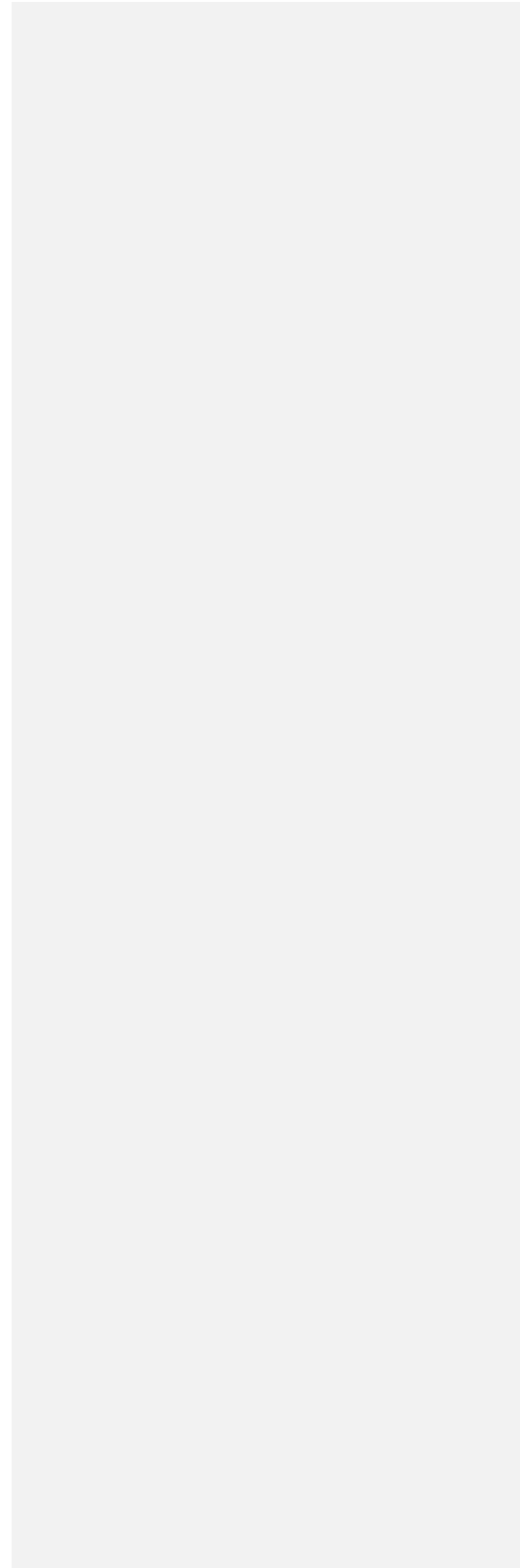


1 **ELEMENT 4**

2

3 **Circulation**



## 4. Circulation

### 4.1 Introduction

#### 4.1.1 Purpose

This chapter constitutes the Circulation Element of the General Plan. This chapter presents goals, objectives, and policies related to circulation, and it defines a preferred transportation system that reflects the Town's financial resources and broader goals, including preserving the historical and semi-rural character of the Town.

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

- Level of Service,
- Roadway improvement standards,
- Transportation System Management (TSM),
- Bicycle and pedestrian facilities,
- Transit service,
- Neighborhood Environment,
- Roadway system funding,
- Roadway maintenance,
- Collaboration with other agencies, and
- Parking.

#### 4.1.2 Background

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

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

1 **4.2 Goals, Objectives, Policies, and Implementation Measures**

2 **4.2.1 Goals**

3 **CIR-1:** To strive for service levels that reflects a balance between mobility, land use, cost-  
4 effectiveness, and financial resources.

5 **CIR-2:** To develop standards that protect public safety and provide mobility for all forms of  
6 transportation.

7 **CIR-3:** To increase the efficiency of the transportation system network, reduce travel demand on the  
8 Town's roadway system, reduce the amount of emissions and pollutants from automobiles, and  
9 contribute to achieving the Level of Service (LOS) goals identified in the Loomis General Plan.

10 **CIR-4:** To implement additional bicycle facilities that result in increased bicycle usage.

11 **CIR-5:** To devote resources for the promotion of transit service that are appropriate for its size and  
12 financial resources using comparable cities as a benchmark.

13 **CIR-6:** To take actions to minimize cut-thru traffic and manage speeds on residential streets.

14 **CIR-7:** To leverage the Town's resources with outside funding sources (developer fees, state funds,  
15 federal funds, etc.).

16 **CIR-8:** To continue to manage a pavement management system that provides timely and accurate information  
17 about how to use maintenance resources.

18 **CIR-9:** To actively seek partnerships with other agencies and organizations with the intent to achieve  
19 common goals.

20 **CIR-10:** To provide and manage parking that successfully balances the Town's goals of economic  
21 development, multimodal travel, and safety.

22 **4.2.2 Objectives, Policies, and Implementation Measures**

23 *Level of Service*

24 **Objective CIR-1.1:** Maintain acceptable levels of congestion in the Town.

25 **Policy CIR-1.1.1:** In order to minimize congestion, maintain Level of Service C on all roads and  
26 intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with  
27 development approved within the Town as an exception to this standard, at the intersections of King  
28 Road and Taylor Road, Horseshoe Bar Road and Taylor Road, Horseshoe Bar Road and I-80 Westbound  
29 Ramps, Horseshoe Bar Road and I-80 Eastbound Ramps, Sierra College Boulevard and Brace Road, and  
30 Webb Street and Taylor Road, when:

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

**Commented [MT1]:** Added a new Goal to explore how the Town can partner with other organizations or agencies to achieve the Town's overall goals.  
Added a new Goal/Objective/Policy on parking.

1 **Policy CIR-1.1.2:** Notwithstanding any other General Plan policy or provisions, in the event that  
2 significant adverse deficiencies will result from the construction of large developments within or nearby  
3 the Town's perimeter, the Town shall make every reasonable effort to have the developers and agencies  
4 adequately improve the adverse deficiencies.

5 **Roadway Improvement Standards**

6 **Objective CIR-2.1:** Update Town standards as necessary to maintain consistency with General Plan goals,  
7 engineering practices, and state and federal regulations.

8 **Policy CIR-2.1.1:** Roadway improvements within the Town of Loomis shall conform to the roadway  
9 classification system and improvement standards specified in the Town of Loomis Construction  
10 Improvement Standards and Land Development Manual.

11 **Implementation Measure CIR-2.1.1.1:** The Town will maintain and update the road and street  
12 improvement and design standards.

13 **Implementation Measure CIR-2.1.1.2:** The Town will maintain and update the pavement restoration and  
14 roadway widening standards.

15 **Policy CIR-2.1.2:** The design of Downtown roadway and streetscape improvements will continue to  
16 maintain the "small town downtown" character.

17 **Policy CIR-2.1.3:** Where existing rights of way may not conform to the roadway standards set forth  
18 in the General Plan, but where improvements are necessary, reasonable deviations from roadway  
19 standards may be allowed by the Town Engineer.

20 **Transportation System Management (TSM)**

21 **Objective CIR-3.1:** Provide and maintain a Town circulation system that is correlated with planned land  
22 uses in the Town and surrounding areas in the region consistent with applicable Government Code  
23 sections.

24 **Policy CIR-3.1.1:** Work to ensure compatibility and complimentary relationships between the circulation  
25 system and existing and planned land uses that helps to promote environmental objectives such as safe  
26 and uncongested neighborhoods, energy conservation, reduction of air and noise pollution, and provision  
27 of and access to, bicycle, pedestrian, and transit facilities.

28 **Policy CIR-3.1.2:** Promote a safe and efficient roadway system for the movement of both people and  
29 goods, motorized and non-motorized.

30 **Policy CIR-3.1.3:** Maintain projected level of service where possible, and ensure that future development  
31 and the circulation system are in balance. Improve the circulation system as necessary, in accordance  
32 with spacing/access standards, to support multi-modal means of transportation of all users and goods.

33 **Policy CIR-3.1.4:** Develop and maintain standards that provide for the design, construction, and  
34 maintenance of "Complete Streets".

35 **Implementation Measure CIR-3.1.4.1:** Update Maintenance Program to include standards for Complete  
36 Streets.

37 **Policy CIR-3.1.5:** Roundabouts may be used in place of signalized intersections on any roadway facility  
38 or intersection type. Roundabouts are particularly encouraged at the intersection of two collector  
39 streets.

**Commented [MT2]:** Added an Implementation Measure on updating pavement restoration / roadway widening standards.

1 **Policy CIR-3.1.6:** Plan and implement intelligent transportation system (ITS) strategies within the Town’s  
2 high-demand travel corridors and support efforts to deploy ITS strategies on a regional level.

3 **Objective CIR-3.2:** Reduce vehicle miles traveled (VMT) per capita consistent with the State of California’s  
4 goals and policies.

5 **Policy CIR-3.2.1:** Through layout of land uses, improved alternate modes, and provision of more direct  
6 routes, strive to reduce VMT per capita.

7 **Policy CIR-3.2.2:** Develop and maintain VMT thresholds consistent with California Governor’s Office of  
8 Planning and Research (OPR) recommendations and the California Environmental Quality Act (CEQA)  
9 Guidelines.

10 **Implementation Measure CIR-3.2.2.1:** The Town will develop and adopt VMT thresholds consistent  
11 with CEQA Guidelines.

12 **Policy CIR-3.2.3:** In the event that significant adverse VMT impacts will result from the construction of  
13 new developments in the Town, the Town shall make every reasonable effort to have the developers  
14 adequately mitigate the adverse impacts.

15 **Policy CIR-3.2.4:** The Town shall make every reasonable effort to have the developers of a new  
16 development project fund, implement, operate, and/or participate in Travel Demand Management  
17 (TDM) programs.

18 a. Consider travel demand management programs that increase the average occupancy of vehicles and divert  
19 automobile trips to transit, walking, and biking.

20 **Objective CIR-3.3:** The Town shall promote adoption of emerging technologies that would support the goals  
21 and policies of the General Plan.

22 **Policy CIR-3.3.1:** The Town shall assist in the provision of support facilities such as advanced fueling stations  
23 (e.g. electric) for new transportation technologies.

24 **Policy CIR-3.3.2:** The Town shall collaborate with public-private transportation partnerships (such as car  
25 sharing companies) to implement programs that would improve circulation.

26 **Bicycle and Pedestrian Facilities**

27 **Objective CIR-4.1:** Create a continuous and interconnected bicycle and pedestrian network that is safe and  
28 accessible to all.

29 **Policy CIR-4.1.1:** The Town shall promote bicycle travel, as appropriate, and shall pursue all available  
30 sources of funding for the development and improvement of bicycle facilities.

31 **Policy CIR-4.1.2:** Bicycle facilities shall be ~~provided~~ identified, scheduled, and implemented in  
32 compliance with the 2010 Town’s current Bicycle Transportation Plan and the 2010-Trails Master Plan  
33 ~~or subsequent amended versions of such documents~~, as well as on other appropriate routes at the  
34 discretion of the Town Council.

35 **Policy CIR-4.1.3:** Bicycle and pedestrian connections shall be continuous and convenient to the nearest  
36 neighborhood center, school, or park.

**Commented [MT3]:** Added a new Objective and related Policies regarding new transportation technologies and modes of travel.  
**Commented [MT4]:** Will leave any Equestrian Facilities Goals and Policies for the Parks and Recreation Element.

1 **Policy CIR-4.1.4:** Orient development to encourage pedestrian and transit accessibility. Strategies  
 2 include locating buildings and primary entrances adjacent to public streets, and providing clear and direct  
 3 pedestrian paths across parking areas and intersections.

4 **Policy CIR-4.1.5:** Provide pedestrian facilities that are accessible to persons with disabilities,  
 5 compliant with Americans with Disabilities Act (ADA) 2010 standards for Accessible Design, and  
 6 ensure roadway improvement projects address accessibility and use universal design concepts.

7 **Policy CIR-4.1.6:** Collaborate with the appropriate members of the community to develop and implement  
 8 safe pedestrian routes to schools, transit, and other highly frequented destinations. The safe routes should  
 9 include sidewalks, more visible pedestrian crossings, traffic enforcement, traffic calming, and traffic safety  
 10 information for the public. See also Implementation Measure PSF-2.1.1.3.

11 **Policy CIR-4.1.7:** Ensure that ~~planting plans for street trees~~ plans for roadside trees take into  
 12 consideration shade and comfort for pedestrians and bicyclists.

13 **Policy CIR-4.1.8:** If recommended by the Town Engineer after review, and if determined to be  
 14 feasible, the Town should pursue the construction of a pedestrian bridge over Sierra College  
 15 Boulevard to address safety impacts. The precise location of the crossing would be determined after  
 16 further review.

17 **Policy CIR-4.1.7:** Use the Town of Loomis 2010 Trails Master Plan and the 2010 Bikeway Master Plan  
 18 to identify, schedule, and implement pedestrian and bicycle facility improvements.

#### 19 *Transit Service*

20 **Objective CIR-5.1:** The Town will promote and support a safe, efficient, and coordinated public transit  
 21 system that meets residents' needs, reduces congestion, improves the environment, and helps provide a  
 22 viable non-automotive means of transportation in and through the Town of Loomis.

23 **Policy CIR-5.1.1:** The Town should work with Placer County Transit and other transit providers to  
 24 plan and implement public transportation services within the Town that are timely, cost-effective,  
 25 and responsive to growth patterns and transit demand.

26 a. Transit routes should conform to plans established by Placer County Transit, and should generally  
 27 coincide with major destinations for employment and shopping, ~~the locations~~ of major  
 28 institutions, concentrations of multi-family housing, and locations of other land uses likely to  
 29 attract public transit ridership.

30 b. Bus routes should follow major roads with service to residential neighborhoods via collector streets.

31 c. Bus stops should be located in conformance with the applicable policies of Placer County Transit.

32 d. New bus stops should be considered at highly traveled destinations in the Town in order to  
 33 promote increased transit ridership.

34 **Policy CIR-5.1.2:** The Town should consider the transit needs of senior, disabled, minority, low-  
 35 income, and transit-dependent persons in making decisions regarding transit services and in  
 36 compliance with the Americans with Disabilities Act.

37 **Policy CIR-5.1.3:** The Town should support efforts to provide demand-responsive service  
 38 ("paratransit") and other transportation services for those unable to use conventional transit.

39 **Policy CIR-5.1.4:** The Town should work with Amtrak to plan and implement convenient and cost-  
 40 effective transportation services between the Town and local Amtrak train stations.

Commented [MT5]: Added a Policy on Safe Routes to School.

Commented [MT6]: Added a Policy to work with Amtrak to add an Amtrak bus stop in Loomis.

1 **Neighborhood Environment**

2 **Objective CIR-6.1:** The Town will promote implementation of traffic calming features and other  
3 improvements which would discourage non-local traffic on residential streets.

4 **Policy CIR-6.1.1:** The Town shall create and maintain a street system which protects residential  
5 neighborhoods from unnecessary levels of traffic, while providing for logical traffic circulation.

6 **Policy CIR-6.1.2:** The Town shall design and improve arterials to accommodate regional traffic, and  
7 direct regional traffic to the arterials.

Commented [MT7]: Added a Policy on best practices to reduce cut-through traffic on residential streets.

8 **Policy CIR-6.1.3:** The Town shall design streets and approve development in such a manner as to  
9 prevent and eliminate high traffic flows and parking problems within residential neighborhoods.

10 **Policy CIR-6.1.4:** The Town shall promote the development of a circulation system that preserves the  
11 historic nature and character of neighborhoods and districts, and reinforces neighborhood identity and  
12 integrity.

13 **Policy CIR-6.1.5:** New local streets shall be designed to promote the interconnection of residential  
14 neighborhoods while simultaneously discouraging through-traffic within residential neighborhoods.

15 **Policy CIR-6.1.6:** The Town of Loomis shall establish and maintain a procedure through which local  
16 residents can receive assistance in managing and reducing traffic flows through their residential  
17 neighborhoods. Such assistance could be technical, the provision of equipment (such as signs) and  
18 the labor needed to install such equipment, or the provision of enhanced police traffic enforcement  
19 in neighborhoods. The Town could also participate in modifying the existing street system to reduce  
20 or eliminate through traffic intrusion into residential neighborhoods. Such modifications could  
21 include installation of speed humps, traffic diverters, traffic circles, or a variety of other techniques.  
22 Based on the identified need and available financing, priorities will be established and an  
23 appropriate level of resources (including staff time, equipment, and physical improvements) will be  
24 committed by the Town.

25 **Roadway System Funding**

26 **Objective CIR-7.1:** Secure increased funding for roadway improvements and maintenance.

27 **Policy CIR-7.1.1:** The Town shall aggressively pursue state and federal funding to implement the  
28 primary elements of the Town's Circulation Plan.

29 **Policy CIR-7.1.2:** The Town shall require proposed new development projects to analyze their  
30 contribution to increased vehicle, pedestrian, and bicycle traffic and to implement, contribute fair share  
31 cost to, or dedicate right-of-way for, the roadway improvements necessary to address their impact.

32 **Policy CIR-7.1.3:** The Town shall assess fees on new development sufficient to cover the fair share portion  
33 of development's cumulative impacts on the local and regional transportation system. The cost of all on-  
34 site roadways within new development projects is the responsibility of the developer.

35 **Roadway Maintenance**

36 **Objective CIR-8.1:** The Town shall ~~assure~~ ensure that the transportation system continues to provide  
37 safe, efficient, and convenient access to its residents.

38 **Policy CIR-8.1.1:** The Town shall provide dependable and adequate resources to maintain and repair the  
39 existing system of roads and bridges, according to priorities established on an annual basis.

1 **Policy CIR-8.1.2:** The Town shall work with the Placer County Transportation Planning Agency  
2 (PCTPA) to ensure that the PCTPA's Regional Transportation Plan is coordinated with the Town's Capital  
3 Improvement Plan. This coordination will allow access to Federal and State funds, where possible, for  
4 road maintenance and improvements.

5 **Policy CIR-8.1.3:** Prior to acceptance of new local streets by the Town, provisions shall be made for the  
6 ongoing maintenance of those facilities. Such provisions could include the establishment of a  
7 maintenance district covering the specific roadways identified, or assumption of all maintenance  
8 responsibilities by the pertinent homeowners association or other approved organization.

9 **Policy CIR-8.1.3:** The Town shall coordinate all transportation facility maintenance with the relevant  
10 utility companies to ensure efficient, timely, and cost-effective operations.

**Commented [MT8]:** Added a Policy on maintenance coordination with utilities.

11 **Collaboration With Other Agencies**

12 **Objective CIR-9.1:** Develop a circulation system that provides connectivity to regional facilities and  
13 supports regional traffic.

14 **Policy CIR-9.1.1:** The Town shall work closely with regional and local agencies to achieve an efficient and  
15 interconnected transportation network for vehicles, pedestrians, bicycles, and transit.

16 **Policy CIR-9.1.2:** The Town shall work closely with regional and local agencies to identify sources of  
17 funding for regional transportation improvements.

**Commented [MT9]:** Added a new Objective and related Policies to explore how the Town can partner with other organizations or agencies to achieve the Town's overall goals.

18 **Parking**

19 **Objective CIR-10.1:** Maintain and regulate an appropriate supply of public and private parking that supports  
20 parking availability and auto access throughout the Town.

21 **Policy CIR-10.1.1:** The Town shall monitor the supply and utilization of public parking to identify any  
22 deficiencies and potential solutions.

23 **Policy CIR-10.1.2:** The Town shall reduce minimum parking standards where appropriate to promote the use  
24 of alternative modes of travel.

**Commented [MT10]:** Added a new Objective and related Policies on Parking.

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