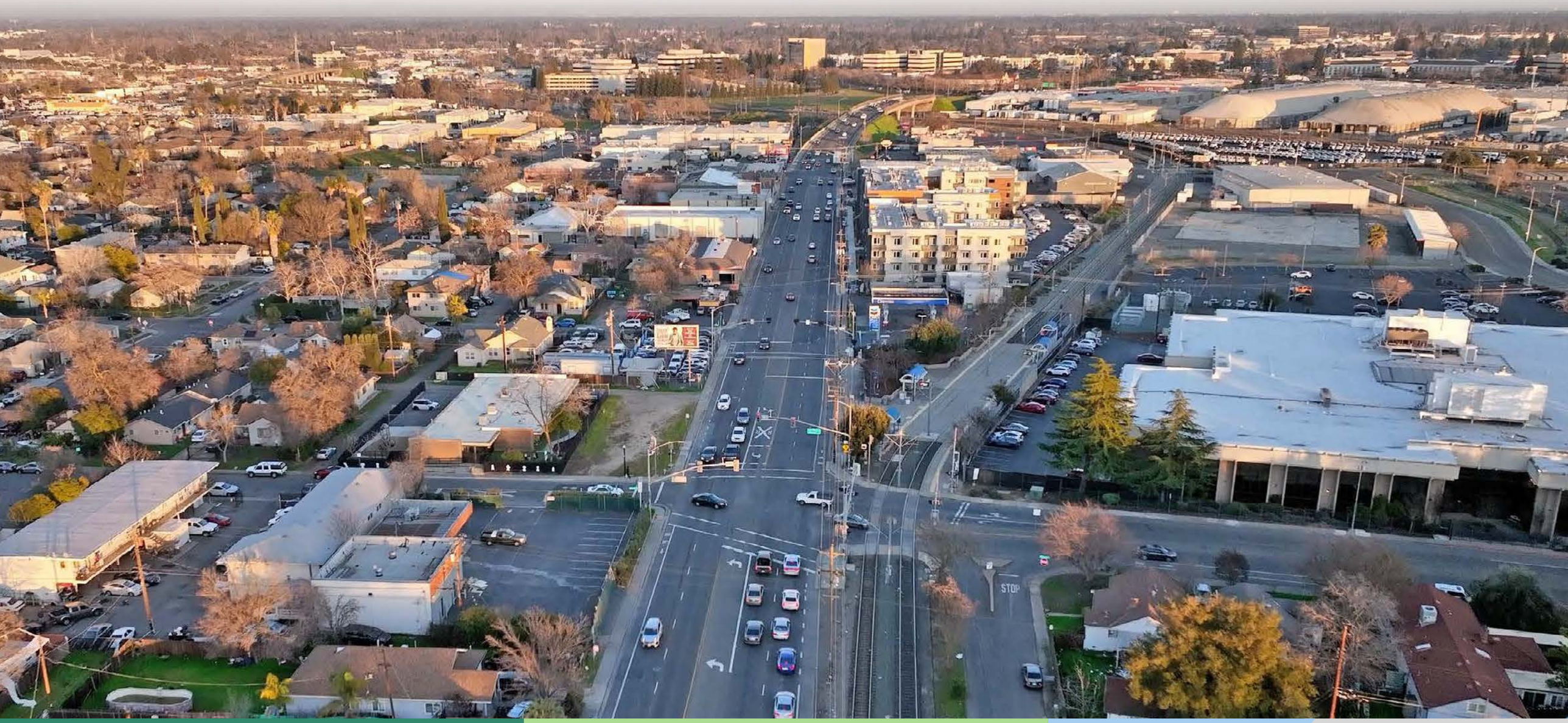


October 2026

City of SACRAMENTO

Arden Way-Auburn Boulevard Mobility Plan

PUBLIC DRAFT PLAN

ARDEN-AUBURN MOBILITY PLAN

ACKNOWLEDGEMENTS

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- Mutual Assistance Network (North Sacramento)
- AARP
- North Sacramento Chamber of Commerce
- Sutter Urgent Care
- Old North Sac Partnership
- Hilton Sacramento, Arden West
- Ben Ali Neighborhood Association
- Hagginwood Community Association
- Del Paso Heights Community Association
- Eames Apartments
- Salvator Apartments
- Greater Sacramento Urban League
- Greater Arden Chamber of Commerce
- Fulton Avenue Association
- Harvard Park Corporate Campus
- Sierra Service Project
- Del Paso Heights Community Association
- United Cerebral Palsy of Sacramento
- Vida de Oro
- CivicThread
- Roberts Family Development Center



ACRONYMS AND ABBREVIATIONS

ADT	Average Daily Traffic
BLTS	Bicycle Level of Traffic Stress
BUS	Business
CalEPA	California Environmental Protection Agency
CEQA	California Environmental Quality Act
City	City of Sacramento
County	Sacramento County
CMUTCD	California Manual on Uniform Traffic Control Devices
DAC	Disadvantaged Community
DUI	Driving Under the Influence
HCM	Highway Capacity Manual
I	Interstate
KSI	Killed or Seriously Injured
LOS	Level of Service
LTS	Level of Traffic Stress
NEPA	National Environmental Policy Act
O&M	Operations and Maintenance
OEHHA	Office of Environmental Health Hazard Assessment
PCF	Primary Collision Factor
PLTS	Pedestrian Level of Traffic Stress
Project	The Arden-Auburn Mobility Plan
SACOG	Sacramento Council of Governments
SacRT	Sacramento Regional Transit
SB	Senate Bill
SR/CA	State Route
SSSC	Side-Street Stop Controlled



TABLE OF CONTENTS

1. INTRODUCTION 5
1.1 Project Background 5
1.2 Project Goals 6
1.3 Project Timeline 7
2. PROJECT CORRIDORS 8
Corridor Segment #1: Arden Way (Del Paso Boulevard to Evergreen Street) 9
Corridor Segment #2: Arden Way Railroad Overpass (Evergreen Street to Harvard Street/Blumenfeld Drive) 10
Corridor Segment #3: Arden Way Freeway Underpass 10
Corridor Segment #4: Arden Way in front of the mall (Freeway interchange to Ethan Way) 11
Corridor Segment #5: Harvard Street (Arden Way to Silica Avenue) 12
Corridor Segment #6: Auburn Boulevard-Harvard Street (Silica Avenue to Marconi Circle) 13
3. ARDEN WAY TODAY 14
3.1 Safety Analysis 14
3.2 Traffic Analysis 15
3.3 Pedestrian and Bicycle Level of Traffic Stress (LTS) Analysis 16
3.4 Transit 17
4. AUBURN BOULEVARD / HARVARD STREET TODAY 18
4.1 Traffic Analysis 18
4.2 Safety Analysis 19
4.3 Pedestrian and Bicycle Level of Traffic Stress (LTS) Analysis 20
5. COMMUNITY ENGAGEMENT 21
Phase 1: Listen and Learn (February-March 2026) 22
Phase 2: Design and Discuss (May-June 2026): 24
Phase 3: Reveal Phase 3: Reveal and Refine (October - November 2026): 25
6. DRAFT PLANS 26
Arden Way Draft Cross Section 27
Treatment Toolkit 28
Arden Way at Del Paso Boulevard 29
West Arden Way 30
Arden Way Freeway Interchange 31
East Arden Way 32
Harvard Street at Arden Way 34
Harvard Street at Silica Avenue 35
Auburn Boulevard north of Van Ness Street/Frienza Avenue 36
7. NEXT STEPS 38

LIST OF FIGURES

Figure 1. Project Area 5
Figure 2. Project Corridors Study Segments 8
Figure 3. Existing Cross Section (Arden Way by Del Paso Light Rail Station, facing east) 9
Figure 4. Existing Cross Section (Arden Way Railroad Overpass, facing east) 10
Figure 5. Existing Cross Section (Arden Way Freeway Interchange, facing east) 10
Figure 6. Existing Cross Section (Arden Way in front of the mall, facing east) 11
Figure 7. Existing Cross Section (Harvard Street south of Silica Avenue, facing north) 12
Figure 8. Existing Cross Section (Auburn Boulevard north of Silica Avenue, facing north) 13
Figure 9. Arden Way Intersection Crashes 14
Figure 10. Arden Way Existing Traffic Operations 15
Figure 11. Arden Way Pedestrian LTS 16
Figure 12. Arden Way Bicycle LTS 16
Figure 13. SacRT Light Rail Station Weekday Average Boarding/Alighting (April-June 2025) 17
Figure 14. SacRT Bus Stop Weekday Average Boarding/Alighting (April-May 2025) 17
Figure 15. Auburn Boulevard/Harvard Street Existing Traffic Operations 18
Figure 16. Auburn Boulevard/Harvard Street Intersection Crashes 19
Figure 17. Auburn Boulevard/Harvard Street Pedestrian LTS 20
Figure 18. Auburn Boulevard/Harvard Street Bicycle LTS 20
Figure 19. Arden Way, Safety Challenges and Countermeasures 33
Figure 20. Arden Way Proposed Concept Traffic Operations 33
Figure 21. Auburn Boulevard/Harvard Street, Safety Challenges and Countermeasuress 37

APPENDICES

Appendix A. Existing Conditions Assessment
Appendix B. Community Feedback
Appendix C. Draft Concept Assessment Memorandum
Appendix D. Preferred Corridor Improvement Concepts
Appendix E. Opinion of Probable Construction Costs

1. INTRODUCTION

1.1 Project Background

The Arden Way-Auburn Boulevard Mobility Plan was initiated by the City to address multimodal connectivity and safety along Arden Way (between Del Paso Boulevard and Ethan Way) and Auburn Boulevard/Harvard Street (between Arden Way and Marconi Circle). The project area and key landmarks are presented in **Figure 1**.

THESE CORRIDORS HAVE BEEN IDENTIFIED FOR SEVERAL REASONS.

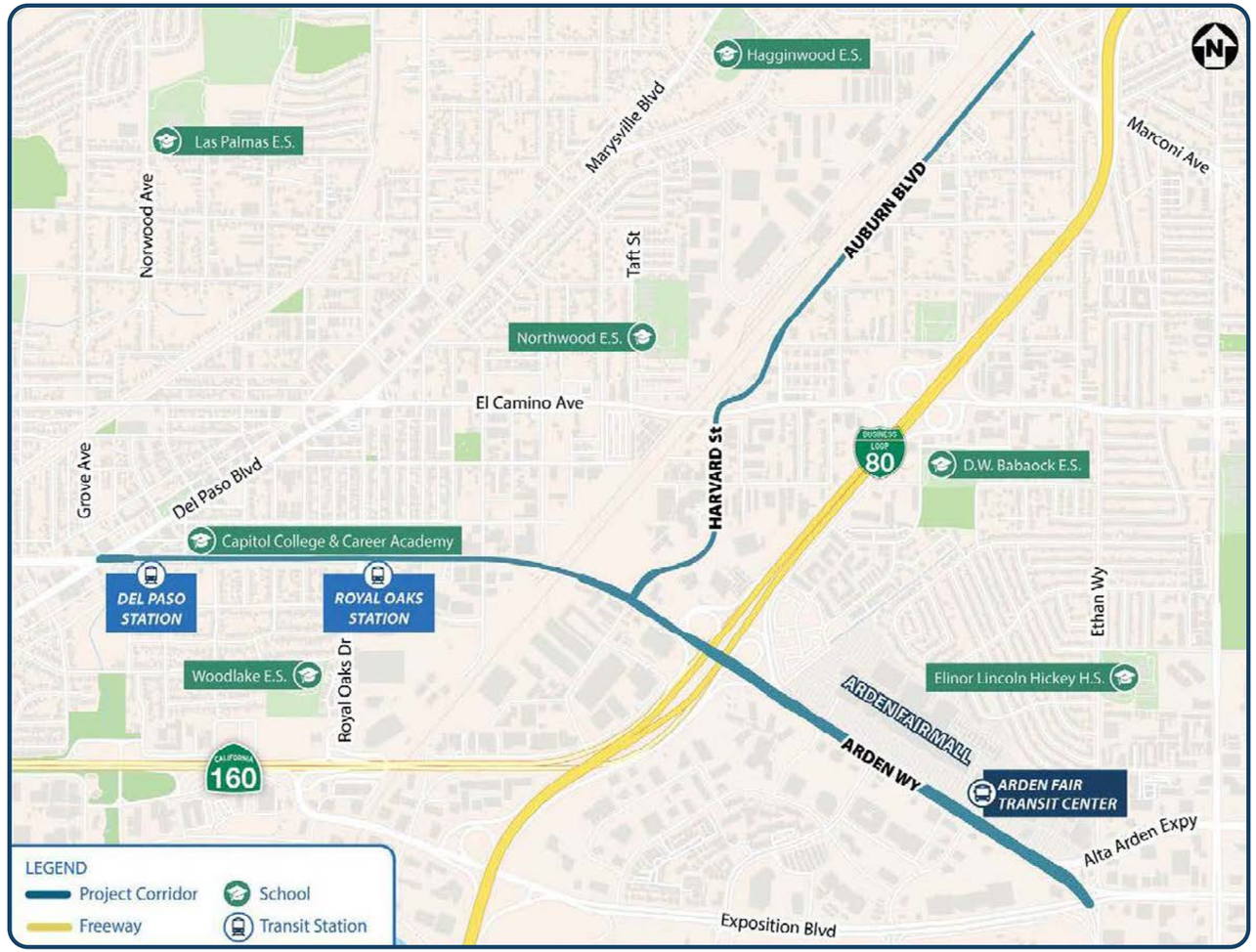
Safety. The segments of Arden Way and Auburn Boulevard included in the project are part of the City's High Injury Network (HIN)[1], meaning that they have been identified as corridors "with the highest levels of fatal and serious crashes for pedestrians, bicyclists, and motorists" in the City. A portion of the Arden Way corridor included in the project has been identified as one of the City's Vision Zero Top 10 corridors[2] , which represents a facility with amongst the most fatal and severe injury crashes in the City.

Equity. The project corridors serve disadvantaged communities (DACs) identified per SB 535 criteria determined by the California Environmental Protection Agency[3]. These communities along the project corridors experience disproportionate levels of pollution, socioeconomic stress, historic disinvestment, and adverse health outcomes. Roadway improvements to the Arden Way-Auburn Boulevard corridor have the potential to benefit these disadvantaged communities through improved safety, connectivity, and sense of place, and increased mobility options.

Regional Significance. The project corridors contain a diverse range of land uses and transportation infrastructure, including various regional transit services. While Arden Way is commonly used to access the Arden Fair Mall, the corridor is also used as a regional connector in North Sacramento, providing access to Business 80, Cal Expo, and downtown Sacramento. Arden Way's identity as a high-speed, high-volume corridor means that it has historically prioritized motorized transportation, as reflected in the numerous gaps in facilities for people walking and bicycling. Auburn Boulevard has served as a key route for commercial trucks and as a bypass to Business-80, similarly prioritizing high-speeds and throughput over the years. Both Arden Way and Auburn Boulevard demonstrate an opportunity for complete streets improvements.

1 Vision Zero Sacramento Action Plan, City of Sacramento, adopted August 14, 2018.
2 Map M-1, Sacramento 2040 General Plan, City of Sacramento, adopted February 27, 2024.
3 SB 535 Disadvantaged Communities (2022 Update), California Environmental Protection Agency, adopted May 2022.

Figure 1. Project Area



This plan allows the City to evaluate the Arden Way and Auburn Boulevard/Harvard Street corridors and develop a roadway layout that meets community needs and supports safer movement of people. The recommended corridor design presented in this report was based on traffic and historical collision analyses, as well as extensive community and stakeholder input. It is intended to improve safety, advance equitable outcomes for road users and community members, and strengthen multimodal mobility and connectivity. The project corridors are also envisioned to enhance placemaking and livability while fostering local pride, economic growth, and community identity.

1.2 Project Goals

The City of Sacramento's mobility and climate adaptation goals, as found in the General Plan, and Climate Action and Adaptation Plan, have helped inform the project objectives forthe Arden Way-Auburn Boulevard Mobility Plan shown below. These goals have been reviewed and refined following community engagement and stakeholder feedback. While safety is the primary goal of the plan, the City has made efforts to improve multimodal mobility along the project corridors, enhance placemaking and livability, engage the public in a proactive and equitable process, and develop corridor concepts that are practical and implementable. The draft plan presented in **Chapter 7** has been evaluated according to these criteria and found to meet the stated 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 other 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.

People bicycling and walking 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.

1.3 Project Timeline

The Arden Way-Auburn Boulevard Mobility Plan followed a three-phase project process to meet the stated project goals.

PHASE 1 EXISTING CONDITIONS ASSESSMENT

A detailed technical analysis was prepared for the project corridors. Crash data, traffic operations, transit ridership, and existing infrastructure for all modes were evaluated.

- **Listen and Learn:** Introduce the project, gather values, goals, and mobility challenges

PHASE 2 ALTERNATIVES ANALYSIS

Based on the existing conditions assessment, three concepts of the project corridors were developed. These concepts were evaluated for their impact to safety, mobility, and traffic operations, and other project

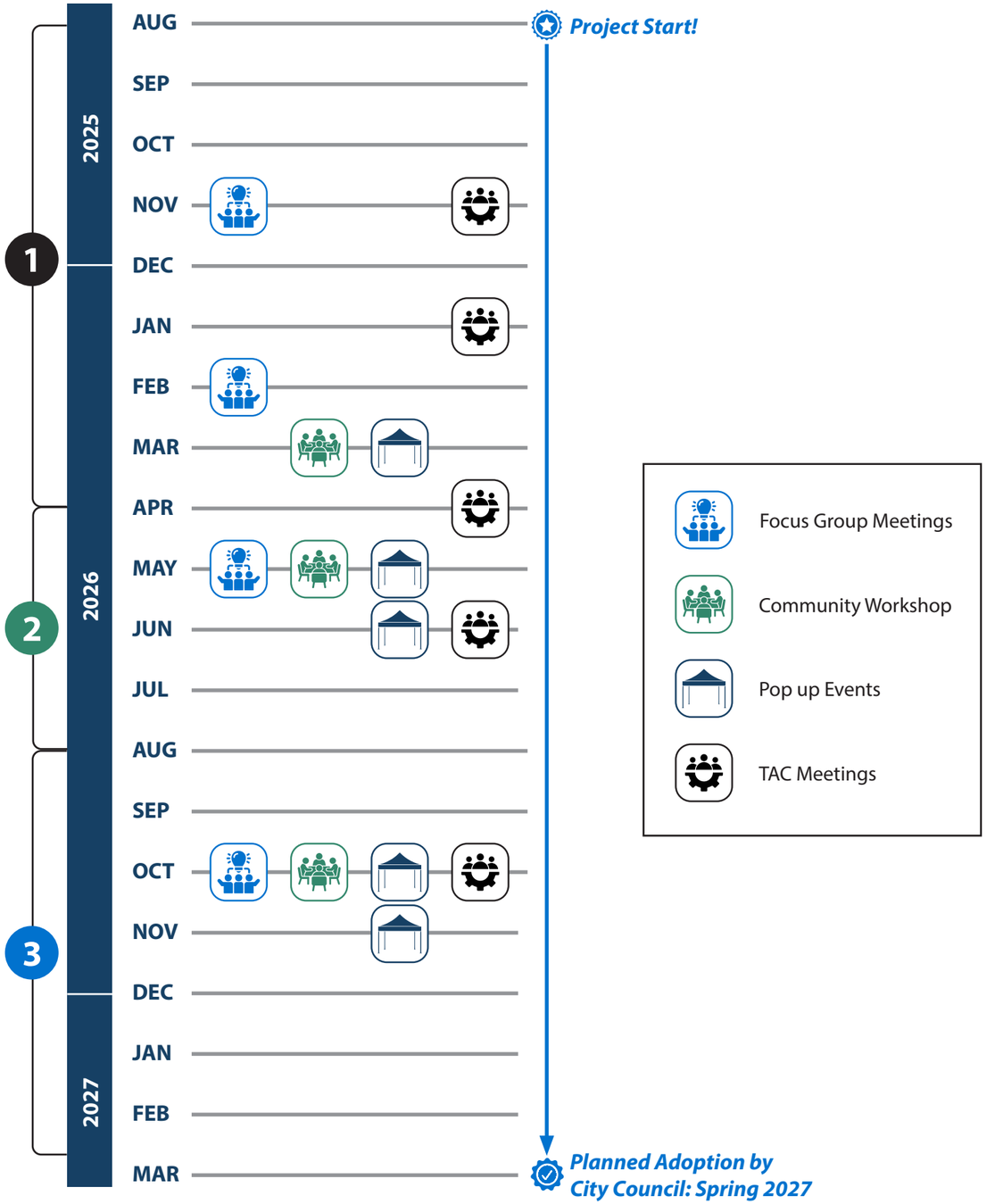
- **Design and Discuss:** Validate findings, share draft alternatives, and collect feedback on potential improvements

PHASE 3 DRAFT PLAN

Preferred concepts for the Arden Way and Auburn Boulevard project corridors were selected. Additional safety improvements, phasing, and an implementation strategy were developed.

- **Reveal and Refine:** Gather input on the Draft Plan, confirm direction, and celebrate shared outcomes





2. PROJECT CORRIDORS

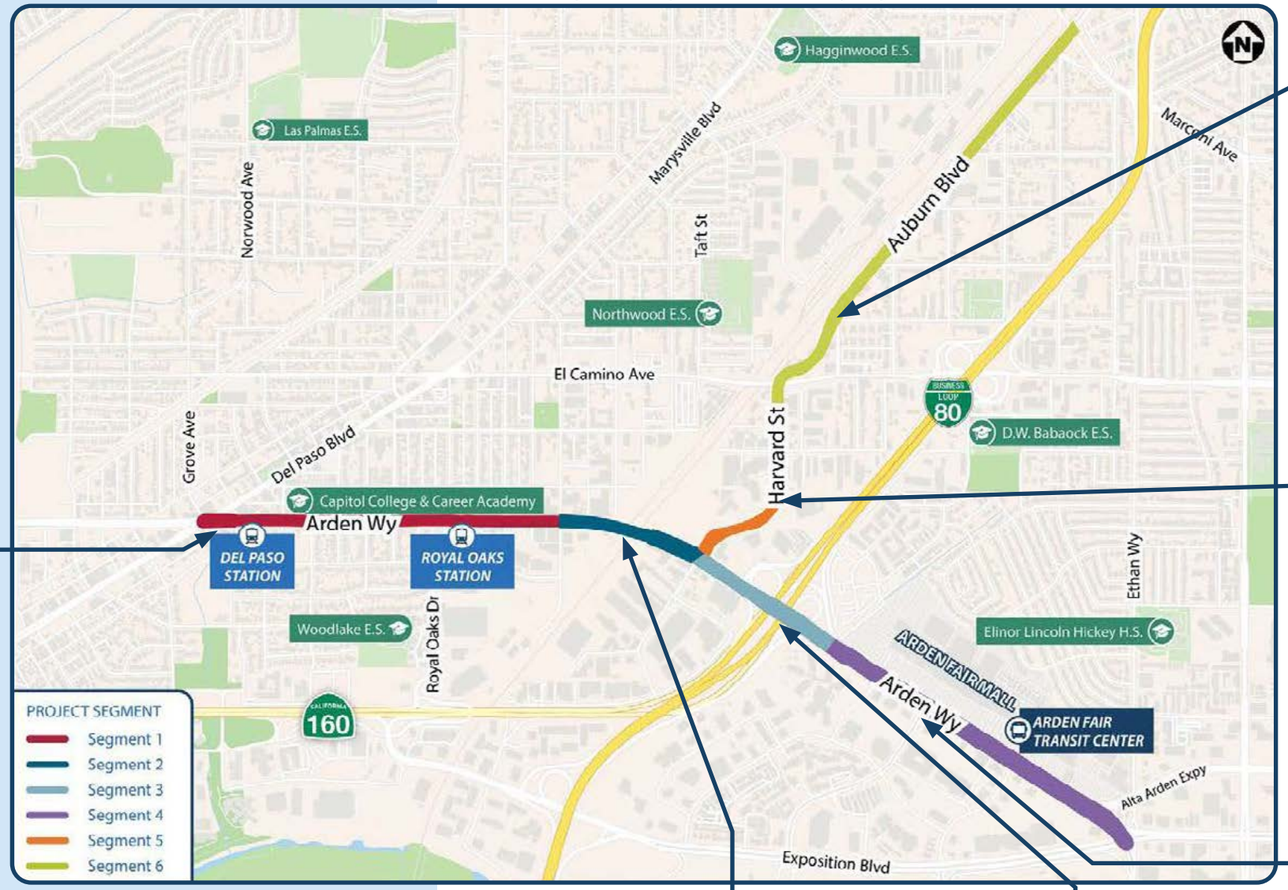
The project corridors have been broken into six different segments based on roadway characteristics and adjacent land uses as displayed in **Figure 2.**

Each segment is described in detail in this section, including:

- Number and width of travel lanes
- Posted speed limits
- Sidewalk conditions
- Presence of bike lanes
- Transit connections

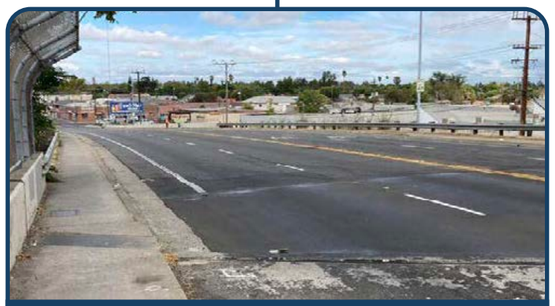
Traffic volumes and speed data collected in August 2025 are referenced.

Figure 2. Project Corridors Study Segments

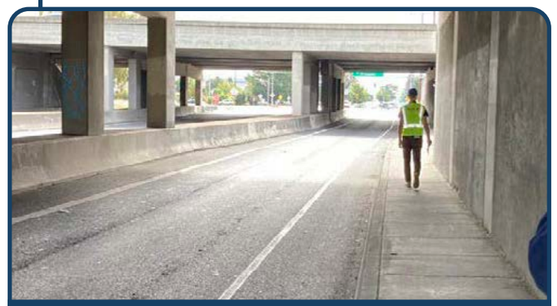




1. Arden Way (Between Del Paso Boulevard and Evergreen Street)



2. Arden Way Railroad Overpass



3. Arden Way Freeway Interchange



6. Harvard Street/Auburn Boulevard (Between Silica Avenue and Marconi Circle)



5. Harvard Street (Between Arden Way and Silica Avenue)



4. Arden Way in Front of the Mall

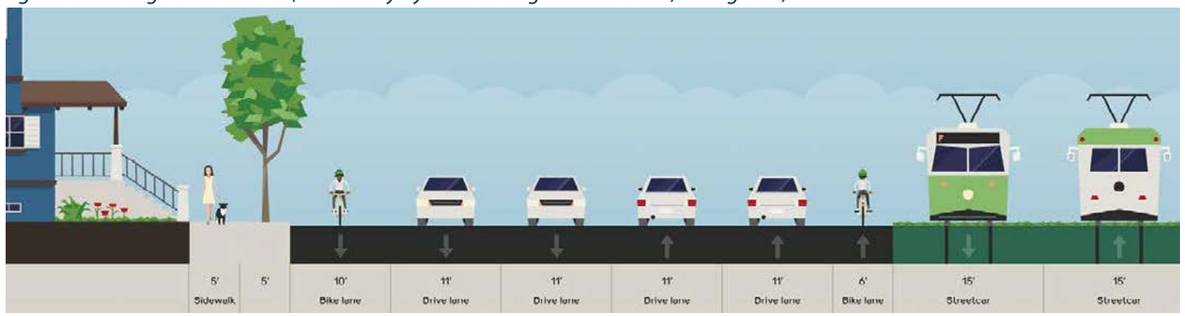
Corridor Segment #1: Arden Way (Del Paso Boulevard to Evergreen Street)





Arden Way Key Map

Figure 3. Existing Cross Section (Arden Way by Del Paso Light Rail Station, facing east)





SacRT Blue Line at Arden Way and Oxford Street

EXISTING LAND USE

Predominantly neighborhood residential with some local retail, multi-family residential, and light industrial uses present towards the eastern end

ROADWAY GEOMETRY

- 4 Lane Arterial, see **Figure 3**
- No left turn pockets except at signalized intersections
- No right-turn lanes provided on Arden Way across the Light Rail (LRT) tracks tracks
- The Arden Frontage Road runs parallel to Arden Way south of the railroad tracks. The traffic calming elements on this low-volume road help prevent cut-through vehicle traffic. Some pedestrians and cyclists use this as an alternate route
- A striped two-way left-turn lane (TWLTL) is present between Oakmont Street and Evergreen Street.

BICYCLE FACILITIES

- Class II bicycle lanes between Oxford Street and Erickson Street

WALKING FACILITIES

- A continuous sidewalk is provided on the north side of the road; a landscaped buffer is provided from 325-feet east of Del Paso Boulevard to Oakmont Street
- A sidewalk is provided on the south side of the road; there is a sidewalk gap between the Del Paso and Royal Oaks SacRT light rail stations
- Sidewalk facilities range from good to poor condition along the segment

TRANSIT

- SacRT Light Rail facilities are situated immediately south of Arden Way, serving the Blue Line with two stops on this segment of the corridor: Del Paso Station and Royal Oaks Station
- SacRT Bus Routes 13 and 23 provide service along the corridor

SPEED LIMIT

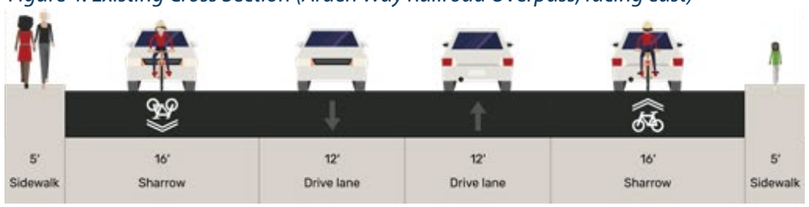
- Posted Speed Limit: 40 MPH
- 85% of motorists drive at or below 39-42 MPH

Average Daily Traffic: *26,000*

Corridor Segment #2: Arden Way Railroad Overpass (Evergreen Street to Harvard Street/Blumenfeld Drive)



Figure 4. Existing Cross Section (Arden Way Railroad Overpass, facing east)



EXISTING LAND USE

Predominantly commercial and light industrial

ROADWAY GEOMETRY

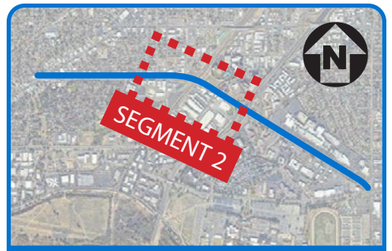
- 4 Lane Arterial, see **Figure 4**
- Bridge overpass over the Union Pacific Railroad (UPRR) and SacRT light rail tracks

BICYCLE FACILITIES

- Class II bicycle lanes are provided along both sides of the corridor from Evergreen Street to approximately 650-ft east of the intersection. The Class II bicycle lanes end abruptly on the bridge beyond these limits

TRANSIT

- Bus Routes: SacRT Routes 13 & 23
- Stops: One westbound stop - far-side of Harvard Street and Blumenfeld Drive intersection
- Station Amenities: Sign only
- Bus stop design: Pull-off



Arden Way Key Map

WALKING FACILITIES

- Continuous sidewalk on both sides of the street

SPEED LIMIT

- 40 MPH

Average Daily Traffic: *26,000*

Corridor Segment #3: Arden Way Freeway Underpass



Figure 5. Existing Cross Section (Arden Way Freeway Interchange, facing east)



EXISTING LAND USE

Predominantly commercial and light industrial

ROADWAY GEOMETRY

- 4 Lane Arterial, see **Figure 5**
- Underpass under CA-160/BUS-80. Multiple freeway on-ramps and off-ramps intersect Arden Way, creating driver uncertainty and congestion from various weaving maneuvers

WALKING FACILITIES

- Sidewalk gap on the north side of Arden Way between Harvard Street/Blumenfeld Drive and the east side of the CA-160/I-80 BUS interchange
- People walking along Arden must cross Arden Way and two freeway on-ramps

BICYCLE FACILITIES

- No bicycle facilities

SPEED LIMIT

- 40 MPH

Average Daily Traffic: *26,000*



Arden Way Key Map

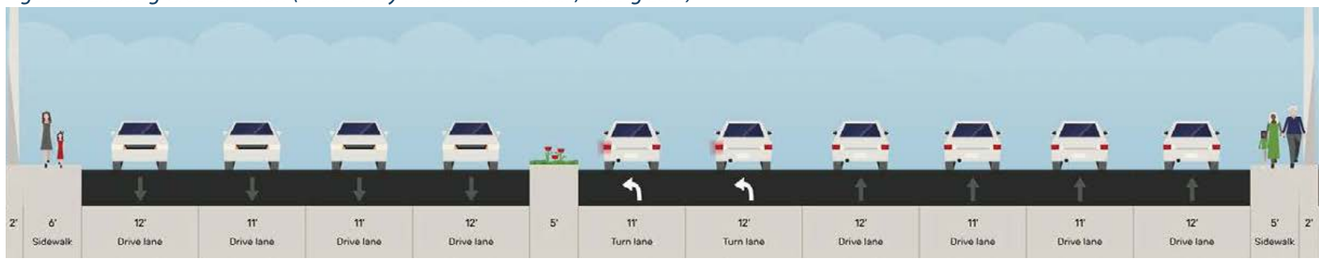
TRANSIT

- Bus Routes: SacRT Routes 13 & 23
- Stops: One eastbound stop – at on-ramp to SB CA-160
- Station Amenities: Sign only
- Bus stop design: Pull-off

Corridor Segment #4: Arden Way in front of the mall (Freeway interchange to Ethan Way)



Figure 6. Existing Cross Section (Arden Way in front of the mall, facing east)



EXISTING LAND USE

Commercial

ROADWAY GEOMETRY

- 8 Lane Arterial with multiple turn pockets into the mall.
- Raised center median with landmarks/artwork
- Weaving movements are common as eastbound vehicles approach the Mall and westbound approach the freeway
- Intersections on the east end of the corridor are challenging to navigate due to complex movements and indirect connections for people walking

TRANSIT

- The Arden Fair Transit Center is located adjacent to the mall; westbound SacRT bus stop on the north side of Arden Way includes both a shelter and a bus turnout lane An additional eastbound SacRT bus stop on the south side of Arden Way. Without a direct connection, many cross Arden Way mid-block.

Average Daily Traffic: *54,000*



Arden Way Key Map

WALKING FACILITIES

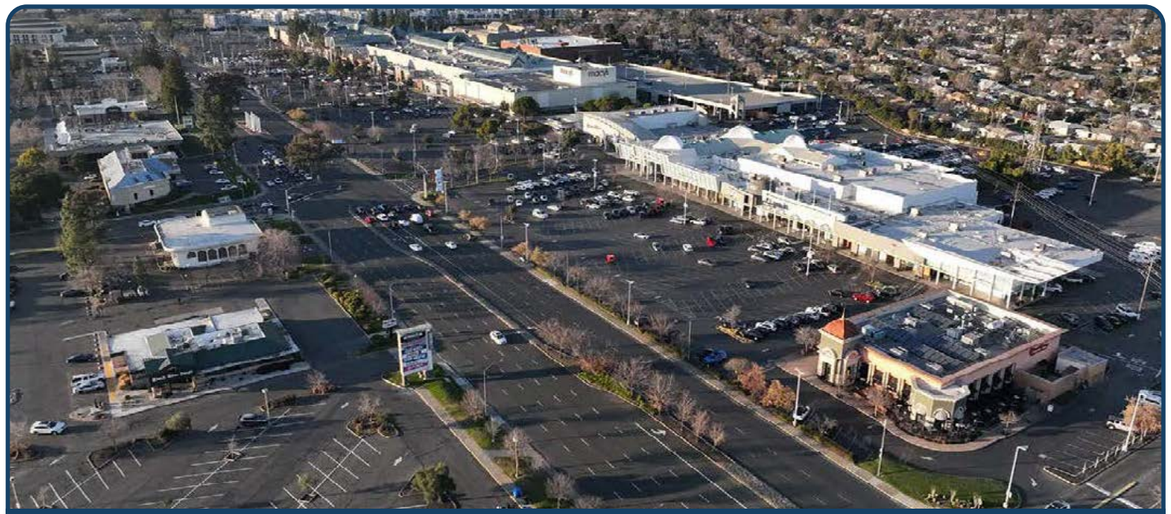
- Sidewalk gap on the south side of Arden Way between the freeway interchange and Point West Way

BICYCLE FACILITIES

- No Bicycle Facilities

SPEED LIMIT

- Posted Speed Limit: 40 MPH
- 85% of motorists drive at or below 40-45 MPH



Arden Way in front of the Arden Fail Mall, facing west



Arden Way at Alta Arden Expressway and Exposition Boulevard, facing west

Corridor Segment #5: Harvard Street (Arden Way to Silica Avenue)



EXISTING LAND USE

Regional employment, hotel, and light industrial use

ROADWAY GEOMETRY

- 4 Lane Minor Collector with TWLTL which transitions to 2 lanes approximately 640-feet south of Silica Avenue

BICYCLE FACILITIES

Class II bike lanes on both sides of the road (gap on east side approaching Silica Avenue)

WALKING FACILITIES

- Sidewalk on both sides of the road (gap on east side approaching Silica Avenue)
- No crosswalks across Harvard Street

TRANSIT

- No transit service



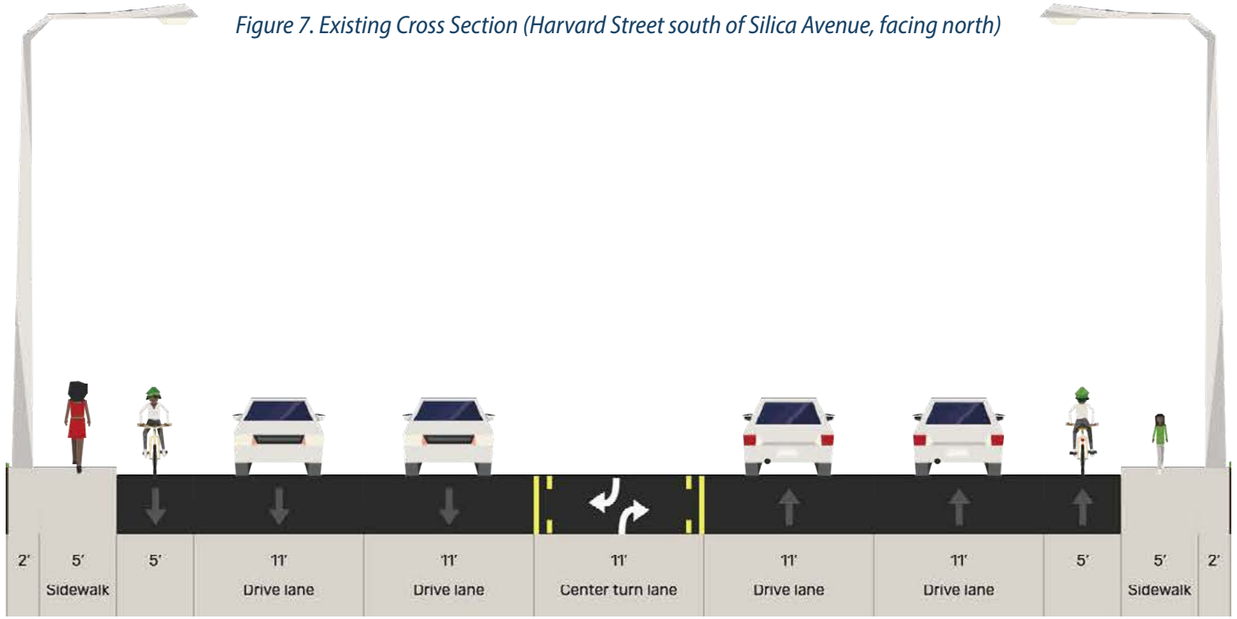
Harvard Street Key Map

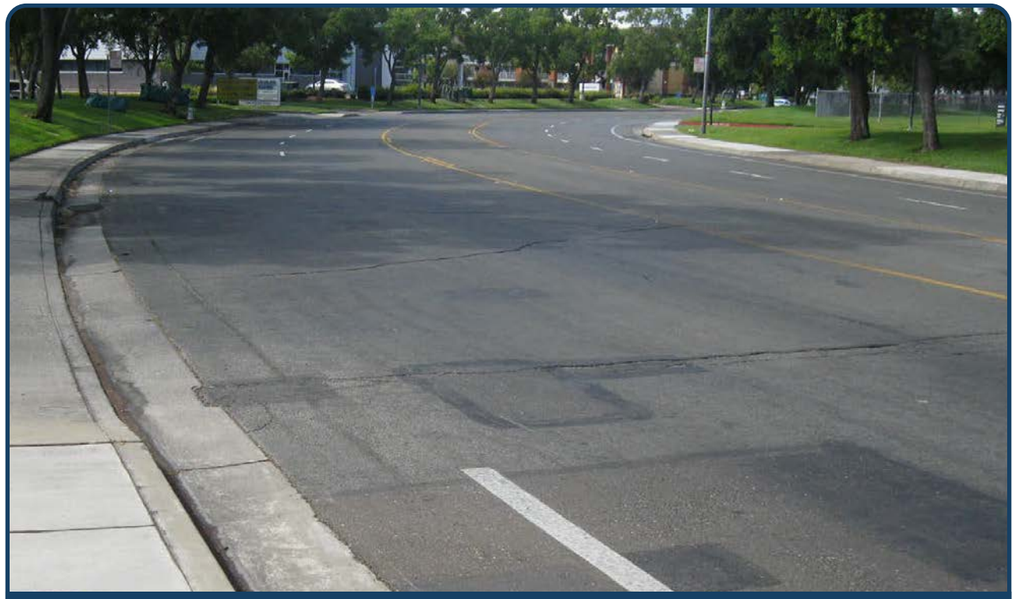
SPEED LIMIT

- 30 MPH
- 85% of motorists drive at or below 39 MPH

Average Daily Traffic: *7,000*

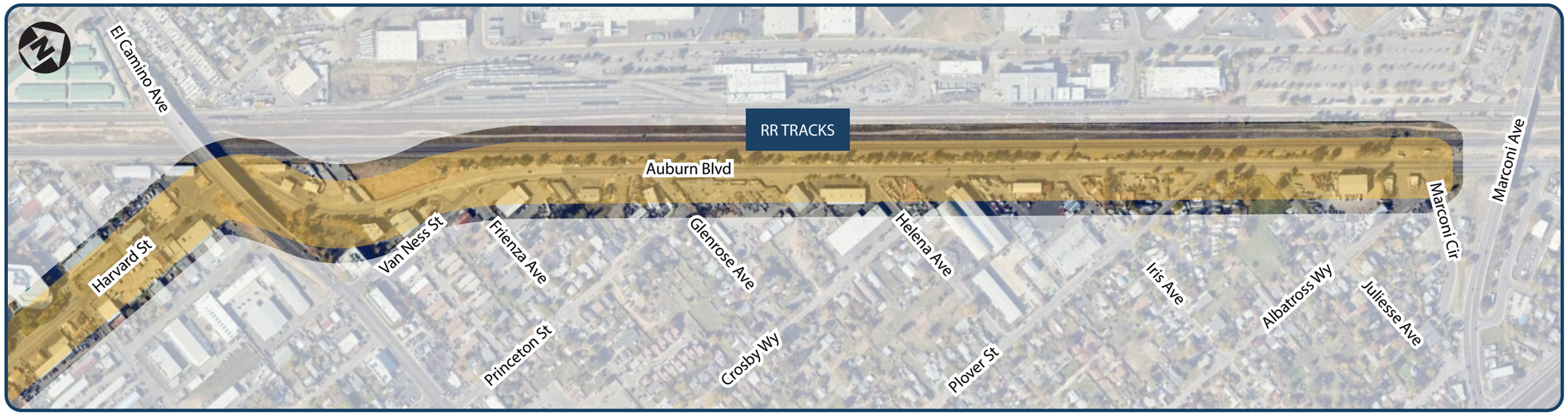
Figure 7. Existing Cross Section (Harvard Street south of Silica Avenue, facing north)





Harvard Street facing south

Corridor Segment #6: Auburn Boulevard-Harvard Street (Silica Avenue to Marconi Circle)





Auburn Boulevard/ Harvard Street Key

EXISTING LAND USE

Light industrial and Industrial

ROADWAY GEOMETRY

- 4 Lane Major collector
- Frequent driveways and on-street truck parking

BICYCLE FACILITIES

- Class II bike lanes of varying width and pavement quality on both sides of the road (gap on east side approaching Silica Avenue)

WALKING FACILITIES

- Inconsistent sidewalk on the east side with utility poles occasionally obstructing path
- No marked crossings across Auburn Boulevard or side streets.

TRANSIT

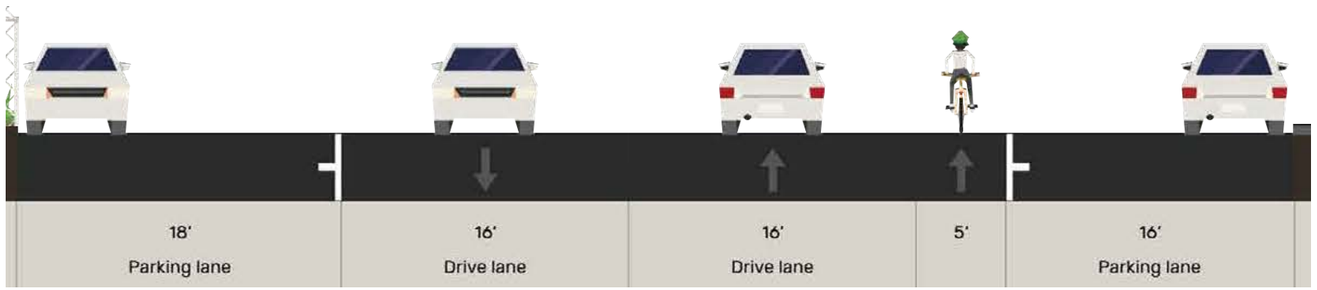
No transit service

SPEED LIMIT

- 40 MPH
- 85% of motorists drive at or below 44 MPH

Average Daily Traffic: *8,500*

Figure 8. Existing Cross Section (Auburn Boulevard north of Silica Avenue, facing north)





Auburn Boulevard facing south

3. ARDEN WAY TODAY

Arden Way is a critical east-west corridor in North Sacramento containing a vibrant mix of commercial, residential, and industrial uses. It is home to a diverse population and connects community members to major community destinations including Cal Expo and the Arden Fair Mall. The corridor is part of Sacramento's Vision Zero High Injury Network, meaning it experiences some of the highest number of fatal and serious crashes in the city; the east segment of Arden Way is one of the City's Vision Zero Top 10 Corridors. Collision history from the most recent five years, in addition to level of traffic stress (LTS) for people walking and bicycling were analyzed to provide a complete perspective of safety for all roadway users. While traffic operations are understood to mostly meet City standards, safety and LTS analyses identify opportunities for improvement along the corridor. Community feedback collected over this plan's development shows that high vehicle speeds, difficult weaving movements, and interactions between vehicles, transit, and non-motorized transportation contribute to mobility challenges along the corridor.

3.1 Safety Analysis

Between January 2020 and December 2024 (5 years), there were:

- A total of **295 injury crashes** along Arden Way
- **3 Fatal Crashes** and **17 Severe Injury crashes** along Arden Way.

The three most common crash types were:

- Rear-ends (39%)
- Broadsides (34%)
- Sideswipes (12%)

The three most common crash factors were:

- Unsafe Speed (40%)
- Ignoring Traffic Signals and Signs (20%)
- Improper Turning (13%)

Vehicle-Pedestrian crashes make up 2% of all crashes, but **15% of fatal and severe-injury crashes**. These crashes particularly occurred under low-light conditions and near intersections.

The following Arden Way intersections experienced Vehicle-Pedestrian KSI crashes:

- Oxford Street (2)
- Heritage Lane (1)

The intersections with the highest number of crashes were located on East Arden Way:

Point West Way/Sears Driveway: 44 CRASHES	Heritage Lane: 34 CRASHES	Arden Fair Transit Center/ Challenge Way: 23 CRASHES
40% Broadsides	44% Broadsides	40% Broadsides
31% Unsafe Speed	39% Unsafe Speed	31% Unsafe Speed
2 Vehicle-Bicycle Crashes	1 Vehicle-Pedestrian Crash	2 Vehicle-Bicycle Crashes
1 Severe Injury	2 Fatal Crashes	

The following Arden Way intersections each experienced more than one KSI crash:

West Arden

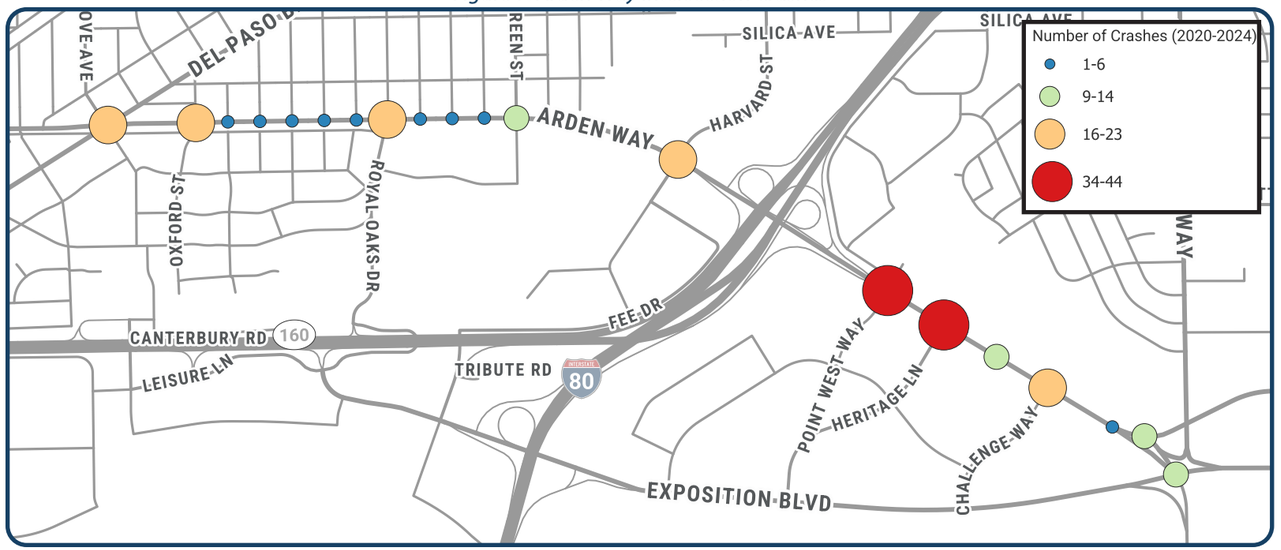
- Oxford Street (3) x2
- Del Paso Blvd (2) x2
- Empress Street (2)

East Arden

- Heritage Lane (2)
- Alta Arden Expressway (2)

Intersection crashes are presented in **Figure 10**. Supporting technical memoranda documenting the safety analysis for Arden Way are provided in **Appendix A**.

Figure 9. Arden Way Intersection Crashes



3.2 Traffic Analysis

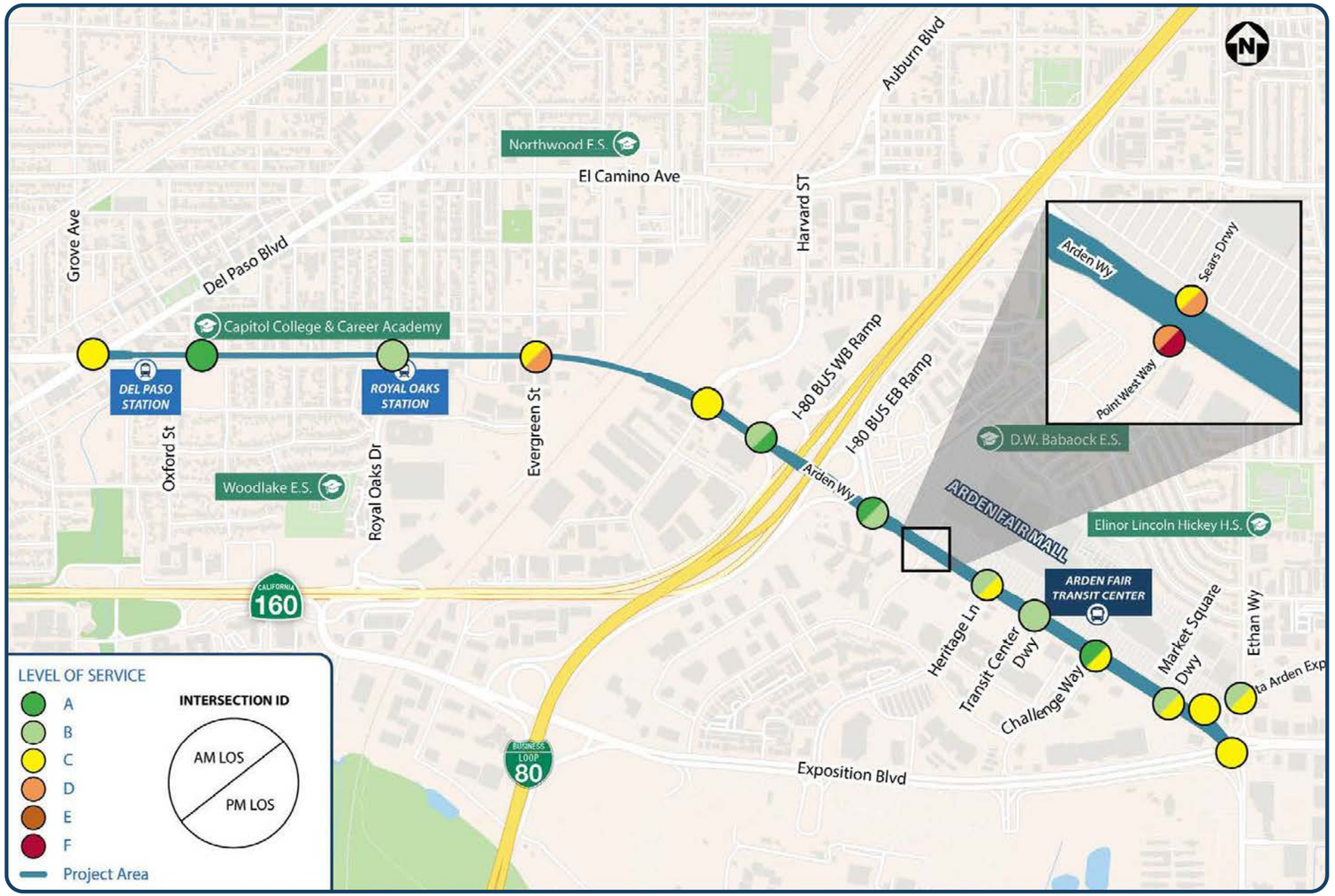
A total of 16 intersections along the corridor were analyzed during the AM and PM peak hour based on traffic counts obtained in August, 2025. The results of the analysis are provided in **Appendix A** and summarized in **Figure 10**. The study intersections primarily operate at Level of Service (LOS) D or better during the weekday AM and PM peak hours under existing conditions. This indicates that traffic generally flows with minimal delays or queueing along the corridor, with the exception of the southern portion of the Arden Way at Point West Way (Intersection #8); this intersection is shown to operate at LOS F during the weekday PM peak-hour as a side-street stop controlled (SSSC) intersection while the northern side is understood to operate at LOS D during the PM peak hour. This LOS ranking indicates delay for vehicles turning left into the driveway.

Traffic volumes are understood to be higher than average during the Holiday season and during special events at Cal Expo. The City of Sacramento typically deploys special signal timing during these times to reduce congestion.



Arden Way by the Mall

Figure 10. Arden Way Existing Traffic Operations



3.3 Pedestrian and Bicycle Level of Traffic Stress (LTS) Analysis

Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS) scores are provided on a whole number range from 1 (lowest stress) to 4 (highest stress). Scores of 1 or 2 can be considered "comfortable/low stress" while scores of 3 or 4 can be considered "uncomfortable/high stress". The following summary of the PLTS and BLTS throughout the project area is provided based on the analysis criteria and project area's built environment.

The analysis found that Arden Way is consistently a high-stress environment, with BLTS 4 and PLTS 4 scores throughout the corridor. These ratings indicate that walking and bicycling conditions are uncomfortable and uninviting and help identify where improvements are needed to create a more comfortable experience for people of all ages and abilities.

A technical memorandum documenting the methodologies and results of the LTS and Crossing Space analysis is provided in **Appendix A**. F**igure 11** and **Figure 12** present PLTS and BLTS scores along Arden Way.



Sidewalk width restricted by utility pole



Poor sidewalk condition along Arden Way

Figure 11. Arden Way Pedestrian LTS

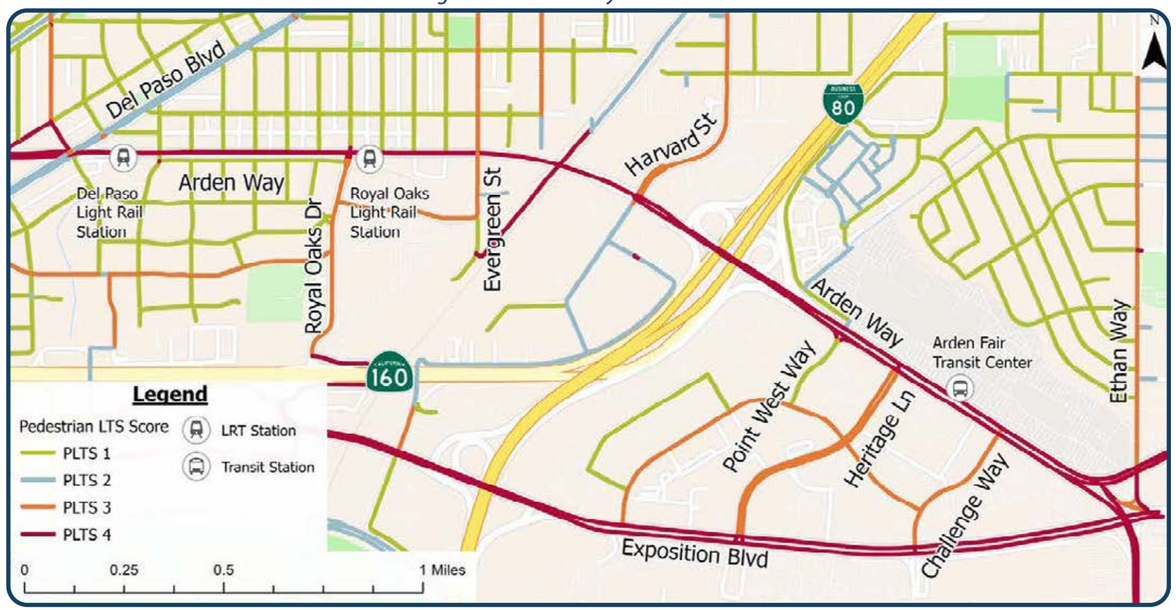
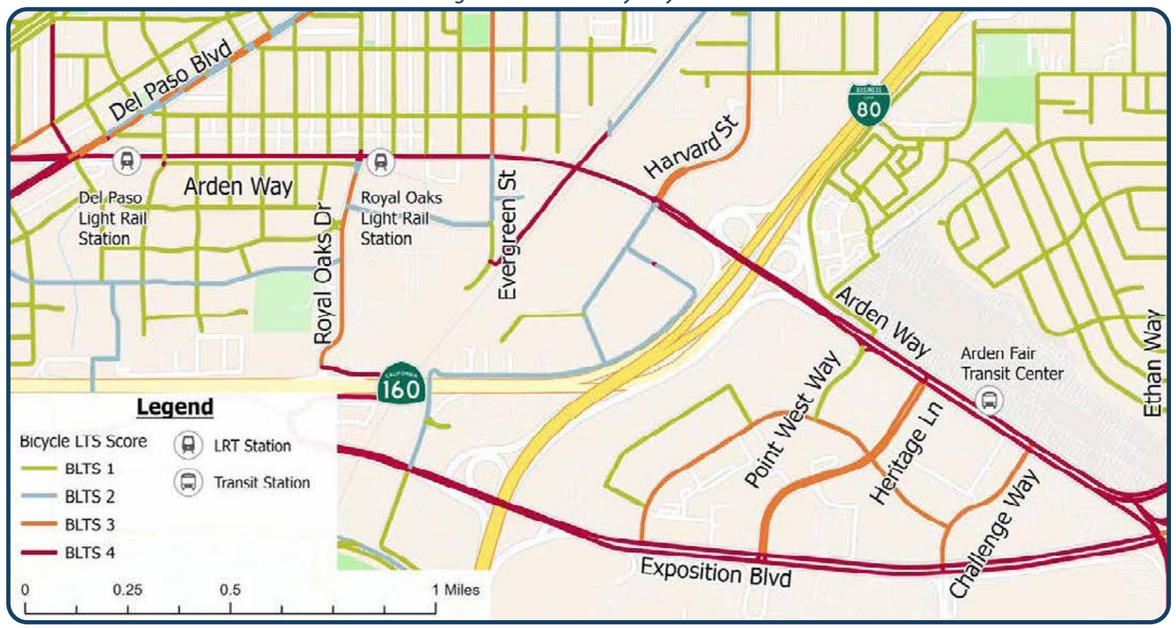


Figure 12. Arden Way Bicycle LTS



3.4 Transit

The western segments of Arden Way serve bus traffic (SacRT Route 13 and 23) and light rail trains (SacRT Blue Line). The intersection of Del Paso Boulevard and Arden Way serves multiple additional bus routes, including 15, 19, 88, and 113. **Figure 13** presents passenger boarding and alighting data for an average weekday at the four light rail stations proximate to the Project area. The busiest stations bookend the west and north legs of the Project area, with the Arden/Del Paso station being the busiest of the four with Marconi/Arcade in second. Both the Arden/Del Paso and Marconi/Arcade stations provide connecting service to SacRT bus routes. The Marconi/Arcade station has been identified for the pilot phase of the SacRT Mobility Hubs Project. "Mobility Hubs" are intended to offer historically disadvantaged neighborhoods with multiple transportation options.

Figure 13. SacRT Light Rail Station Weekday Average Boarding/Alighting (April-June 2025)

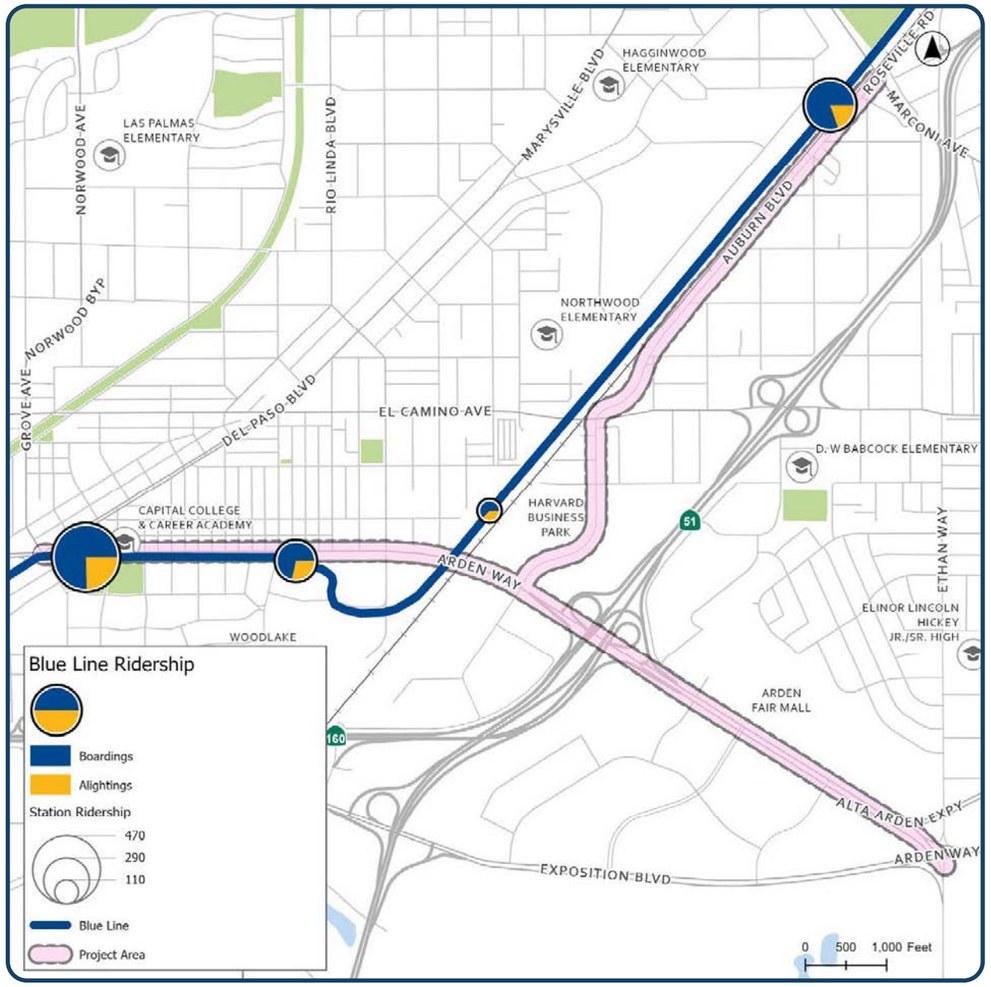
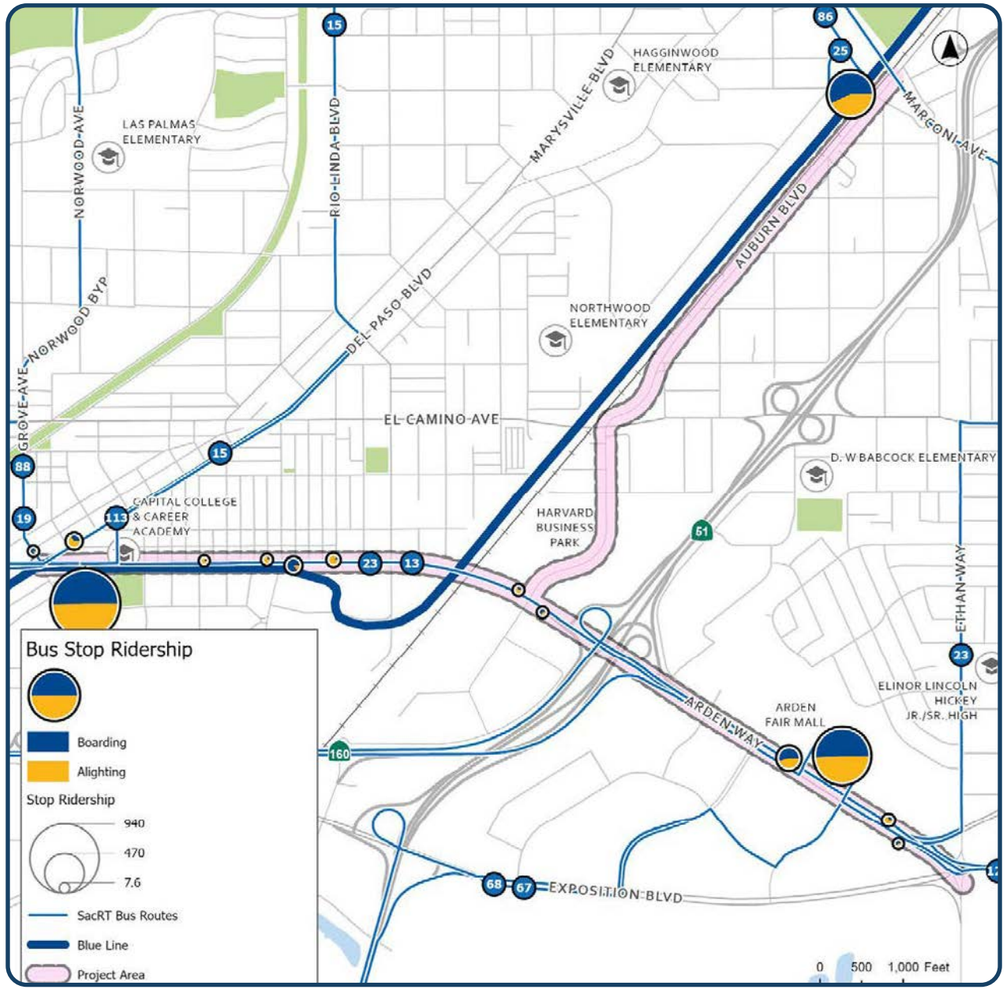


Figure 14 presents passenger boarding and alighting data for an average weekday at the bus stops located throughout the Project area. Bus service is only provided along Arden Way. The busiest bus stops along Arden Way are the Arden/Del Paso station on the west end and the Arden Fair Transit Center on the east end. No bus service is provided along Auburn Boulevard/Harvard Street. The Marconi/Arcade station exhibits a relatively high amount of boarding and alighting compared to the other stops measured near the Project area. The Del Paso transit station is the most heavily utilized station in the study area, serving both light rail passengers and local transit (1500 riders daily). The Arden Fair Mall Transit Center likewise provides service to approximately 470 riders daily.

Figure 14. SacRT Bus Stop Weekday Average Boarding/Alighting (April-May 2025)



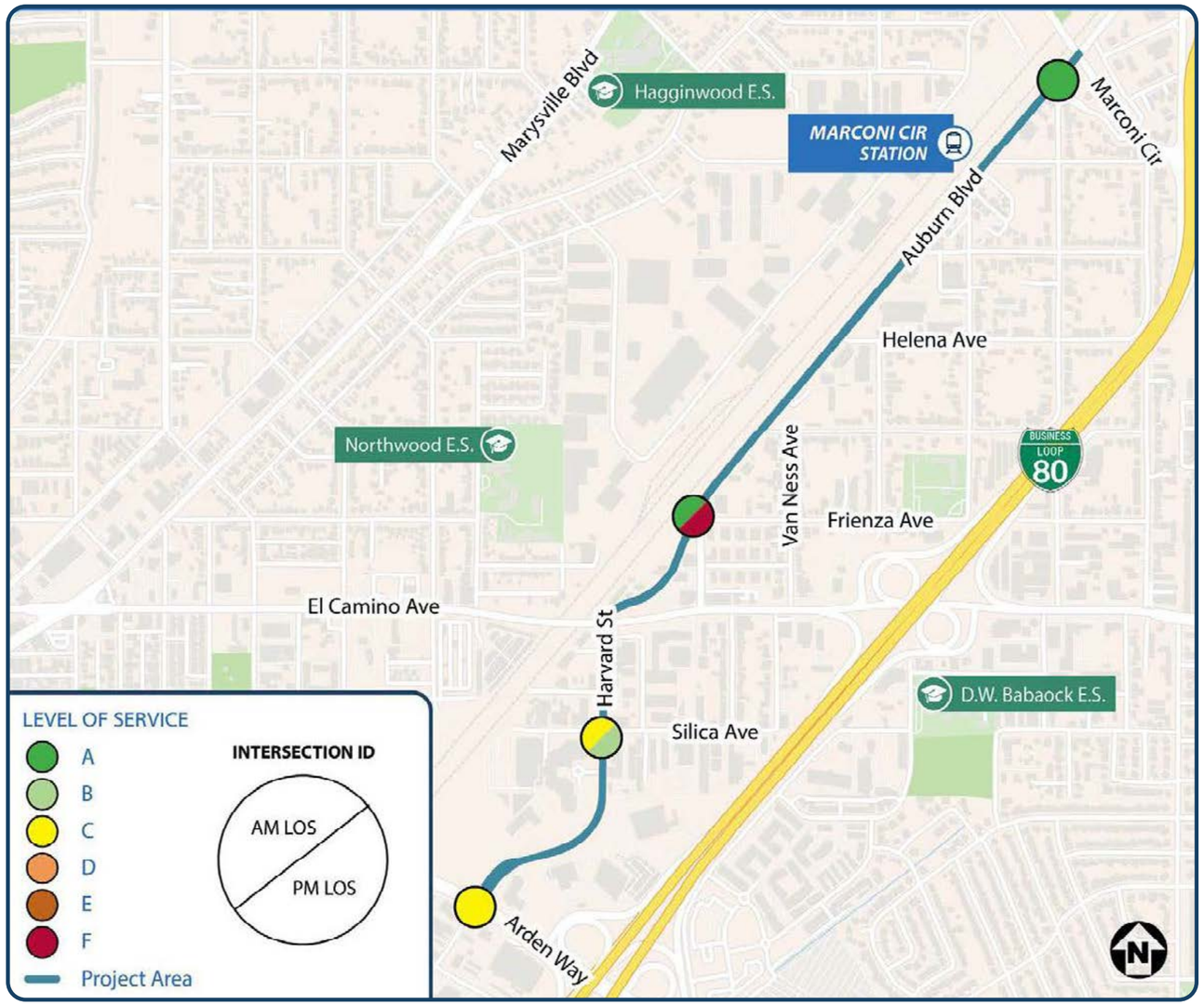
4. AUBURN BOULEVARD / HARVARD STREET TODAY

The Auburn Boulevard corridor – including Harvard Street – between Arden Way and Marconi Circle includes a mix of residential, commercial, and industrial uses ranging from Harvard Business Park and hotels serving the Point West Business District and Downtown Sacramento events, to a variety of auto repair shops. The corridor is part of Sacramento's Vision Zero High Injury Network, meaning it experiences some of the highest number of fatal and serious crashes in the city. Collision history from the most recent five years and level of traffic stress (LTS) for people walking and bicycling were analyzed to provide a more complete perspective of safety for all people traveling along the corridor. While traffic operations are understood to mostly meet City standards, safety and LTS analyses indicate opportunities for improvement. Community input collected through the plan development process confirms that high vehicle speeds and a lack of separation between vehicles and non-motorized users contribute to challenges along the corridor.

4.1 Traffic Analysis

While Auburn Boulevard and Harvard Street mainly serve residential, industrial, and commercial trip purposes, they are also understood to serve as a cut-through route for regional traffic avoiding congestion on the Business-80. Traffic volumes were collected at four key intersections along Auburn Boulevard/Harvard Street and AM and PM-peak hour operations were analyzed. As presented in **Figure 15,** the study intersections primarily operate between LOS D or better during the weekday AM and PM peak hours under Existing (2025) conditions. However, Intersection #17 (Auburn Boulevard at Van Ness Street/Frienza Avenue) is shown to operate at LOS F during the weekday PM peak-hour as a SSSC intersection due to vehicle delay on the minor street approaches. Intersection operational and safety improvements (including a roundabout) could help improve this intersection.

Figure 15. Auburn Boulevard/Harvard Street Existing Traffic Operations



4.2 Safety Analysis

Between January 2020 and December 2024 (5 years), there were:

- A total of 43 injury crashes along Harvard Street/Auburn Boulevard
- 2 fatal crashes and 6 severe injury crashes along Harvard Street/Auburn Boulevard

The three most common crash types were:

Rear-ends (35%) | Broadsides (30%) | Hit Object (14%)

The three most common crash types were:

Unsafe Speed (40%) | Auto Right-of-Way Violation (14%) | DUI (9%)

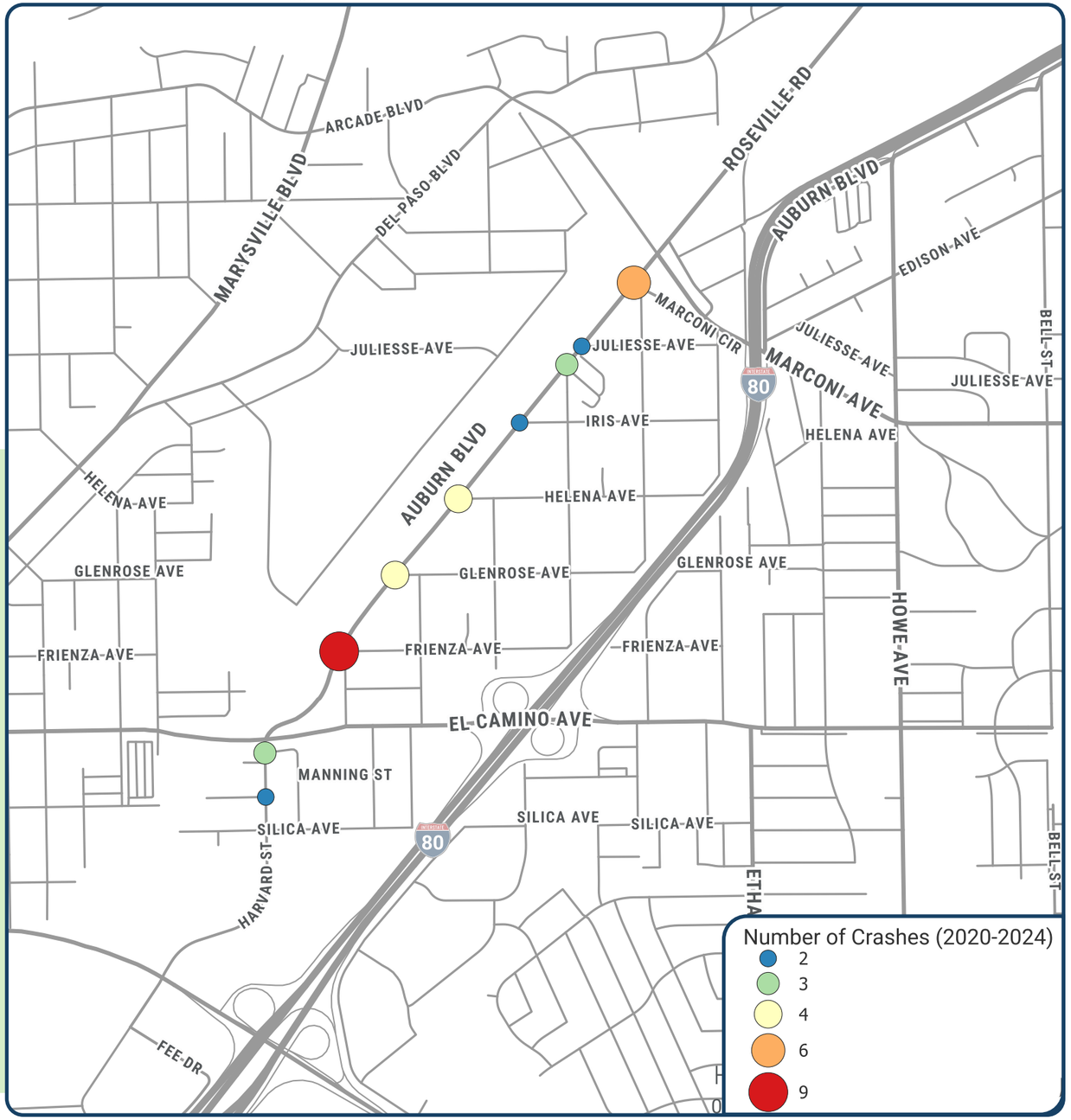
- 50% of vehicle-pedestrian crashes resulted in fatalities or severe-injuries.
- 50% of vehicle-bicycle crashes resulted in fatalities or severe-injuries.

The intersection which experienced the highest number of crashes was Auburn Boulevard & Frienza Avenue: 9 injury crashes and one KSI crash.



Intersection crashes are presented in **Figure 16**. Supporting technical memoranda documenting the safety analysis for Arden Way are provided in **Appendix A**.

Figure 16. Auburn Boulevard/Harvard Street Intersection Crashes



4.3 Pedestrian and Bicycle Level of Traffic Stress (LTS) Analysis

The LTS analysis found that Auburn Boulevard is consistently a high-stress environment for people bicycling corridor (BLTS 3 south of Frienza Ave and BLTS 4 north of Frienza Ave), and high stress (PLTS 3 and 4) for people walking for most of the corridor, with the exception the segment between Silica Ave to Frienza Ave (PLTS 2). Auburn Boulevard/Harvard Street BLTS and PLTS rankings are presented in **Figure 17** and **Figure 18**.

A technical memorandum documenting the procedure and outcomes of the LTS and Crossing Space analysis is provided in **Appendix A**.

- Auburn Boulevard (north of Frienza Avenue): PLTS = 4, BLTS = 4
- Auburn Boulevard/Harvard Street (between Silica Avenue and Frienza Avenue): PLTS = 3, BLTS = 2
- Harvard Street (south of Silica Avenue): PLTS = 3, BLTS = 3



Existing intersection geometry of Auburn Boulevard with Van Ness Street/Frienza Avenue



Utility pole located in the sidewalk along Harvard Street

Figure 17. Auburn Boulevard/Harvard Street Pedestrian LTS



Figure 18. Auburn Boulevard/Harvard Street Bicycle LTS



5. COMMUNITY ENGAGEMENT

The City has made meaningful, inclusive community engagement a cornerstone of every phase of project development, creating multiple opportunities for residents, businesses, community organizations, and agency partners to share their experiences, identify priorities, and evaluate potential improvements. This sustained input has directly informed the project's goals, corridor concepts, and preferred recommendations, helping ensure that the plan reflects community needs and supports equitable, practical, and broadly supported transportation solutions.

Outreach has been conducted in three phases:

1. Listen and Learn (February-March 2026)

- Introduce the project, gather values, goals, and mobility challenges.

2. Design and Discuss (May - June 2026)

- Validate findings, share draft alternatives, and collect feedback on potential improvements.

3. Reveal and Refine (October – November 2026)

- Gather input on the Draft Plan, confirm direction, and celebrate shared outcomes.

Core Engagement Principles

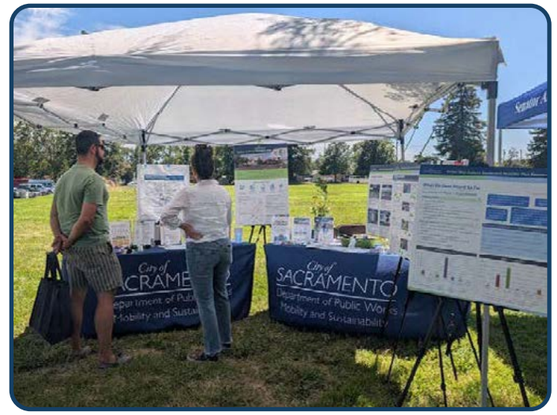
- Listen intensely to corridor residents, workers, students, and businesses.
- Ensure equitable representation from communities of color, low-income households, seniors, youth, and people with disabilities.
- Partner with trusted organizations to expand reach and build shared ownership of plan outcomes.
- Inform, engage, and co-create corridor solutions that are realistic, fundable, and rooted in community values.
- Use multiple methods (online, in-person, visual, multilingual) to reduce barriers and encourage feedback.

The City and project team engaged residents, businesses, property owners, and community members who travel on Arden Way and Auburn Boulevard through a series of in-person workshops, pop-up tabling efforts at local community events and at key destinations in the project area, online surveys and virtual workshops, and focus group meetings.

Two advisory groups, a Business Advisory Group and Community Advisory Group, were formed to advise the City and project team from a business and community leader perspective. These groups met at each phase of the project to provide local knowledge and informed feedback on proposed project improvements.

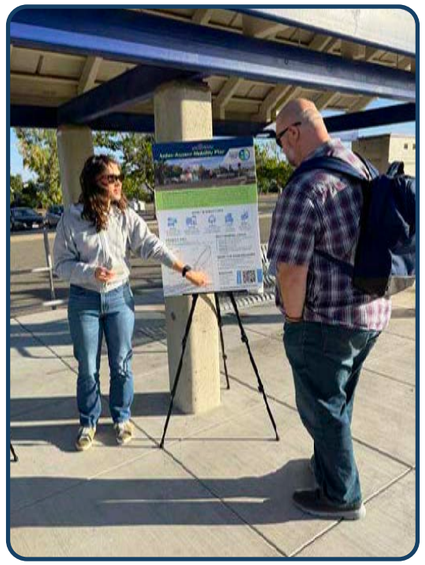
Additionally, the City formed a Technical Advisory Committee (TAC) consisting of representatives from several city departments spanning Public Works, Community Development, and Planning. The TAC reinforced the collective knowledge and technical interests of the project team.

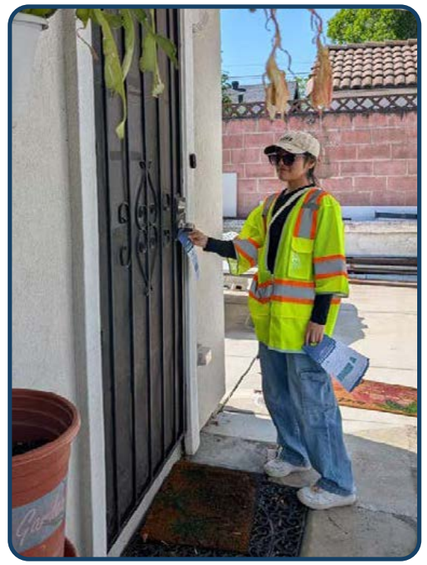
Finally, the City coordinated regularly with external partners including Sacramento Regional Transit (SacRT) and Caltrans regarding potential opportunities and challenges with existing and planned transit service and freeway operations as they related to potential project improvements.











Photos from community engagement events and road safety audit

Phase 1: Listen and Learn (February-March 2026)

Phase 1 Online Survey

More than 130 community members participated in an online survey, which was available in English and Spanish, from March 9 - 31, 2026. Key survey findings:

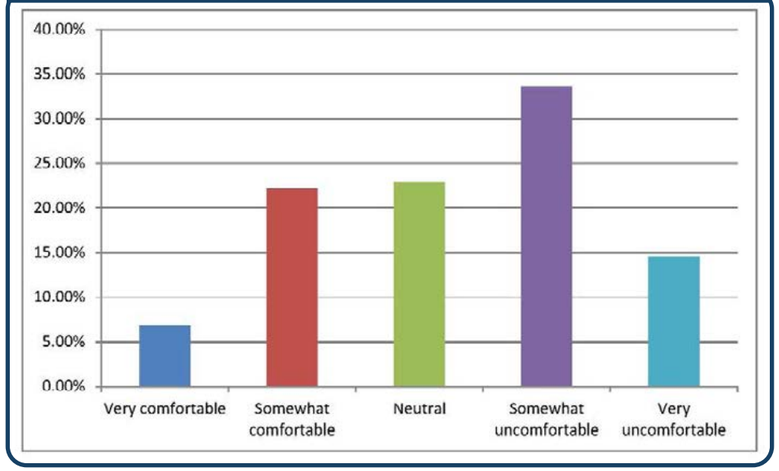
- Discomfort across all travel modes, 48% of respondents feel uncomfortable traveling the corridor
- Fast-moving traffic is the top safety concern
- Safety concerns are preventing people from reaching destinations
- Open-ended responses highlight personal safety, unhoused activity, and infrastructure gaps.



Phase 1 Survey Flyer

> *"[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."*
>
> **- Phase 1 survey response**

Overall, how comfortable do you feel traveling along Arden Way or Auburn Boulevard?



Phase 1 Community Workshop

On March 11, 2026 the City hosted a community workshop to listen and learn from community members about their experiences traveling in the project area.

Key workshop feedback:

- Concern about speeding vehicles on Arden Way and Auburn Boulevard
- Desire for enhanced crossings for people walking and placemaking along Arden Way, especially across Arden Way to access transit stops
- Community members reported that they avoid cycling along Arden Way when possible because it feels unsafe
- The Arden Way freeway underpass us dark and needs lighting
- Cut-through traffic is a concern in neighborhoods surrounding Arden Way
- Desire for sidewalk and bicycle lane gaps to be filled in



Workshop address from City Councilmember Roger Dickinson, District 2

Phase 1 Pop-up Workshops

The City held two pop-up workshops to reach community members where they already gather. These took place at:

- Arden Fair Mall, March 21, 2026
- Swanston Light Rail Station, March 24, 2026

Project materials and door hangars were distributed throughout the neighborhoods fronting the project study area



Phase 1 Pop-up Workshops



Phase 1 Pop-up Workshops

Phase 1: Listen and Learn (February-March 2026)

Phase 1 Community Advisory Group (CAG) Meetings

The community leaders CAG and local business owners CAG groups met on February 24th, 2026 at the Swanston Community Center to provide feedback on traffic safety concerns, share their knowledge of the Arden Way-Auburn Blvd corridors, and confirm the desired outcomes from this project. The quantitative findings included in the existing conditions report were brought before the community for their feedback to ensure qualitative aspects of Arden Way and Auburn Boulevard/Harvard Street were not overlooked as the project advanced.

Business Owners:

- *Emphasized the need to address safety concerns they and their customers experience, not just how the corridor performs "on paper."*
- *Stressed that speeding and red-light running affect both customer access and perceptions of safety.*
- *Business representatives, including mall stakeholders, expressed interest in coordinating with the City on potential frontage and access reconfigurations along Arden Way.*
- *Interest in improving bus stop quality, lighting, and connections for people walking so customers and workers who rely on transit can reach businesses more safely and comfortably.*
- *Felt the corridor's look and feel could better reflect its role as a key commercial destination.*

Community Advocates:

- *Participants emphasized putting people first in the corridor—especially children, seniors, and people with disabilities—rather than focusing primarily on vehicle flow.*
- *Would still be reluctant to ride directly along Arden Way even with added bike facilities, due to traffic speeds and volumes.*
- *Confusing, multi-leg intersections and angled streets make it hard for both drivers and people walking to anticipate each other's movements.*
- *Many riders are workers, students, and seniors who rely on transit and should be able to wait/transfer in places that feel safe, clean, and well lit.*
- *Emphasized clear, honest communication about what can be done quickly versus what will take many years. Encouraged project partners to differentiate near-term "quick build" improvements from longer-term construction.*

Phase 1 Technical Advisory Committee (TAC) Meetings

TAC Kickoff Meeting (Friday, November 14, 2025) The kickoff meeting allowed the project team to introduce the project area to the TAC members while soliciting their feedback regarding existing conditions and planned projects to be mindful of through the project process. The kickoff meeting was also used to educate members of the TAC on the purpose of the RSA and to review the RSA logistics.

Road Safety Audit (RSA) (Monday, November 17, 2025) TAC members participated in the RSA which included seven strategic stops throughout the project area and provided the project team and TAC opportunities to discuss prior knowledge while considering new observations from the field.

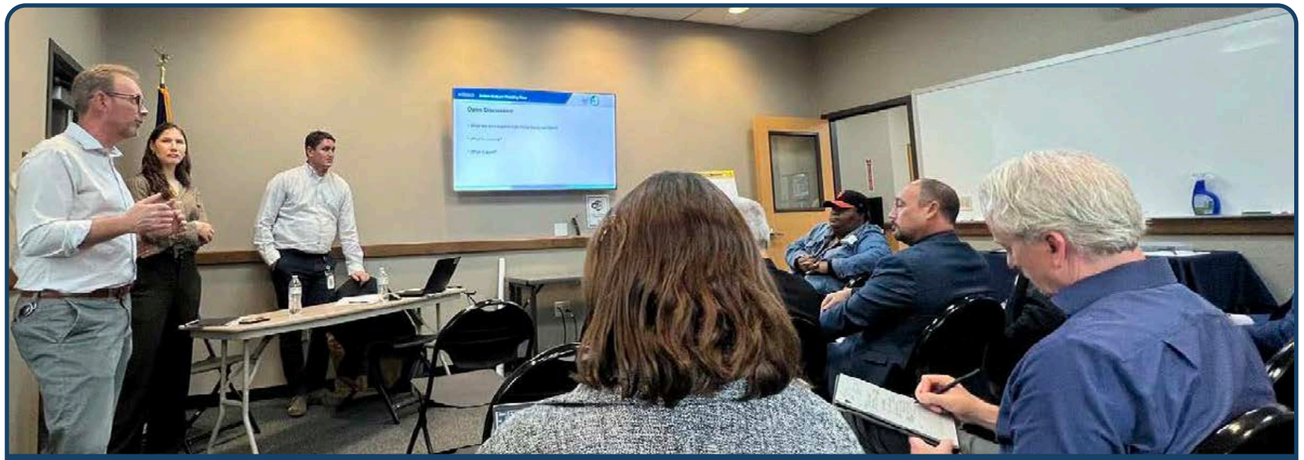
Existing Conditions Assessment Review (January 20, 2026) TAC members reviewed the existing conditions assessment including traffic volumes and operations, crash data, bicycle and pedestrian level of traffic stress, and transit service.



TAC members during the 11/17/2025 Road Safety Audit



TAC members during the 11/17/2025 Road Safety Audit



Phase 1 CAG Business Owners Meeting

Phase 2: Design and Discuss (May-June 2026):

Phase 2 Community Workshop

On Wednesday, May 20 the City and project team shared how the three corridor concepts were developed, and presented draft improvement ideas for the Arden Way & Auburn Boulevard project area. Community members voiced their support for the following treatments:

Phase 2 Public Workshop

- Raised crosswalks
- Widened sidewalks with lighting,shade, and landscaping
- Improved bus stops
- New pedestrian signals and crossing points
- One-way separated bikeways



Phase 2 Public Workshop

Community members were able to review draft concepts and provide feedback in an online workshop from May 19 through June 19. The project team received more than 120 comments. Community feedback is compiled in **Appendix B** and and **Appendix C**.

Phase 2 Pop-up Workshops

The City held five pop-up workshops to gather community input on potential improvements at:

- Swanston Light Rail Station (6.02.2026)
- Celebrate North Sacramento Festival (6.02.2026)
- Royal Oaks Light Rail Station (6.11.2026)
- Arden/Del Paso Light Rail Station (6/16/2026)
- North Sacramento Mobile Farmers Market (6.12.2026)



Pop-up engagement



Pop-up engagement

Phase 2 Community Advisory Group (CAG) Meetings

The Business and Community Leader CAGs met again on May 11th and 12th, 2026, to review corridor concepts and provide feedback on corridor concepts. The CAGs supported improved placemaking and transit facilities along the Arden Fair Mall frontage, but expressed doubts about traffic operations following a corridor-wide lane reduction. Enhanced pedestrian crossings and facilities, especially through the freeway interchange, were discussed.

The Technical Advisory Group (TAC) reviewed potential improvements and corridor concepts with the project team.

Draft Concepts Review (April 29, 2026) The TAC reviewed draft concepts for the project corridors and discussed the potential advantages and challenges of each. TAC feedback on the concepts is compiled in **Appendix B** and **Appendix C**.

SacRT provided comments on the corridor concepts regarding potential impacts to transit service and desired roadway improvements. The project team coordinated with planners from SacRT during August and September 2025 to discuss past, current, and future transit endeavors at SacRT facilities that could affect the project area.

The SacRT planners informed the project team that the Marconi/ Arcade station has been identified for the pilot phase of the SacRT Mobility Hubs project. "Mobility Hubs" are intended to offer historically disadvantaged neighborhoods with multiple transportation options. These coordination efforts also enabled SacRT to share the light rail/bus ridership and light rail parking occupancy data that is included in the existing conditions report.

The project team coordinated with planners from Caltrans in March 2026 to discuss current and future infrastructure projects at Caltrans facilities that could affect the project area. The conversation was primarily focused on near- and long-term outlooks for the Arden Way interchange with SR-160/I-80 BUS.

Caltrans indicated that no modifications are anticipated on their proximate facilities within the next 10 years. The project team will continue to coordinate with Caltrans as the project advances. Caltrans reviewed the corridor plans based on their impact to freeway ramp operations and mainline flow.



Community Advisory Group (CAG)

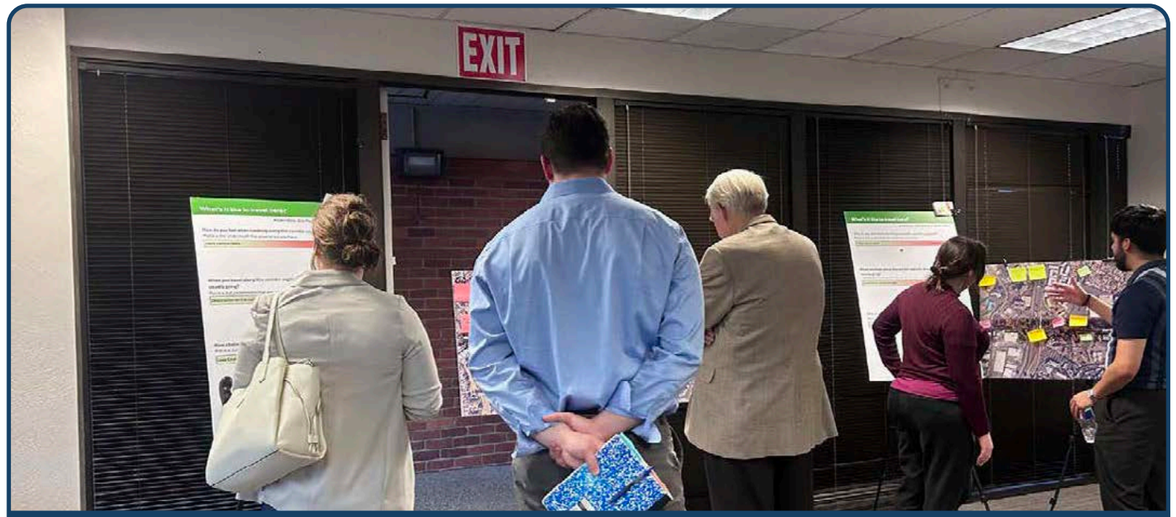


Community Advisory Group (CAG)

Phase 3: Reveal Phase 3: Reveal and Refine (October - November 2026):

Phase 3 Community Workshop

On October 28, 2026 the City hosted a final community workshop to present the proposed improvements along the project corridors. The City presented how community feedback, technical evaluation, and input from the CAG and TAC groups was used to identify the preferred corridor concepts.



Phase 3 Community Workshop

Phase 3 Community Advisory Group (CAG) Meetings

The community leaders CAG and local business owners CAG groups met on October 19th and 20th, 2026, at the Swanston Community Center to review the proposed corridor improvements.



Phase 3 Community Workshop

Phase 3 Technical Advisory Committee Meeting

The TAC met on August 5th to review the preferred corridor concepts, key spot treatments, and the evaluation process that informed them.

- The group discussed the advantages of installing a shared use path along the North side of Arden Way, and the feasibility of raised crosswalks along Arden Way.
- SacRT has a project to implement traffic Signal Priority (TSP) signal timing updates at the Arden Way intersections between Del Paso Boulevard and Harvard Street.



TAC Meeting #5 (review of preferred corridor concepts)

Phase 3 Pop-Up Workshops

The community leaders CAG and local business owners CAG groups met on October 19th and 20th, 2026 at the Swanston Community Center to review the proposed corridor improvements.



Phase 3 Pop-Up event materials

6. DRAFT PLANS

The draft plans for Arden Way between Del Paso Boulevard and Ethan Way, and Auburn Boulevard / Harvard Street between Arden Way and Marconi Circle, outline street concepts and cross sections that reimagine how people will walk, bike, roll, drive, and take transit in the area. These concepts emphasize improvements that address safety and mobility challenges and prioritize strategies to reduce traffic injuries and fatalities.

After reviewing community feedback, completing traffic analysis, and evaluating each proposed alternative for Arden Way and Auburn Boulevard (described in more detail in **Appendix C**), the City determined the following corridor concepts would best meet the project goals of safety, equity, multimodal mobility, livability and placemaking, and feasibility and implementation.

How we got here

A corridor-wide lane reduction on Arden Way with one-way separated bikeways and sidewalks on both sides of the street was popular with many community members. Detailed traffic analysis conducted as part of this plan indicates that a corridor-wide reduction of travel lanes on Arden Way, between Del Paso Boulevard and Ethan Way, would result in what the City determines to be an unacceptable level of service. The full lane reduction would result in severe congestion and delays due to limited roadway capacity, especially through the Business-80 underpass.

However, further traffic analysis showed that a partial corridor lane reduction on the eastern segment of Arden Way, between the SR160 on/off-ramps and Ethan Way, is feasible. Reducing the eastern segment of Arden Way from eight lanes to six lanes provides roadway width that can accommodate a shared use path – for people walking, biking, and rolling – with planters wide enough for shade trees between the shared use path and vehicle travel lanes.

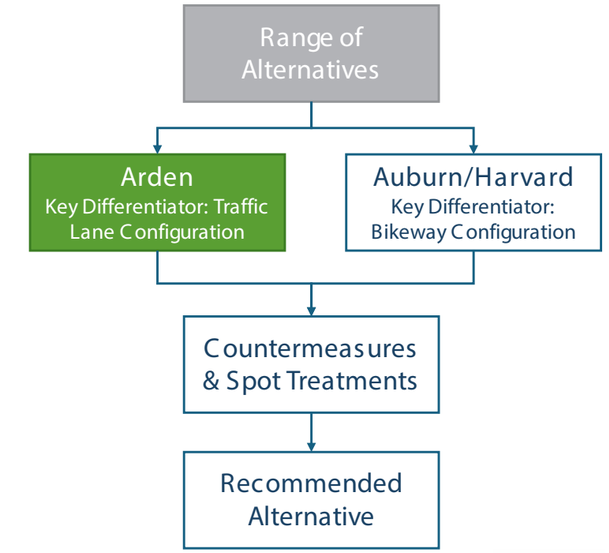
While the draft plan does not show a full lane reduction along Arden Way, it supports the project and community goals of identifying safety improvements while also providing better facilities for people walking and biking. Additionally, providing enhanced connections to jobs, schools, retail, residential, and civic destinations along the corridors supports local economic development, future housing, and job growth in the surrounding project area.

Appendix D includes more detailed conceptual designs.

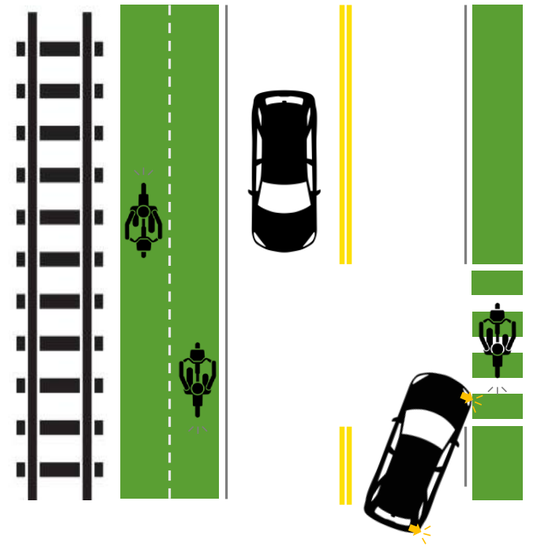
Alternative Development Process



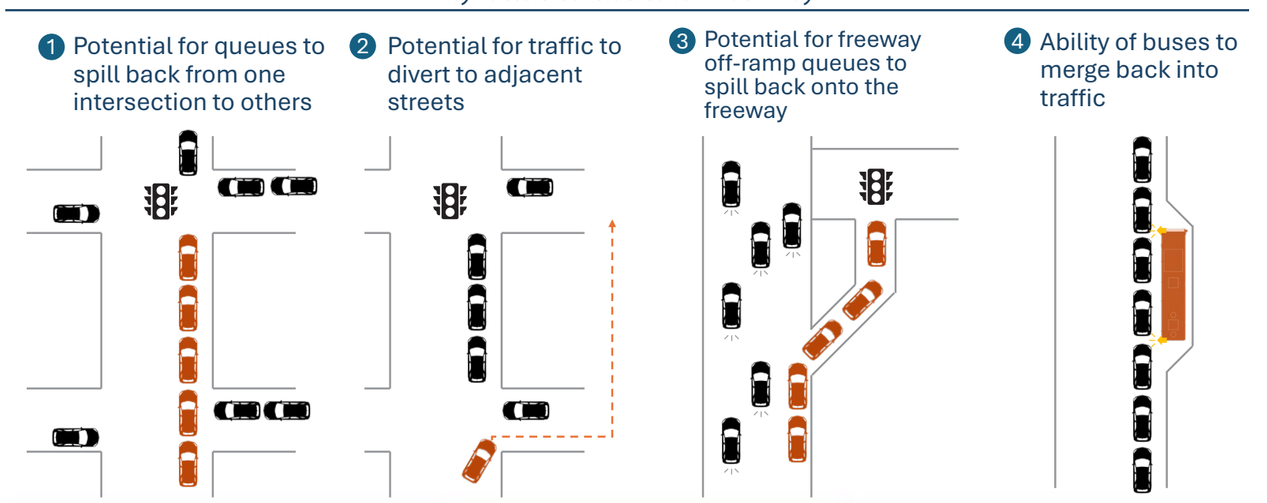
Cross Section Refinement Process



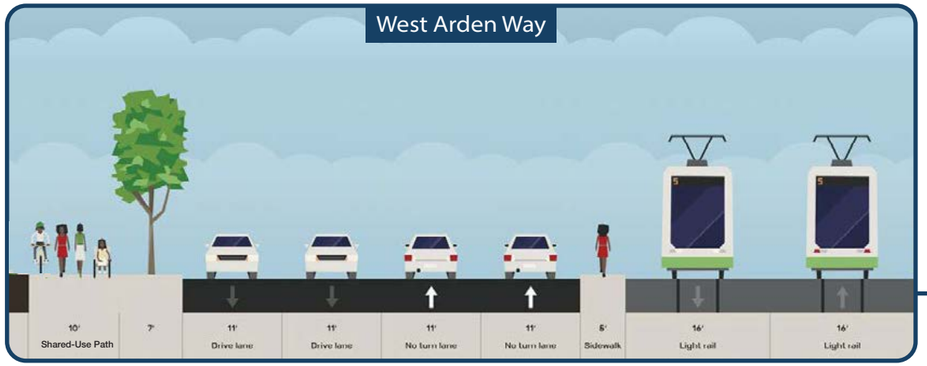
Key Factors Considered for Auburn Boulevard

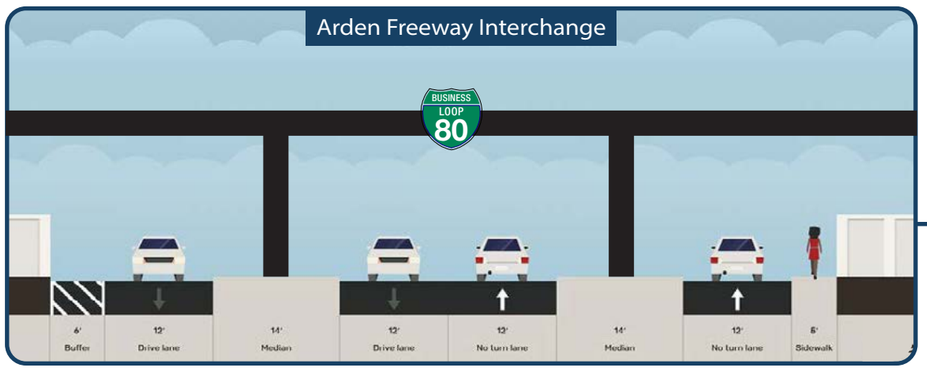


Key Factors Considered for Arden Way

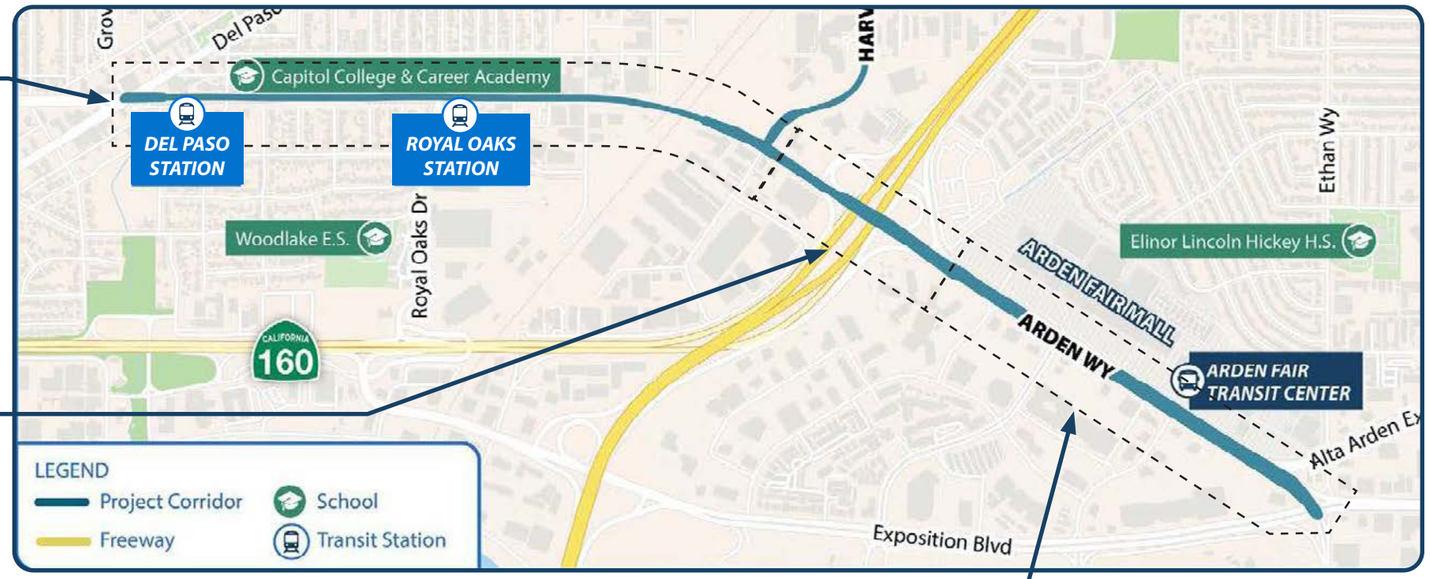


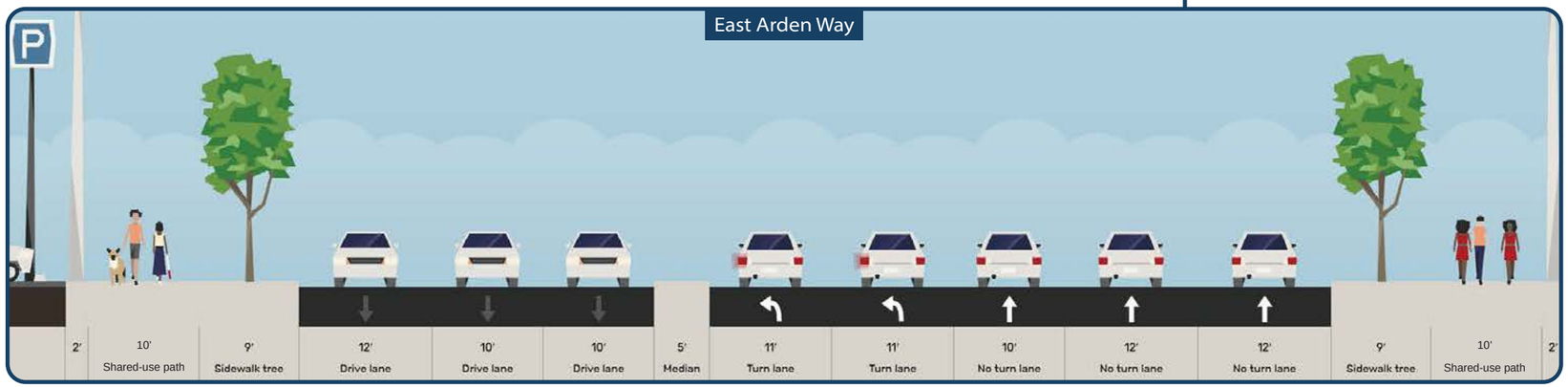
Arden Way Draft Cross Section





Arden Way Draft Cross Sections





Treatment Toolkit

High Visibility Crosswalk



Ladder-style pavement markings that are visible to drivers from far away

- Makes crossings easier to see
- Encourages drivers to yield to people walking
- Low-cost upgrade that pairs well with other crossing treatments

Curb Extensions



Widened corners that extend the sidewalk into the street at intersections

- Shortens crossing distances for people walking
- Improves visibility between people walking and drivers
- Tightens corners to slow turning vehicles

Median Refuge



Raised concrete island in the middle of the street at a crossing

- Lets people cross one direction of traffic at a time
- Provides a protected place to wait mid-crossing
- Narrows travel lanes, which helps slow traffic

Raised Crossing



Crosswalk raised to sidewalk level, similar to a flat-topped speed table

- Slows vehicles where people cross the street
- Makes people crossing more visible to drivers
- Keeps a level path for wheelchairs, strollers, and walkers

Leading Pedestrian Interval (LPI)



Signal timing that gives people crossing a head start of a few seconds before vehicles get a green light

- Lets people walking get into the crosswalk before cars start turning
- Makes people crossing more visible and reduces conflicts with turning drivers
- Low-cost change using existing signal equipment

Rectangular Rapid Flashing Beacon (RRFB)



Push-button-activated flashing lights mounted under pedestrian crossing signs

- Stays dark until activated, then flashes rapidly to alert drivers
- Used at crossings without a traffic signal or stop sign
- Greatly increases the share of drivers who yield to people crossing

Accessible Curb Ramps



Ramps at corners and crosswalks that connect the sidewalk to the street, with detectable warning areas at the bottom

- Provides a smooth path for people using wheelchairs, walkers, and strollers
- Alerts people with low vision to the edge of the street

Bus Stop Amenities



Shelters, seating, lighting, trash cans at bus stops

- Provides shade and weather protection while waiting for the bus
- Connects accessible boarding areas to sidewalks and crossings
- Makes riding transit more comfortable and convenient

Arden Way at Del Paso Boulevard

Intersection Treatments

Traffic Signal Improvements:

- Upgrade undersized signal heads
- Install retroreflective backplates

Pedestrian crossing improvements

- Square up pedestrian crossings
- Install advance stop bars and high-visibility crosswalks
- Install ADA curb ramps
- Implement leading pedestrian interval (LPI)

Light Rail

- Implement Transit Signal Priority (TSP)
- Install dynamic envelope striping on light rail tracks
- New bus stop proposed on Del Paso Blvd

Speed Limit

- Conduct a speed study to reduce the posted speed limit to 35 mph from 40 mph

Potential quick-build treatments

- Stripe Crosswalks
- Curb extensions (raised delineators)
- Complete sidewalk gaps

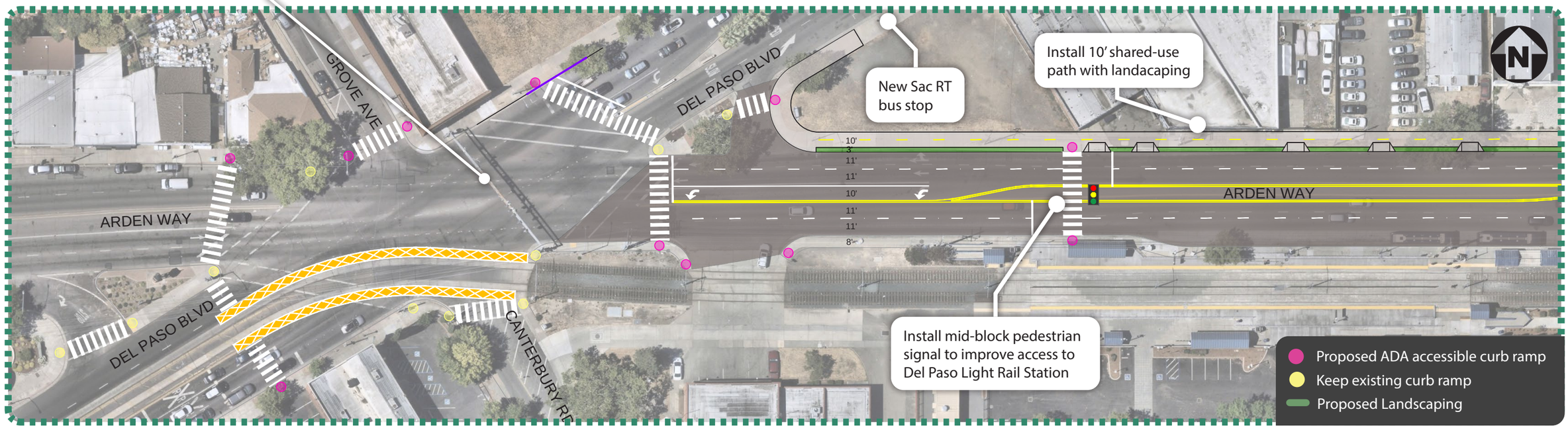


Arden Way at Del Paso Boulevard Key Map

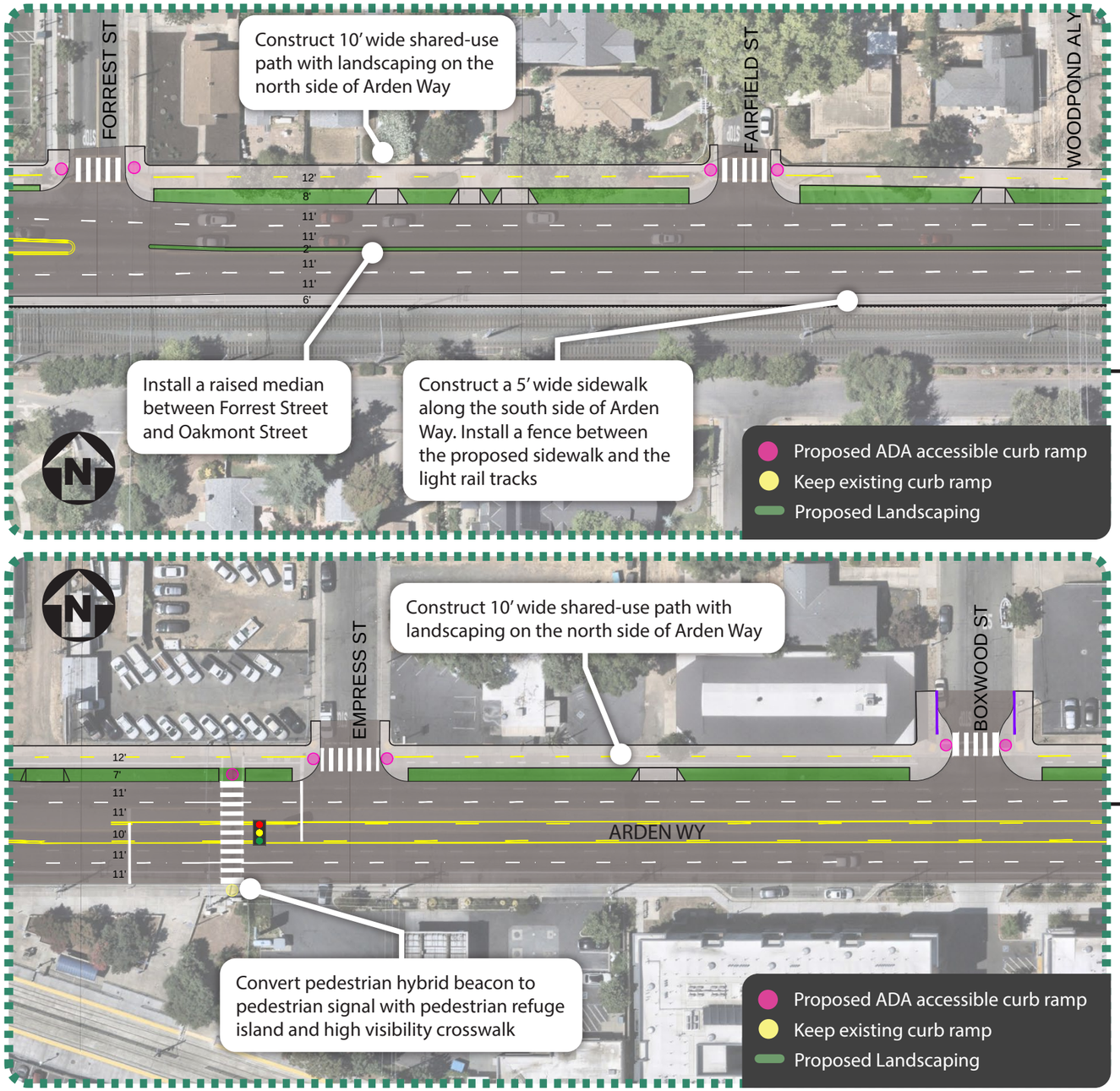
In August 2026, the City Maintenance Services Team filled in a sidewalk gap on the north side of Arden Way.







West Arden Way



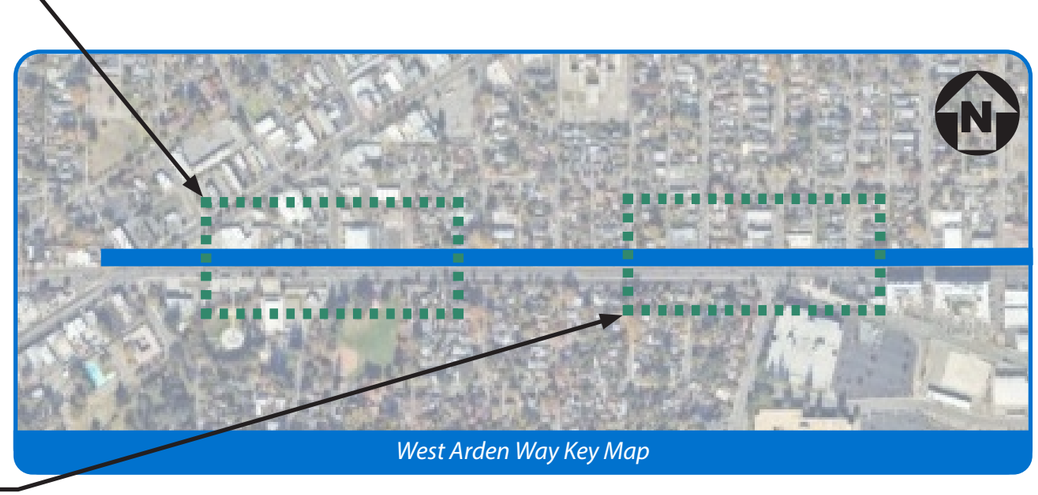
Intersection Treatments

Traffic Signal Improvements:

- Upgrade undersized signal heads
- Install retroreflective backplates

Pedestrian crossing improvements

- Square up pedestrian crossings
- Install advance stop bars and high-visibility crosswalks
- Install ADA curb ramps
- Implement leading pedestrian interval (LPI)



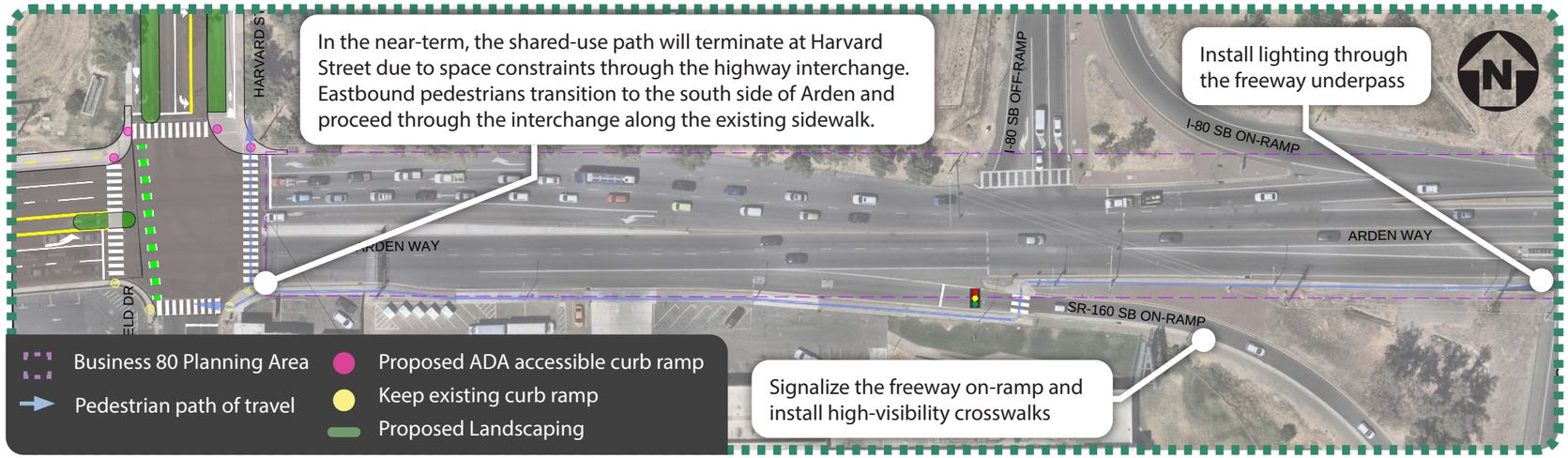
Speed Limit

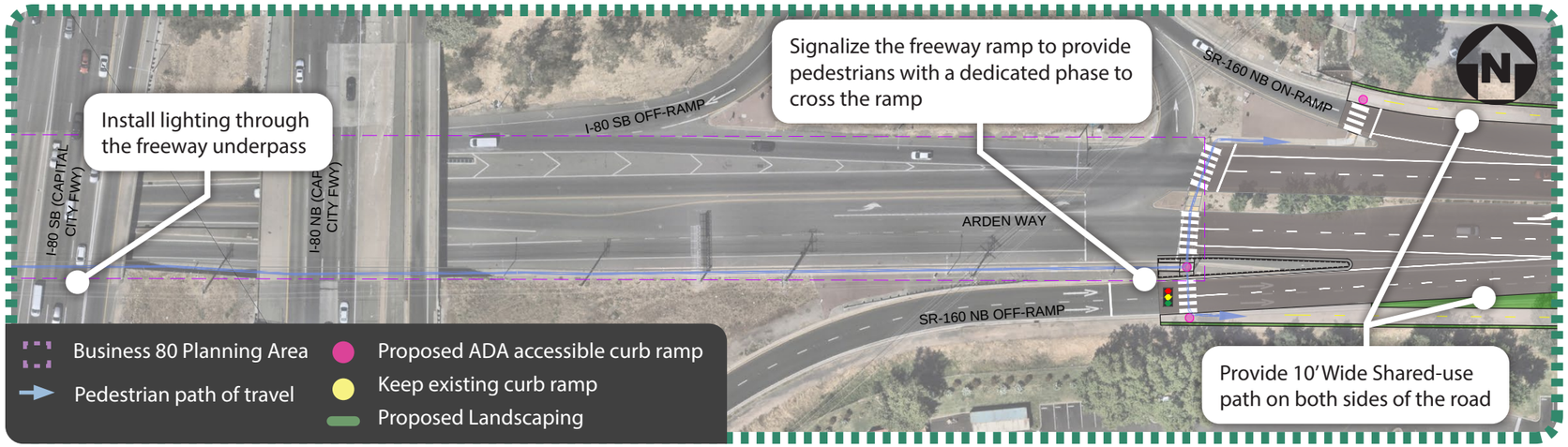
- Conduct a speed study to reduce the posted speed limit to 35 mph from 40 mph

Potential quick-build treatments

- Crosswalks
- Hardened centerline with raised delineators
- Curb extensions (raised delineators)

Arden Way Freeway Interchange







Arden Way Freeway Interchange Key Map

Mid-term improvements

- Until Caltrans conducts interchange improvements, people walking are expected to use the existing sidewalk through the interchange. Per City of Sacramento Municipal Code, people are permitted to ride bicycles on the sidewalk.
- Install pedestrian lighting through the freeway underpass
- Signalize the northbound freeway off-ramp to east Arden Way, and the eastbound freeway on-ramp to Highway 160 to provide people walking with a dedicated phase to cross the ramps. Signalizing the NB off-ramp to eastbound Arden Way will reduce conflicts between freeway vehicles exiting towards the Mall and eastbound vehicles on Arden Way.

Long term vision

- Provide continuous for people walking facilities and continuous cycling infrastructure on both sides of the road (separated from vehicle traffic)
- Install lighting through the interchange
- Square up and signalize the freeway ramps
- Reconfigure ramp geometry to eliminate weaving movements

East Arden Way

Intersection Treatments

Traffic Signal Improvements

- Upgrade undersized signal heads
- Install retroreflective backplates

Pedestrian crossing improvements

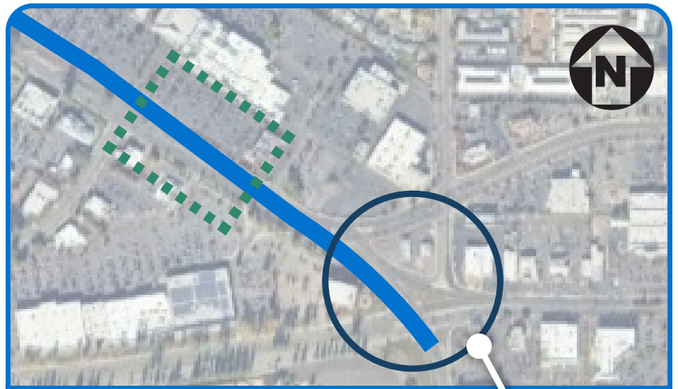
- Install advance stop bars and high-visibility crosswalk
- Install ADA curb ramps
- Implement leading pedestrian interval (LPI)

Segment Treatments

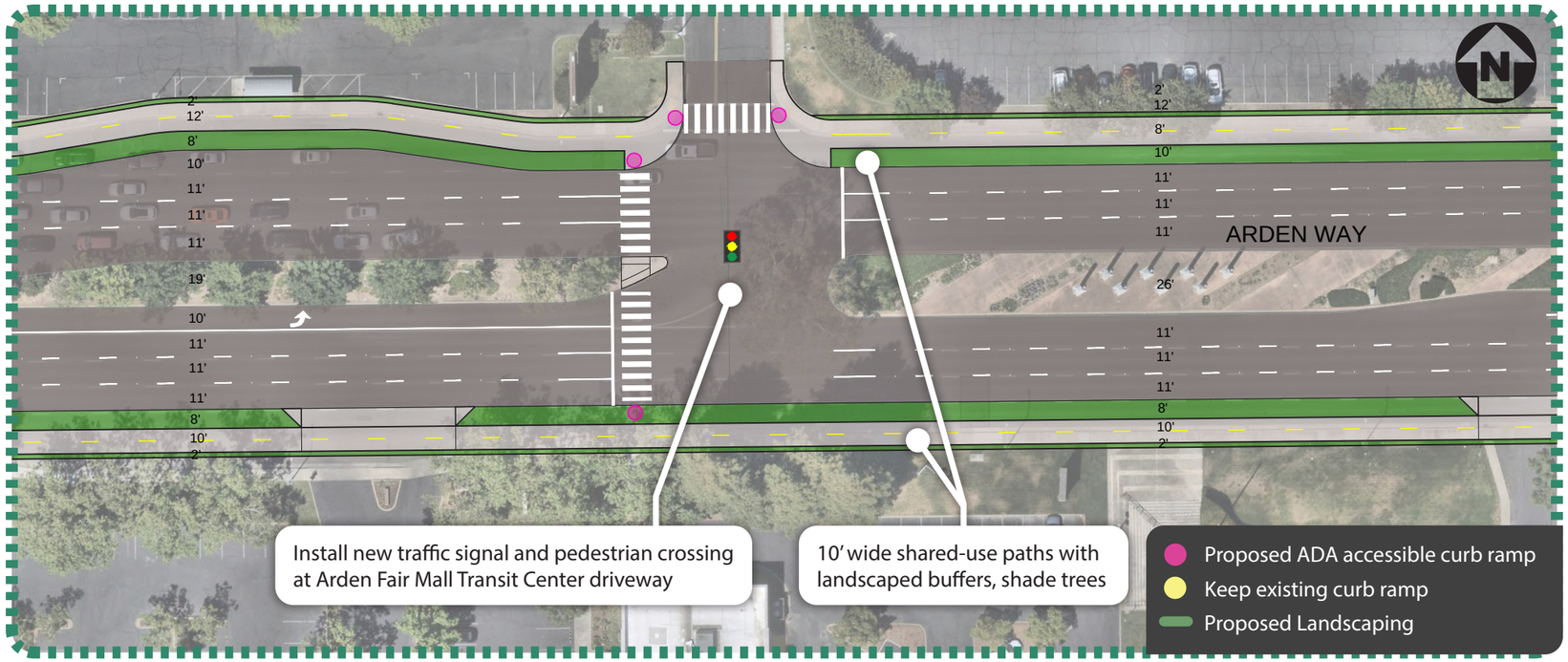
- Reduce the total number of through-lanes from 8 to 6
- Install shared-use paths on both sides of Arden Way
- Plant shade trees and landscaping to make the Arden Fair Mall frontage more walkable

Speed Limit

- Conduct a speed study to reduce the posted speed limit to 35 mph from 40 mph



East Arden Way Key Map



Additional coordination is required with Sacramento County to determine the intersection geometry where Arden Way intersects Alta Arden Expressway and Ethan Way/Exposition Boulevard. Improvements should:

- Provide continuous and direct routes for people walking
- Provide people bicycling with routes which connect to facilities managed by Sacramento County
- Provide clear and predictable routes for vehicles through the series of intersections
- Manage event and holiday traffic connected to Cal Expo and the Arden Fair Mall

Evaluation demonstrates that the improvements proposed in the Arden Way preferred concept meet the established project goals.

Arden Way Improvements: Evaluation

Safety

- The implementation of proven safety countermeasures will address the safety challenges understood to be occurring along the project corridors. **Figure 23** presents which safety challenges each countermeasure addresses.

Equity

- The proposed improvements prioritize underserved and high-need communities along the project corridors and improve access for people with limited mobility options
- This project has emphasized community-driven engagement at all phases

Multimodal Mobility

- The proposed layout creates complete, continuous walking and biking facilities
- Roadway layouts have considered the impact to transit service and access to transit facilities.
- Draft corridor concepts are designed to serve all ages and abilities

Placemaking and Livability

- The proposed landscaping areas and provisions for shade trees will make these corridors more walkable and visually appealing.
- Continued coordination with the Mall will provide opportunity for new placemaking, artwork and community identity.

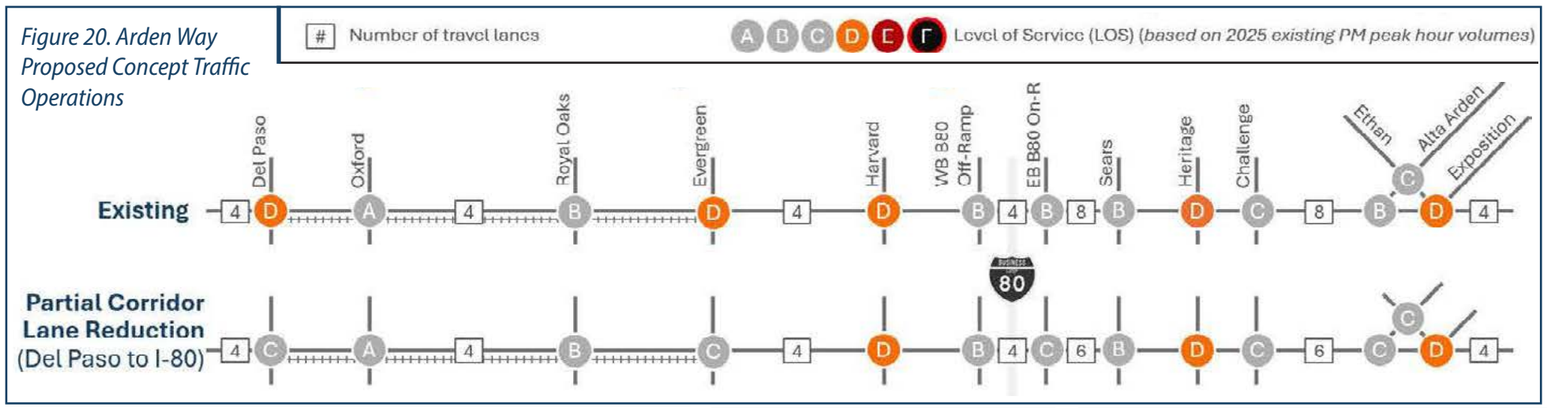
Feasible and Implementable

- All recommendations are within the City right of way and have been reviewed by City staff to ensure cost-effectiveness.
- Traffic operations under the proposed roadway layout have been analyzed to ensure that the corridor will meet city operational standards. The proposed lane reduction on East Arden Way provides improved facilities for people walking and bicycling while preserving traffic operations across the corridor at or above City standards, as seen in **Figure24**.
- This plan lays a foundation for the City to seek further design and construction funding through various grant applications.

Figure 19. Arden Way, Safety Challenges and Countermeasures

COUNTERMEASURE \ SAFETY CHALLENGE	Ignoring Traffic Signals & Signs	Unsafe Speed	Improper Turning	Auto Right of Way Violation	Pedestrian Violation	Broadside Crashes	Vehicle-Pedestrian Crashess	Sideswipe Crashes	Head On Crashes
Retroreflective Signal Backplates	✓			✓		✓			
Road Diet (East Side)		✓		✓		✓	✓	✓	
Narrow Travel Lanes		✓							
Raised Median		✓	✓	✓		✓	✓		✓
High-Visibility Cross-walks	✓				✓		✓		
Realigned Crosswalks and New Crosswalks	✓				✓		✓		
Curb Extensions	✓	✓	✓				✓		
Leading Pedestrian Intervals (LPIs)			✓		✓		✓		

Figure 20. Arden Way Proposed Concept Traffic Operations



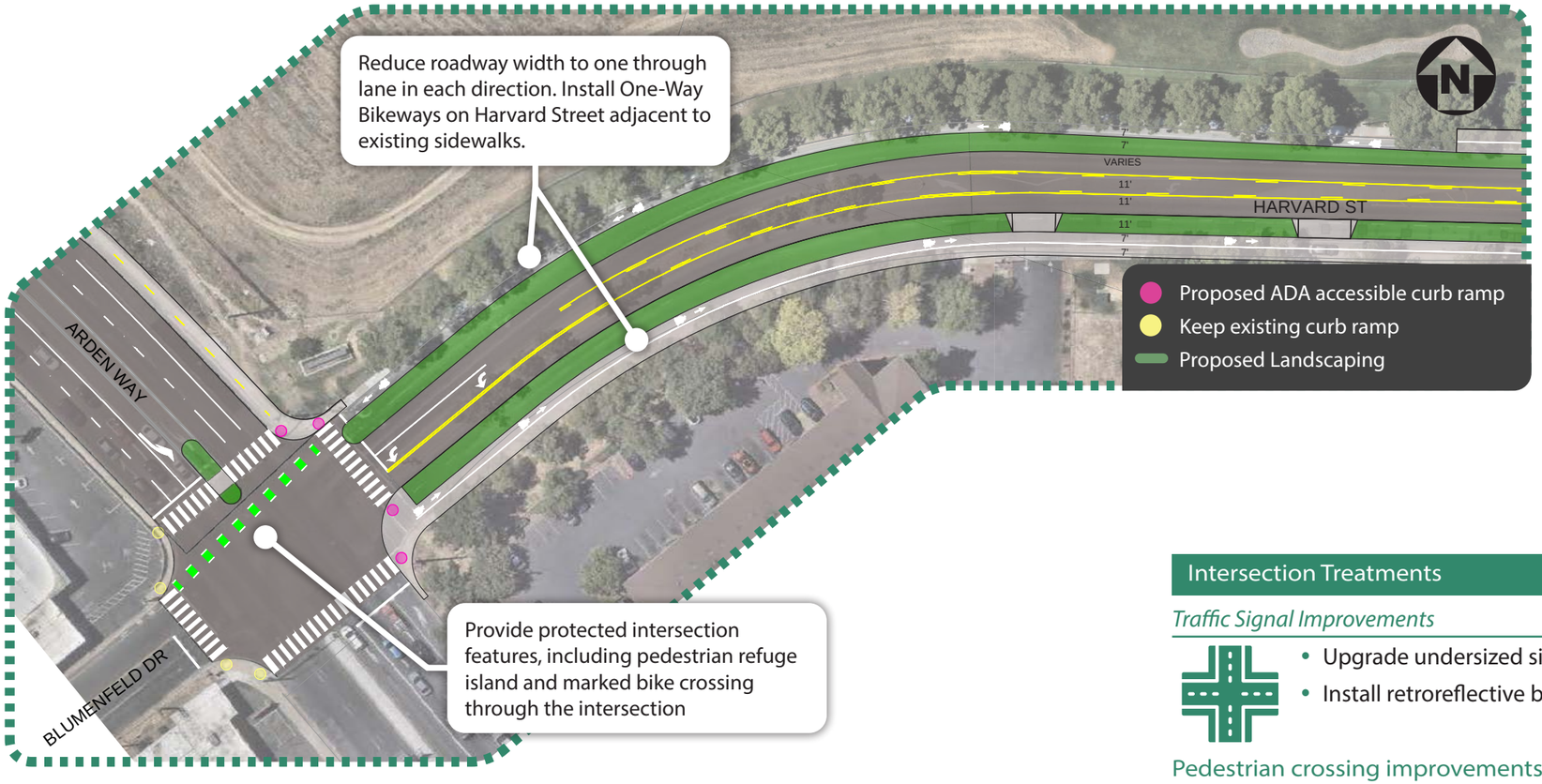
A lane reduction on East Arden does not impact corridor traffic operations much. Increases to vehicle queueing are not anticipated to impact freeway operations. This will lead to :

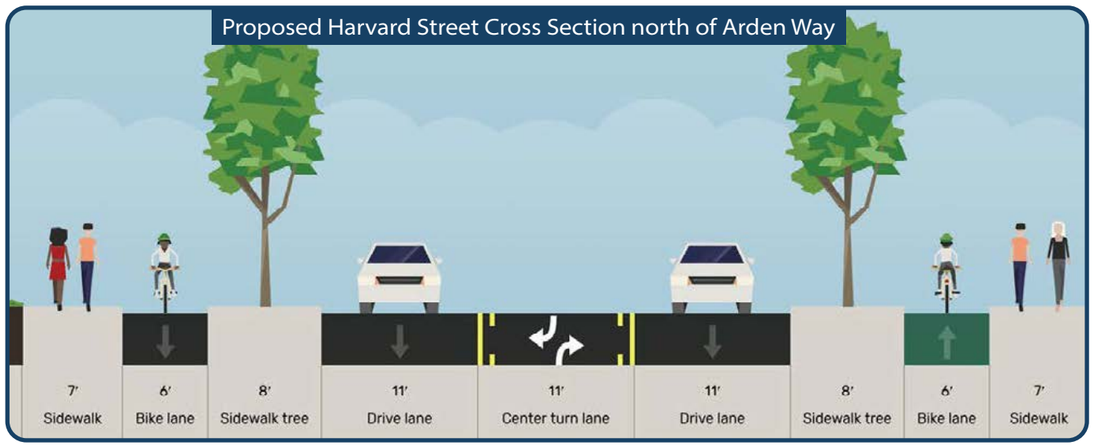
- More space for improvements
- Unlikely to divert traffic onto neighborhood streets
- No spillback queues onto BUS 80
- Easier for buses to merge back into traffic (potential in-lane bus stops)

The City of Sacramento will be in communication with Caltrans regarding future interchange redesign.

A more focused study of the three intersections at the eastern end of the corridor is recommended in coordination with Sacramento County.

Harvard Street at Arden Way







Harvard Street at Arden Way Key Map

Intersection Treatments

Traffic Signal Improvements

- Upgrade undersized signal heads
- Install retroreflective backplates

Pedestrian crossing improvements

- Install advance stop bars and high-visibility crosswalk
- Install ADA curb ramps
- Implement leading pedestrian interval (LPI)

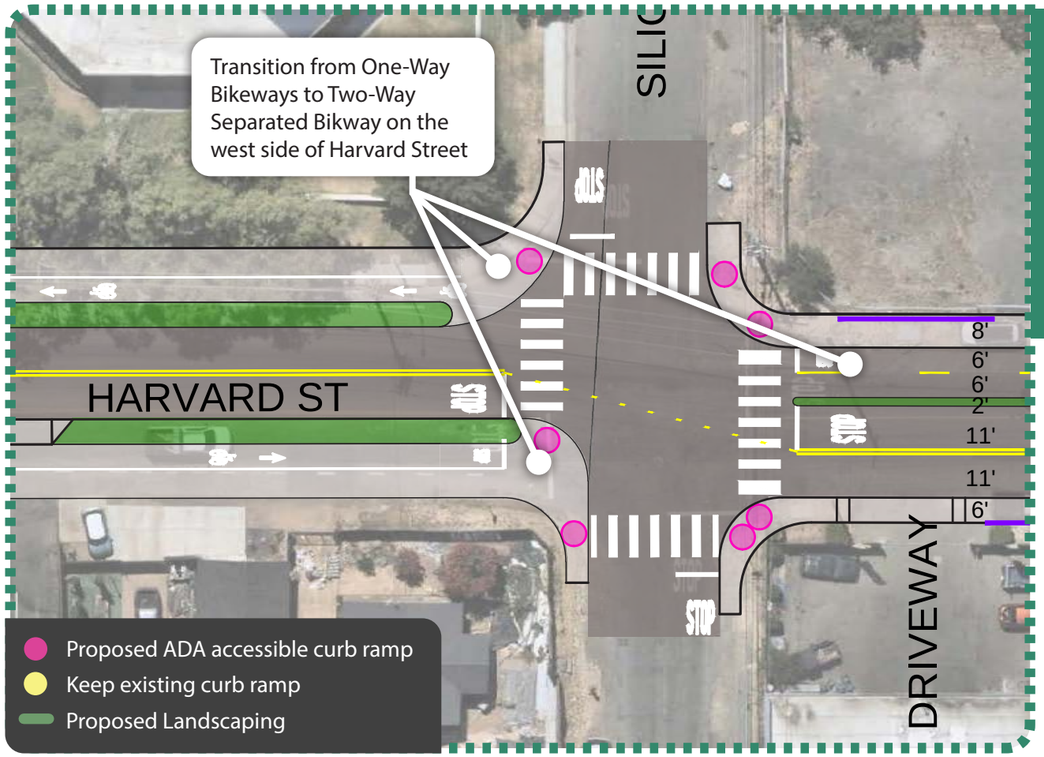
Speed Limit

- Conduct a speed study to reduce the posted speed limit to 30 mph from 35 mph

Regional Cycling Connection

- Install one-way separated bikeways to each side of Harvard Street, tying into the regional cycling network.

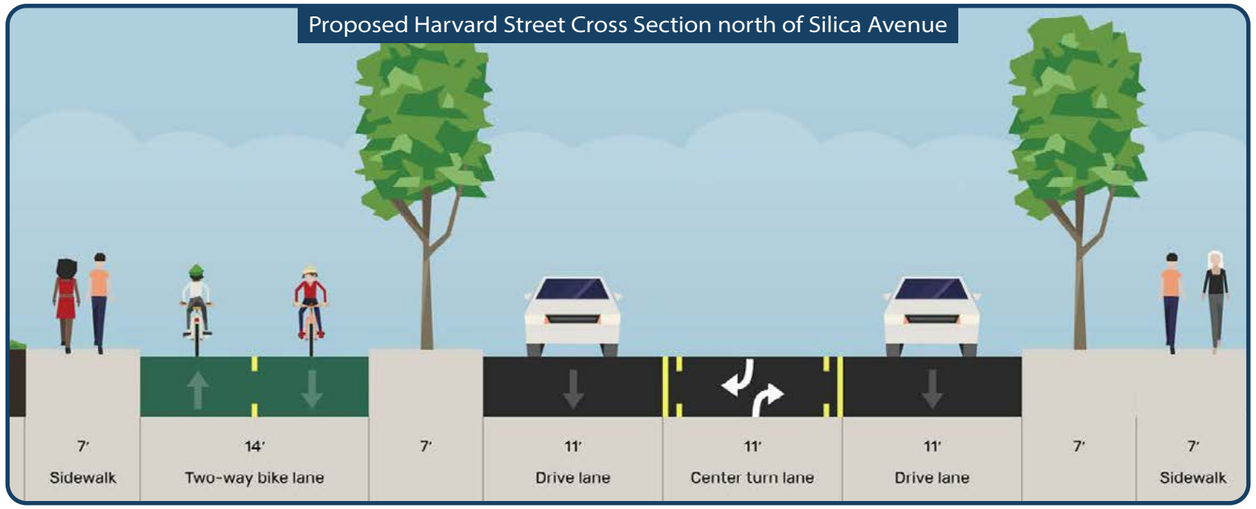
Harvard Street at Silica Avenue



North of Silica, a two-way bikeway is proposed on the west side of Auburn Boulevard/Harvard Street. This bikeway will cross far fewer driveways and side-streets, compared to if it were installed on the east side of the road. Pedestrian crossings across Auburn Boulevard will be installed to ensure that community members have access to the bikeway.



Harvard Street at Silica Avenue Key Map



Intersection Treatments

Pedestrian crossing improvements

- Install advance stop bars and high-visibility crosswalk
- Install ADA curb ramps and curb extensions

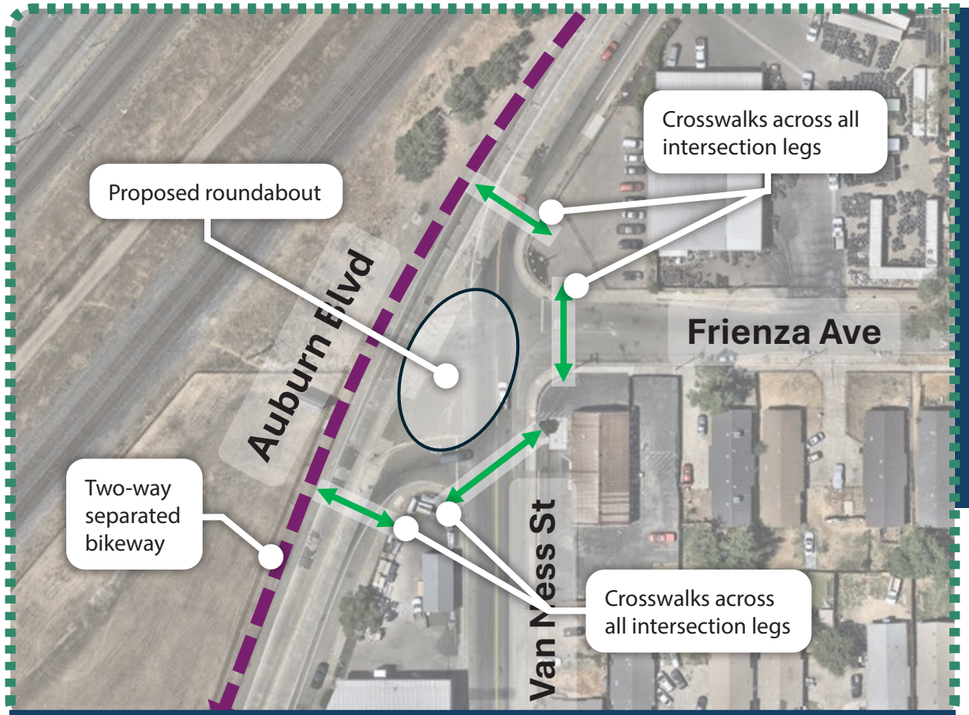
Segment Treatments

- Install continuous sidewalk to both sides of Harvard Street
- Install two-way separated bikeway on the west side of Harvard Street
- Install shade trees and landscaping where possible

Speed Limit

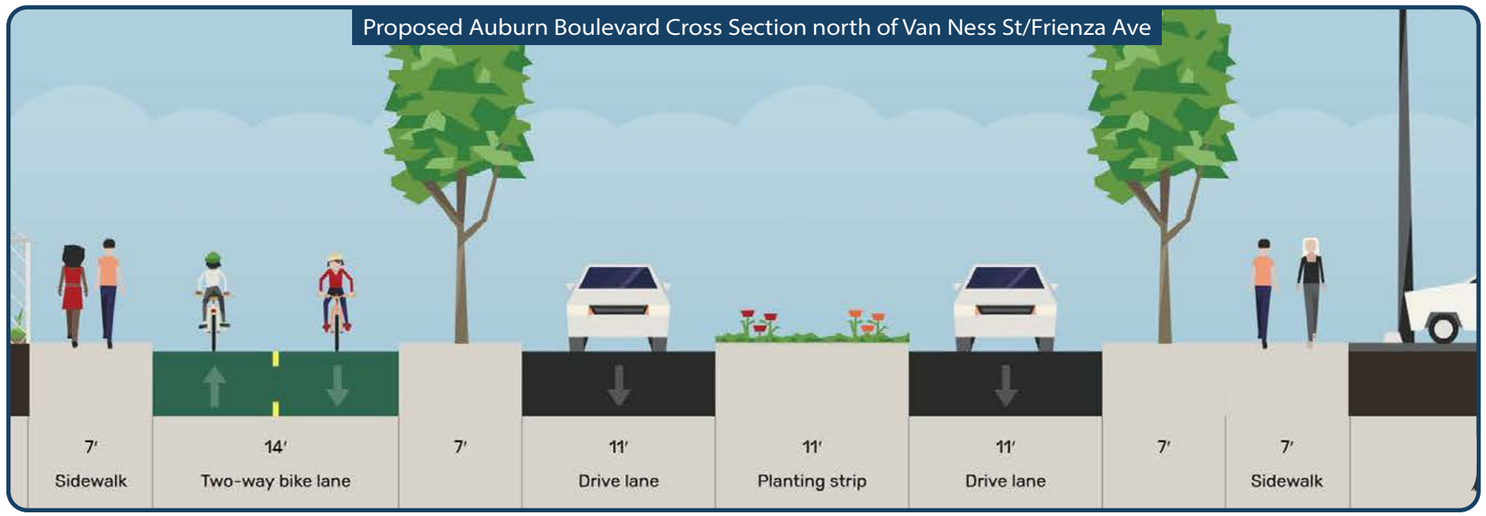
- Conduct a speed study to reduce the posted speed limit to 30 mph from 35 mph

Auburn Boulevard north of Van Ness Street/Frienza Avenue



Proposed Roundabout

- A roundabout is proposed at the intersection of Auburn Boulevard with Frienza Avenue/Van Ness Street. This will reduce delay and congestion for vehicles approaching Auburn Boulevard from the side street and serve to slow traffic on Auburn Boulevard.
- Enhanced pedestrian crossings at the roundabout legs will provide new connections to the proposed two-way bikeway.
- A modular or quick-build roundabout could be installed in the near term.





Auburn Boulevard north of Van Ness Street/Frienza Avenue Key Map

Intersection Treatments

Pedestrian crossing improvements

- Install high-visibility crosswalks at the Glenrose Avenue and Marconi Circle intersections
- Install raised crosswalks and curb extensions across Helena Avenue and Juliesse Avenue

Segment Treatments

- Install continuous sidewalk to both sides of Auburn Boulevard
- Install two-way separated bikeway on the west side of Auburn Boulevard Street adjacent to the railroad tracks
- Install shade trees and landscaping where possible
- Install raised median where driveway spacing permits

Speed Limit

- Conduct a speed study to reduce the posted speed limit to 30 mph from 40 mph

Auburn Boulevard/ Harvard Street Improvements: Evaluation

Safety

- The implementation of proven safety countermeasures will address the safety challenges understood to be occurring along the project corridors. **Figure 25** presents which safety challenges each countermeasure addresses.

Equity

- The proposed improvements prioritize underserved and high-need communities along the project corridors and improve access for people with limited mobility options.
- This project has emphasized community-driven engagement at all phases.

Multimodal Mobility

- The proposed layout creates complete, continuous walking and biking facilities.
- Draft corridor concepts are designed to serve all ages and abilities.

Placemaking and Livability

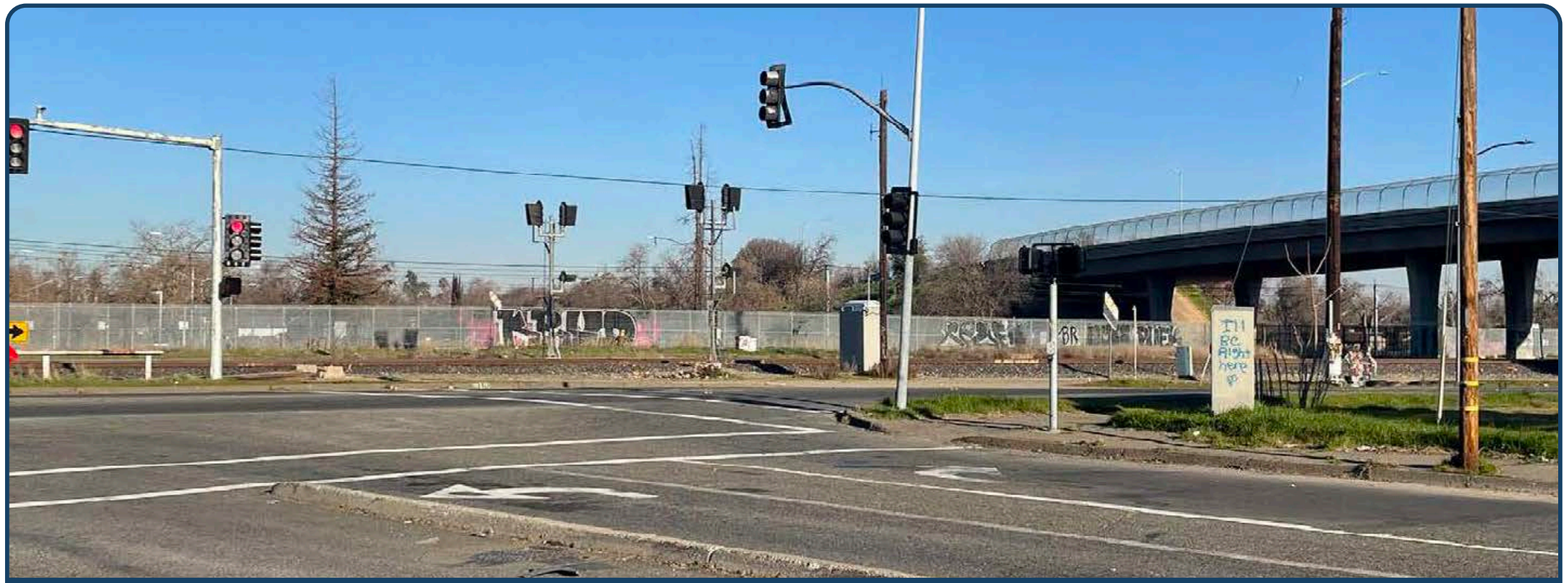
- The proposed landscaping areas and provisions for shade trees will make these corridors more walkable and visually appealing.

Feasibility and Implementation

- All recommendations are within the City right of way and have been reviewed by City staff to ensure cost-effectiveness.
- Traffic operations under the new roadway layout have been analyzed to ensure that the proposed corridor with meet city operational standards.
- This plan lays a foundation for the City to seek further design and construction funding through various grant applications.

Figure 21. Auburn Boulevard/Harvard Street, Safety Challenges and Countermeasuress

COUNTERMEASURE	SAFETY CHALLENGE: Unsafe Speed	Unsafe Lane Changes	Pedestrian Violation	Ignoring Traffic Signals & Signs	Vehicle-Pedestrian Crashess	Rear-End Crashes	Hit Object Crashes	Head On Crashes	Broadside Crashes
Reduced Speed Limit	✓			✓	✓	✓	✓	✓	✓
Narrow Travel Lanes	✓								
Two-Way Left Turn Lane		✓				✓		✓	✓
Continuous Sidewalks & Bikeways			✓		✓		✓		
High-Visibility Cross-walks			✓	✓	✓				
Realigned Crosswalks and RRFBs			✓		✓				
Curb Extensions	✓		✓	✓	✓				✓
Leading Pedestrian Intervals (LPIs)	✓		✓		✓				



Auburn Boulevard at Marconi Circle

7. NEXT STEPS

The Arden Way-Auburn Boulevard Mobility Plan establishes a long-term vision for transforming the corridor into a safer, more connected, and accessible transportation network for all users. The plan is anticipated to be presented to the Sacramento City Council for consideration and adoption following completion of the planning process. Upon adoption, the City will likely pursue state, federal, and regional funding opportunities to advance implementation of the recommended improvements. Given the scale and complexity of the proposed investments, implementation will likely occur in phases, with an emphasis on identifying near-term and quick-build projects that can address critical safety concerns while advancing the corridor vision.

Project Cost

The cost of the recommended improvements will be refined through subsequent planning and engineering efforts. Planning-level estimates are included in Appendix E and account for major infrastructure investments, including roadway reconstruction, intersection improvements, facilities for people walking and bicycling, transit enhancements, accessibility upgrades, and supporting infrastructure.

Major Cost Categories

Preliminary Design and Environmental Clearance

This phase focuses on refining the recommended corridor improvements and advancing project concepts toward implementation. Activities may include:-

- Advancing engineering and design concepts to a preliminary level, providing greater detail regarding project feasibility, footprints, operational performance, and costs.
- Evaluating potential environmental, community, and transportation impacts and identifying appropriate mitigation measures.
- Establishing implementation strategies, including project phasing, funding opportunities, and construction sequencing.

Final Design Documentation

This phase advances the project from preliminary engineering through construction-ready plans. Activities may include:

- Progressing engineering and design through increasingly refined stages of development leading to final design
- Securing necessary right-of-way, permits, agency approvals, and agreements required for construction
- Construction, Inspection, and certification.

Potential phasing of improvements

Short-term
- Quick-build safety improvements

Medium-term
- Pursue funding

Long-term
- Phased corridor buildout
- Strategize future projects

Potential improvements include:

- Crosswalk striping enhancements
- Curb extensions and raised centerlines with raised delineators
- Leading pedestrian intervals and other signal timing improvements
- Conduct speed study

Potential improvements include:

- ADA curb ramps
- Complete sidewalk gaps
- Construct modular roundabout
- Pedestrian crossing treatments such as rectangular rapid flashing beacon (RRFB)
- Landscaping and planted medians
- Traffic signal equipment modifications

Potential improvements include:

- New traffic signals
- Corridor-wide treatments such as shared-use paths and separated bikeway facilities
- Construction on the Arden Way railroad overpass
- Coordination with Caltrans regarding interchange improvements
- Coordination with Sacramento County regarding improvements at the Arden Way intersections with Ethan Way and Exposition Boulevard



Example of quick-build roadway improvements

The Arden Way-Auburn Boulevard Mobility Plan will be taken to City Council for adoption in early 2027.

Following adoption of the Plan, the City may pursue grant funding for design and construction of the proposed corridor concepts. Based on a planning-level opinion of probable construction costs, it is understood that the Arden Way improvements may cost approximately $40M and the Auburn Boulevard/Harvard Street improvements may cost approximately $58M. An opinion of probable construction costs is included in Appendix E.

It is possible that some elements of the proposed improvements could be implemented via low-cost, quick-build treatments. For example, a modular roundabout could be implemented at the intersection of Auburn Boulevard at Frienza Avenue/Van Ness Street. Similarly, treatments such as retro-reflective backplates on traffic signal heads and traffic signal timing are fairly low-cost treatments which could be installed in the near-term.



Arden Way Light Rail Service

Further coordination is required for the following elements during subsequent implementation planning and design work:

Coordination with Caltrans regarding the proposed modification to the northbound freeway off-ramps leading to Arden Way, and potential future interchange projects.

Conversations with business owners along Auburn-Boulevard who require truck access into their property and may be impacted by modifications to the cross-section.

Coordination with Sacramento County and adjacent property owners regarding the intersections of Arden Way with Ethan Way/Exposition Boulevard, and Alta Arden Expressway with Ethan Way.

Coordination with SacRT regarding potential traffic signal priority and rapid service along the corridor and impacts to transit stops.

Discussions with City staff from the traffic operations control center regarding where leading pedestrian intervals can be implemented in the near term and where additional improvements may be required.

Coordination with City traffic engineers to achieve a reduction in speed limits along Auburn Boulevard/Harvard Street.



October 2026

ARDEN-AUBURN MOBILITY PLAN

Arden Way-Auburn Boulevard Mobility Plan

PUBLIC DRAFT PLAN