

Traffic, Parking and Circulation Technical Memorandum

Kimley-Horn and Associates, Inc.



TECHNICAL MEMORANDUM

To: Mr. Mukul Mahotra
Moore Iacofano Goltsman, Inc.

From: Stephen M. Pyburn, C.E., T.E. *SP*
Matthew D. Weir, C.E., T.E.

Date: March 29, 2007

Re: Final Report: Northeast Line Light Rail Transit Station Plan – Existing Circulation and Evaluation of Proposed Improvements

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This technical memorandum documents circulation in the vicinity of the Globe Avenue, Arden/Del Paso, and Royal Oaks Light Rail Transit (LRT) Stations in the City of Sacramento (the “plan area”). The areas included in this document are depicted in Exhibit 1. This document was developed in conjunction with the development of an urban design concept and improvement strategy presented in the *City of Sacramento Northeast Light Rail Stations, Community Workshop #5* (the “plan”), developed by Moore Iacofano Goltsman Inc. (MIG).

Included in this memorandum are a summary of existing facilities for motorized and non-motorized transportation in the plan area, an assessment of the quality of the circulation, and an evaluation of improvements proposed to enhance non-motorized transportation.

EXISTING FACILITIES

Roadways

Arterials

Arden Way and Del Paso Boulevard are the only arterial streets within the plan area. Arden Way is an east-west four lane, roadway that bisects a majority of the plan area. To the west, Arden Way intersects with Del Paso Boulevard in the vicinity of the Arden/Del Paso Station. To the east, Arden Way connects the plan area with the communities of Arden Oaks and other portions of Sacramento County.

Del Paso Boulevard is a four lane roadway on the western edge of the plan area that intersects with Arden Way. Del Paso Boulevard connects the plan area with the communities of Hagginwood to the north and SR-160 to the south. Per the *Del Paso Boulevard Streetscape Improvement and Beautification Master Plan* (2002), planned improvements to Del Paso Boulevard are expected to be completed in the Spring 2008. These improvements will include the reduction of the roadway from four to two travel lanes, providing angled parking, bulb-outs, planters, and the reconstruction of curb and gutters, and other associated roadway improvements between Arden Way and El Camino Avenue.

The intersection of Arden Way and Del Paso Boulevard is a complex, six-leg intersection which also accommodates two light rail tracks. The Arden Way and Del Paso Boulevard intersection currently



operates at a Level of Service (LOS) D and E in the AM and PM peak hours, respectively¹. This Level of Service suggests the intersection operates under congested conditions during the peak commute periods.

Collector and Minor Streets

There are two streets that currently function as collectors within the plan area; Royal Oaks Drive and Evergreen Street. Royal Oaks Drive is a north-south roadway with one travel lane in each direction and a continuous two-way left-turn lane. Royal Oaks Drive becomes Beaumont Street north of Arden Way and terminates at the SR-160 interchange south of the plan area. Evergreen Street is a two-lane roadway that becomes Lampasas Avenue north of Del Paso Boulevard and, south of Arden Way, becomes an east-west roadway which terminates at Royal Oaks Drive. Curb, gutter, and sidewalks are generally present on both collector roadways within the plan area.

The remainder of the streets within the plan area are classified as minor streets. These streets serve a variety of residential, commercial, and industrial land uses. These minor streets are generally lacking curb, gutter, and sidewalk improvements and several locations are lacking curbs and gutters.

It should be noted that street functionality and the corresponding street classification may differ in some cases. For example, Canterbury Road may be classified as a residential street, due to the existence of houses that front onto it. However, since it connects SR-160 to Arden Way, it may actually function as a collector.

Exhibits 1-4 present the existing roadways within the plan area.

Bicycle Facilities

The plan area generally lacks bicycle facilities. On-street bike routes are currently located along Arden Way, west of Del Paso Boulevard, and on Royal Oaks Drive, between Arden Way and a point south of Southgate Road. However, planned on-street bike route expansions identified by the City of Sacramento² are to be located along Grove Avenue, Woodlake Drive, Southgate Drive, Dixie Avenue, and Beaumont Street. However, the width of the existing travel way and available rights-of-way may limit the ability to provide striped (Class II) bike lanes on these streets. The City's *Pedestrian Friendly Street Standards* require bike lanes on all arterial and collector streets. However, the width on Del Paso Boulevard and Arden Way and the available right-of-way may limit the ability to provide striped bike lanes.

Exhibits 1-4 present existing and planned bicycle routes within the plan area.

Pedestrian Facilities

Pedestrian facilities (sidewalks and crosswalks) are present along a number of the plan area roadways. Del Paso Boulevard includes sidewalk improvements throughout the plan area except for portions west of the Globe Avenue Station. The roadway characteristics and adjacent land uses of the segment of Del Paso Boulevard west of the Globe Avenue Station contribute to minimal observed pedestrian activity. Arden Way between Del Paso Boulevard and Royal Oaks Drive/Beaumont Street does not include sidewalk improvements on the south side of the street.

The light rail tracks parallel Arden Way, immediately south of the traveled way, and impede pedestrian accessibility and connectivity across the plan area. Pedestrians may cross Arden Way at the

¹ *Del Paso Boulevard Streetscape Improvement & Beautification Master Plan*. Carter-Burgess, November 2002.

² *City of Sacramento Bikeway Master Plan*, www.sacregion511.org/bicycling/bikemaps/05_nopdf.cfm#LittleMap.



intersections with Del Paso Boulevard, Oxford Street and Royal Oaks Drive. The spacing of these intersections varies from just over one-eighth of a mile to just over one half of a mile. This spacing is marginally conducive to pedestrian circulation.

Further, the intersections of Arden Way at Del Paso Boulevard and El Camino Avenue at Del Paso Boulevard present complicated pedestrian crossing conditions. Contributing factors to these conditions at these intersections include, but are not limited to, unusual intersection geometry, long pedestrian crosswalks, high vehicular speeds, skewed intersection approaches, public transit routes, and adjacent pedestrian generators.

The minor streets north of Arden Way serve a mixture of residential, commercial, and light industrial land uses within the plan area. These streets generally have sidewalk improvements. Conversely, numerous minor streets south of Arden Way do not currently provide sidewalk facilities, although there may be adequate right-of-way to provide sidewalks adjacent to the curb. Pictures 1 and 2 provide examples of residential streets.

Picture 1 – Oxford Street between Woodlake Drive and Blackwood Street (looking south)



Picture 2 – Canterbury Road between Woodlake Drive and Blackwood Street (looking north)





Exhibits 2-4 present locations within the plan area where sidewalk improvements are not present.

Pedestrian crosswalks are present at all seven signalized intersections within the plan area. Further, additional pedestrian crosswalks at the Del Paso Boulevard intersections with Acoma Street and Globe Avenue (both unsignalized) provide primary access to the Globe Avenue Station located in the median of Del Paso Boulevard.

Picture 3 displays the pedestrian facilities providing access to the Globe Avenue Station.

Picture 3 – Pedestrian access to Globe Avenue Station



Transit Facilities

The Sacramento Regional Transit (RT) operates the following light rail stations within the plan area. These stations are Globe Avenue, Arden/Del Paso, and Royal Oaks. The Globe Avenue Station, shown in Picture 4 and Exhibit 2, is located in the medial of Del Paso Boulevard at the intersection of Del Paso Boulevard and Globe Avenue. As previously mentioned, the Globe Avenue Station is located in the median of Del Paso Boulevard. The Arden/Del Paso Station, shown in Picture 5 and Exhibit 3, is located directly east of the Arden Way intersection with Del Paso Boulevard and is also a transit stop for ten Regional Transit bus routes³. Furthermore, the Arden/Del Paso Station averages the most light rail boardings of any station between Marconi Avenue and Globe Avenue⁴. The Royal Oaks Station is located on the south side of Arden Way, just east of Royal Oaks Drive. This station is shown in Exhibit 4.

³ Sacramento Regional Transit, <http://www.sacrt.com/systemmap/fullsystem.pdf>.

⁴ Sacramento Regional Transit, <http://www.sacrt.com/frequencies.stm>.



Picture 4 – Globe Avenue Light Rail Station



Picture 5 – The Arden/Del Paso Light Rail Station



Within the plan area, the light rail route runs within the median of Del Paso Boulevard from the Highway 160 on-ramp to its intersection with Arden Way. It then runs along the south side of Arden Way from Del Paso Boulevard to the Royal Oaks Station. RT bus routes operate along Arden Way, Del Paso Boulevard, and Grove Avenue. The Arden/Del Paso station serves as a transfer station for Routes 13, 14, 15, 16, 19, 20, 22, 23, 25, and 88. The numerous transit routes in the plan area provide connectivity throughout the greater Sacramento area.

Parking Facilities

On-street parking is generally permitted on roadways within the plan area. Parking is prohibited on Arden Way, between Del Paso Boulevard and Forrest Street. Parking is also prohibited on Del Paso Boulevard, west of Baxter Avenue. On-street parking is generally allowed on the majority of the remaining streets in the plan area. However, the residential streets south of Arden Way are very



narrow (see Pictures 1 and 2) and are not conducive to on-street parking. There are currently no city-owned parking facilities in the plan area.

While a number of commercial properties have off-street parking, many do not. Therefore, a majority of properties must rely on limited on-street parking for their employees and patrons. The office buildings located south of Arden Way and east of Royal Oaks Drive have a significant amount of off-street parking. Parcels with off-street parking are depicted in Exhibit 5.

The three light rail stations in the plan area have little or no dedicated, off-street parking areas. The Arden/Del Paso Station does have space for 43 vehicles with all-day parking permitted. Neither the Globe Avenue nor the Royal Oaks Stations have dedicated off-street parking. However, field observations indicate some users of the Globe Avenue Station may be parking on Globe Avenue and Acoma Street. There is minimal on-street parking available near the Royal Oaks Station.

PLAN AREA CIRCULATION

The following section discusses observations regarding how motorists, pedestrians, and others appear to be utilizing the existing transportation system in the plan area.

Vehicular Circulation

The primary vehicular routes in the plan area are Arden Way and Del Paso Boulevard. Predominate traffic flow (based on volume)⁵ occurs along Arden Way through the plan area. Arden Way provides access to the Capitol City Freeway, South Natomas, the Central City (via Northgate Boulevard and SR-160), and I-5 (via Garden Highway). Del Paso Boulevard provides access to North Sacramento and the Central City (via SR-160). As a result if the regional connectivity provided by the two plan area arterial roadways, vehicular traffic is heaviest on these two facilities.

The local streets north and south of Arden Way and Del Paso Boulevard provide access to specific communities. However, the grid-like nature of these streets, specifically north of Arden Way, tend to encourage cut-through traffic. Cut-through traffic in the various neighborhoods, that is, traffic passing through a neighborhood without having an origin or destination within the neighborhood, is affected by several factors. North of Arden Way, the north-south streets provide connectivity from Arden Way to Del Paso Boulevard and El Camino Avenue. South of Arden Way, Royal Oaks Drive and Canterbury Road provide access to SR-160 and the commercial area south of SR-160. In addition, traffic congestion at the Del Paso Boulevard intersection with Arden Way may encourage some drivers to use neighborhood streets instead of the arterials which creates a livability issue for residents.

Cut-through traffic typically results in volumes and vehicle speeds that are higher than desired within the neighborhoods. As a result, the City has developed traffic calming plans for the neighborhoods north and south of Arden Way. These programs have resulted in a number of improvements intended to slow/deter traffic and improve safety in those areas⁶. In addition, the City has received requests for investigating placement of traffic calming devices in the area bound by Arden Way, Del Paso Boulevard, and Acoma Street.

⁵ *Del Paso Boulevard Streetscape Improvement & Beautification Master Plan*. Carter-Burgess. November 2002.

⁶ Newton, Deborah, Sacramento Department of Transportation. Telephone Conversation. February 15, 2007.



Observed Pedestrian Circulation

Pedestrian activity was observed to be highest at the activity centers in the plan area. These include the commercial uses along Del Paso Boulevard and the plan area light rail stations. Several of the commercial uses along Arden Way (gas station, door company, etc.) are generally not conducive to high levels of pedestrian activity. While there are several offices and a post office located along Royal Oaks Drive, there is not a significant amount of pedestrian attractors (e.g. restaurants) in close proximity to those uses and significant pedestrian activity was not observed in that area.

There is a significant amount of observed pedestrian activity at the Arden/Del Paso Light Rail Station. Pedestrians that wish to access the majority of Del Paso Boulevard must traverse the Arden Way intersection with Del Paso Boulevard. This intersection presents a significant barrier to pedestrians for the following reasons:

1. The six street connections at the intersection create numerous pedestrian-vehicle conflict points and result in complicated signal phasing.
2. The light rail trains traverse through to crosswalks.
3. The traffic signal cycle is relatively long and results in delay in receiving a pedestrian crossing signal and some pedestrians may decide to cross before they are given the WALK signal.
4. The long crosswalks created by the main streets do not intersect at right angles.

Pedestrians headed to or from the Arden/Del Paso Station that wish to cross Arden Way are likely to attempt a mid-block crossing at the light rail station. This is seen as a dangerous crossing due to the speed and volume of traffic on Arden Way and the number of busses that park along the south curb of the roadway in the area of the light rail station. Pedestrians may be encouraged to attempt this mid-block crossing for the following reasons:

1. The long distance from the light rail station to a signalized intersection relative to a direct crossing of Arden Way.
2. The wait time for a pedestrian signal.
3. The short crossing distance at the light rail station.

Due to the loading and unloading of busses at the Arden Del Paso Station, a barrier that prevents pedestrians from crossing Arden way may not be practical. As a result, a flexible approach that considers a wide range of options for enhancing pedestrian safety is needed.

Pedestrian circulation along the south side of Arden Way, as well as a number of local residential streets is hindered by the lack of sidewalks. In such locations, pedestrians must use shoulder areas that may or may not be paved, and/or a portion of the vehicular travel way. These situations are particularly hazardous in the areas south of Arden Way where the traveled way is narrow.

Bicycle Circulation

Bicycle circulation is dependent on the location of safe facilities and desirable destinations for cyclists. The American River Bike Trail is a significant bicycle attractor due to its recreational value and its connectivity to downtown Sacramento. Bicycle activity between the plan area and the American River Bike Trail are affected by the following:

1. The narrow width of Canterbury Road south of Woodlake Drive.
2. The narrow crossing of Leisure Lane over SR-160.
3. The lack of bike lanes and the speed of vehicles on Del Paso Boulevard and Arden Way.



There is an off-street (Class I) bikeway from the north end of Acoma Street to the American River Bike Trail. That bike lane requires crossing Del Paso Boulevard at a mid-block location near Northgate Boulevard. Arden Way has on-street bike lanes west of Del Paso Boulevard. These bike lanes provide a connection to Garden Highway and Northgate Boulevard, which may be used to access the American River Bike Trail and, ultimately, downtown Sacramento.

Bicycle connections to areas north and east of the plan area are limited. There is an off-street bicycle path northeast of Traction Avenue. However, use of the off-street bikeway may be limited due to personal safety concerns. Connectivity to the east, on Arden Way is inhibited by the lack of bike lanes, the complicated freeway interchange at the Capitol City Freeway, and high traffic volumes on Arden Way.

Truck Activity

Truck activity would be expected on plan area streets that provide convenient routes to destinations within or through the plan area. Truck activity is inherent to the post office and other industrial uses located along Evergreen Street, Arden Way, and Royal Oaks Drive. The streets north of Arden Way may also be used by trucks destined to, or from Del Paso Boulevard and/or El Camino Avenue. Trucks may also be inclined to use streets within the Woodlake neighborhood to access SR-160, or to travel between Del Paso Boulevard and Royal Oaks Drive. The city has installed undulations on Southgate Road and Canterbury Road, which may discourage trucks from using these routes, especially since there are adequate alternate routes available (via Royal Oaks Drive and Arden Way).

EVALUATION OF RECOMMENDED IMPROVEMENTS

This section assesses circulation improvements identified for the plan area by MIG. The plan presents an urban design concept and potential circulation elements for each of the three LRT stations in the plan area. Improvements proposed for the three LRT stations are shown in Exhibits 6-8. The following sections note potential circulation improvements included in the plan along with a brief evaluation of those elements. Where appropriate, additional recommendations (i.e. the need for further studies) are also included.

Globe Avenue Station

The urban design concept and circulation improvements proposed in the MIG plan for the Globe Avenue station area are indicated in Exhibit 6. Table 1 presents a summary of the proposed improvements in the area of this station along with an assessment of each.

The plan indicates there is currently at least one parcel on the east side of Acoma Street, north of Del Paso Boulevard, that has parking perpendicular and adjacent to the street right-of-way. This parking requires a driveway the entire width of the parking area. This parking configuration is not a proposal of the MIG urban design concept and it inhibits pedestrian activity. As a result, as development occurs, this parking should be eliminated and city standards applied to these parcels.

There is currently little or no park and ride opportunities at or near the light rail stations. This may inhibit area residents who do not live within ¼ mile of the station from using the Light Rail.



Table 1 - Improvements planned for the Globe Avenue Station

| Improvement | Comments |
|---|---|
| On-street parking adjacent to the Globe Avenue Station | <ul style="list-style-type: none"> ○ The roadway currently has the following configuration: eastbound includes one travel lane and the LRT tracks in an exclusive lane; and westbound includes two travel lanes with the LRT tracks in an exclusive lane. ○ On the eastbound side, adding parking will require relocating the curb to allow parking within the current planter area, and or obtaining additional right-of-way or pedestrian easement. ○ On the westbound side, adding parking will require either relocating the curb to allow parking within the planter area, converting the outer travel lane to a parking lane (east of Acoma Street), and/or obtaining additional right-of-way or pedestrian easement. However, prior to converting the outer travel lane, additional Level of Service and traffic operations analyses should be conducted. |
| Textured Paving at Crosswalks | <ul style="list-style-type: none"> ○ Creates highly visible crosswalk area. ○ Generally effective in alerting drivers to be more aware of possible pedestrian activity. ○ At Acoma Street, will help drivers mentally transition from the higher-speed SR-160 to the more pedestrian scale streetscape. |
| Bulbouts | <ul style="list-style-type: none"> ○ Create narrower traveled ways and are effective in encouraging lower vehicle speeds. ○ Shorten pedestrian crossing distances. |
| Bike/Pedestrian path along Acoma Street | <ul style="list-style-type: none"> ○ Creates a path for non-motorized travelers away from the street traveled way. ○ Provides a connection from the area along El Monte Street to the Globe Avenue Station. ○ Allows bicycle and pedestrian activity to use the same area and may reduce need to obtain additional right-of-way. |
| Street Lighting | <ul style="list-style-type: none"> ○ Improves pedestrian safety. ○ Enhances pedestrian comfort and encourages walking. |
| Traffic Signal – Del Paso Blvd. at Colfax St./Southgate Rd. | <ul style="list-style-type: none"> ○ Improves pedestrian crossing. ○ A signal at Colfax may conflict with new signal constructed at Del Paso and Baxter Ave./Barstow St. A timing study should be performed to ensure the signals can be properly coordinated. |

Arden/Del Paso Station

The urban design concept and circulation improvements proposed in the MIG plan for the Arden/Del Paso station are indicated in Exhibit 7. Table 2 presents a summary of the proposed improvements in the area of this station along with an assessment of each.

The plan proposes Arden Way to be a “Primary Pedestrian Corridor” and an alternate streetscape is presented. The proposed streetscape would create a frontage road, with a sidewalk, on the north side of Arden Way to separate localized traffic from through traffic. The MIG plan does not recommend



improvements south of the LRT tracks along Arden Way or to any other street in the Woodlake neighborhood. It should be noted the residents of the Woodlake neighborhood have indicated a preference to not add sidewalks to their streets. While residents may be comfortable with the current state of pedestrian facilities, the south side of Arden Way and other Woodlake streets do not have a contiguous sidewalk compliant with City Standards or the Americans with Disabilities Act. As a result, the City may wish to consider providing sidewalks, specifically along the south side of Arden Way, in the future.

Table 2 - Improvements at the Arden Del Paso Station

| Improvement | Comments |
|--|---|
| North-south pedestrian crossing at the Arden Way/Del Paso Blvd. intersection | <ul style="list-style-type: none"> ○ Reduces pedestrian crossing distance from southeast corner to the northwest corner of the intersection. ○ Crossing could increase delay of vehicles and cause a decrease in overall Level of Service. Additional study is recommended. ○ Signal pre-emption by trains will cause delay in providing pedestrians a WALK signal. The trains currently run on 15 minute intervals in each direction and approach the intersection from east and west at different times, resulting in eight crossings per hour. ○ Analysis of the affect of the crossing on safety, intersection operations, and vehicle delay is recommended. The analysis should identify potential timing options to reduce delay. |
| Mid-Block pedestrian crossing at the Arden/Del Paso Station | <ul style="list-style-type: none"> ○ Shortens the pedestrian crossing distance across Arden Way. ○ Minimizes the need for pedestrians to walk to the Arden Way/Del Paso Blvd intersection to cross. ○ Provides a direct crossing between the light rail station and the north side of Arden Way. ○ Pedestrian signal will likely be required. Analysis of the affect of the crossing on safety, vehicle progression, and delay along the corridor is recommended. ○ Location may interfere with bus operations and/or decrease the bus parking area. ○ Busses parked on the west side of the crossing may decrease visibility of pedestrians for vehicles in the travel lanes. |
| Textured Paving at Crosswalks | <ul style="list-style-type: none"> ○ Creates highly visible crosswalk area. ○ Generally effective in alerting drivers to be more aware of possible pedestrian activity. |
| Street Lighting | <ul style="list-style-type: none"> ○ Improves pedestrian safety. ○ Enhances pedestrian comfort and encourages walking. |
| Proposed mixed land uses south of the LRT station | <ul style="list-style-type: none"> ○ Replaces existing light rail parking lot. ○ No replacement parking proposed. |
| Pedestrian ways in alleys | <ul style="list-style-type: none"> ○ Provides supplemental pedestrian corridors. |

Royal Oaks Station

The urban design concept and circulation improvements proposed in the MIG plan for the Royal Oaks station are indicated in Exhibit 8. Table 3 presents a summary of the proposed improvements in the area of this station along with an assessment of each.

There are currently a number of driveways along Arden Way, as well as parking lots adjacent to the back of the existing sidewalk. The driveways and lack of planters behind the sidewalk inhibit pedestrian activity and tend to contribute to vehicular congestion. As development occurs, the driveways should be eliminated and/or planter provided between parking areas and the sidewalks.

Consideration should be given to providing park and ride opportunities in the area of the station. This could be through joint parking arrangements or with dedicated parking areas.

Table 3 – Improvements at the Royal Oaks Station

| Improvement | Comments |
|---|--|
| Realignment of the LRT tracks east of Royal Oaks Drive and pedestrian crossings across the tracks | <ul style="list-style-type: none"> ○ The realignment will likely increase train speed in the area east of Royal Oaks Drive. ○ The pedestrian crossings will improve pedestrian mobility in the area of the LRT station. ○ The pedestrian crossings will require approval by RT and the Public Utilities Commission. |
| New Pedestrian Crossing at Cantalier Street. | <ul style="list-style-type: none"> ○ The crossing will significantly improve north-south pedestrian connectivity by eliminating the need for pedestrians in the Woodlake neighborhood to walk to Oxford Street or Royal Oaks Drive. ○ Provides a direct connection between the Woodlake and Dixieanne neighborhoods. ○ A pedestrian signal will likely be required. Analysis of the affect of the crossing on safety, vehicle progression, and delay along the corridor is recommended. ○ The pedestrian crossings will require approval by RT and the Public Utilities Commission. ○ May require LRT trains to operate at a lower speed in the area of the pedestrian crossing. This may be compensated for by straightening the LRT track behind the Lumberjack site. |
| New signal at Arden Way and Boxwood Street. | <ul style="list-style-type: none"> ○ Shortens the pedestrian crossing distance across Arden Way by eliminating the need for pedestrians to walk to the signals at Evergreen Street or Royal Oaks Drive. ○ Provides a direct crossing between the Woodlake and Dixieanne neighborhoods. ○ Analysis of the affect of the crossing on safety, vehicle progression, and delay along the corridor is recommended. |
| Textured Paving at Crosswalks | <ul style="list-style-type: none"> ○ Creates highly visible crosswalk area. ○ Generally effective at alerting drivers to be more aware of possible pedestrian activity. |



| | |
|--|---|
| Street Lighting | <ul style="list-style-type: none">○ Improves pedestrian safety.○ Enhances pedestrian comfort and encourages walking. |
| Proposed mixed land uses south of the LRT station. | <ul style="list-style-type: none">○ Replaces existing light rail parking lot.○ No replacement parking proposed. |
| Pedestrian ways in alleys. | <ul style="list-style-type: none">○ Provides supplemental pedestrian corridors. |

SUMMARY

The plan proposes enhancements to transportation facilities that are focused on increasing transit usage and encourage alternate travel modes, which is consistent with the City's goal to improve the balance for all transportation modes. Two mid-block pedestrian crossings are proposed and they should be further studied to investigate the ramifications of those improvements. The plan recognizes the need to improve pedestrian facilities along Arden Way, specifically between Oxford Street and Royal Oaks Drive, as well as across the light rail line.

