

City of
SACRAMENTO

Arden Way-Auburn Boulevard Mobility Plan – Phase 2

Active Transportation Commission Update: June 2026

ARDEN-AUBURN
MOBILITY
PLAN



Agenda

- Project Review
- Phase 1 Summary
 - Existing Conditions
- Phase 2 Update
 - Draft Concepts
- Timeline and Next Steps





Plan Overview

PURPOSE

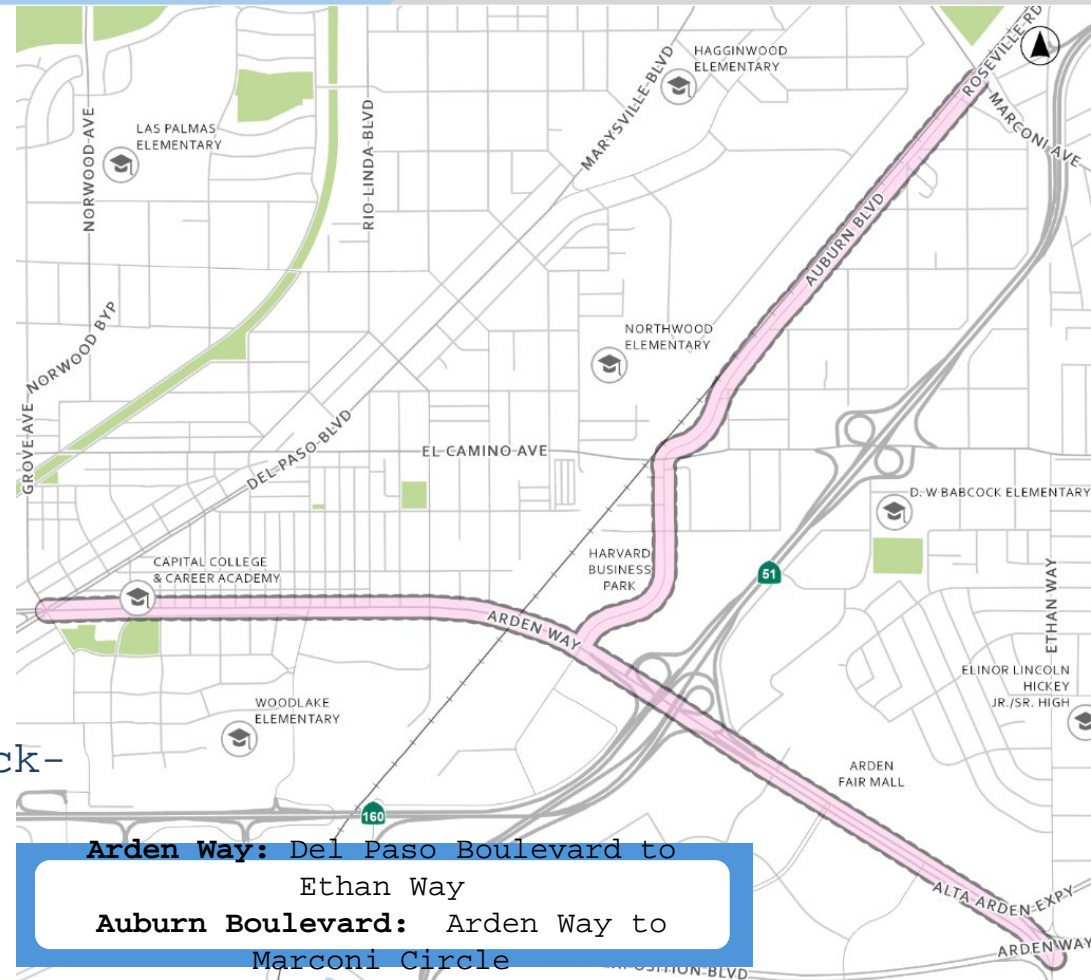
- Address **multimodal connectivity** and **safety** throughout the project corridors

OUTCOME

- Safety and mobility plan
- Designs for safety and access improvements
- Prioritized list of projects + quick-builds

FUNDING

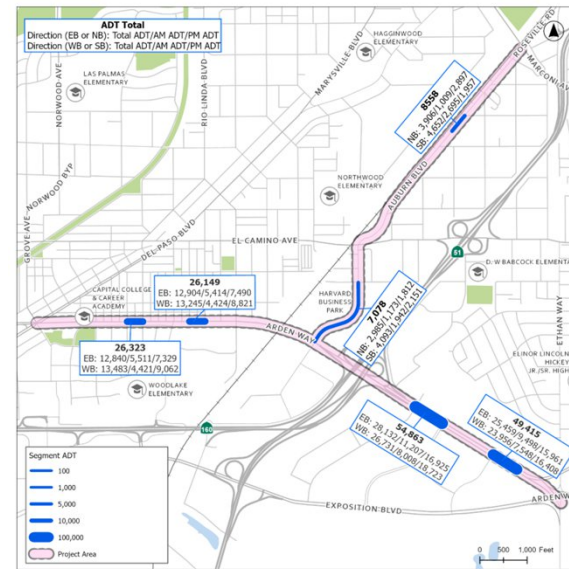
- Caltrans Sustainable Communities grant



Phase 1 - Existing Conditions

- Arden Way is part of the City's Vision Zero High-Injury network.
- Pedestrians and cyclists represent an outsized proportion of fatal and serious injury crashes along the project corridors.
- Infrastructure gaps: sidewalks, lighting, road/ramp crossings, and bike facilities
- The project corridors are generally uncomfortable and

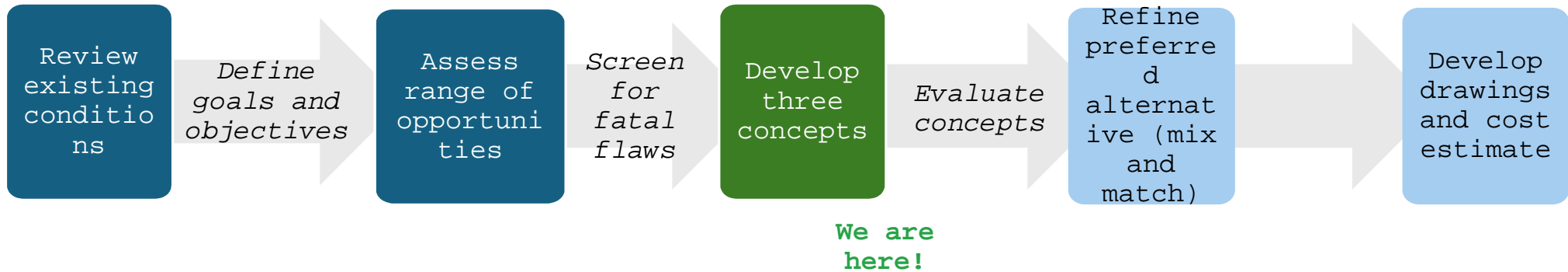
Figure 14. Existing (2025) Weekday 24-Hour Roadway Segment Counts



"[Arden Way] prioritizes moving cars, not people's mobility outside of a car. It's basically a mini-freeeway, and you have to cross so much to get to storefronts."

-Phase 1 survey response

Phase 2 - Development of Draft Concepts



Range of Opportunities Considered

- One-way separated bikeways
- Two-way separated bikeways
- Multiuse paths
- Lane reductions
- Asymmetrical lane reductions
- No lane reductions



*One-way separated
bikeway*



*Two-way separated
bikeway*



Multiuse path

Draft Concepts

Arden Way (Del Paso Boulevard to Exposition Boulevard)

- Concept 1: Road Diet with Two-Way Separated Bikeways
- Concept 2: Road Diet with One-Way Separated Bikeways
- Concept 3: One-Way Separated Bikeways and Shared Use Path

Harvard Street/Auburn Boulevard (Arden Way to Marconi Circle)

- Concept 1: One-Way Separated Bikeways
- Concept 2: Two-Way Separated Bikeways

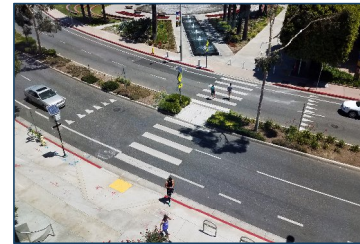
Treatment Toolbox



High Visibility Crosswalk



Curb Extension



Median Refuge



Raised Crossing



Leading Pedestrian Interval (LPI)



Rectangular Rapid Flashing Beacon (RRFB)



Signalized Mid-Block Pedestrian Crossing



Bus Stop Amenities

Treatment Toolbox cont.



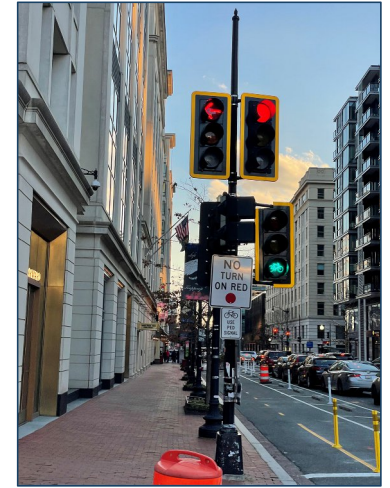
Lighting



Trees and
Landscaping



Accessibility
Enhancements



Traffic Signal
Enhancements

Community Engagement

- Spring 2026: Phase 2 – Draft Concepts
 - Focus group meetings – May 11 and 12, 2026
 - Community workshop – May 20, 2026
 - Promoted with direct outreach, flyers, social media, door hangers, and mailers
 - Neighborhood Association Outreach – June 3 and 6, 2026
 - Pop up events – June 2 to 16, 2026
 - Virtual Workshop (Konveio) – May 19 to June 19, 2026



Spring Community Engagement



Phase 2 - What we've heard so far

- Support for enhanced crossings, widening sidewalks, closing sidewalk gaps, and improving lighting under the overpass
- Support for separated bicycle facilities, especially one-way facilities
- Both support for and opposition to lane reductions on Arden Way

- Concern about traffic impacts and generating cut-through traffic in neighborhoods

"Enhanced crosswalks will go a long way in making intersections feel safe for pedestrians to cross!"

-Phase 2 Konveio response

What's next?

Today

Staff are seeking Commission input on the improvements presented in the draft concepts and treatment toolbox.

Summer 2026 | Concepts Assessment

- Review of community feedback
- Additional review of traffic impacts
- Project team identifies a preferred alternative

Fall 2026 | Administrative Draft Plan

- Focus group meetings
- Community workshop
- Pop-up events



Thank you!

Website & Updates

www.cityofsacramento.gov/ArdenAuburn
an

Project Contacts

Liza Welsh

lwelsh@cityofsacramento.org

Nicole Zhi Ling Porter

nporter@cityofsacramento.org

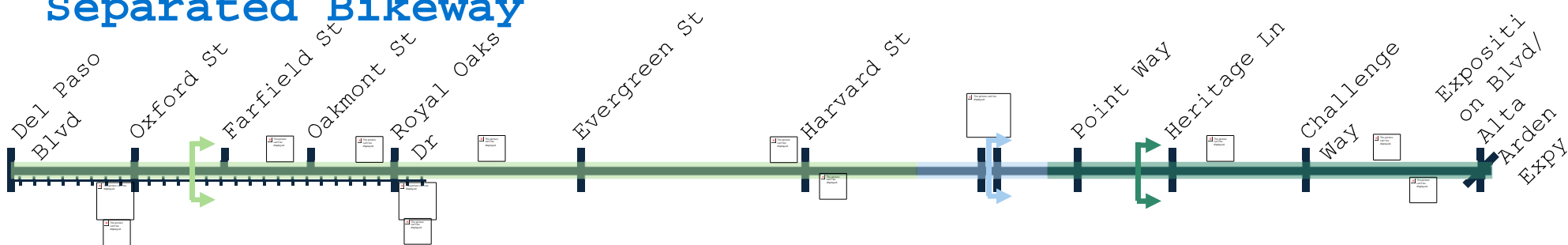




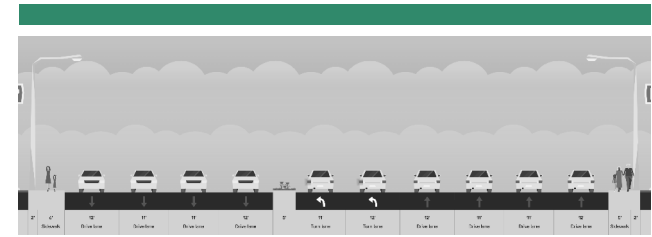
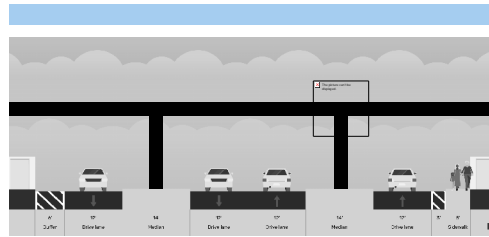
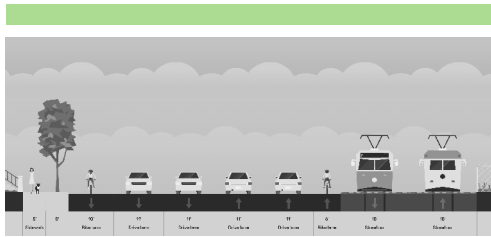
APPENDIX

Draft Concepts

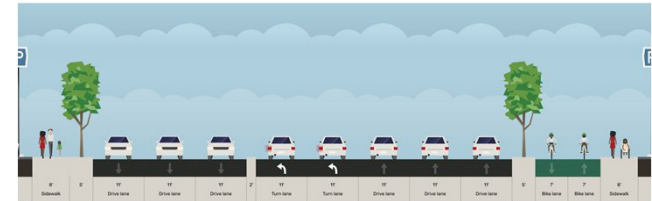
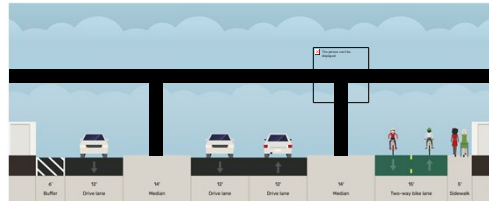
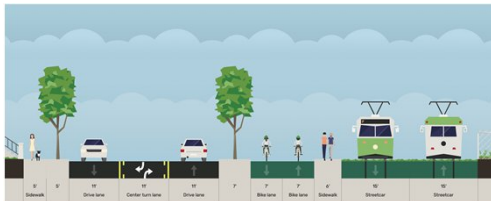
Arden Way Concept 1: Road Diet with Two-Way Separated Bikeway



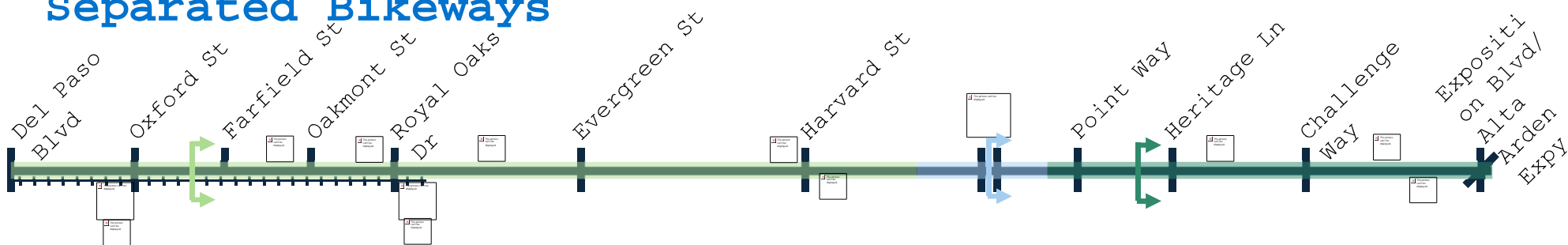
Existing Conditions



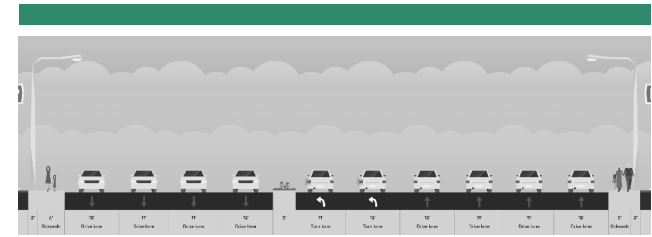
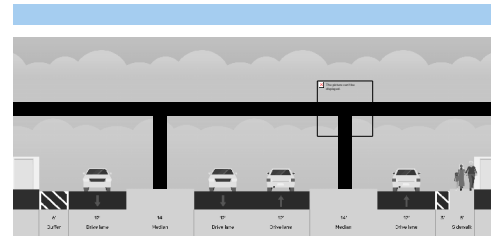
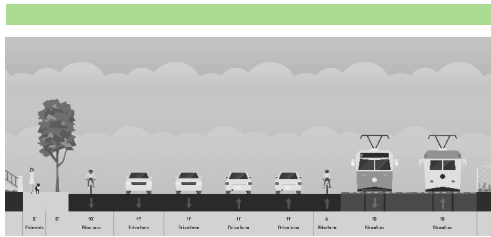
Arden Concept 1



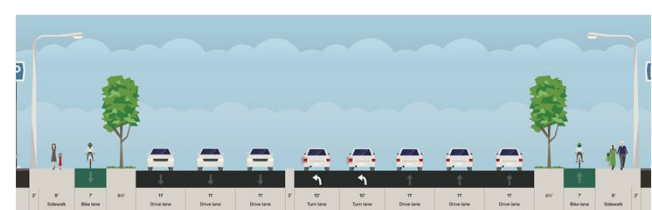
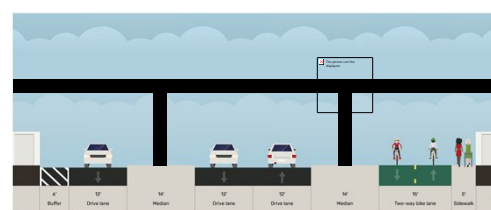
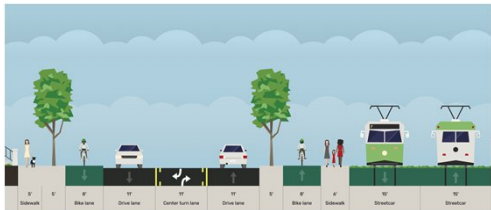
Arden Way Concept 2: Road Diet with One-Way Separated Bikeways



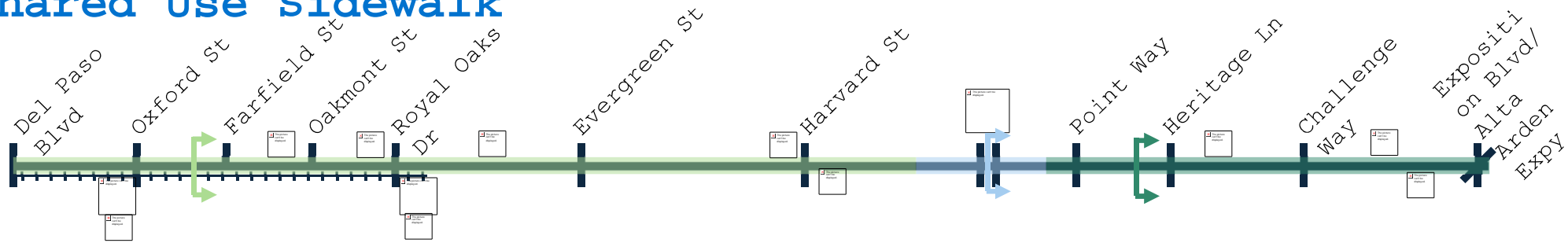
Existing Conditions



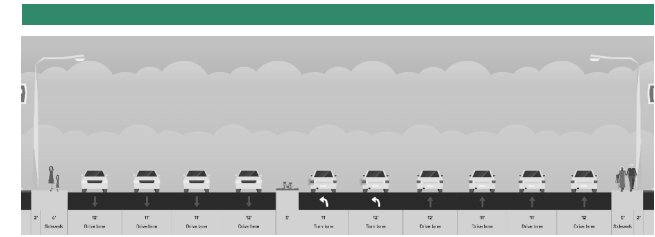
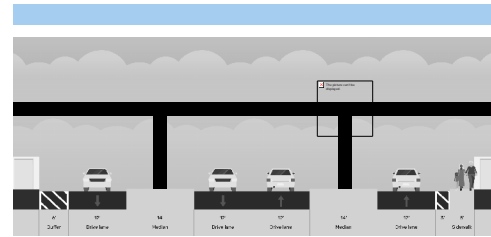
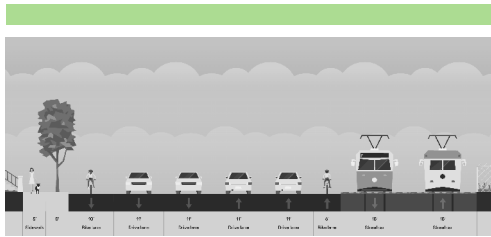
Arden Concept 2



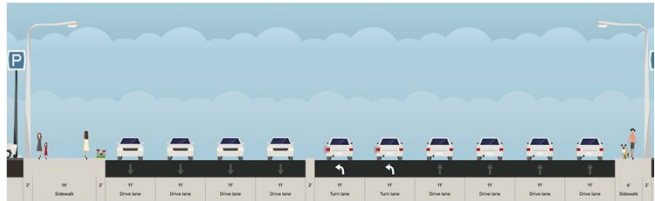
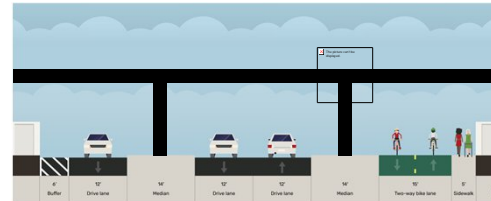
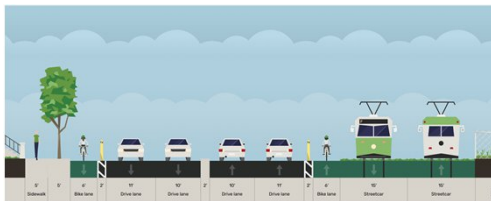
Arden Way Concept 3: One-Way Separated Bikeways and Shared Use Sidewalk



Existing Conditions



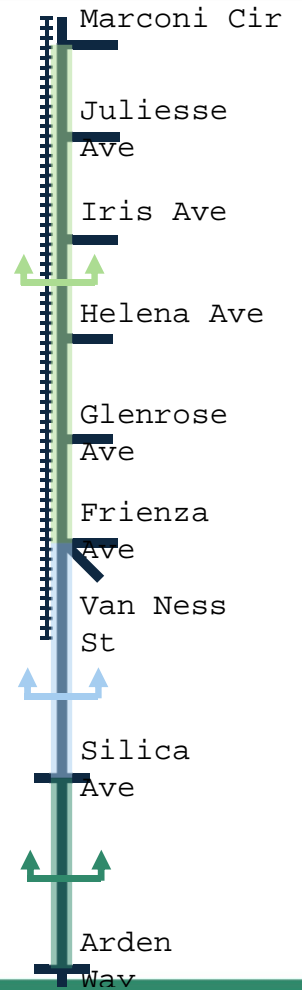
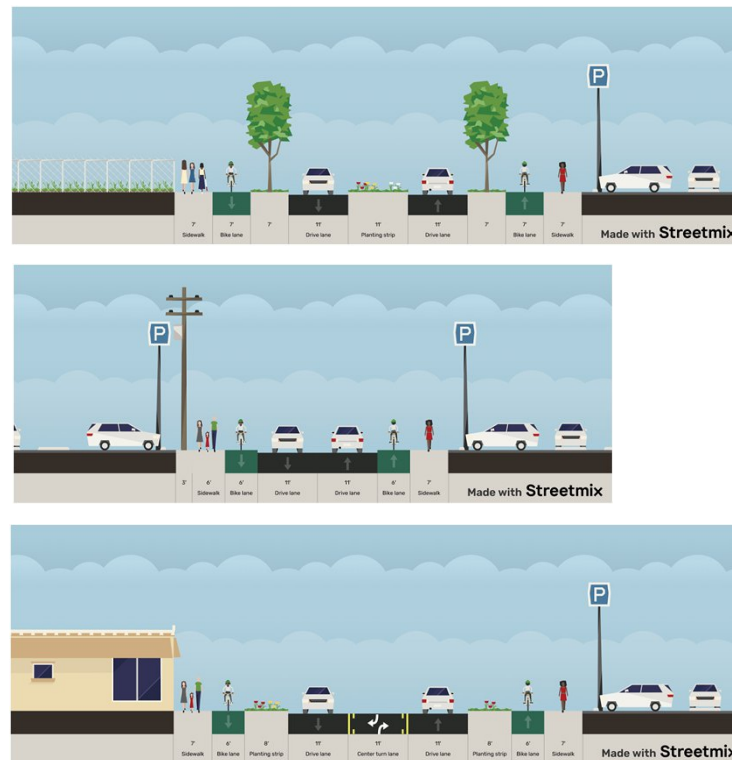
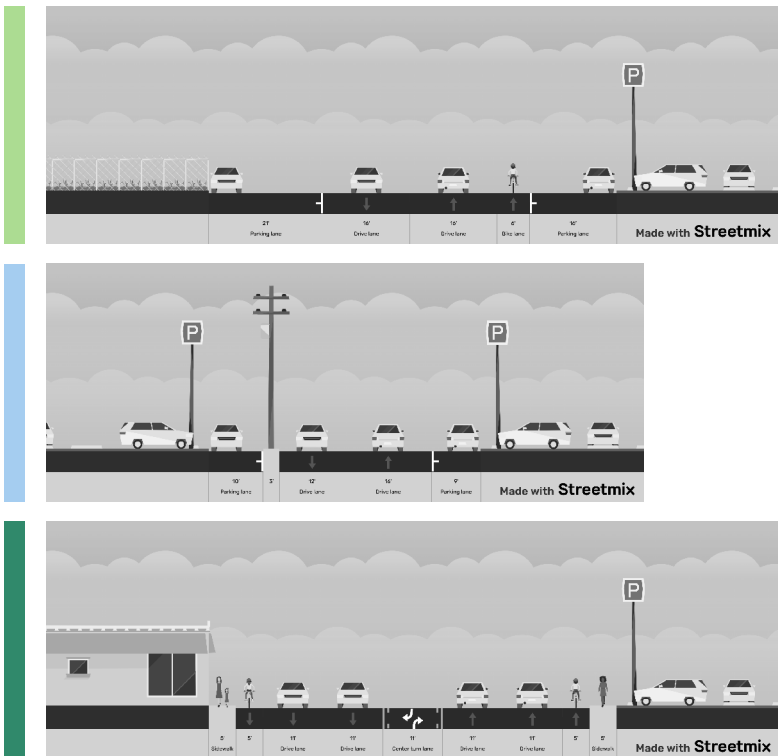
Arden Concept 3



Auburn Boulevard Concept 1: One-Way Separated Bikeways

Existing Conditions

Concept 1



Auburn Boulevard Concept 2: Two-Way Separated Bikeways

Existing Conditions

Concept 2

