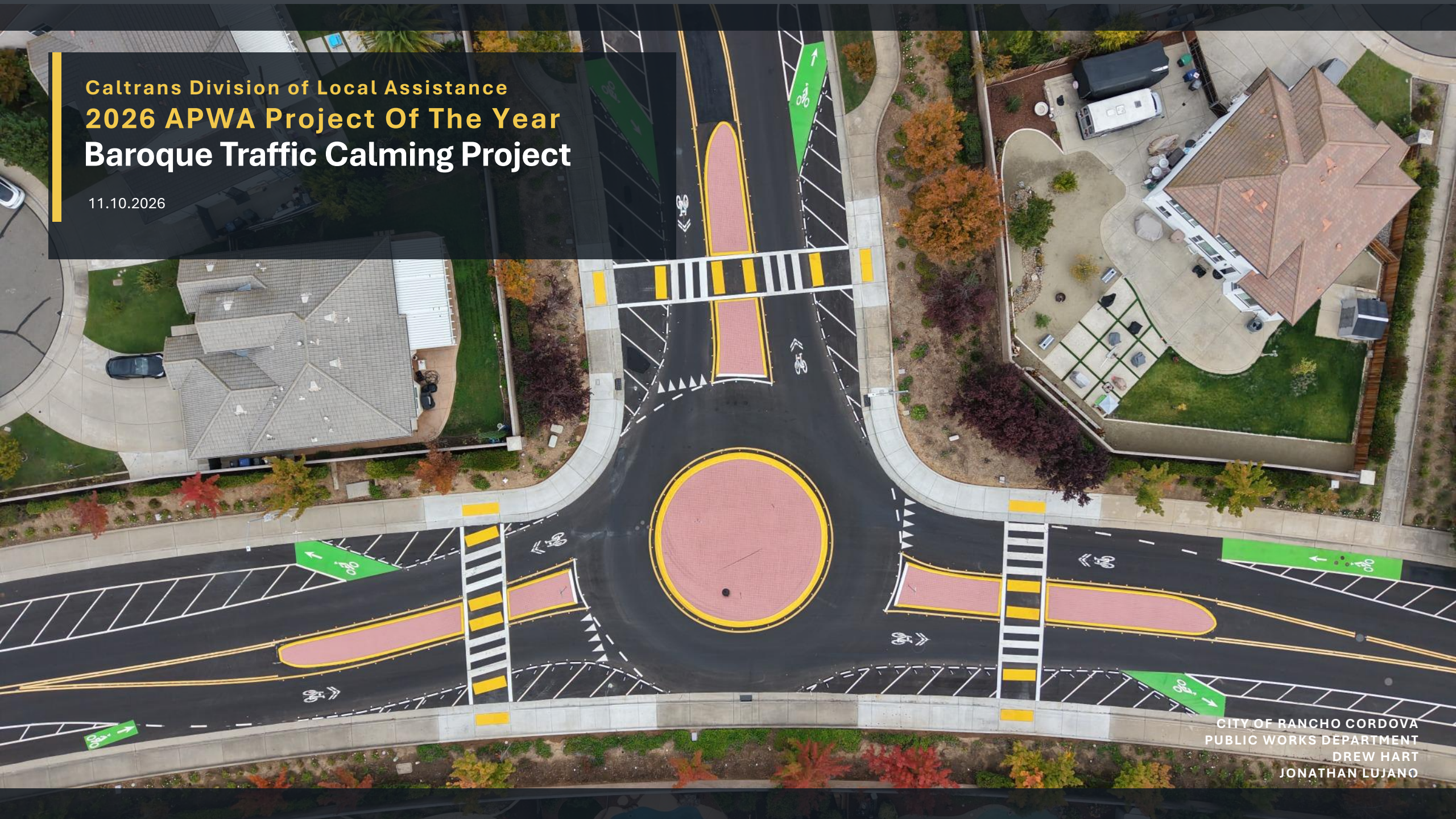


Caltrans Division of Local Assistance

2026 APWA Project Of The Year

Baroque Traffic Calming Project

11.10.2026

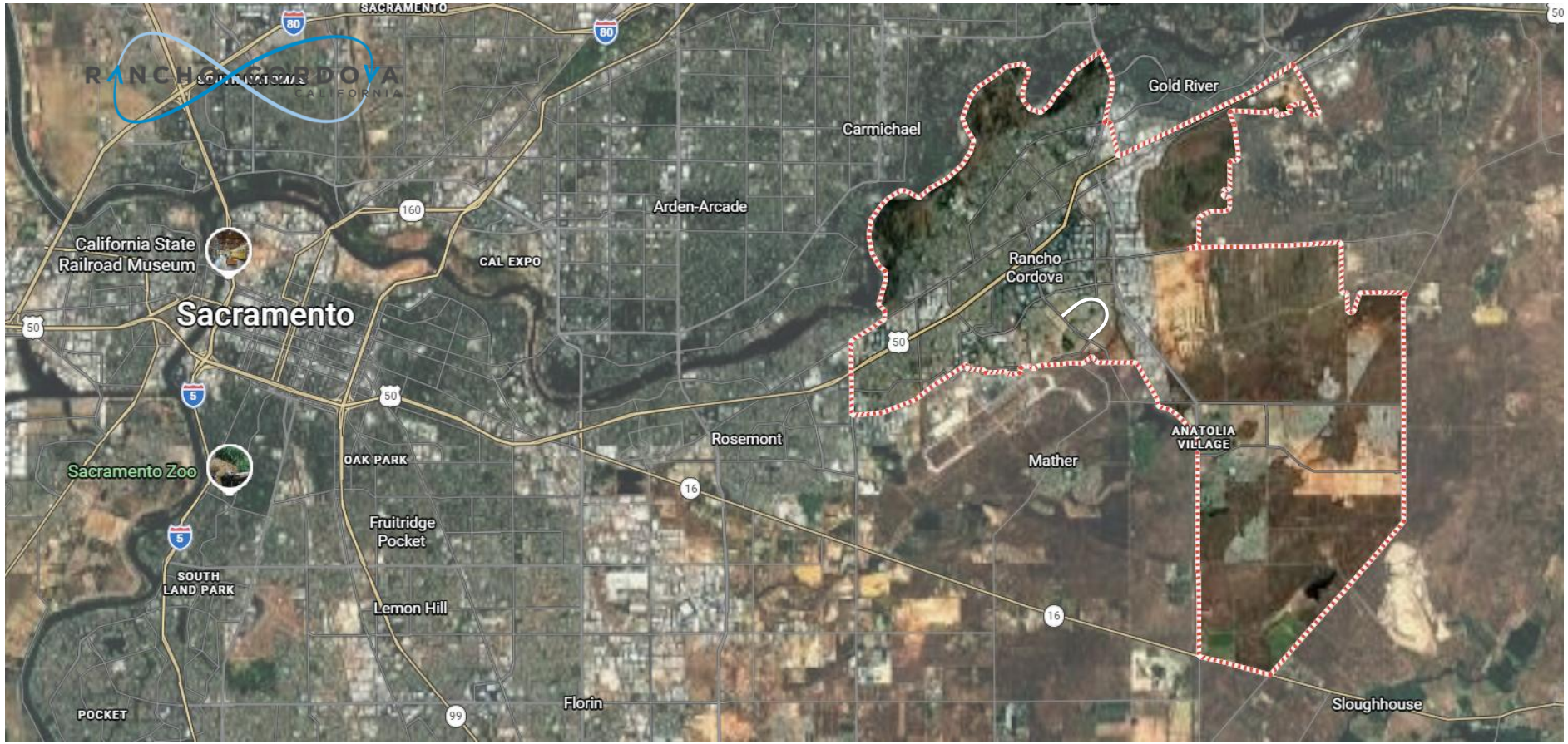
CITY OF RANCHO CORDOVA
PUBLIC WORKS DEPARTMENT
DREW HART
JONATHAN LUJANO

Presentation Overview



A community-driven traffic calming project—from neighborhood selection through measurable results and lessons for future local-agency projects.

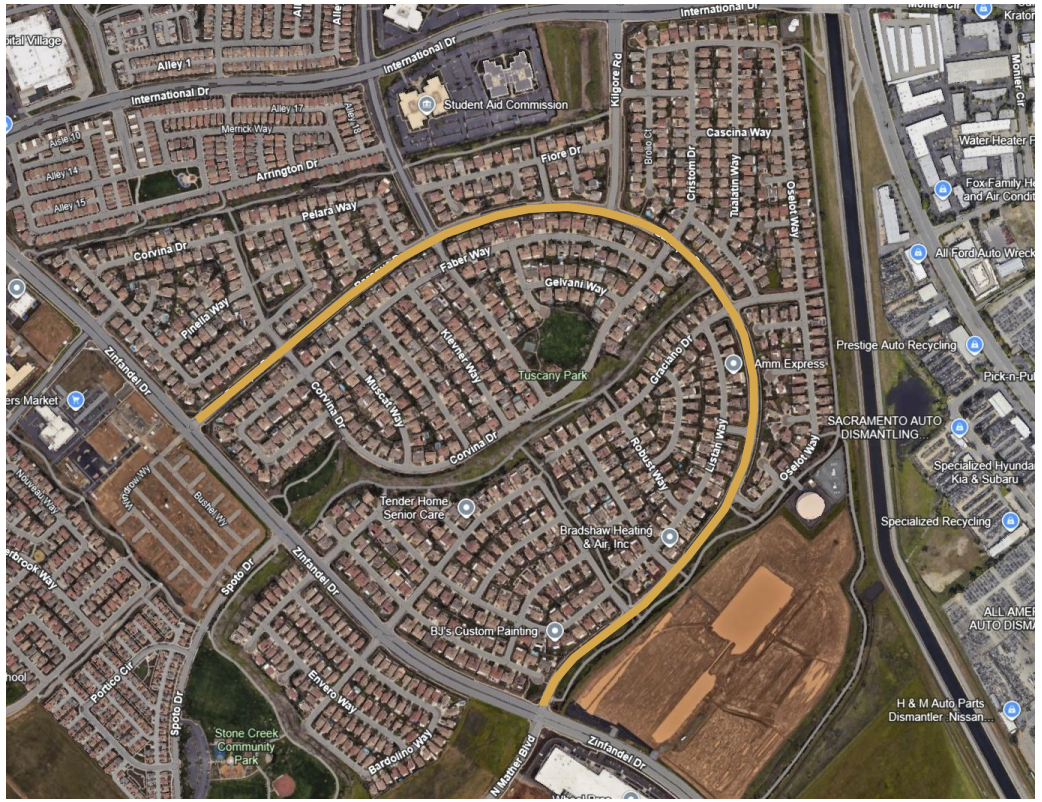
Rancho Cordova Context



Why Baroque Drive?

Neighborhood Traffic Management Program

Resident petition
Speeding
Cut-through traffic
Truck traffic



35 mph posted speed | 46 mph highest pre-project 85th percentile

Why Baroque Drive?

Neighborhood Traffic Management Program

Resident petition
Speeding
Cut-through traffic
Truck traffic

Staff Observations
Wide lanes (15-feet)
Poor pedestrian visibility – curve
Wide turns
Long crossing distances
Backs of homes – no friction

Data
Confirmed high speeds and trucks

35 mph posted speed | 46 mph highest pre-project 85th percentile

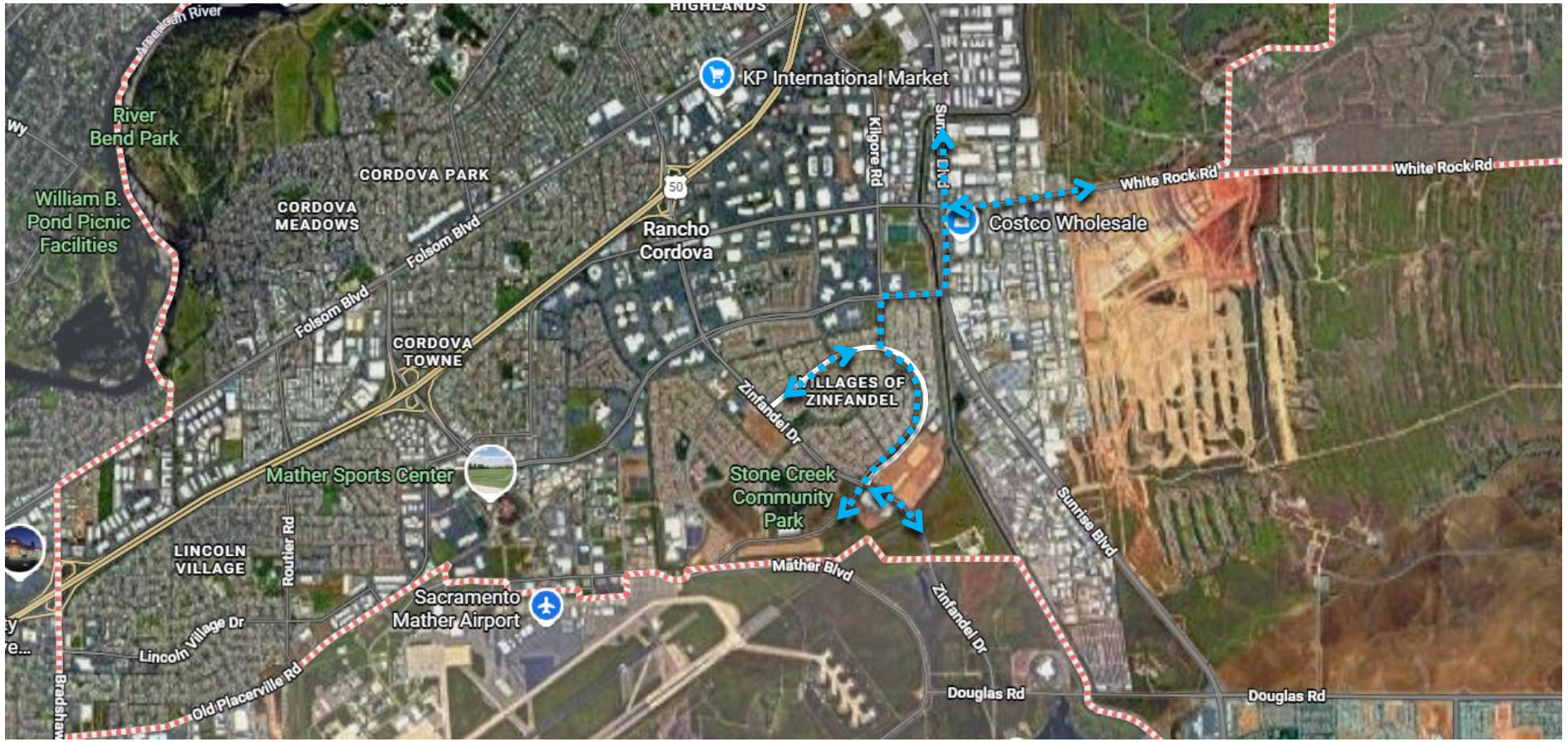




Why Baroque Drive?

Neighborhood Traffic Management Program

- Resident petition identified speeding and cut-through traffic concerns.
- Baroque Drive has no homes directly fronting the roadway, making it attractive as a bypass route.
- June 2023 traffic studies confirmed elevated speeds and established the need for corridor-wide traffic calming.

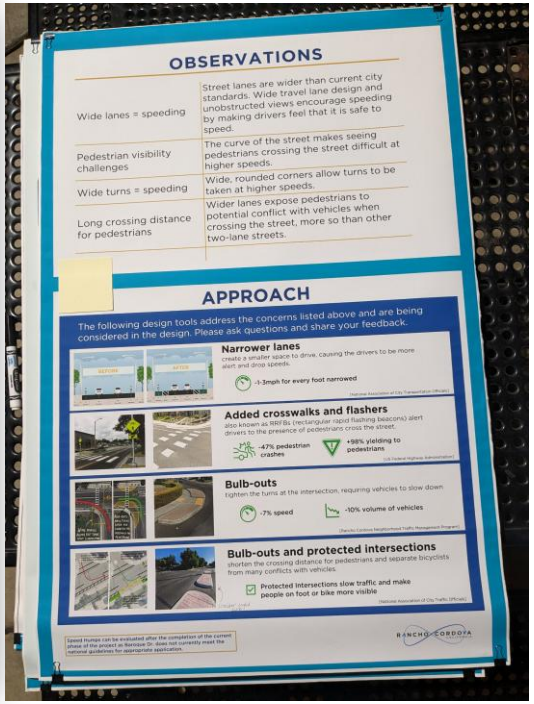


Community Input Shaped the Project

Listen | Evaluate | Return & Confirm



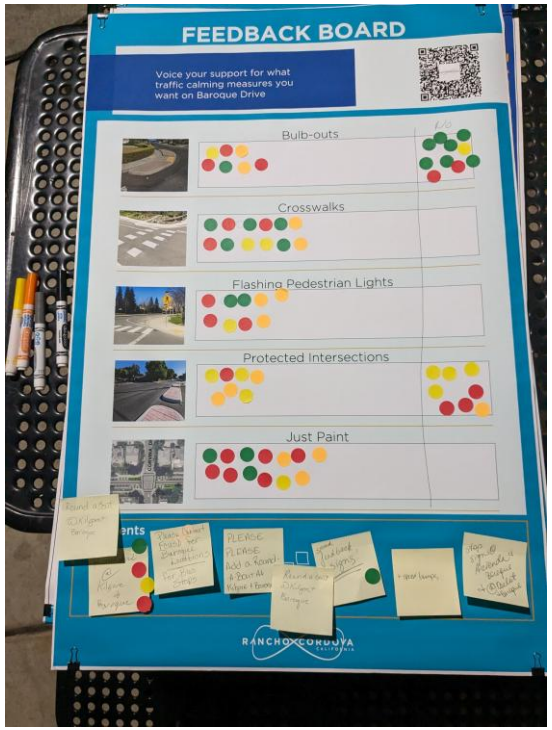


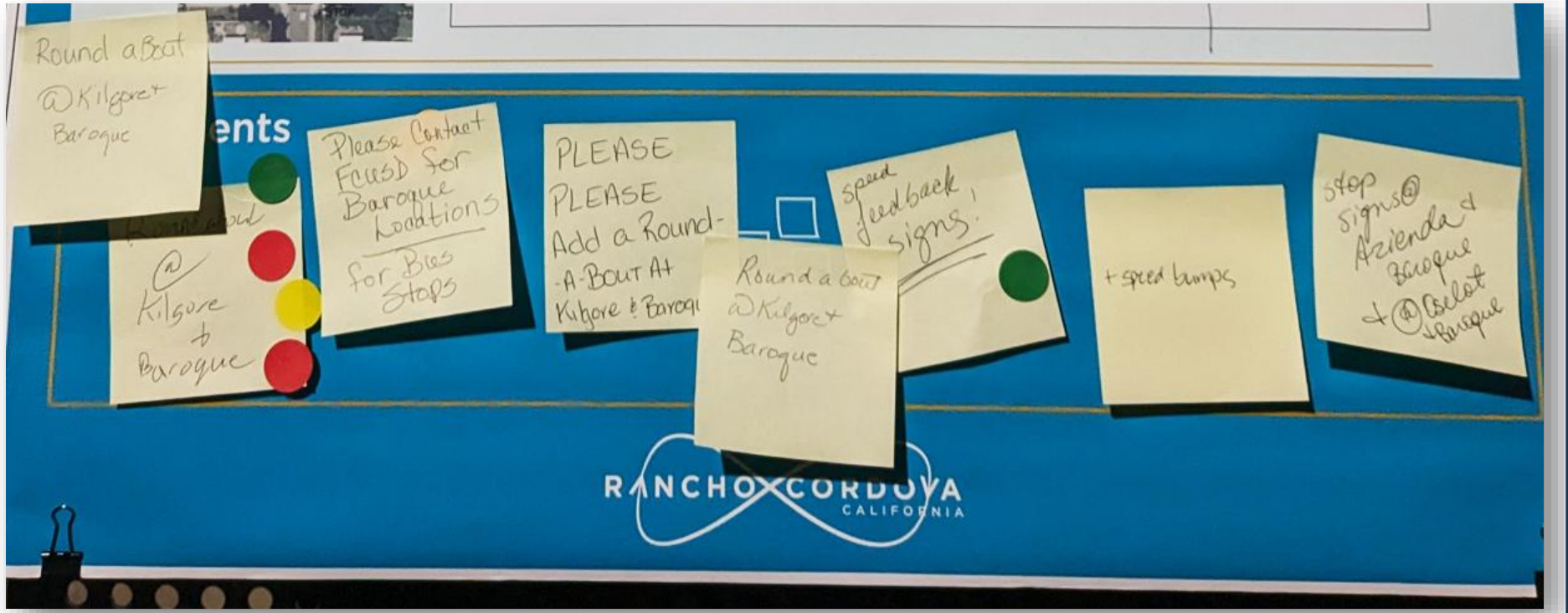


Public Meeting at their Neighborhood Park

Community Input Shaped the Project

Listen | Evaluate | Return & Confirm





The pilot roundabout at Baroque Drive & Kilgore Road originated directly from resident feedback

DESIGN

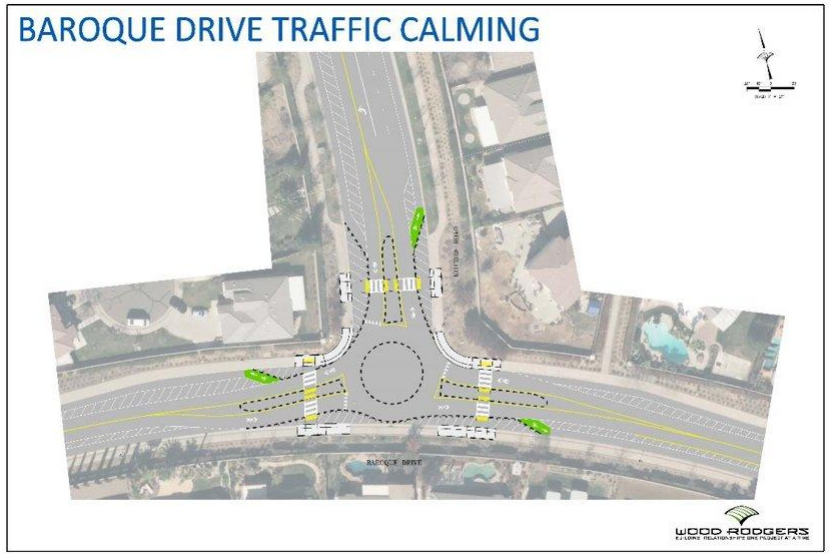
A Corridor-Wide Traffic Calming Strategy

Listen | **Evaluate** | Return & Confirm

- Paint interventions
  - Narrow lanes 15-feet to 10-feet
  - High visibility crosswalks
- New crosswalks with RRFBs
- All-way stop control
- Type II slurry seal
- Pilot roundabout

A coordinated corridor treatment—rather than isolated spot improvements.

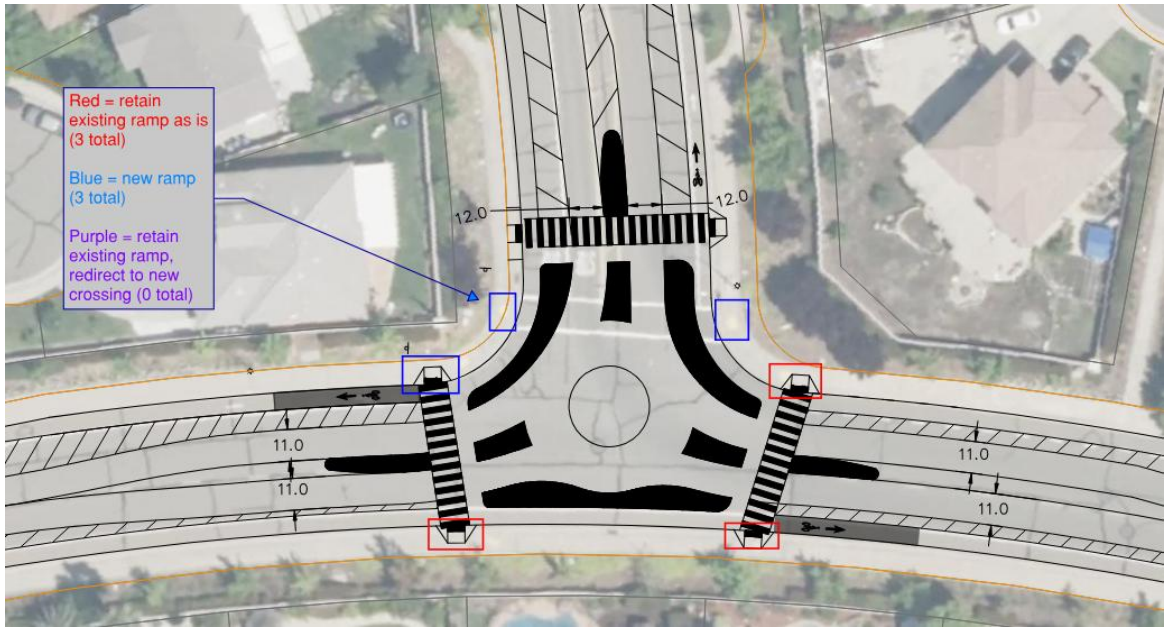




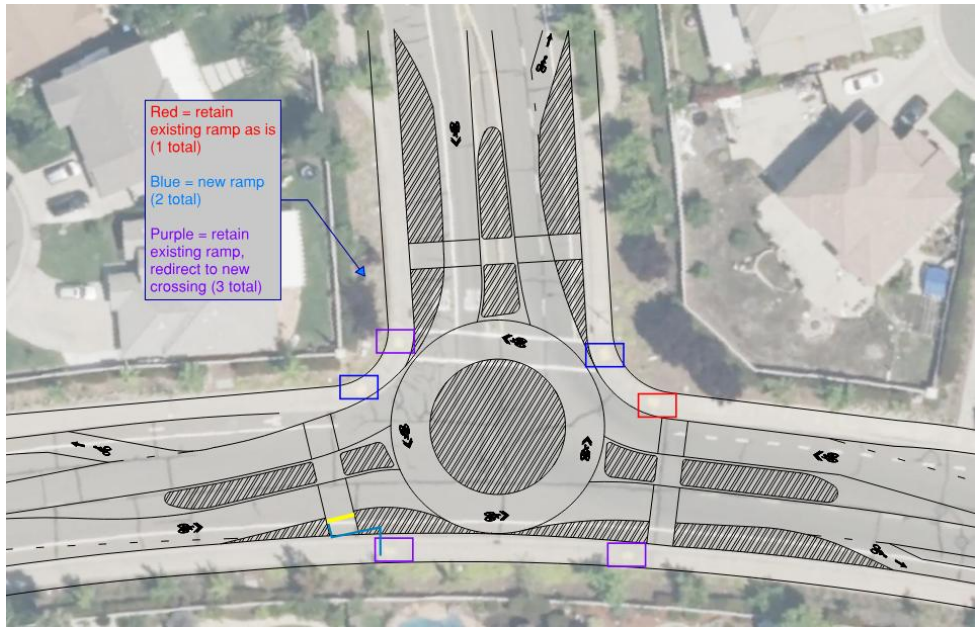
A Corridor-Wide Traffic Calming Strategy

Listen | **Evaluate** | Return & Confirm

60-foot ICD



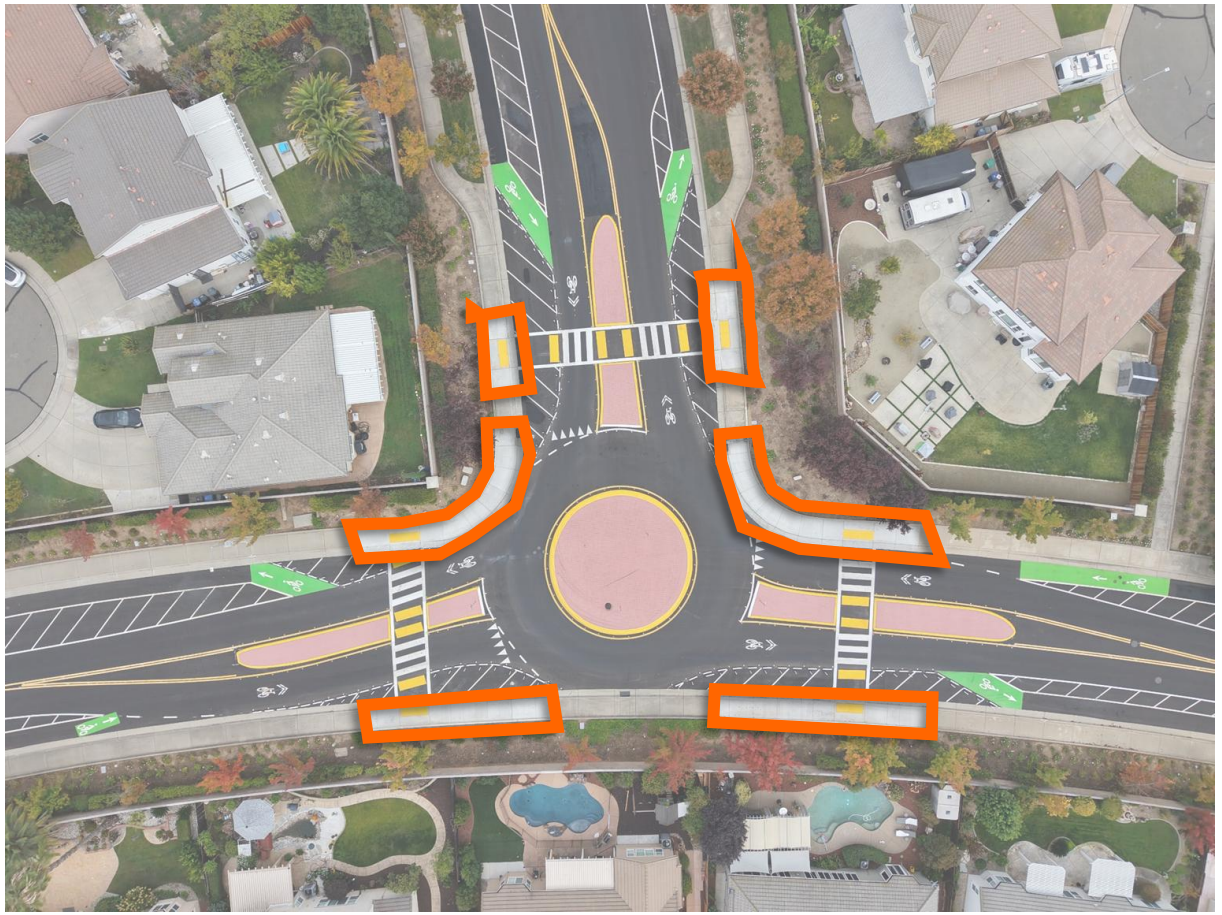
80-foot ICD



Design Vehicle | Bikeway Options | Crosswalk/Curb Ramp Alignment

A Corridor-Wide Traffic Calming Strategy

Listen | **Evaluate** | Return & Confirm



A Corridor-Wide Traffic Calming Strategy

Listen | Evaluate | Return & Confirm



vortex

$$$$



RUBBERFORM RECYCLED PRODUCTS, LLC

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PEXCO

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ZICLA

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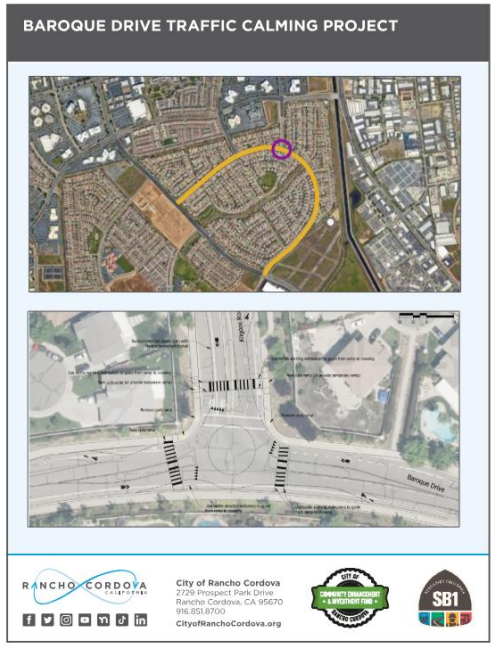
Community Input Shaped the Project

Listen

Evaluate

Return & Confirm







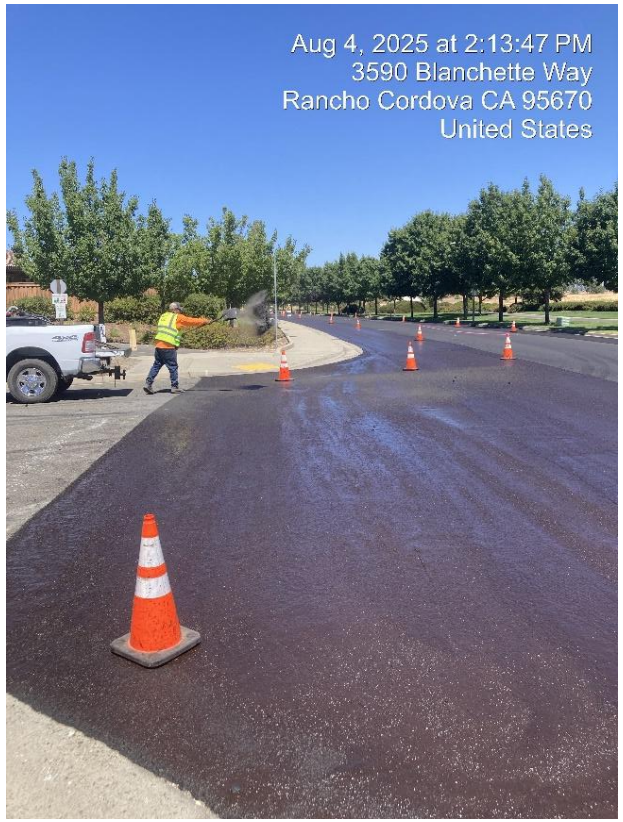
Three Presentations to City Council

Project Delivery

Slurry Application





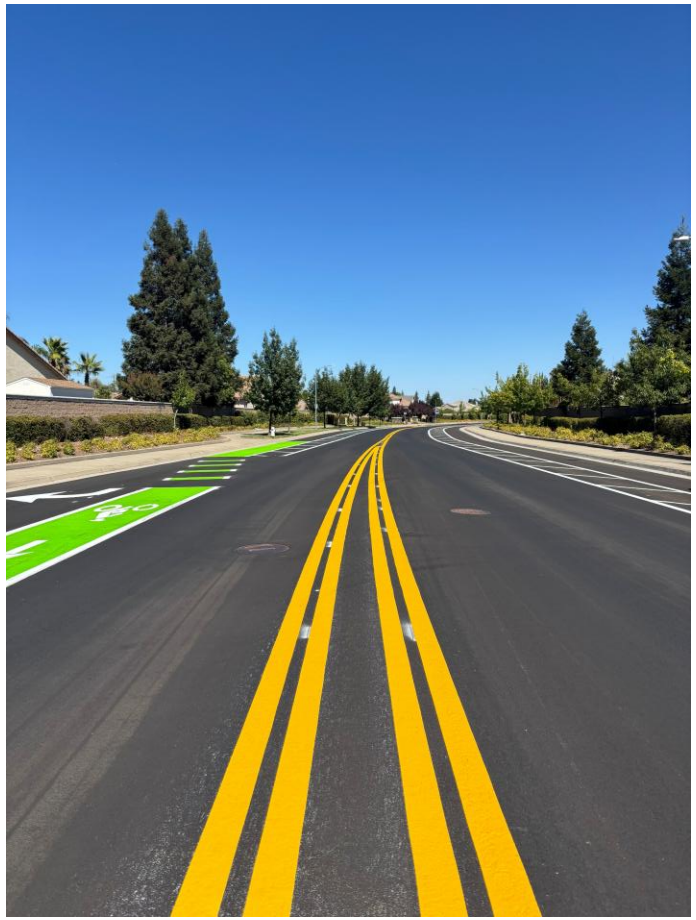


Project Delivery

Thermoplastic Application







Project Delivery

Rubber Curb Install







Project Delivery

Delineator and Reflector Install







Project Delivery

Unforeseen Visitors



Project Delivery

Damages







Project Delivery

Pivot – AC Dike







Project Delivery

Island Backfill and Stamping







Project Delivery

Islands & Roundabout





Project Delivery

Aerial Images

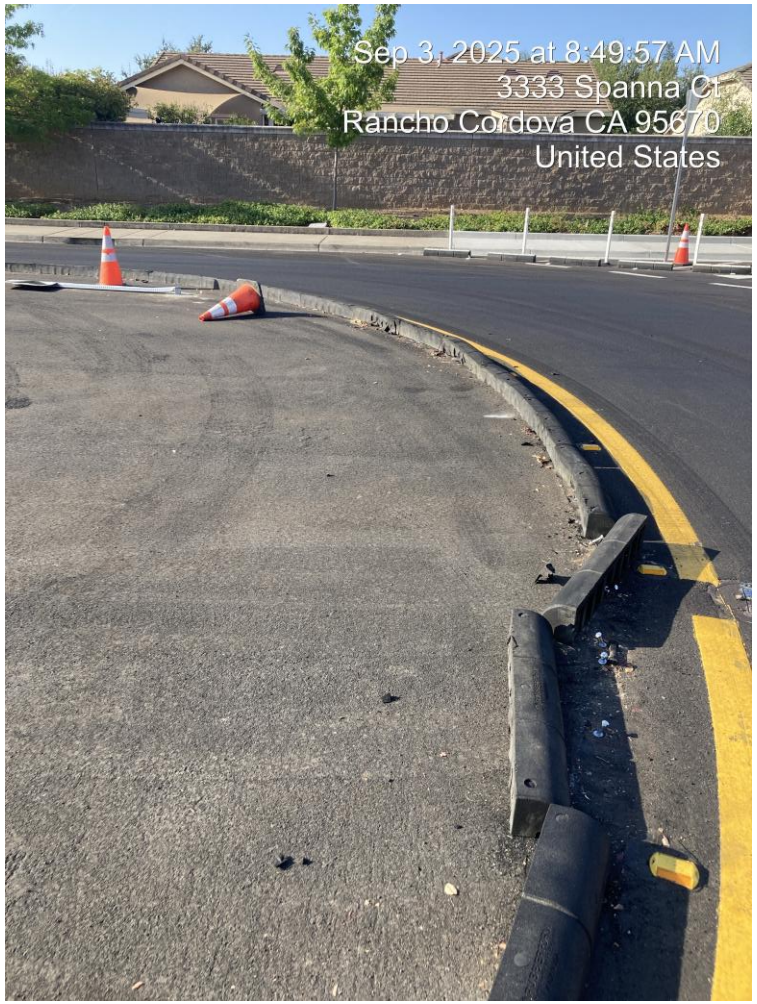




Take Away

Rubber Curb

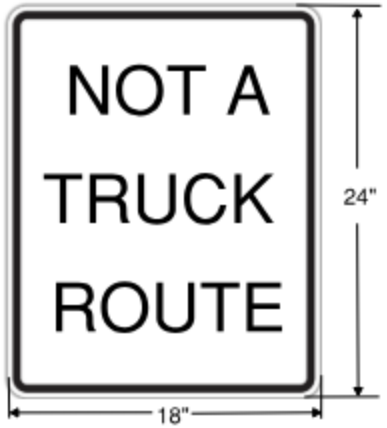


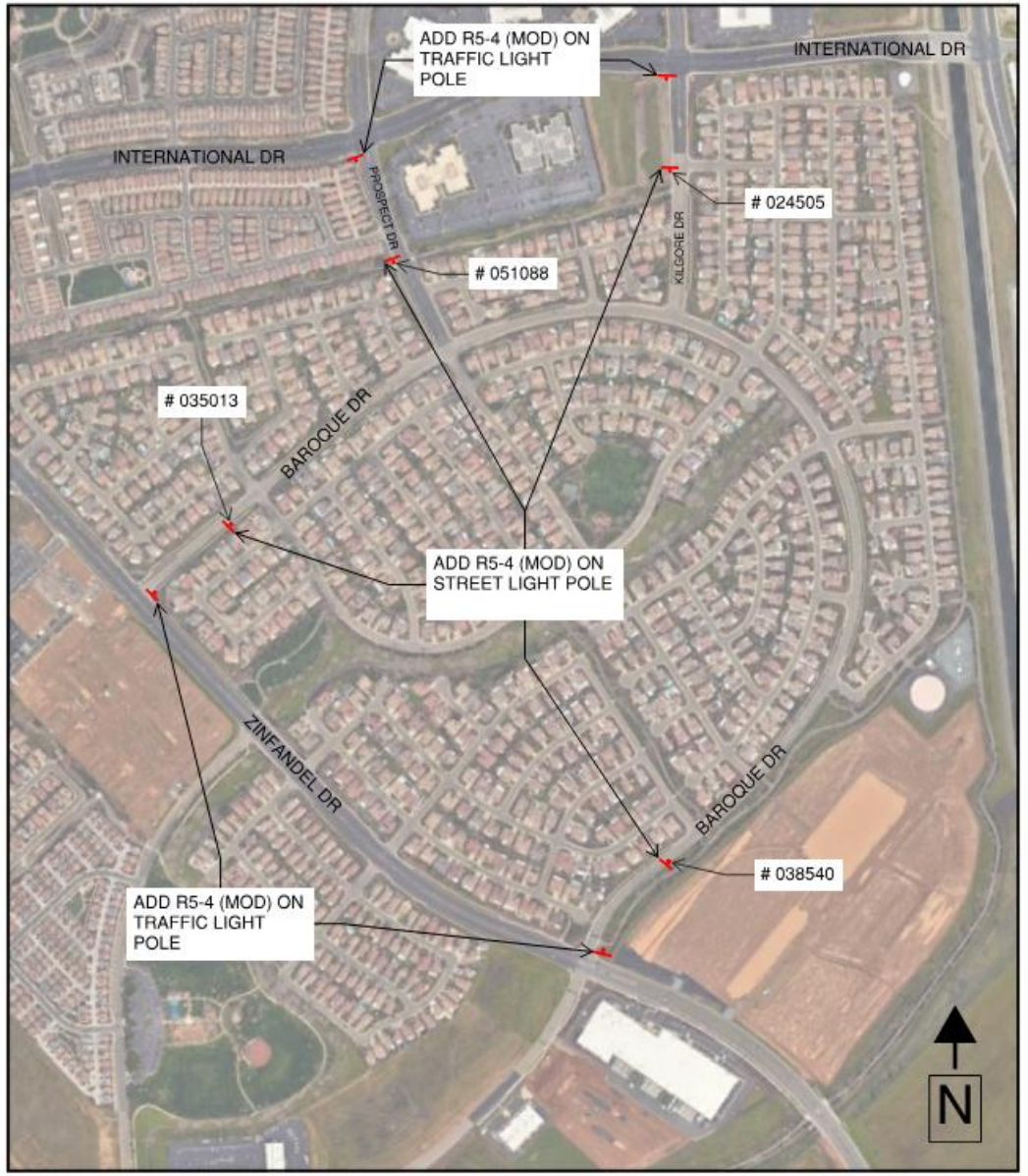




Take Away

Signage





LESSONS LEARNED

One Year Later

- 5 Work Orders
- $ 2,200 Labor Cost





Measured Post Project Speeds

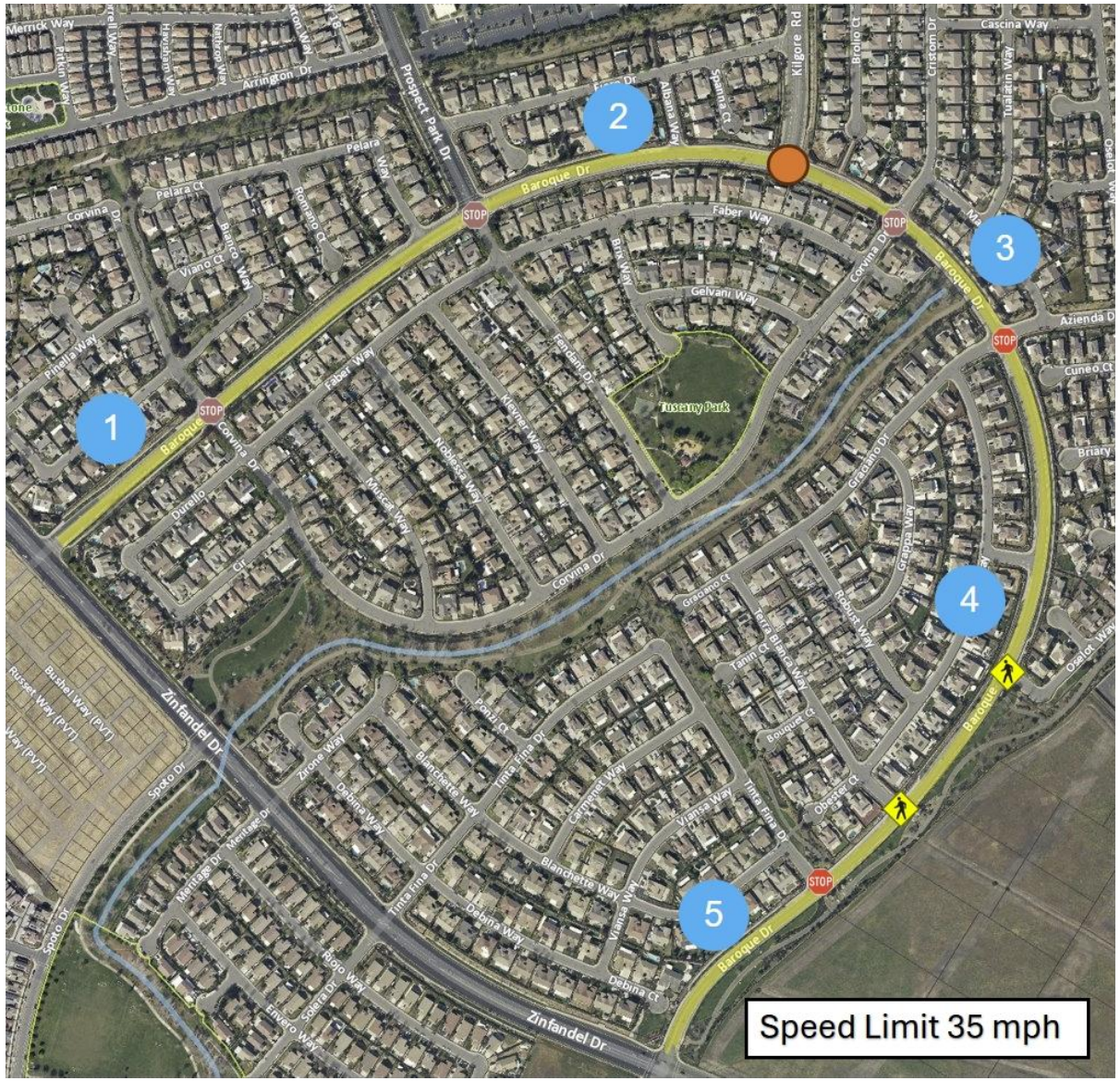
36 → 30

mph | Average Speed Before and After

42 → 34

mph | 85th percentile Before and After

	Before Project (6/2023)			After Project (2/2026)		
	Avg Spd	85th %ile	ADT	Avg Spd	85th %ile	ADT
1	30	35	1330	27 (-3)	31(-4)	1667
2	35	40	741	34 (-1)	38 (-2)	763
3	39	46	1424	26 (-13)	30 (-16)	1994
4	-	-	-	31	36	1436
5	39	46	1537	31 (-8)	35 (-11)	1833



Measured Post Truck Volumes

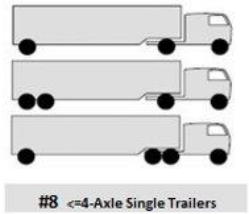
~40%

reduction | Class 5 vehicles

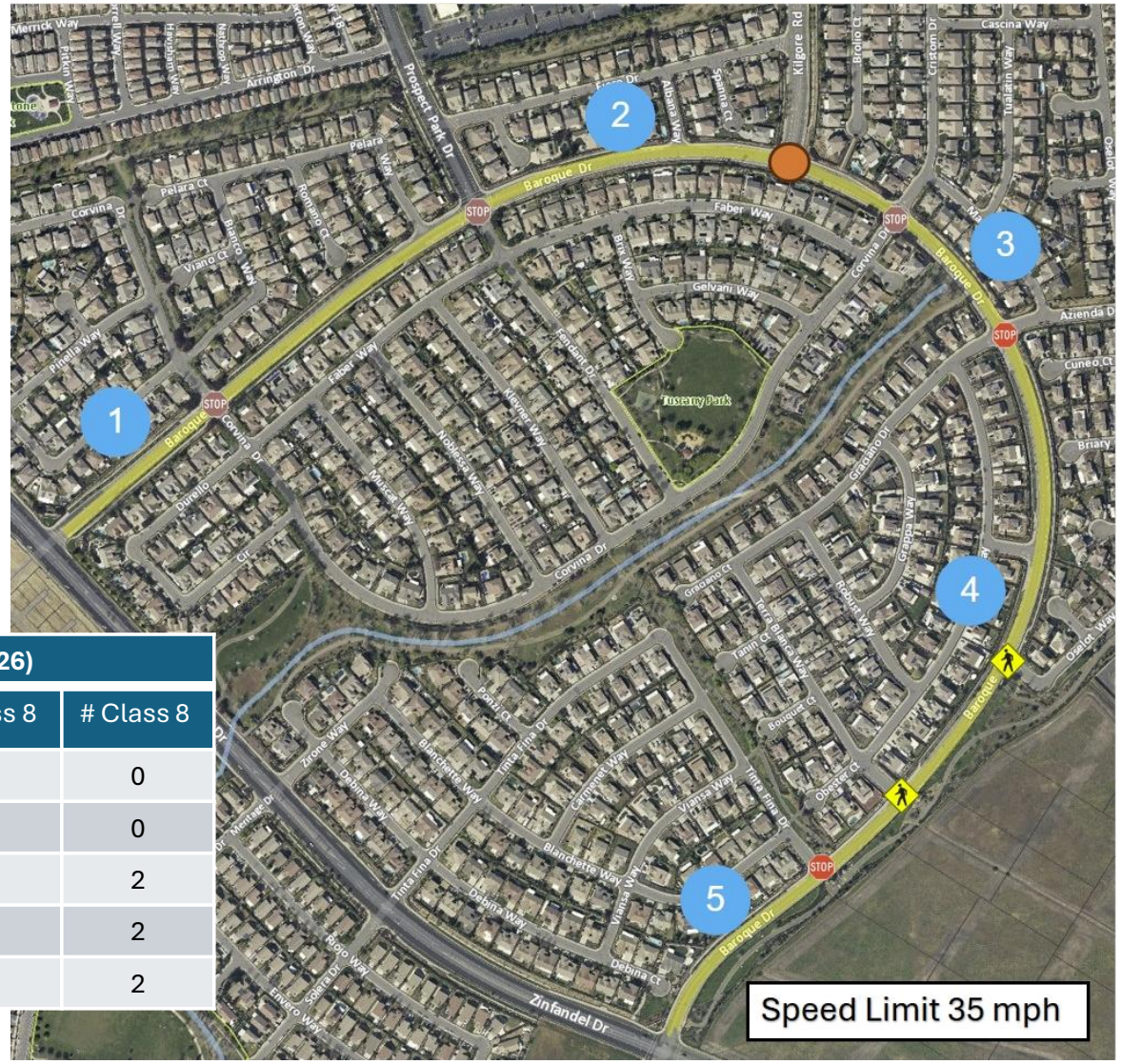


~45%

reduction | Class 8 vehicles



	Before Project (6/2023)				After Project (2/2026)			
	% Class 5	# Class 5	% Class 8	# Class 8	% Class 5	# Class 5	% Class 8	# Class 8
1	6%	82	0%	2	2%	27	0%	0
2	3%	23	0%	1	2%	12	0%	0
3	2%	28	0%	5	1%	26	0%	2
4	-	-	-	-	2%	28	0%	2
5	3%	44	0%	3	1%	14	0%	2



Summary

- Completion Date Fall 2025
- Total Project Cost: $1.4M
- Roundabout Cost: $232K
- Expected Use: 3-5 Years
- Avg. Corridor Drop:
  - Speed : 6 mph
  - 85th percentile: 8 mph



Questions?

Thank you

Baroque Traffic Calming Project

City of Rancho Cordova Public Works
Drew Hart, Principal Transportation Planner
Jonathan Lujano, Associate Civil Engineer

Selection • Outreach • Design • Results • Lessons Learned

