CITRUS HEIGHTS

Solid roots. New growth.

Gateway Activation Project

City Council

June 25, 2025



Purpose of Tonight

- 2025 Council Strategic Objective
  - *Present the Gateway Activation Project (GAP) to the City Council with a summary of the Community Feedback received*
- Present Recommended Project
- Council Comments/ Affirm preferred approach to begin Environmental Review

Agenda

I. Why the GAP Project?

II. Objectives and Location

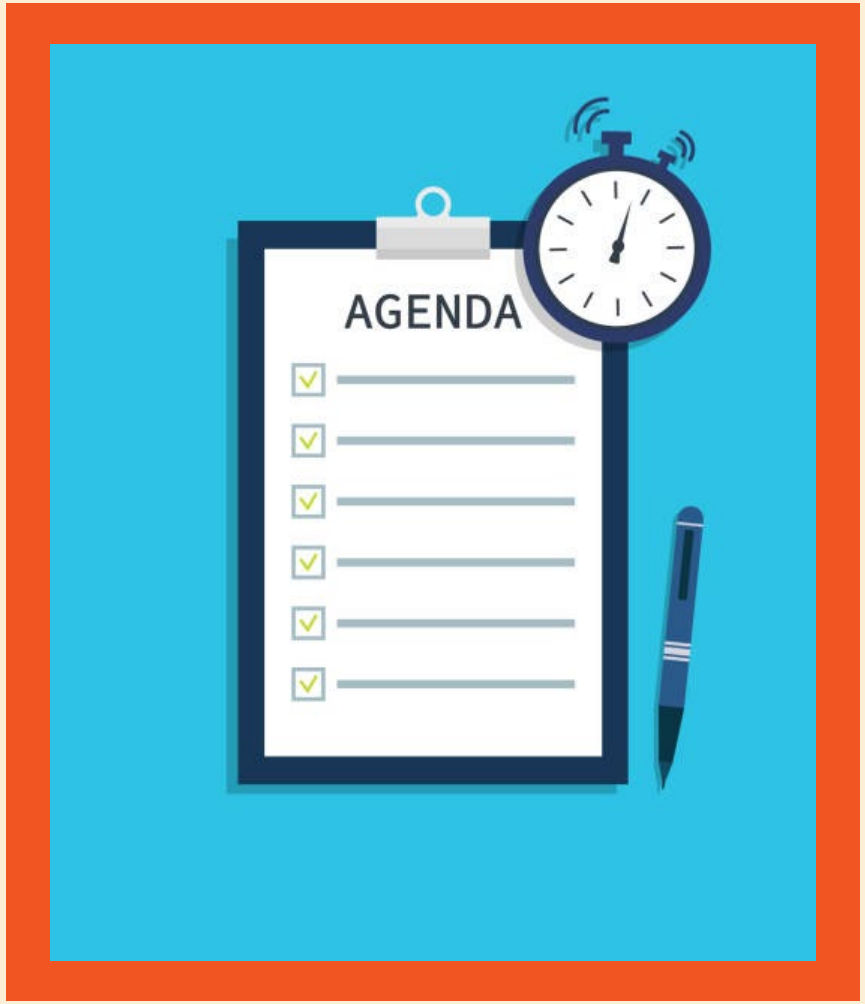
III. Existing Conditions

IV. Potential Options

V. Community Feedback

VI. Staff Recommendation

VII. Council Direction









Why the GAP Project?

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- Community Connection
- Quality of Life Amenities
  - Parks and Trails
  - Improved Circulation
- Leveraging Partnerships
  - Regional Trail Connections
  - Roseville Trail Network

Project Objectives

The **Gateway Activation Project** has two primary objectives:



Local and Regional Trail Connectivity

- Old Auburn Multi-Use Trail
- Arcade Cripple Creek Trail
- Dry Creek Greenway (Roseville)

Local Roadway Enhancement

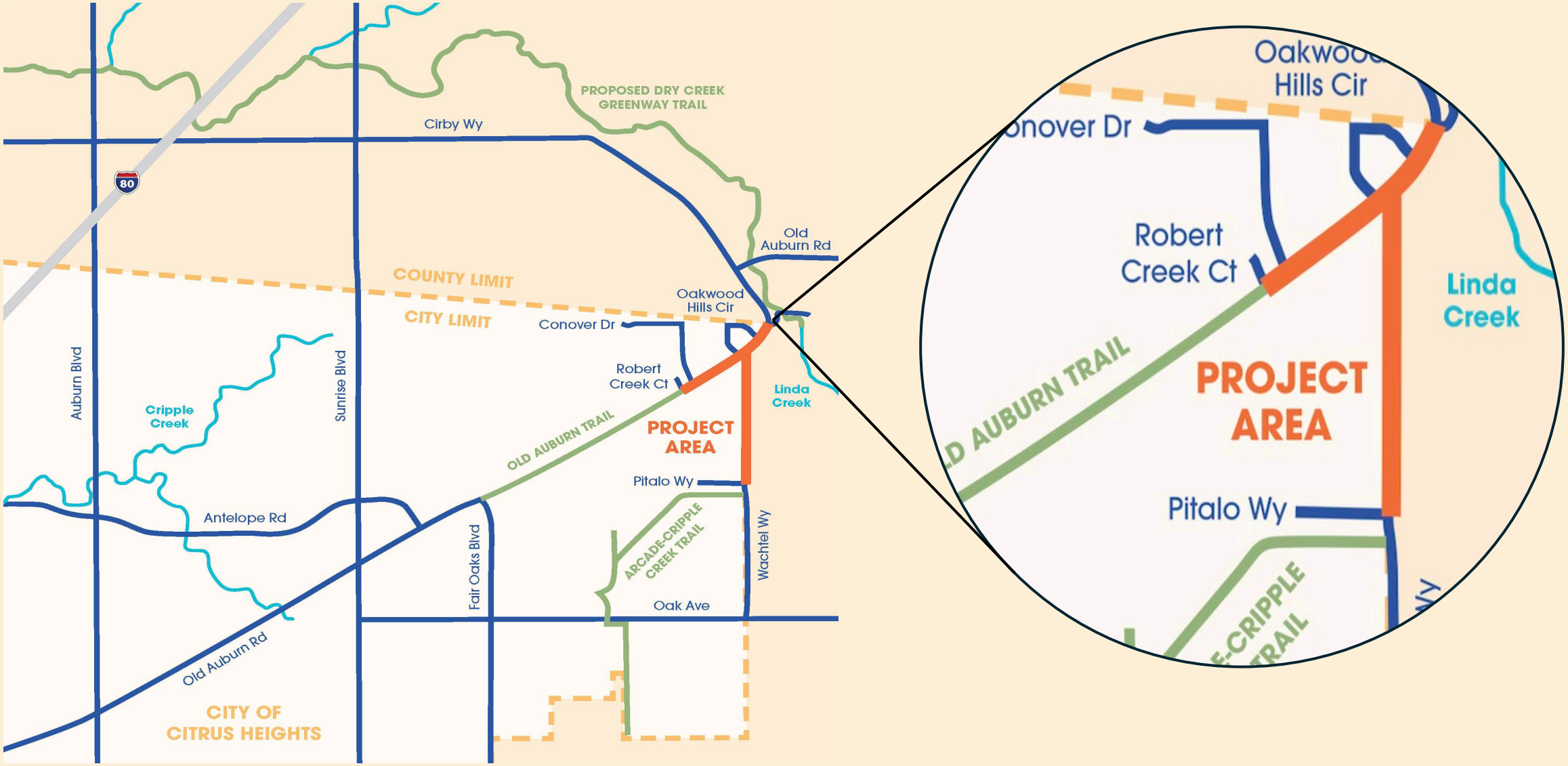
- Old Auburn Road
- Wachtel Way
- Evaluate Intersections
  - Old Auburn Road/Wachtel Way
  - Old Auburn Road/Oakwood Hills Circle
  - Argo/Old Auburn Road





Project Location

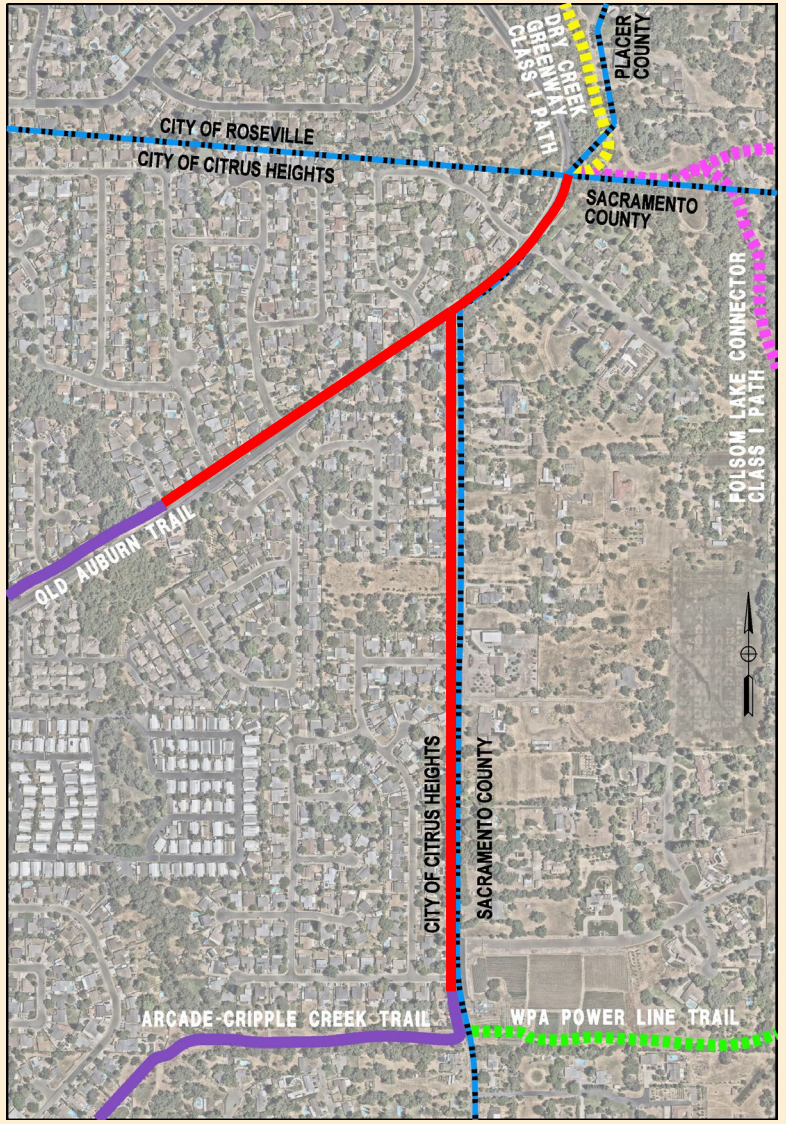
CITRUS HEIGHTS



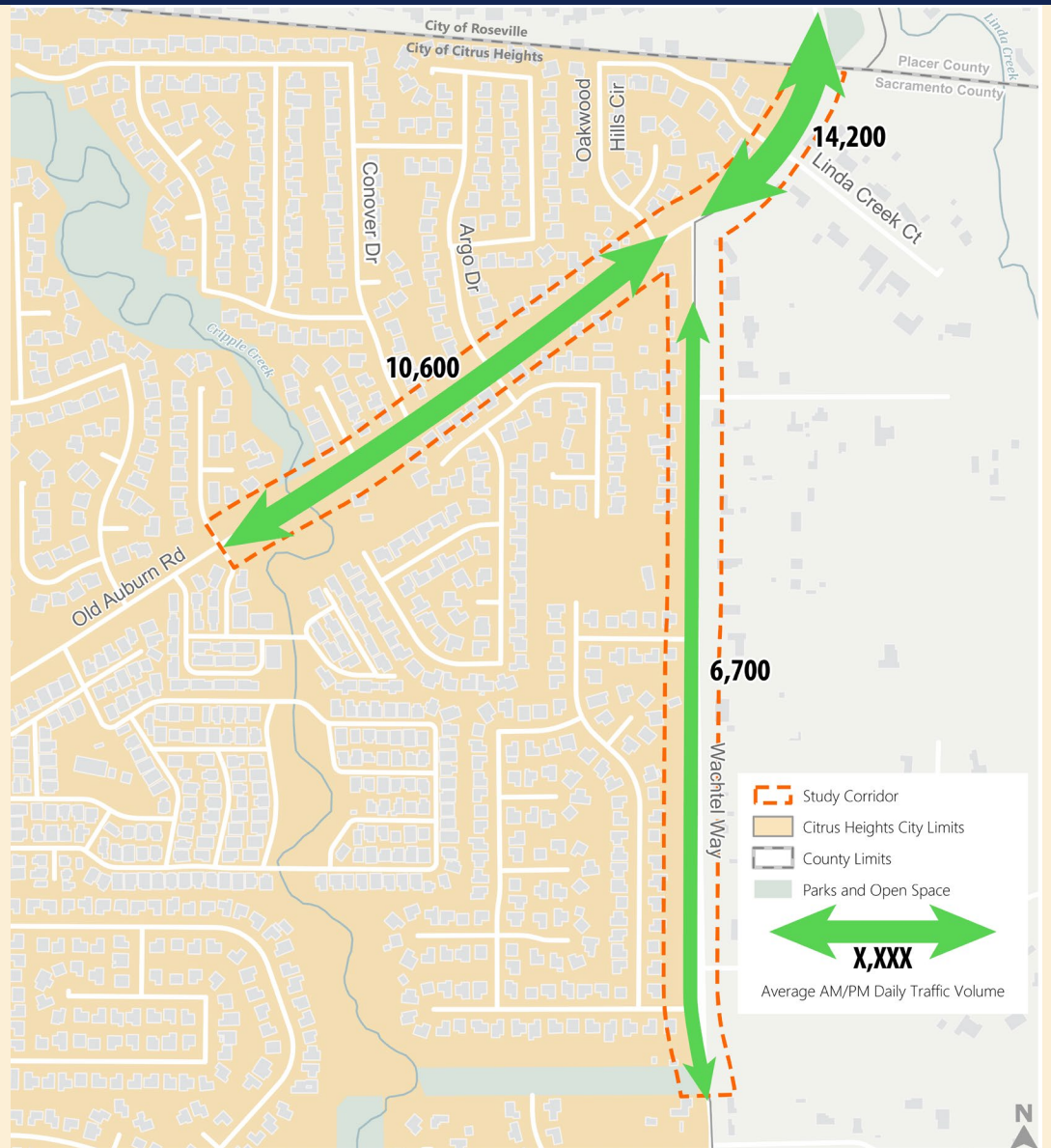
Project Challenges

- **How best to safely connect three trails?**
  - Trail location
  - Crossing locations
  - Right-of-Way constraints

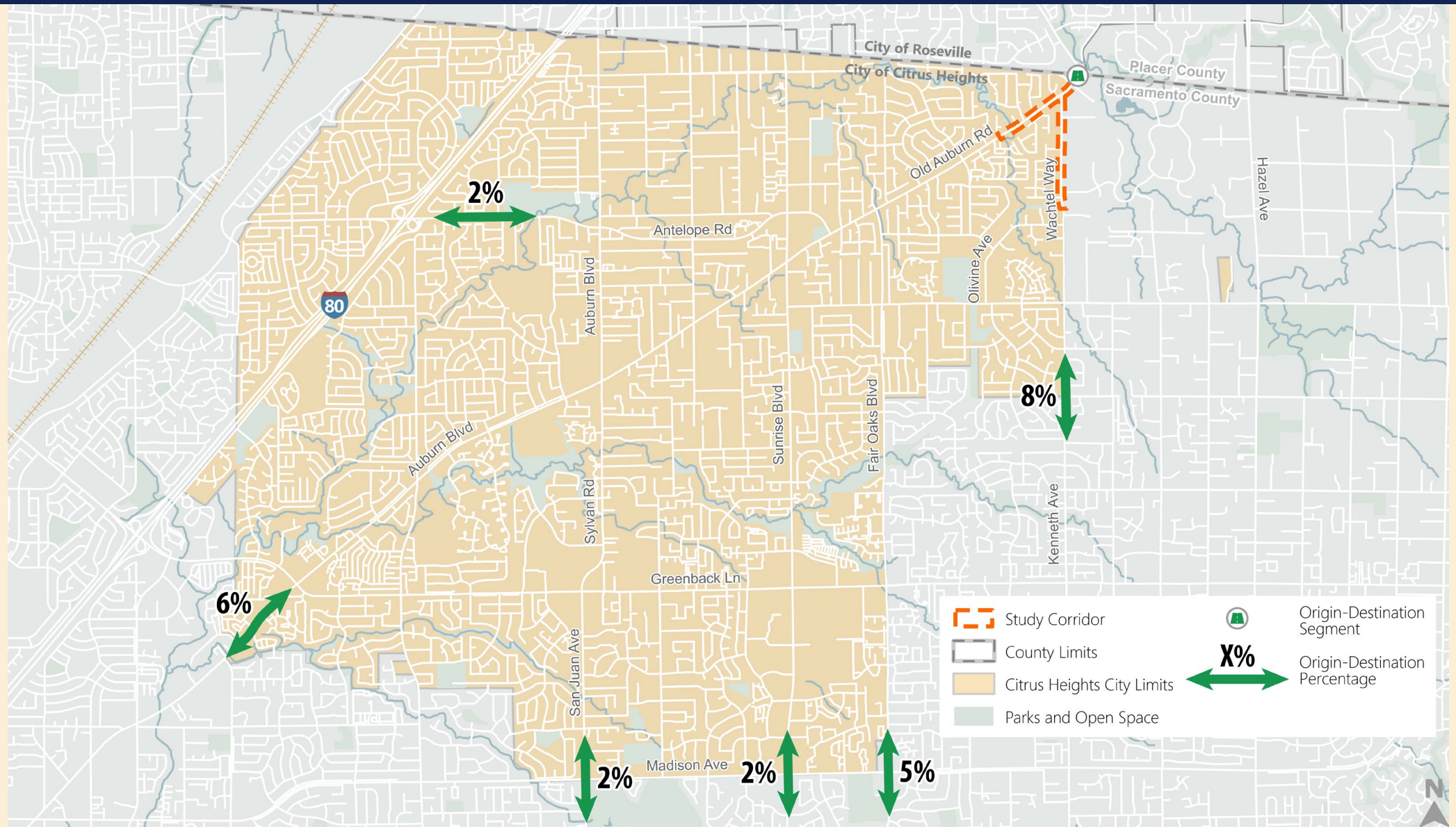
- **Significant Traffic along Old Auburn Road**
  - Difficult to cross Old Auburn Road
  - Existing Intersection Operation Challenges
  - Avoid creating induced demand for more cut through traffic



Existing Average Daily Traffic (ADT)



Existing Travel Characteristics



Vehicle Queues

AM



Old Auburn Road looking west towards Argo Drive

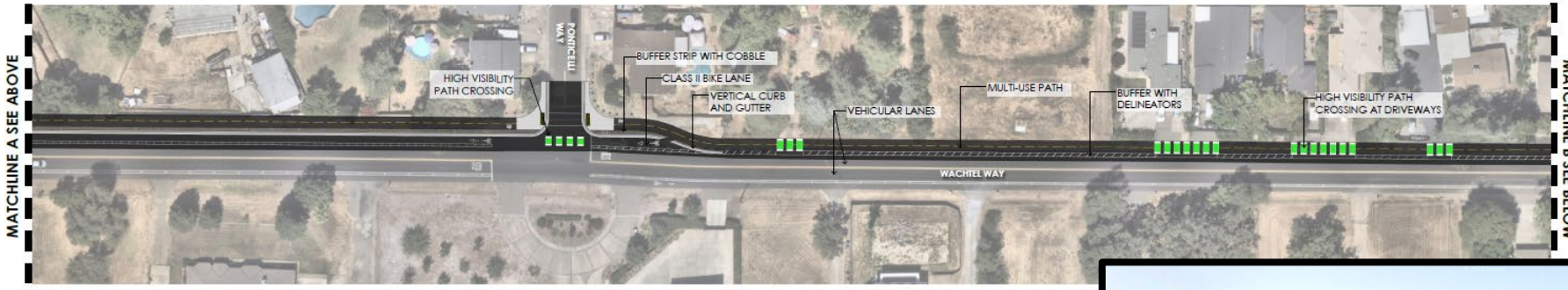
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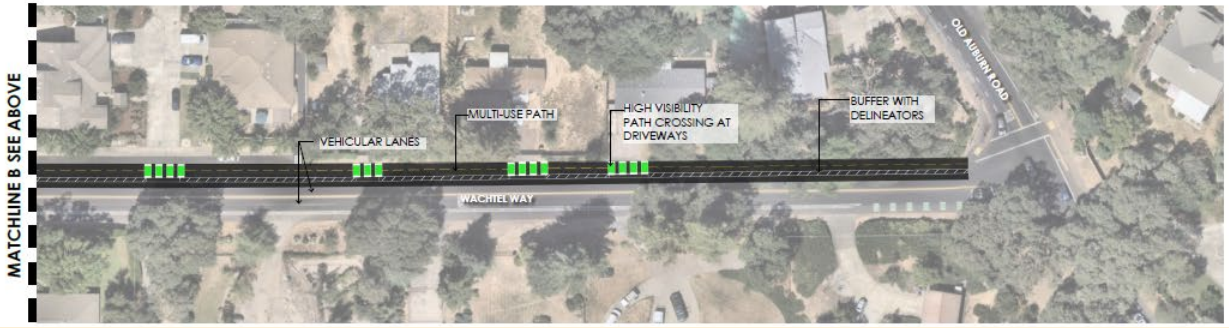


Old Auburn Road looking east towards Cirby Way

Wachtel Way

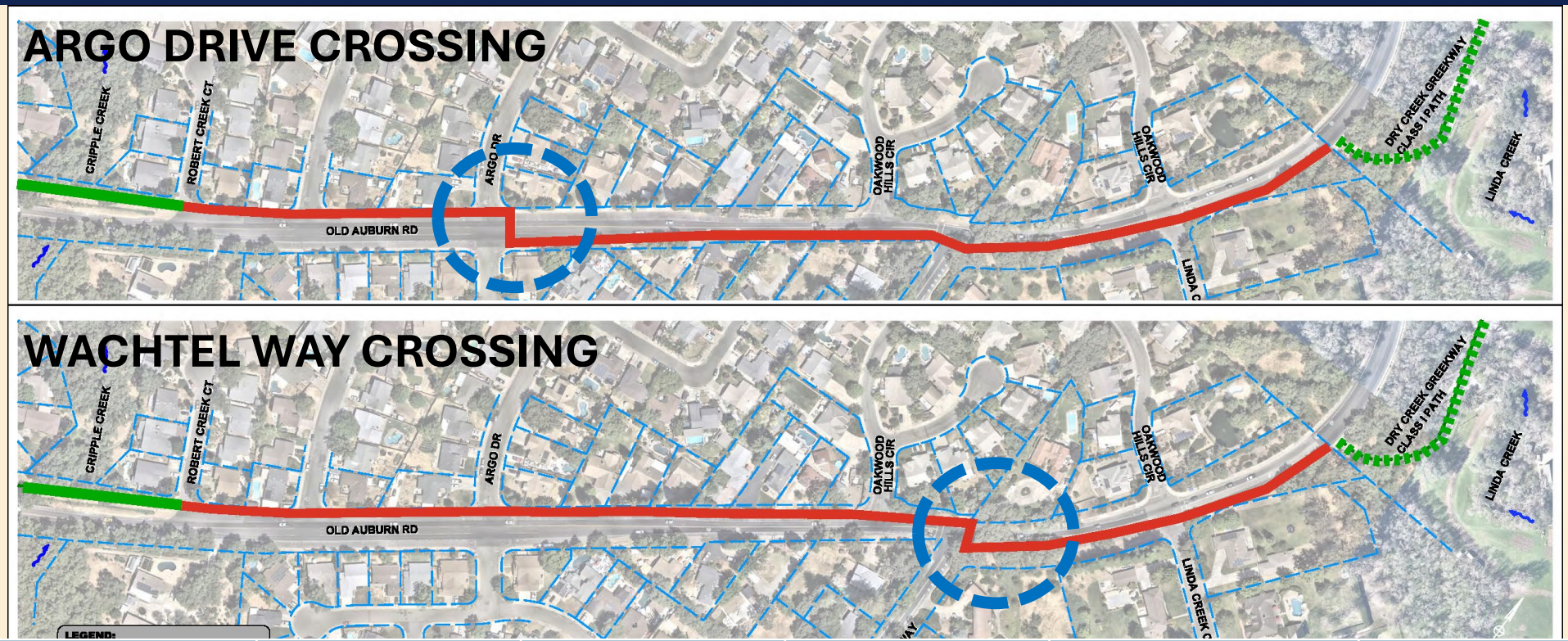

ARCA DE CRIPPLE CREEK TRAIL
PALO WAY
HIGH VISIBILITY PATH CROSSING
HIGH VISIBILITY CONFLICT ZONE STRIPING
VEHICULAR LANES
MULTI-USE PATH
EXISTING BUFFERED CLASS II BIKE LANE
VERTICAL CURB AND GUTTER
BUFFER STRIP WITH COBBLE
EXITING WACHTEL WAY TRAILHEAD
WACHTEL WAY
ANNA LANE
MATCHLINE A SEE BELOW


MATCHLINE A SEE ABOVE
PONTICELLI WAY
HIGH VISIBILITY PATH CROSSING
BUFFER STRIP WITH COBBLE
CLASS II BIKE LANE
VERTICAL CURB AND GUTTER
VEHICULAR LANES
MULTI-USE PATH
BUFFER WITH DELINEATORS
HIGH VISIBILITY PATH CROSSING AT DRIVEWAYS
WACHTEL WAY
MATCHLINE B SEE BELOW


MATCHLINE B SEE ABOVE
OLD AUBURN ROAD
VEHICULAR LANES
MULTI-USE PATH
HIGH VISIBILITY PATH CROSSING AT DRIVEWAYS
BUFFER WITH DELINEATORS
WACHTEL WAY


Wachtel Way

Connecting Class I Trails: Options



Crossing Option	Property Impacts	Utility Impacts	Tree Impacts	Safety Improvement	Costs
Argo Drive	Comparable	Comparable	Moderate	Comparable	$
Wachtel Way	Comparable	Comparable	Minor	Comparable	$$

New Bicycle/Pedestrian Crossing

ARGO DRIVE:

- An existing 4-way intersection between Twin Oaks/Wintergreen and Wachtel Way
- Serves substantial neighborhoods north and south of Old Auburn Road
- Reduces the distance between current available crossings

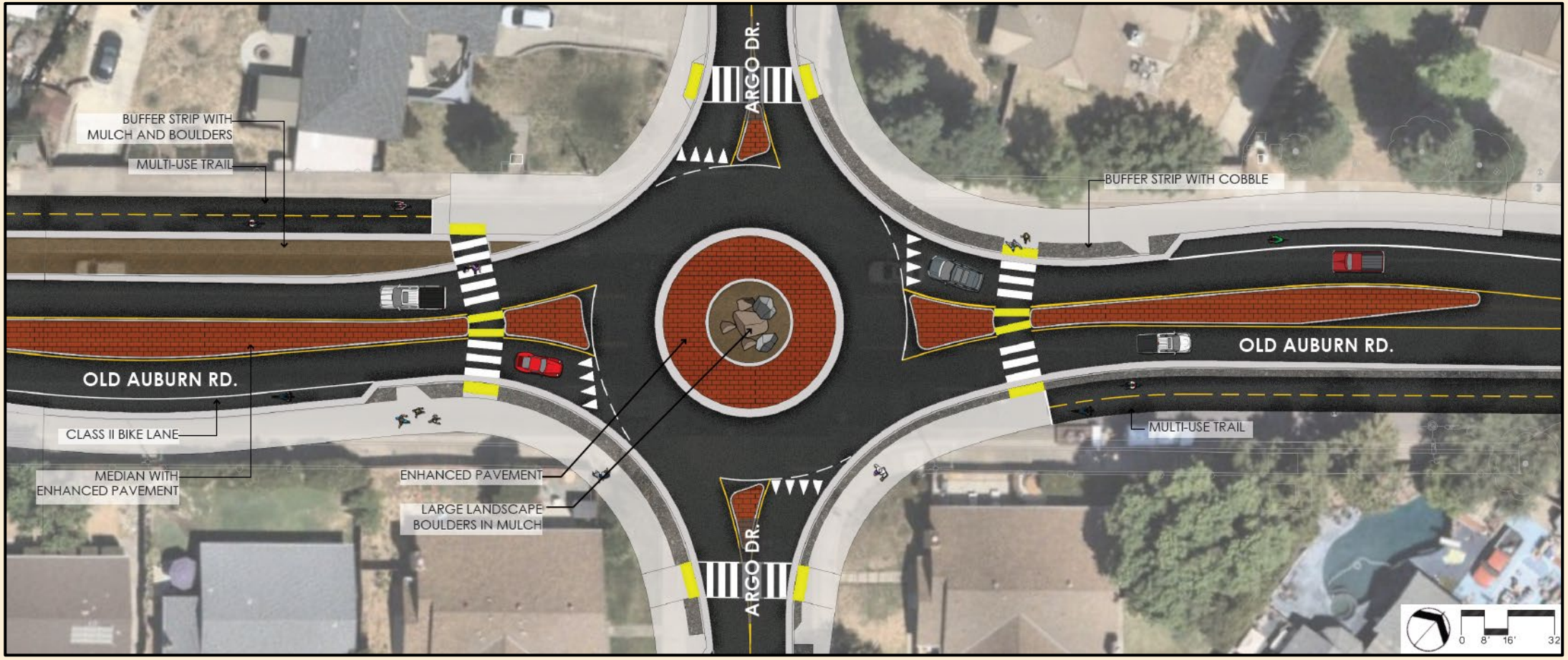




Argo Drive Crossing: Option 1

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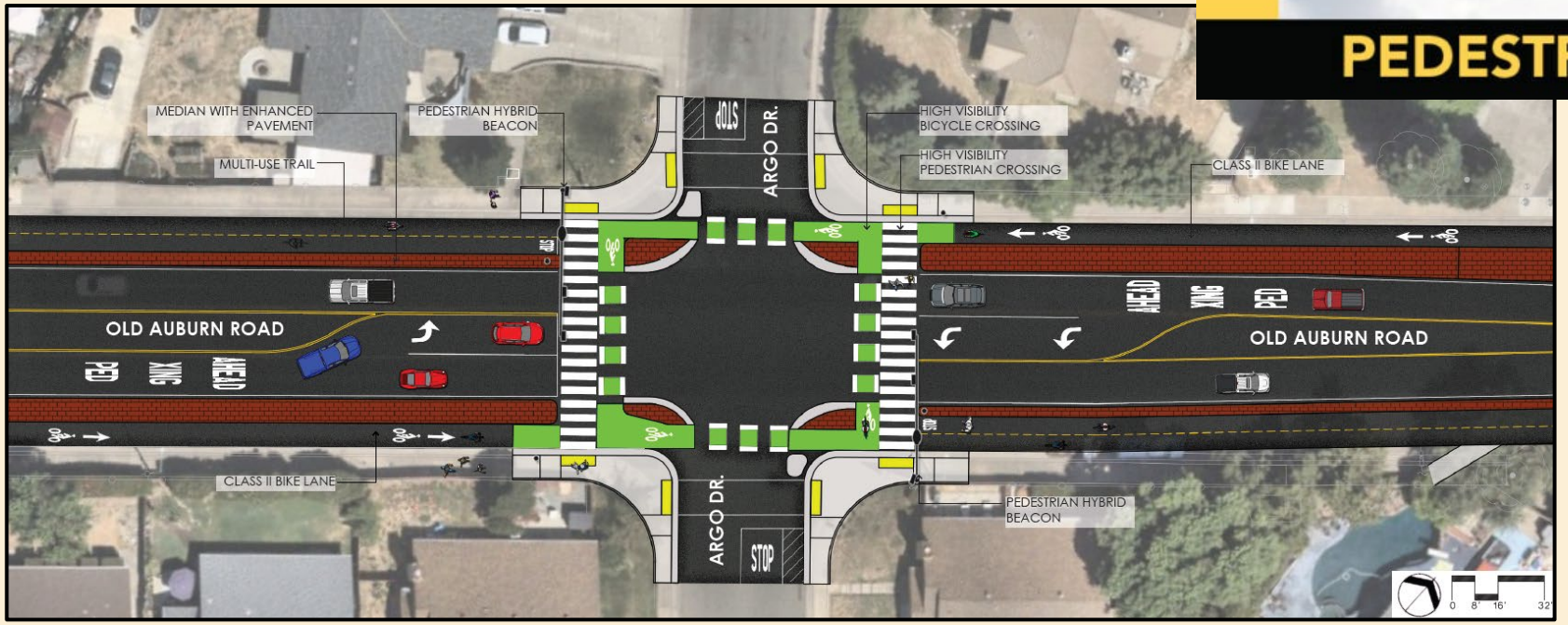
ROUNDABOUT



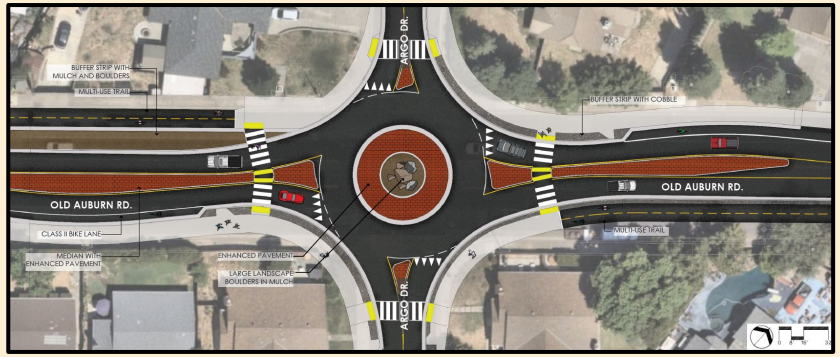
Argo Drive Crossing: Option 2

PEDESTRIAN HYBRID BEACON:





Argo Drive Crossing Evaluation





Argo Intersection Approach	Pros	Cons
Roundabout	• Reduces speeds • Reduces conflict points • Creates improved crossing conditions • Gateway Feature, Art opportunity	• Minor ROW Impacts • Some resident concerns with use of roundabouts
Pedestrian Hybrid Beacon	• Active only during Ped Crossings • Minimal ROW impact	• Less familiar • Does not reduce speeds when not activated

Wachtel/Oakwood Hills Circle Options

Options Considered

1. Maintain Existing Conditions
2. Roundabout/Stop Sign
3. Roundabout/Roundabout
4. Traffic Signal/Stop Sign



Intersection Options
Wachtel Way

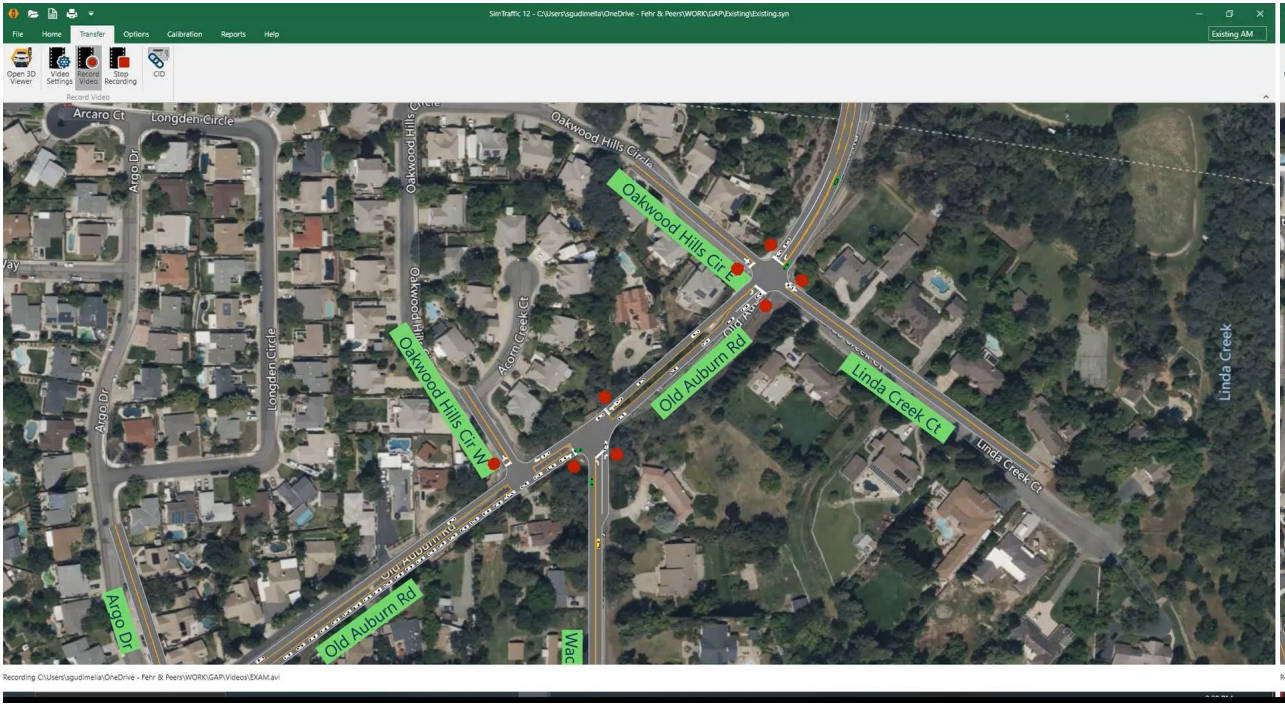
CITRUS HEIGHTS

Maintain Existing Conditions

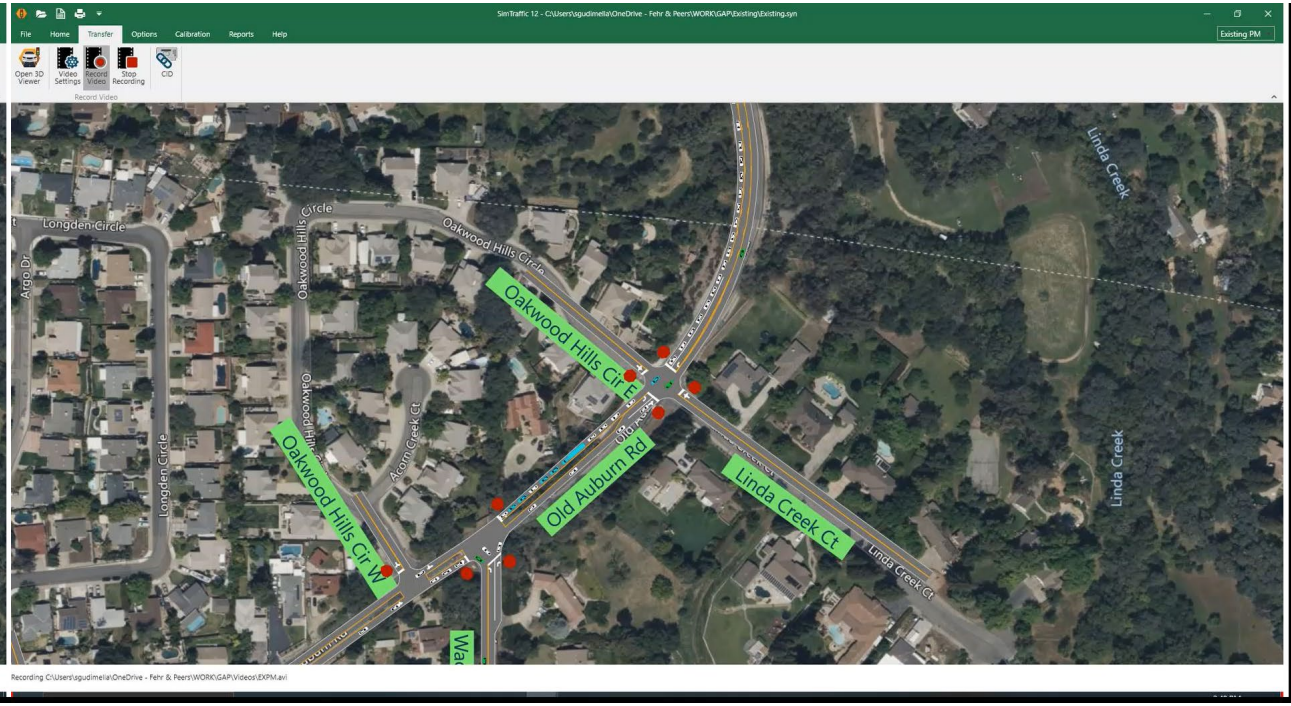


Existing Operations

AM



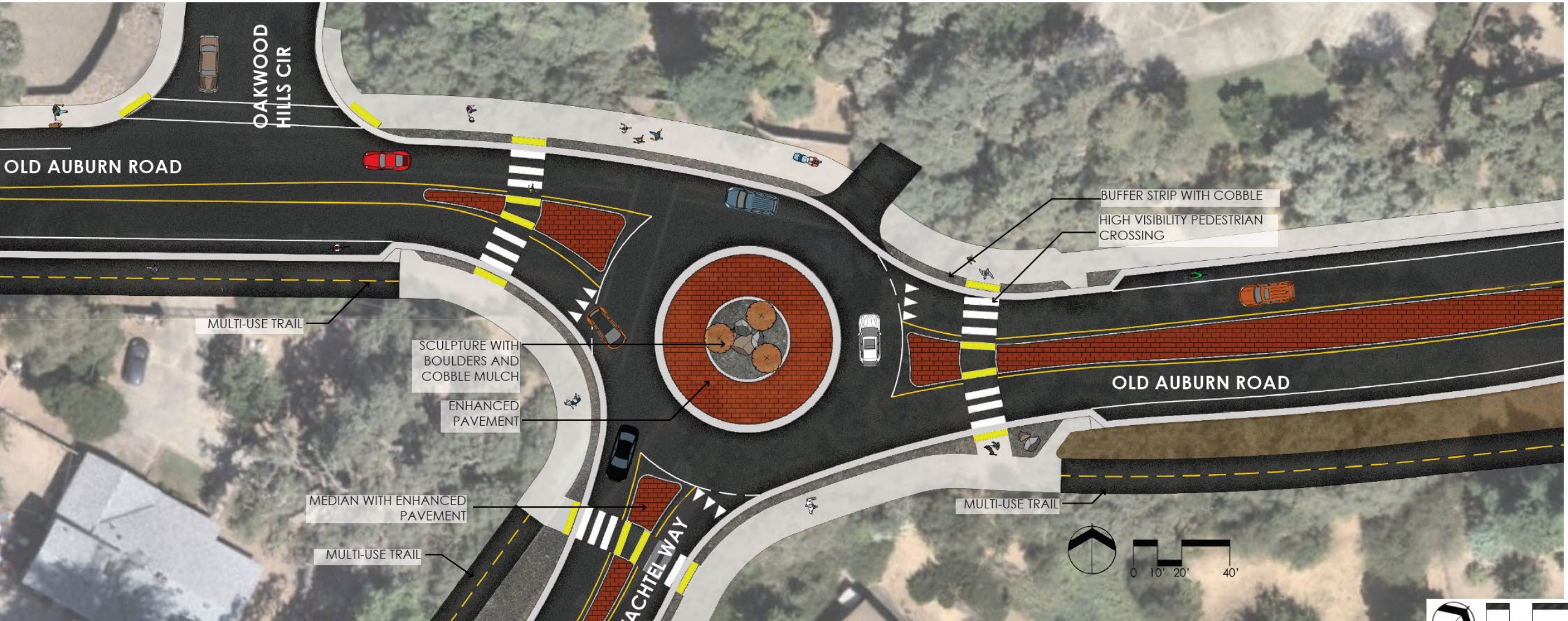
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Intersection Options
Wachtel Way

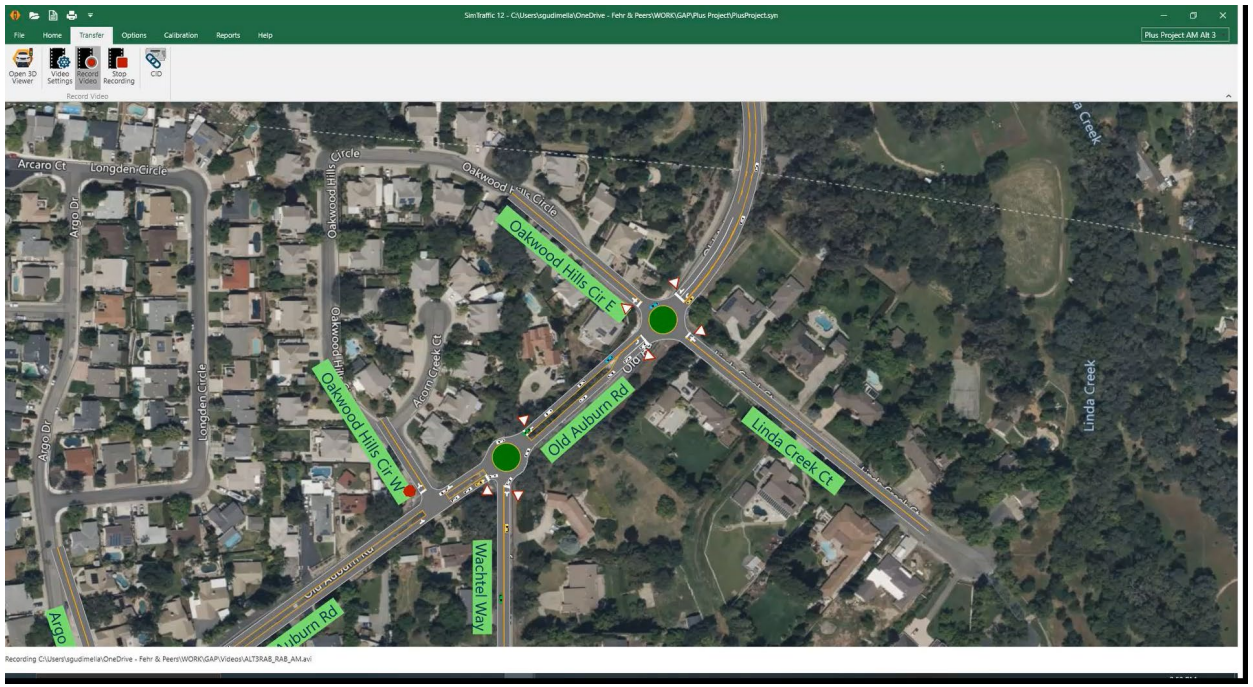
CITRUS HEIGHTS

ROUNDABOUT

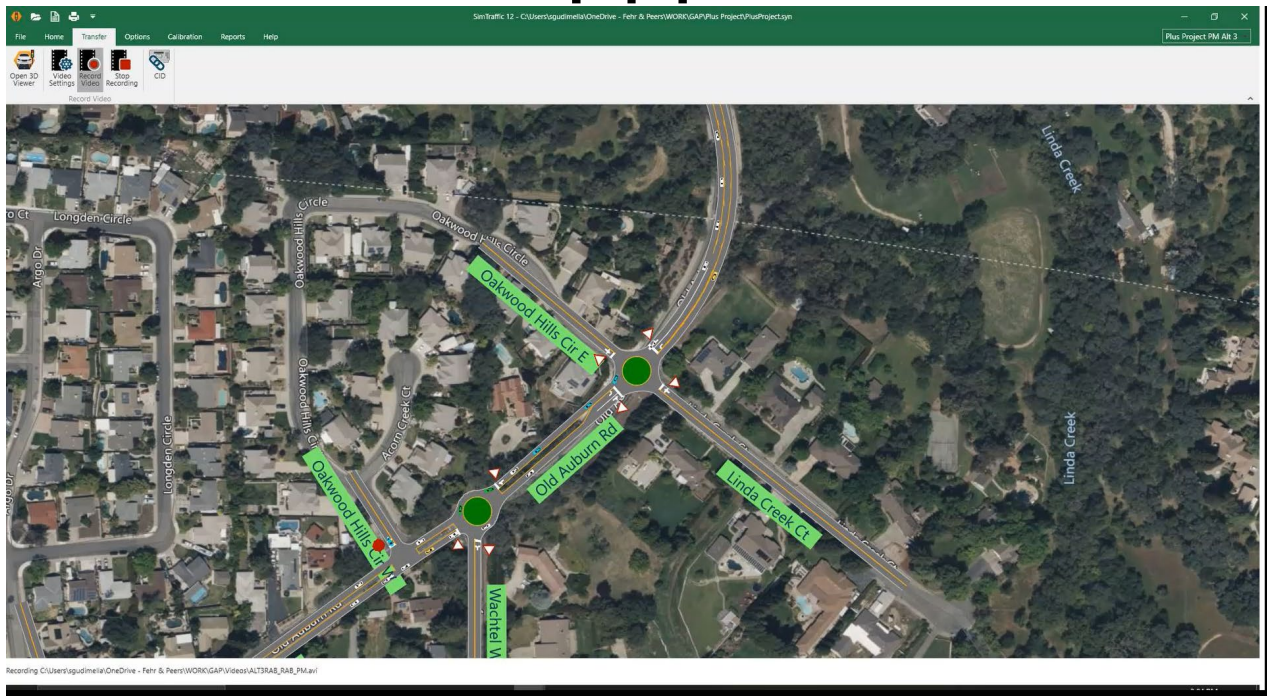


Roundabout/Roundbout Operations

AM



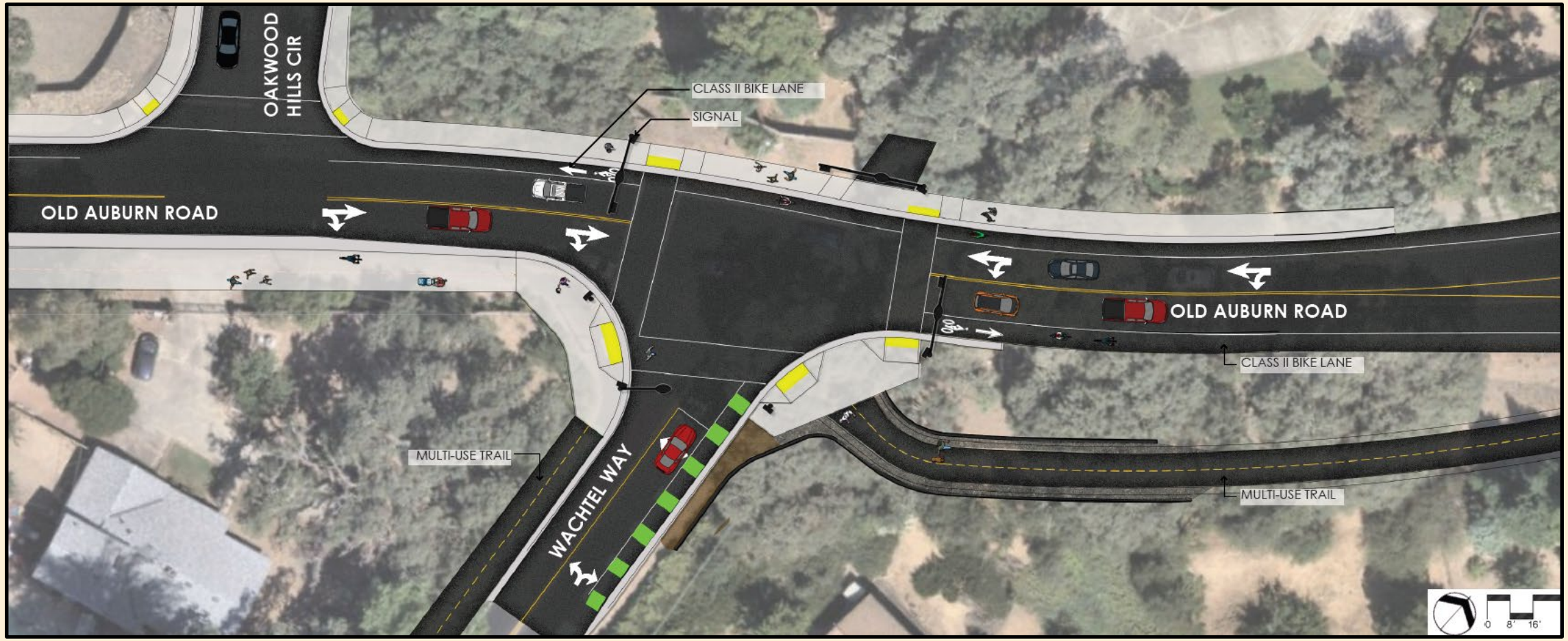
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Intersection Options
Wachtel Way

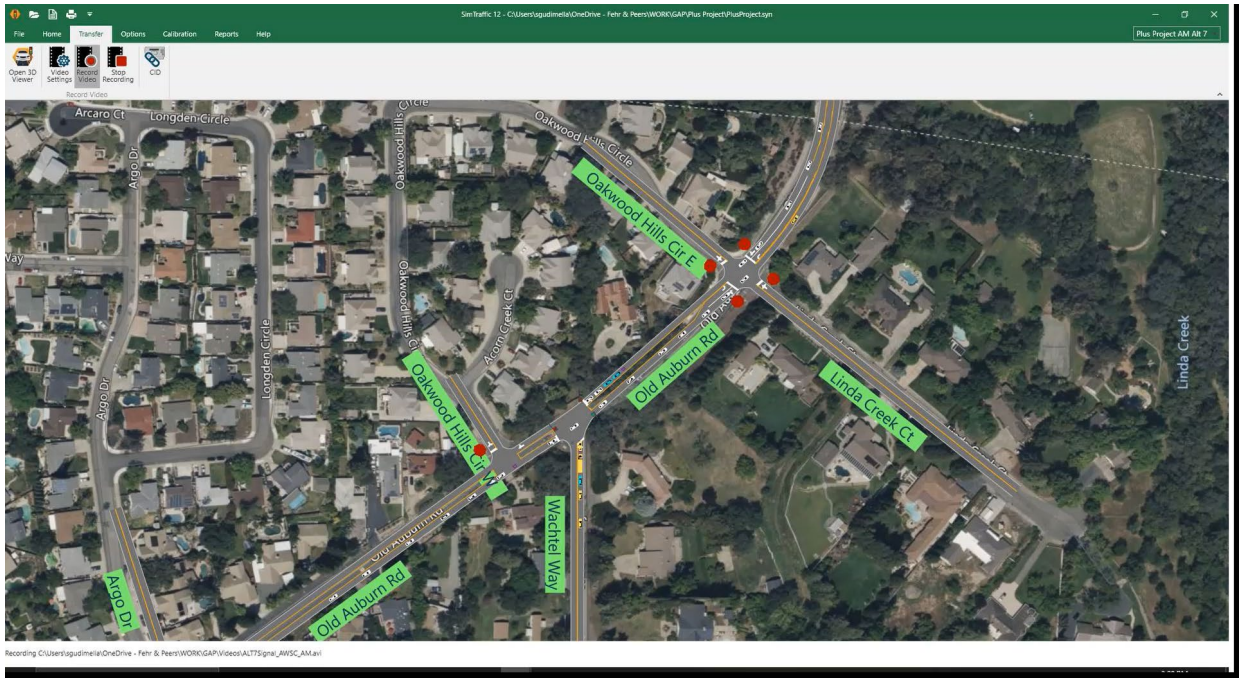
CITRUS HEIGHTS

SIGNAL

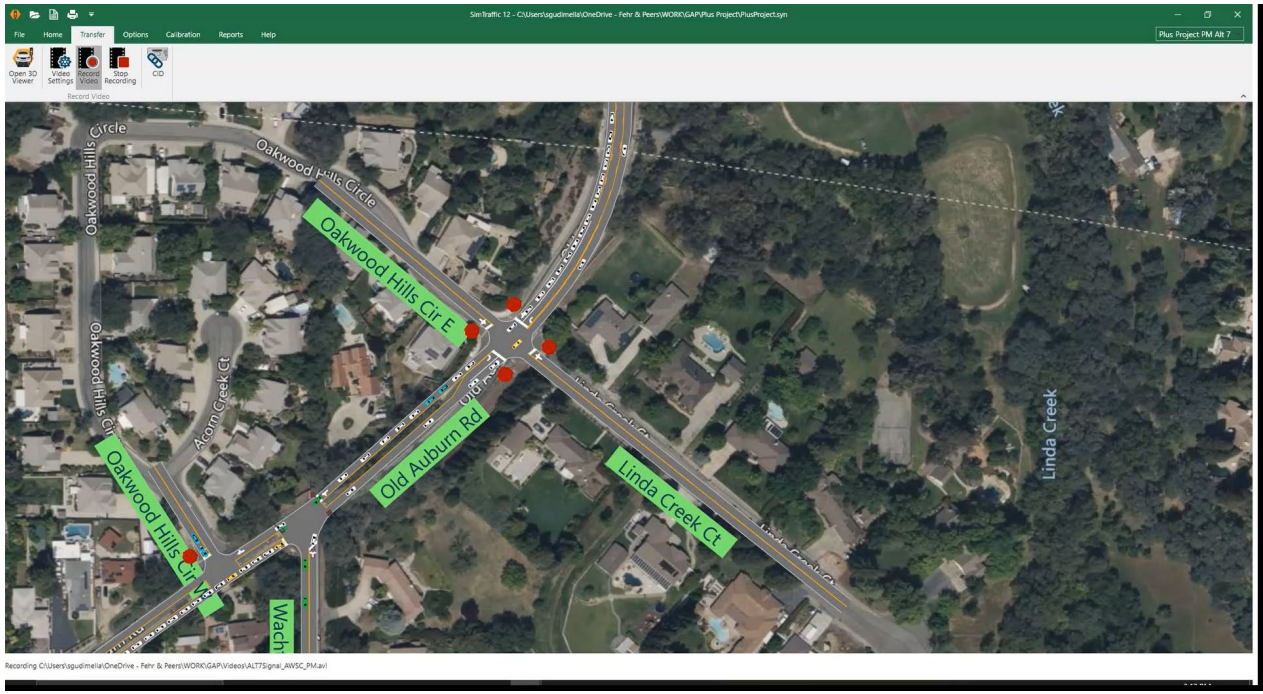


Signal/Stop Operations

AM

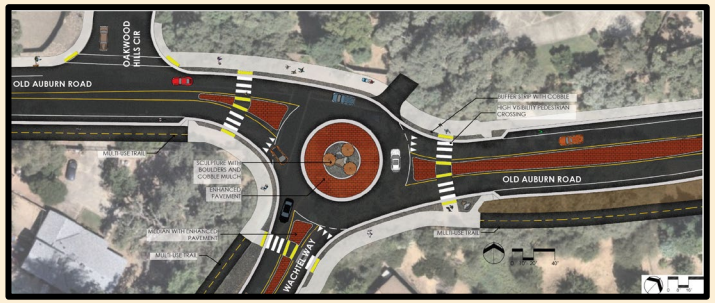


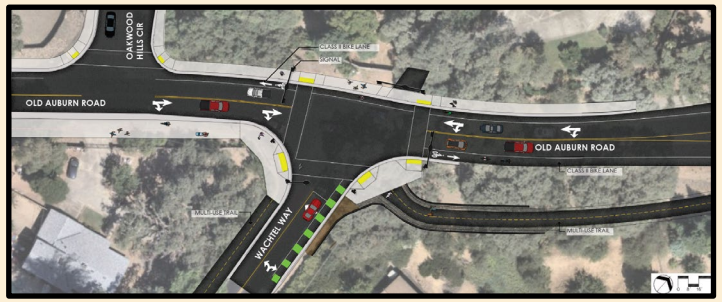
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Intersection Options
Wachtel Way







Wachtel Way Intersection Approach	Pros	Cons
Maintain Existing Stop Controlled Intersection	• Low Cost • Meters Traffic (reduces cut-through) • Limited ROW Impact • No Oak Tree Impact	• Continued Vehicular Backup • Continued Noise Impacts • Continued operational concerns from residents (dual stops)
Roundabout	• Reduces Speeds • Reduces Conflict Points • Creates improved crossing conditions • Gateway Feature, Art opportunity	• ROW Impacts to Adjacent Properties • Tree Impacts • Wall/Grading Needs • Some resident concerns with use of roundabouts
Signalized Intersection	• Limited ROW Impact • Creates improved crossing conditions • Reduced Tree Impacts	• Does not reduce speeds during low traffic periods • Increased Operational Costs • Skewed Intersection with similar challenges to Fair Oaks/Old Auburn • Minor Tree Impacts • Potential Noise impacts

Intersection Options
Oakwood Hills Circle (East)

CITRUS HEIGHTS

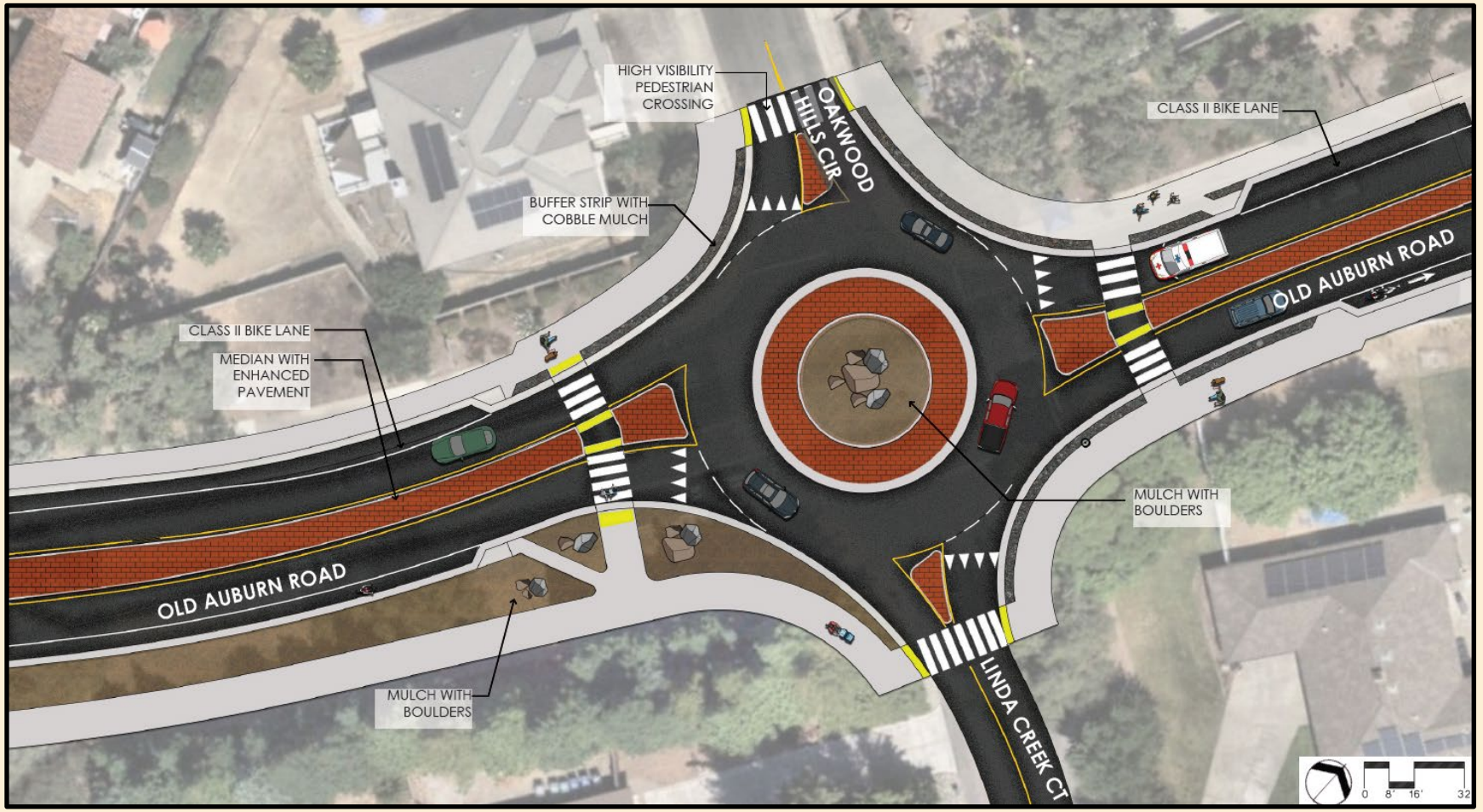
Maintain Existing Conditions



Intersection Options
Oakwood Hills Circle (East)

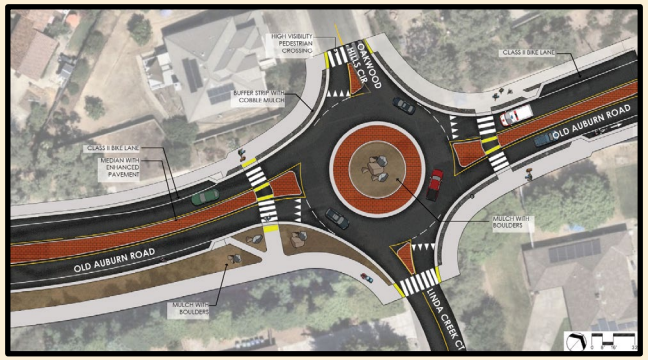
CITRUS HEIGHTS

ROUNDABOUT



Intersection Options
Oakwood Hills Circle (East)





Oakwood Hills Intersection Approach	Pros	Cons
Maintain Existing Stop Controlled Intersection	• Low Cost • Meters Traffic (reduces cut-through)	• Continued Vehicular Backup • Continued operational concerns from residents (dual stops) • Continued Noise Impacts
Roundabout	• Reduces Speeds • Reduces Conflict Points • Creates improved crossing conditions • Gateway Feature, Art opportunity	• Minor ROW Impacts to Adjacent Properties • Potential Tree Impacts • Potential Wall Impacts/ Grading Needs • Some resident concerns about use of roundabout

About Level of Service (LOS)

Level of Service	Signalized Intersection Delay (Seconds)	Unsignalized Intersection Delay (Seconds)
A	0-10.0	0-10.0
B	10.1-20.0	10.1-15.0
C	20.1-35.0	15.1-25.0
D	35.1-55.0	25.1-35.0
E	55.1-80.0	35.1-50.0
F	>80.0	>50.0

Intersection Treatment Option Performance

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Alternative	Wachtel	LOS/Delay (seconds)	Oakwood Hills	LOS/Delay (seconds)
Existing	Stop Sign	AM Peak: F/56 PM Peak: B/14	Stop Sign	AM Peak: E/38 PM Peak: F/75
1	Roundabout	AM Peak: F/115 PM Peak: B/12	Stop Sign	AM Peak: D/33 PM Peak: C/20
2	Roundabout	AM Peak: B/13 PM Peak: B/10	Roundabout	AM Peak: A/9 PM Peak: A/8
3	Signal	AM Peak: D/33 PM Peak: C/20	Stop Sign	AM Peak: C/20 PM Peak: E/45

Workshop

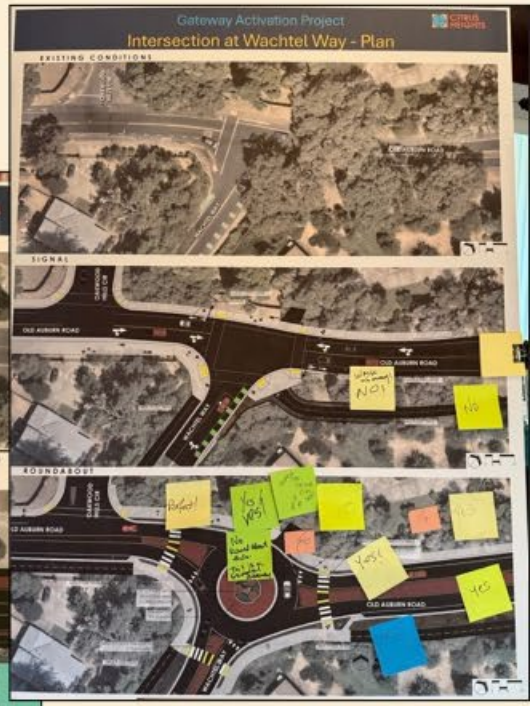
Tuesday April 29th - 5:30pm – 7:00pm - Big Oak Senior Mobile Home Park
48 attendees











Pop-Up Event

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Saturday, June 14th – 8 am – 11:30 am – ACCT Trail Pop Up





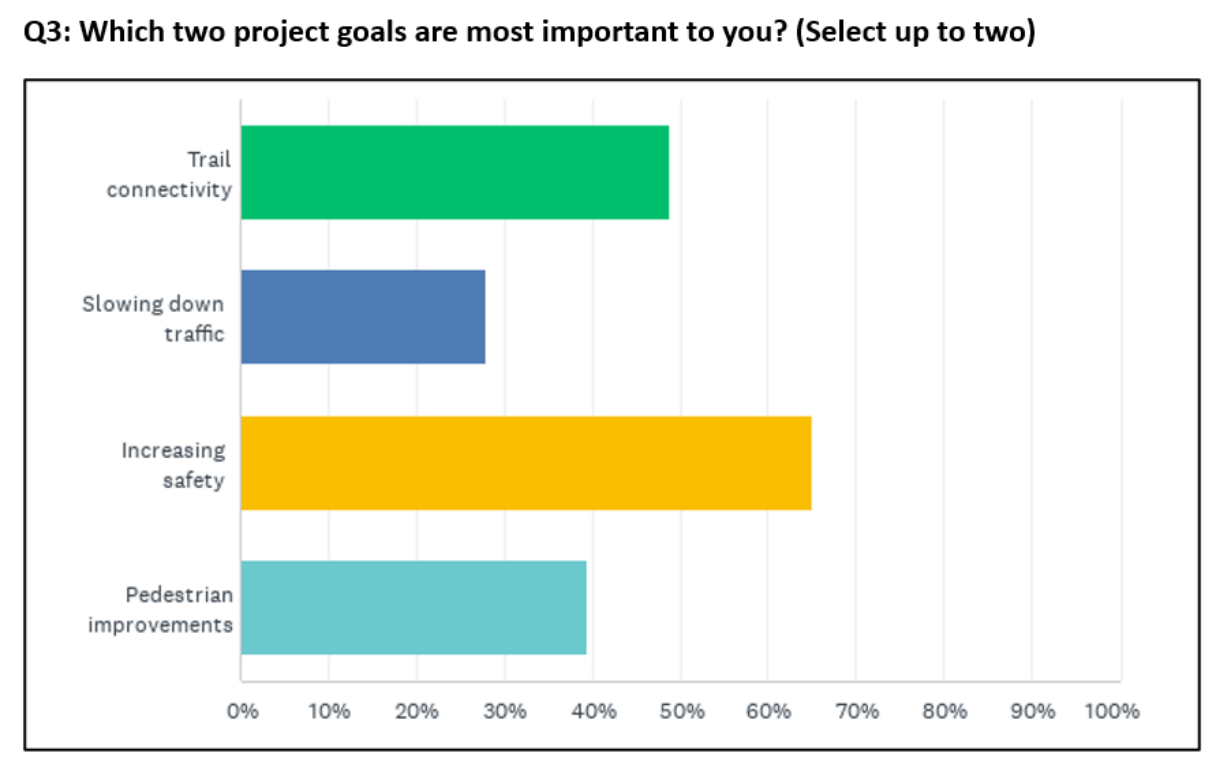






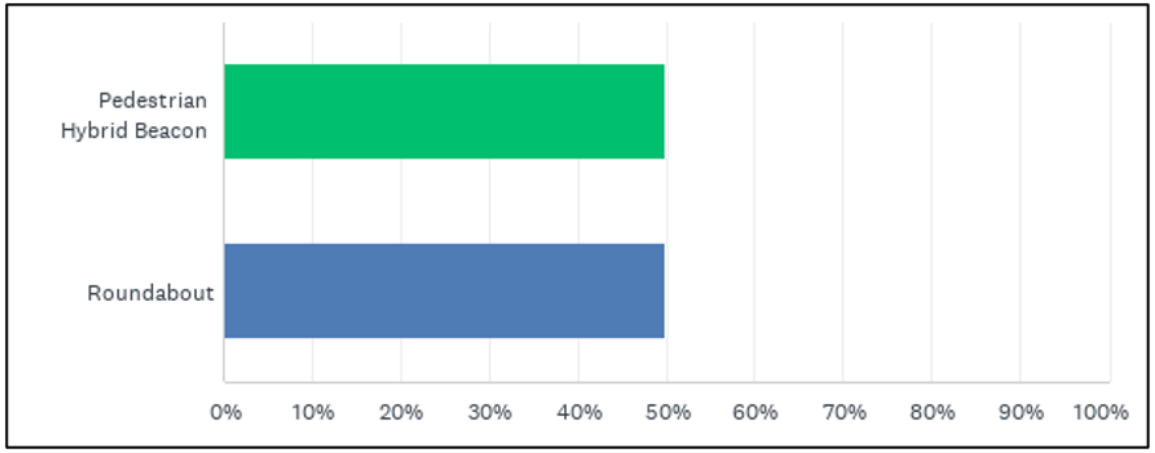
Survey Results



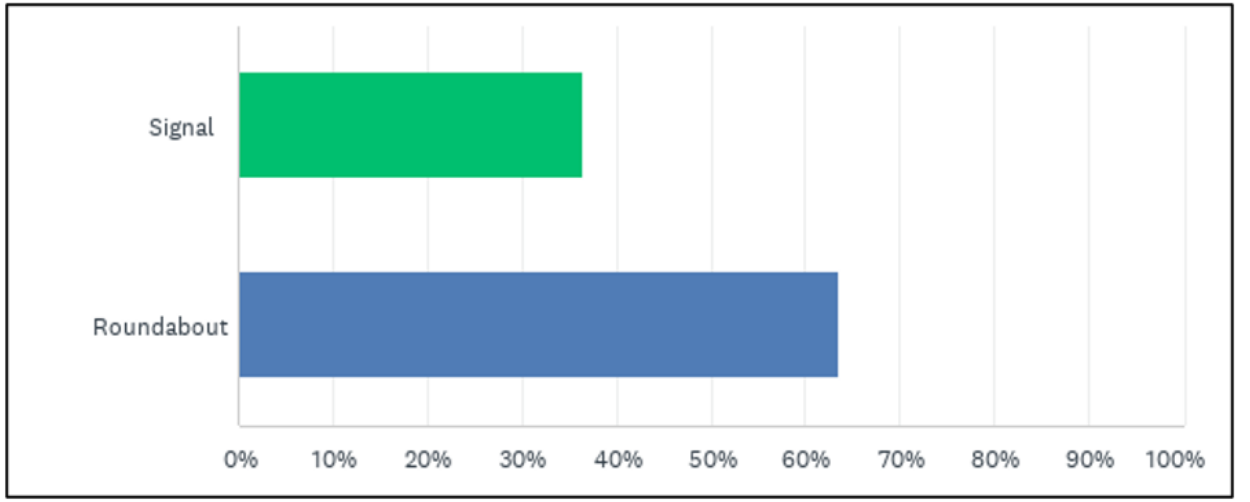


Survey Results

Q5: The Argo Drive intersection has been selected as the location to provide an additional pedestrian crossing opportunity along Old Auburn Road. Which treatment option do you prefer? (Please refer to the image above)



Q7: To improve traffic operations and safety at the Wachtel Intersection, which treatment option do you prefer? (Please refer to the image above)



Engagement

What We Have Heard

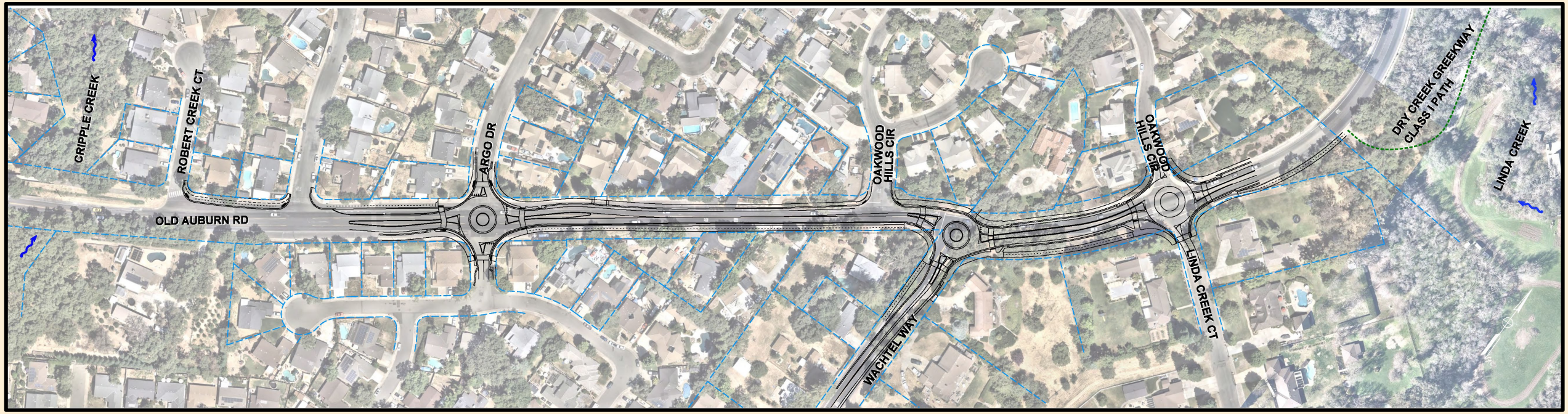
- Community Priorities
  - Improve Safety
  - Trail Connections
  - Slowing Traffic
- Generally excited about the project
- Roundabouts are either loved or hated
- No clear preference for a preferred option

Sign up for project updates at
CitrusHeights.net/GAP



Staff Recommendation

- Argo Way Roundabout
- Trail Crossing at Argo Way
- Roundabout at Wachtel
- Roundabout at Oakwood Hills Circle (East)



Staff Recommendation

Pros

- Most improved traffic flow
  - LOS A/B
- Reduced Speeds
- Improved Bike/Ped Safety
- Opportunity to create a gateway within roundabouts
- Lower Maintenance Costs
- Reduced Crash Severity

Cons

- Some community roundabout perception concerns
- Right of Way Impacts
- Tree Impacts

Tentative Timeline

NOW:
Traffic Studies, Engagement, Utility Work

SPRING 2026:
Project Approvals & Environmental Review

2027:
Apply for Grant Funds

EARLY 2028:
Finalize Plans

SPRING 2028:
Construction Begins

Council Action

- Hear Public Comment
- Direct Staff to begin Environmental Review for project


CITRUS
HEIGHTS
Questions?