



2015 Outstanding Local Streets and Roads Project Awards Nomination



Auburn Boulevard Complete Streets Revitalization Project-Phase 1

The City of Citrus Heights recently completed the final segment of the Phase I of the Auburn Boulevard Complete Streets Revitalization Project. One of the key goals of this complete streets project was to create an attractive, safe, efficient, well-connected corridor for pedestrians, bicyclists, automobiles, and transit that emphasizes the local service role of Auburn Boulevard over its function for regional access¹.

Key project elements:

- Undergrounding of overhead utilities
- 9,600 lineal feet of bike lanes and sidewalks
- Landscape buffer between sidewalk and roadway
- Planting of 230 street trees
- Landscaped raised medians
- Bus pull-outs
- 100 energy-efficient decorative street lights
- Aesthetic improvements

Project History

The Auburn Boulevard Corridor is home to more than 200 businesses and serves as a vital business services and retail node in Citrus Heights. The street's significance has changed over the years. Forty-five years ago, Auburn Boulevard was part of the Old U.S. 40 east-west route. With the advent of Interstate 80 in the late 1950's, Auburn Boulevard's regional significance changed to that of being a commercial corridor

serving the local community's needs and through traffic (to Placer County and south to I-50). The existing roadway was two lanes in each direction, along with the numerous driveways for the various businesses, insufficient width for bicycles and sidewalks which were in poor condition.

With extensive community input, the City prepared *The Boulevard Plan* to guide the revitalization and enhancement of Auburn Boulevard from Sylvan Corners to Interstate 80, improve safety and provide transportation options. Due to funding constraints, the project was split into two phases and then further into segments. Construction on Phase I, which extends from the Sylvan Corners to Rusch Park was completed July 2014 (see Figure 2).



Figure 1-Auburn Boulevard is Historic Highway 40

¹ City of Citrus Heights Boulevard Plan, 2005

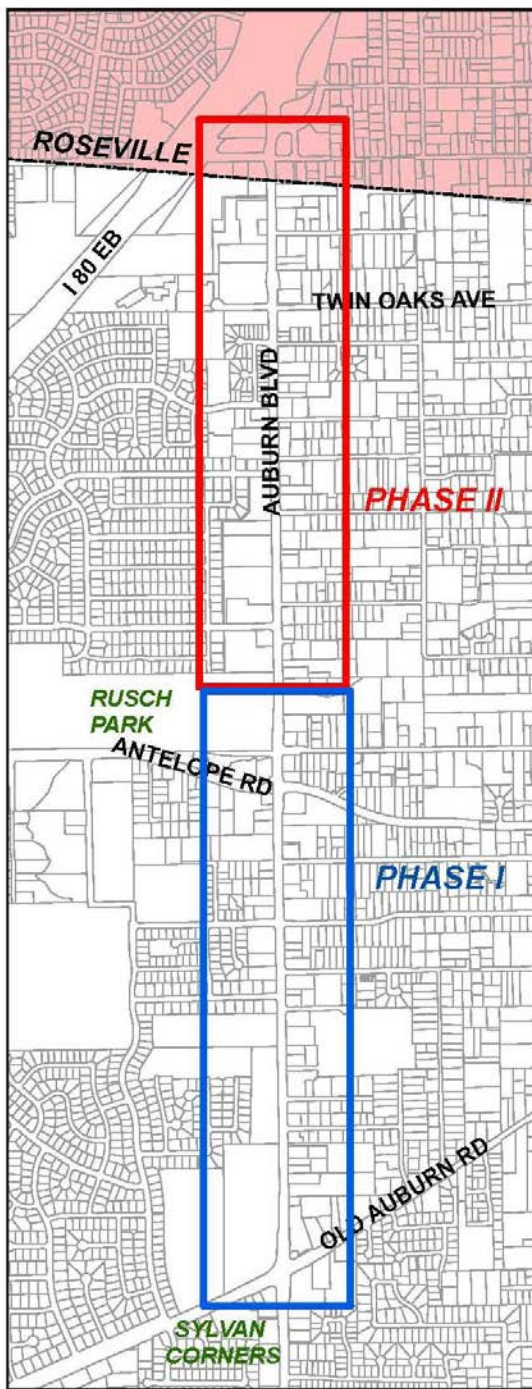


Figure 2-Phasing of Auburn Blvd.

Community Outreach

The City conducted an extensive series of meetings with the public, key stakeholders and business owners during all phases of the

project. City staff met with local property owners to address their concerns regarding potential changes to their property, along with changes to the corridor. During the construction phase, the City hosted weekly coffee meet-ups at the park which were open to residents, businesses and property owners to drop in with their questions and concerns.

The City also met with local land development and building professionals to solicit their views on the physical, market and financial feasibility of various conceptual designs in *The Boulevard Plan*.

This extensive and open outreach to residents and businesses contributed to the improved character and functionality of the Project.



Figure 3-Extensive Public Outreach was key for project success.

Innovative Multi-modal Design

The Auburn Boulevard Complete Streets Revitalization Project-Phase I represents an innovative approach by the City to improve access and safety for pedestrians, bicyclists and motorists and achieve the City's sustainability goals while meeting the needs

and addressing the concerns of the business owners along the corridor.

Prior to this project, Auburn Boulevard was two lanes in each direction with numerous driveways for businesses, overhead utilities with power poles in the sidewalks. There were no dedicated bicycle lanes and the sidewalks were in poor condition.



Figure 4-Before Construction 4 lane with Dual Left Turn Lane, Overhead Utilities with Power Poles in Sidewalk

Safety and aesthetics were improved along the corridor in a variety of methods. A drought tolerant landscaping buffer between the roadway and widened sidewalk was installed to increase separation between the traffic and pedestrians and provide shade. On-street bike lanes were installed and crosswalks with special paving treatment were added at signalized intersections and at Sylvan Middle School. Safety was also improved with the consolidation of commercial driveways where feasible and replacement of the dual left turn lane with a raised median and dedicated left turn lane at key intersections. Energy efficient decorative street lighting was installed along the project. Lastly, a fiber interconnect backbone was installed to synchronize the traffic signals and eventually cross-connect with the City of Roseville's Traffic Management System.

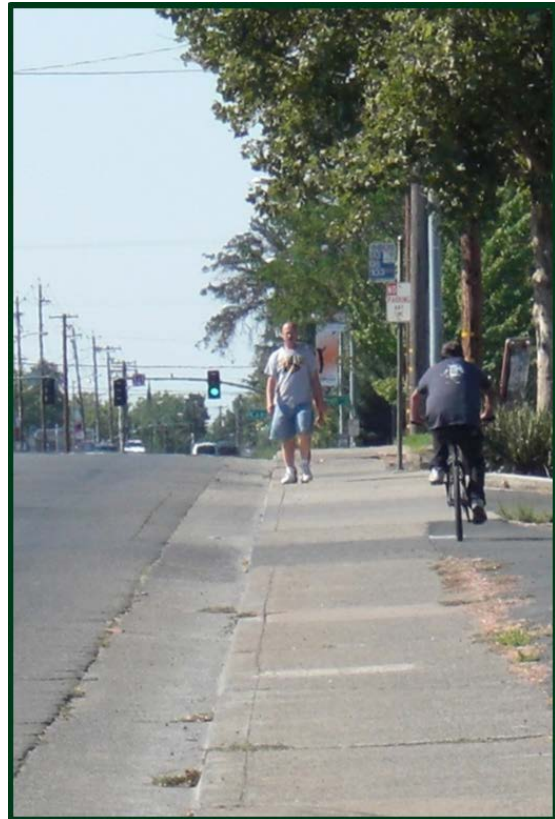


Figure 5-Before Construction No Dedicated Bike Lane, Non-ADA Sidewalk



Figure 6-After Construction with Landscaping Buffer for Sidewalk, Dedicated Class II Bike Lane and Raised Median



Figure 7-Gateway Arch for Rusch Park

Project architectural features include Sylvan Corners, decorative corners at Antelope/Auburn intersection and the gateway signage at Rusch Park (see Figure 7). These elements were designed to be distinctive to the section of Auburn Boulevard, yet provide a consistent theme along the corridor.

The Phase I project provides a model for the remainder of Auburn Boulevard and other Complete Streets projects to follow. The project improved the quality of the local road system in a cost-effective manner while preserving and enhancing the environment. The project demonstrates an effective collaboration with business owners, community members and the pedestrian, bicycle and vehicle users for the benefit of all.