

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

File ID: 2026-01161

6/18/2026

Arden Way-Auburn Blvd Mobility Plan - Phase 2

File ID: 2026-01161

Location: Arden Way (from Del Paso Boulevard to Ethan Way) and Auburn Boulevard / Harvard Street (from Marconi Circle to Arden Way), District 2

Recommendation: Review and comment.

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Attachments:

- 1-Description/Analysis
- 2-Map of Arden Way-Auburn Boulevard Mobility Plan Area
- 3-Concepts and Treatment Toolbox for the Arden Way-Auburn Boulevard Mobility Plan
- 4-Presentation

Description/Analysis

Issue Detail: 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.

Plan Overview:

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 plan will identify 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 effort will result in a community-driven plan that includes conceptual designs to address planning goals as well as identify potential quick build and near-term opportunities.

Prior Work (Phase 1):

During Phase 1 of this planning effort, 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.

Current Work (Phase 2):

In Spring 2026, the project team developed early draft concepts to improve safety, mobility, and access along Arden Way and Auburn Boulevard based on findings from Phase 1. Traffic analysis has not been completed for these draft concepts; results from future traffic analysis and community feedback received in Phase 2 will help the project team refine and develop a proposed design.

Draft Concepts for Arden Way (Del Paso Boulevard to Exposition Boulevard):

- Concept 1: Road Diet with Two-Way Separated Bikeways:
 - This concept reduces one vehicle lane in each direction of Arden Way and adds a two-way separated bikeway on the south side of Arden Way for the entire length of the study area (Del Paso Boulevard to Ethan Way). It also: repurposes an eastbound through lane under the Interstate Business 80 overpass to create space for the bikeway; includes space for a two-way left-turn lane and left-turn pockets at intersections along Arden Way between Del Paso Boulevard and Evergreen Street; closes all sidewalk gaps; and adds street trees and landscaping.
- Concept 2: Road Diet with One-Way Separated Bikeways:
 - This concept reduces one vehicle lane in each direction of Arden Way and adds a one-way separated bikeway on each side of the road, for the entire length of the study area (Del Paso Boulevard to Ethan Way). It also: repurposes an eastbound through lane under the Interstate Business 80 overpass to create space for the bikeways; includes space for a two-way left-turn lane and left-turn pockets at intersections along Arden Way between Del Paso Boulevard and Evergreen Street; closes all sidewalk gaps; and adds street trees and landscaping.

- Concept 3: One-Way Separated Bikeways and Shared Use Path:
 - This concept keeps the same number of vehicle travel lanes along Arden Way. It adds one-way separated bikeways on both sides of Arden Way between Del Paso Boulevard and Harvard Street, and a two-way separated bikeway under the Interstate Business 80 overpass; bollards and striping provide separation between people walking and people driving. Between the freeway underpass and Ethan Way, the existing sidewalk on the north side of Arden Way (closest to Arden Fair Mall) would be widened to create a shared-space for people walking, biking, and rolling. This concept also includes: adding a raised curb between Oxford Street and Royal Oaks Drive to restrict conflicting turning movements into unsignalized side streets; repurposing an eastbound through lane under the Interstate Business 80 overpass to create space for the two-way separated bikeway; and closing all sidewalk gaps.

Draft Concepts for Harvard Street/Auburn Boulevard (Arden Way to Marconi Circle):

- Concept 1: One-Way Separated Bikeways:
 - Harvard Street: This concept reduces one vehicle lane in each direction, removes on-street parking, and adds a one-way separated bikeway on both sides of Harvard Street; the bikeways between Silica Avenue and Frienza Avenue would be standard bike lanes. This concept includes space for a two-way left-turn lane and left-turn pockets at intersections along Harvard Street.
 - Auburn Boulevard: This concept maintains existing vehicle travel lanes, removes on-street parking, and adds a one-way separated bikeway on both sides of the street. This concept closes all sidewalk gaps, adds street trees and landscaping, and adds a landscaped median. It also proposes a roundabout at the intersection of Auburn Boulevard and Frienza Avenue.
- Concept 2: Two-Way Separated Bikeways
 - Harvard Street: This concept reduces one vehicle lane in each direction between Arden Way and Silica Avenue, removes on-street parking, and adds a two-way separated bikeway on the west side of Harvard Street (closest to the railroad tracks). Between Silica Avenue and Frienza Avenue, the two-way bikeway does not have a planter separating it from vehicle traffic; it provides a vertical separation by being set at a higher elevation than the vehicle travel lane next to it. This concept includes space for a two-way left-turn lane and left-turn pockets at intersections along Harvard Street.
 - Auburn Boulevard: This concept maintains existing vehicle travel lanes and removes on-street parking between Frienza Avenue and Marconi Circle. It adds a landscaped median and a two-way separated bikeway along the west side of the street (closest to the railroad tracks). This concept closes all sidewalk gaps and adds street trees and landscaping. It also proposes a roundabout at the intersection of Auburn Boulevard and Frienza Avenue.

Treatment Toolbox:

The project team also developed a “treatment toolbox” with different spot treatment improvements that can be applied to various locations along each street, regardless of which draft concepts move forward. Many of these treatments can be implemented with cost-effective materials to quickly improve safety in the near term. Examples of spot treatments in the toolbox include: 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.

Community Engagement:

The second round of community engagement began in early May to gather feedback on draft concepts and treatment toolbox improvements. Engagement efforts for this phase are summarized below.

- Focus Group Meetings
 - Business groups and interests: May 11, 3:00pm
 - Community organizations: May 12, 3:00pm
- Presentations to Neighborhood Associations
 - D2 Neighborhood Association Presidents Meeting: May 7, 6:00pm
 - Ben Ali Community Association: May 13 and June 3, 6:30pm
 - Hagginwood Community Association: June 3, 7:00pm
 - Del Paso Heights Community Association: June 6, 9:30am
(pending confirmation)
- Community Workshop
 - Held in-person on Wednesday, May 20 from 5:30 - 7:00pm
 - Hosted on the project corridor at the Hilton Arden West
 - Promoted through direct mailers, door hangers to residents, social media, personal notifications to apartment complexes, and the project database.
- Pop-up Workshops
 - Swanston Light Rail Station: June 2, 7:00am - 9:00am
 - Celebrate Old North Sacramento Festival: June 6, 12:00pm - 4:00pm
- Online Workshop
 - Hosted virtually on Konveio
 - Shared directly with neighborhood associations, focus group representatives, and District Two staff.
 - Comment period open from May 19 through June 13.

Staff are seeking Commission input on the improvements presented in the draft concepts and treatment toolbox.

Policy Considerations: The planning project is consistent with specific Sacramento 2040 General Plan goals and policies of promoting mobility, safety and enhancing livability, sustainability, and economic vitality:

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.

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.

Economic Impacts: None.

Environmental Considerations: This transportation planning study 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% active transportation mode share by 2030 and 12% by 2045, as well as support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045.

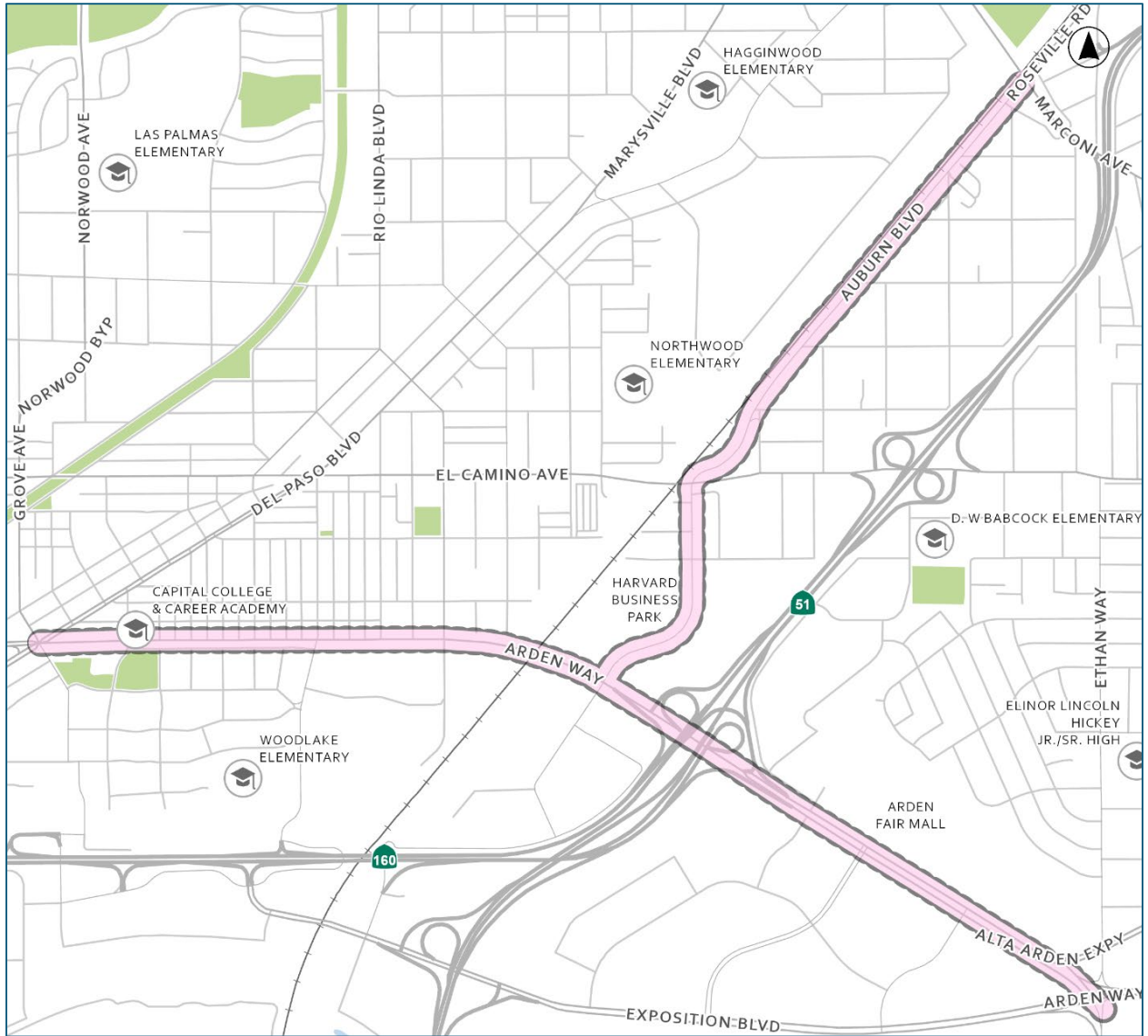
Commission/Committee Action: The project was previously presented to the Active Transportation Commission on Thursday March 12, 2026. The presentation introduced the project and covered Existing Conditions in the Study Area.

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.

Attachment A





Project Goals



SAFETY

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

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

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

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

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

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



EQUITY

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

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

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

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

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



MULTIMODAL MOBILITY

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

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

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

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

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



LIVABILITY & PLACEMAKING

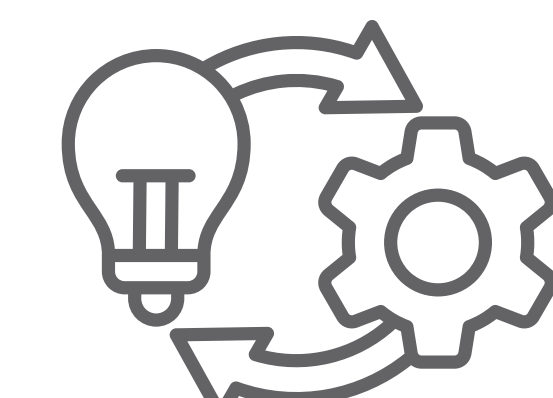
Enhance the corridor environment through streetscape and placemaking improvements that support community identity, economic vitality, and overall quality of life.

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

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

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

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



FEASIBILITY & IMPLEMENTATION

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

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

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

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

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



What We Have Heard So Far

Summary of Phase 1 Engagement

Outreach Efforts

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

Top Five Community Concerns

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



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

"I drive because biking there is dangerous"

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

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



Project team tabling at Arden Fair Mall



Community members reviewing project exhibits during the Phase 1 Community Workshop

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

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

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

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

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



Project team tabling at the SacRT Swanston Light Rail Station



Project team discussion with the community-based focus group meeting

How are people traveling?

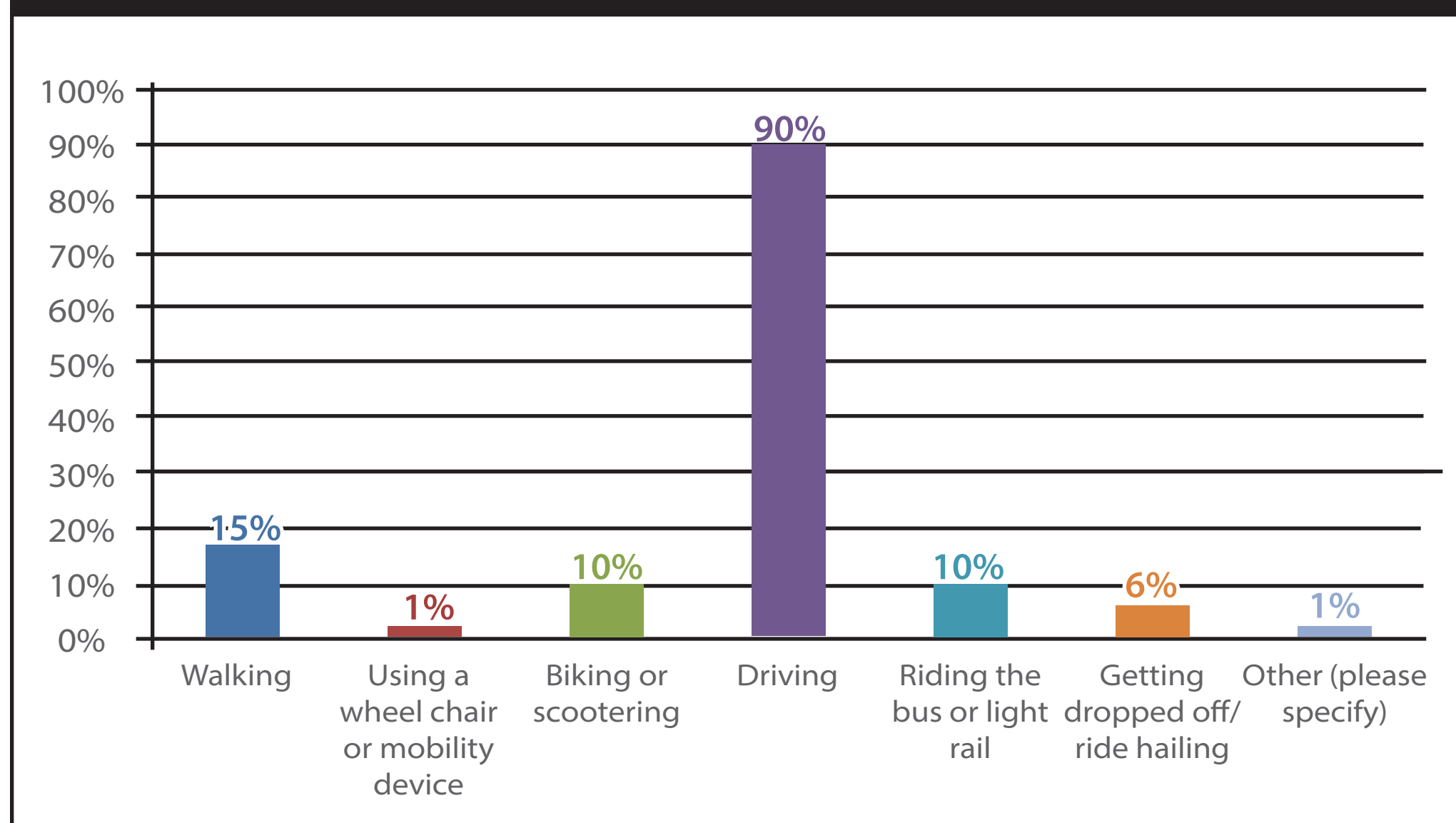


Chart showing how Phase 1 Online Survey respondents answered the question, "What are the main ways you travel on these corridors?"

Where are people going?

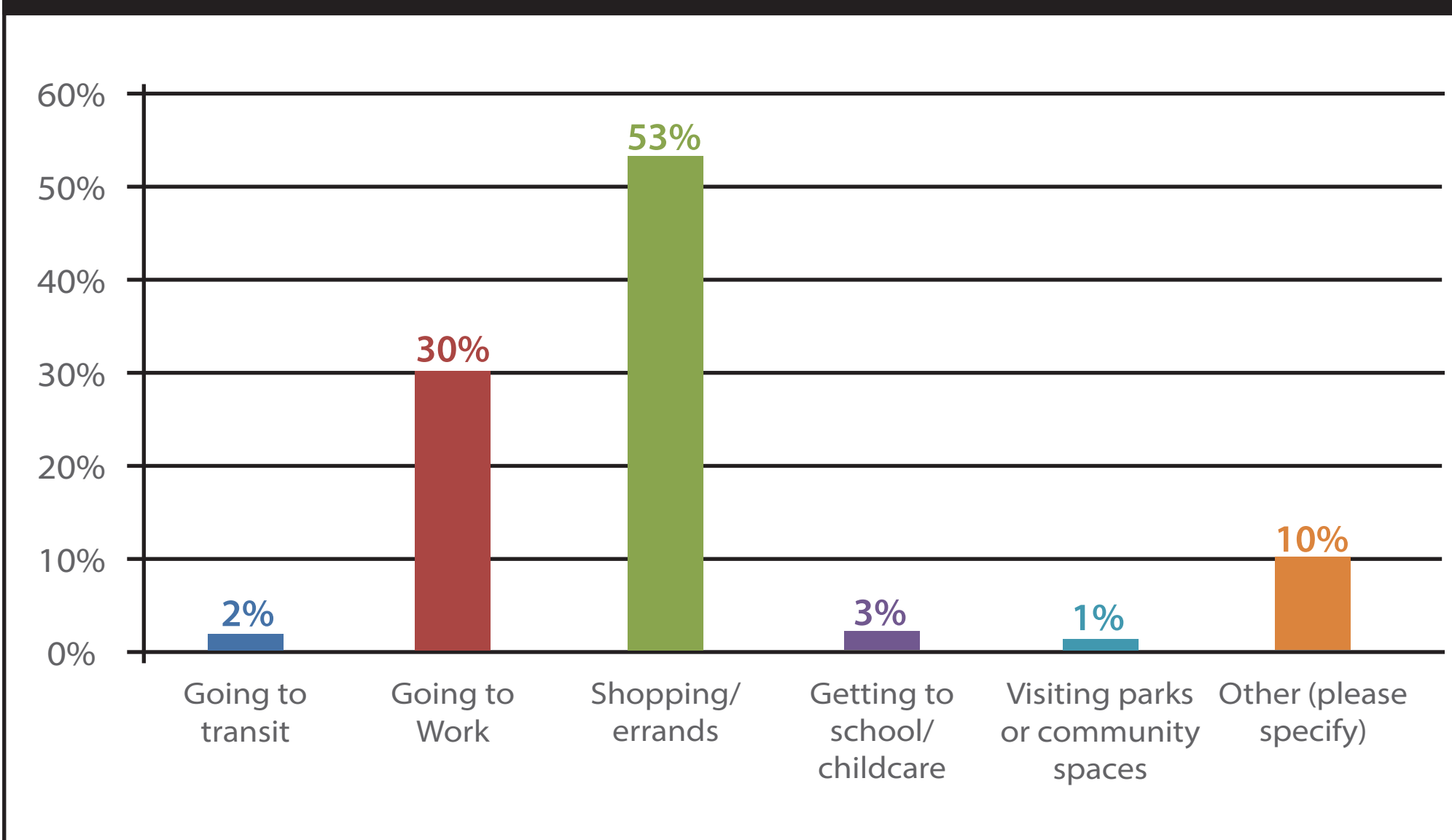


Chart showing how Phase 1 Online Survey respondents answered the question, "What is the primary purpose of your trips on these corridors?"

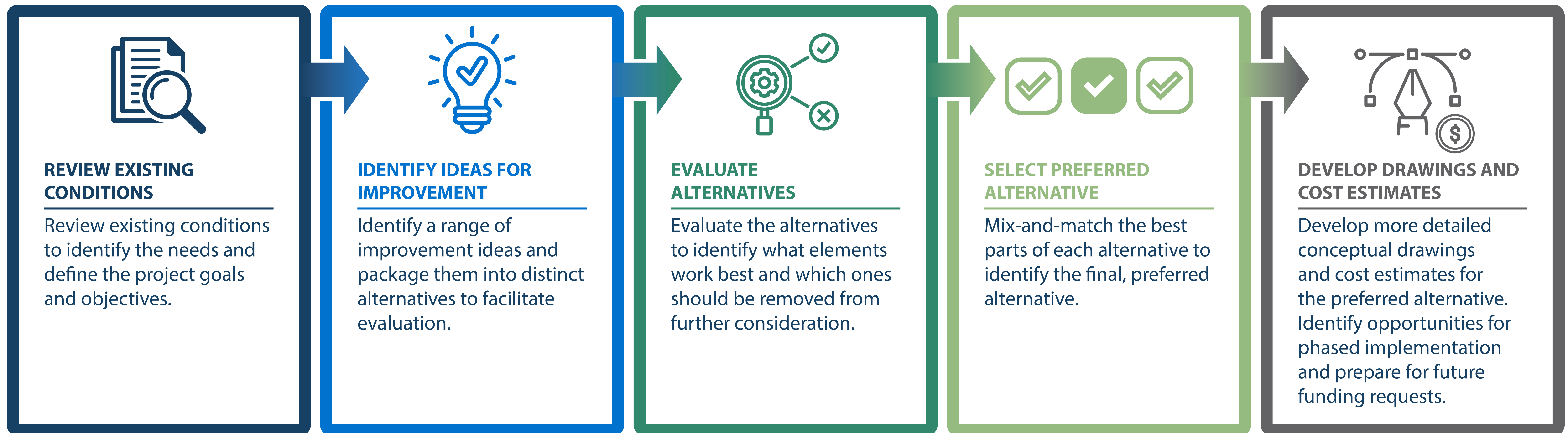


Comments from the first Community Workshop, focused on Auburn Boulevard

Would your community like a presentation from the project team?



Development of Alternatives



COMMUNITY ENGAGEMENT

PHASE 1: *Listen & Learn*

PHASE 2: *Design & Discuss*



We are here

PHASE 3: *Reveal & Refine*



Treatment Toolbox

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

High Visibility Crosswalk

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

BENEFITS:

- Increases crosswalk visibility and driver awareness

Curb Extension

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

BENEFITS:

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

Median Refuge

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

BENEFITS:

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

Raised Crossing

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

BENEFITS:

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

Bicycle Signal

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

BENEFITS:

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

Leading Pedestrian Interval

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

BENEFITS:

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

Rectangular Rapid Flashing Beacon (RRFB)

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

BENEFITS:

- Increases pedestrian visibility
- Improves driver yielding

Signalized Pedestrian Crossing

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

BENEFITS:

- Increases pedestrian visibility
- Improves driver yielding

Bus Stop Amenities

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

BENEFITS:

- Improves safety and comfort at transit stops

Lane Narrowing

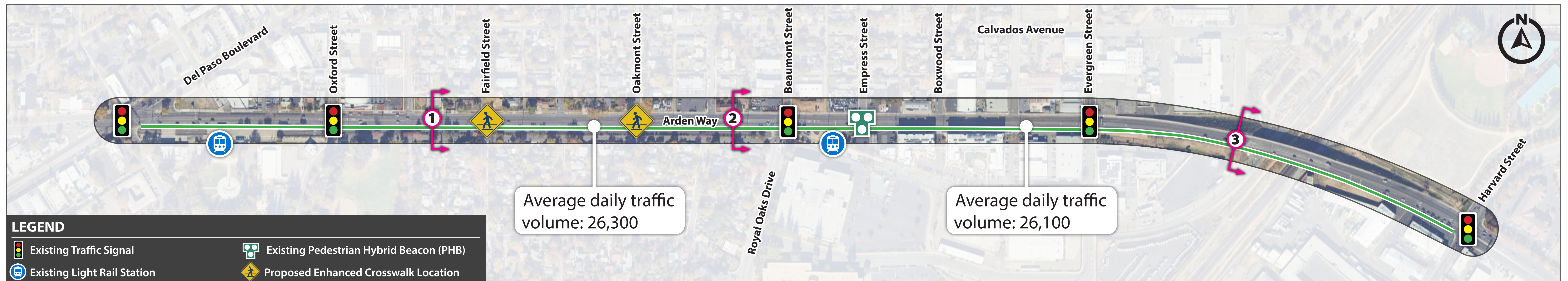
WHAT ARE THEY? Reduced travel lane widths to slow travel speeds while still accommodating all users.

BENEFITS:

- Reduces vehicle speeds
- Creates space for other transportation modes



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

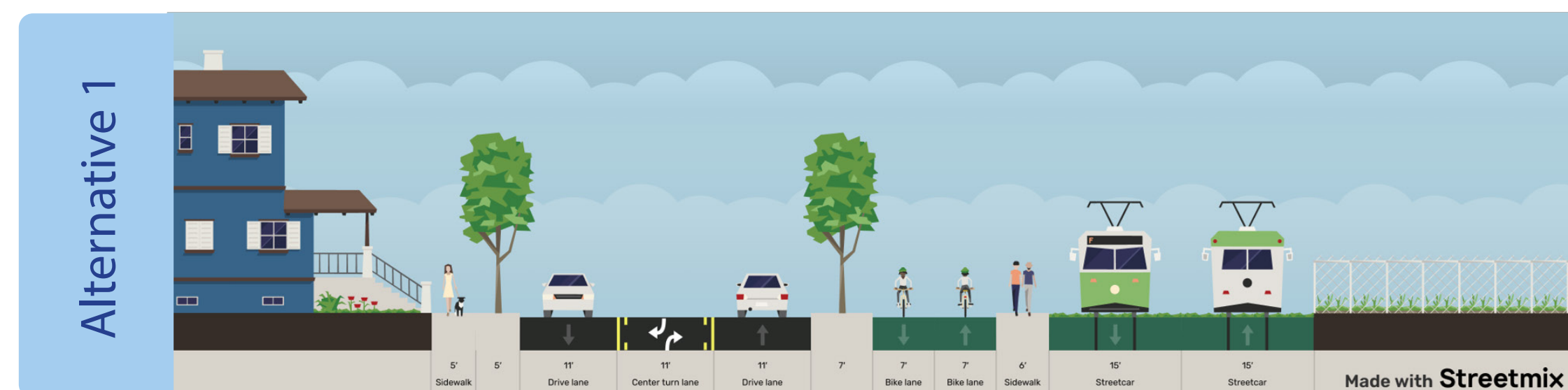
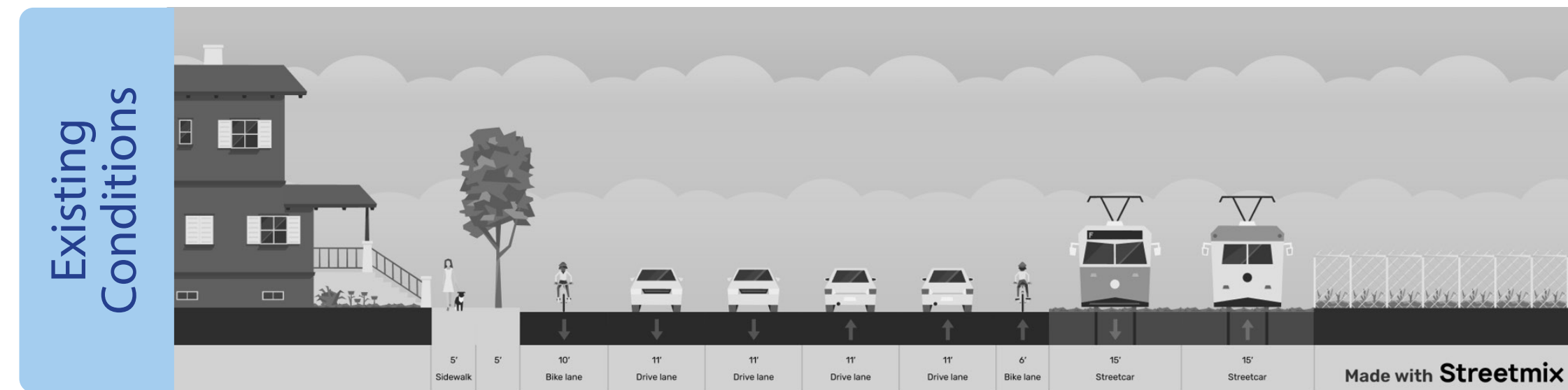


This alternative would repurpose a travel lane along Arden Way to provide space for a two-way separated bicycle lane, an additional sidewalk, and enhanced landscaping.

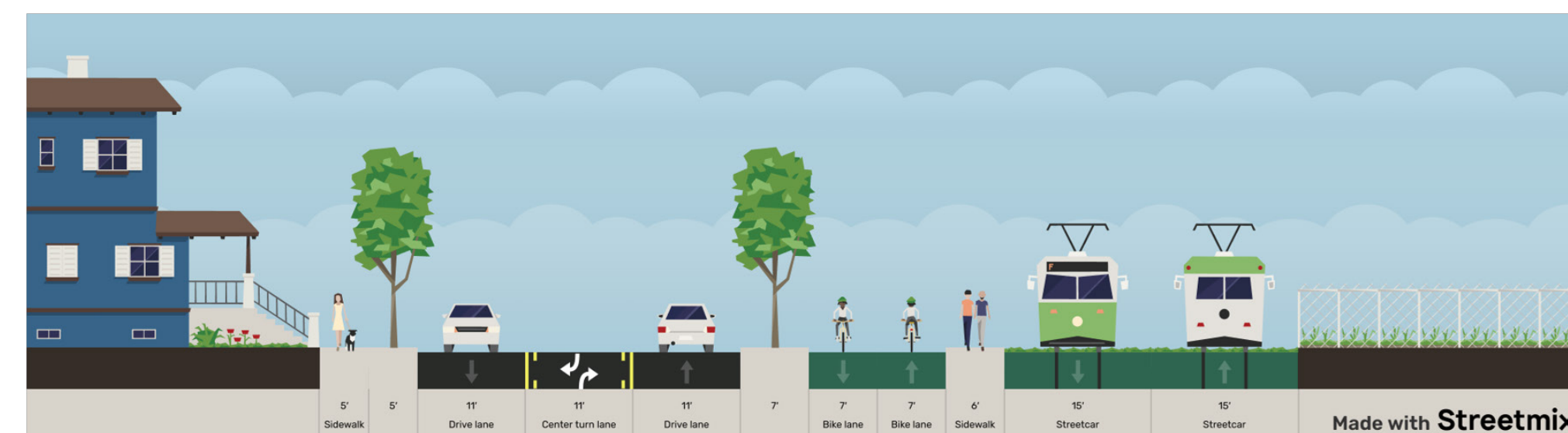
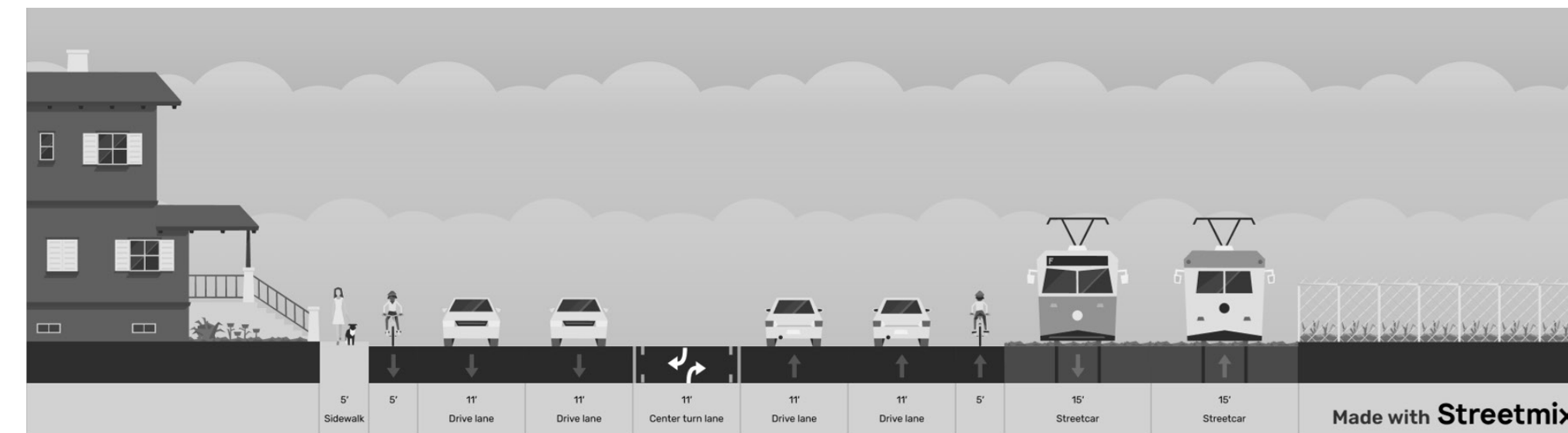
KEY ELEMENTS:

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

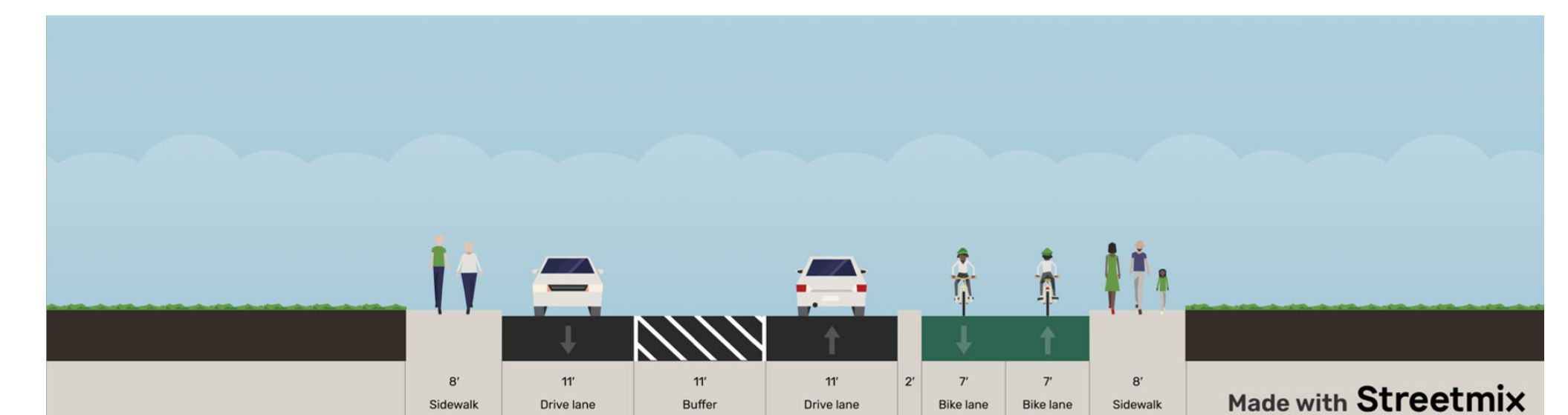
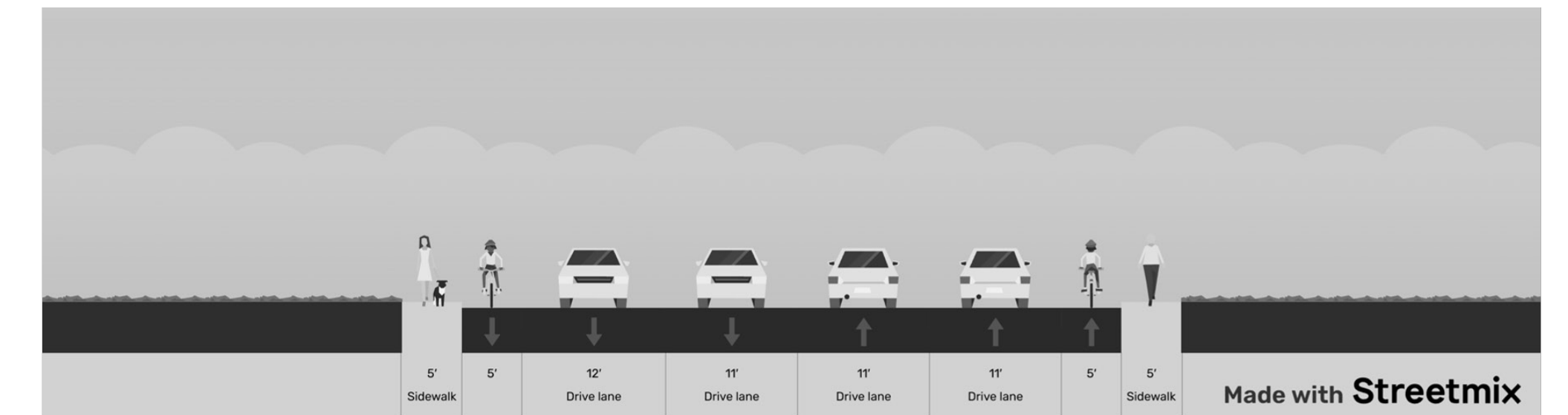
1 Arden Way Near Fairfield Street (Looking East)



2 Arden Way Near Royal Oaks Drive (Looking East)

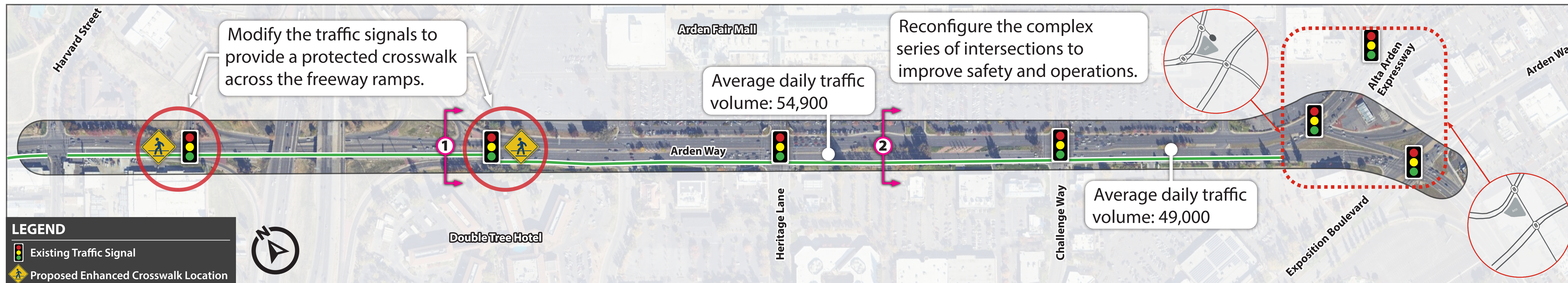


3 Arden Way Bridge Over the Rail Tracks (Looking East)





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

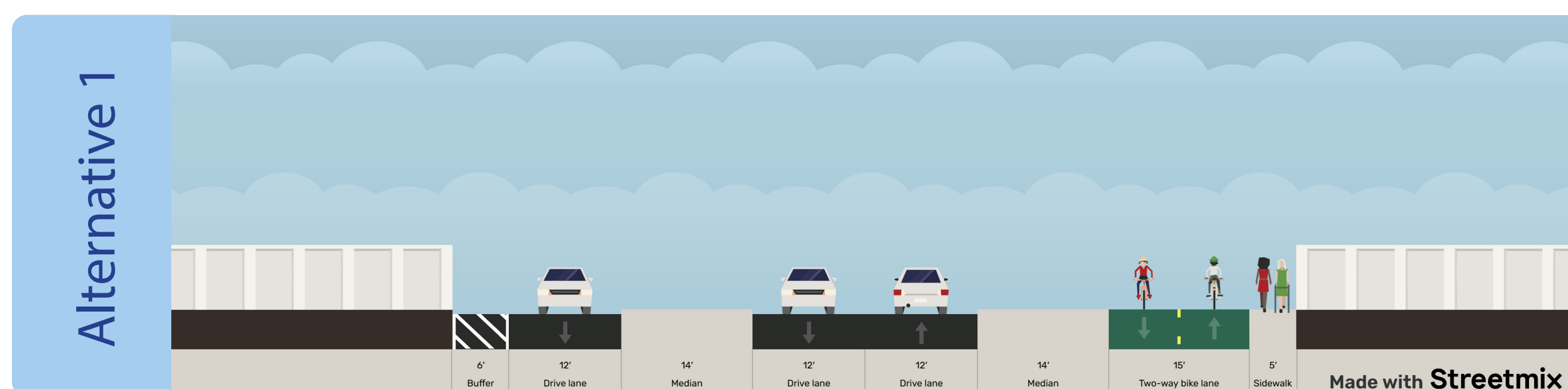
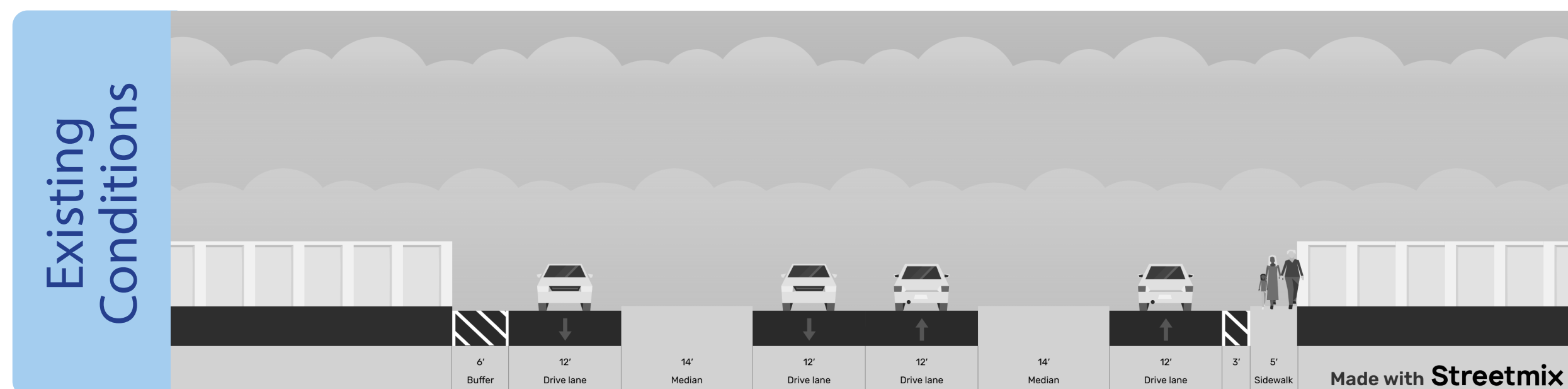


This alternative would repurpose travel lanes along Arden Way to provide space for a two-way separated bicycle lane and additional landscaping.

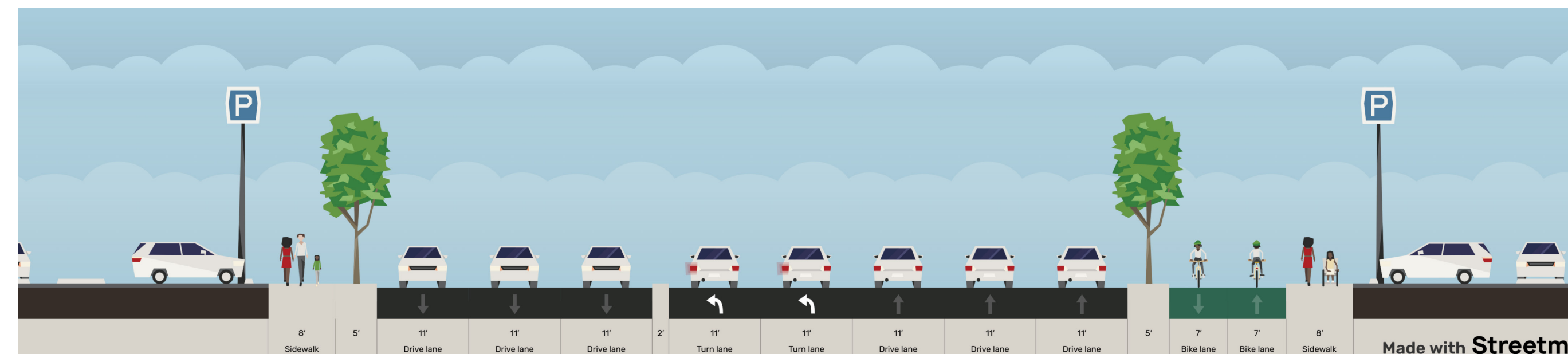
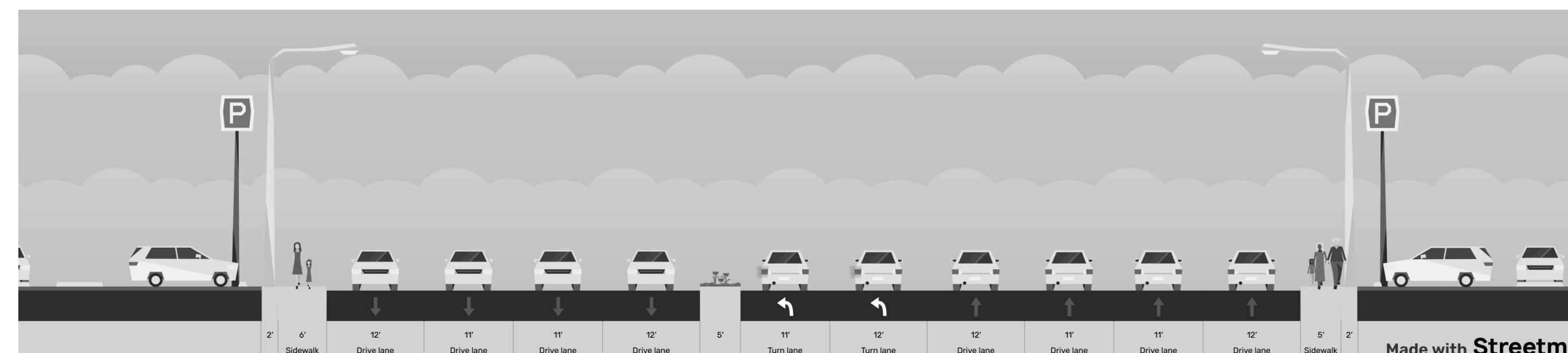
KEY ELEMENTS:

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

1 Arden Way Under the Freeway (Looking East)

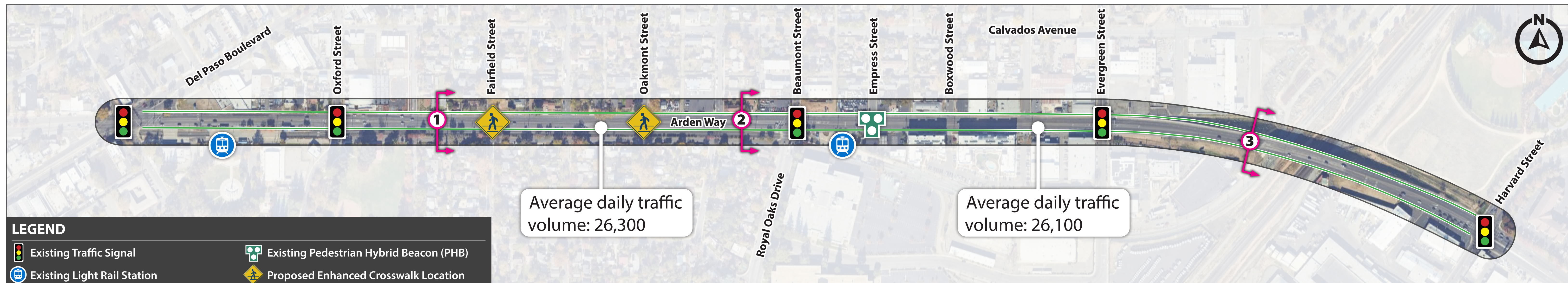


2 Arden Way Near Heritage Lane (Looking East)





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

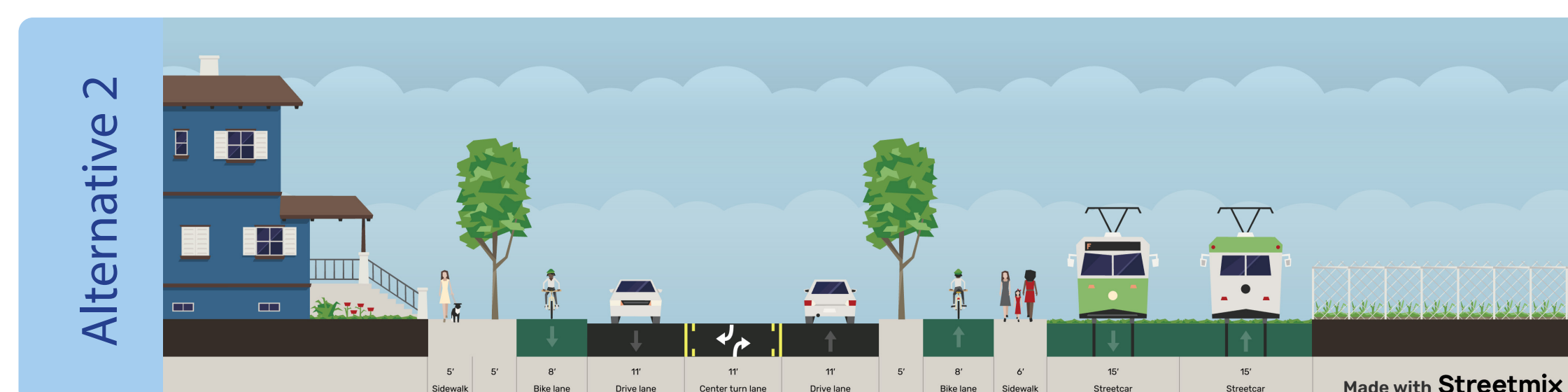
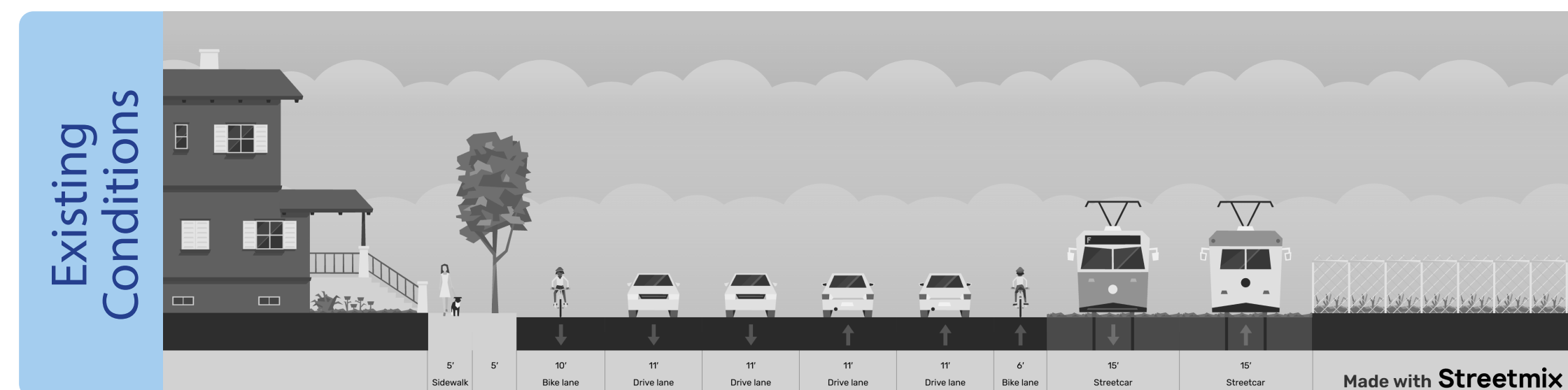


This alternative would repurpose a travel lane along Arden Way to provide space for a one-way separated bicycle lane, an additional sidewalk, and enhanced landscaping.

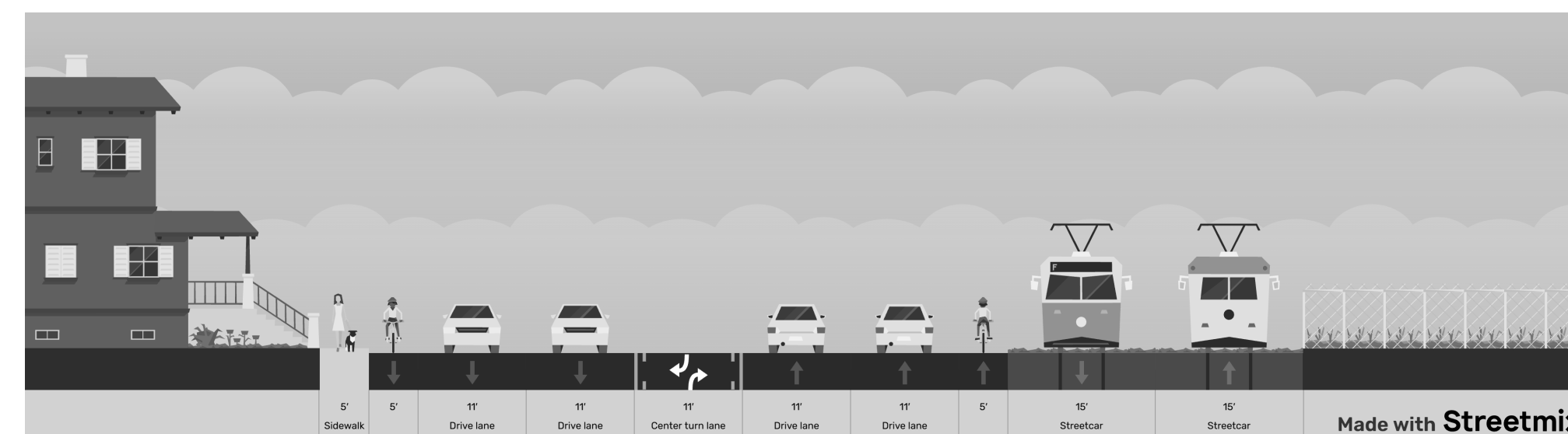
KEY ELEMENTS:

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

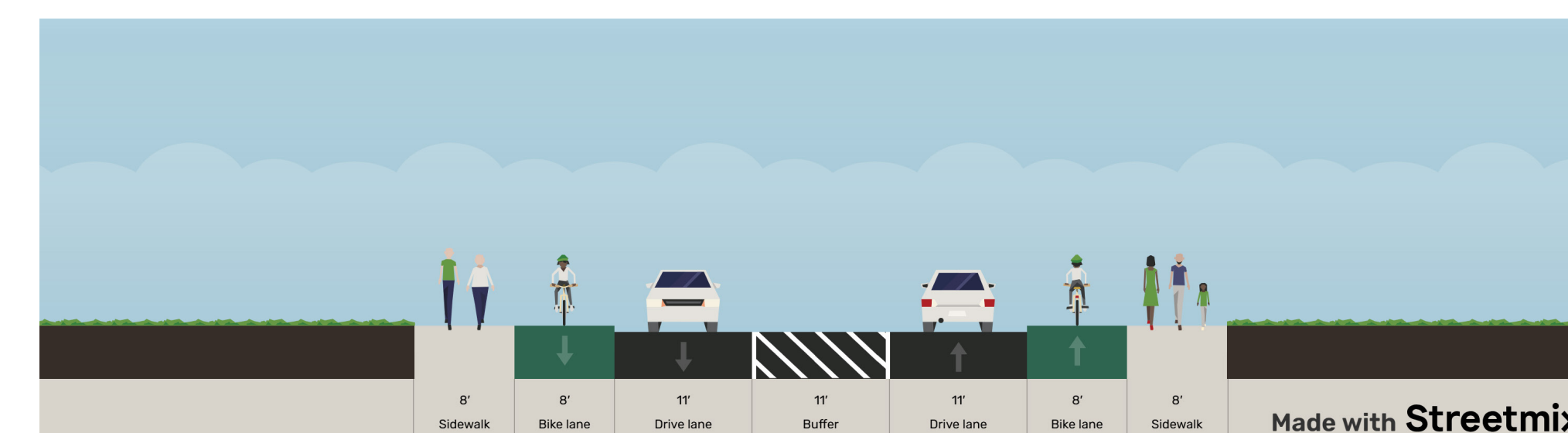
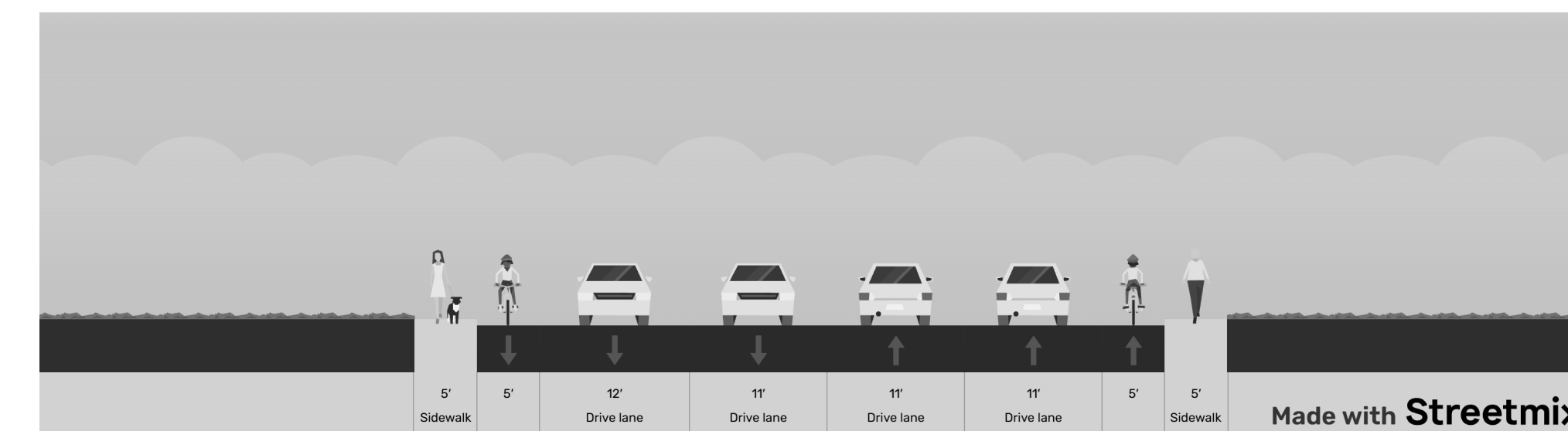
1 Arden Way Near Fairfield Street (Looking East)



2 Arden Way Near Royal Oaks Drive (Looking East)



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





Let us know!

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

ONE-WAY SEPARATED BIKE LANES

Included in: **2**

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



ADDITIONAL ENHANCED CROSSWALKS

Included in: **1 2 3**

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



NO LANE REDUCTION

Included in: **3**

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



TWO-WAY SEPARATED BIKE LANE

Included in: **1**

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



SIDEWALKS ON BOTH SIDES

Included in: **1 2**

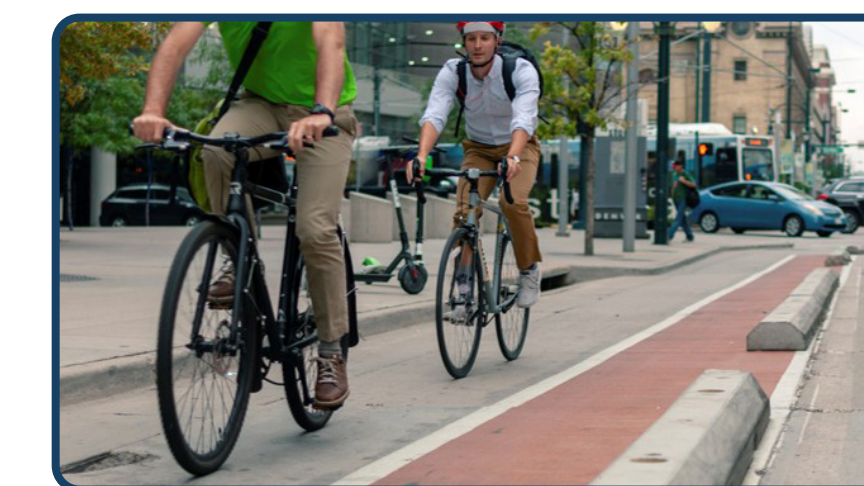
A new sidewalk on the south side of the street would create more opportunities to connect pedestrians to the light rail station.



STREET-LEVEL SEPARATED BIKE LANES

Included in: **3**

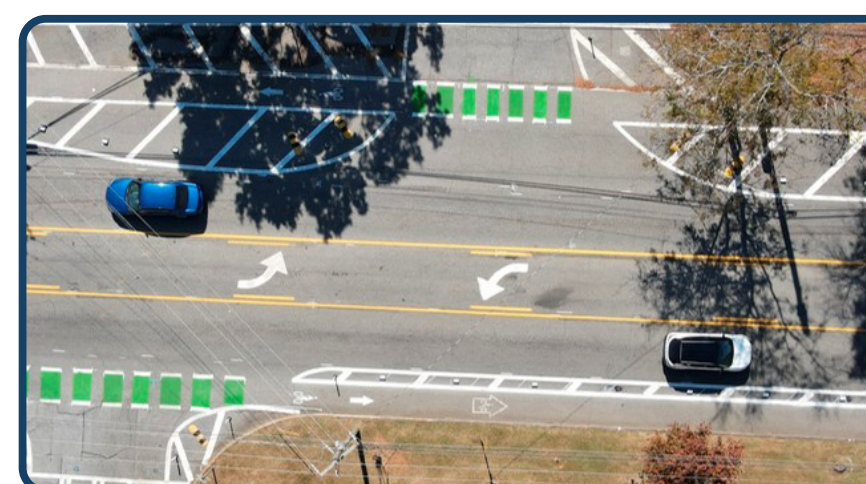
Street-level separated bike lanes would enhance the existing bicycle lane by adding a striped buffer and vertical elements to create more separation between cyclists and vehicle traffic.



LANE REDUCTION (4 TO 3 LANES)

Included in: **1 2**

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



WIDEN SIDEWALKS

Included in: **1 2**

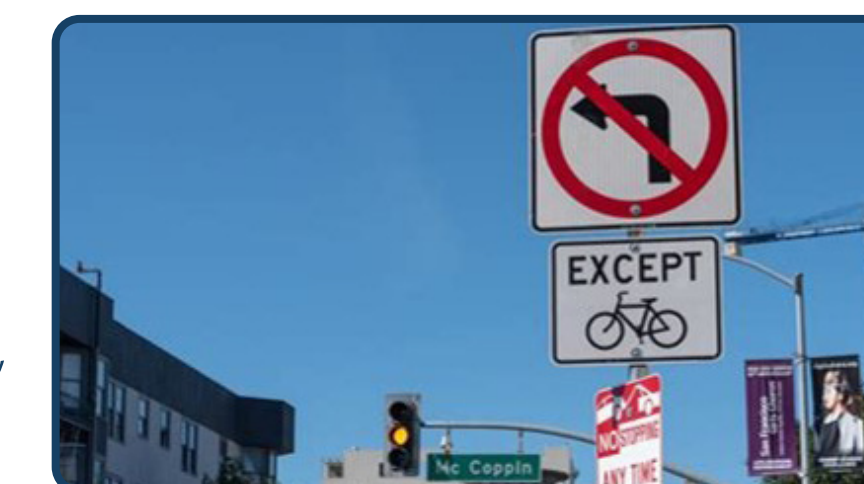
Expanding the sidewalks from five to eight feet in both directions would support safe, accessible, and comfortable pedestrian access along the corridor. These sidewalks would be wide enough to accommodate multiple people walking side-by-side.



TURN RESTRICTIONS

Included in: **3**

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



LANE REDUCTION (8 TO 6 LANES)

Included in: **2 3**

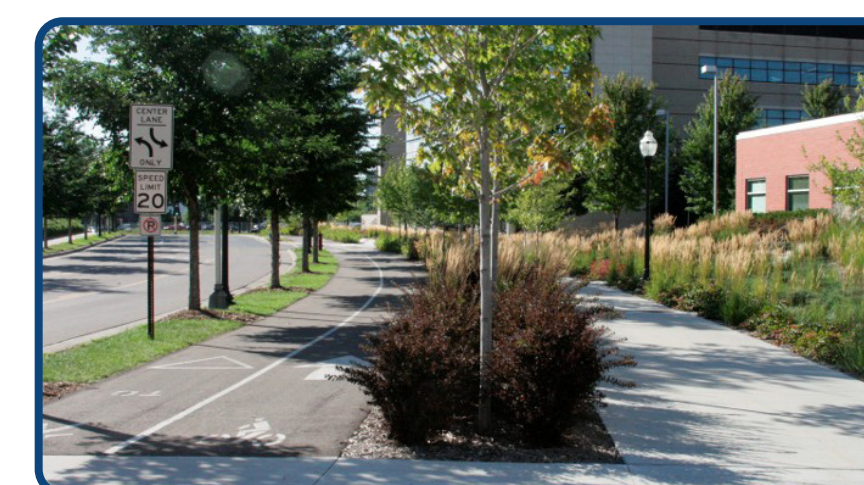
Repurposing a travel lane in each direction would create space to provide enhanced bicycle and pedestrian infrastructure, opportunities for more landscaping, and preserve all existing turning lanes.



ENHANCED LANDSCAPING

Included in: **1 2**

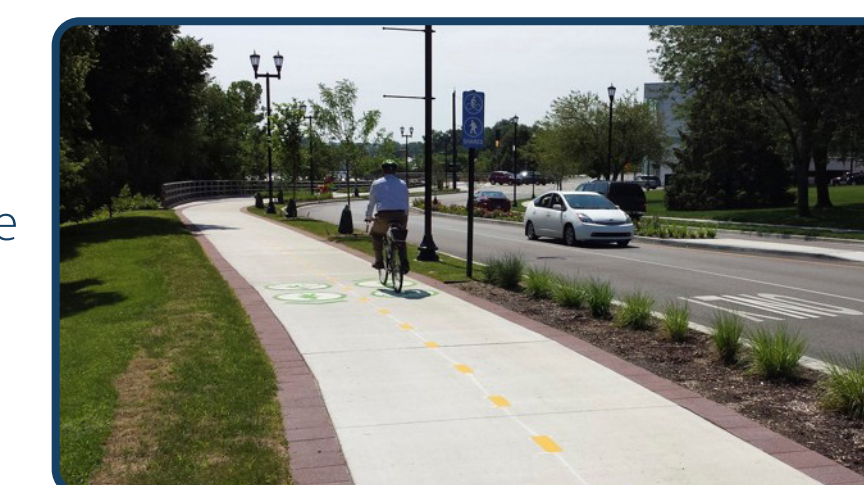
New trees and landscaping along Arden Way can have a range of benefits, including providing shade, lowering temperatures, and enhancing street character. They would also create a buffer between pedestrians and cyclists and the road.



SHARED-USE PATH

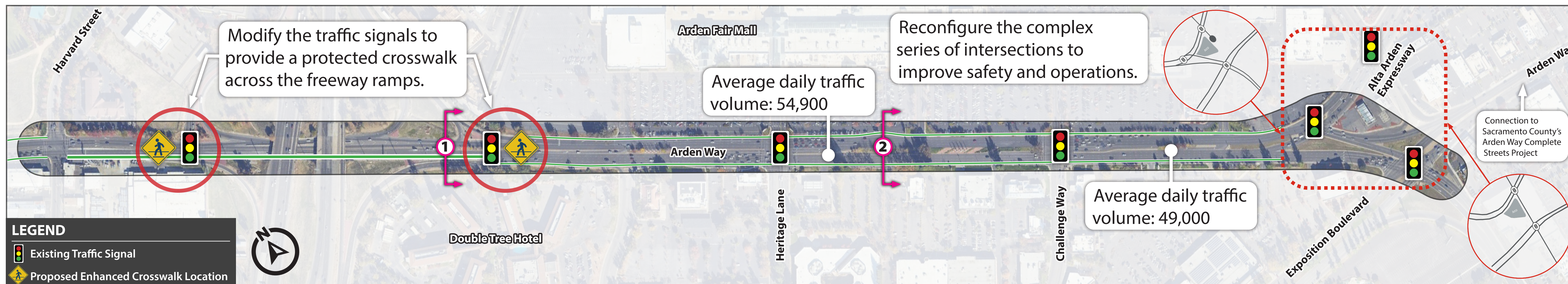
Included in: **3**

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





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

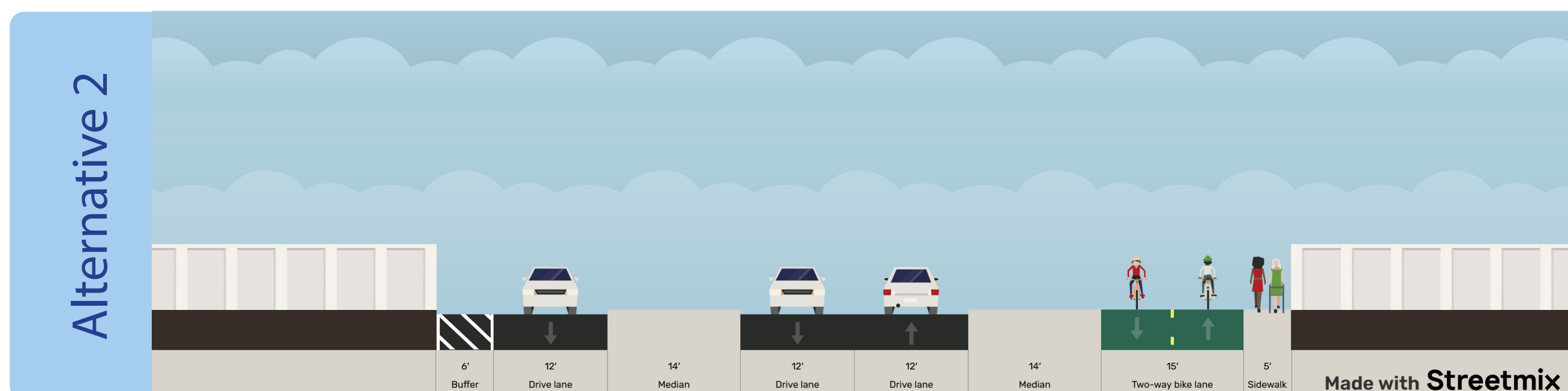
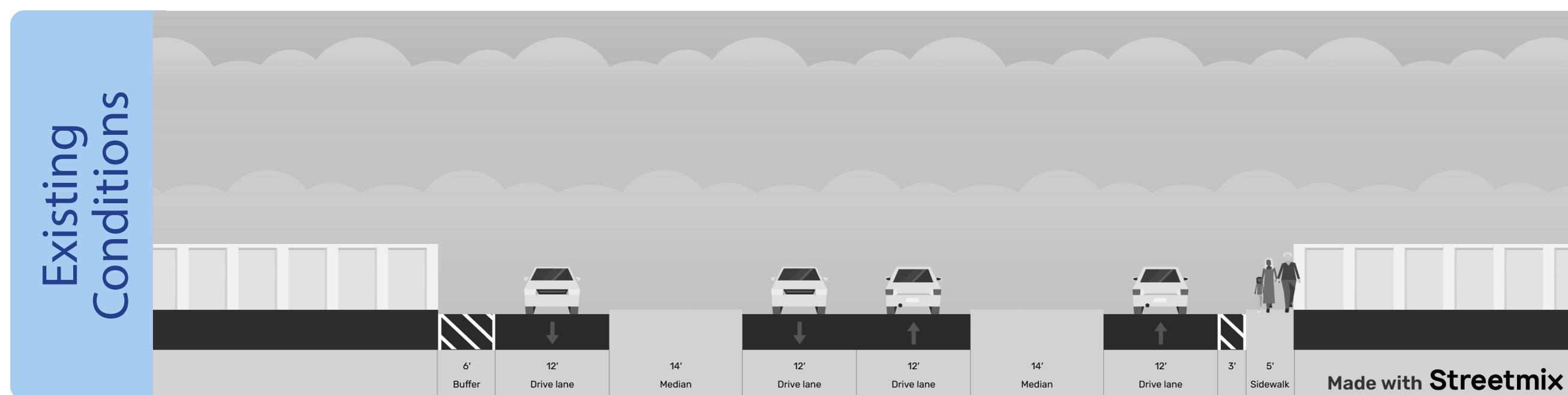


This alternative would repurpose travel lanes along Arden Way to provide space for a two-way separated bicycle lane and additional landscaping.

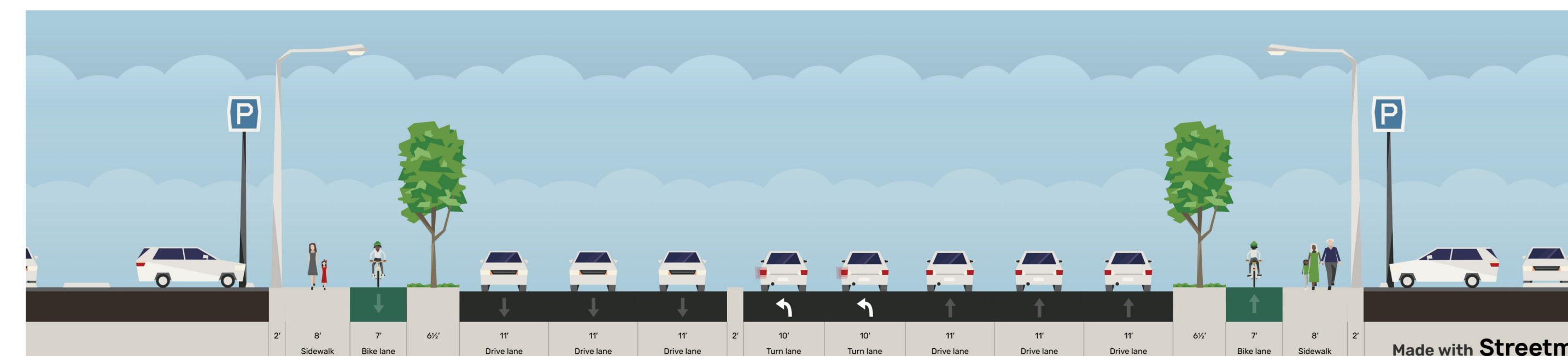
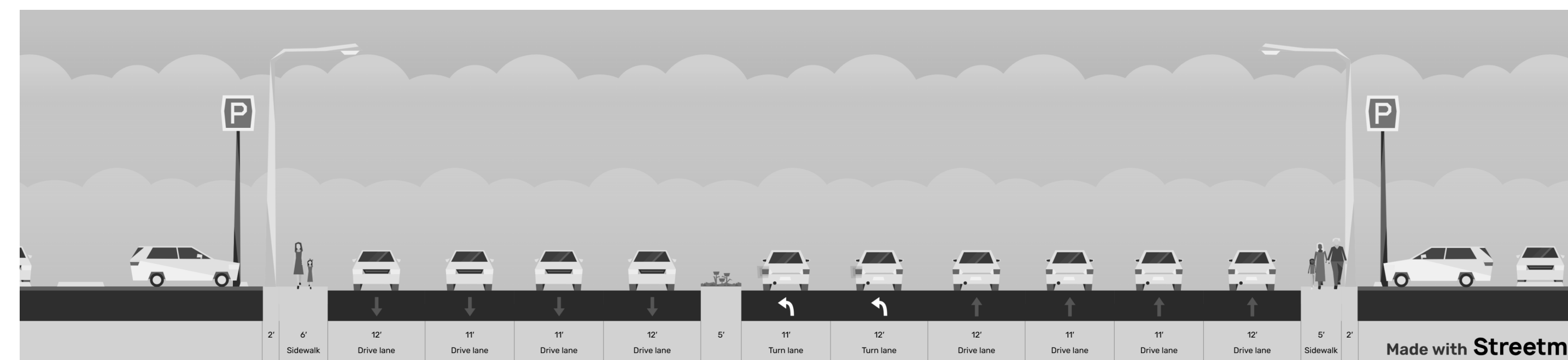
KEY ELEMENTS:

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

1 Arden Way Under the Freeway (Looking East)

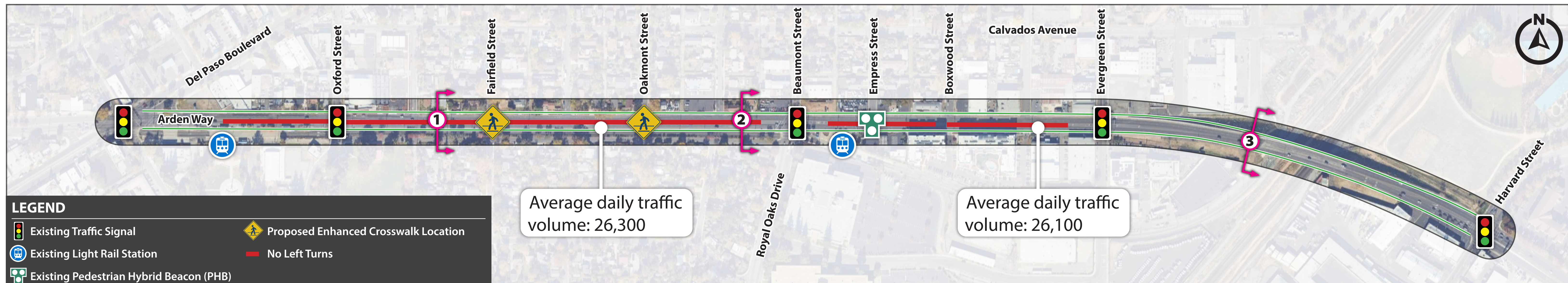


2 Arden Way Near Heritage Lane (Looking East)





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

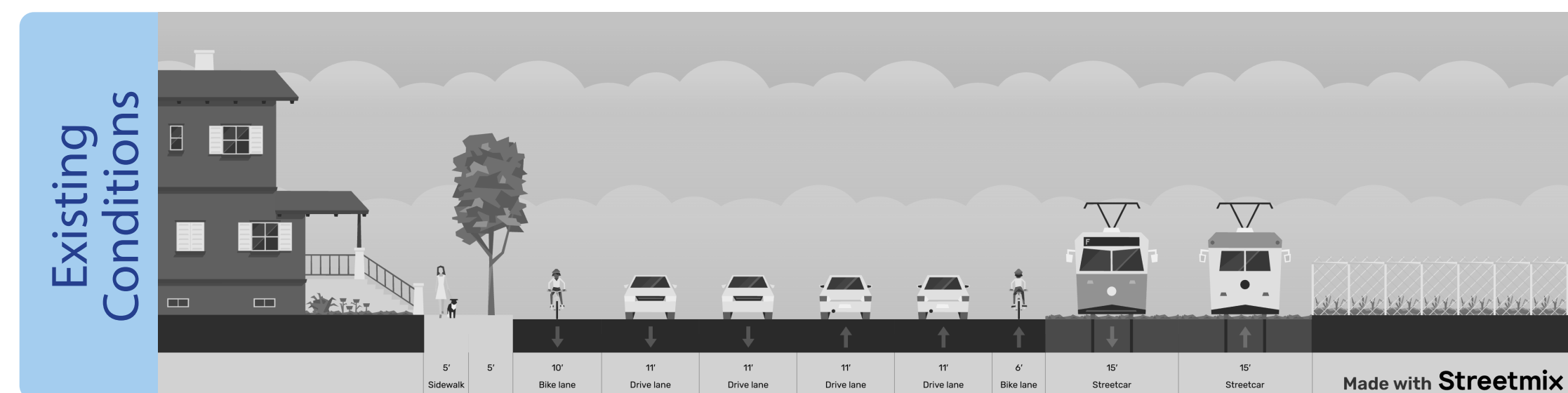


This alternative would maintain all existing travel lanes, restrict left-turns, and provide a buffer space between vehicle travel and bicycle lanes.

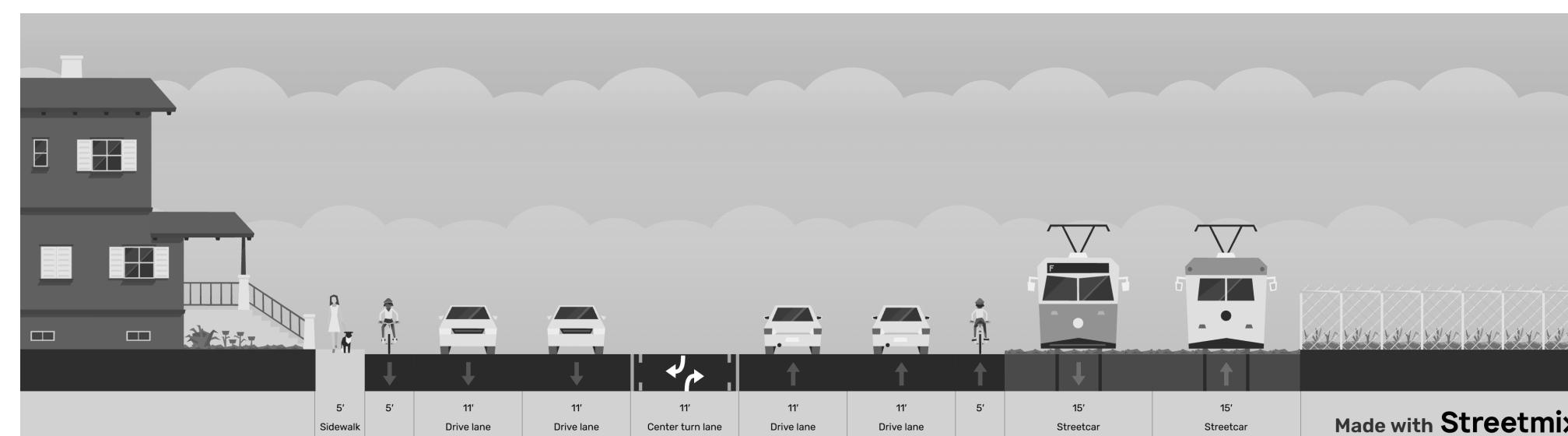
KEY ELEMENTS:

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

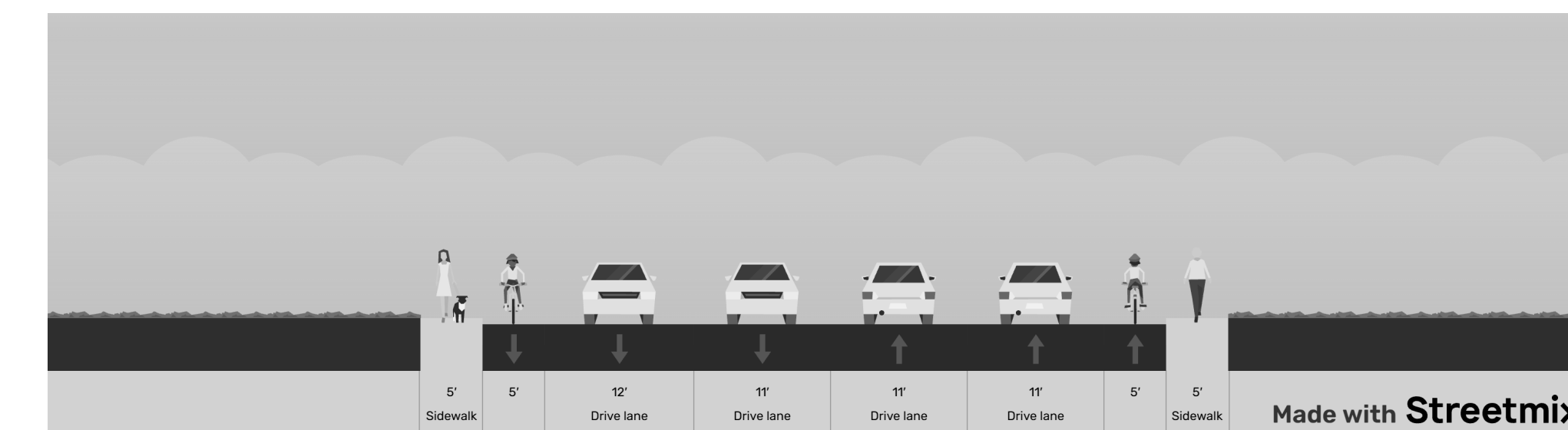
1 Arden Way Near Fairfield Street (Looking East)



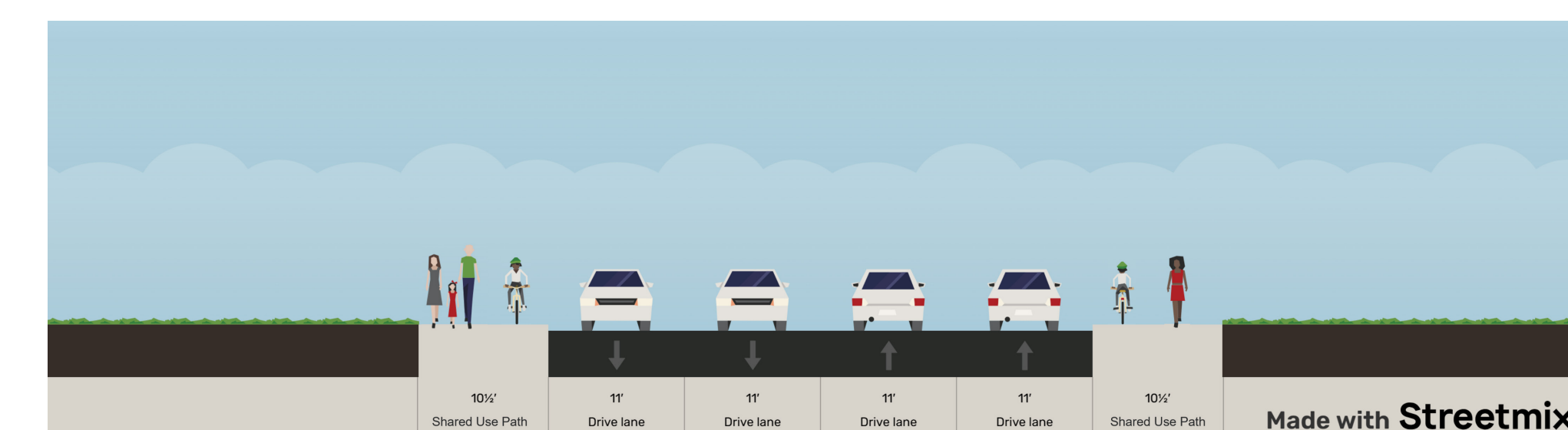
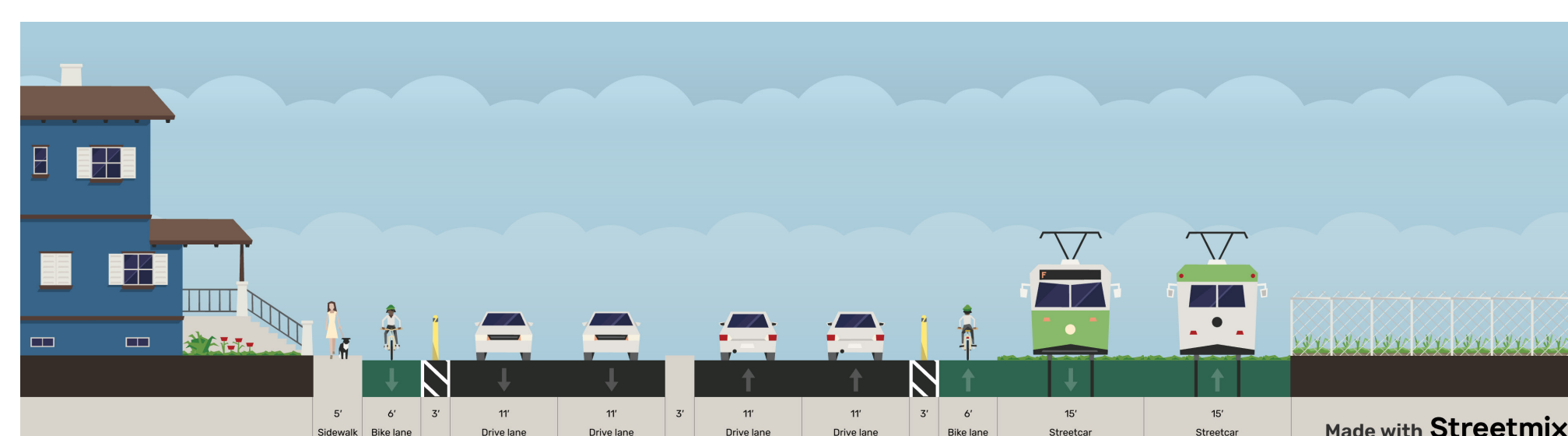
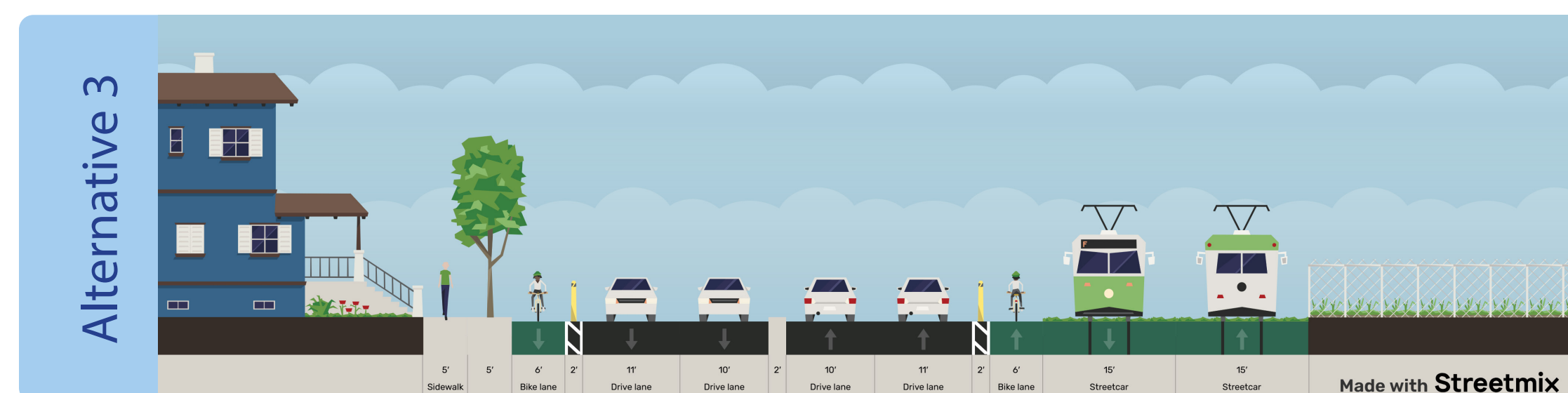
2 Arden Way Near Royal Oaks Drive (Looking East)



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

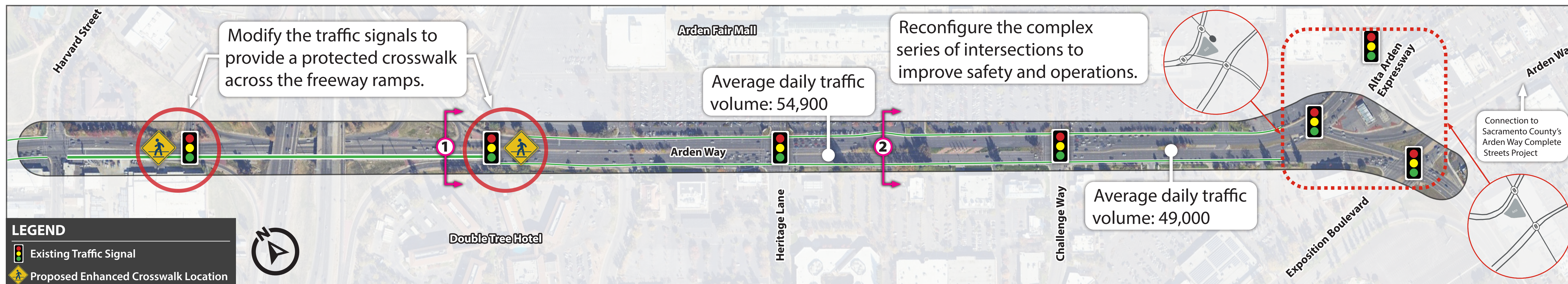


Alternative 3





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

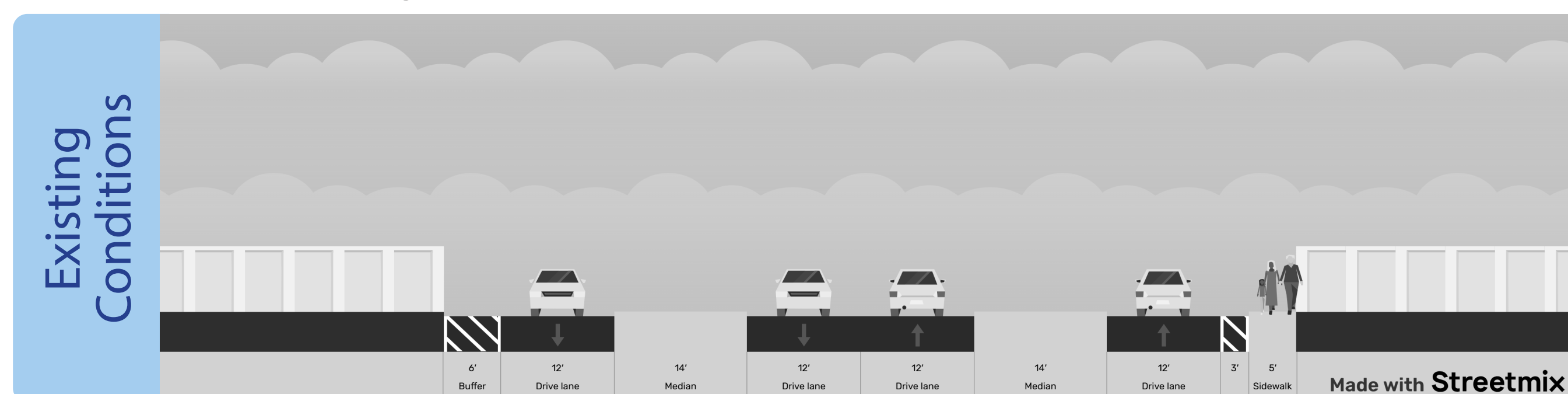


This alternative would maintain all travel lanes along Arden Way and extend the right-of-way to create a shared-use path on the north side of the street.

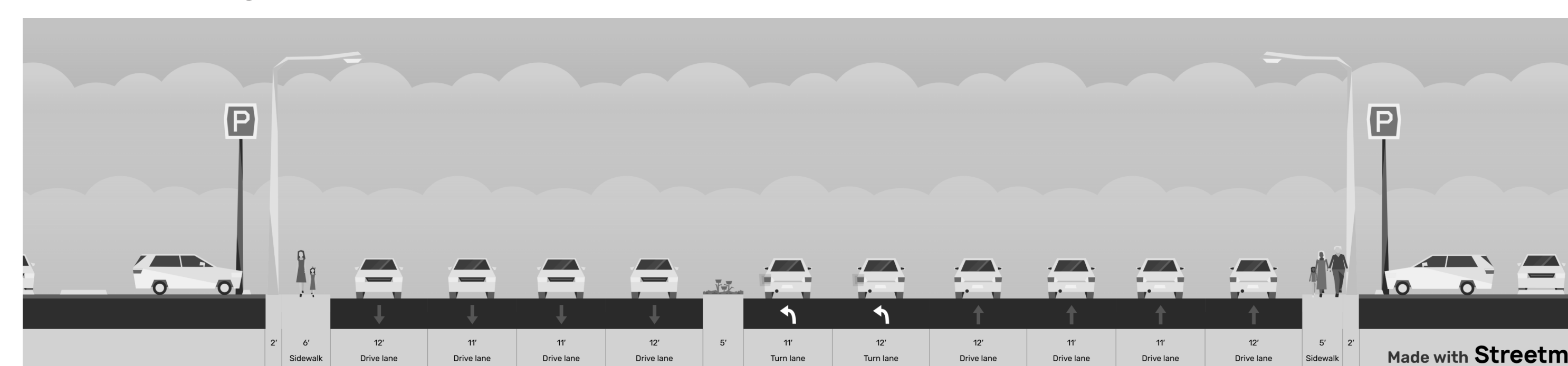
KEY ELEMENTS:

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

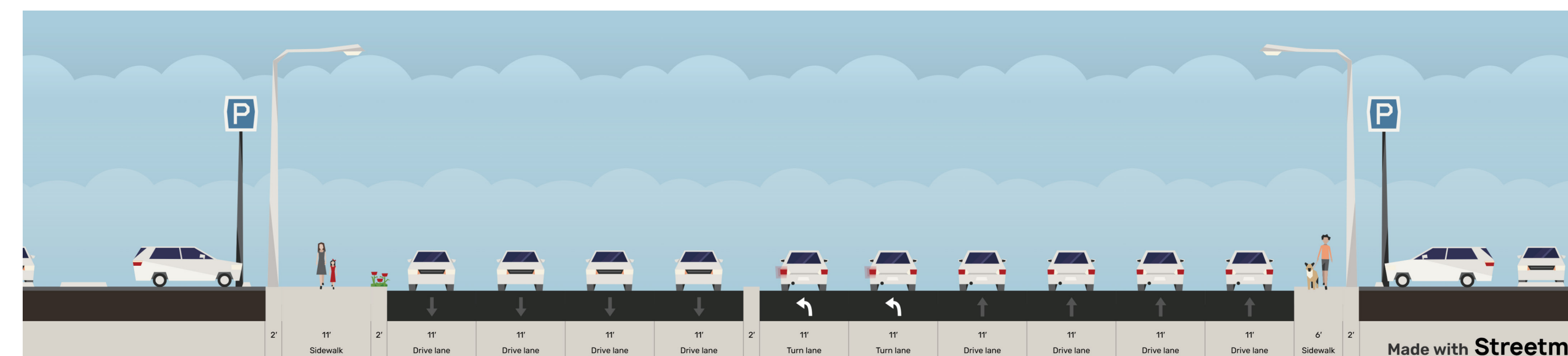
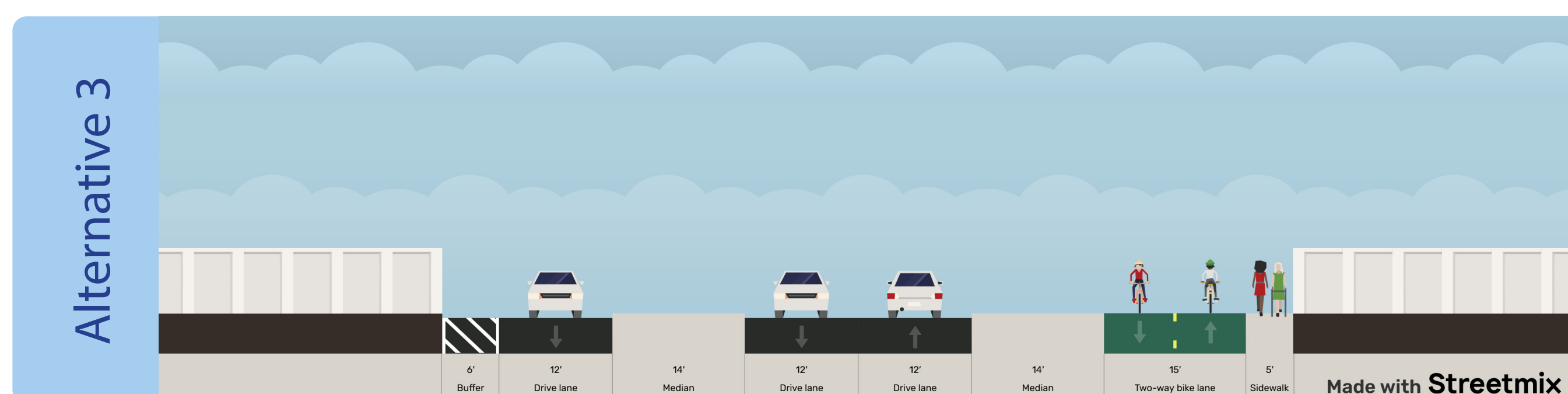
1 Arden Way Under the Freeway (Looking East)



2 Arden Way Near Heritage Lane (Looking East)



Alternative 3





Let us know!

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

ONE-WAY SEPARATED BIKE LANES

Included in: **2**

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



ADDITIONAL ENHANCED CROSSWALKS

Included in: **1 2 3**

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



NO LANE REDUCTION

Included in: **3**

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



TWO-WAY SEPARATED BIKE LANE

Included in: **1**

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



SIDEWALKS ON BOTH SIDES

Included in: **1 2**

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



STREET-LEVEL SEPARATED BIKE LANES

Included in: **3**

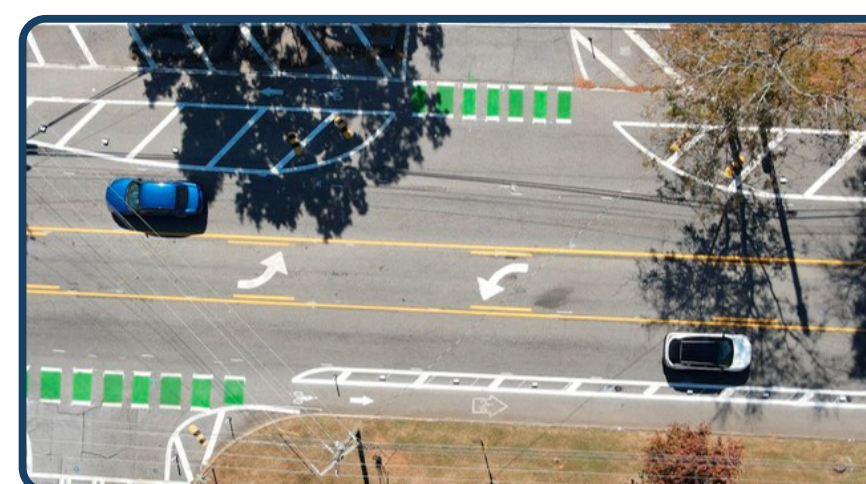
Street-level separated bike lanes would enhance the existing bicycle lane by adding a striped buffer and vertical elements to create more separation between cyclists and vehicle traffic.



LANE REDUCTION (4 TO 3 LANES)

Included in: **1 2**

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



WIDEN SIDEWALKS

Included in: **1 2**

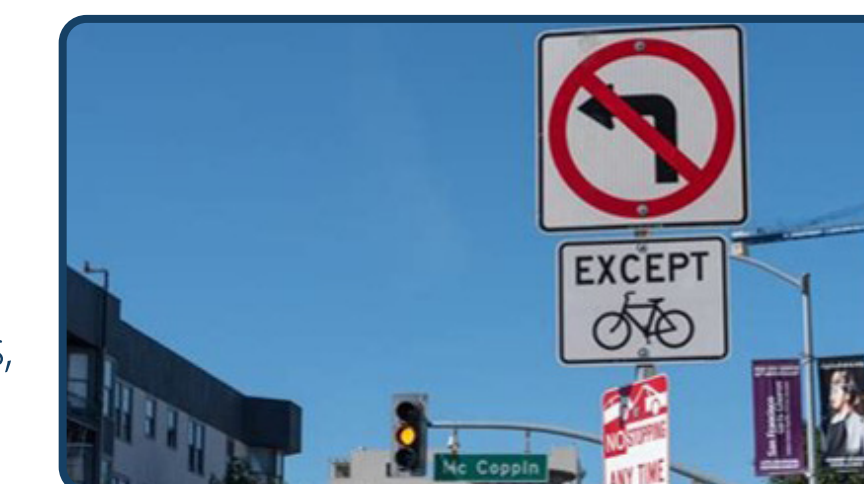
Expanding the sidewalks from five to eight feet in both directions would support safe, accessible, and comfortable pedestrian access along the corridor. These sidewalks would be wide enough to accommodate multiple people walking side-by-side.



TURN RESTRICTIONS

Included in: **3**

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



LANE REDUCTION (8 TO 6 LANES)

Included in: **2 3**

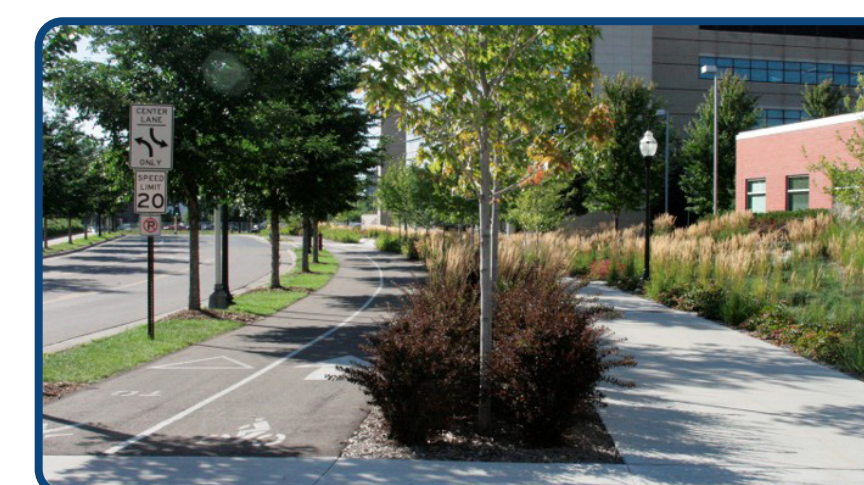
Repurposing a travel lane in each direction would create space to provide enhanced bicycle and pedestrian infrastructure, opportunities for more landscaping, and preserve all existing turning lanes.



ENHANCED LANDSCAPING

Included in: **1 2**

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



SHARED-USE PATH

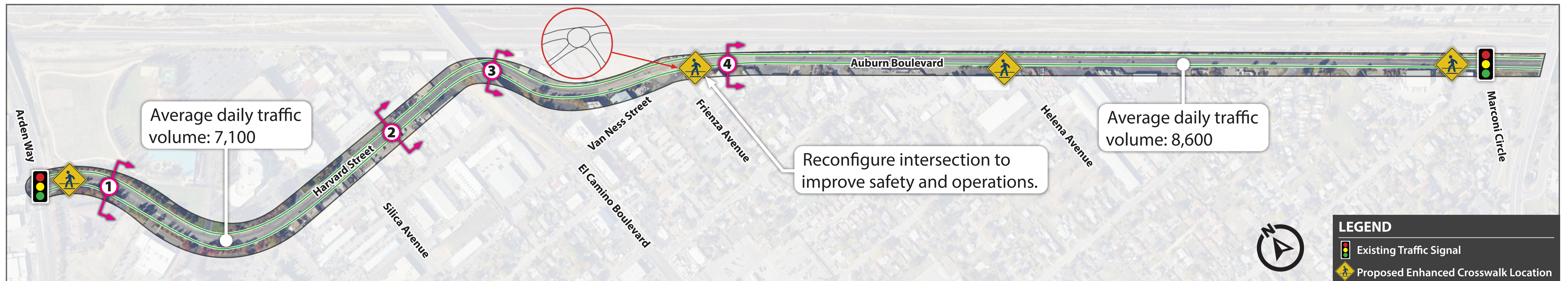
Included in: **3**

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





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



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

KEY ELEMENTS:



Bicycle Facilities

- + Adds a one-way separated bike lane in each direction



Travel Lanes

- ✓ Narrows existing travel lanes
- ✓ Removes one travel lane in each direction between Arden Way and Silica Way
- ✓ Removes parking lanes in both directions



Pedestrian Facilities

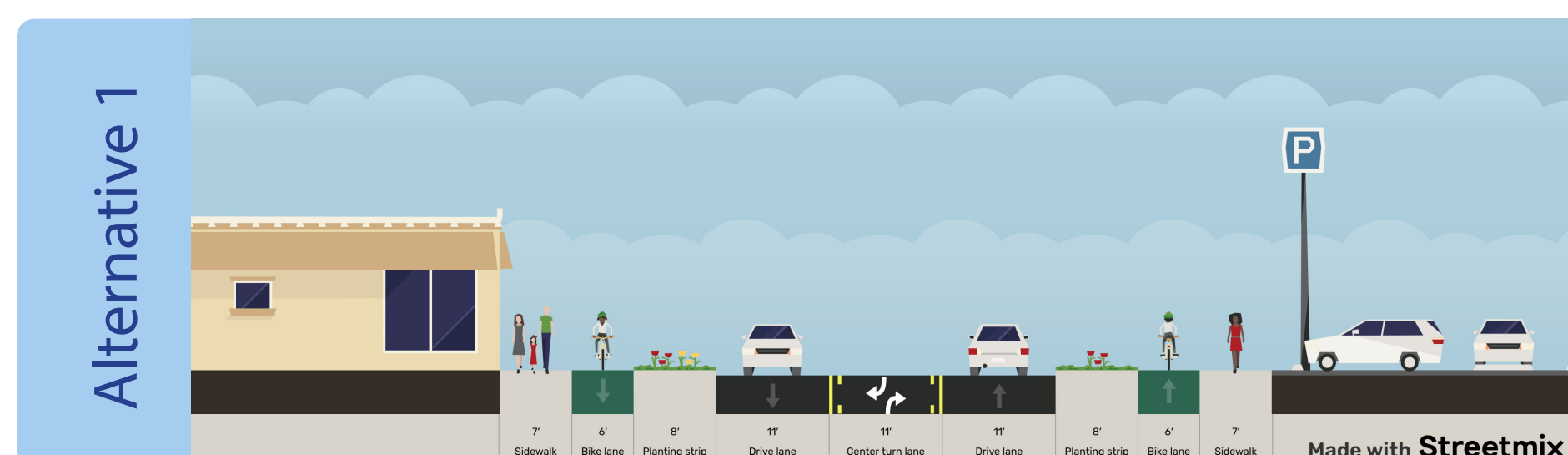
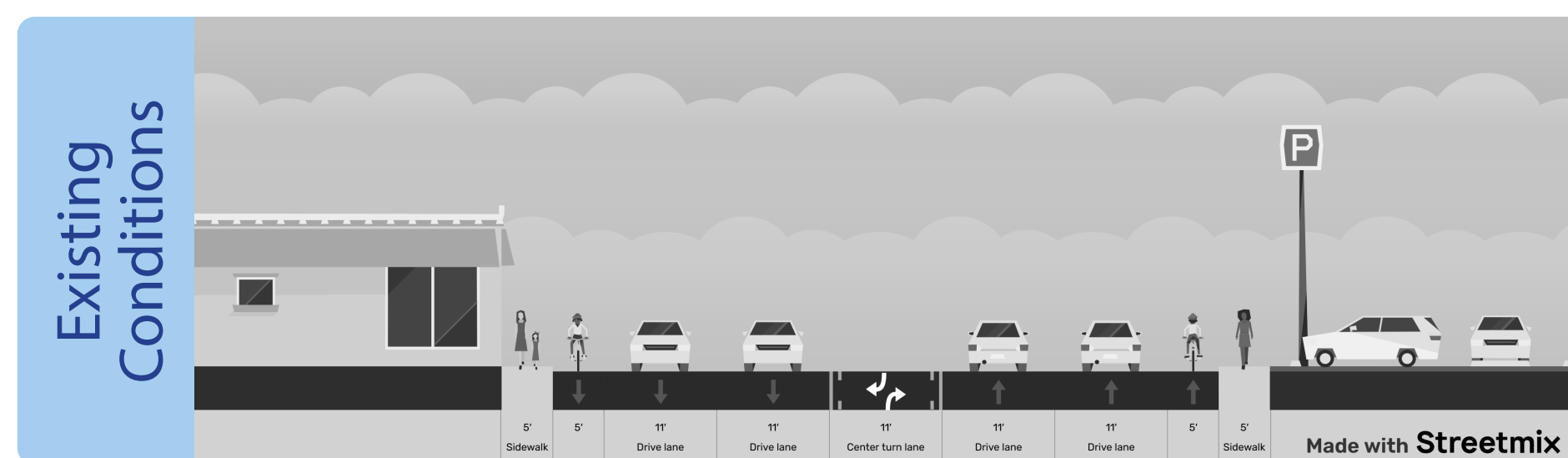
- + Adds a sidewalk to both sides of the street where not existing



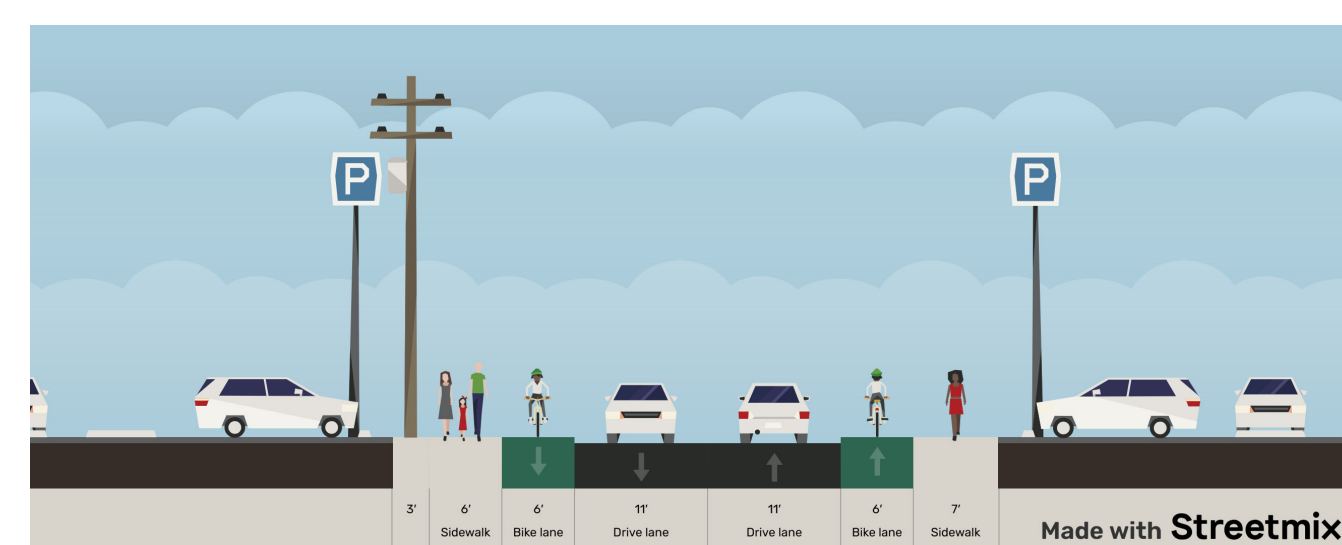
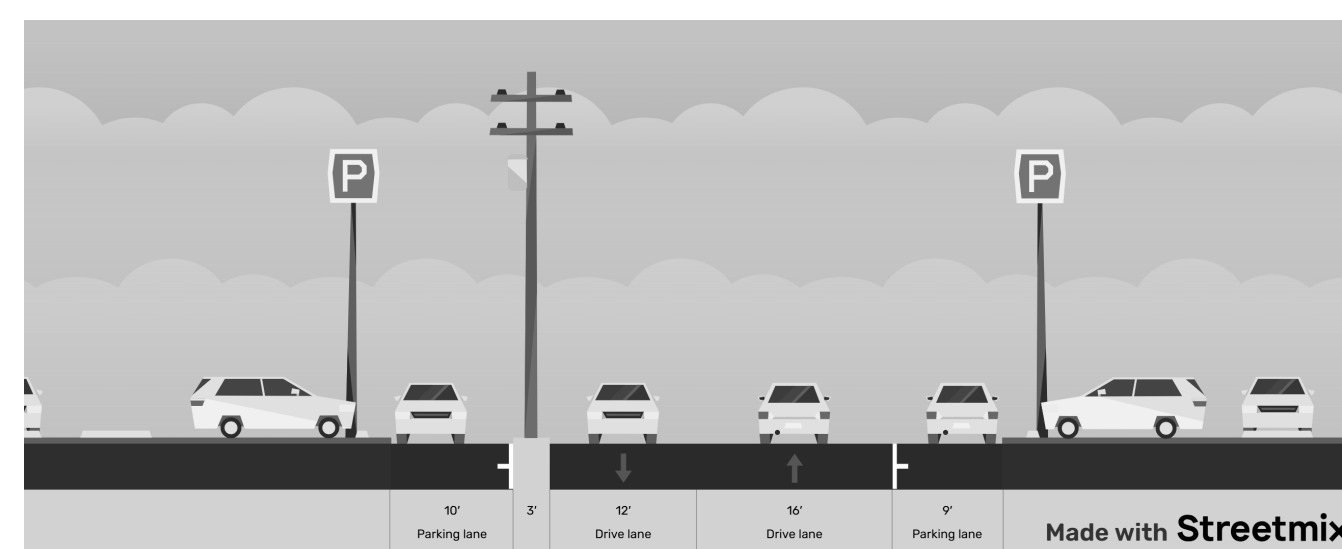
Landscaping

- + Provides opportunities for new trees and landscaping

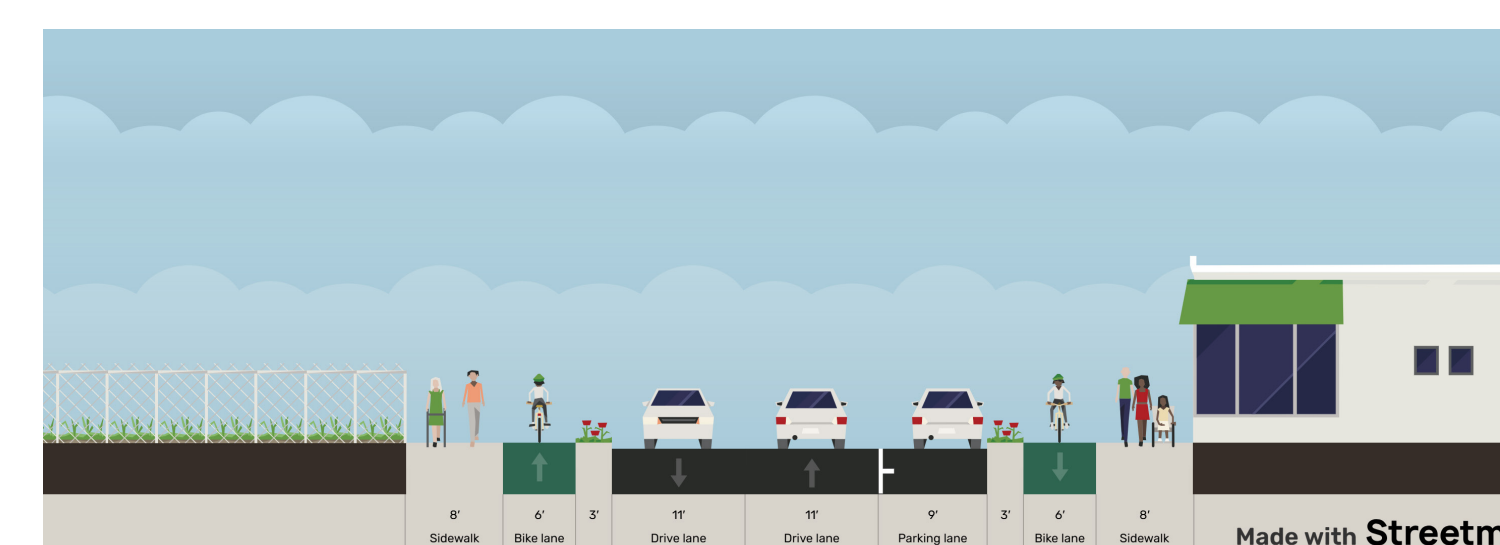
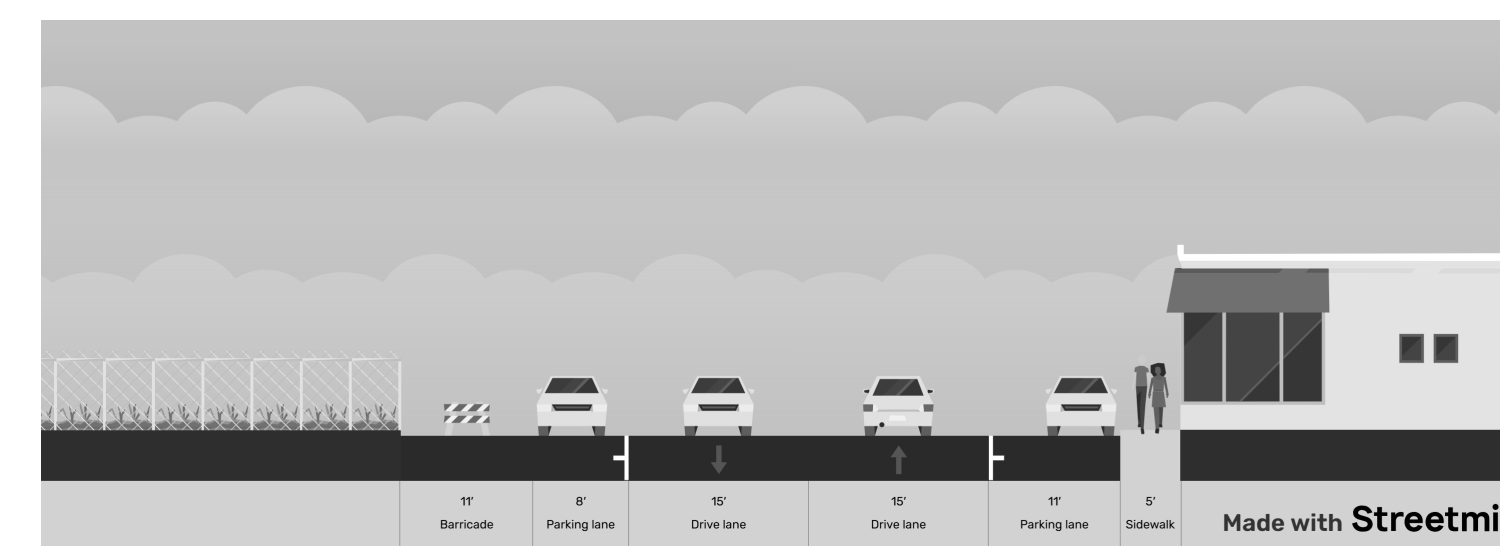
1 Harvard Street near Arden Way (Looking North)



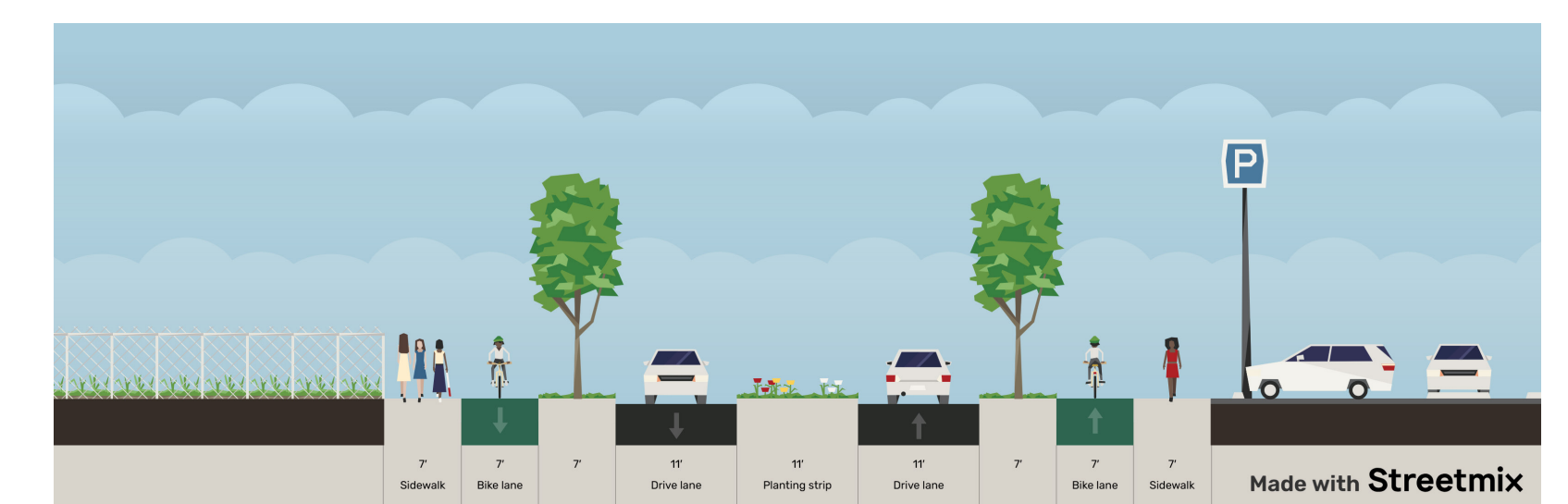
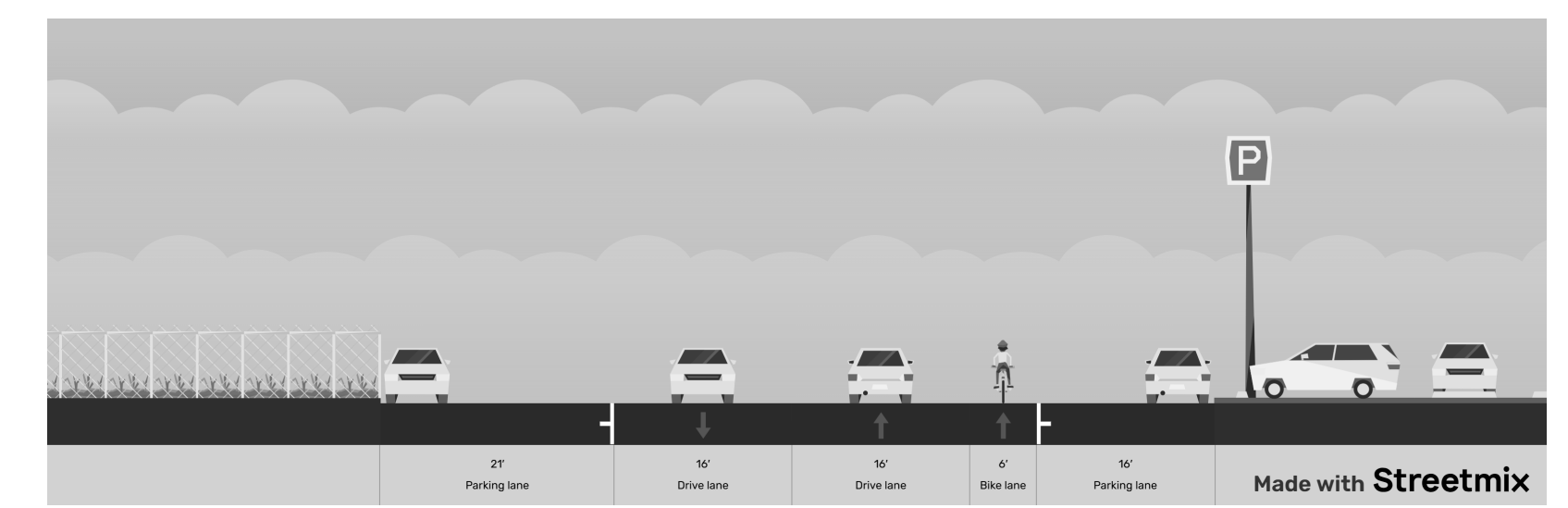
2 Harvard Street near Silica Way (Looking North)



3 Auburn Boulevard near El Camino Boulevard (Looking North)



4 Auburn Boulevard near Fianza Avenue (Looking North)





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

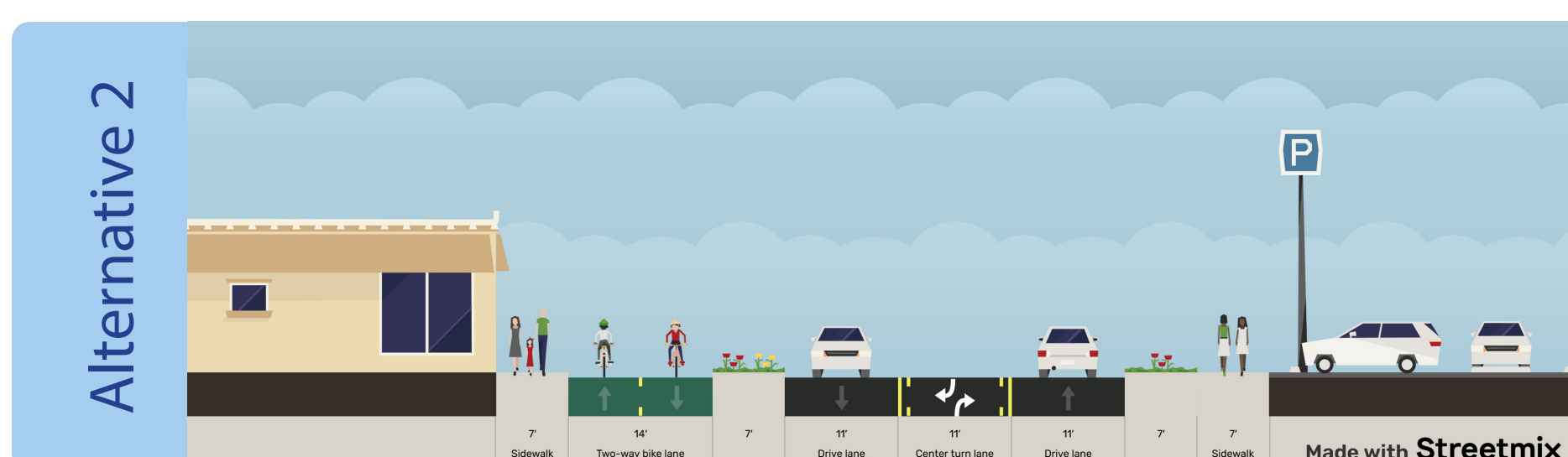
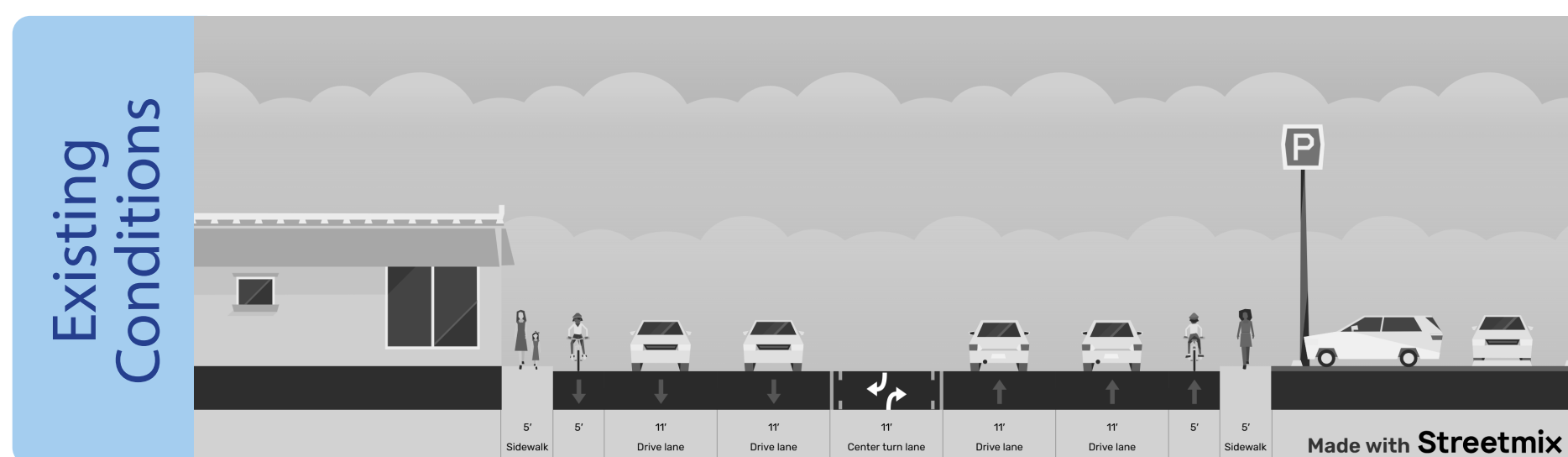


This alternative would repurpose a travel lane along Harvard Street and shoulder space on Auburn Boulevard to create a two-way separated bicycle lane, sidewalks, and additional landscaping.

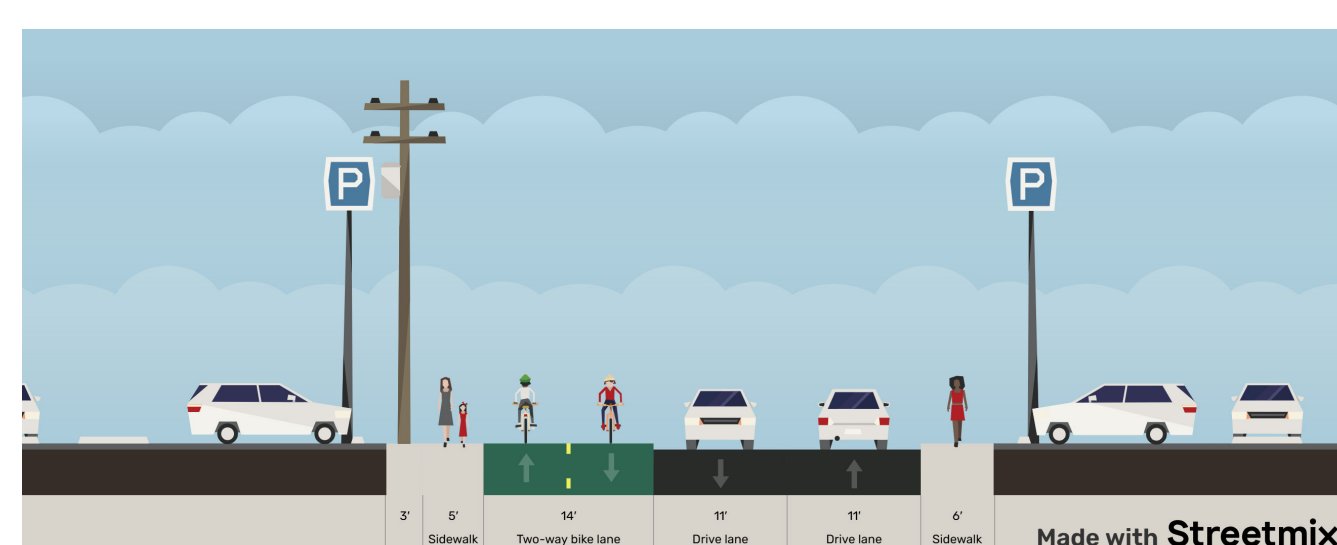
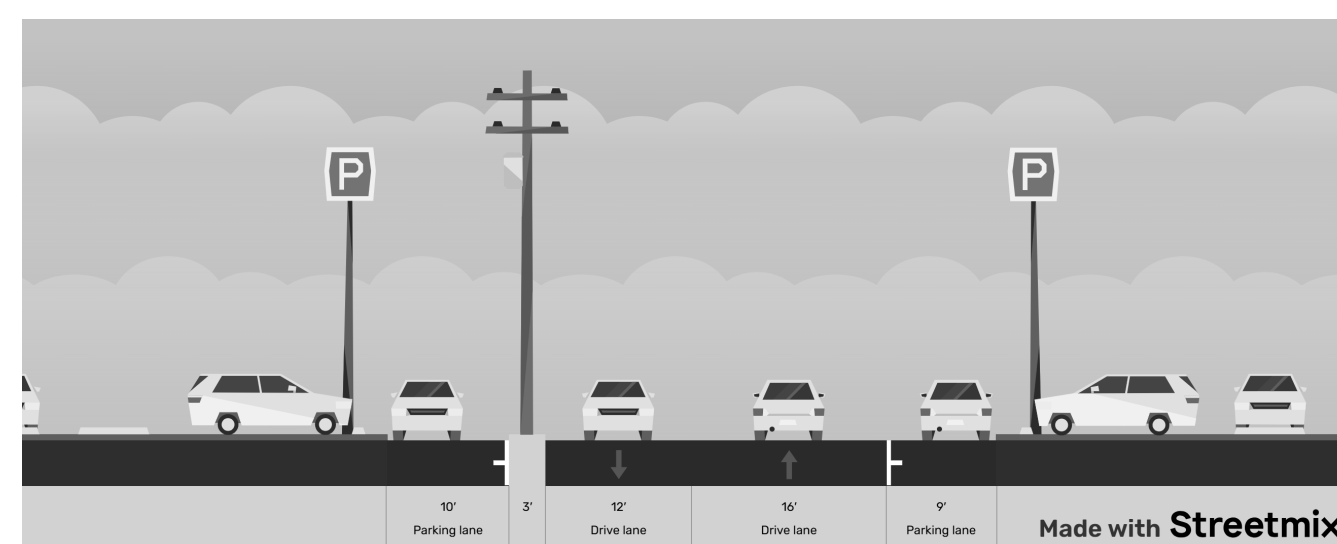
KEY ELEMENTS:

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

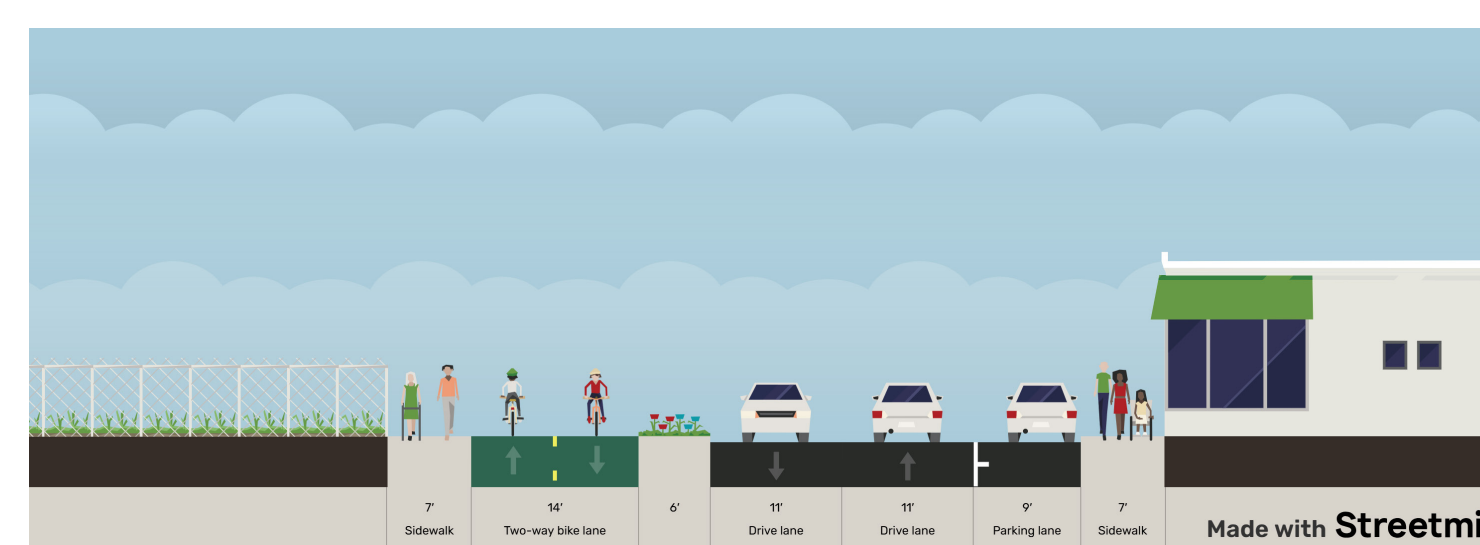
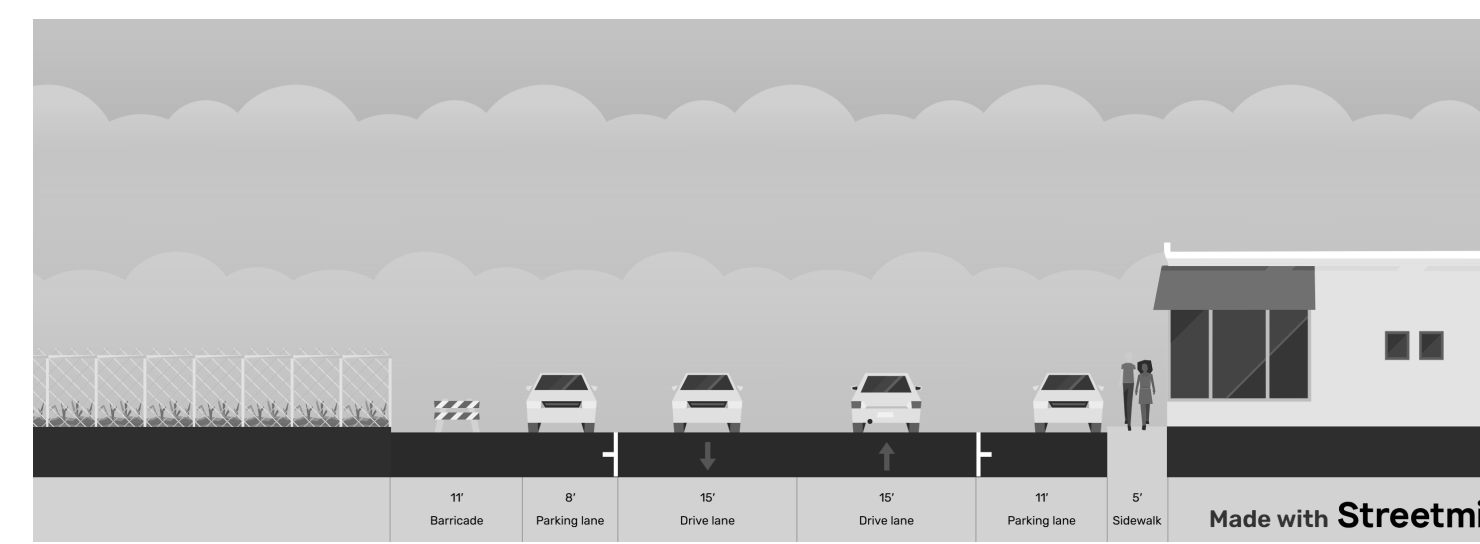
1 Harvard Street near Arden Way (Looking North)



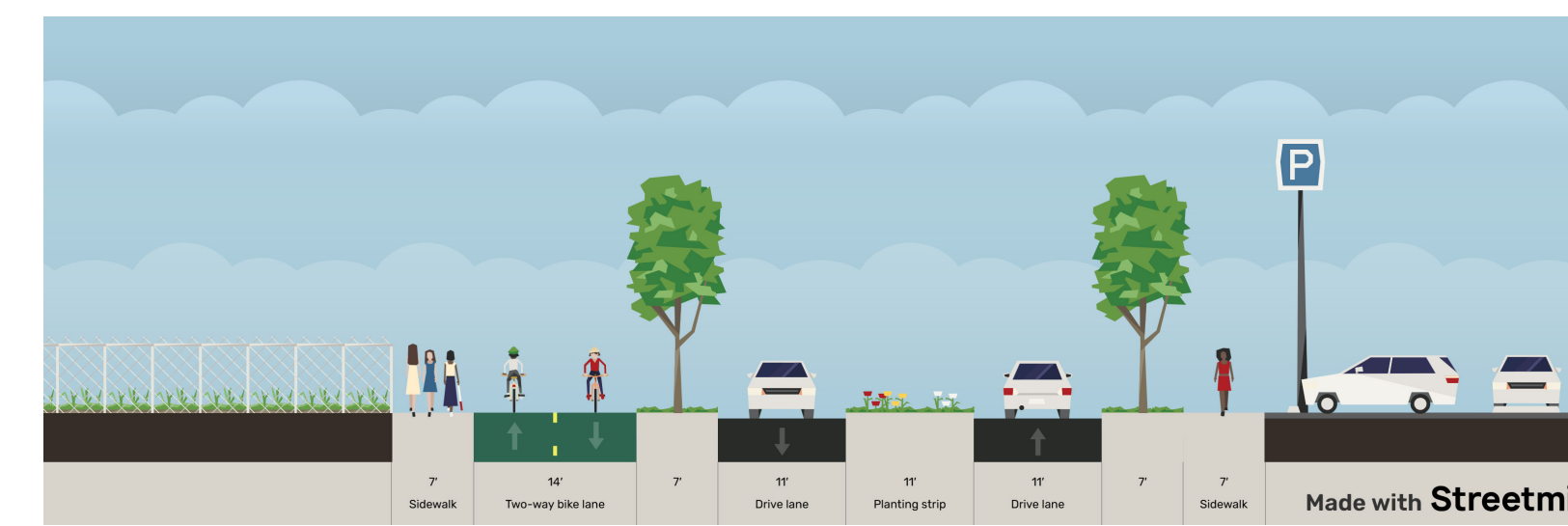
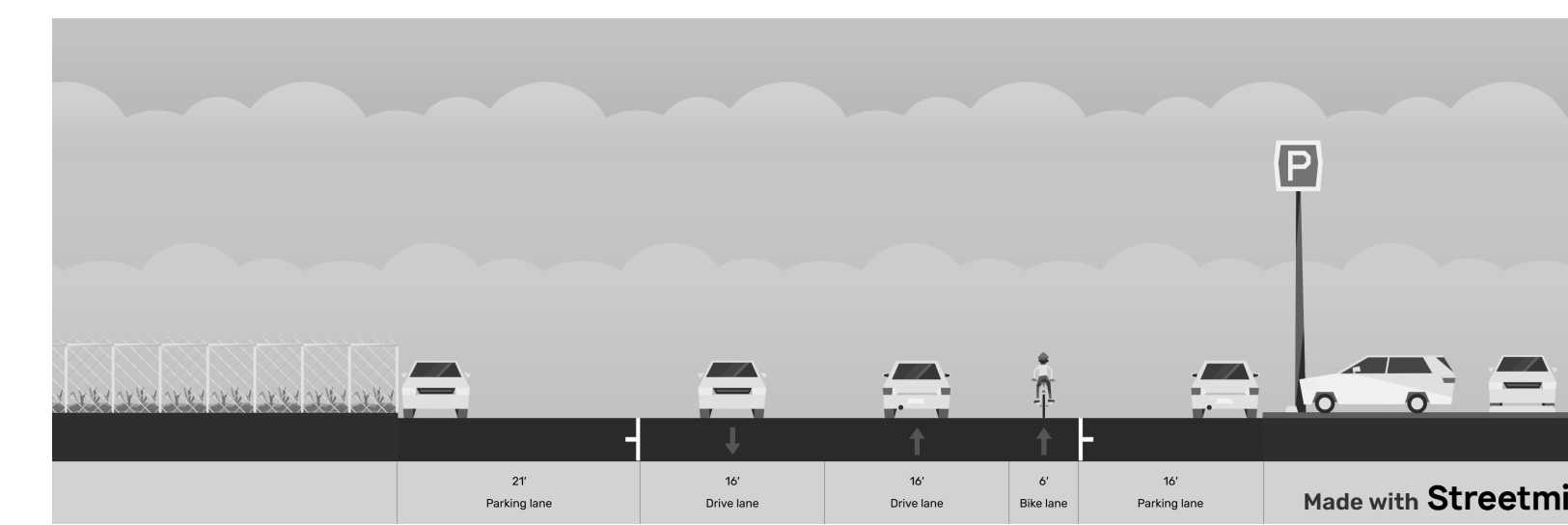
2 Harvard Street near Silica Way (Looking North)



3 Auburn Boulevard near El Camino Boulevard (Looking North)



4 Auburn Boulevard near Fianza Avenue (Looking North)





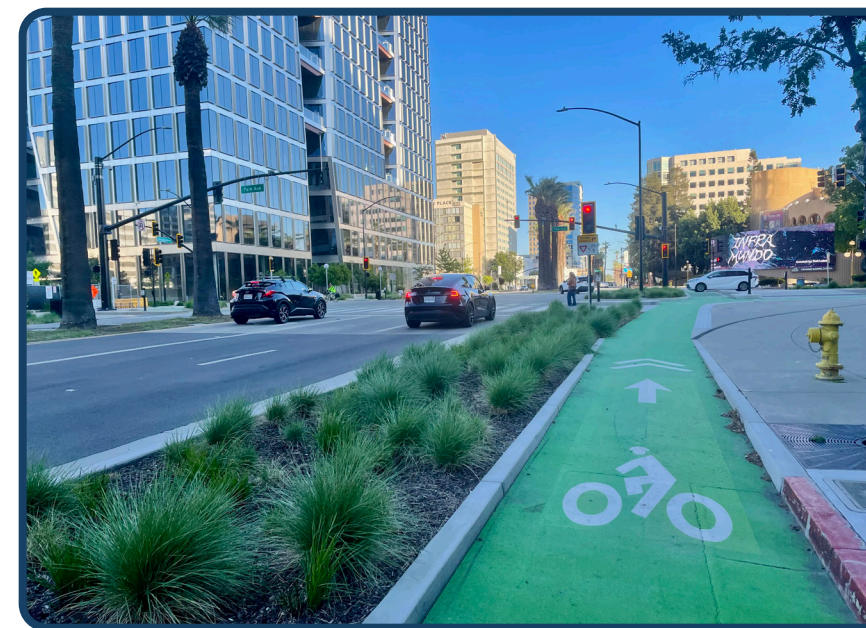
Let us know!

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

ONE-WAY SEPARATED BIKE LANES

Included in: **1**

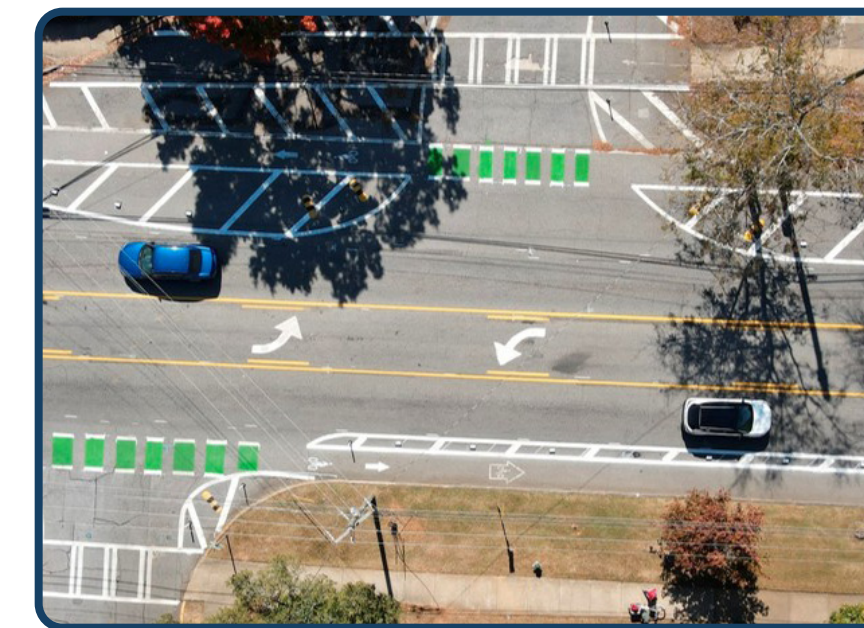
These one-way bike lanes would be physically separated from vehicle traffic, with one lane on each side of the street traveling in the same direction as adjacent vehicles.



DEDICATED SPACE FOR ALL USERS

Included in: **1 2**

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



SIDEWALKS ON BOTH SIDES

Included in: **1 2**

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



TWO-WAY SEPARATED BIKE LANE

Included in: **2**

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



ENHANCED LANDSCAPING

Included in: **1 2**

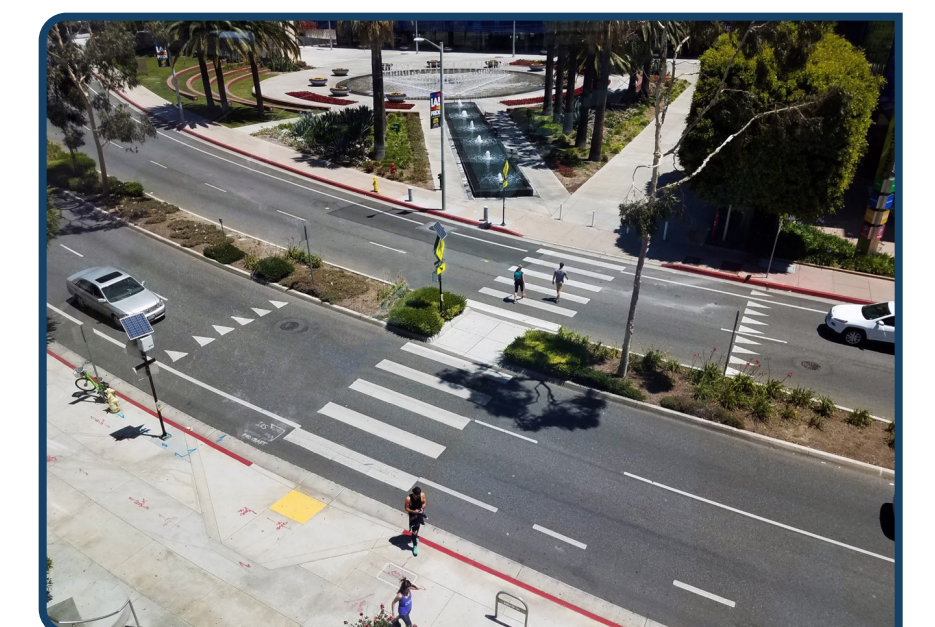
New trees and landscaping along Harvard Street and Auburn Boulevard can have a range of benefits, including providing shade, lowering temperatures, and enhancing street character. They would also create a buffer between pedestrians and cyclists and the road.



ADDITIONAL ENHANCED CROSSWALKS

Included in: **1 2**

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



City of
SACRAMENTO

Arden Way-Auburn Boulevard Mobility Plan – Phase 2

Active Transportation Commission Update: June 2026

ARDEN-AUBURN
MOBILITY
PLAN



Agenda

- Project Review
- Phase 1 Summary
 - Existing Conditions
- Phase 2 Update
 - Draft Concepts
- Timeline and Next Steps





Plan Overview

PURPOSE

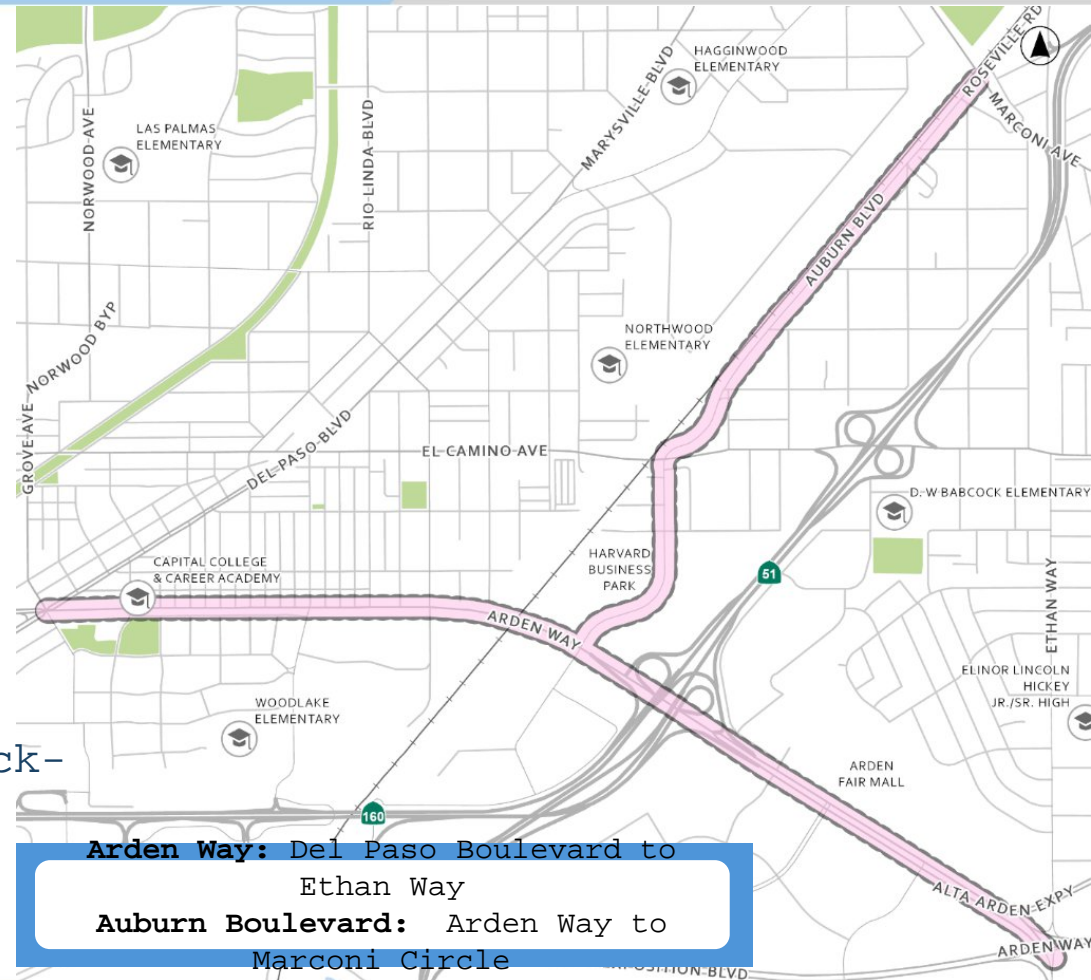
- Address **multimodal connectivity** and **safety** throughout the project corridors

OUTCOME

- Safety and mobility plan
- Designs for safety and access improvements
- Prioritized list of projects + quick-builds

FUNDING

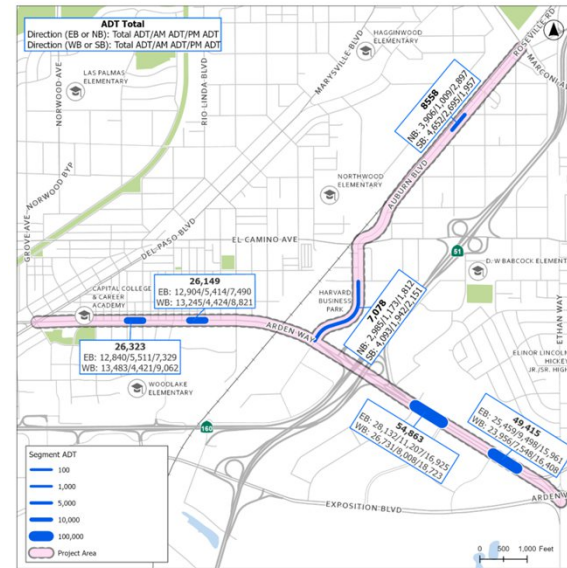
- Caltrans Sustainable Communities grant



Phase 1 - Existing Conditions

- Arden Way is part of the City's Vision Zero High-Injury network.
- Pedestrians and cyclists represent an outsized proportion of fatal and serious injury crashes along the project corridors.
- Infrastructure gaps: sidewalks, lighting, road/ramp crossings, and bike facilities
- The project corridors are generally uncomfortable and

Figure 14. Existing (2025) Weekday 24-Hour Roadway Segment Counts

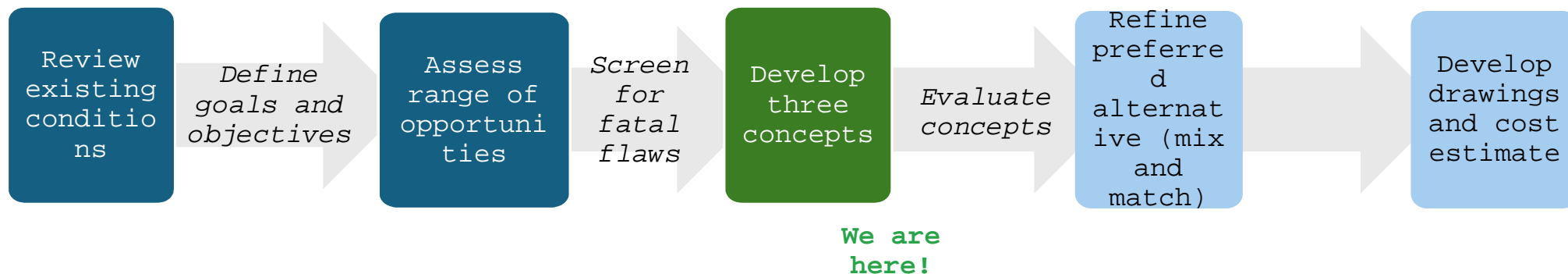


"[Arden Way] prioritizes moving cars, not people's mobility outside of a car. It's basically a mini-freeeway, and you have to cross so much to get to storefronts."

-Phase 1 survey response



Phase 2 - Development of Draft Concepts



Range of Opportunities Considered

- One-way separated bikeways
- Two-way separated bikeways
- Multiuse paths
- Lane reductions
- Asymmetrical lane reductions
- No lane reductions



*One-way separated
bikeway*



*Two-way separated
bikeway*



Multiuse path

Draft Concepts

Arden Way (Del Paso Boulevard to Exposition Boulevard)

- Concept 1: Road Diet with Two-Way Separated Bikeways
- Concept 2: Road Diet with One-Way Separated Bikeways
- Concept 3: One-Way Separated Bikeways and Shared Use Path

Harvard Street/Auburn Boulevard (Arden Way to Marconi Circle)

- Concept 1: One-Way Separated Bikeways
- Concept 2: Two-Way Separated Bikeways

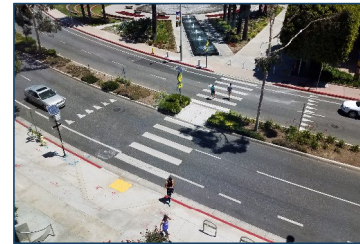
Treatment Toolbox



High Visibility Crosswalk



Curb Extension



Median Refuge



Raised Crossing



Leading Pedestrian Interval (LPI)



Rectangular Rapid Flashing Beacon (RRFB)



Signalized Mid-Block Pedestrian Crossing



Bus Stop Amenities

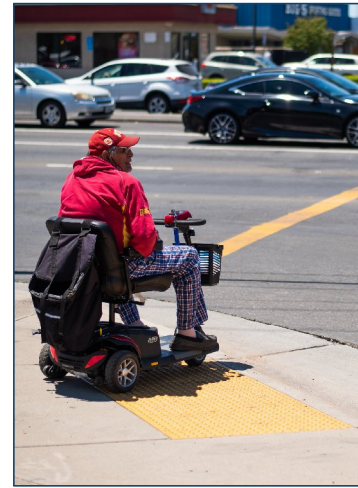
Treatment Toolbox cont.



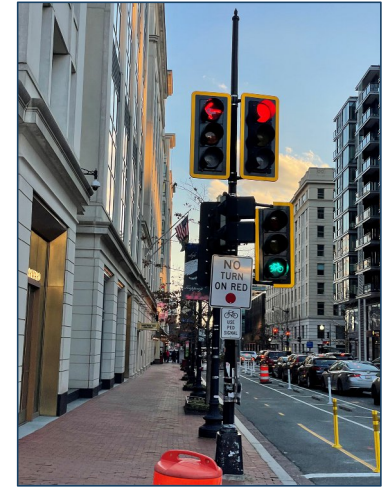
Lighting



Trees and
Landscaping



Accessibility
Enhancements



Traffic Signal
Enhancements

Community Engagement

- Spring 2026: Phase 2 – Draft Concepts
 - Focus group meetings – May 11 and 12, 2026
 - Community workshop – May 20, 2026
 - Promoted with direct outreach, flyers, social media, door hangers, and mailers
 - Neighborhood Association Outreach – June 3 and 6, 2026
 - Pop up events – June 2 to 16, 2026
 - Virtual Workshop (Konveio) – May 19 to June 19, 2026



Spring Community Engagement



Phase 2 - What we've heard so far

- Support for enhanced crossings, widening sidewalks, closing sidewalk gaps, and improving lighting under the overpass
- Support for separated bicycle facilities, especially one-way facilities
- Both support for and opposition to lane reductions on Arden Way

- Concern about traffic impacts and generating cut-through traffic in neighborhoods

"Enhanced crosswalks will go a long way in making intersections feel safe for pedestrians to cross!"

-Phase 2 Konveio response

What's next?

Today

Staff are seeking Commission input on the improvements presented in the draft concepts and treatment toolbox.

Summer 2026 | Concepts Assessment

- Review of community feedback
- Additional review of traffic impacts
- Project team identifies a preferred alternative

Fall 2026 | Administrative Draft Plan

- Focus group meetings
- Community workshop
- Pop-up events

Thank you!

Website & Updates

www.cityofsacramento.gov/ArdenAuburn
an

Project Contacts

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Nicole Zhi Ling Porter

nporter@cityofsacramento.org

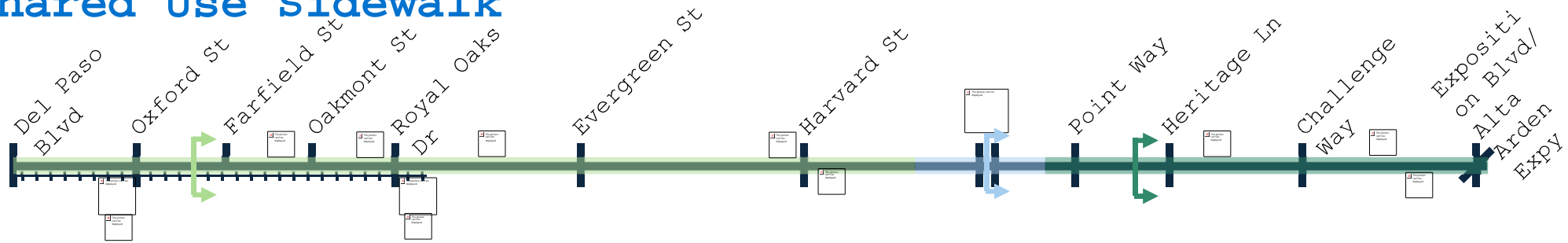




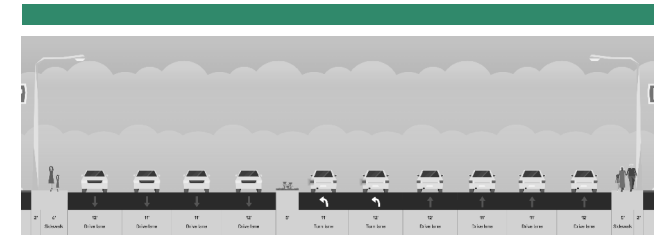
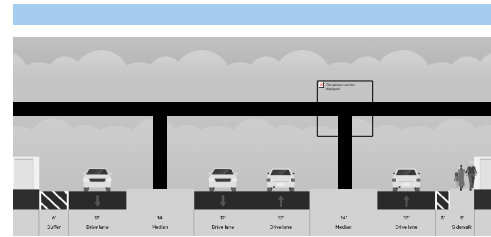
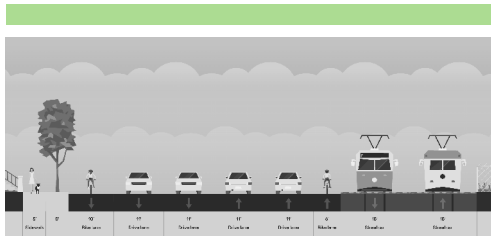
APPENDIX

Draft Concepts

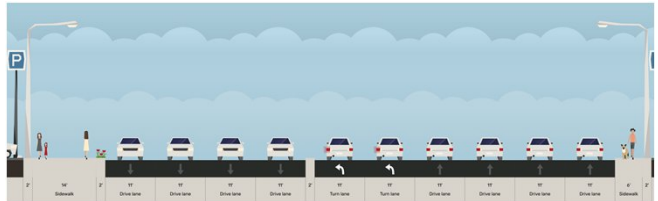
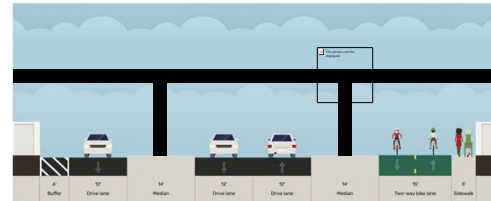
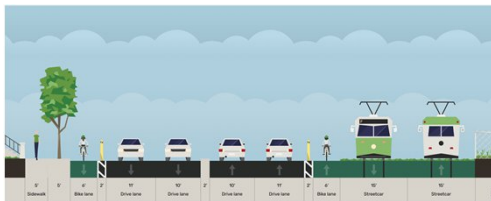
Arden Way Concept 3: One-Way Separated Bikeways and Shared Use Sidewalk



Existing Conditions



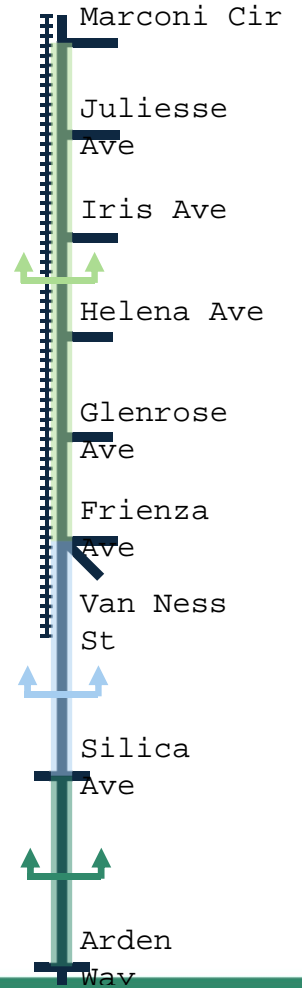
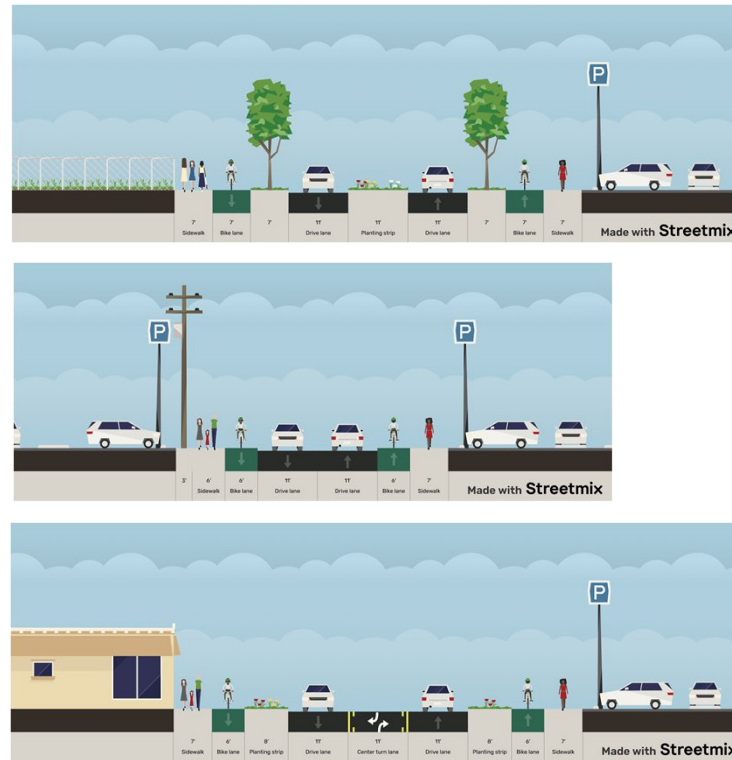
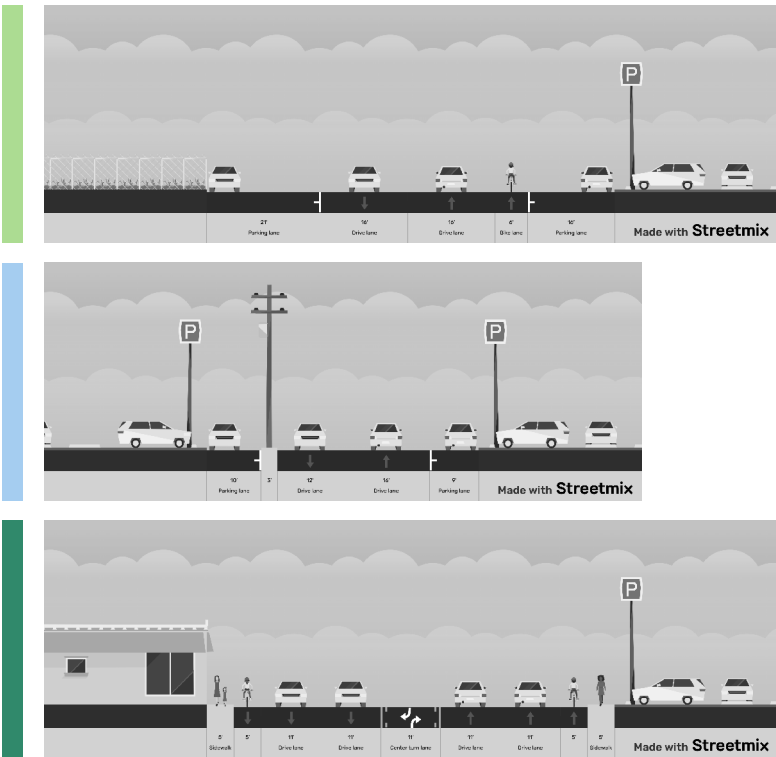
Arden Concept 3



Auburn Boulevard Concept 1: One-Way Separated Bikeways

Existing Conditions

Concept 1



Auburn Boulevard Concept 2: Two-Way Separated Bikeways

Existing Conditions

Concept 2

