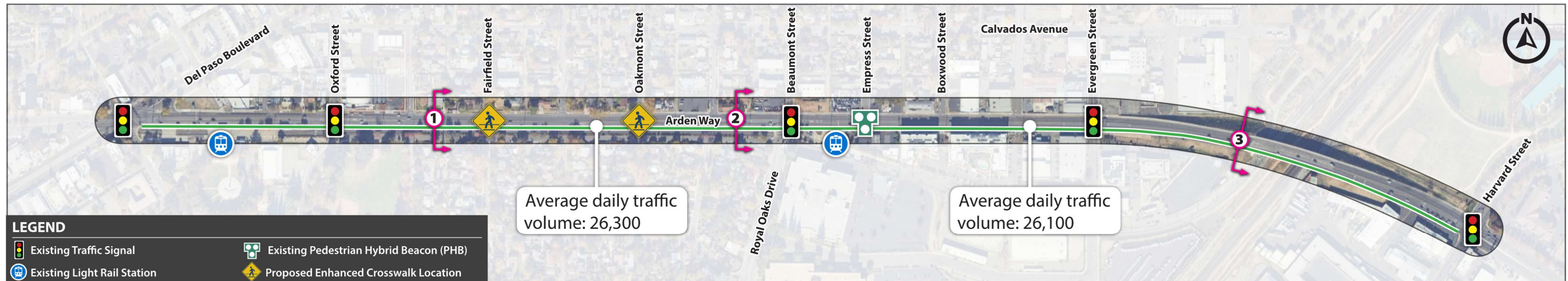




## Arden Way Alternative 1 : Lane Reduction with Two-Way Separated Bikeways



**LEGEND**

- Existing Traffic Signal
- Existing Light Rail Station
- Existing Pedestrian Hybrid Beacon (PHB)
- Proposed Enhanced Crosswalk Location

Average daily traffic volume: 26,300

Average daily traffic volume: 26,100

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

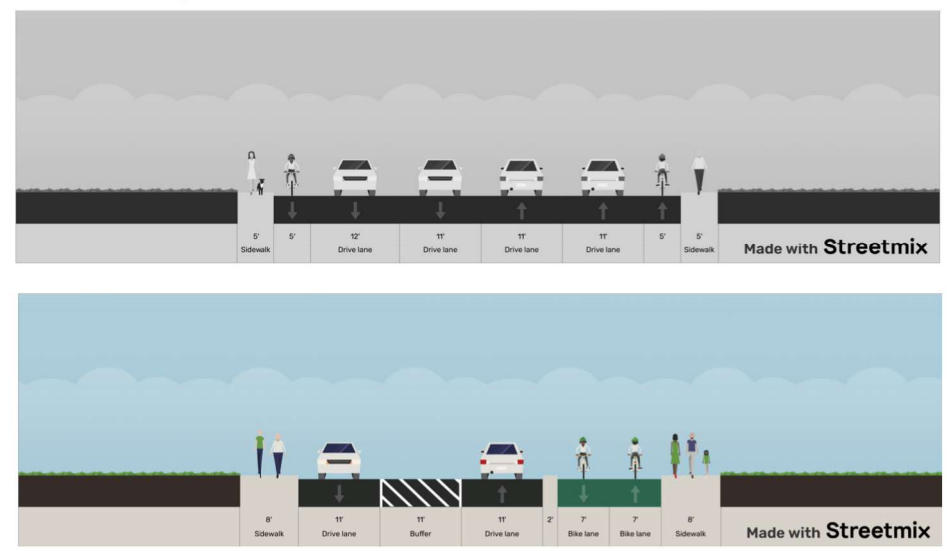
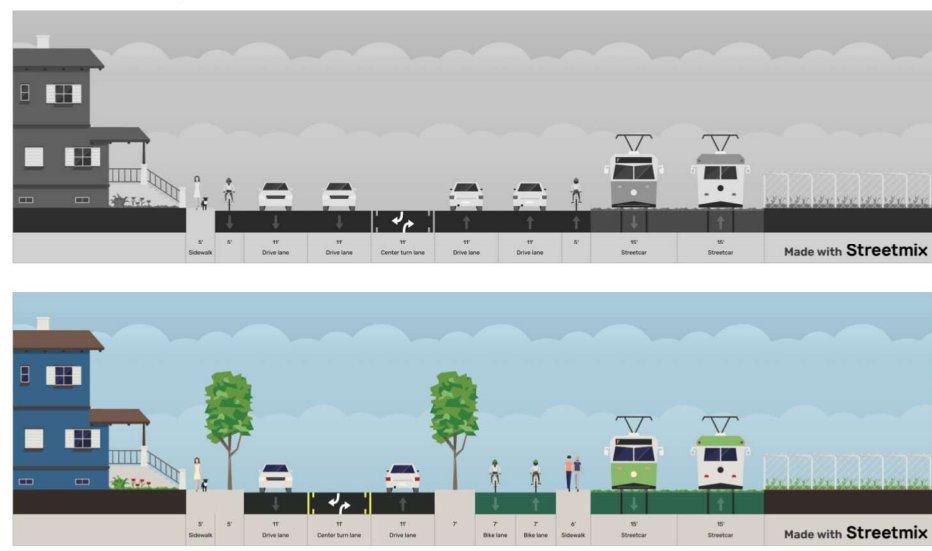
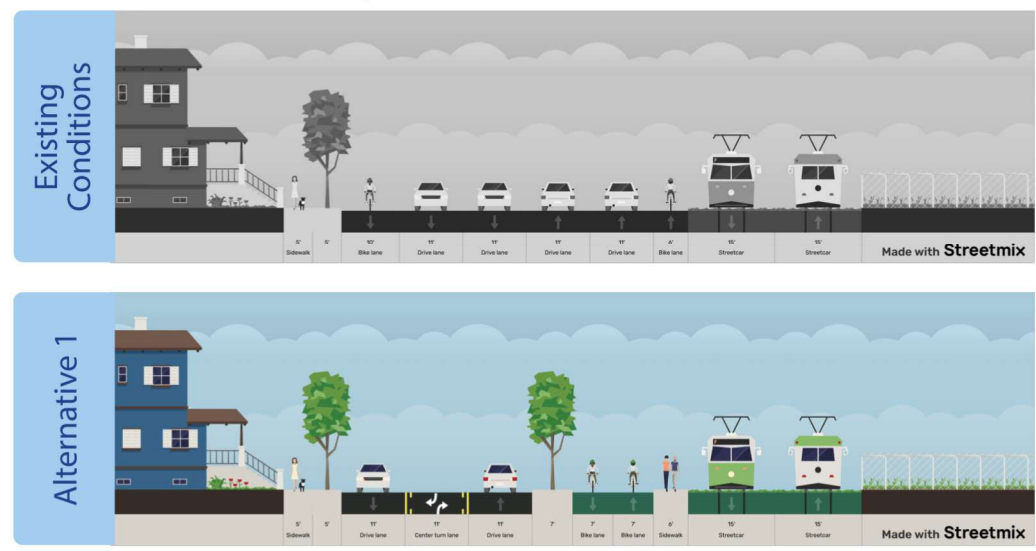
**KEY ELEMENTS:**

- Bicycle Facilities**
  - + Adds a two-way separated bikeway 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)

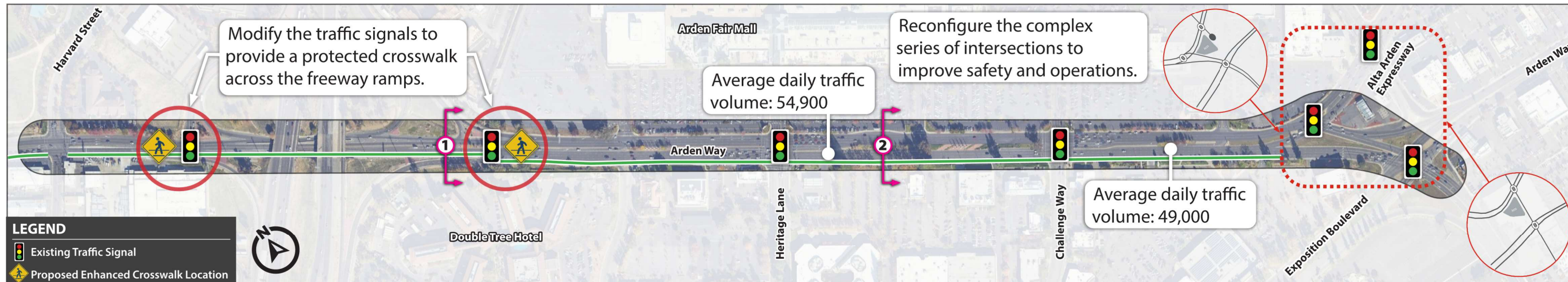
**2** Arden Way Near Royal Oaks Drive (Looking East)

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





## Arden Way Alternative 1 (cont.): Lane Reduction with Two-Way Separated Bikeways

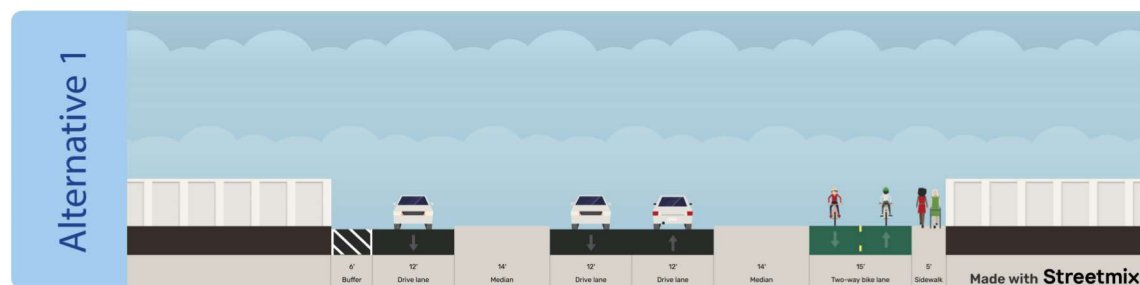
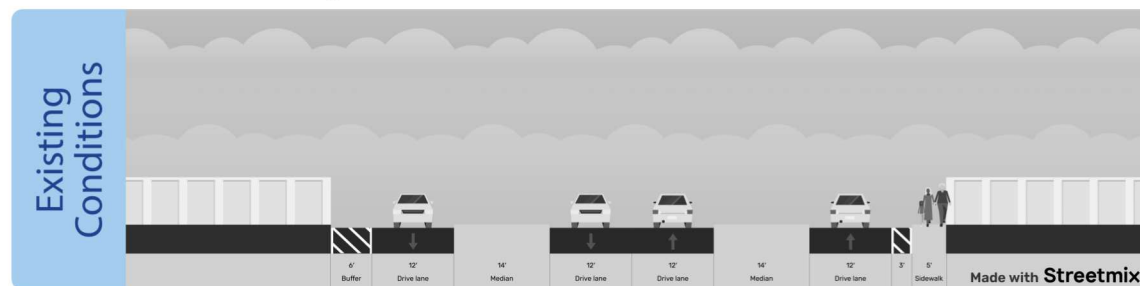


This alternative would repurpose travel lanes along Arden Way to provide space for a two-way separated bikeway and additional landscaping.

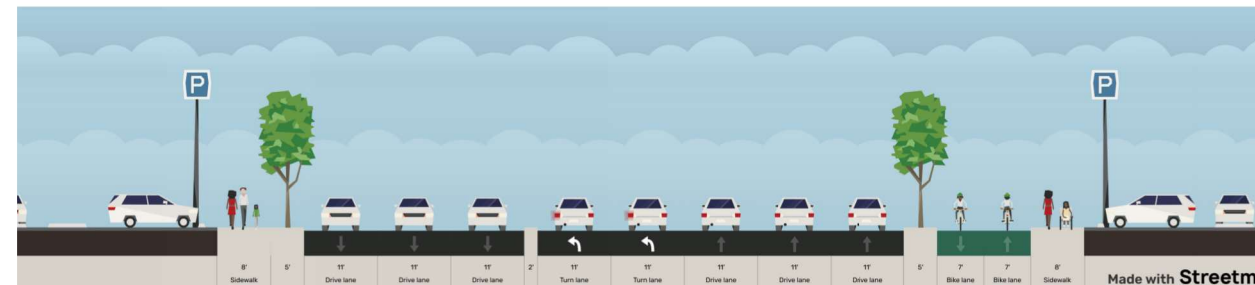
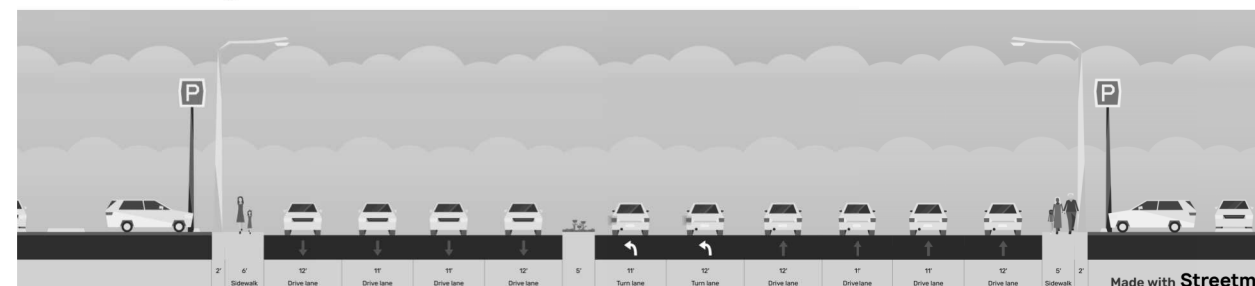
### KEY ELEMENTS:

- Bicycle Facilities**
  - + Adds a two-way separated bikeway 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)

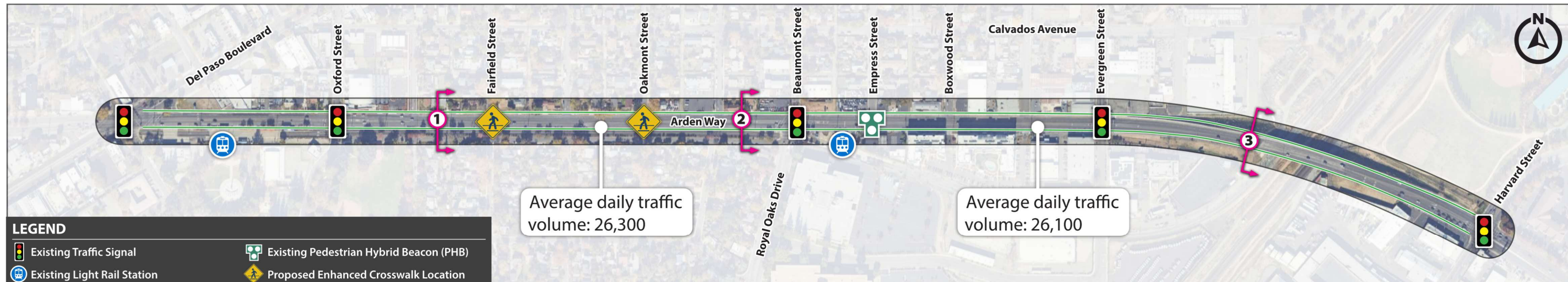


**2** Arden Way Near Heritage Lane (Looking East)





## Arden Way Alternative 2 : Lane Reduction with One-Way Separated Bikeways



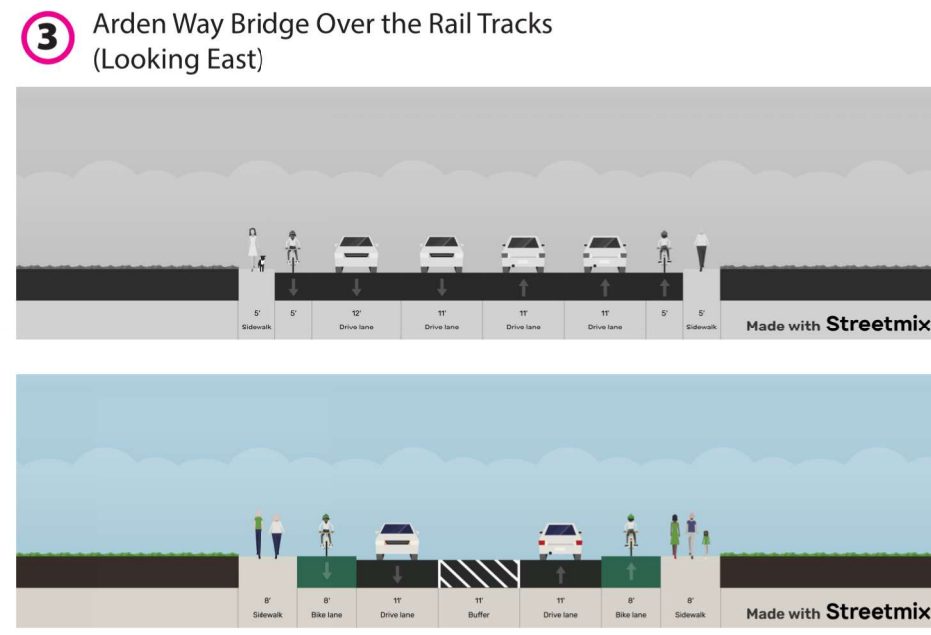
**LEGEND**

- Existing Traffic Signal
- Existing Light Rail Station
- Existing Pedestrian Hybrid Beacon (PHB)
- Proposed Enhanced Crosswalk Location

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

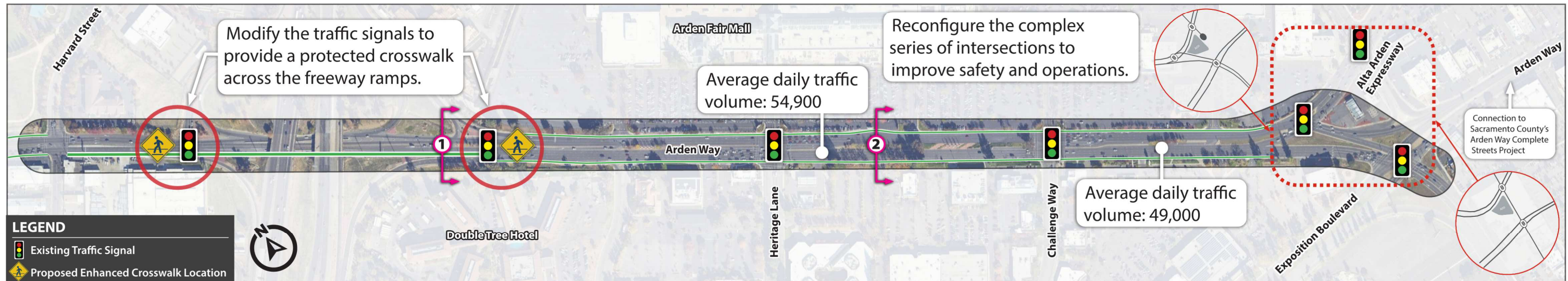
**KEY ELEMENTS:**

- Bicycle Facilities**
  - + Adds a one-way separated bikeway 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





## Arden Way Alternative 2 (cont.): Lane Reduction with One-Way Separated Bikeways

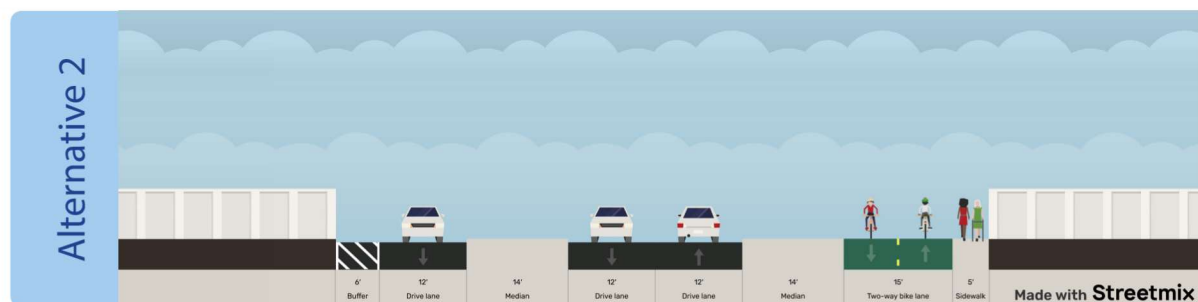
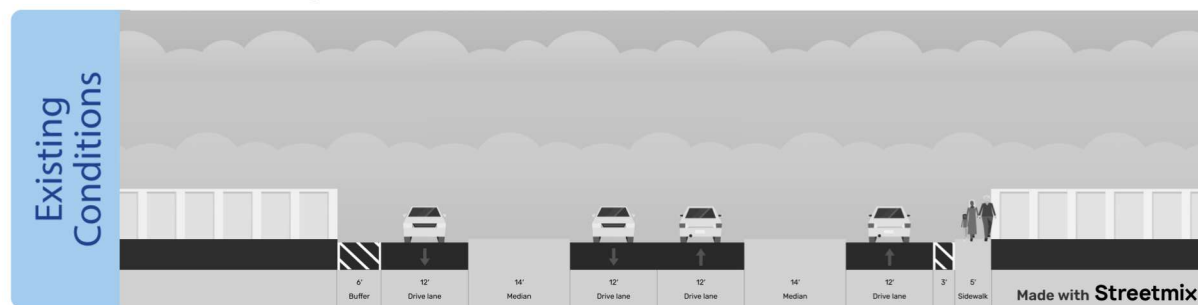


This alternative would repurpose travel lanes along Arden Way to provide space for a two-way separated bikeway and additional landscaping.

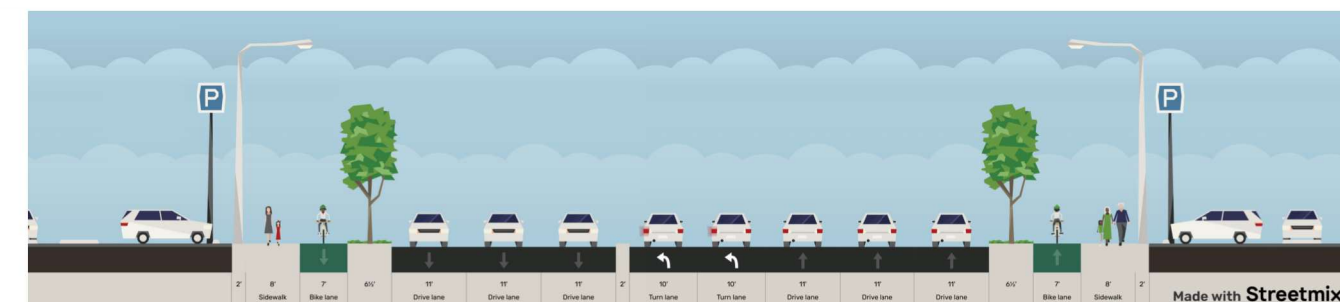
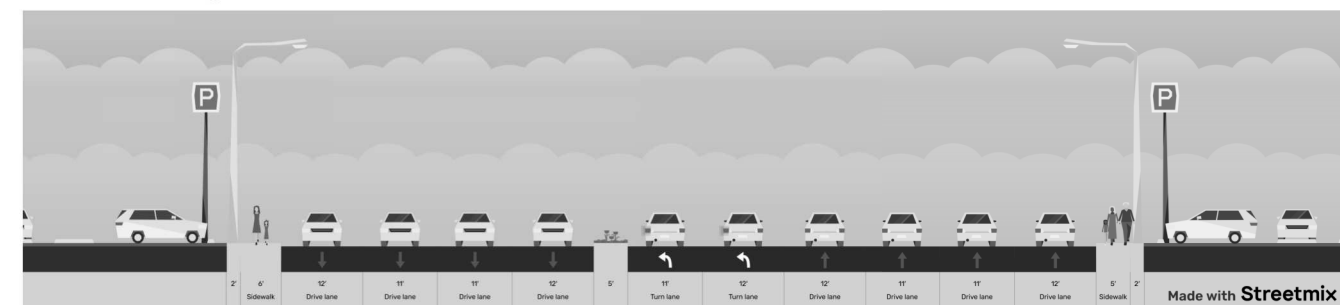
### KEY ELEMENTS:

- Bicycle Facilities**
  - + Adds a one-way separated bikeway 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 Bikeways (Street-Level)



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

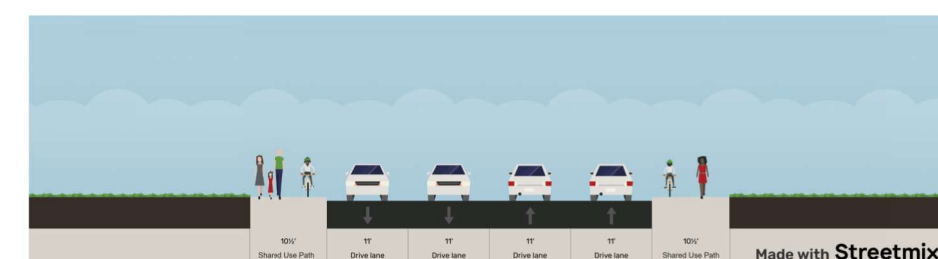
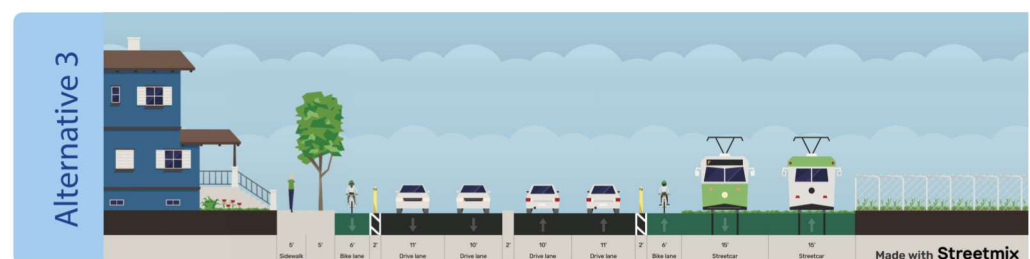
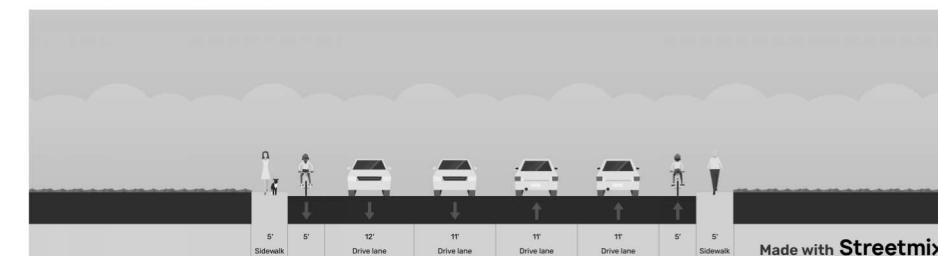
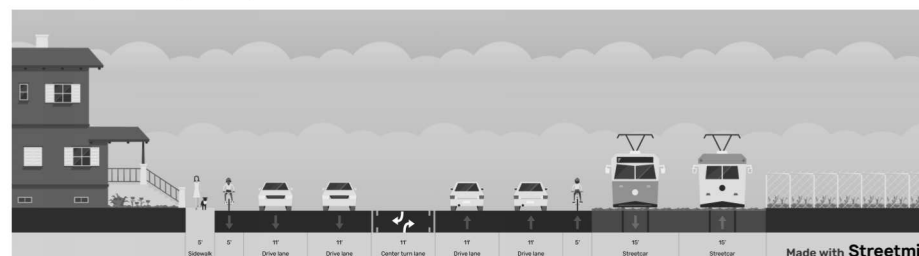
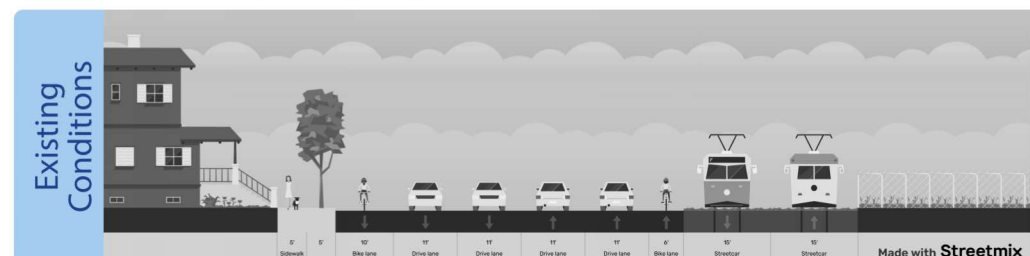
### KEY ELEMENTS:

- Bicycle Facilities**
  - + Provides buffer space between vehicle traffic and bikeways
- 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)

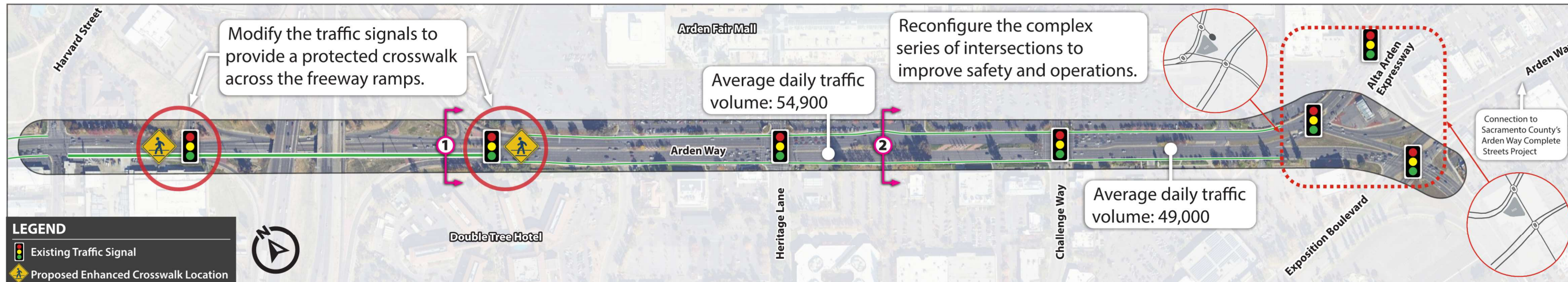
**2** Arden Way Near Royal Oaks Drive (Looking East)

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





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

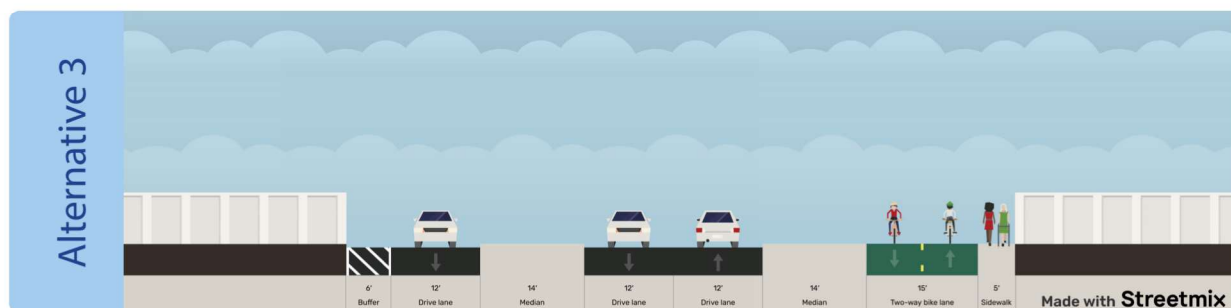
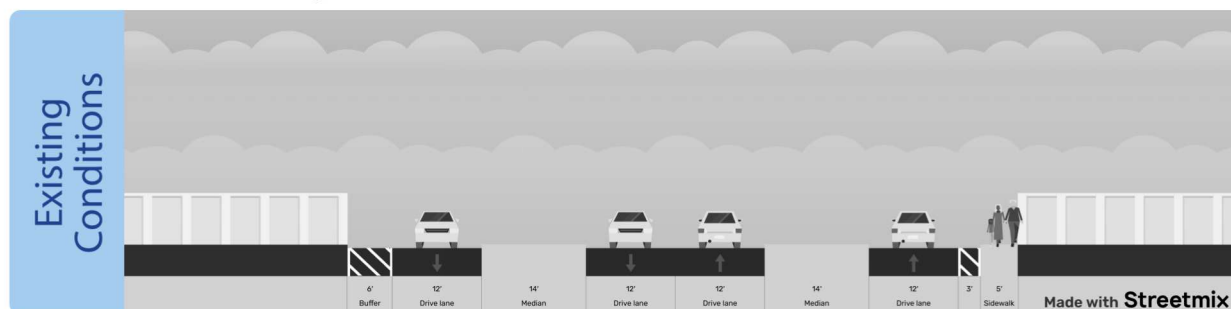


This alternative would maintain all travel lanes along Arden Way and extend the right-of-way to create a shared-use path on the north side of the street.

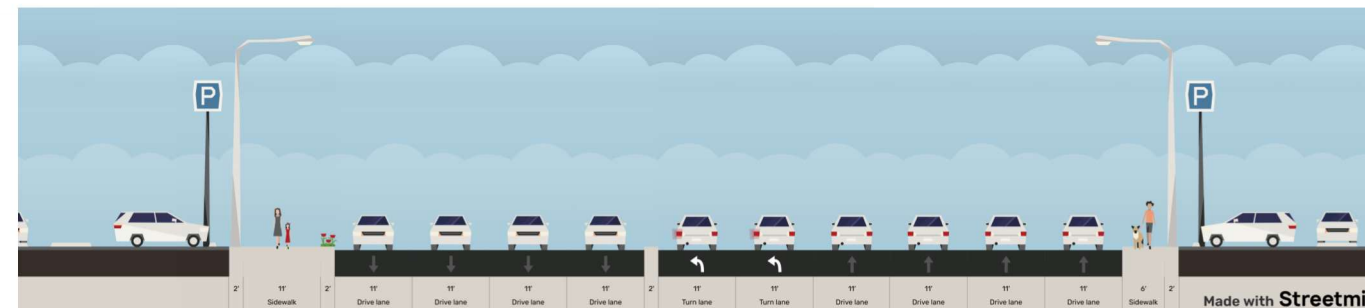
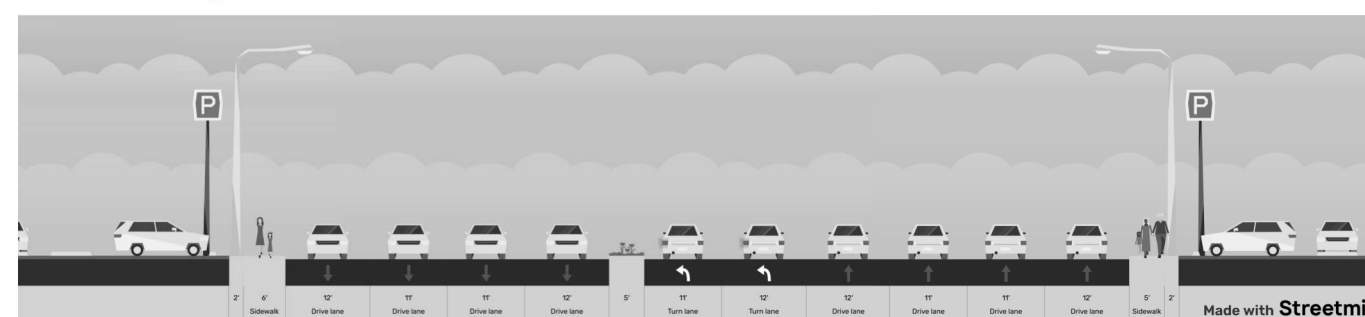
### KEY ELEMENTS:

- 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)





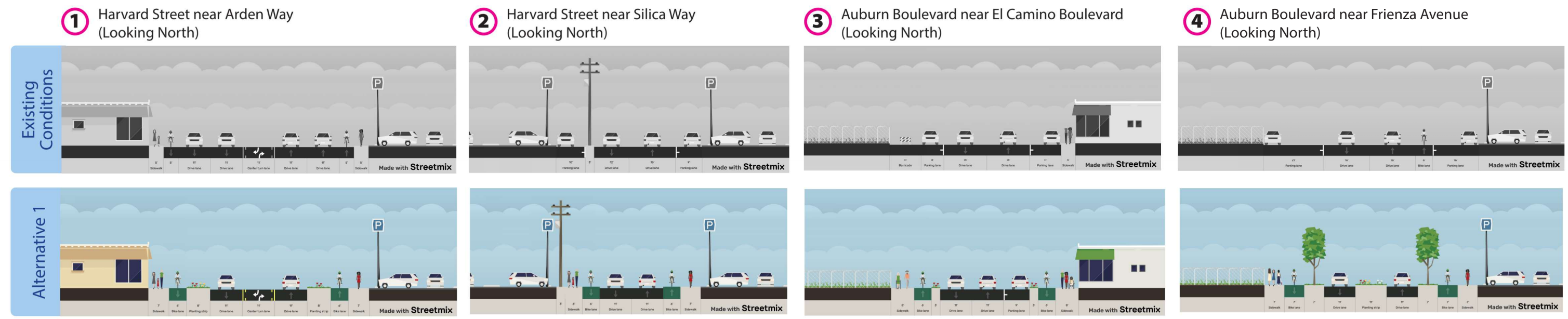
## Harvard Street/Auburn Boulevard Alternative 1 : One-Way Separated Bikeways



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

### KEY ELEMENTS:

- Bicycle Facilities**
  - + Adds a one-way separated bikeway 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





## Harvard Street/Auburn Boulevard Alternative 2 : Two-Way Separated Bikeways



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

### KEY ELEMENTS:

- Bicycle Facilities**  
 + Adds a two-way separated bikeway 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

