

OLD AUBURN ROAD COMPLETE STREET PLAN

February 27, 2020

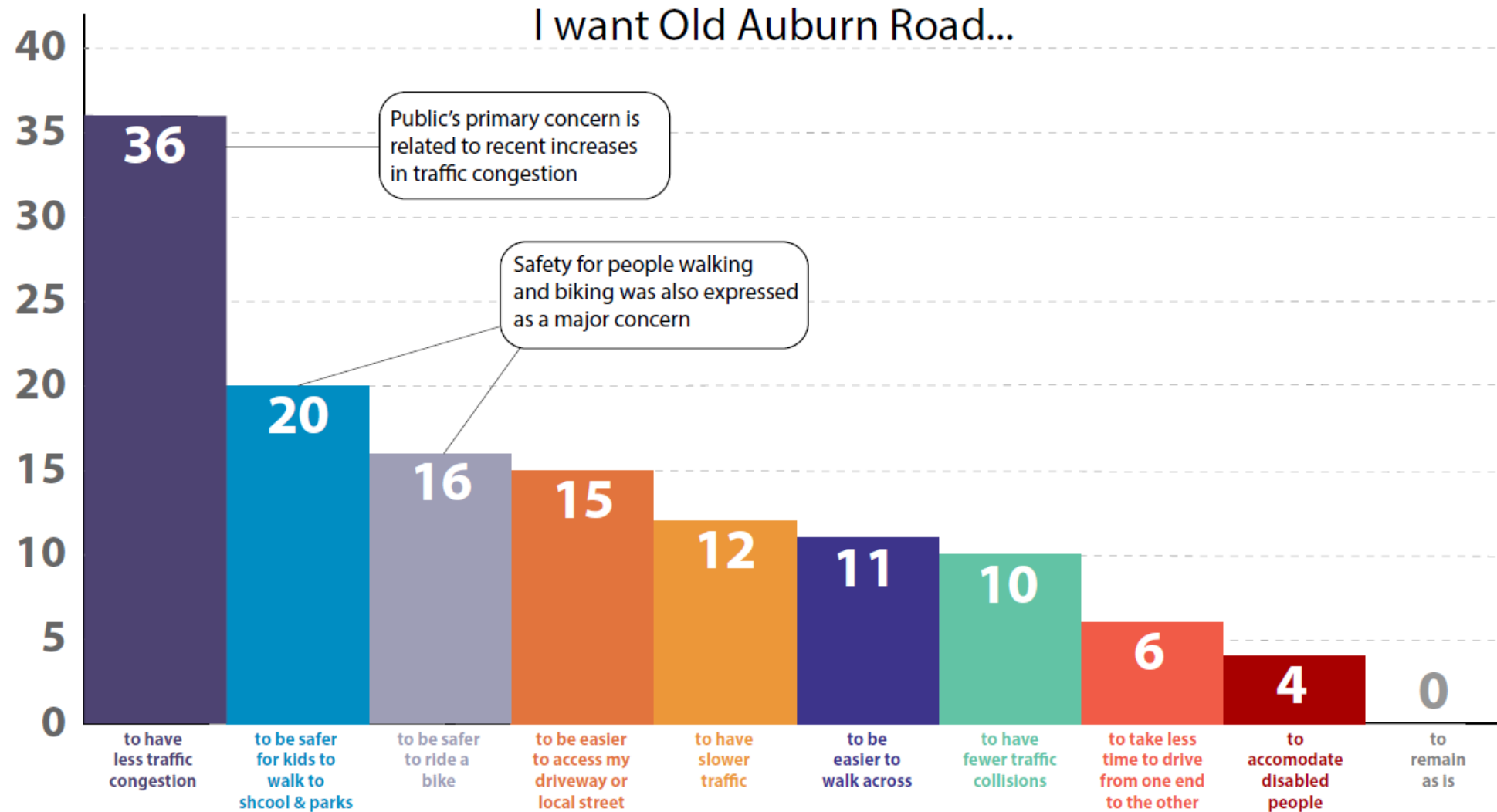
FEHR  PEERS



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.

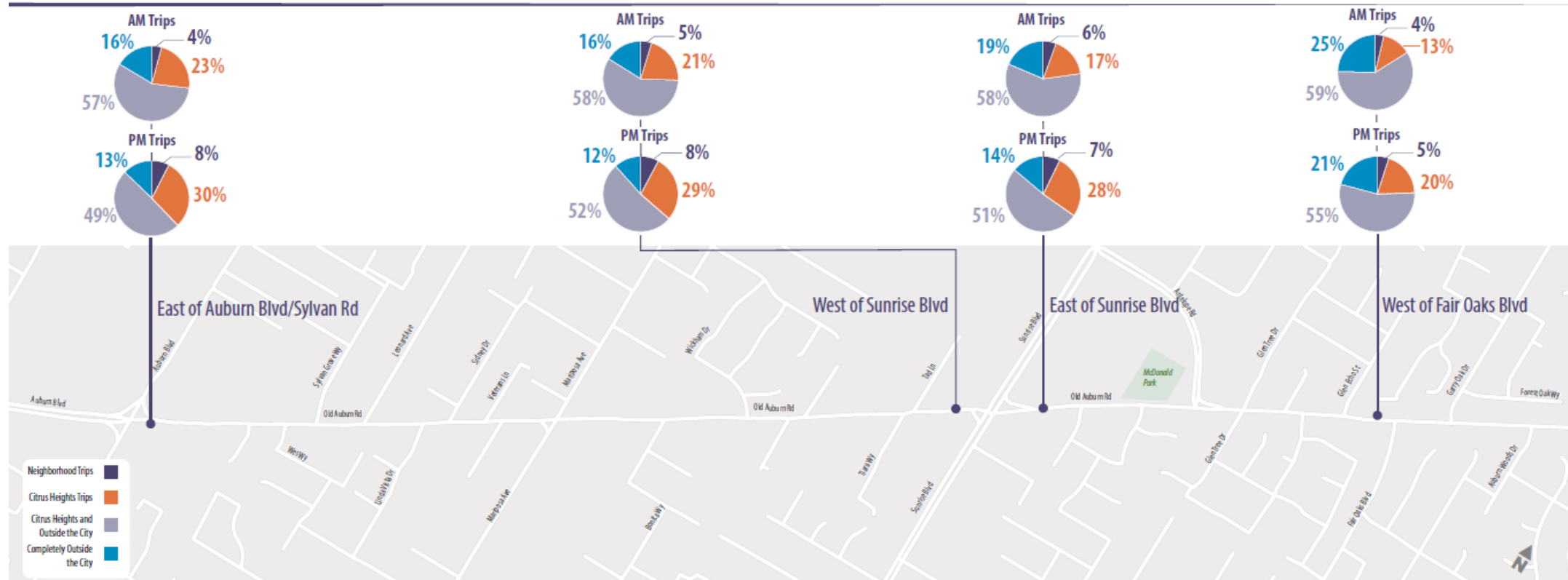
Approximately **20%** of the trips pass through Citrus Heights

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

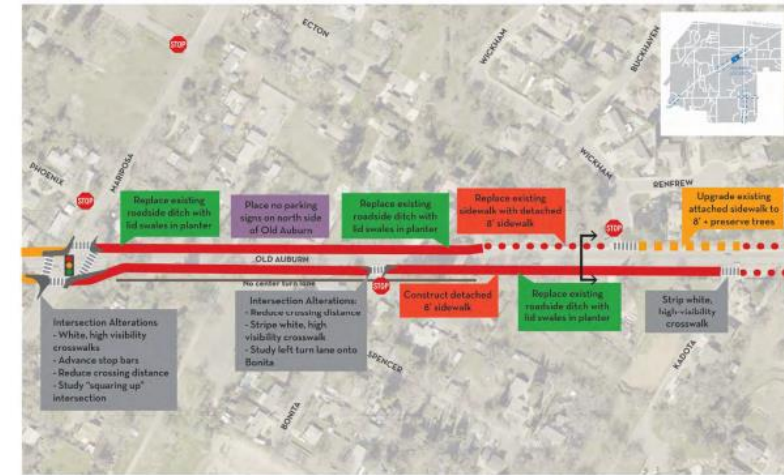
- Reduce number of collisions
- Reduce conflicts
- Reduce vehicle speeds
- Improve walking and biking facilities
- Improve access across Old Auburn
- Reduce cut-through travel



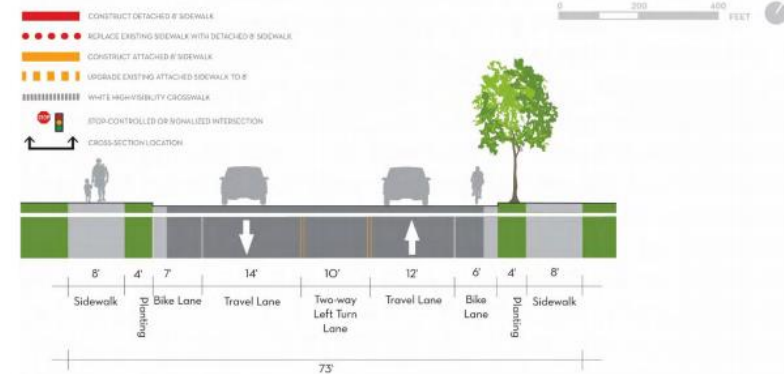
Previous Planning

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

OLD AUBURN 3



PLAN VIEW

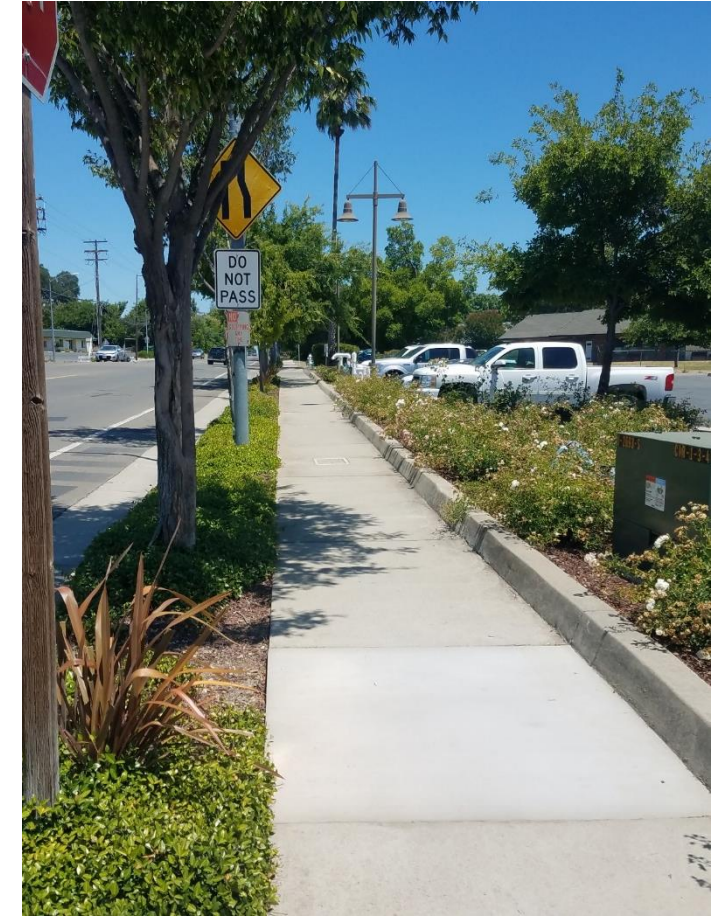


CROSS SECTION - PROPOSED

CITY OF CITRUS HEIGHTS PEDESTRIAN MASTER PLAN

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

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

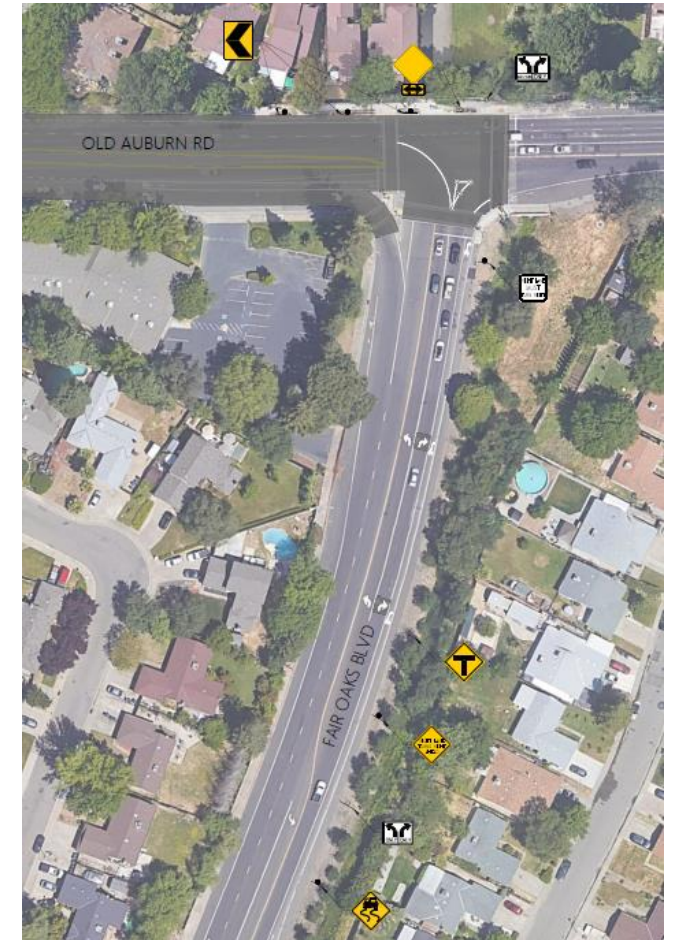


5 of 16 occurred due to driver impairment



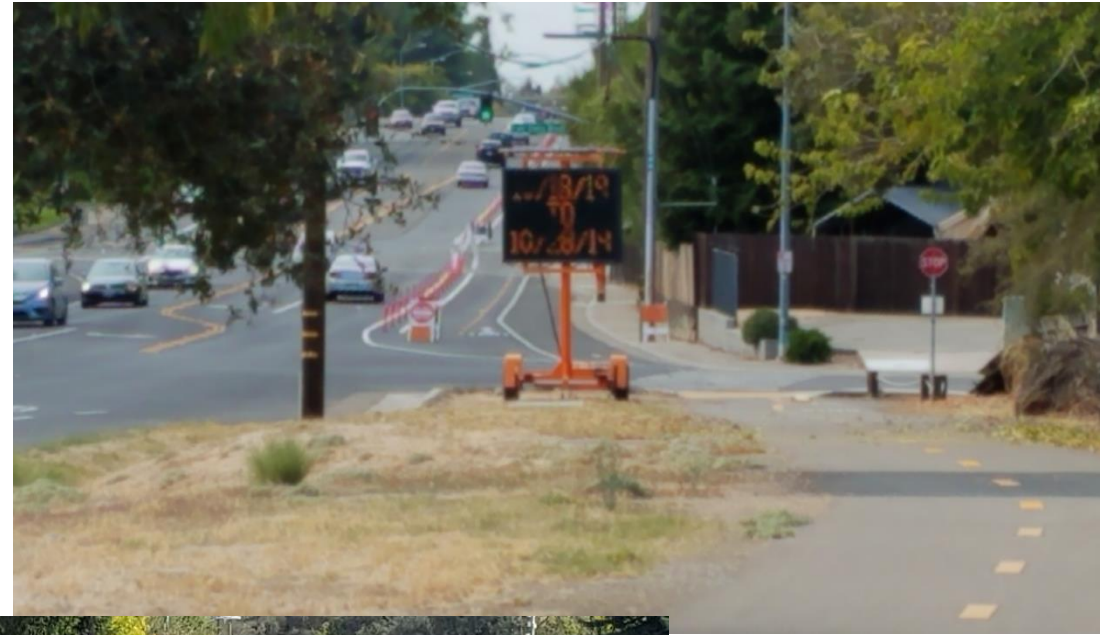
Fair Oaks Blvd Near-Term Improvement Concept

- 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.

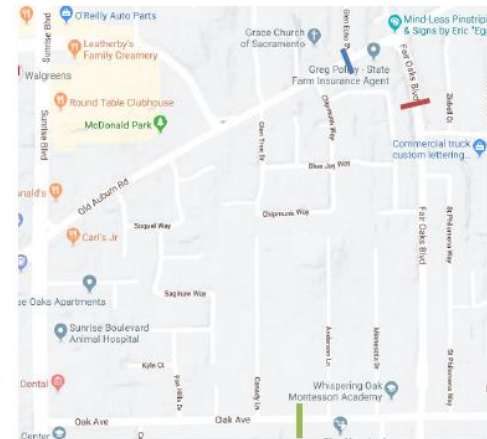
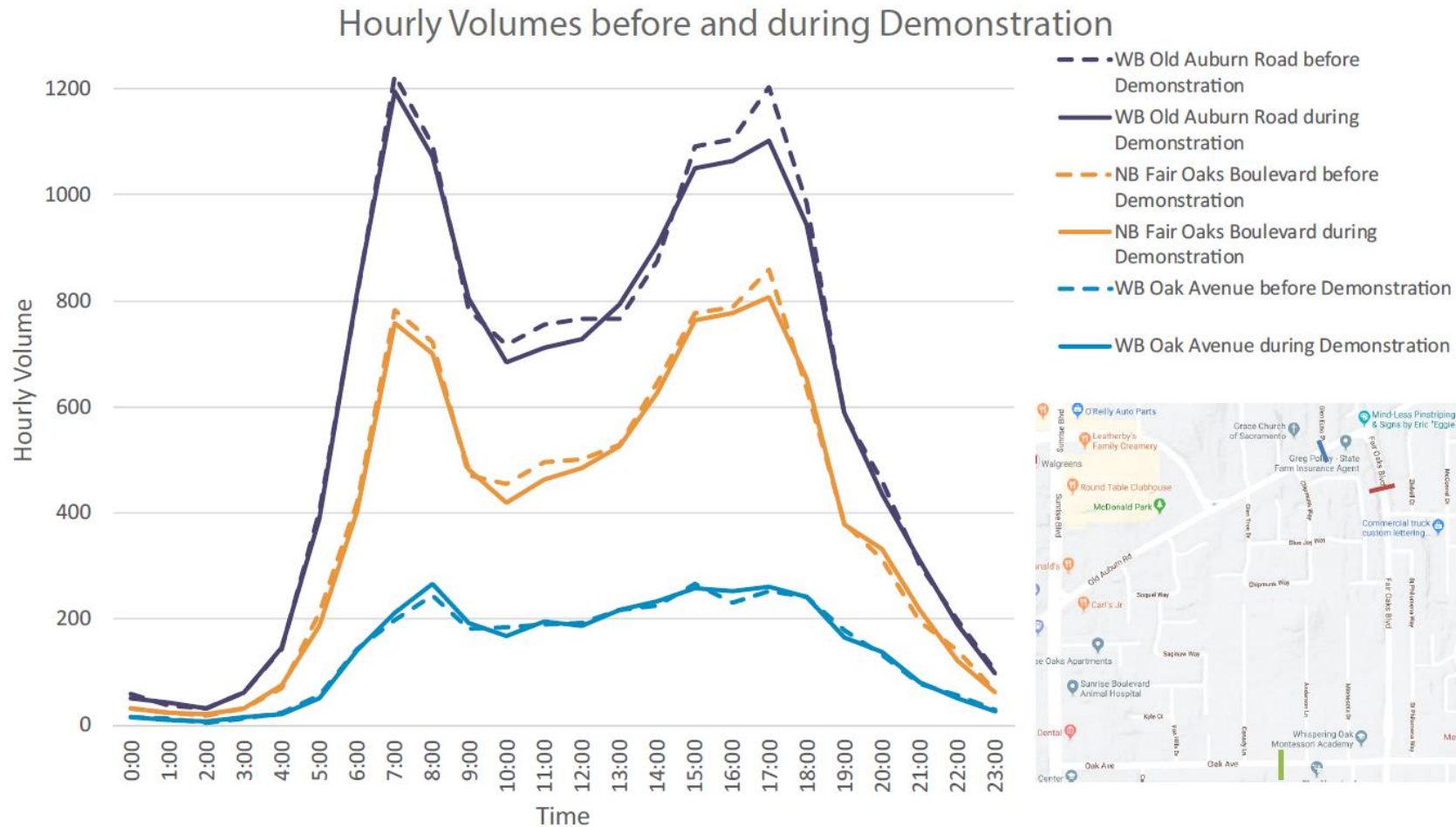


Demonstration Project

- 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



Proposed Cross Section

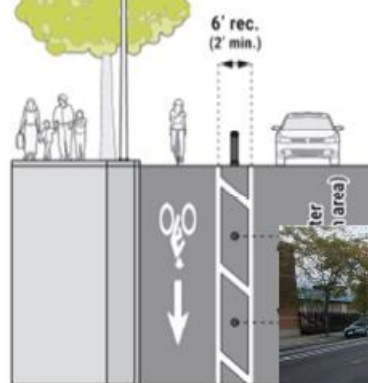
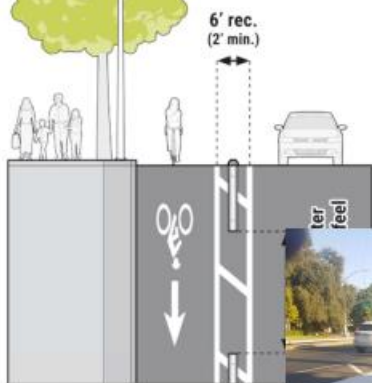


Separated Bikeway Barriers

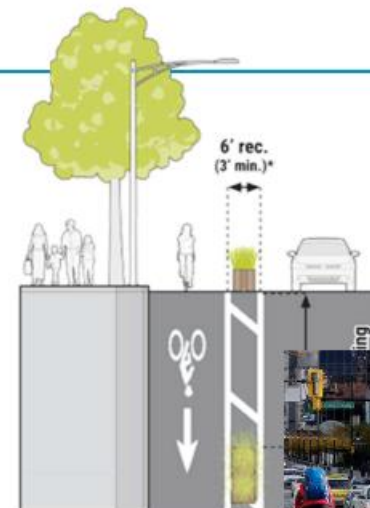
A separated bikeway is a bicycle facility that is physically separated from vehicle traffic by both a horizontal and vertical buffer. Separated bikeways make less confident riders feel more comfortable using busy roadways.

Some options for vertical buffers include:

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

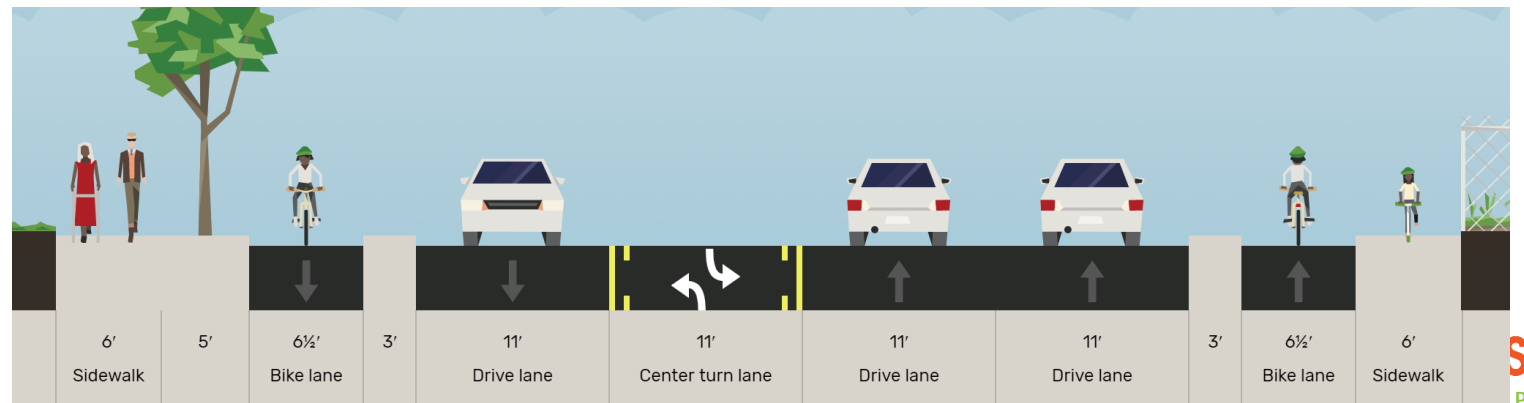
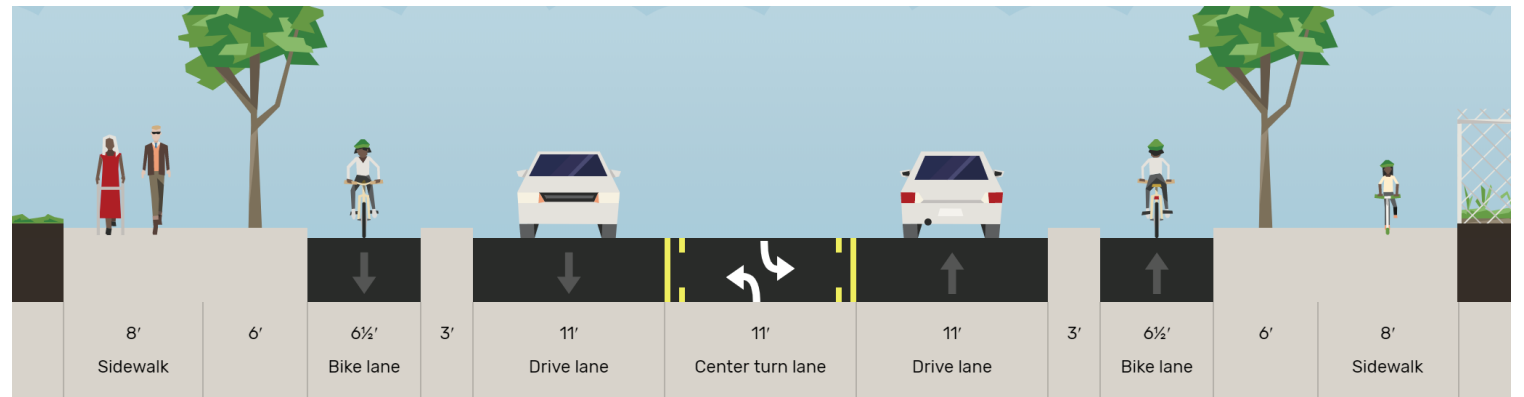
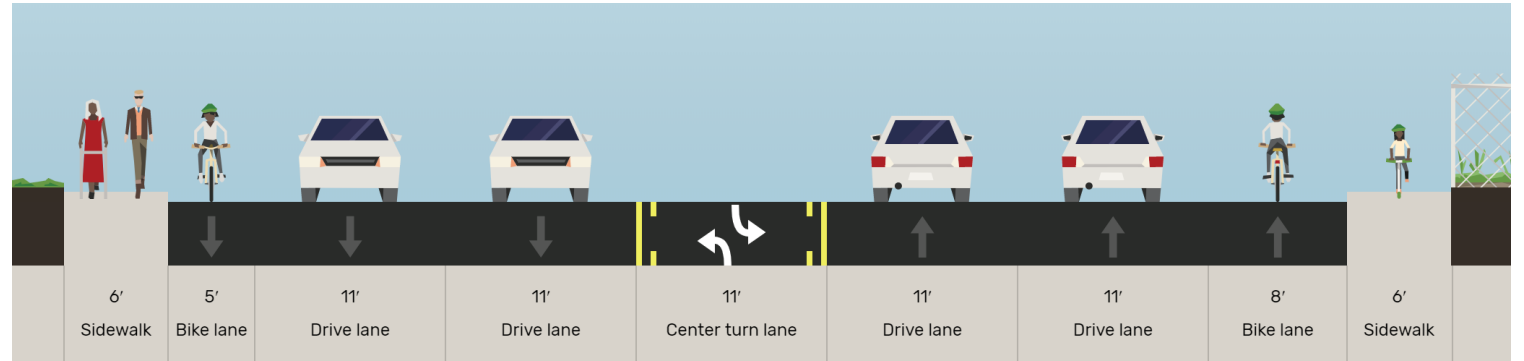


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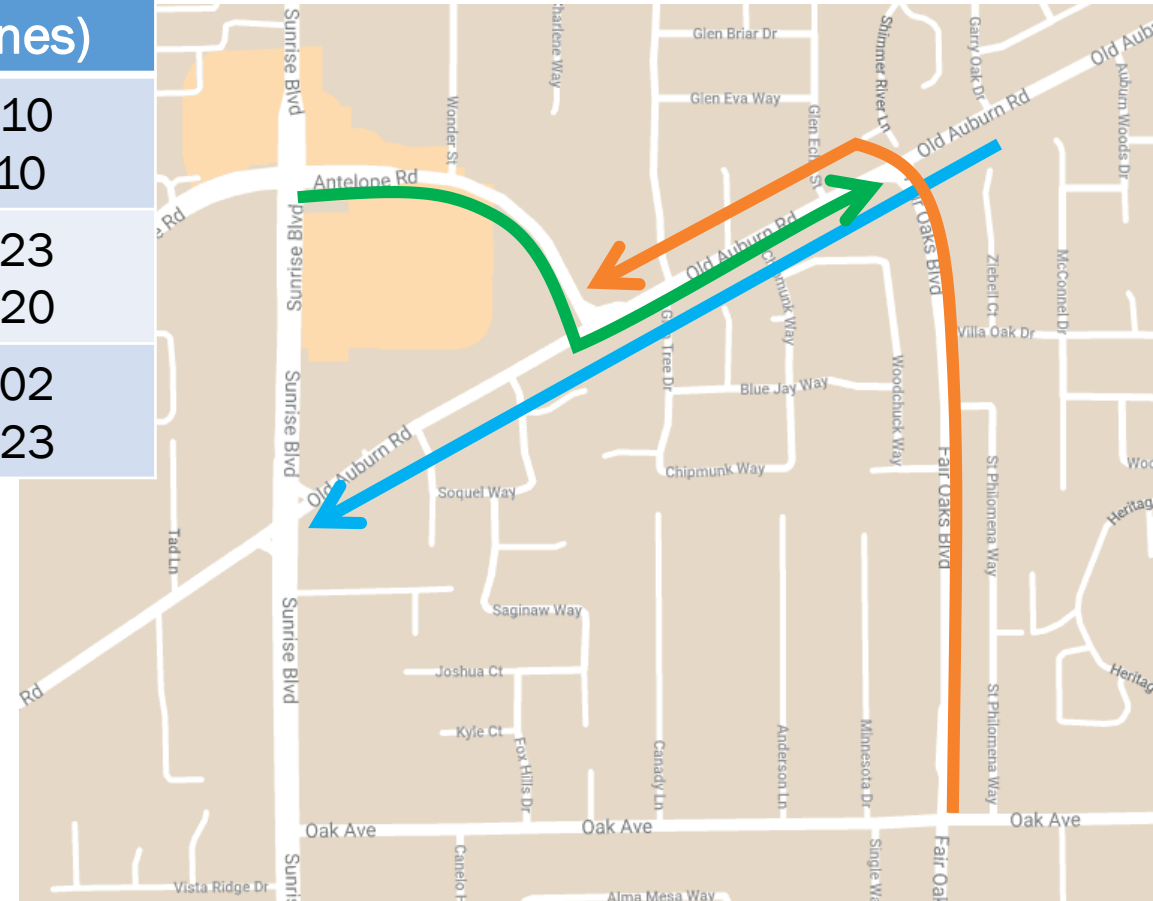
East End Alternatives for Old Auburn Road

- Existing condition between Antelope Rd and Fair Oaks Blvd
- Alternative 1: Road diet, separated 8' sidewalks, and separated bikeways
- Alternative 2: Partial road diet, existing sidewalk, and separated bikeways



Changes to Travel Time

	Existing Travel Time	Alternative 1 (1 EB lane)	Alternative 2 (2 EB lanes)
Route 1	AM 1:29 PM 1:53	AM +0:58 PM +0:33	AM +0:10 PM -0:10
Route 2	AM 3:14 PM 3:30	AM +0:22 PM +1:19	AM +0:23 PM +1:20
Route 3	AM 1:50 PM 1:52	AM +0:05 PM +1:00	AM +0:02 PM +0:23



Planning Commission Study Session

- February 26, 2020
- Answered Questions
- Comments
 - Consider Roundabout at Old Auburn/Mariposa
 - Consider curbs that allow bicycles to quickly exit cycle track

Next Steps

- Receive feedback and answer questions
- Finalize the recommendations and plan
- City Council for adoption in March
- Apply for grant funding for priority location

