

2021 ACTIVE TRANSPORTATION SYMPOSIUM

CONNECT. VISUALIZE. TRANSFORM.



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City of Citrus Heights

- Suburb in Sacramento Region
- Population of 88,500
- Completely built-out community
- Median age 37.5
- Median household income \$56,740



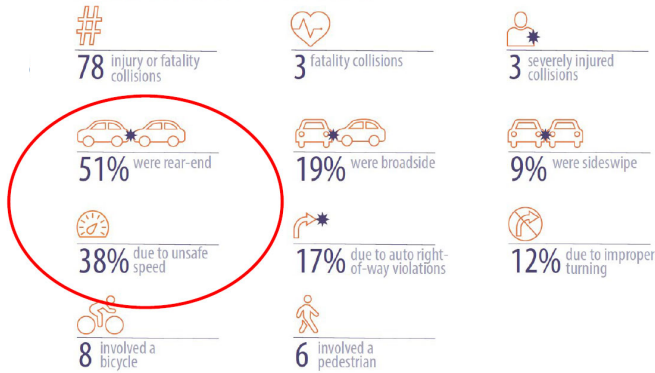
Old Auburn Road

- 85th %tile speed of 39 mph
- 27,000 vehicles/day
- Resident complaints:
 - Excessive speeds
 - Skewed intersections/sight distance challenges
 - Inconsistent non-motorized facilities
- History of collisions



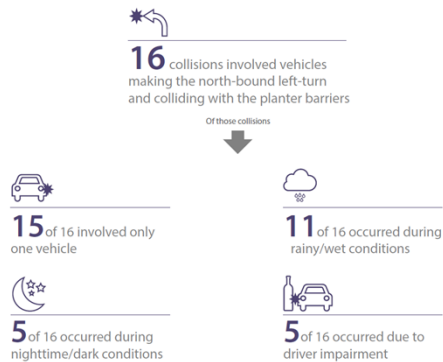
Old Auburn Road Safety Data

What do we know about these collisions?



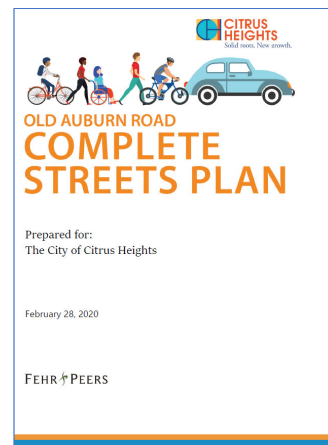
Old Auburn/Fair Oaks Planter Boxes

Collision Statistics (2006-2018):



Old Auburn Road Complete Streets

- Sustainable Communities Grant
- Goals:
 - Improve traffic safety
 - Reduce crashes
 - Reduce conflict points
 - Reduce vehicle speeds
 - Improve non-motorized facilities
 - Improve access across the corridor
 - Reduce cut-through travel
 - Data driven



Old Auburn Road Complete Streets

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



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Big Data Analysis

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.

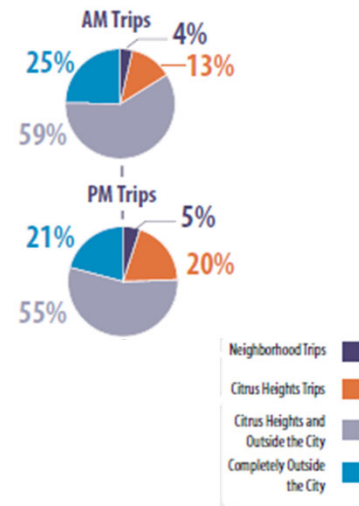
Approximately 20% of the trips pass through Citrus Heights

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.



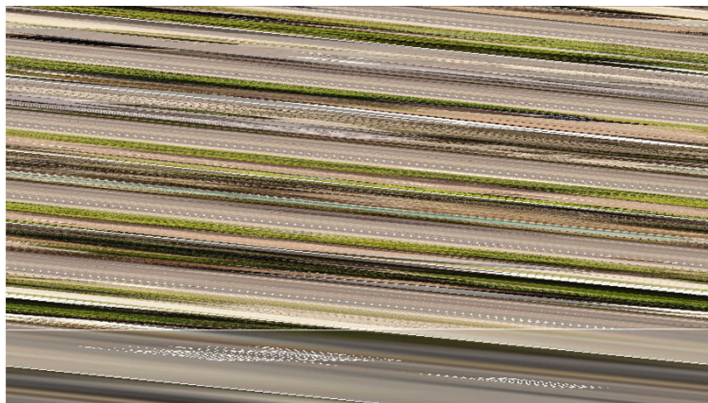
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Demonstration Project

- October 19th - 27th, 2019
- Converted westbound lane to two-way separated bikepath
- Additional project outreach
- Data collection
 - ADT & Speed counts
 - Traffic observations
 - Drone footage



Drone footage



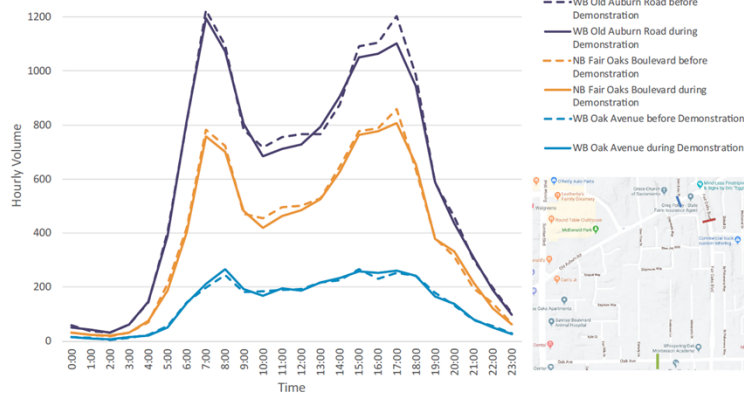
Community Safety Fair

Huge local participation!



Data Collection

Hourly Volumes before and during Demonstration



Fair Oaks Near-Term Improvements

- One NB left turn lane and one right turn lane
- Realigned intersection striping
- Flashing speed warning sign
- “Keep Clear” markings at downstream intersection



Benefits of the Demonstration Project

- Allowed higher levels of engagement
 - Including regional recognition
- Allowed residents and decision makers to see true impacts
- Allowed staff to collect data to support the findings and adjust design based on real life results
- Introduced public to new types of non-motorized facilities
- Low-cost, resulting in \$2M ATP grant

Next Steps

- Complete Street Plan Adoption
- ATP Grant application
- Awarded \$2.1 Million
- Construction anticipated 2025/26



Key Take-Aways

- Demonstration project engaged significant number of people
- Increased project awareness (positive & negative)
- Allowed decision makers additional info
- Relatively low cost investment for future \$Multi-Million grant
- Garnered Regional Recognition
- Enhanced grant application



Questions?



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