Appendix B

Community Feedback

Tab Name	Date	Location
TAC RSA	2025-11-17	Arden Way, Harvard Street, and Auburn Boulevard
TAC Existing Conditions Assessment	2026-01-20	Microsoft Teams
TAC Draft Concepts	2026-04-29	Microsoft Teams
Phase 1 CAG (General)	2026-02-24	Swanston Community Center
Phase 1 CAG (Business)	2026-02-24	Swanston Community Center
Phase 1 Workshop	2026-03-11	The Reason Center
Phase 2 CAG (Advocates)	2026-05-12	Swanston Community Center
Phase 2 CAG (Business)	2026-05-11	Swanston Community Center
Phase 2 Workshop	2026-05-20	Hilton Arden West
Phase 1 Pop-Ups	2026-03-21 & 2026-03-24	Arden Fair Mall; Swanston Light Rail Station
Phase 2 Pop-Ups	2026-06-02 & 2026-06-06	Swanston Light Rail Station; Robertson Park (Celebrate North Sacramento)

Road Safety Audit - TAC Comments

Date: November 17, 2025

Segment	Feedback Type	Comment / Feedback
Arden Way in front of the mall		
East Arden Way	Verbal Comment	Consider moving the pedestrian crossing across Arden Way at the intersection with Heritage Lane from the west side of the intersection to the east side.
East Arden Way	Verbal Comment	No clear on-site pedestrian route between the bus stop on Arden Way and the mall.
East Arden Way	Verbal Comment	Arden Way experiences queueing in the outside lanes as a result of highway operations. Consider restriping the lanes obtain better lane balancing. Driver experience confusion regarding where lanes lead and have difficulty with advanced positioning.
East Arden Way	Verbal Comment	The transmission lines are lower than typical at the Exposition Blvd intersection. The building at the southwest corner of Arden Way and Exposition Blvd will be redeveloped.
East Arden Way	Verbal Comment	Cyclist infrastructure through this area is very limited. Connections to the bike trail (South on Ethan Way) should be considered. Exposition Blvd is the preferred alternative route for cyclists.
East Arden Way	Verbal Comment	Discussion about squaring up the intersection and installing signal control at the slip lane (similar to Howe and Fair Oaks). Possible location for roundabout (or series of roundabouts).
Arden Way by the Business 80 Interchange		
Arden Way by Harvard Street	Verbal Comment	Arden Way at Harvard St has been documented as a high-crash location. Crashes are understood to be related to sight distance for vehicles traveling southeast on the overpass, approaching the intersection. The City has won an HSIP grant at the intersection of Arden Way and Harvard St to implement signal upgrades.
Business 80 Interchange	Verbal Comment	Consider possible pedestrian connection point to the new apartment complex (the Eisley).
Business 80 Interchange	Verbal Comment	Pedestrians must cross to the sidewalk on the south side of Arden Way, proceed through the underpass, and then cross to the sidewalk on the north side of Arden Way. There is no sidewalk on the south side of Arden Way. No cyclist facilities through the underpass. A crosswalk exists across the SB CA-160 ramps but does not connect to sidewalks.
West Arden		
Arden Way by Empress Street	Verbal Comment	Pedestrian hybrid beacons are no longer City standard.
Royal Oaks Transit Station	Verbal Comment	The bus stop lacks a pull-out area.
Del Paso Boulevard intersection	Verbal Comment	Skewed intersection geometry where Del Paso Blvd meets Arden Way, presenting a challenge for drivers, cyclists and pedestrians. Signal operations include phasing for light rail. Pedestrians encounter long crossing distances at Del Paso and Arden Way. Pedestrians crossing Arden Way encounter conflicts with vehicles making a right-turn onto Arden Way from Del Paso Blvd.
Harvard Street/Auburn Boulevard		
Auburn Blvd / Harvard St	Verbal Comment	Truck access is a key consideration along Harvard-Auburn. North of Silica Ave, Harvard St and Auburn Blvd transition to a more industrial setting. Consider linking infrastructure upgrades to redevelopment along the corridor.
Harvard St at Arden Way	Verbal Comment	With no sidewalk on the north side of Arden Way, pedestrians heading east towards the mall must cross at Harvard St to the sidewalk on the south side of Arden Way.
Auburn Blvd at Van Ness St/Frienza Ave	Verbal Comment	With no sidewalk on the north side of Arden Way, pedestrians heading east towards the mall must cross at Harvard St to the sidewalk on the south side of Arden Way.

Existing Conditions Assessment — TAC Comments

Date: January 20, 2026 | Location: Microsoft Teams

Station / Topic / Segment	Feedback Type	Comment / Feedback
Comments Received During TAC Meeting to Discuss the Existing Conditions Assessment		
General	Discussion Theme	Consider adjusting the segment limits along Arden Way. For example, the bridge overpass could be its own study segment as could the area in front of the mall.
General	Discussion Theme	Discussion about "hot spots" along the project corridors which could be studied.
Comments Received in the Existing Conditions Assessment Report		
Existing Conditions Report Section 1.1 Project Background, DAC definition.	Written Comment	This is confusing. If it's defined by the State, use the State's definition. I'm sure that's what we used.
Existing Conditions Report Section 1.2 Policy Setting, City's current 2022 policy.	Written Comment	Where is this 2022 policy?
Existing Conditions Report Section 1.3 Project Area, Figure 6 corridors	Written Comment	Talking about truncating Segment 2 at Harvard Way. More conversation about extending to the east. Adding a Segment that runs between Harvard and EB 80 ramps (pref).
Existing Conditions Report Section 3.1, Arden Way (Del Paso Blvd to Evergreem street), PHB on Arden Way project corridor	Written Comment	Why is the PHB crosswalk singled out? All existing traffic signals have marked crosswalks.
Existing Conditions Report, Section 4.1, Traffic Data, daily taffic through Arden	Written Comment	Arden gets more usage during the weekends. Should consider to include evaluating weekend data especially if planning to change the roadway geometry
Existing Conditions Report, Section 7, Project next steps, Project coordination	Written Comment	Is this project going to coordinate with Caltrans? Also, verify if coordination with County of Sacramento is required as it borders the project limits at Ethan Way.

Draft Concept Review - TAC Comments

Date: April 29, 2026

SacRT: ARDEN LANE REDUCTIONS	Feedback Type	Comment / Feedback
Comments on Draft Concepts for Arden Way and Harvard Street/Auburn Boulevard		
Arden Way	Verbal Comment	Two-way bike path under the highway interchange: how do you cross over the offramps? Vehicles are travelling at high speed and are not looking for oncoming traffic.
Arden Way	Verbal Comment	In previous experience, raised crosswalks are not an ideal installation. Drainage, maintenance, debris caught between asphalt and concrete, plates can bow and become a tripping hazard. Examples: 8th Avenue by Tahoe Park Elementary and Folsom Blvd by 32nd Street, where a metal grate over the gap is bowing. Costly to replace if recurring issue. There would need to be a sidewalk on the receiving side for people to cross to, otherwise PW will not install.
Arden Way	Verbal Comment	If the City is considering a road diet, recognize this is a high-volume corridor. What is the impact to level of service (LOS) and congestion?
Arden Way	Verbal Comment	The transmission lines are lower than typical at the Exposition Blvd intersection. The building at the southwest corner of Arden Way and Exposition Blvd will be redeveloped.
Arden Way	Verbal Comment	Would signalizing the northbound off-ramp at the junction of Arden Way and Business 80 include realignment of the off-ramp? The shallow entry angle is taken at high speeds. At the southbound on-ramp there is another conflict with bike lanes.
Arden Way	Verbal Comment	Will the project remove right-turn slip-lanes further East along Arden Way?
Arden Way	Verbal Comment	Do these cross sections require right of way (ROW) acquisition?
Business 80 Interchange	Verbal Comment	Regarding Alternative 1: There are stretches along Arden Way (between the Royal Oaks light rail station and Harvard Street) with rolled curb where businesses have parking stalls accessed directly from Arden Way (and back out directly onto Arden Way). How would a protected bike lane work in these areas, or account for redevelopment along the corridor?
Business 80 Interchange	Verbal Comment	Pedestrians must cross to the sidewalk on the south side of Arden Way, proceed through the underpass, and then cross to the sidewalk on the north side of Arden Way. There is no sidewalk on the south side of Arden Way. No cyclist facilities through the underpass. A crosswalk exists across the SB CA-160 ramps but does not connect to sidewalks.
Business 80 Interchange	Verbal Comment	Has lighting under overpass been evaluated?
Arden Way	Verbal Comment	Regarding additional planting strips: It's a great idea to install more trees but make sure to plant the right kind to avoid buckling pavement. Due to the budget deficit please coordinate with urban forestry to ensure that these trees can be maintained.
Arden Way	Verbal Comment	The toolbox showed a PHB/HAWK. The City no longer installs PHBs, in favor of pedestrian signals. The PHB on Arden Way by Royal Oaks Drive could be converted to a pedestrian signal in connection with a road diet (it was installed with HSIP funding previously). The City has been considering overhead RRFBs but not HAWKS or pedestrian hybrid beacons. The City has constructed some overhead RRFBs already at multilane crossings (including on a 3 lane, 1-way road in midtown). The treatment depends on volumes and speeds. Follow City guidelines. An RRFB is most likely not suitable on Arden Way but maybe Harvard Street/Auburn Boulevard.
Arden Way	Verbal Comment	Cyclists can have a hard time with cycle tracks because of how they connect to other bike lanes. How would you make that connection to the a 2-way cycle track to/from Harvard Street? Also if you have track on the south side of Arden Way by the mall, people would have to cross Arden Way to the mall.
Arden Way	Verbal Comment	Any of the curbs touched would have to improve substandard drainage facilities. Consider underground infrastructure and provide information early so we can work with you on utilities planning (the project corridors cross underground utilities). Map book pages for the area will be shared. Note that the utilities locations shown on the map book pages are schematic only and are subject to field verification. Proposed landscape and hardscape medians should consider the location of existing wet utilities (water, sewer, drainage) and avoid being placed directly on top of them. The bollard footings will be required to maintain a minimum 5-ft horizontal separation requirement between the edge of footing and edge of pipe. A min. 1-ft vertical separation will be required between the bottom of the footing and edge of pipe.
Arden Way	Writen Comment	SacRT operates two routes along this segment of Arden, and peak traffic can have big impacts on reliability and schedule adherence. Queue jumps could really help transit function smoothly, especially when we start considering things like road diets.

Draft Concept Review - TAC Comments

Date: April 29, 2026

SacRT: ARDEN LANE REDUCTIONS	Feedback Type	Comment / Feedback
Comments on Draft Concepts for Arden Way and Harvard Street/Auburn Boulevard		
Arden Way Lane Reductions	Writen Comment	For the western segment (Del Paso to Cap City Freeway), SacRT prefers Option 3, which is the no-lane reduction scenario. We would be okay with the proposed 3-to-2 lane reduction between Cap City Freeway and Ethan, but a 2-to-1 lane reduction between Del Paso and Cap City would create negative impacts to our bus operations. A single travel lane on a major street like Arden will force buses into turnouts and create re-entry delays, which translates to reliability issues and poor on-time performance. Additionally, the proposed single travel lane is not consistent with SacRT's 2021 High-Capacity Bus Study, which includes Arden Way as a potential candidate corridor for future BRT service.
Bikeways	Writen Comment	SacRT has a slight preference for the bi-directional, side-by-side bikeways on the same side of the street rather than the split bikeways (one on each side). This mainly pertains to the middle and eastern segments, since we prefer Option 3 for the western segment; however, if the lanes were reduced along the western segment, we would rather see Option 1, than Option 2. I'd like to add that while we prefer bikeways on the south side of Arden, next to light rail, we do have some concerns about bikers riding through our stations. Something for us to flag now and think about more in design phase, like how we should clearly stripe transition points, so bikes know how to navigate around the stations.
Stops	Writen Comment	Add space at the WB Arden/Challenge bus stop for a shelter (possibly relocate from its current midblock location to a far side location). EB Arden/Challenge bus stop is inaccessible by Route 23, specifically because of the immediate approach to Alta Arden (follow-up in design phase). Add new bus stop on WB Arden/Oxford (in front of new school).
Sidewalk gap closures along the southern segment of Arden Way on the west end, along the light rail tracks	Writen Comment	A few requests and concerns came up when we talked to Operations, Engineering and Safety about not only addressing sidewalk gaps along the south side of Arden Way adjacent to our tracks, but also with potential bike lanes. SacRT would like to see some fencing between sidewalk/bike lane improvements and the light rail tracks to create separation (this includes fencing/gating off the old fire station driveway, which I believe is inactive) . We feel it is important to create a barrier between peds/bikes and the train. We also have safety concerns specifically at the Arden/Del Paso intersection, which is one of SacRT's top five train vs. auto crash sites. If the City could add cross-hatched striping over the tracks, that could help with the skewed intersection. Lastly, SacRT would like to see if the bus lane at the Arden Del Paso station could be widened to reduce mirror strikes.
Opportunities for TSP and queue jumps along the project corridors	Writen Comment	SacRT is open and interested in pursuing TSP and queue jumps along the corridor.

Phase 1 Community Advisory Group (CAG) Meeting — General

Date: February 24, 2026 | Location: Swanston Community Center, 2350 Northrop Avenue, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
People-First Design, Operations, and Safety		
General	Discussion Theme	Participants emphasized putting people first in the corridor—especially children, seniors, and people with disabilities—rather than focusing primarily on vehicle flow.
General	Discussion Theme	Several attendees felt existing conditions, and even some of the language used to describe them, are still too car-centric.
General	Discussion Theme	Many intersections and crossings do not feel safe today, particularly around Arden Fair Mall, freeway ramps, and wide arterials.
General	Discussion Theme	Safety should be evaluated based on how it feels and functions for people walking, rolling, biking, and using transit — not just on how well traffic moves.
Crossing Wide Streets, Signal Timing, and Intersection Experience		
General	Discussion Theme	Significant challenges crossing Arden Way and other wide roads; pedestrians are often stranded on medians because the signal changes before they can finish crossing.
General	Discussion Theme	Concerns about how current signal timing affects wheelchair users, older adults, and people using mobility devices.
General	Discussion Theme	Asked how many seconds are provided to cross at key intersections and whether timing could be lengthened in especially wide locations, such as near Arden Fair Mall and Heritage.
General	Discussion Theme	Confusing, multi-leg intersections and angled streets make it hard for both drivers and pedestrians to anticipate each other's movements.
Speeding, Driver Behavior, and Traffic Calming		
General	Discussion Theme	High vehicle speeds and aggressive driving reported along both major corridors and narrower commercial streets.
General	Discussion Theme	"Fast and Furious"-style speeding cited on Del Paso Boulevard; speeding also noted on bridges and approaches where small grades increase vehicle speeds.
General	Discussion Theme	Interest in traffic-calming tools: speed humps, more frequent stop controls, lane reductions, and other design changes in areas with heavy pedestrian activity.
General	Discussion Theme	Acknowledged that many people would continue to seek "speedways" and urged that the corridors not be allowed to function that way.
Transit Stops, Comfort, and Personal Security		
General	Discussion Theme	Uncomfortable and deteriorated transit stops are a major concern — shelters offer little shade, lack lighting, and feel unsafe, particularly near the mall and high-traffic segments.
General	Discussion Theme	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.

Phase 1 Community Advisory Group (CAG) Meeting — General

Date: February 24, 2026 | Location: Swanston Community Center, 2350 Northrop Avenue, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
People-First Design, Operations, and Safety		
General	Discussion Theme	Desire for improved lighting, better-designed shelters, and safer pedestrian routes to and from stops.
Signage, Lighting, and Wayfinding for a Diverse Community		
General	Discussion Theme	Need for clearer, more inclusive signage and better lighting; many residents speak languages other than English or may not know local traffic conventions.
General	Discussion Theme	Requested more graphic/pictorial signs around crossings, schools, and areas with frequent pedestrian traffic.
General	Discussion Theme	Many people don't know that pushing a pedestrian button can extend crossing time; suggested simple, highly visible instructions and accessible formats for deaf/hard-of-hearing users.
General	Discussion Theme	Lighting framed as both a safety and a personal security issue, particularly for seniors and people traveling at night.
Accessibility and Inclusive Crossing Design		
General	Discussion Theme	Current crossing times and narrow crosswalks often do not accommodate people using wheelchairs, walkers, canes, scooters, or those who simply move more slowly.
General	Discussion Theme	Crowded or narrow crossings can be difficult to share among pedestrians, people with strollers, and people on bikes or e-bikes.
General	Discussion Theme	Encouraged wider crosswalks, refuge islands, and waiting areas that recognize the growing diversity of users in the right-of-way.
Walking and Biking Access, Bridges, and Alternatives to Arden Way		
General	Discussion Theme	Limited comfortable options for walking and biking to key destinations; some bike riders rely on levee paths and connections through Cal Expo to reach Arden Fair Mall.
General	Discussion Theme	Would still be reluctant to ride directly along Arden Way even with added bike facilities, due to traffic speeds and volumes.
General	Discussion Theme	Suggested new pedestrian/bicycle bridges or overcrossings over rail lines, Auburn Boulevard, and Highway 51 — including a bridge or skywalk linking hotels to Arden Fair Mall.
Corridor Image, Art, and Sense of Place		
General	Discussion Theme	Desire for the corridors to better reflect their role as community places rather than just conduits for cars.
General	Discussion Theme	Suggested integrating artistic elements into safety features, such as decorative fencing in medians or on bridges featuring local themes (birds, oaks, elk).
General	Discussion Theme	Proposed humorous/engaging audible crossing messages and visually striking pedestrian bridges to improve safety and sense of place.
Communication, Timelines, and Community Partnership		
General	Discussion Theme	Emphasized clear, honest communication about what can be done quickly versus what will take many years.
General	Discussion Theme	Referenced past experiences where promised improvements took a decade or more, leading to frustration and a perception of broken promises.
General	Discussion Theme	Encouraged project partners to differentiate near-term "quick build" improvements from longer-term construction.
General	Discussion Theme	Local organizations (chambers of commerce, community groups) offered to help with outreach and bring more voices into the process.
What Is Working Today		
General	Discussion Theme	Presence of multiple signals and stops in very busy segments near Arden Fair Mall can help slow traffic and provide more frequent safe crossing opportunities.
General	Discussion Theme	Enthusiasm expressed for solutions that combine safety, comfort, and character.

Phase 1 Community Advisory Group (CAG) Meeting — Business Focus

Date: February 24, 2026 | Location: Swanston Community Center, 2350 Northrop Avenue, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Operations, Safety, and Level of Service (LOS)		
General	Discussion Theme	Asked how Level of Service (LOS) relates to what they see day-to-day, including red-light running and broadside crashes.
General	Discussion Theme	Emphasized the need to address safety concerns they and their customers experience, not just how the corridor performs "on paper."
Speed, Driver Behavior, and Design		
General	Discussion Theme	Highlighted high vehicle speeds and aggressive driving, especially near freeway ramps and major intersections.
General	Discussion Theme	Questioned how speed limits are set and whether the current design encourages speeding.
General	Discussion Theme	Stressed that speeding and red-light running affect both customer access and perceptions of safety.
Business Access and Frontage Considerations		
General	Discussion Theme	Business representatives, including mall stakeholders, expressed interest in coordinating with the City on potential frontage and access reconfigurations along Arden Way.
General	Discussion Theme	Emphasized the importance of balancing design changes with convenient customer and delivery access.
Transit Stops, Customer Safety, and Worker Access		
General	Discussion Theme	Noted that some stops feel exposed and uncomfortable, especially given adjacent traffic speeds.
General	Discussion Theme	Interest in improving stop quality, lighting, and pedestrian connections so customers and workers who rely on transit can reach businesses more safely and comfortably.
Enforcement and Automated Safety Tools		
General	Discussion Theme	Asked about red-light cameras and automated speed enforcement.
General	Discussion Theme	Expressed interest in enforcement tools as part of a broader safety strategy that also includes design changes.
Corridor Image and Sense of Place		
General	Discussion Theme	Commented on the appearance and identity of Arden Way and Auburn Boulevard, including existing medians and columns.
General	Discussion Theme	Felt the corridor's look and feel could better reflect its role as a key commercial destination.

Phase 1 Community Workshop

Date: March 11, 2026 | Location: The Reason Center, 1300 Ethan Way, #675, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Station 5 / Summary — Open-Ended Written Comments		
General	Written Comment	The Ben Ali neighborhood is cut off!
General	Written Comment	Terrible, need connections. Non-existent bike/walkways need placemaking to get in use. Stunt and slow people down.
General	Written Comment	Terrifying to drive, much less walk/bike.
Auburn Blvd / Harvard St (Arden Way to Marconi Circle) — Location-Specific Sticky Notes		
Auburn Blvd / Harvard St	Sticky Note	Suggest a bike/pedestrian bridge at transit station. Either add to Arden or build between Arden and El Camino.
Auburn Blvd / Harvard St	Sticky Note	This area is very uncomfortable on El Camino!
Auburn Blvd / Harvard St	Sticky Note	Harrowing place to bike or walk!
Auburn Blvd / Harvard St	Sticky Note	Harvard and Silica is a terrible 4-Way stop! No sidewalks on 3 corners. Drivers don't stop.
Auburn Blvd / Harvard St	Sticky Note	Hole at 80 WB off ramp to Arden.
Auburn Blvd / Harvard St	Sticky Note	Filthy and dangerous under the freeway.
Auburn Blvd / Harvard St	Sticky Note	El Camino to Marconi is impacted with high traffic to bypass slow freeways.
Auburn Blvd / Harvard St	Sticky Note	Lots of space for a separated bikeway!
Auburn Blvd / Harvard St	Sticky Note	Auburn Blvd Southbound has a bike lane, but I recall it gets to narrow places and in places the pavement is crumbling or bumpy.
Auburn Blvd / Harvard St	Sticky Note	Suggest a bike pedestrian bridge at transit station either add-on to Marconi and Arcade or build between Marconi Arcade and El Camino.
Auburn Blvd / Harvard St	Sticky Note	Lots of people travel on Marconi over tracks to bypass traffic and fencing.
Auburn Blvd / Harvard St	Sticky Note	The river mouth lane on Marconi/Arcade is traffic inducing because of late merging room for a bike lane and road diets!
Auburn Blvd / Harvard St	Sticky Note	...But! there is no bike lane and high speeds.
Auburn Blvd / Harvard St	Sticky Note	Space for a path on Marconi Circle.
Arden East (Harvard St to Ethan Way) — Location-Specific Sticky Notes		
Arden East	Sticky Note	Harvard and Silica is a bad intersection. 4-Way stop, no sidewalks on three sides. Harvard St. curves so you can't see cars barrelling toward you.
Arden East	Sticky Note	Cars really speed up here going west!
Arden East	Sticky Note	General lane confusion in merge turn lanes on ramp. Higher speeds for freeway.
Arden East	Sticky Note	Lots of traffic and confused to drive. Often see pedestrians often next to high speeds.
Arden East	Sticky Note	Filthy and dangerous under the freeway.
Arden East	Sticky Note	New bike crossing, traffic from Exposition Bus - 80 Improvement.
Arden East	Sticky Note	There's no sidewalk on the Southside of Arden here.
Arden East	Sticky Note	Tesla chargers, pedestrians in roadways, no crosswalk.
Arden East	Sticky Note	Avoid crossing on foot!!!
Arden East	Sticky Note	I want to go to the mall on my bike. How can I get there safely?
Arden East	Sticky Note	This area is hard with West setting sun and visibility.
Arden East	Sticky Note	Highly stressful to walk.
Arden East	Sticky Note	Better landscaping along sidewalk.

Phase 1 Community Workshop

Date: March 11, 2026 | Location: The Reason Center, 1300 Ethan Way, #675, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Arden East	Sticky Note	Unsafe lane changes, red light runners.
Arden East	Sticky Note	Ethan Way is a freeway bypass.
Arden East	Sticky Note	Terrible to drive, impossible to walk.
Arden West (Del Paso Blvd to Harvard St) — Location-Specific Sticky Notes		
Arden West	Sticky Note	Roundabout intersection.
Arden West	Sticky Note	The Arden/Del Paso Blvd in the heart of North Sac!
Arden West	Sticky Note	No pedestrian crossing sign/light for SB bike/foot traffic going down Del Paso.
Arden West	Sticky Note	Del Paso intersection is too long. People think they can make the light and end up running it.
Arden West	Sticky Note	Needs enhanced pedestrian crossing and placemaking.
Arden West	Sticky Note	This area feels like a neighborhood / just needs bike/walkways.
Arden West	Sticky Note	Where will the bike lane be? And be a safe option.
Arden West	Sticky Note	Car traffic bypasses Arden/Del Paso Blvd by County to Arden here.
Arden West	Sticky Note	Sidewalks very narrow - no building setback either.
Arden West	Sticky Note	Speeds get high here, then you abruptly stop at this light (Evergreen).

Phase 1 Pop-Up Events

Events: Arden Fair Mall (March 21, 2026) and Swanston Light Rail Station (March 24, 2026)

Station / Topic / Segment	Feedback Type	Comment / Feedback
Arden Fair Mall Pop-Up (3/21/26) — Segment Board: Arden West (Del Paso Blvd to Harvard St)		
Arden West	Sticky Note	Sidewalks / infra need to be improved.
Arden West (near mall)	Sticky Note	We want to take transit to the mall but light rail doesn't reach it and the walk isn't safe.
Arden West (near mall)	Sticky Note	Almost got hit by car while on sidewalk @ mall.
Arden West	Sticky Note	Can the mall plant rows of trees along each parking row & around the complex? Would make it easier to walk in summer.
Arden West (near mall)	Sticky Note	GNR says create a tree system around the Arden Fair Mall — Audubon Society.
Swanston Light Rail Station Pop-Up (3/24/26) — Segment Board: Arden West (Del Paso Blvd to Harvard St)		
Arden West (Del Paso Blvd)	Sticky Note	More speeding happens on Del Paso in the neighborhood.
Arden West (near rail bridge)	Sticky Note	Can you add a tunnel to separate people walking from cars?
Arden West (Oxford St)	Sticky Note	Need bike lane by Oxford St.
Arden West (Del Paso Blvd)	Sticky Note	Drivers speed at Del Paso and run red lights.
Arden West	Sticky Note	Drivers treat this road like a freeway.
Arden West	Sticky Note	Need sidewalk on Arden.
Arden West	Sticky Note	Maybe add walking overpass here.
Arden West (near light rail)	Sticky Note	Three crossings don't all have buttons for people walking.
Arden West (near rail bridge)	Sticky Note	Not a lot of walkway options around bridge. People speeding and not paying attention when driving.
Arden West (near stations)	Sticky Note	Lighting / security concerns near stations & in connections to neighborhoods.
Arden West (Del Paso Blvd)	Sticky Note	I scooter from Swanston LRT to my house in Del Paso — cut thru neighborhood; people speed by Arden/Del Paso.
Swanston Light Rail Station Pop-Up (3/24/26) — Segment Board: Arden East (Harvard St to Ethan Way)		
Arden East	Written Comment	Feel safer on the bus, but not walking.
Arden East	Written Comment	No shade, no sidewalks. Have to watch out for dogs not on a chain.
Arden East	Written Comment	When the sun is out it's hard to walk. On a bike it's easier.

Phase 2 Community Advisory Group (CAG) Meeting — Advocates

Date: May 12, 2026 | Location: Swanston Community Center, 2350 Northrop Avenue, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Shared Use Paths and Conflict Between Cyclists and Pedestrians		
General	Discussion Theme	Raised concerns about the safety and usability of shared-use paths, particularly given the rise of e-bikes and electric scooters.
General	Discussion Theme	Acknowledged shared paths are an existing condition on Sacramento's river greenways but expressed skepticism about applying them to a high-activity urban corridor shared by wheelchair users, seniors, and fast-moving cyclists.
General	Discussion Theme	Clear preference for alternatives that provide vertically separated, dedicated facilities for pedestrians and cyclists rather than relying on paint or signage alone.
Accessibility and the Disability Community		
General	Discussion Theme	Recurring theme: importance of designing the corridor for people with disabilities, including wheelchair users, people with low vision, and individuals with limited mobility.
General	Discussion Theme	Existing crosswalks, sidewalks, and light rail station approaches present barriers — obstructions, missing curb cuts, unclear wayfinding — even for experienced users.
General	Discussion Theme	Leading pedestrian intervals discussed as a broadly beneficial improvement for wheelchair users and others navigating high-speed, multi-lane crossings.
General	Discussion Theme	Raised potential of person-to-infrastructure technology (an app/device that could trigger pedestrian signals and rapid-flashing beacons as users approach), citing a pilot program; encouraged coordination with disability advocacy organizations.
Harvard Street/Auburn Blvd (near UCP site)	Sticky Note	New UCP building site @ Harvard Street.
Harvard Street/Auburn Blvd (near UCP site)	Sticky Note	Their clients are intellectually disabled and will be reliant on UCP's buses; some may use transit nearby but many are in wheelchairs.
Arden Way Alt. 2	Sticky Note	Proper signs for low vision people.
Arden Way Alt. 2	Sticky Note	Add proper street lights.
Arden Way Alt. 2	Sticky Note	Add flashing lights at crosswalks.
Arden Way Alt. 2	Sticky Note	Add features for blind individuals.
Freeway Interchange and Ramp Safety		
Business 80 Interchange	Discussion Theme	Business 80 interchange again identified as one of the most dangerous and disorienting locations along the corridor; free-flowing off-ramp is particularly hazardous, with two lanes of high-speed traffic merging directly onto Arden Way and drivers weaving to turn left into the mall.
Business 80 Interchange	Discussion Theme	Supported signalizing the off-ramp (under active consideration) to create a safe pedestrian/cyclist crossing and allow traffic to pulse without crossing oncoming lanes.
Two-Way Bikeway Transitions and Connectivity		
General	Discussion Theme	Deb Banks noted two-way bikeways are not inherently problematic, but entry/exit transition points are consistently where design falls short — citing confusing transitions in downtown Sacramento.
General	Discussion Theme	Importance of understanding and building on existing cyclist desire lines rather than redirecting people to unfamiliar routes; many cyclists currently reach Arden Fair Mall via the levee, through Cal Expo, and across parking lots.
Signal Timing, Pedestrian Crossings, and Median Safety		
General	Discussion Theme	Crossing Arden Way described as stressful and at times dangerous, particularly for people who cannot cross quickly; several attendees described feeling stranded mid-street as signal countdowns approach zero while drivers accelerate.
General	Discussion Theme	Discussed leading pedestrian intervals and flexible signal operations that could adapt to peak conditions (holidays, Cal Expo events).
General	Discussion Theme	Explored idea of a formalized pedestrian refuge median providing genuine protection/comfort (not just a painted island) to enable two-stage crossings at the widest intersections.
Urban Forestry, Lighting, and Placemaking		
General	Discussion Theme	Consistently noted lack of shade, greenery, and lighting make the corridor feel inhospitable and unsafe.
Ethan Way / Cal Expo area	Discussion Theme	Pointed to placemaking opportunities at key nodes, including the Ethan Way intersection area near Cal Expo, where underutilized median space and vacant parcels could accommodate green space or a small urban park.
General	Discussion Theme	Lighting raised as both a traffic-safety issue and a personal security concern, particularly under the freeway and along segments where pedestrians walk at night in low-visibility conditions.
Coordination with County Plans and Regional Connectivity		
General	Discussion Theme	Importance of coordinating with adjacent county planning efforts, noting misaligned bikeway configurations at jurisdictional boundaries can create confusing and dangerous transitions for cyclists.
Auburn Blvd	Discussion Theme	Auburn Boulevard recognized as a significant opportunity for regional bicycle connectivity, with informal use already linking neighborhood cyclists to the American River Parkway and broader greenway network.

Phase 2 Community Advisory Group (CAG) Meeting — Business Focus

Date: May 11, 2026 | Location: Swanston Community Center, 2350 Northrop Avenue, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Lane Reduction: Divided Perspectives		
Arden Way	Discussion Theme	Some community members strongly opposed lane reduction, citing traffic congestion concerns during peak periods — particularly the holiday season near Arden Fair Mall — and real-world frustration from similar changes on other corridors.
Arden Way	Discussion Theme	Others were more supportive, arguing lane reduction could serve as a meaningful traffic-calming tool and that safer, more comfortable walking/biking conditions tend to generate their own demand over time.
Arden Way	Discussion Theme	Participants welcomed the City's approach of modeling both lane-reduction and no-reduction alternatives for comparison.
Holiday and Event Traffic as a Distinct Scenario		
Arden Fair Mall area	Discussion Theme	Arden Fair Mall representatives emphasized November/December traffic volumes represent a fundamentally different condition from the typical weekday model; urged the team to treat this period as a separate analysis scenario.
Cal Expo area	Discussion Theme	Cal Expo events (evening concerts, large gatherings) generate significant pedestrian and vehicle activity outside standard peak hours; late-night pedestrian movement flagged as a real, underexamined safety concern.
Freeway Interchange and Ramp Safety		
Business 80 Interchange	Discussion Theme	Business 80 interchange/on-ramp area identified as one of the most dangerous locations along the corridor, particularly for cyclists and pedestrians — a high-collision merging zone.
Business 80 Interchange	Discussion Theme	Strong support expressed for extending the existing traffic signal to control ramp movements (conversations with Caltrans underway) to create a clearer transition between freeway and local street conditions.
Lighting as a Safety and Security Priority		
Under Business 80 / light rail corridor	Discussion Theme	Inadequate lighting consistently raised as a serious concern, particularly under the freeway, along the light rail corridor, and in front of the shopping center after dark.
General	Discussion Theme	Lighting framed not only as a traffic safety issue but as a factor in personal security and overall corridor comfort at night.
Pedestrian Crossings and Signal Operations		
Arden Fair Mall / Cal Expo crossings	Discussion Theme	Wide intersections in front of Arden Fair Mall and across from Cal Expo described as inadequate for pedestrian volumes, particularly during peak periods; median informally used as a crossing refuge though not designed for that purpose.
Arden Fair Mall / Cal Expo crossings	Discussion Theme	Discussed signal operations with built-in flexibility — single-cycle crossing under normal conditions, activatable two-stage crossing during high-volume periods — to accommodate diverse users without permanent geometry changes.
Auburn Boulevard: Traffic Calming and Regional Connectivity		
Auburn Blvd	Discussion Theme	Discussion centered on need for traffic calming rather than lane reconfiguration; corridor described as a common cut-through route during peak freeway congestion with limited/inconsistent sidewalk coverage.
Auburn Blvd	Discussion Theme	Noted Auburn's potential as part of a broader regional bicycle network via existing informal routes connecting to the river path through the industrial area.

Phase 2 Community Workshop

Date: May 20, 2026 | Location: Hilton Arden West, 2200 Harvard Street, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Station 5 — Open-Ended Written Comments		
General	Written Comment	Good event! Thanks for the opportunity to comment. You can get some good input from a transit rider who is going to the mall at the Heritage stop and in the mall.
General	Written Comment	We need pedestrian and bike access to the Ben Ali Neighborhood from RT Marconi station. A+ grade. Peds and bikes cross illegally through fence cuts. Auburn Boulevard needs left-turn access to businesses in Ben Ali. Protect the core oaks on Auburn Boulevard. Protected bike lanes are hard to clear of debris and trash cans. Multi-use path Auburn (El Camino to Marconi).
Arden Way East (Harvard St to Ethan Way) — Narrative Summary		
Arden Way East	Written Comment	A two-way separated bike lane makes sense along the rail line.
Arden Way East	Written Comment	Concerns with two-way bike lanes are that they are nowhere else in Arden — shock to riders when it ends.
Arden Way East	Written Comment	Doesn't feel like a community improvement.
Harvard Street/Auburn Blvd (Arden Way to Marconi Circle) — Narrative Summary		
Harvard St/Auburn Blvd	Written Comment	[Alternative 2] is more comfortable for cyclists than Alternative 1.
Harvard St/Auburn Blvd	Written Comment	No planter strip on Auburn — it will only get filled with trash or encampments.
Harvard St/Auburn Blvd	Written Comment	Auburn could become a major cycling route from Arden Arcade to North Sacramento and downtown.
Board: Arden Way Alt. 1 — Lane Reduction, Two-Way Separated Bikeways		
Arden Way (Del Paso–Harvard)	Sticky Note	Personally, I prefer one-way bike lanes to two-way bike lanes, but seeing the city moving towards a connected bicycle network is a great direction!
Arden Way (Del Paso–Harvard)	Sticky Note	A pedestrian signal is needed here for people crossing from RT North.
Arden Way (Del Paso–Harvard)	Sticky Note	Add a crosswalk closer to the station.
Arden Way (Del Paso–Harvard)	Sticky Note	Crossings at mid block would be helpful but car speeds also need to go down, so people crossing don't get hit.
Arden Way (near Fairfield St)	Sticky Note	One-way dedicated bike lane may be more feasible in Arden. Two-way will be very different than most of North Sac.
Arden Way (near Royal Oaks Dr)	Sticky Note	A two-way separated bike lane makes sense along the rail line. It's more accessible for cyclists who want to get on the mainline from either direction.
Arden Way (near Royal Oaks Dr)	Sticky Note	This feels safe and increases shade!
Board: Arden Way Alt. 2 — Lane Reduction, One-Way Separated Bikeways		
Arden Way (Del Paso–Harvard)	Sticky Note	Please separate pedestrians and cyclists physically from cars. Curbs and trees!
Arden Way (Del Paso–Harvard)	Sticky Note	Separate bike lanes provide easier access to side streets north of Arden.
Arden Way (Del Paso–Harvard)	Sticky Note	Slow traffic as much as possible.
Arden Way (Del Paso–Harvard)	Sticky Note	Add crosswalk, signal or signal.
Arden Way (Del Paso–Harvard)	Sticky Note	Prefer bike lanes on both sides of the street. Better access to destinations. I want to bike on Arden, but can't now, too unsafe.
Arden Way (near Fairfield St)	Sticky Note	I like the lane diet.
Arden Way (near Royal Oaks Dr)	Sticky Note	There are several very low value buildings on the north side and Evergreen Arden near the Royal Oaks that are very close to the street. Acquiring and demoing these buildings would allow much more flexibility in widening.
Arden Way (near Fairfield St)	Sticky Note	Center lanes are also helpful for ambulances to get through periods of high congestion (alt 1 & 2).
Arden Way (Del Paso–Harvard)	Sticky Note	This doesn't feel like a community improvement.
Board: Arden Way Alt. 3 — One-Way Separated Bikeways (Street-Level) / Shared-Use Path		
Arden Way (Del Paso–Harvard)	Sticky Note	I don't like this plan. Needs a lane reduction.
Arden Way (near Royal Oaks Dr)	Sticky Note	Want speeds to reduce, can the city reduce speed limits? Reducing lanes is good, but people will still speed.
Arden Way Bridge (rail tracks)	Sticky Note	This doesn't feel like a community improvement.
Arden Way (General)	Sticky Note	Lack of shade trees would discourage pedestrians from using the sidewalk, especially in the summer.
Arden Way (near Heritage Ln)	Sticky Note	No.
Arden Way (near Heritage Ln)	Sticky Note	No, we need bike infrastructure in North Sac.

Phase 2 Community Workshop

Date: May 20, 2026 | Location: Hilton Arden West, 2200 Harvard Street, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Arden Way (under freeway)	Sticky Note	A shared use path would encourage tent cities under the freeways.
Board: Arden Way — Freeway/Mall Area (Alts. 1 & 2 continued)		
Arden Way under freeway / Heritage Ln (Alt. 1 cont.)	Sticky Note	Consider crosswalk at this intersection. Easier for mall traffic. Freeway ramp area for 3 transit stops.
Arden Way under freeway / Heritage Ln (Alt. 1 cont.)	Sticky Note	Add crosswalk here. The block is too long to get to either streetlight and people jaywalk here already.
Arden Way under freeway / Heritage Ln (Alt. 1 cont.)	Sticky Note	This configuration makes more sense.
Arden Way near Heritage Ln (Alt. 1 cont.)	Sticky Note	Generally bicyclists prefer staying on a two-way trail.
Arden Way near Heritage Ln (Alt. 1 cont.)	Sticky Note	The non-mall side feels safer, argue with Alt #1.
Arden Way near Heritage Ln (Alt. 1 cont.)	Sticky Note	Concerns w/ two way bike lanes is that they are nowhere else in Arden. Shock to riders when it ends. But we do need separate bike lanes!!!
Arden Way near Heritage Ln (Alt. 2 cont.)	Sticky Note	Two-way bike lane is better here. One-way lanes have to merge at freeway.
Arden Way near Heritage Ln (Alt. 2 cont.)	Sticky Note	Preference for a single bike lane on each side of the street for easy access to commercial areas on either side.
Board: Harvard St/Auburn Blvd Alt. 1 — One-Way Separated Bikeways		
Harvard St/Auburn Blvd	Sticky Note	Can we improve (or think through) access between Auburn and El Camino.
Harvard St/Auburn Blvd (Frienza Ave)	Sticky Note	Yes to the roundabout.
Harvard St/Auburn Blvd (Frienza Ave)	Sticky Note	This intersection (Frienza) needs some separation. A roundabout could work, or something else to slow drivers down.
Harvard St/Auburn Blvd	Sticky Note	Auburn could become a major cycling route from Arden Arcade to North Sacramento and downtown.
Harvard St/Auburn Blvd (Marconi Circle)	Sticky Note	Need light rail access!
Harvard St/Auburn Blvd	Sticky Note	Some homes in this neighborhood have to put their trash cans out on Auburn Blvd. A bike lane would be inconvenient (on both sides).
Board: Harvard St/Auburn Blvd Alt. 2 — Two-Way Separated Bikeways		
Harvard St/Auburn Blvd (Marconi Circle)	Sticky Note	Add connections to a light rail station.
Harvard St/Auburn Blvd (Marconi Circle)	Sticky Note	Consider improvements to light rail, including a bike lane over rail.
Harvard St/Auburn Blvd (Marconi Circle)	Sticky Note	Also, there is not a need for two lanes north on Marconi.
Harvard St/Auburn Blvd (near El Camino)	Sticky Note	There is no parking north of El Camino.
Harvard St (near Arden Way)	Sticky Note	Consider two lanes into the bus.
Harvard St (near Arden Way)	Sticky Note	This option is more comfortable for cyclists than #1 alternative.
Dot Vote Results — Arden Way Alternatives (Board 1, near Fairfield/Royal Oaks)		
Arden Way	Dot Vote	One-Way Separated Bikeways: 3 green (like)
Arden Way	Dot Vote	Additional Enhanced Crosswalks: 2 green (like)
Arden Way	Dot Vote	No Lane Reduction: 3 red (dislike)
Arden Way	Dot Vote	Two-Way Separated Bike Lane: 2 green (like)
Arden Way	Dot Vote	Sidewalks on Both Sides: 2 green (like)
Arden Way	Dot Vote	Street-Level Separated Bikeways: 2 green (like)
Arden Way	Dot Vote	Lane Reduction (4 to 3 Lanes): 2 green (like)
Arden Way	Dot Vote	Widen Sidewalks: 2 green (like)
Arden Way	Dot Vote	Turn Restrictions: 1 green (like)
Arden Way	Dot Vote	Lane Reduction (8 to 6 Lanes): no votes recorded
Arden Way	Dot Vote	Enhanced Landscaping: 4 green (like)
Arden Way	Dot Vote	Shared-Use Path: 1 red (dislike)
Arden Way	Sticky Note	Paint is not a bike lane.
Dot Vote Results — Arden Way Alternatives (Board 2, near freeway/Heritage Ln, cont.)		
Arden Way	Dot Vote	One-Way Separated Bikeways: 2 green (like)
Arden Way	Dot Vote	Additional Enhanced Crosswalks: 1 green (like)
Arden Way	Dot Vote	No Lane Reduction: 2 red (dislike)
Arden Way	Dot Vote	Two-Way Separated Bike Lane: 1 green (like)
Arden Way	Dot Vote	Sidewalks on Both Sides: 3 green (like)
Arden Way	Dot Vote	Street-Level Separated Bikeways: 2 green (like)
Arden Way	Dot Vote	Lane Reduction (4 to 3 Lanes): 1 green (like)
Arden Way	Sticky Note	If cyclists want to access the mall, they can cross the street. Keep both bike lanes on the same side to reduce the cyclist needing to cross the street.
Arden Way	Dot Vote	Widen Sidewalks: 1 green (like)
Arden Way	Dot Vote	Turn Restrictions: no votes recorded
Arden Way	Dot Vote	Lane Reduction (8 to 6 Lanes): 3 green (like)
Arden Way	Sticky Note	Reduce more! Add more trees!
Arden Way	Dot Vote	Enhanced Landscaping: 5 green (like)
Arden Way	Dot Vote	Shared-Use Path: 1 red, 1 green, 1 red (mixed)
Dot Vote Results — Harvard St/Auburn Blvd Alternatives		
Harvard St/Auburn Blvd	Dot Vote	One-Way Separated Bikeways: 3 green (like)
Harvard St/Auburn Blvd	Dot Vote	Dedicated Space for All Users: 2 green (like)
Harvard St/Auburn Blvd	Dot Vote	Sidewalks on Both Sides: 4 green (like)

Phase 2 Community Workshop

Date: May 20, 2026 | Location: Hilton Arden West, 2200 Harvard Street, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Harvard St/Auburn Blvd	Dot Vote	Two-Way Separated Bike Lane: 1 red, 1 green (mixed)
Harvard St/Auburn Blvd	Dot Vote	Enhanced Landscaping: 4 green (like)
Harvard St/Auburn Blvd	Dot Vote	Additional Enhanced Crosswalks: 3 green (like)

Phase 2 Pop-Up Events

Events: Swanston Light Rail Station (June 2, 2026, 7:00-9:00 AM) and Celebrate North Sacramento Festival at Robertson Park (June 6, 2026, 12:00-4:00 PM)

Station / Topic / Segment	Feedback Type	Comment / Feedback
Swanston Light Rail Station Pop-Up (6/2/26) — Treatment Toolbox Board		
Corridor-wide toolbox	Dot Vote (+1)	Rectangular Rapid Flashing Beacon (RRFB): +1 vote
Corridor-wide toolbox	Dot Vote (+1)	Signalized Pedestrian Crossing: +1 vote
Corridor-wide toolbox	Dot Vote (+1)	Bicycle Signal: +1 vote
Corridor-wide toolbox	Sticky Note	Trash cans at bus stops.
Corridor-wide toolbox	Sticky Note	+1: Feels dangerous with cars going so fast.
Swanston Light Rail Station Pop-Up (6/2/26) — Concepts/Alternatives Board		
Corridor-wide concepts	Dot Vote	One-Way Separated Bike Lanes: 2 green (most support)
Corridor-wide concepts	Dot Vote	Additional Enhanced Crosswalks: 1 green
Corridor-wide concepts	Dot Vote	Turn Restrictions: 1 green
Corridor-wide concepts	Dot Vote	Lane Reduction (8 to 6 Lanes): 1 green
Corridor-wide concepts	Written Comment	Provide more places to cross.
Corridor-wide concepts	Written Comment	Provide barriers to protect cyclists. Paint makes drivers pay attention to cyclists.
Corridor-wide concepts	Written Comment	Drivers don't pay attention. So we need to make them with improvements.
Corridor-wide concepts	Written Comment	These roads are designed wide, and people drive fast because they can.
Celebrate North Sacramento Festival Pop-Up (6/6/26) — Concepts Feedback Board		
Corridor-wide concepts	Dot Vote	Additional Enhanced Crosswalks: 5 green (strongest support)
Corridor-wide concepts	Dot Vote	Enhanced Landscaping: 4 green
Corridor-wide concepts	Dot Vote	One-Way Separated Bike Lanes: ~3 green
Corridor-wide concepts	Dot Vote	Sidewalks on Both Sides: 2 green
Corridor-wide concepts	Dot Vote	Street-Level Separated Bike Lanes: 2 green
Corridor-wide concepts	Dot Vote	Shared-Use Path: 2 green
Corridor-wide concepts	Dot Vote	Two-Way Separated Bike Lane: 1 green, 1 red (mixed)
Corridor-wide concepts	Dot Vote	Lane Reduction (4 to 3 Lanes): 1 green, 1 red (mixed)
Corridor-wide concepts	Dot Vote	Lane Reduction (8 to 6 Lanes): 1 green, 1 red (mixed)
Corridor-wide concepts	Dot Vote	Widen Sidewalks: 1 green, 1 red (mixed)
Corridor-wide concepts	Dot Vote	No Lane Reduction: 2 green