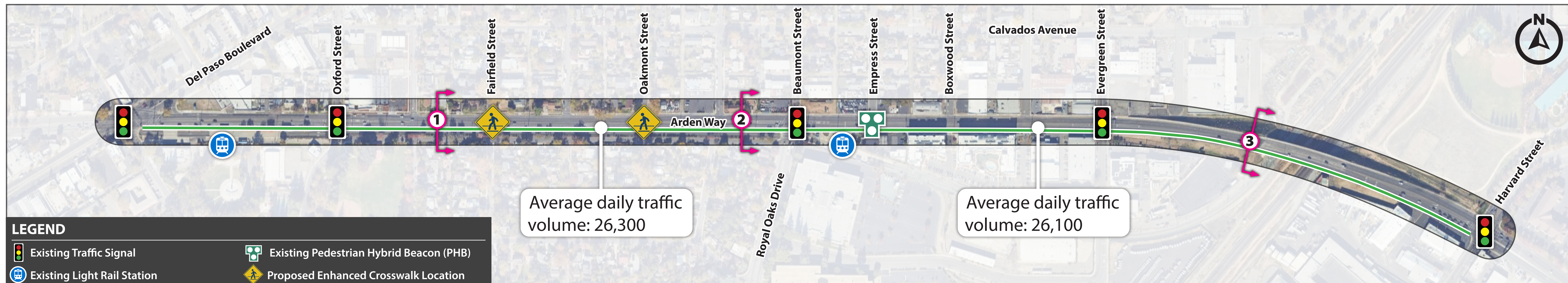




Arden Way Alternative 1: Lane Reduction with Two-Way Separated Bicycle Lanes

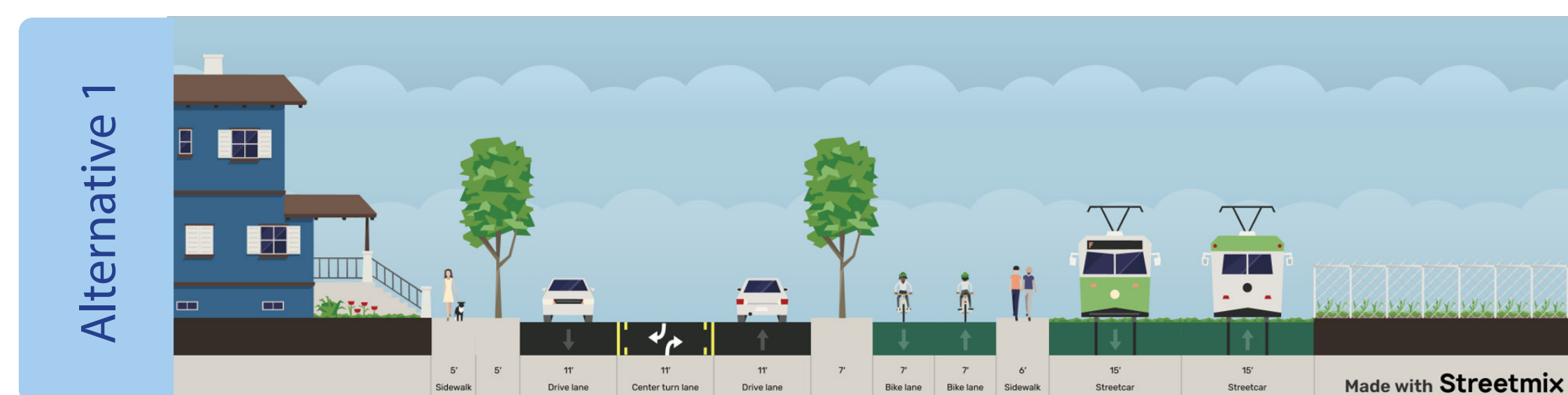
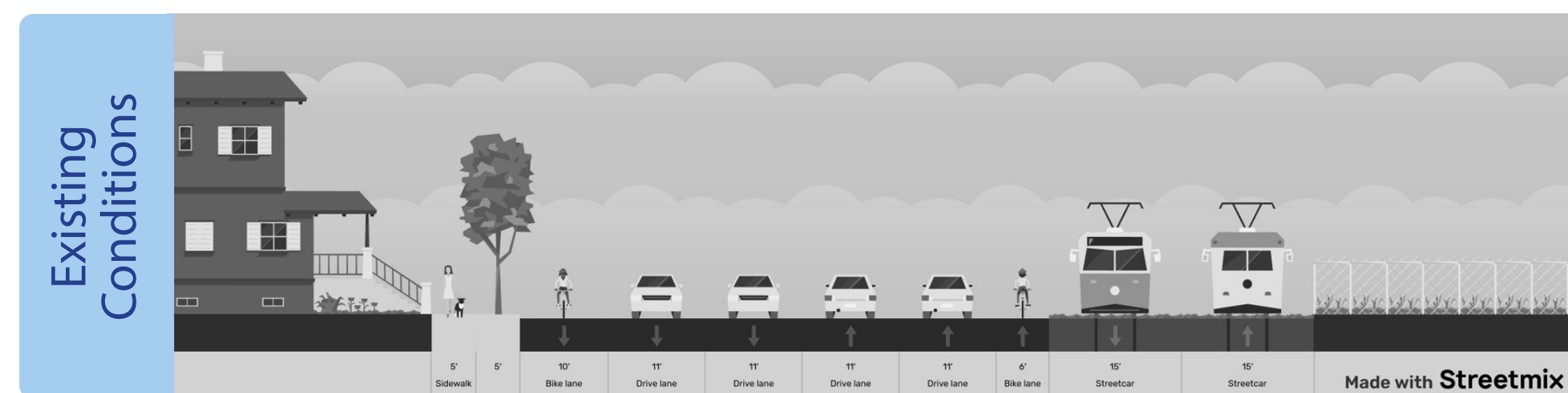


This alternative would repurpose a travel lane along Arden Way to provide space for a two-way separated bicycle lane, an additional sidewalk, and enhanced landscaping.

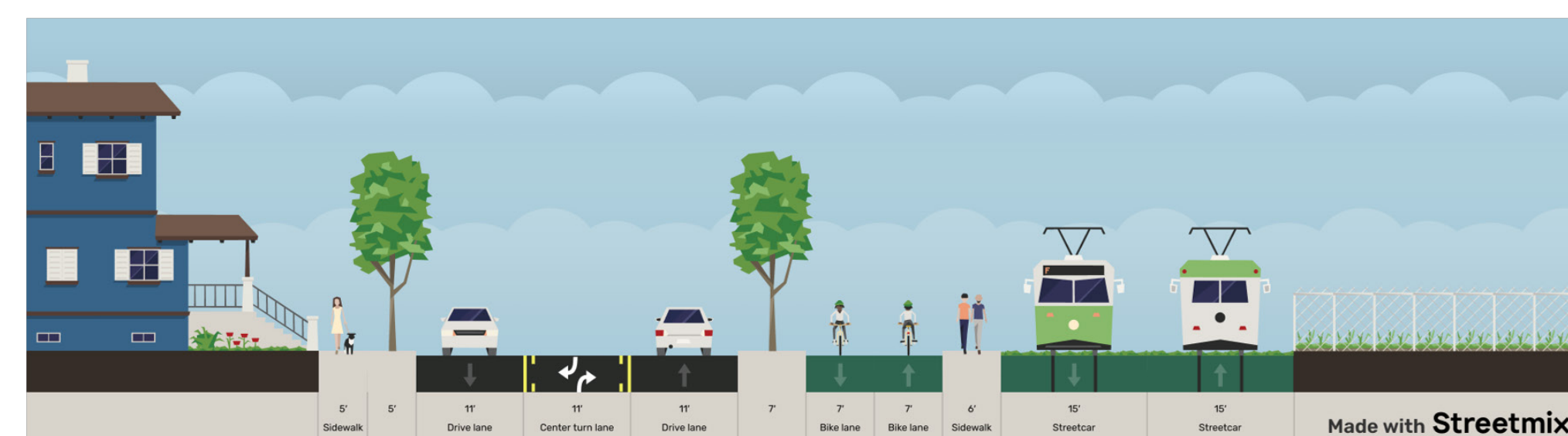
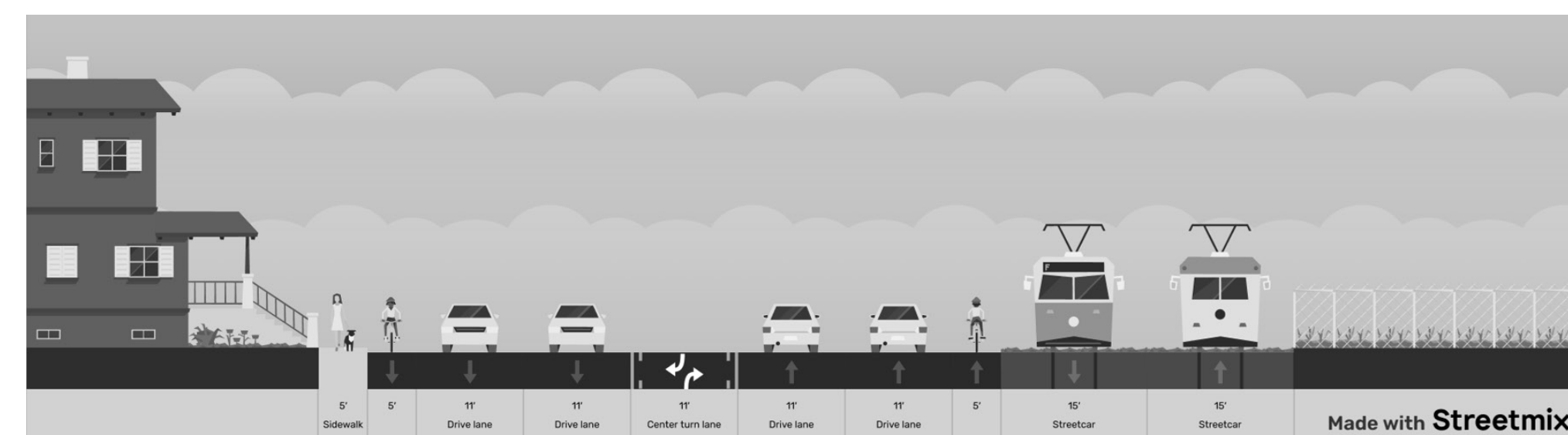
KEY ELEMENTS:

- 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

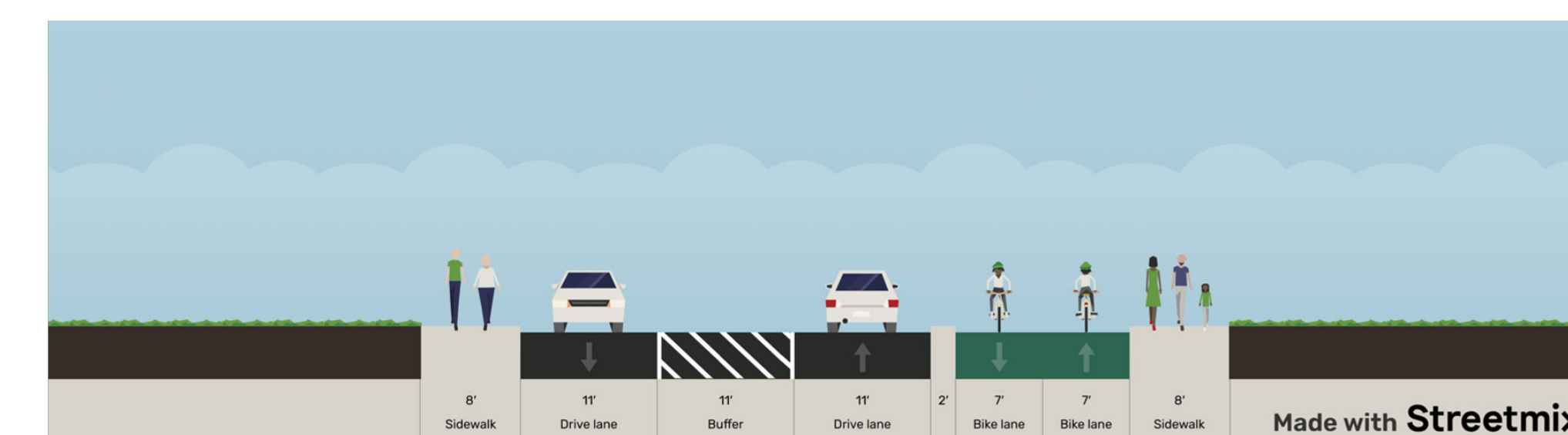
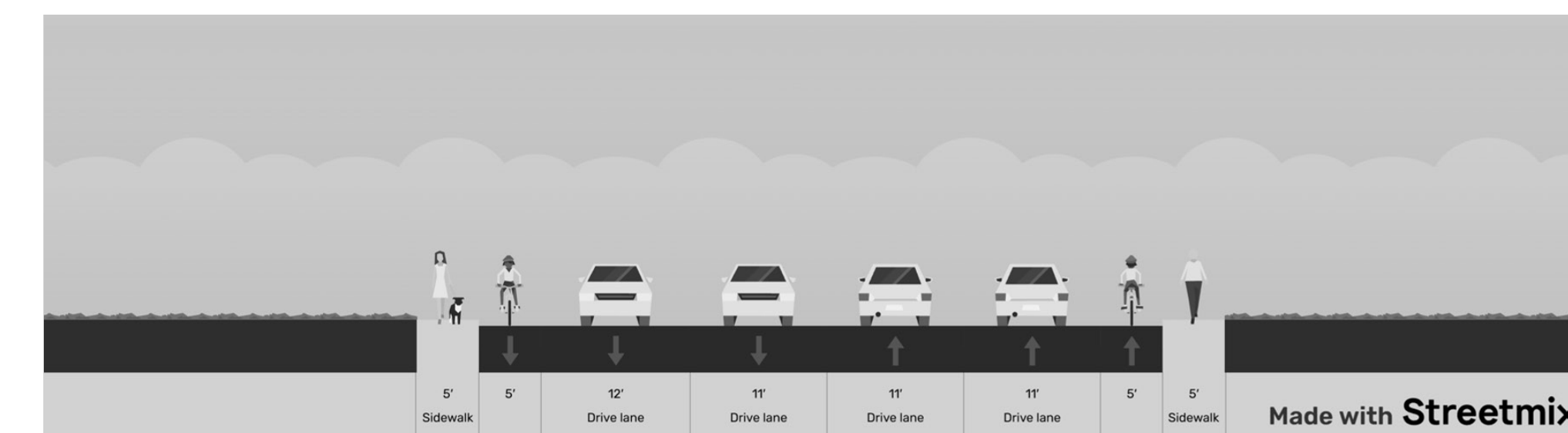
1 Arden Way Near Fairfield Street (Looking East)



2 Arden Way Near Royal Oaks Drive (Looking East)

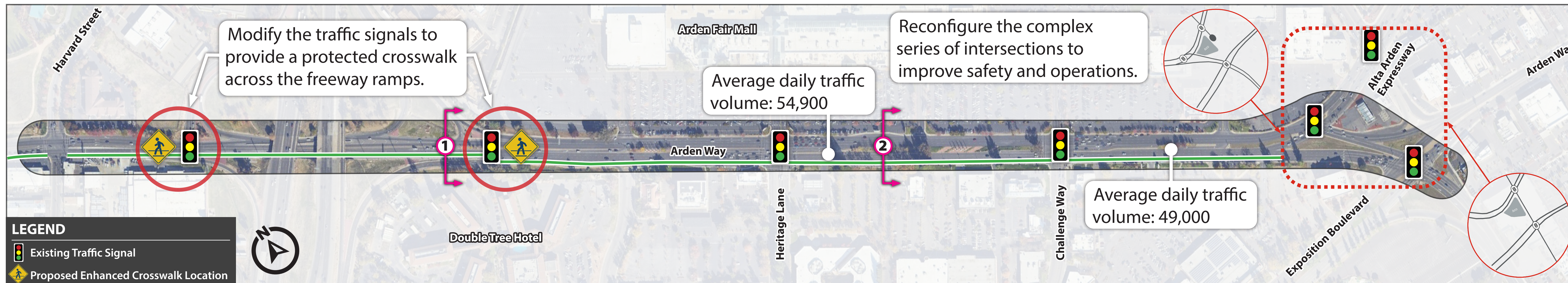


3 Arden Way Bridge Over the Rail Tracks (Looking East)





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

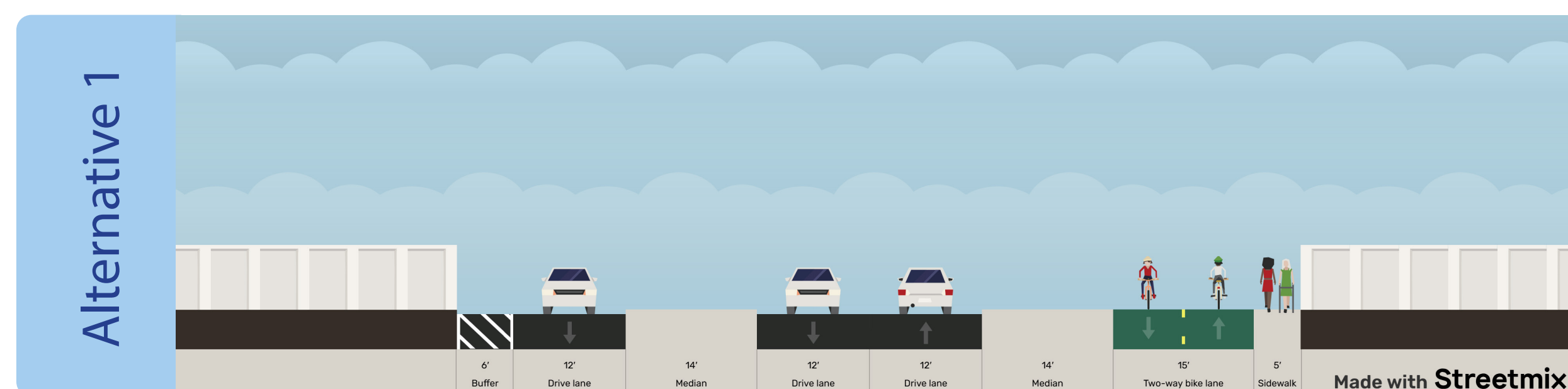
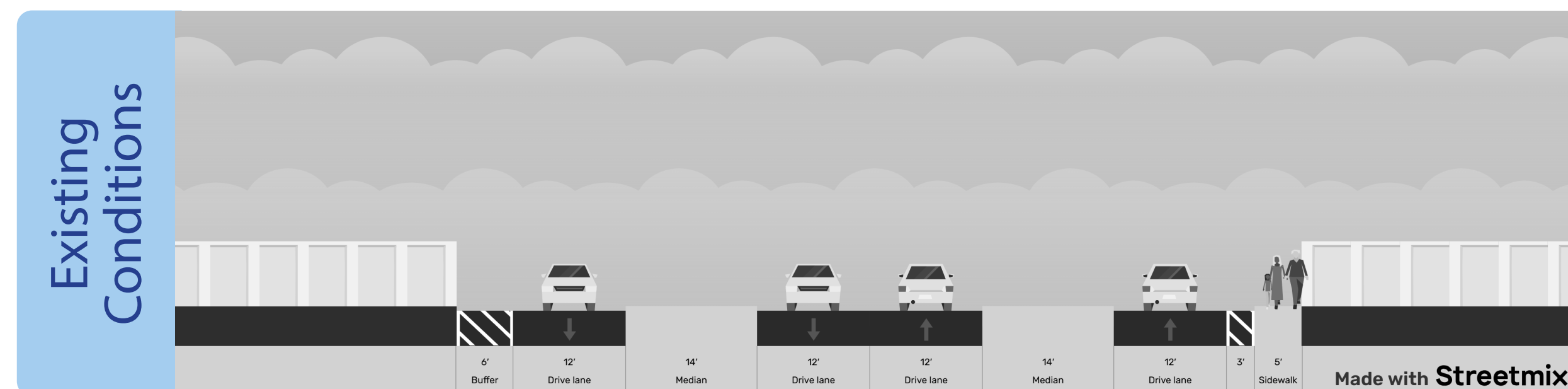


This alternative would repurpose travel lanes along Arden Way to provide space for a two-way separated bicycle lane and additional landscaping.

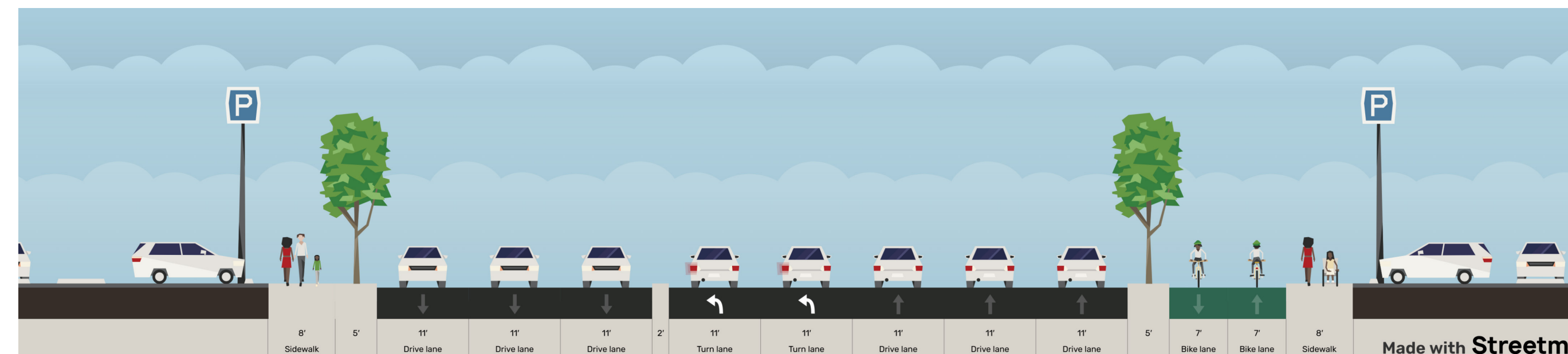
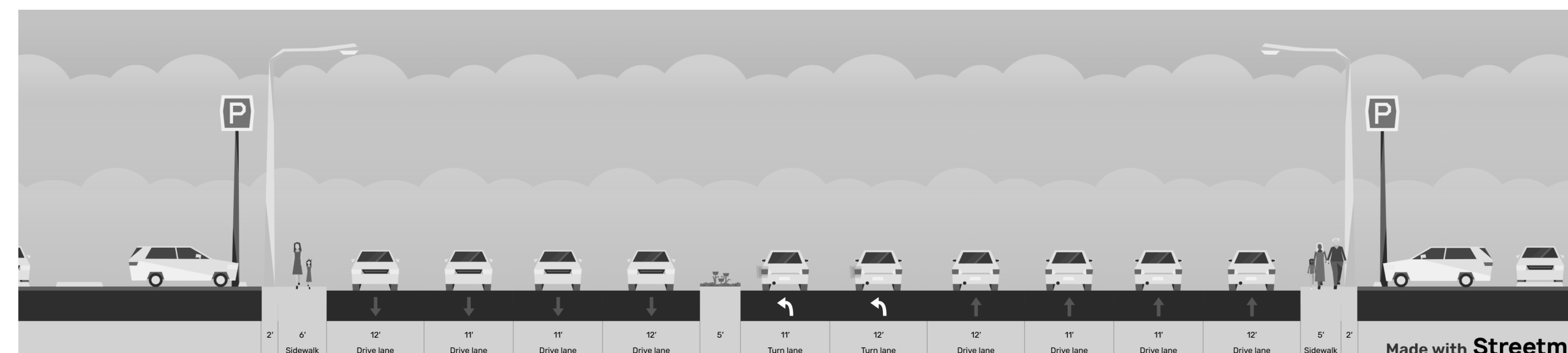
KEY ELEMENTS:

- 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)

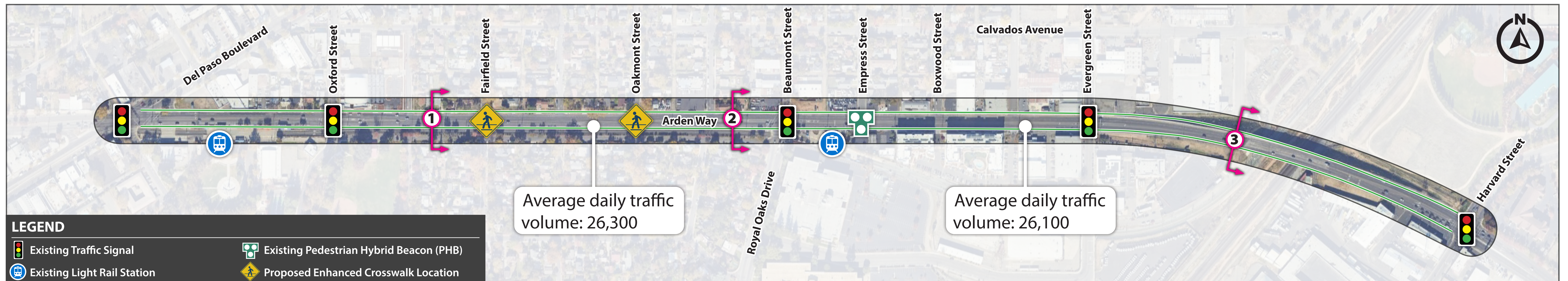


2 Arden Way Near Heritage Lane (Looking East)





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



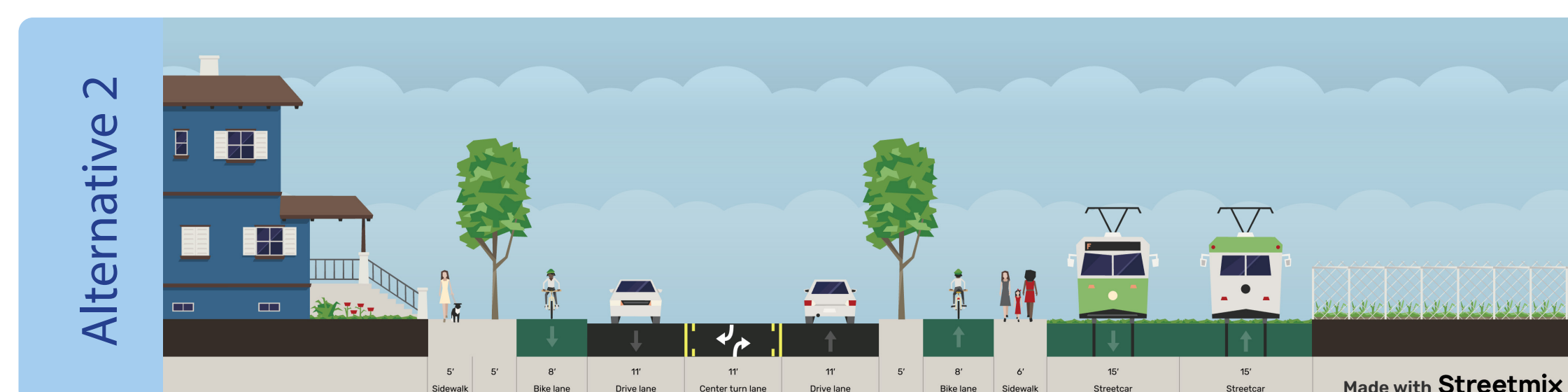
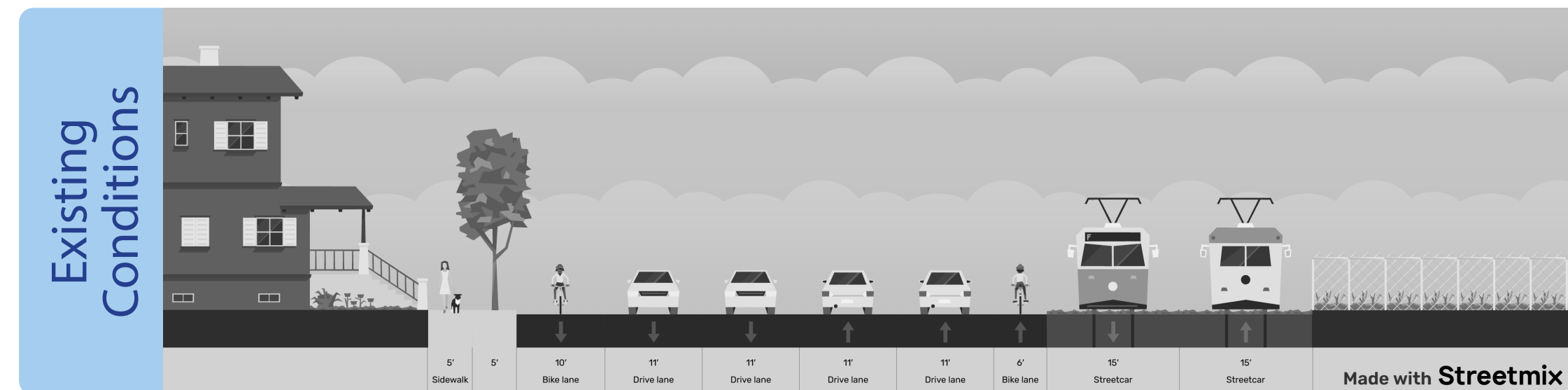
This alternative would repurpose a travel lane along Arden Way to provide space for a one-way separated bicycle lane, an additional sidewalk, and enhanced landscaping.

KEY ELEMENTS:

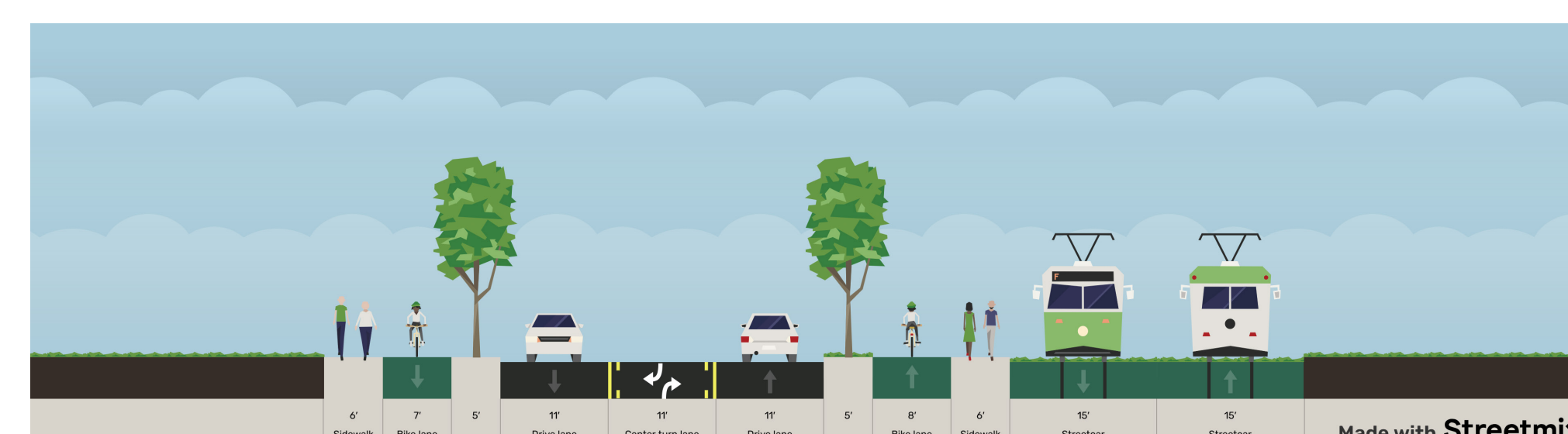
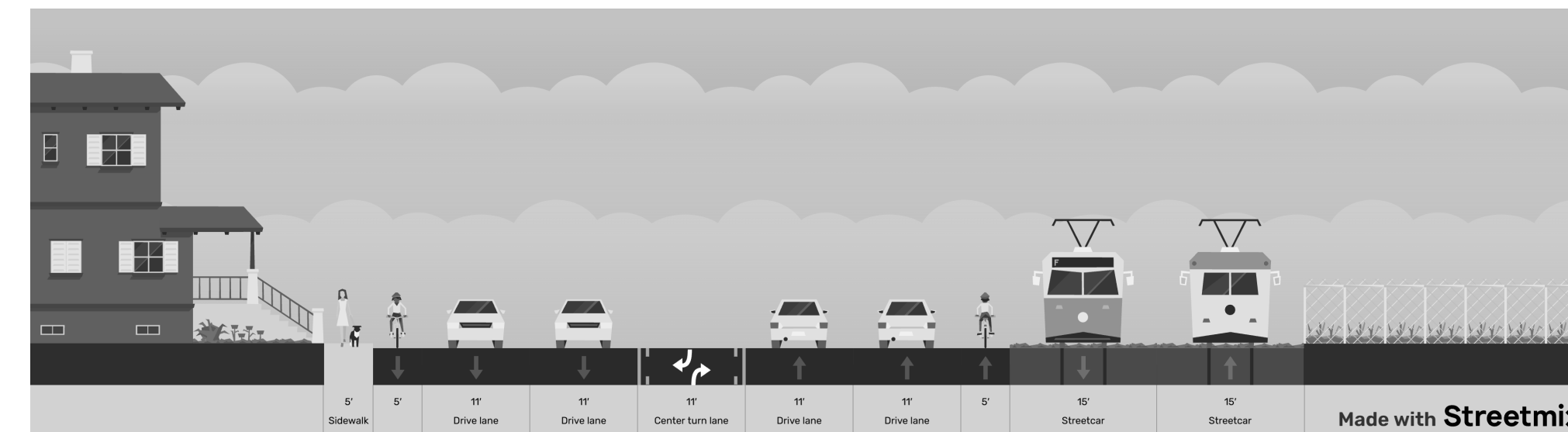
- Bicycle Facilities**
 - + Adds a one-way separated bike lane in each direction
- Travel Lanes**
 - ✓ Removes one travel lane in each direction
 - + Adds a center turn lane
 - + Adds dedicated right-turn lanes at intersections between Del Paso Boulevard and Evergreen Street

- 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

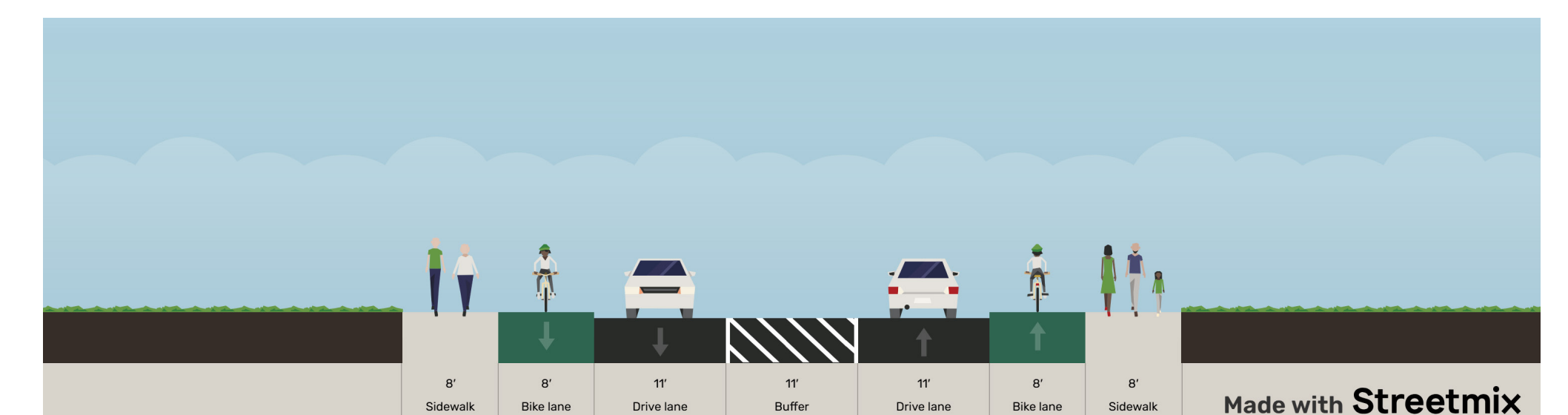
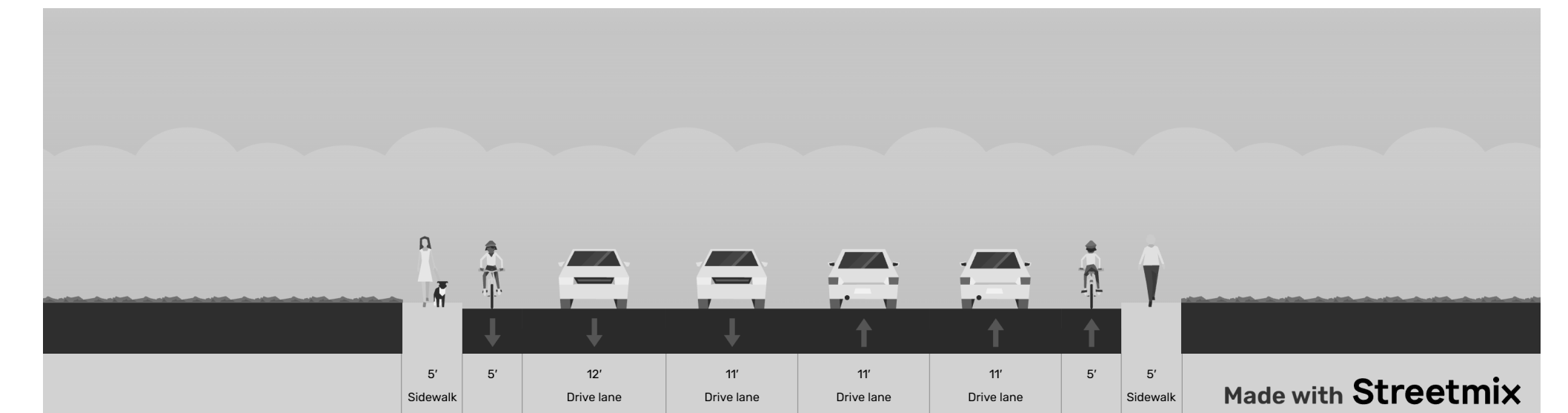
1 Arden Way Near Fairfield Street (Looking East)



2 Arden Way Near Royal Oaks Drive (Looking East)

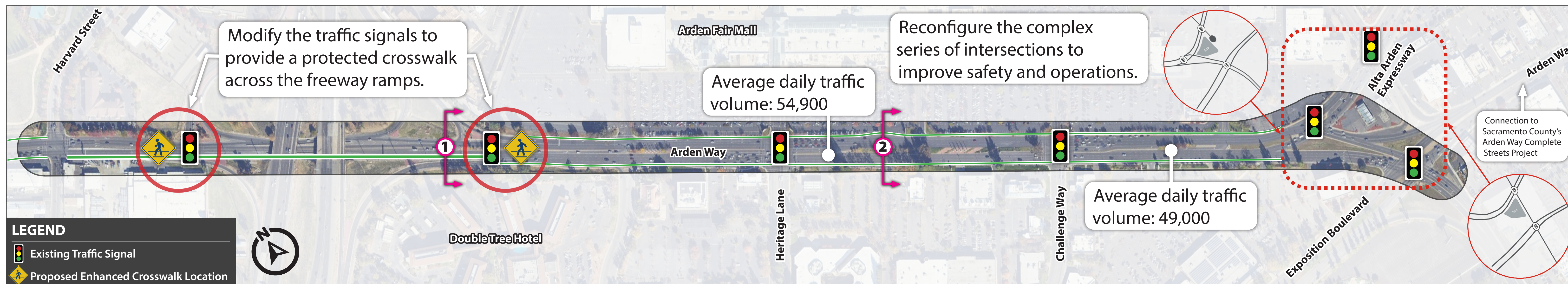


3 Arden Way Bridge Over the Rail Tracks (Looking East)





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

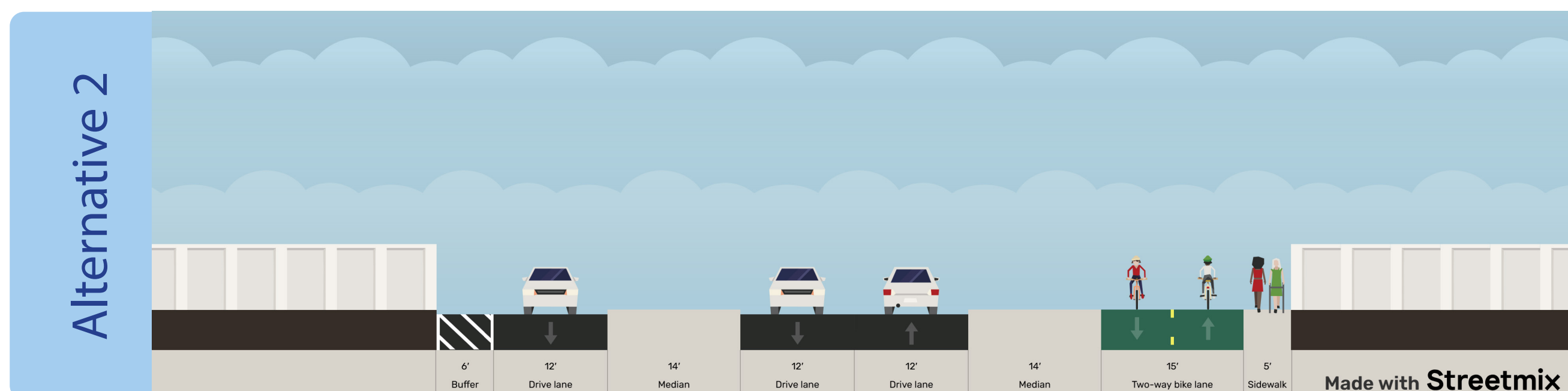
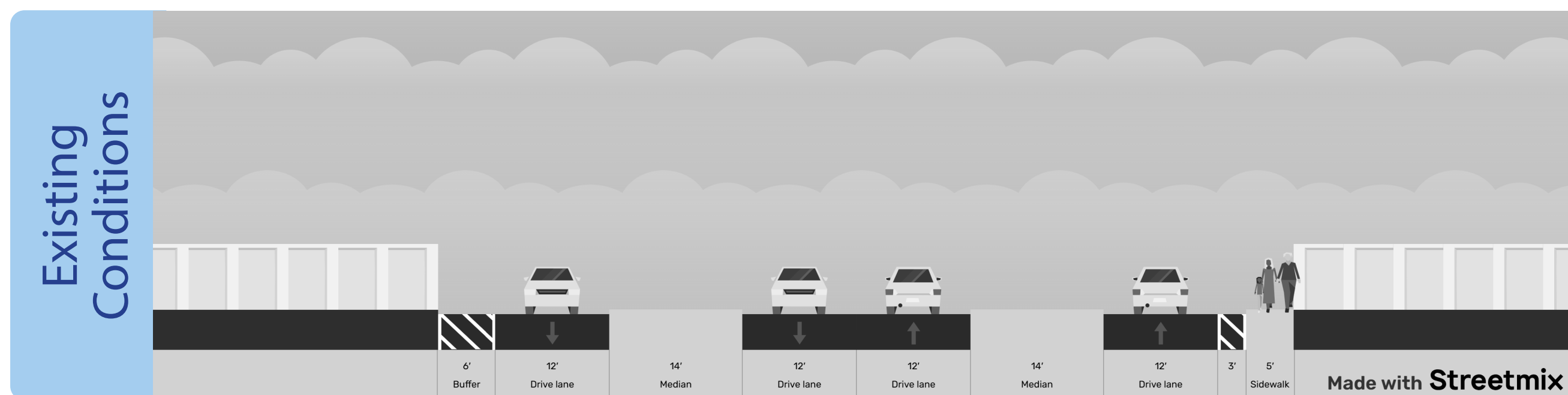


This alternative would repurpose travel lanes along Arden Way to provide space for a two-way separated bicycle lane and additional landscaping.

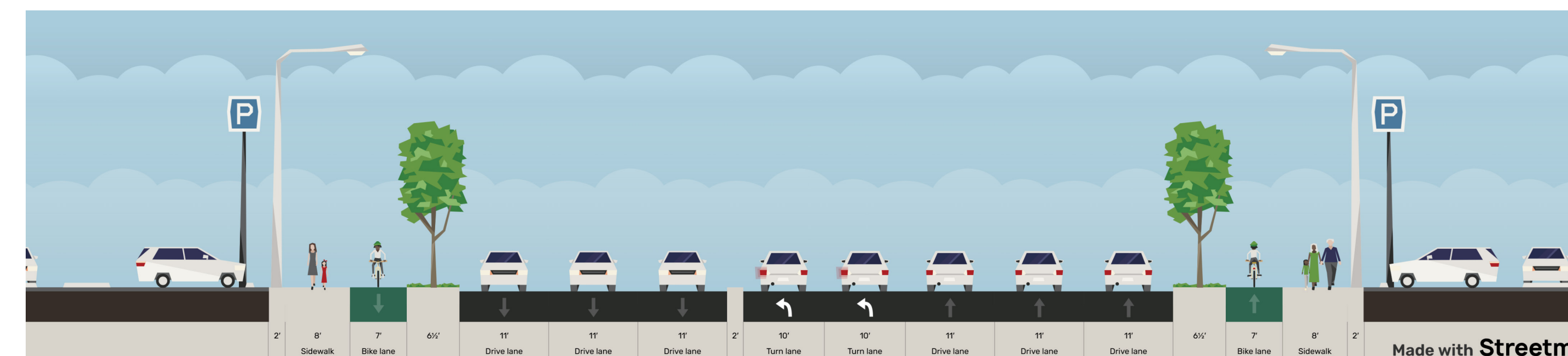
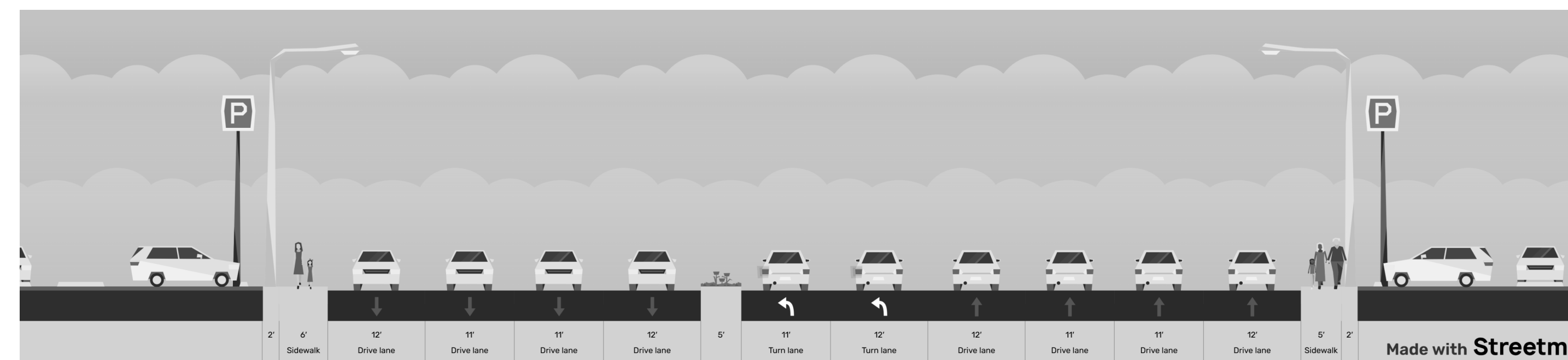
KEY ELEMENTS:

- 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)

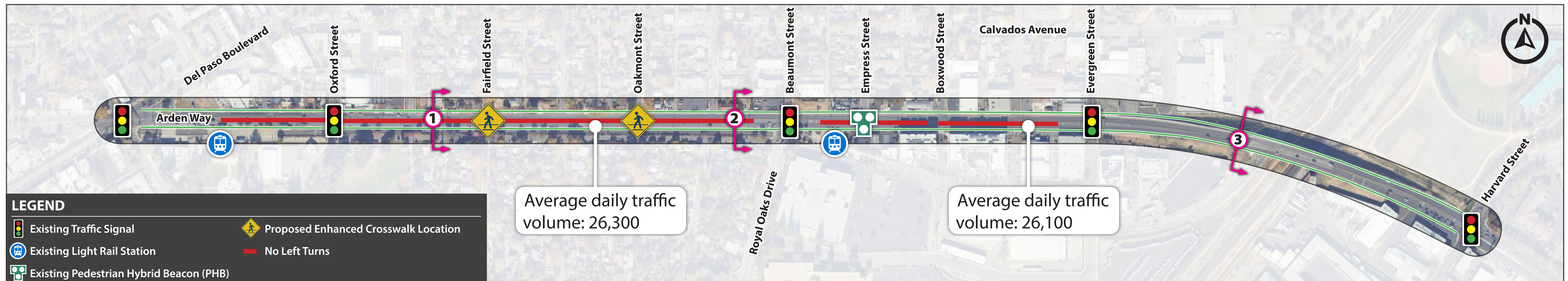


2 Arden Way Near Heritage Lane (Looking East)





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

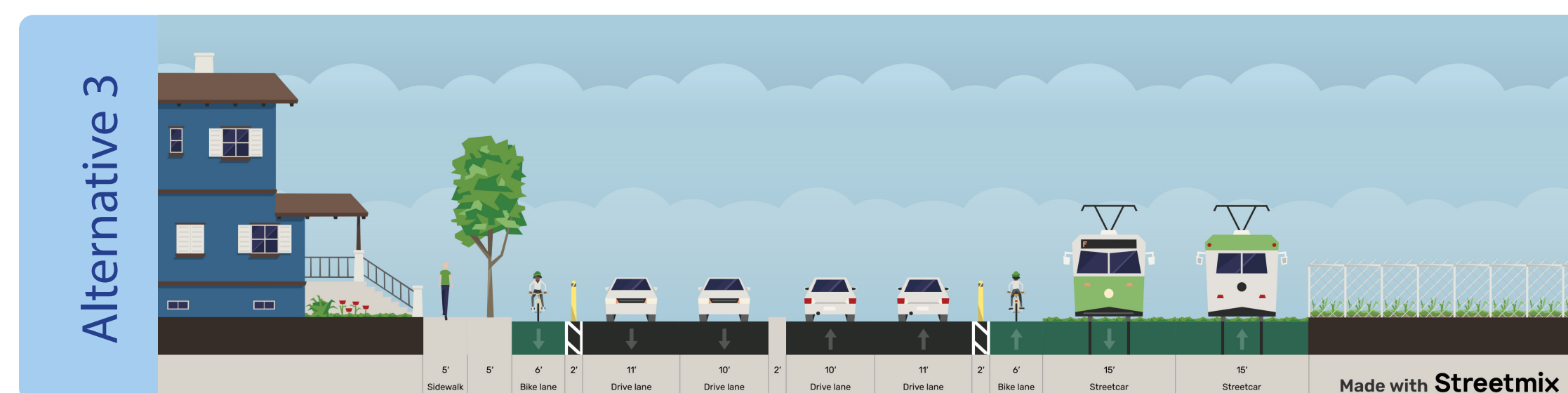
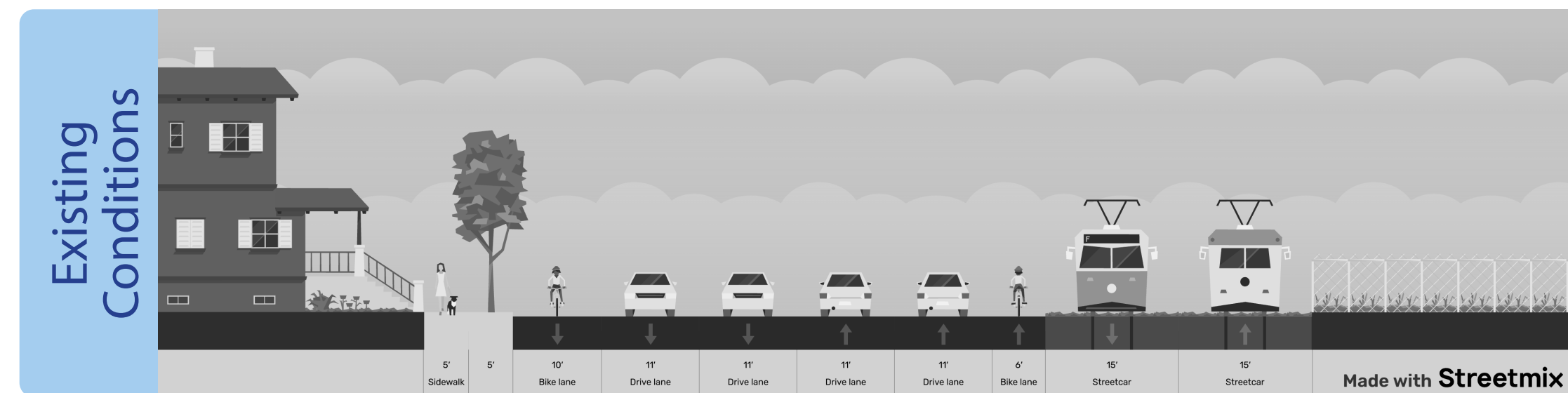


This alternative would maintain all existing travel lanes, restrict left-turns, and provide a buffer space between vehicle travel and bicycle lanes.

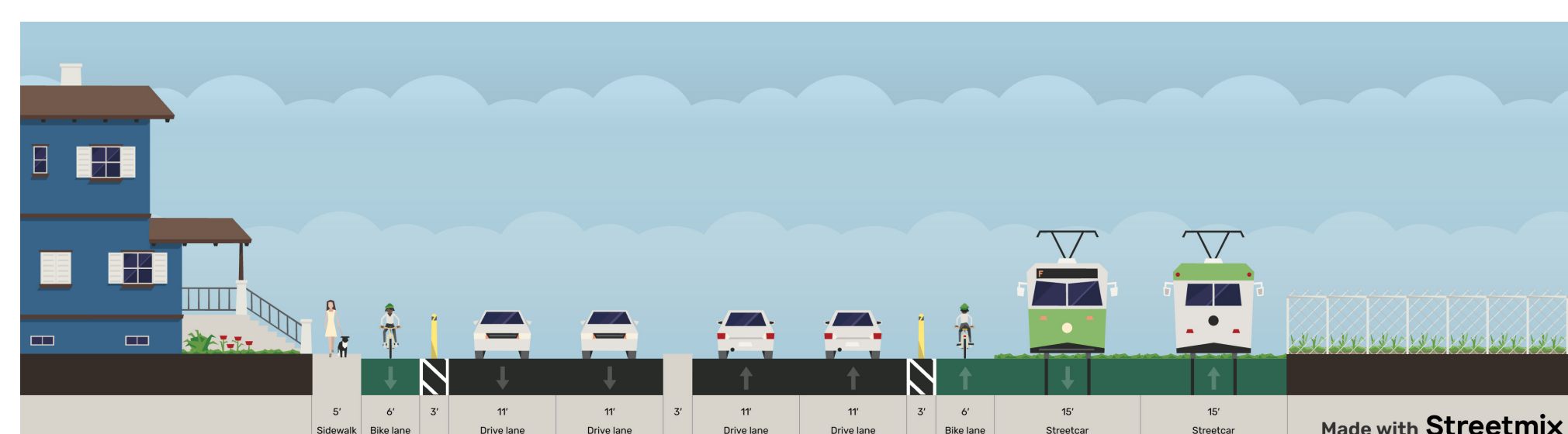
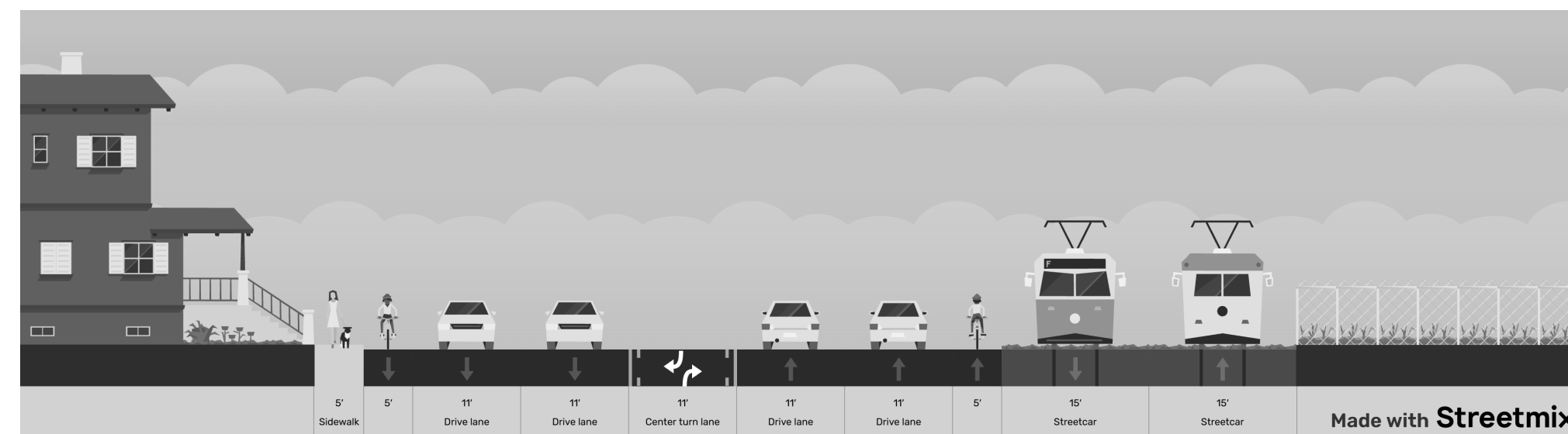
KEY ELEMENTS:

- 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

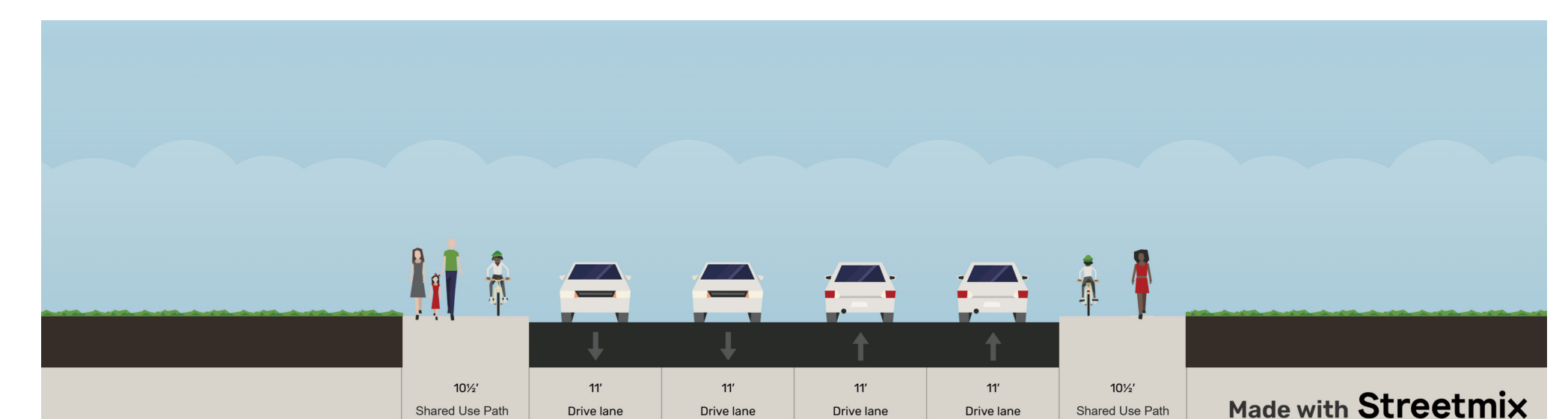
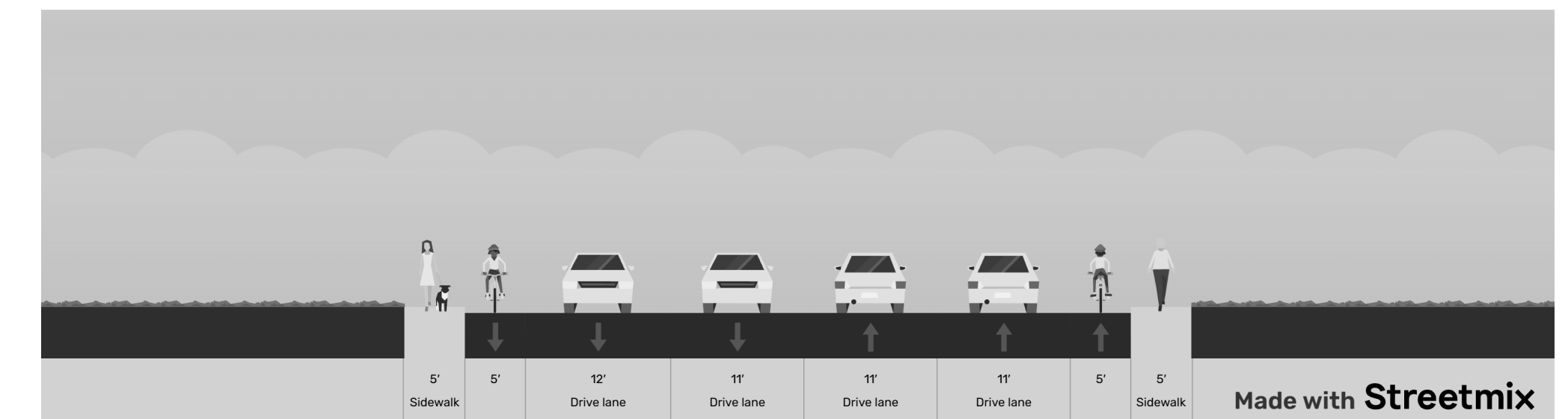
1 Arden Way Near Fairfield Street (Looking East)



2 Arden Way Near Royal Oaks Drive (Looking East)

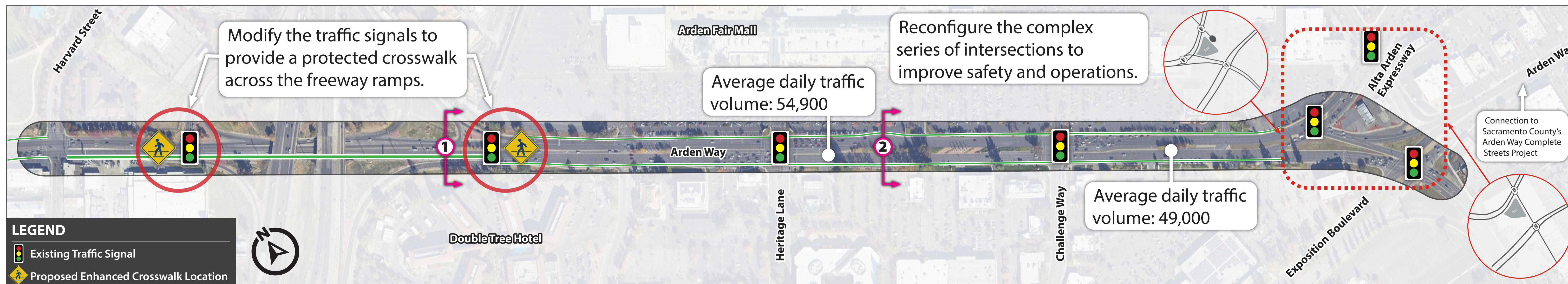


3 Arden Way Bridge Over the Rail Tracks (Looking East)





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

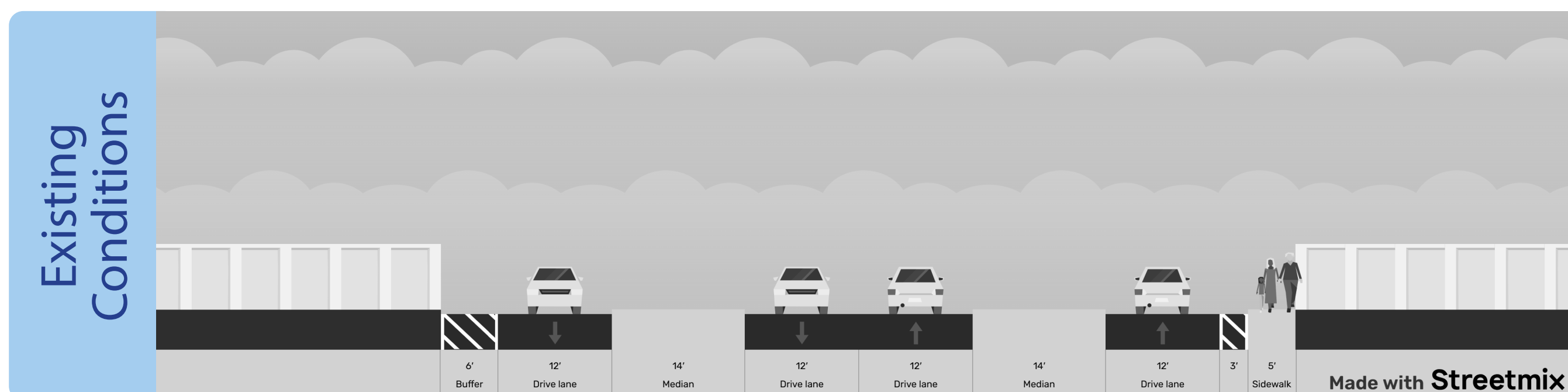


This alternative would maintain all travel lanes along Arden Way and extend the right-of-way to create a shared-use path on the north side of the street.

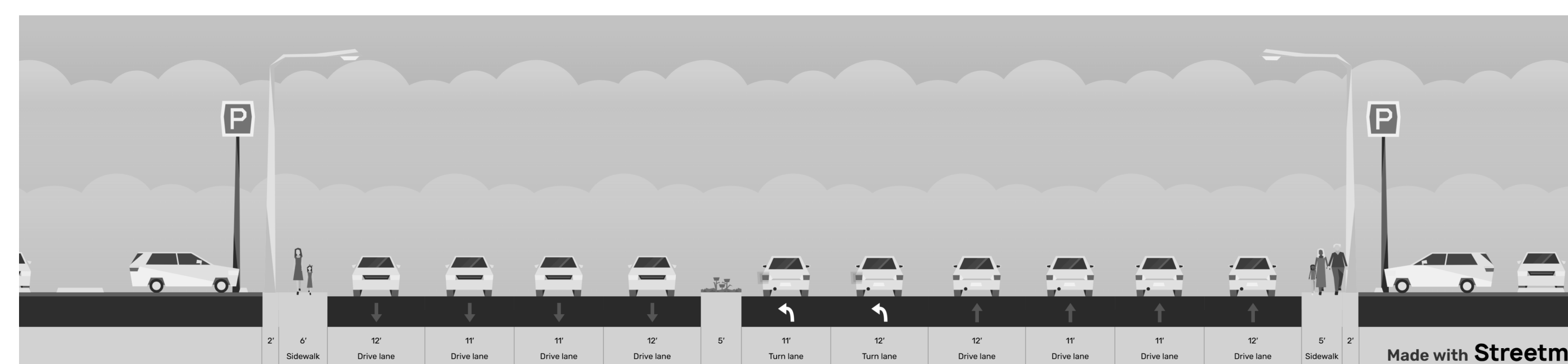
KEY ELEMENTS:

- 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

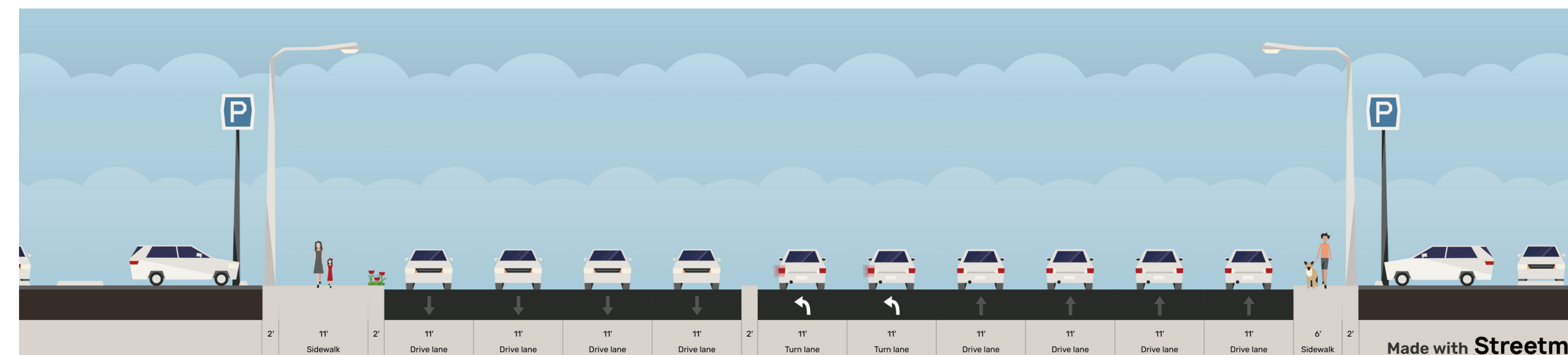
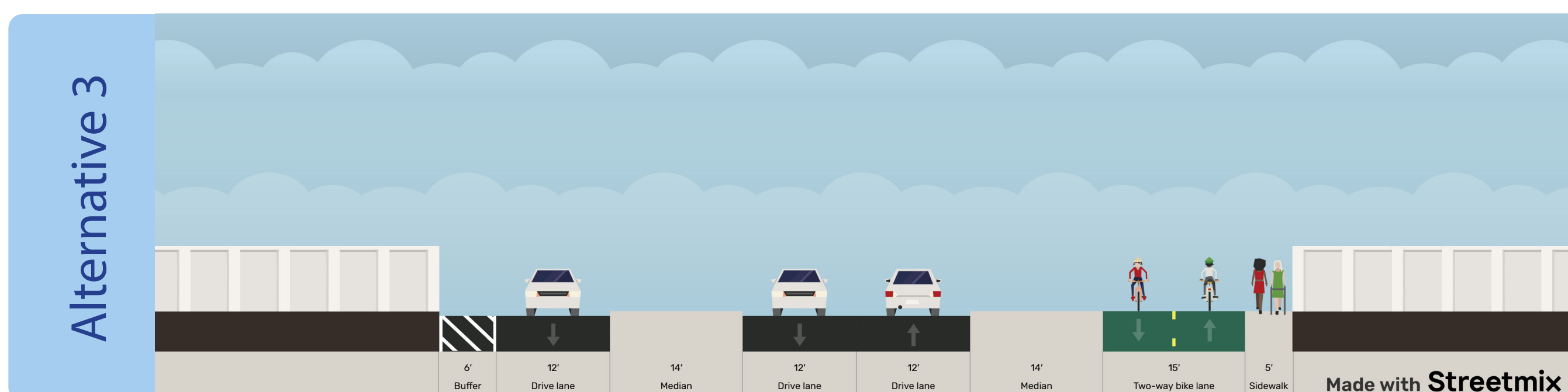
1 Arden Way Under the Freeway (Looking East)



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**

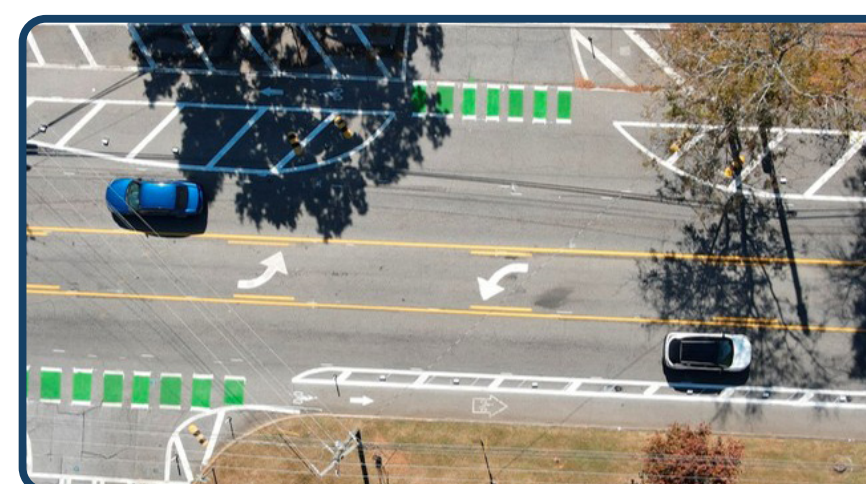
Street-level separated bike lanes would enhance the existing bicycle lane by adding a striped buffer and vertical elements to create more separation between cyclists and vehicle traffic.



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**

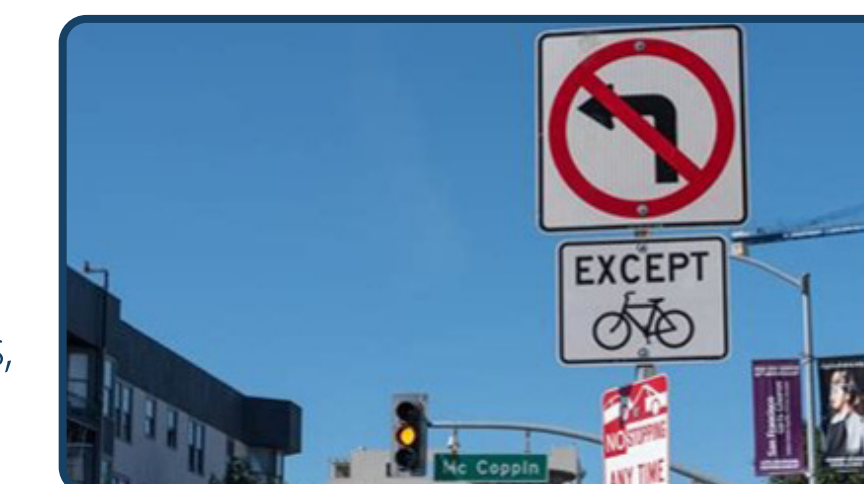
Expanding the sidewalks from five to eight feet in both directions would support safe, accessible, and comfortable pedestrian access along the corridor. These sidewalks would be wide enough to accommodate multiple people walking side-by-side.



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**

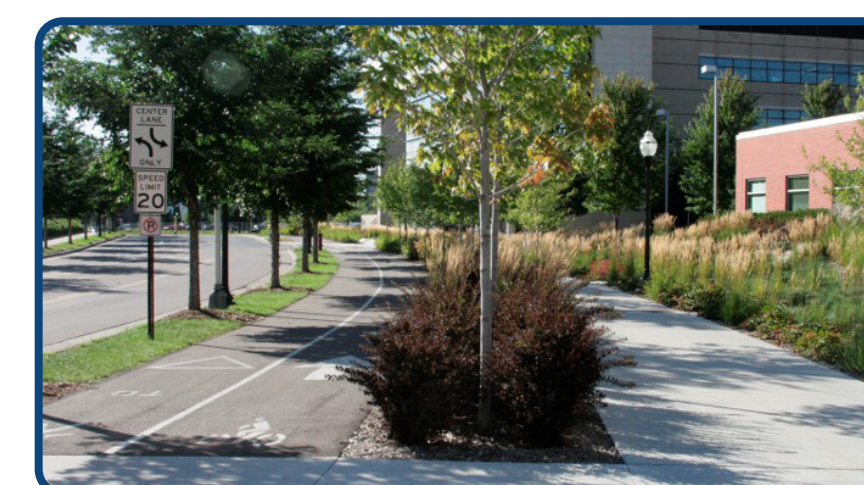
Repurposing a travel lane in each direction would create space to provide enhanced bicycle and pedestrian infrastructure, opportunities for more landscaping, and preserve all existing turning lanes.



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 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

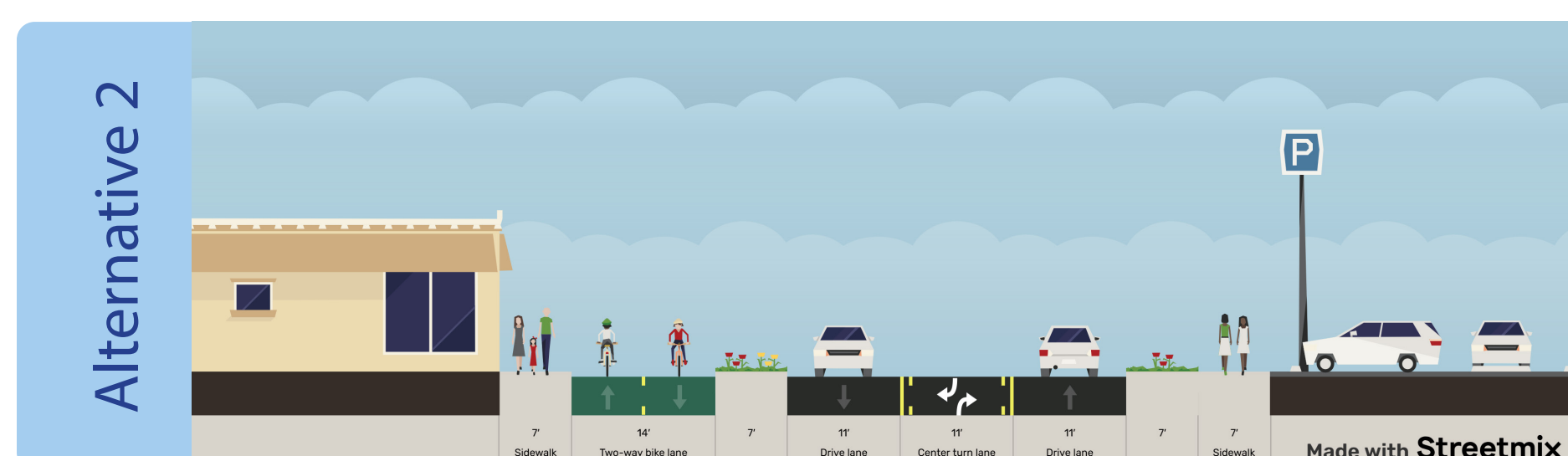
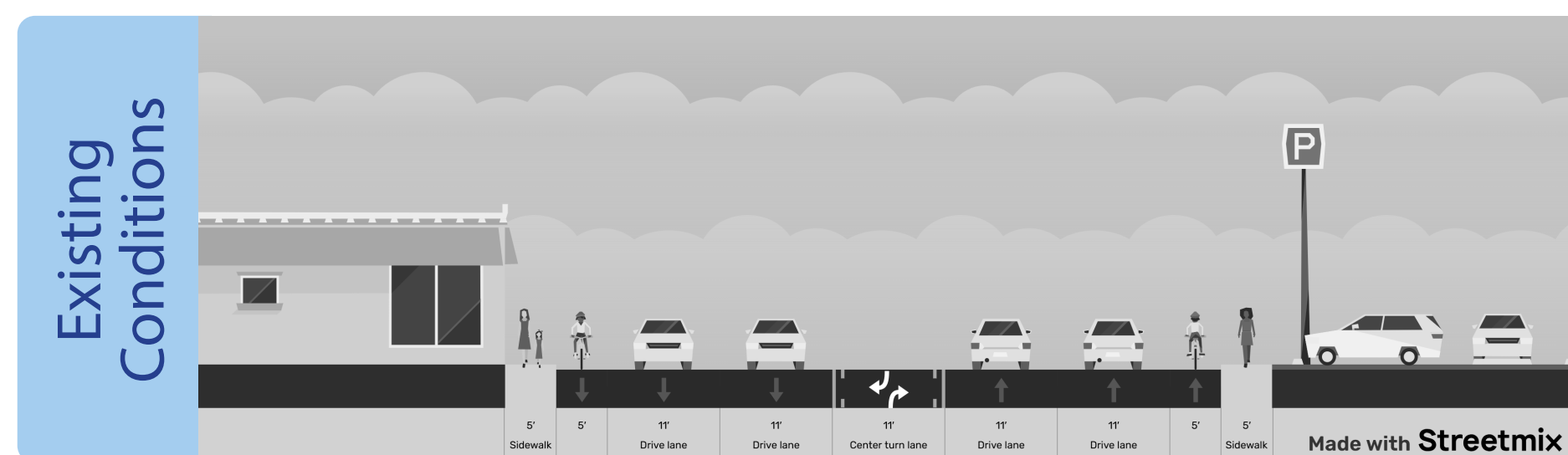
- + Adds a sidewalk to both sides of the street where not existing



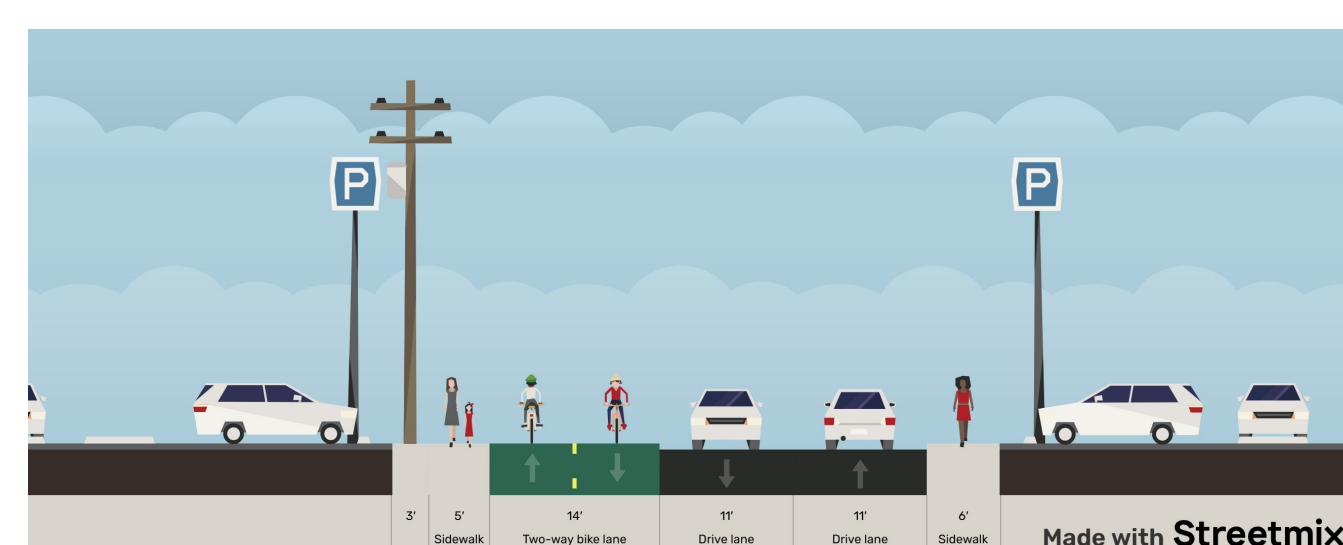
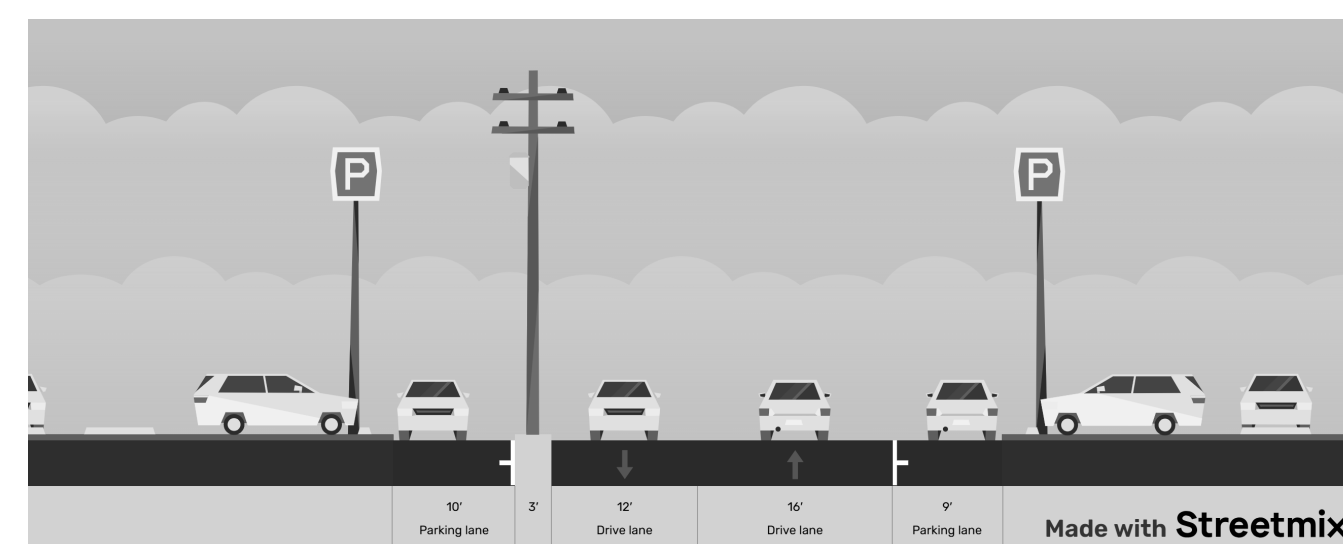
Landscaping

- + Provides opportunities for new trees and landscaping

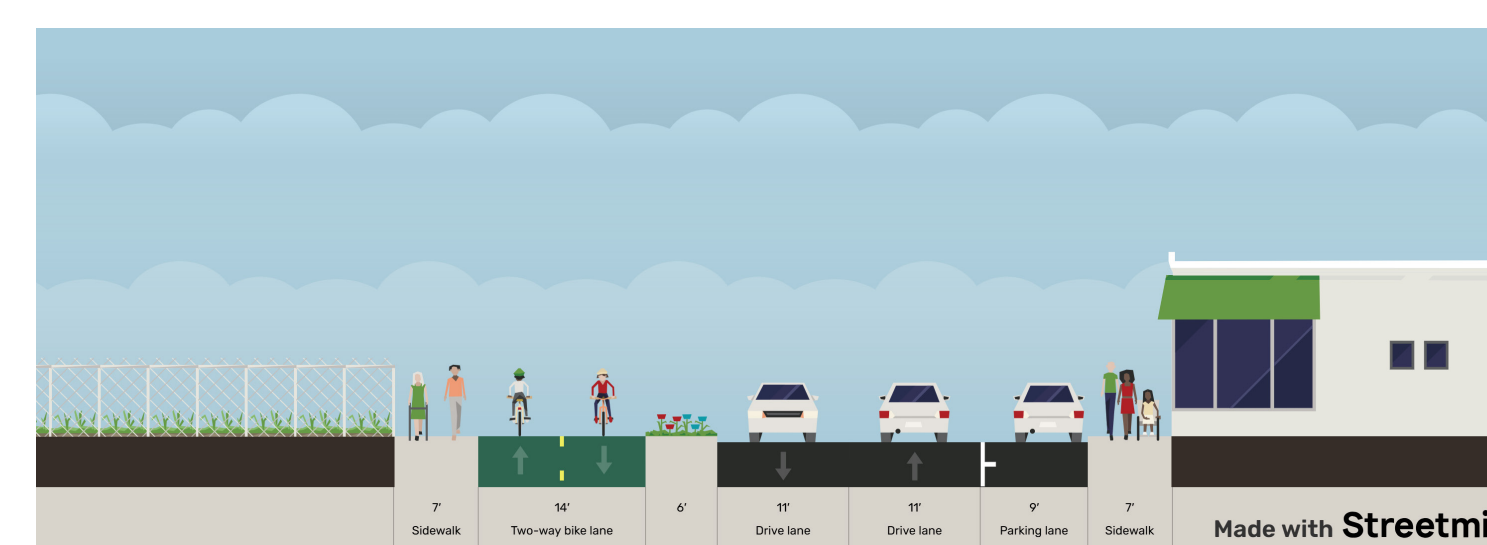
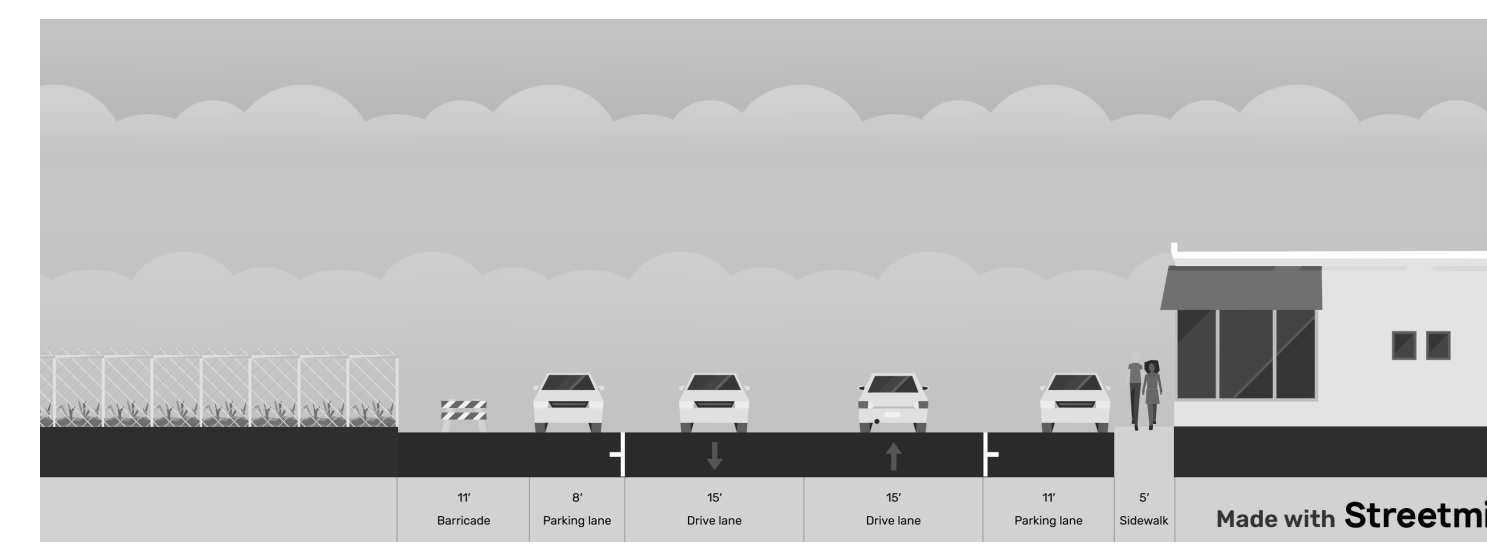
1 Harvard Street near Arden Way (Looking North)



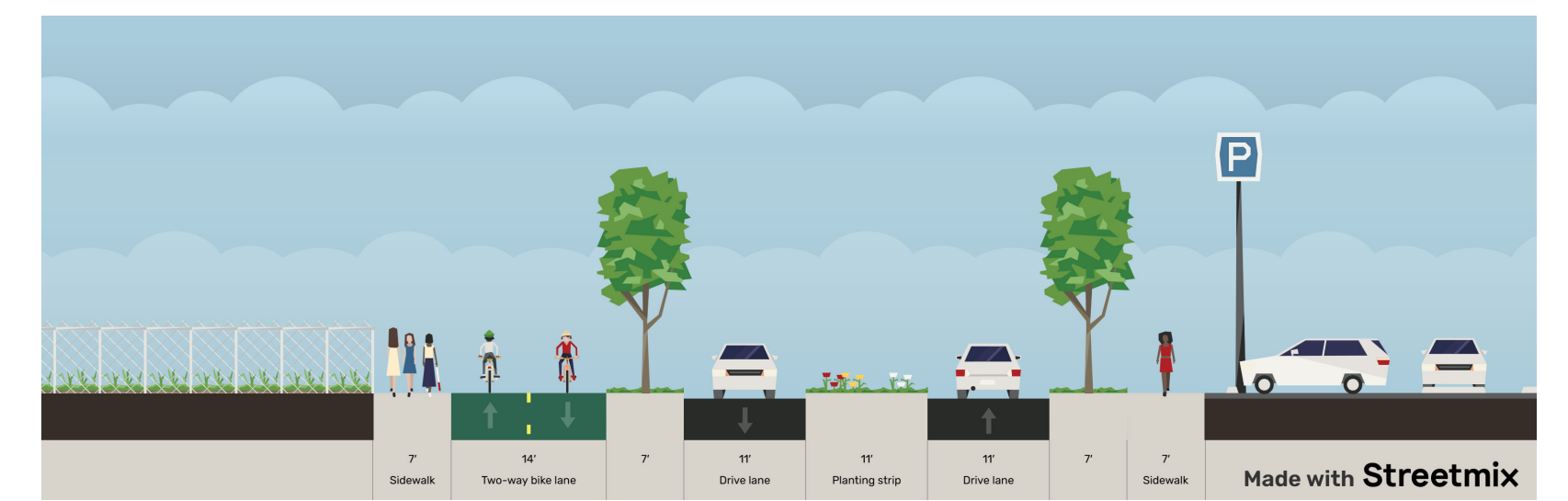
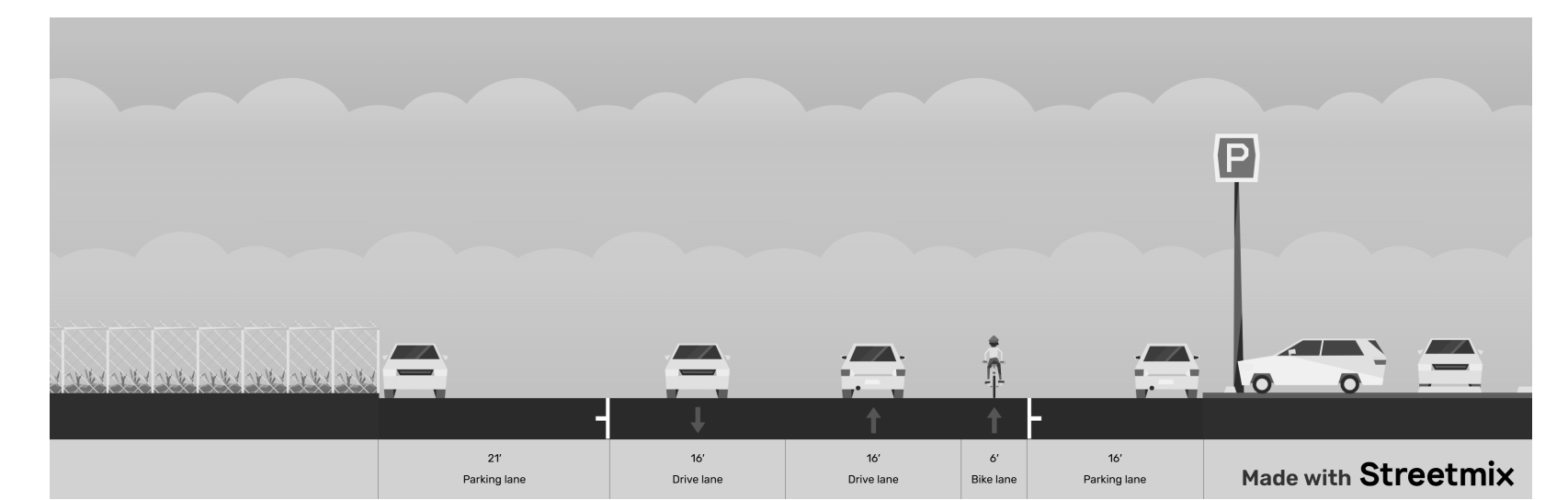
2 Harvard Street near Silica Way (Looking North)



3 Auburn Boulevard near El Camino Boulevard (Looking North)



4 Auburn Boulevard near Fianza Avenue (Looking North)





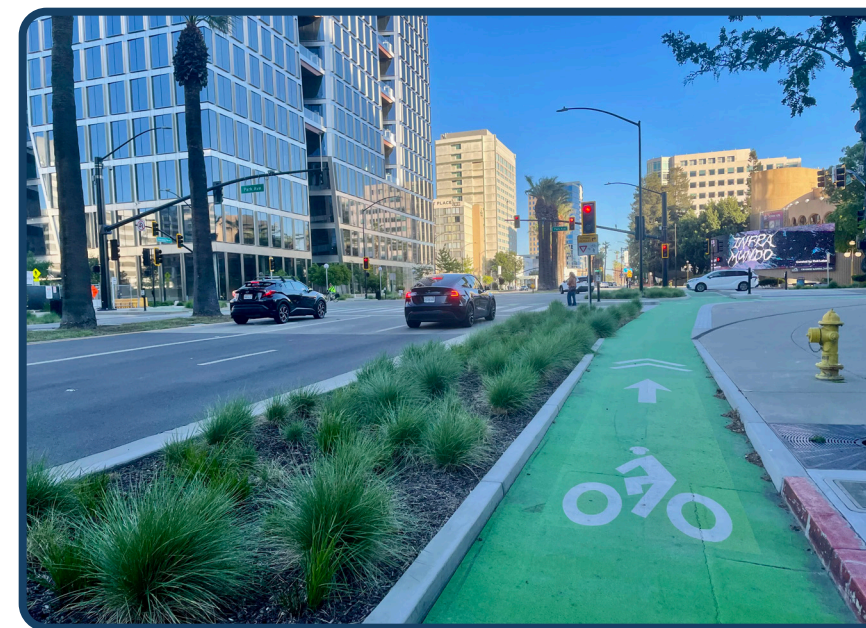
Let us know!

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**

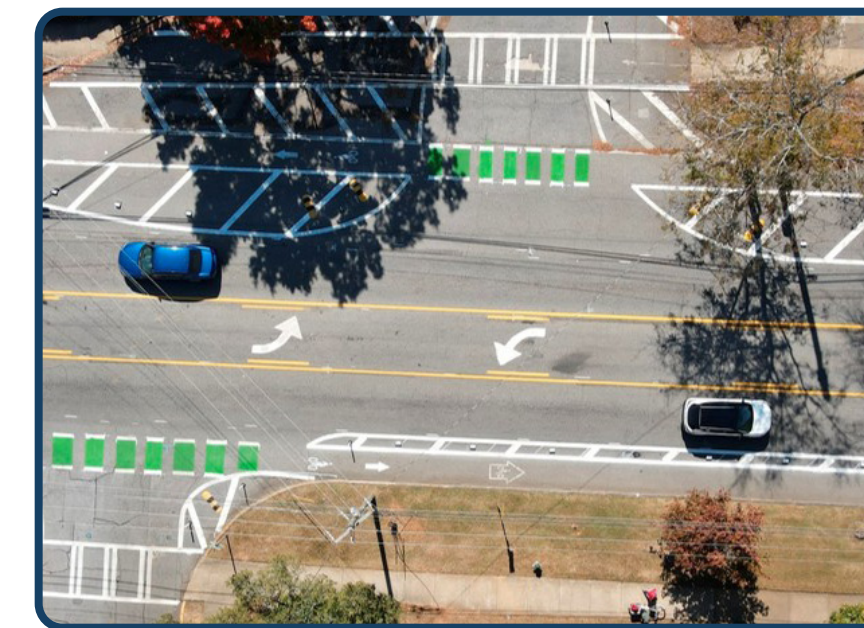
These one-way bike lanes would be physically separated from vehicle traffic, with one lane on each side of the street traveling in the same direction as adjacent vehicles.



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**

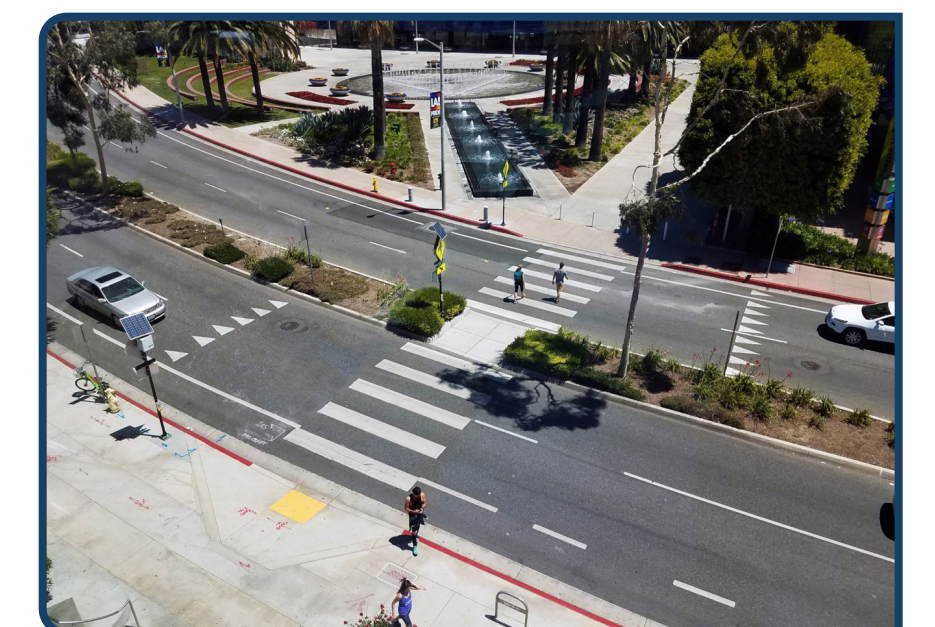
New trees and landscaping along Harvard Street and Auburn Boulevard can have a range of benefits, including providing shade, lowering temperatures, and enhancing street character. They would also create a buffer between pedestrians and cyclists and the road.



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.





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

Pedestrian Hybrid Beacon (PHB)

WHAT ARE THEY? A push button-activated beacon 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