City of Sacramento
Active Transportation Commission Report
915 I Street Sacramento, CA 95814
www.cityofsacramento.org

File ID: 2026-01984 11/19/2026

Arden Way-Auburn Boulevard Mobility Plan - Draft Plan

File ID: 2026-01984

Location: District 2

Recommendation: Review and comment.

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Attachments:
1-Description/Analysis
2-Attachment A: Map of Arden Way-Auburn Boulevard Mobility Plan Area
3-Attachment B: Draft Arden Way-Auburn Boulevard Mobility Plan
4-Attachment C: Draft Arden Way-Auburn Boulevard Mobility Plan Appendices
5-Presentation

Description/Analysis
Issue Detail: The project team is currently in the Draft Plan and third Community Engagement Phase of the Arden Way-Auburn Boulevard Mobility Plan (Plan). During Phase 3 (August 2026 - March 2027), the project team used detailed traffic analysis, feedback received from community members, feedback from the Active Transportation Commission (Commission), and input from internal and external partners to inform the preferred concepts that are presented in the draft Plan.

The community engagement period for the Draft Plan began on October 23, 2026, and will run through November 25, 2026. Community engagement efforts for this phase are summarized below.

- Community Workshop
  - Wednesday, October 28 at 5:30 - 7:00pm
  - Hosted on the project corridor at the Hilton Arden West

- Online Workshop
  - Hosted virtually on Konveio (https://sacramento.konveio.com/arden-auburn-draftplan)
  - Available for the entire community engagement period (October 23 through November 25)
  - Accessible via website: www.cityofsacramento.gov/ArdenAuburnPlan
- Focus Group Meetings
  - October 19 at 3pm: Business groups and interests
  - October 20 at 3pm: Community organizations
- Presentations to Neighborhood Associations
  - November 5 at 5:30pm: D2 Community Association Presidents Meeting
- Pop-up Workshops
  - October 21 at 5:30pm-7pm: District 2 Town Hall at Robertson Community Center
  - October 24 at 1pm-3pm: Trunk or Treat at North Sacramento Family Resource Center
  - October 30 at 10am-Noon: North Sacramento Mobile Farmers Market
  - October 31 at 11am-2pm: Annual Harvest Festival at the Robertson Community Center
  - October 31 at 11am-2pm: Trunk or Treat at Harley-Davidson
  - November 10 at 2pm-4pm: Arden / Del Paso Light Rail Station
  - November 12 at 2pm-4pm: Royal Oaks Light Rail Station
- Advertising of online and in-person opportunities have been and/or will be shared throughout the engagement period via:
  - City Minute, Public Works, and Transportation Planning newsletter articles;
  - Individual alerts sent to neighborhood association leadership, focus group representatives, and Council District 2 staff; and
  - Project email list, social media, and personal notifications to apartment complexes and nearby businesses.

Staff are seeking Commission input on the draft Plan, which includes the following proposed recommendations

- West Arden Way (between Del Paso Boulevard and Harvard Street)
  - Maintain the existing number of vehicle travel lanes
  - Include a shared use path along the northern side of Arden Way with a landscaped buffer between the path and vehicle lanes
  - Add a new sidewalk along the light rail tracks on the southern side of Arden Way, with a fence separating people walking and the light rail
  - Add a signalized mid-block pedestrian crossing to improve access to the Arden/Del Paso Light Rail Station
  - Include a raised median between Forrest Street and Oakmont Street

    - Add ADA curb ramps, leading pedestrian intervals (LPIs), and dynamic envelope striping on light rail tracks at the intersection of Arden Way / Del Paso Boulevard
- Arden Way approaching the Business-80 underpass
    - Signalize the SR160 Northbound freeway on-ramp and off-ramp
    - Add a shared-use path along both sides of the road
    - Include high-visibility crosswalks
- Arden Way / Business-80 underpass
    - Add lighting through the freeway underpass
    - Maintain existing sidewalk along the southern side of the street
- East Arden Way (between Point West Way and Ethan Way)
    - Reduce vehicle travel lanes from eight to six lanes
    - Include shared use paths along both sides of the street
    - Create a landscape buffer with shade trees between the shared use paths and vehicle lanes
    - Add a new traffic signal and pedestrian crossing at Arden Fair Mall Transit Center driveway
- Harvard Street (between Arden Way and Silica Avenue)
    - Reduce vehicle travel lanes to one lane in each direction
    - Maintain center turn lane
    - Create one-way separated bikeways on Harvard Street adjacent to existing sidewalks
- Harvard Street (at Silica Avenue)
    - Transition from one-way separated bikeways to a two-way separated bikeway on the western side of Harvard Street / Auburn Boulevard
    - Create advance stop bars and high-visibility crosswalks
    - Add ADA curb ramps and curb extensions
- Auburn Boulevard (between Silica Avenue and Marconi Circle)
    - Create a two-way bikeway along the western side of Auburn Boulevard, adjacent to the train tracks
    - Add a roundabout at the Frienza Avenue / Van Ness Street intersection
    - Ensure the sidewalk is continuous on both sides of Auburn Boulevard
    - Create high-visibility crosswalks at the Glenrose Avenue and Marconi Circle intersections
    - Create raised crosswalks and curb extensions across Helena Avenue and Juliesse Avenue

Following the community engagement period, the project team will evaluate all community input and comments from this Commission to develop the Final Draft Plan. Staff plans to bring the Final Draft Plan to ATC and then to Council to be considered for adoption in Spring 2027.

Policy Considerations: The planning project is consistent with 2040 General Plan goals and policies

of promoting mobility, safety, livability, sustainability, and economic vitality, including:

Goal M-1: An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

M-1.2 User Prioritization. The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

M-1.9 Equitable Processes and Outcomes. The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low stress crossings, and bikeways.

Goal M-4: A safer transportation system.

M-4.1 Application of Safety. The City shall design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.

M-4.2 Safer Driving Speeds. The City shall work to maximize the safety of the transportation network by designing streets for lower driving speeds and enforcing speed limits in an unbiased manner as well as promoting safer driving behavior.

M-4.3 Vision Zero. The City shall utilize a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

M-4.4 Collaborative Safety Solutions. The City shall collaborate with educational institutions, senior living facilities, community organizations, and other interested parties when developing and implementing programs and improvements that increase safety and encourage the use of active transportation and transit modes.

Additionally, this project is in accordance with the following Council approved plans:

Vision Zero Action Plan: This plan supports the City’s Vision Zero goals to utilize a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all. Both the Arden Way and Auburn Boulevard corridors are part of the City’s Vision Zero High Injury Network.

Transportation Priorities Plan (TPP): The Auburn Boulevard corridor is ranked high priority and a segment of the Arden Way corridor is marked medium priority in the City’s Transportation Priorities Plan (TPP), which applies community-based values, criteria, and metrics to prioritize transportation investments in the city, including 1) improving air quality and health; 2) providing equitable investment; 3) providing access to destinations; 4) improving transportation safety; and 5) fixing and maintaining the transportation system.

Climate Action & Adaptation Plan (CAAP): This plan will support the City's mode shift goals in the CAAP to achieve 6 percent active transportation mode share by 2030 and 12 percent by 2045, as well as support public transit improvements to achieve 11 percent public transit mode share by 2030 and maintain it through 2045.

Economic Impacts: None.

Environmental Considerations: This Plan is exempt from the requirements of CEQA pursuant to CEQA Guidelines Section 15262, Feasibility and Planning Studies. Section 15262 exempts projects involving only feasibility or planning studies for possible future actions, which have not been approved, adopted, or funded. It is anticipated that future projects identified in this plan may be subject to environmental evaluation under CEQA guidelines and possibly National Environmental Policy Act (NEPA) requirements.

Sustainability: The Plan will support the City's mode shift goals in the Climate Action & Adaptation Plan to achieve 6 percent active transportation mode share by 2030 and 12 percent by 2045, as well as support public transit improvements to achieve 11 percent public transit mode share by 2030 and maintain through 2045.

Commission/Committee Action: The project was previously presented to the Active Transportation Commission on March 12, 2026, and June 18, 2026. The March presentation introduced the project and covered existing conditions in the study area, and the June presentation provided an overview of proposed safety and mobility concepts for the project corridors. Commissioners provided input supporting lane reductions along Arden Way to create more space for trees, landscaping, bike facilities, and pedestrian safety improvements, particularly near new infill developments and the east end. They also brought up the need for accessibility along the corridor, pedestrian refuge islands, and bicycle connections between Cal Expo and Arden Fair Mall. No action was taken at either presentation.

Rationale for Recommendation: Sacramento continues to rank as one of the cities with the highest number of traffic fatalities per capita in California. The City has made a commitment to address this issue through its Vision Zero program and investing in the Vision Zero Top 10 corridors. Arden Way and Auburn Boulevard are in the top 10 and on the high injury networks, respectively. This planning effort will establish a vision for these corridors that improve safety and mobility.

Financial Considerations: Following future adoption of this plan, future phases of implementation will require the acquisition of grant funding.

Local Business Enterprise (LBE): Not applicable.

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Background:

Plan Overview: The California Department of Transportation (Caltrans) awarded the City funding through a competitive Sustainable Transportation Planning Grant to develop the Arden Way Auburn Boulevard Mobility Plan. The planning effort was initiated in July 2025, and work with the consultant team began in November 2025 to evaluate and reimagine travel along Arden Way (between Del Paso Boulevard and Ethan Way) and Auburn Boulevard/Harvard Street (between Arden Way and Marconi Avenue). In accordance with Caltrans grant requirements, the final plan must be approved by City Council by Spring 2027.

Arden Way and Auburn Boulevard are part of the City's Vision Zero High Injury Network; this means they experience some of the highest number of fatal and serious crashes in Sacramento. The draft plan identifies safety, mobility, and access improvements for people who walk, bike, ride transit, and drive in the area. It also aims to address community-identified concerns, support future housing and job growth, and reduce greenhouse gas emissions. This community-driven plan includes conceptual designs to address planning goals as well as identify potential quick build and near-term opportunities.

Prior Work: During Phase 1 of this planning effort (November 2025 - March 2026), the project team completed an existing conditions analysis and heard from community members about their experiences traveling in the project area. Existing conditions data shows that: people walking and biking represent an outsized proportion of fatal and serious crashes; the two streets are generally “uncomfortable”, high-stress settings for people walking, biking, rolling, and taking transit in the area; and the project corridors are efficient for people driving. Community members shared feedback in Spring 2026 that vehicle speeds and dangerous driving make the corridors feel unsafe for people walking or rolling, and infrastructure gaps such as sidewalks, lighting, road/ramp crossings, and bike facilities are priority concerns.

In Phase 2 (April 2026 - July 2026), the project team developed early draft concepts to improve safety, mobility, and access along Arden Way and Auburn Boulevard based on data analysis and community feedback from Phase 1. The project team considered road diets - reducing one vehicle lane in each direction of Arden Way and Auburn Boulevard - different types of bikeways, shared use paths, roundabouts, and the removal of on-street parking to accommodate proposed improvements. The project team also developed a “treatment toolbox” with different spot treatment improvements that can be applied to various locations along each street; many of these treatments are intended to be implemented with cost-effective materials to quickly improve safety in the near-term. Examples of spot treatments in the toolbox included: high visibility crosswalks that increase driver awareness of people crossing the street; raised crossings that reduce vehicle speeds; reduced vehicle travel lane widths that slow down travel speeds, and signalized pedestrian crossings that provide a push button-activated traffic signal for people walking or biking across the street.

Attachment A: Map of Arden Way-Auburn Boulevard Mobility Plan Area

