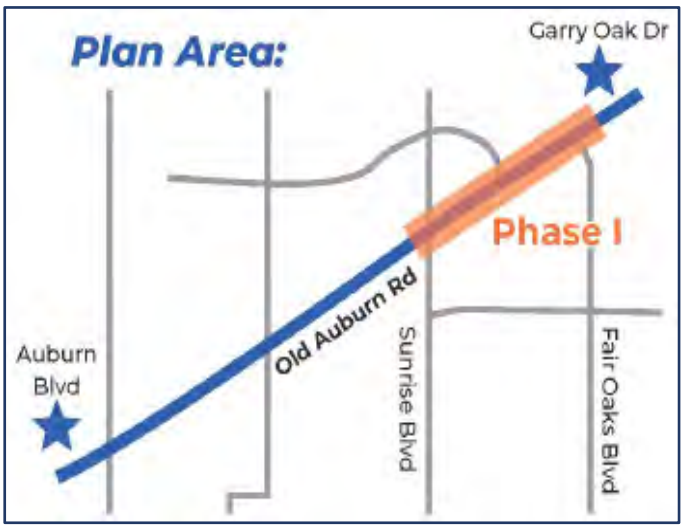
Old Auburn Road Complete Streets Project – Phase 1
Community Update Meeting
Meeting Summary

Introduction
On Thursday, February 1, 2024, the City of Citrus Heights hosted a Community Update Meeting as part of the Old Auburn Road Complete Streets Project (OARCS). The meeting was held from 5 – 7 pm at Sunrise Tech Center located at 7322 Sunrise Boulevard. More than thirty-six (36) community members attended the meeting.



The orange line in the above map identifies the project limits in Phase I

Background
The City of Citrus Heights is working to improve safety for those walking, biking, taking transit, and driving along Old Auburn Road. The road serves as a major throughway between Citrus Heights and the City of Roseville and experiences heavy commuter use. The project aims to safely accommodate all modes of travel through roadway resurfacing, traffic signal upgrades, street lighting, repairs/upgrades to storm drain infrastructure, separated Class IV bike lanes, new sidewalks, landscape buffers, protected intersections, and more. The OARCS project is in the final stage of design and planning. Phase 1 of the OARCS project will transform Old Auburn Road from Tiara Way to Garry Oak Drive as seen on the map. The City was awarded a Federal Active Transportation Program Grant with support from Sacramento Area Council of Governments (SACOG) partners to fund the environmental approval and design phases of the project, for Phase 1 of OARCS. Construction funding and funding for the design of subsequent phases have not been secured at this time; however, the City intends to submit grant applications to support these future efforts.



Welcome sign for Old Auburn Road Complete Streets Project Community Update Meeting

Meeting Purpose and Objectives
The purpose of the workshop was to provide an update on project progress and road improvements. The meeting also solicited feedback from the public, especially those who use Old Auburn Road regularly. The meeting objectives include:

- Continue the public outreach process and public awareness for the OARCS Project and its background, goals, scope, timeline, and opportunities for funding.

- Engage diverse community members in a dialogue to obtain key input about potential street improvements to Old Auburn Road.
- Solicit and collect community feedback on proposed changes to Old Auburn Road.

Meeting Format

The workshop was held in the multipurpose room at Sunrise Tech Center and included a presentation from the City of Citrus Heights' Senior Engineer Daniel Kehrer, followed by an open house for the remainder of the evening with AIM, GHD, and City of Citrus Heights staff stationed near informational boards and exhibits. Informational board exhibits with aerial maps of the project alignment were available during the workshop for attendees to review and provide comments on. Additionally, there were three interactive boards asking participants where they live, how they feel about traveling on Old Auburn Road using various modes like walking, biking, and taking transit, and what their top two goals are for the project.

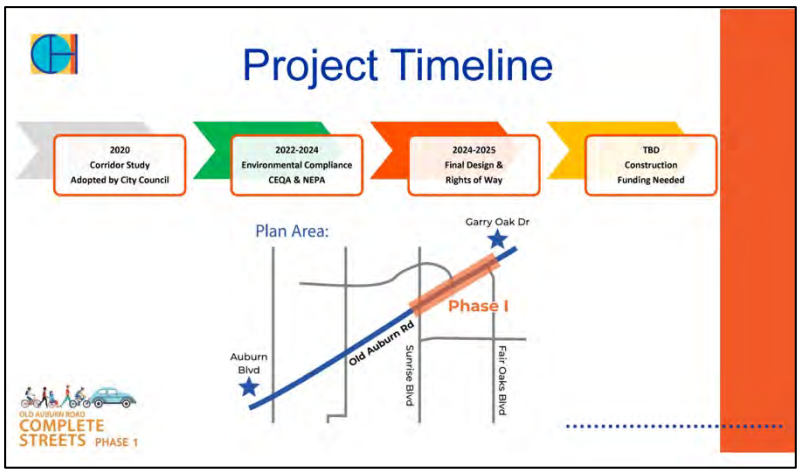
Presentation

Below is an overview of the workshop presentation. The full presentation is available in Appendix A.

After participants were welcomed and seated, Kehrer started a brief twelve-minute presentation at 5:15 pm. He covered the project timeline, including that the project is about a month away from full environmental approval and they are preparing the final design. The construction date is still to be determined.



Daniel Kehrer, Senior Civil Engineer with City of Citrus Heights, speaking to the crowd



Project timeline and project map presentation slide

Kehrer expressed that input and thoughts from the community greatly help the City apply for grant funds. Kehrer then shared details on previous public outreach and key project components. There will be roughly 0.80 miles of "Complete Street" improvements on Old Auburn Road from Tiara Way to Garry Oak Drive with a goal to provide efficient and safe access for all modes of transit (walking, biking, and driving).
The City will add over a mile worth of protected bike lanes with a raised median buffer, new and widened sidewalks with a landscape buffer to provide shade and beautification. There will be a consistent two-way left turn lane (TWLTL), improved lighting, and additional upgrades to intersections.

Kehrer highlighted four critical hot spots for additional safety upgrades that were identified in the corridor study for this project as high-collision areas. The most frequently discussed area is the Fair Oaks Boulevard signal at Old Auburn Road. The city has already seen over a 50% reduction in crashes after interim improvements were installed in 2019 and stated further improvements will be implemented during the construction of this complete street corridor. Kehrer then covered the next steps and encouraged folks to converse with AIM, City, and GHD staff, write comment cards, and participate in interactive boards.



Safety improvements for Fair Oaks Boulevard presentation slide

Board Exhibits

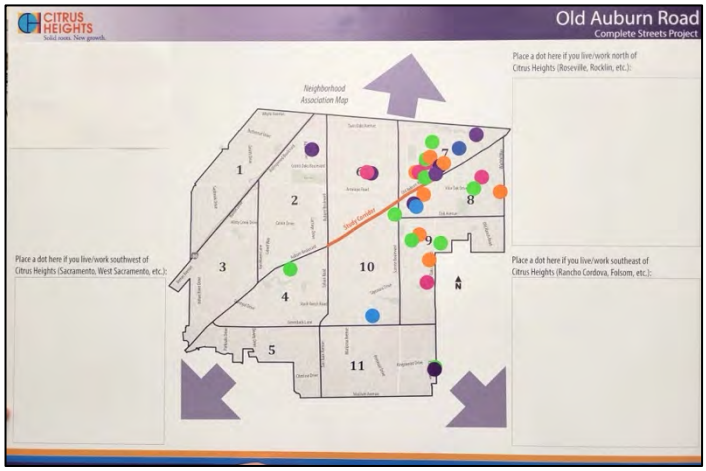
Below is an overview of the board exhibits used. Full-size versions of the boards are available in Appendix B.

1. Welcome Station: Neighborhood Board

Participants visited the neighborhood board which listed 11 neighborhood association areas in Citrus Heights and three areas north, southwest, and southeast of Citrus Heights. Attendees placed a dot sticker in the area where they currently live.



Community members place sticker on neighborhood board



Neighborhood board with sticky dots

Feedback

Where people live represented by dot stickers:

- Neighborhood Association 2: One (1) person
- Neighborhood Association 4: One (1) person
- Neighborhood Association 6: Two (2) people
- Neighborhood Association 7: Twelve (12) people

- ☐ Neighborhood Association 8: Six (6) people
- ☐ Neighborhood Association 9: Five (5) people
- ☐ Neighborhood Association 10: One (1) person
- ☐ Neighborhood Association 11: Two (2) people

2. Station 1: Project Background Boards

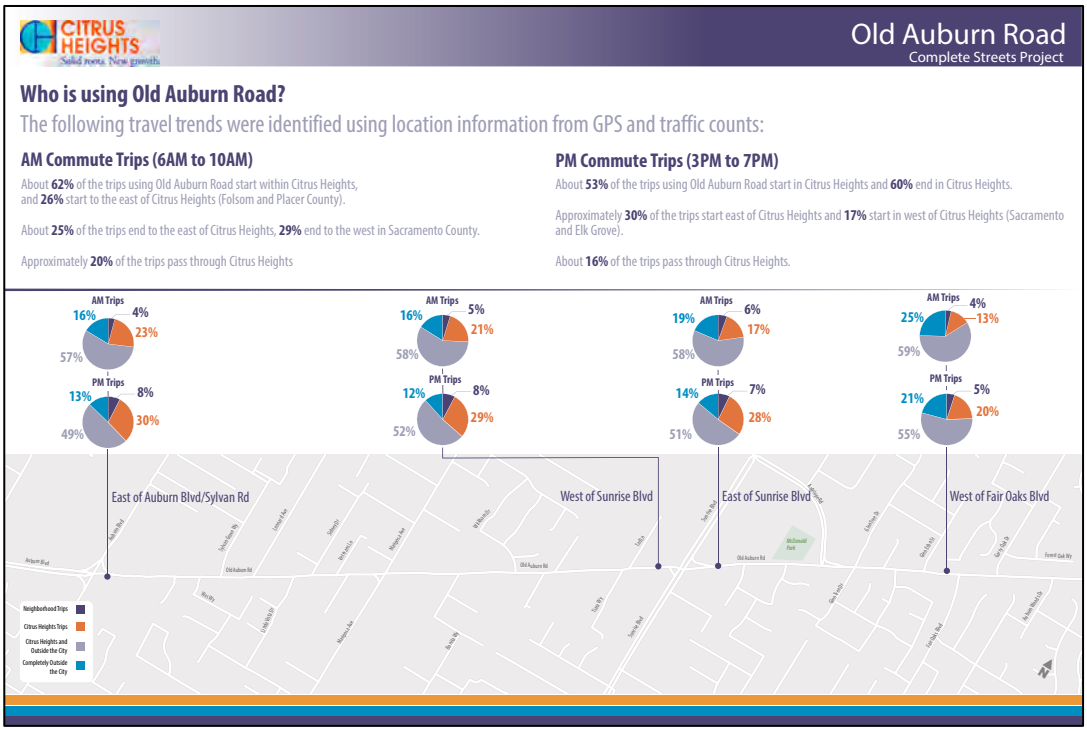
At station 1, there were four boards on display and drone footage of Old Auburn Road playing for attendees to interact with. The first board was on the project background and explained that a complete street would provide safe access for all users. The second board showed a data overview of who uses the road, which shows it is heavily used by commuters.

The next board prompted community members to share how safe and efficient it is to travel along Old Auburn Road. Participants were asked to place dot stickers with symbols that represent different modes of travel such as traveling by bicycle, foot, and car. The final board shared previous outreach on the Old Auburn Roads Complete Streets Project. There were two open houses in 2019 for people to learn more about the project. There was even a demonstration project on October 19-27th, 2019 which temporarily transformed a portion of the road into a complete street. The city held a community safety fair on October 19 to raise awareness and collect data and feedback throughout the nine-day demonstration.

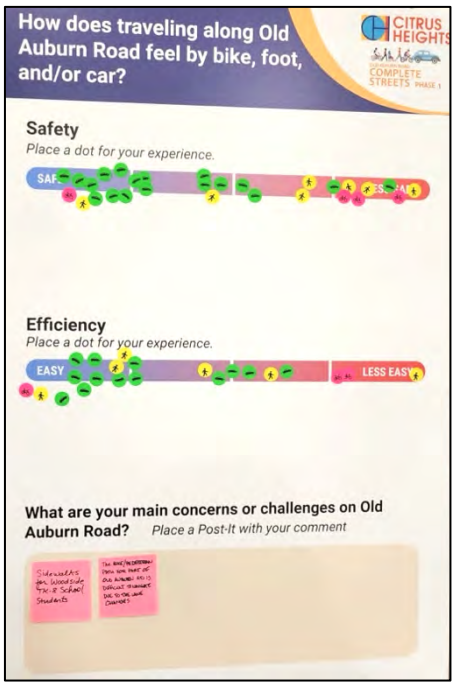


Project background board

GHD aim consulting



Big data on Old Auburn Road board



Interactive safety and efficiency board with dots and sticky notes



Previous outreach board

Interactive Safety and Efficiency Board Feedback

How does traveling along Old Auburn Road feel by bike, foot, and/or car?

Safety

- Safe:
  - Walking: 1
  - Bicycle: 1
  - Cars: 9
- Neutral:
  - Walking: 3
  - Cars: 7
- Less safe:
  - Walking: 3
  - Bicycle: 3
  - Cars: 2

Efficiency

- Easy:
  - Walking:3
  - Bicycle: 1
  - Cars: 9
- Neutral:
  - Walking: 2
  - Cars: 4
- Less Easy:
  - Walking: 1
  - Bicycle: 2

Comments from sticky notes:

- Sidewalks needed for Woodside TK-8 School students.
- The bike/pedestrian path for part of Old Auburn Rd. is difficult to navigate due to lane changes.

3. Station 2: **Full Alignment Boards**

   Three boards showed the full section of phase 1 of the project to improve Old Auburn Road. The corridor concept was displayed across three segments. GHD Staff was available to answer questions and take feedback on planned improvements to the road.



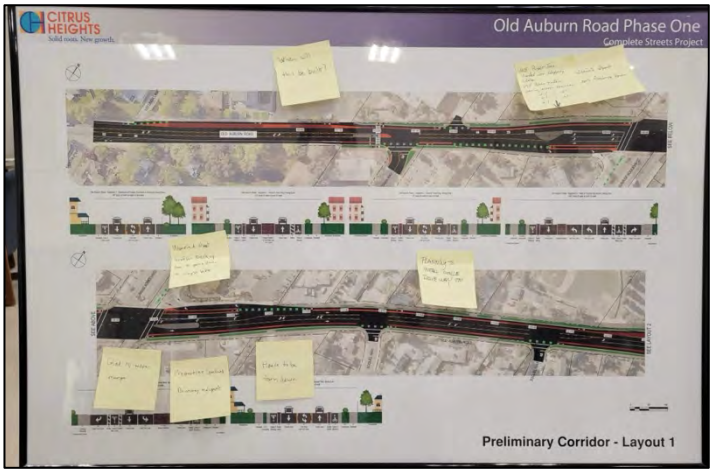
Chris Doud, Engineer with GHD, discussing segment 1



Hal Williams, PE, Senior Transportation Engineer/Project Manager with GHD, discussing segment 2

Preliminary Corridor – Segment 1 Feedback

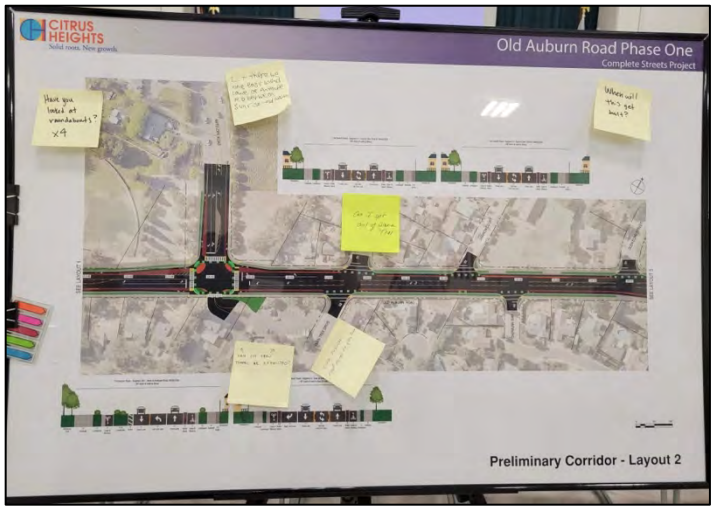
- When will this be built?
- Westbound (WB) right turn is needed into the shopping center. It will block traffic coming across sunrise. An additional five people support this comment.
- Worried about cars slowing down.
- Worried about traffic backup due to going down to a single left turn.
- Planning to install circle driveway at 7951.
- Glad there is no more merge.
- Properties combined, driveway realigned.
- House to be torn down.



Preliminary Corridor - Layout 1 with feedback sticky notes

Preliminary Corridor – Segment 2 Feedback

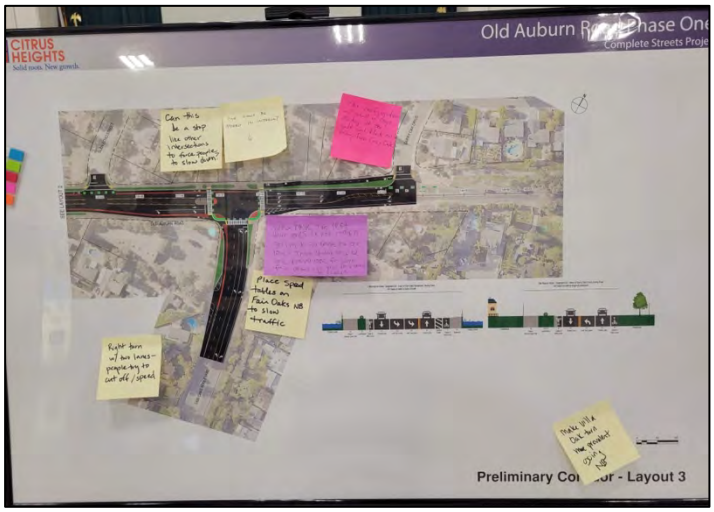
- Have you looked at roundabouts? An additional four people supported this comment.
- There will be one eastbound lane of Antelope Rd. between Sunrise and Old Auburn Rd.
- When will this get built?
- Can I get out of Glen Tree?
- Can cut-through traffic be restricted?
- Close business road access to Glen Tree.



Preliminary Corridor - Layout 2 with feedback sticky notes

Preliminary Corridor – Segment 3 Feedback

- Can this be a stop like other intersections to force people to slow down?
- Can signs be added in the interim?
- This configuration will result in lane backup at the light and block cards exiting from Gary Oak.
- Why have two left turn lanes if the road is going to go back to one lane? There should only be one travel lane for South Fair Oaks. Or will Fair Oaks be fixed?
- Right turn with two lanes —people try to cut off and speed.
- Place speed tables on Fair Oaks northbound to slow traffic.
- Make Villa Oak turn more prevalent going northbound.

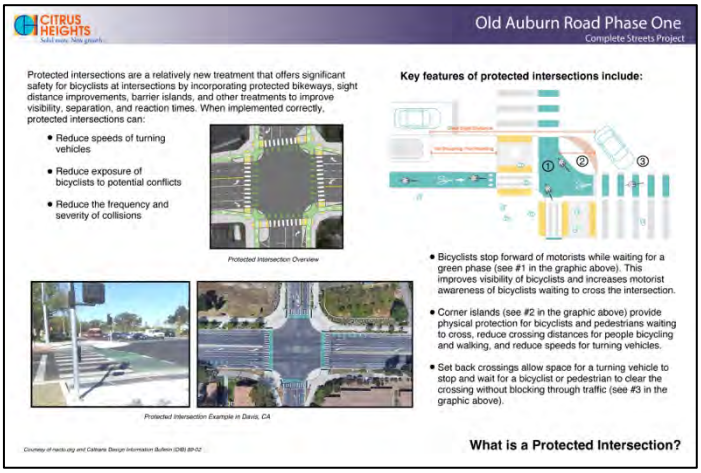


Preliminary Corridor - Layout 3 with feedback sticky notes

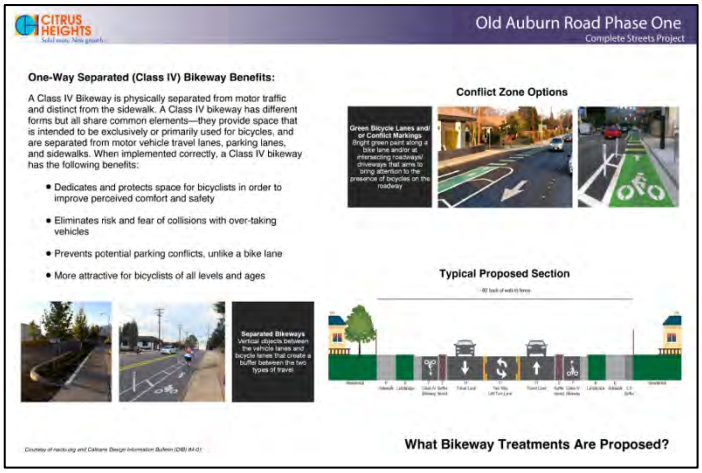
4. Station 3: Rendering/Protected Intersections Boards

The first board attendees encountered at station 3 was what protected intersections are. Some features include reducing the speeds of turning vehicles, reducing the exposure of bikes to potential conflicts, and reducing the frequency and severity of collisions. The next board showed a visualization of the Antelope protected intersection.

The third board discussed one-way separated (Class IV) bikeway benefits which include a physical barrier of some kind between bicyclists and traffic lanes to improve comfort and safety. GHD staff was available to answer questions and take feedback.



Protected intersection board



Bikeway treatment board

Antelope Intersection Visualization Feedback

- Include passive detection for bicyclists — no push buttons.
- Consider keeping a one-lane section on Antelope all the way to Sunrise.
- People run red lights often.
- Closing sidewalk gaps will be great.
- Having dedicated space for bicyclists will be great — scary now as a driver when there is no space for bikes — unpredictable.
- Slowing down vehicles will be great!



Antelope intersection visualization

5. Station 4: **Fair Oaks and Old Auburn Intersection**

Leslie Blomquist, the City of Citrus Heights Engineer, was available at station 4 to answer questions and concerns about the Fair Oaks and Old Auburn intersection. There were two boards, one showed the interim vs. ultimate solutions for the intersection. The final board showed a Fair Oaks intersection visualization.

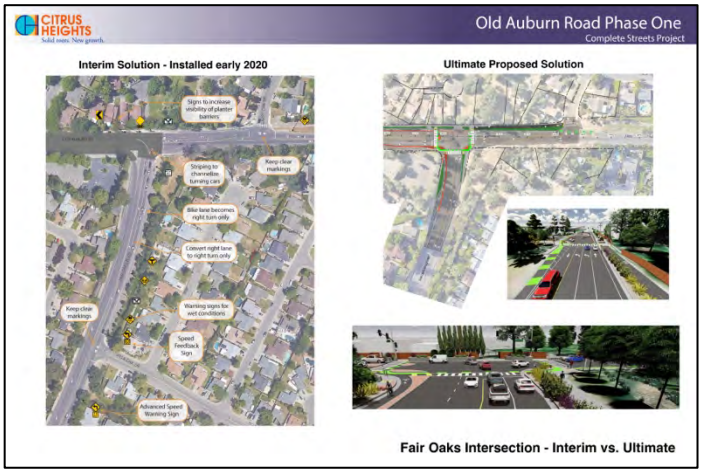
Fair Oaks and Old Auburn Intersection Feedback

- The owner of the parcel on the SE corner of Old Auburn/Sunrise (Pastor's Market/Carl's Jr. etc.). He also owns the lot to the east and has plans for a future quick-serve restaurant (QSR) development. Although he doesn't have an application in yet, or a use proposed, Leslie Blomquist has been coordinating with him on this project over the past several years so that when the City constructs our improvements, the existing driveway for his parcels off Old Auburn will be relocated east to be directly across from the existing McDonald's driveway. The driveway will serve the future QSR but also provide access to the existing uses (Market/Carl's Jr.) and eliminate the left turn offset and head-on conflict currently experienced between the two higher volume commercial driveways in the TWLTL.



Leslie Blomquist, Citrus Heights City Engineer, talking about the Fair Oaks Boulevard intersection

- Antelope/Old Auburn Access: the city has not solidified the future 4th leg at the Antelope/Old Auburn signal, but the intent of this is to reduce two movements:
  - EBR turns from Old Auburn onto Glen Tree
  - NBL from Glen Tree onto WB Old Auburn to NB Antelope movement.
- If the preschool driveway is opened at the signal, the city should consider closing the existing driveway on Glenn Tree.
- Antelope/Old Auburn Truck Access-Several residents informed Leslie that the two preschools have large truck deliveries multiple times a week for food.
- Sunrise/Old Auburn intersection/Safe Credit Union Shopping Center. It was brought up to Blomquist that since there is room, the city should consider a WB deceleration lane into the Safe Credit Union shopping center, just west of the Sunrise signal. This is a higher volume commercial driveway, and with the new medians, right turns will be slowed, but has the potential to back up cars into the signalized intersection.
- Besides the above comments, Blomquist mainly received praise for the removal of the free EBR movement at Old Auburn/Fair Oaks, or serious disdain for the same reason.



Fair Oaks intersection – Interim vs. Ultimate



Fair Oaks intersection visualization

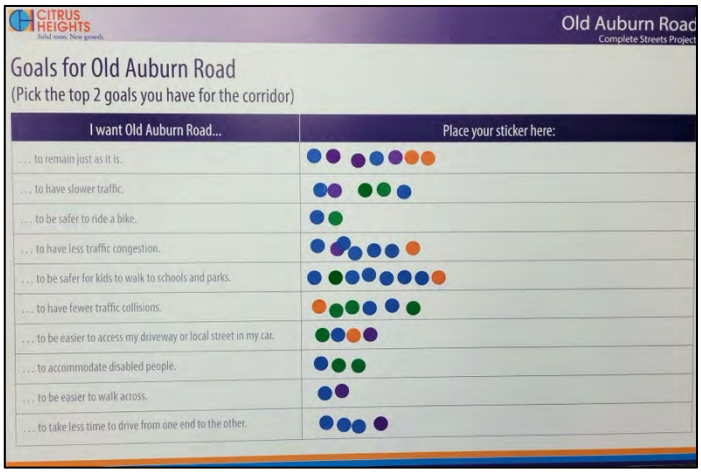
6. Station 5: Goals Board and Comment Card

AIM staff had comment cards available to leave additional feedback. The final interactive board was a board to share what attendees' top two goals are for the corridor. AIM staff then thanked everyone for their input.

Goals Board Feedback



Community members place dots on the goals board



Goals board

Pick the top 2 goals you have for the corridor:

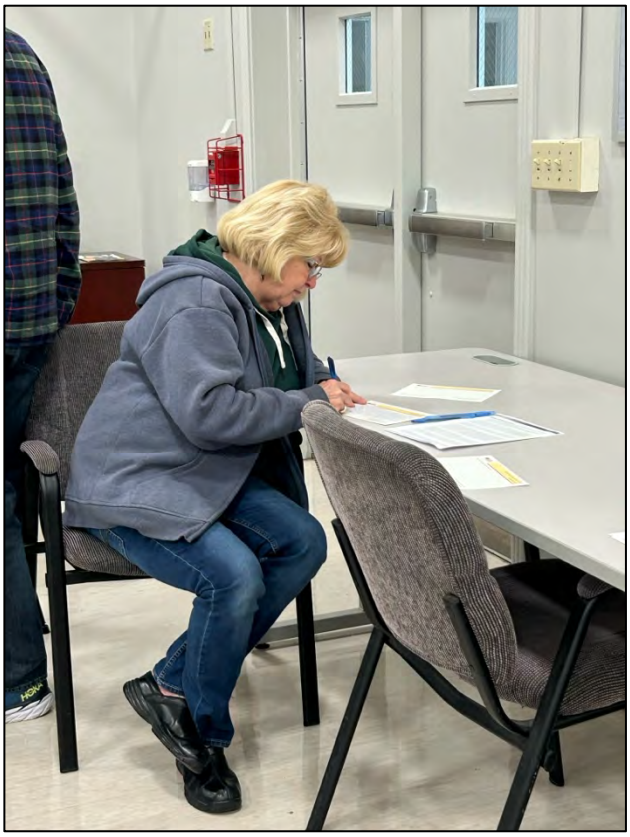
- ☐ … to be safer for kids to walk to schools and parks: eight (8)
- ☐ … to remain just as is: seven (7)
- ☐ … to have less traffic congestion: seven (7)
- ☐ … to have fewer traffic collisions: six (6)
- ☐ … to have slower traffic: five (5)
- ☐ … to be easier to access my driveway or local street in my car: four (4)

- ☐ … to take less time to drive from one end to the other: four (4)
- ☐ … to accommodate disabled people: three (3)
- ☐ … to be easier to walk across: two (2)
- ☐ … to be safer to ride a bike: two (2)

Comments:
Need pedestrian light crosswalk at eastbound Old Auburn Rd. to south Fair Oaks Blvd.
No turn on red eastbound on Old Auburn Rd. to south Fair Oaks Blvd.

Comment Cards:

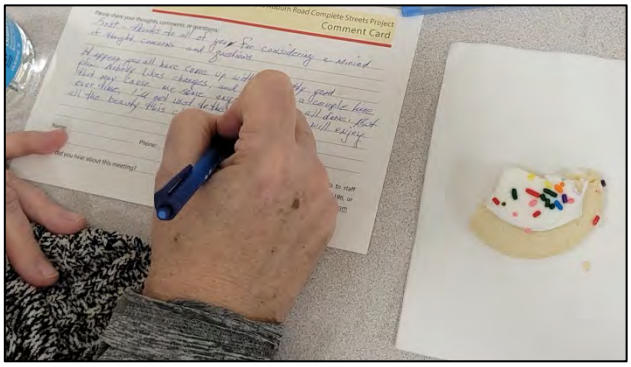
- ☐ If there are two left turn lanes from westbound Old Auburn to Fair Oaks, people will drive past Fair Oaks at the merge, as they already do. People do this to overtake and pass other "slower" drivers, creating a speed hazard. There is no sense in having two lanes if it is going to be a merge only, having it back to one lane. Fair Oaks Blvd. is an unsafe street, between Greenback and Old Auburn. This road has similar issues with Old Auburn here, so will Fair Oaks be fixed in the eventual future?
- ☐ When was the last time that you did a traffic count on bikes? I drive that intersection 5-6 times a day and never see a bike. Have you checked with residents? Not just those who want us to get rid of cars? We have watched the multiple changes to the Old Auburn / Fair Oaks intersection. This is the best it has ever been. Do we need to change it? We need sidewalks on Fair Oaks for walking to Woodside School. We need 4 lanes on Old Auburn between Sunrise and Auburn. You want to force traffic off Fair Oaks and Old Auburn. What roads can they take in place of there?
- ☐ Please maximize your effort to efficiently plan the construction phase. Fair Oaks/ Old Auburn is a painful intersection to avoid, Antelope/ Old Auburn can be bypassed if Sunrise/ Old Auburn remains open and vice-versa. Oak Ave should brace for a lot more traffic (using Wachtel and Olivine to go north/ south) People there will be unhappy. Don't drag it out!
- ☐ Very informative session. Our readers appreciate the level of detail portrayed- Citrus Heights messenger
- ☐ First- thanks to all of you for considering a myriad of thoughts, concerns, and questions. It appears you all have come up with a pretty good plan. Nobody likes changes, and there are a couple here



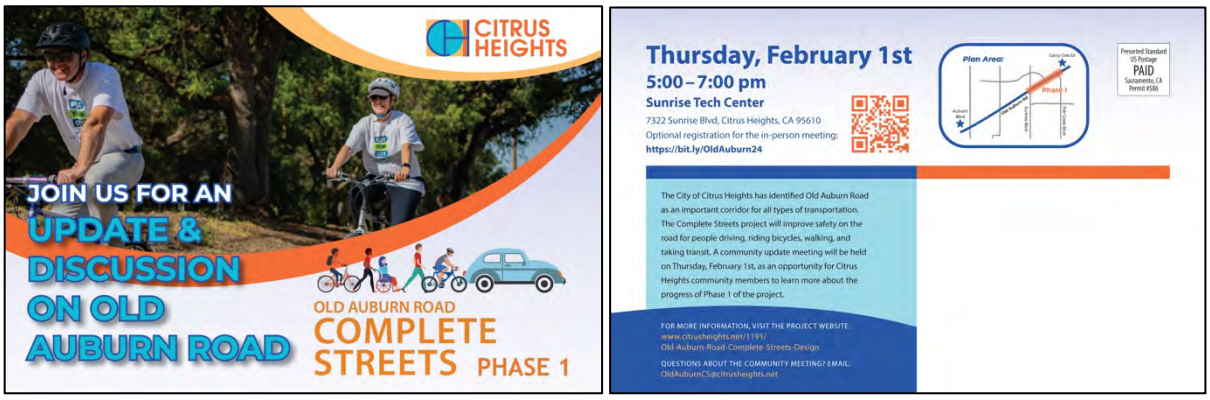
Person writing a comment card

that may cause me some angst once it's all done. But over time, I'll get used to the changes and will enjoy all the beauty this change will bring.

- There needs to be only one eastbound lane for Antelope Rd. between Sunrise Blvd. and Old Auburn Rd. People will not know ahead of time to get over after passing Sunrise, since there is now only one left turn lane at Old Auburn very few people turn right from southbound Antelope to westbound Old Auburn, so why not have only one lane starting at Sunrise? This will also deter people from going east on Antelope from Sunrise to avoid the Sunrise traffic. Make this lane a protected Bike path/ lane to sunrise. People also race and drive fast here all the time to get to Fair Oaks.



Person writing a comment card



Mailer front and back

Public Awareness and Noticing

The project team started awareness by sending out 1744 mailers to the 1000ft radius of the project site. AIM notified 78 stakeholders (social services, largest employers, housing, active transportation, adjacent properties, and public health and safety). The neighborhood association of areas 7,8,9 included a notice (January 9 and 16). The City and AIM sent out emails and included announcements in the City newsletters (January 4 and February 1) of the community update meeting. The Citrus Heights Sentinel newspaper published an article on January 27 about the meeting. The team also joined eight Facebook Groups to spread the word



Lawn sign placed on walk and bike trail in Citrus Heights

three times (January 26 and 30 and February 1). Finally, the team also shared the meeting on Sacramento's Nextdoor neighborhood and Citrus Height's Patch website.

Facebook groups included:

- Citrus Heights Community
- Citrus Heights Crime Watch Community
- Good Neighbors and Businesses of Citrus Heights
- Citrus Heights Live!- Non-Restricted
- BikeParty Sacramento Community
- Sacramento Cyclists
- 530/916 Street Bike Group
- Sacramento Women's Hiking & Adventures



AIM Outreach team delivering flyers

In addition, AIM staff placed five lawn signs and delivered over 150 flyers along Old Auburn Road, Sunrise Boulevard, and beyond on January 9 and January 18. The City of Citrus Heights hosted informational pages about the Old Auburn Road Complete Streets Project on its website. The project website (https://www.citrusheights.net/1191/Old-Auburn-Road-Complete-Streets-Design-) also included information about the February 1, 2024 community update meeting.

Appendix A – Presentation
Appendix B – Boards

CITRUS HEIGHTS

Old Auburn Road Complete Streets Project (Phase 1)

Community Workshop

February 1, 2024

Sunrise Tech Center

Agenda

- Project Timeline
- Previous Study and Outreach
- Key Project Components
- Safety Improvements
- Fair Oaks Boulevard Intersection
- Protected Bike Lanes and Intersections
- Next Steps and Call to Action

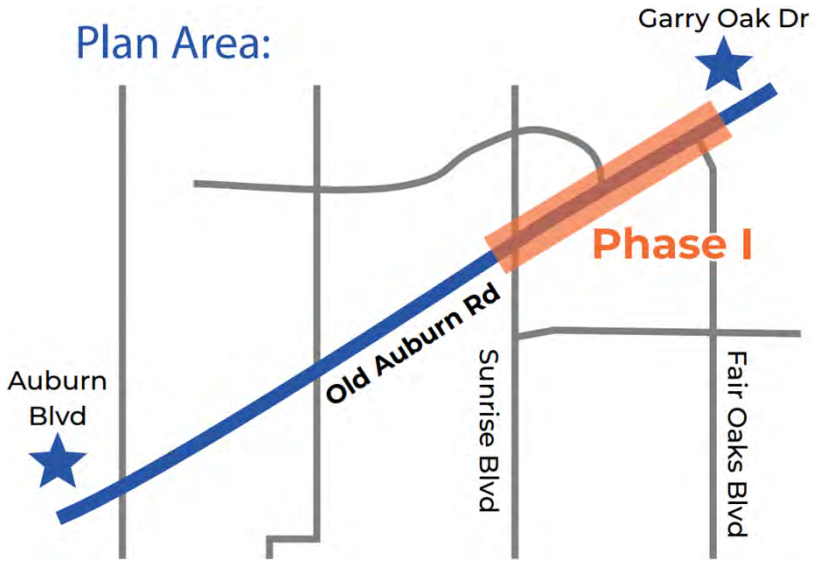
Project Timeline

2020
Corridor Study
Adopted by City Council

2022-2024
Environmental Compliance
CEQA & NEPA

2024-2025
Final Design &
Rights of Way

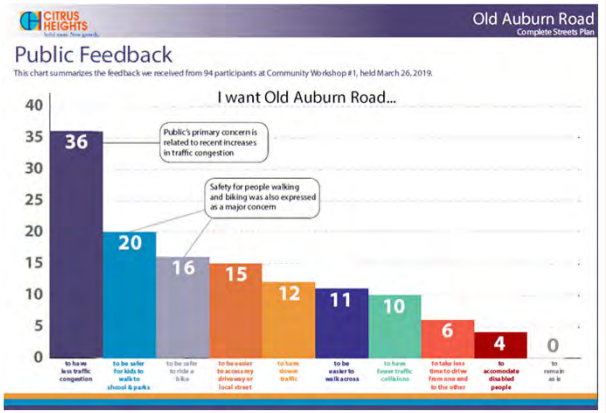
TBD
Construction
Funding Needed

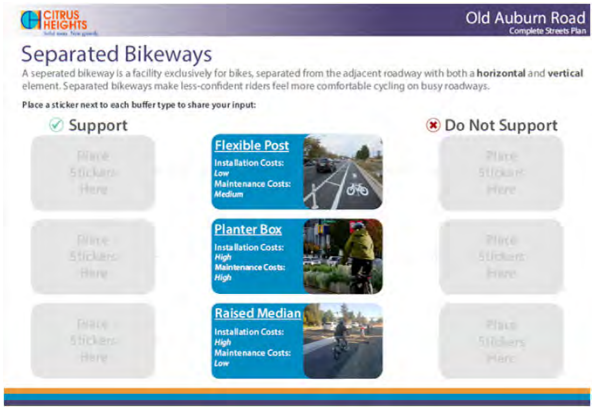


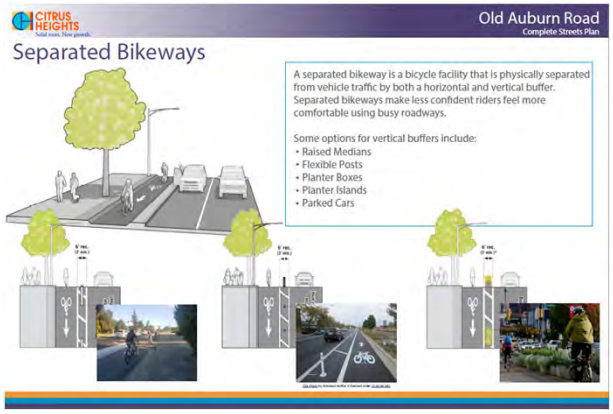
OLD AUBURN ROAD
COMPLETE
STREETS PHASE 1

Previous Outreach

- Building on the Community's Input
  - 2016 Pedestrian Master Plan
  - 2018 Walkability Audit
  - 2019 Two (2) Community Workshops
  - 2019 Demonstration Project
  - 2019 Fair Oaks Boulevard Signal Near-Term Improvements
  - **2020 Corridor Plan Adopted by City Council**









Key Project Components

- 0.80 miles of "Complete Street" Improvements
  - Enables Safe And Convenient Access for All Users (Pedestrians, Cyclists, And Vehicles)
- Improvements are primarily within Existing Right of Way.
- ~7,000 Feet of Protected Bikeways & Sidewalk Enhancements
- Landscape Buffers
- Enhanced Pedestrian Crossing
- A Consistent Two-Way Left-Turn Lane
- Roadway & Pedestrian Lighting
- Traffic Signal Modifications

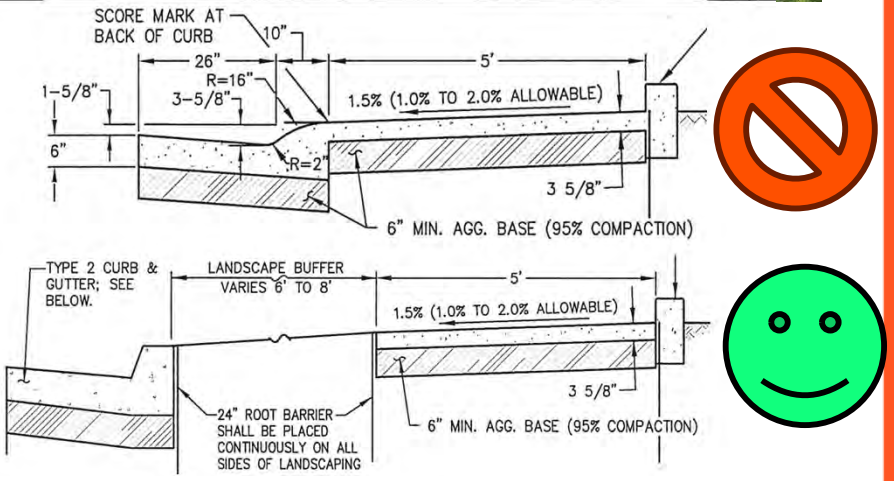


Bike & Pedestrian Access

- Separated Bike Lanes & Sidewalk
- Closing Sidewalk Gaps
- Removing Rolled Curbs
- Free Right Turns @ Signals
- Improved Crosswalks

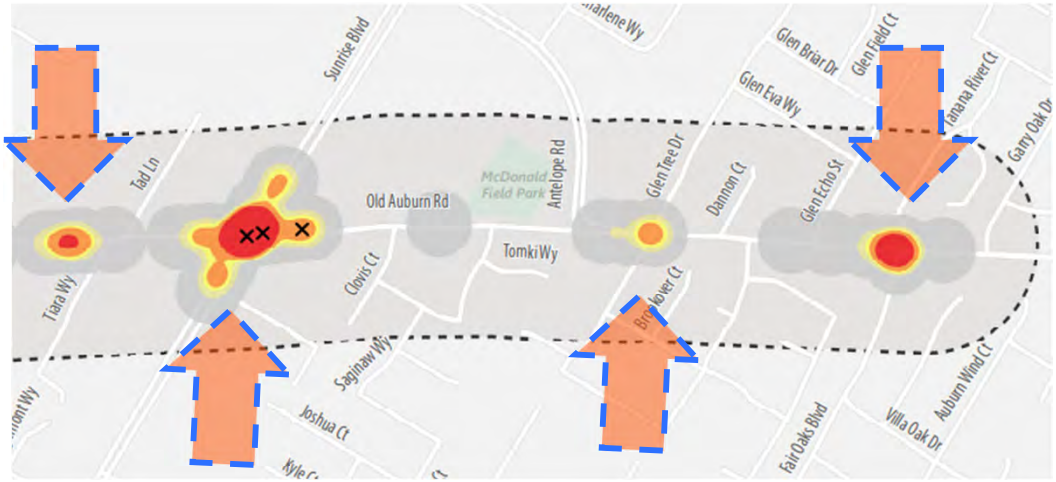




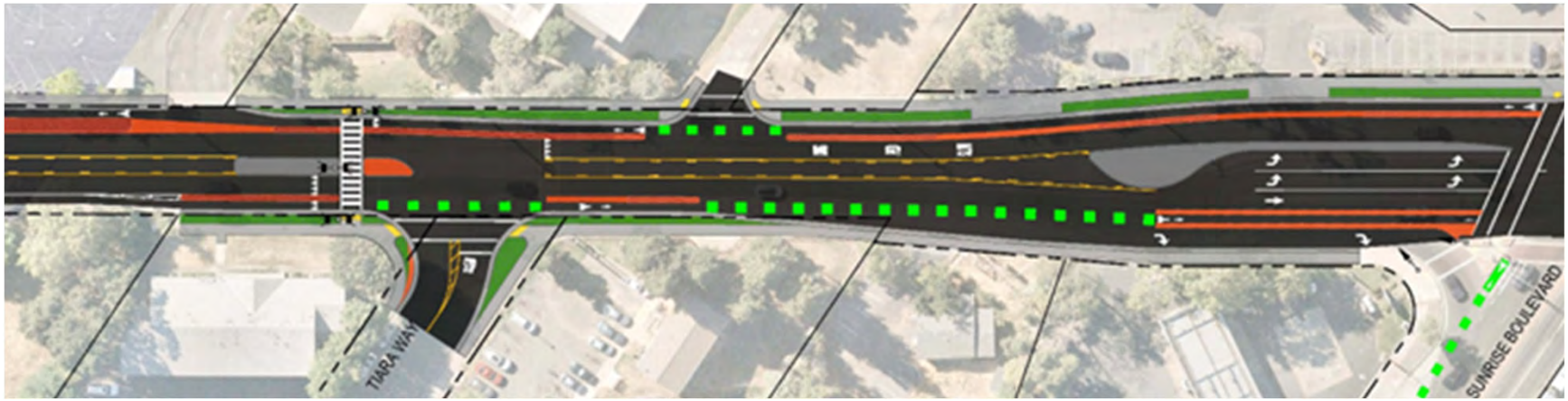


Corridor Study Findings - Safety





Safety - Tiara Way Crossing

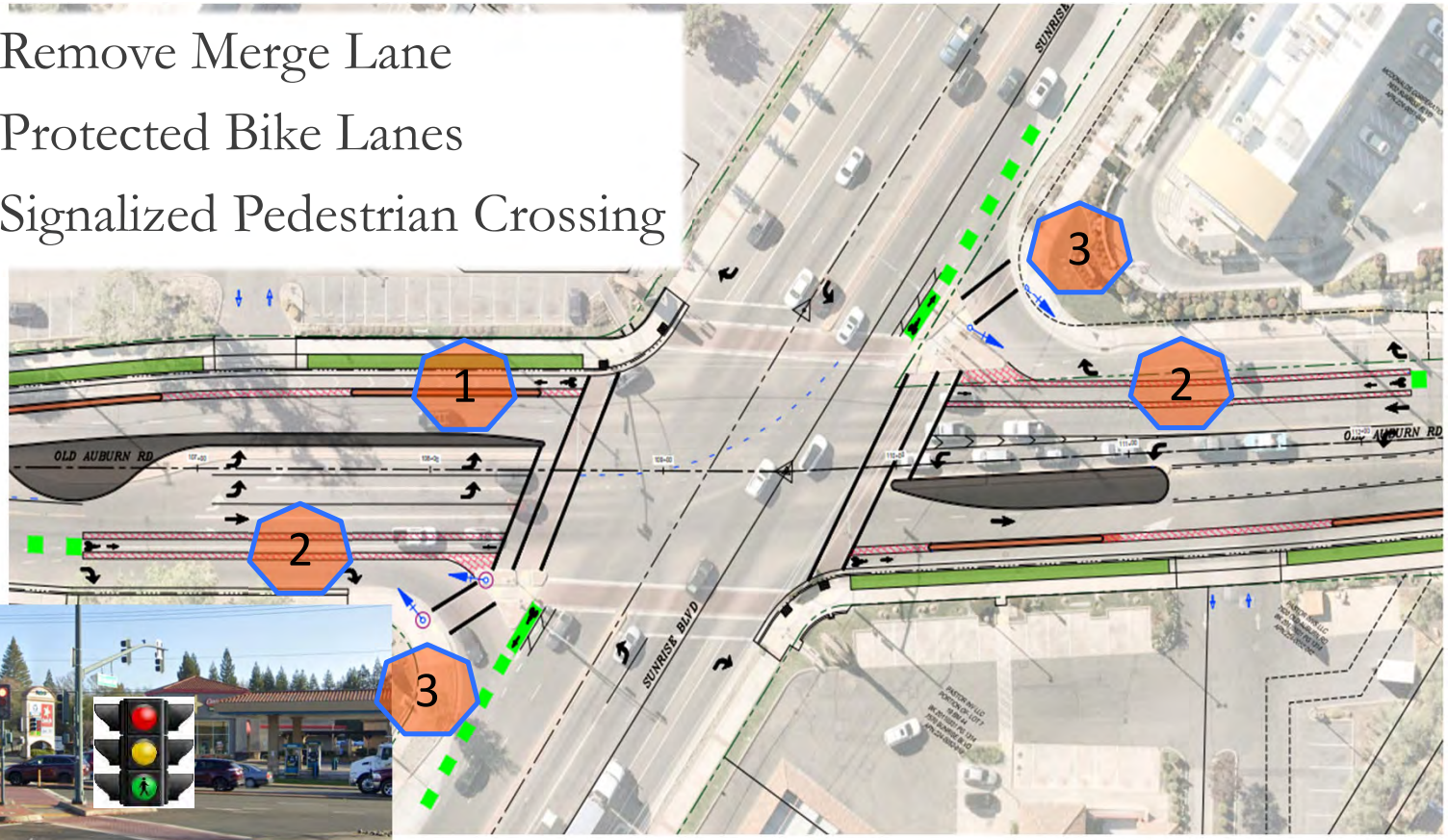


- Remove Merge Lane
- Additional Lighting
- Rapid Flashing Beacons
- Protected Bike Lanes
- Median Refuge
- Shorter Crossings

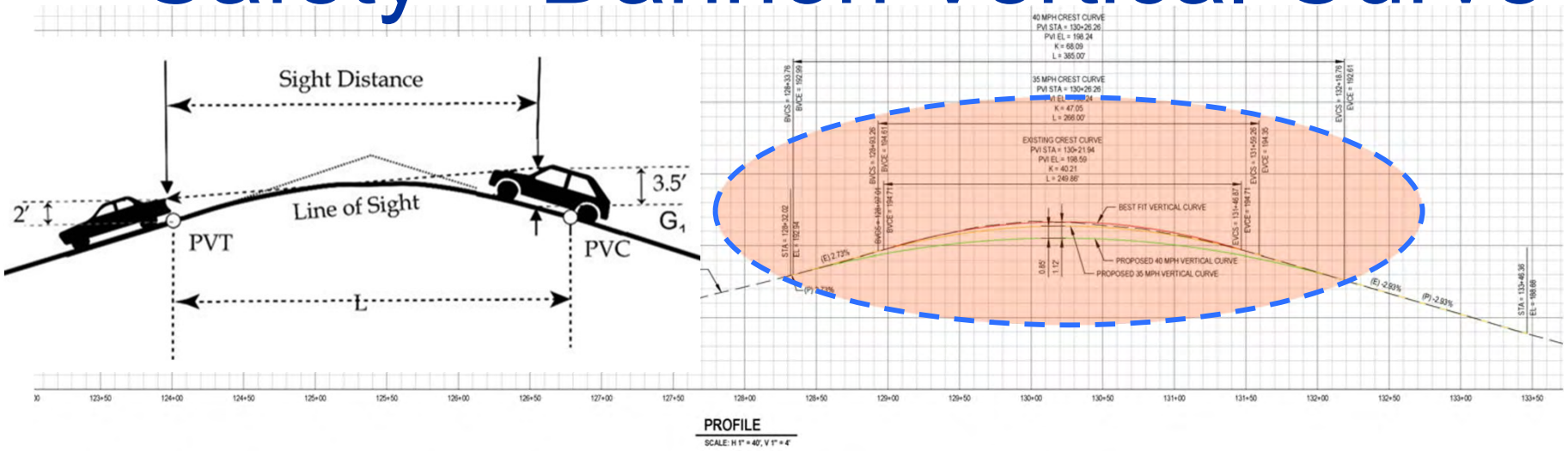


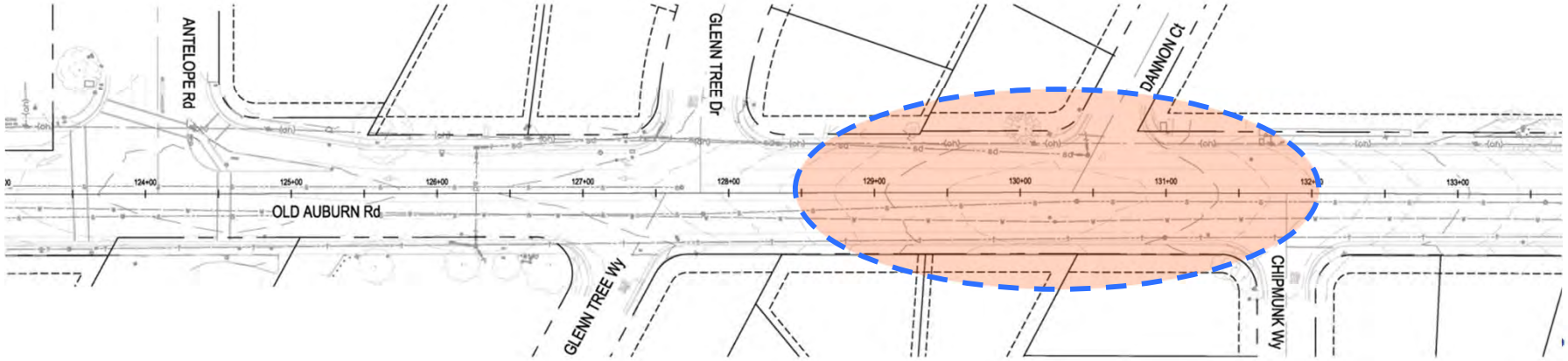
Safety – Sunrise Boulevard

1. Remove Merge Lane
2. Protected Bike Lanes
3. Signalized Pedestrian Crossing



Safety – Dannon Vertical Curve





Safety Fair Oaks Boulevard

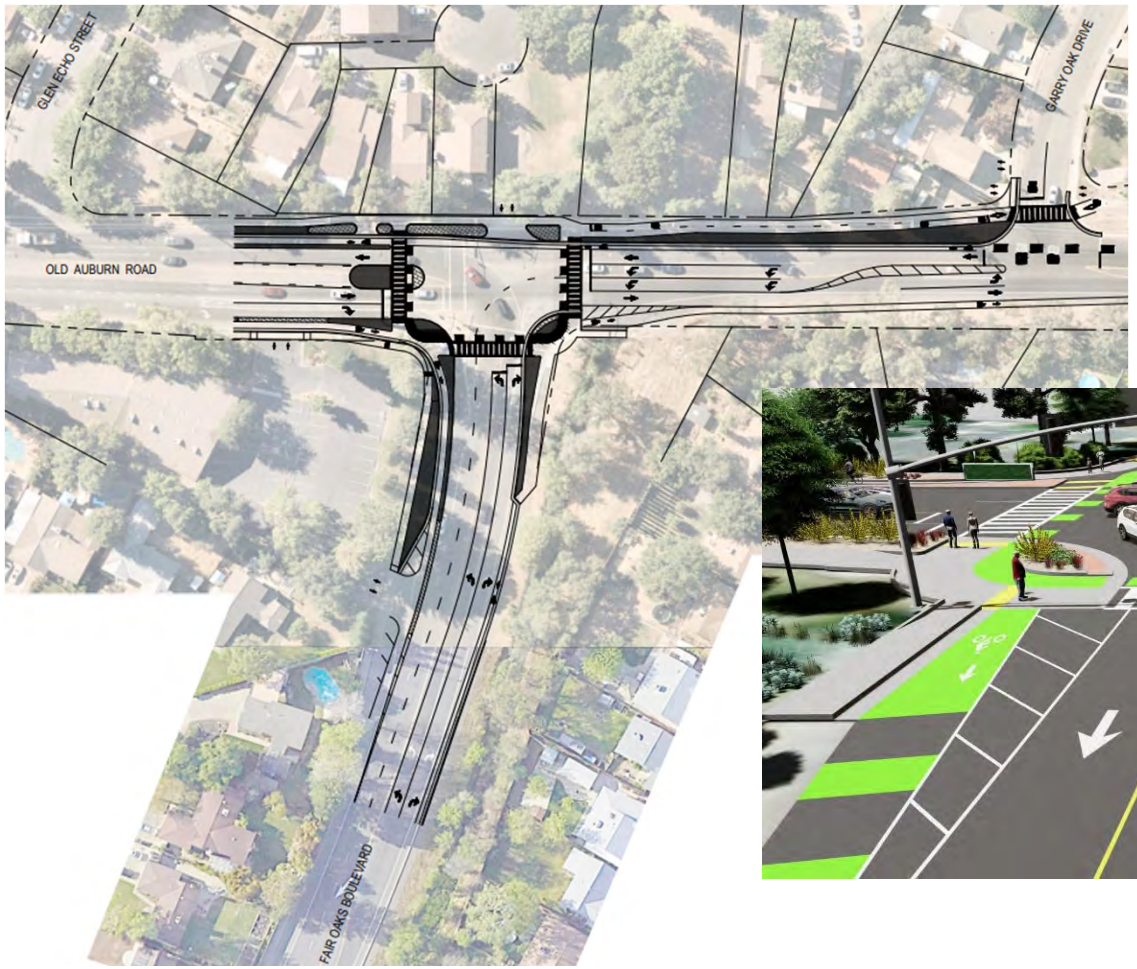


2019 Near-Term Improvements

- Single Left-Turn Lane
- Channelizing Striping
- Additional Signage
- Speed Feedback

50% Reduction in crashes !!!

Safety Fair Oaks Boulevard



- Re-Align Fair Oaks
- Remove Free Right-Turns
- Additional Medians
- Protected Intersection Improvements



Fair Oaks Boulevard Signal










ANTELOPE RD
Antelope Road Signal

Next Steps

- Right of Way (Minor Impacts)
  - New Sidewalk
  - Signal Modifications
  - Driveway Conforms
- Utility Relocations
- CONSTRUCTION FUNDS!!!
  - Community Support Makes a BIG impact on Grant Applications.

What You Can Do

- Review the Design Components
- Provide Comments/Thoughts on Improvements
  - Anything we've missed?
  - Reminder: Positive feedback is helpful for grant funding.
- Vote at stations in the back of room.

Thank you!

Please feel free to ask questions at the various stations in the room.

Your Support is Greatly Appreciated

Welcome

TO THE

Old Auburn Road

Complete Streets

THIS WAY

CITRUS HEIGHTS
Solid roots. New growth.

CITRUS HEIGHTS
Solid roots. New growth.

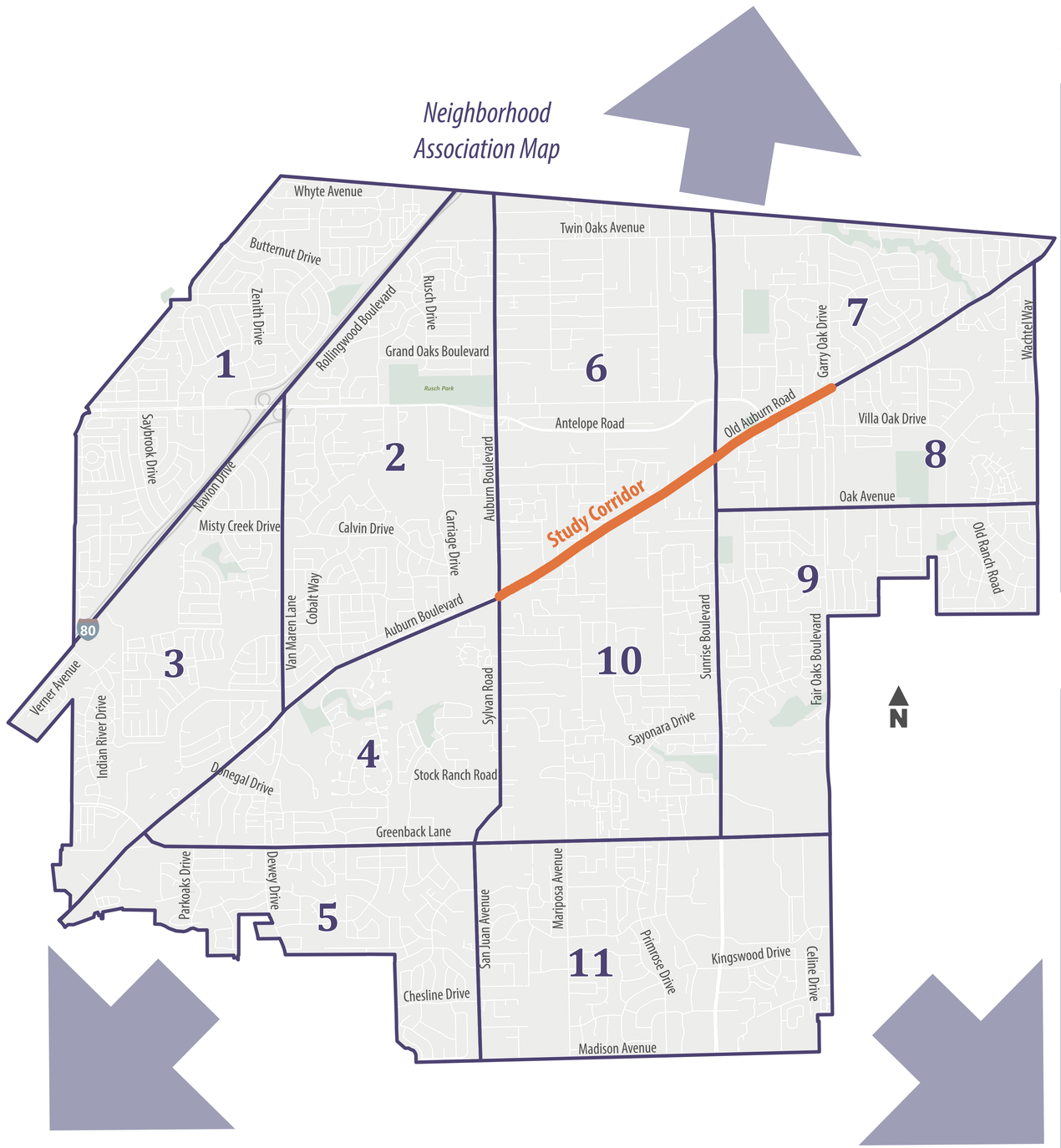
Old Auburn Road
Complete Streets Project

Where do you live?

Place a dot here if you live north of Citrus Heights (Roseville, Rocklin, etc.):

Place a dot here if you live southwest of Citrus Heights (Sacramento, West Sacramento, etc.):

Place a dot here if you live southeast of Citrus Heights (Rancho Cordova, Folsom, etc.):



CITRUS HEIGHTS
Solid roots. New growth.

Old Auburn Road
Complete Streets Project

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

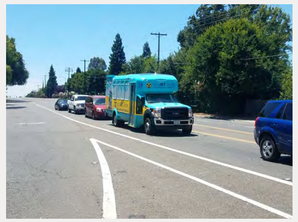
Project Components

- 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:

Daniel Kehrer
Senior Civil Engineer
dkehrer@citrusheights.net
(916) 727-4770

CITRUS HEIGHTS
Solid roots. New growth.

Old Auburn Road
Complete Streets Project

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.

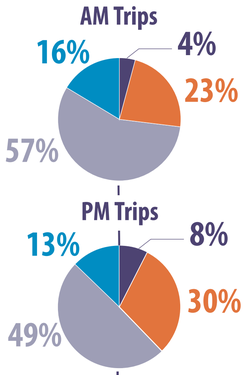
Approximately **20%** of the trips pass through Citrus Heights

PM Commute Trips (3PM to 7PM)

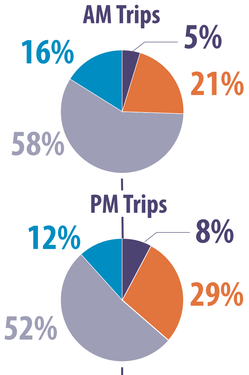
About **53%** of the trips using Old Auburn Road start in Citrus Heights and **60%** end in Citrus Heights.

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

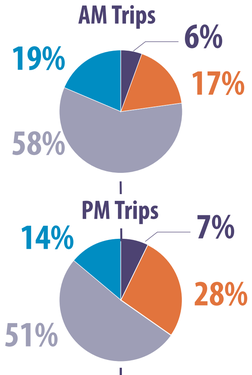
About **16%** of the trips pass through Citrus Heights.



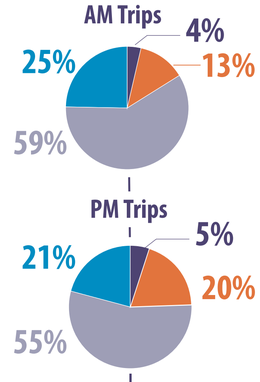
East of Auburn Blvd/Sylvan Rd



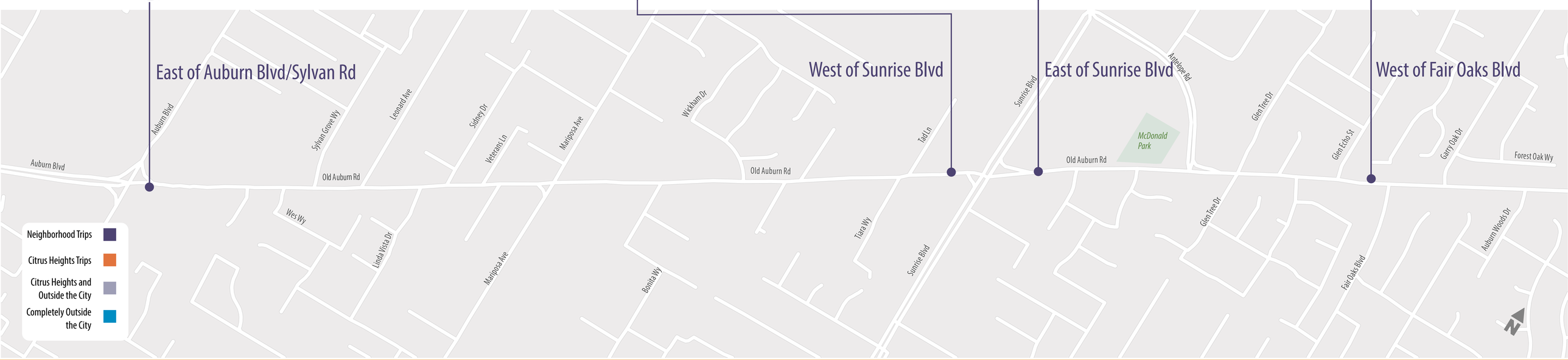
West of Sunrise Blvd



East of Sunrise Blvd



West of Fair Oaks Blvd





OLD AUBURN ROAD COMPLETE STREETS PHASE 1

CITRUS HEIGHTS

PREVIOUS OUTREACH

To ensure that the planning efforts of the City and the project team aligned with the values and needs of the community, a public outreach campaign and demonstration project were implemented during the study.

1ST OPEN HOUSE:
March 26, 2019
Holy Family Catholic Church





On March 26, 2019, the City of Citrus Heights organized the first community workshop for the Old Auburn Road Complete Streets Plan at Holy Family Catholic Church.

- 94 community members attended.
- Complete Streets was introduced and presented to the community.
- Community members viewed project boards with safety collision data, an existing conditions map, and traffic data for Old Auburn Road.
- Community members shared their experiences and goals for the Old Auburn Road corridor, with most wanting less traffic congestion.

2ND OPEN HOUSE:
December 17, 2019
Holy Family Catholic Church





On December 17, 2019, the City of Citrus Heights held its second community workshop for the Old Auburn Road Complete Streets Plan at Holy Family Catholic Church.

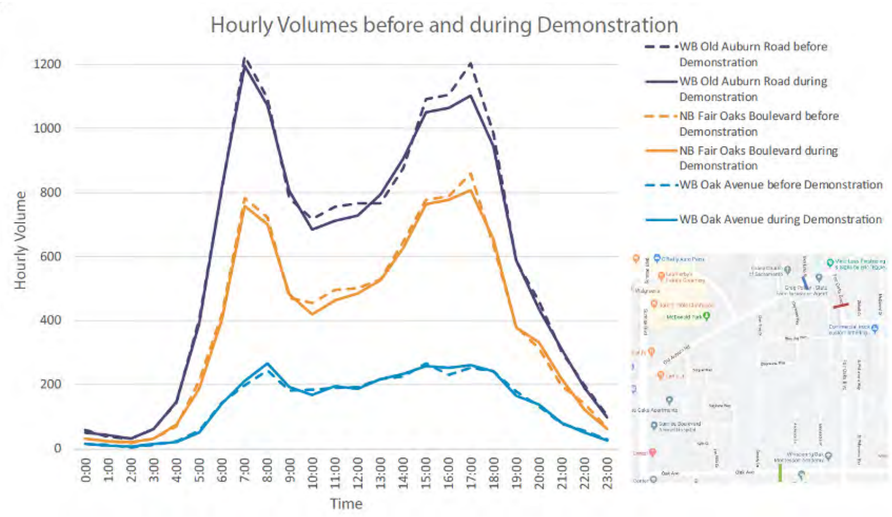
- 70 community members attended.
- The team used the initial workshop data to develop solutions for residents' needs. They analyzed travel demand and collisions.
- Community members were introduced to the Demonstration Project.
- New boards presented commuting and safety data with suggested changes for separated sidewalks and bikeways.

DEMONSTRATION PROJECT: October 19–27, 2019



The city implemented temporary demonstration project improvements along a portion of Old Auburn Road for nine days in October.

- The city held a Community Safety Fair on October 19, 2019 to raise awareness.
- Temporary upgrades were set to test their effectiveness and hear feedback from the community.
- The demonstration project provided traffic data and community feedback in the following manner:
  - The separated bikeway on Old Auburn Road helped community members feel safer riding their bikes.
  - During commute hours, 10% decrease in vehicle traffic.
  - The demonstration did not result in a significant increase in traffic on Oak Avenue.



Goals for Old Auburn Road

(Pick the top 2 goals you have for the corridor)

I want Old Auburn Road...	Place your sticker here:
. . . to remain just as it is.	
. . . to have slower traffic.	
. . . to be safer to ride a bike.	
. . . to have less traffic congestion.	
. . . to be safer for kids to walk to 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.	

How does traveling along Old Auburn Road feel by bike, foot, and/or car?

CITRUS HEIGHTS

OLD AUBURN ROAD COMPLETE STREETS PHASE 1

Safety

Place a dot for your experience.

SAFE | LESS SAFE

Efficiency

Place a dot for your experience.

EASY | LESS EASY

What are your main concerns or challenges on Old Auburn Road?

Place a Post-It with your comment

One-Way Separated (Class IV) Bikeway Benefits:

A Class IV Bikeway is physically separated from motor traffic and distinct from the sidewalk. A Class IV bikeway has different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. When implemented correctly, a Class IV bikeway has the following benefits:

- Dedicates and protects space for bicyclists in order to improve perceived comfort and safety
- Eliminates risk and fear of collisions with over-taking vehicles
- Prevents potential parking conflicts, unlike a bike lane
- More attractive for bicyclists of all levels and ages





Separated Bikeways
Vertical objects between the vehicle lanes and bicycle lanes that create a buffer between the two types of travel

Courtesy of nacto.org and Caltrans Design Information Bulletin (DIB) 94-01

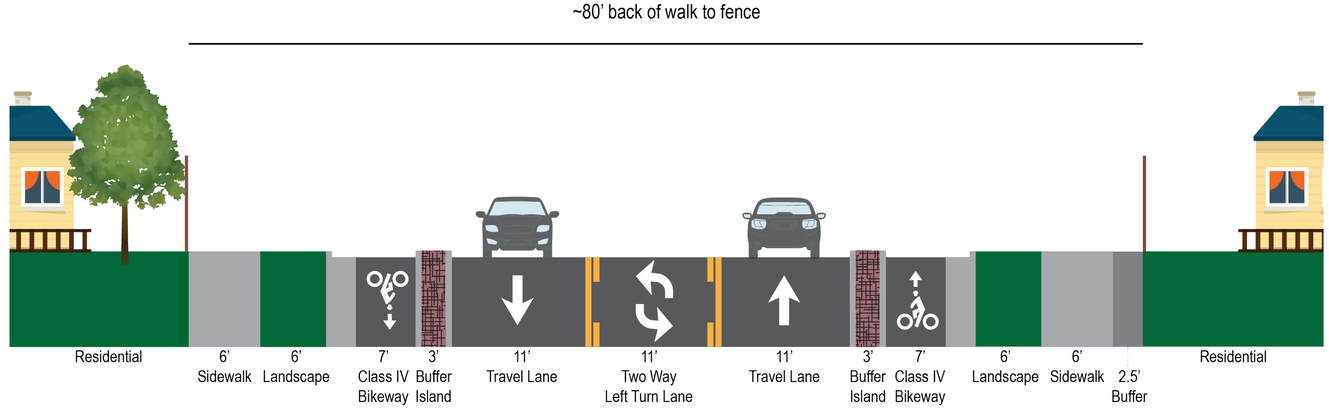
Conflict Zone Options

Green Bicycle Lanes and/ or Conflict Markings
Bright green paint along a bike lane and/or at intersecting roadways/ driveways that aims to bring attention to the presence of bicycles on the roadway





Typical Proposed Section



What Bikeway Treatments Are Proposed?

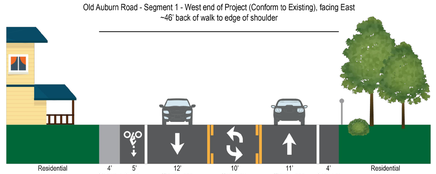
CITRUS HEIGHTS
Solid roots. New growth.

Old Auburn Road Phase One

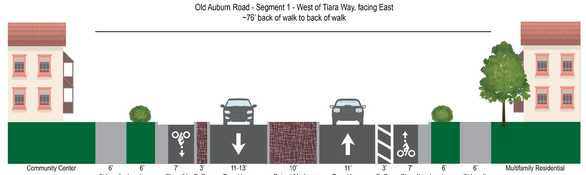
Complete Streets Project



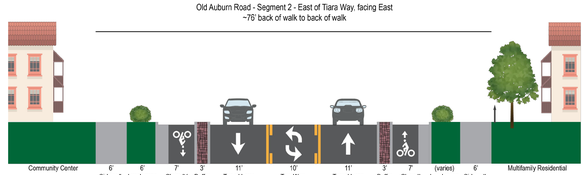
Old Auburn Road - Segment 1 - West end of Project (Conform to Existing), facing East
~46' back of walk to edge of shoulder



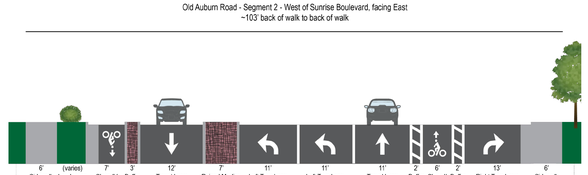
Old Auburn Road - Segment 1 - West of Tiara Way, facing East
~76' back of walk to back of walk

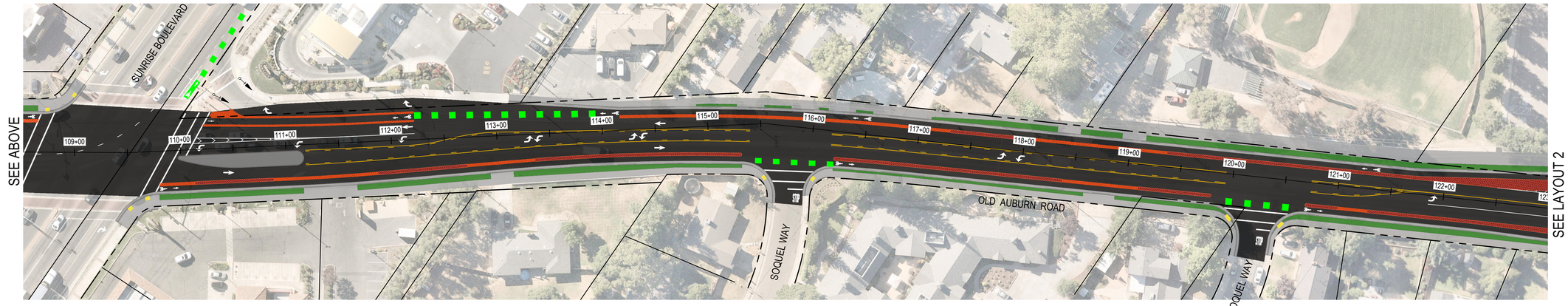


Old Auburn Road - Segment 2 - East of Tiara Way, facing East
~76' back of walk to back of walk

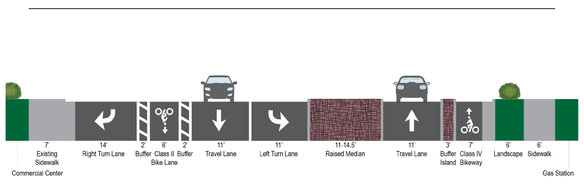


Old Auburn Road - Segment 2 - West of Sunrise Boulevard, facing East
~103' back of walk to back of walk

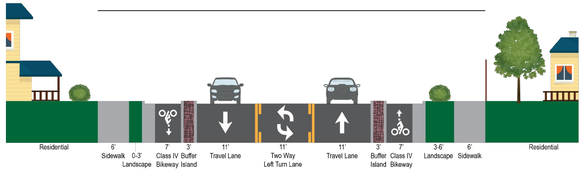




Old Auburn Road - Segment 3A - East of Sunrise Blvd, facing East
~101' back of walk to back of walk



Old Auburn Road - Segment 3A - West of Soquel Way, facing East
~71' back of walk to back of walk



0 50' 100'

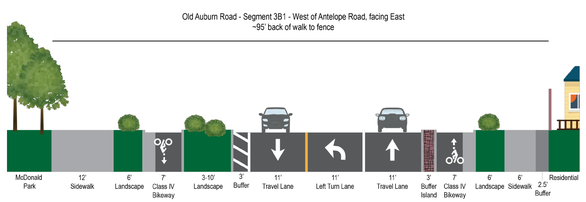
Preliminary Corridor - Layout 1

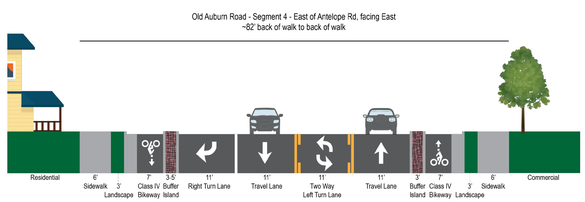
CITRUS HEIGHTS
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Old Auburn Road Phase One

Complete Streets Project







0 50' 100'

Preliminary Corridor - Layout 2

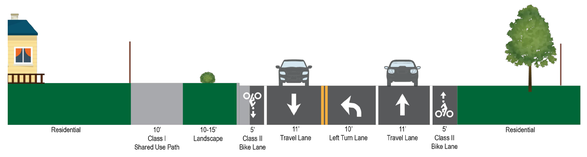
Old Auburn Road Phase One

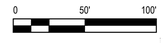
Complete Streets Project



Old Auburn Road - Segment 5A - East of Fair Oaks Boulevard, facing East
~81' back of walk to back of walk

Old Auburn Road - Segment 5A - West of Garry Oak Drive, facing East
~62' back of walk to edge of pavement



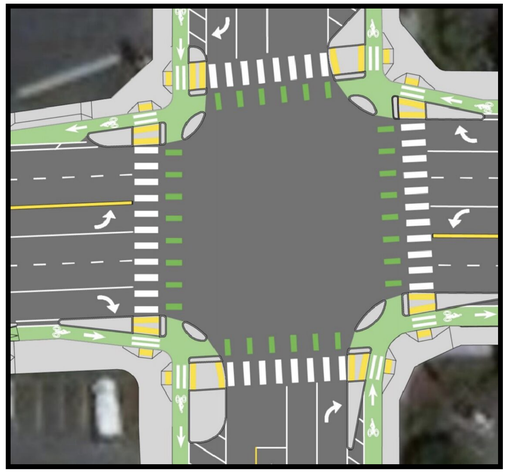


Preliminary Corridor - Layout 3

What is a Protected Intersection?

Protected intersections are a relatively new treatment that offers significant safety for bicyclists at intersections by incorporating protected bikeways, sight distance improvements, barrier islands, and other treatments to improve visibility, separation, and reaction times. When implemented correctly, protected intersections can:

- Reduce speeds of turning vehicles
- Reduce exposure of bicyclists to potential conflicts
- Reduce the frequency and severity of collisions



Protected Intersection Overview

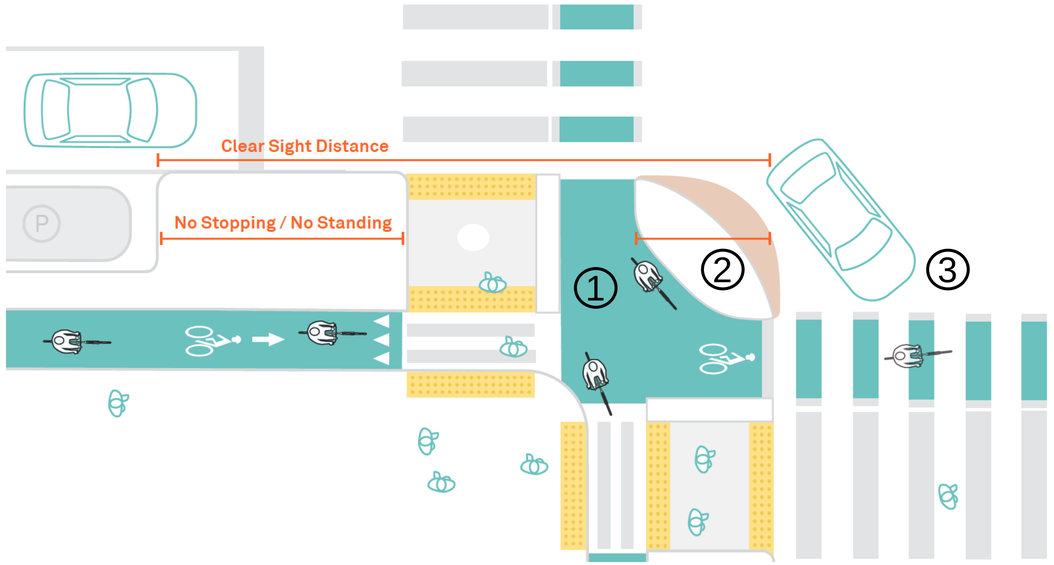




Protected Intersection Example in Davis, CA

Courtesy of nacto.org and Caltrans Design Information Bulletin (DIB) 89-02

Key features of protected intersections include:

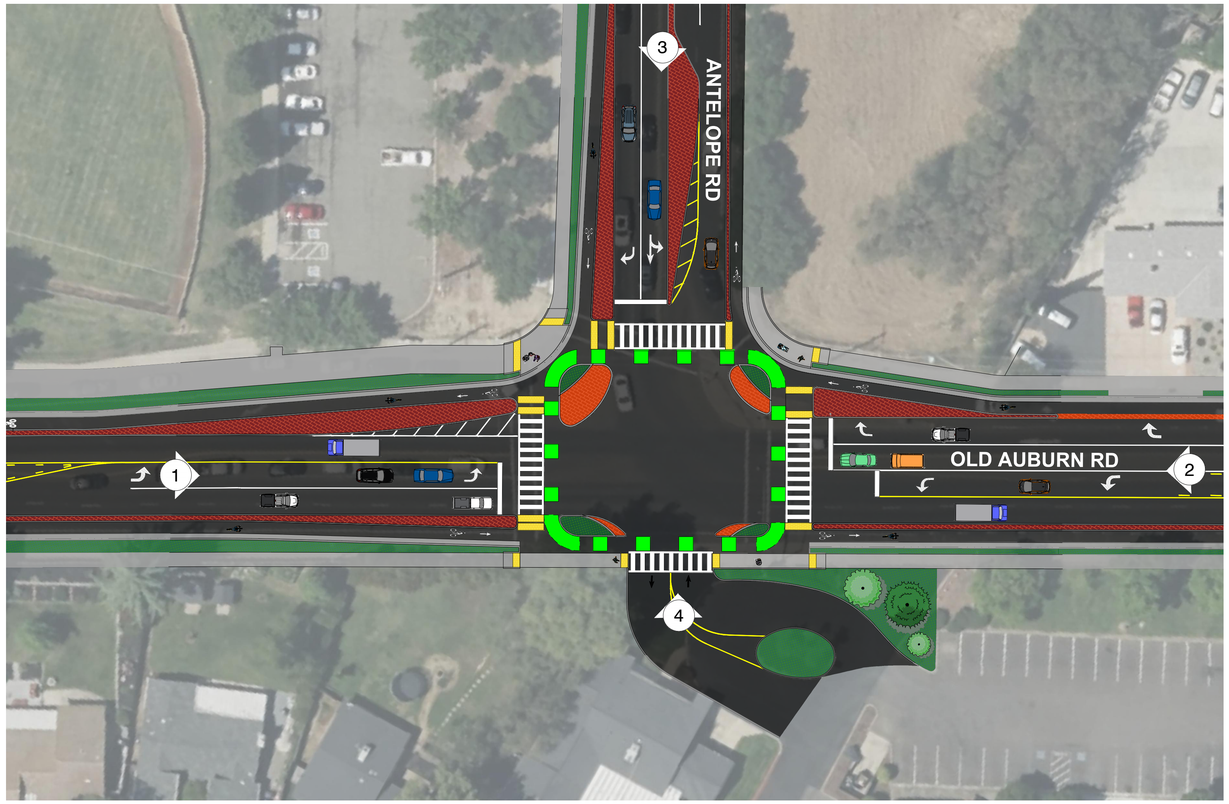


- Bicyclists stop forward of motorists while waiting for a green phase (see #1 in the graphic above). This improves visibility of bicyclists and increases motorist awareness of bicyclists waiting to cross the intersection.
- Corner islands (see #2 in the graphic above) provide physical protection for bicyclists and pedestrians waiting to cross, reduce crossing distances for people bicycling and walking, and reduce speeds for turning vehicles.
- Set back crossings allow space for a turning vehicle to stop and wait for a bicyclist or pedestrian to clear the crossing without blocking through traffic (see #3 in the graphic above).

CITRUS HEIGHTS
Solid roots. New growth.

Old Auburn Road Phase One

Complete Streets Project



ILLUSTRATIVE PLAN

0 30 60 90 120 feet

1" = 30'

NORTH



OVERVIEW VISUALIZATION



1 OLD AUBURN RD. PERSPECTIVE (LOOKING NORTHEAST DIRECTION)



2 OLD AUBURN RD. PERSPECTIVE (LOOKING SOUTHWEST DIRECTION)



3 ANTELOPE RD. PERSPECTIVE (LOOKING SOUTHEAST DIRECTION)



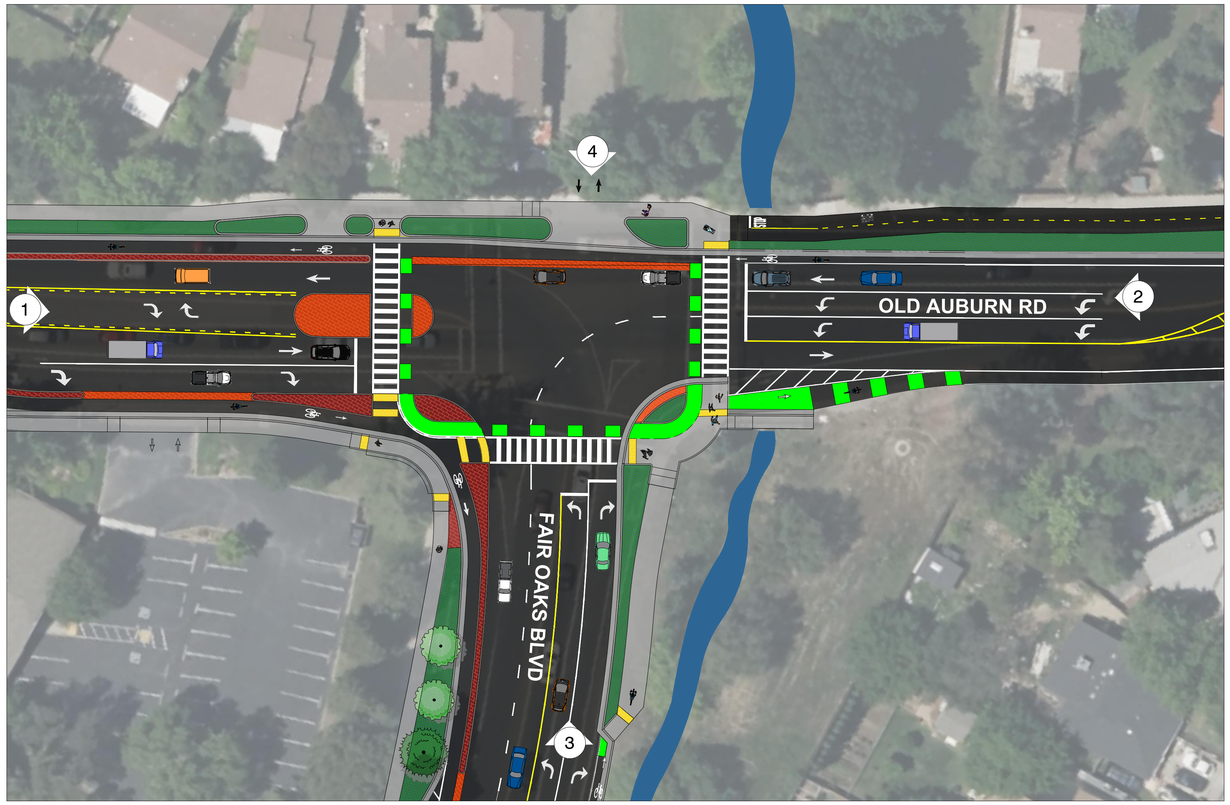
4 DRIVEWAY PERSPECTIVE (LOOKING NORTHWEST DIRECTION)

Antelope Intersection - Visualization

CITRUS HEIGHTS
Solid roots. New growth.

Old Auburn Road Phase One

Complete Streets Project



ILLUSTRATIVE PLAN

0 20 40 60 80 feet

1" = 20'

NORTH



OVERVIEW VISUALIZATION



1 OLD AUBURN RD. PERSPECTIVE (LOOKING NORTHEAST DIRECTION)



2 OLD AUBURN RD. PERSPECTIVE (LOOKING NORTHWEST DIRECTION)



3 FAIR OAKS BLVD. PERSPECTIVE (LOOKING NORTHWEST DIRECTION)



4 SIDEWALK PERSPECTIVE (LOOKING SOUTHEAST DIRECTION)

Fair Oaks Intersection - Visualization