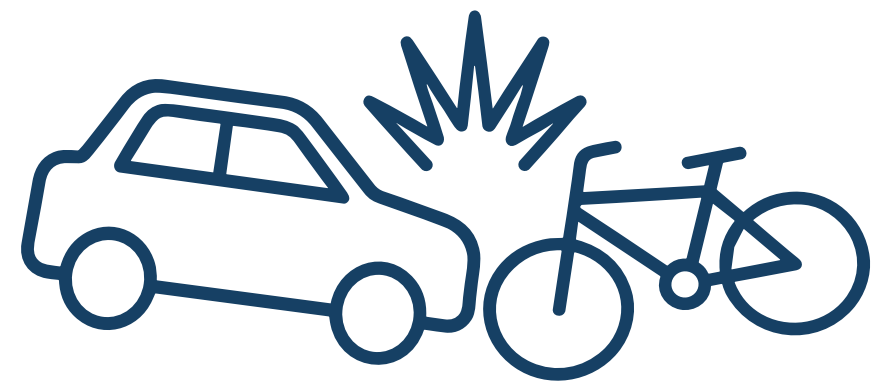




## Project Goals



### SAFETY

Reduce the risk and severity of crashes for all roadway users along Arden Way and Auburn Boulevard/Harvard Street, with an emphasis on people walking, biking, riding transit, and vulnerable road users consistent with Vision Zero and Safe System principles.

Between 2020 and 2024, 20 people were killed or seriously injured on this portion of Arden Way, and an additional 8 were killed or seriously injured on Harvard Street/Auburn Blvd.

Most fatal and serious injury crashes occur between 9 p.m. and midnight.

Bicyclists and pedestrians were involved in 11% of crashes but accounted for 20% of the fatalities and serious injuries.

Rear-end type crashes are the most common (38% of all crashes), but broadsides are the most dangerous (39% of all fatal and serious injury crashes).

The most common factors contributing to fatal and serious injury crashes are speeding (25%) and ignoring signs and signals (25%).



### EQUITY

Advance equitable transportation outcomes by improving safety, comfort, and access for residents of historically underserved and disadvantaged communities along the corridor.

Both project segments are included in the City's High Injury Network.

Of the five census tracts directly served by the project corridors, four represent "disadvantaged communities" as identified by the State.

The east segment of Arden Way between Business 80 and Ethan Way is included in the City's Vision Zero Top 10 corridors, representing a facility with among the most fatal and severe injury crashes in the City.

The project corridors serve a diverse population, range of land uses, and destinations.



### MULTIMODAL MOBILITY

Improve multimodal mobility along the corridor by closing gaps in walking, biking, and transit networks and applying Complete Streets principles to support safe, comfortable travel for all ages and abilities.

While the project corridors are shown to operate efficiently for drivers, both Arden Way and Auburn Boulevard are shown to be high-stress areas for people walking, biking, or using transit.

Both the Arden Way and Auburn Boulevard segments have low accessibility scores for pedestrian crossing.

The busiest existing transit connection points are located on the west, east, and north ends of the project corridor.

Existing signal timing and coordination allows for traffic to generally move efficiently along the Arden Way corridor as built today.



### LIVABILITY & PLACEMAKING

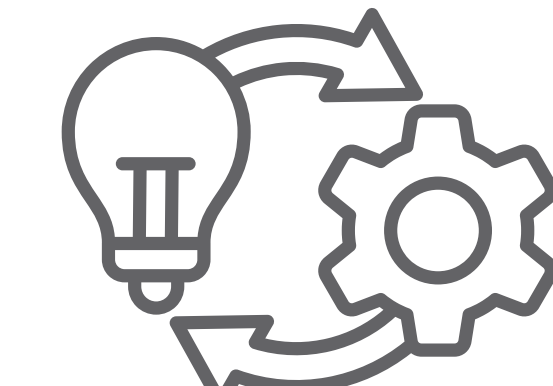
Enhance the corridor environment through streetscape and placemaking improvements that support community identity, economic vitality, and overall quality of life.

The City's current Complete Streets Policy supports consideration of placemaking enhancements as part of every transportation project.

Nearly all of the roadway segments measured within the corridor feature prevailing vehicle speeds exceeding the posted speed limits.

Existing sidewalk gaps along Arden Way and Auburn Boulevard limit placemaking consistency throughout the corridors.

Existing transit facilities, particularly bus stops, provide varying types and quality of amenities.



### FEASIBILITY & IMPLEMENTATION

Identify practical, cost-effective improvements that can be implemented in the near term (particularly quick-build and pilot treatments) while also defining phased, long-term strategies aligned with City priorities and funding opportunities.

When considering alternatives, specific attention is given to what can be completed within the existing City right-of-way, areas where there is increased control over the processes and timing.

The City's Transportation Safety Initiative from March 2025 established a "quick build" program that is intended to recognize near-term improvements that can be made throughout the City.

A reconstruction/reconfiguration of the Arden Way undercrossing at Business 80 interchange is not in the near-term priority plans for Caltrans.

Some suggested improvements within the project corridors could be implemented using temporary materials while funding for permanent versions of those solutions is obtained.



## What We Have Heard So Far

### Summary of Phase 1 Engagement

#### Outreach Efforts

- 2 Focus group meetings
- 1 Community Workshop
- 2 Tabling events in the project area
- 5 One-on-one discussions with apartment complexes, businesses, and service organizations
- 1 Online project survey focused on existing conditions/user experience (125+ responses)

#### Top Five Community Concerns

- 1. Vehicle speeds, dangerous driving, and safety
- 2. Multimodal user vulnerability and discomfort on the project corridors
- 3. Transit access, quality of stops, and security
- 4. Infrastructure gaps (sidewalks, lighting, road/ramp crossings, and bike facilities)
- 5. Corridor identity and placemaking



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

"I drive because biking there is dangerous"

"Traveling in any way that's not driving feels unsafe, so I only ever drive [on Arden Way]."

"My primary access to work is Auburn Boulevard. The number of people trying to walk on the side of the road where there are not many lights at night, no shoulder/ no sidewalk, is scary to navigate, even for someone who drives it regularly."



Project team tabling at Arden Fair Mall



Community members reviewing project exhibits during the Phase 1 Community Workshop

#### What does a "comfortable and safe street" mean to you?

"Long enough lights to cross on, well-marked crosswalks."

"Traffic at reasonable speeds is buffered from the sidewalk."

"Sidewalks and bike lanes are wide, physically separated from traffic, and clear of debris."

"Nicely paved sidewalks, room between fast-moving cars and peds, up-to-date crosswalks."



Project team tabling at the SacRT Swanston Light Rail Station



Project team discussion with the community-based focus group meeting

#### How are people traveling?

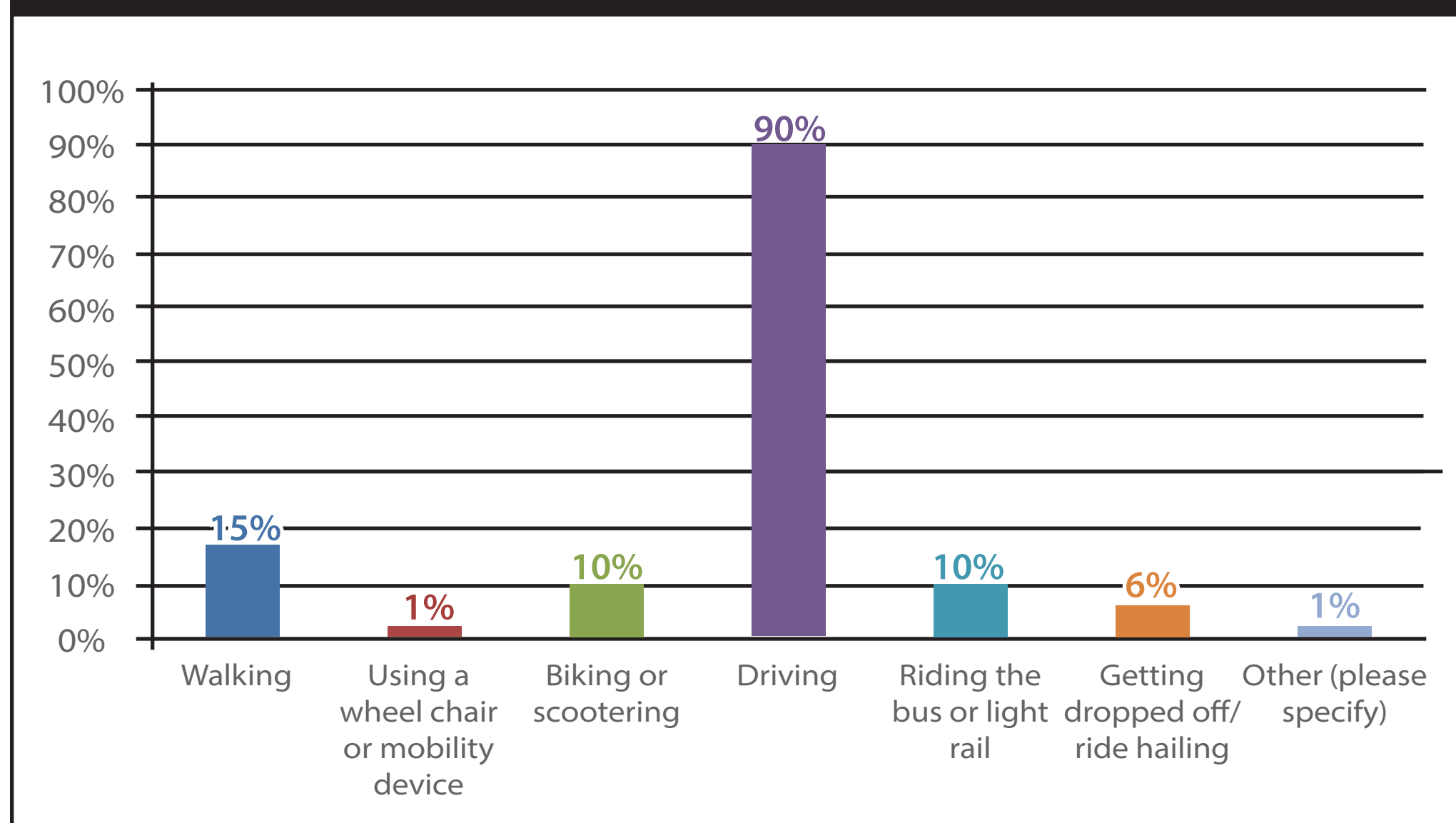


Chart showing how Phase 1 Online Survey respondents answered the question, "What are the main ways you travel on these corridors?"

#### Where are people going?

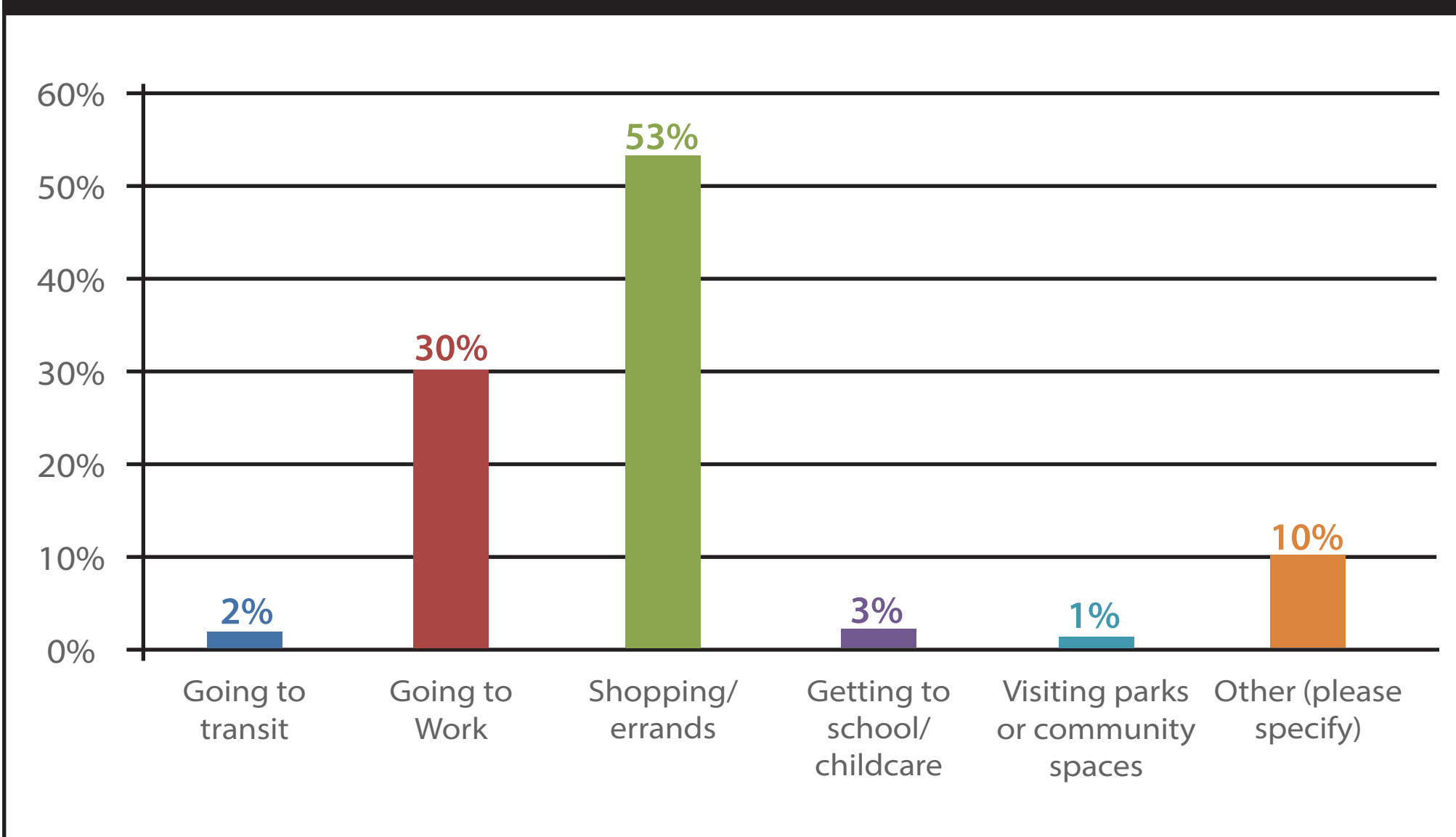


Chart showing how Phase 1 Online Survey respondents answered the question, "What is the primary purpose of your trips on these corridors?"

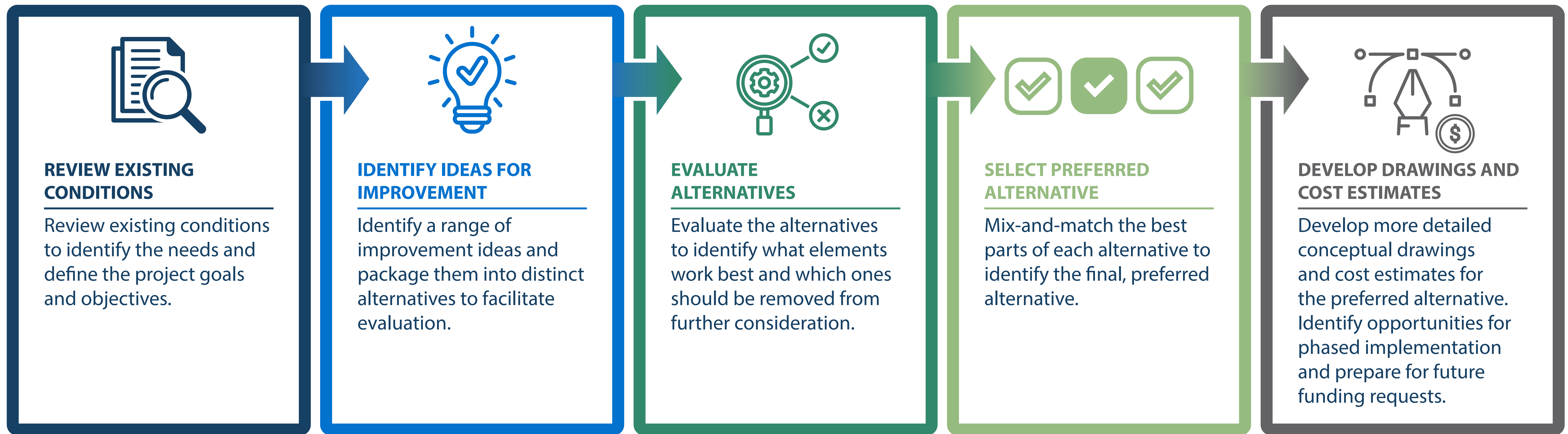


Comments from the first Community Workshop, focused on Auburn Boulevard

Would your community like a presentation from the project team?



## Development of Alternatives



COMMUNITY ENGAGEMENT

PHASE 1: *Listen & Learn*

PHASE 2: *Design & Discuss*



We are here

PHASE 3: *Reveal & Refine*



## Treatment Toolbox

These examples show treatments that could be applied to various locations along each street, regardless of the alternative chosen. Many of these treatments can be implemented with cost-effective materials to quickly improve safety in the near term.

### High Visibility Crosswalk

**WHAT ARE THEY?** Crosswalks enhanced with perpendicular painted lines like a ladder.

**BENEFITS:**

- Increases crosswalk visibility and driver awareness

### Curb Extension

**WHAT ARE THEY?** Sometimes called "bulb-outs," they extend the sidewalk curb out into the street.

**BENEFITS:**

- Increases visibility of crossing pedestrians
- Reduces crossing distance
- Slows down turning vehicles

### Median Refuge

**WHAT ARE THEY?** Raised medians with a protected area for pedestrians and bicyclists to pause while crossing the street

**BENEFITS:**

- Reduces crossing distance
- Allows pedestrians to cross one direction of traffic at a time

### Raised Crossing

**WHAT ARE THEY?** Elevated pavement with a flat top the width of a crosswalk.

**BENEFITS:**

- Reduces vehicle speeds and improves driver yielding
- Increases visibility of crossing pedestrians

### Bicycle Signal

**WHAT ARE THEY?** A dedicated traffic signal phase for a bicycle-only movement.

**BENEFITS:**

- Provides clarity for bike-specific movements
- Reduces the risk of bicycle-vehicle conflicts

### Leading Pedestrian Interval

**WHAT ARE THEY?** Traffic signal timing that gives pedestrians a 3-7 second head start on a green traffic light.

**BENEFITS:**

- Allows pedestrians to start crossing before drivers have a green light
- Improves visibility of pedestrians

### Rectangular Rapid Flashing Beacon (RRFB)

**WHAT ARE THEY?** A set of high-intensity yellow lights mounted below a pedestrian warning sign next to a crosswalk.

**BENEFITS:**

- Increases pedestrian visibility
- Improves driver yielding

### Signalized Pedestrian Crossing

**WHAT ARE THEY?** A push button-activated traffic signal that provides a protected crossing for pedestrian and/or bicyclists.

**BENEFITS:**

- Increases pedestrian visibility
- Improves driver yielding

### Bus Stop Amenities

**WHAT ARE THEY?** An area clearly identified for people to wait and board the bus. This may include shade structures, seats, system maps, and route schedules.

**BENEFITS:**

- Improves safety and comfort at transit stops

### Lane Narrowing

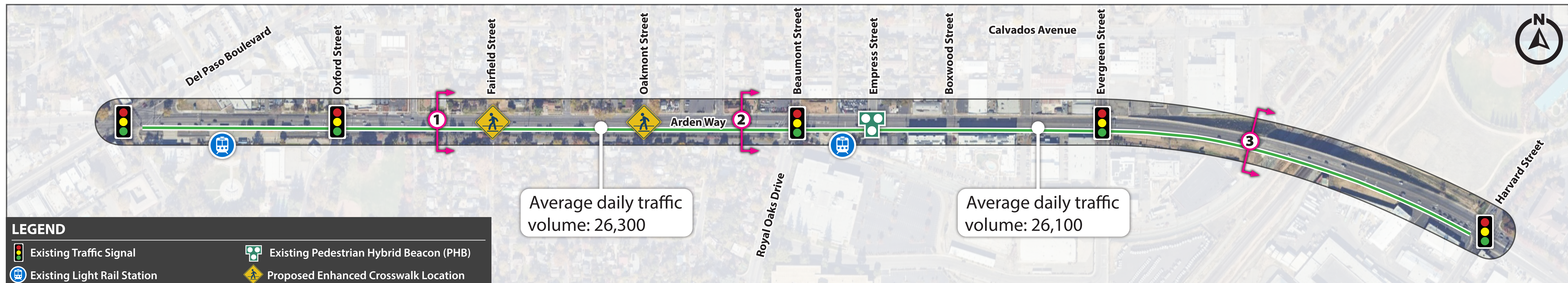
**WHAT ARE THEY?** Reduced travel lane widths to slow travel speeds while still accommodating all users.

**BENEFITS:**

- Reduces vehicle speeds
- Creates space for other transportation modes



## Arden Way Alternative 1: Lane Reduction with Two-Way Separated Bicycle Lanes



This alternative would repurpose a travel lane along Arden Way to provide space for a two-way separated bicycle lane, an additional sidewalk, and enhanced landscaping.

### KEY ELEMENTS:



#### Bicycle Facilities

- + Adds a two-way separated bike lane to the south side of the street



#### Travel Lanes

- ✓ Removes one travel lane in each direction
- + Adds a center turn lane
- + Adds dedicated right-turn lanes at intersections between Del Paso Boulevard and Evergreen Street



#### Pedestrian Facilities

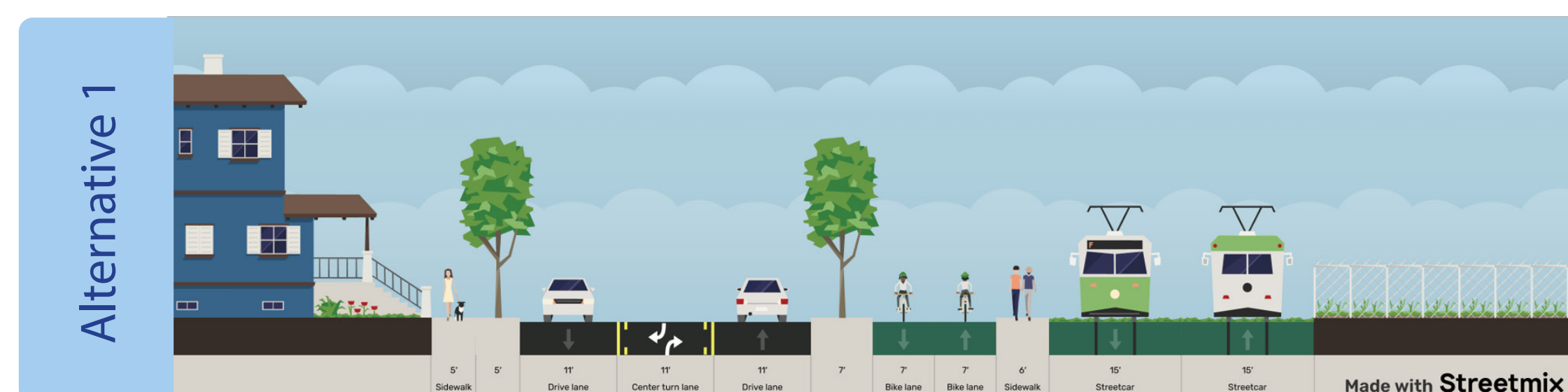
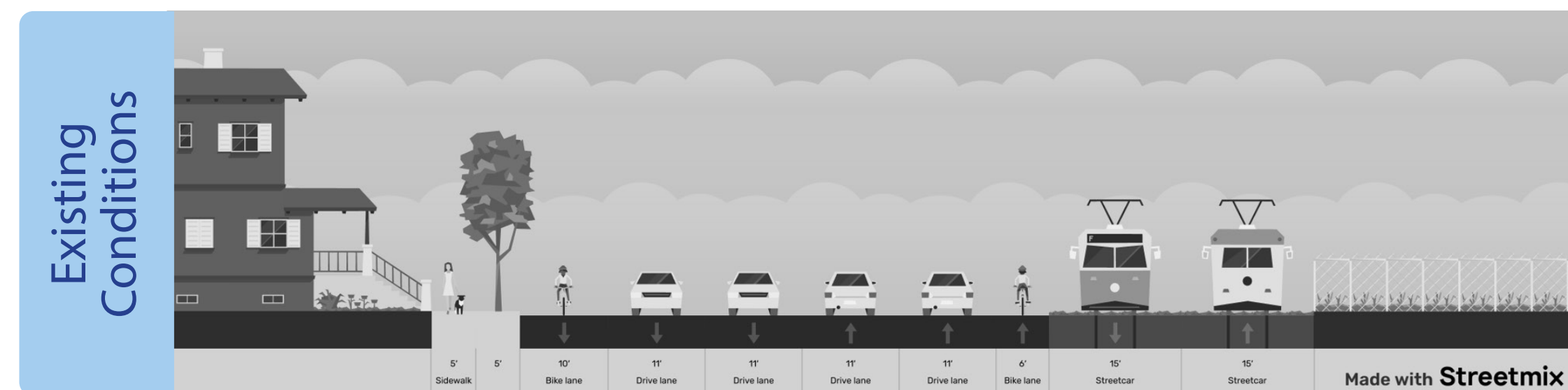
- + Adds a sidewalk to the south side of the street



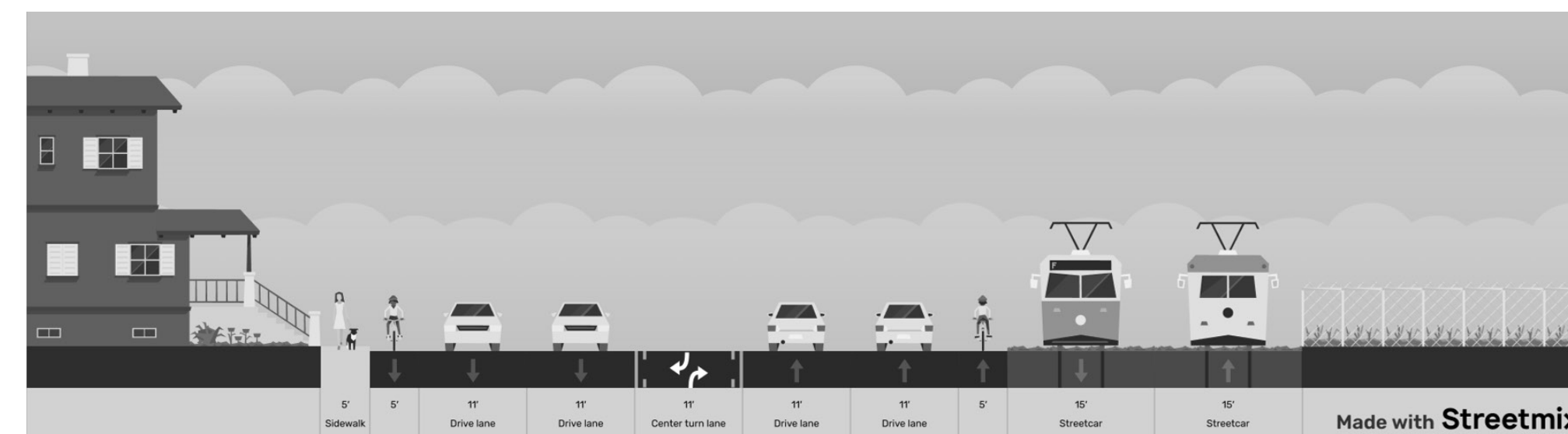
#### Landscaping

- + Preserves existing trees on the north side of the street
- + Could provide new trees on the south side of the street

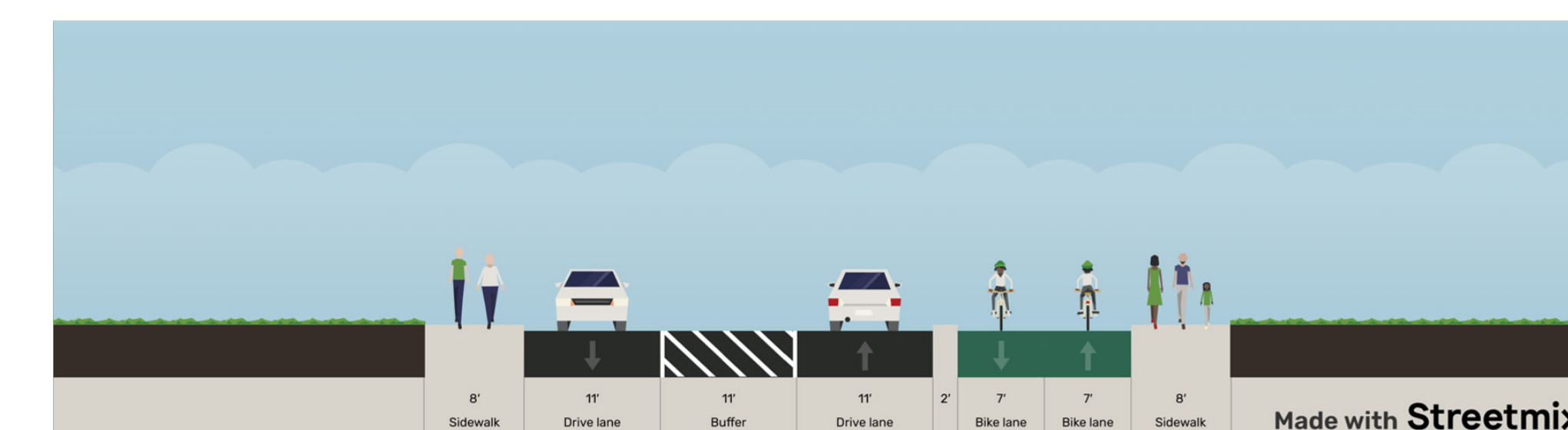
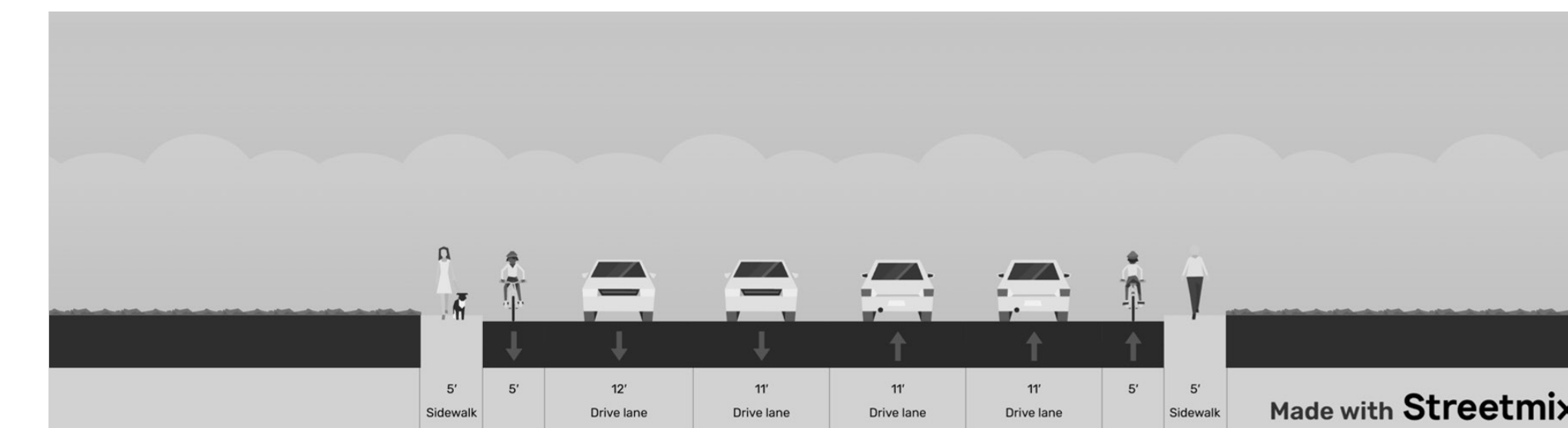
**1** Arden Way Near Fairfield Street (Looking East)



**2** Arden Way Near Royal Oaks Drive (Looking East)

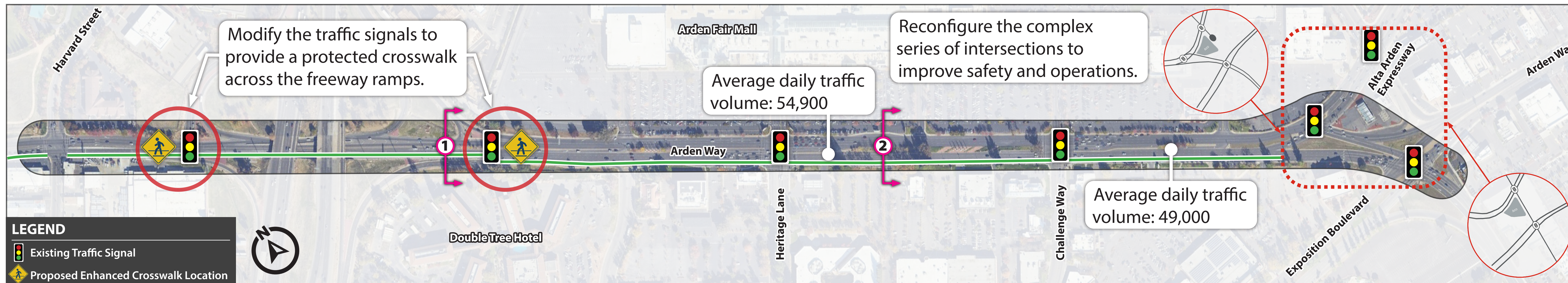


**3** Arden Way Bridge Over the Rail Tracks (Looking East)





## Arden Way Alternative 1 (cont.): Lane Reduction with Two-Way Separated Bicycle Lanes

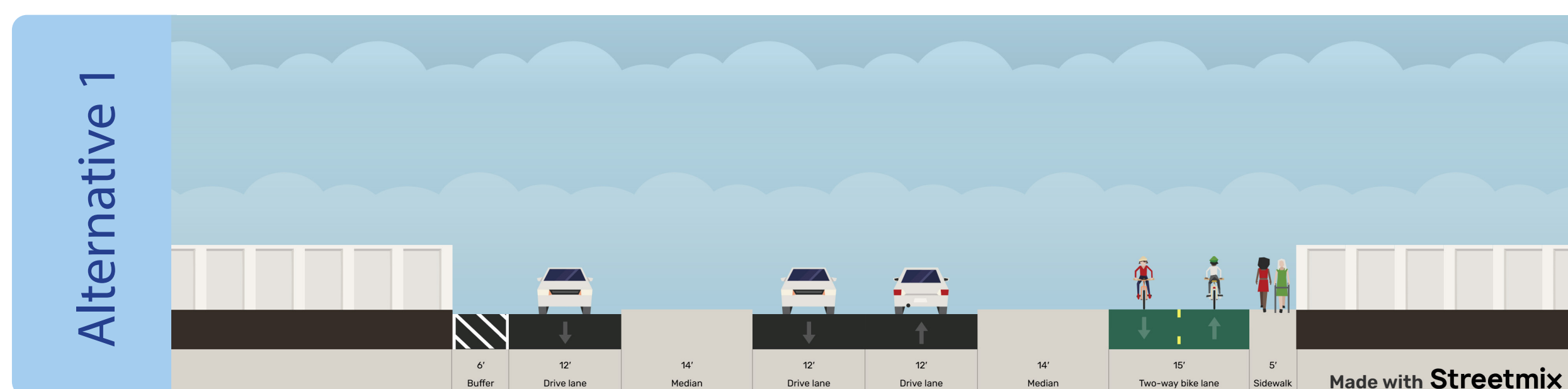
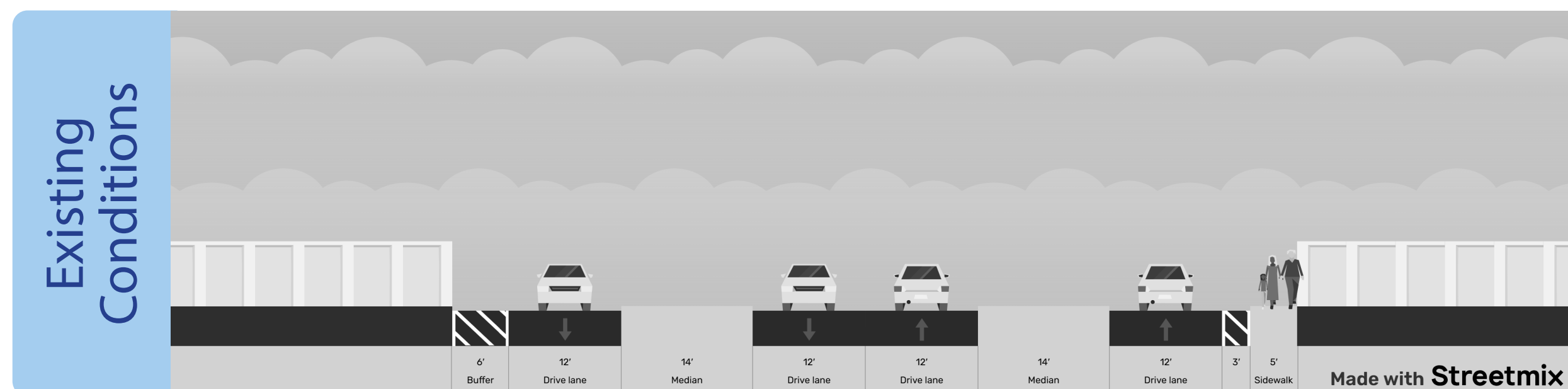


This alternative would repurpose travel lanes along Arden Way to provide space for a two-way separated bicycle lane and additional landscaping.

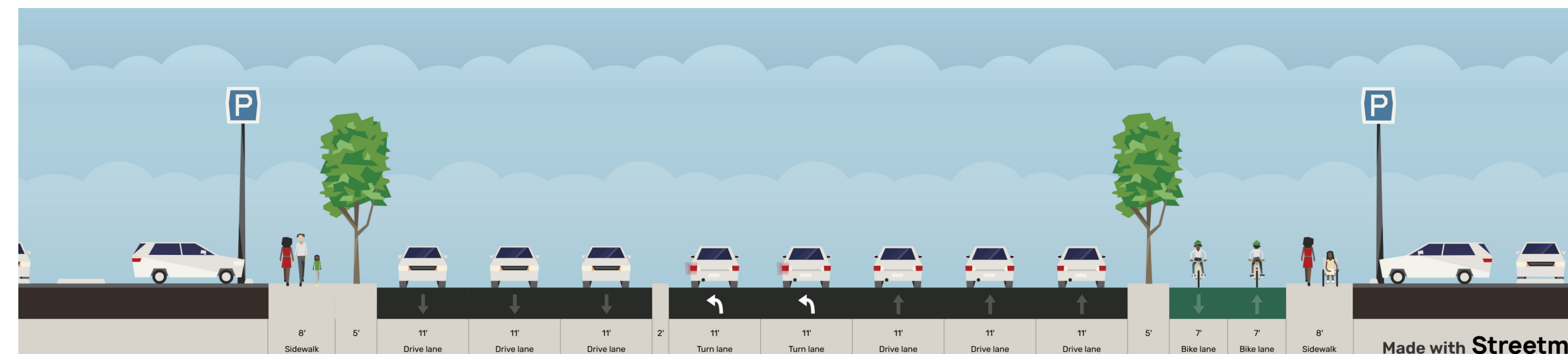
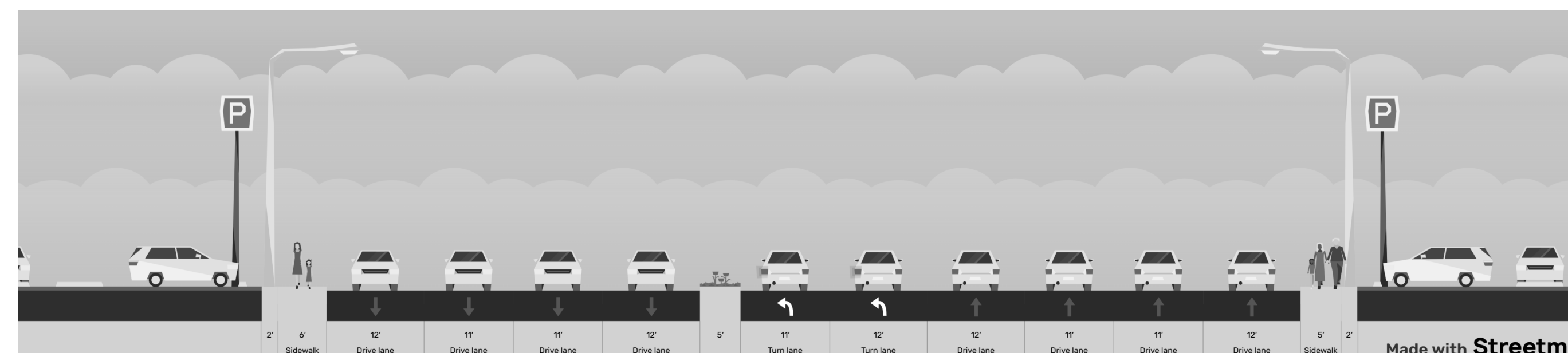
### KEY ELEMENTS:

- Bicycle Facilities**  
 + Adds a two-way separated bike lane to the south side of the street
- Travel Lanes**  
 ✓ Removes one travel lane in each direction
- Pedestrian Facilities**  
 + Extends sidewalk on both sides of the street
- Landscaping**  
 + Provides opportunities for new trees

**1** Arden Way Under the Freeway (Looking East)

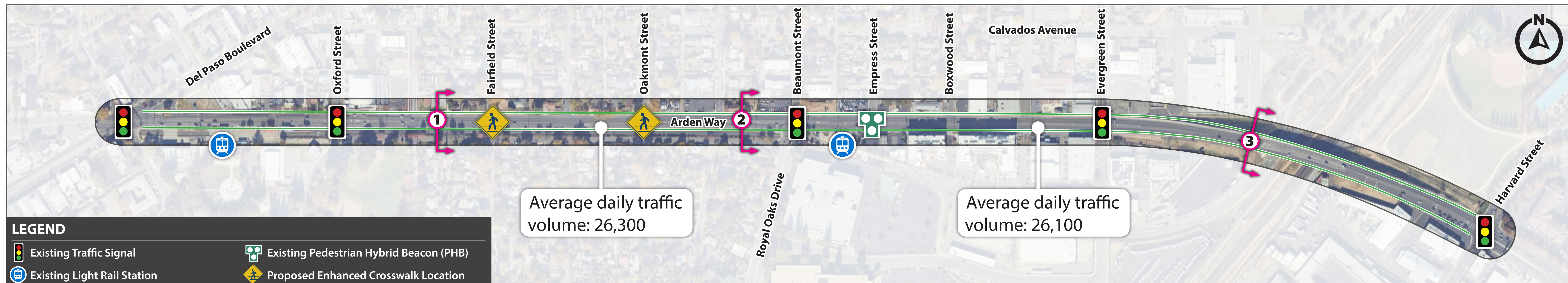


**2** Arden Way Near Heritage Lane (Looking East)





## Arden Way Alternative 2: Lane Reduction with One-Way Separated Bicycle Lanes

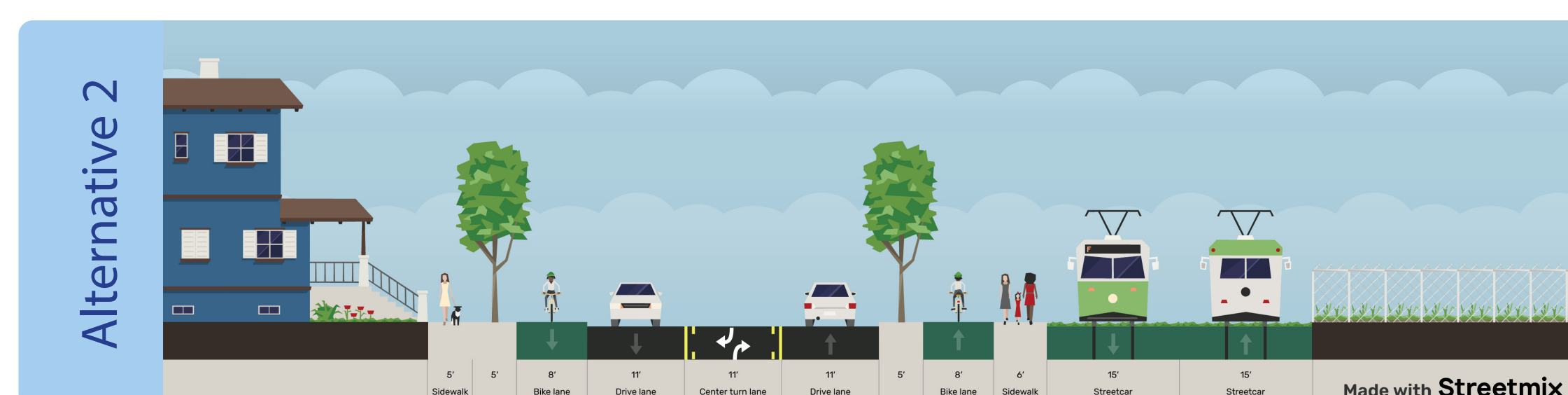
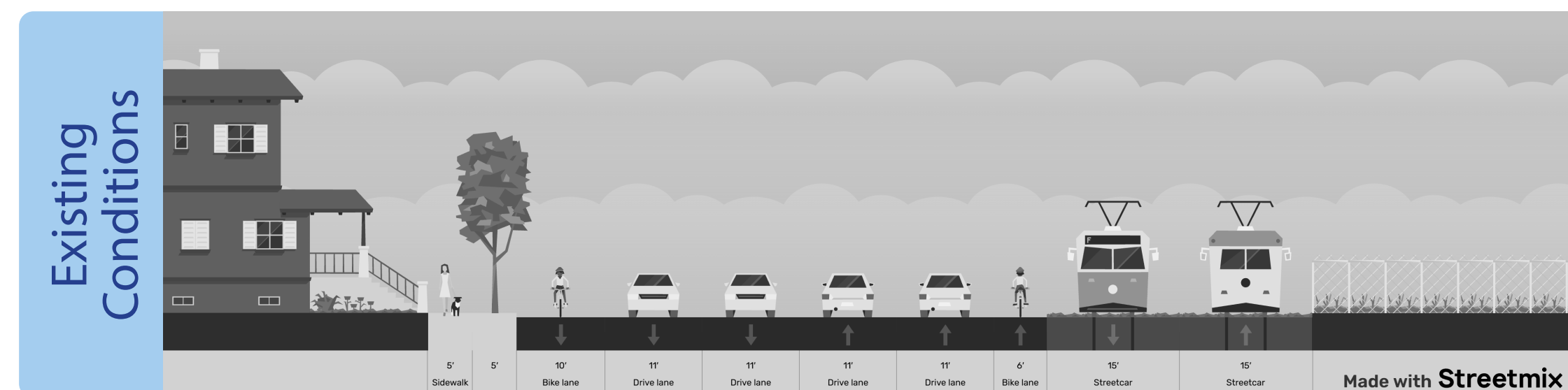


This alternative would repurpose a travel lane along Arden Way to provide space for a one-way separated bicycle lane, an additional sidewalk, and enhanced landscaping.

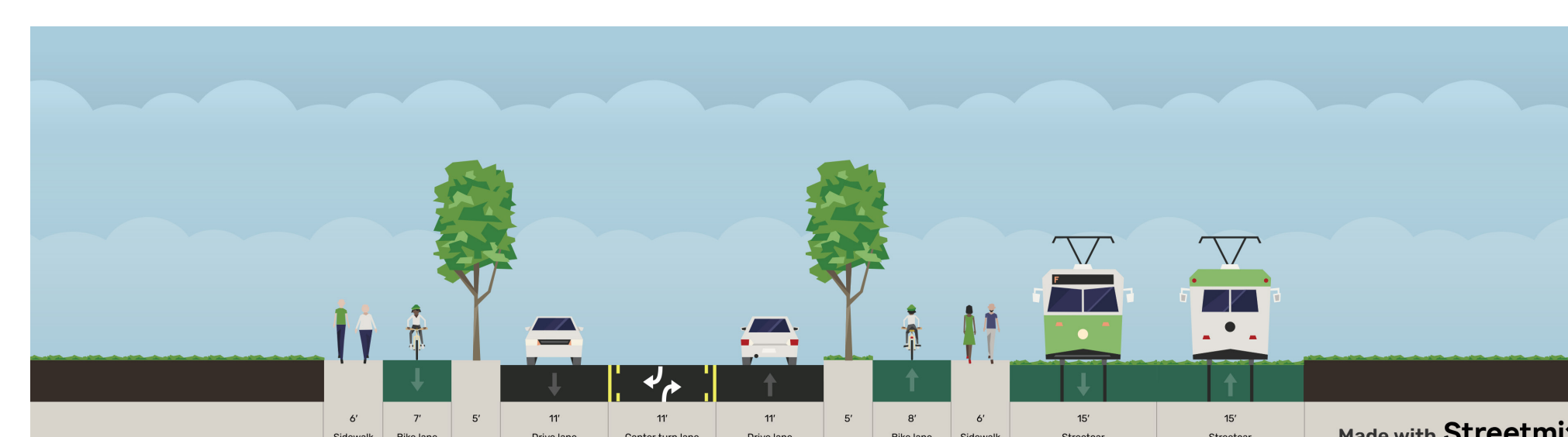
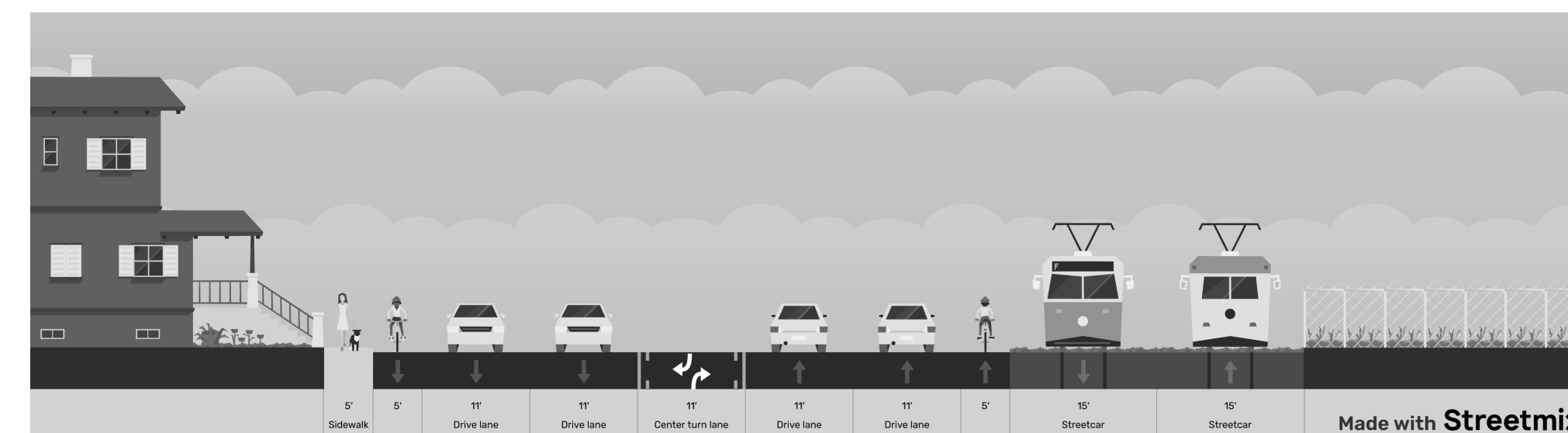
### KEY ELEMENTS:

- Bicycle Facilities**
  - + Adds a one-way separated bike lane in each direction
- Travel Lanes**
  - ✓ Removes one travel lane in each direction
  - + Adds a center turn lane
  - + Adds dedicated right-turn lanes at intersections between Del Paso Boulevard and Evergreen Street
- Pedestrian Facilities**
  - + Adds a sidewalk to the south side of the street
- Landscaping**
  - + Preserves existing trees on the north side of the street
  - + Could provide new trees on the south side of the street

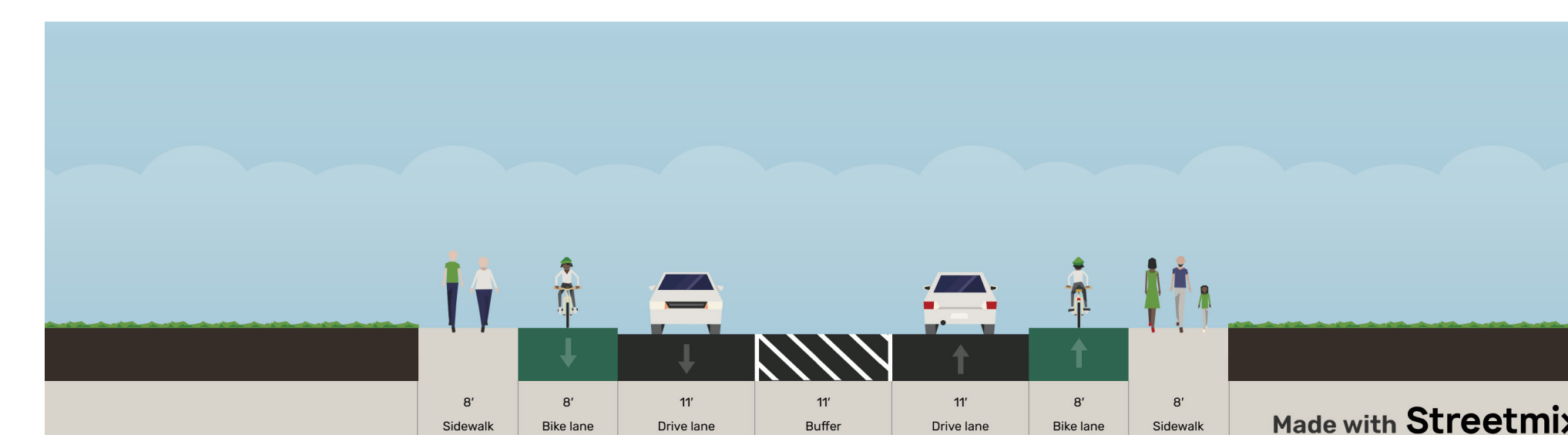
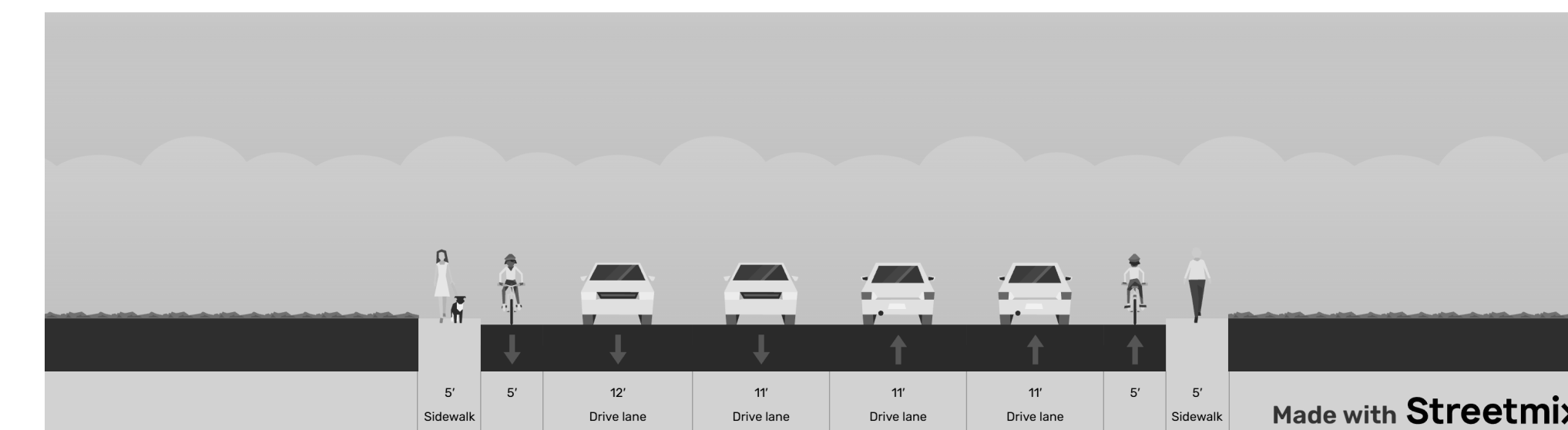
**1** Arden Way Near Fairfield Street (Looking East)



**2** Arden Way Near Royal Oaks Drive (Looking East)



**3** Arden Way Bridge Over the Rail Tracks (Looking East)





## Let us know!

Place a green dot under the concepts you like, and a red dot under the ones you don't. Leave a sticky note to help us understand why.

### ONE-WAY SEPARATED BIKE LANES

Included in: **2**

These one-way bike lanes would be physically separated from vehicle traffic, with one lane on each side of the street traveling in the same direction as adjacent vehicles.



### ADDITIONAL ENHANCED CROSSWALKS

Included in: **1 2 3**

Installing additional crosswalks makes it easier for people to walk or bike across the street. This is particularly important for alternatives where four travel lanes are maintained; it creates longer crossing distances for people walking and biking, and makes it harder for drivers to see them.



### NO LANE REDUCTION

Included in: **3**

Maintaining all existing travel lanes while providing a dedicated space for people walking and biking within the existing right-of-way would require a narrow shared-use path.



### TWO-WAY SEPARATED BIKE LANE

Included in: **1**

These two-way bike lanes would be physically separated from vehicle traffic, allowing people to ride in both directions on one side of the street.



### SIDEWALKS ON BOTH SIDES

Included in: **1 2**

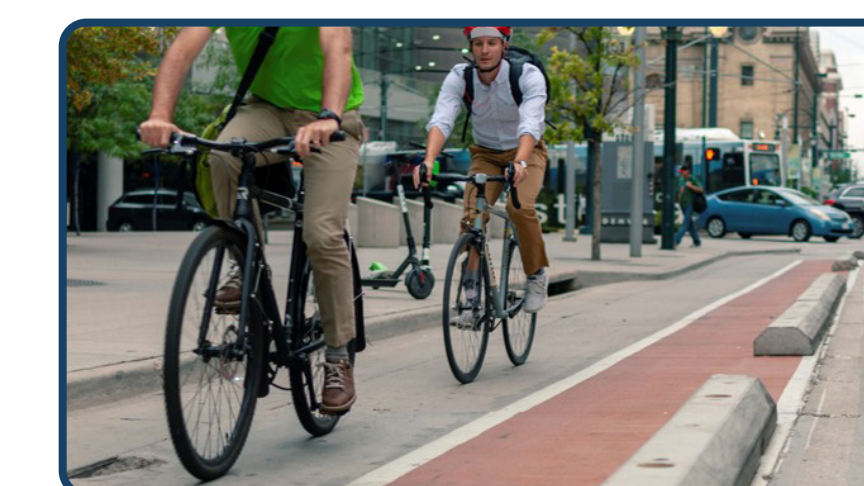
A new sidewalk on the south side of the street would create more opportunities to connect pedestrians to the light rail station.



### STREET-LEVEL SEPARATED BIKE LANES

Included in: **3**

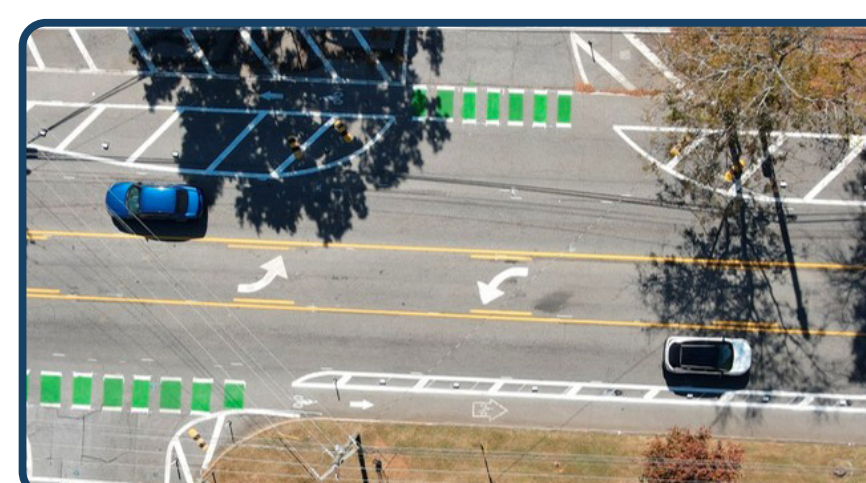
Street-level separated bike lanes would enhance the existing bicycle lane by adding a striped buffer and vertical elements to create more separation between cyclists and vehicle traffic.



### LANE REDUCTION (4 TO 3 LANES)

Included in: **1 2**

Repurposing a travel lane would create space to provide a continuous two-way left-turn lane, dedicated right-turn lanes, enhanced bicycle and pedestrian infrastructure, as well as opportunities for more landscaping.



### WIDEN SIDEWALKS

Included in: **1 2**

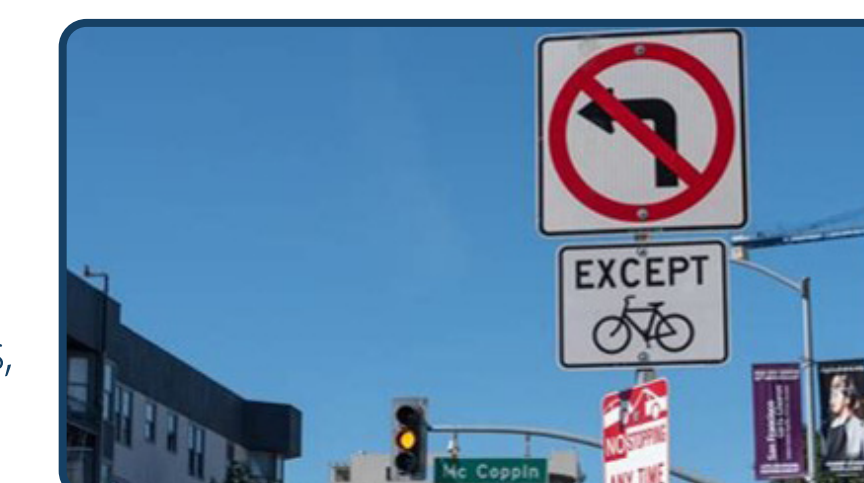
Expanding the sidewalks from five to eight feet in both directions would support safe, accessible, and comfortable pedestrian access along the corridor. These sidewalks would be wide enough to accommodate multiple people walking side-by-side.



### TURN RESTRICTIONS

Included in: **3**

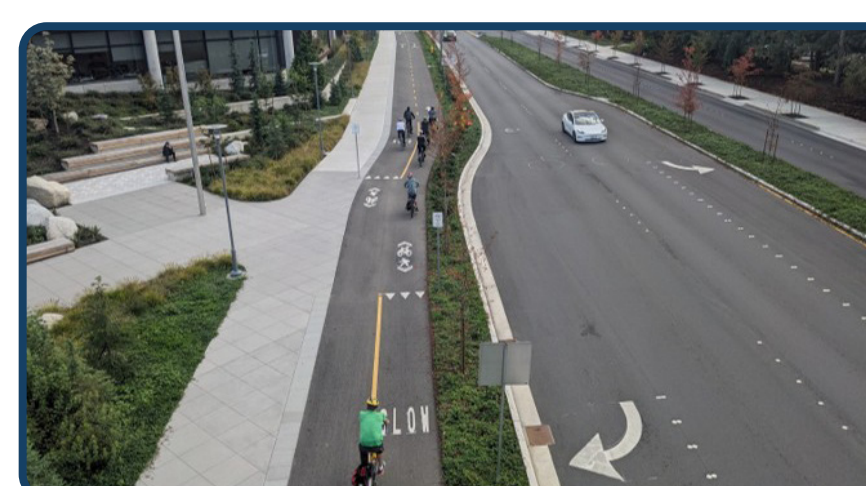
Restricting left turns at signalized intersections reduces conflicts between people walking, biking, and driving. This approach would concentrate turning movements at signals, which may change how people access the neighborhood north of Arden Way.



### LANE REDUCTION (8 TO 6 LANES)

Included in: **2 3**

Repurposing a travel lane in each direction would create space to provide enhanced bicycle and pedestrian infrastructure, opportunities for more landscaping, and preserve all existing turning lanes.



### ENHANCED LANDSCAPING

Included in: **1 2**

New trees and landscaping along Arden Way can have a range of benefits, including providing shade, lowering temperatures, and enhancing street character. They would also create a buffer between pedestrians and cyclists and the road.



### SHARED-USE PATH

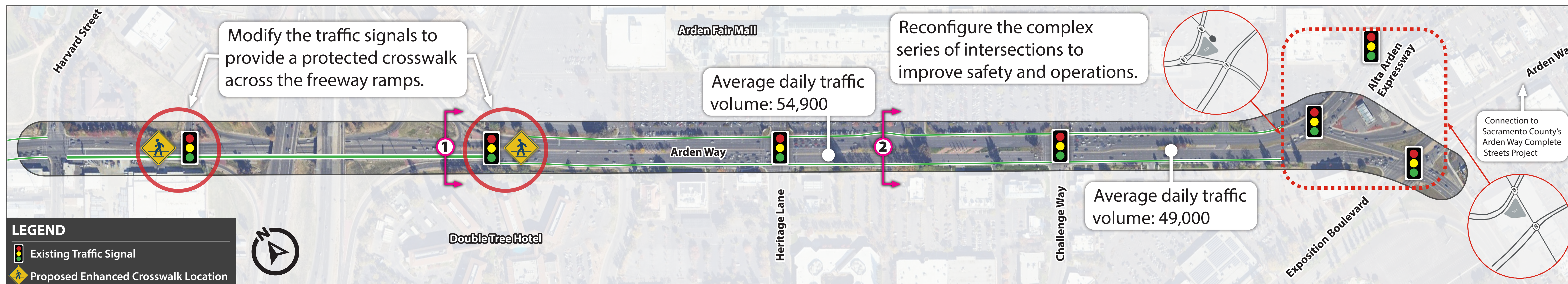
Included in: **3**

A two-way shared-use path would accommodate people walking, biking, rolling, or scooting.





## Arden Way Alternative 2 (cont.): Lane Reduction with One-Way Separated Bicycle Lanes

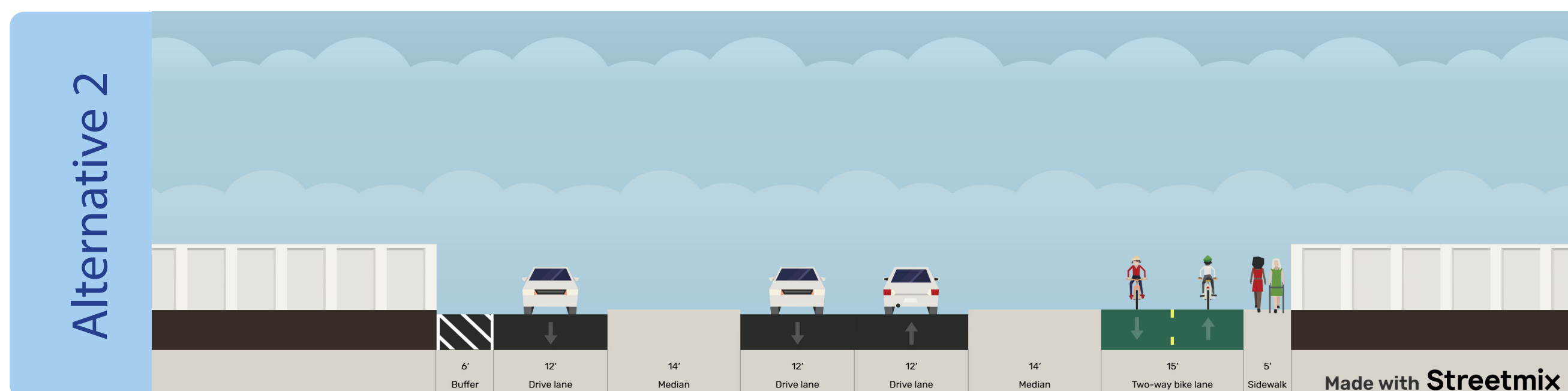
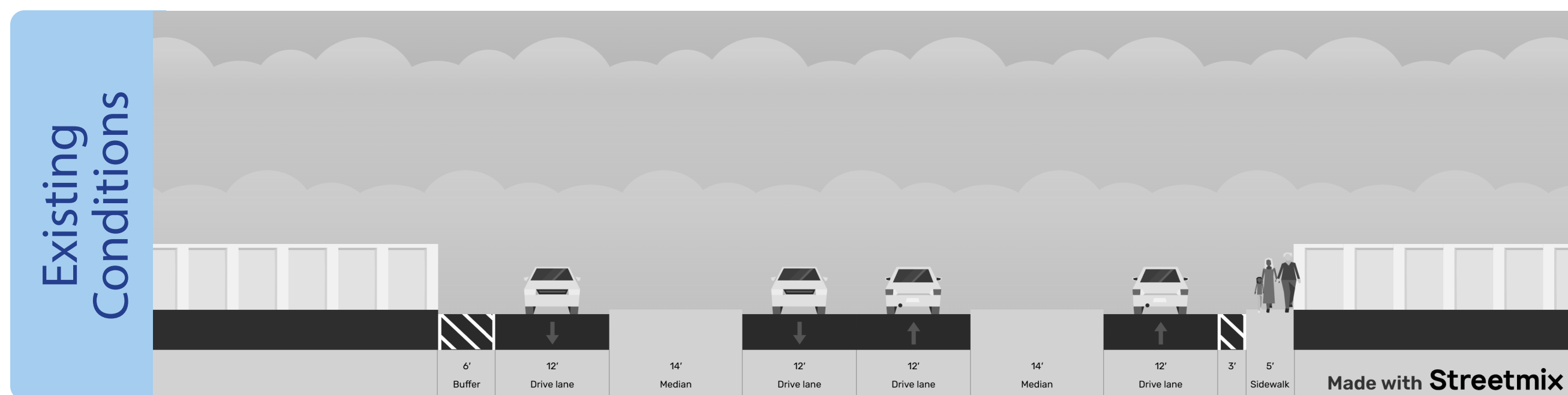


This alternative would repurpose travel lanes along Arden Way to provide space for a two-way separated bicycle lane and additional landscaping.

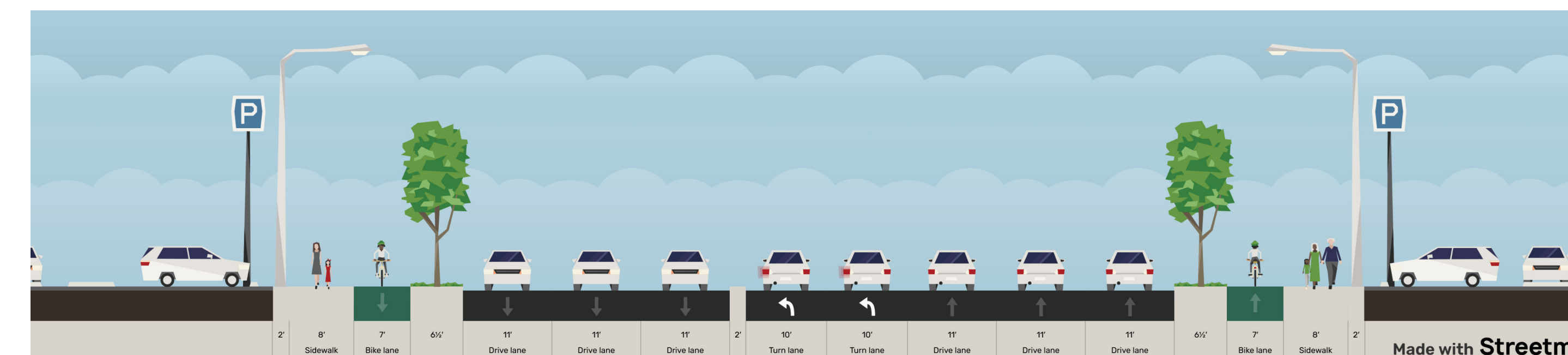
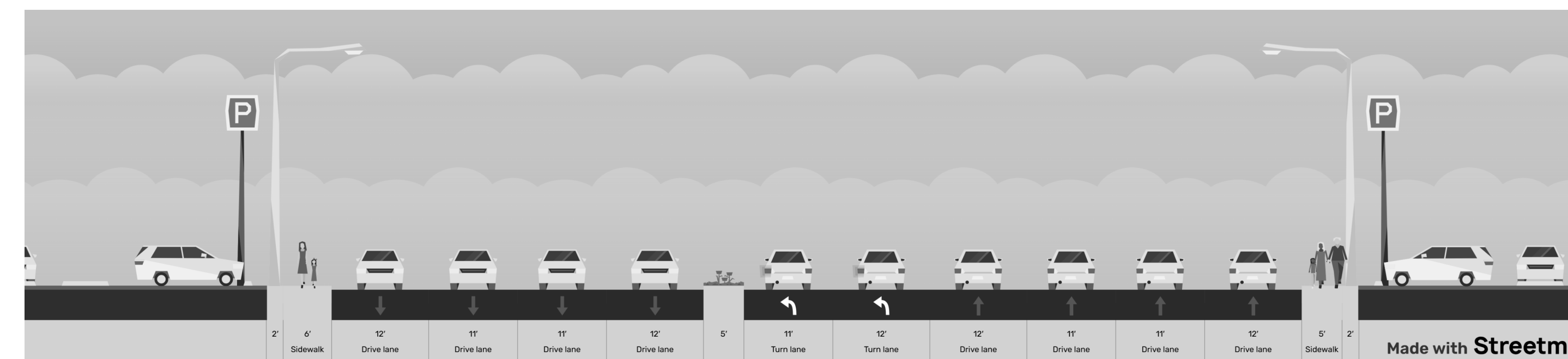
### KEY ELEMENTS:

- Bicycle Facilities**
  - + Adds a one-way separated bike lane in each direction
- Travel Lanes**
  - ✓ Removes one travel lane in each direction
- Pedestrian Facilities**
  - + Extends sidewalk on both sides of the street
- Landscaping**
  - + Provides opportunities for new trees

**1** Arden Way Under the Freeway (Looking East)

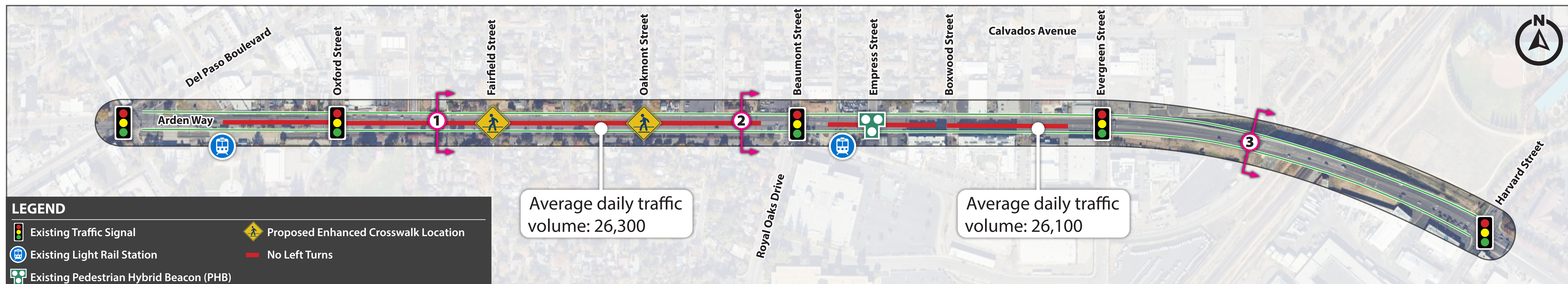


**2** Arden Way Near Heritage Lane (Looking East)





## Arden Way Alternative 3: One-Way Separated Bike Lanes (Street-Level)

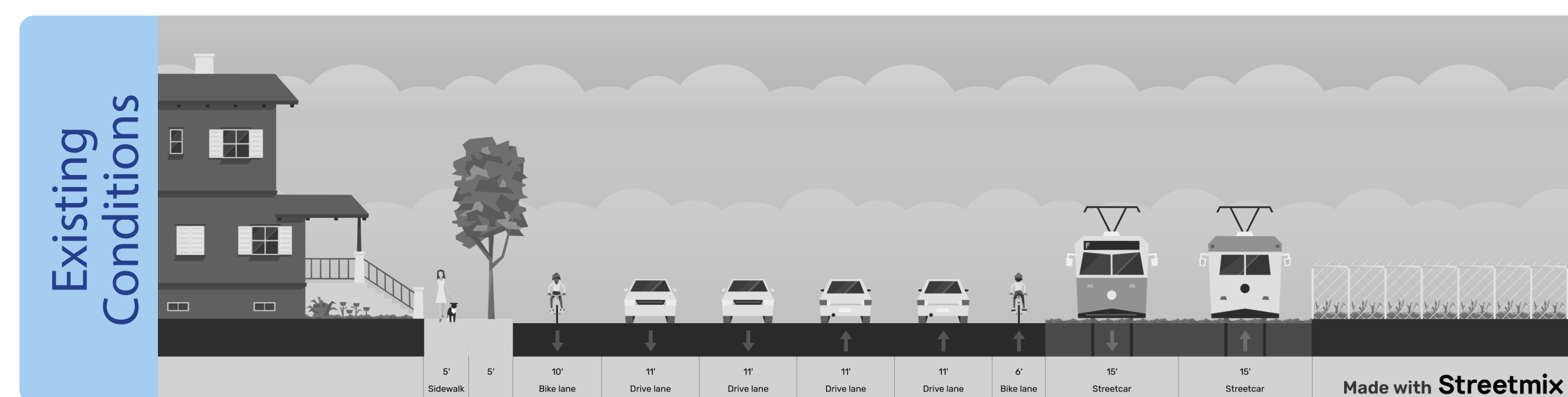


This alternative would maintain all existing travel lanes, restrict left-turns, and provide a buffer space between vehicle travel and bicycle lanes.

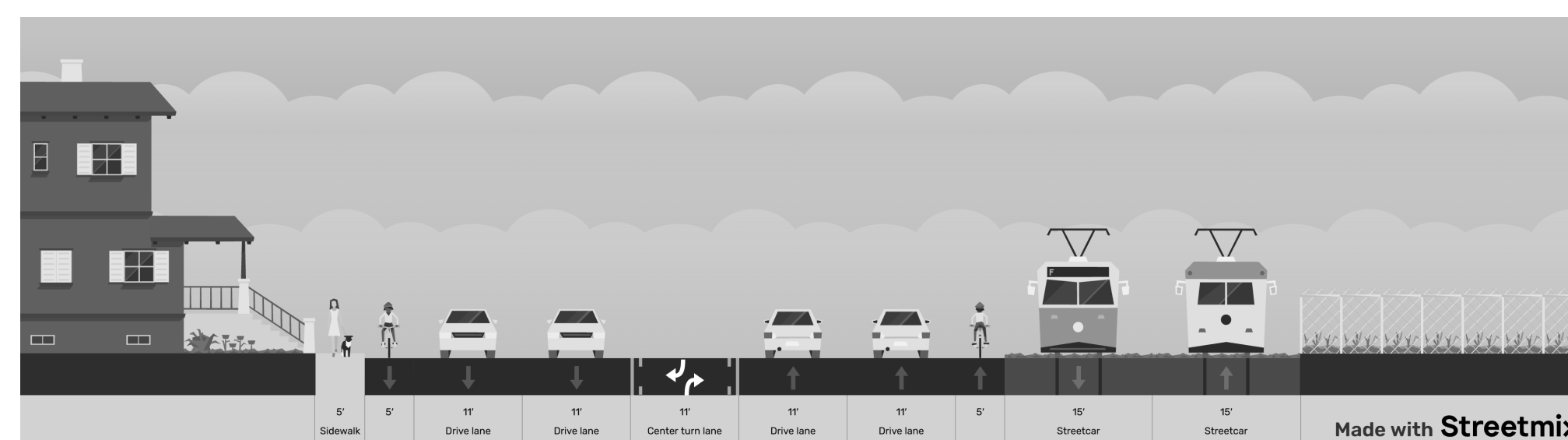
### KEY ELEMENTS:

- Bicycle Facilities**
  - + Provides buffer space between vehicle traffic and bicycle lanes
- Travel Lanes**
  - + Maintains two travel lanes in each direction
  - ✓ Limits left turns to signalized intersections
- Pedestrian Facilities**
  - + Maintains existing sidewalk on the north side of the street
- Landscaping**
  - + Preserves existing trees on the north side of the street

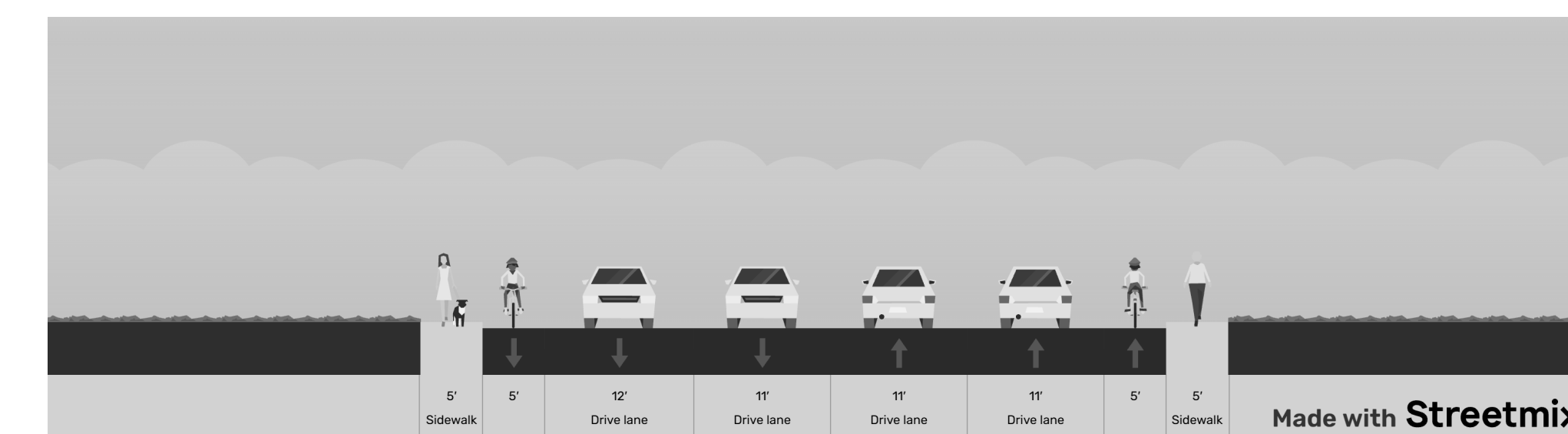
1 Arden Way Near Fairfield Street (Looking East)



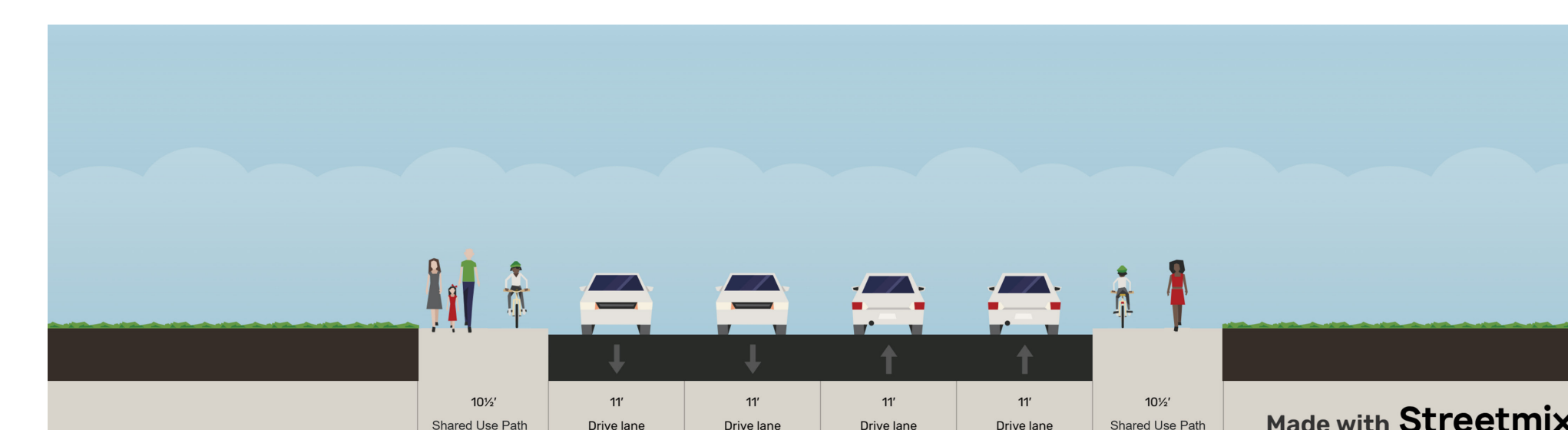
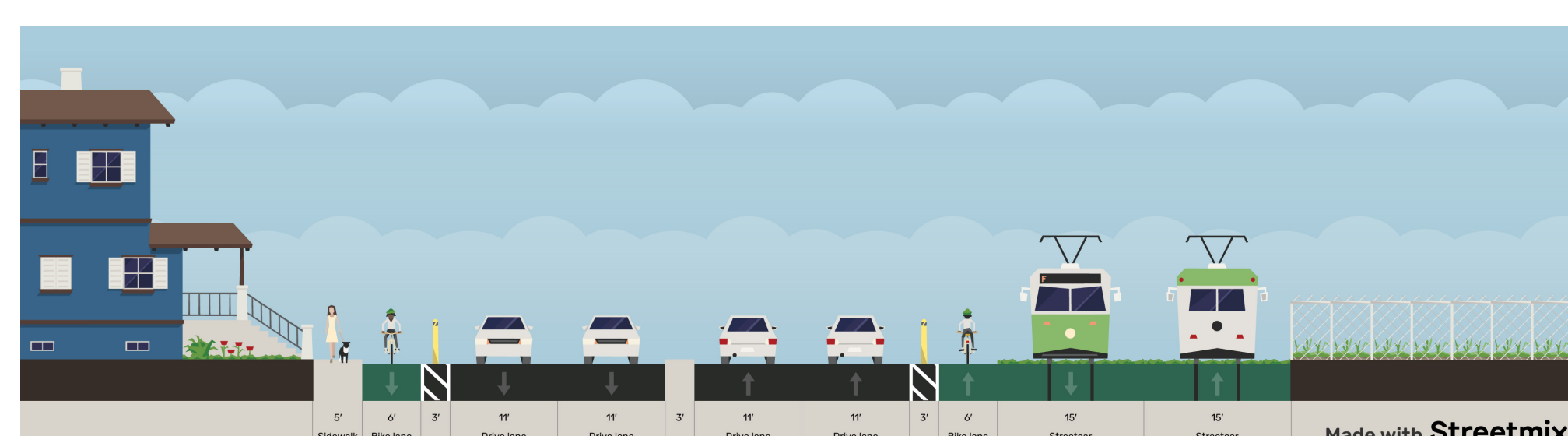
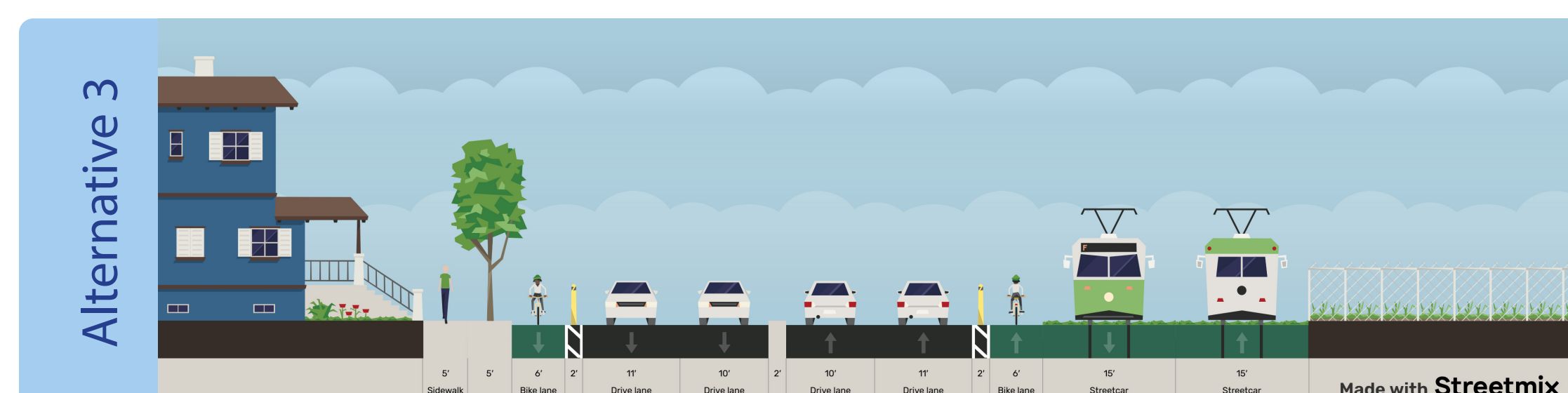
2 Arden Way Near Royal Oaks Drive (Looking East)



3 Arden Way Bridge Over the Rail Tracks (Looking East)

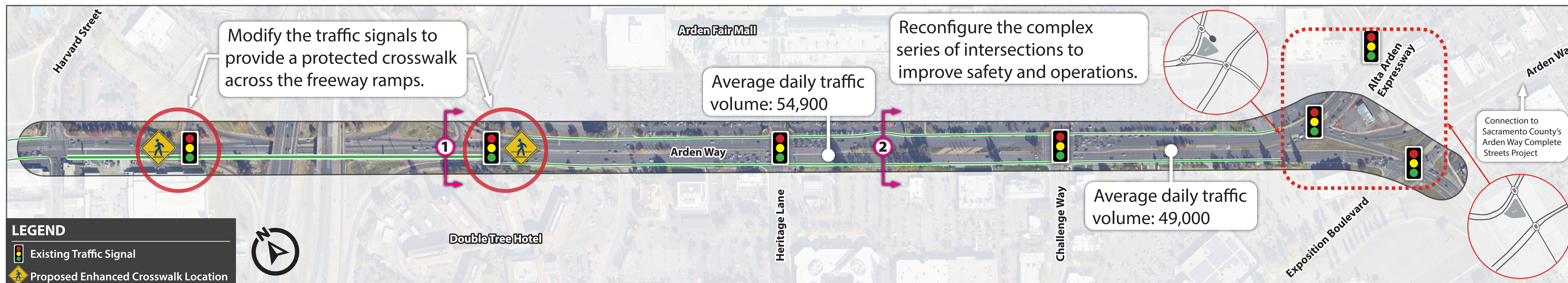


Alternative 3





## Arden Way Alternative 3 (cont.): Shared-Use Path

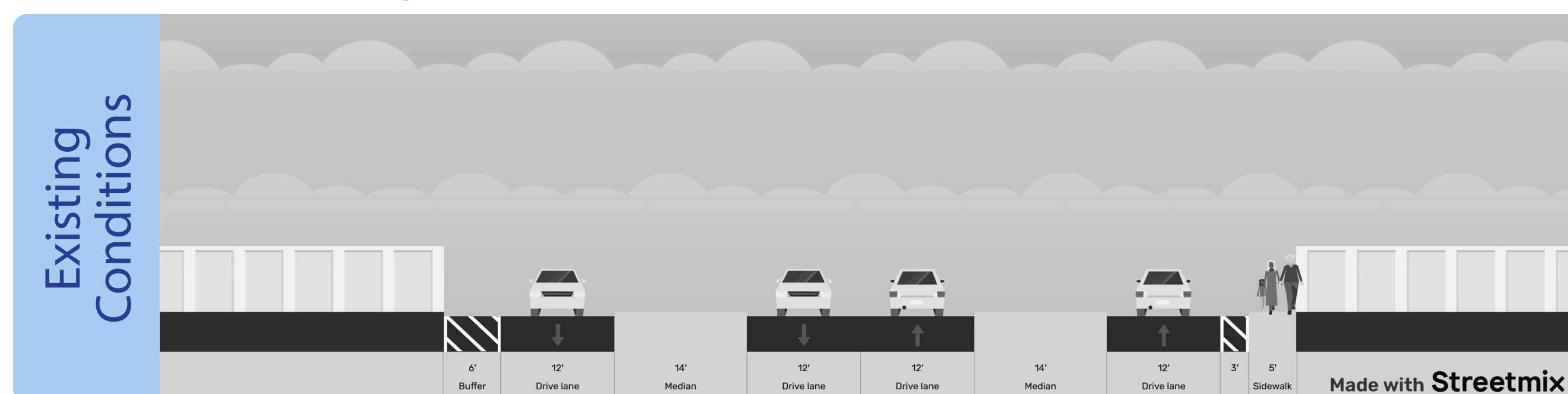


This alternative would maintain all travel lanes along Arden Way and extend the right-of-way to create a shared-use path on the north side of the street.

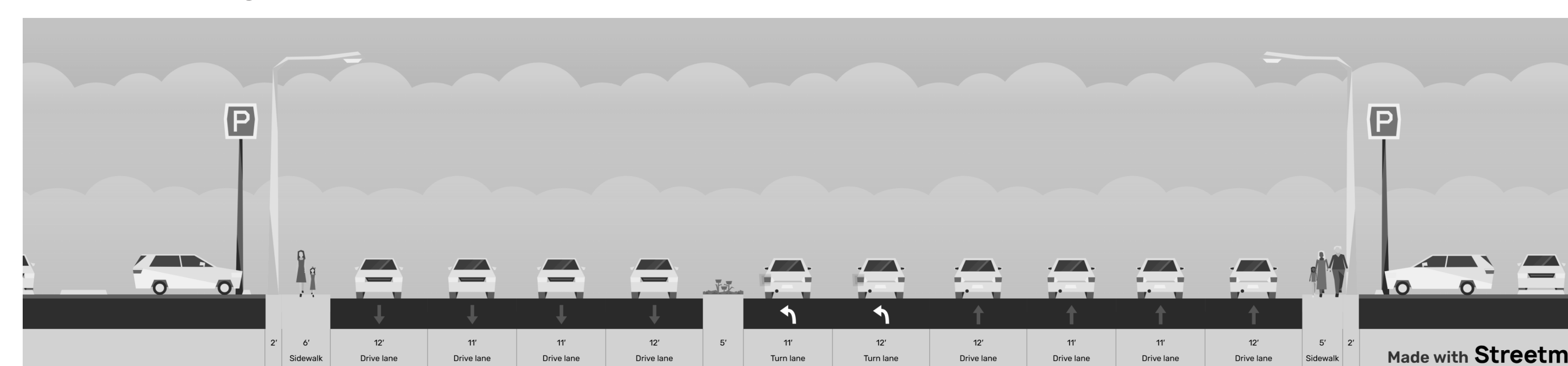
### KEY ELEMENTS:

- Bicycle Facilities**  
+ Adds a shared-use path to north side of street
- Travel Lanes**  
+ Maintains all travel lanes
- Pedestrian Facilities**  
+ Adds a shared-use path to north side of street
- Landscaping**  
✓ No opportunities for landscaping

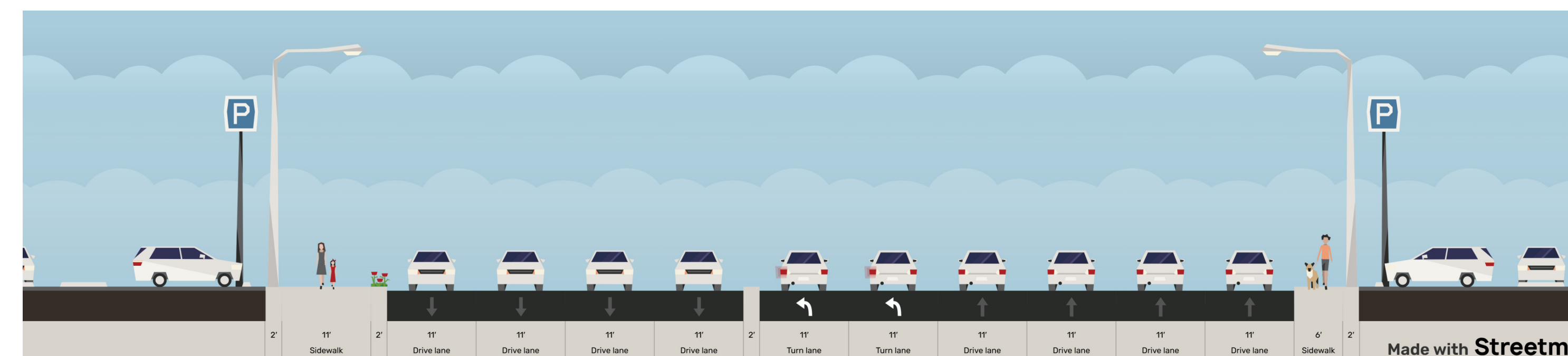
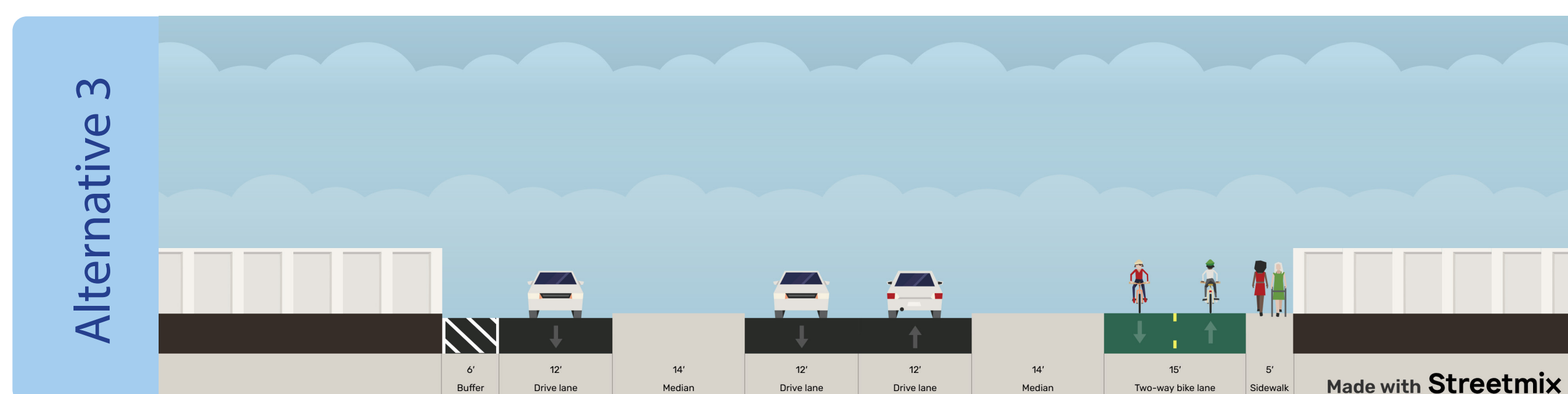
**1** Arden Way Under the Freeway (Looking East)



**2** Arden Way Near Heritage Lane (Looking East)



Alternative 3





## Let us know!

Place a green dot under the concepts you like, and a red dot under the ones you don't. Leave a sticky note to help us understand why.

### ONE-WAY SEPARATED BIKE LANES

Included in: **2**

These one-way bike lanes would be physically separated from vehicle traffic, with one lane on each side of the street traveling in the same direction as adjacent vehicles.



### ADDITIONAL ENHANCED CROSSWALKS

Included in: **1 2 3**

Installing additional crosswalks makes it easier for people to walk or bike across the street. This is particularly important for alternatives where four travel lanes are maintained; it creates longer crossing distances for people walking and biking, and makes it harder for drivers to see them.



### NO LANE REDUCTION

Included in: **3**

Maintaining all existing travel lanes while providing a dedicated space for people walking and biking within the existing right-of-way would require a narrow shared-use path.



### TWO-WAY SEPARATED BIKE LANE

Included in: **1**

These two-way bike lanes would be physically separated from vehicle traffic, allowing people to ride in both directions on one side of the street.



### SIDEWALKS ON BOTH SIDES

Included in: **1 2**

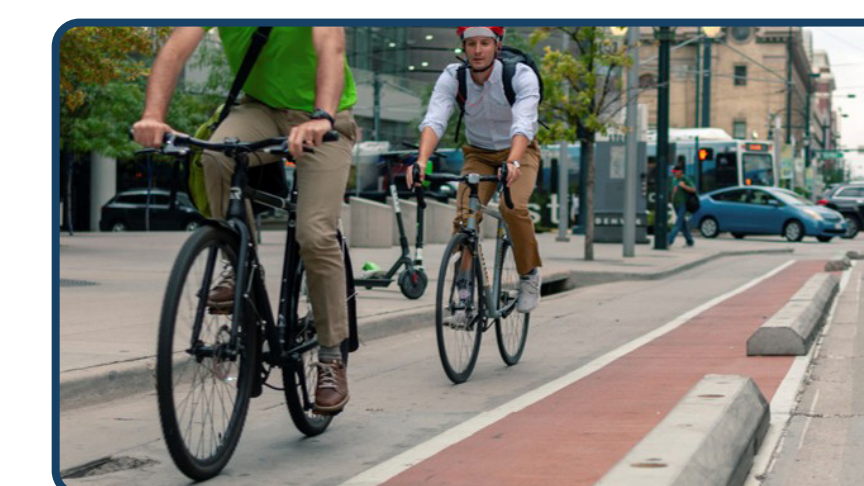
A new sidewalk on the south side of the street would create more opportunities to connect pedestrians to the light rail station.



### STREET-LEVEL SEPARATED BIKE LANES

Included in: **3**

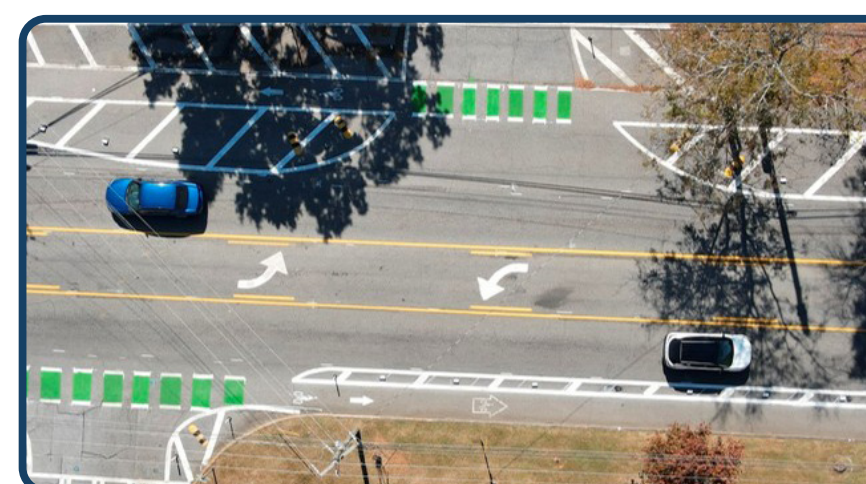
Street-level separated bike lanes would enhance the existing bicycle lane by adding a striped buffer and vertical elements to create more separation between cyclists and vehicle traffic.



### LANE REDUCTION (4 TO 3 LANES)

Included in: **1 2**

Repurposing a travel lane would create space to provide a continuous two-way left-turn lane, dedicated right-turn lanes, enhanced bicycle and pedestrian infrastructure, as well as opportunities for more landscaping.



### WIDEN SIDEWALKS

Included in: **1 2**

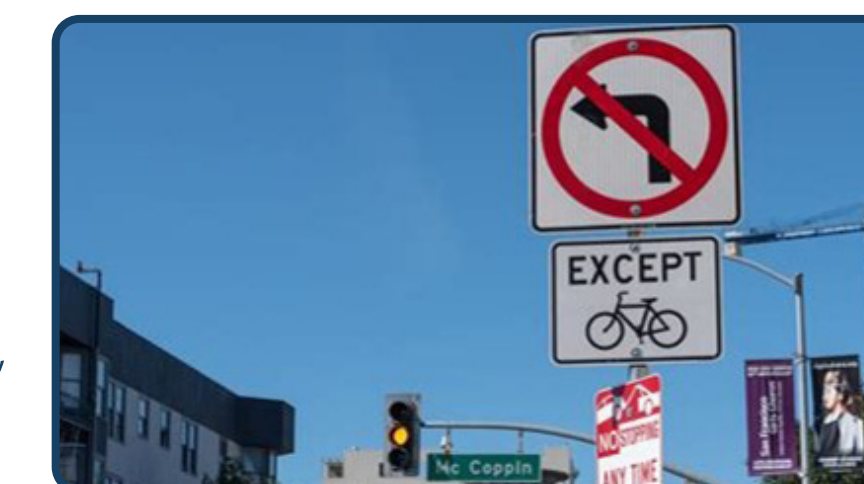
Expanding the sidewalks from five to eight feet in both directions would support safe, accessible, and comfortable pedestrian access along the corridor. These sidewalks would be wide enough to accommodate multiple people walking side-by-side.



### TURN RESTRICTIONS

Included in: **3**

Restricting left turns at signalized intersections reduces conflicts between people walking, biking, and driving. This approach would concentrate turning movements at signals, which may change how people access the neighborhood north of Arden Way.



### LANE REDUCTION (8 TO 6 LANES)

Included in: **2 3**

Repurposing a travel lane in each direction would create space to provide enhanced bicycle and pedestrian infrastructure, opportunities for more landscaping, and preserve all existing turning lanes.



### ENHANCED LANDSCAPING

Included in: **1 2**

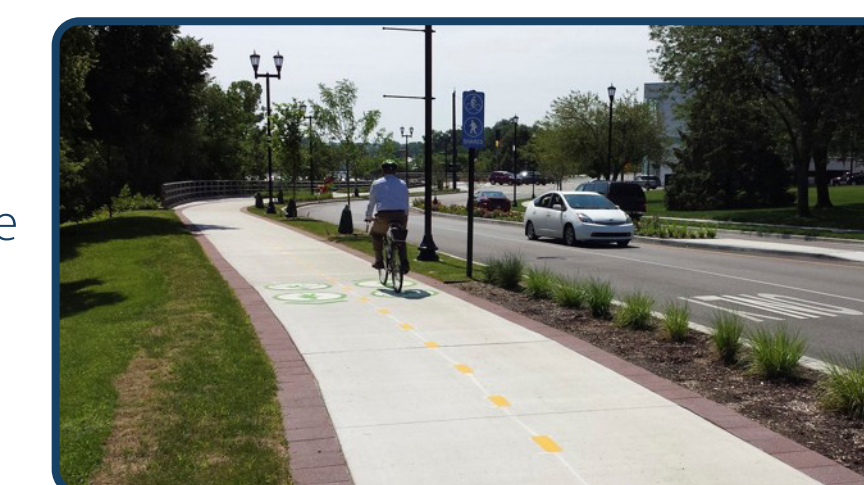
New trees and landscaping along Arden Way can have a range of benefits, including providing shade, lowering temperatures, and enhancing street character. They would also create a buffer between pedestrians and cyclists and the road.



### SHARED-USE PATH

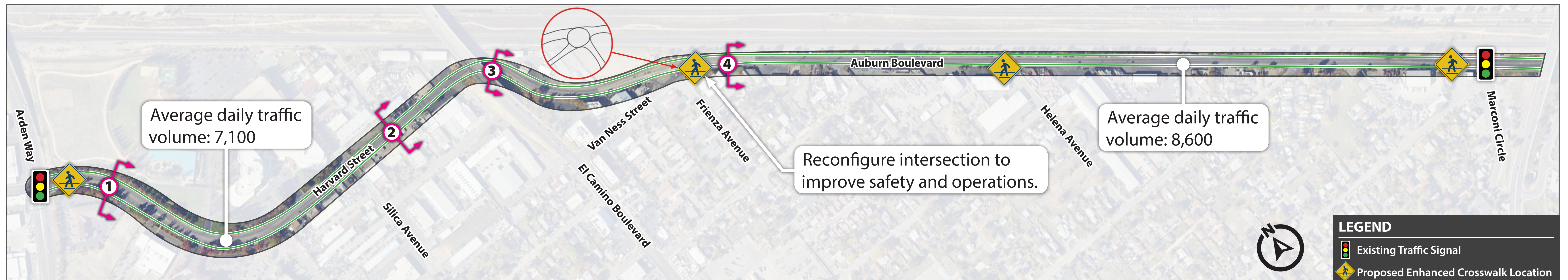
Included in: **3**

A two-way shared-use path would accommodate people walking, biking, rolling, or scooting.





## Harvard Street/Auburn Boulevard Alternative 1 : One-Way Separated Bicycle Lanes

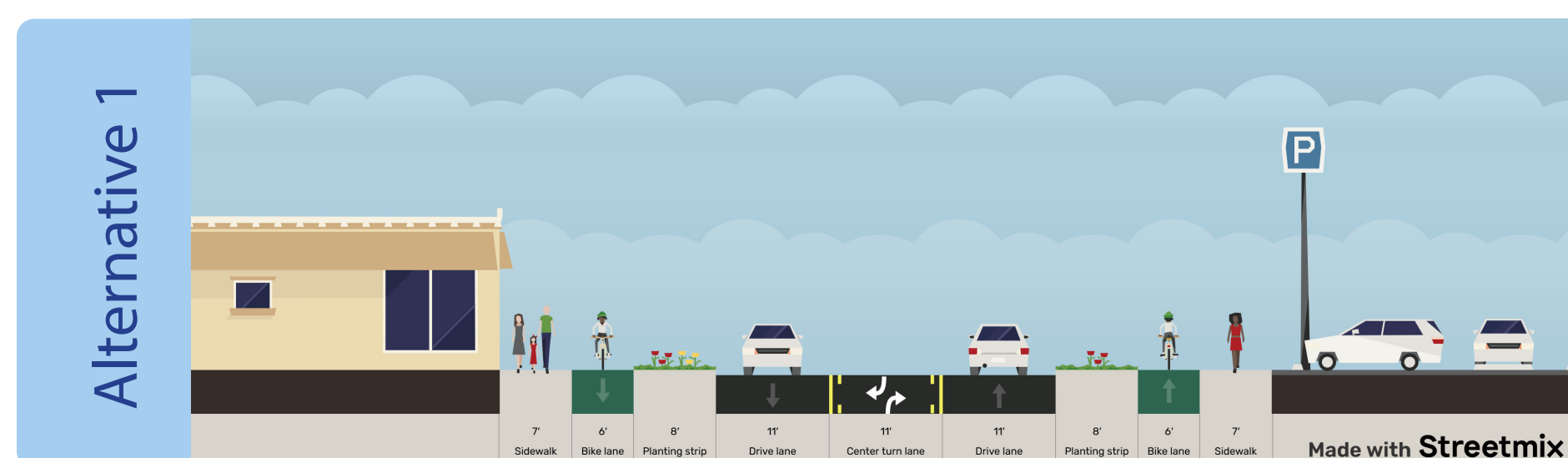
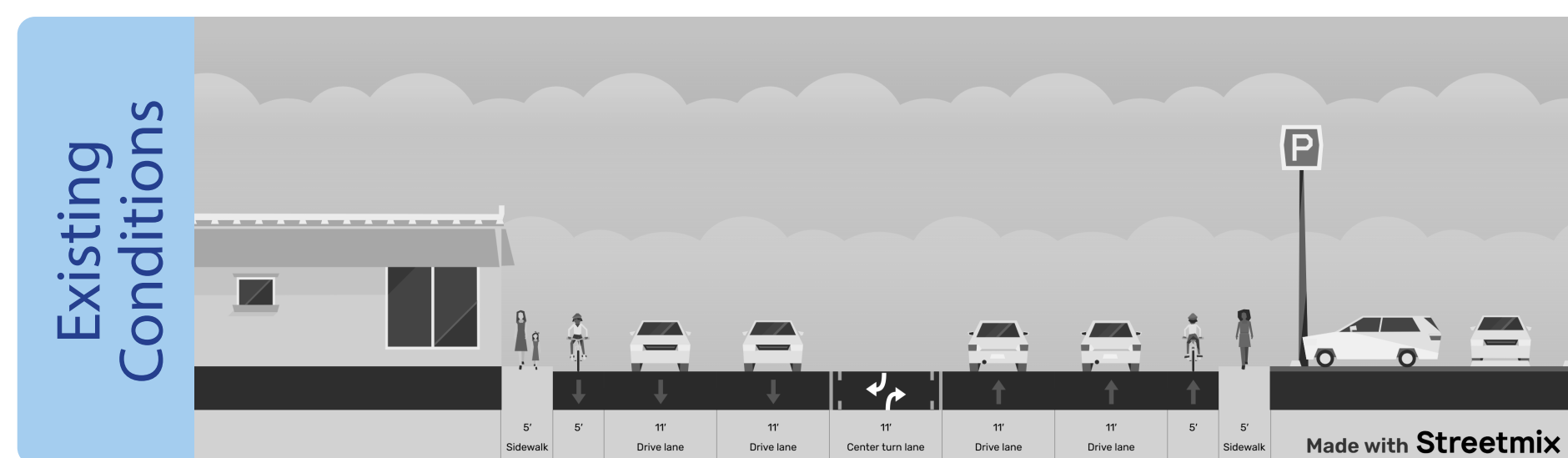


This alternative would repurpose a travel lane along Harvard Street and shoulder space on Auburn Boulevard to create a one-way separated bicycle lane, sidewalks, and additional landscaping.

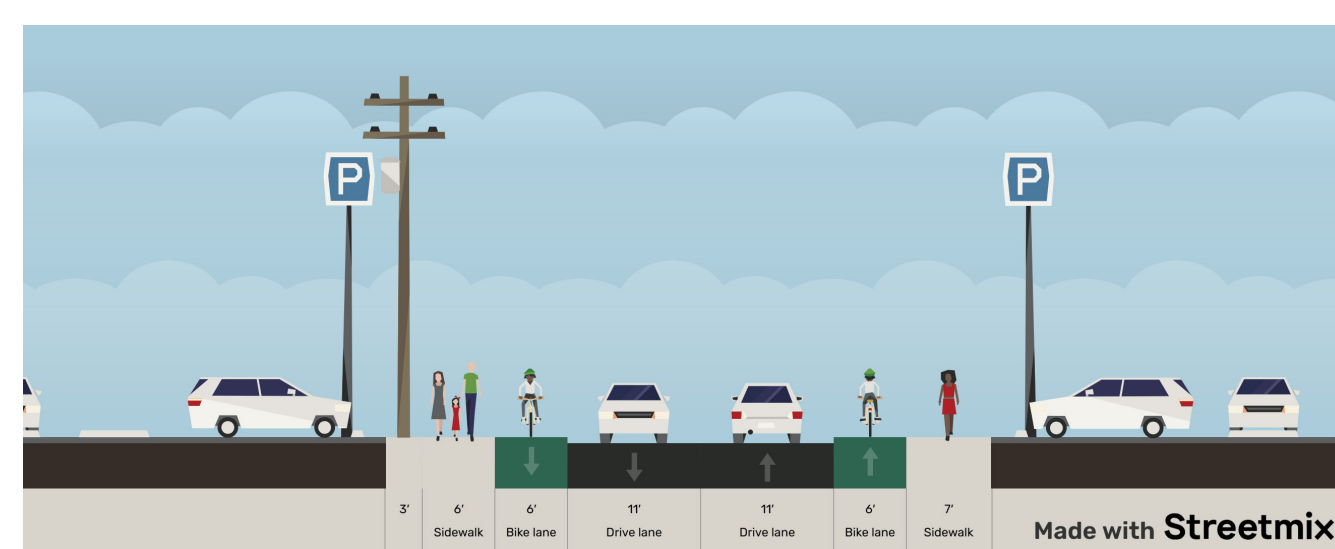
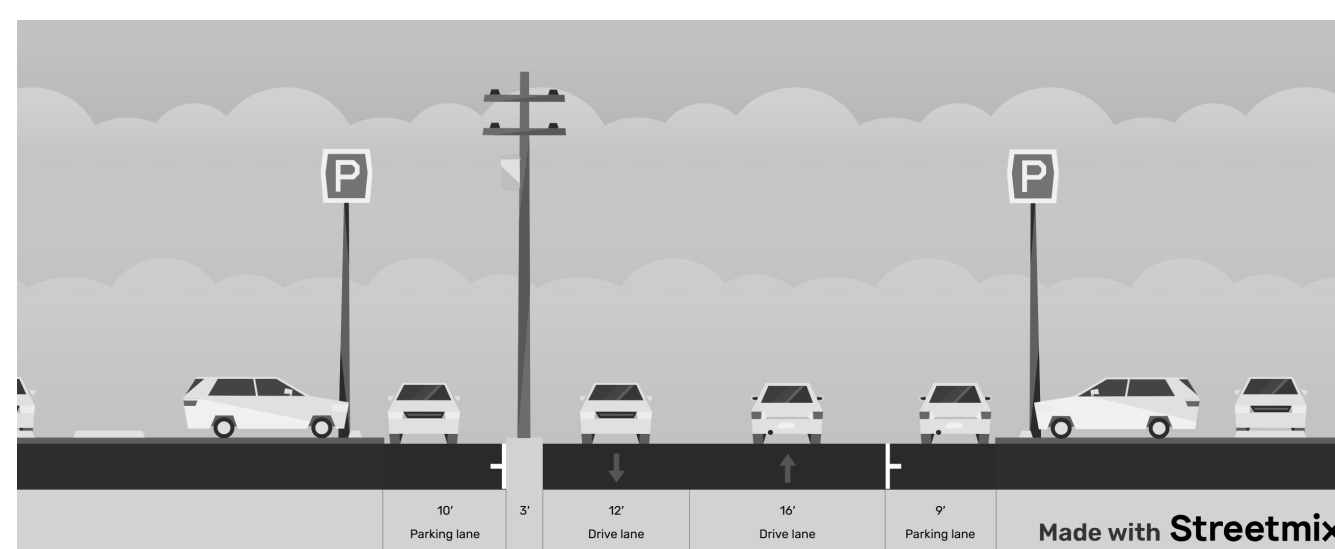
### KEY ELEMENTS:

- Bicycle Facilities**
  - + Adds a one-way separated bike lane in each direction
- Travel Lanes**
  - ✓ Narrows existing travel lanes
  - ✓ Removes one travel lane in each direction between Arden Way and Silica Way
  - ✓ Removes parking lanes in both directions
- Pedestrian Facilities**
  - + Adds a sidewalk to both sides of the street where not existing
- Landscaping**
  - + Provides opportunities for new trees and landscaping

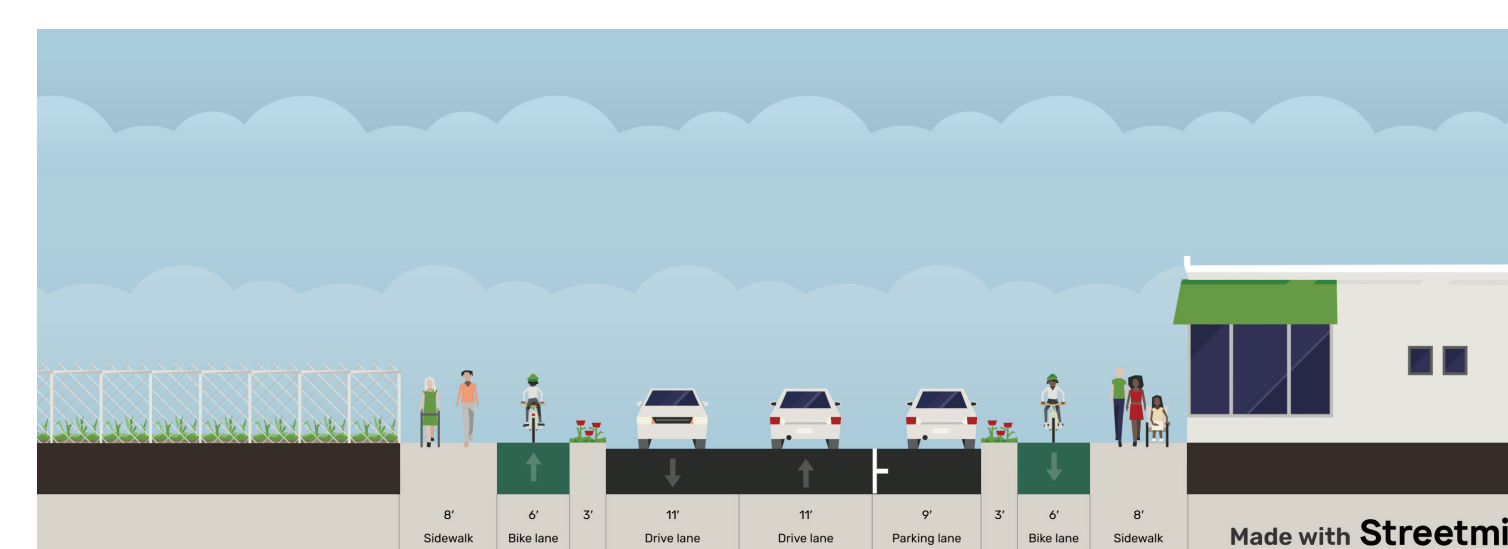
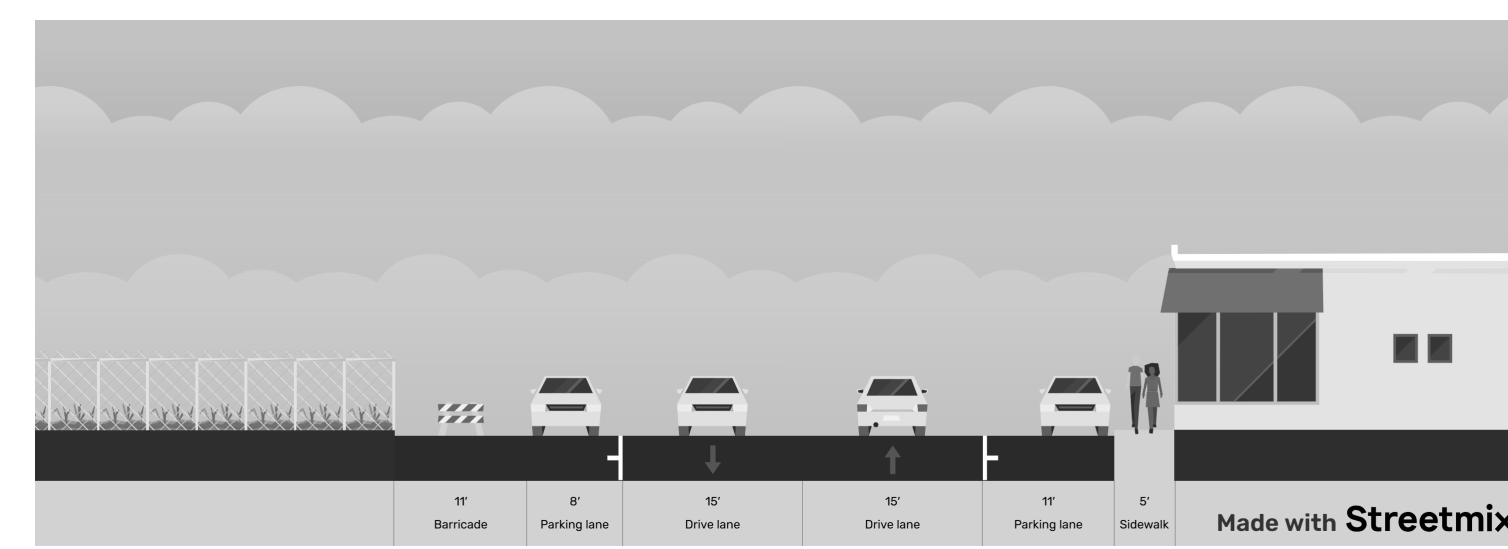
1 Harvard Street near Arden Way (Looking North)



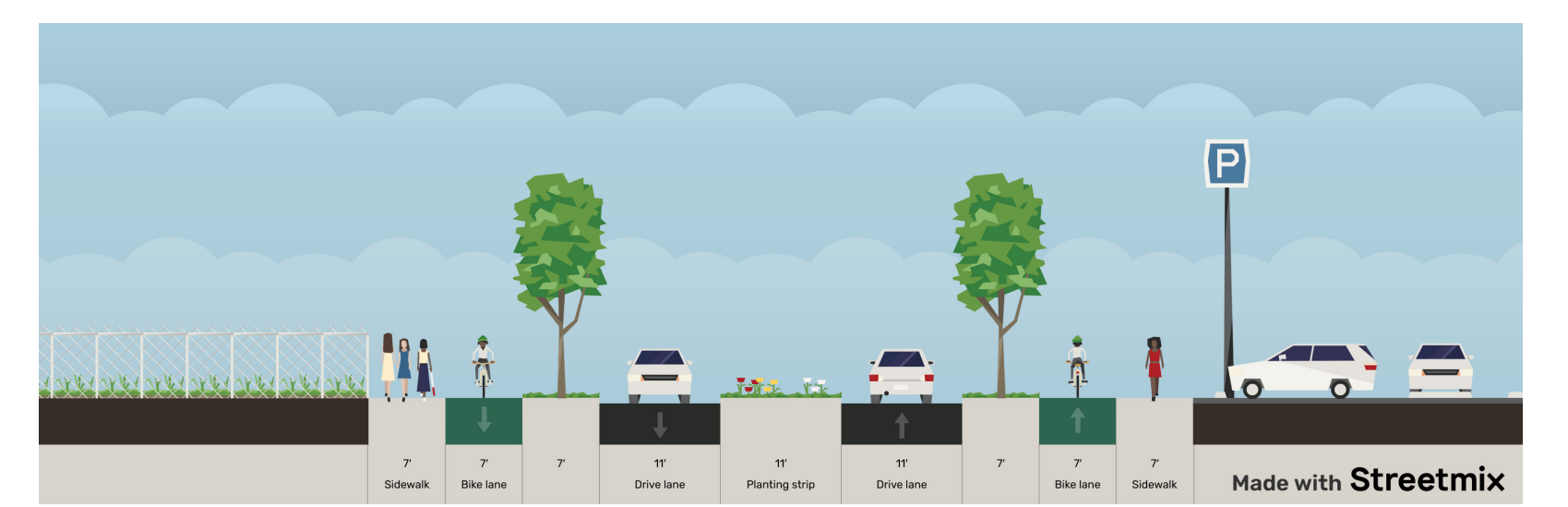
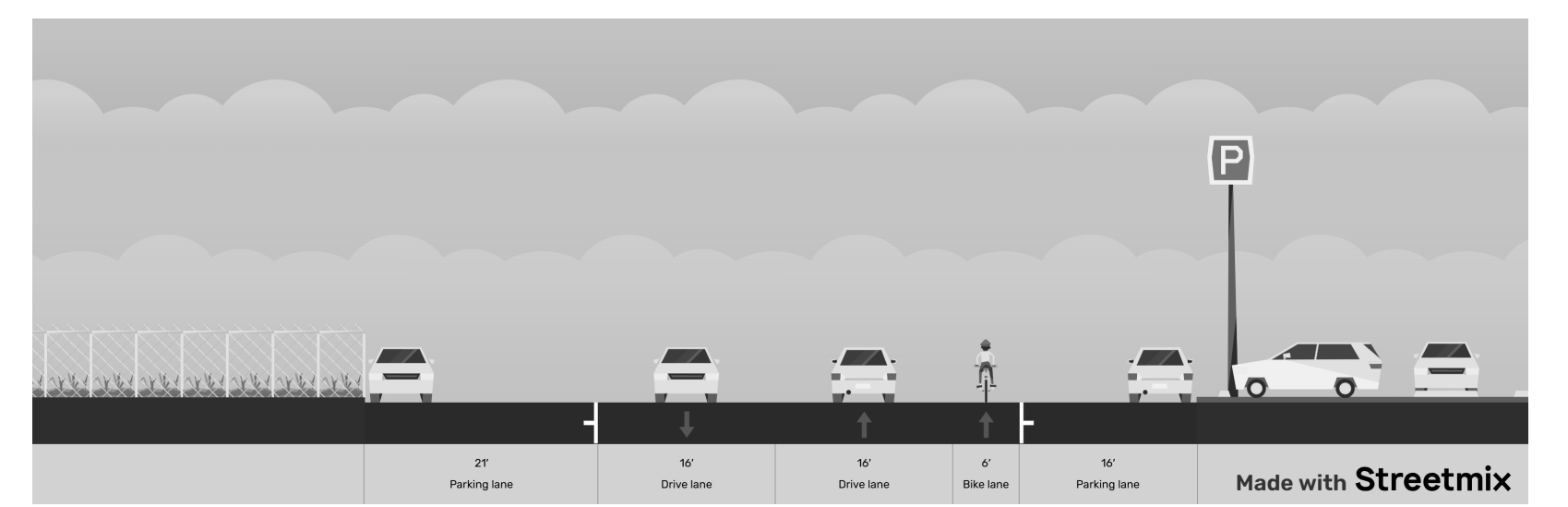
2 Harvard Street near Silica Way (Looking North)



3 Auburn Boulevard near El Camino Boulevard (Looking North)

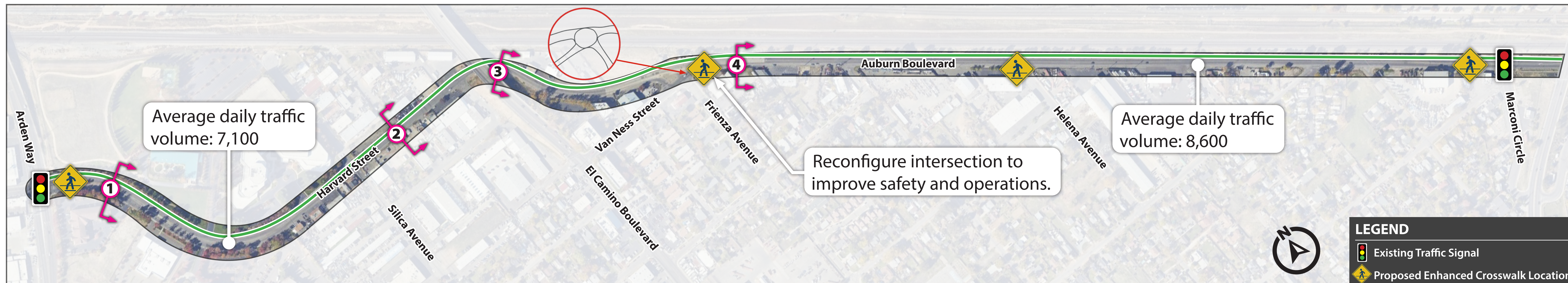


4 Auburn Boulevard near Fianza Avenue (Looking North)





## Harvard Street/Auburn Boulevard Alternative 2 : Two-Way Separated Bicycle Lanes

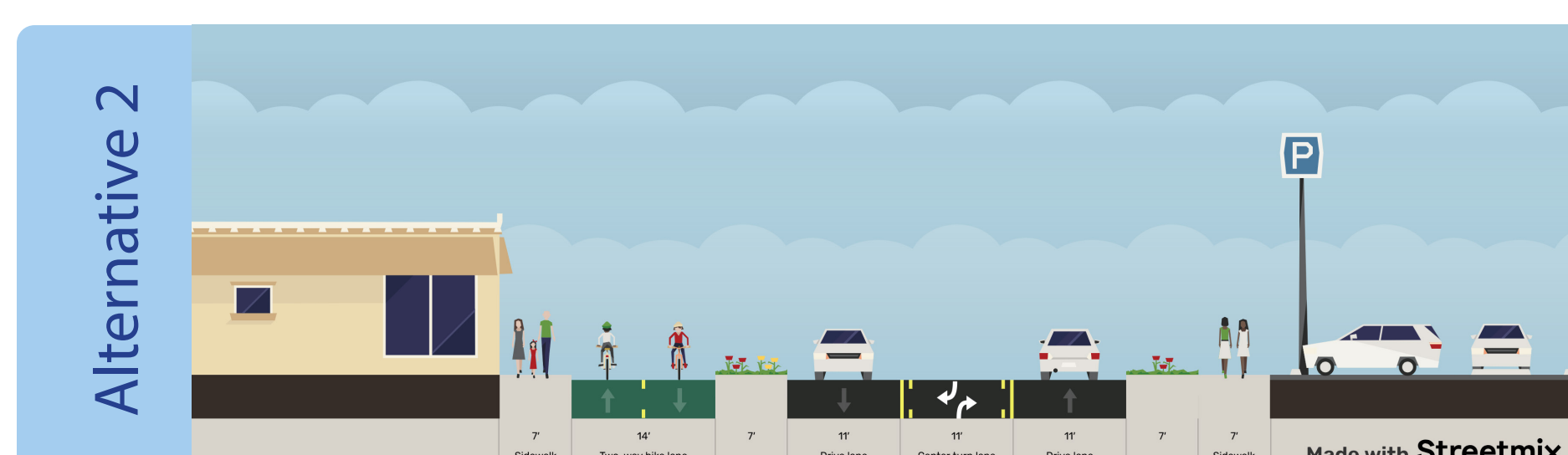
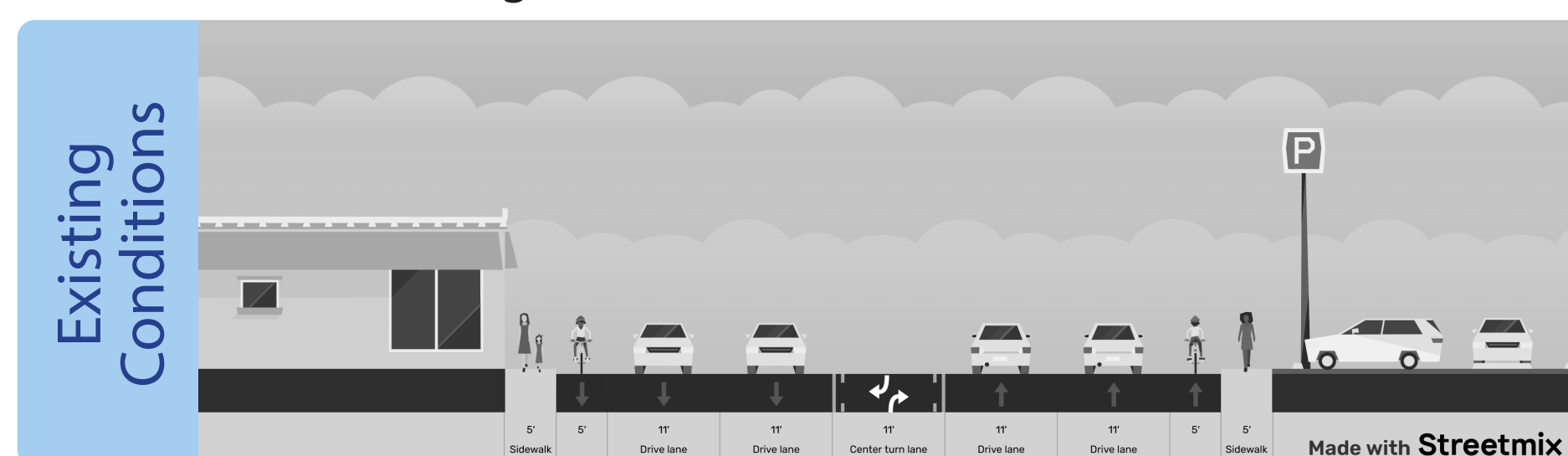


This alternative would repurpose a travel lane along Harvard Street and shoulder space on Auburn Boulevard to create a two-way separated bicycle lane, sidewalks, and additional landscaping.

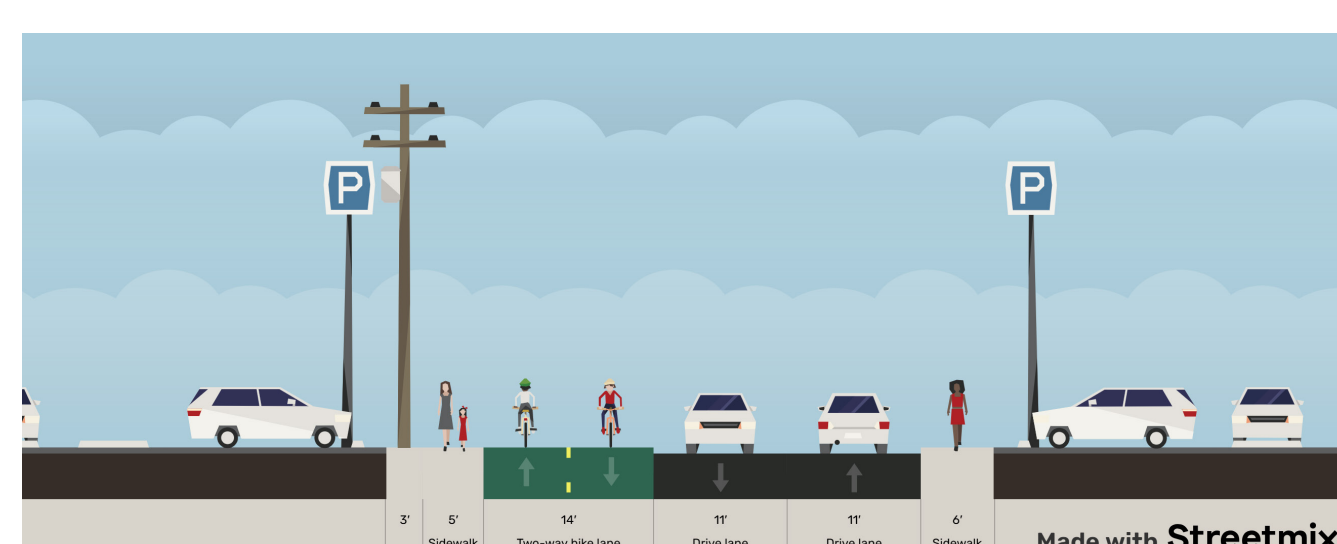
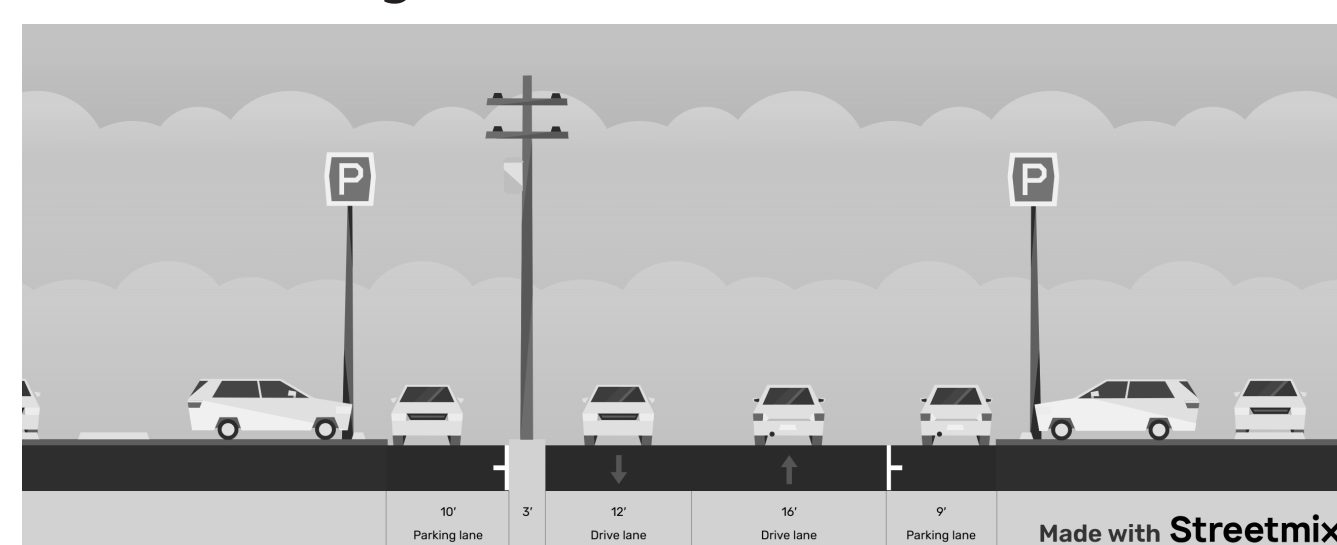
### KEY ELEMENTS:

- Bicycle Facilities**
  - + Adds a two-way separated bike lane to the west side of the street
- Travel Lanes**
  - ✓ Narrows existing travel lanes
  - ✓ Removes one travel lane in each direction between Arden Way and Silica Way
  - ✓ Removes parking lanes in both directions
- Pedestrian Facilities**
  - + Adds a sidewalk to both sides of the street where not existing
- Landscaping**
  - + Provides opportunities for new trees and landscaping

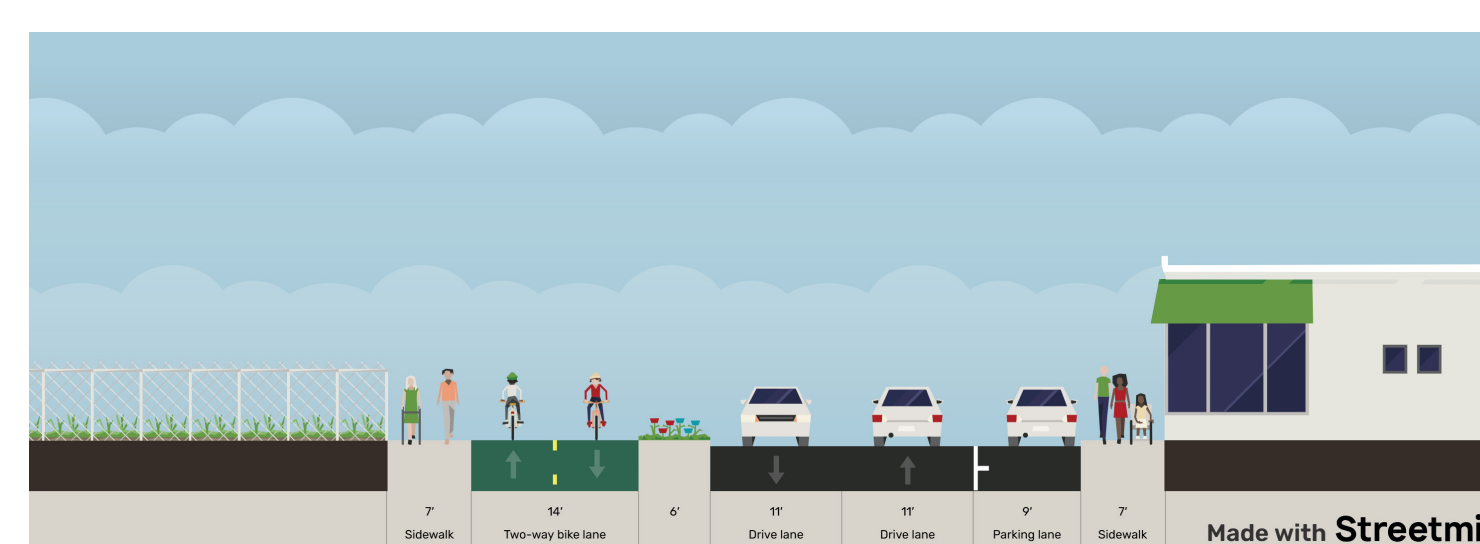
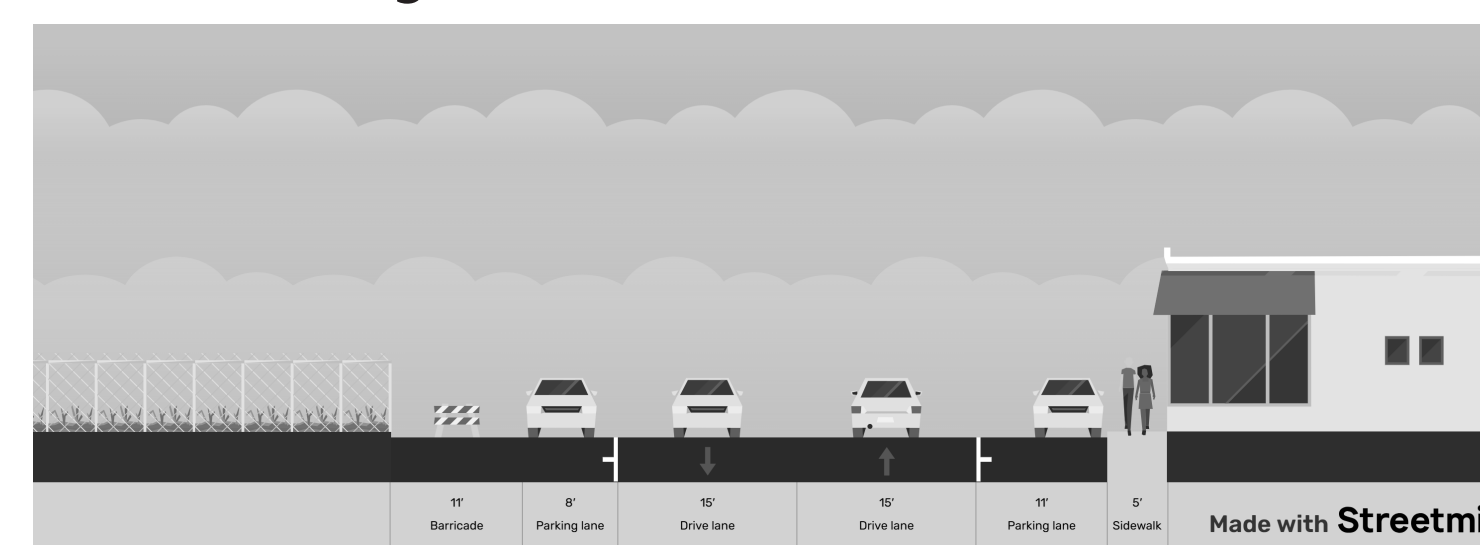
**1** Harvard Street near Arden Way (Looking North)



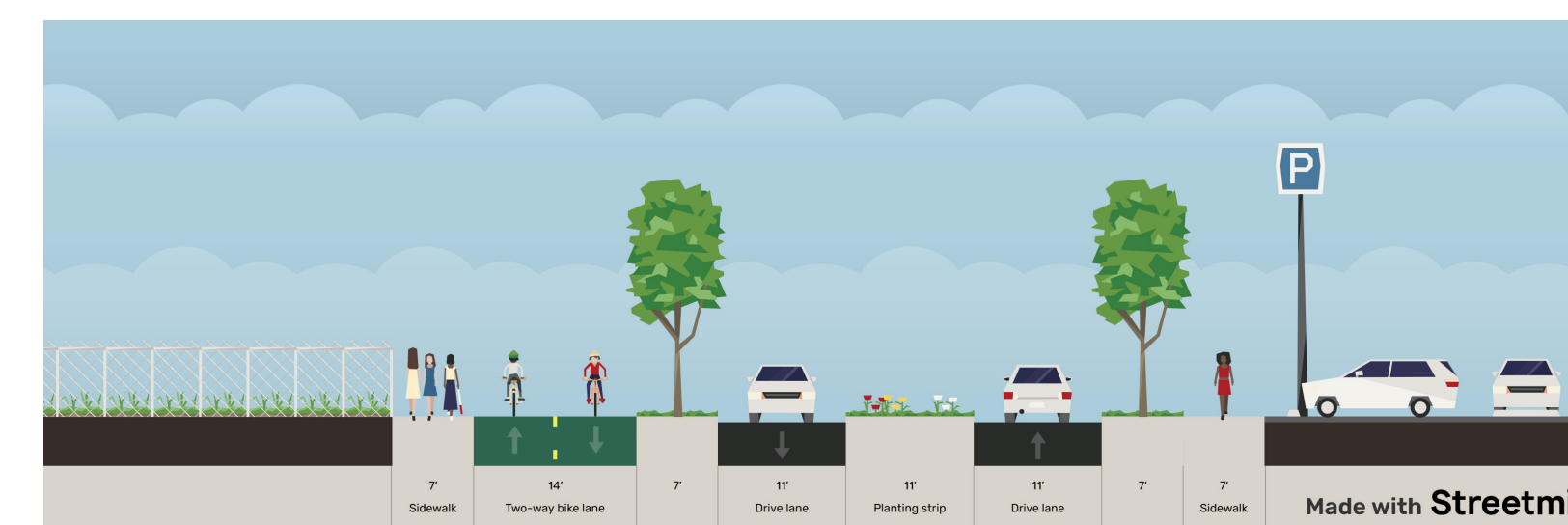
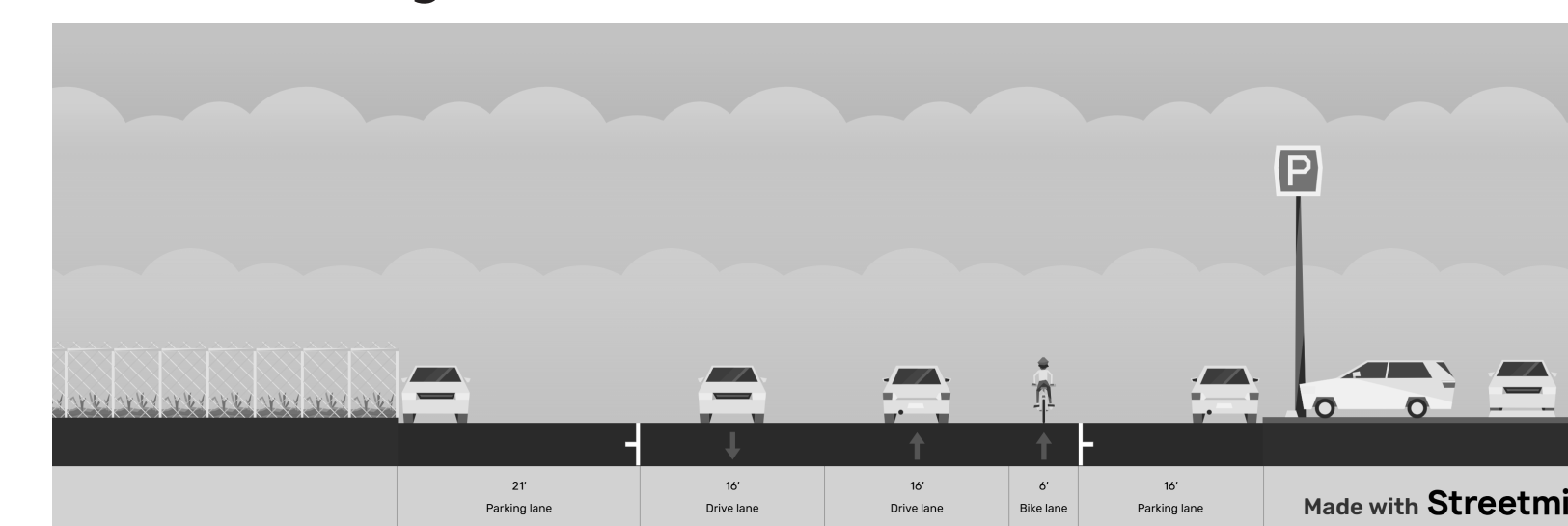
**2** Harvard Street near Silica Way (Looking North)



**3** Auburn Boulevard near El Camino Boulevard (Looking North)



**4** Auburn Boulevard near Fianza Avenue (Looking North)





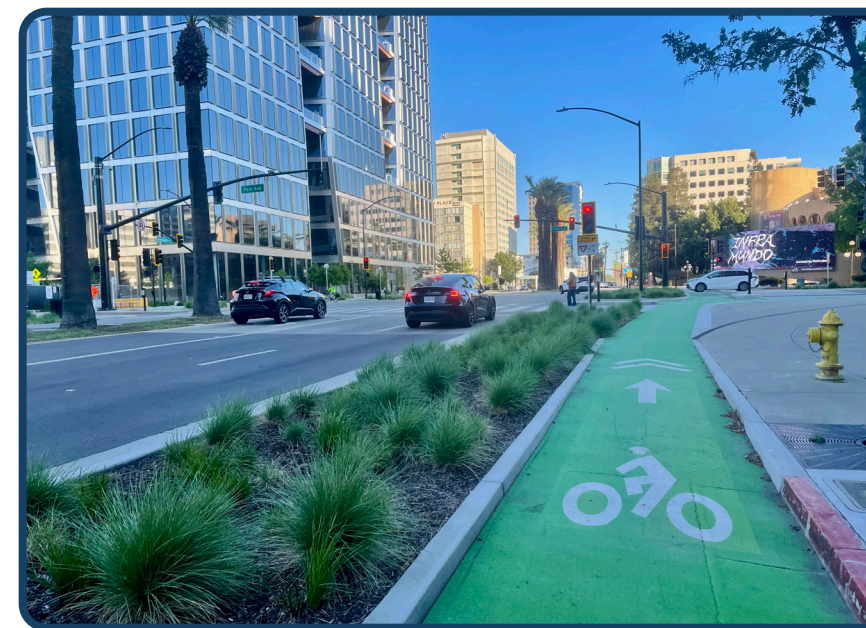
## Let us know!

Place a green dot under the concepts you like, and a red dot under the ones you don't. Leave a sticky note to help us understand why.

### ONE-WAY SEPARATED BIKE LANES

Included in: **1**

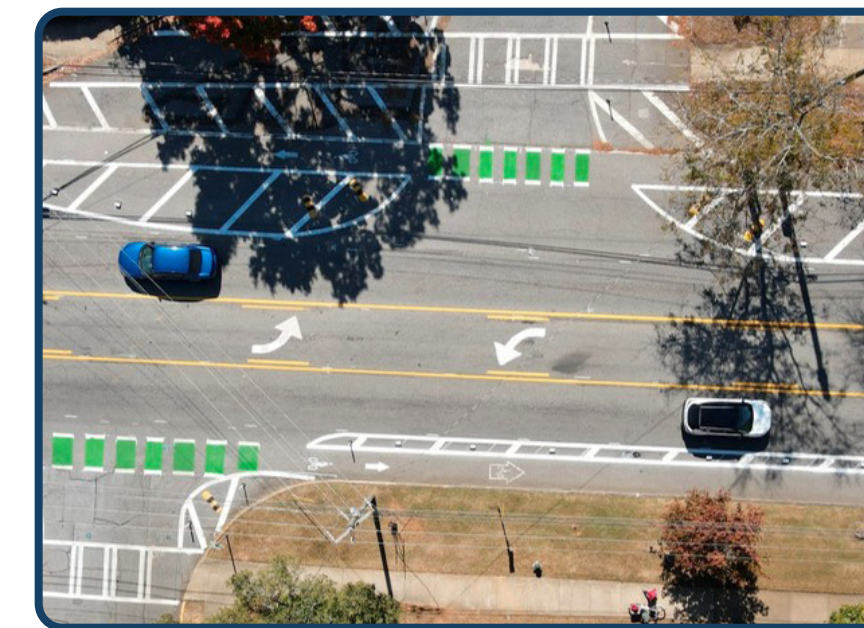
These one-way bike lanes would be physically separated from vehicle traffic, with one lane on each side of the street traveling in the same direction as adjacent vehicles.



### DEDICATED SPACE FOR ALL USERS

Included in: **1 2**

Defining clear and separated places for people to drive, bike, and walk can make it easier to navigate the corridor and reduces conflict between vehicles and people walking and biking. This could also include enhanced landscaping to create a buffer between road uses and make the corridor more attractive and comfortable.



### SIDEWALKS ON BOTH SIDES

Included in: **1 2**

Adding sidewalks in both directions support safe, accessible, and comfortable pedestrian access along the corridor and connection to nearby residences. Sidewalks would be wide enough to accommodate multiple people walking side-by-side.



### TWO-WAY SEPARATED BIKE LANE

Included in: **2**

These two-way bike lanes would be physically separated from vehicle traffic, allowing people to ride in both directions on one side of the street.



### ENHANCED LANDSCAPING

Included in: **1 2**

New trees and landscaping along Harvard Street and Auburn Boulevard can have a range of benefits, including providing shade, lowering temperatures, and enhancing street character. They would also create a buffer between pedestrians and cyclists and the road.



### ADDITIONAL ENHANCED CROSSWALKS

Included in: **1 2**

Adding new crosswalks makes it easier for people walking, biking, or rolling to cross the street, especially when transit stops and bike lanes are located on only one side. Enhancements like flashing beacons or traffic signals can further improve visibility and safety at these crossings.

