14012 of the Government Code.

Appendix A

892.2. (a) The Bicycle Transportation Account is continued in existence in the State Transportation Fund, and, notwithstanding Section 13340 of the Government Code, the money in the account is continuously appropriated to the department for expenditure for the purposes specified in Section 892.4. Unexpended moneys shall be retained in the account for use in subsequent fiscal years.

(b) Any reference in law or regulation to the Bicycle Lane Account is a reference to the Bicycle Transportation Account.

892.4. The department shall allocate and disburse moneys from the Bicycle Transportation Account according to the following priorities:

(a) To the department, the amounts necessary to administer this article, not to exceed 1 percent of the funds expended per year.

(b) To counties and cities, for bikeways and related facilities, planning, safety and education, in accordance with Section 891.4.

892.5. The Bikeway Account, created in the State Transportation Fund by Chapter 1235 of the Statutes of 1975, is continued in effect, and, notwithstanding Section 13340 of the Government Code, money in the account is hereby continuously appropriated to the department for expenditure for the purposes specified in this chapter. Unexpended money shall be retained in the account for use in subsequent fiscal years.

892.6. The Legislature finds and declares that the construction of bikeways pursuant to this article constitutes a highway purpose under Article XIX of the California Constitution and justifies the expenditure of highway funds therefore.

893. The department shall disburse the money from the Bicycle Transportation Account pursuant to Section 891.4 for projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following:

(a) New bikeways serving major transportation corridors.

(b) New bikeways removing travel barriers to potential bicycle commuters.

(c) Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings.

(d) Bicycle-carrying facilities on public transit vehicles.

(e) Installation of traffic control devices to improve the safety and efficiency of bicycle travel.

(f) Elimination of hazardous conditions on existing bikeways.

(g) Planning.

(h) Improvement and maintenance of bikeways.

In recommending projects to be funded, due consideration shall be given to the relative cost effectiveness of proposed projects.

893.2. The department shall not finance projects with the money in accounts continued in existence pursuant to this article which could be financed appropriately pursuant to Article 2 (commencing with Section 887), or fully financed with federal financial assistance.

893.4. If available funds are insufficient to finance completely any project whose eligibility is established pursuant to Section 893, the project shall retain its priority for allocations in subsequent fiscal years.

893.6. The department shall make a reasonable effort to disburse funds in general proportion to population. However, no applicant shall receive more than 25 percent of the total amounts transferred to the Bicycle Transportation Account in a single fiscal year.

894. The department may enter into an agreement with any Town or county concerning the handling and accounting of the money disbursed pursuant to this article, including, but not limited to, procedures to permit prompt payment for the work accomplished.

894.2. The department, in cooperation with county and Town governments, shall adopt the necessary guidelines for implementing this article.

Appendix B

DESIGN GUIDELINES

This section provides basic bikeway planning and design guidelines for use in developing the TOWN OF LOOMIS bikeway system and support facilities. Where noted, designs are for elements required by the State of California for compliance with Caltrans Highway Design Manual Chapter 1000 "Bikeway Planning and Design" guidelines. Otherwise, these guidelines include additional recommendations, providing information on optional design treatments. Although this information meets Caltrans requirements it is not intended to state a minimum or maximum accommodation or to replace any existing adopted roadway design guidelines. Also included in this Chapter are experimental or non-standard best practices with information about optional innovative bikeways and support facilities that have not been adopted by the Manual of Uniform Traffic Control Devices (MUTCD) or State of California for use in California and do not meet Caltrans Chapter 1000 design requirements. All facility designs are subject to engineering design review.

Bikeway Facility Classifications

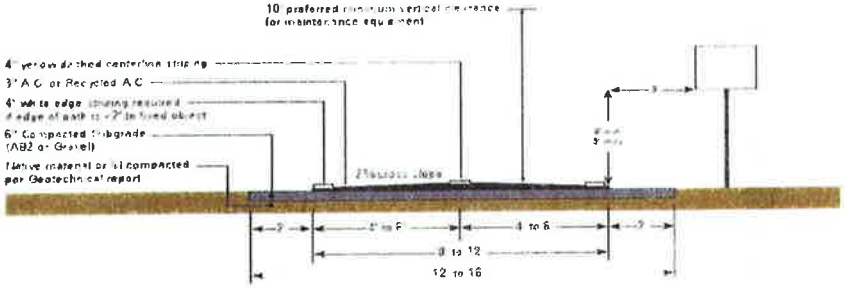
According to Caltrans, the term "bikeway" encompasses all facilities that provide primarily for bicycle travel. Caltrans has defined three types of bikeways in Chapter 1000 of the Highway Design Manual: Class I, Class II, and Class III. For each type of bikeway facility both "Design Requirements" and "Additional Design Recommendations" are provided. "Design Requirements" contain requirements established by Caltrans Chapter 1000 "Bikeway Planning and Design." "Additional Design Recommendations" are provided as guidelines to assist with design and implementation of facilities and include alternate treatments approved or recommended but not required by Caltrans.

Class I Bikeway Design

Typically called a "bike path" or "shared use path," a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway. The recommended width of a shared use path is dependent upon anticipated usage:

- 8 feet (2.4 m) is the minimum width for Class I facilities
- 8 feet (2.4 m) may be used for short neighborhood connector paths (generally less than one mile in length) due to low anticipated volumes of use
- 10 feet (3.0 m) is the recommended minimum width for a typical two-way bicycle path
- 12 feet (3.6 m) is the preferred minimum width if more than 300 users per

Appendix B



Implementation on Level Ground

Implementation on Sloped Ground

peak hour are anticipated, and/or if there is heavy mixed bicycle and pedestrian use a minimum 2 feet (0.6 m) wide graded area must be provided adjacent to the path to provide clearance from trees, poles, walls, guardrails, etc. On facilities with expected heavy use, a yellow centerline stripe is recommended to separate travel in opposite directions.

Class I Bikeway Crossing Designs

At–Grade Intersection

When shared-use paths cross streets, proper design should be developed on the pathway as well as on the roadway to alert bicyclists and motorists of the crossing. Sometimes on larger streets, at midblock pathway crossing locations an actuated signal is necessary. A signal allows bicyclists a clear crossing of a multi-lane roadway. If a signal is or is not needed, appropriate signage and pavement markings should be installed, including stop signs and bike crossing pavement markings.

Overcrossings

Overcrossings are also an important component of bikeway design. Barriers to bicycling often include freeways, complex interchanges, and rivers. When

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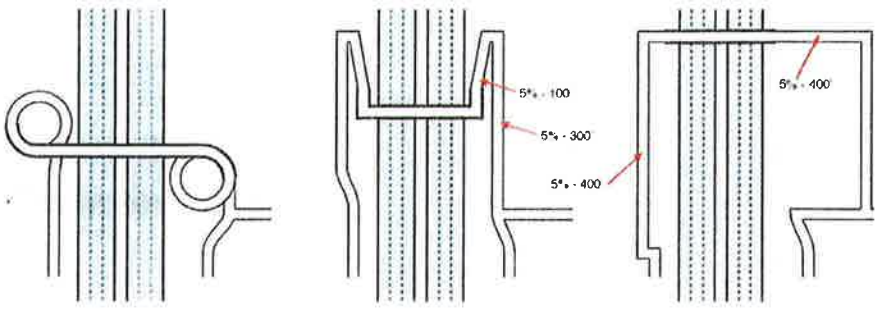


a route is not available to cross these barriers a bicycle overcrossing is necessary. Some design considerations for overcrossings include:

- Pathways must be a minimum 6 feet wide, with a preferred width of 8 or 10 feet wide
- Slope of any ramps must comply with ADA Guidelines
- Screens are often a necessary buffer between vehicle traffic and the bicycle overcrossing

Class II Bikeway Design

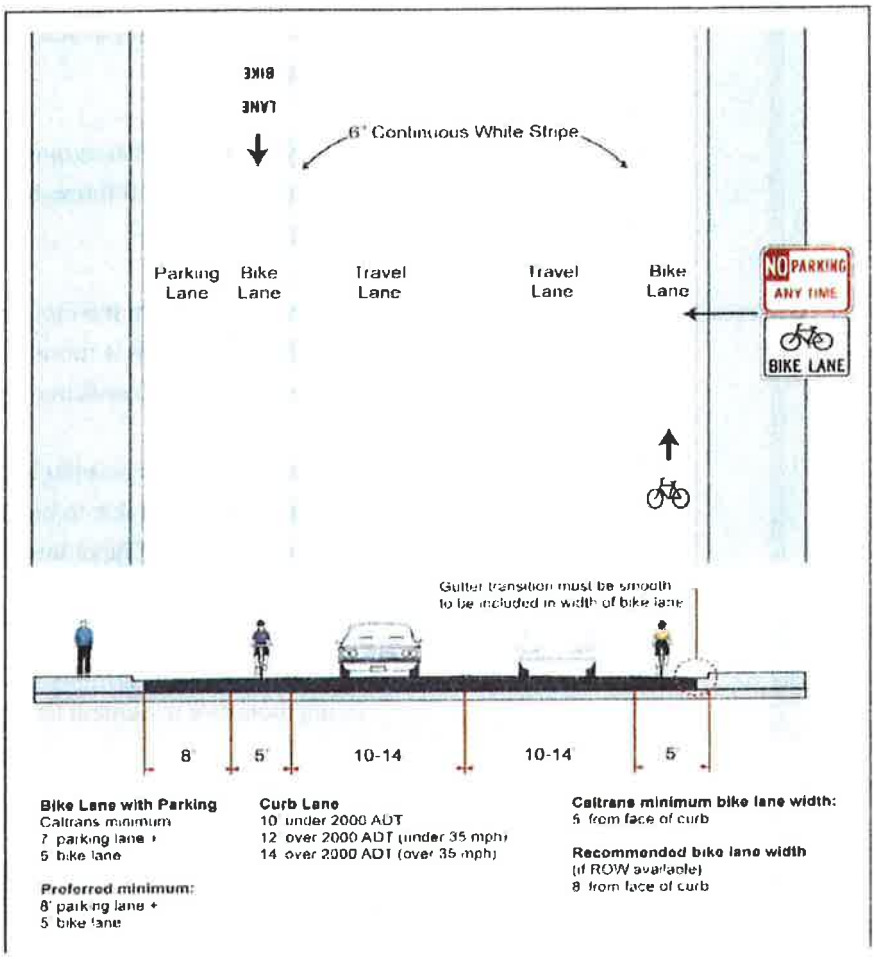
Often referred to as a "bike lane," a Class II bikeway provides a striped and stenciled lane for one-way travel on either side of a street or highway. To provide bike lanes along corridors where insufficient space is currently available, extra room can be provided by removing a traffic lane, narrowing traffic lanes, or prohibiting parking. The width of the bike lanes vary according to parking and street conditions. Note that these dimensions are for reference only, may not meet Town of Loomis Standards and are subject to engineering design review.

- 4 feet (1.2 m) minimum if no gutter exists, measured from edge of pavement
- 5 feet (1.5 m) minimum with normal gutter, measured from curb face; or 3' (0.9 m) measured from the gutter pan seam
- 5 feet (1.5 m) minimum when parking stalls are marked
- 11 feet (3.3 m) minimum for a shared bike/parking lane where parking is permitted but not marked on streets without curbs; or 12 feet (3.6 m) for a shared lane adjacent to a curb face.

Class II Intersection Design-Signalized Intersections

Intersections represent a primary collision points for bicyclists. Small intersections with few lanes are relatively easy to manage. Large, multi-lane intersections are more difficult for bicyclists to travel through than smaller, two-lane intersections.

Appendix B



Challenges and potential solutions for bicyclists' at large signalized intersections include:

- Signals may not be timed to allow slower-moving bicyclists to travel across the intersection. Solution: Bicycle adaptive signal timing.
- Loop detectors or video detection that is used to actuate the signal may not be calibrated to detect bicyclists. Solution: Design standard of bike loop use.
- Bicyclists may not know how to actuate the signal using loop detectors, even if it is calibrated. Solution: Use of bike loop detector symbol.
- Bicyclists who wish to turn left may be required to travel across several

motor vehicle lanes to reach the left hand turn lane. Solution: Enhanced signage.

- Bicyclists who wish to turn left like a pedestrian may experience long delays as they wait through several light cycles. Solution: Well-signed bikeways.

- Bicyclists who are traveling straight may have to merge across motor vehicle traffic that is turning right from a right-turn lane. Solution: Bike lane pockets at intersections, between through and right turn lanes.

- Motorists may be less likely to be aware of bicyclists' at large, multi-lane intersections due to higher traffic volumes, more lanes of traffic and the complexity of large intersections. Solution: Enhanced bike lane signage.

- Large intersections without bicycle facilities are very auto-centric, leading motorists to assume that bicyclists are not supposed to be on the roadway. Solution: Installation of bicycle facilities, including pavement markings and signage.

Design treatments can help bicyclists travel through intersections and alert motorists of bicyclists' presence. Good intersection design alerts motorist to bicyclists, indicates to motorists and bicyclists where bicyclists may ride, and guides bicyclists through intersections. This treatment provides a design for where a roadway with Class II bike lanes intersects with a road at a signalized intersection.

Bicycle Actuated Signals & Adaptive Signal Timing

Make intersections more "friendly" to bicyclists, involves modifying how they operate. Improved signal timing, calibrating loop detectors to detect bicyclists, and camera detection makes intersections easier for bicyclists to cross intersections. Loop detectors are installed within the roadway to allow the metal of a motor vehicle to trigger a change in the traffic signal. Many standard motor vehicle loop detectors can be calibrated to detect bicycles. This allows the bicyclist to stay within the lane of travel and avoid maneuvering to the side of the road to trigger a push button. Signals can be configured so that if a bicycle is detected, an extended green time can be provided.

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TOWN OF LOOMIS should use hard-wire loops at signalized intersections with bike lanes instead of video detection to reduce false detection or extension of green for adaptive timing.

Signal Timing

Cities often apply signal timing techniques to enhance bicycle travel along major streets. For instance, closely-spaced signals (e.g., along one-way streets in downtown areas) can be timed to match bicyclists' travel speeds. Signals timed for speeds of 12 to 16 MPH enable most bicyclists to ride comfortably with traffic. Signal timing should also take into account the necessary time needed for a bicyclist to cross a wide intersection. Activation devices can also be used on a roadway approach to prolong the green phase and extend the time needed for a bicyclist to clear the intersection. Standards suggest intersections utilize markings to indicate the location where a bicyclist is to be positioned in order to actuate a signal. Adjacent signage is also recommended to emphasize the connection between the marking and the signal.

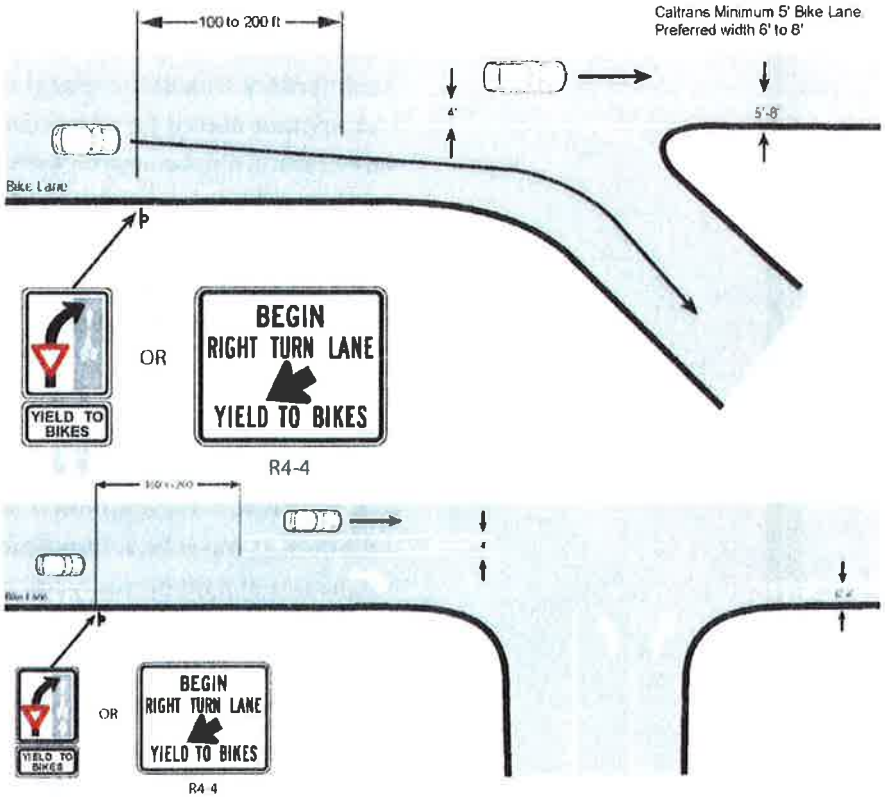
Right-Turn Only Lanes

Right-turn only lanes can present challenges for bicyclists traveling through an intersection. Bicyclists must merge to the left to position themselves in the through travel lane. Jurisdictions will sometimes stripe bike lanes on the right-side of right-turn only lanes, which places the through-cyclist in direct conflict with a right-turning vehicle. The appropriate treatment for right-turn only lanes is to either drop the bike lane entirely approaching the right-turn lane, or to place a bike lane pocket between the right-turn lane and the right-most through lane.

Freeway Ramps

Freeway on- and off-ramp crossings present a potential conflict zone for bicyclists and motorists, as bicycle lanes are typically dropped and bicyclists must merge across travel lanes where vehicles are accelerating or decelerating from freeway speeds. The appropriate bicyclist behavior is to merge left away so as to be positioned in the through lane well before the mouth of the on-ramp, and to remain out away from the curb until past the off-ramp. Implementation of interchange improvements requires coordination with Caltrans District 3 regarding placement of signage and striping because these areas are in Caltrans' right-of-way. Two guidelines for these improvements are:

- The bicycle merge should begin 250 feet in advance of the freeway on-ramp.
- Appropriate signage and striping should be used to warn bicyclists and motorists of the merge.
- Bicycle improvements to freeway ramps



At-Grade Railroad Crossings

TOWN OF LOOMIS has at-grade railroad crossings for existing and proposed bikeways. If bicyclists do not ride at a 90 degree angle over the tracks, bicyclists' wheels can catch in the tracks and potentially lead to a collision. .

Class III Bikeway Design

Generally referred to as a "bike route," a Class III bikeway provides routes through areas not served by Class I or II facilities or to connect discontinuous segments of a bikeway. Class III facilities can be shared with either motorists on roadways or pedestrians on a sidewalk (not advisable) and is iden-

tified only by signing. There are no recommended minimum widths for Class III facilities, but when encouraging bicyclists to travel along selected routes, traffic speed and volume, parking, traffic control devices, and surface quality should be acceptable for bicycle travel.

Although it is not a requirement, a wide outside traffic lane (14 feet) is typically preferable to enable cars to safely pass bicyclists without crossing the centerline. Caltrans Chapter 1000 provides details regarding the design requirements for placement and spacing of bicycle route signage.

On-Street Regulatory & Warning Bike Signs

Signage for on-street bikeways includes standard BIKE LANE and BIKE ROUTE signage, as well as supplemental signage such as SHARE THE ROAD and warning signage for constrained bike lane conditions. Signage should be installed on existing signposts if possible, reducing visual clutter along the path or roadway.

Shared Roadway Bicycle Marking

Recently, Shared Lane Marking stencils have been introduced for use in California as an additional treatment for Class III facilities. The stencil can serve a number of purposes, such as making motorists aware of bicycles potentially in their lane, showing bicyclists the direction of travel, and, with proper placement, reminding bicyclists to bike further from parked cars to prevent "dooring" collisions.

Bike Route Signage

In addition to wayfinding signs, bike route network signage that uses the CAMUTCD standard for should be used by local jurisdictions. Route numbering for these signs should be coordinated with neighboring jurisdictions where bikeways cross borders. Most commonly, they show the route number and the corresponding direction.

For bike route signs, CAMUTCD requires a green background and white lettering. The top portion of the sign is customizable for the Town or region where it located. For example, the Town of San Francisco shows the Golden Gate Bridge on its bike route signs shows an example from San Francisco.

Multi-Use Path Signs

Local jurisdictions should work together to create a sign system for the

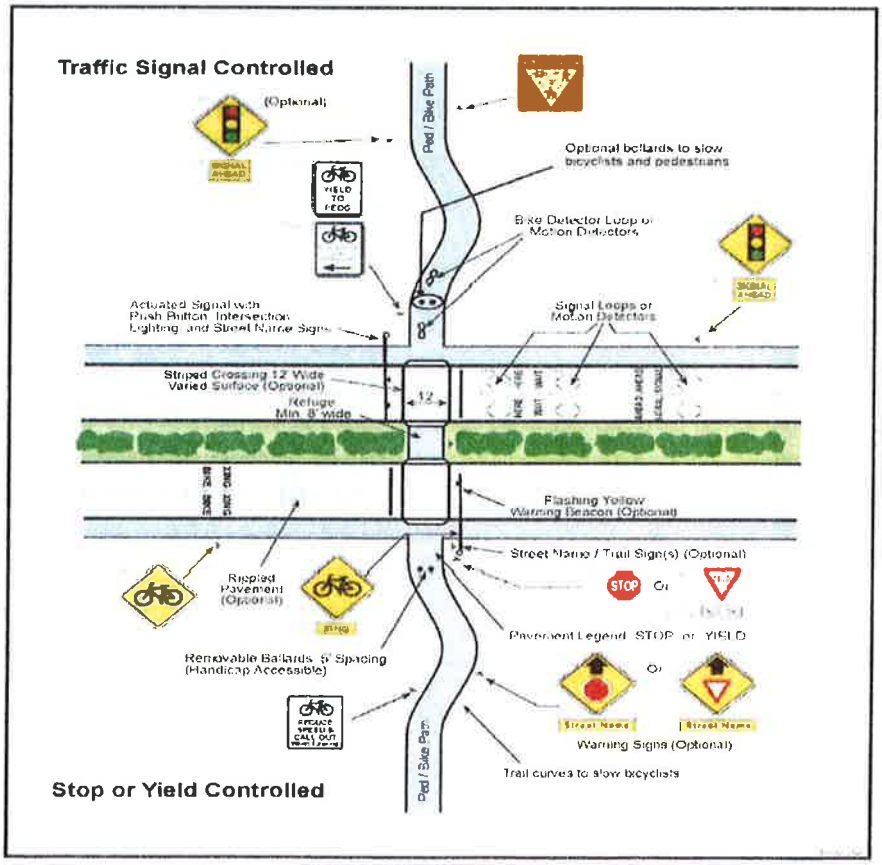
multi-use path network. It is an expanding network that could link with many destinations countywide. Signs could show destinations as well as proper traffic control. These signs could be coordinated with other on-street bicycle route signage. This system should encourage use of trails for recreational as well as functional bicycling trip-purposes. Helping bicyclists of all ages reach destinations easily.

Wrong-Way Signs

The local jurisdictions may want to consider additional signage on bikeways with high levels of wrong-way riding. The Town of Sunnyvale, places wrong way riding signs on the back of bike lane signs to help prevent bicyclists using bicycle lanes in the wrong direction, riding against traffic.

Parallel Path Warning Signage

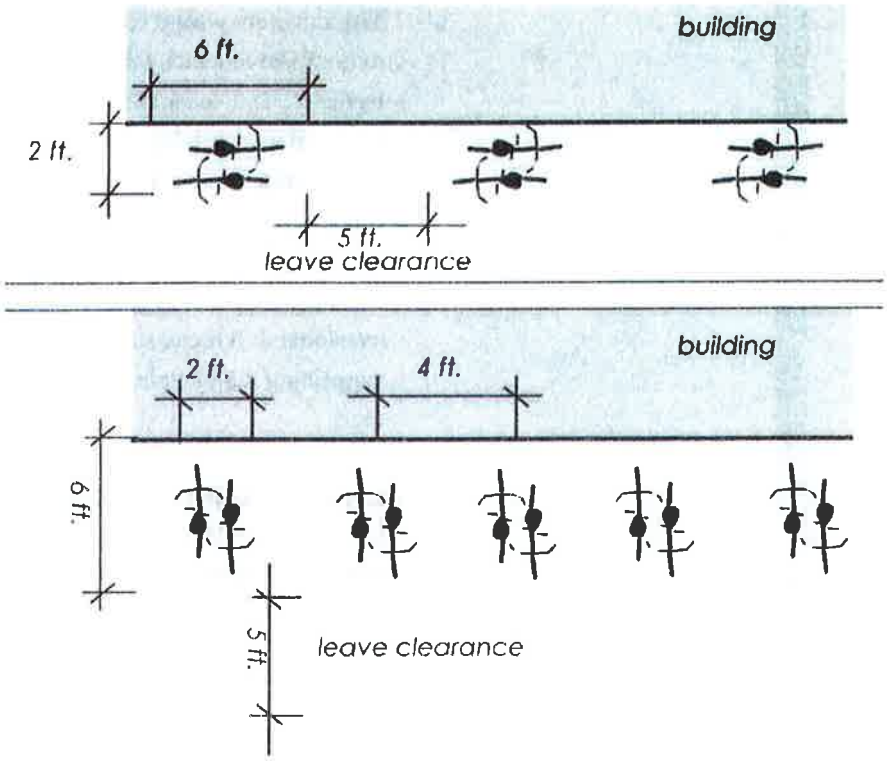
When paths are located parallel and adjacent to roadways, vehicles turning into and out of streets and driveways must cross the path. Conflicts between bicyclists and pedestrians and turning motorists are common at these



types of intersections. Turning motor vehicles do not expect to see bicyclists or pedestrians coming in the opposite direction of traffic. Starting in the early 1990's, the Town of Denver, Colorado began using experimental warning signage at its parallel paths. The signage is modified from the standard MUTCD railroad warning signage. Experimental signage, similar to the Denver parallel path warning signs, could help alert motorists to the presence of bicyclists and pedestrians on parallel paths.

Short Term Bicycle Parking

Short term bicycle parking facilities are best used to accommodate visitors, customers, messengers and others expected to depart within two hours. Bicycle racks provide support for the bicycle but do not have locking mechanisms. Racks are relatively low-cost devices that typically hold between two and eight bicycles, allow bicyclists to securely lock their frames and wheels, are secured to the ground, and are located in highly visible areas. They are usually located at schools, commercial locations, and activity centers such as parks, libraries, retail locations, and civic centers.



Appendix B

Bike Rack Guidelines

Bicycle racks should be installed with the following guidelines in mind:

- The rack element (part of the rack that supports the bike) should keep the bike upright, supporting the frame in two places and allowing one or both wheels to be secured.
- Install racks so there is enough room between adjacent parked bicycles. If it becomes too difficult for a bicyclist to easily lock their bicycle, they may park elsewhere. A row of inverted "U" racks should be installed with 15 inches minimum between racks.
- Empty racks should not pose a tripping hazard for visually impaired pedestrians. Position racks out of the walkway's clear zone. When possible, racks should be in a covered area protected from the elements.
- Long-term parking should always be protected.
- Generally, 'U' type racks bolted into the sidewalk are preferred and should be located intermittently or in front of key destinations.
- Bicycle racks should be installed to meet ADA standards and not block pedestrian through traffic.

The Town may want to consider / encourage custom racks that can serve not only as Bicycle racks, but also public artwork, or as advertising for a specific business. The "post and ring" style rack is an attractive alternative to the standard inverted-U, which requires only a single mounting point and can be customized to have a Town or region name or emblem stamped into the rings. These racks can also be easily retrofitted onto existing street posts, such as parking meter posts. While custom racks can add a decorative element and relate to a neighborhood theme, the rack function should not be overlooked: All racks should adhere to the basic functional requirement of supporting the bicycle by the frame (not only the wheel) and accepting a U-lock.

Long Term Bicycle Parking

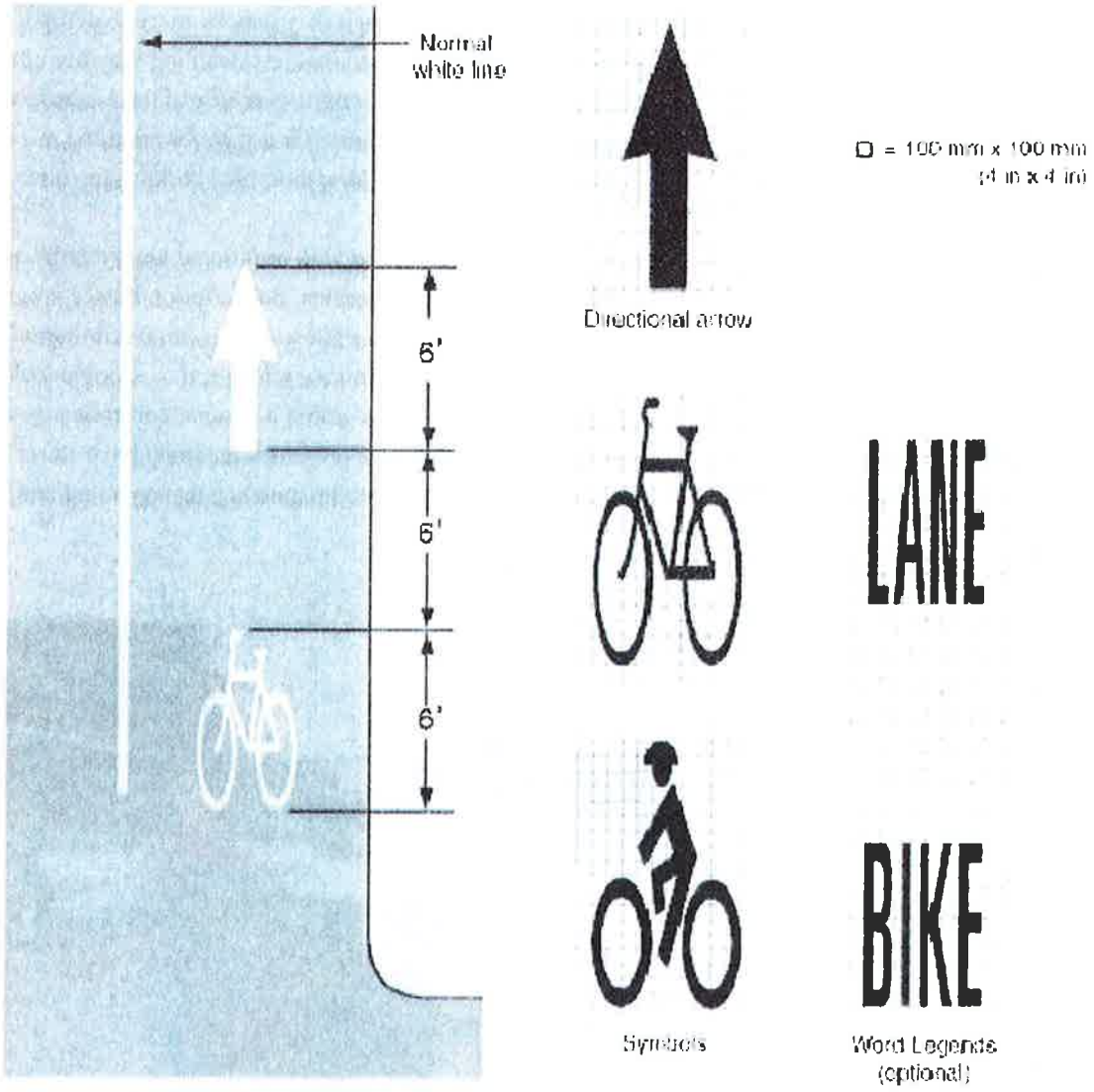
Long-term bicycle parking facilities accommodate employees, students, residents, commuters, and others expected to park more than two hours. These parking facilities should be provided in a secure, weather protected manner and location.

For long-term parking, the Town may want to consider / encourage bicycle lockers. Bicyclists are usually more comfortable storing bicycles in lockers

for long periods because they offer increased security and protection from natural elements. Although they may be more expensive to install, they can make the difference for commuters deciding whether or not to bicycle. The park and ride lot located on the east side of the Horseshoe Bar Road interchange and the park and ride / bus transfer lot at the rail station are excellent opportunities to located long term bike parking facilities.

Lockers can be controlled with traditional key systems or through more elaborate subscription systems. Subscription locker programs, like e-lockers, or park-by-phone systems allow even more flexibility within locker use. Instead of restricting access for each patron to a single locker, subscribers can gain access to all lockers within a system, controlled by magnetic access cards, or caller ID. These programs typically have fewer administrative costs because they simplify or eliminate key management and locker assignment.

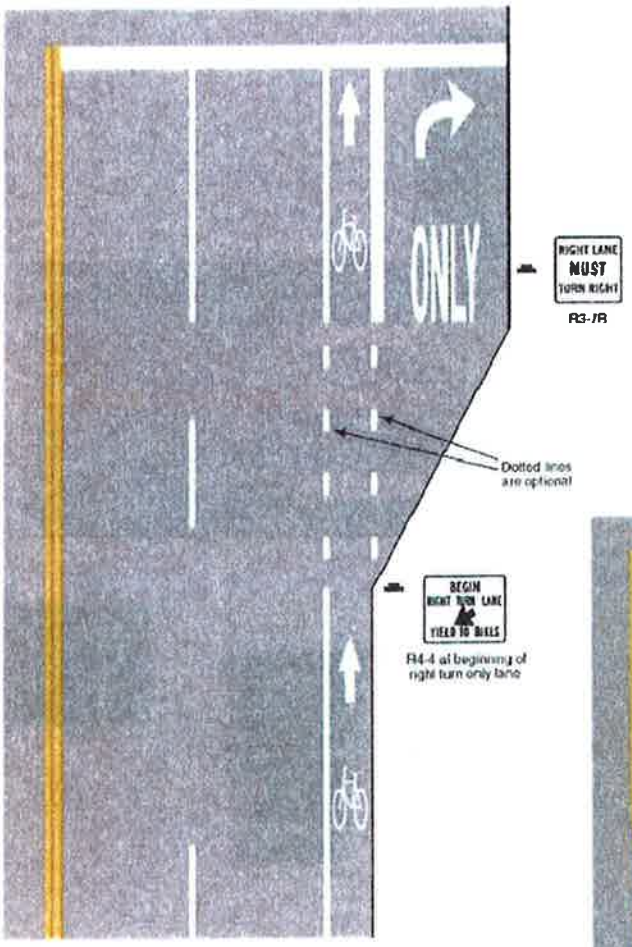
Appendix B



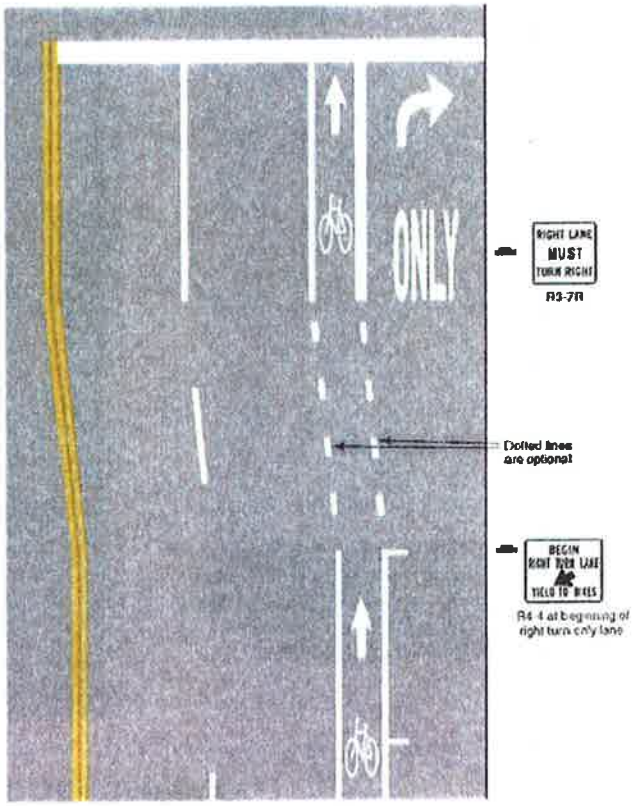
TYPICAL BIKE LANE PAVEMENT DELINEATION (ON 2-LANE OR MULTI-LANE ROADWAYS)
SOURCE: CALIFORNIA MUTCD, FIGURE 9C-6

CLASS 2 BIKEWAY MARKING DIMENSIONS

Appendix B



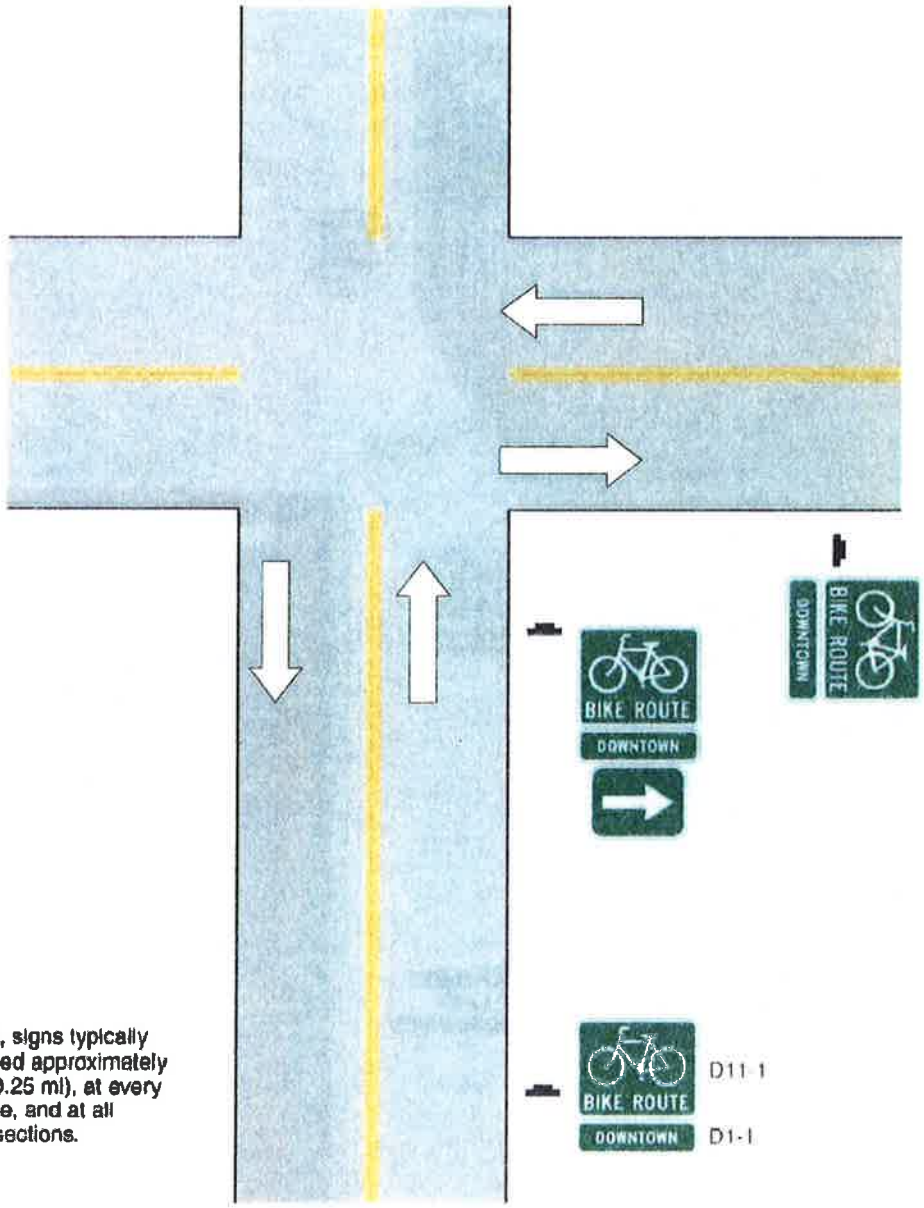
TYPICAL BICYCLE LANE TREATMENT AT A RIGHT TURN ONLY LANE (ON 2-LANE OR MULTI-LANE ROADWAYS)
SOURCE: CALIFORNIA MUTCD, FIGURE 9C-3



TYPICAL BICYCLE LANE END TREATMENT AT PARKING LANE INTO RIGHT TURN ONLY LANE (ON 2-LANE OR MULTI-LANE ROADWAYS)
SOURCE: CALIFORNIA MUTCD, FIGURE 9C-4

CLASS 2 BIKEWAY MARKINGS LOCATIONS

Appendix B



In urban areas, signs typically should be placed approximately every 400 m (0.25 mi), at every turn in the route, and at all signalled intersections.

EXAMPLE OF BIKE ROUTE SIGNING

SOURCE: CALIFORNIA MUTCD FIGURE 9B-6

CLASS 3 BIKEWAY SIGNAGE LOCATIONS

Appendix C

COMMUNITY PARTICIPATION

The following are questions and comments received during the Public meetings and from the survey. For complete surveys, contact the Town of Loomis Engineering Department.

Resident Responses:

- Development of trails should utilize existing trees and boulders that provide town character (5)
- Trees can be removed and replanted, rocks can be removed and repositioned to accommodate the needs of building and improving for the master plan. We are here to have dominion over our resources.
- Host community education for safe cycling, and driver education so everyone can commute safely. (2)
- Focus first on utility cycling (commuting, biking to school etc.) and recreational cycling will follow (3)
- Can we legitimize pre-existing trails like the ones by the train tracks? (2)
- Trails for horses should be kept away from commercial areas/downtown, because of smell issues etc. (3)
- Would like to see eventual equestrian connection from Loomis Basin Park to downtown.
- It would be nice to go West to connect to Rocklin - King road area to Park Rd area of Rocklin.
- I'd like to see better shoulders and better markings on streets, also paved and unpaved trails for bikes.
- Horses need their own trails. Share the road signs! How to connect horse trails to north and south side? Can we have trail heads that accommodate horse trailers?

Appendix C

- If dogs are being walked on trails they must be on a leash.
- Use trails to connect to other local trail systems (Placer's) as well as nearby recreation (Folsom Lake etc.) (3)
- Try to have bike routes and trails connect to local shopping and commercial areas like downtown, Rocklin, etc. as well as having connectivity to neighborhoods in our community. (2)
- Can you mark class 3 routes with signage? There are signs that look something like this too (respondent drew a sign indicating that bikes yield to horses and horses yield to pedestrians)
- How [do you plan to] deal with areas where roads are necessarily narrow - e.g. road cuts next to road, oak trees next to road, ditches for drainage?
- We should use progressive towns and cities like Davis and Portland as [examples].
- Do we have funding? How do other communities fund their plans?
- Contact local school principals, PTC etc. to participate in safe routes to schools.
- Shade is crucial. Should fit with Dry Creek Greenway Plan. Why reinvent the wheel? Did Rocklin follow Dry Creek Greenway?
- Bike routes - 3' [minimum] ride space, multi use trails to better benefit more than one or two users. (Best for cost and use) Establish connection to CIP projects to assure improvements are completed as part of the CIP funds.
- I'm mostly interested in seeing natural walking trails in Town. Again, don't neglect Antelope Creek corridor in favor of dwelling on Secret Ravine. I don't consider concrete sidewalks [trails] However, they should be incorporated into the tails as connectors between real trails.

However, sidewalks should almost never be built on both sides of a road - not necessary.

- As part of trails, consider wildlife corridors as one of the needs to plan for - e.g. for some of Dry Creek Greenway corridors where can't get easements for people.

- Are PCWA canal trails available to public? Where? Trails along Heritage Park?

- Loomis talks the talk, but doesn't walk the walk. Lots of lip service has been paid to protecting open space but we haven't invested in it. I'm skeptical this will ever happen. Sometimes to general in scope. I hope to see more specifics in the future. Funding opportunities weren't discussed enough.

- The Loomis Basin Horseman's Association has a great deal of information on trails all over the Loomis Basin, they can be contacted at: lbha@garlic.com Btw, "Loomis Basin Equestrian Center" is a private business, coincidentally located adjacent to the Loomis Basin County Community Park on King Rd. (not affiliated with the LBHA)

Non-Resident Responses:

- Mark routes with destination, mileage, maps etc. (2)

- Trails do not have to be single use, they can be shared by all, bikers, equestrians etc. (2)

- Equestrian and Bikeway should be kept separate. Example: Taylor Ranch in Penryn is dedicated equestrian/pedestrian, [is] well used by both groups (no dogs, no bikes).

- Pursue all possible sources for funding: Safe Routes to Schools, Rails to Trails etc. (3)

- Encourage biking/walking to school/work by having town events, and trying to foster an atmosphere that encourages this. (2)

- Make a very strong proactive commitment to work with neighboring communities to coordinate design and location and concepts Use volunteers. Be creative and proactive.

- Approach landowners and ask for easements. Involve schools, PTAs, Highway Patrol, equestrian groups.

- City of Roseville just received Bicycle Friendly Community status from League of American Bicyclists. Perhaps use their checklist to get Loomis as "bike friendly" as possible. Car parking along Taylor near schools - should make motorists aware that bikes may be passing (signs?).

- Keep roads small with low traffic speeds (Road Diets). Don't allow large "parkways" with high speeds! Wider roads mean higher speeds.

- Show equestrian facilities: Taylor Ranch, LBHA arena at Loomis Park, Sterling Point.

- Multi-use natural surface trails can be narrow. Many multi-use trails are less than 4'.

- Consider the youth of the community. These kids will probably be thrilled to ride a dirt path.

- Whenever possible develop bike and multipurpose trails at the same time and be creative on how to do so. Involve PCWA and trails along canals. Be opportunistic, if a development is not appropriate location for trails, require money or dedication as condition - there's plenty of legal nexus. Identify, evaluate and try to formalize "use" trails.

- #1 is to improve Taylor Road to Class 2. You are aware of the nasty section between Sierra College and the Rocklin city limit. Obviously, Rocklin has to be coaxed into helping with this. I think it could be done fairly inexpensively, since it would probably be temporary anyway. Grade it, compact it, maybe put down some AC grindings, and place 2" of AC. There is also the east bound section of Taylor east of Del Oro that has no shoulder. King from freeway to Sierra College - Class 2. Forget the

hokie bike lane that exists in some areas. King from freeway to town limit/Auburn Folsom, Class 3. Del mar - Class 3, Brace - Class 3, Horseshoe Bar from freeway to Auburn Folsom - Class 3 (the rest of HS Bar Class 2), Val Verde - Class 2 or 3, Barton needs to be widened and made class 3. Pretty scary to ride this road in a lot of areas.

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DRAFT

Town of Loomis
TRAILS MASTER PLAN 2009

omni · means
ENGINEERS · PLANNERS

TRAILS MASTER PLAN 2009

Adopted: xxxx, 2009

DRAFT

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Introduction 1

A. Trails Master Plan Intent

The Town of Loomis, through the use of this document, intends to define a vision for a trial system that includes opportunities for pedestrians, bikes and equestrians.

In that the Town of Loomis does not currently have (circa 2009) a defined trails system (other than a partially implemented Bikeway Master Plan), this document provides the beginning for an ongoing opportunity to establish policies and standards that can be adopted into other Town land use and zoning documents that establish legal standards that control the development of future projects, both public and private.

When proposing new development, or improving new public recreation facilities, this document should also be consulted along with the Town's General Plan Circulation section, Zoning Code, Bike Way Master Plan, Open Space policy plan, and Parks Master Plan (if available).

B. Trails Master Plan Content

This document is organized into the following Chapters:

Chapter 1 INTRODUCTION

Reviews plan intent and documents community outreach efforts.

Chapter 2 EXISTING CONDITIONS

This section defines the current opportunities and constraints associated with establishing a trail system and reviews the relationship of other County plans ,

or plans the Town should consider in coordinating efforts to improve trails throughout the town area.

Chapter 3 TRAILS MASTER PLAN

Proposed Trail System

This section illustrates opportunities to for a trail system and how it might relate to other circulation systems (bike and vehicular).

Trail Standards

This section illustrates typical cross-sections for trials of all types and combinations that might be utilized throughout the trail system.

Chapter 4 TRAILS IMPLEMENTATION

Acquiring Trails

This section discusses potential ways in which to acquire land for trails, and funding sources available.

Implementation Costs

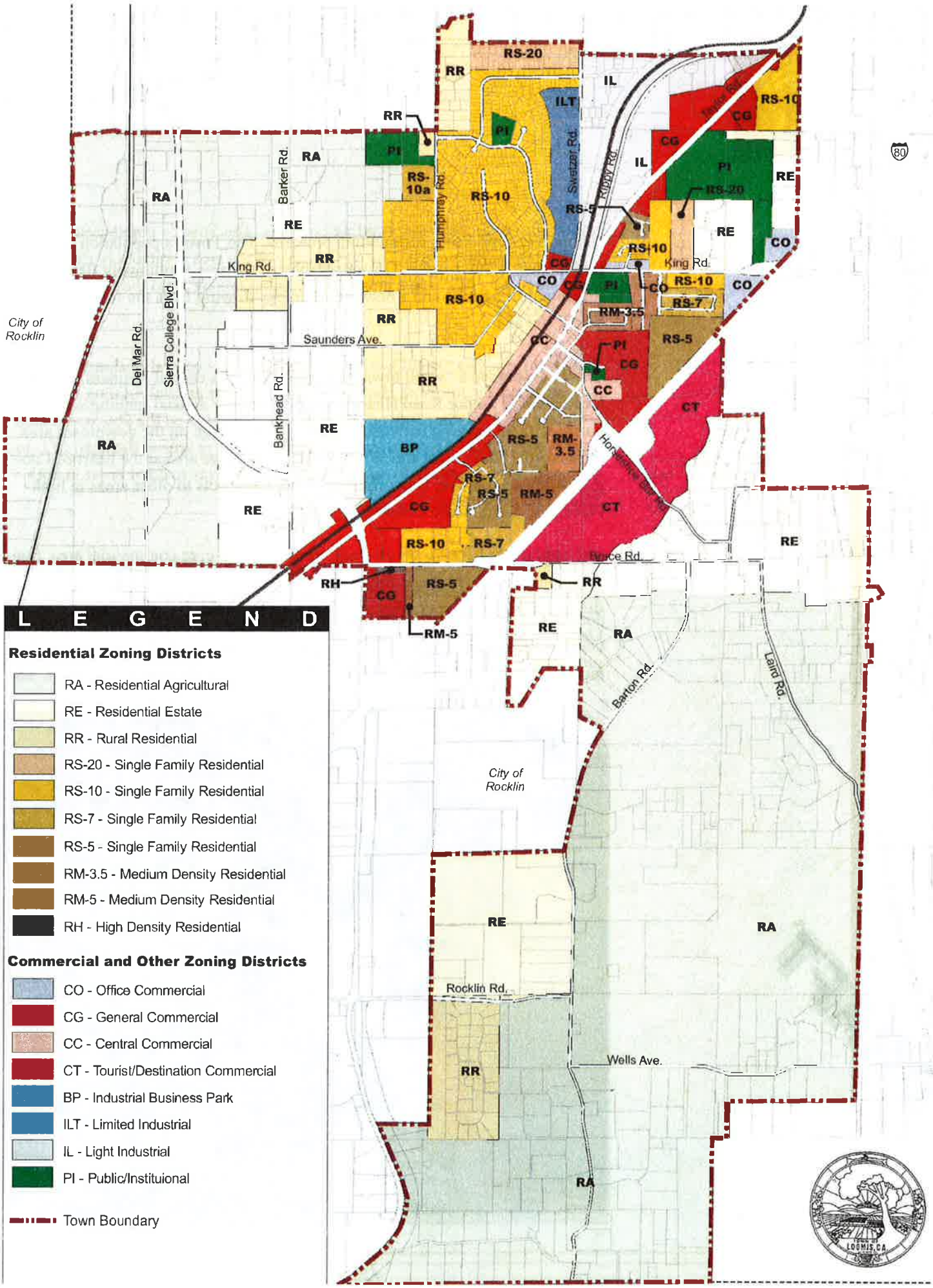
This section reviews general costs associated with developing trails.

Management Issues

This section reviews issues the Town will need to consider in the management and long term viability of a trails system.

C. Setting

The Town of Loomis is located in the County of Placer, approximately 30-minutes north of the City of Sacramento. Located just off of the I-80 corridor and along Historic US Highway 40, the town was once a thriving agricultural



L E G E N D

Residential Zoning Districts

- RA - Residential Agricultural
- RE - Residential Estate
- RR - Rural Residential
- RS-20 - Single Family Residential
- RS-10 - Single Family Residential
- RS-7 - Single Family Residential
- RS-5 - Single Family Residential
- RM-3.5 - Medium Density Residential
- RM-5 - Medium Density Residential
- RH - High Density Residential

Commercial and Other Zoning Districts

- CO - Office Commercial
- CG - General Commercial
- CC - Central Commercial
- CT - Tourist/Destination Commercial
- BP - Industrial Business Park
- ILT - Limited Industrial
- IL - Light Industrial
- PI - Public/Instituional

Town Boundary

community supporting surrounding orchards. The Town's population is approximately 6,200 people. The topography of the area is relatively flat except for some rolling hills and a network of creeks flowing from the foothills of the Sierra Nevada.

The Town enjoys a "small town" atmosphere with a central business district located along Taylor Road Historic US 40, (a major arterial running southeast to northeast). An existing network of roadways converge on the downtown area from North, South, East and West establishing a core area at the heart of Loomis. Additionally, this network of roads also connects to other areas in both Placer and Sacramento Counties.

The land use is of the town is made up of a central core commercial area, freeway commercial areas and future commercial opportunities, medium to low density residential areas, very low (large lot properties), and supporting schools. Only one park is located in the Town proper. However, the Loomis Basin Region Park is located on the northeast edge of town in the County of Placer. The

Loomis Basin Park includes passive and active recreation opportunities including an equestrian center.

Equestrian properties are located throughout the rural areas of the town. The Loomis Basin Horseman's Association is an active group of riders representing equestrian concerns in the Loomis Basin area.

D. Consistency and Coordination with Other Plans

Consistency and coordination are provided through the integration of Trails master Plan throughout the elements of the General Plan. There are discussions regarding the encouragement of non-motorized modes of transportation. These include:

From the General Plan, Page 48, Parks and Recreation, B. Bikeways and Trails

Bikeways and trails are another means to meet the recreational needs of Town residents. The Town of Loomis has designated several bikeways and trails within the community, which are also part of the Placer County Bikeway System and Trails Master Plan. Currently, one bikeway has been developed in Loomis along King Road, and portions of Taylor Road. The County has designated four additional bikeways within Loomis, which remain unimproved.

As noted above, Antelope Creek and Secret Ravine provide opportunities for open space corridors potentially providing hiking and equestrian trails. The creeks provide connections between the north and south areas of town, and to areas south of Loomis. The County has designated Secret Ravine as a Class 1 bicycle corridor in the regional bicycle transportation plan. The corridor is planned to extend from Loomis Basin Regional Park, west to the City of Roseville. This bikeway has not yet been improved. Secret Ravine has also been designated as an hiking and equestrian trail in the Loomis Basin Horsemen's Association Trails Master Plan and in other County planning documents. While no bikeways or trails have been designated along Antelope Creek, it is an important open space resource providing flood protection and significant riparian habitat value, and is also used as an informal hiking trail.

E. Community Outreach

As a part of the preparation of this document, multiple public meetings were held in conjunction with the collection/presentation of information associated with the update of the Bikeway Master Plan. The meetings included the presentation of existing conditions, opportunities, discussions about types / sizes of trails, an over view of related County of Placer trails and greenway plans, and the distribution and collection of a trails survey.

The meetings were well attended by Town residents, Town officials, local area non-residents who either work in the town or pass through the town on bike rides, and members of the local equestrian association (Loomis Basin Horseman's Association, LBHA).

Survey Response

Responses to survey questions are indicated as follows: **R-#** is the number of Residents of Loomis who selected a specific answer, **NR- #** is the number of Non-Residents, and the total can be found in the parentheses **(#)**.

1. What best represents your definition of a trail as it might relate to the Town of Loomis?

- ❑ A sidewalk along the curb of a street **R-1, NR-1 (2)**
- ❑ A separated sidewalk along a street: **R-3, NR-1, (4)**
- ❑ A maintained path (non-concrete or asphalt) **R-11, NR-5, (17)**
- ❑ Just wide enough for walking single file **R-0, NR-1, (1)**
- ❑ Used by bikes and pedestrians **R-7, NR-3, (11)**
- ❑ A place to ride my horse exclusive of bikes and pedestrians **R-2, NR-2, (4)**

Other: **All of the above, depending on where it is (R), Curb, sidewalk downtown and less formal as it leaves town (R), Natural surface multi-use paths (NR)**

2. What is your walking / running frequency in the Town of Loomis?

- ❑ 1-6 times a year **R-4, NR-2 (7)**
- ❑ 7-12 times a year **R-0, NR-0, (0)**

- ❑ 2-4 times a month **R-2, NR-1, (3)**
- ❑ 5-8 times a month **R-4, NR-0, (4)**
- ❑ 3-5 times a week **R-6, NR-2, (8)**
- ❑ Daily **R-0, NR-1, (1)**

3. What is your average walking / running distance?

- ❑ Under 2-miles **R-12, NR-1 (14)**
- ❑ 2-5 miles **R-4, NR-3 (7)**
- ❑ 6-10 miles **R-1, NR-2 (3)**
- ❑ 10 plus miles **R-0, NR-0 (0)**

4. Why do you walk / run? *(choose one or more)*

- ❑ Exercise **R-15, NR-6 (21)**
- ❑ To get to work **R-0, NR-0 (0)**
- ❑ To get to school **R-0, NR-0 (0)**
- ❑ To get to shopping **R-2, NR-1 (3)**
- ❑ I do not walk around town **R-0, NR-1 (1)**
- ❑ I do not walk around town, but I would like to **R-2, NR-0 (2)**

Other: **Walking my dog (R), Pleasure (NR), Recreation (R)**

5. If you have children do they walk to school?

- ❑ Yes **R-0, NR-1 (1)**
- ❑ No **R-7, NR-2 (9)**

6. What are your concerns regarding your child's commute to school? Or, why do you not allow them to walk to school? *(choose one or more)*

- ❑ Fear of kidnapping **R-3, NR-0 (3)**
- ❑ Poor or no safe paths of travel **R-7, NR-3 (11)**
- ❑ Too far **R-3, NR-0 (3)**
- ❑ Large intersections to cross **R-1, NR-1 (3)**
- ❑ To much stuff to carry on their back **R-1, NR-0 (1)**

7. What type of non-motorized user should trails accommodate? (choose one or more)

- ❑ Pedestrian **R-17, NR-7 (25)**
- ❑ Recreational Bicyclist **R-15, NR-6 (22)**
- ❑ Horse rider **R-12, NR-5 (18)**
- ❑ Mountain biker (rough ride) **R-7, NR-4 (11)**

8. Should natural areas along creeks be developed for trails?

- ❑ Yes **R-12, NR-7 (19)**
- ❑ No **R-1, NR-0 (1)**

Other: **Not sure - is this legal? (R), Only with utmost environmental sensibility (R), If publicly owned/easements (R), Yes, if done right to minimize impacts to natural resources (R), Maybe (R)**

9. Would you be okay with a trail system behind or adjacent to your property?

- ❑ Yes **R-14, NR-6 (20)**
- ❑ No **R-0, NR-0 (0)**
- ❑ I would need to review the design impacts before answering **R-6, NR-1 (7)**

10. Should Town officials designate funding for the purchase of property to develop trails?

- ❑ Yes **R-14, NR-7 (20)**
- ❑ No **R-1, NR-0 (1)**

Other/comments: **Yes, as available, no new tax (R), I would need to review the impacts before answering (R), Not in this economy, but maybe in better times (R),**

11. How should trails development be funded?

- ❑ By developers as they improve property **R-18, NR-6 (24)**
- ❑ Utilizing existing taxes **R-6, NR-5 (11)**

❑ Through a Town assessment or tax on property or purchases **R-6, NR-4 (10)**

❑ By private groups who might use the trails **R-10, NR-3 (13)**

Other: **Grants and Special Funding (R), Federal and State tax grants/user fee (R), PCTPA Grants (R), Grants (R), Grants (R), Use taxes only for trails w/a specific purpose like connecting to schools (R), Easements by willing property owners (NR)**

12. How important is the development of horse trails?

❑ Important - I ride horses **R-4, NR-2 (6)**

❑ Not important **R-5, NR-2 (7)**

❑ I would not like to see horse trails developed in the Town of Loomis **R-3, NR-0 (3)**

Other: **In some specific places (R), Important, I don't ride but like equestrian atmosphere and like to promote riding trails (R), I would like to see a trail along Secret Ravine from Loomis Park, but otherwise probably infeasible (R), Somewhat (R)**

13. What should a trails system in the Town of Loomis accomplish? *(choose one or more)*

❑ Supplement the bikeway system **R-10, NR-5 (15)**

❑ Connect parks, schools, work and/or shopping to neighborhoods **R-12, NR-4 (16)**

❑ Provide access through natural open space areas **R-12, NR-7 (19)**

❑ Connect to regional trail systems that touch the Town of Loomis **R-16, NR-7 (23)**

❑ Be a recreational opportunity **R-14, NR-7 (21)**

Other: **Connect to County Parks and equestrian places (R), Be safe and user friendly (R), Provide greater mobility (R),**

15. What is your relationship to Loomis?

❑ Resident of Loomis **(18)**

- ❑ Work in Loomis / not a resident **(2)**
- ❑ Live in a neighboring community **(5)**

14. In the space below, please identify improvements that would influence you to use trails in the Town of Loomis.

Resident Responses:

- Connect paved trail system to surrounding systems.
- Create mountain bike trail system.
- This is a horse town!
- Connections along waterways. Access to regional parks.
- Shade. Dog-Friendly. Separate horses from others.
- If we had some along creeks to see them.
- Any improvements help. Stop losing trails as the town develops.
- I would like to see natural walking trails in Loomis, even if it's just a loop or a trail with no destination. Don't neglect Antelope Creek in favor of Secret Ravine, Antelope has a lot of potential.
- Develop them. There are multiple needs, don't try to do it all in one trail.
- Knowing that I am not trespassing.

Non-Resident Responses:

- Link business/shopping.
- Connect to regional trails.
- Connections to other trails, shopping, schools, rural atmosphere, scenery, parks.
- More dirt pathways for all to use and enjoy.
- Trails can meander around trees.
- Expansion of full width horse trails with proper signage.

Public Hearings

The process was also shared with the Town of Loomis Open Space Committee and City officials during normally scheduled public hearing meetings.

Existing Conditions 2

A. Connection Opportunities

Except for sidewalks located in the downtown area, or in medium density subdivisions, a trail system within the Town does not currently exist. There are also no sidewalks that connect to adjacent jurisdictions (Rocklin, Penryn, County of Placer).

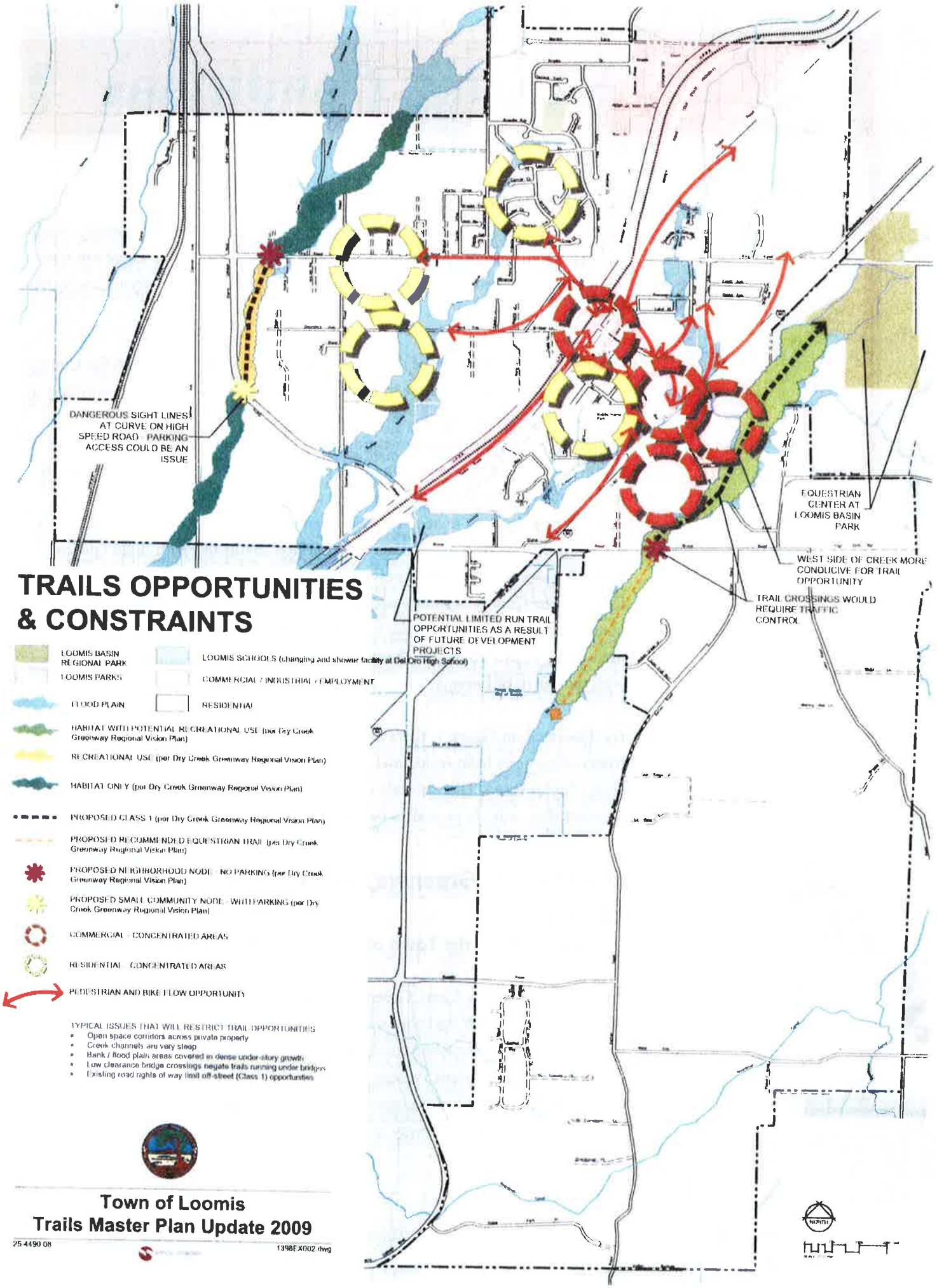
During the research phase of this document, the Consultant met with the County of Placer Trails representative to discuss connection opportunities. According to this meeting, the County of Placer is currently (Fall 2009) preparing a Trails Opportunity Map that is documenting all non-vehicular trails throughout the County and potential connections with planned trails / bikeways of the various jurisdictions within the County. In most cases related to the Town of Loomis, the County is looking at acquiring easements along King Road (in the County) in an effort to create a continuous "soft surface" multi-use path (bike / pedestrian) that would connect to a network of multi-use paths throughout the County. The County is slowly acquiring easements and estimates that it will be many years before a continuous network of multi-use trails are in place. As of the writing of this document there are no existing trails identified that connect with the Town of Loomis.

As illustrated on Figure 1, there are many opportunities to improve the pedestrian connections from residential and commercial areas to the town Center along Taylor Road. There are also a number of areas where trails might be implemented in order to provide a natural recreation opportunity.

B. Dry Creek Greenway Vision Plan (County of Placer)

(As applicable to the Town of Loomis Trails Master Plan)

The vision of the Dry Creek Greenway is for a connected open space system linking the Dry Creek Parkway with Folsom Lake State Recreation Area and the uplands of the watershed (including the Town of Loomis area). The Dry Creek Greenway Regional Vision is intended to provide a common sense of purpose for the multi-jurisdictional management of the Greenway resources. Establishment of the Greenway is intended to provide the following benefits:


DANGEROUS SIGHT LINES AT CURVE ON HIGH SPEED ROAD - PARKING ACCESS COULD BE AN ISSUE
EQUESTRIAN CENTER AT LOOMIS BASIN PARK
WEST SIDE OF CREEK MORE CONDUCIVE FOR TRAIL OPPORTUNITY
TRAIL CROSSINGS WOULD REQUIRE TRAFFIC CONTROL
POTENTIAL LIMITED RUN TRAIL OPPORTUNITIES AS A RESULT OF FUTURE DEVELOPMENT PROJECTS
TRAILS OPPORTUNITIES & CONSTRAINTS
LOOMIS BASIN REGIONAL PARK
LOOMIS PARKS
FLOOD PLAIN
HABITAT WITH POTENTIAL RECREATIONAL USE (per Dry Creek Greenway Regional Vision Plan)
RECREATIONAL USE (per Dry Creek Greenway Regional Vision Plan)
HABITAT ONLY (per Dry Creek Greenway Regional Vision Plan)
PROPOSED CLASS 1 (per Dry Creek Greenway Regional Vision Plan)
PROPOSED RECOMMENDED EQUESTRIAN TRAIL (per Dry Creek Greenway Regional Vision Plan)
PROPOSED NEIGHBORHOOD NODE - NO PARKING (per Dry Creek Greenway Regional Vision Plan)
PROPOSED SMALL COMMUNITY NODE - WITH PARKING (per Dry Creek Greenway Regional Vision Plan)
COMMERCIAL - CONCENTRATED AREAS
RESIDENTIAL - CONCENTRATED AREAS
PEDESTRIAN AND BIKE FLOW OPPORTUNITY
LOOMIS SCHOOLS (changing and shower facility at Del Oro High School)
COMMERCIAL / INDUSTRIAL / EMPLOYMENT
RESIDENTIAL
TYPICAL ISSUES THAT WILL RESTRICT TRAIL OPPORTUNITIES
Open space corridors across private property
Creek channels are very steep
Bank / flood plain areas covered in dense under-story growth
Low clearance bridge crossings negate trails running under bridges
Existing road rights of way limit off-street (Class 1) opportunities
Town of Loomis
Trails Master Plan Update 2009
25-4490 08
1398EX002.dwg
NORTH

- Preservation and enhancement of riparian wildlife, salmonids and other aquatic species through protection and improvement of migration corridors cover, feeding and breeding habitat. Preservation of wildlife and fish bring benefits to local and regional communities through ecologically-based education and recreation opportunities.

- Enhancement of historic education opportunities and recognition of cultural values through protection of historically and prehistorically significant places, such as Native American heritage sites.

- Improvement of recreation opportunities such as walking, bicycling and horseback-riding through establishment of and connection to the regional open space network. The Dry Creek Greenway and associated regional trail system provides a significant recreational opportunity that local jurisdictions and businesses can use to attract tourists to the area.

- Preservation of the existing flood capacity and improved floodplain management for the Dry Creek stream system.

- Preservation and enhancement of the water quality within Dry Creek and its tributaries.

- Increased public stewardship for the streams within the Dry Creek watershed through exposure of the public to natural areas within western Placer County.

Applicable Policy Extracted from the Dry Creek Greenway Vision Plan (*indicated in Italics*)

Corridor Designations

Three types of corridor designations occur within the Greenway Vision Master Plan:

- *Recreational*
- *Habitat with potential recreation*
- *Habitat only*

Recreational corridors *provide Class I bikeway connections to major destinations within southwestern Placer County. While recreational corridors include recreational trails as a main element other values as specified by the vision statements, such as habitat preservation and enhancement, remain high priorities as well. Trail planning in these areas must seek to meet recreational needs while protecting the environment.*

Habitat with potential recreation corridors *should be managed to preserve and enhance habitat for birds, mammals, and fish, but also form important linkages between major regional bikeways. Trails are desirable in these corridors, but must be carefully located to limit impacts to riparian vegetation and the creek system. These corridors also occur in some areas where creeks pass through private property without designated public open space. Locating trails in these areas will not be possible without the willingness of the landowners to negotiate access. A fundamental principle of the Greenway Vision Plan is that private property owners will not be forced to allow public access on their property. However, through education and outreach, these individuals will be provided with suggestions on how best to manage their property in a manner that is consistent with the Greenway Vision Plan.*

Habitat corridors *are designated only for conservation and restoration of habitat, and protection of water quality. Recreational trails are not planned for these areas, which mostly occur on private land in the upper watershed. As noted above, landowners in these areas will be encouraged to manage their lands to support the habitat and water quality values of the Greenway Vision Plan.*

Town of Loomis Considerations

There are creek corridors in the Town of Loomis that are identified by the aforementioned corridor types. These are:

- Antelope Creek north of King Road: **Habitat only**
- Antelope Creek between King Road and Sierra College Boulevard: **Recreation**
- Antelope Creek south of Sierra College Boulevard: **Habitat Only**
- Secret Ravine north of Brace Road: **Habitat with recreation potential**

Secret Ravine south of Brace Road: **Habitat with recreation potential**

The preparers of this report (Town of Loomis Trials Master Plan) conceptually agree with the designations EXCEPT in the location along Antelope Creek between King Road and Sierra College. Given that this potential trail does not connect to a greater trail system (except as a short cut route for users of the Sierra College Class 2 bike lane to King Road) we see little benefit from securing this area for a trial system, UNLESS the area between the creek and Sierra College Boulevard could be someday converted into a park.

The trail location designated south of Brace Road along ~~Antelope Creek~~ Secret Ravine also raises issue with the feasibility of this route given that the City of Rocklin currently (20090 does not have plans to designate a bike or trail route of any kind in the previously approved Croftwood Development Project. Negotiations with many private property owners would also be needed to secure an acceptable location along the top of the creek bank. It is possible that a trail through this area could be designed to turn west to Dias Lane, returning back to Brace Road, thereby providing a continuing circuit within the Town of Loomis.

Node Locations

Five types of nodes are proposed within the Greenway, ranging from small, local neighborhood access nodes without parking to large regional access facilities with parking, restrooms, signage and potentially picnic facilities or other amenities. These nodes are located where roads intersect the Greenway corridors.

Town of Loomis Considerations

There are three nodes proposed in the Town of Loomis area.

- Antelope Creek at King Road: Neighborhood Node – no parking
- Antelope Creek at Sierra College Boulevard: Small Community Node – with parking

Secret Ravine at Brace Road: Neighborhood Node – no parking

As noted before the preparers of this report do not believe the Antelope Creek corridor provides a good opportunity for a connective trail system UNLESS the area located along this part of the creek is used as some sort of park land. There-

fore, a node at either location along this creek corridor is not endorsed.

Trail and Bikeway Standards

Both paved and unpaved trails are proposed or recommended within the Greenway Vision Plan.

- *Paved trails are ten feet wide Class I bikeways suitable for bicycles, pedestrians and other non-motorized traffic.*
- *Unpaved trails are suitable for off-road bicycles, pedestrians, non-motorized traffic and, where permitted, equestrians.*

In some cases, the paved and unpaved trails may be located adjacent to each other in the same corridor.

Town of Loomis Considerations

There are no special considerations concerning this policy.

Paved Bike / Pedestrian Trails

Off-street Class 1 bike trails are identified by:

- *Path separated from the street system*
- *Exclusively for bicyclists, pedestrians and motorized scooters that travel less than 5 mph*
- *Minimum width of 10 feet with 2 foot graded shoulders on each side. These shoulders provide recovery space to the path and must be clear of obstacles.*

The Greenway Vision Plan includes the following additional recommendations:

- *Striping should be used to indicate traffic lanes*
- *Because the bicycle system also functions as emergency access for vehicles such as utility/maintenance and fire control, paths should be designed to accommodate these vehicles with respect to turning radii, grades, etc.*
- *Rules of the road should be published that indicate right of way (see standards section which follows)*
- *Where the trail is adjacent to an incompatible land use, a berm or combination of berm and planting should be used to visually and spatially separate the trail from the adjacent use. In many circumstances, a trail is seen as a highly desirable amenity to a residential community, and residents*

often install gates in their backyards for more convenient access. However, in some areas, residents may be sensitive to public access or view issues. In these cases, a berm may also be used to separate paved trails from private residential backyards.

Combined Trails

Combined trails are located within the Greenway outside of the City of Roseville in areas where equestrian trails are indicated as proposed on the Loomis Basin Horseman's Association (LBHA) map or recommended by the Greenway Vision Plan. In addition to the trails proposed on the LBHA map, the Greenway Vision Plan recommends equestrian trails be developed along the creeks where the trails will connect to the larger equestrian trail network in two locations: lower Dry Creek from the Placer-Sacramento County line to the Atkinson Road crossing, and upper Secret Ravine from King Road to China Garden Rood. The Dry Creek connection will extend the equestrian trail in the Dry Creek Parkway four to five miles into Placer County. Nodes at both ends of this trail provide equestrians with parking and access to this trail segment. The Secret Ravine trail is within a "Habitat with Potential Recreation" corridor, and would require acquisition of properties or easements to create this connection. It connects to the existing unpaved multipurpose trail on King Road and provides equestrian access to approximately 4.5 miles of the Greenway along Secret Ravine.

These combined trails are similar in design to bike/pedestrian trails, except for the addition of a six to eight foot unpaved equestrian trail. This trail should be separated from the bike path by an unpaved strip that is planted with native grasses or perennials, where sufficient easement width is available. If space is not available, the equestrian path can abut the pedestrian path.

Town of Loomis Considerations

It should be noted that as of September 200, the City of Rocklin did not have plans to include any type of trail through the Croftwood Development Project located along Secret Ravine immediately south of the Town of Loomis. Therefore, any bike/pedestrian/equestrian trail will lack connectivity between any planned trail south or north of this area. It is advised that the Town of Loomis discuss this issue with the City of Rocklin in an effort to encourage the devel-

oper of Croftwood to consider trail opportunities through their project.

Unpaved Multipurpose

Unpaved multipurpose trails are dirt paths used for walking, jogging, mountain biking, horseback riding and other non-motorized off-road activities. These trails are typically six to eight feet wide with a three-foot security buffer on either side. This buffer should be clear of obscuring vegetation (not including tree trunks) from three feet to eight feet high to provide a greater feeling of security to trail users.

The "Habitat with Potential Recreation" corridors are appropriate places for unpaved multipurpose trails, if private property owners are amenable to public access. There are also areas in the "Habitat Only" corridors where unpaved trails may be located such as already exists in the Miners Ravine Nature Preserve. These trails may have different rules from the larger Greenway system depending upon programmed uses; for example, a recreational trail in the Greenway may allow mountain bikes, but an unpaved trail in a nature reserve may only allow pedestrians.

Unpaved multipurpose trails in the Greenway may represent a transitional phase. For example, any Greenway trail may be developed as an unpaved path following acquisition of easements or property but before funding is secured for construction of a paved bike/pedestrian or combined trail.

Town of Loomis Considerations

The Secret Ravine Creek corridor within the Town of Loomis is identified as an opportunity for this type of trial. However, as mentioned earlier, the potential lack of connectivity through the City of Rocklin may make the section south of Brace Road less of a priority as trail development opportunities are identified.

Trail Connections

Trail connections within the Greenway occur where bikeways from the local community roads cross the Greenway. Sometimes, a node may be located at these intersections, in which case signage associated with the node will provide directions; otherwise, signage at the trail crossing will provide directions and

indicate the Greenway route.

Trail crossings may be at grade or grade-separated, depending upon local topography and presence of bridges. If grade-separated, appropriate transitions must be made between trails. If at-grade, stop signs should be used to control bicycle traffic, unless a road is also present, in which case traffic signals may be appropriate, depending upon the volume of traffic.

In areas of the Greenway where a trail connection is needed through private property, and easements or acquisition cannot be obtained, the route may use local streets to bypass the inaccessible properties. If this is done, the connecting trail should be separated from the street with a planted buffer strip.

Town of Loomis Considerations

Antelope Creek intersects with Sierra College Boulevard, and Secret Ravine intersects with Brace Road in the Town of Loomis. Under-crossings of these roads are not practical due to the lack of clearance between the creek and culvert / bridge structures. Therefore, special consideration is needed to create a safe environment for pedestrian/bike/equestrian crossing. Safety features might include warning signs to drivers, stop signs for corridor users, cross walks with stop vehicle lighting.

Stream Crossings

There will be places in the Greenway where it is necessary for the trails to cross the stream. This may be due to the location of publicly owned parcels, a negotiated easement, a connection to a local or regional bikeway, access to a node, or where the trail leaves the creek. Stream crossings may be low-flow or above-channel.

Low-flow crossings typically entail a low bridge or weir structure over which the trail passes. A bridge is the preferred, though higher cost option due to its lesser impact on fish migration and stream-flow. If a weir is used, the stream usually passes through one or more culverts. Whichever structure is chosen, it is designed to be inundated when the stream is swollen with stormwater runoff. This usually works well in a bike trail system on the West Coast, because trail use is often minimal in the rainy season, especially during or shortly after

storms when the stream banks are likely to be full. Costs are also lower for a low-flow structure than for a standard bridge; however, these systems can carry a higher liability unless controls are installed to close the trail or inundated trail segments during wet weather. Bridges located above the channel avoid these problems. However, these structures should be designed to avoid inundation during high-flows.

Town of Loomis Considerations

The preparers of this report (Town of Loomis Trials Master Plan) agree with this policy.

Road Crossings

Roads and railroads crossing the Greenway and vehicular bridges over the streams pose a challenge to trail development within the Greenway. Each crossing must be studied to determine if the trail can go under, over or through the crossing. Routing of trails under bridges is often the preferred option, if feasible, because it interrupts the trail experience less, avoids conflicts between trail users and automobiles, and is often the lower cost alternative. Under-bridge trail crossings are likely to be low-flow routes, because they have to descend the stream bank to clear the bridge, and thus become inundated during large storm events when the creeks are swollen with rainwater.

Town of Loomis Considerations

Antelope Creek intersects with Sierra College Boulevard, and Secret Ravine intersects with Brace Road in the Town of Loomis. Under-crossings of these roads are not practical due to the lack of clearance between the creek and culvert / bridge structures. Therefore, special consideration is needed to create a safe environment for pedestrian/bike/equestrian crossing. Safety features might include warning signs to drivers, stop signs for corridor users, cross walks with stop vehicle lighting.

Coordination with Private Property Interests

The Dry Creek Greenway Regional Vision stresses the concept of willing landowner participation. It is not the intent of the Regional vision to recommend a trail through private property in which the land owner is unwilling for this to

happen; rather, it identifies desired trail connections and potential trail routes. It is left until the implementation phase of the Greenway to negotiate with individual land owners to determine if the suggested routes are feasible, and if these alignments do not work, to reroute the trail using local streets where possible. (Page 8)

Town of Loomis Considerations

The preparers of this report (Town of Loomis Trials Master Plan) agree with this policy and encourage the Town to work with willing land owners or to include trials facilities (where applicable) into the design of property that is proposed for future development.

Key Positive Corridor Attributes

Valuable riparian vegetation and the 100-year floodplain are protected from development by existing City and County regulations, and because of this, they provide natural open space corridors for trails and wildlife and aquatic species habitat. Additionally, mature, intact riparian vegetation provides an aesthetically pleasing environment for urban residents seeking a respite from the city.

Town of Loomis Considerations

The preparers of this report (Town of Loomis Trials Master Plan) conceptually agree with this attribute and encourage the Town to continue to protect and enhance creek corridors whenever possible in order to enhance the environment and protect the watershed.

Barriers to Trail Development

The primary limiting factors to trail development in the Greenway Vision Plan include physical barriers, financial barriers and social barriers. Physical barriers include features such as road crossings and culverts; private property; habitats for species sensitive to human presence; existing incompatible land uses such as industrial sites, storage yards or any site that poses a hazard to trail users. Financial barriers limit trail development due to the cost of land acquisition, trail improvements and maintenance. Social barriers include negative attitudes of the public towards trails and usage of the Greenway, including the following concerns:

- *Impact of increased usage on habitat*

- *Privacy in residential areas*
- *Respect of private property rights*
- *Fair compensation for public acquisition of desirable lands*
- *Impact of traffic and increased usage on neighborhoods around nodes*
- *Maintenance of trails and nodes*
- *Crime associated with trails and increased access to open space systems*
- *Difficulty in establishing workable partnerships between local governments, business and nonprofit sectors*

The primary social barrier to trail development is private property ownership. Private land holdings far outweigh public land (including the Town of Loomis). In locations where trails are important, but land is owned by private entities, the public jurisdictions may elect to negotiate with private entities to acquire land. This may be through fee-title ownership or purchase of easements. The land in question is often not developable because it is in the floodplain, and may be acquired for a lesser value than developable land. When considering acquisition of private land for a section of trail, it is important to consider the parcels on both sides of the creek and route the trail depending upon the following criteria:

- *Which alignment contains the most public land?*
- *On which bank(s) are the existing trails located?*
- *Where are the willing property owners?*
- *Can the trail cross the creek to take advantage of willing property owners or public land?*
- *What are the associated costs in environmental and financial terms?*
- *Which local streets can be used to make the desired connection in the event a route cannot be negotiated along the creek?*
- *If willing property owners exist, are they interested in negotiating a fee-title sale or an easement?*

Town of Loomis Considerations

The preparers of this report (Town of Loomis Trials Master Plan) conceptually agree with this policy and see this issue as the single biggest issue concerning the development of trails along open space creek corridors.

Compatibility of Land Use with the Greenway Concept

The upper areas of the watershed 9including the Town of Loomis) are dominated by large lot land uses, primarily low density residential and vacant land, with a scattering of agricultural uses. These types of land uses generally offer greater opportunities for easement or property acquisition than the smaller lots in the lower watershed because the local jurisdictions only have to negotiate with one land owner rather than many. Additionally, large lot properties often undergo development as land values increase as a result of economic growth in the County. The permitting process that is a part of development presents opportunities for designation of open space and construction of trails. Furthermore, it may be easier to convince several large lot property owners to properly care for their riparian and aquatic resources than many small lot residents. The primary constraint presented by the upper watershed land use patterns is that little open space is currently designated in these areas. This means that easements or property will need to be acquired if any trails are to be constructed in the upper watershed.

Town of Loomis Considerations

The preparers of this report (Town of Loomis Trials Master Plan) conceptually agree with this policy and see this issue as the single biggest issue concerning the development of trails along open space creek corridors.

Potential Greenway Implementation Strategies *(applicable to the Town of Loomis)*

Vision Statement 5.0 ***Provide for the integration of active and passive recreational uses that will have minimal impacts on the natural resources.***

- *Develop appropriate continuous facilities for bicycle, equestrian, and pedestrian use throughout the Greenway compatible with open space and natural resource protection.*

- *Limit impacts of recreation on sensitive habitats by use of signage, plantings, post- and-cable fencing or other control measures.*

- *Limit all trail users including equestrians, pedestrians, and bicyclists to designated trails.*

- *Prohibit motorized off-road vehicle use within the Greenway and restore habitat in areas of unauthorized historical oft-road vehicle use.*

- *Where practical, trails should be combined with tire breaks and maintenance roads and surfaced with the most suitable materials to minimize impact on vegetation and other natural resources.*

- *Design paved bicycle trails to be compatible with the Caltrans standards when feasible and to include shoulders for pedestrian use.*

- *Where site conditions allow, design Parkway facilities at a minimum to accommodate access for people with disabilities as required by the Americans with Disabilities Act of 1990.*

- *Encourage the development of Greenway pedestrian, equestrian, and bicycle trails that provide connections with nearby communities. Whenever possible, locate these connecting trails oft-street.*

- *Wherever possible, design mass transit routes and stops to provide public access to the Greenway, preferably at designated trail entry locations.*

- *Develop a comprehensive interpretive and informational signage program to communicate proper use of trails, access restrictions, routes and connections, safety issues, and habitat protection considerations.*

Vision Statement 8.0 ***Coordinate with agencies and jurisdictions to secure adequate funding and resources to sustain and complete implementation of the Greenway.***

- *Encourage Greenway jurisdictions to collaborate with each other and other regional partners to identify and apply for appropriate local, state, and federal grant funds that would be used to support Greenway implementation,*

maintenance, and operations.

- *Build private/public partnerships to pursue funding for Greenway initiatives from a variety of sources.*
- *Seek contributions from community interest groups to supplement and enrich interpretive and public access programs, where possible.*

- *Identify and incorporate appropriate revenue generating opportunities. Appropriate activities are those that do not adversely impact the Greenway resources or otherwise conflict with the vision expressed in this document.*

- *Develop mitigation opportunities within the Greenway to encourage the enhancement and restoration of natural open space areas. All mitigation projects within the Greenway are to be consistent with the Greenway vision and include provisions for ongoing maintenance.*

- *If feasible, establish a Greenway mitigation fund that will receive in-lieu fees from development projects for which adequate mitigation cannot be implemented on-site.*

- *Pay mitigation fees collected for projects within the Greenway to the Greenway mitigation fund to support implementation of Greenway habitat improvements.*

Vision Statement 9.0 Propose strategies for immediate and long-term land use planning and management practices within the Greenway.

- *Encourage the inclusion of policies in new and existing CC&Rs and/or HOA documents to help reduce the adverse impacts to the Greenway resources associated with residential landscape management practices such as the use of invasive plant species, removal of bank stabilizing vegetation, and excessive application of fertilizers and herbicides.*

Vision Statement 10.0 Promote the Greenway as a local and regional asset

through collaboration and coordination with regional partners, resource agencies, and public education.

- *Encourage community support of the Greenway through the creation of special interest groups/organizations and special events such as:*
  - *Friends of Dry Creek Greenway*
  - *Greenway Volunteer Patrol*
  - *Adopt-A-Creek Program*
  - *Equestrian and Bike Trail Patrols*
  - *Creek and Greenway Clean Up Day*
  - *Annual Tree Plantings*
  - *Restoration Programs*

- *Provide opportunities and create mechanisms to educate the public on the value of the Greenway and its resources.*
  - *Develop and coordinate educational outreach programs through local schools, environmental organizations, and special interest groups.*
  - *Establish nature study areas and interpretive centers to facilitate public education.*
  - *Develop a comprehensive interpretive program for the entire Greenway to provide for a continuous, integrated educational experience for visitors to all parts of the Greenway. This program should include such features as: signs, exhibits, nature trails, guided walks and tours, publications and media, and research.*
  - *All signs (e.g., interpretive, informational, directional, etc.) in the Greenway shall have consistency of design, color and materials and shall blend with the natural environment.*
  - *The design and placement of all signs shall consider access for people with disabilities.*

Trails Master Plan 3

A. Goals

The goals of the Trails Master Plan include:

- Provide pedestrian, bike and equestrian access through natural areas.
- Provide supplemental pedestrian and bike access to the Town's sidewalk system and bike master plan.
- Improve walkability links to schools.
- Provide connections to the County of Placer's proposed network of multi-use trails.

As noted in the Existing Conditions chapter, the Greenway Vision Plan establishes a fair amount of policy for potential trails that cross through the Town of Loomis.

B. Trail Users

All trails shall be designated as multi-use providing opportunities for a combination of pedestrians, bicyclists, and/or equestrians. No motorized vehicles except authorized trail maintenance vehicles and emergency vehicles shall be allowed on the trails. Should conflicts arise on specific trail segments in the future, the Town may restrict the use on certain segments to avoid environmental degradation, conflicts with properties adjacent to the trail, or trail user conflicts.

C. Policy Standards for Trail Design

The following policy standards for trail design are recommended for the Town of Loomis Trails Master Plan. Implementation of these standards will provide consistency to the trails within the Town.

1.0 Environmentally Sensitive Design

- Design trails to avoid high-quality habitat areas to minimize impacts to sensitive vegetation.
- Provide fencing, cable and post barriers to discourage trail users from venturing into sensitive areas.
- Provide signage alerting users to the sensitive nature of a specific area.
- Provide appropriate native vegetation along trails to mitigate trail development impacts.

2.0 Trail Signage

- Provide trail signage at nodes to indicate who has right-of-way on the trails between bicyclists, pedestrians and equestrians.
- Provide directional signage at trail intersections.
- Provide signage clearly stating the rules of the trail. This includes dog policies, motorized traffic restrictions, etc.
- Design and incorporate a common element into signage to indicate trails. This element might be a logo or other design unique to the Town of Loomis.
- Design signage to meet ADA requirements (where appropriate).
- Provide interpretive signage where appropriate at nodes, overlooks and other significant sites. These sites may include historically or pre-historically significant locations, wetlands or sensitive habitats, local wildlife that trail users might encounter, etc. Design interpretive signage to meet ADA requirements (where appropriate).

3.0 Emergency Access

- Design trails for emergency vehicle access, a minimum of 10 feet wide with minimum curve radii of 45-feet. 12-foot wide paved routes are recommended by Caltrans in areas where heavy bicycle or pedestrian traffic is anticipated. Paved paths that are less than 12-feet wide are also more vulnerable to degradation of pavement edges due to wear by maintenance and emergency vehicles.

4.0 Safety

- Provide striped, separated lanes for pedestrian / bike traffic control, where possible.
- Provide flashing light crossing signals at intersections of roadways and trails in order to allow safe crossing.
- Provide regular safety patrols of trails.
- Keep trails free of debris and maintained on a regular basis.
- Provide fencing and safety barriers where appropriate to keep users on the trail.

5.0 Accessibility

- Where feasible, design all improved pedestrian, bicycle and combined trails to meet ADA requirements. Unpaved trails will not meet universal accessibility standards.

6.0 Diversity

- Provide a diversity of riding and walking experience by varying the ecosystems through which the trail travels. Take advantage of ecotones (transitions between ecosystems) to create an interesting experience for the trail user. Create overlooks at scenic locations on the creek or surrounding landscape.
- Trails should connect to or be supplemental to a network of sidewalks throughout the Town area, specifically in the Downtown.

7.0 Avoid Dead End Trails

- Avoid trail dead-ends, especially where a trail terminates in a private parcel. This encourages trespassing. Instead of creating a dead-end, identify a nearby road or other circulation element and connect the trail to that system. Ideally, the connection would be to a road that has an existing bike route. If that is not available, a road that has a proposed bikeway is preferred.

8.0 Sound / Visual Barriers

- Where a trail is adjacent to residential or industrial uses, provide a minimum 6-foot high barrier to separate the trail from the adjacent land use. This barrier might take the form of a berm, or a berm and plantings, or a sound wall.

9.0 Equestrian Trail Design

- Promote separation between equestrian and bike / pedestrian trials whenever possible in order to mitigate conflicts.
- Encourage equestrian trail connections to and from the Loomis Basin Park (County of Placer Facility) via open space corridors along Secret Ravine Creek.
- Encourage opportunities to link the Loomis Basin Park equestrian facility with the XXXX facility located north west of the Town.

- Discourage equestrian trails directly into the downtown area.
- Coordinate efforts with local equestrian clubs (IE Loomis Basin Horseman's Association) to identify potential trial opportunities across private property.
- Provide signage along specific roadways (Sierra College Boulevard, Taylor Road, King Road, Horseshoe Bar Road, Barton Road) where equestrians are likely to ride along shoulders in lieu of a separate trail. Signs would warn motorists of equestrians sharing the road (IE "Share the Road with Horses")
- Provide parking lots designed for equestrian trailers in order to safely accommodate loading and unloading at trail nodes.

10.0 Maintenance

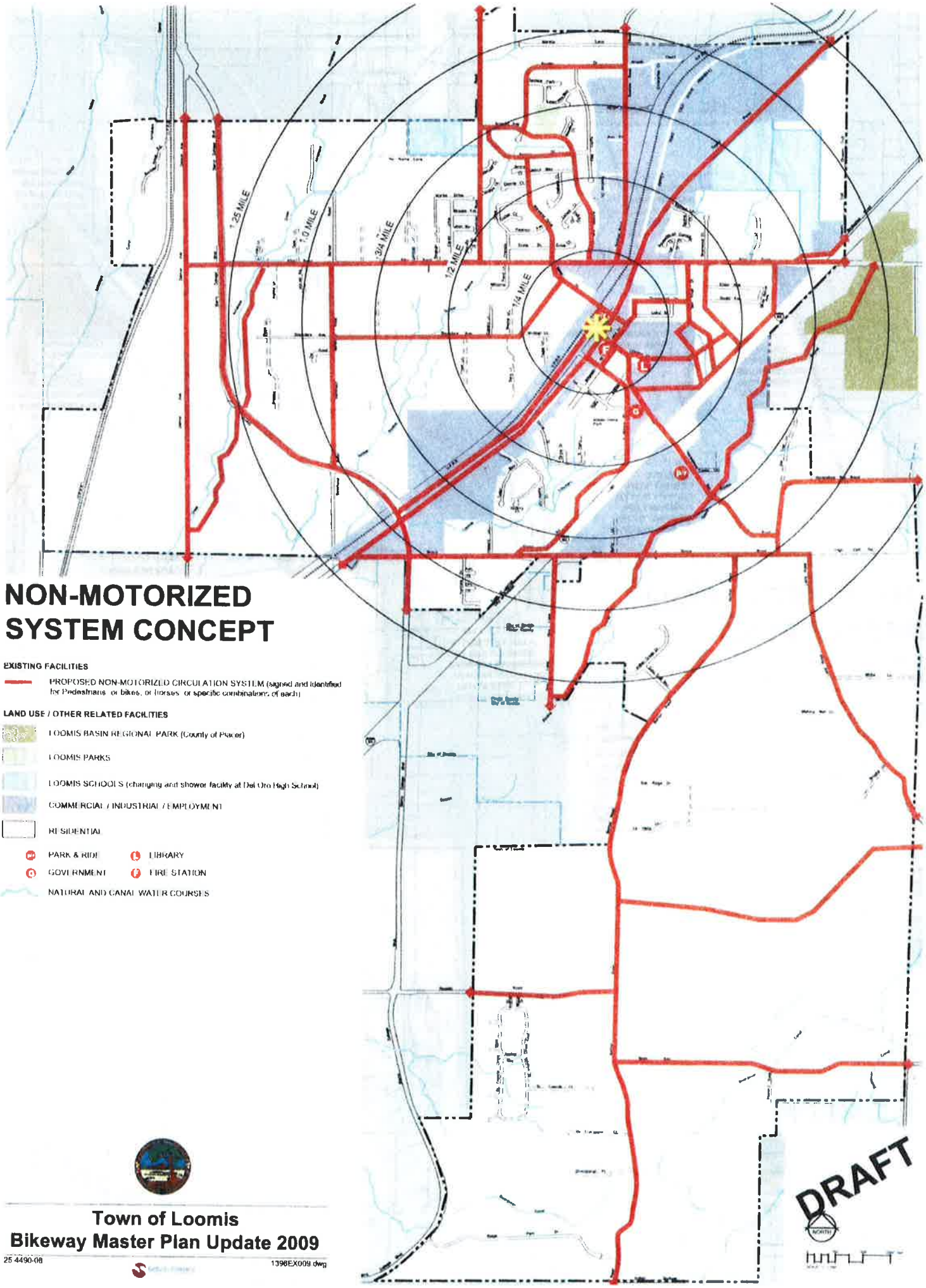
- Provide yearly, semi-annual, and regular maintenance schedules for trails in order to key vegetation cut back, repair surfaces, and keep trails swept clean of debris that could be hazardous to users.
- Establish a maintenance impact fee or district on future development properties that contain trails.

D. Proposed Trail Routes

This Trails Master Plan recognizes that opportunities for "traditional" off-road trails is limited. With the possible exception of two open space corridors along Antelope Creek and Secret Ravine Creek, trail opportunities may only occur in new development areas. Therefore, this plan encourages the Town to consider trails as apart of a non-motorized system that includes:

- Off-road multi-use trails,
- Bikeways,
- and sidewalks.

As noted on the Figure x the major and minor streets in the Town of Loomis connect to a Central Core area near the intersection of Horseshoe Bar Road and Taylor Road. However, access along these roads by pedestrians and bicyclists is limited due to the current (circa 2009) inconsistent nature of the bikeways and sidewalks.



NON-MOTORIZED SYSTEM CONCEPT

EXISTING FACILITIES

PROPOSED NON-MOTORIZED CIRCULATION SYSTEM (signed and identified for Pedestrians or bikes, or horses or specific combinations of each)

LAND USE / OTHER RELATED FACILITIES

LOOMIS BASIN REGIONAL PARK (County of Placer)

LOOMIS PARKS

LOOMIS SCHOOLS (changing and shower facility at Del Oro High School)

COMMERCIAL / INDUSTRIAL / EMPLOYMENT

RESIDENTIAL

P&R PARK & RIDE

L LIBRARY

G GOVERNMENT

F FIRE STATION

NATURAL AND CANAL WATER COURSES

Town of Loomis
Bikeway Master Plan Update 2009

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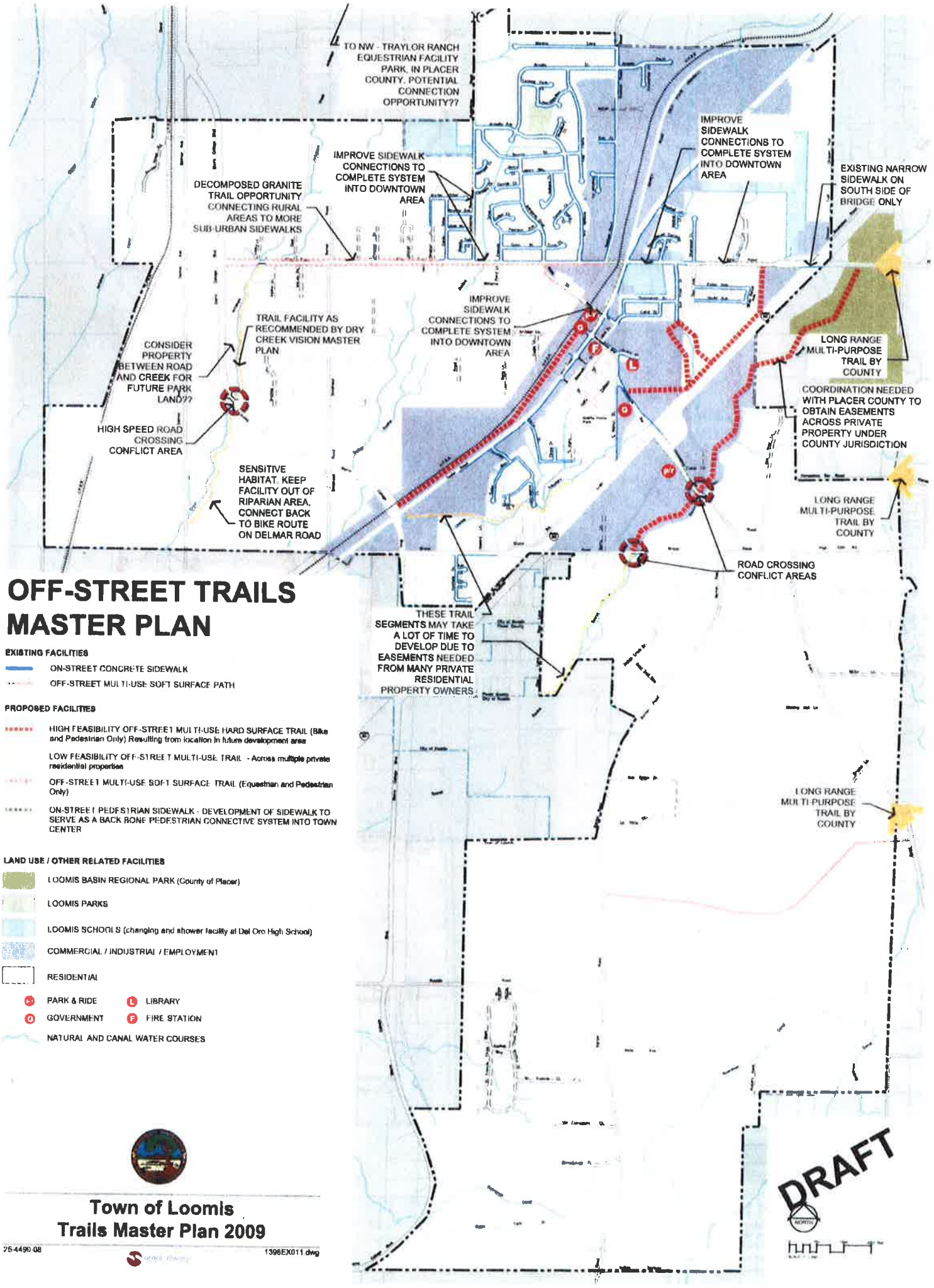

OFF-STREET TRAILS MASTER PLAN

EXISTING FACILITIES

- ON-STREET CONCRETE SIDEWALK
- OFF-STREET MULTI-USE SOFT SURFACE PATH

PROPOSED FACILITIES

- HIGH FEASIBILITY OFF-STREET MULTI-USE HARD SURFACE TRAIL (Bike and Pedestrian Only) Resulting from location in future development area
- LOW FEASIBILITY OFF-STREET MULTI-USE TRAIL - Across multiple private residential properties
- OFF-STREET MULTI-USE SOFT SURFACE TRAIL (Equestrian and Pedestrian Only)
- ON-STREET PEDESTRIAN SIDEWALK - DEVELOPMENT OF SIDEWALK TO SERVE AS A BACK BONE PEDESTRIAN CONNECTIVE SYSTEM INTO TOWN CENTER

LAND USE / OTHER RELATED FACILITIES

- LOOMIS BASIN REGIONAL PARK (County of Placer)
- LOOMIS PARKS
- LOOMIS SCHOOLS (changing and shower facility at Del Oro High School)
- COMMERCIAL / INDUSTRIAL / EMPLOYMENT
- RESIDENTIAL
- PARK & RIDE
- LIBRARY
- GOVERNMENT
- FIRE STATION
- NATURAL AND CANAL WATER COURSES

Town of Loomis
Trails Master Plan 2009

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Figure X illustrates proposed off-road (sidewalks or multi-use paths) improvements that will fill in the blanks and provide connectivity between all areas of the Town of Loomis.

When combined with bikeway improvements (see Town of Loomis Bicycle Transportation Plan - 2009 document) the system will provide the opportunities for residents, both old and young, to circulate through town without having to use a car.

E. Specific Improvements

The following specific improvements are recommended to provide pedestrian or equestrian connectivity throughout the Town of Loomis.

- Install sidewalks along King Road to connect Arcadia Avenue to Taylor Road
- Construct a multi-use path in the area along the railroad right-of-way between Taylor Road and the railroad tracks. This path should continue south behind the retail district and connect to Sierra College Boulevard and to the sidewalk system along Taylor Road in front of the retail businesses. As of this writing, this path is being considered in a redevelopment design study promoted by the Town of Loomis.
- Xxxxxxx
- Xxxxxxx
- Xxxxx
- xxxxxx

F. Design Standards

Paths and trails included in the Master Plan shall be developed in accordance with the following standards. In certain locations where physical or environmental constraints preclude the practical implementation of a path or trail under the following standards, the Town of Loomis reserves the right to modify the standards in order to preserve the continuity of the system, avoid or minimize environmental impacts, and preserve community character.

Deviations from the standards are subject to the approval of the Town of Loomis. These modifications will be made only after a determination is made that public safety or environmental resources will not be impacted. Although the plan endeavors to provide standards for all conceivable occurrences, it is impossible to ensure that every detail will be addressed. Therefore, site specific conditions may dictate the redesign or refinement of standards to meet unusual field circumstances.

The purpose of the Trail Standards are to:

- Ensure trail safety by:
  - minimizing trail hazards, including natural & vehicular interface;
  - minimizing trail deterioration; and,
  - providing for adequate surveillance to reduce crime and vandalism.
- Protect the rights of adjacent landowners, thus making the trail a sought after amenity.
- Minimize maintenance costs.
- Provide for a consistent trail identity that maintains the unique flavor of each neighborhood yet presents a cohesive trail system.
- Avoid or minimize disturbance to the natural environment.
- Maximize the enjoyment of users through a diversity of experiences.
- Reduce liability exposure to the Town of Loomis.

GRADE: Trail segments shall be 12% or less. However, slopes above this for short distances will be allowed using the following requirements:

- Under most all circumstances slope should not exceed 20%.
- 15% to 20% slopes should be no longer than 250 feet with 10 foot long breaks in grade which do not exceed 5%.
- 12% to less than 15% slopes should be no longer than 500 feet with 10 foot long breaks in grade which do not exceed 5%.

CROSS GRADE: Should not exceed 2%. Low grades help prevent drainage problems; steep grades allow the water to run faster, building up erosive force. See details for typical cross-sections and drainage requirements.

GRADING: Hillside trails should be benched into native material. Trails proposed to be constructed on fill slopes will be allowed only with the recommen-

dation of a registered civil or geo-technical engineer. Drainage and grading design plans shall be submitted to the Town by a registered civil engineer or landscape architect.

SIGHT LINES & CURVATURE The design speed for trail travel should not exceed 10 miles per hour. With this assumption, sight distance should be no less than 50 feet.

VERTICALCLEARANCE: 15 feet minimum beneath structures or tree limbs.

SURFACING: Paths should be designed to maintain the rural feel of existing streets and shall be designed and constructed in as natural a condition as possible. Surfacing will be selected, on a case by case basis, to provide flexibility in determining which surfacing is the most compatible with the character of

a specific trail. Appropriate surface materials could include, but would not be limited to, asphalt, earth toned colored concrete, native soil, soil cement, or compacted decomposed granite.

SOFT TRAIL SURFACING: Where soft trail surfacing is to be decomposed

granite, installed as follows: Scarify tread areas to a depth of 6 inches removing rocks, clods and all undesirable materials. Fine grade and compact native soil to a 90% relative compaction as determined by A.S.T.M.-1557-78. Evenly spread 4-inches (minimum) of decomposed granite (crushed or decomposed granite with maximum 1/4 inch diameter particles). On the approval of the Town, native soil may be substituted for the decomposed granite tread, where it is determined that the soil type and the absence of moisture will provide a trail surface that will provide an acceptable tread for users. At road or driveway crossings, pavement, for the width of the trail, shall be rough textured to prevent horses from slipping. Pavement material at road and driveway crossings shall be heavy brushed concrete or other similar material approved by the Town.

WEED CONTROL: As weeds appear, they shall be controlled chemically, mechanically, or culturally. There must be strict supervision of the applicator(s) to ensure that chemical applications are confined only to the trail tread and are applied per State and N.P.D.E.S. (National Pollution Discharge Elimination System) standards. Light mulch, as approved by the Town, may be used on the trail tread to control weeds.

VEGETATION: Vegetation adjacent to the trail tread shall be preserved as much as possible to protect the aesthetic quality of the trail. Vegetation should be cleared to a height of 15 feet and a width of 8 feet within the trail easement. Pruning along trails should be selective. Stumps may be treated to prevent sprouting. Dead and dying limbs and snags which may fall on the trail should be removed. Groundcover plants and low shrubs should not be cleared except from the actual trail tread. Where a trail is on a side slope, the vegetation on the uphill side will be more invasive and should be cut back more severely than vegetation on the downhill side.

FENCING: Trail fencing shall be constructed of a material as approved by the Town, and shall be installed on one side of the trail unless a determination is made by the Town that fencing is not necessary for safety, environmental resource protection, or private property reasons. Fencing may not be necessary or desired where the trail is located in open space areas where a fence would be visually obtrusive to the natural environment, or in less natural areas, where vegetation, non-trail fencing, or other physical features provide adequate de-

lineation of the trail. Fencing material may include, but is not limited to, PVC, post and rail, peeler poles, or woodcrete. Fencing material should be compatible in character with the physical location of the trail and shall be designed to safely accommodate the expected users of the trail segment.

In general, fences shall be installed:

- in areas where side slopes exceed 3:1;
- on switchbacks in order to prevent short-cutting;
- on the trail side of retaining walls;
- along flood control channels or other hazards; and,
- at street intersections to delineate the trail entrance. The entry fence should consist of a section on either side of the trail tread of two rail segments long

SIGNAGE: Trail markers (See "Trail Marker" detail) shall generally be installed every 1/4 mile. Signage should occur at all street and trail intersections and at trail heads. Trail markers shall have symbol decals affixed to both sides in the same position. Signage should alternate from one side of the trail to the other and signs shall be installed clear of the trail tread. Appropriate warning

signs should be installed to detail hazards, clearance requirements, approaching intersections, the need to stop or yield, and staging and rest areas. Street signage warning motorists of trail crossings should be located in advance of trail crossings. Signs should meet Town, County and State standards.

BARRIERS: All proposed trails are restricted to use by pedestrians, equestrians and bicyclists only, and can be made difficult for use by motorcyclists by creating a barrier at trail entrances if motorcycle use becomes a problem. The barrier should consist of a treated 2 ½ inch rail set 1 to 3 feet above the ground. Affixed to the barrier should be highly visible reflective materials which will enable trail users to see the barrier at night. The barrier shall be regularly maintained to ensure maximum visibility. These barriers are difficult to cross with a motorcycle, but may be stepped over by hikers and riders. Installation of barriers shall occur where motorcycle use becomes a problem.

CREEK CROSSINGS: On trails & paths which will be utilized by pedestrians, equestrians, and bicyclists, provide a bridge or culvert over creeks or drainages, the design of which shall be performed by a registered engineer using the following standards:

Bridge:

- Width: 8 foot tread minimum.
- Bridge and ramp slopes: 8% maximum.
- Surface or tread: Non-skid or non-slip surface such as wood, textured concrete or asphalt.
- Rails: Install protective side railings.

Culverts:

For small drainages, culvert should have a 12-inch minimum diameter for ease of cleaning. They should have 12-inch minimum cover and be sloped approximately 2%. The size, slope and cover of culverts should be calculated to ensure that the trail is passable at all times. In general the trail tread above the culvert should be a minimum 12-inch deep compacted decomposed granite or native soil. Soil should be protected with rip-rap from concentrated flows, particularly at culvert outlets. Headwalls and outlets should be protected and concealed with boulders where possible

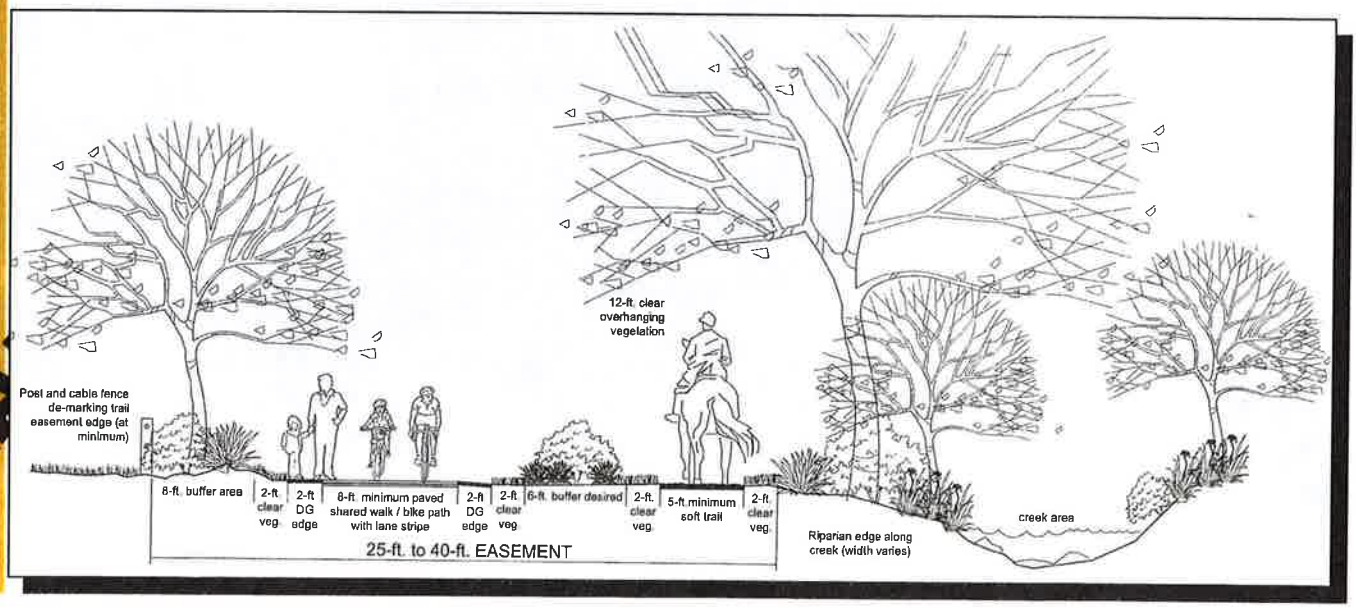
INTERSECTION DESIGN: The design of intersections where vehicles and the trail interface shall require that both the motorist and trail user are informed of the potential conflicts. "Roadway Intersection Ahead" signs shall be posted to inform trail users that they are approaching a roadway intersection. Signage and road markings shall also be utilized to inform vehicles of the trail crossing. All crossings at grade shall be striped and signed. Slip-resistant paving (such as a heavy broom finished concrete) should be utilized to provide a non-skid surface. This slip-resistant surface shall be subject to the review and approval of the Town. At signalized intersections, trail signage shall be installed advising trail users to wait at the crossing activation button until the signal indicates safe crossing. At intersections where trails cross streets, the Town will review on a case by case basis, any special circumstances in regard to right turn on red which may represent a potential hazard.

SHARED PEDESTRIAN, BIKE, and HORSE TRAIL EXAMPLE

Opportunities for multi-use trails exist along Antelope Creek and Secret Ravine Creek. However, the land needed to provide access for these proposed trails is currently on private property. Therefore, it is the recommendation of this report that the Town work with developers to acquire easements or dedication of land for trials adjacent to specific areas of land development.

It should be noted that many areas of trail opportunities along the two creeks are along private residential property that border or span the creek watershed. Acquiring easements or dedication on these properties for trails may take a long time and the require purchase of land by the Town in order to control trail development.

The following illustration depicts minimum requirements suggested for the development of a multi-use trail that includes opportunities for pedestrians, bikes, and equestrian use.



SHARED PEDESTRIAN and BIKE TRAIL EXAMPLE

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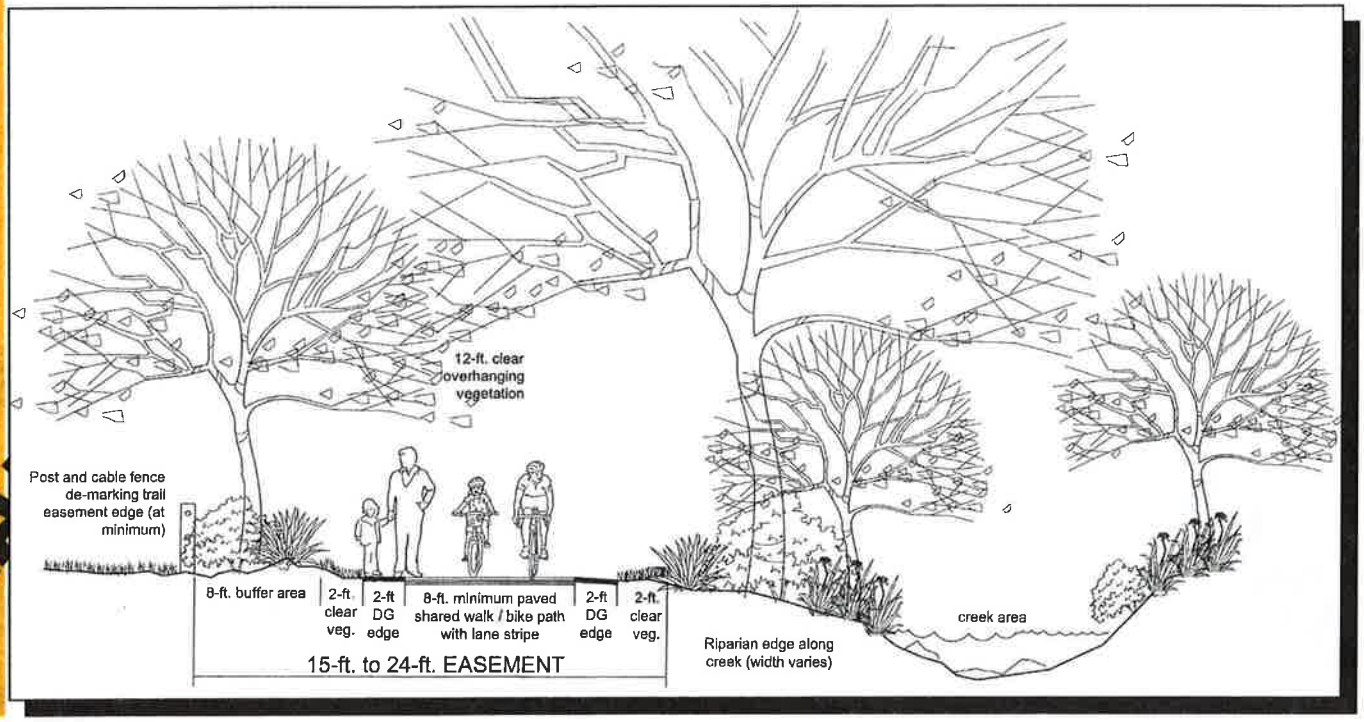
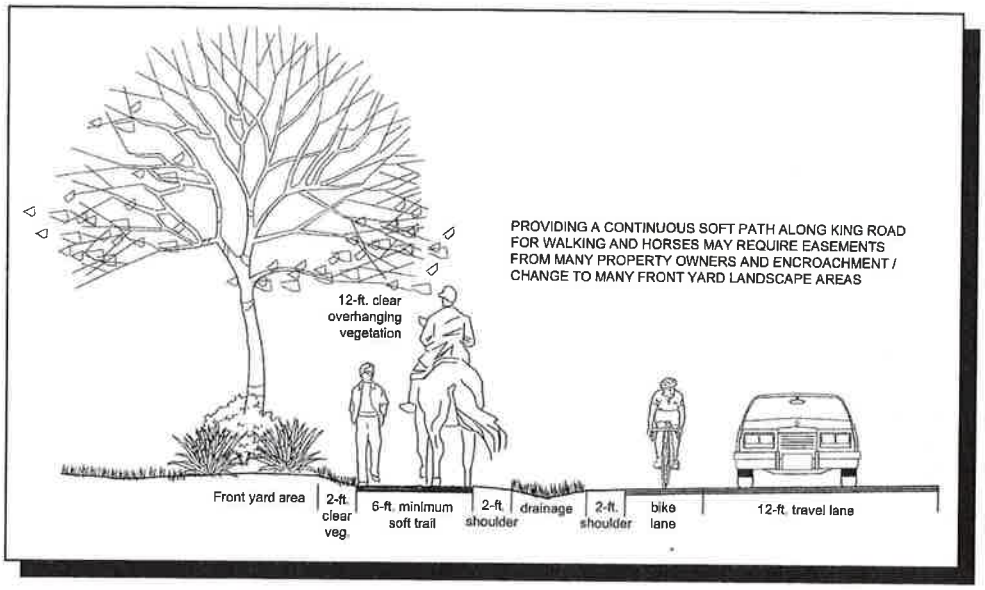
The following illustration depicts minimum requirements suggested for the development of a multi-use trail that includes opportunities for pedestrians and bike use.



MULTI-USE TRAIL EXMAPLE: EXISTING ROADWAYS WITHOUT SIDEWALKS

In an effort to encourage a rural nature along existing roadways that link larger residential lots to the more suburban area, considerations should be made to create a "soft" trail that might be separated from the road by a drainage ditch or minor landscape. This trial would provide an opportunity for pedestrians, recreational bicyclists, and equestrians to navigate the road without walking along a dangerous shoulder. A bike lane is encouraged to accommodate the commuter bicyclist.

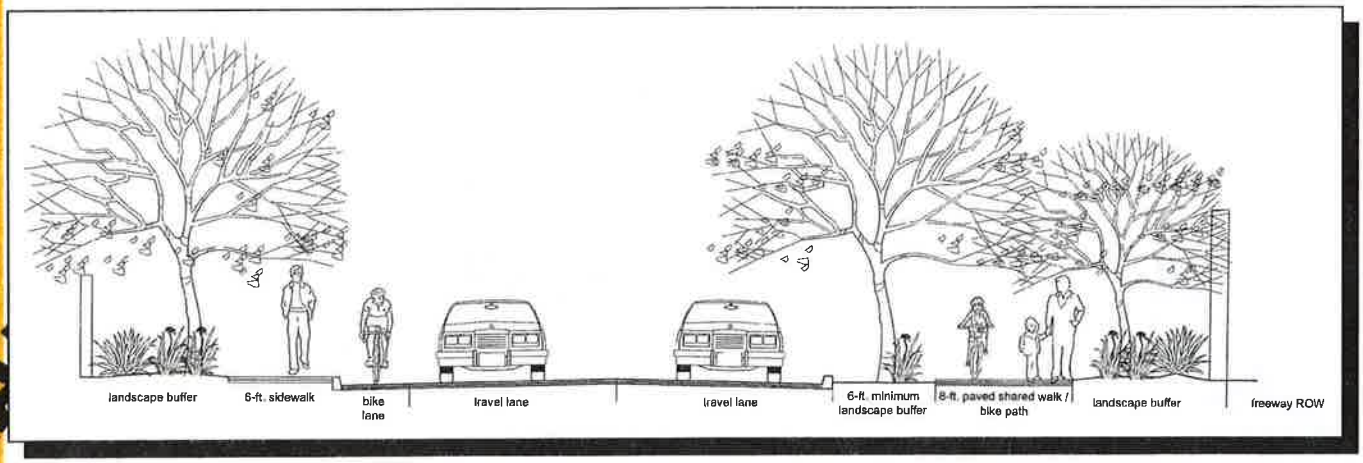
As illustrated in the example below, the separated path is intended as a low use path where the pedestrian and horse would need to respect each others space when passing.



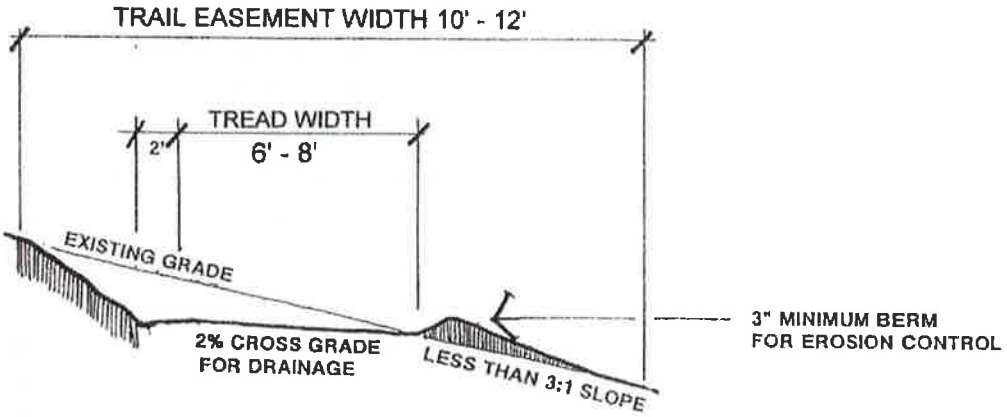
MULTI-USE TRAIL EXMAPLE: RESIDENTIAL DEVELOMENT

As new master planned development come on-line, there may be opportunities to develop multi-use trails within the collector street right of way. In order to create the best environment for the pedestrian and the bicyclist along the roadway, the separation of sidewalks are encouraged. Where right of way is limited, a combination of sidewalk against the curb on one side, and a separated sidewalk on the other is desired.

As illustrated in the example below, the separated sidewalk area can also be used by the bicyclist. This scenario removes the bike lane from one side of the road, while keeping it in the road in the other direction. Depending upon the size of the roadway, relationship to open space, and other physical constraints, additional design options might be considered. The developer should be encouraged to incorporate as much landscape and pedestrian / bike space along the collector road as possible to foster a pleasant walking / biking experience.

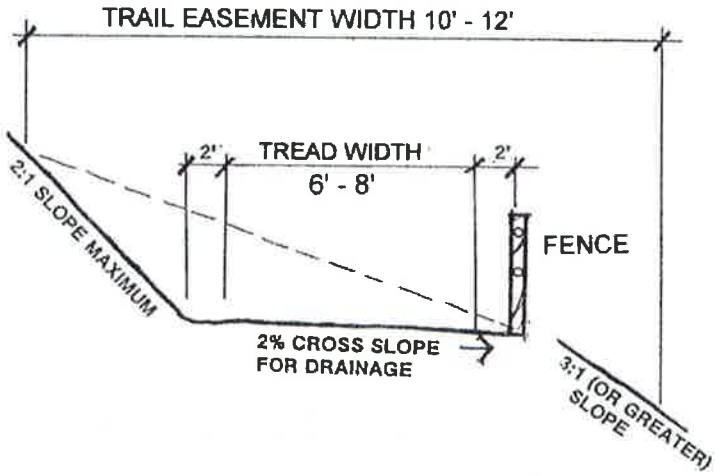


SIDE SLOPES LESS THAN 3:1



DRAINAGE AND IRRIGATION SYSTEMS FOR ALL UP SLOPES SHALL BE DESIGNED TO PREVENT RUN-OFF ON TO TRAIL.

SIDE SLOPES GREATER THAN 3:1



DRAINAGE AND IRRIGATION SYSTEMS FOR ALL UP SLOPES SHALL BE DESIGNED TO PREVENT RUN-OFF ON TO TRAIL.

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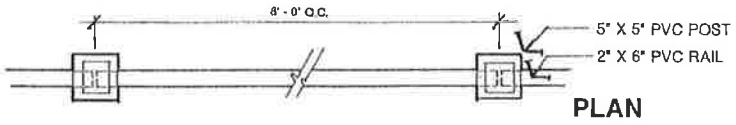
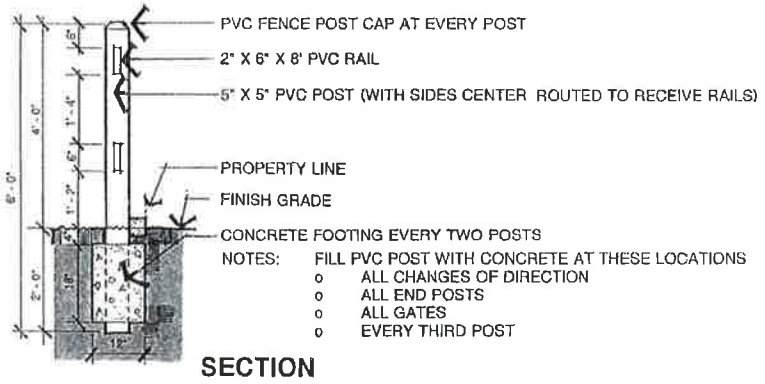
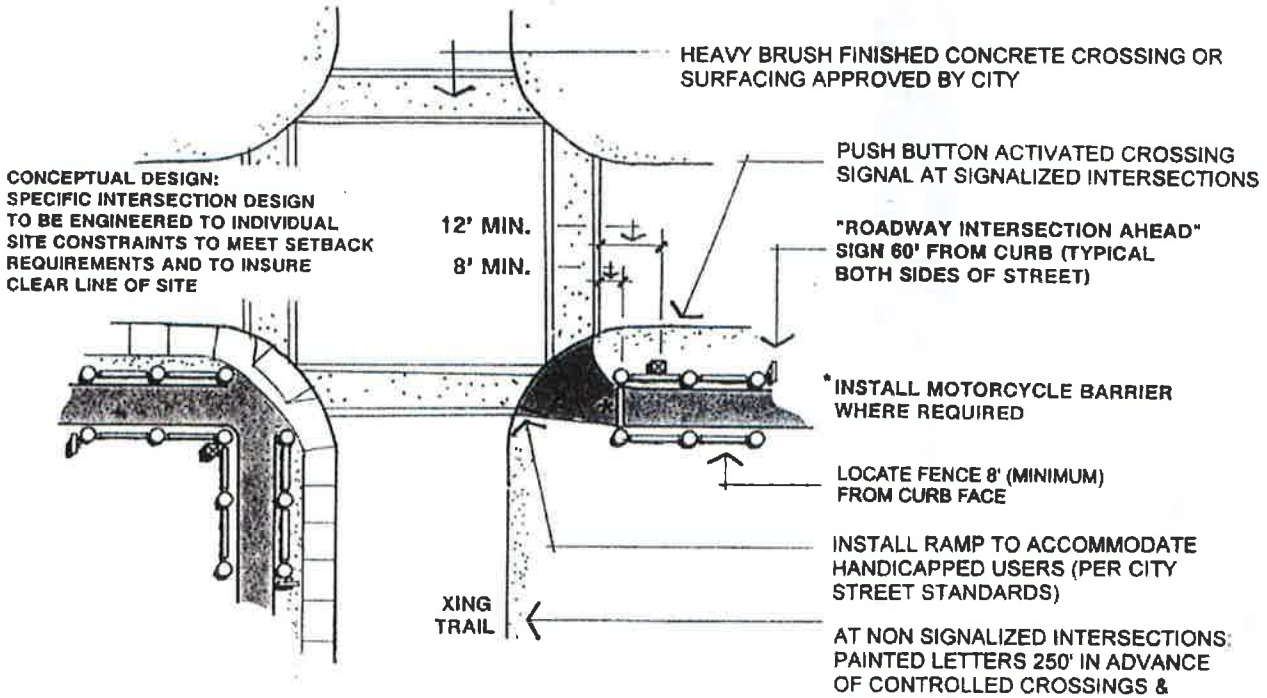
TYPICAL TRAIL SECTION
(Easement width may vary)





TYPICAL TRAIL FENCING DETAIL

(materials may vary with approval by Town Engineer)



TYPICAL INTERSECTION CROSSING DETAIL

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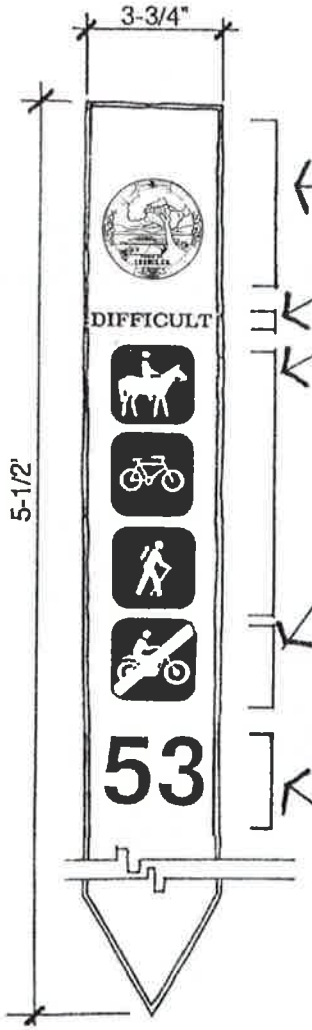
TRAIL MARKERS SHOULD BE INSTALLED EVERY 1/4 MILE



DUAL SIDED FLEXIBLE MARKER

CITY TRAIL IDENTIFICATION (3")

TRAIL DIFFICULTY (1/2")

PERMITTED TRAIL USERS
(3" x 3" BROWN & WHITE SYMBOLS)

PROHIBITED ACTIVITIES
(3" x 3" BROWN & WHITE SYMBOLS
WITH RED SLASH)

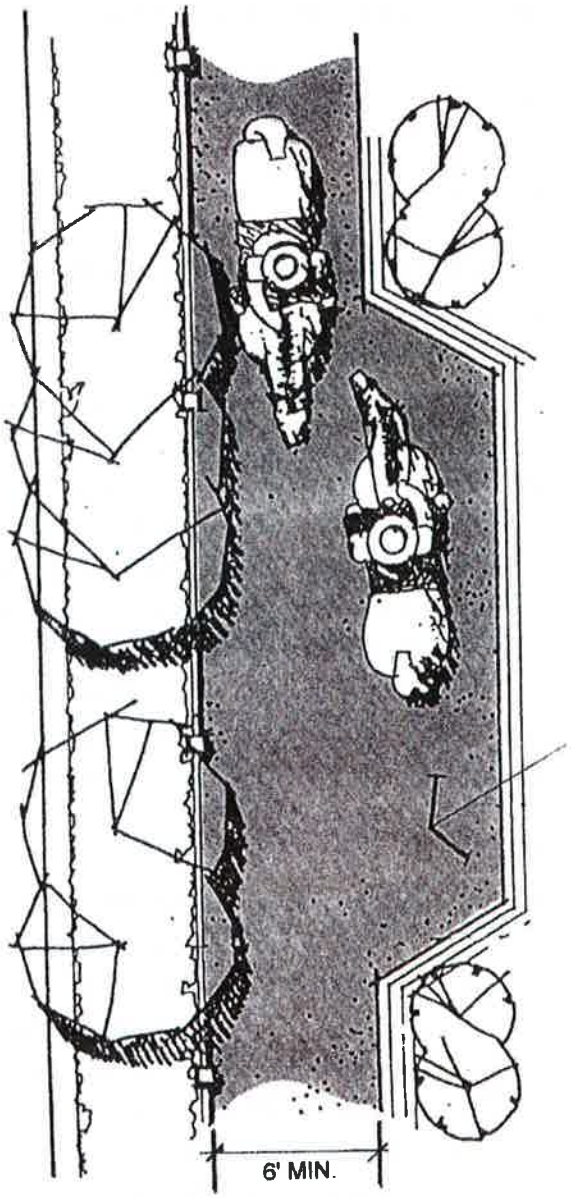
USE CARSONITE DUAL SIDE RECREATIONAL MARKER (C1B - 3066) (1-800-648-7974) OR APPROVED EQUIVALENT. COLOR: BROWN

ALL SIGN TEXT TO BE PREPARED ON PRESSURE SENSITIVE DECALS, USING WHITE CENTURY SCHOOLBOOK LETTER STYLE, ON BROWN BACKGROUND. AFFIX DECALS TO BOTH SIDES IN THE SAME POSITION.

ALTERNATE SIGNAGE FROM ONE SIDE OF TRAIL TO OTHER. SET CLEAR OF TRAIL TREAD.

TRAIL NUMBER (1½")

TYPICAL TRAIL MARKERS



2' X 15' TURNOUT FOR PASSING

INSTALL EVERY ¼ MILE, WHERE TRAIL TREAD IS LESS THAN 8', OR AS DETERMINED BY CITY

TYPICAL TRAIL TREAD SHALL NOT BE LESS THAN 6' IN ANY LOCATION

TYPICAL PASSING TRUNOUT ON EQUESTRIAN TRAILS

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Trails Implementation 4

In this section, the implementation of the trails plan will be addressed. Included in the analysis will be the various methods of acquiring trail segments, installation responsibility, and phasing.

METHODS OF ACQUIRING TRAILS

There are several avenues which the Town can use to acquire trail segments:

A. Dedications and Donations
B. Cooperative Agreements
C. Purchase

A. DEDICATIONS AND DONATIONS:

Dedications

1. Acquisitions from Developers

Whenever a development proposal such as, but not limited to, a tentative map, tentative parcel map, use permit, design review permit, or coastal development permit includes a proposed or existing trail as identified on the Recreational Trails Master Plan, the Town shall require both the dedication and improvement of the trail segment(s) as a condition of approval if a nexus can be found between the proposed project and the requested trail dedication and improvement. Although the Master Plan delineates trail locations, the specific location of a trail can be fine-tuned on individual parcels to accommodate specific development proposals. However, the trail exit and entry points should be sited consistent with the adopted Master Plan to ensure continuity of the trail system.

Donations

1. Establishing a Non-profit Advocacy Organization

A coalition of trail advocates could organize a non-profit group (ex: "Friends of Loomis Trails") that would support the trail's realization and solicit donations for its development and management. For the sake of fund-raising legitimacy, the organization would need to have a 501-C3 tax status. Land conservation groups play an important constituency-building and watch dogging role as well. Such a group could play a vital and ongoing role in assisting the Town in raising funds both privately and from grants.

2. Service Organizations

Service, community and fraternal organizations can offer volunteer workers for trail construction and maintenance, as well as solicit free or wholesale materials

and construction equipment for trail construction (wood, asphalt, etc.) The Town should encourage groups of this type to join forces to implement the trail system. In addition, the Town could create and underwrite "trail adoption" programs, that enable service and hiking/bicycle clubs to maintain particular sections of the trail.

3. Gifts Catalog

Preparation of a line item "wish list" which could be distributed to service groups and the public would be valuable in securing donations. A description of trail components such as "a half mile of trail along Antelope Creek" and "an interpretive sign for birds found along Secret Ravine Creek" along with their associated costs could be included.

B. COOPERATIVE AGREEMENTS:

The Town should formulate joint agreements with public and private agencies which are responsible for utility corridors to establish permanent trail segments. In Loomis, these would include the Placer County Water Agency, Southern Placer Municipal District (sewer), and Pacific Gas & Electric. The Town, in conjunction with the County of Placer, could also enact an ordinance in accordance with Government Code Section 51200 et. seq., the California Land Conservation Act of 1965, which would permit the Town to acquire trail easements from landowners in return for lower tax assessments on that portion of the property.

C. PURCHASE:

Although purchase of easements is the least preferred alternative, due to cost, it may prove necessary on private parcels where development has already occurred and where there is little prospect of re-development that would allow the Town to condition the implementation of the trail.

The following are ideas for supplemental funding through State, Local and Federal sources:

State and Local Funding Sources:

1. Developer Fees

The California Planning, Zoning and Development Laws (Section 66477, Quimby Act) allow a Town to collect fees from developers in exchange for the

rights to develop a property. These can be "in lieu" of the required dedications of open space or as the County of Riverside currently does, a surcharge ($50) for each new dwelling that is used for trail implementation.

2. Trail Fees

The Town could consider the establishment of a pleasure riding tax in accordance with the provisions of Government Code Section 53940 et seq. in order to finance the acquisition, construction and maintenance of the trail system. The monies collected from this tax must be placed in a special fund, and can only be used to defray the reasonable expense of collecting such tax and for the maintenance, acquisition and construction of trails for equestrians and bicyclists. These funds may be used as local matching monies for any federal or state grants for such purposes or for matching funds in the acquisition and development of a federal or state trails project.

3. Bonds and Initiatives

Locally applied bond issues or land use control propositions can be used to further the goals of trails and park land development. These instruments may take the form of ballot measures that are drafted by agencies and/or citizenry, or alternatively as bond acts drafted by state legislators for passage in the California State Assembly and Senate. Their purposes include financing acquisition, designating specific land areas for conservation, or setting basic land use policies. The success of any local bond measure depends on active local backing. In addition, if it requires levying additional property taxes, voters must approve it by a two-thirds majority.

4. Fund Raising Special Events

The Town, with the assistance of trail advocacy groups like the Loomis Basin Horseman's Association, could sponsor a special event such as a trail ride or walk-a-thon. This could take place along a portion of the trail that has safe passage, but is in need of improvement or along completed segments adjacent to segments that need acquisition or development. Local merchants who derive business from the equestrian community (tack and feed) or bicycle stores could also help sponsor this event. Events of this kind help to generate revenues as well as building support for the further development and continued maintenance of the trail system.

Another popular event is a bike rally, featuring a variety of distance rides, which raises public awareness of the trail system and opens space concerns, in addition to money. Sponsors are the key to a successful event. They can donate t-shirts, food, printing, and other services. Sponsors also help to defray event costs, thereby increasing the amount raised.

Grant Funding Sources

The following are potential sources of federal, state, and local grant funding sources for trail implementation:

- TEA-21 Transportation Enhancement Activities Program (TEA; SANDAG)
- TEA-21 Congestion Management & Air Quality Program (CMAQ)
- TEA-21 Surface Transportation Program (STP)
- TEA-21 Recreational Trails Program (CA DPR)
- TEA-21 National Highway System
- TEA-21 National Scenic Byways Program
- Environmental Enhancement and Mitigation Program (EEM; CTC)
- Land and Water Conservation Fund (CA DPR)
- Habitat Conservation Fund Program (CA DPR)
- Safe Routes to School Program (SRS; Caltrans)
- Bicycle Transportation Account Program (Caltrans)
- AB 2766 Vehicle Registration Funds (APCD)

IMPLEMENTATION COSTS

The following is a list of typical approximate costs (circa 2009) associated with the development of Multi-purpose trails (Per Mile Costs)

- Compacted dirt trail tread: $ 25,000 - $45,000 (with no gradient problems)
- Multi-purpose trail Compacted dirt trail tread: $40,000 - $65,000 (with gradient problems)
- Signage - Trail markers $220 (4 per mile)
- Fencing $ 42,240
- Bridge (pre-fabricated, does not include land) $ 50,000 - $ 100,000

- Rest areas $ 5,000 - $ 10,000
- Trail Rules Sign $ 250

MANAGEMENT ISSUES

Trails Coordinator:

The Town currently does not have a Parks Supervisor staff position assigned to trail activities which includes regular patrols of the trail system, a quarterly written evaluation of each trail, and oversight of contract maintenance personnel. Until such a time as when there are enough trials to warrant a special position, contractors might be hired to perform the necessary work including clearing of vegetation, weed control, repair of drainage or erosion problems, replacement of stolen, damaged, or obsolete signs and repair of damaged fencing.

Maintenance

The maintenance of all trail segments, consistent with the trail standards, shall be the responsibility of the Town's Public Works Department.

Recreational Trail Inspection Report Form:

The Town might should consider utilizing a Recreational Trail Inspection Report form to document the conditions of trail segments. This form is an excellent tool and is a critical link in the process of accident prevention. It is a practical way to prevent foreseeable accidents because it prompts employees and supervisors to systematically inspect for hazardous conditions and remedy these conditions before they exist.

Encroachments:

All parties that have encroached on the designated trail should be immediately notified that removal of these obstructions is required. The encroachments pose a safety and liability risk to the Town and to the encroacher, therefore their immediate correction is necessary.

Access Control:

In providing for trails, the Town should seek to ensure that the rights of residents and property owners, including their peace, privacy, safety, health and

property, are not jeopardized by unmanaged, inappropriate, or irresponsible public use. With the use of signage, fencing, and active trail management the Town can direct access to the locations designated in this Master Plan.

Motorized Vehicles Control:
Except for authorized maintenance and emergency vehicle access needs, the trail system is for non-motorized use only. Trail entry points will be designed to discourage motorized vehicle use. Trail signage, barriers, fences, and active trail management will help restrict use by motorized vehicles.

Trail Closures:
Some trail sections may need to be temporarily closed due to hazardous conditions. These may occur when heavy rains cause trail washouts or when landslides block the use of the trail. Construction on or adjacent to the trail could also force the closure of the trail because of safety concerns. These conditions should be corrected as soon as possible and the trail reopened to use by the public. Any unsatisfactory condition and corrective action should be noted on the Recreational Trail Inspection form. As soon as practical after heavy rains, the Town shall inspect all creek crossings to determine if closure of a crossing is necessary and to conspicuously post the closure is warranted until the crossing is determined to be again safe.

When a trail must be closed due to construction, the Town should advise the individuals performing the construction that the area must be posted prior to the closure with notice of the dates that the trail will be closed and advising of an alternate route. The signage should also indicate the expected date of trail reopening. The Town should work with the applicant to design an alternate route to ensure safety and convenience to trail users. Prior to reopening, Town staff should inspect the trail to ensure that the trail is safe and ready for use.

Daylight Hour Trail Use:
Evening use of the trail will be prohibited. Trail signage will indicate this restriction. The evening closure serves several purposes:

1. Reduces the impact of the trail on neighboring private properties by limiting hours of use, and,
2. Allows law enforcement personnel to take corrective action against viola-

tors on the trail who may have criminal intent.

Trail Brochure:
A simple brochure should be prepared and distributed to trail users. It can be distributed through tack and feed stores, bicycle stores, trail heads, staging areas and at the Town of Loomis Town Hall. The brochure should include a trail map designating all trails by their assigned trail number, which will also appear on trail markers.

Rest areas, staging areas, police stations, fire stations and hospitals should be indicated. Points of interest such as historical structures, unique vegetation, wildlife habitats and view opportunities could also be noted. This brochure should contain a map of completed and proposed sections of the system and also should include:

1. Standard trail etiquette;
2. Emergency contact phone numbers (Police, Fire, & Sheriff); and,
3. Information on how the public can help to implement the remainder of the trail system (ex: donations, public involvement, volunteer groups).

Trail Etiquette:

- Reckless/negligent use on all trails will be prohibited. All persons shall ride or operate at a safe, controlled speed and in a responsible manner. Excessive speed and reckless/negligent operation are prohibited.
- Control your horse or bicycle. Be alert and attentive.
- Keep to the right of the trail.
- Pick up litter when you find it, even if its not yours.
- Remain only on designated trails. Respect closures and do not trespass on private property.
- Obey all directional and instructional signs.
- Safety helmets are recommended for bicyclists and equestrians.
- Yielding: Except as dictated by special conditions, bicyclists shall yield to both pedestrians and equestrians, and pedestrians shall yield to equestrians. Equestrians shall be aware and considerate of bicyclists and pedestrians.
- Make known your approach well in advance. A friendly greeting is considerate and works well; don't startle others. Show your respect when passing

others by slowing down or even stopping. Anticipate that other trail users may be around corners or in blind spots.

- Never spook animals. All animals are startled by an unannounced approach, sudden movements, or loud noise. This can be dangerous for you, for others, and for the animals. Give animals extra room and time to adjust to you.
- Motorized vehicles are prohibited.

Volunteer Management:

In many communities, volunteer organizations not only advocate for trail implementation, but also physically maintain large portions of the trail system for the Town. Groups such as this are critical to the full development of the trail system and its continued maintenance. The Town should also explore "trail adoption" programs, inviting service organizations to undertake patrol and maintenance of other segments. The Town of Loomis could also organize a "trail maintenance day" where large numbers of citizens could be called into assistance for a yearly clean up of the trail system.

Trail Users:

All trails shall be designated as multi-use providing opportunities for pedestrians, bicyclists, and equestrians. No motorized vehicles except authorized trail maintenance vehicles and emergency vehicles shall be allowed on the trails. Should conflicts arise on specific trail segments in the future, the Town may restrict the use on certain segments to avoid environmental degradation, conflicts with properties adjacent to the trail, or trail user conflicts.

Prepared by

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TOWN OF LOOMIS

RESOLUTION NO. 10-

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOOMIS APPROVING THE TOWN OF LOOMIS BIKEWAY MASTER PLAN and TRAILS MASTER PLAN

WHEREAS, the Town Staff worked with Omni-Means to update the Bikeway Master Plan and develop a new Trails Master Plan; and

WHEREAS, the Bikeway & Trails Master Plan follows the guidelines of the Town's General Plan and the Placer County Regional Bikeway Plan; and

WHEREAS, to receive State and Federal funding the Bikeway and Trails Master Plan must be adopted by the Town Council; and

WHEREAS, staff developed the documents through public workshop meetings, and received valuable comments and information from the community that have been incorporated into both documents; and

WHEREAS, staff presented the documents to the Planning Commission on November 17, 2009 and the Park, Recreation and Open Space Committee on December 22, 2009 and received acceptance of the final draft documents to be forwarded to the Town Council for final approval.

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Town of Loomis Town Council approves the Town of Loomis Bikeway Master Plan and Trails Master Plan.

PASSED AND ADOPTED by the Planning Commission of the Town of Loomis this 12th day of January, 2010 by the following vote:

AYES:

NOES:

ABSENT:

_____
Mayor

ATTEST:

APPROVED AS TO FORM:

_____
Town Clerk

_____
Town Attorney