

Appendix D

Outreach Summaries



Old Auburn Road Complete Streets Plan

Walkability Audit Summary

The objective of the Old Auburn Road Complete Street Plan walkability audit was to discuss key issues pertaining to traveling in a vehicle, by walking, or bicycling along Old Auburn Road between Sylvan Road and Fair Oaks Boulevard in Citrus Heights. On December 10, 2018, the consultant team met with neighborhood association representatives and City of Citrus Heights staff to walk the 1.75-mile segment. Attendees included representatives from Fehr & Peers, City of Citrus Heights, Bennett Engineering, Callander Associates, and the Citrus Heights neighborhood associations adjacent to the corridor.

WALKABILITY AUDIT NOTES

OLD AUBURN ROAD / SYLVAN ROAD

- Gateway Project improvements at intersection
- Separated sidewalk with landscape buffer and planted median
- Sylvan Village has small parking lot; not pedestrian friendly
- Difficult for kids to cross the street at intersection
- A lot of traffic lanes merging together creates congestion



Figure 1: Landscape buffer for sidewalk

OLD AUBURN ROAD / WES WAY

- There is a rolled curb. On-street parking is prohibited, but vehicles could easily encroach onto adjacent sidewalks
- No sidewalk on north side of street
- Residents like the two-way left-turn lane (TWLT lane)
- Comments about traffic backing up to Sunrise because of not having a turn lane
- Do not want to add more lanes
- Some believe traffic should have priority over the sidewalk
- A lot of parents do not let their children walk to school

OLD AUBURN ROAD / MARIPOSA AVENUE

- Asphalt sidewalk has rural feel
- Concrete sidewalks are preferred
- The current "patchwork" of sidewalks is not desired
- Visibility issues for right turns at this intersection created by fences and trees
- Support for keeping the channelized right turn
- People use neighborhood streets as a cut-through to avoid traffic on Old Auburn Road
- Suggested to coordinate lights



Old Auburn Road Complete Streets Plan

Walkability Audit Summary



Figure 2: Crosswalk and separated bike path at Tiara Way

OLD AUBURN ROAD / BONITA WAY

- Hard to make left-turn into and out of side-street (Bonita Way)
- Bonita Way carries a lot of cut-through traffic
- Open gutter / ditch next to walkway / bike lane

OLD AUBURN ROAD / TIARA WAY

- High visibility pedestrian crossing has been relocated over the past 3 years. Potential site for pedestrian hybrid beacon (PHB)?
- Separated bikeway prohibits cars turning right to enter bike lane which also causes EB queueing, reports of cars driving around delineators to the right onto the sidewalk to bypass queue

OLD AUBURN ROAD / SUNRISE BOULEVARD

- Recent improvements: stamped asphalt for crosswalks
- Is this intersection coordinated with other signals on corridor? Is it possible to coordinate it?
- One eastbound through lane feeds into two receiving lanes which merge together just east of intersection
- Vehicles heading westbound speed up after getting through this intersection
- It is difficult to get out of businesses / parking lots at this intersection



Figure 3: Old Auburn Road / Sunrise Boulevard

OLD AUBURN ROAD / CITRUS HEIGHTS TERRACE

- On-street parking for employees

OLD AUBURN ROAD / ANTELOPE ROAD

- A lot of traffic because of freeway access on Antelope Road
- Five-travel lanes allows vehicles to travel faster
- Vertical curve creates visibility issues
- It is difficult to get out of nearby subdivisions because of speed and visibility
- McDonald Park has a small parking lot, so many visitors park on-street on Old Auburn Road
- Landscaping / large trees on Antelope Road



Figure 4: Travel lanes west of Antelope Road



Old Auburn Road Complete Streets Plan

Walkability Audit Summary

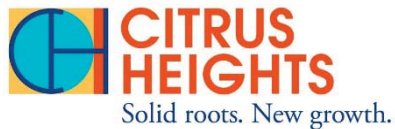
OLD AUBURN ROAD / CHIPMUNK WAY

- It is difficult to get out onto Old Auburn Road from Chipmunk Way

OLD AUBURN ROAD / FAIR OAKS BOULEVARD

- Trail connection
- Trap right-turn lane
- No crosswalks between Fair Oaks Boulevard and Antelope Road
- Heavy northbound left-turn during AM peak hour because of vehicles using Old Auburn Road to access Antelope Road
- High number of crashes with northbound left-turn vehicles hitting the wall along the sidewalk

Old Auburn Road Complete Streets Plan



Community Workshop #1

3.26.19

PREPARED BY AIM CONSULTING

Community Workshop Summary

Introduction

On Tuesday, March 26, 2019, the City of Citrus Heights held the first community workshop for the Old Auburn Road Complete Streets Plan. The community workshop was held at Holy Family Catholic Church located at 7817 Old Auburn Road in Citrus Heights. 94 community members signed-in at the first community workshop.

Project Overview

The Old Auburn Road Complete Streets Plan will analyze the existing conditions and provide recommendations to improve travel along Old Auburn Road in Citrus Heights for motorists, pedestrians and bicyclists. The goal of the plan is to improve safety and connectivity along the road. The plan will be used to seek funding for final design and construction of the improvements.



Leslie Blomquist, Project Manager at the City of Citrus Heights with Citrus Heights Mayor Jeannie Bruins

Community Workshop Purpose and Format

The purpose of the first community workshop was to provide an opportunity for community members to learn about the Old Auburn Road Complete Streets Plan and provide input on their experience traveling on Old Auburn Road between Auburn Boulevard and Garry Oak Drive.

The workshop was held in an “open house” format with eight information stations that included maps and illustrations for attendees to review and comment. Project team members were available to provide additional information and answer questions.

Stations

The open house consisted of the following staffed information stations. Full renderings of the project boards can be found in the appendix.

1a. Project Introduction

The project introduction board provided an opportunity for community members to learn about the study.



1b. "What is a Complete Street?"

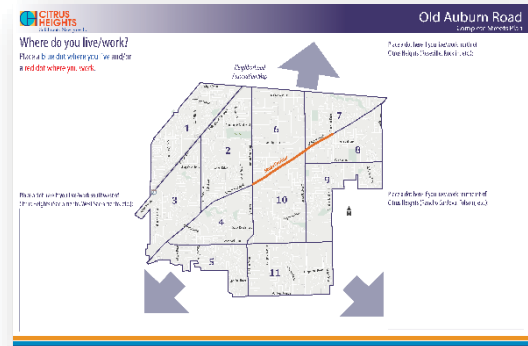
This board provided an opportunity for community members to learn about complete streets, which are designed to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. It also introduced project objectives and project components, which are as follows:

- Project Objectives:
 - Improve mobility of pedestrians, bicyclists, motorists and transit
 - Create a sense of place and center of activity
 - Strengthen neighborhood cohesiveness
 - Stimulate economic developments
- Project Components:
 - Develop multi-modal streetscape master plan for Old Auburn Road from Sylvan Road / Auburn Boulevard to Fair Oaks Boulevard



2. Map of Citrus Heights / Plan Area

This station asked community members to place a blue dot to indicate where they live and a red dot to indicate where they work. Below is a summary of the feedback received.



Neighborhood	Red	Blue
1	Saybrook Drive	Saybrook Drive
2	Twin Oaks Avenue	Cobalt Way
	Carriage Drive	
3		Misty Creek Drive
4	Stock Ranch Road	Greenback Lane
	Stock Ranch Road	
5	Dewey Drive	Dewey Drive
	Greenback Lane	Dewey Drive
6	Auburn Boulevard	Twin Oaks Avenue - 3
	Old Auburn Road - 9	Old Auburn Road - 15
7		Garry Oak Drive - 4
		Antelope Road -3
		Old Auburn Road - 7
8	Wachtel Way	Old Auburn Road - 6
		Watchel Way
		Oak Avenue
9	Oak Avenue	Old Ranch Road
		Fair Oaks Boulevard
10	Old Auburn Road	Old Auburn Road - 10
Southwest of Citrus Heights (Sacramento,		5

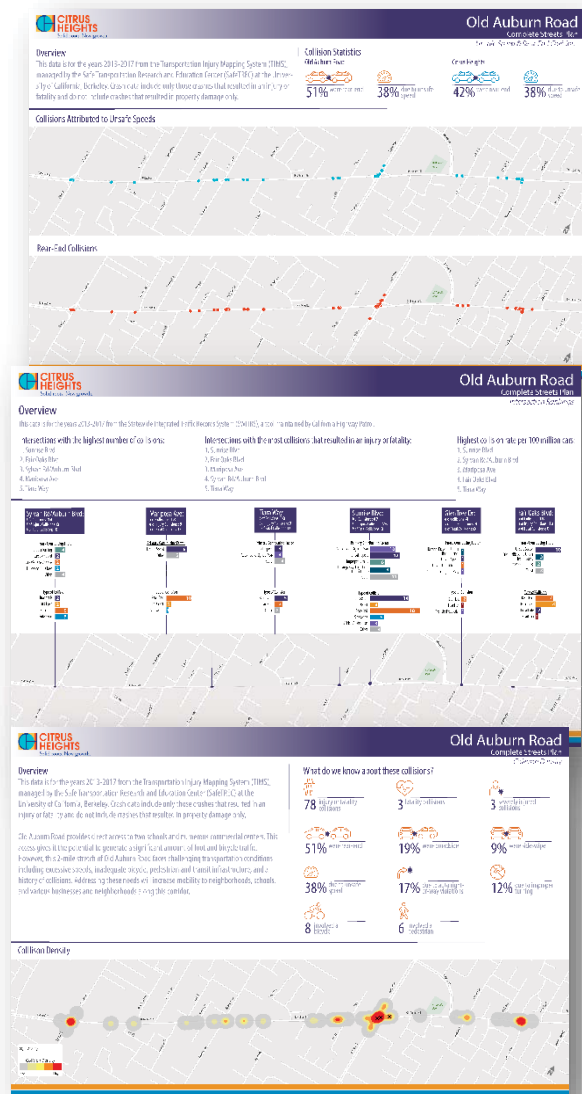
Old Auburn Road Complete Streets Community Workshop #1
 March 26, 2019 | 4:30 – 6:30 p.m.
 Holy Family Catholic Church
 7817 Old Auburn Road, Citrus Heights, CA

West Sacramento, etc.)		
North of Citrus Heights (Roseville, Rocklin, etc.)		5

3. Safety

This station displayed collision data. Community members wrote on a post-it notes to indicate areas they feel unsafe or areas in which they have had “close calls” along the road. Below is a summary of their comments.

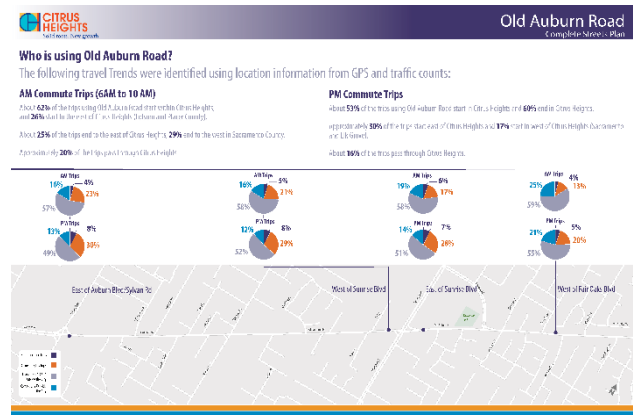
- I've observed wheelies at the intersection of Fair Oaks and Auburn Boulevard.
- There is constant racing and cutting cars off to gain a couple of car lengths at Old Auburn Road, Antelope Road to Fair Oaks Boulevard.
- Pedestrian beacon at Tiara Way.
- The traffic is too fast on Leonard Avenue with low visibility, lots of close calls.
- When turning from Fair Oaks Boulevard to Blue Jay, traffic goes into the dirt to pass. I've gotten hit there.
- Pulling out of Holy Family church driveway since it is blocked by parked cars.
- Between Mariposa Avenue - Tiara Way on Old Auburn Road, there is a rear-end accident every week.
- It's hard to see at Holy Family church because of parked cars and the Linda Vista intake.



- When turning on Leonard Avenue, cars do not slow, they go into the middle suicide lane.
- We need uniform street lighting along the corridor.
- We need stop signs on Old Auburn Road and Bonita Way. It is a very dangerous intersection with many accidents.
- Garbage cans get in the way for pedestrians and bikes.
- There is potential for head on collisions at Sylvan Grove.
- Tailgating - pulling around at RT hand turners by using center divide turn lane at Sylvan Grove.
- Put in street lights on Bonita Way.
- There is no lighting on some stretches.
- There is potential for rear-end accidents on eastbound Old Auburn Road turning right onto Sidney Drive.
- There is a lack of center turn lane on Old Auburn Road at Bonita Way.
- High accident area, there are rear-end accidents every week at Old Auburn Road between Wickham Drive.
- Save the planter boxes at Old Auburn Road and Glen Echo Street.
- Old Auburn Road at Fair Oaks Boulevard needs a right turn lane.

4. Big Data and Traffic Data

This station displayed traffic counts on Old Auburn Road during morning commute trips and evening commute trips. During the morning commute trips, about 62% of trips using Old Auburn Road start within Citrus Heights and 26% start to the east of Citrus Heights in Roseville and Placer County. About 25% of the trips end to the east of Citrus Heights and 29% end to the west in Sacramento County. Approximately 20% of the trips pass through Citrus Heights without stopping.

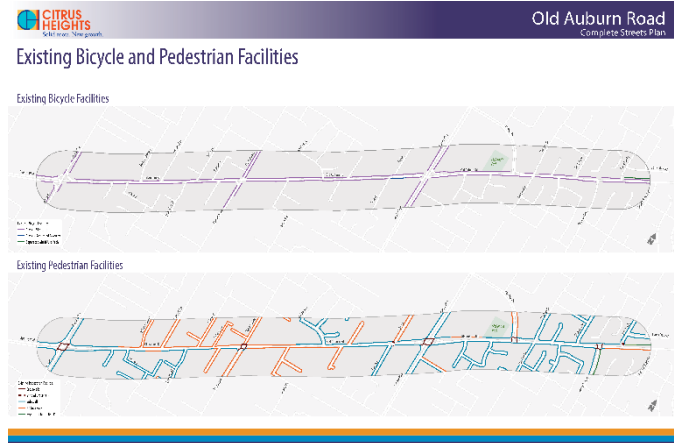


During the evening commute trips, about 53% of the trips using Old Auburn Road start in Citrus Heights and 60% end in Citrus Heights. Approximately 30% of the trips start east of Citrus Heights and 17% start west of Citrus Heights in Sacramento and Elk Grove. About 16% of trips pass through Citrus Heights.

5. Existing Bike and Pedestrian Facilities

This station displayed the existing bike and pedestrian facilities along the Old Auburn Road corridor. These facilities include bike lanes, crosswalks, sidewalks and multi-use paths. Community members wrote on a post-its to indicate where they want to walk and/or bike in the neighborhood. Below is a summary of their comments.

- There is no sidewalk or bike lane on Old Auburn Road between Tad Lane and Tiara Way.



Old Auburn Road Experience

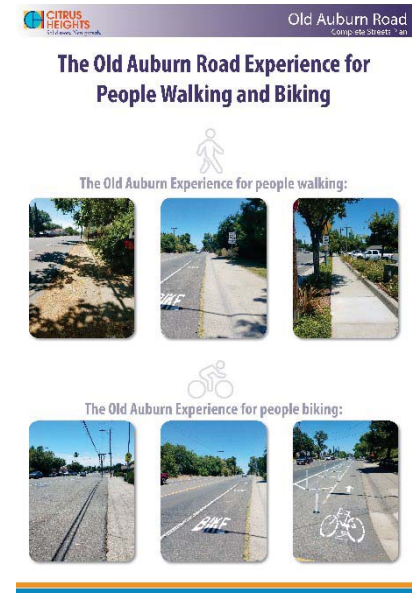
This station asked community members to explain their experience walking and biking along the Old Auburn Road corridor. Below is a summary of their comments.

Walking

- Maintain the historical feel of Old Auburn Road.

Biking

- Make safer bike lanes. They are too narrow for the speed of traffic.
- Would parking protected bike lanes work?



6. Existing Conditions Map

This station displayed a map of the study area on Old Auburn Road. Community members wrote on a post-it note to explain perceived issues and opportunities. Below is a summary of their comments.



- Carriage Drive is the second busiest two-lane road in the county.
- The street lights are too dark on Auburn Boulevard.
- There is a lack of red-light enforcements on Old Auburn Road and Sylvan Road.
- There are speeding drivers at night on Sylvan Road.
- There needs to be more safety for kids biking and walking to school.
- There are a number of reckless drivers on the corridor.
- I am unable to make a left turn onto Old Auburn Road. Do not put in any more development.
- I park at Pioneer Church on Sunday's.
- Old Auburn Road used to be a county road, now it's a speed corridor.
- I have concerns about additional traffic from the new 46 apartments project. Will there be a traffic signal?
- Maintain the historical integrity.
- Look at doing a controlled intersection, like a sidewalk on Old Auburn Road near Wes Way.
- Sidewalks on the north side from Auburn Boulevard to Sunrise Boulevard would be nice for walking with a stroller.
- Traffic on Old Auburn Road traveling east is horrendous because it is only one lane.
- Angles on off streets on Old Auburn Road near Leonard Avenue in the turn pocket are difficult.
- Close Leonard Avenue to through traffic or possibly only an R-turn out. It will stop traffic from cutting through.
- Traffic backs up to Linda Vista Drive on Old Auburn Road.
- Close Leonard Avenue at Old Auburn Road.

- There is not enough lighting on Old Auburn Road.
- There is a lack of sidewalks on Old Auburn Road between Linda Vista Drive and Mariposa Avenue.
- There needs to be more bike lanes on Old Auburn Road.
- Vehicles travel faster than 35 miles per hour west from Sunrise Boulevard.
- There is a lot of cut through traffic on Bonita Way.
- Bonita Way needs streetlights.
- Bonita Way needs stop signs.
- There needs to be a traffic signal at the intersection of Old Auburn Road and Bonita Way.
- There needs to be a signal at Old Auburn Road and Linda Vista Drive.
- Church parking on Linda Vista Drive and Old Auburn Boulevard. Park on Old Auburn Road and corner of Linda Vista Drive.
- A hill causes visibility issues on Old Auburn Road at Leonard Avenue.
- There is a weird angle onto Bonita Way, there needs to be an acceleration lane.
- We badly need a center turn lane on Old Auburn Road at Bonita Way.
- There needs to be a signal at Old Auburn Road and Wickham Drive.
- It is hard to enter / exit on Old Auburn Road at Wickham Drive.
- There needs to be sidewalk improvements at Old Auburn Road and Wickham Drive.
- There needs to be a sidewalk at Old Auburn Road between Kadota Way and Tiara Way.
- It is difficult to exit the gas station on Sunrise Boulevard from Old Auburn Road.
- The fence on Old Auburn Road between Kadota Way and Tiara Way is crashed into regularly.
- There needs to be continuous sidewalks in front of Holy Family Catholic School on Old Auburn Road.
- Protect the westbound left turn lane to Valero on Old Auburn Road at Sunrise Boulevard.



Adrian Engel, Project Manager at Fehr and Peers

- The lanes are blocked by parked cars and trucks on Old Auburn Boulevard between Soquel Way.
- Cars are always speeding off Antelope Road to Old Auburn Road.
- I am concerned about pedestrians crossing south at Antelope Road to Old Auburn Road.
- It is hard to see pulling out on Chipmunk Way to Old Auburn Road.
- I need a safer intersection at Fair Oaks Boulevard and Old Auburn Road with planter boxes and watch for crazy drivers.
- I need good sidewalks to accommodate me in my scooter.
- Will property be taken?
- I am concerned for children who use crosswalks at Old Auburn Road and Fair Oaks and whether that is truly safe.
- Lots of cars race between the turn lanes.
- Use separated bike lanes for the whole corridor.
- Add right turn only on eastbound Fair Oaks Boulevard and Old Auburn Road.
- Drivers seem to be unaware that using a turning light to notify drivers they are switching lanes is beneficial.
- There is lots of speeding on Auburn Boulevard.
- There are missing sidewalks and high speeding cars on Old Auburn Road.
- I cannot cross to the south where the sidewalk is on Old Auburn Road.
- Lots of cars pass in the two way turn lane on Old Auburn Road.
- Don't lose the middle lane on Old Auburn Road between Sylvan Road to Mariposa Avenue.
- The left turn out of Sylvan Grove is difficult and long.
- There is an uneven pedestrian area near Pioneer Church.
- Shared parking uses with vet and church.
- Close off Leonard Drive at Old Auburn Road.
- A left turn is hard out of Linda Vista Drive during the mornings and after 3:00 pm.
- Need a two-way left turn lane for access to side streets.



Melissa Ruth, Callander Associates

- Sidewalks are needed on Old Auburn Road between Linda Vista Drive and Mariposa Avenue.
- Intersection at Mariposa Avenue is skewed.
- Pave Veteran Lane at Old Auburn Road.
- There needs to be a roundabout to improve traffic flow at Mariposa Avenue and Old Auburn Road.
- The right turn in and out of Mariposa Avenue is difficult.
- Visibility at Mariposa Avenue is poor.
- We badly need a center turn at Bonita Way and Old Auburn Road.
- There is lots of traffic and high cut through on Wickham Drive.
- There is no traffic light at Old Auburn Road and Wickham Drive, and it is hard to access the street because of traffic.
- Put a traffic signal at Wickham Drive and Old Auburn Road.
- Accidents happen every week at Wickham Drive and Old Auburn Road.
- U-turns at Old Auburn Road and Kadota Way block traffic.
- Cars use Kadota Way as a U-turn. It is very dangerous for pedestrians and bikes.
- We need more sidewalks and bike lanes on Old Auburn Road.
- Make Old Auburn Road two lanes with bike lanes and sidewalks.
- Left turn out of Wickham Drive onto Old Auburn Road is difficult.
- Lots of cars cut through from Mariposa Avenue to Old Auburn Road on Wickham Drive.
- A high visibility pedestrian crossing is a bad idea, no one pays attention to the area.
- Consider a pedestrian traffic signal.
- Put a signal for Holy Family School exit traffic. They don't obey the no left turn sign.
- The pylons at Old Auburn Road have backed up traffic.
- Safety concerns at dusk - need signal and / or more lighting.
- Traffic at Sunrise Boulevard backs up on eastbound Old Auburn Road.



Casey Kempenaar, City of Citrus Heights and Prabhjot Parhar, Fehr and Peers

- Queuing issue with addition of separated bike lanes and long lines.
- How about some roundabouts?
- Post speed limit and flashing speed signs. It may slow down traffic.
- Folks cutting corners through McDonald's parking lot to avoid wait for light.
- No PD between Antelope Road and Sunrise Boulevard to catch speeders.
- Sidewalk from McDonald Park to the McDonald's.
- Parking limits sight distance at Soquel Way.
- Speed in the second lane is always racing to pass traffic.
- There needs to be more police presence at Old Auburn Road and Antelope Road.
- There needs to be speed limit reduction in front of preschool on Glen Tree Drive.
- Right lane turn arrows are ugly.
- When lanes go from one to two and back to one, they race to get in front of each other.
- Why does the crosswalk beep at Old Auburn Road and Fair Oaks?
- The wall at Old Auburn Road between Glenn Echo Street and Garry Oak Drive has been hit 24 times.
- Do not widen Fair Oaks Boulevard.
- School kids walk along Fair Oaks Boulevard.
- Add lights and bench at Twin Oaks Avenue.
- Kids walk to school and they have no sidewalks on Fair Oaks Boulevard.
- Finish connecting sidewalks on Old Auburn Road.
- I wish the sidewalks were safe enough to have trick or treaters at Halloween.
- Slow people down.
- I want trail access to Costco trail.
- Add arrow signs.
- Fix asphalt on Old Auburn Road.



Stuart Hodgkins, City of Citrus Heights

7. Goals of the Corridor

Community members were asked to rank their top three goals for the Old Auburn Road corridor. They were also asked to write on a post-it note to explain additional goals. Below is a summary of their comments.

CITRUS HEIGHTS Old Auburn Road Complete Streets Plan

Goals for Old Auburn Road
(Pick the top 3 goals you have for the corridor)

I want Old Auburn Road...	Place your sticker here:
... to remain just as is.	
... to have slower traffic.	
... to be safer for kids to walk.	
... to have less traffic congestion.	
... to be safer for kids to walk at schools and parks.	
... to have fewer traffic collisions.	
... to be easier to access my driveway or local street in my car.	
... to accommodate disabled people.	
... to be easier to walk across.	
... to take less time to drive from one end to the other.	



Additional Comments

- We need a traffic light to get out of Linda Vista and Old Auburn Road.
- We need less traffic congestion; I do not approve of the new apartment complex. (2)
- Slower, safer traffic.
- I would like attractive landscaping designed to reduce accidents. (1)
- I would like bicycles to feel safe using Old Auburn Road. (1)
- No glaring streetlights.
- Streetlights save lives.

- Safer for pedestrians.
- I would like it to be easier to cross near Bonita Way.
- I like the historical plaque information on Sylvan Corners. Maybe something similar along the corridor noting Citrus Heights history? Or, perhaps create a walking experience down the corridor with benches and/or landscaping features / sculptures. (1)
- I would like to see uniform streetlights / sidewalks.
- Preserve the feel of Old Citrus Heights / Old Auburn Road. (1)
- Revitalize for anti-auto transportation while maintaining the historical integrity.

Community Input

Below are the comments submitted by community members through comment cards.

- Neighbors are interested in closing off the Auburn Boulevard / Old Auburn Boulevard access to Leonard Drive and Pratt, respectively. Traffic cutting through is a danger to local school children and pedestrians.
- Local trauma center hospital, Mercy San Juan, sees high number of bike / pedestrian injuries and hospitalizations among adults. Many are ages 20-40 with incidents between 4:00 pm and 10:00 pm. Hospital staff are available to assist with community outreach and education.
- Pulling out of Linda Vista Drive onto Old Auburn Boulevard is a nightmare. The hill on Old Auburn Road blocks traffic as people are flying over the hill. Also, the parking lot on Sunday's at Pioneer Church. Mariposa Avenue has no sidewalks.
- We need parking control on Auburn Boulevard and Linda Vista Drive. Church parkers park up to the corner of Old Auburn Road and Linda Vista Drive. We cannot see traffic coming over the hill eastbound due to parked cars on the corner that are parked in the broken line. There needs to be a traffic signal light at the street.
- On Sunday's because of Pioneer Baptist Church, people park in the turn lane. We that live on Linda Vista Avenue cannot see around the cars to get onto Old Auburn Road. Also, just getting onto Old Auburn Road daily is a struggle - I wait for about 20 to 30 cars (I count them) to get onto the street. We need a stop light.

- Our family has owned houses on Old Auburn Road for over 45 years. Our concern would be the City taking eminent domain for frontage which would have put the street very close to the houses. Cars have gone through our fence many times and if moved closer to our house, it would risk even more cars coming into our houses. We are listing them for sale and if a developer buys them, they would do the set back with the curb gutter and sidewalk. The Planning Department of the City has been unfriendly to that in the past so road improvements have not been done. Please advise staff to consider this option because it would save money to have a developer do it and it would solve the problem for this section of Old Auburn Road. In the meantime, you may want to enforce Holy Family traffic exiting to the left. Signage shows for them to exit right but they do not obey signage. I recommend a light to have them exit in an orderly and safe fashion.
- My number one concern is cars parking in the bike lane from Pioneer Church all the way to the entrance of Linda Vista, vision is obstructed turning left on Sunday's. Also, members parking in the neighborhood. Peak hour traffic backs up from Sunrise Boulevard to Sylvan Road and it takes 20 minutes to get there. What is the solution for this? Sidewalks are not continuous on Old Auburn Road.
- Please consider installing underground telephone and other electrical as these changes are made. It would make a tremendous improvement to the beauty of each area which is one of the reasons all these improvements are being done. Please study downtown J Street and the way that the bike lanes and parking have been reversed to protect bikers and allow traffic to flow better.



Community members providing input at the workshop

- Old Auburn Road from Antelope Road to Fair Oaks Boulevard is a constant race for people to get to the other end and usually entails cutting other drivers off. Either reduce to a signal lane or make designated lanes for destinations. For example, the right lane goes to south Fair Oaks and left lane to east Old Auburn Road only. Bicycle and pedestrian safety are poor on this stretch of road due to the above-mentioned problem. Many vehicles wreck or go off the road as a result. More police presence would also help. If you set up known speed traps with speed monitors, it will slow people down.
- There are other streets that need repair. Greenback, Madison, Dewey and San Juan all should be repaired first. If the Old Auburn Road project is to be done, do it right. Widen the road to four lanes to include a center turn lane. Include sidewalk signals and streetlights. Make sure drainage and utility easement are fully considered. Don't forget you will probably have to condemn property to make this work.
- Extend the center turn lane more towards Sylvan Road. Complete sidewalks along Old Auburn Road. Add a traffic signal at Wickham Drive to help break up long traffic lines.
- Open ditches need to be covered and paved for pedestrian and bicycles. Look to get more people to use the bicycle path. The center lane needs to be extended from Sunrise to Sylvan.
- Old Auburn eastbound approaching Sunrise Avenue needs to open the recently blocked off right turn lane and put mark it as a right turn lane. Open two lanes to travel east approaching the light from the west. Two lanes exist to the east of the interchange and it would help move more traffic through the interchange. Often traffic backs up to the creek and beyond. Numerous small streets off Old Auburn Road need to maintain left turn lanes (currently a center turn lane) to prevent rear end collisions. Right hand turn lanes would also be helpful. Heading west on Old Auburn Road, the right turn onto Sidney is a blind turn. It requires vehicles to slow to a crawl to make the turn safely. Many cars utilize the center lane to go around the slowly turning vehicles. I have often been



Children at the coloring table learning about road and street safety

almost rear ended. We need sidewalks, currently we must drive to take a "walk". It is not safe for pedestrians. A separate right turn lane would be helpful at westbound Old Auburn Road at Mariposa Avenue and southbound Mariposa Avenue at Old Auburn Road.

- Of related concern is being able to safely enter / exit our neighborhood at Chipmunk Way, where the traffic sightline looking down Old Auburn toward Antelope is obscured due to the slope of the road. Fast moving traffic makes exiting / entering more difficult and often unsafe. A solution that would help at the Chipmunk intersection as well as at Fair Oaks Blvd. would be slower speed limit. Please advise if any other ideas you may have. Also related, when entering our neighborhood from northbound Fair Oaks Blvd. onto Woodchuck Way, it is very unsafe if you need to stop on Fair Oaks while waiting to make a left turn. Cars come up fast from behind and usually pass in the bike lane to avoid waiting. Although there have already been accidents at this intersection, we feel it's a matter of time before someone is seriously injured. In looking at solutions and the available space, it seems quite possible to re-stripe that section to install a short/small left turn lane from Fair Oaks onto Woodchuck Way.
- I live on Bonita Way, and I walk or run on Old Auburn and Mariposa almost daily. I'm also a bicyclist, motorcyclist and auto driver, so I see the problems and opportunities from all perspectives. Two problems are obvious: the bottleneck near Bonita where westbound Old Auburn shrinks to one lane from two and is constrained by structures and /or ditches. Widening, with sidewalks and a clearer bike lane, is the obvious solution. Less obvious is an interesting case of congestion that was caused by an improvement. The bike lane on eastbound Old Auburn at Sunrise was enhanced by a row of flexible upright lane dividers. This is an iffy solution for bikes, since they still must negotiate drivers edging into the right-turn lane at Sunrise. At the same time, the improvement prevents right-turning drivers from using the lane until they reach Sunrise. The result is a traffic backup that reaches Bonita during busy times. It can take me the equivalent of two traffic-light cycles just to get onto Old Auburn from Bonita and another two or three cycles to get through the Old Auburn-Sunrise intersection between



Community members providing input at the workshop

3 and 6 p.m. Also, as drivers perceive the Old Auburn-Sunrise intersection to be congested, more and more of them are using Bonita as a shortcut between the two main streets. Bonita is semi-rural and narrow; any changes to Old Auburn ought to consider their effect on us Bonitans. Finally, a speculation about the notorious planter-box collisions on Old Auburn at Fair Oaks: I wonder how many are caused by left-turners from Fair Oaks in the outside lane who have been crowded over by left-turners in the inside lane who swing wide, not realizing it's a two-lane turn? Also, a Google Earth view of the intersection shows that the lane lines are painted in a curve that doesn't quite match the sharp left-turn angle.

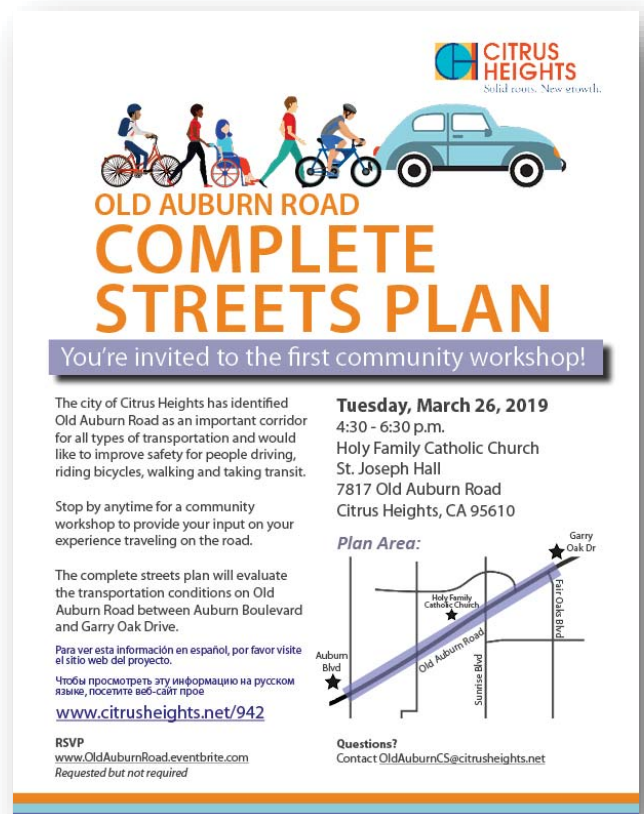
- We own and live directly off Old Auburn and are wondering if this current plan is the same from several years ago? We are concerned about the potential for the City to take property— what is the current plan? Also, concerned about the ongoing safety risk at pedestrian walk across Old Auburn near Tiara.

Notification

A direct mail notification was sent to 1,609, living within a 1,000-foot radius of the project area. An email notification and reminder email were sent to more than 190 community members through the Citrus Heights database.

Jurisdictions, agencies, organizations, transit operators, and local businesses shared information regarding the community workshop through e-mail notifications, website updates, and social media posts. The following groups shared information:

- Rusch Park Neighborhood Association
- CHASE Neighborhood Association
- San Juan Unified School District
- Sunrise Recreation and Park District
- Orangevale Recreation and Park District
- Holy Family Catholic Church
- Holy Family Elementary School



The flyer is titled "OLD AUBURN ROAD COMPLETE STREETS PLAN" in large, bold, orange letters. Above the title is an illustration of a diverse group of people (a person on a bicycle, a person in a wheelchair, a person walking, and a person on a bicycle) next to a blue car. To the right of the illustration is the Citrus Heights logo with the tagline "Solid roots. New growth." Below the title is a purple banner that says "You're invited to the first community workshop!". The flyer provides the following information:

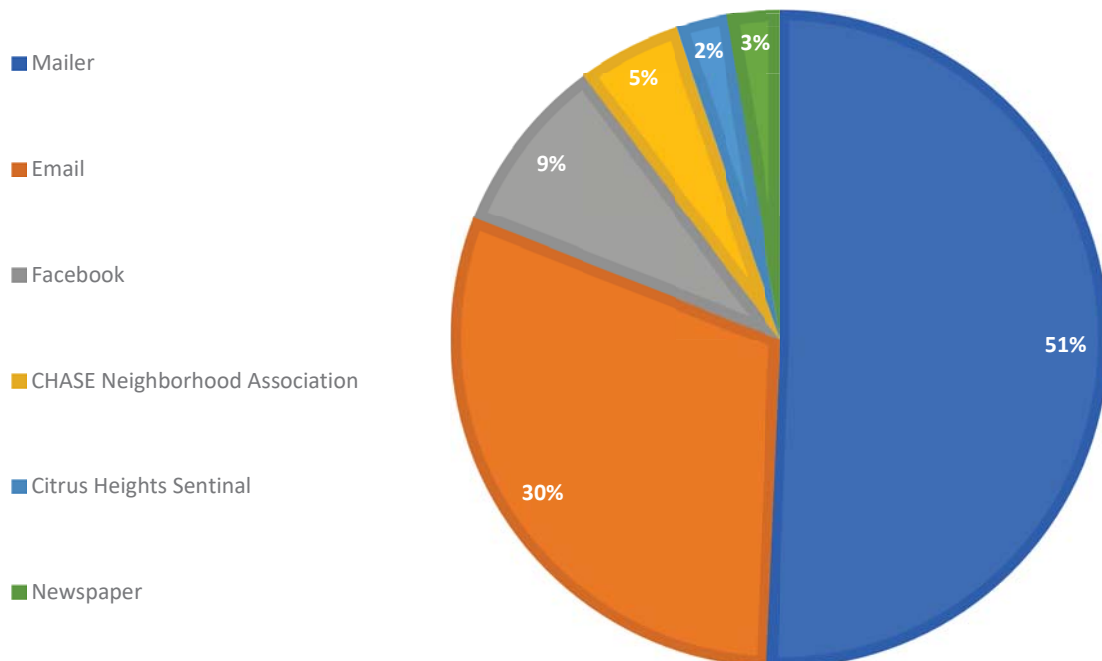
- Date and Time:** Tuesday, March 26, 2019, 4:30 - 6:30 p.m.
- Location:** Holy Family Catholic Church, St. Joseph Hall, 7817 Old Auburn Road, Citrus Heights, CA 95610.
- Plan Area:** A map showing the intersection of Auburn Blvd, Old Auburn Road, Sunrise Blvd, and Fair Oaks Blvd. The Holy Family Catholic Church is marked on Old Auburn Road.
- Text:** "The city of Citrus Heights has identified Old Auburn Road as an important corridor for all types of transportation and would like to improve safety for people driving, riding bicycles, walking and taking transit." "Stop by anytime for a community workshop to provide your input on your experience traveling on the road." "The complete streets plan will evaluate the transportation conditions on Old Auburn Road between Auburn Boulevard and Garry Oak Drive." "Para ver esta información en español, por favor visite el sitio web del proyecto." "Чтобы просмотреть эту информацию на русском языке, посетите веб-сайт по адресу www.citrusheights.net/942"
- RSVP:** www.OldAuburnRoad.eventbrite.com Requested but not required.
- Questions?** Contact OldAuburnCS@citrusheights.net

- Auburn Oaks Senior Living
- Sunrise Oak Apartments
- Leatherby's Family Creamery
- Citrus Heights Terrace
- Grace Church of Sacramento
- Citrus Heights Crime Watch Community
- Citrus Heights Happenings
- City of Citrus Heights

Notification Flier

Attendees were asked to share how they heard about the event.

Below is a summary of their responses.



APPENDIX

- Board Displays
- Comment Card



OLD AUBURN ROAD COMPLETE STREETS PLAN

The City of Citrus Heights has identified Old Auburn Road as an important corridor for all types of transportation and would like to improve safety for people driving, riding bicycles, walking and taking transit.

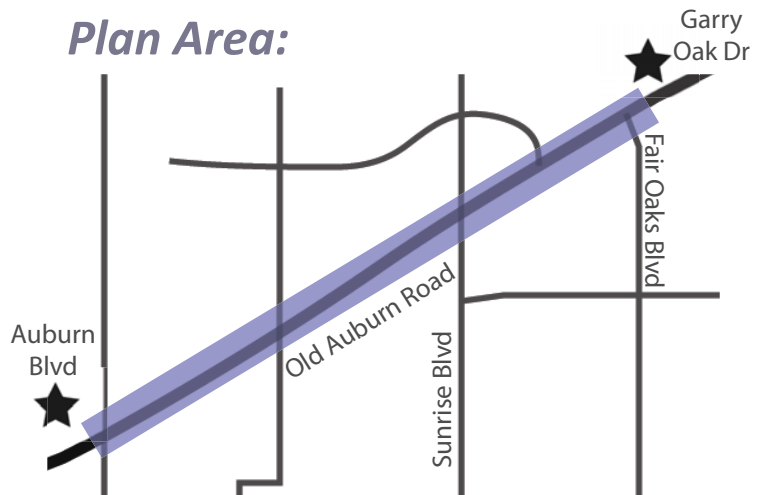
The complete streets plan will evaluate the transportation conditions on Old Auburn Road between Auburn Boulevard and Garry Oak Drive.

Next Steps:

Plan development
over the summer

Public workshop to
explore proposed
improvements in the fall

City of Citrus Heights
Council meeting at the end
of the year



Questions?

Contact OldAuburnCS@citrusheights.net

www.citrusheights.net/942

Para ver esta información en español, por favor visite el sitio web del proyecto.

Чтобы просмотреть эту информацию на русском языке, посетите веб-сайт прое

Project Background

What is a “Complete Street”?

Complete streets are designed to enable **SAFE** access for all users, including pedestrians bicyclists, motorists, and transit riders of all ages and abilities

Project Objectives

- Improve safety for all modes
- Improve mobility of pedestrians, bicyclists, motorists, and transit
- Create a sense of place and a center of activity
- Strengthen neighborhood cohesiveness

Project Components

- Develop multi-modal streetscape master plan for Old Auburn Road from Sylvan Road/Auburn Boulevard to Garry Oaks Drive

How to Help

Give your
input
tonight!

&

Spread
the
Word!

Contact Information:

Leslie Blomquist
Senior Civil/Traffic Engineer
LBlomquist@citrusheights.net
(916) 727-4770





Solid roots. New growth.

Old Auburn Road

Complete Streets Plan

Unsafe Speed & Rear-End Collisions

Overview

This data is for the years 2013-2017 from the Transportation Injury Mapping System (TIMS), managed by the Safe Transportation Research and Education Center (SafeTRC) at the University of California, Berkeley. Crash data include only those crashes that resulted in an injury or fatality and do not include crashes that resulted in property damage only.

Collision Statistics

Old Auburn Road



51% were rear-end



38% due to unsafe speed

Citrus Heights

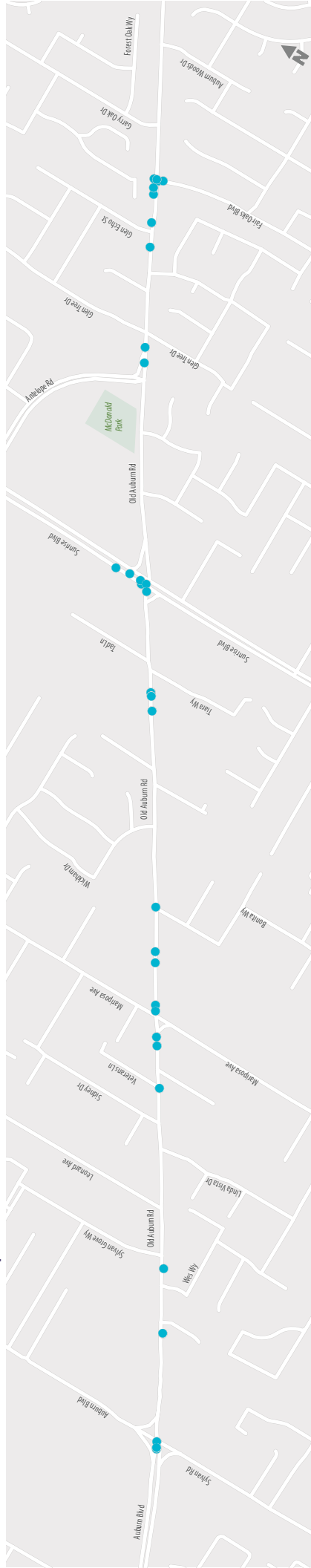


42% were rear-end

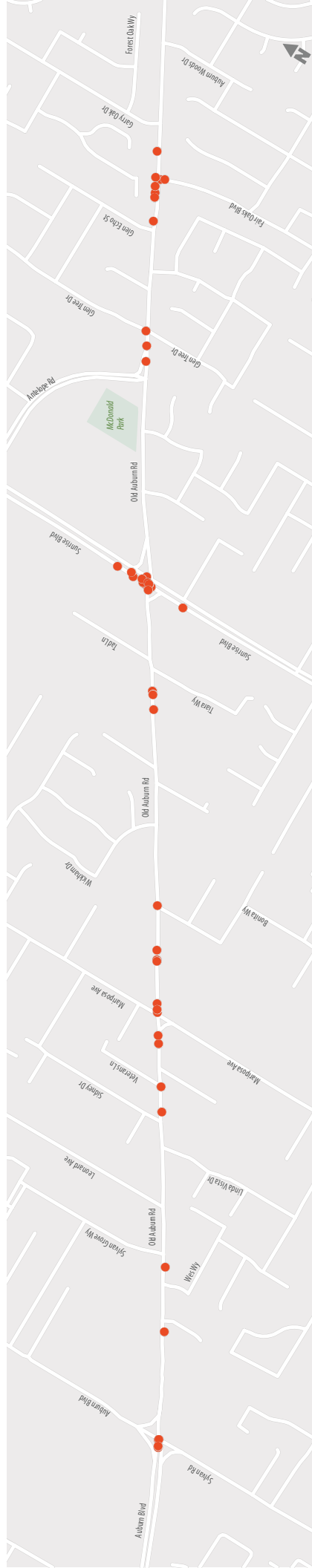


38% due to unsafe speed

Collisions Attributed to Unsafe Speeds



Rear-End Collisions



Overview

This data is for the years 2013–2017 from the Statewide Integrated Traffic Records System (SWITRS), a tool maintained by California Highway Patrol.

Intersections with the highest number of collisions:

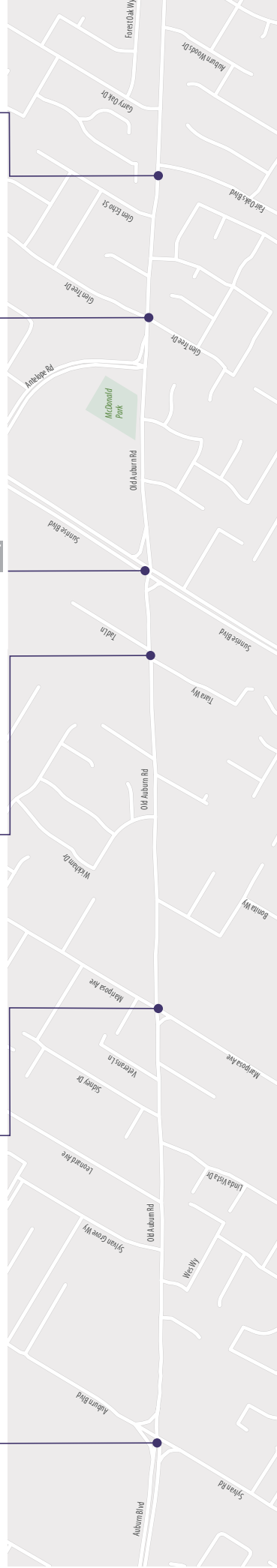
1. Sunrise Blvd
2. Fair Oaks Blvd
3. Sylvan Rd/Auburn Blvd
4. Mariposa Ave
5. Tiara Way

Intersections with the most collisions that resulted in an injury or fatality:

1. Sunrise Blvd
2. Fair Oaks Blvd
3. Mariposa Ave
4. Sylvan Rd/Auburn Blvd
5. Tiara Way

Highest collision rate per 100 million cars:

1. Sunrise Blvd
2. Sylvan Rd/Auburn Blvd
3. Mariposa Ave
4. Fair Oaks Blvd
5. Tiara Way

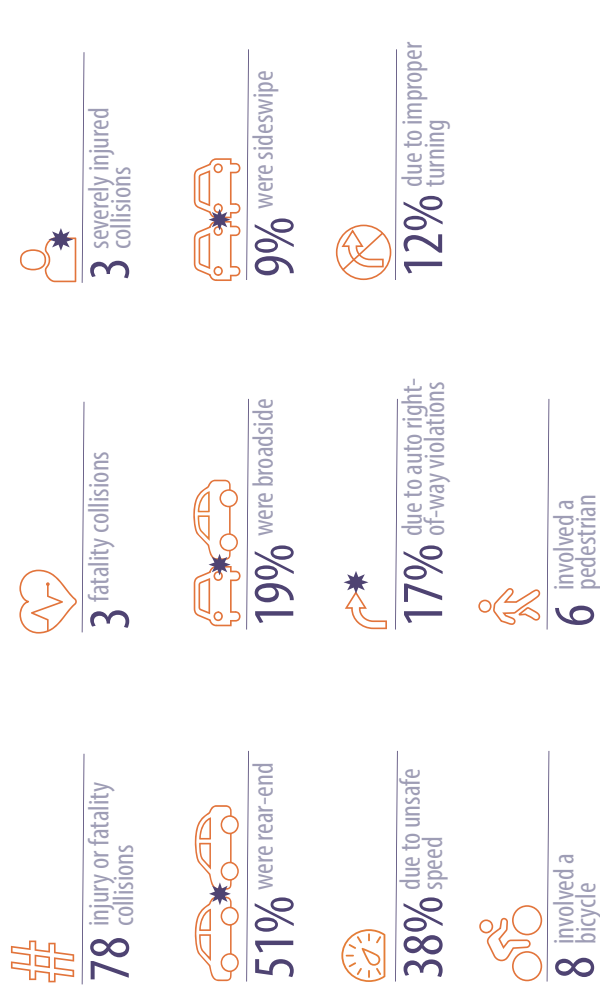


Overview

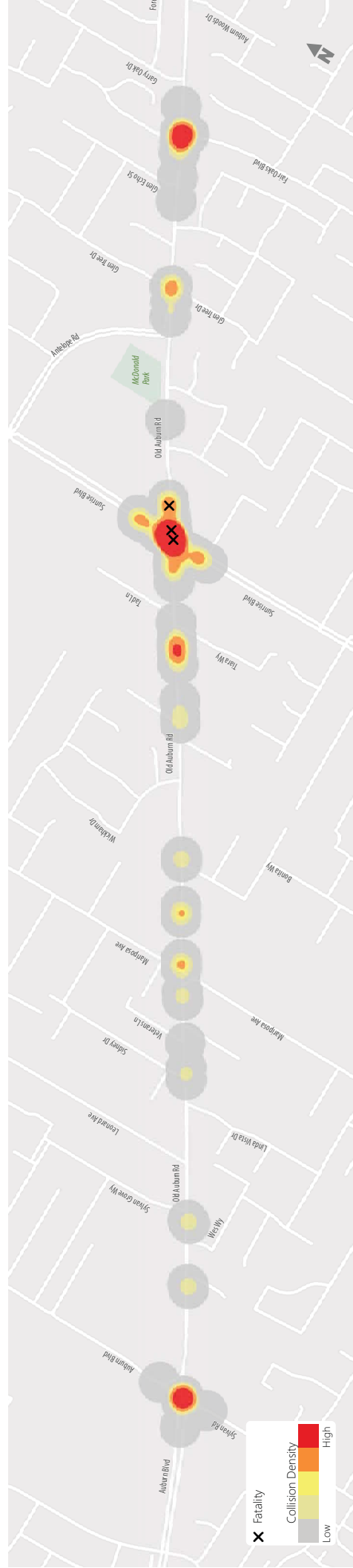
This data is for the years 2013–2017 from the Transportation Injury Mapping System (TIMS), managed by the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley. Crash data include only those crashes that resulted in an injury or fatality and do not include crashes that resulted in property damage only.

Old Auburn Road provides direct access to two schools and numerous commercial centers. This access gives it the potential to generate a significant amount of foot and bicycle traffic. However, this 2-mile stretch of Old Auburn Road faces challenging transportation conditions including excessive speeds, inadequate bicycle, pedestrian and transit infrastructure, and a history of collisions. Addressing these needs will increase mobility to neighborhoods, schools, and various businesses and neighborhoods along this corridor.

What do we know about these collisions?



Collision Density



Who is using Old Auburn Road?

The following travel Trends were identified using location information from GPS and traffic counts:

AM Commute Trips (6AM to 10 AM)

About **62%** of the trips using Old Auburn Road start within Citrus Heights, and **26%** start to the east of Citrus Heights (Folsom and Placer County).

About **25%** of the trips end to the east of Citrus Heights, **29%** end to the west in Sacramento County.

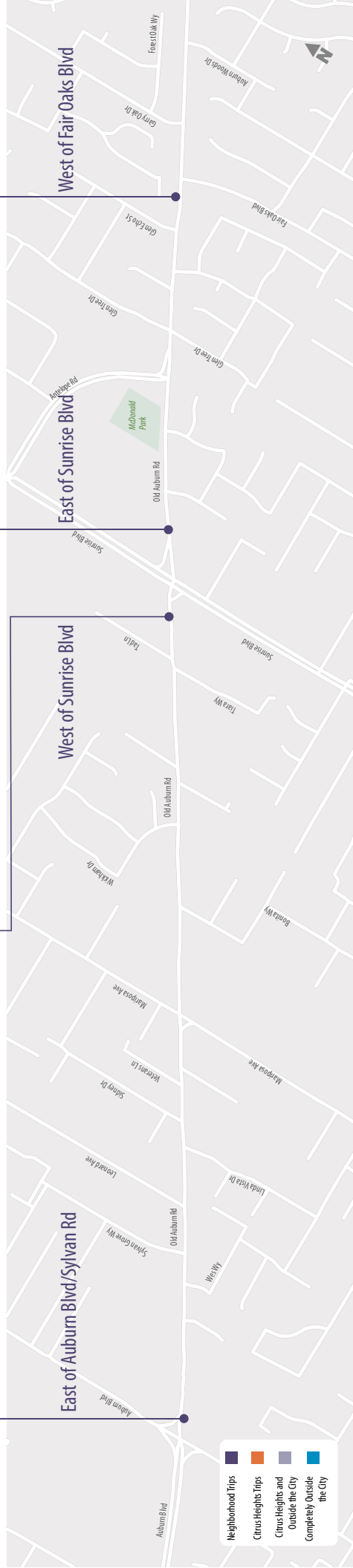
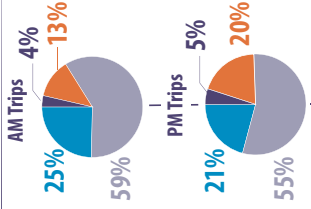
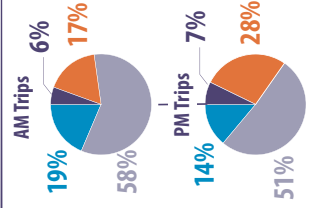
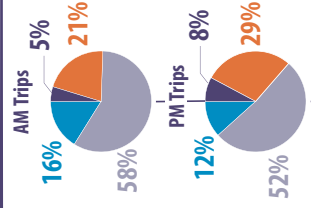
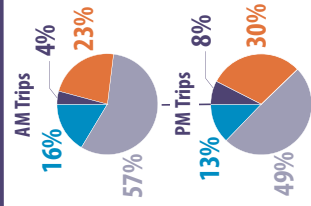
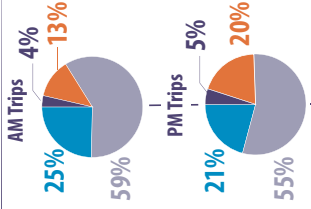
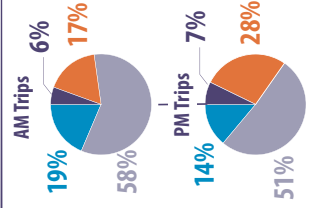
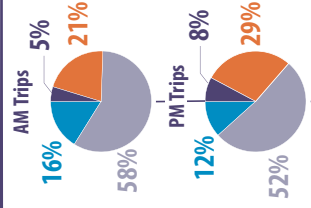
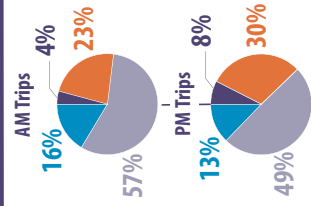
Approximately **20%** of the trips pass through Citrus Heights

PM Commute Trips

About **53%** of the trips using Old Auburn Road start in Citrus Heights and **60%** end in Citrus Heights.

Approximately **30%** of the trips start east of Citrus Heights and **17%** start in west of Citrus Heights (Sacramento and Elk Grove).

About **16%** of the trips pass through Citrus Heights.

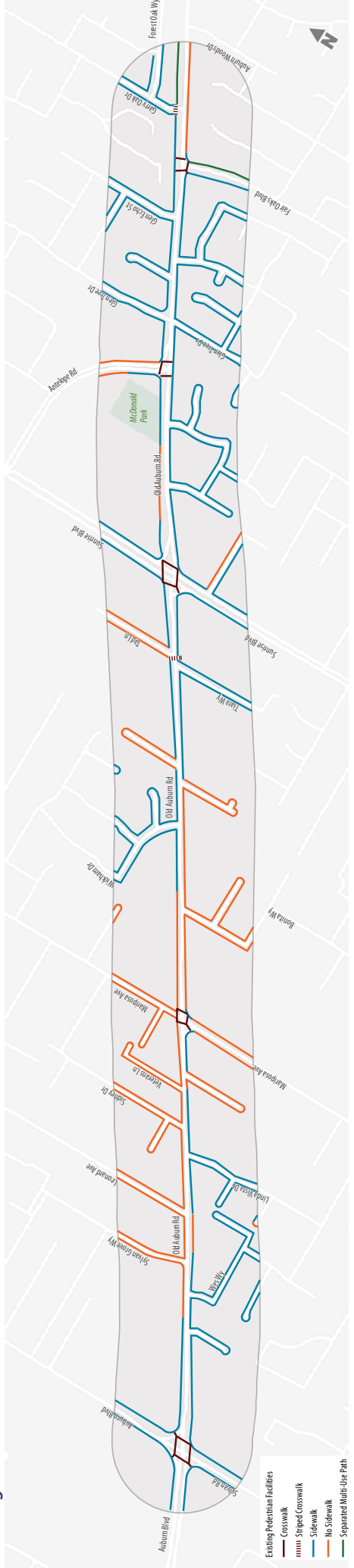


Existing Bicycle and Pedestrian Facilities

Existing Bicycle Facilities



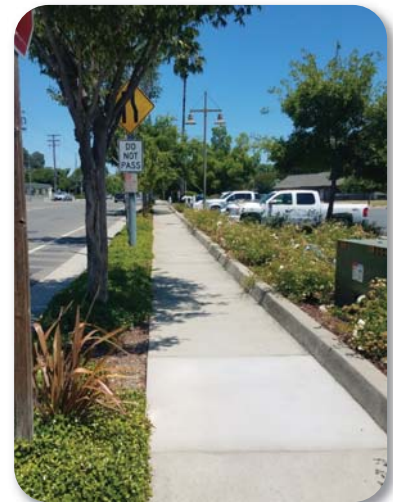
Existing Pedestrian Facilities



The Old Auburn Road Experience for People Walking and Biking



The Old Auburn Experience for people walking:



The Old Auburn Experience for people biking:



Old Auburn Rd Complete Streets Plan: From Carriage Drive to Garry Oak Drive

16 Making gateway improvements at intersect



17 Expanded sidewalk with



18 Existing school curb



19 No sidewalk on north side of street



20 Low-lying left turn lane



21 Standard right turn



22 Open pedestrian



23 High-visibility pedestrian crossing



24 Improved sidewalk



25 Improved signal crosswalk



26 New crosswalk lines



27 Right turn must turn right



28 Street trees



SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F



SECTION G-G



SECTION H-H



Old Auburn Road Complete Streets Plan **Comment Card**

Please share your thoughts, comments, or questions:

Name: _____ Phone: _____

Email: _____

How did you hear about this meeting? _____

You can submit your comments to staff today, by mail, by fax (916) 442-1186, or email to tcoover@aimconsultingco.com

Place
postage
stamp
here

AIM Consulting, Inc.
2523 J Street, Suite 202
Sacramento, CA 95816



Old Auburn Road Complete Streets Plan

Walkability Audit Summary

The objective of the Old Auburn Road Complete Street Plan walkability audit was to discuss key issues pertaining to traveling in a vehicle, by walking, or bicycling along Old Auburn Road between Sylvan Road and Fair Oaks Boulevard in Citrus Heights. On December 10, 2018, the consultant team met with neighborhood association representatives and City of Citrus Heights staff to walk the 1.75-mile segment. Attendees included representatives from Fehr & Peers, City of Citrus Heights, Bennett Engineering, Callander Associates, and the Citrus Heights neighborhood associations adjacent to the corridor.

WALKABILITY AUDIT NOTES

OLD AUBURN ROAD / SYLVAN ROAD

- Gateway Project improvements at intersection
- Separated sidewalk with landscape buffer and planted median
- Sylvan Village has small parking lot; not pedestrian friendly
- Difficult for kids to cross the street at intersection
- A lot of traffic lanes merging together creates congestion



Figure 1: Landscape buffer for sidewalk

OLD AUBURN ROAD / WES WAY

- There is a rolled curb. On-street parking is prohibited, but vehicles could easily encroach onto adjacent sidewalks
- No sidewalk on north side of street
- Residents like the two-way left-turn lane (TWLT lane)
- Comments about traffic backing up to Sunrise because of not having a turn lane
- Do not want to add more lanes
- Some believe traffic should have priority over the sidewalk
- A lot of parents do not let their children walk to school

OLD AUBURN ROAD / MARIPOSA AVENUE

- Asphalt sidewalk has rural feel
- Concrete sidewalks are preferred
- The current "patchwork" of sidewalks is not desired
- Visibility issues for right turns at this intersection created by fences and trees
- Support for keeping the channelized right turn
- People use neighborhood streets as a cut-through to avoid traffic on Old Auburn Road
- Suggested to coordinate lights



Old Auburn Road Complete Streets Plan

Walkability Audit Summary



Figure 2: Crosswalk and separated bike path at Tiara Way

OLD AUBURN ROAD / BONITA WAY

- Hard to make left-turn into and out of side-street (Bonita Way)
- Bonita Way carries a lot of cut-through traffic
- Open gutter / ditch next to walkway / bike lane

OLD AUBURN ROAD / TIARA WAY

- High visibility pedestrian crossing has been relocated over the past 3 years. Potential site for pedestrian hybrid beacon (PHB)?
- Separated bikeway prohibits cars turning right to enter bike lane which also causes EB queueing, reports of cars driving around delineators to the right onto the sidewalk to bypass queue

OLD AUBURN ROAD / SUNRISE BOULEVARD

- Recent improvements: stamped asphalt for crosswalks
- Is this intersection coordinated with other signals on corridor? Is it possible to coordinate it?
- One eastbound through lane feeds into two receiving lanes which merge together just east of intersection
- Vehicles heading westbound speed up after getting through this intersection
- It is difficult to get out of businesses / parking lots at this intersection



Figure 3: Old Auburn Road / Sunrise Boulevard

OLD AUBURN ROAD / CITRUS HEIGHTS TERRACE

- On-street parking for employees

OLD AUBURN ROAD / ANTELOPE ROAD

- A lot of traffic because of freeway access on Antelope Road
- Five-travel lanes allows vehicles to travel faster
- Vertical curve creates visibility issues
- It is difficult to get out of nearby subdivisions because of speed and visibility
- McDonald Park has a small parking lot, so many visitors park on-street on Old Auburn Road
- Landscaping / large trees on Antelope Road



Figure 4: Travel lanes west of Antelope Road



Old Auburn Road Complete Streets Plan

Walkability Audit Summary

OLD AUBURN ROAD / CHIPMUNK WAY

- It is difficult to get out onto Old Auburn Road from Chipmunk Way

OLD AUBURN ROAD / FAIR OAKS BOULEVARD

- Trail connection
- Trap right-turn lane
- No crosswalks between Fair Oaks Boulevard and Antelope Road
- Heavy northbound left-turn during AM peak hour because of vehicles using Old Auburn Road to access Antelope Road
- High number of crashes with northbound left-turn vehicles hitting the wall along the sidewalk

OLD AUBURN WALK AUDIT SIGN IN

Date: 11/10/2018

[illegible]

Old Auburn Road Complete Streets Plan



Community Workshop #2

12.17.19

PREPARED BY AIM CONSULTING

Community Workshop Summary

Introduction

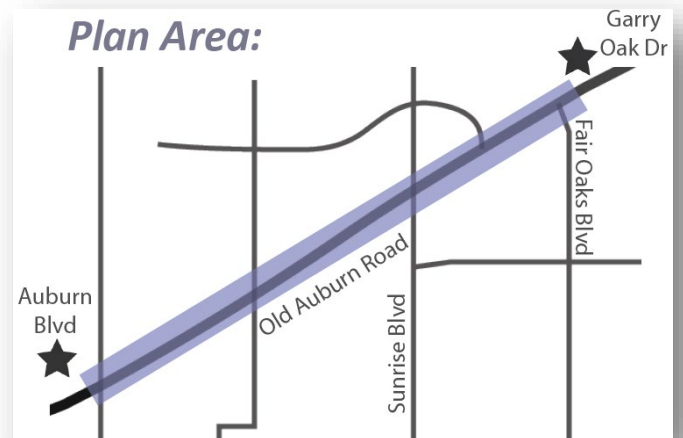
More than 70 community members participated in the second community workshop for the Old Auburn Road Complete Streets Plan on Tuesday, December 17, 2019, at Holy Family Catholic Church located at 7817 Old Auburn Road in Citrus Heights.

Project Overview

The City of Citrus Heights has identified Old Auburn Road as an important corridor for all types of transportation and would like to improve safety for people driving, riding bicycles, walking and taking transit. The plan area includes Old Auburn Road between Auburn Boulevard and Garry Oak Drive. This roadway segment was identified in the City's Pedestrian Master Plan as a Priority Project Area. The plan will allow the City to seek additional funding for design and construction of the improvements. Project goals include reducing the number and severity of collisions, improving intersection safety, reducing vehicle speeds along the corridor, improving walking and biking facilities, improving access across Old Auburn Road, and reducing additional traffic that uses the corridor as a regional cut-through route and do not live or work locally.



Leslie Blomquist, City of Citrus Heights, with a community member at the workshop.



Community Workshop Purpose and Format

The purpose of the second community workshop was to present and obtain feedback on proposed concept and on the temporary demonstration project improvements that were implemented along a portion of Old Auburn Road for a nine-day period during the month of October.

Old Auburn Road Complete Streets Community Workshop #2
December 17, 2019 | 4:30 – 6:30 p.m.
Holy Family Catholic Church
7817 Old Auburn Road, Citrus Heights, CA

The workshop began in an “open house” format with project boards that included maps and illustrations for attendees to review and comment on. A brief presentation given by Adrian Engel, project manager from Fehr & Peers, began at 5:00 p.m. A summary of the presentation is as follows:

Actions for the Old Auburn Road Complete Streets Project

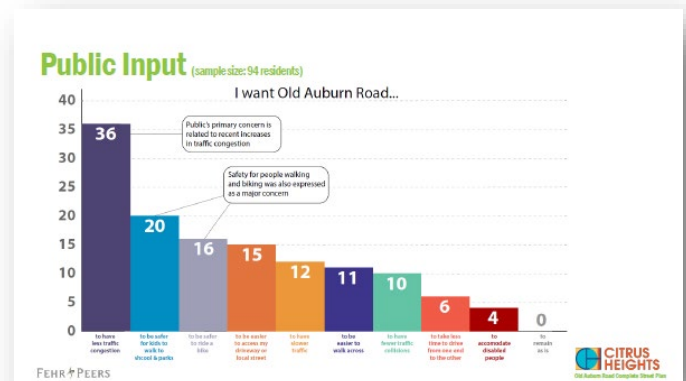
The City and project team are listening to the needs of the local residents and developing context sensitive solutions, understanding the data for travel demand and collision patterns, and creating a creative and innovative plan that can be implemented by aligning with potential funding.

Public Input

The next slide of the presented displayed a graph of public feedback the City and project team received at the first workshop in March 2019. The graph presented input from residents and community members on what goals they would like to achieve on Old Auburn Road. For example, thirty-six community members want less traffic congestion, twenty want it to be safer for kids to walk to school and parks, sixteen want Old Auburn Road to be safer while riding a bike, and fifteen people would like easier access to their driveway or local street from the corridor, among others.



Adrian Engel, Fehr and Peers, presenting project information at the community workshop.



“Others driving through”

The third slide displayed a map of the project area showing the percentages of how many people travel on or through Old Auburn Road during AM and PM commute trips. During the morning commute trips, about 62% of trips using Old Auburn Road start within Citrus Heights and 26% start to the east of Citrus Heights in Roseville and Placer County. About 25% of the trips end to the east of Citrus Heights and 29% end to the west in Sacramento County.



Approximately 20% of the trips pass through Citrus Heights without stopping.

During the evening commute trips, about 53% of the trips using Old Auburn Road start in Citrus Heights and 60% end in Citrus Heights. Approximately 30% of the trips start east of Citrus Heights and 17% start west of Citrus Heights in Sacramento and Elk Grove. Approximately 16% of trips pass through Citrus Heights without stopping.

Benefits of a Complete Street for Old Auburn Road

The next slide explained the benefits of a complete street. These include reducing the number of collisions and conflicts, reducing vehicle speeds, improving walking and biking facilities, improving access across Old Auburn Road, and reducing regional cut-through travel for those who do not live or work locally.

Previous Planning

The City has studied this corridor in the past through the Pedestrian Master Plan, which determined the focus area for the Old Auburn Road Complete Streets Project, a concern from the public about safety along the corridor for drivers, pedestrians, and bicyclists and the implementation of a complete street on Auburn Boulevard and Sunrise Boulevard.

The Old Auburn Road Experience for People Walking, Riding and Biking

Engel continued the presentation with the next three slides, which displayed photos of existing conditions of sidewalks, bike lanes and vehicle lanes along the Old Auburn Road corridor.

The Old Auburn Road Experience for People Walking



The Old Auburn Road Experience for People Riding



The Old Auburn Road Experience for People Driving

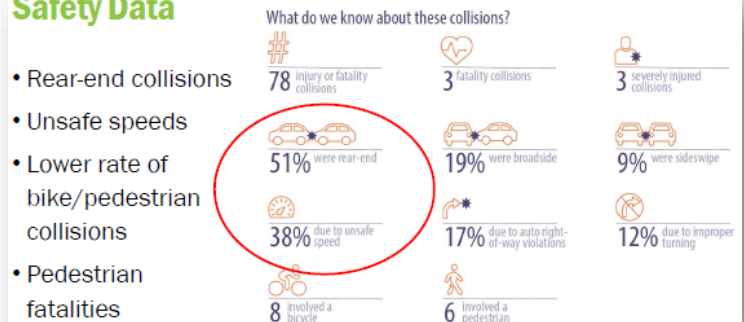


Safety Data

The City and the project team conducted a review of previous collisions along the corridor to analyze safety including the number of rear-end collisions attributed to unsafe speeds and rates involving a bike and/or pedestrian. Additional data included:

- 78 collisions included injuries or fatalities
 - 51% were rear-end collisions,
 - 38% were due to unsafe speed,
 - Eight involved a bicycle,
 - Three were fatality collisions,
 - 19% were broadside collisions,
 - 17% were due to right-of-way violations,

Safety Data



- Six involved a pedestrian,
- Those involved in three of the collisions were severely injured,
- 9% were sideswipe collisions, and
- 12% were due to improper turning.

Old Auburn Road / Fair Oaks Boulevard Crashes

Engel continued the presentation by discussing collision statistics from 2006 – 2018 at the intersection of Old Auburn Road and Fair Oaks Boulevard. Sixteen (16) collisions involved vehicles making the northbound left turn and colliding with the planter barriers. Out of the 16 collisions:

- 15 of 16 involved only one vehicle,
- Five of 16 occurred during nighttime and dark conditions,
- 11 of 16 occurred during rainy and wet conditions, and
- 5 of 16 occurred due to driver impairment.



Fair Oaks Boulevard Near-Term Improvement Concept

The near-term improvement concept for the Fair Oaks Boulevard intersection includes repairing the planter barriers that were recently damaged, changing the turn lanes so that northbound Fair Oaks Boulevard would have one left turn lane and one right turn lane, installing additional warning signs and “Keep Clear” markings at Villa Oak Drive and Garry Oak Drive.



Demonstration Project

Between October 19 and October 27, the City converted one westbound lane on Old Auburn Road to a two-way separated bikeway. The City and project team hosted a Community Safety Fair on October 19, where community members and residents could test out the protected bikeway, which was separated from moving traffic by plastic delineators. After testing out the improvements, community members shared with the project team that they felt safer riding on Old Auburn Road and felt safer sending their kids out to ride in the separated bikeway.

One of the community concerns was the potential for traffic to divert from Old Auburn Road to other local roadways such as Oak Avenue. Before and during the demonstration project, the project team collected data including hourly traffic volumes on Old Auburn Road, Fair Oaks Boulevard and Oak Ave. The data indicates that there was a significant decrease in the amount of vehicular travel on Old Auburn and Fair Oaks Blvd, but that Oak Ave did not see a significant or proportional increase in volumes.

Proposed Cross Section

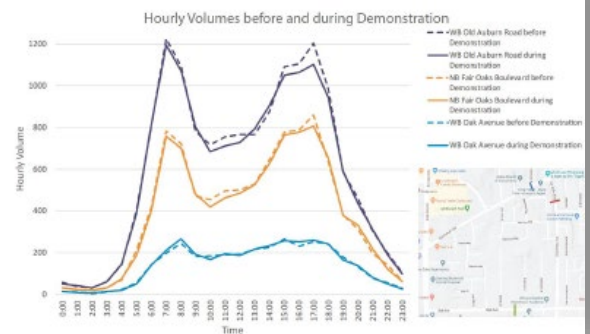
Engel continued the presentation by presenting a graphic that depicted what Old Auburn Road could look like with the proposed improvements. A sidewalk separated from the street by trees, a separated bikeway away from moving traffic and one vehicle lane in each direction with a center two-way left turn lane.

Demonstration Project

- Between October 19th - 27th
- Converted west bound lane to two-way separated bikeway
- Kids and families felt safe riding on Old Auburn Road
- Traffic was monitored during and before to understand the effects



Demonstration Project



Proposed Cross Section



Next Steps

Engel concluded the presentation with the next steps for the project. The City and project team will continue receiving feedback from the community and answering questions through January. After that time, the City will present the recommendations to the Planning Commission and City Council in February. After that time, the City will apply for grant funding for the priority locations along Old Auburn Road.

Immediately following the presentation, the workshop continued in an open house format where project team members were available to provide additional information and answer questions.

Stations

The open house consisted of the following staffed information stations. Full renderings of the project boards can be found in the appendix.

Project Background and Public Feedback

This station provided an opportunity for community members to learn more about complete streets, which are designed to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. It also introduced project objectives and components, which are listed as follows:

- Project Objectives:
 - Improve mobility of pedestrians, bicyclists, motorists and transit riders,
 - Create a sense of place and center of activity,
 - Strengthen neighborhood cohesiveness, and
 - Stimulate economic developments.
- Project Components:
 - Develop a multi-modal street plan for Old Auburn Road from Auburn Boulevard to Fair Oaks Boulevard to enhance safety for people driving, walking and biking.

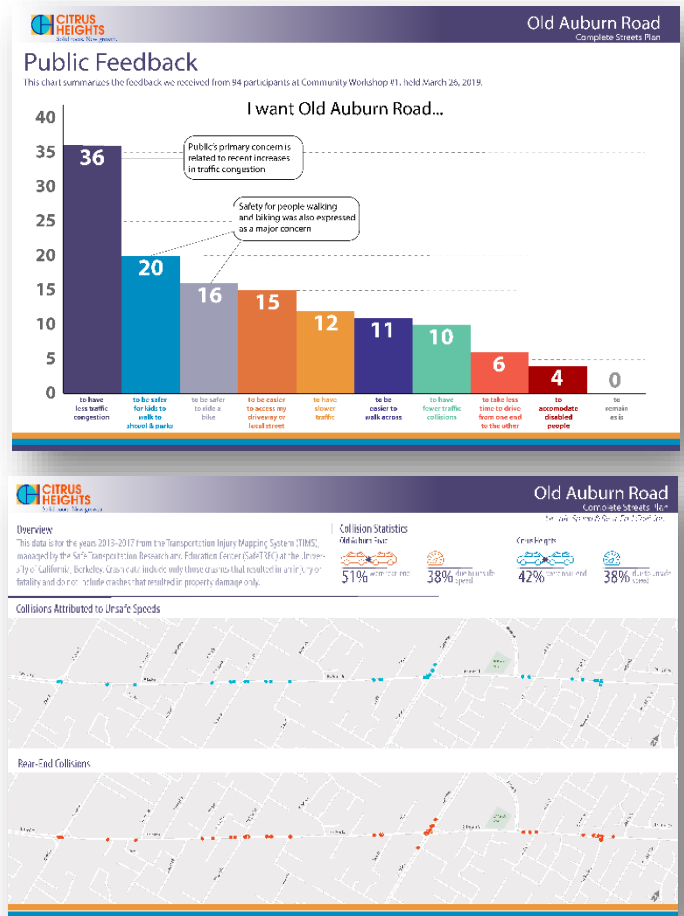


Old Auburn Road Complete Streets Community Workshop #2
December 17, 2019 | 4:30 – 6:30 p.m.
Holy Family Catholic Church
7817 Old Auburn Road, Citrus Heights, CA

This station also highlighted a summary of findings from the previous community outreach and feedback the team received from community members. Based upon the comments from 94 community members and residents on the overall objectives for the corridor, a large percentage were interested in having less traffic congestion and safer conditions for children and others who want to walk or bike along the corridor.

Safety

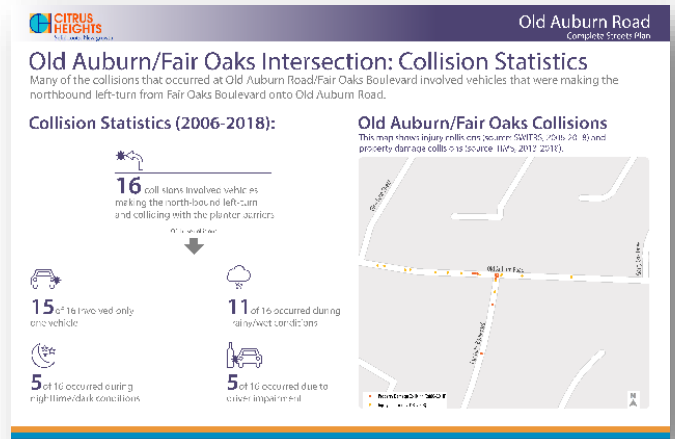
This station presented crash data and existing transportation conditions on the corridor. Existing conditions include safety concerns such as excessive speeding, inadequate bicycle and pedestrian infrastructure, and a history of collisions. The City has been collecting collision information and reviewing the statistics and trends along the Old Auburn Road corridor. During the time period analyzed, fifty-one (51) percent of all collisions along Old Auburn Road were rear-end collisions and 38% were due to unsafe speed. This is much higher than the city-wide average where 42% of collisions are rear end.



Old Auburn Road Complete Streets Community Workshop #2
December 17, 2019 | 4:30 – 6:30 p.m.
Holy Family Catholic Church
7817 Old Auburn Road, Citrus Heights, CA

The collision statistics from 2006 – 2018 at the intersection of Old Auburn Road and Fair Oaks Boulevard include:

- 16 total collisions involving vehicles making the northbound left-turn and colliding with the planter barriers,
- 15 of the sixteen collisions involved only one vehicle,
- 11 of the sixteen occurred during rainy / wet conditions,
- Five of sixteen occurred during nighttime / dark conditions, and
- Five of sixteen occurred due to driver impairment.



This station also highlighted recommended near-term improvement concepts for the intersection include warning signs to slow traffic for the turn, changing the turn lanes northbound Fair Oaks Boulevard to having one left turn lane and one right turn lane, additional warning signs for wet conditions, and “Keep Clear” markings at Villa Oak Drive and Garry Oak Drive.



Demonstration Project

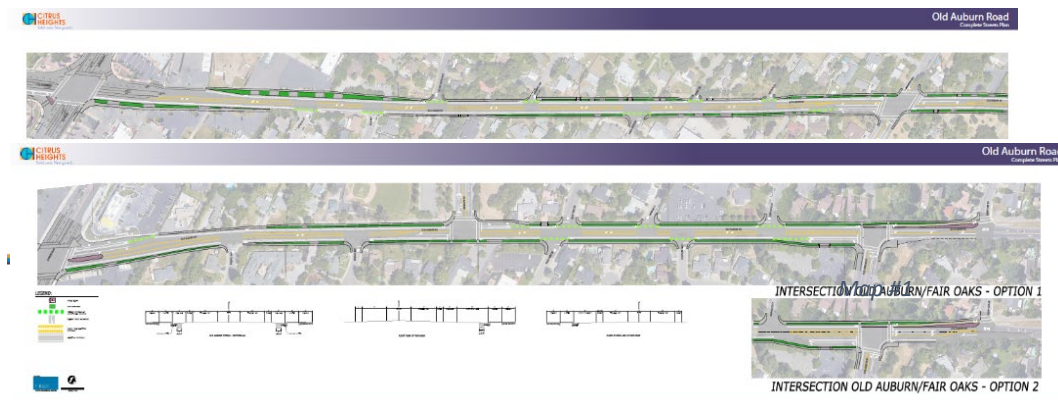
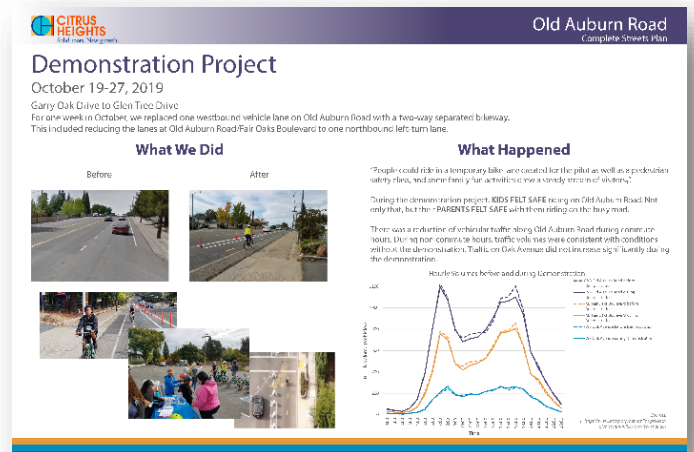
This station explained what the demonstration project was and how the City implemented the temporary potential improvements. The City converted one westbound lane on Old Auburn Road into a two-way separated bikeway. This change also included reducing the lanes at the Old Auburn Road and Fair Oaks Boulevard intersection to one northbound left-turn lane. As part of the demonstration project, traffic was monitored during the weeklong period to collect data and better understand the effects of removing one lane of traffic on the corridor. To kick-off the demonstration project, the City hosted a Community Safety Fair on October 19. Through traffic data collection and interactions with community members and residents, findings from the demonstration project included:

- Community members felt safer riding a bike on Old Auburn Road and felt safer letting their kids ride in the separated bikeway,
- A 10% reduction of vehicle traffic during commute hours,
- Traffic patterns remained the same as before the demonstration during non-commute hours, and
- Traffic on Oak Avenue did not increase significantly during the demonstration.

Throughout the duration of the workshop, community members were able to view an aerial video of the corridor that was taken during the temporary improvements in October 2019. The video can be viewed at the following link: <https://www.youtube.com/watch?v=yeESs-nw5So&feature=youtu.be>

Project Corridor

Community members were able to view maps which depicted the proposed concept for Old Auburn Road between Auburn Boulevard and Garry Oak Drive with the potential improvements shown.



Map #1 included part of the study corridor from Auburn Boulevard to Sunrise Boulevard. The map presented how the corridor would be configured with potential improvements.

Map #2 included part of the study corridor from Sunrise Boulevard to Garry Oak Drive. The map presented the proposed corridor improvements with two options for the intersection of Old Auburn Road and Fair Oaks Drive. Map #2 created a dialogue for community members to discuss the high level of crashes at the intersection of Old Auburn/Fair Oaks which occurred in the recent months leading up to the workshop. Map #2

Community members provided input through post-it notes and below are key themes from their feedback:

Focus Area - Intersection at Old Auburn / Fair Oaks Boulevard

Community members would like to see locations for U-turns at various intersections along the Old Auburn Road corridor, and they had concerns about collisions at the intersection of Glen Tree Drive near the preschools. Community members would like to see locations for U-turns at various intersections along the Old Auburn Road corridor, and they had concerns about collisions at the intersection of Glen Tree

Community members would like to see a dedicated left turn lane into and out of the State Farm business complex off of Old Auburn Road between Chipmunk Way and Fair Oaks Boulevard. They do not want to see the proposed median on Old Auburn Road.

Community members would like to maintain left turns in and out of the driveways east of Sunrise Boulevard on Old Auburn Road.



Rebecca Shafer, Fehr and Peers, talking with a community member at the workshop.

Some community members commented they would like to keep two vehicular lanes on Old Auburn Road through Fair Oaks Boulevard with a single left and right turn from northbound Fair Oaks Blvd. These same community members think it is a good idea for Fair Oaks Boulevard to be one lane turning right and one lane turning left, but do not want to see any lane reductions on Old Auburn Road.

Community members find it difficult to access Old Auburn Road from local streets such as Chipmunk Way and Garry Oak Dr. Others also expressed concern turning from Woodchuck onto Fair Oaks Boulevard. Others commented they would like to see a turn lane from Garry Oak Drive to Old Auburn Road. A large number of drivers tend to cut the corner onto Garry Oak Drive from Old Auburn Road and community members suggest adding a raised median.



Mary Poole, City of Citrus Heights, talking with Dan, Allison with San Juan Unified School District.

Community members also suggest creating a bicycle route through the Old Auburn Road and Fair Oaks Boulevard intersection that features protected bikeways.

Additional comments not related to the project from community members also included that they would like to relocate the sidewalk at Glen Tree Drive and Old Auburn Road because of the preschool.

Entire Corridor - Old Auburn Road from Auburn Boulevard to Garry Oak Drive

Community members would like to keep street parking for Pioneer Baptist Church along the corridor.

Residents and community members suggest adding a signal for the crosswalk at Tiara Way.

Community members find it hard to access Old Auburn Road heading east to Sunrise Boulevard.

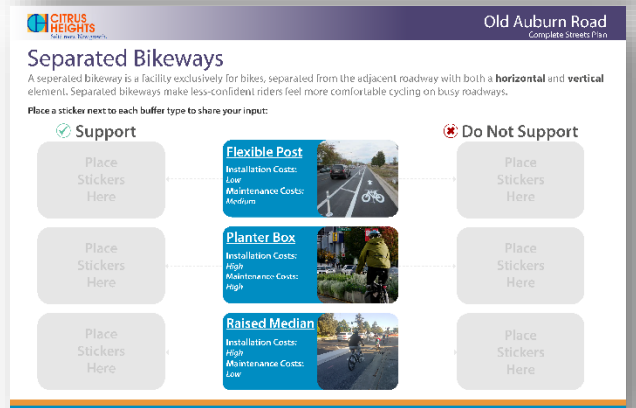
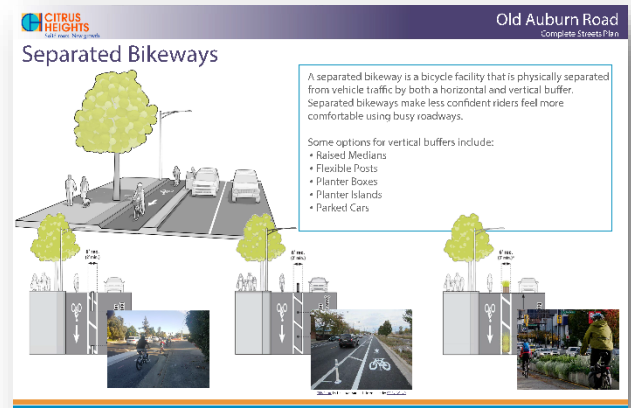
Feedback from community members include that westbound Old Auburn Road needs a right turn lane onto Sidney and Leonard.

Separated Bikeways

These project boards displayed the types and benefits of buffered bikeways that could be implemented on Old Auburn Road and the proposed cross section. A separated bikeway is a facility exclusively for bikes, separated from the roadway. They make less-confident riders feel more comfortable cycling on busy roadways. There are many different types of buffers which may consist of flexible posts, planter boxes, or raised medians, to name a few.

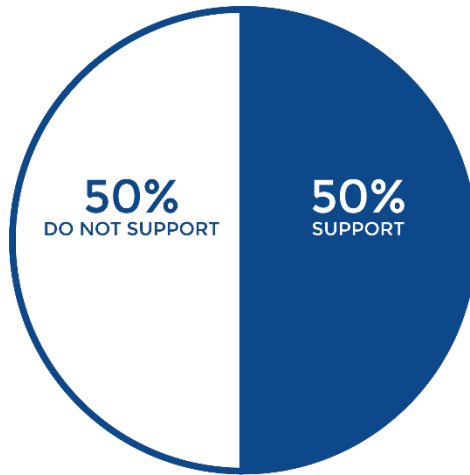
The proposed cross section includes separated sidewalks, buffered bikeways, one vehicular lane in each direction with a two-way left turn lane.

Community members were able to provide feedback on which separated bikeway buffer types they support. Community members comments on the proposed buffer types are summarized below:



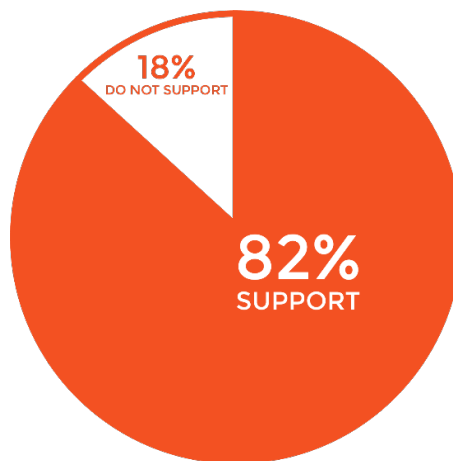
Flexible Posts

- Community members were equally divided on the use of flexible posts as a bikeway buffer.



Planter Box

- A large number of community members support the planter box as a separated bikeway buffer compared to community members who do not support this option.

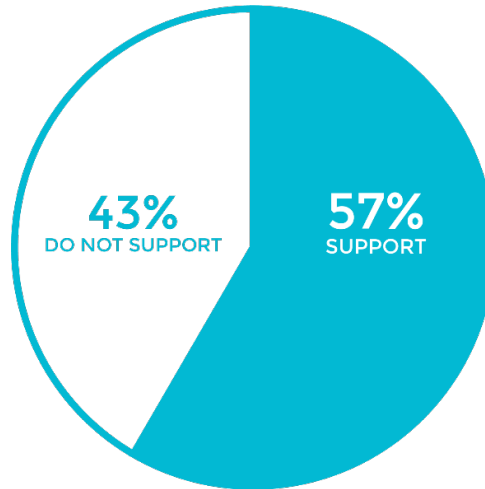


Additional comments

- Use bioswales for drainage and planting strips to provide tree clearance for cars.

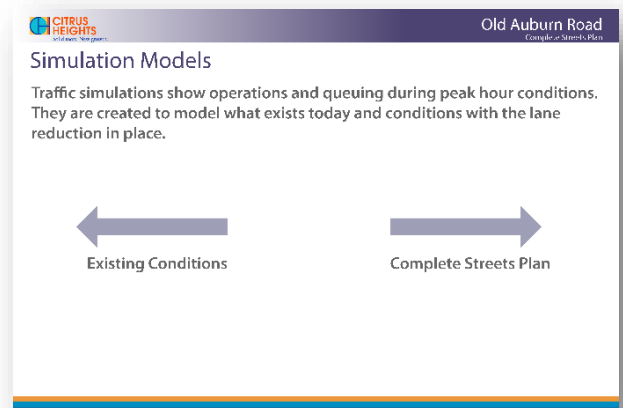
Raised Median

- A slight majority of community members support the option of a raised median compared to those who oppose it.



Operations

Community members were able to view videos of the traffic simulations side-by-side to show operations and congestion during the peak hours of traffic both with and without the complete street concept in place. They presented what exists on the corridor today and the traffic conditions with the potential lane reduction in place as part of the Complete Streets Plan.



Old Auburn Road Complete Streets Community Workshop #2
December 17, 2019 | 4:30 – 6:30 p.m.
Holy Family Catholic Church
7817 Old Auburn Road, Citrus Heights, CA

Information on the level of service was provided at several intersections along the Old Auburn Road study corridor. Level of service is the measure of how signals and traffic are performing during peak commute hours. For signalized intersections, level of service is reported as the overall delay per vehicle. This board also displayed the comparison of delays with the existing conditions on the corridor currently and what it could be with the potential improvements.

Community members were provided with traffic counts on Old Auburn Road during morning commute trips and evening commute trips. During the morning commute trips, about 62% of trips using Old Auburn Road start within Citrus Heights and 26% start to the east of Citrus Heights in Roseville and Placer County. About 25% of the trips end to the east of Citrus Heights and 29% end to the west in Sacramento County.

Approximately 20% of the trips pass through Citrus Heights without stopping.

During the evening commute trips, about 53% of the trips using Old Auburn Road start in Citrus Heights and 60% end in Citrus Heights.

Approximately 30% of the trips start east of Citrus Heights and 17% start west of Citrus Heights in Sacramento and Elk Grove. About 16% of trips pass through Citrus Heights without stopping.

Through these results, the City and the project team can see the number of people using Old Auburn Road to travel in and out of Citrus Heights, where trips start and stop and the level of cut-through traffic for people who do not work or live locally. This will determine the level of service that the corridor needs to perform to accommodate traffic numbers and how this relates to the potential improvements.

CITRUS HEIGHTS
LOCAL GOVERNMENT

Old Auburn Road
Complete Streets Plan

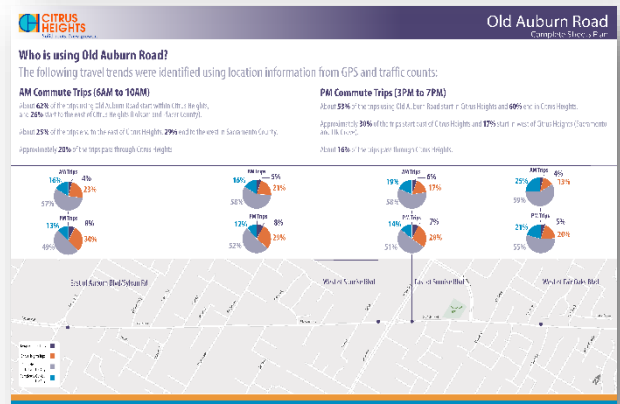
Level of Service (LOS)

ID	Intersection	Control	LOS / Delay (s)		LOS / Delay (s)	
			Existing Conditions		Road Diet (Existing Volume)	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1	Sylvan Rd/Auburn Rd-Old Auburn Rd	Signal	C / 34	D / 43	D / 38	F / 77
2	Warren Ave/Old Auburn Rd	Signal	B / 19	C / 24	B / 20	C / 26
3	Bassett Way/Old Auburn Rd	SSSC	A (1) / 4 (44) (NB LT)	A (7) / 6 (73) (NB LT)	A (8) / 4 (40) (NB LT)	A (7) / 6 (68) (NB LT)
4	Thara Way/Old Auburn Rd	SSSC	A (1) / 7 (21) (NB RT)	A (8) / 7 (31) (NB RT)	A (1) / 1 (13) (NB RT)	A (8) / 1 (13) (NB RT)
5	Summit St/Old Auburn Rd	Signal	D / 47	E / 64	D / 48	E / 65
6	Antelope Rd/Old Auburn Rd	Signal	B / 13	B / 19	C / 25	E / 66
7	Fair Oaks Blvd/Old Auburn Rd	Signal	C / 25	D / 41	D / 40	D / 48

Based on methodologies described in the Highway Capacity Manual, 6th Edition (Transportation Research Board, 2012).

"Signal" represents intersections operating with a traffic signal, whereas "SSSC" represents intersections operating with side-street stop-control.

"LOS" means "Level of Service." For signalized intersections, LOS is reported as the overall average delay in seconds per vehicle. The same is reported for side-street stop-controlled intersections, but the worst movement delay and LOS is also reported in parentheses.



Comment Cards

Community members were able to provide feedback through a general comment card. Below is a summary of the feedback received:

- I live on Coral Oak. The intersection of Old Auburn Road and Coral Oak has seen several accidents. Usually speed or weather-related. If there is room, perhaps a left-turn lane would help, along with enforcing the speed and issuing more tickets.
- I live on Ellen Lane off of Sidney Drive, adjacent to Old Auburn Road. I have heard more about the Fair Oaks planters than along the rest of the road and it concerns me. The accident numbers for vehicles are high, and low for pedestrians and bicyclists because people rarely walk or bike along Old Auburn Road.
- Start improvements on the end of the road with the most safety concerns.
- Westbound Old Auburn Road from Northbound Fair Oaks Boulevard needs better lighting and reflectors on the planters.
- Driveways should be painted red at homes and churches along Old Auburn Road.
- Lower the speed limit on Oak westbound from Hazel.
- We need improvements to create safe right-hand turns from westbound Old Auburn Road onto Sidney and Leonard.
- Planter strips need to be installed with bioswales to turn stormwater into the soil reducing runoff. There are experts in this field that can assist in the design and plant selection. Please do not put conventional landscapes in the planter areas.
- I prefer a raised median for the bike lane.
- Reducing the number of lanes on Old Auburn between Sunrise & Fair Oaks Blvd. would probably reduce the speed of travel because it would create a backup of cars, especially



Stuart Hodgkins, City of Citrus Heights, interacting with community members at the workshop.



Casey Kampenaar, City of Citrus Heights, interacting with community members at the workshop.

at peak travel. Old Auburn between Sunrise & Sylvan and between Fair Oaks Blvd. & Wachtel Way experience this now. The reason to change to help alleviate additional traffic that use it as a cut-through route seems to be invalidated by the research data that showed a smaller percentage traveling through. The largest percentage was using it that lived in the area and thus are most effected by the proposed changes. The backup that the reduced lanes cause just add to the problem of accessing the adjacent neighborhoods it borders. It is already difficult enough at times to get out of these neighborhoods. The proposed changes will just make this worse. The idea of adding bike lanes to make travel by bike easier and safer sounds like a good one, but I from firsthand experience (because I live there and travel the roadway on a daily basis) do not see a lot of bikes using the roadway now. The old adage that "build it and they will come" doesn't always hold true and at whose expense? We might spend a whole lot of time and money on something that only benefits a few at the expense of many. If funds are very limited and the project is to proceed in stages, then might it be best to start on the Old Auburn side to the west between Sunrise & Sylvan. That section is in dire need of something because presently it has no sidewalks or bike paths and it is already narrowed to two lanes, so the impact won't be as great.

- We own the property across the street from Holy Family Catholic Church 7820 and 7828 Old Auburn Road. We are very concerned that you would be interested in taking our Frontage which would leave our house closer to the road. We will be marketing the property again in Spring and hope to work with the city and a developer to bring in a development that would allow for setbacks in sidewalks.

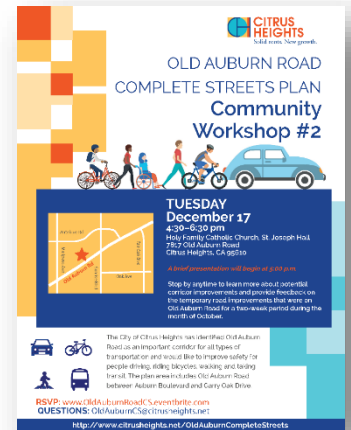
Notification

A direct mail notification was sent more than 1,600 residents, living within a 1,000-foot radius of the project area. An initial email notification and two reminder emails were sent to more than 400 community members through the Citrus Heights database.

Old Auburn Road Complete Streets Community Workshop #2
December 17, 2019 | 4:30 – 6:30 p.m.
Holy Family Catholic Church
7817 Old Auburn Road, Citrus Heights, CA

Jurisdictions, agencies, organizations, transit operators, and local businesses shared information regarding the community workshop through e-mail notifications, website updates, and social media posts. The following groups shared information:

- Mesa Verde High School
- CHASE Neighborhood Association
- San Juan Unified School District
- Sunrise Recreation and Park District
- Orangevale Recreation and Park District
- Holy Family Catholic Church
- Holy Family Elementary School
- Auburn Oaks Senior Living
- Sunrise Oak Apartments
- Leatherby's Family Creamery
- Citrus Heights Terrace
- Citrus Heights Crime Watch Community
- Citrus Heights Happenings
- Citrus Heights POOCH
- City of Citrus Heights
- Citrus Heights Police Department

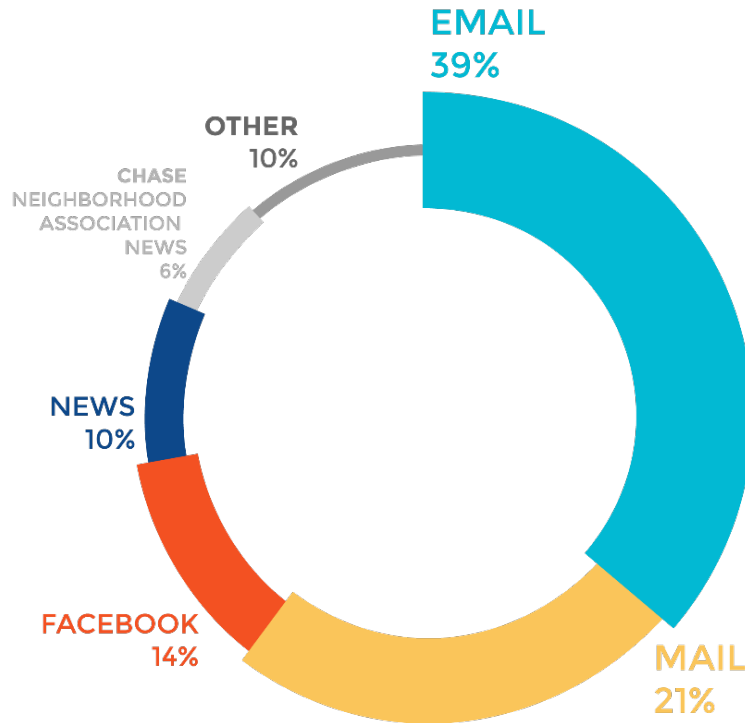


Notification Flier

Media Coverage

- “Citrus Heights Sentinel” (<https://citrusheightssentinel.com/2019/12/15/city-to-hold-public-workshop-on-plan-for-old-auburn-road/> <https://citrusheightssentinel.com/2019/10/31/city-says-its-evaluating-results-of-road-diet-test-on-old-auburn-road/>) & <https://citrusheightssentinel.com/2019/10/17/one-lane-of-old-auburn-road-to-be-closed-for-9-day-road-diet-demo/>)
- ABC 10 (<https://sacramento.cbslocal.com/2019/12/18/citrus-heights-dangerous-intersection/>)
- CBS 13 (<https://sacramento.cbslocal.com/2019/12/18/citrus-heights-dangerous-intersection/>)

Attendees were asked to share how they heard about the event. Below is a summary of their responses.



APPENDIX

- Board Displays
- Comment Card
- Fact sheet
- Flier
- PowerPoint
- Media articles (ABC10, CBS13, “Citrus Heights Sentinel”)

Project Background

What is a “Complete Street”?

Complete streets are designed to enable **SAFE** access for all users, including pedestrians bicyclists, motorists, and transit riders of all ages and abilities

Project Objectives

- Improve safety for all modes
- Improve mobility of pedestrians, bicyclists, motorists, and transit
- Create a sense of place and a center of activity
- Strengthen neighborhood cohesiveness

Project Components

- Develop multi-modal streetscape master plan for Old Auburn Road from Sylvan Road/Auburn Boulevard to Garry Oaks Drive

How to Help

Give your
input
tonight!

&

Spread
the
Word!

Contact Information:

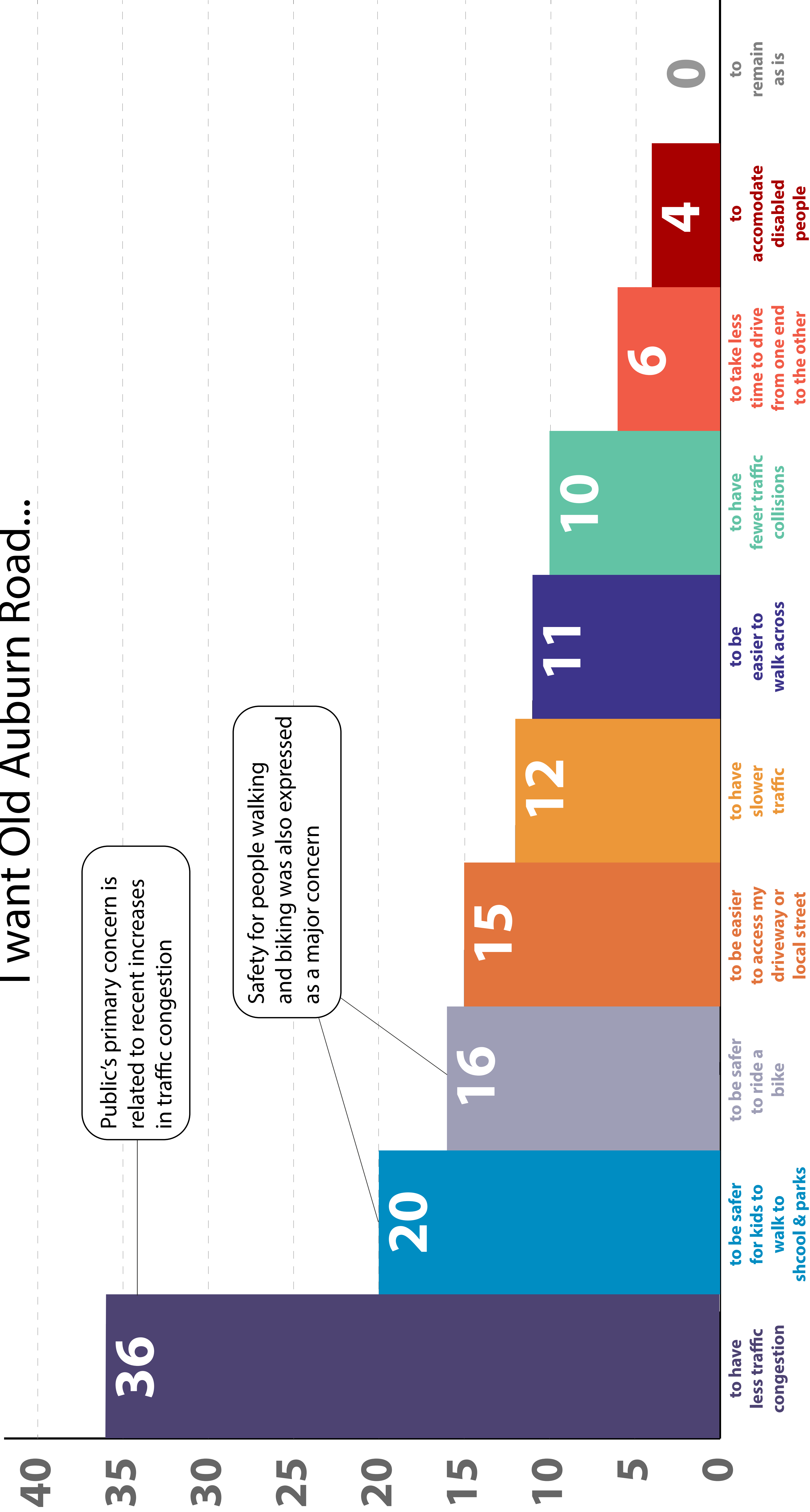
Leslie Blomquist
Principal Civil/Traffic Engineer
LBlomquist@citrusheights.net
(916) 727-4770



Public Feedback

This chart summarizes the feedback we received from 94 participants at Community Workshop #1, held March 26, 2019.

I want Old Auburn Road...



Overview

This data is for the years 2013-2017 from the Transportation Injury Mapping System (TIMS), managed by the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley. Crash data include only those crashes that resulted in an injury or fatality and do not include crashes that resulted in property damage only.

Collision Statistics

Old Auburn Road

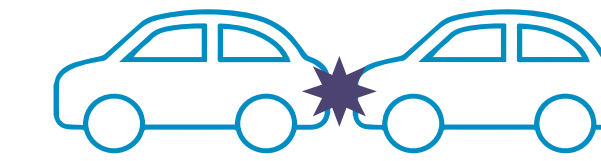


51% were rear-end



38% due to unsafe speed

Citrus Heights

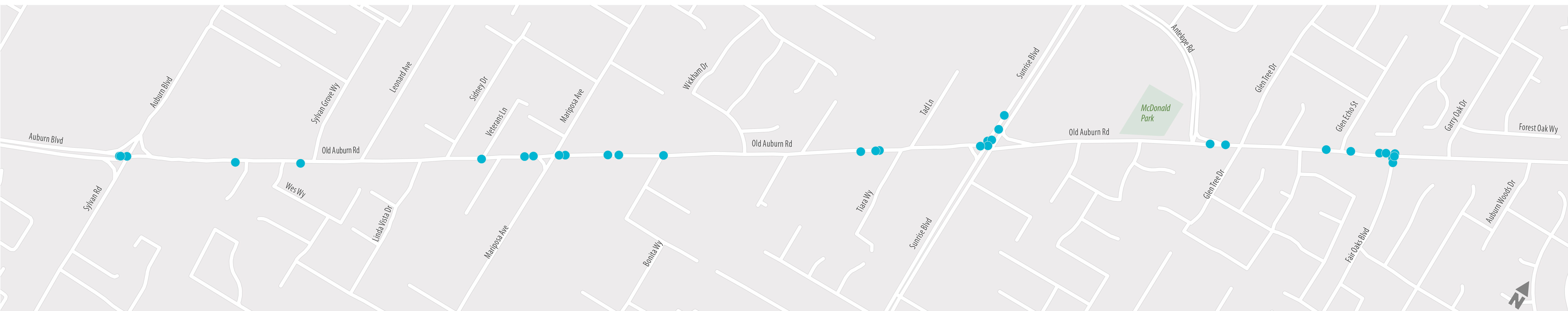


42% were rear-end

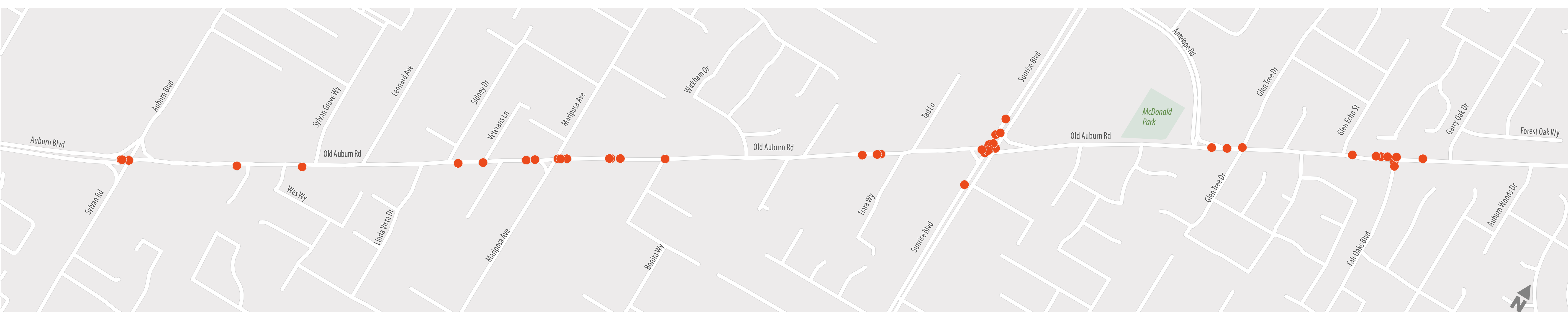


38% due to unsafe speed

Collisions Attributed to Unsafe Speeds



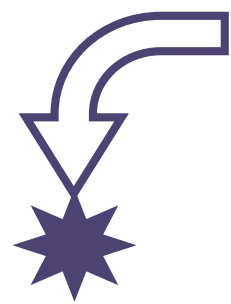
Rear-End Collisions



Old Auburn/Fair Oaks Intersection: Collision Statistics

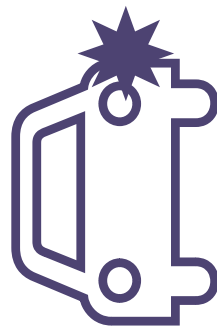
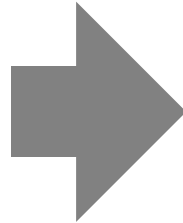
Many of the collisions that occurred at Old Auburn Road/Fair Oaks Boulevard involved vehicles that were making the northbound left-turn from Fair Oaks Boulevard onto Old Auburn Road.

Collision Statistics (2006-2018):



16 collisions involved vehicles making the north-bound left-turn and colliding with the planter barriers

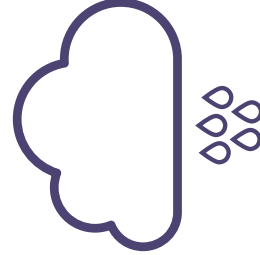
Of those collisions



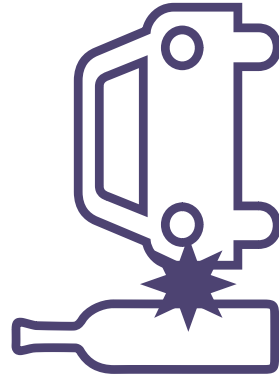
15 of 16 involved only one vehicle



5 of 16 occurred during nighttime/dark conditions



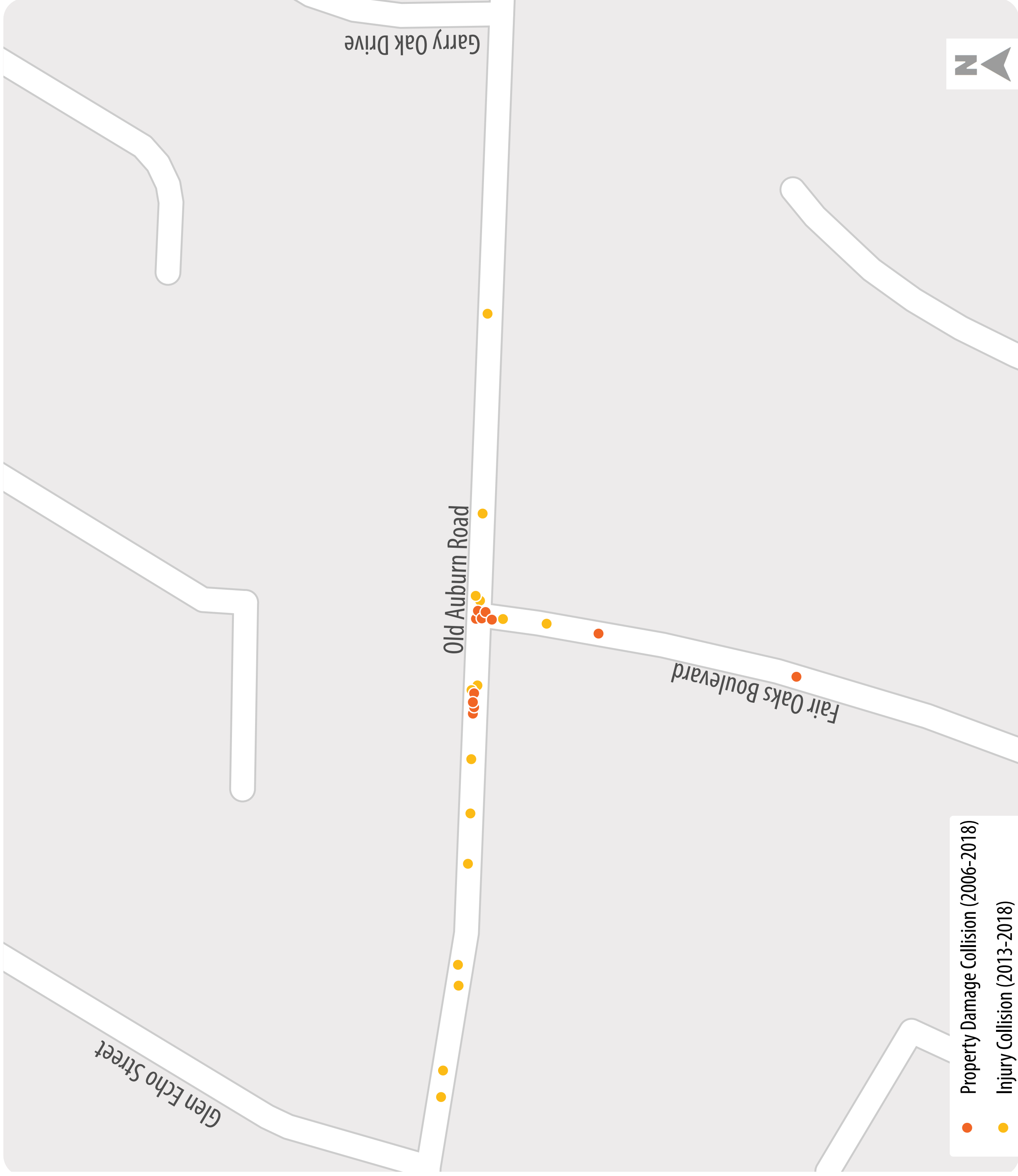
11 of 16 occurred during rainy/wet conditions



5 of 16 occurred due to driver impairment

Old Auburn/Fair Oaks Collisions

This map shows injury collisions (source: SWITRS, 2006-2018) and property damage collisions (source: TIMS, 2013-2018).



Near Term Improvement Concepts



Demonstration Project

October 19-27, 2019

Garry Oak Drive to Glen Tree Drive

For one week in October, we replaced one westbound vehicle lane on Old Auburn Road with a two-way separated bikeway. This included reducing the lanes at Old Auburn Road/Fair Oaks Boulevard to one northbound left-turn lane.

What We Did

Before



After

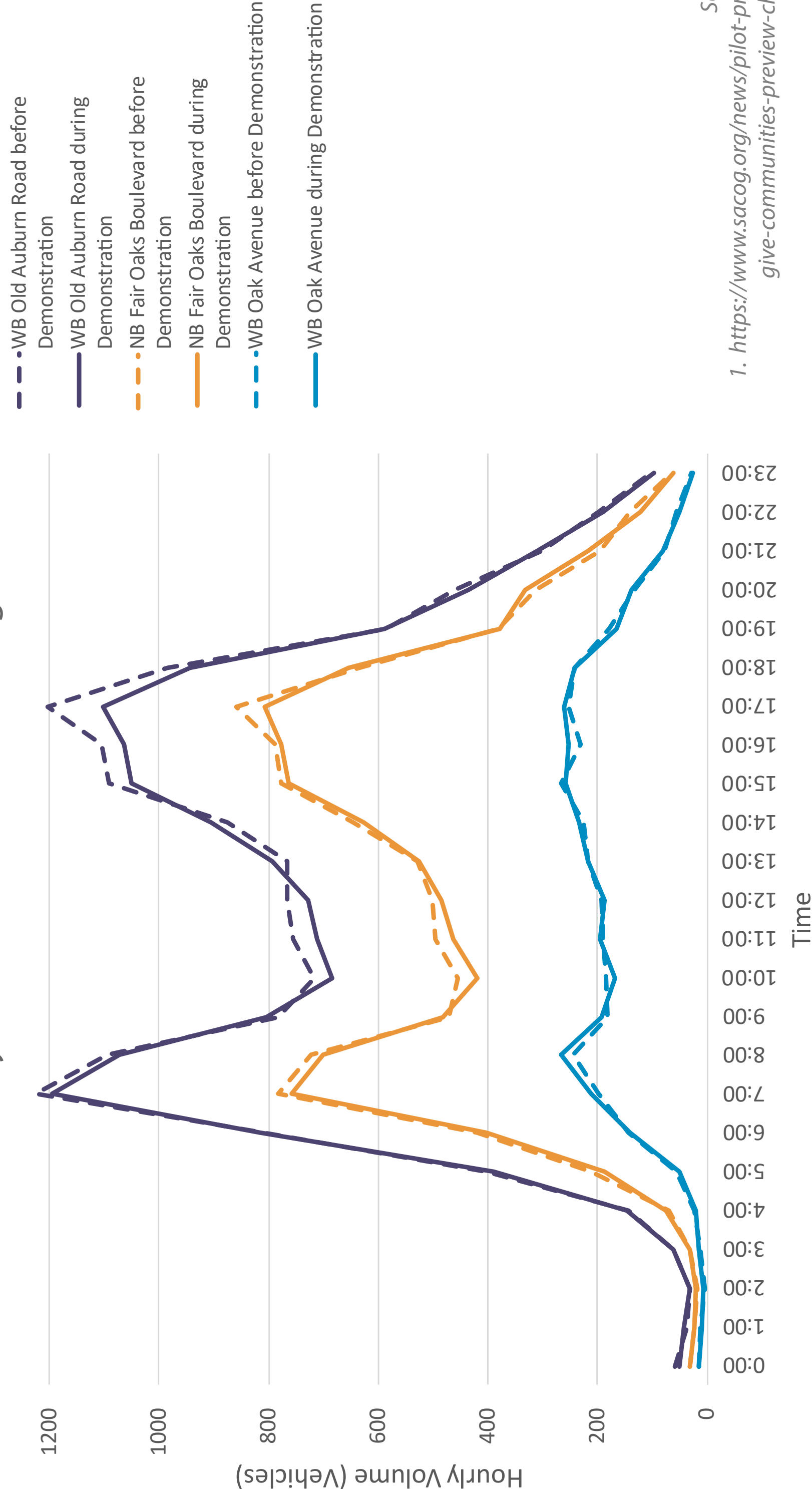


“People could ride in a temporary bike lane created for the pilot as well as a pedestrian safety class, and some family fun activities drew a steady stream of visitors.”

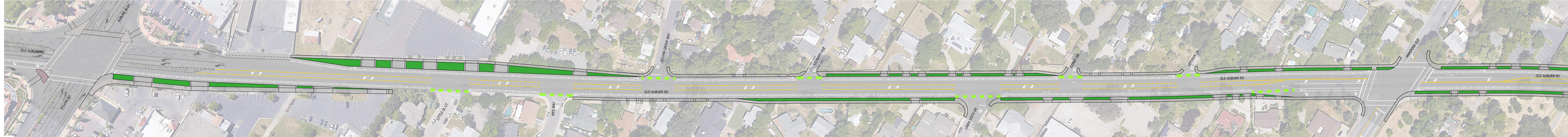
During the demonstration project, **KIDS FELT SAFE** riding on Old Auburn Road. Not only that, but their **PARENTS FELT SAFE** with them riding on the busy road.

There was a reduction of vehicular traffic along Old Auburn Road during commute hours. During non-commute hours, traffic volumes were consistent with conditions without the demonstration. Traffic on Oak Avenue did not increase significantly during the demonstration.

Hourly Volumes before and during Demonstration

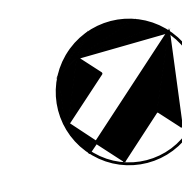
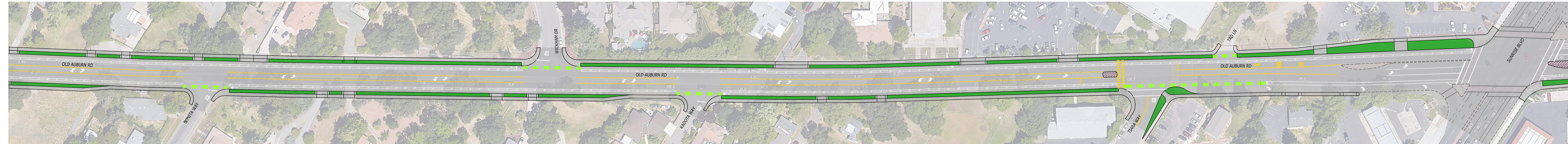


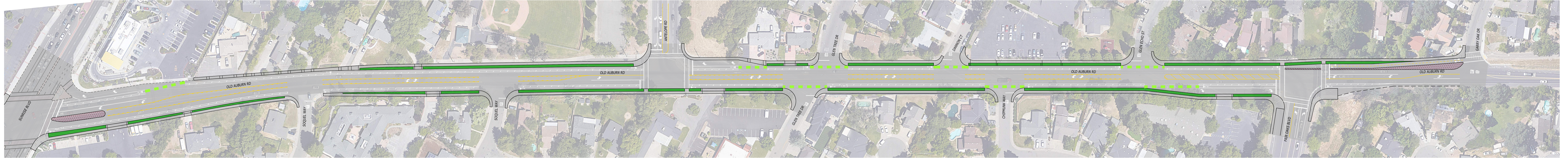
Sources:
1. <https://www.sacog.org/news/pilot-projects-give-communities-preview-changes>



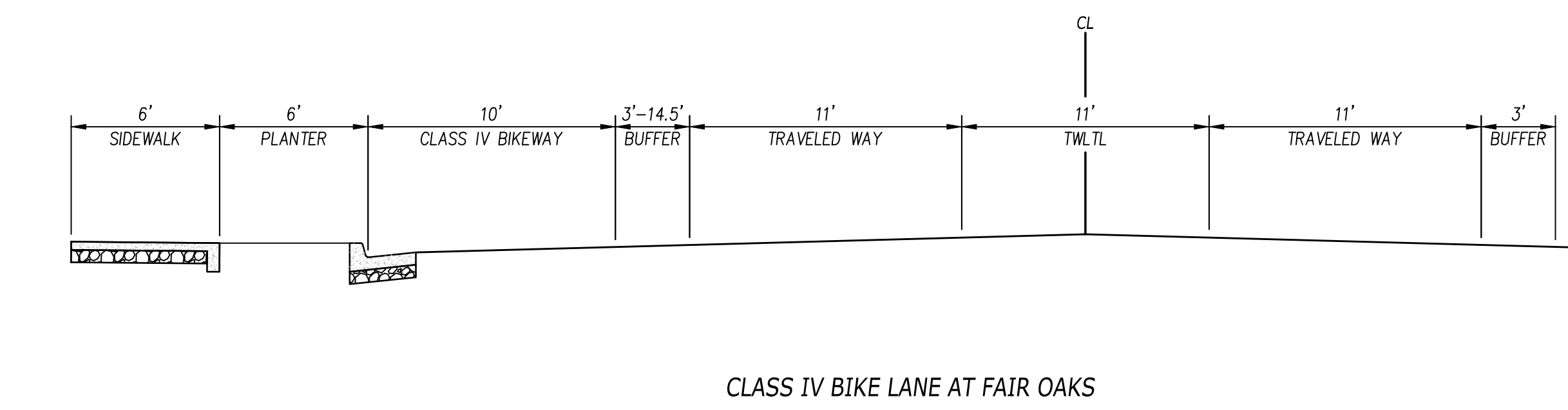
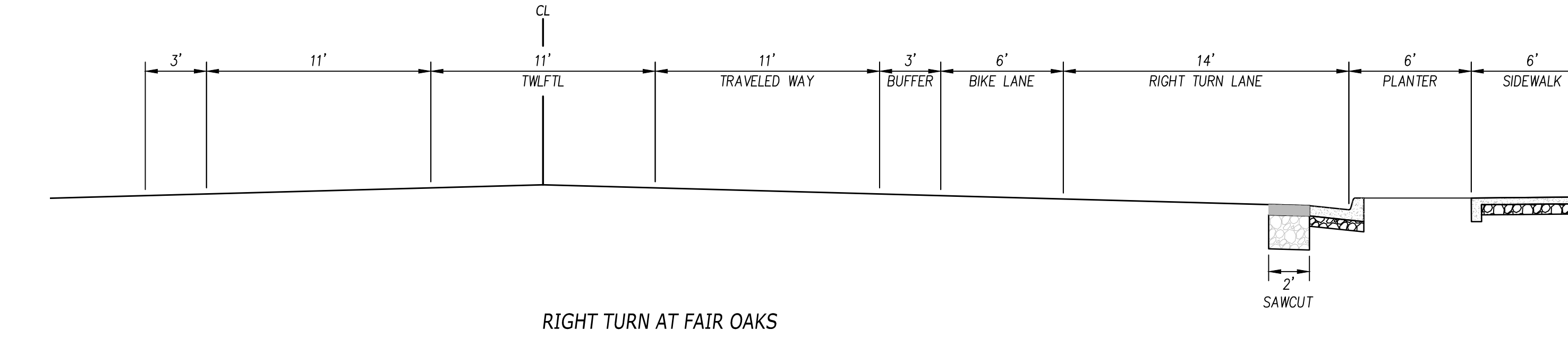
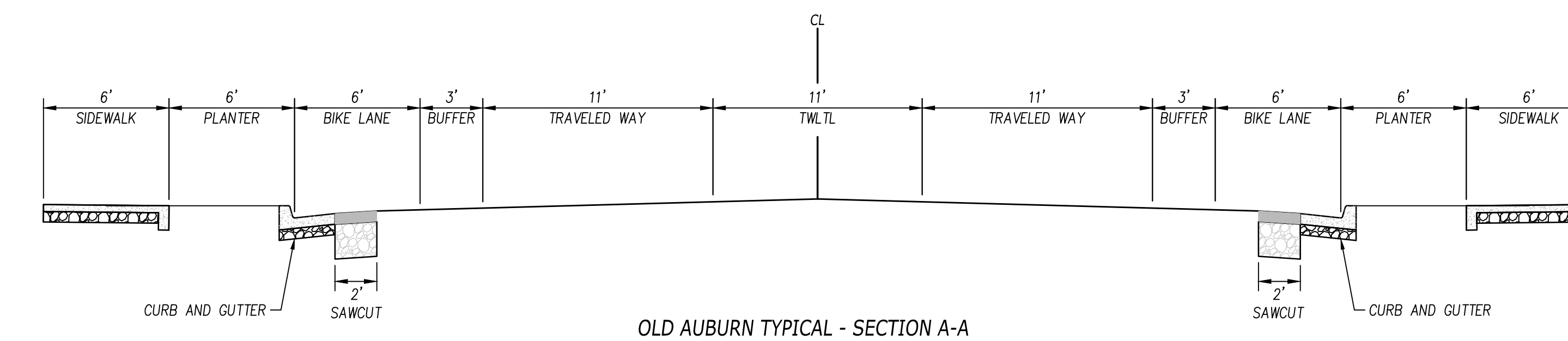
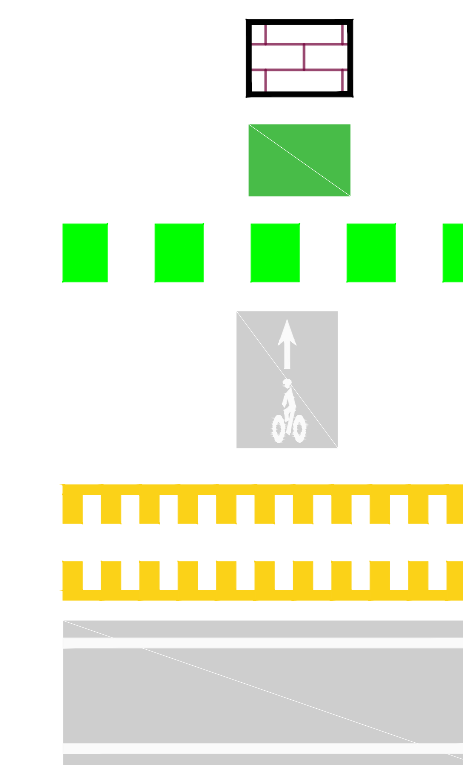
LEGEND:

	RAISED MEDIAN
	LANDSCAPE AREA
	BIKEWAY CROSSWALK AT UNCONTROLLED CROSSINGS
	BIKEWAY SYMBOL AND ARROW
	SCHOOL ZONE PEDESTRIAN CROSSWALK
	PEDESTRIAN CROSSWALK

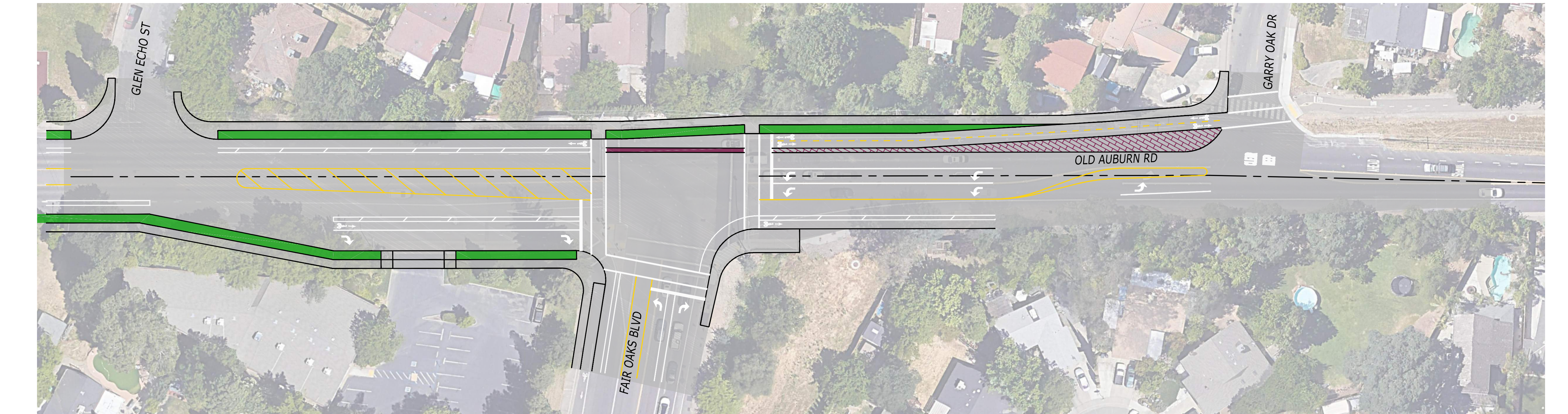




LEGEND:



INTERSECTION OLD AUBURN/FAIR OAKS - OPTION 1



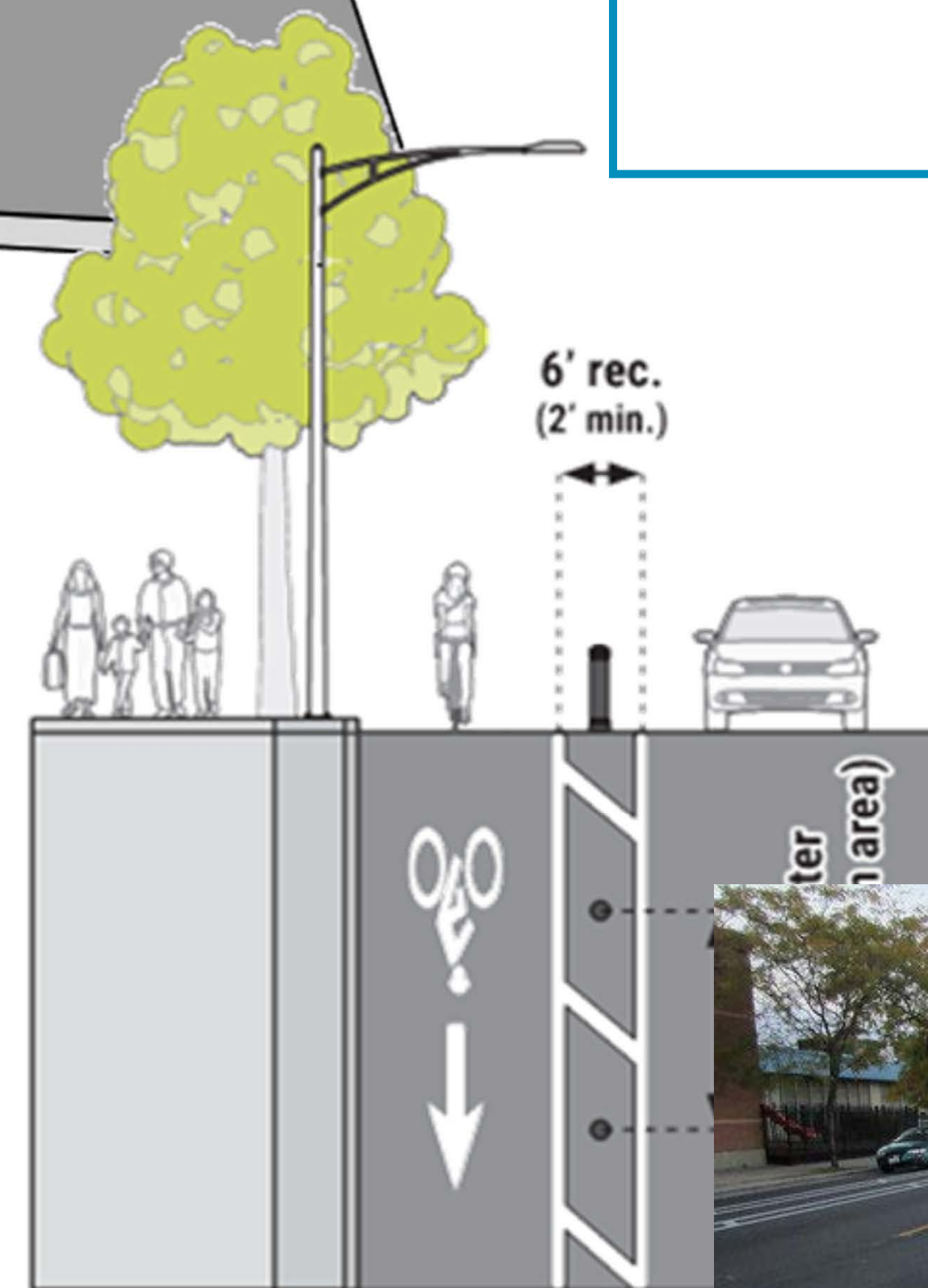
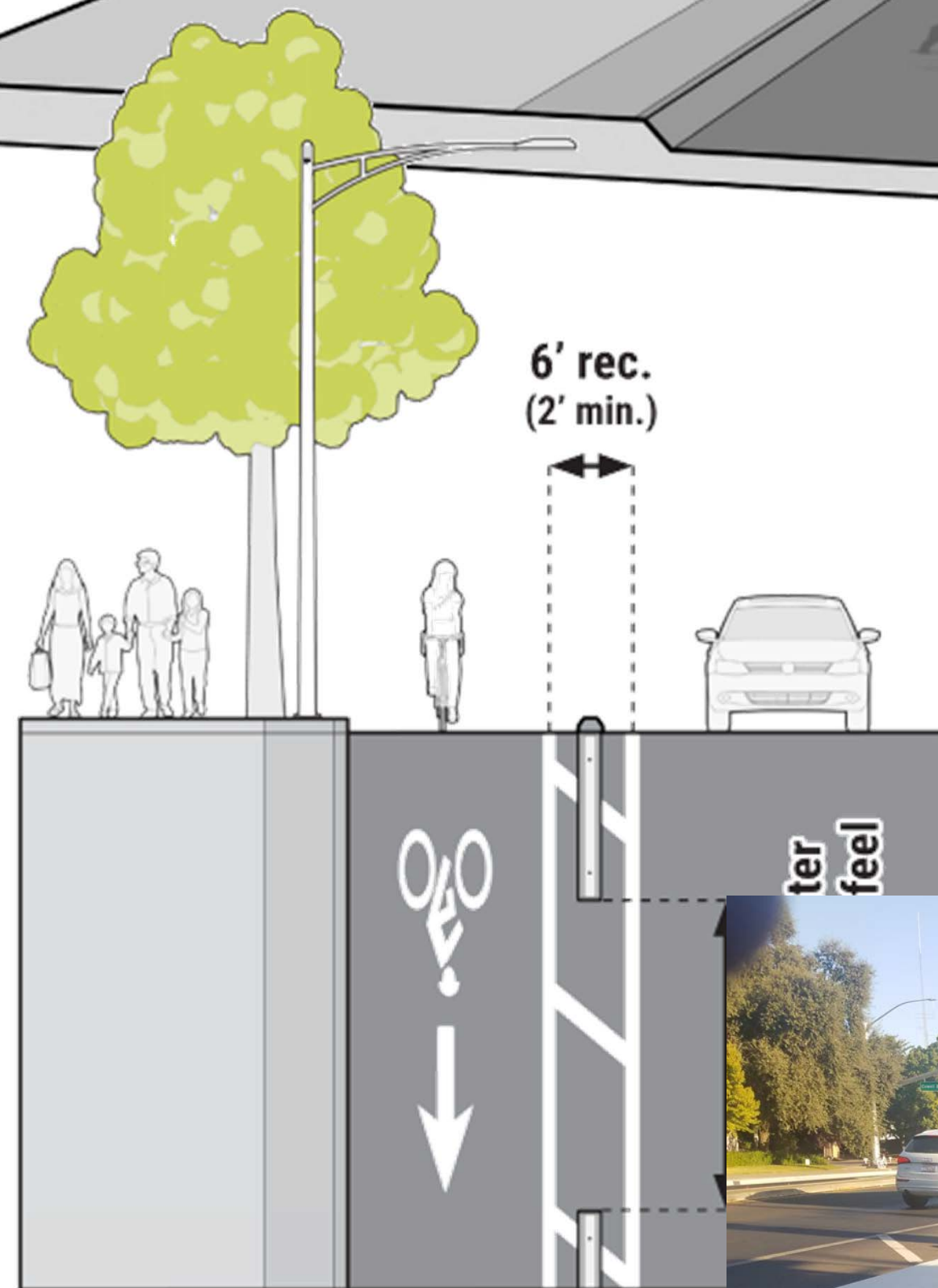
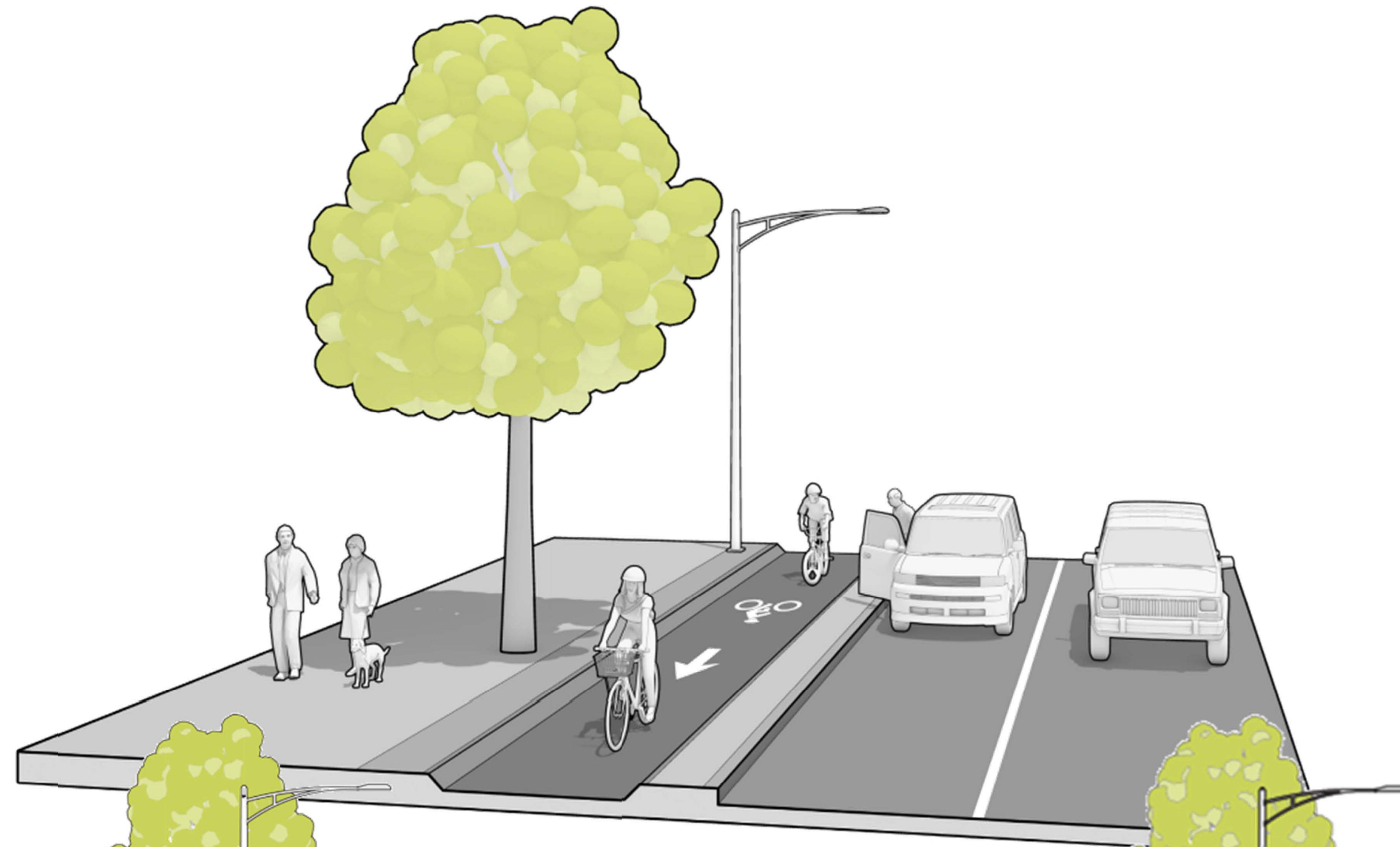
INTERSECTION OLD AUBURN/FAIR OAKS - OPTION 2

Separated Bikeways

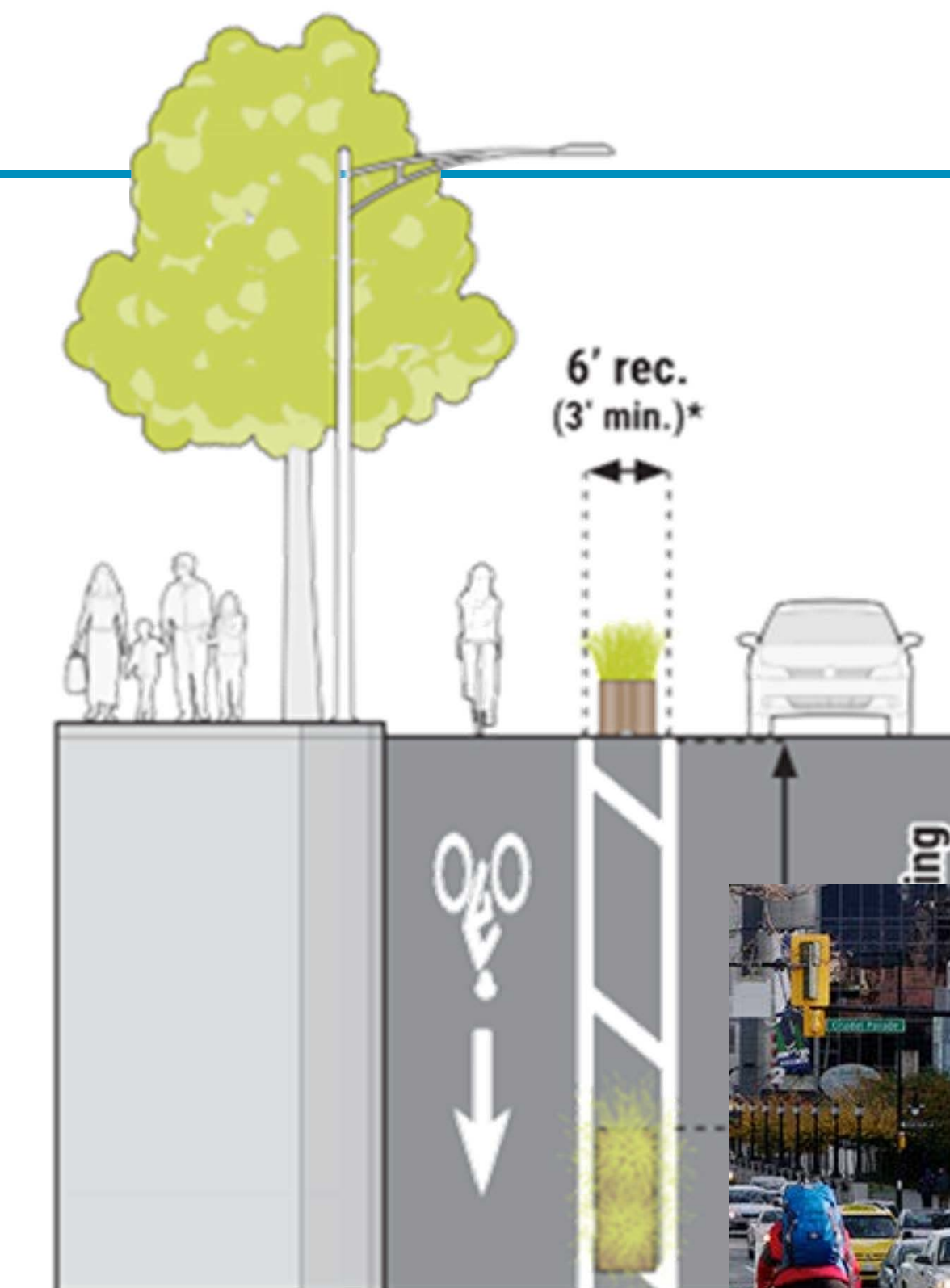
A separated bikeway is a bicycle facility that is physically separated from vehicle traffic by both a horizontal and vertical buffer. Separated bikeways make less confident riders feel more comfortable using busy roadways.

Some options for vertical buffers include:

- Raised Medians
- Flexible Posts
- Planter Boxes
- Planter Islands
- Parked Cars



This Photo by Unknown Author is licensed under [CC BY-NC-ND](#)



Proposed Cross Section For Old Auburn Road



Separated Bikeways

A seperated bikeway is a facility exclusively for bikes, separated from the adjacent roadway with both a **horizontal** and **vertical** element. Separated bikeways make less-confident riders feel more comfortable cycling on busy roadways.

Place a sticker next to each buffer type to share your input:

Support

Place
Stickers
Here

Flexible Post

Installation Costs:
Low

Maintenance Costs:
Medium



Place
Stickers
Here

Planter Box

Installation Costs:
High

Maintenance Costs:
High



Place
Stickers
Here

Raised Median

Installation Costs:
High

Maintenance Costs:
Low



Do Not Support

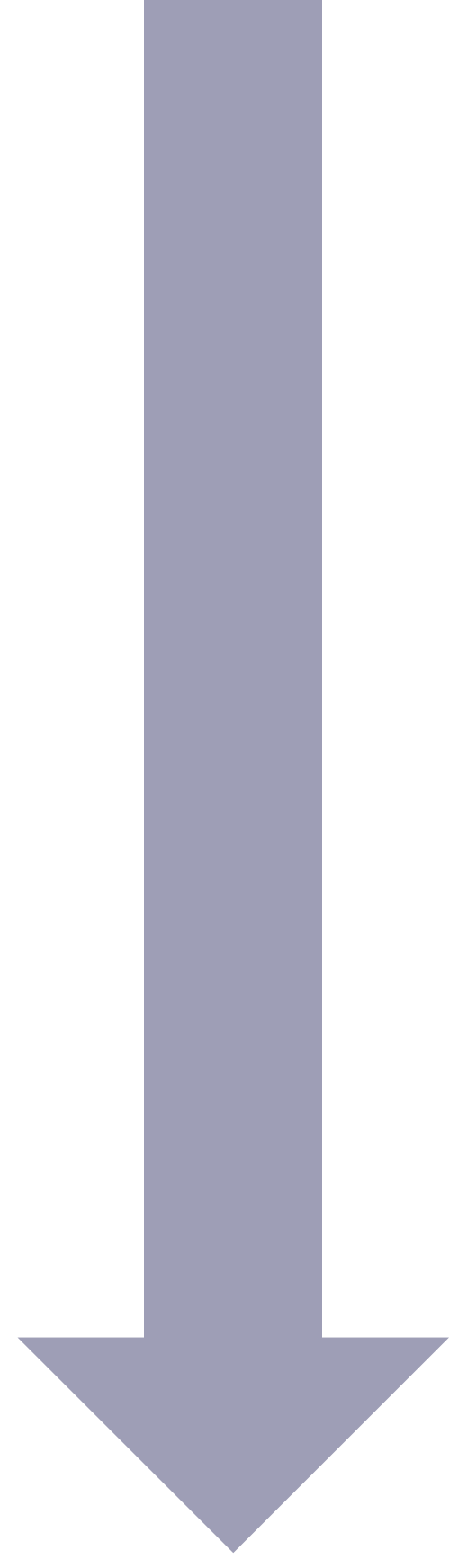
Place
Stickers
Here

Place
Stickers
Here

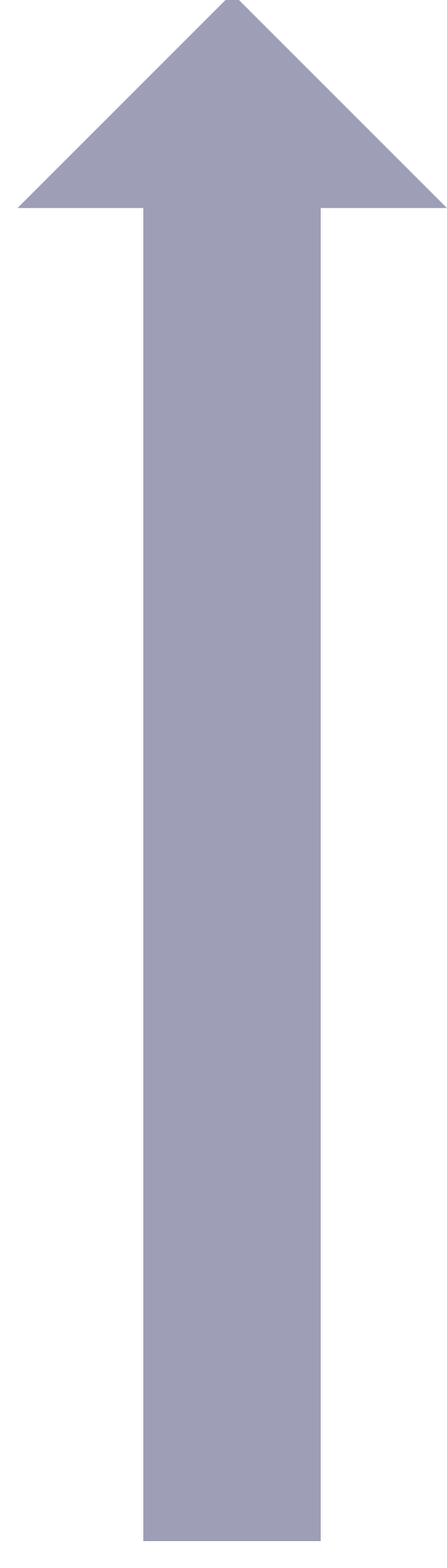
Place
Stickers
Here

Simulation Models

Traffic simulations show operations and queuing during peak hour conditions. They are created to model what exists today and conditions with the lane reduction in place.



Existing Conditions



Complete Streets Plan

Level of Service (LOS)

ID	Intersection	Control	LOS / Delay (s)		LOS / Delay (s)	
			Existing Conditions		Road Diet (Existing Volumes)	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1	Sylvan Rd/Auburn Bl-Old Auburn Rd	Signal	C / 34	D / 43	D / 38	E / 72
2	Mariposa Av/Old Auburn Rd	Signal	B / 19	C / 24	B / 20	C / 26
3	Bonita Wy/Old Auburn Rd	SSSC	A (E) / 4 (44) (NB LT)	A (F) / 6 (73) (NB LT)	A (E) / 4 (40) (NB LT)	A (F) / 6 (60) (NB LT)
4	Tiara Wy/Old Auburn Rd	SSSC	A (C) / 7 (21) (NB LT)	A (D) / 7 (31) (WB LT)	A (C) / 1 (19) (WB LT)	A (B) / 1 (13) (NB LT)
5	Sunrise Bl/Old Auburn Rd	Signal	D / 47	E / 64	D / 48	E / 65
6	Antelope Rd/Old Auburn Rd	Signal	B / 13	B / 19	C / 25	E / 66
7	Fair Oaks Bl/Old Auburn Rd	Signal	C / 25	D / 41	D / 40	D / 48

Based on methodologies described in the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2017).

"Signal" represents intersections operating with a traffic signal, whereas "SSSC" represents intersections operation with side-street stop-control

"LOS" means "level of service." For signalized intersections, LOS is reported as the overall average delay in seconds per vehicle. The same is reported for side-street stop-controlled intersections, but the worst movement delay and LOS is also reported in parentheses.

Who is using Old Auburn Road?

The following travel trends were identified using location information from GPS and traffic counts:

AM Commute Trips (6AM to 10AM)

About **62%** of the trips using Old Auburn Road start within Citrus Heights, and **26%** start to the east of Citrus Heights (Folsom and Placer County).

About **25%** of the trips end to the east of Citrus Heights, **29%** end to the west in Sacramento County.

Approximately **20%** of the trips pass through Citrus Heights

PM Commute Trips (3PM to 7PM)

About **53%** of the trips using Old Auburn Road start in Citrus Heights and **60%** end in Citrus Heights.

Approximately **30%** of the trips start east of Citrus Heights and **17%** start in west of Citrus Heights (Sacramento and Elk Grove).

About **16%** of the trips pass through Citrus Heights.





Old Auburn Road Complete Streets Plan Comment Card

Please share your thoughts, comments, or questions:

Name: _____ Phone: _____

Email: _____

How did you hear about this meeting? _____

You can submit your comments to staff today, by mail, by fax (916) 442-1186, or email to tcoover@aimconsultingco.com

Place
postage
stamp
here

AIM Consulting, Inc.
2523 J Street, Suite 202
Sacramento, CA 95816

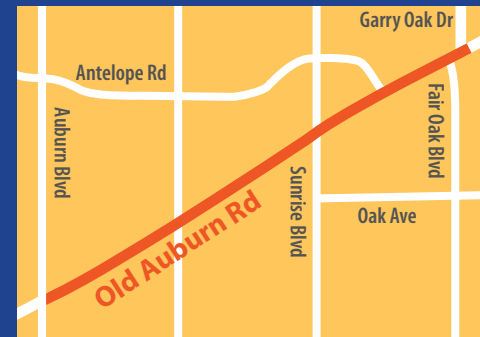
OLD AUBURN ROAD COMPLETE STREETS PLAN



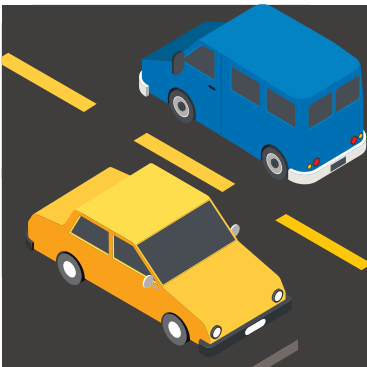
PROJECT GOALS

- Reduce number of collisions
- Reduce conflicts
- Improve intersection safety
- Reduce vehicle speeds
- Improve walking/biking facilities
- Improve access across Old Auburn
- Reduce cut-through travel

PLAN AREA MAP

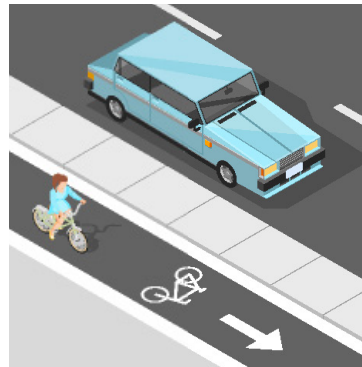


REDUCING NUMBER OF LANES



- Reduce excessive speeds and focus the use of Old Auburn Road for neighborhood access.
- Alleviate additional traffic that use the corridor as a regional cut-through route and do not live or work locally.

SEPARATED BIKEWAYS



- Create connections to schools, parks, and existing trails for people biking.
- Create separation between vehicles and allows riders of all ages and abilities to safely ride along the corridor.

SEPARATED SIDEWALKS



- Create safer routes to schools and parks for local residents.
- Separation from traffic reduces the potential for pedestrians to be hit by cars and creates a more comfortable place to walk.



OLD AUBURN ROAD COMPLETE STREETS PLAN Community Workshop #2



**TUESDAY
December 17
4:30–6:30 pm**

Holy Family Catholic Church, St. Joseph Hall
7817 Old Auburn Road
Citrus Heights, CA 95610

A brief presentation will begin at 5:00 p.m.

Stop by anytime to learn more about potential corridor improvements and provide feedback on the temporary road improvements that were on Old Auburn Road for a two-week period during the month of October.



The City of Citrus Heights has identified Old Auburn Road as an important corridor for all types of transportation and would like to improve safety for people driving, riding bicycles, walking and taking transit. The plan area includes Old Auburn Road between Auburn Boulevard and Garry Oak Drive.

RSVP: www.OldAuburnRoadCS.eventbrite.com

QUESTIONS: OldAuburnCS@citrusheights.net

<http://www.citrusheights.net/OldAuburnCompleteStreets>

OLD AUBURN ROAD COMPLETE STREET PLAN

December 17, 2019

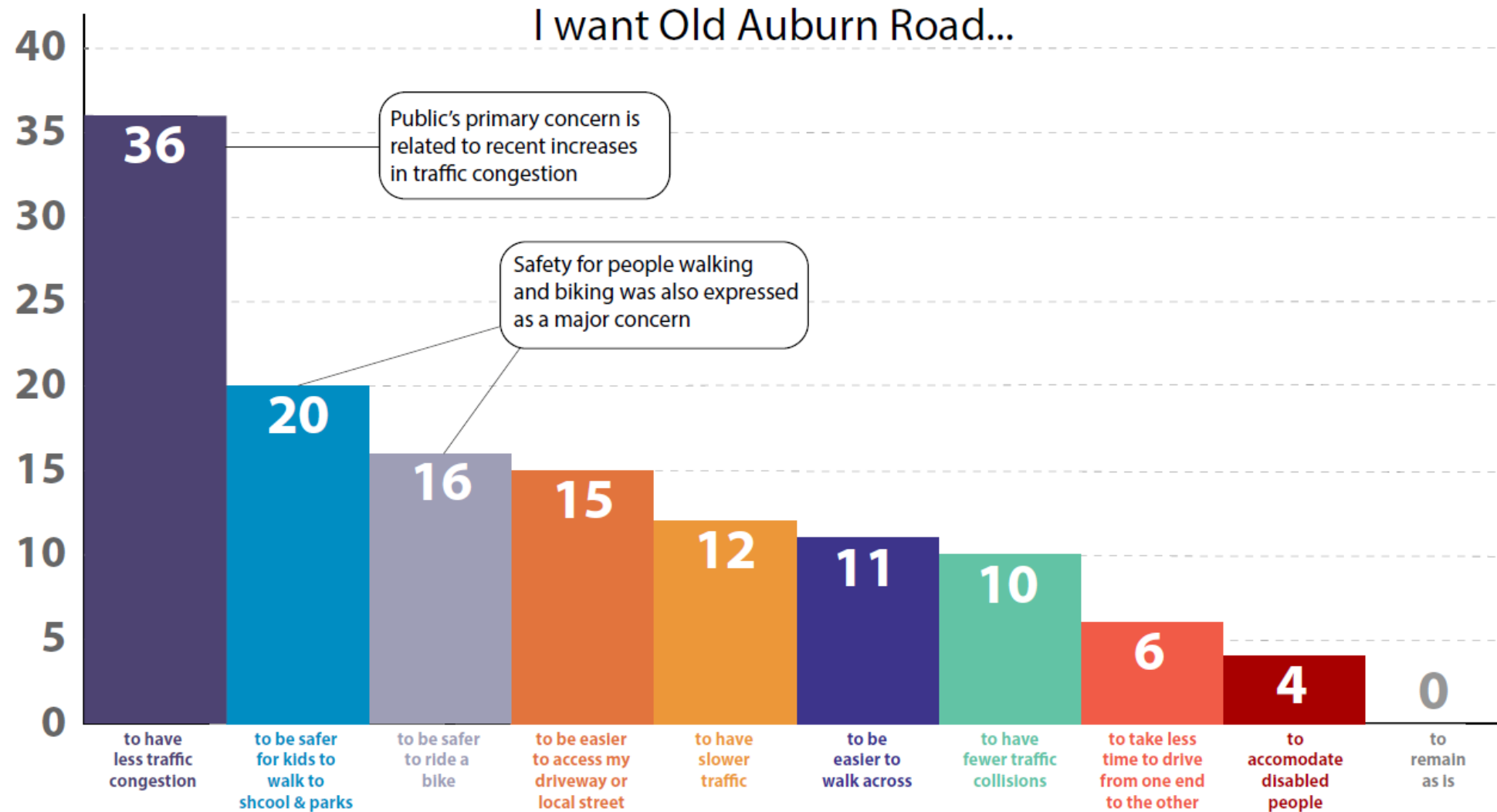
FEHR  PEERS



Actions for the OARCS Project

- Listening to the needs of the local residents and implementing context sensitive solutions
- Understanding the data for travel demand and collision patterns
- Being creative and innovative
- Creating a plan that can be implemented and aligns with funding

Public Input (sample size: 94 residents)



“Others driving through”

AM Commute Trips (6AM to 10 AM)

About **62%** of the trips using Old Auburn Road start within Citrus Heights, and **26%** start to the east of Citrus Heights (Folsom and Placer County).

About **25%** of the trips end to the east of Citrus Heights, **29%** end to the west in Sacramento County.

Approximately **20%** of the trips pass through Citrus Heights

PM Commute Trips

About **53%** of the trips using Old Auburn Road start in Citrus Heights and **60%** end in Citrus Heights.

Approximately **30%** of the trips start east of Citrus Heights and **17%** start in west of Citrus Heights (Sacramento and Elk Grove).

About **16%** of the trips pass through Citrus Heights.



Benefits of a Complete Street for Old Auburn Road

- Reduce number of collisions
- Reduce conflicts
- Reduce vehicle speeds
- Improve walking and biking facilities
- Improve access across Old Auburn
- Reduce cut-through travel



Previous Planning

- Pedestrian Master Plan focus area
- Public perception of safety
- Complete streets on Auburn Blvd and Sunrise Blvd

OLD AUBURN 3

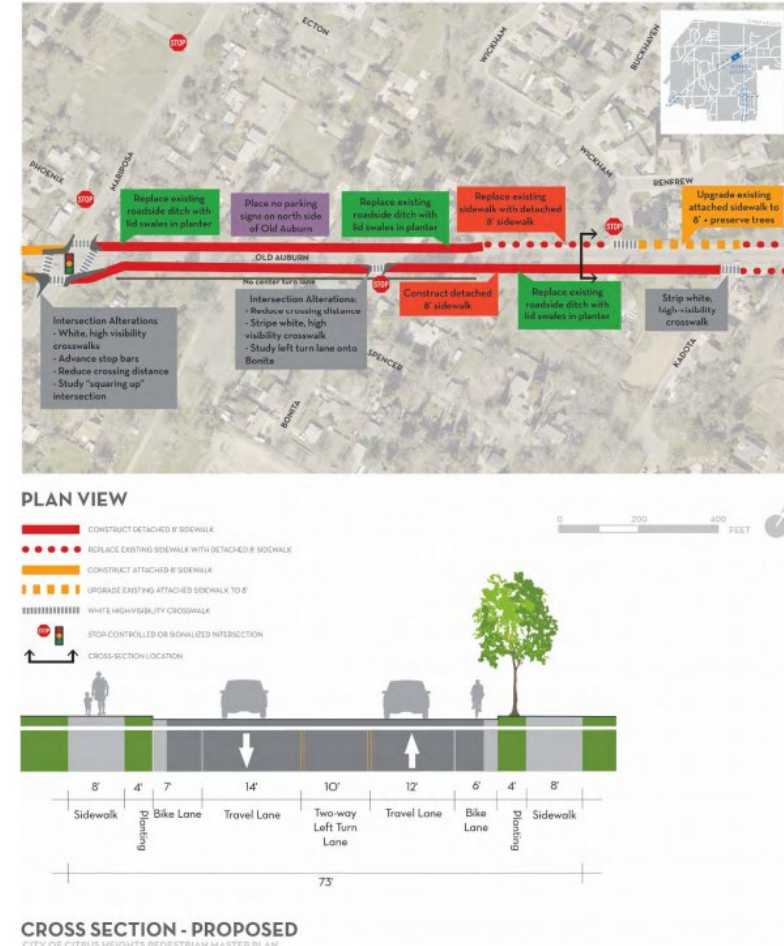


Figure 5-14: Focus Area Plan – Old Auburn 3

City of Citrus Heights | 5-19

The Old Auburn Road Experience for People Walking



The Old Auburn Road Experience for People Riding



The Old Auburn Road Experience for People Driving



Safety Data

- Rear-end collisions
- Unsafe speeds
- Lower rate of bike/pedestrian collisions
- Pedestrian fatalities

What do we know about these collisions?



78 injury or fatality collisions



3 fatality collisions



3 severely injured collisions



51% were rear-end



19% were broadside



9% were sideswipe



38% due to unsafe speed



17% due to auto right-of-way violations



12% due to improper turning



8 involved a bicycle



6 involved a pedestrian

Old Auburn Road / Fair Oaks Boulevard Crashes

Collision Statistics (2006-2018):



16 collisions involved vehicles making the north-bound left-turn and colliding with the planter barriers

Of those collisions



15 of 16 involved only one vehicle



5 of 16 occurred during nighttime/dark conditions



11 of 16 occurred during rainy/wet conditions



5 of 16 occurred due to driver impairment



Fair Oaks Blvd Near-Term Improvement Concept

- Planter barriers are being repaired
- Northbound Fair Oaks Boulevard concept has one left turn lane and one right turn lane
- Additional warning signs are being considered
- “Keep Clear” markings at Villa Oak Dr. and Garry Oak Dr.



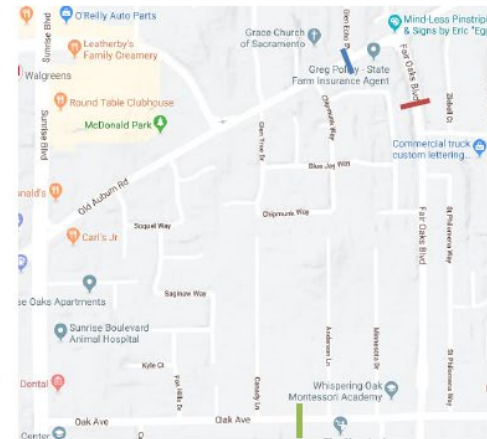
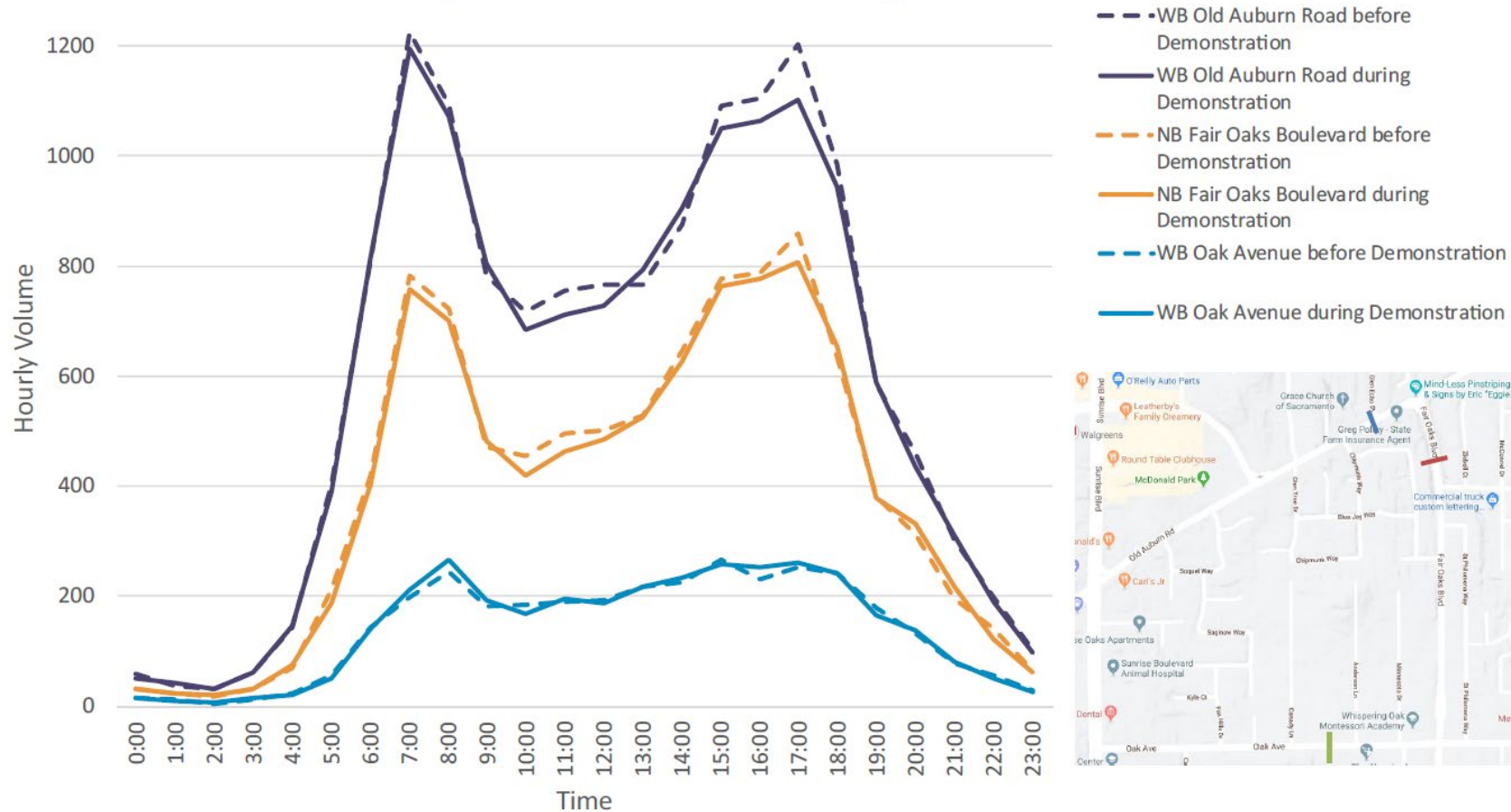
Demonstration Project

- Between October 19th - 27th
- Converted west bound lane to two-way separated bikeway
- Kids and families felt safe riding on Old Auburn Road
- Traffic was monitored during and before to understand the effects



Demonstration Project

Hourly Volumes before and during Demonstration



Proposed Cross Section



Next Steps

- Receive feedback and answer questions
- Finalize the recommendations and plan
- Council February or march
- Apply for grant funding for priority location



Enjoy the open house



CITY TO CLOSE ONE LANE OF OLD AUBURN RD FOR 9-DAY ROAD DIET DEMO
on October 17, 2019



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CITY HALL

City to close one lane of Old Auburn Rd for 9-day experiment

on October 17, 2019



A traffic sign announces upcoming temporary roadway changes on Old Auburn Road, near Fair Oaks Boulevard. // CH Sentinel

Sentinel staff report—

Beginning this Saturday, one lane on a portion of westbound Old Auburn Road near the problematic intersection with Fair Oaks Boulevard will be closed and temporarily replaced with a multi-use path for pedestrians and bicyclists. The change is part of several roadway modifications the city is considering implementing to address traffic and safety issues along the roadway.

Related: [Ideas abound for improving problem stretch of Old Auburn Road](#)

Leslie Blomquist, principal civil engineer for the city, said the purpose of the temporary road changes is to address resident concerns expressed at a community workshop held in March, part of the city's current effort to develop an Old Auburn Road Complete Streets Plan.

“[W]e heard from members of the community that they wanted increased pedestrian safety, increased bicycle safety, slower vehicular speeds, easier access to driveways and local roads, fewer collisions, etc., along this roadway corridor,” Blomquist told The Sentinel in an email, referencing the section of Old Auburn from Garry Oak to Sylvan Corners. She also said concerns about a high number of vehicles colliding with planter boxes at the intersection of Fair

Oaks Boulevard and Old Auburn Road led the city to look into possible ways to reduce collisions.

“Based on community feedback, traffic studies, traffic data and observations, the concept of a ‘road diet’ came to the forefront as a potential improvement along the corridor to address the majority of these concerns/requests,” Blomquist said. A “road diet” refers to the re-allocation of a vehicular lane for non-vehicle use.

“Because the city has not implemented the concept of a road diet before, we felt a short term demonstration project would be a good first step,” she said.

The changes will include the closure of one westbound lane on a quarter-mile section of Old Auburn Road, from Garry Oak Drive to Glen Tree Drive. The unused lane will then be converted into a two-way multi-use path, which will extend an existing multi-use trail along Old Auburn that currently ends at Garry Oak Drive.

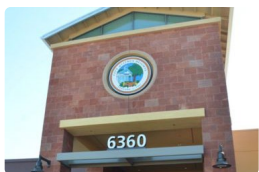
Blomquist said the lane closure and path extension will be in place 24 hours a day, from Oct. 19-27, with removal slated to occur during the day on Oct. 28.

More in City Hall:



Plan to renovate, expand 15-acre Citrus Heights shopping center moves forward

January 26, 2020



The Civic Minute:
What's

Another temporary change will be the elimination of one of the two left turn lanes on Fair Oaks Boulevard, at the intersection with Old Auburn Road. Blomquist said the lane will instead be turned into a right-turn lane.

While the temporary roadway changes are in place, Blomquist said the city will be collecting traffic data and conducting observations at the intersection of Old Auburn Road and Fair Oaks Boulevard, as well as on surrounding roadways “to see how this potential improvement may affect adjacent roadways.”

Want to share your thoughts on the roadway changes? [Click here to submit a letter to the editor.](#)

Additional information about the roadway changes will be presented during a Community Safety Fair, slated for 10 a.m. to 1 p.m. on Oct. 19 to kick off the temporary changes. The event will be held at Grace Church of Sacramento, located at 8071 Old Auburn Rd.

happening at
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January 23, 2020



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Blomquist said the fair will include bike and pedestrian safety activities as well as demonstrations and opportunities for residents to provide feedback. Attendees will also have an opportunity to check out a fire truck, tour a SmartRide bus and get a free bike helmet, according to an event flier.

If you plan to go:

Community Safety Fair

10 a.m. – 1 p.m.

October 19, 2019

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Citrus Heights, CA



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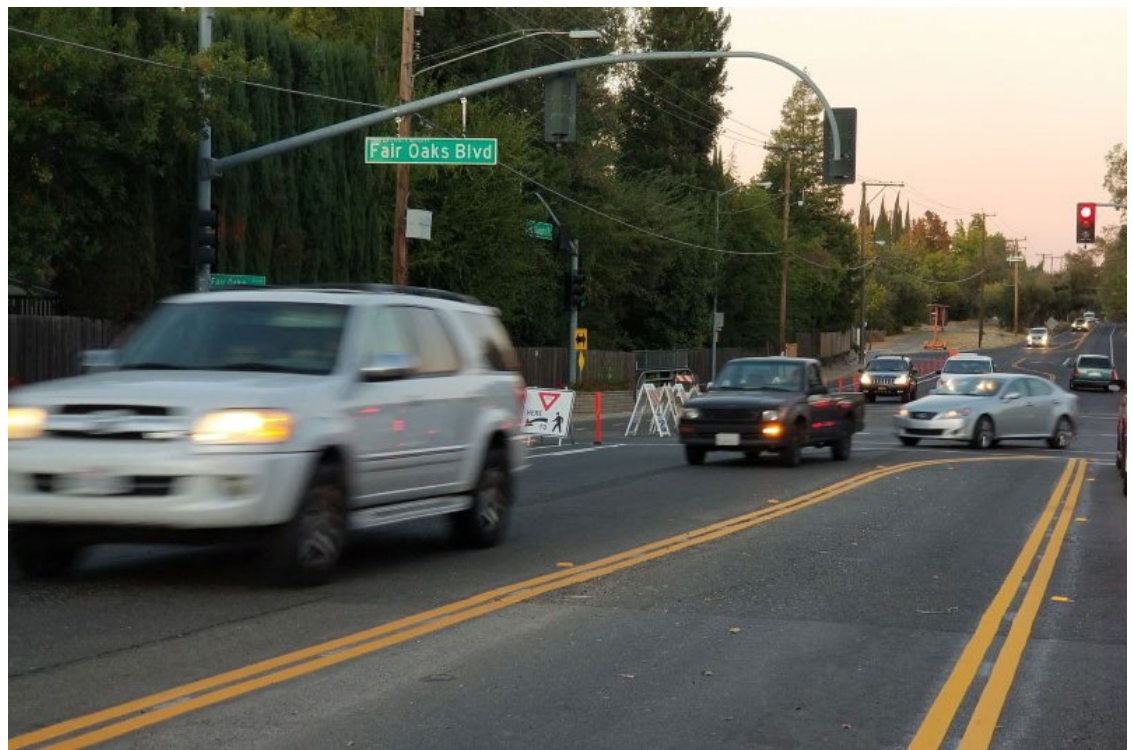


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CITY HALL

City says it's evaluating results of 'road diet' test on Old Auburn Road

on October 31, 2019



One lane of Old Auburn Road was temporarily replaced with a bike lane from Oct. 19-27, as part of a city experiment to identify “potential improvements” related to safety. // CH Sentinel

Sentinel staff report—

The City of Citrus Heights is currently evaluating results of a controversial nine-day experiment on Old Auburn Road that concluded on Oct. 28.

Related: [City closes one lane of Old Auburn Road for 9-day experiment](#)

The temporary changes, referred to by the city as a “road diet,” replaced one westbound lane of Old Auburn Road with a bike lane. The city also eliminated one of two left-turn lanes at the intersection of Fair Oaks Boulevard and turned it into a right-turn lane onto Old Auburn Road.

Leslie Blomquist, principal civil engineer with the City of Citrus Heights, told The Sentinel in an email on Tuesday that the city collected data during the experiment through in-person observations, drone footage, video footage and traffic counts with speed.

“Currently, we are evaluating and summarizing the data, which will be presented at the next Old Auburn Road Complete Streets Plan Community Workshop,” Blomquist said. A date has not yet been scheduled for the workshop, but it is anticipated to take place before the end of the year, she

said.

The temporary changes went into effect on Oct. 19 and drew a mixed reaction on social media and in letters to the editor published in The Sentinel, many of whom complained about increased congestion due to the loss of one lane.

Blomquist said the temporary changes were put in place as a “potential improvement” for addressing safety issues that were brought up in a prior community meeting held earlier this year.

Blomquist said the city has targeted the Old Auburn Road corridor due to “challenging transportation conditions” which she said include speeding as well as “inadequate bicycle, pedestrian and transit infrastructure, angled intersections and a history of collisions.”

“The goal of the week-long temporary improvements was to demonstrate how a ‘road diet’ might be able to address the community identified challenges listed above,” she said in an email.

Old Auburn Road is currently being studied as the city develops a comprehensive plan for the street, known as the Old Auburn Road Complete Streets Plan.

From March: [Ideas abound for improving problem stretch of Old Auburn Road](#)

The city’s first workshop addressing the Old Auburn Road Complete Streets Plan was held on March 26 at Holy Family Church and was attended by about 100 people. Information about the heavily trafficked stretch of roadway from Sylvan Corners to the Roseville border was visually presented, and feedback was obtained from residents.

As [previously reported](#) on The Sentinel, a popular interactive aspect of the workshop was a pair of long aerial maps of Old Auburn Road, where attendees could place sticky notes to point out problems or suggest solutions.

Requests to add continuous sidewalks were a popular suggestion, as were complaints about speeding and requests for more police presence in various spots. The oft-hit wall at the intersection of Old Auburn Road and Fair Oaks

Boulevard was also noted as a problem area — although specific suggestions for how to improve it were not noted in sticky notes.

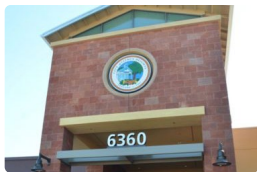
“Make it 2 lanes with bike lanes + sidewalks,” read one note. “How about some roundabouts,” another wrote. New traffic signals were also suggested outside Holy Family Catholic Church, as well as at Bonita Way.

More in City Hall:



Plan to renovate, expand 15-acre Citrus Heights shopping center moves forward

January 26, 2020



The Civic Minute: What's happening at Citrus Heights City Hall?

January 23, 2020



Court seeks volunteers to serve on Sacramento County Grand Jury

January 23, 2020

The city also provided data showing a total of 78 injury collisions were reported along Old Auburn Road from 2013 to 2017, three of which were fatal. Eight involved a bicycle and six involved a pedestrian.

All three fatal collisions occurred at the intersection of Old Auburn Road and Sunrise Boulevard, which also has been the location of the majority of all injury collisions along Old Auburn Road.

Around 19,000 vehicles travel along Old Auburn Road each day, according to the city's [average daily traffic data](#) for the stretch of road between Sylvan Corners and Mariposa Avenue. That has earned that section of Old Auburn Road a “Level of Service” rating of “F,” which is the worst operating conditions possible on the scale of A-F.

Other portions of Old Auburn Road have better ratings, with the section of roadway near Wachtel Way earning a “C” grade. City traffic data shows a much lower average daily traffic count of 13,850 between Fair Oaks Boulevard and the northern city limits.

A \$190,000 Caltrans grant provided the majority of funds for developing the plan, with Fehr & Peers awarded the contract for developing the Old Auburn Road Complete Streets Plan last year. The final plan for Old Auburn Road is anticipated to be complete by February 2020.

Additional maps and information can be found on the [city's website](#).

Want to share your thoughts on how to improve Old Auburn Road? [Click here](#) to submit a letter to the editor for publication.

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CITY HALL

City to hold public workshop on plan for Old Auburn Road

on December 15, 2019



A nine-day “road diet” experiment implemented by the City of Citrus Heights temporarily replaced one lane of Old Auburn Road with a turn lane. // CH Sentinel

Sentinel staff report—

The City of Citrus Heights will be hosting a community workshop this Tuesday, Dec. 17, where residents are invited to provide feedback on temporary roadway modifications that were implemented on Old Auburn Road in October.

The meeting will be held at Holy Family Catholic Church from 4:30 to 6:30 p.m., located at 7817 Old Auburn Road in Citrus Heights. A short presentation is scheduled to begin at 5 p.m., according to an event flier.

From Oct. 19 to 28, the City temporarily modified lanes at the intersection as part of a nine-day “road diet” experiment in October, which caused an uproar from drivers upset about increased traffic for vehicles.

More in City Hall:

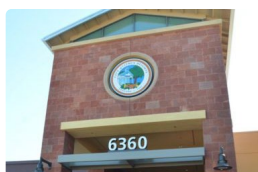


Plan to renovate, expand 15-acre Citrus Heights shopping center moves forward

The experiment included reducing the two left-turn lanes from Fair Oaks onto Old Auburn down to one lane and creating a dedicated right-turn lane instead. Old Auburn Road was also reduced down to one lane, with the second lane replaced by a bike lane.

The road-diet experiment and upcoming workshop are part of the development of a plan the city is working on to improve traffic safety on Old Auburn Road,

January 26, 2020



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known as the [Old Auburn Road Complete Streets Plan](#).

A prior workshop was held in March, where residents provided feedback on problem areas of the roadway and suggested possible improvements.

From March: [Ideas abound for improving problem stretch of Old Auburn Road](#)

City Communications Officer Nichole Baxter told The Sentinel that all community members are invited to the upcoming workshop, “especially those who experienced our temporary improvements to Old Auburn Road in October.” Opportunities will be available to give feedback and learn more about improvements being considered for the roadway, she said.

Following the workshop, city staff will compile feedback and research and begin finalizing a plan by February 2020. The plan will then go before the Planning Commission, followed by final consideration by the City Council.

Want to share your own thoughts about improving Old Auburn Road? We publish every letter received. Submit a letter to the editor or opinion column for publication: [Click here](#)



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