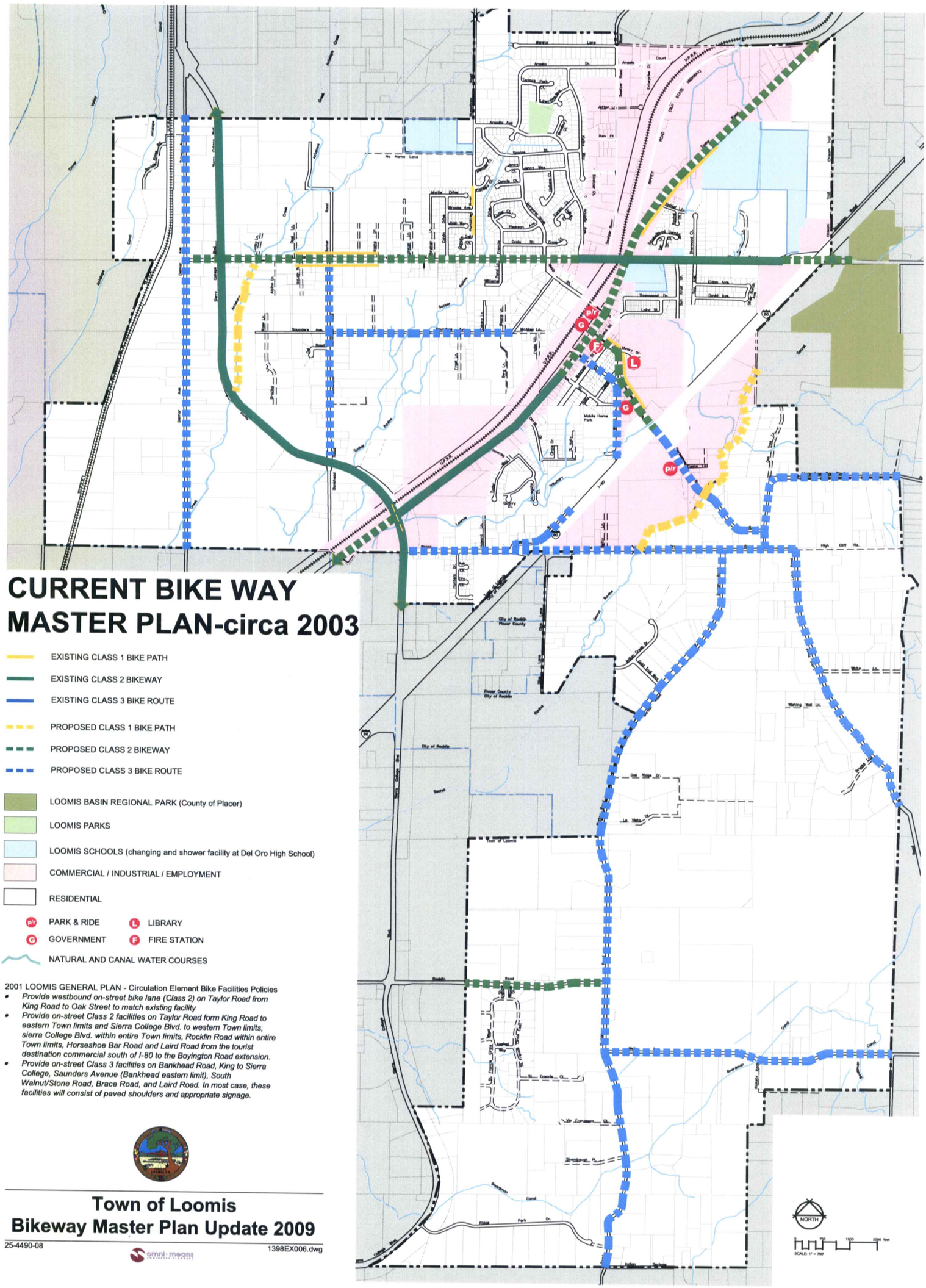

CURRENT BIKE WAY MASTER PLAN-circa 2003

- EXISTING CLASS 1 BIKE PATH
- EXISTING CLASS 2 BIKEWAY
- EXISTING CLASS 3 BIKE ROUTE
- PROPOSED CLASS 1 BIKE PATH
- PROPOSED CLASS 2 BIKEWAY
- PROPOSED CLASS 3 BIKE ROUTE
- 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

2001 LOOMIS GENERAL PLAN - Circulation Element Bike Facilities Policies

- *Provide westbound on-street bike lane (Class 2) on Taylor Road from King Road to Oak Street to match existing facility*
- *Provide on-street Class 2 facilities on Taylor Road form King Road to eastern Town limits and Sierra College Blvd. to western Town limits, sierra College Blvd. within entire Town limits, Rocklin Road within entire Town limits, Horseshoe Bar Road and Laird Road from the tourist destination commercial south of I-80 to the Boyington Road extension.*
- *Provide on-street Class 3 facilities on Bankhead Road, King to Sierra College, Saunders Avenue (Bankhead eastern limit), South Walnut/Stone Road, Brace Road, and Laird Road. In most case, these facilities will consist of paved shoulders and appropriate signage.*

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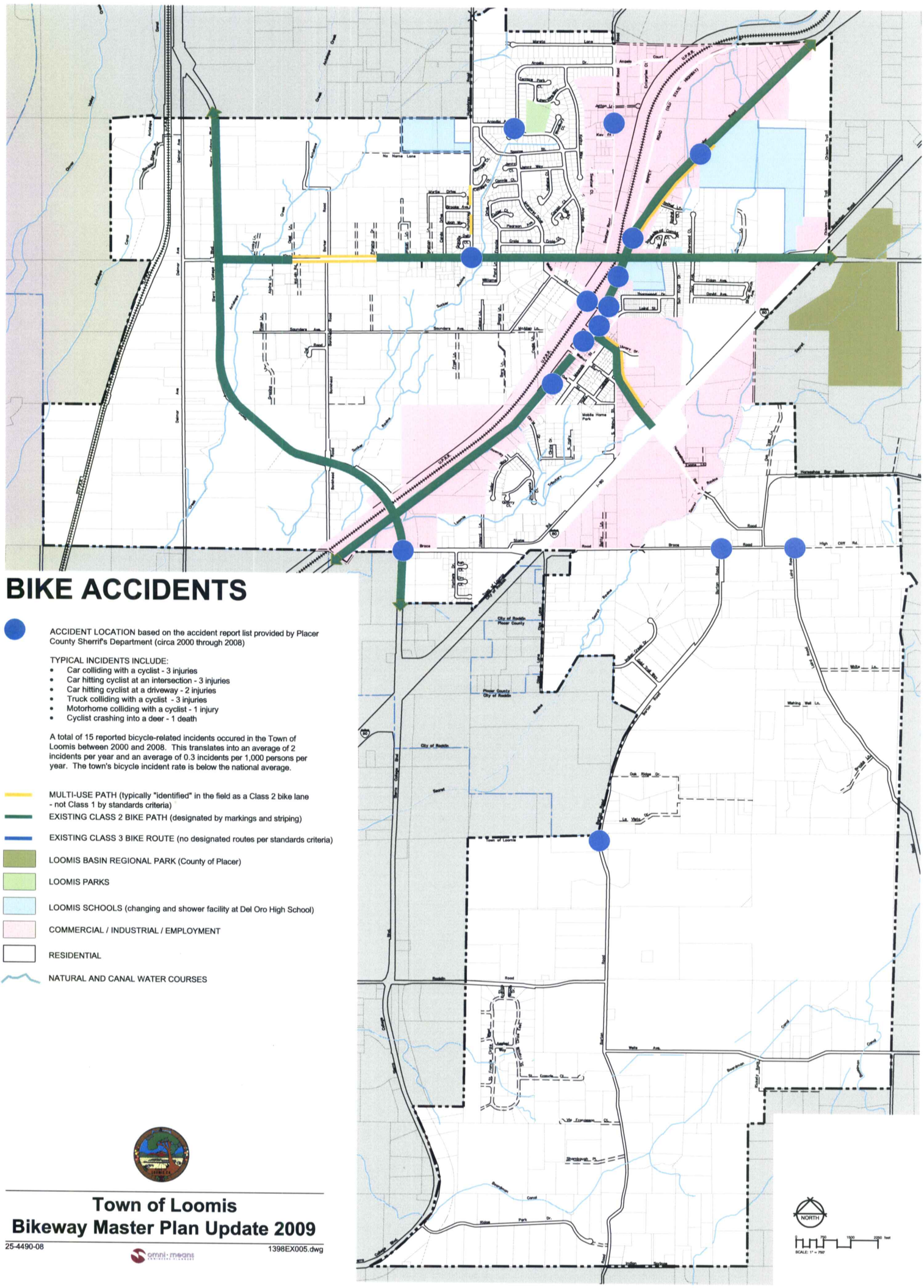

BIKE ACCIDENTS

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

TYPICAL INCIDENTS INCLUDE:

- 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
- 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 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

NATURAL AND CANAL WATER COURSES

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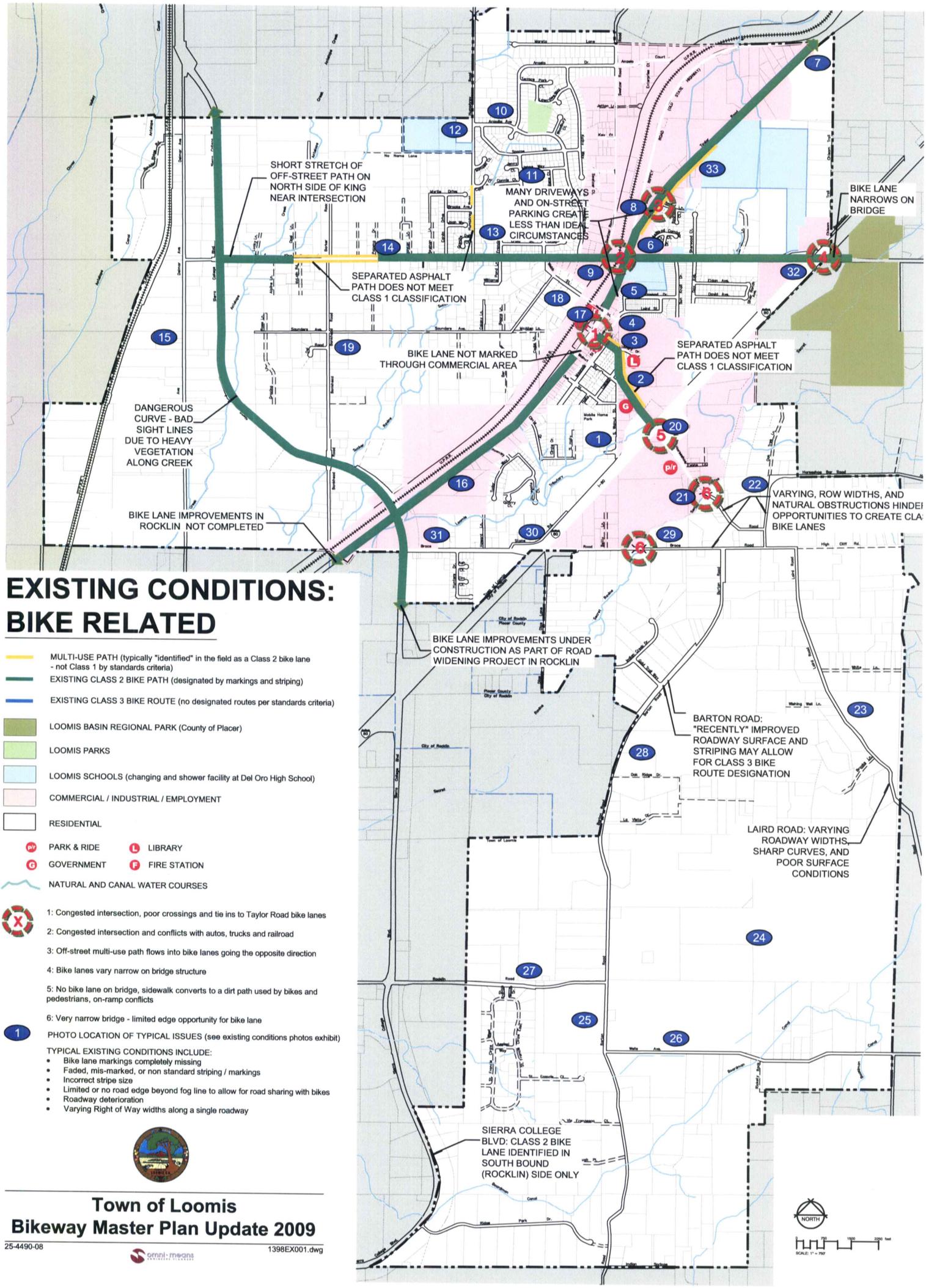

EXISTING CONDITIONS: BIKE RELATED

- 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
- p/r 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 vary 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

1 PHOTO LOCATION OF TYPICAL ISSUES (see existing conditions photos exhibit)

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

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EXISTING CONDITIONS

1

SOUTH WALNUT STREET

- 33' existing roadway
- No designated bike lanes or striping

2

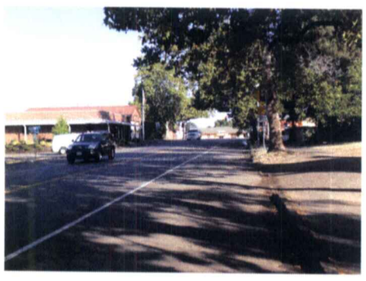
HORSESHOE BAR ROAD WEST OF I80

- 10' existing lanes
- 3' existing bike lanes with 6' path
- Roadway heavily used for commute but slow motorist speeds ensure safety for cyclists

3

HORSESHOE BAR ROAD BY LIBRARY DRIVE

- Grate hazard nearby edge of pavement
- Conflicting class designation along roadway, need to implement standards
- 10' existing bike lane and parking
- Discussion on alternate routes through Laird street

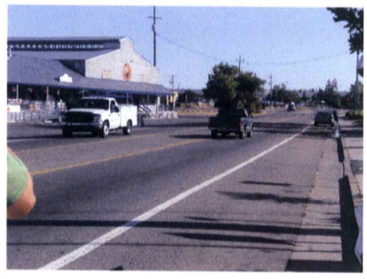


4

LAIRD STREET / WEBB STREET

- 60' existing roadway
- Discussion on future alternative route with connection through Taylor road
- No existing sidewalk or bike lanes
- Striping replaces both sides of roadway
- Shifting lanes south would create additional space for bike lanes

5



TAYLOR ROAD NORTH OF LOOMIS TRAIN STATION

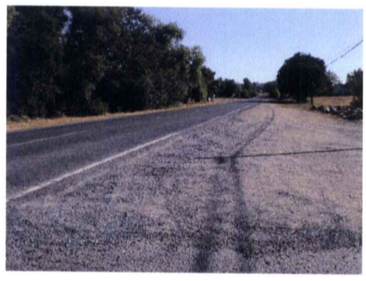
- Discussion on existing Taylor road parking
- Current striping for roadway will remain

6

TAYLOR ROAD NORTH OF KING ROAD

- Transition from paved sidewalk to roadway shoulder
- Discussion on roadway hazards for student pedestrians and cyclists during commute hours

7



TAYLOR ROAD NORTH OF DEL ORO HIGH SCHOOL

- Widening roadway from high school to Rippey Road will allow bike lane striping
- Large debris and narrow shoulder width for cyclists on southbound lane

8

SWETZER ROAD

- 42' existing roadway, adding bike lanes desirable
- Traveled route for local industry and business in Loomis

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EXISTING CONDITIONS

9

KING ROAD

- Existing pavement markings and lanes need re-striping

10

ARCADIA AVENUE

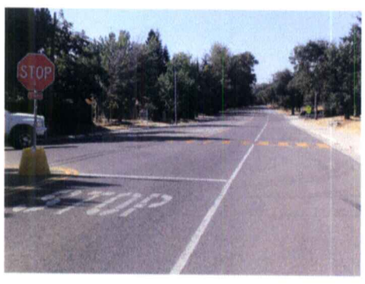
- Propose adding centerline, striping, and bike lanes to control traffic flow and speeds along roadway section

11

MARGARET DRIVE

- Portion of roadway recently re-paved and striped
- Striping construction ideal for Arcadia Avenue and other residential areas

12



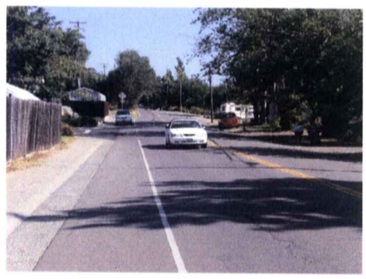
HUMPHREY ROAD AT H. CLARKE POWERS ELEMENTARY SCHOOL

- Add bike lanes and change current striping
- Shoulder used for parking during school events

13

HUMPHREY ROAD NORTH OF KING ROAD

- Widen roadway to accommodate bike lanes on southbound side
- Current sidewalk does not extend through the entire road section



14

KING ROAD

- Keep separate directional bike paths, maintains rural atmosphere
- Possible issue with trees for widening improvements
- Space between edge of pavement and striping varies
- Possible conflict with cyclists and pedestrians sharing the designated bike path
- Existing pavement markings and lanes need re-stripping

15

DELMAR AVENUE

- Existing pavement in poor condition, speed bumps hinder travel
- Little to no passing space for motorists
- Low traffic makes Delmar an ideal route for cyclist safety if conditions improve

16

TAYLOR ROAD NORTH OF SIERRA COLLEGE BLVD

- Discussion on Taylor Road taper from four to two lanes beyond Sierra College intersection, add additional left turn lane at intersection
- Propose shifting roadway alignment to avoid railroad right of way
- Maintain 4" striping

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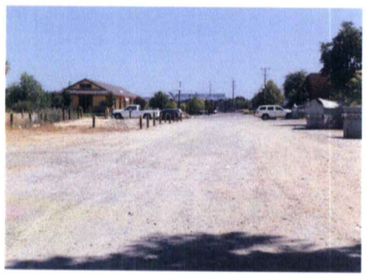
EXISTING CONDITIONS

17



TAYLOR ROAD BY HORSESHOE BAR ROAD AND LOOMIS TRAIN STATION

- Consideration of angled parking
- Propose striping improvements at Taylor / Horseshoe Bar intersection for larger truck turning radius
- Discussion on proposed Promenade commercial development by Loomis train station
- Park and ride facilities exist for cyclists at nearby lot

18

WEBB STREET

- Add bike lanes to roadway
- Visibility and obstruction issues with existing trees

19

BANKHEAD ROAD

- Existing pavement in poor condition, reason for low traffic along roadway
- Discussion on local residents wanting to keeping current condition for privacy

20

HORSESHOE BAR ROAD OVER-CROSSING

- 27' existing bridge, narrow span compared to others
- No existing bike lanes
- Inadequate pedestrian protection with low railings
- Discussion on future 2' height increase in 2011, potential problems with visibility, grading for adjacent intersections, and future roadway developments
- Prepare memo regarding issues and improvements to Council

21

HORSESHOE BAR ROAD BRIDGE AT SECRET RAVINE

- Existing 42' span and 28' width bridge section
- Propose 5' eastbound widening for bike lanes using steel girder extension
- Sight distance issues with curved approach on both sides
- Remove 6' rock mounds obstructing future widening

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EXISTING CONDITIONS

21

HORSESHOE BAR ROAD BRIDGE AT SECRET RAVINE

22

HORSESHOE BAR ROAD EAST OF I80

- Widen 5' to reach Class II distinction
- Small shoulder path for cyclists due to hedges and chipped pavement edge
- Majority of traffic are trucks with wide profiles, tight space for passing
- Ideal Class III roadways seen within Placer County jurisdiction
- Discussion on various service levels for Class III roadways such as backbone or recreational
- Emphasis on improving both sides of roadway for adequate service and safety

23

LAIRD ROAD

- Existing roadway in good condition, adequate space for cyclists
- Some rock formations near pavement need removal for future widening
- Discussion on designating Laird Road as secondary class, giving priority to other sections

24

RUTHERFORD CANYON ROAD

- Brand new roadway with roundabouts, little to no traffic
- 3' wide existing shoulders

25

BARTON ROAD

- Remove existing asphalt berm between Rocklin Road and Wells Avenue, tripping and visibility hazard for cyclists

26

WELLS AVENUE

- 20' existing roadway, needs widening to accommodate bike lanes
- Roadway recently re-paved with special sealer preventing damage from underground water facilities

27

ROCKLIN ROAD

- Widen existing roadway to accommodate bike lanes and class distinction

28

BARTON ROAD NORTH OF ROCKLIN ROAD

- Widen existing roadway to accommodate bike lanes and class distinction
- Roadway borders town limit and crosses small creek section

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EXISTING CONDITIONS

29

BRACE ROAD

- Widen existing roadway to accommodate bike lanes and class distinction

30

BRACE ROAD OVER-CROSSING

- Good existing conditions with bike lanes, sidewalk, and adequate spacing
- Segment wider than Horseshoe Bar Over-crossing

31

BRACE ROAD BY SIERRA COLLEGE BLVD

- Widen existing roadway and conform with patches of developed sidewalk
- Raise berm patch on westbound side

32

KING ROAD OVER-CROSSING

- Good existing conditions with bike lanes, sidewalk, and adequate spacing
- Segment wider than Horseshoe Bar Over-crossing

33

TAYLOR ROAD AT DEL ORO HIGH SCHOOL

- Re-pave Class 1bike route
- Add reflectors to guy wires for safety purposes
- Add lane markings and signs

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BIKEWAY TYPE EXAMPLES

CLASS 1 BIKEWAY

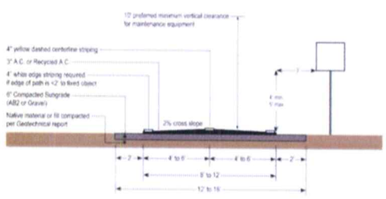
- Paved off-street bike path or multi-use trail completely separated from street

CLASS 2 BIKEWAY

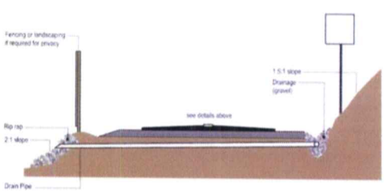
- A striped and stenciled bike lane for one-way travel on a street or highway

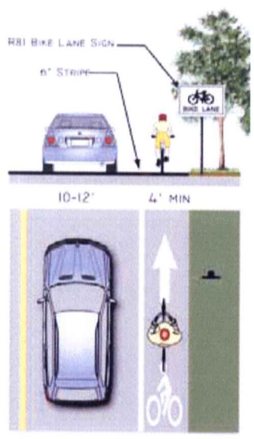
CLASS 3 BIKEWAY

- On-street bike route that shares the travel lane with automobiles

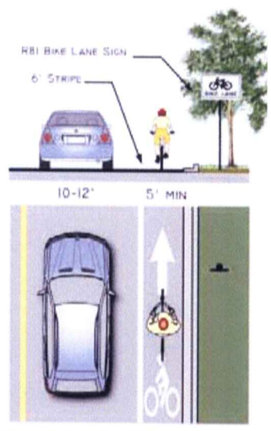


Implementation on Level Ground

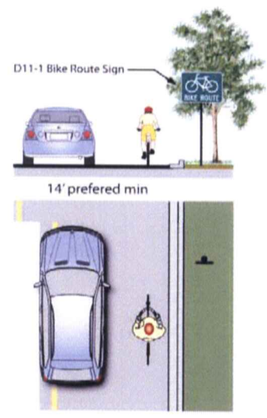




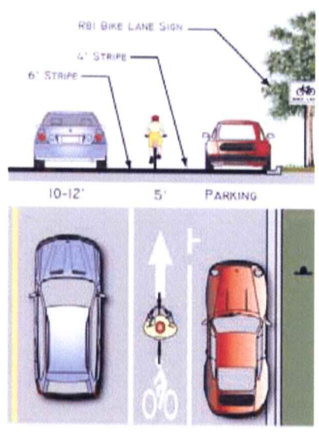
Without Curb & Gutter



With Curb & Gutter - No Parking

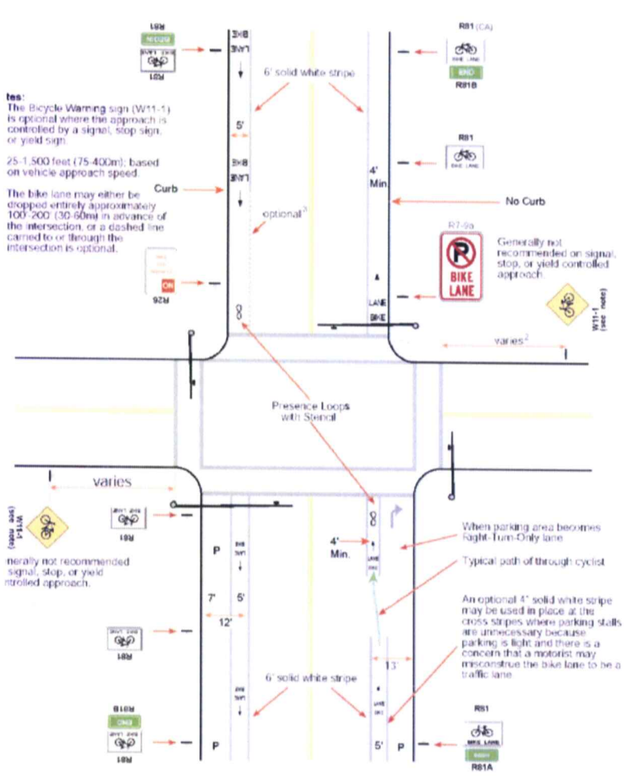


Narrow Lane, Local Street



With Parking

CLASS 1 BIKEWAY TYPICAL ROADWAY STRIPING AND SIGNING



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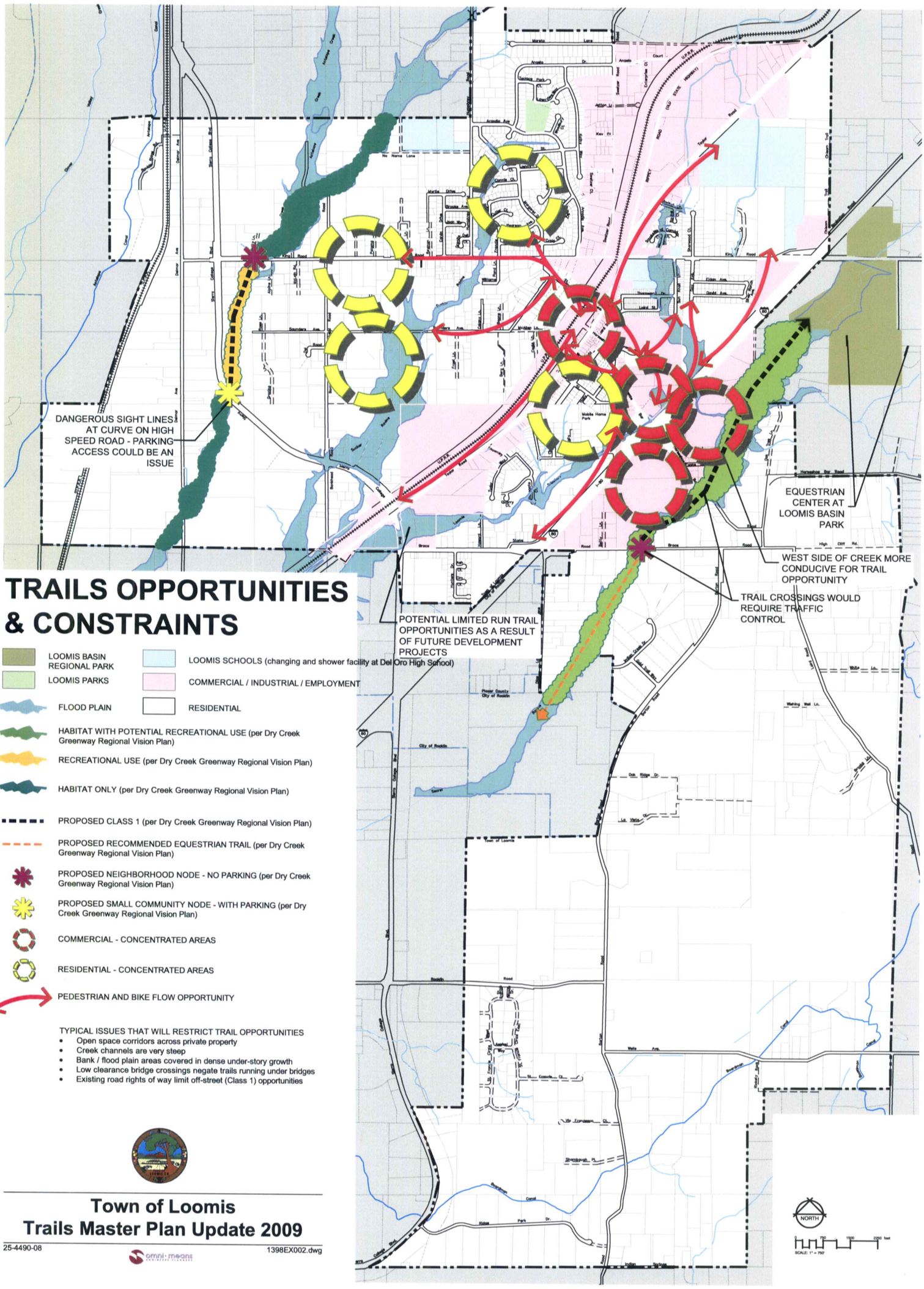

TRAILS OPPORTUNITIES & CONSTRAINTS

- LOOMIS BASIN REGIONAL PARK
- LOOMIS PARKS
- FLOOD PLAIN
- LOOMIS SCHOOLS (changing and shower facility at Del Oro High School)
- COMMERCIAL / INDUSTRIAL / EMPLOYMENT
- RESIDENTIAL
- 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

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

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EXISTING OPEN SPACE CONDITIONS

BACK SIDE OF RALEY'S
Provides opportunity to link to future commercial and residential to the north.

UNDEVELOPED LAND NORTH OF RALEY'S
Opportunity to include off-street trails before development plan is finalized

OPEN SPACE CORRIDORS (TYPICAL)
All open space corridors associated with creeks

- contain very dense vegetation
- are very narrow
- are located on private property
- CEQA clearance needed

CREEK CORRIDORS (TYPICAL)
Floodway areas are very steep and provide very little opportunity to locate trails

CREEK / ROAD CROSSINGS (TYPICAL)
Road crossings at creeks are very close to floodway providing NO opportunity to run a trail under the road

ROAD CROSSINGS
Any trail crossing a road will require traffic control in order to provide trail users safe passage to the other side.

BEST TRAIL OPPORTUNITIES
The best trail opportunities along creeks are at the top of banks in semi level areas out of of or next to the flood plain.

EQUESTRIAN
The Loomis Basin Park provides a good example of the type of facilities needed to fully service equestrian trail head needs.

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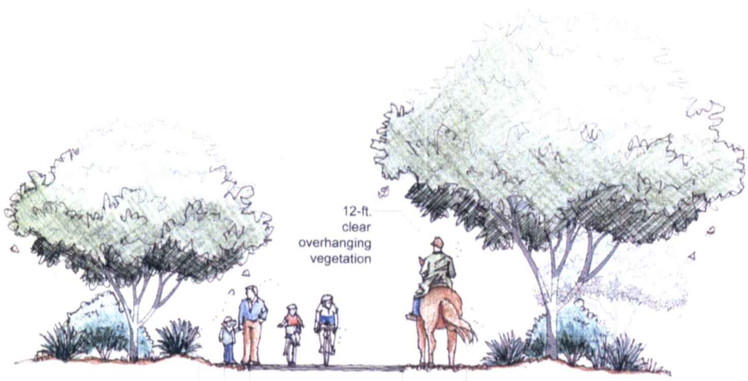
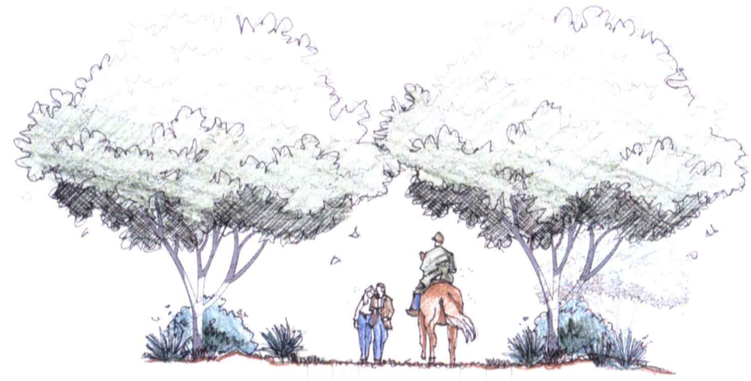
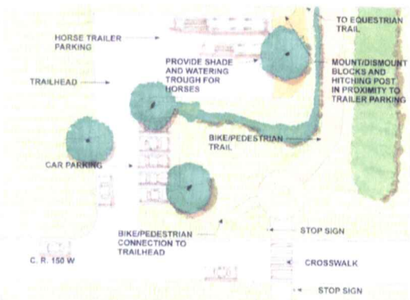
TRAIL TYPE EXAMPLES



SHARED BIKE / WALK / HORSE

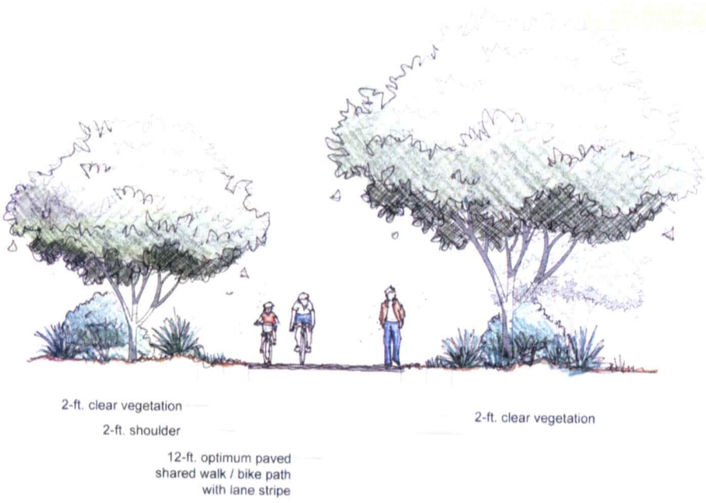


SHARED WALK / HORSE

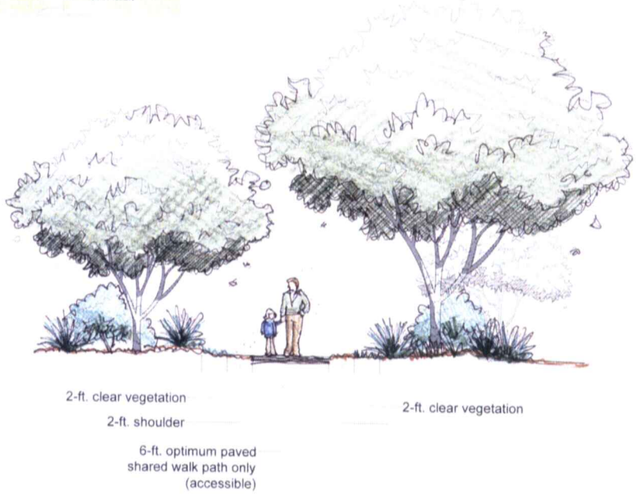


EQUESTRIAN TRAIL FACILITIES

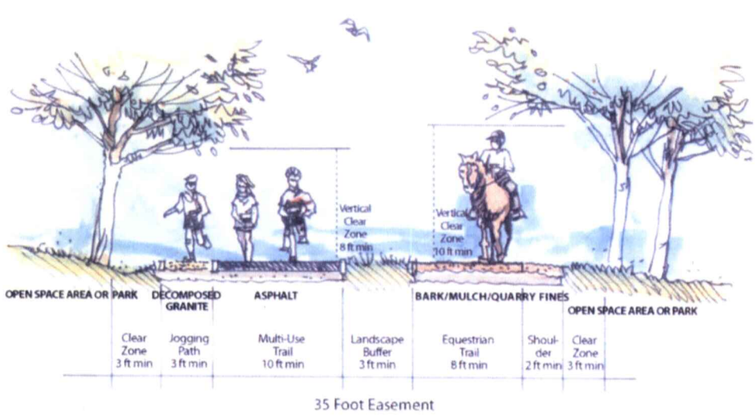
- Equestrian trailers average 41' in length, design facilities with adequate spacing and clearance

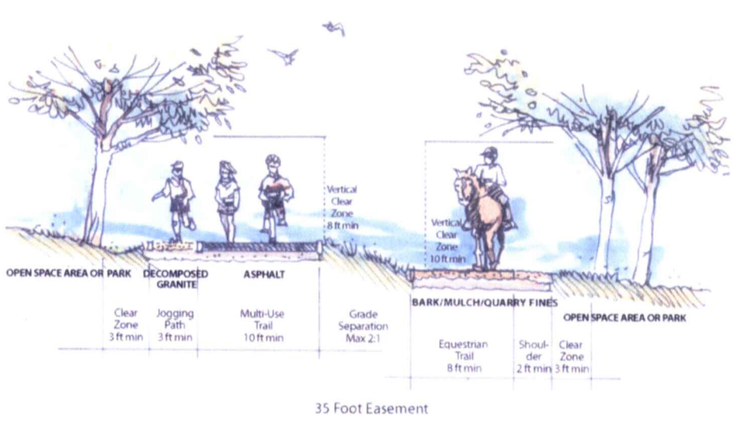


SHARED BIKE / WALK



WALK ONLY





MULTI-USE SPLIT TRAIL CONCEPT (as proposed by MIG, associated with the Downtown improvements study)

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