Appendix C

Draft Concept Assessment Memorandum

TOOLE DESIGN

ARDEN-AUBURN MOBILITY PLAN

Alternatives Analysis Technical Report

October 2026 | DRAFT

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INTRODUCTION

The Arden Way-Auburn Boulevard Mobility Plan (Arden-Auburn Mobility Plan) establishes a shared vision for the future of both Arden Way from Del Paso Boulevard to Ethan Way, and Harvard Street/Auburn Boulevard from Arden Way to Marconi Circle (Figure 1). This portion of Arden Way is part of the City of Sacramento's High Injury Network, meaning it experiences some of the highest numbers of fatal and serious injury crashes in the City. The focus of the Arden-Auburn Mobility Plan is to identify transportation improvements that:

- Reduce transportation injuries and fatalities
- Expand access to walking, biking, and transit
- Address community-identified challenges
- Support future housing and job growth
- Improve air quality and reduce greenhouse gas emissions

This Alternatives Analysis Technical Report documents the alternatives considered as part of the project, the evaluation methodology and results used to consider those alternatives, and the final recommendations. The discussion, analysis, and results of this report build upon the information gathered throughout the study process. This information is repeated within this report as needed; however, additional details can be found within the additional project documentation noted below:

- Arden Way-Auburn Boulevard Mobility Plan Existing Conditions Report (2026)
- Arden Way-Auburn Boulevard Mobility Plan Public Draft Report (2026)

ALTERNATIVES DEVELOPMENT AND EVALUATION APPROACH

The development and evaluation of alternatives was completed in three stages, including:

- **Stage 1: Development of Alternatives** – This phase identified alternative cross sections for each corridor to address the project's identified needs and achieve its goals.
- **Stage 2: Evaluation of Alternatives** – Examined the potential benefits and tradeoffs of specific alternative cross sections and identified a preferred cross section for each roadway.
- **Stage 3: Safety Countermeasures & Spot Treatments** – Paired systemic safety improvements and location-specific recommendations with the identified preferred cross section to create a final, holistic recommended alternative.

The remainder of this report provides further details and results from each of these stages.

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Figure 1: Arden-Auburn Mobility Plan Study Area



STAGE 1: DEVELOPMENT OF ALTERNATIVES

The first step in the alternatives analysis process consisted of identifying alternative cross sections to meet the stated goals of the project, including:

- **Improve safety**
  - Shorten crossing distances
  - Reduce conflicts between users
- **Advance equity**
  - Provide improvements in areas with highest needs
  - Improve access to key destinations
- **Support multimodal mobility**
  - Provide continuous pedestrian and bicycle facilities
  - Improve connections to transit
  - Manage vehicular travel delay
- **Enhance comfort and accessibility**
  - Accommodate people of all ages and abilities
  - Separate people walking and rolling from vehicular traffic
  - Create bikeways that are safe and attractive to people of all ages and abilities
- **Improve the corridor experience**
  - Increase the number of trees and amount of shade
  - Improve lighting
  - Enhance the streetscape
- **Can be implemented**
  - Create opportunities for quick-build implementation
  - Create opportunities to implement treatments in phases over time in alignment with potential future funding opportunities
  - Minimize cost and construction impact

In addition to meeting the project's goals, the alternatives were also developed with the following guiding principles:

- The cross sections should fit within the existing City-owned right-of-way
- The cross sections should, to the maximum extent possible, accommodate all modes of travel

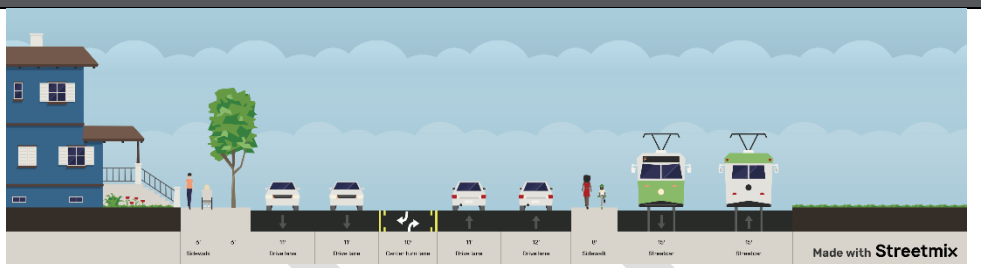
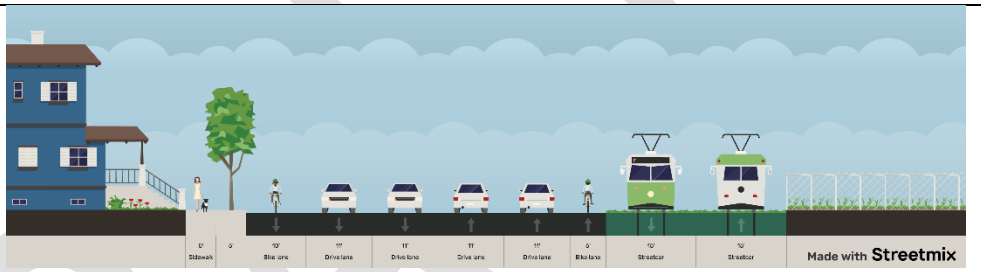
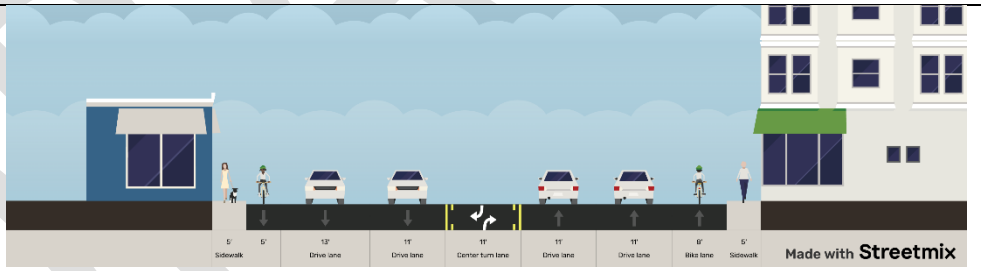
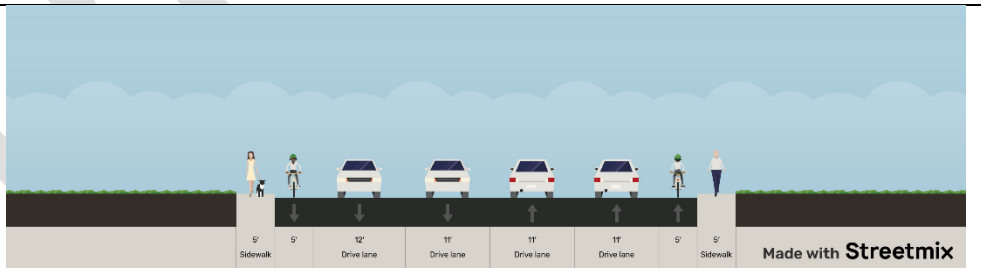
The following sections document the alternatives developed for each corridor.

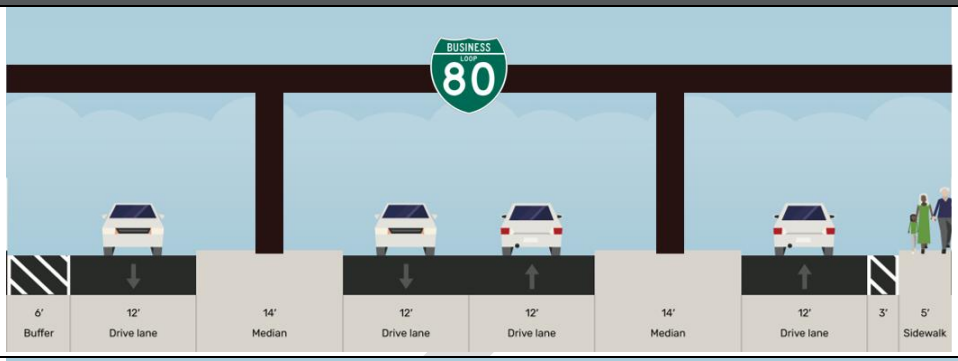
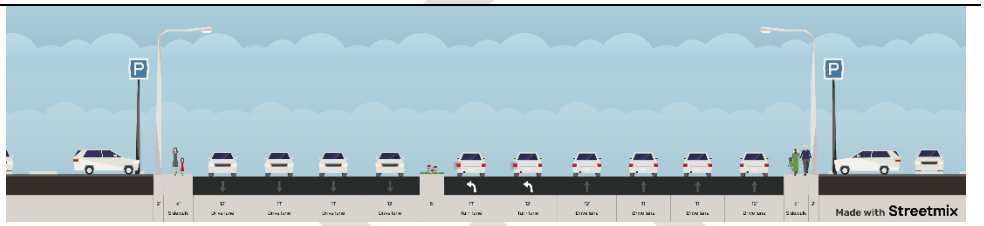
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ARDEN WAY ALTERNATIVES

Arden Way within the study area consists of six distinct cross sections, each with their own right of way and constraints (Table 1). Given the varying width of the existing roadway right of way, different potential cross sections were identified for different sections of roadway.

Table 1: Existing Cross Sections Along Arden Way

Extents	ROW Width (ft)	Existing Cross Section
Del Paso Blvd to Forrest St	75	
Forrest St to Oakmont St	70	
Oakmont St to Evergreen St	80	
Evergreen St to Harvard St (bridge over the railroad tracks)	65	

Extents	ROW Width (ft)	Existing Cross Section
Harvard St to Point West Way (under Business 80)	90	
Point West Way to Ethan Way	135	

ARDEN WAY ALTERNATIVE 1: LANE REDUCTION WITH TWO-WAY SEPARATED BIKEWAY

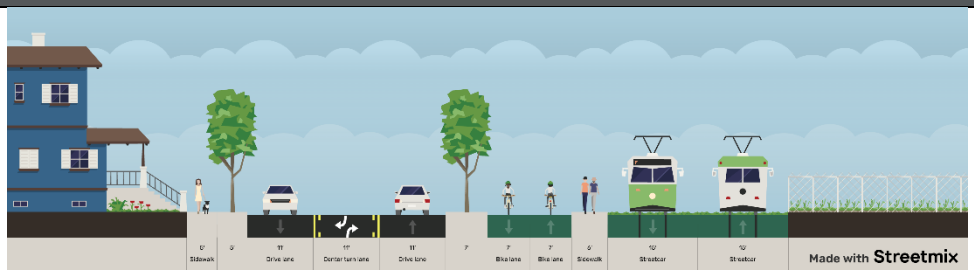
This alternative would implement a two-way separated bikeway and also provide additional sidewalks and landscaping along Arden Way. To accommodate these elements, one vehicle lane would be removed in each direction from Del Paso Boulevard to Ethan Way.

The two-way separated bikeway would be located on the south side of Arden Way along the entirety of the study corridor. The south side is preferred for the following reasons:

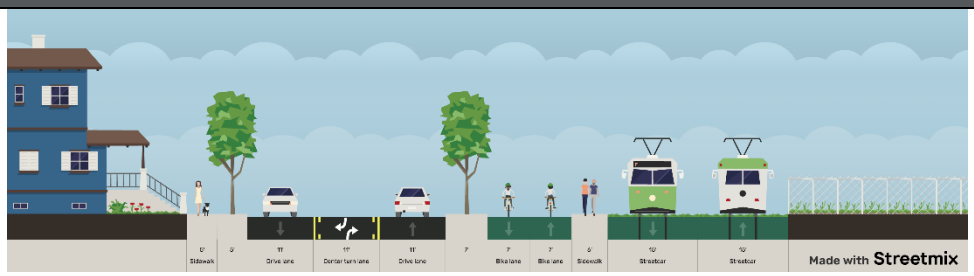
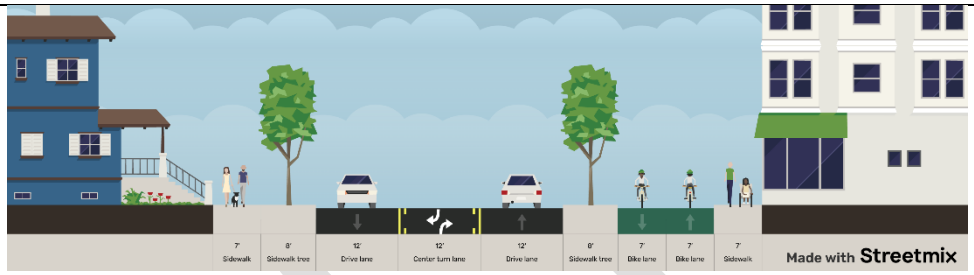
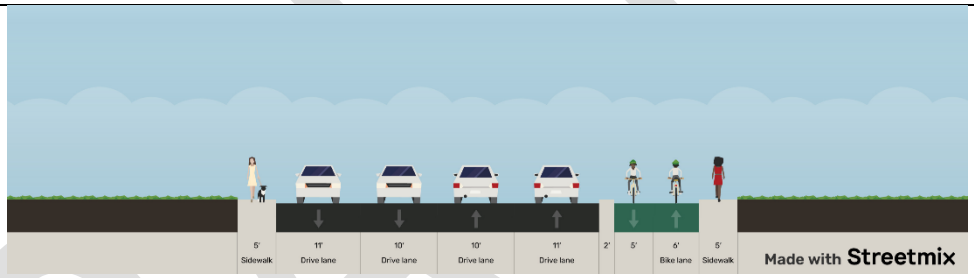
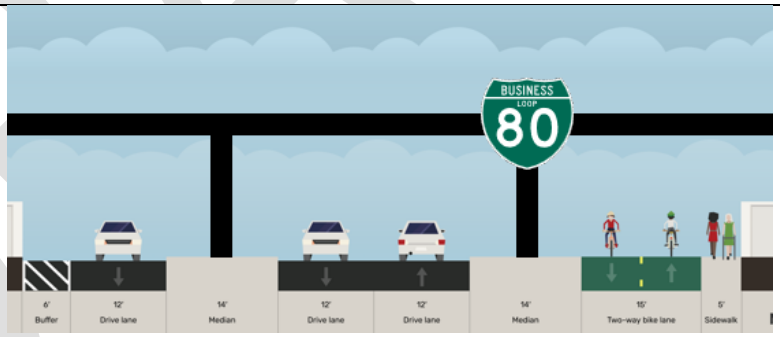
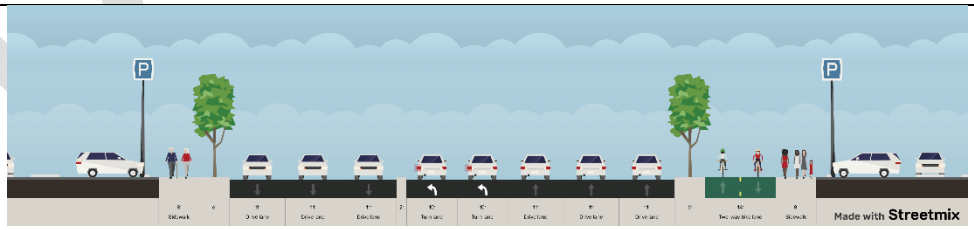
- Provides direct connections to the Del Paso and Royal Oaks light rail stations
- Avoids driveway and side street conflicts between Oxford Street and Royal Oaks Drive
- Avoids crossing the free-flowing freeway loop ramps on the north side of the street at the Business 80 interchange

Table 2 shows the layout of this alternative across the varying sections of Arden Way.

Table 2: Arden Way Alternative 1 – Lane Reduction with Two-Way Separated Bikeway

Extents	Alternative 1 Cross Sections
Del Paso Blvd to Forrest St	

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Extents	Alternative 1 Cross Sections
Forrest St to Oakmont St	
Oakmont St to Evergreen St	
Evergreen St to Harvard St (bridge over the railroad tracks)	
Harvard St to Point West Way (under Business 80)	
Point West Way to Ethan Way	

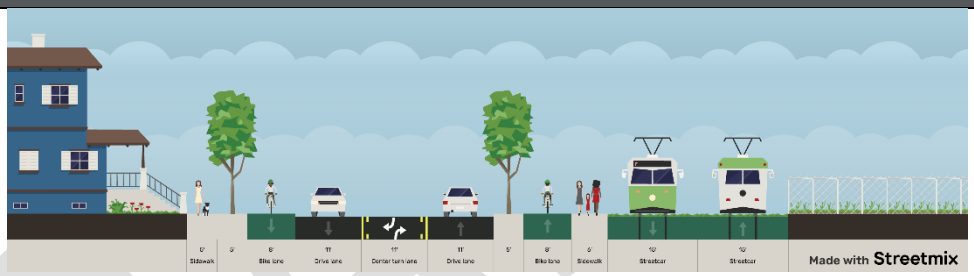
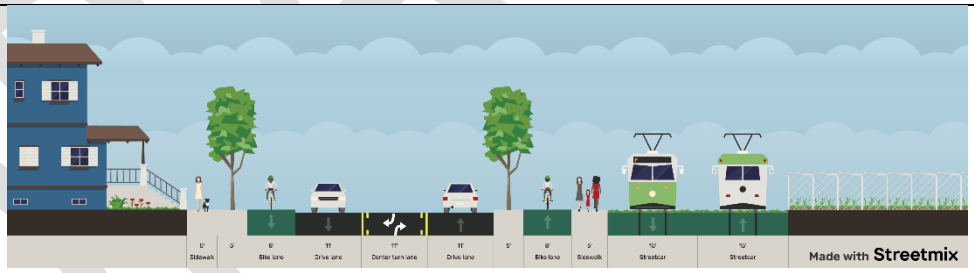
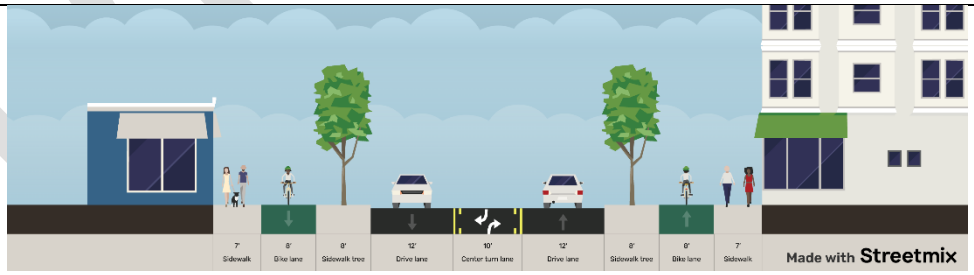
ARDEN WAY ALTERNATIVE 2: LANE REDUCTION WITH ONE-WAY SEPARATED BIKEWAYS

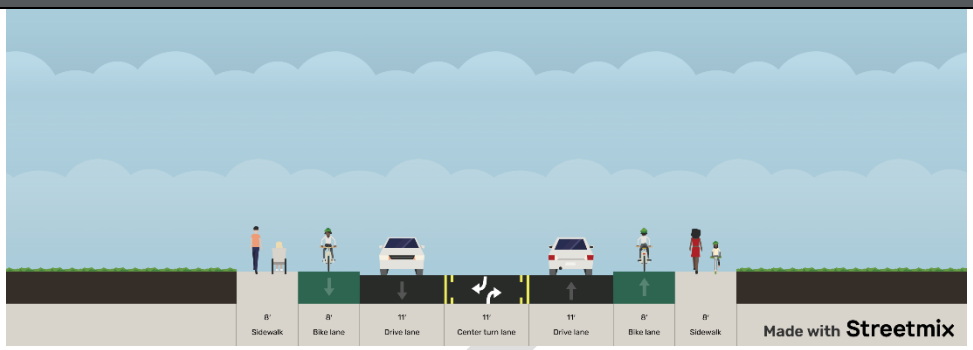
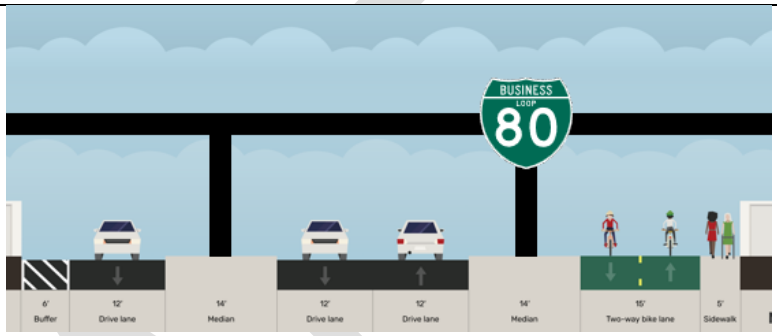
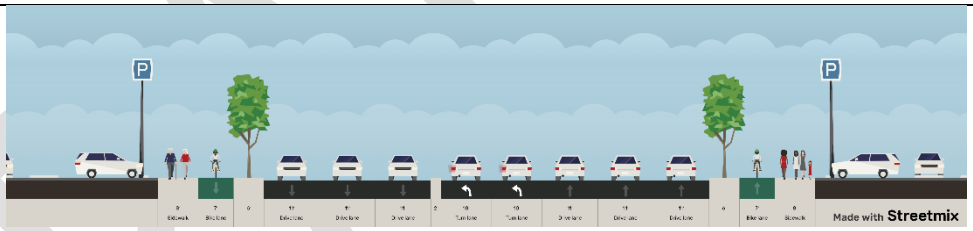
This alternative would implement one-way separated bikeways in both directions along Arden Way as well as provide additional sidewalks and landscaping. To accommodate these elements, one vehicle lane would be removed in each direction from Del Paso Boulevard to Ethan Way.

Due to the existing freeway ramp configuration at the Business 80 interchange, this alternative would transition the bikeway from one-way separated bikeways on each side of the street to a two-way separated bikeway through the interchange. This two-way separated bikeway would be located on the south side of Arden Way to avoid the freeway loop ramps. Transitions between the bikeway facility types would occur on either side of the interchange, likely at Harvard Street and Point West Way.

Table 3 shows the layout of this alternative across the varying sections of Arden Way.

Table 3: Arden Way Alternative 2 – Lane Reduction with One-Way Separated Bikeways

Extents	Alternative 2 Cross Sections
Del Paso Blvd to Forrest St	
Forrest St to Oakmont St	
Oakmont St to Evergreen St	

Extents	Alternative 2 Cross Sections
Evergreen St to Harvard St (bridge over the railroad tracks)	
Harvard St to Point West Way (under Business 80)	
Point West Way to Ethan Way	

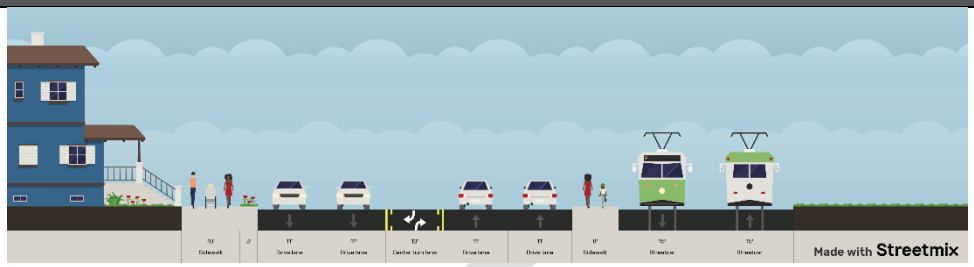
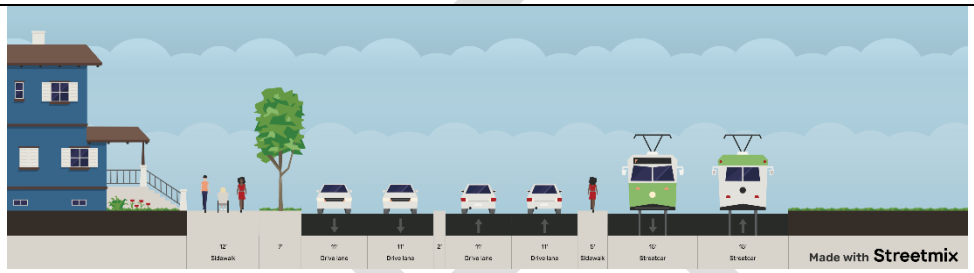
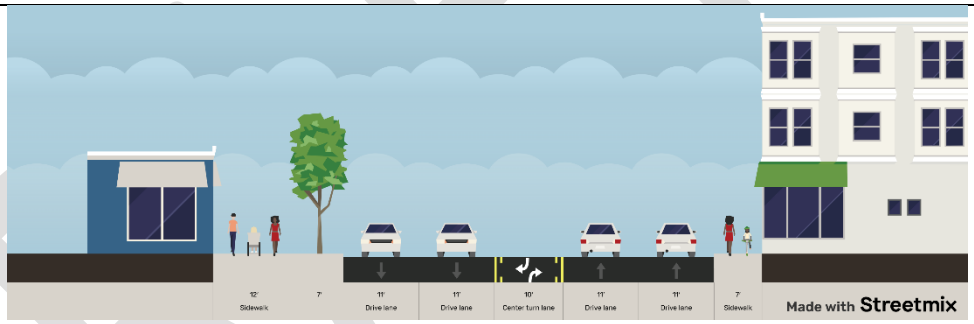
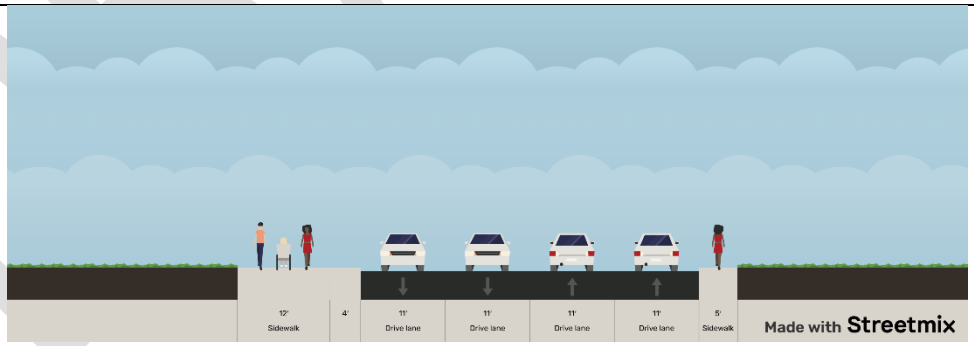
ARDEN WAY ALTERNATIVE 3: MAINTAIN EXISTING VEHICLE LANES AND IMPLEMENT SHARED USE PATHS

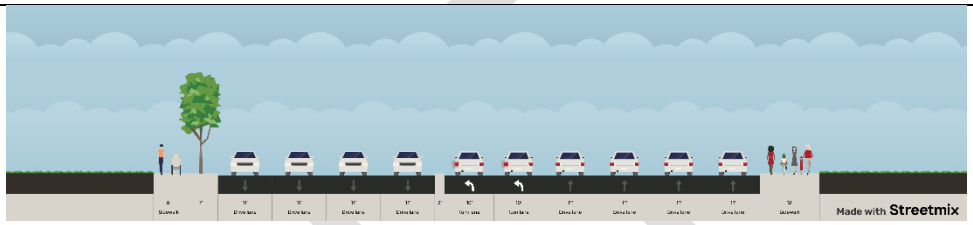
This alternative would maintain all existing vehicle lanes and provide a shared use path for non-motorized users on the north side of the street. Between Forrest Street and Oakmont Street, there would be insufficient space to provide a two-way left turn lane; therefore, a raised center median would be added to the roadway to block left-turns into and out of driveways and side streets. This would both minimize left-turning conflicts with the shared use path and would prevent eastbound vehicles on Arden Way from stopping in the travel lane to make a left-turn.

Additionally, due to the existing interchange configuration at Business 80 there is not enough space to accommodate a shared use path through the interchange without reconstructing the interchange. Therefore, non-motorized users would be directed to use the existing sidewalk on the south side of the street through the interchange.

Table 4 shows the layout of this alternative across the varying sections of Arden Way.

Table 4: Arden Way Alternative 3 – Maintain Existing Vehicle Lanes and Implement Shared Use Paths

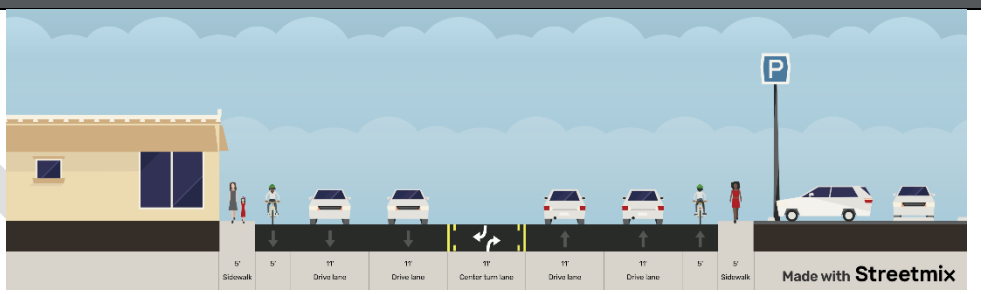
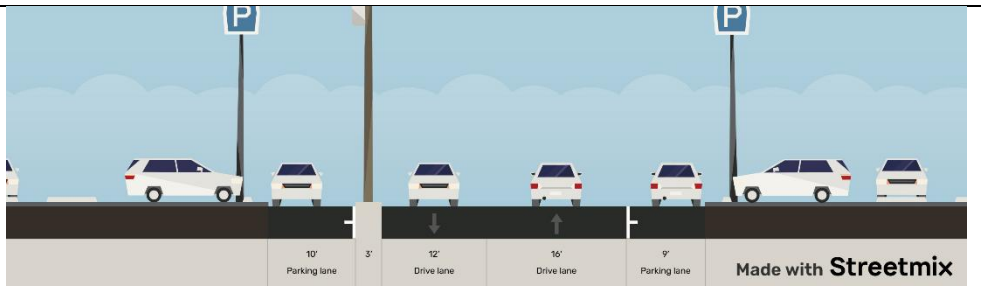
Extents	Alternative 3 Cross Sections
Del Paso Blvd to Forrest St	
Forrest St to Oakmont St	
Oakmont St to Evergreen St	
Evergreen St to Harvard St (bridge over the railroad tracks)	

Extents	Alternative 3 Cross Sections
Harvard St to Point West Way (under Business 80)	
Point West Way to Ethan Way	

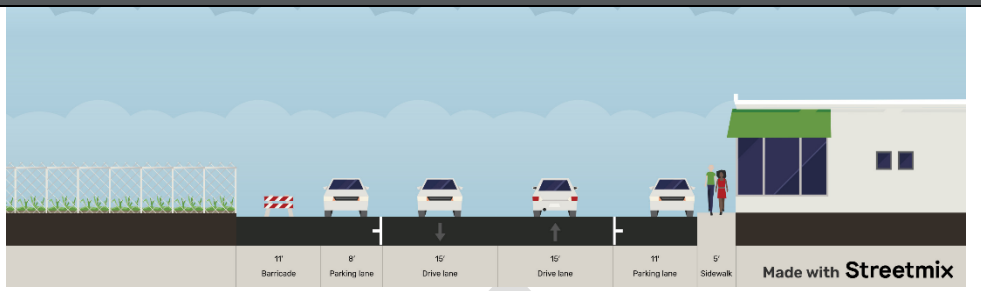
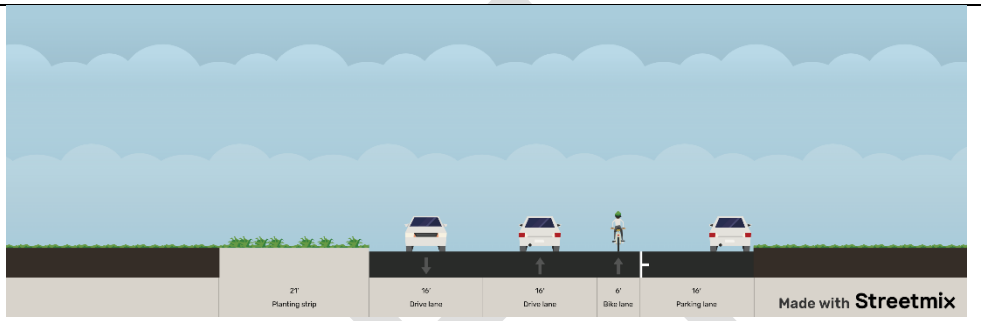
HARVARD STREET/AUBURN BOULEVARD ALTERNATIVES

Harvard Street/Auburn Boulevard within the study area consists of four distinct cross sections, each with their own right of way and constraints (Table 5). Given the varying width of the existing roadway right of way, different potential cross sections were identified for different sections of roadway.

Table 5: Existing Cross Sections Along Harvard Street/Auburn Boulevard

Extents	ROW Width (ft)	Existing Cross Section
Arden Way to Silica Ave	75	
Silica Ave to Manning St	50	

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Extents	ROW Width (ft)	Existing Cross Section
Manning St to Frienza Ave	65	
Frienza Ave to Marconi Cir	75	

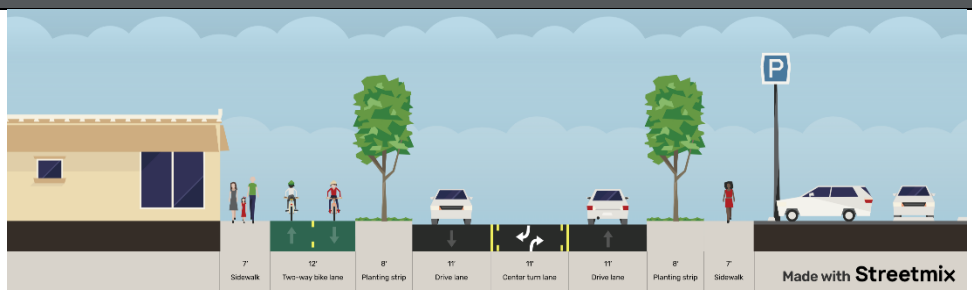
HARVARD STREET/AUBURN BOULEVARD ALTERNATIVE 1 – TWO-WAY SEPARATED BIKEWAY

This alternative would implement a two-way separated bikeway, continuous sidewalks, and increased landscaping throughout the corridor. This alternative would also make the entire corridor one travel lane in each direction and implement a center two-way left turn lane, where space allows, to better accommodate turning traffic.

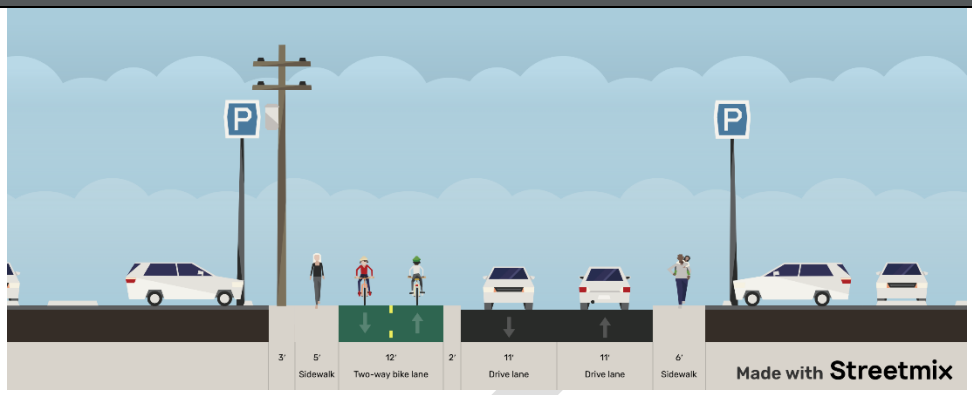
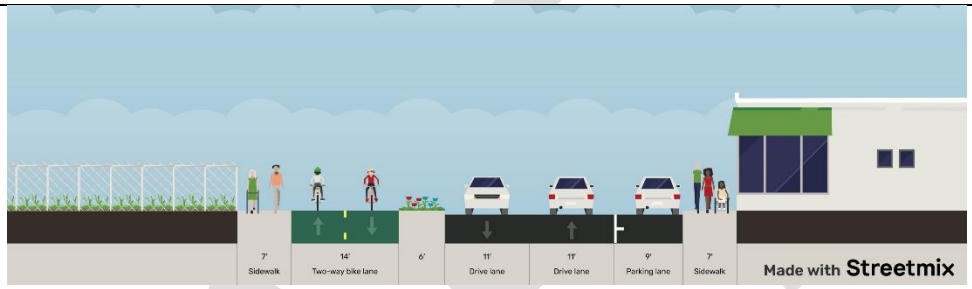
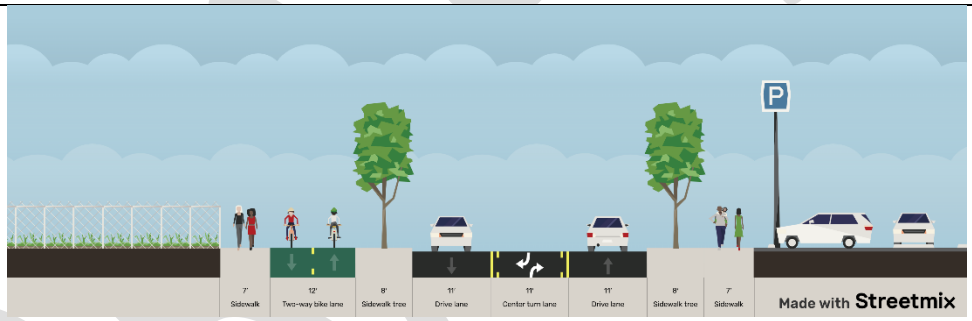
Note that in this alternative the two-way separated bikeway would be located along the west side of the street. This would align the two-way separated bikeway adjacent to the railroad tracks thus minimizing bicycle-vehicle conflicts at side streets and driveways.

Table 6 shows the layout of this alternative across the varying sections of Harvard Street/Auburn Boulevard.

Table 6: Harvard Street/Auburn Boulevard Alternative 1 – Two-Way Separated Bikeways

Extents	Alternative 1 Cross Sections
Arden Way to Silica Ave	

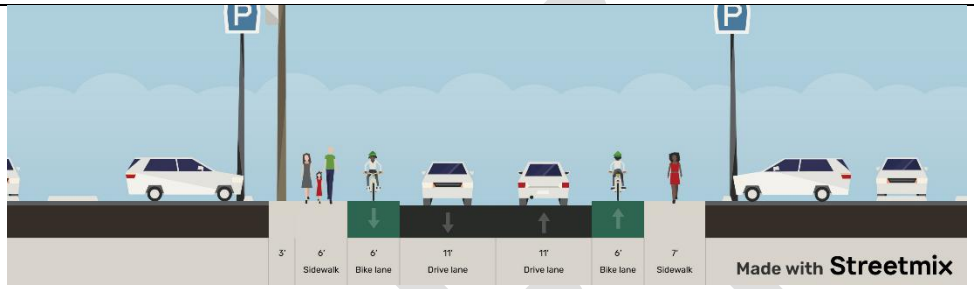
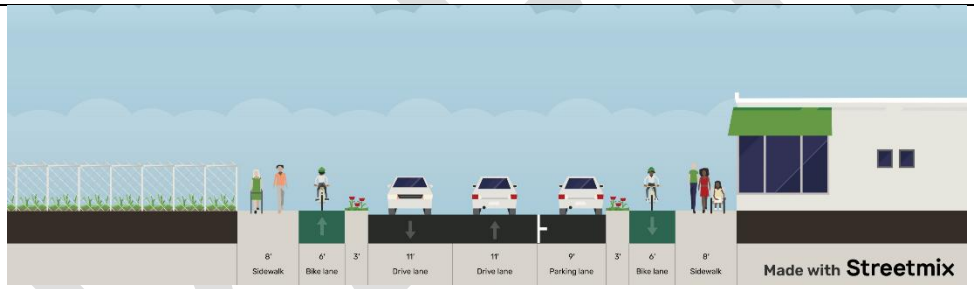
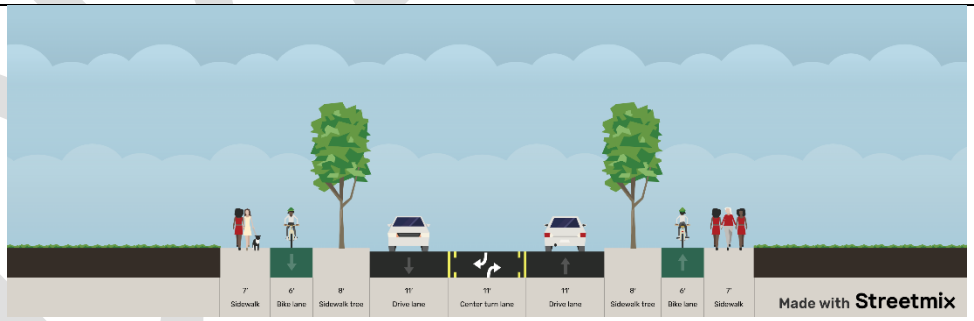
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Extents	Alternative 1 Cross Sections
Silica Ave to Manning St	
Manning St to Frienza Ave	
Frienza Ave to Marconi Cir	

HARVARD STREET/AUBURN BOULEVARD ALTERNATIVE 2 – ONE-WAY SEPARATED BIKEWAYS

This alternative would implement one-way separated bikeways on each side of the street, continuous sidewalks, and increased landscaping throughout the corridor. This alternative would also make the entire corridor one travel lane in each direction and implement a center two-way left turn lane where space allows to better accommodate turning traffic. Table 7 shows the layout of this alternative across the varying sections of Harvard Street/Auburn Boulevard.

Table 7: Harvard Street/Auburn Boulevard Alternative 2 – One-Way Separated Bikeways

Extents	Alternative 2 Cross Sections
Arden Way to Silica Ave	
Silica Ave to Manning St	
Manning St to Frienza Ave	
Frienza Ave to Marconi Cir	

STAGE 2: EVALUATION OF ALTERNATIVES

Following the identification of alternatives in Stage 1, the project team and stakeholders next explored the potential benefits and tradeoffs of each alternative with the goal of identifying a recommended cross section for each roadway. The following sections describe this process for both Arden Way and Harvard Street/Auburn Boulevard.

ARDEN WAY ALTERNATIVES EVALUATION

While each Arden Way alternative offered differing benefits and trade-offs, project staff and stakeholders identified the vehicular traffic lane configuration as the key differentiator between the alternatives. Therefore, the focus of the alternative analysis was to assess the following four areas of concern related to potential changes in vehicle travel patterns:

1. Would removing vehicle travel lanes result in vehicle queues and congestion along Arden Way spilling over to other adjacent/nearby intersections and roadways?
2. In areas where a vehicular lane reduction would result in only one vehicle lane in each direction, it was assumed buses would pull out of traffic to service bus stops. In these scenarios, would the resulting congestion on Arden Way make it difficult for buses to merge back into traffic thus increasing bus delays?
3. Would the removal of vehicle lanes increase congestion to a point where drivers would divert onto neighborhood streets to avoid congestion?
4. Would the removal of travel lanes around the Business 80 interchange result in vehicle queues extending up the freeway off-ramp and onto the mainline freeway?

To assess these concerns, traffic analysis was completed using Synchro traffic analysis software. This analysis was based on turning movement count data collected in 2025 and examined both the morning (AM) peak hour and evening (PM) peak hour. A total of three traffic scenarios were evaluated including:

- Existing Conditions – This scenario examined how Arden Way operates today and provided a baseline for considering alternative conditions.
- Full Corridor Lane Reduction (Del Paso to Expo) – Removal of one travel lane in each direction from Del Paso Boulevard to Ethan Way
- Partial Corridor Lane Reduction (Del Paso to B80) – Removal of one travel lane in each direction from Point West Way (just east of the Business 80 interchange) to Ethan Way

Figure 2 and Figure 3 show the vehicle level of service (LOS) results from the traffic analysis. LOS is a letter grade scale assigned to an intersection based on the average vehicle delay experienced at that

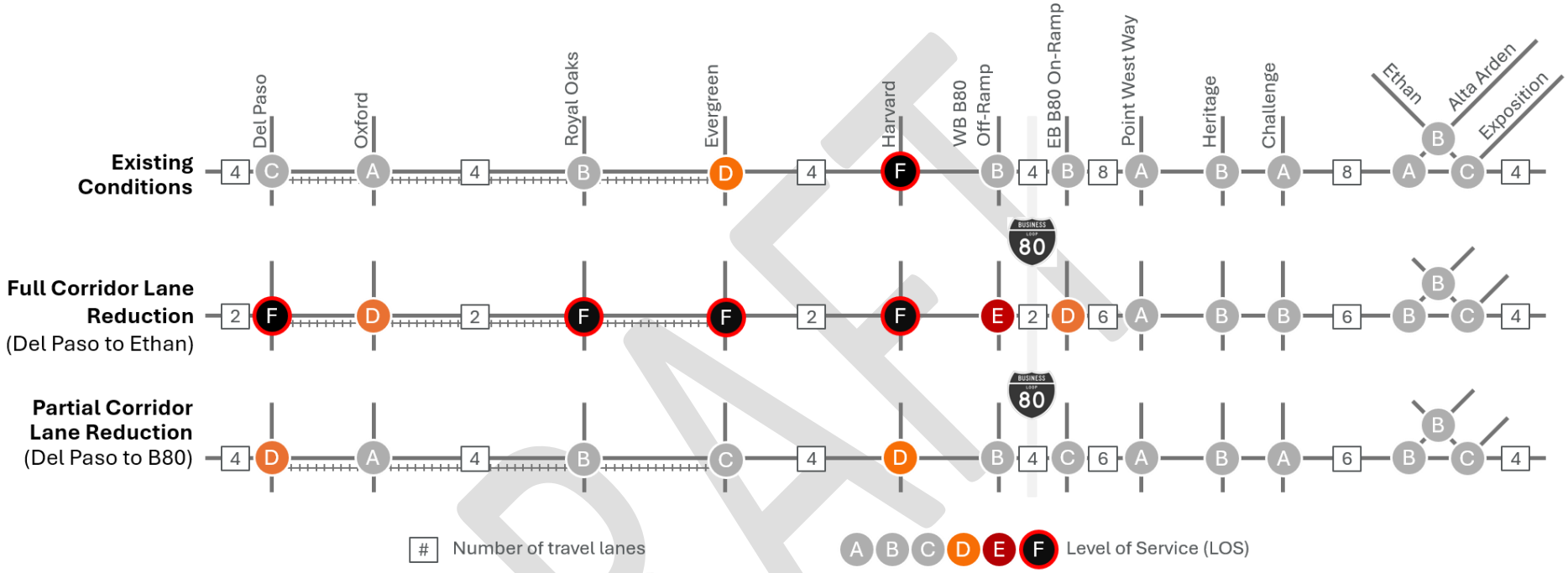
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intersection and is based on the methodology outlined in the Highway Capacity Manual (National Academies of Sciences, Engineering, and Medicine. 2022). LOS A reflects intersections with the least amount of vehicle delay, and LOS F reflects intersections with the most vehicle delay.

The results show that removing a travel lane across the entire corridor (from Del Paso Boulevard to Ethan Way) is likely to result in many intersections along Arden Way operating at LOS F in both the morning and evening peak periods, particularly west of Point West Way where the full-corridor lane reduction would result in one vehicle travel lane in each direction. Having consecutive intersections operating at LOS F indicates that vehicle queues are likely to spill back from one intersection to another, increasing the likelihood of drivers diverting onto adjacent neighborhood streets and making it difficult for buses to merge back into traffic. This condition was not observed in the Partial Corridor Lane Reduction scenario.

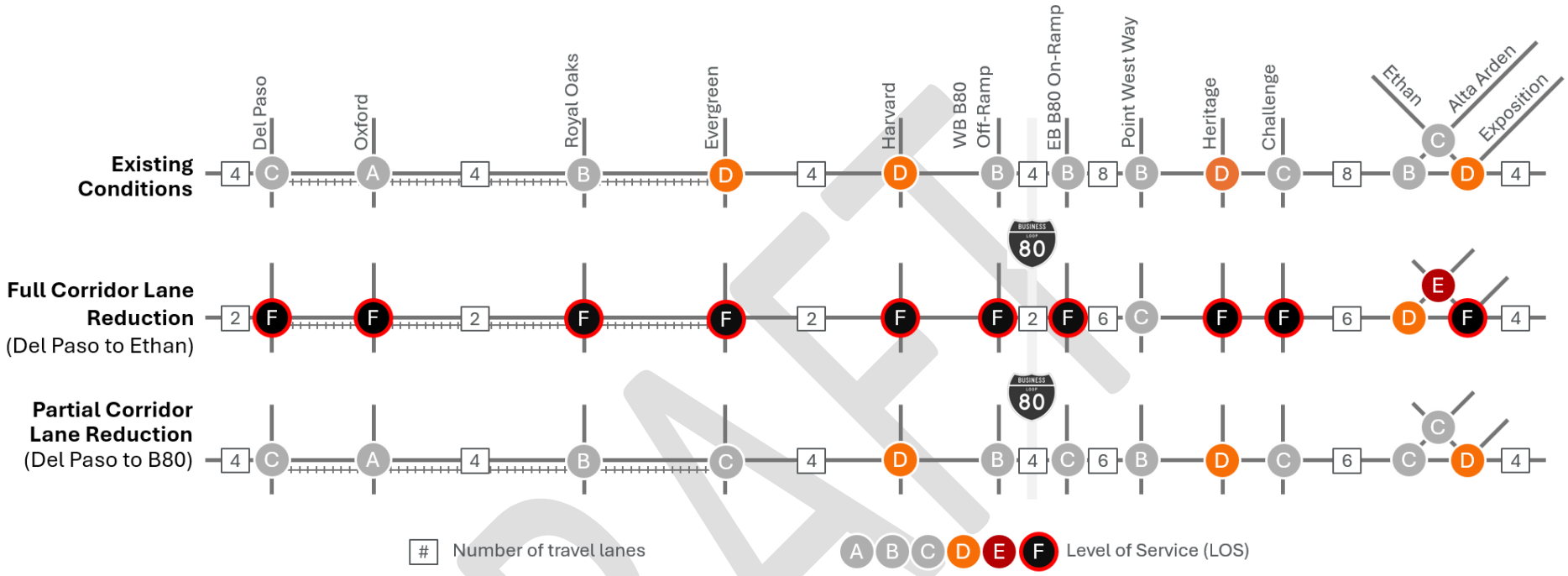
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Figure 2: 2025 AM Peak Hour Vehicle Level of Service



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Figure 3: 2025 PM Peak Hour Vehicle Level of Service



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In addition to general congestion across the corridor, particular attention to vehicle queueing was paid at the intersections with freeway off-ramps. This is because if the queues at the off-ramps get too long, they can spill back onto the mainline freeway. This can result in traffic being stopped (queued) in one lane of the freeway with high-speed vehicles approaching from behind and passing to the left. This increases the risk of severe collisions between stopped vehicles and high-speed vehicles.

The traffic analysis results show that the Full Corridor Lane Reduction scenario is likely to result in off-ramp queues spilling back onto Business 80, particularly on westbound Business 80. Similar queue spillback was not observed in the Partial Corridor Lane Reduction scenario.

Based on these results, it was determined that the Partial Corridor Lane Reduction scenario best balanced vehicle operational needs while still providing opportunity to reallocate roadway space for other transportation modes.

ARDEN WAY RECOMMENDED ALTERNATIVE

Based on the traffic analysis results, the recommended cross section for Arden Way is a combination of Alternative 3 and a modified Alternative 1.

On the west side of the study corridor (from Del Paso Boulevard to Business 80), the Alternative 3 cross section is recommended. This alternative retains the existing vehicular travel lanes, adds a new sidewalk to the south side of the street, and implements a shared use path on the north side of the street. Given the right-of-way constraints, the shared-use path offers people biking or rolling greater separation from vehicle traffic as compared to the existing Class II bikeway. Additionally, a raised median is proposed between Forrest Street and Oakmont Street to prevent left turns. Removing these left turns prevents left turning vehicles from blocking through traffic and minimizes vehicle turning conflicts with the shared use path.

Due to the existing bridge configuration of Business 80 over Arden Way paired with the decision to maintain existing travel lanes, there are limited opportunities for near- or mid-term multimodal improvements through the interchange. Therefore, this plan does not identify specific recommendations for cross-section changes to Arden Way under Business 80. The City will continue to engage with Caltrans to evaluate improvements to this interchange, up to and including eventual reconstruction and reconfiguration of the interchange. If/when the interchange is reconstructed, the City will prioritize multimodal safety and mobility through the interchange including by providing continuous bicycle and pedestrian routes on both sides of Arden Way.

East of Business 80, it is recommended to remove one vehicle travel lane in each direction and repurpose this space to provide shared-use paths and landscaped buffers on both sides of the street, similar to the recommendations of Alternative 1. Note that, unlike Alternative 1, the recommended cross section would include shared use paths on both sides of the street rather than a two-way separated bikeway on one side. This modified recommendation was made for several reasons, including:

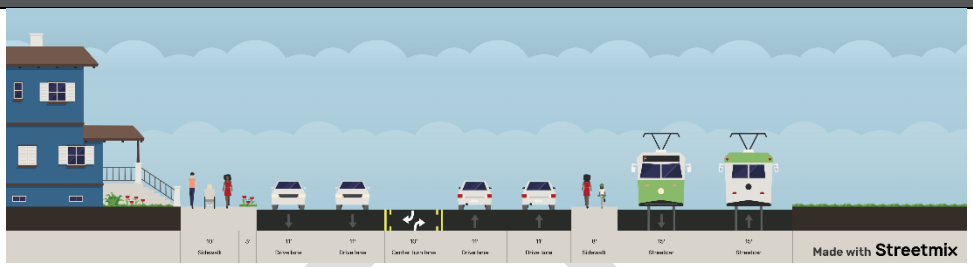
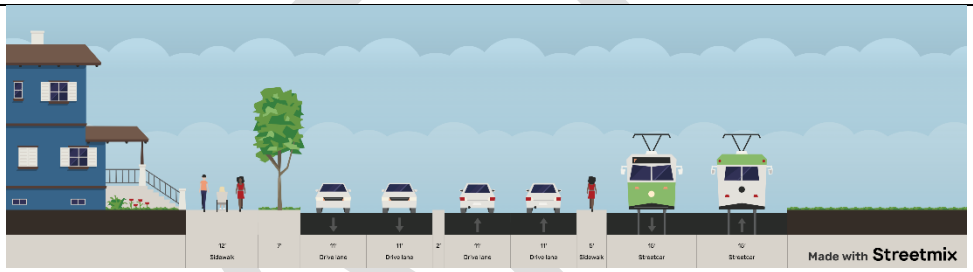
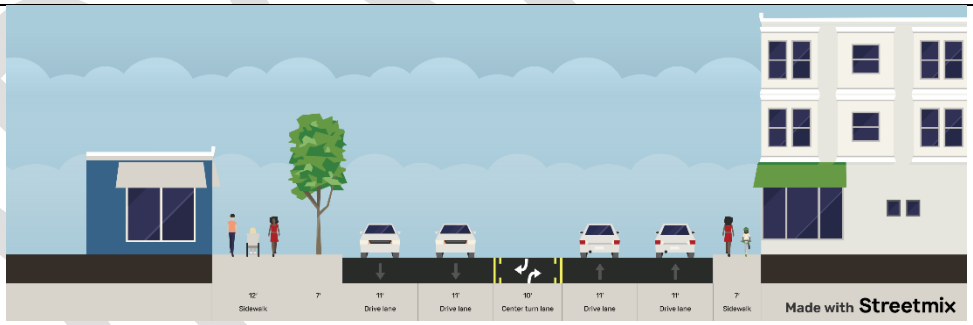
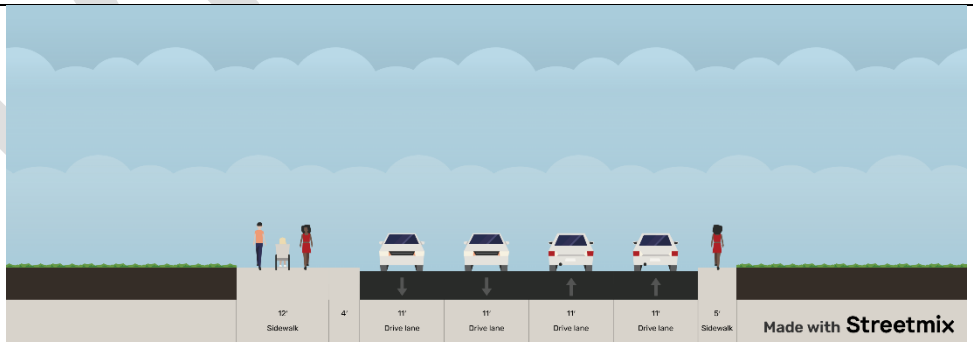
- The western portion of the corridor (west of Business 80) is recommended to have shared use paths. Providing shared use paths on the east side of Business 80 provides a more consistent user experience across the corridor.

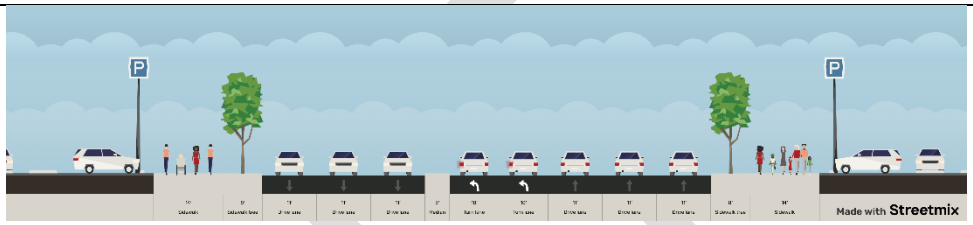
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- Providing shared use paths on both sides of the street better serves adjacent land uses and allows bicyclists to more easily reach crossings along Arden Way without needing to travel out of direction.

Table 8 shows the recommended cross sections for the varying sections of Arden Way.

Table 8: Recommended Cross Section for Arden Way

Extents	Recommended Cross Section
Del Paso Blvd to Forrest St	
Forrest St to Oakmont St	
Oakmont St to Evergreen St	
Evergreen St to Harvard St (bridge over the railroad tracks)	

Extents	Recommended Cross Section
Harvard St to Point West Way (under Business 80)	
Point West Way to Ethan Way	

HARVARD STREET / AUBURN BOULEVARD ALTERNATIVE EVALUATION

Both Harvard Street/Auburn Boulevard alternatives offer similar pedestrian facilities, number of vehicular travel lanes, and landscaping opportunities. The primary differentiator between the alternatives was the bikeway facility type. To determine the most appropriate bikeway facility type for the corridor, two factors were considered: (1) the potential conflict points with side streets and driveways, and (2) the anticipated bikeway user desire lines.

The number of conflict points between people on bikes and vehicles is a key metric linked to the project goals of safety, multimodal mobility, and comfort and accessibility. Frequent driveways and side streets reduce the comfort of the bikeway and increase the potential for a crash. Therefore, the number of conflict points between a potential bikeway and driveways and side streets was calculated and compared for both alternatives. The results of this analysis show that there are substantially fewer bicycle-vehicle conflict points with a two-way separated bikeway on the west side of the street as compared to a one-way separated bikeway on both sides of the street (Table 9).

Table 9: Bikeway-Vehicle Conflict Points

Differentiator	West Side	East Side	Total
Number of Conflict Points: One-Way Bikeway	• 7 driveways • 2 side street crossings	• 31 driveways • 9 side street crossings	49

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Differentiator	West Side	East Side	Total
Number of Conflict Points: Two-Way Bikeway	• 7 driveways • 2 side street crossings	N/A	9

In addition to conflict points, the two alternatives were also evaluated considering the potential bikeway users' desire lines. Based on a review of adjacent land uses, most development along Harvard Street/Auburn Boulevard is light industrial or office space. The most likely bicycle trips to these types of land uses are employees commuting to work. These types of users may be more likely to accept the inconvenience created by a two-way separated bikeway (i.e. having the bikeway across the street from their destination rather than running directly in front of it) as they are making only a few trips a day as compared to a retail customers arriving and departing throughout the day.

Beyond the bicycle trips heading to and from destinations along Harvard Street/Auburn Boulevard, the bikeway along Harvard Street/Auburn Boulevard would also provide a key regional bike route helping to connect the American River Trail to a planned Class I shared use path along Roseville Road (2025 Streets for People Active Transportation Plan). A two-way separated bikeway along Harvard Street/Auburn Boulevard would provide a similar facility to the planned Class I shared use path to the north and would thus provide a more consistent facility type throughout the regional bikeway network.

Based on these considerations, the two-way separated bikeway facility is recommended as the preferred cross section for Harvard Street/Auburn Boulevard.

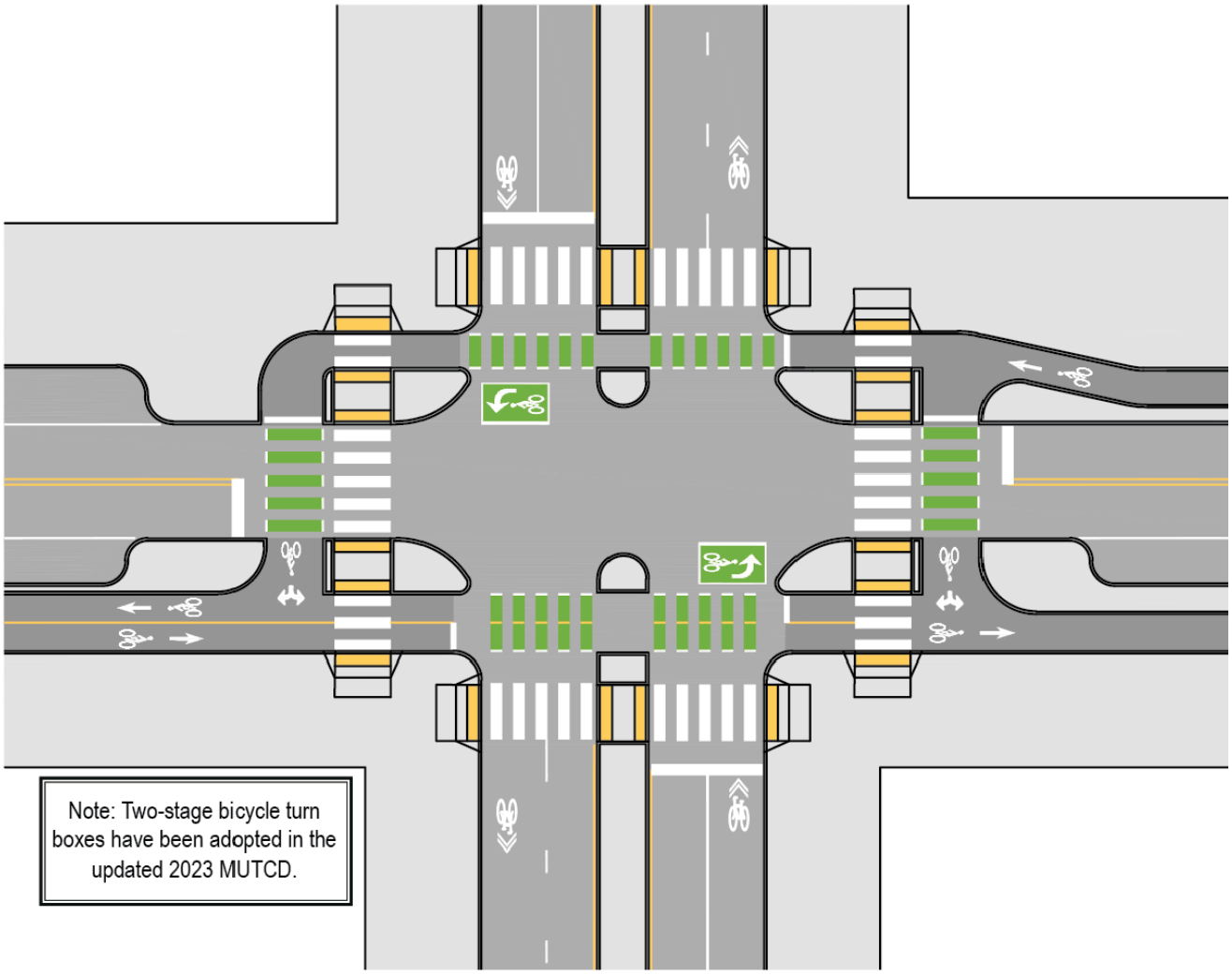
HARVARD STREET/AUBURN BOULEVARD RECOMMENDED ALTERNATIVE

Based on the recommended bikeway configuration, the recommended cross section for Harvard Street/Auburn Boulevard generally aligns with Alternative 1 and includes sidewalks on both sides of the street, a two-way separated bikeway on the west side, landscaping, two vehicular travel lanes, and a center two-way left-turn lane. However, this cross section does vary across the corridor based on (1) the need to transition between the existing Class II bike lanes on Blumenfeld Drive south of Arden Way, and (2) the changing available right of way along Harvard Street/Auburn Boulevard.

To transition bicyclists from the Class II bike lanes on Blumenfeld Drive to the proposed two-way separated bikeway along Harvard Street/Auburn Boulevard, the recommended alternative would provide one-way separated bikeways on each side of the street between Arden Way (connecting directly into the existing Class II bike lanes on Blumenfeld Drive) and Silica Avenue. At the Silica Avenue intersection, the one-way separated bikeway would transition into the two-way separated bikeway on the west side of the street. An example of how this transition could be implemented is shown in Figure 4. The two-way separated bikeway would then continue north to the project limits at Marconi Cricle where it will eventually connect into the planned Class I shared use path along Roseville Road.

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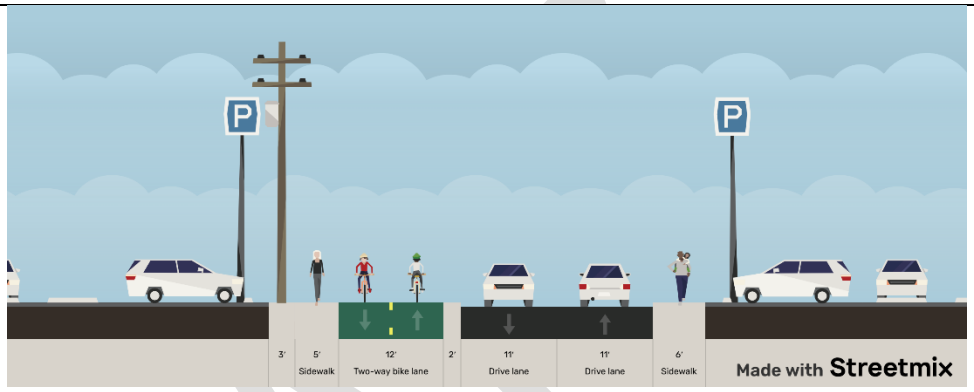
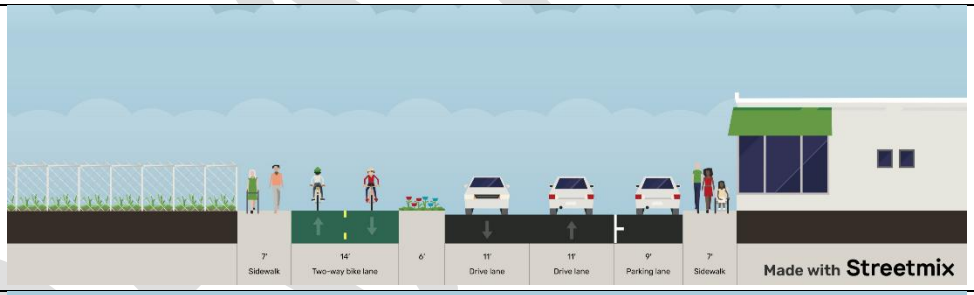
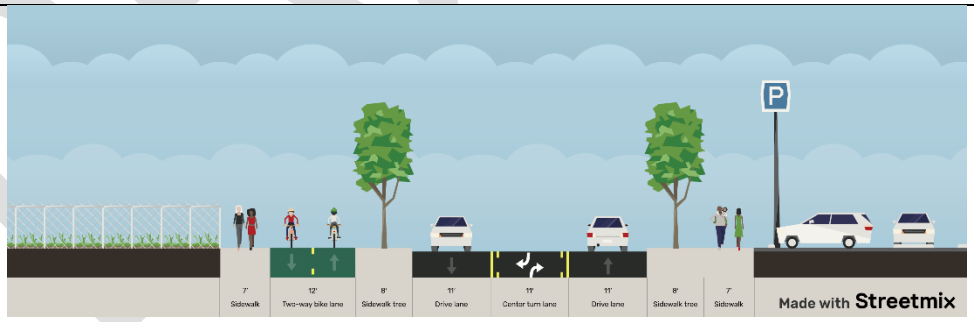
Figure 4: Example of a One-Way Bikeway to Two-Way Bikeway Transition at an Intersection



(Source: Figure 7-35, AASHTO, 2024)

To respond to the changing right of way along the corridor, the provision of landscaping space and the width of sidewalks and bikeways would change in selected segments. Table 10 shows the recommended cross sections for Harvard Street/Auburn Boulevard.

Table 10: Recommended Cross Section for Harvard Street/Auburn Boulevard

Extents	Recommended Cross Sections
Arden Way to Silica Ave	
Silica Ave to Manning St	
Manning St to Frienza Ave	
Frienza Ave to Marconi Cir	

STAGE 3: SAFETY COUNTERMEASURES & SPOT TREATMENTS

Following the identification of the recommended cross sections, each corridor was reviewed to identify additional location-specific spot treatment recommendations that could be paired with the recommended cross sections to address either historical crash patterns/safety concerns and/or apply best practices in accordance with the Safe Systems Approach to safety. Common spot treatment recommendations applicable across the corridors are described in Table 11. Details about location-specific crash patterns are available in the *Arden Way-Auburn Boulevard Mobility Plan Existing Conditions Report* (2026).

Table 11: Spot Treatments Considered

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 Extension

Widened corners that extend the sidewalk into the street at intersections.

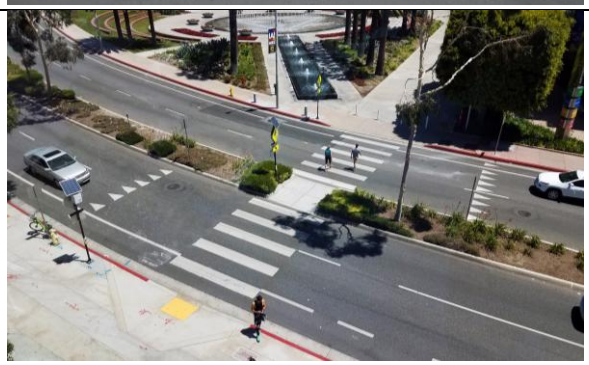
- Shortens crossing distances for people walking
- Improves visibility between pedestrians and drivers
- Tightens corners to slow turning vehicles



Median Refuge Island

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

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



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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.

- Allows pedestrians into the crosswalk before cars start turning
- Makes people crossing more visible
- 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
- 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



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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



In addition to these common treatments, several other location-specific recommendations have been identified to address specific safety needs, including:

Arden Way:

- Add dynamic train envelope pavement markings to the Del Paso Boulevard intersection to better identify the required clearance for light rail vehicles. Additionally, add train blank out signs to warn drivers of approaching trains. These improvements will reduce the likelihood of vehicle-train collisions.
- Add a mid-block crossing across Arden Way at the Del Paso Station and improve the mid-block crossing at the Royal Oaks Station. These will improve pedestrian and bicyclist access to the transit stations.
- Add signal-controlled pedestrian crossings at the eastbound on-ramp to Business 80 and eastbound off-ramp from Business 80. These will improve the safety and comfort for people trying to cross the high-speed ramps.

Harvard Street/Auburn Boulevard

- Reduce the posted speed limit along Auburn Boulevard from Frienza Avenue to Marconi Circle from 40 mph to 30 mph. This would make the posted speed limit across the corridor consistent and would reduce the potential for a fatal or serious injury crash. Note that this new speed limit would be supported through the roadway reconfiguration and introduction of additional traffic calming features such as narrower travel lanes, curb extensions, and raised crossings.
- Reconfigure the Frienza Avenue/Van Ness Street intersection into a roundabout. This configuration would help calm traffic and reduce the likelihood of a broadside crash at this skewed intersection.

Figure 5 and Figure 6 show the recommended spot treatments for Arden Way and Figure 7 shows the recommended treatments for Harvard Street/Auburn Boulevard.

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Figure 5: Spot Treatment Recommendations Along Arden Way (Del Paso Blvd to Harvard St)

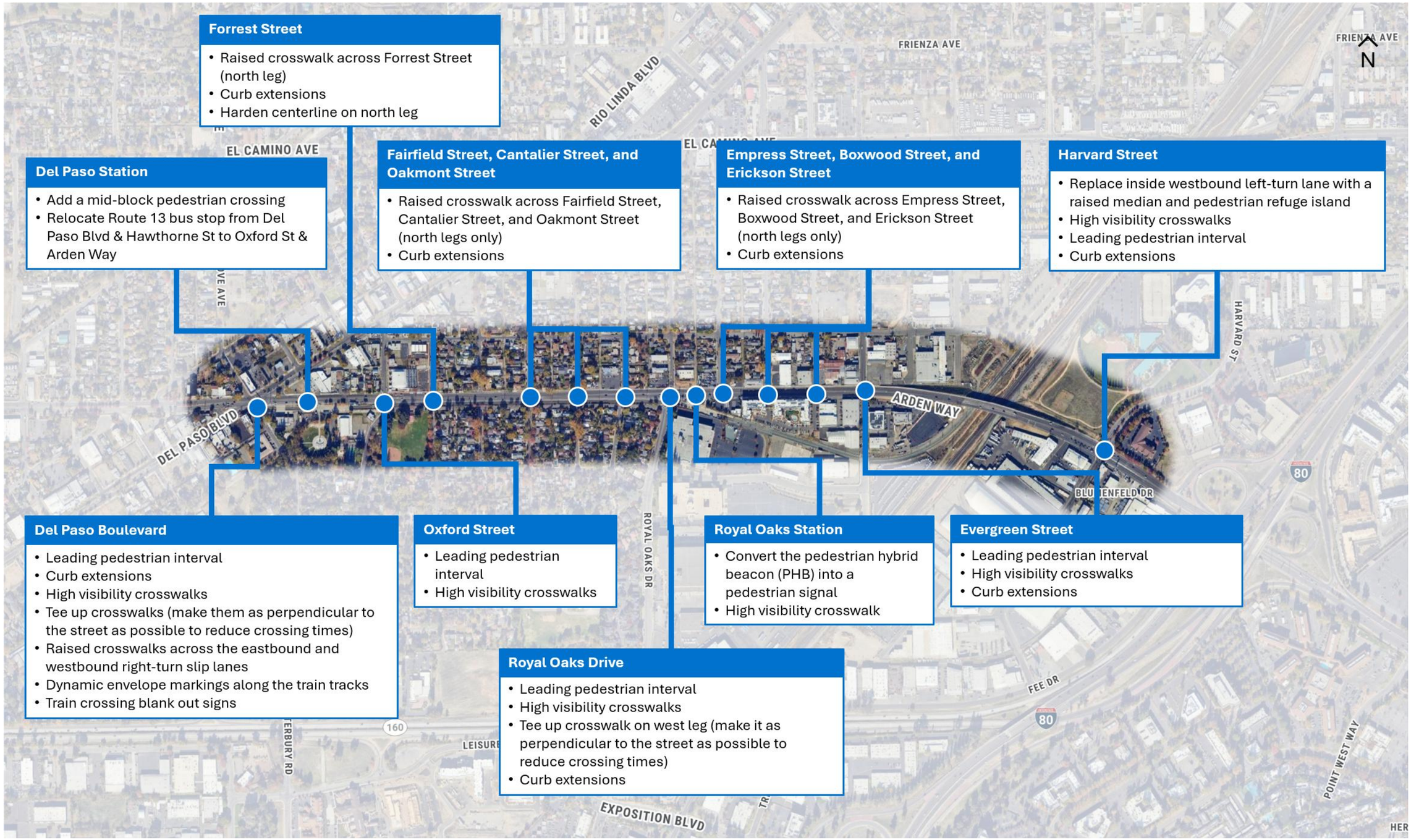


Figure 6: Spot Treatment Recommendations Along Arden Way (Harvard St to Ethan Way)



Figure 7: Spot Treatment Recommendations Along Harvard Street/Auburn Boulevard



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