

Re-Envision

WEST ARDEN ARCADE

Discovery Charrette Closing Presentation

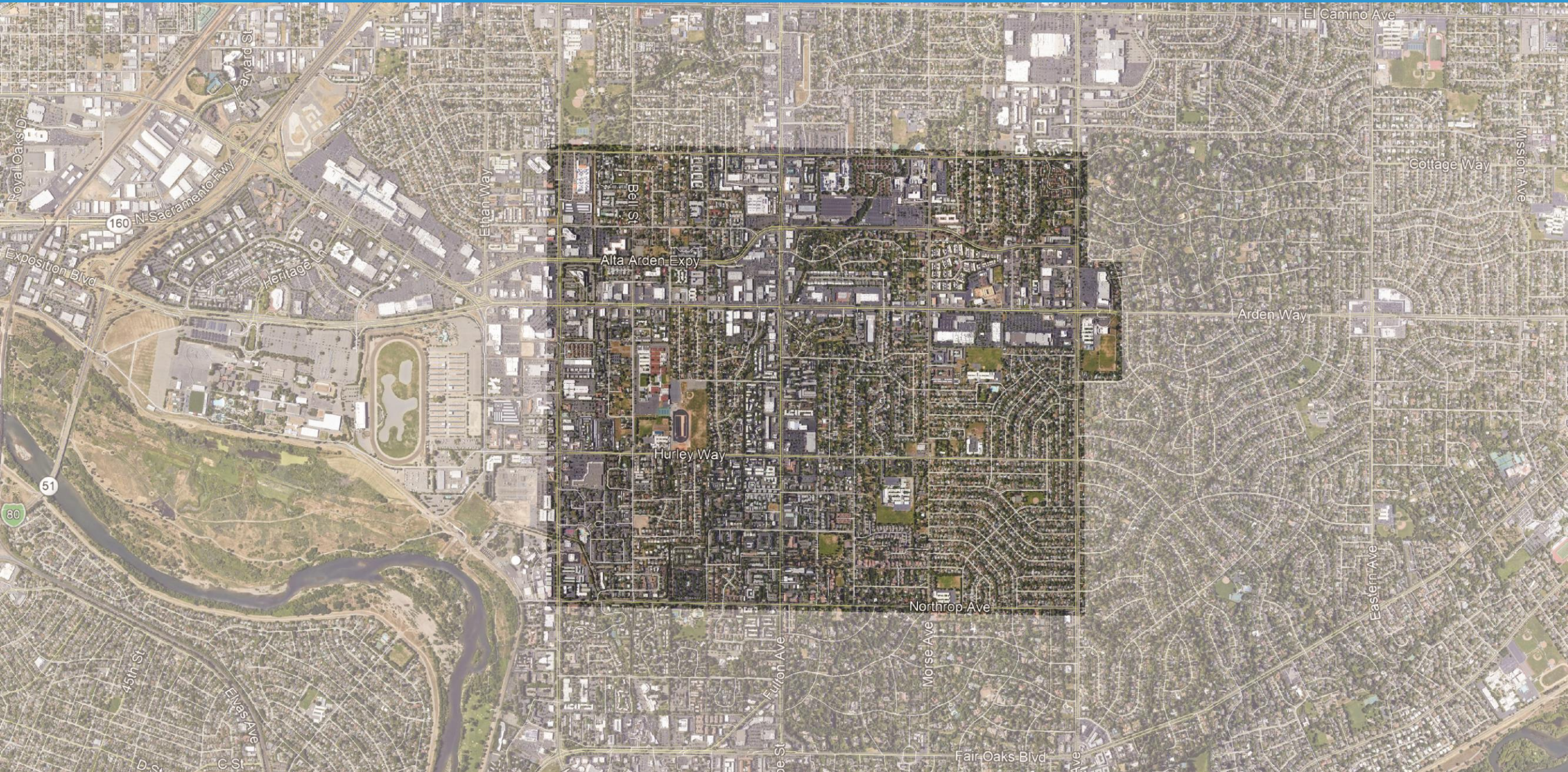
August 6, 2020

Project Overview

The Re-Envision West Arden Arcade Project is a 16-month planning process funded through the Caltrans Sustainable Communities Grant Program. The goal is to develop an actionable plan that...

- Provides **comfortable and connected** facilities for all users
- Balances **multimodal** operations through innovative design
- Promotes a culture of **safety** for all modes of transportation
- Increases **economic opportunities** for local businesses
- Address **equity** through providing transportation options

Project Study Area



Project Schedule

Spring 2020

Summer 2020

Fall/Winter 2020

Winter/Spring 2021



Project launch

Research and analysis

Discovery Charrette
August 3-6, 2020

On-going community engagement

On-going design discovery

Design Charrette
(October 2020)

On-going community engagement

Design refinements

Draft plan

Review and adopt final plan

Charrette Schedule – Public Sessions

Monday
August 3

5:00-7:00 PM

Opening
Presentation
& Discussion

Tuesday
August 4

4:00-5:00 PM

Mid-Charrette
Update &
Public Input

Wednesday
August 5

3:00-5:00 PM

Share & Brainstorm
at the
Virtual Open Studio

Thursday
August 6

5:00-6:30 PM

Closing
Presentation
& Discussion

We
are
here

project website: www.bit.ly/WestArdenArcade

What we've seen...



What we've seen...



What we've seen...



What we've seen...



Who we've met with this week!

In addition to the Opening Presentation, Mid-Charrette Update, and Virtual Open Studio, the project team held a series of listening sessions with community representatives from the following focus groups:

- Community Advisory Committee
- Economic Development
- Homeowners Associations
- Sac County DOT
- Parks & Recreations
- Accessibility
- Safe Routes to Schools
- Commerce
- Interested Residents
- Community Services
- Sac Metro Air District

We'll be hosting more to come too!

What we've heard... about community values

Diversity

Healthy,
livable
community

Walkability

Age in
place

Safe
access to
schools

Family-
friendly

Mix of
economic
opportunities

Accessibility
to the river
and trails

What we've heard... should be preserved

People-scaled, not big city

Local, family-owned businesses

Access to adjacent neighborhoods

Keep focus away from industrial uses

Parks, trees, and landscaping

Different types of people, food, and culture

Centralized businesses along Arden Way

Old buildings along Watt with interesting architecture

What we've heard... needs to change

Arden
Corridor
needs to be
revitalized

Lack of
neighborhood
identity - most
streets look
the same

Too much
asphalt, not
enough
green space

Storefronts
don't face
streets - difficult
to walk in large
parking lots

Uncomfortable
for pedestrians -
issues with
sidewalks,
crossings, utilities

No
dedicated or
separated
bike lanes

Lots of
big box
stores

Public transit is
hard to access
and does not
connect to
desired locations

What we've heard... could be created

Sense of security while walking

Housing diversity for all income levels

Vibrant neighborhood with a town center

Connectivity to recreational opportunities and riverfront trail

Access to fresh food, affordable groceries, & restaurants

Comfortable and connected sidewalks and separated bike lanes

More green space and shade - trees, parks, landscaping

An identity for the community!

What could be...



Starter ideas....

How do you change a conventionally designed place into a great place?



How do you change a conventionally designed place into a great place?

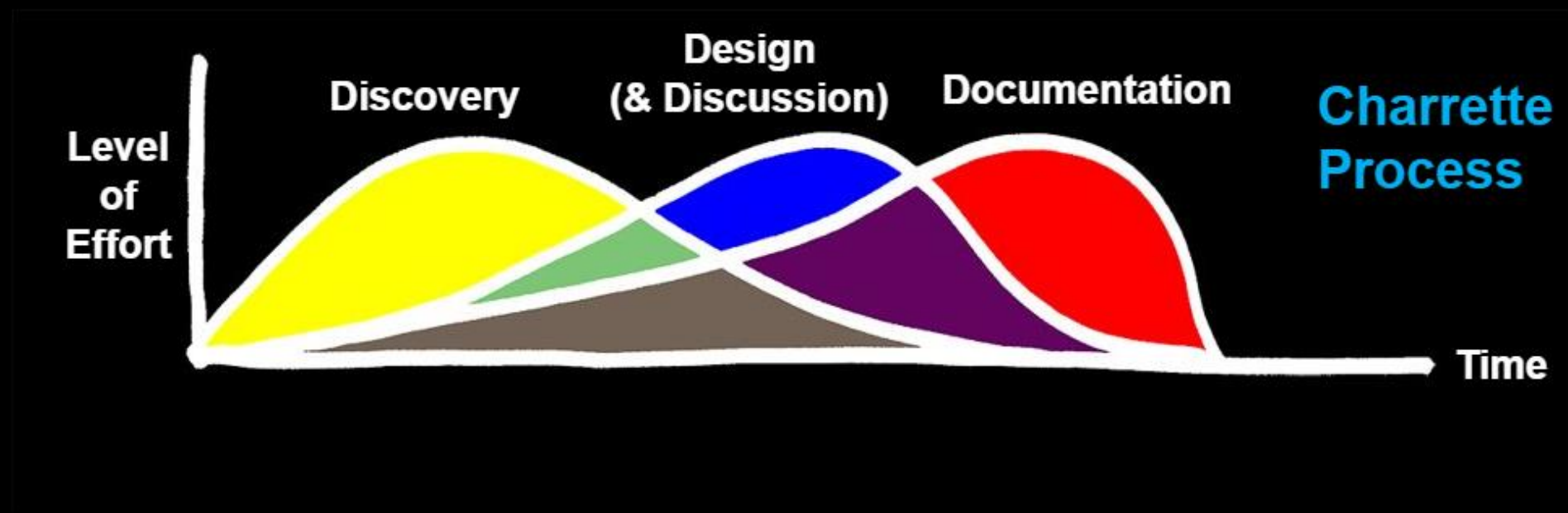
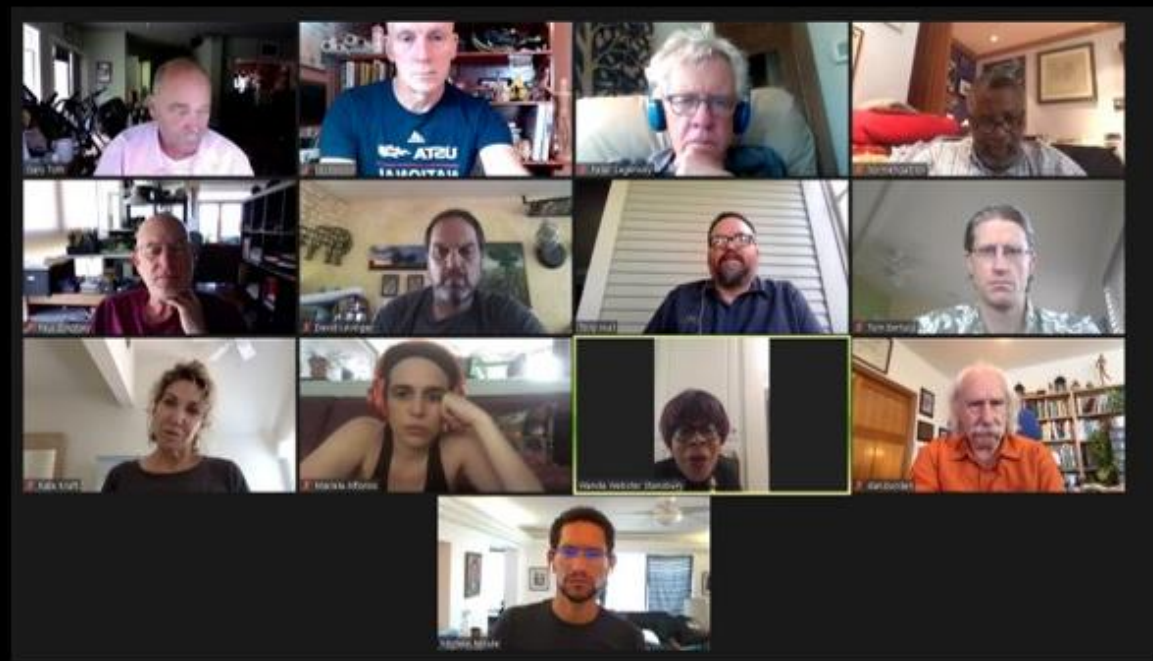


How do you change a conventionally designed place into a great place?











Vision

A consensus on what the city or place ought to be like in the future.

All Walkable Environments

Ideally

- 1) Comfortable
- 2) Accessible
- 3) Engaging

- 7) Equitable
- 8) Safe

- 4) Connected
- 5) Convenient

- 6) Legible

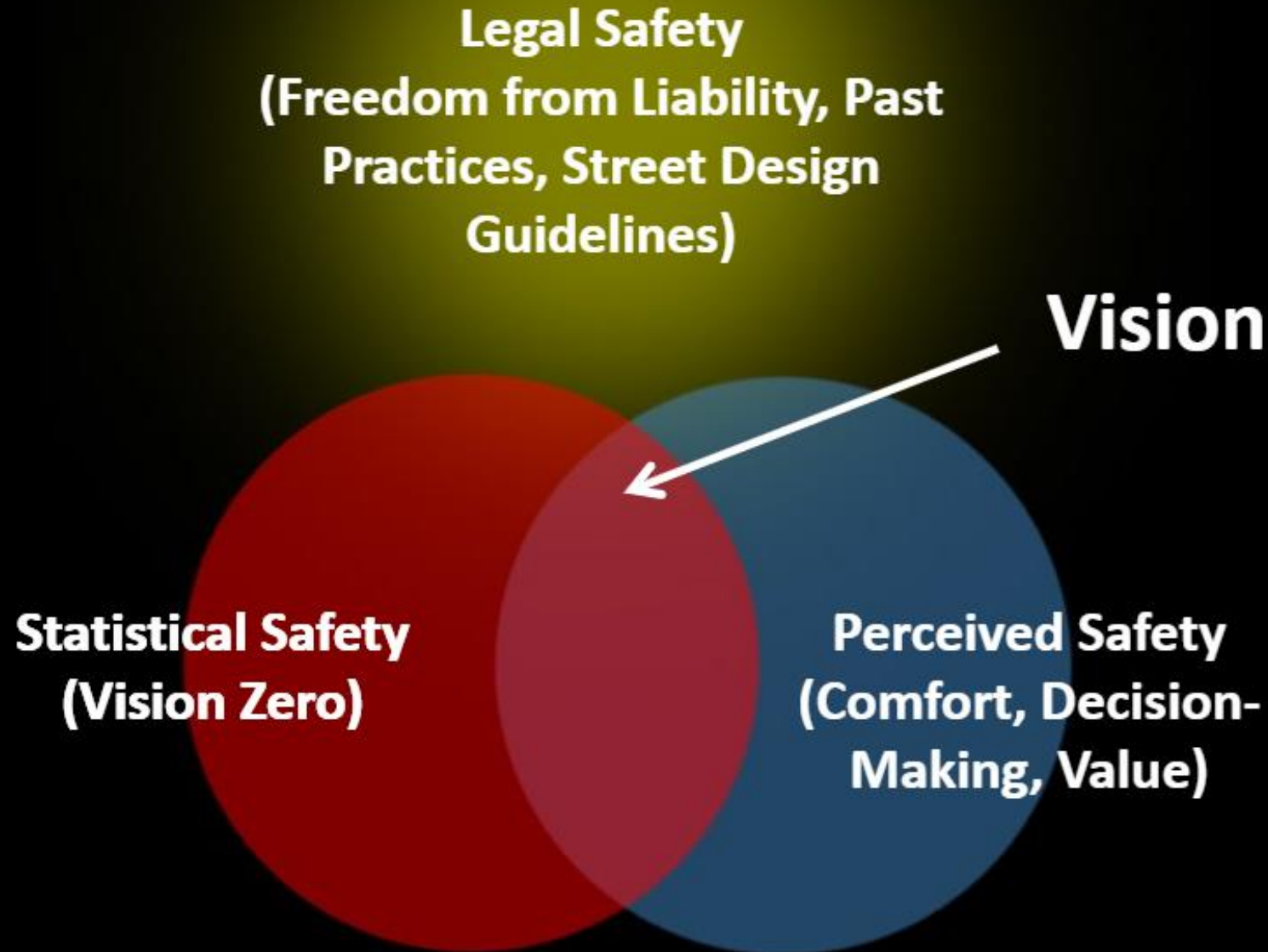


Pedestrians are to cities as
Canaries were to mines

Built Environments
(e.g., cities, towns,
neighborhoods, etc.)

High Turn-Over Places
(e.g., universities, tourist
areas, downtowns)

Three Types of Safety



Hit by a vehicle traveling at

20
MPH



9 out of 10 pedestrians survive.

Hit by a vehicle traveling at

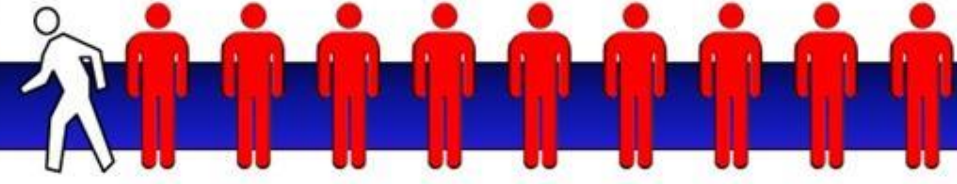
30
MPH



5 out of 10 pedestrians survive.

Hit by a vehicle traveling at

40
MPH



only 1 out of 10 pedestrians survives.



78 feet to stop

30mph



186 feet to stop

50mph



372 feet to stop

70mph



35 mph



30 mph



25 mph



20 mph

Traffic Calming Classification		Framework Street		Framework Street or Non-Framework Street		Non-Framework Street	
Conventional Street Classification		Boulevards in Transition (partially calmed)	Regional Boulevard	Community Boulevard	Community Avenue	Neighborhood Avenue	Local Street
Posted/Design/Target/Operating Speed (mph)		35 mph +	25 to 30 mph	20 to 30 mph	20 to 30 mph	20 to 25 mph	20 mph or below
Transition Zone from/to higher speed environment		Yellow	Green	Green	Red	Red	Red
Entrance Features (architecture/landscaping/monument)		Green	Green	Green	Green	Green	Green
Cross-Section Measures	Reduction in number of lanes	Green	Green	Green	Green	Green	Green
	Reduction in width of lanes	Green	Green	Green	Green	Green	Green
	Long Median / Continuous Median	Green	Green	Green	Green	Green	Green
	Short Median / Refuge	Green	Green	Green	Green	Green	Green
	Short Medians on Curves	Green	Green	Green	Green	Green	Green
	Bulb-outs	Green	Green	Green	Green	Green	Green
	Curb and Gutter	Green	Green	Green	Green	Green	Green
	Curbless / Flush Streets	Red	Green	Green	Green	Green	Green
	Flush Medians	Green	Green	Green	Green	Green	Green
	Pedestrian Scale Lighting	Green	Green	Green	Green	Green	Green
	Street Trees	Green	Green	Green	Green	Green	Green
	Building up to the right-of-way	Green	Green	Green	Green	Green	Green
	Lateral Shifts	Red	Green	Green	Green	Green	Green
	Shared Spaces	Green	Green	Green	Green	Green	Green
	Bike Lanes / Protected Bike Lanes / Cycle Tracks	Green	Green	Yellow	Yellow	Yellow	Yellow
	Textured and/or Colored Paving Materials (parking, lanes, bike lanes, crossings, intersections, general purpose lanes, turn lanes, medians)	Green	Green	Green	Green	Green	Green
	On-Street Parking	Parallel	Yellow	Green	Green	Green	Green
Back-in angled		Yellow	Green	Green	Green	Green	Green
Front-in angled		Red	Red	Red	Red	Red	Green
Right-angle		Red	Red	Red	Red	Red	Green
	Valley gutters used in conjunction with parking	Green	Green	Green	Green	Green	Green

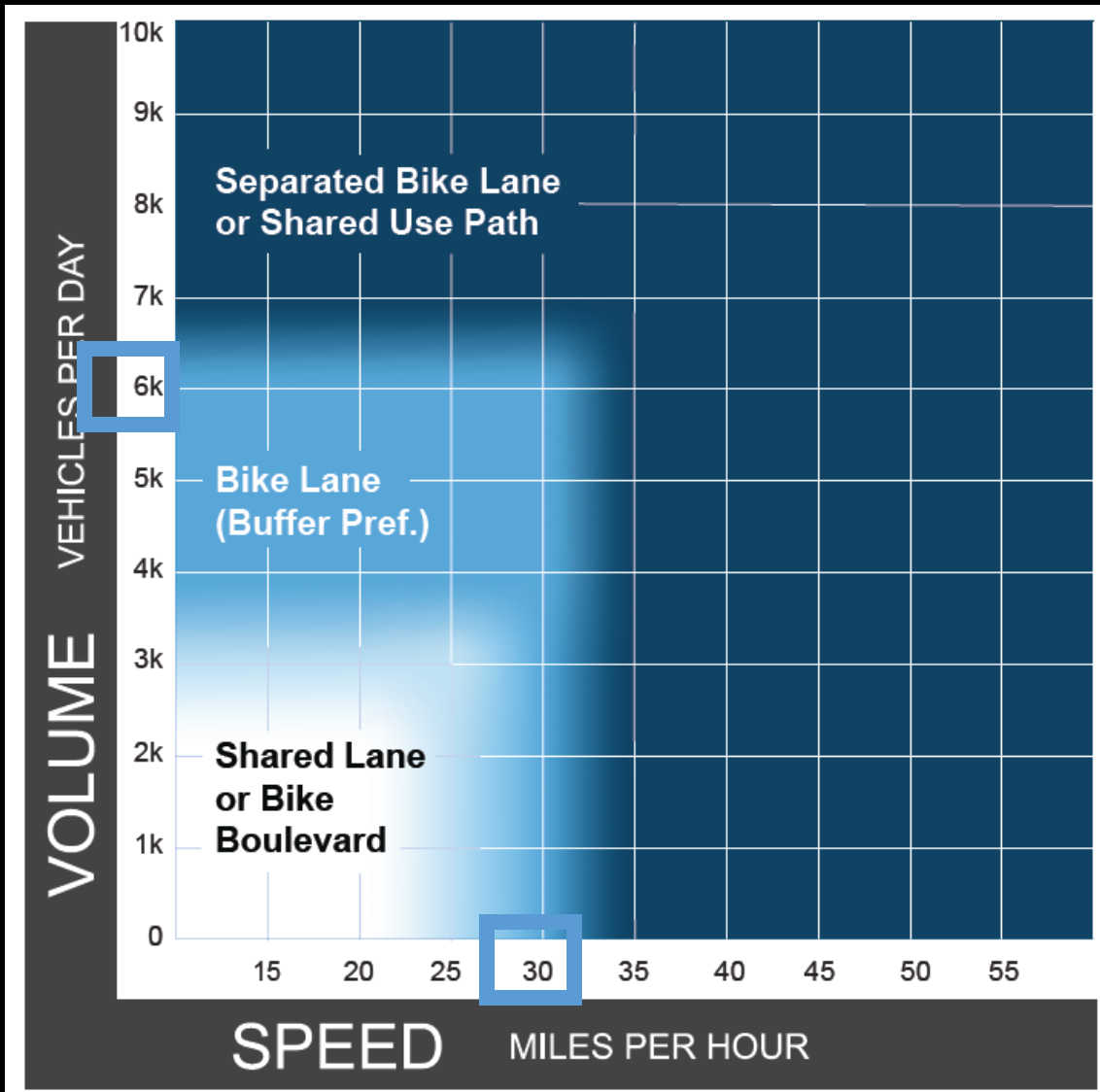
Traffic Calming Classification			Framework Street		Framework Street or Non-Framework Street		Non-Framework Street	
Horizontal Measures	Periodic Measures	Roundabouts	Green	Green	Green	Green	Green	
		Mini-Roundabouts	Red	Green	Green	Green	Red	
		Mini Traffic Circles	Red	Green	Green	Green	Green	
		Impellers (T-intersections)	Red	Green	Green	Green	Green	
		Two-lane chicanes	Red	Green	Green	Green	Green	
		One-lane chicanes (yield condition)	Red	Green	Green	Green	< 3,000 ADT < 3,000 ADT < 3,000 ADT	
		Short medians	Red	Green	Green	Green	Green	
		Medians on curves	Red	Green	Green	Green	Green	
		Narrowings	Yield Streets	Red	Green	Green	Green	< 1,500 ADT < 1,500 ADT < 1,500 ADT
			Pinch Points	Red	Green	Green	Green	< 3,000 ADT < 3,000 ADT < 3,000 ADT
Bulb-outs	Green		Green	Green	Green	Green		
Vertical Measures	Raised Intersections	Yellow	Yellow	Yellow	Green	Green		
	Raised Crosswalks	Yellow	Yellow	Yellow	Green	Green		
	Flat-top Speed Humps (speed tables)	Red	Red	Red	Green	Green		
	Speed Cushions	Red	Green	Green	Green	Green		
	Speed Humps	Red	Green	Green	Green	Green		
Not Traffic Calming Measures	Vertical Changes	Rumble Strips (for warning purposes)	in rural areas only	Red	Red	Red	Red	
		Speed Bumps	Red	Red	Red	Red	Red	

Note: Many of these measures can be combined in a variety of ways that are too numerous to list in this chart.

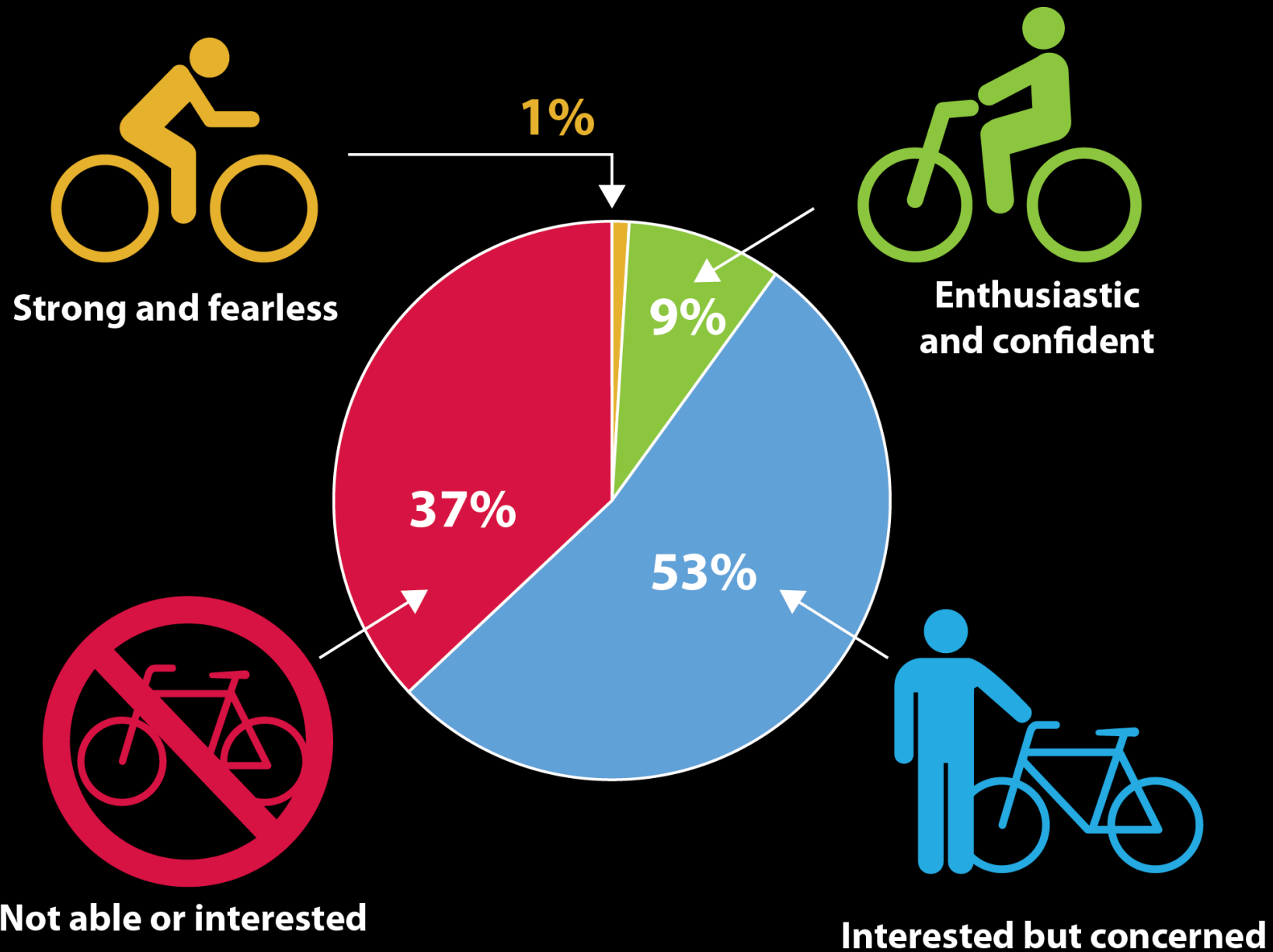
Legend	Appropriate
	Appropriate on specific circumstances
	Not Appropriate

Model Design Manual for Living Streets Los Angeles County, 2011

		mph	mph	mph	mph	Below
Transition Zone from/to higher speed environment		Yellow	Green	Green	Red	Red
Entrance Features (architecture/landscaping/monument)		Green	Green	Green	Green	Green
Cross-Section Measures	Reduction in number of lanes	Green	Green	Green	Green	Green
	Reduction in width of lanes	Green	Green	Green	Green	Green
	Long Median / Continuous Median	Green	Green	Green	Green	Green
	Short Median / Refuge	Green	Green	Green	Green	Green
	Short Medians on Curves	Green	Green	Green	Green	Green
	Bulb-outs	Green	Green	Green	Green	Green
	Curb and Gutter	Green	Green	Green	Green	Green
	Curbless / Flush Streets	Red	Green	Green	Green	Green
	Flush Medians	Green	Green	Green	Green	Green
	Pedestrian Scale Lighting	Green	Green	Green	Green	Green
	Street Trees	Green	Green	Green	Green	Green
	Building up to the right-of-way	Green	Green	Green	Green	Green
	Lateral Shifts	Red	Green	Green	Green	Green
	Shared Spaces	Red	Green	Green	Green	Green
	Bike Lanes / Protected Bike Lanes / Cycle Tracks	Green	Green	Green	Yellow	Yellow
Textured and/or Colored Paving Materials (parking, lanes, bike lanes, crossings, intersections, general purpose lanes, turn lanes, medians)	Green	Green	Green	Green	Green	



Source: Draft AASHTO Bike Guide update (subject to change)



Strong and fearless



Enthusiastic and confident



Not able or interested

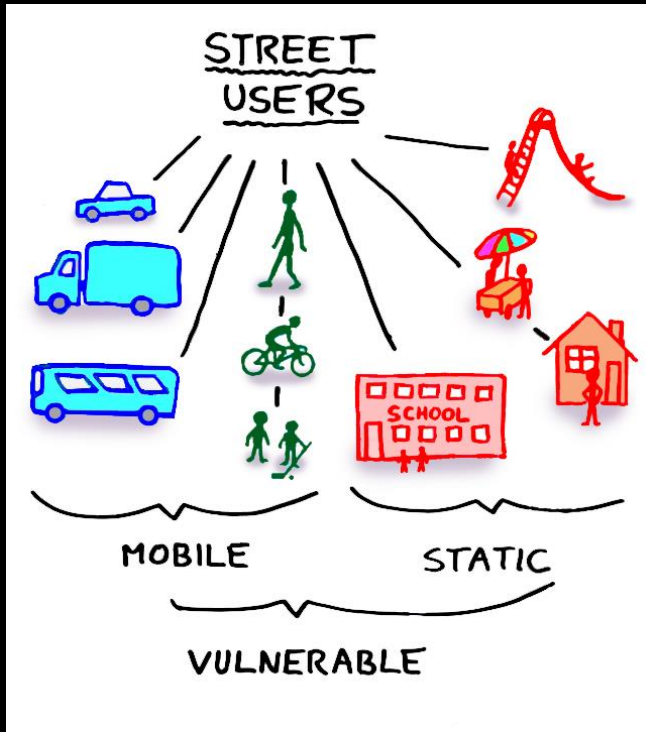


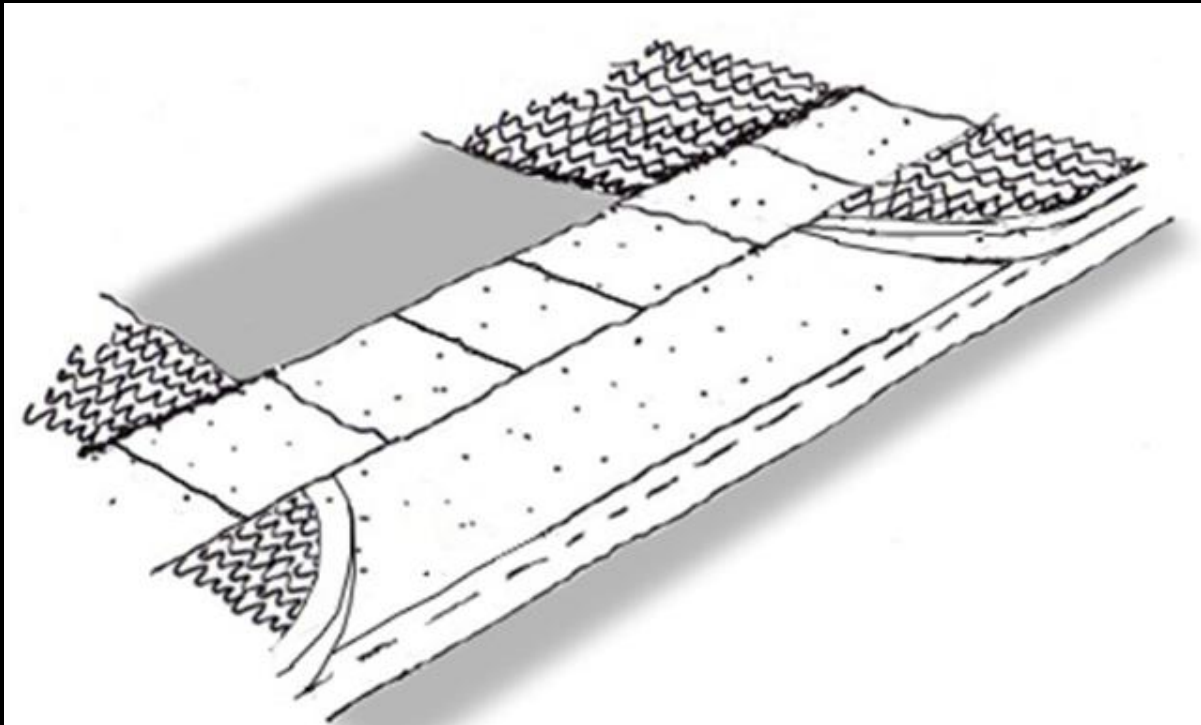
Interested but concerned













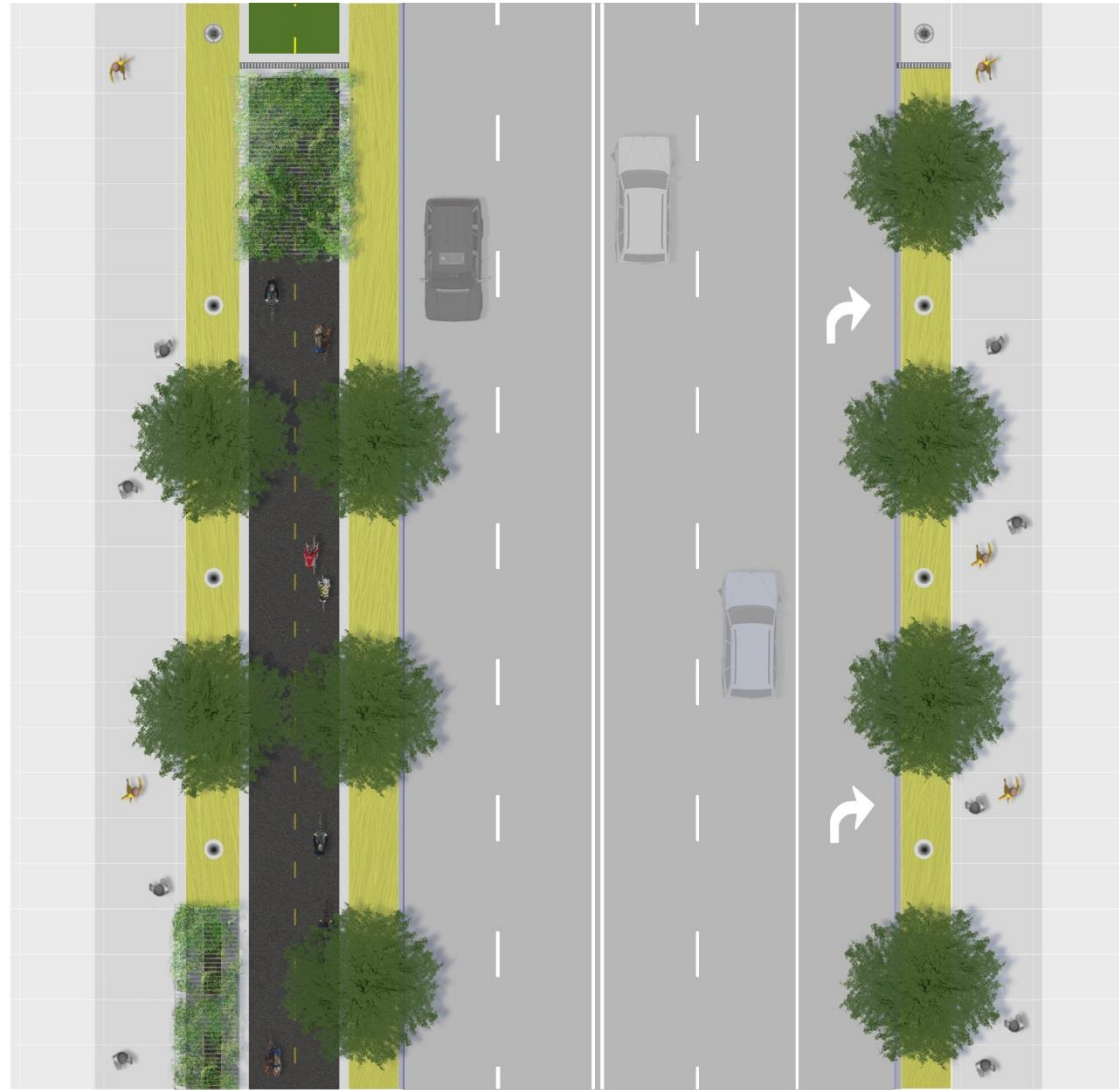


Directional Indicators



Warning Surfaces

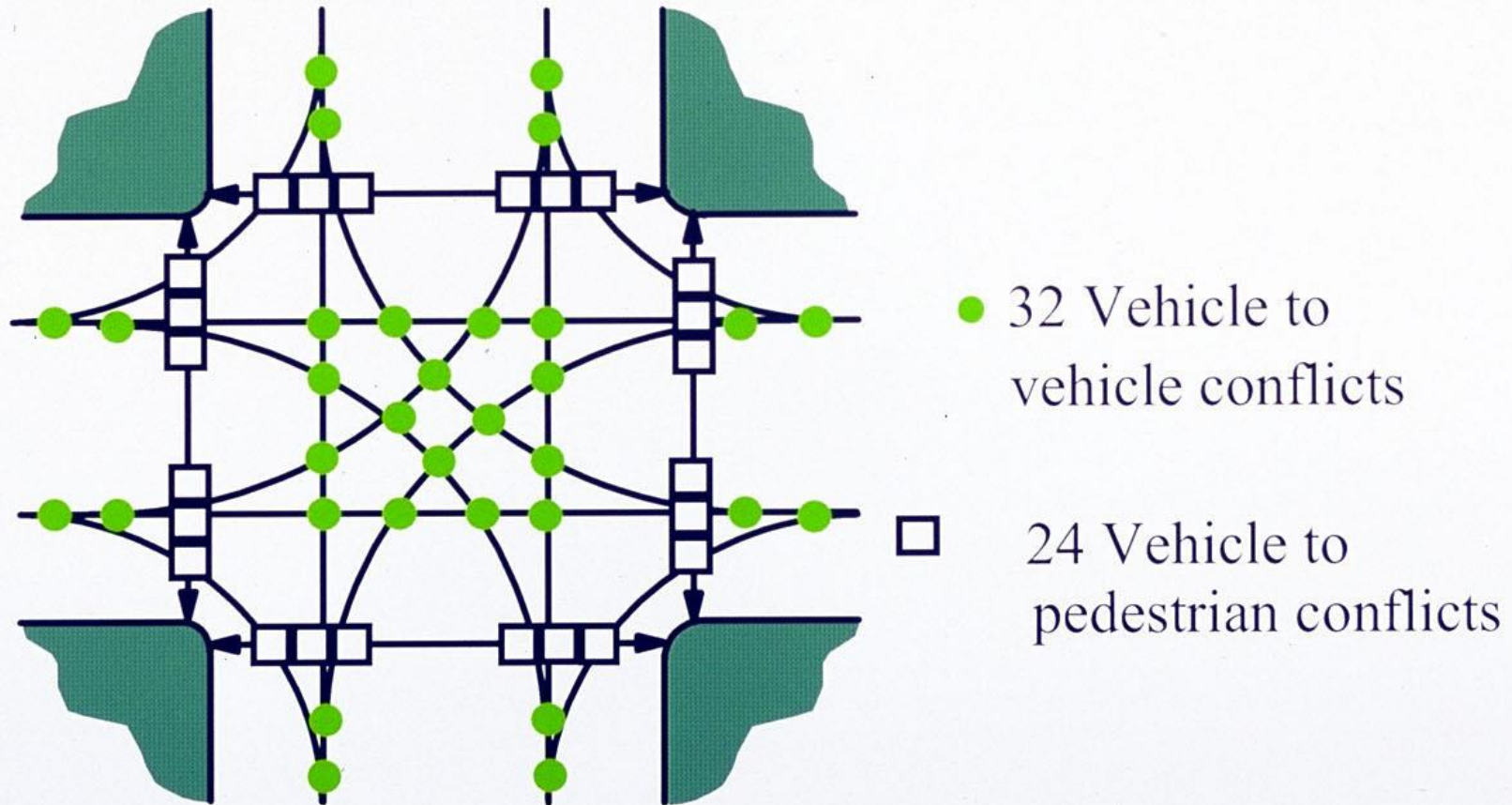




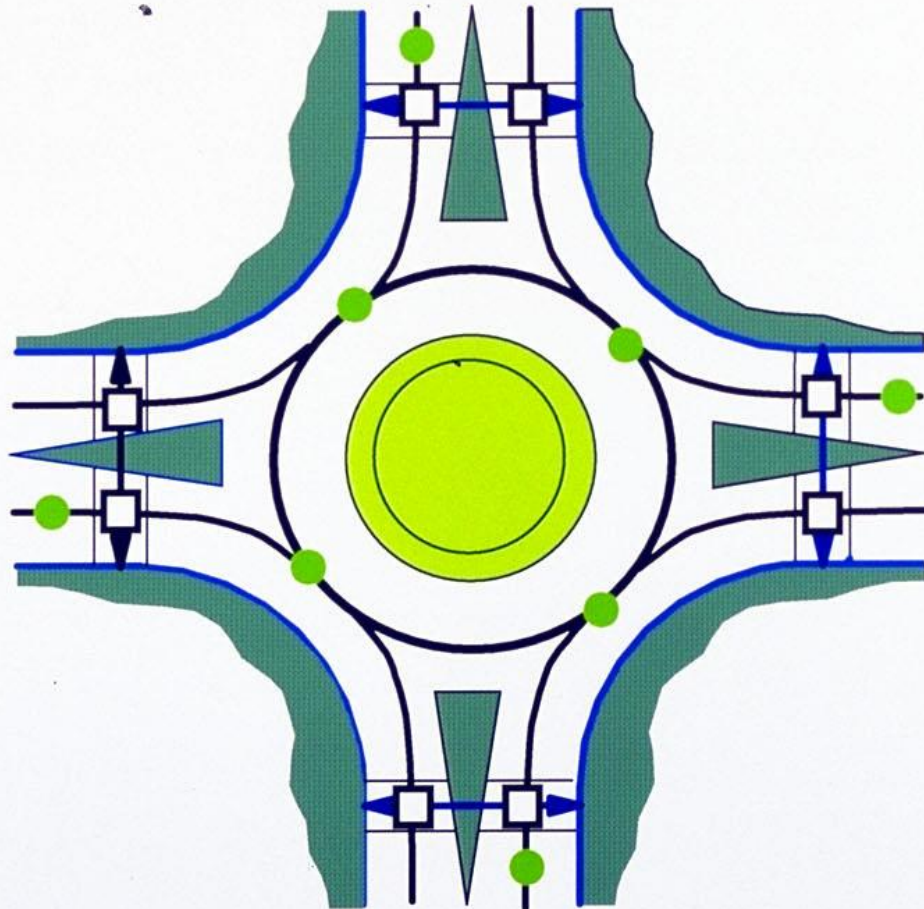
working from the outside in



Conflicts At a Four-Way Intersection



Conflicts At Roundabouts



● 8 Vehicle to vehicle conflicts

□ 8 Vehicle to pedestrian conflicts

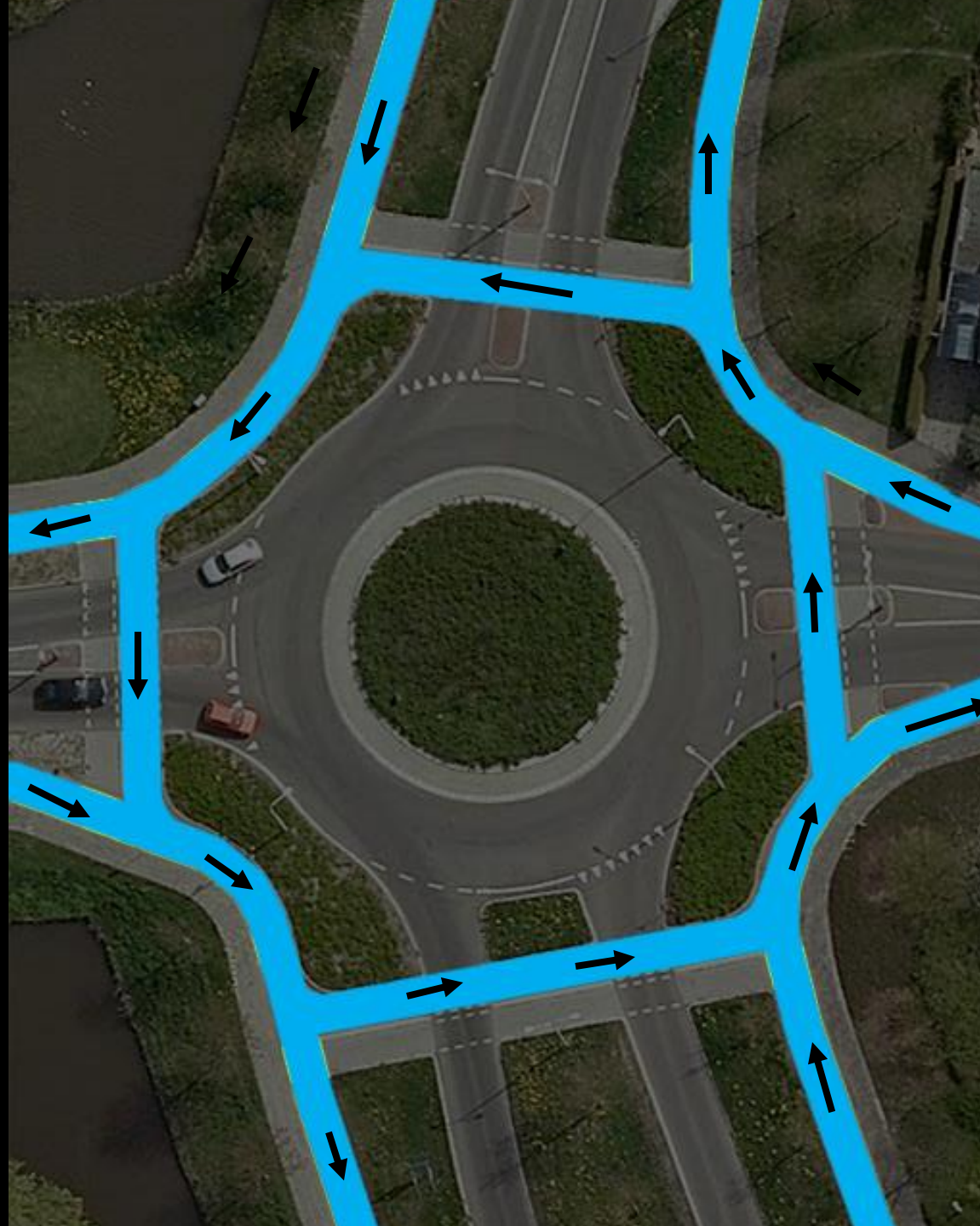






Bikes at Roundabouts

Bikes at Roundabouts





Disadvantages

Sometimes does not fit in available space
Very high motor vehicles volumes



Advantages

Reduced crash rates and crash severity

Reduced emissions

Reduced speeding

Inclusive of pedestrians, cyclists, & transit

Low tech/self timing

Attractive

Less impervious surfaces

No turn lanes/frees up space for other things

Make nice entrance features



Design Directives

Create comfortable, safe places to walk and bike



Create spaces for trees, shade, and landscaping



Design Directives

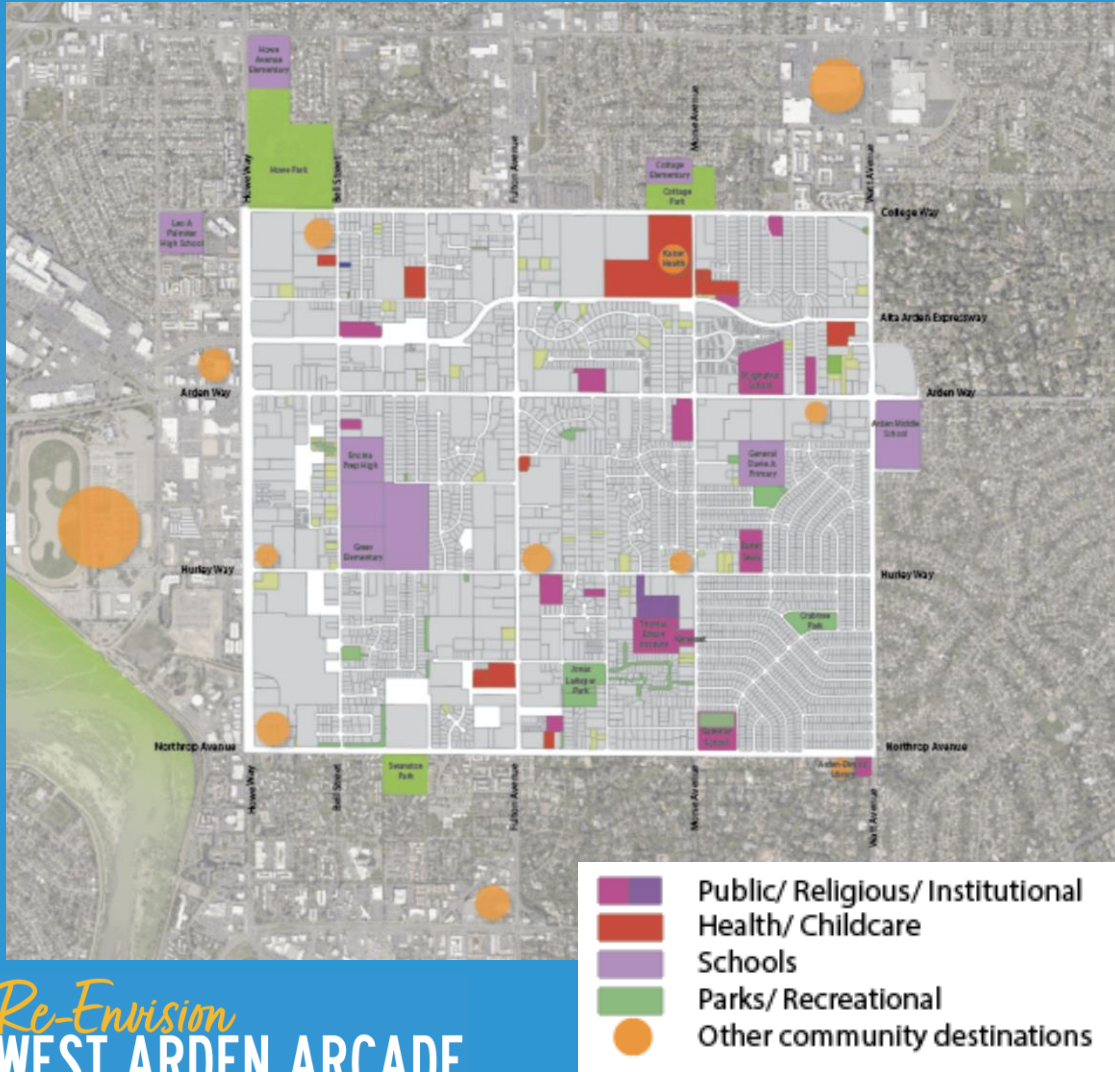
Create a sense of community identity



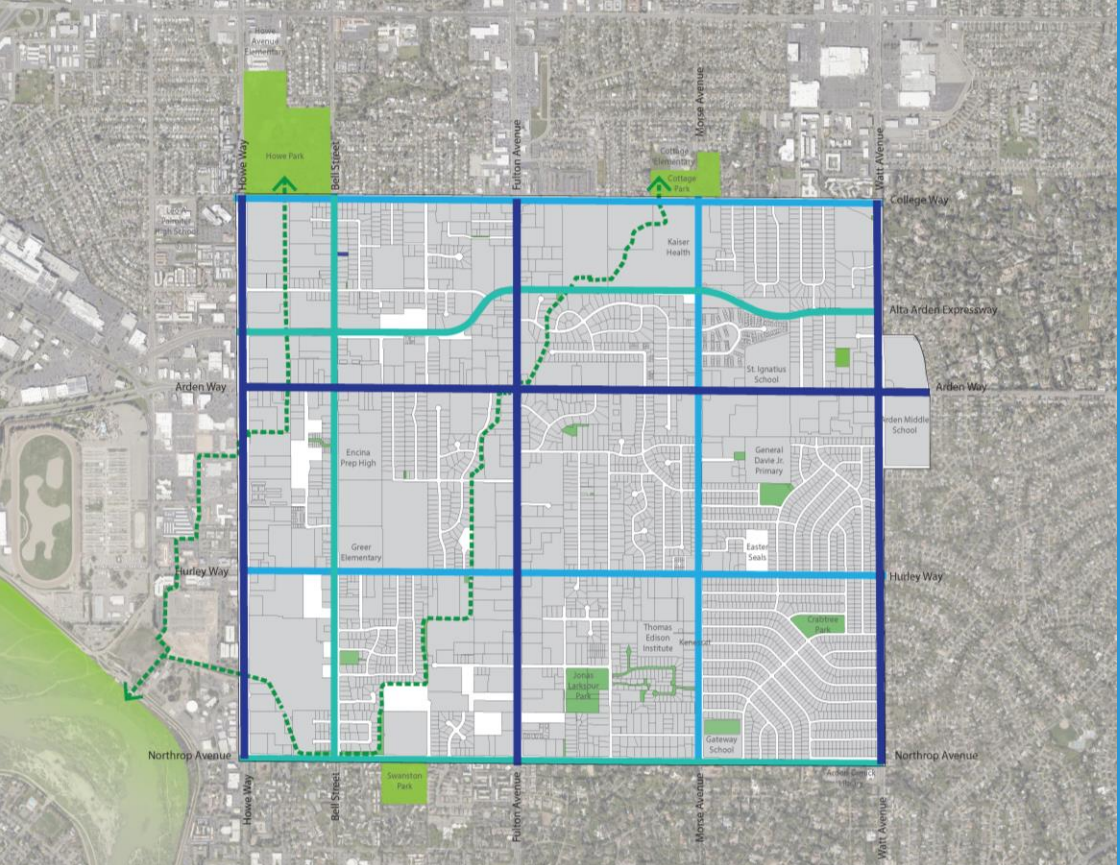
Create nodes of activity with cohesive connections






Tying ideas together by... identifying community destinations



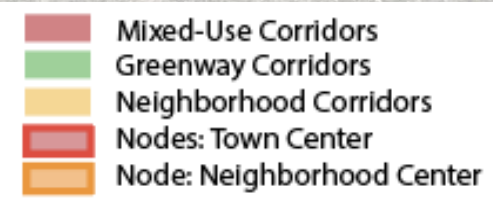
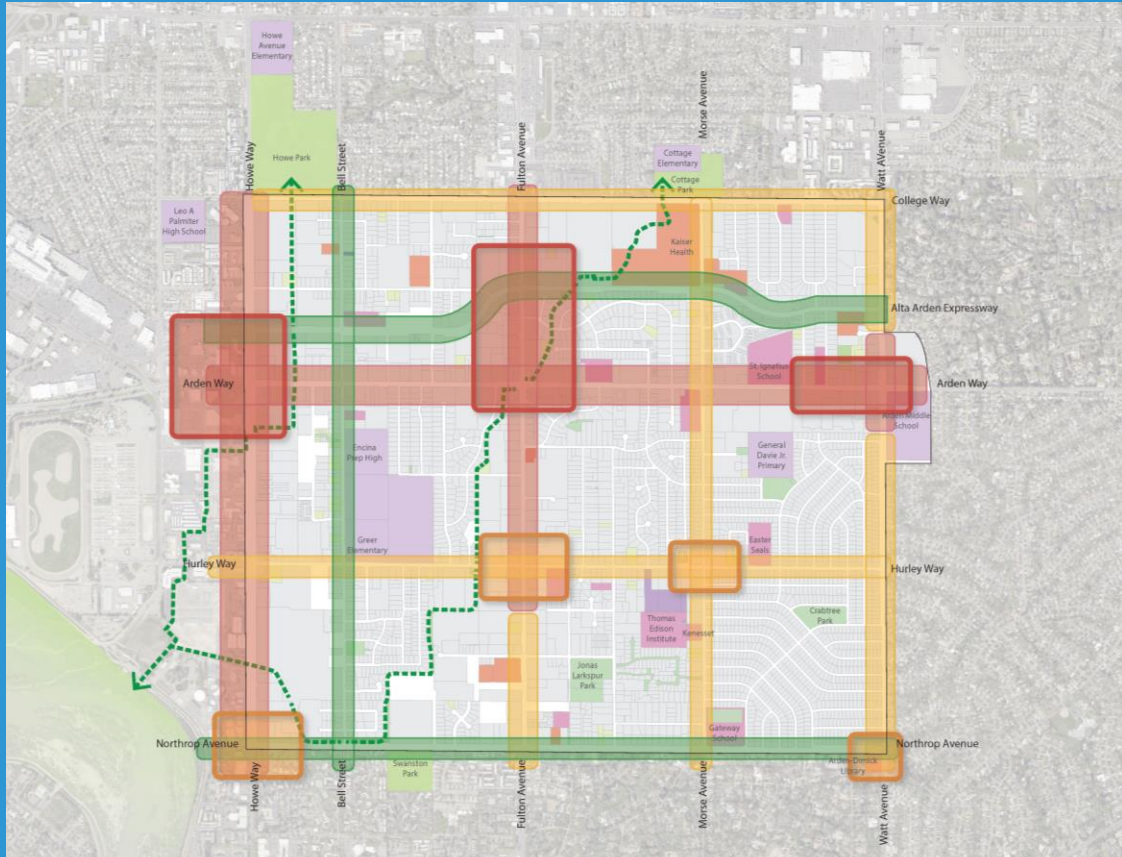
Tying ideas together by... creating a place-based network of streets to improve access



Chicken Ranch Slough

-  Prosperity Corridors
-  Parkway
-  Neighborhood Greenways

Tying ideas together by... overlaying opportunity sites to create nodes and corridors



Community nodes along corridors create centers of activity.

Nodes at two scales, varying in function, intensity of use and built form:

- Town Centers
- Neighborhood Centers

Examples of "Town Centers"



Santana Row, San Jose

Town Centers



- Regional destinations
- A mix of land uses: shopping, office, housing, entertainment
- Walkable environment – open spaces, "shared streets"
- Support activities and events



Re-Envision
WEST ARDEN ARCADE

SACRAMENTO
COUNTY

Examples of "Neighborhood Centers"



Downtown Windsor

Neighborhood Centers



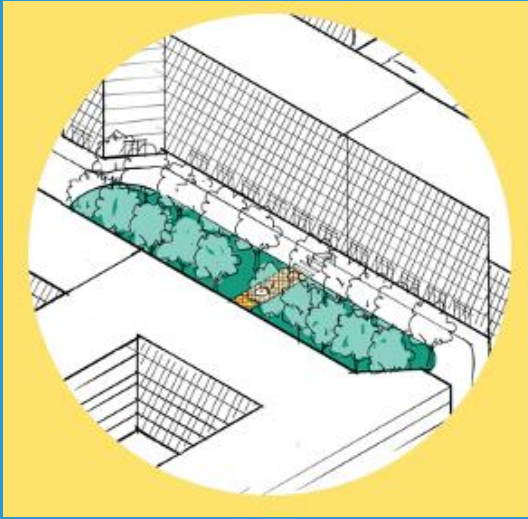
- Neighborhood gathering places
- A mix of land uses but at lower intensity
- Walkable environment
- Support local activities and events



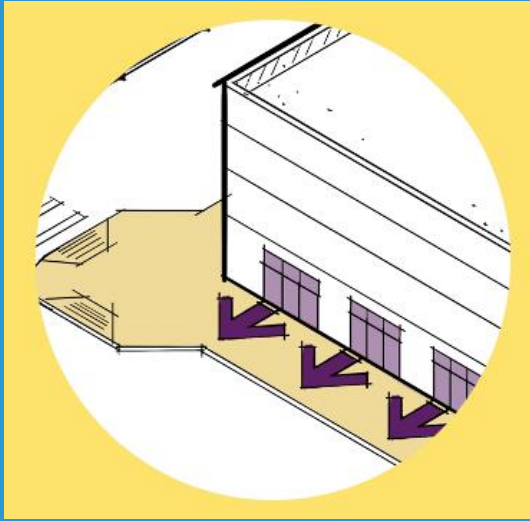
Public Realm: Design Elements



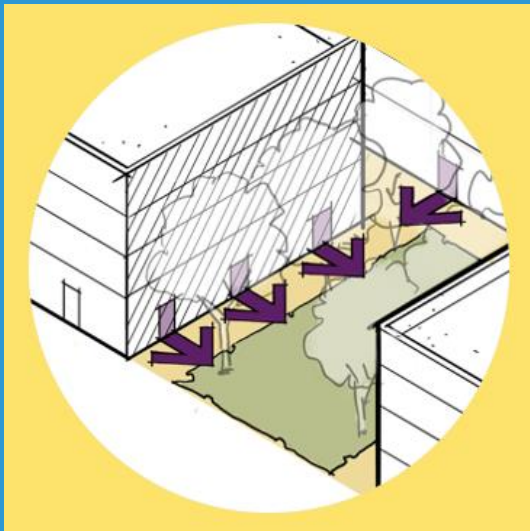
Design Elements: Shared Open Space



Design Elements: Building Orientation

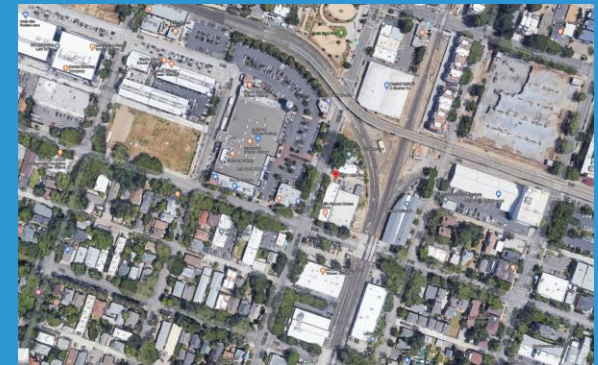
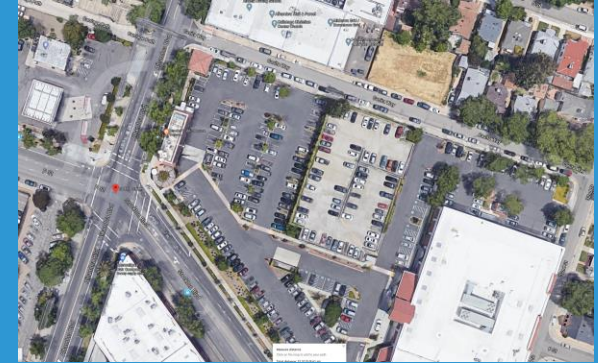
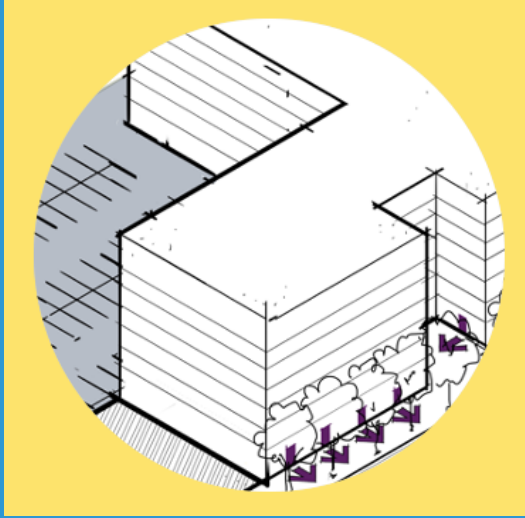


Orient building entrances towards sidewalks

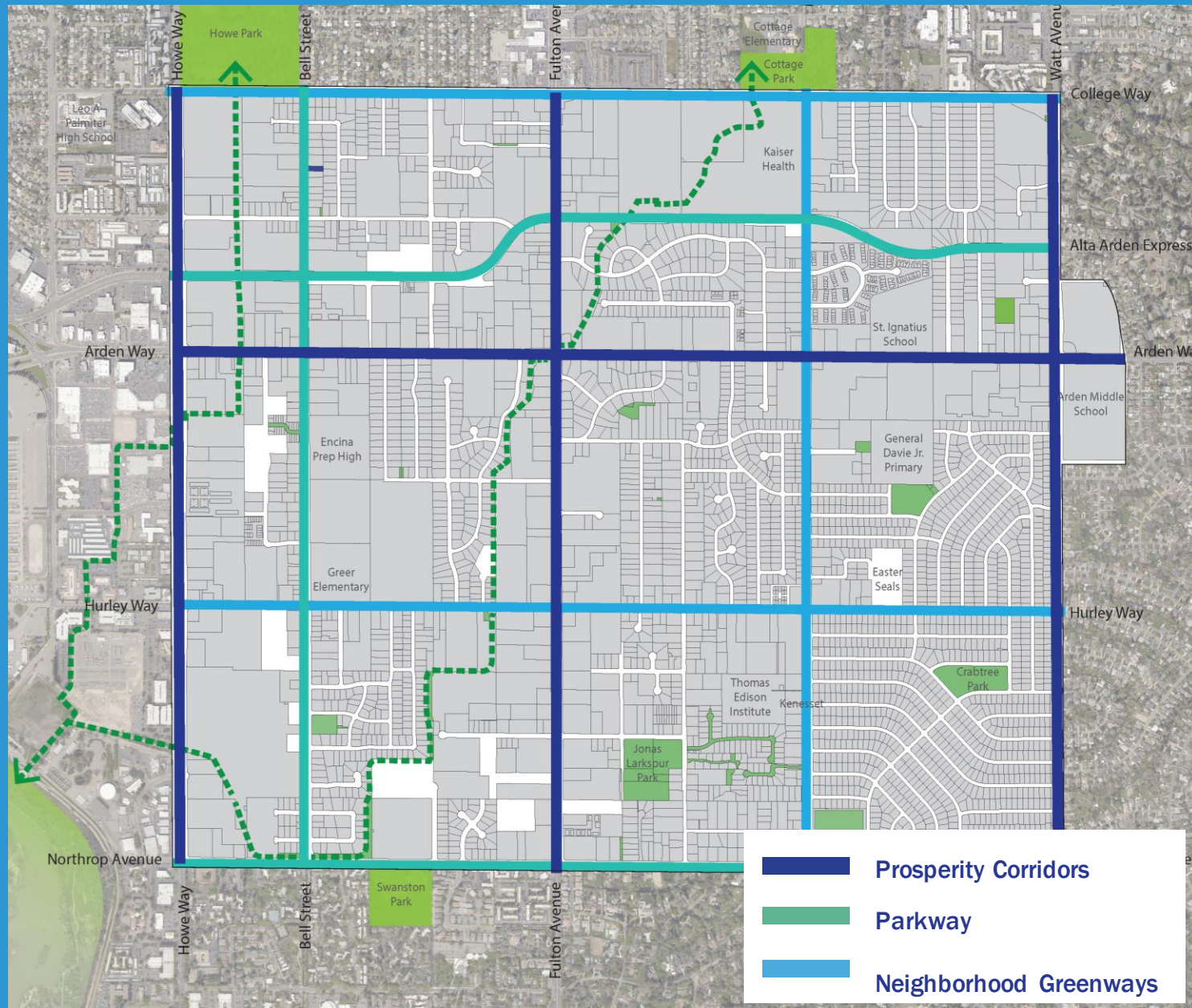


Orient buildings to frame public spaces

Design Elements: Shield Parking and Services



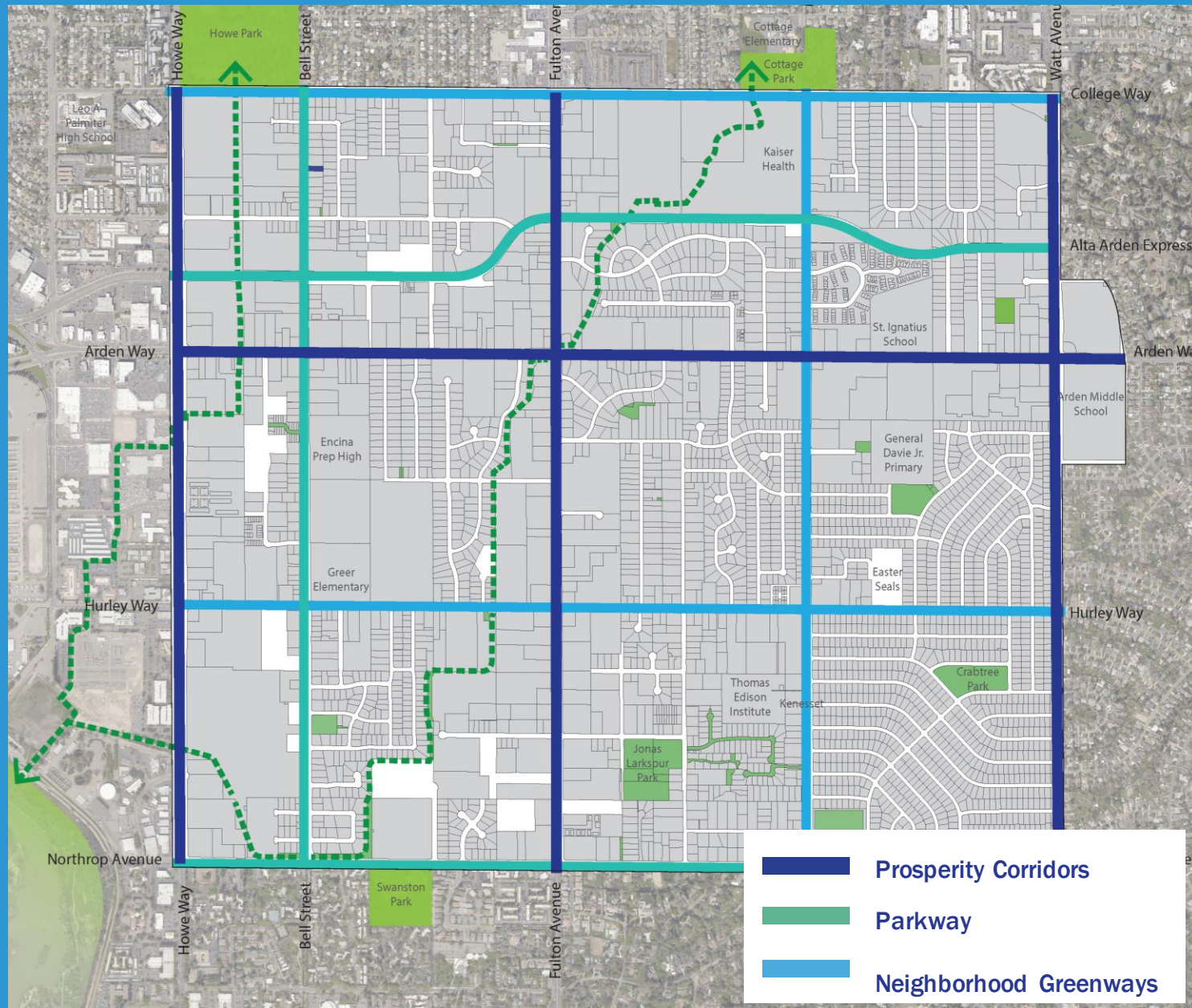
Place-based Street Network



Prosperity Corridors



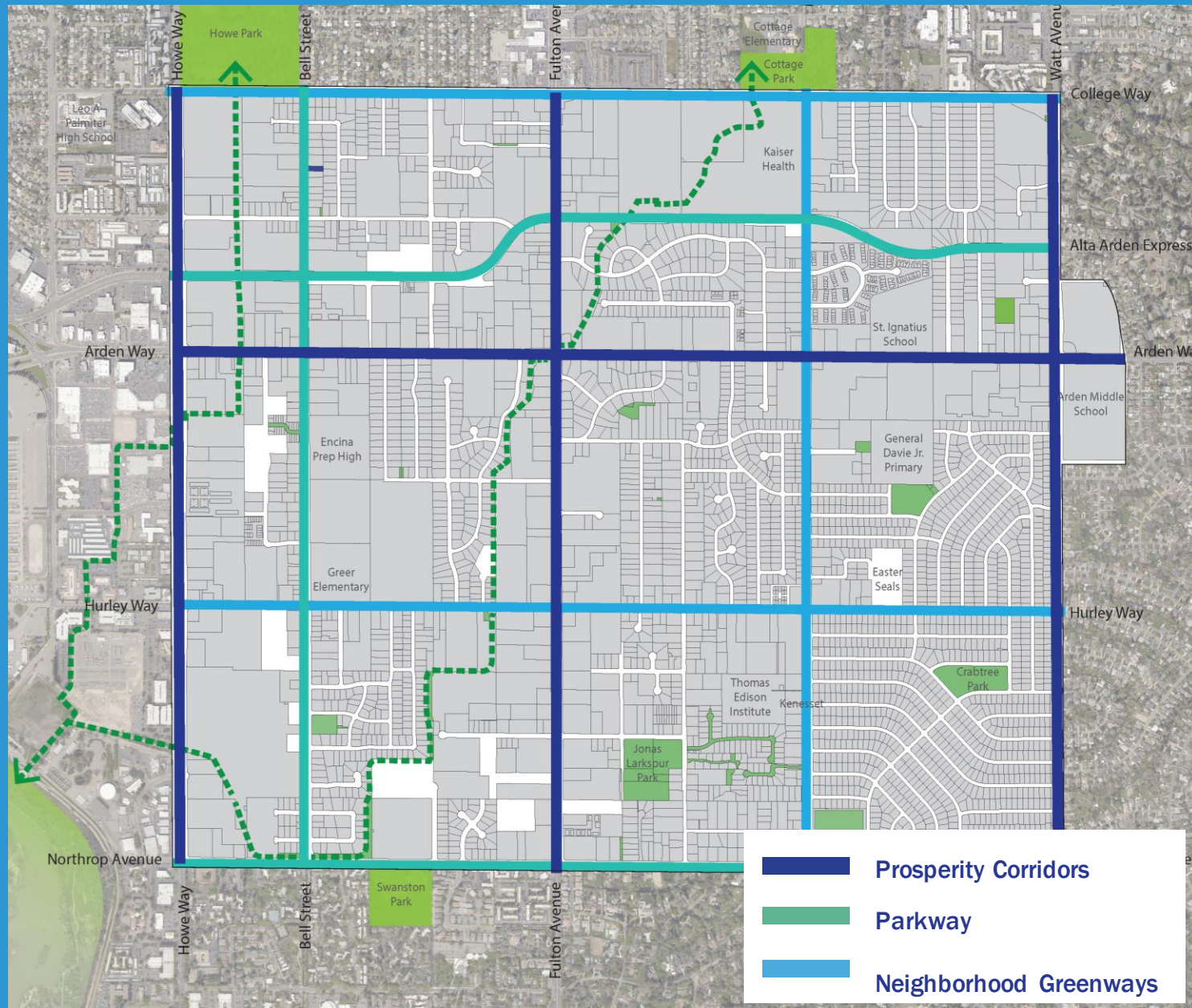
Place-based Street Network



Parkway



Place-based Street Network



Neighborhood Greenways

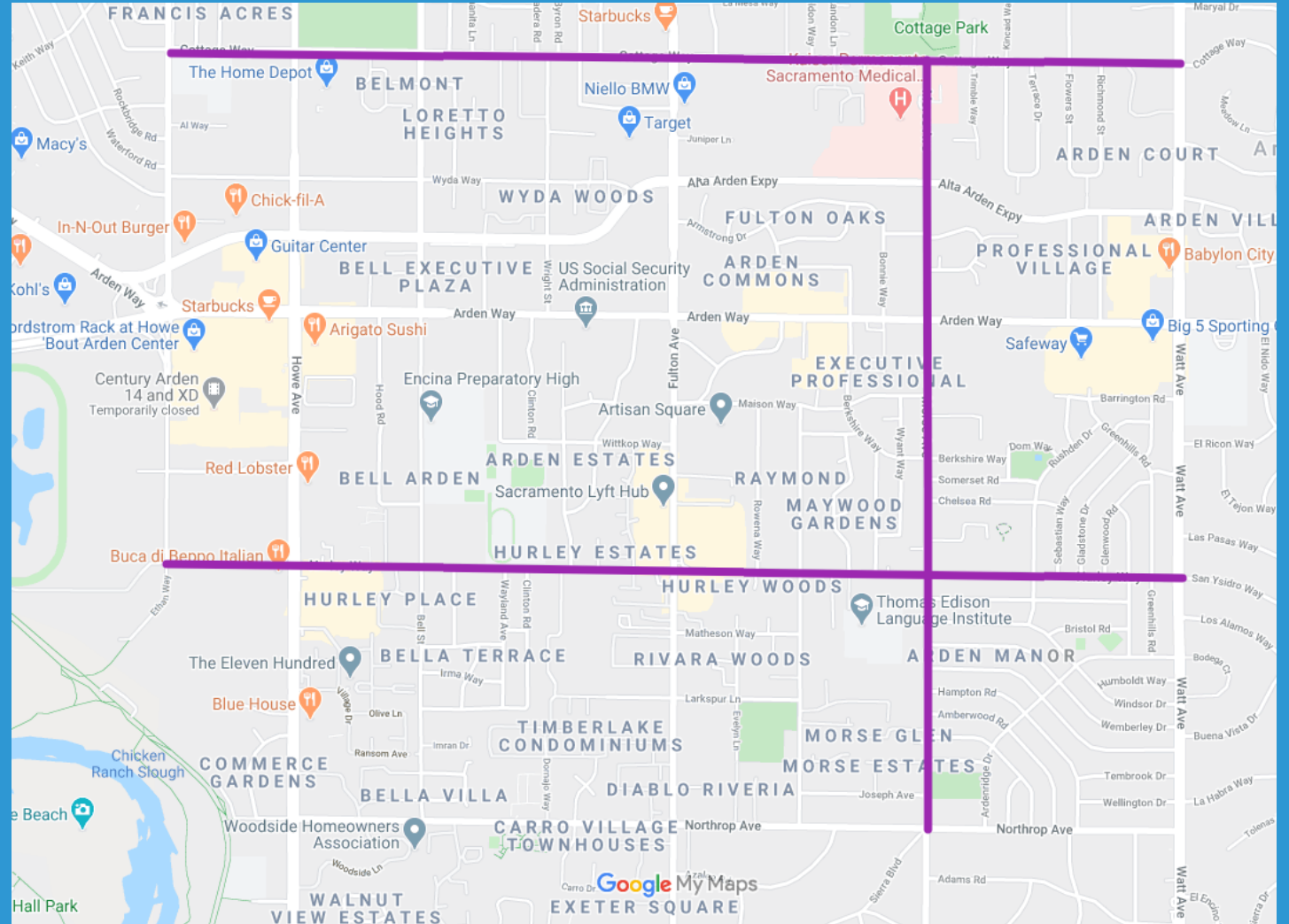


Responsive Implementation Strategy

5 Steps to Implementation

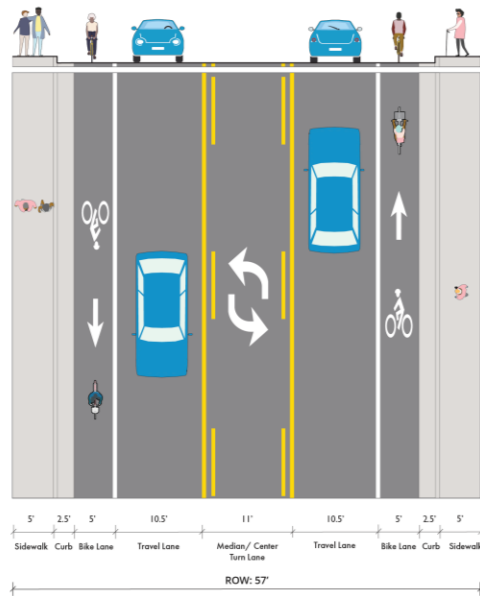
Step 1: Rapid Community Response Network

- Hurley Way
- Morse Ave
- Cottage Way

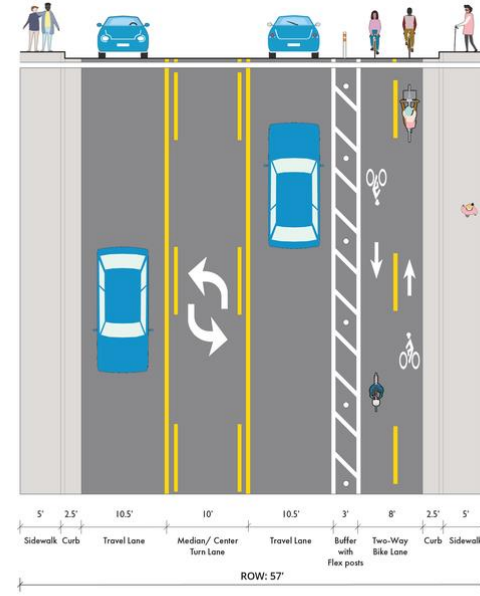


Rapid Response: Cottage Way

Cottage Way - Existing
(Looking North)

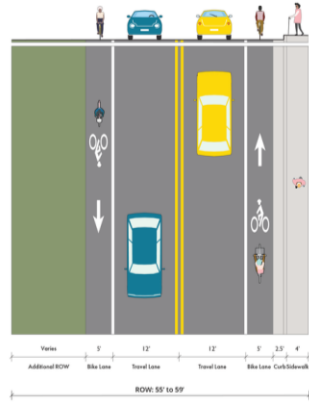


Cottage Way - Starter Idea Rapid Implementation
(Looking North)

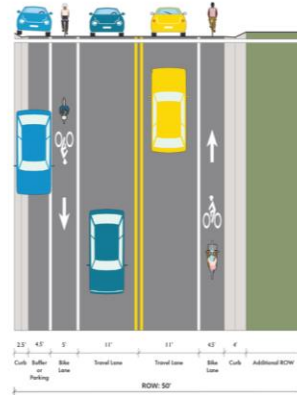


Rapid Response: Morse Ave

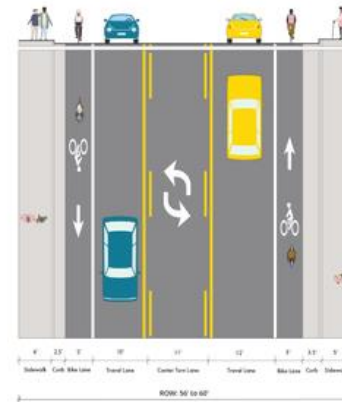
Morse Avenue - Existing
Hurley Way to Northrop Avenue
(Looking North)



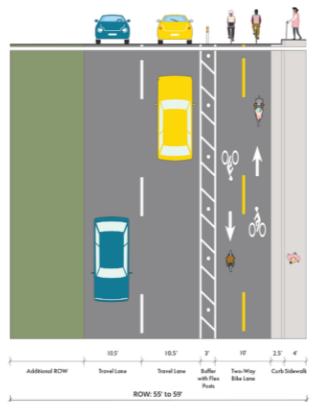
Morse Avenue - Existing
Hurley Way to Alta Arden Expressway
(Looking North)



Morse Avenue - Existing
North of Alta Arden Expressway
(Looking North)



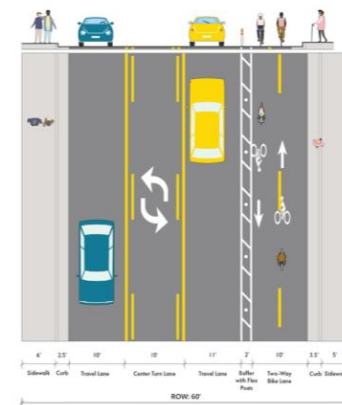
Morse Avenue - Starter Idea Rapid Implementation
Hurley Way to Northrop Avenue
(Looking North)



Morse Avenue - Starter Idea Rapid Implementation
Hurley Way to Alta Arden Expressway
(Looking North)

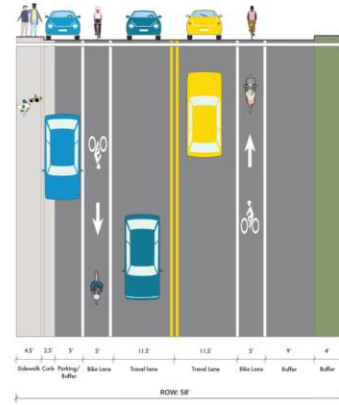


Morse Avenue - Starter Idea Rapid Implementation
North of Alta Arden Expressway
(Looking North)

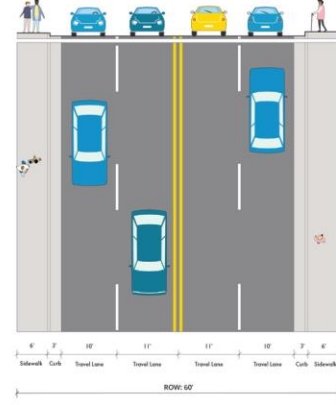


Rapid Response: Hurley Way

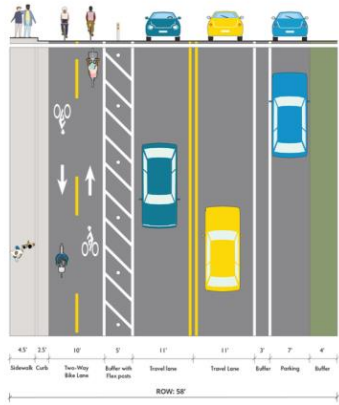
Hurley Way - Existing
East of Bell Avenue
(Looking East)



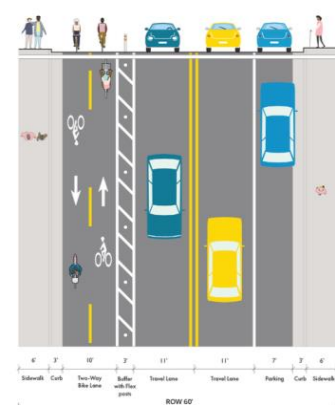
Hurley Way - Existing
West of Bell Avenue
(Looking East)



Hurley Way - Starter Idea Rapid Implementation
East of Bell Avenue
(Looking East)



Hurley Way - Starter Idea Rapid Implementation
West of Bell Avenue
(Looking East)

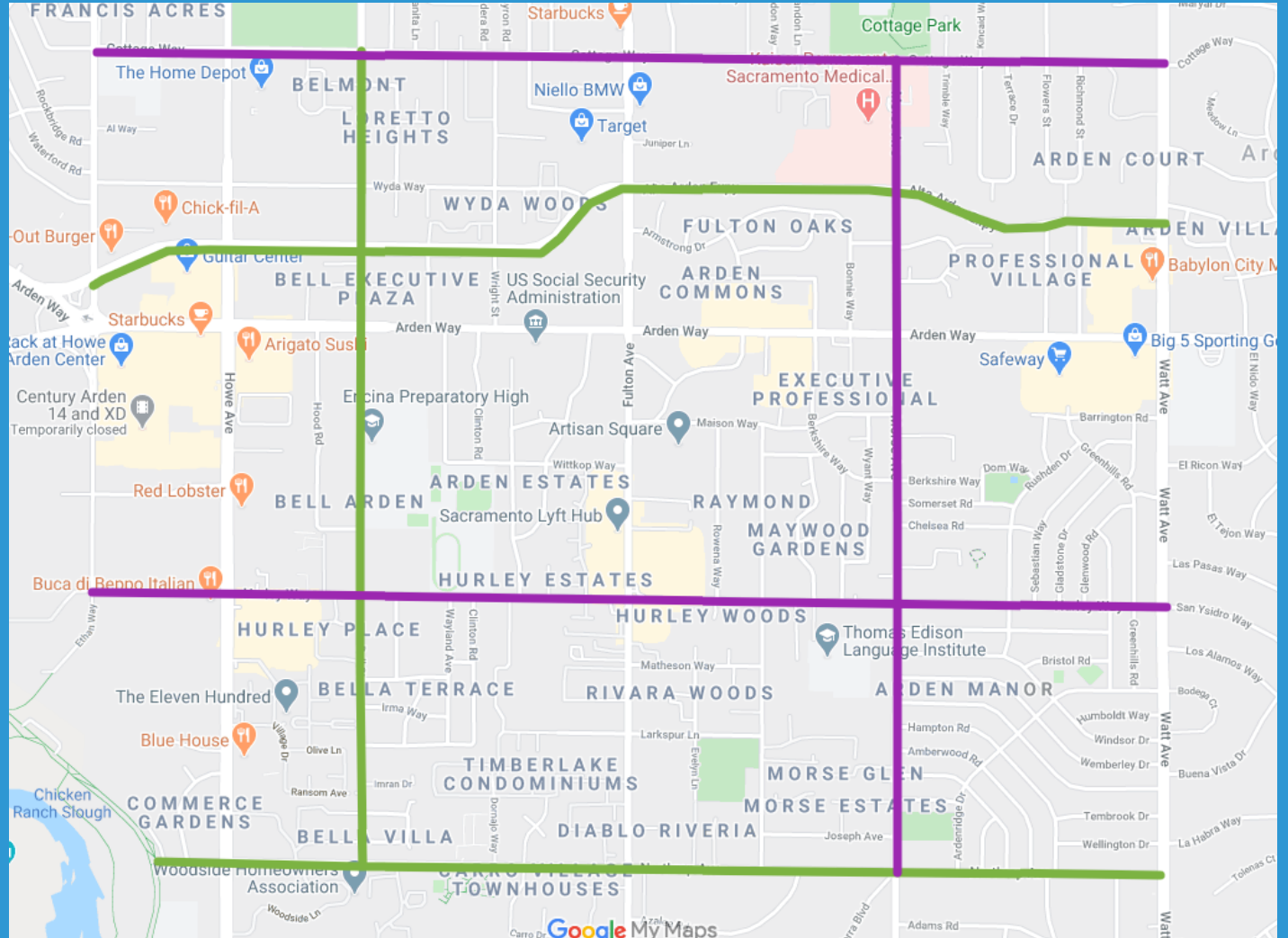


Responsive Implementation Strategy

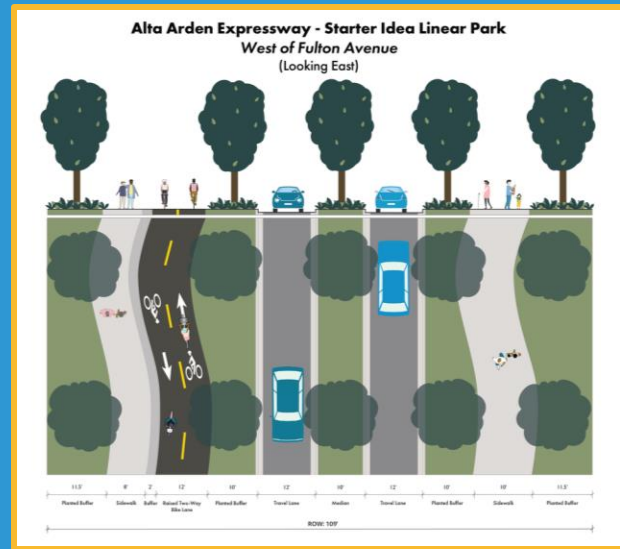
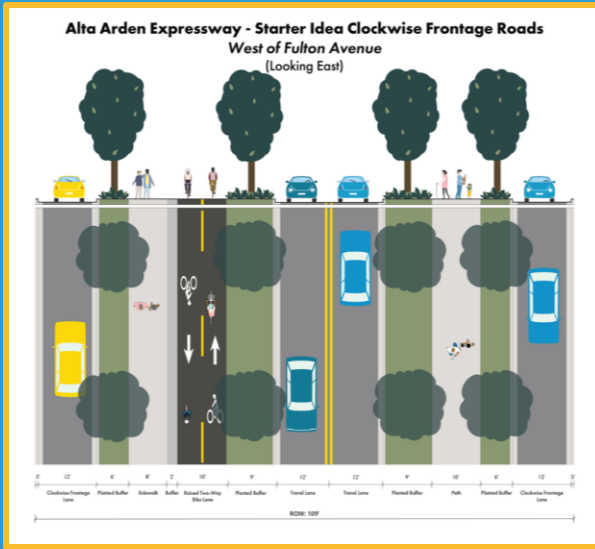
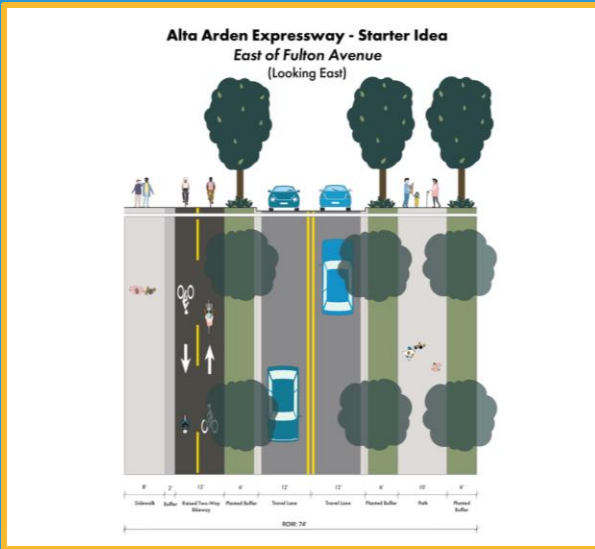
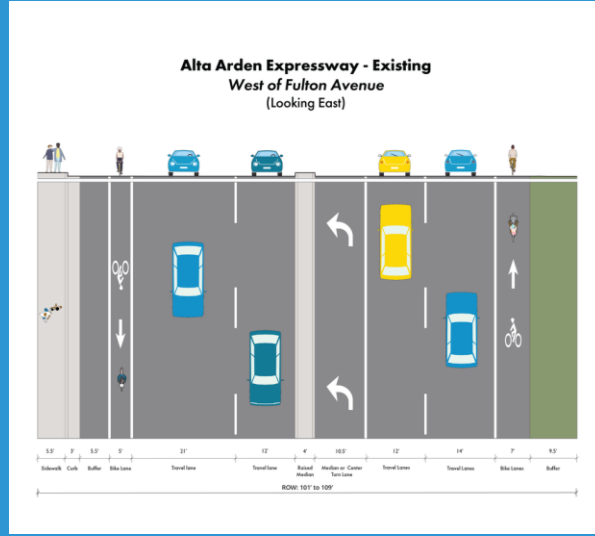
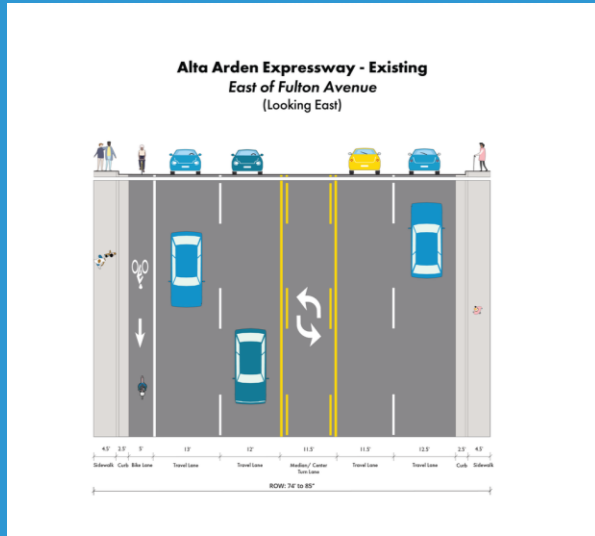
5 Steps to Implementation

Step 2: Building Momentum

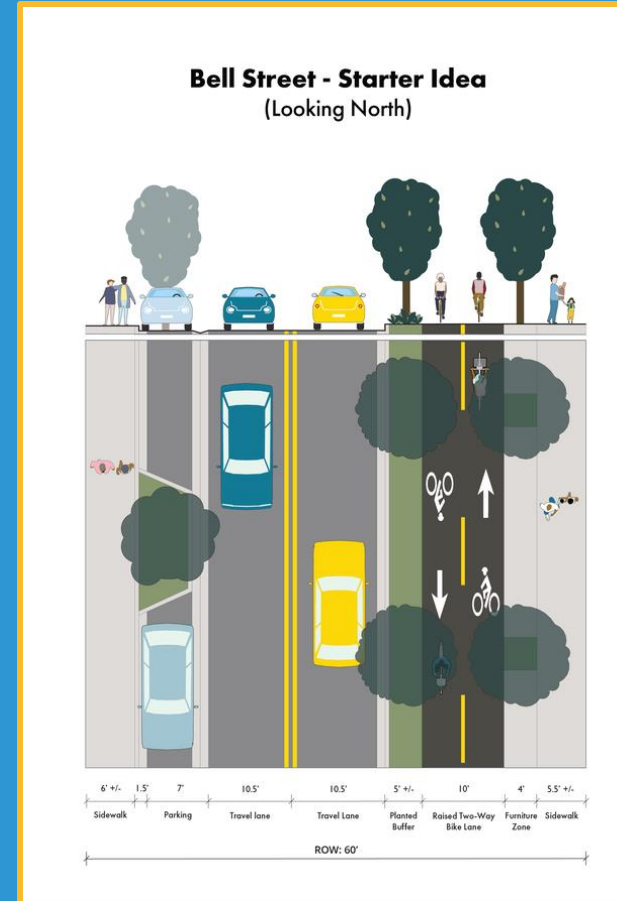
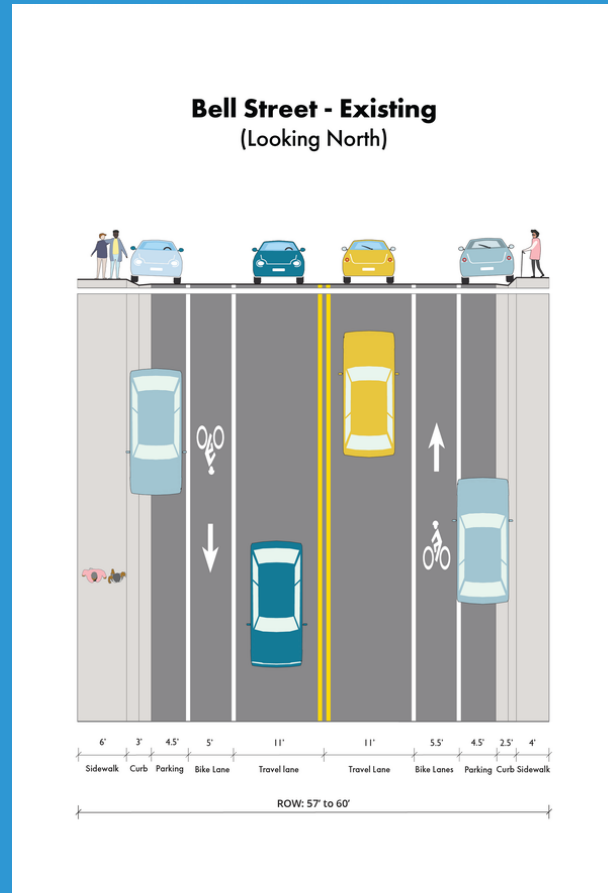
- Bell St
- Alta Arden Parkway
- Northrop Ave



Parkway: Alta Arden Expressway

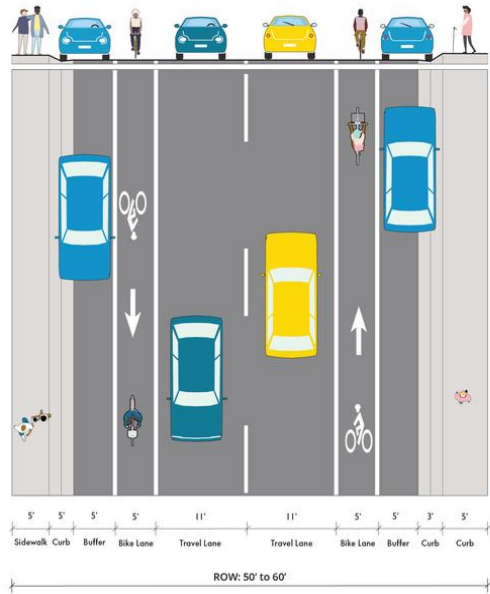


Neighborhood Greenways: Bell St

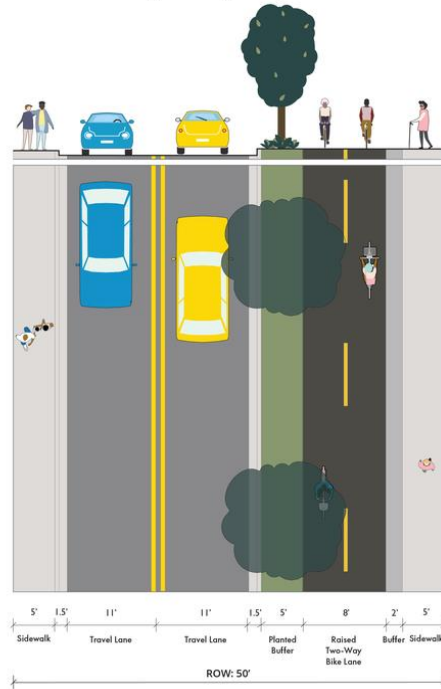


Neighborhood Greenways: Northrop Ave

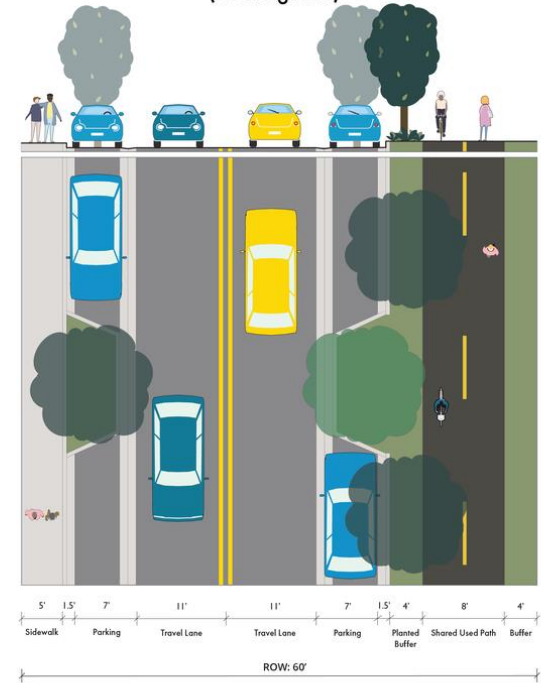
Northrop Avenue - Existing
(Looking East)



Northrop Avenue - Starter Idea Narrow Option
(Looking East)



Northrop Avenue - Starter Idea Wide Option
(Looking East)

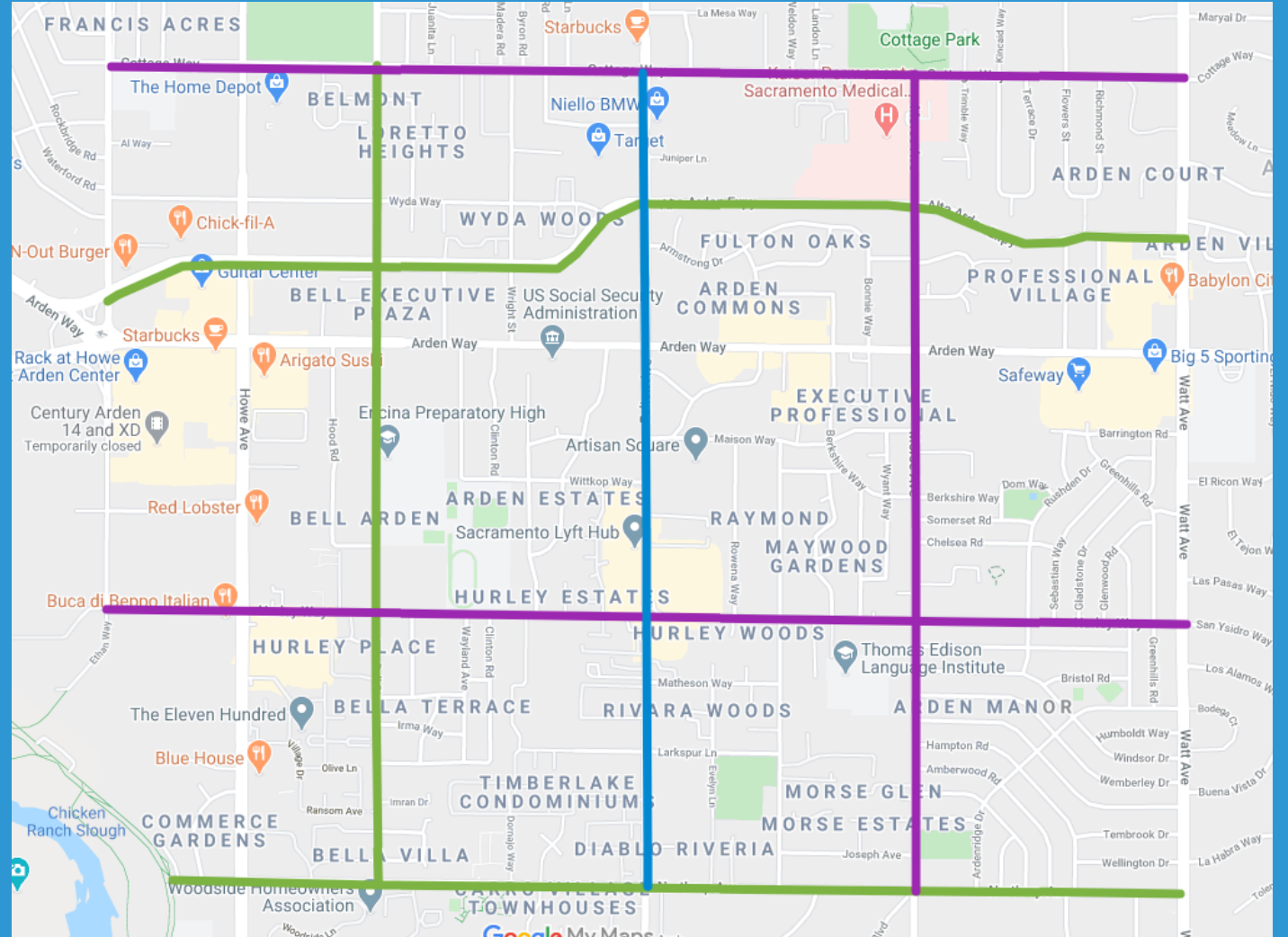


Responsive Implementation Strategy

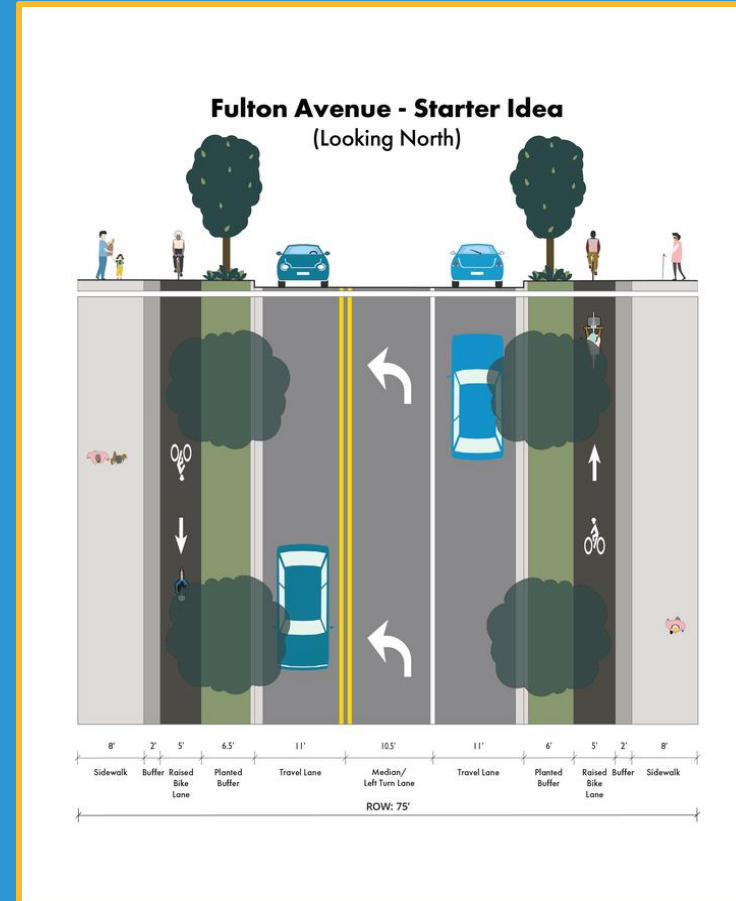
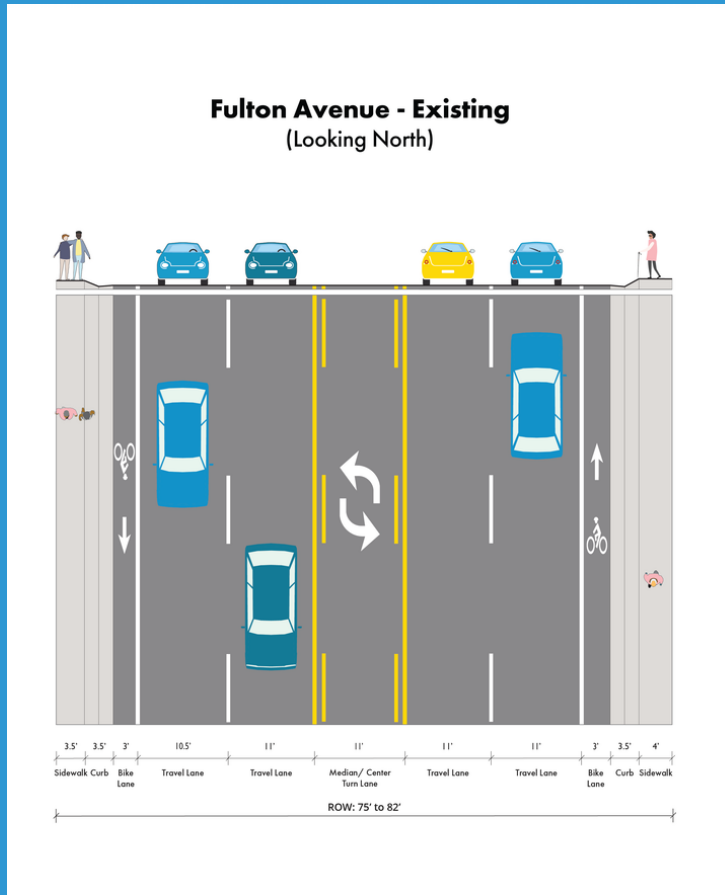
5 Steps to Implementation

Step 3: Establish a Community Core

- **Fulton Ave**



Mixed-use Prosperity Corridors: Fulton Ave

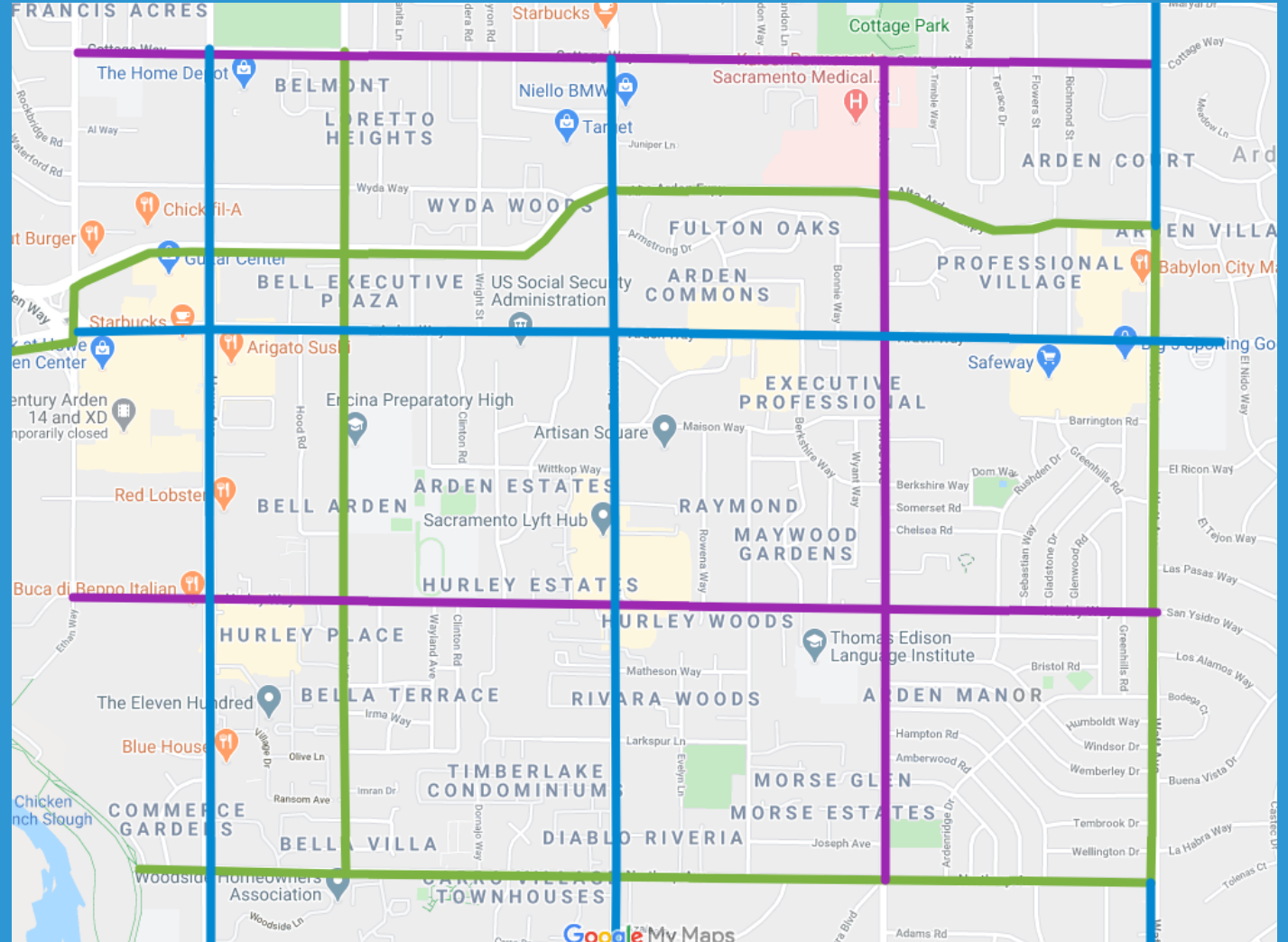


Responsive Implementation Strategy

5 Steps to Implementation

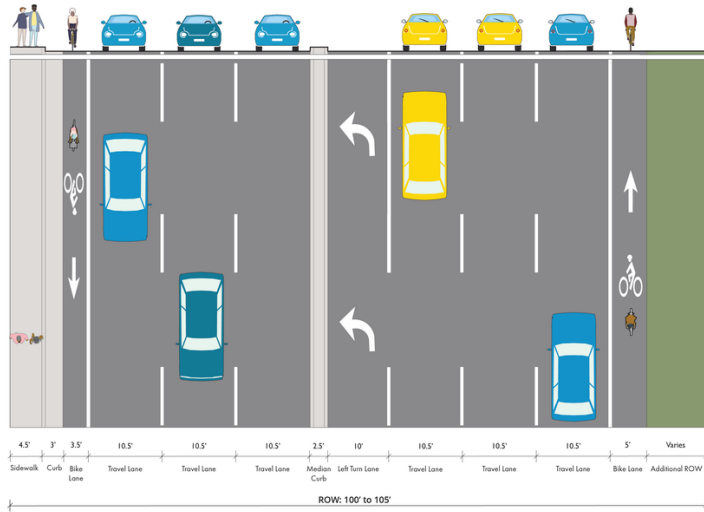
Step 4: Expand Economic Prosperity & Housing Diversity

- Howe Ave
- Arden Way
- Watt Ave

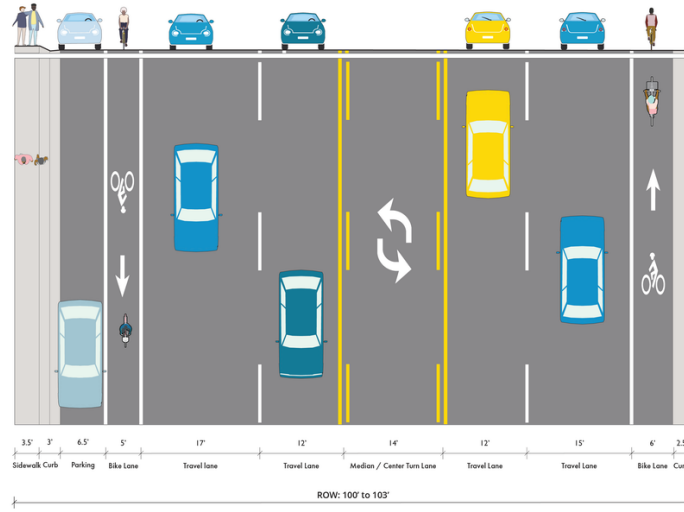


Mixed-use Prosperity Corridors: Watt Ave

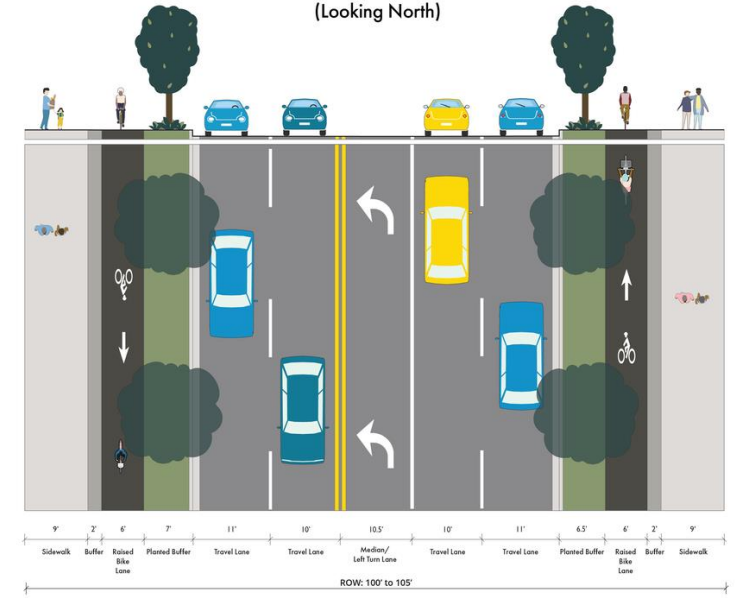
Watt Avenue - Existing
North of Arden Way
(Looking North)



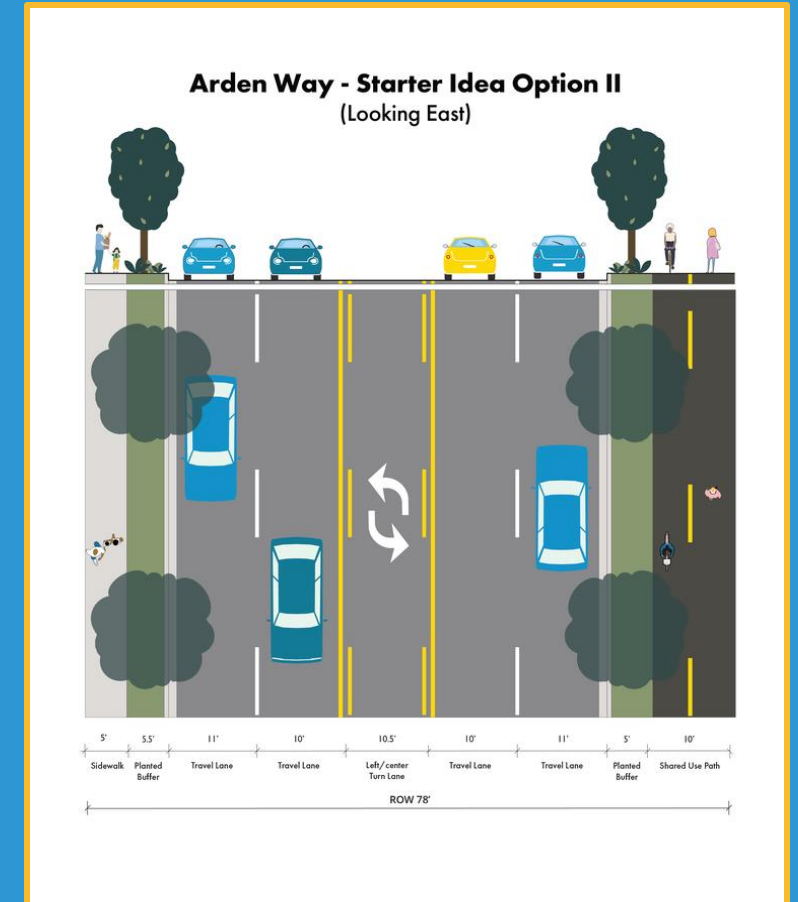
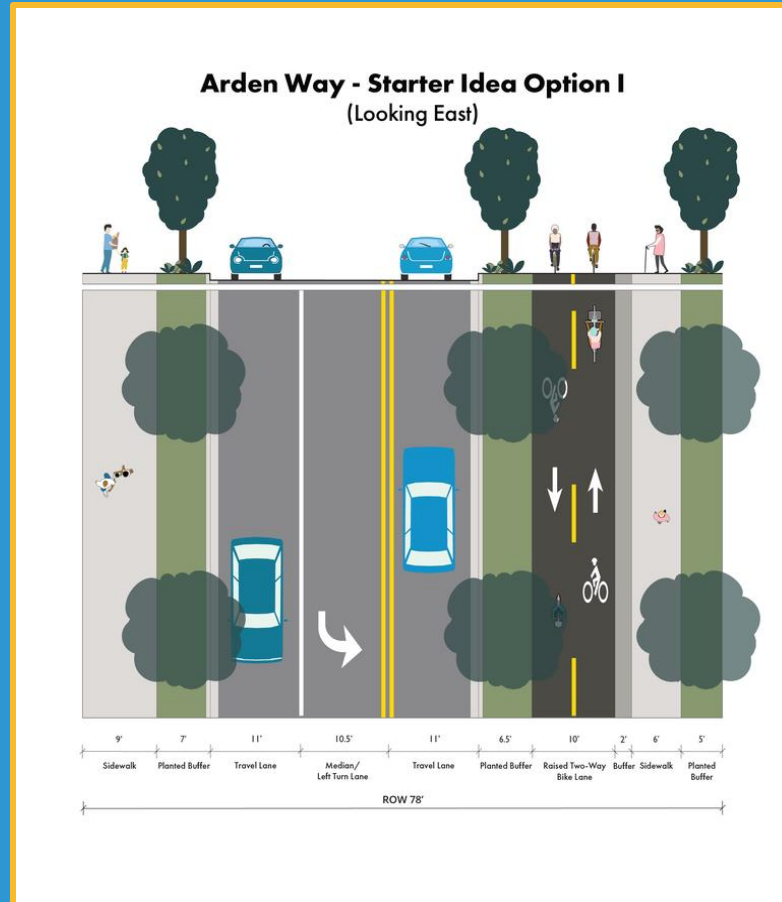
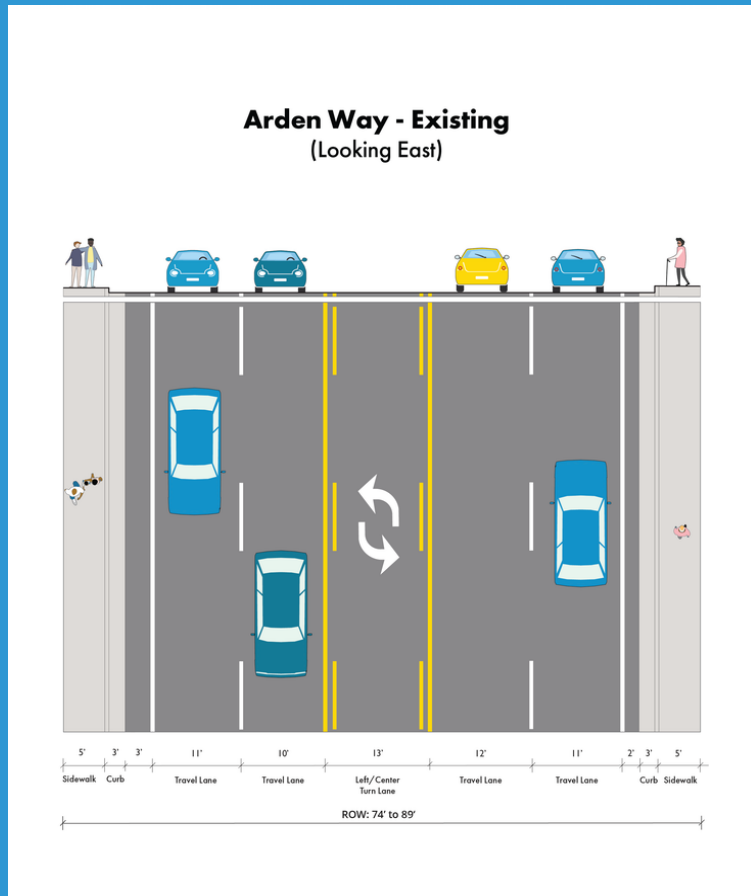
Watt Avenue - Existing
South of Arden Way
(Looking North)



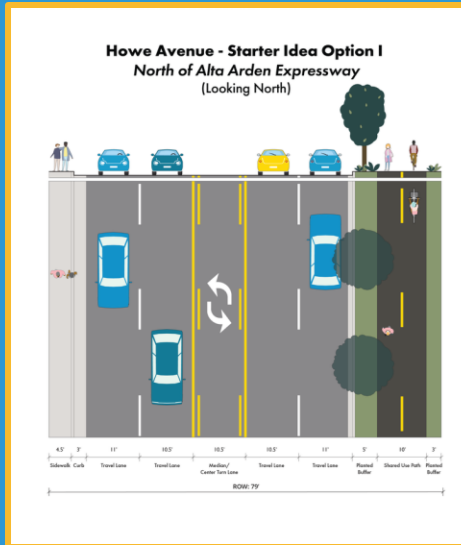
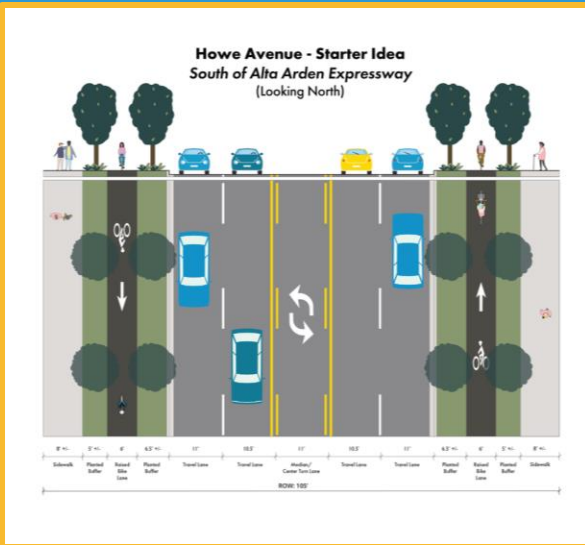
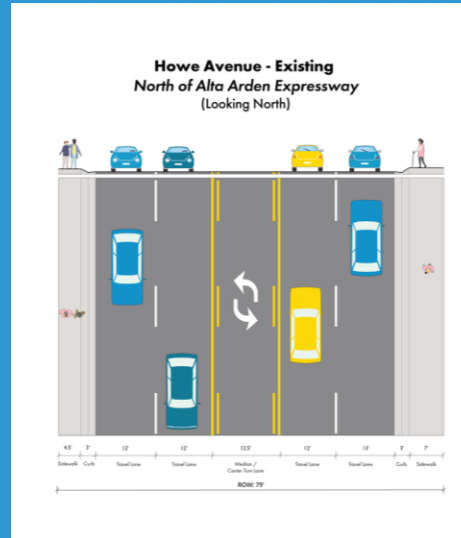
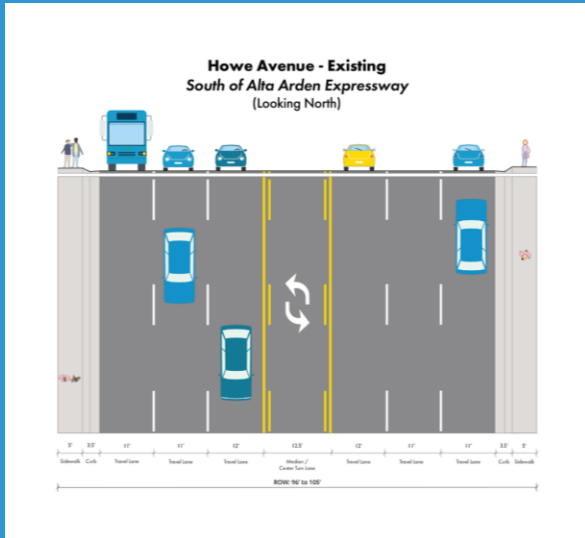
Watt Avenue - Starter Idea
(Looking North)



Mixed-use Prosperity Corridors: Arden Way



Mixed-use Prosperity Corridors: Howe Ave



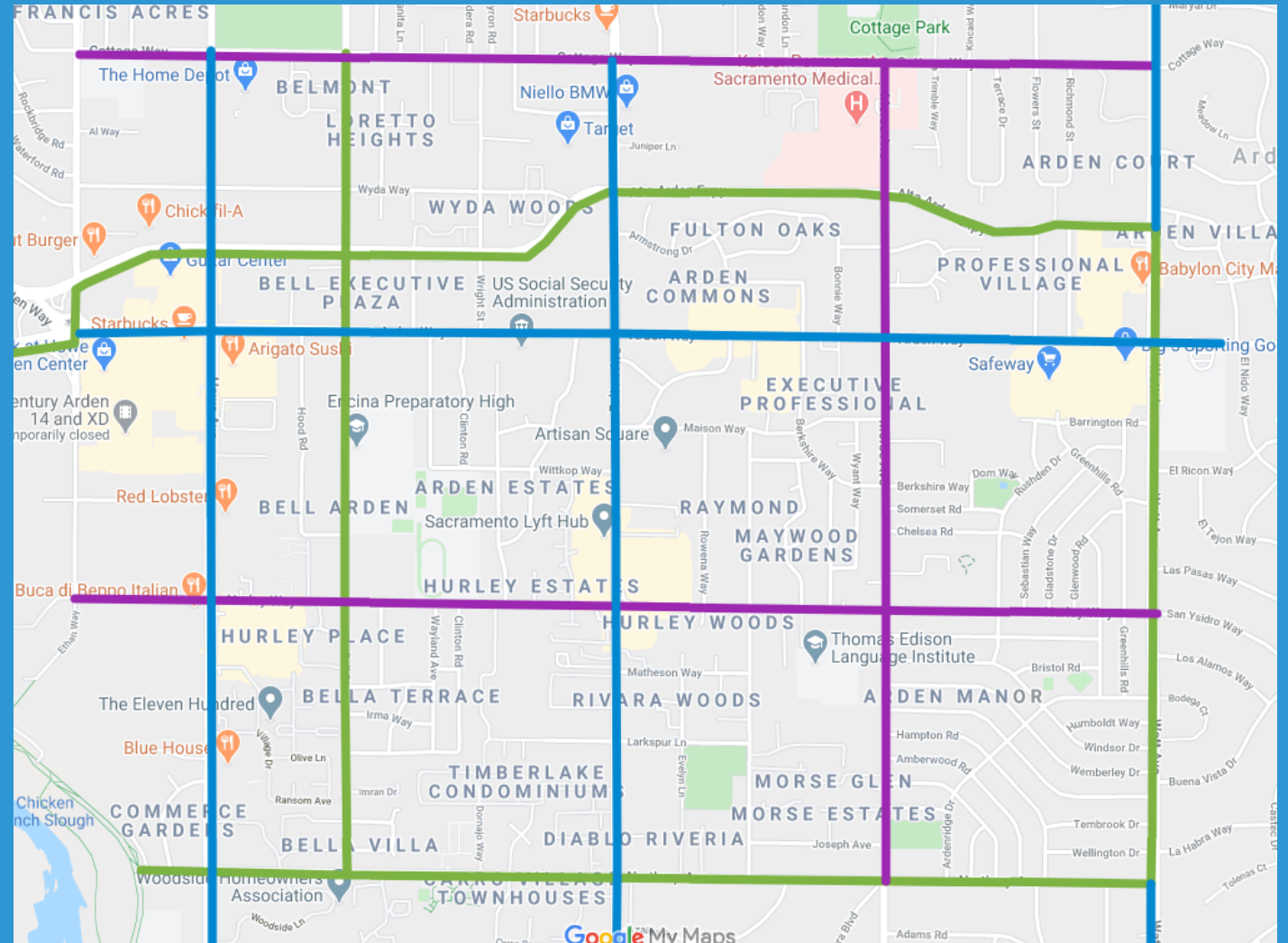
Responsive Implementation Strategy

5 Steps to Implementation

Step 5:

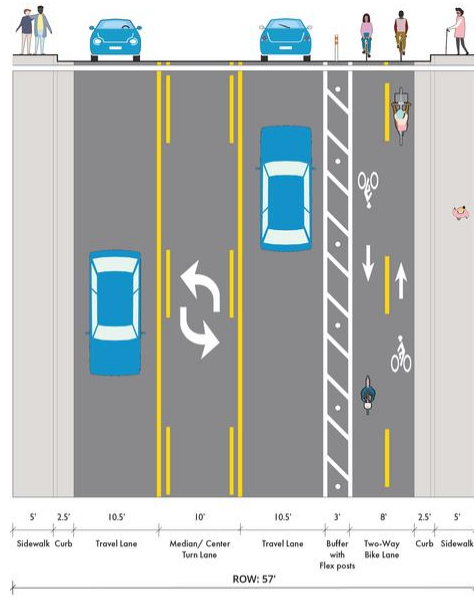
Re-invest in Rapid Corridors

- Hurley Way
- Morse Ave
- Cottage Way

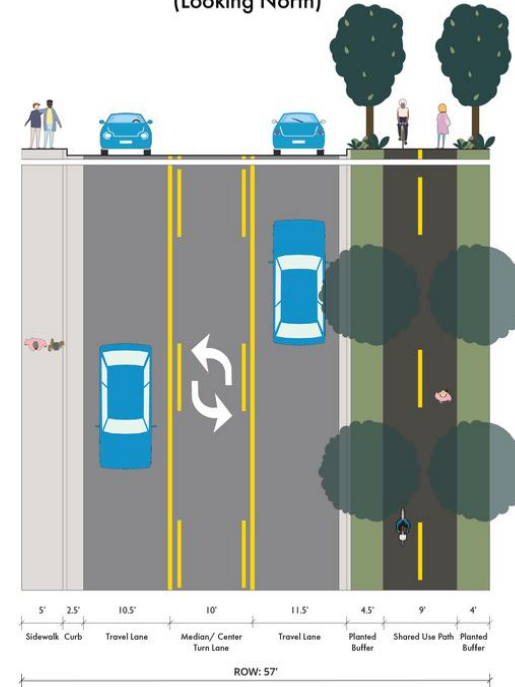


Re-invest: Cottage Way

Cottage Way - Starter Idea Rapid Implementation
(Looking North)

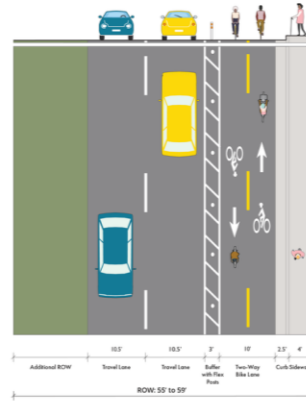


Cottage Way - Starter Idea Full Build
(Looking North)

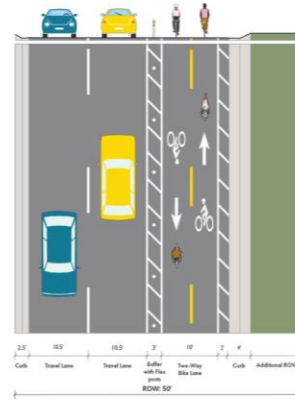


Re-invest: Morse Ave

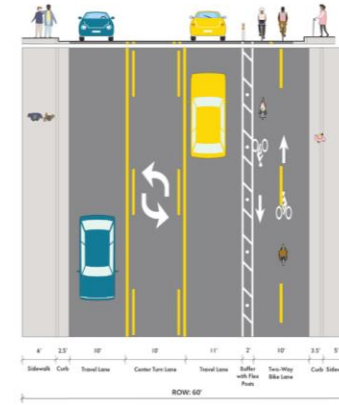
Morse Avenue - Starter Idea Rapid Implementation
Hurley Way to Northrop Avenue
(Looking North)



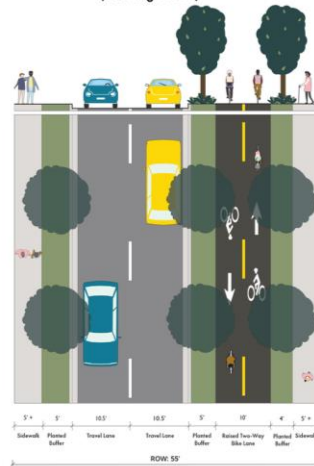
Morse Avenue - Starter Idea Rapid Implementation
Hurley Way to Alta Arden Expressway
(Looking North)



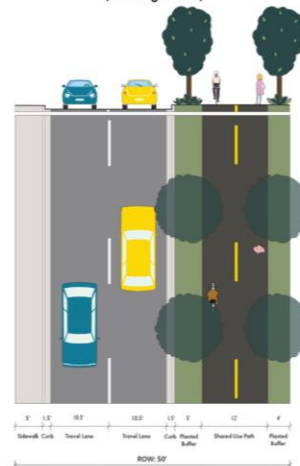
Morse Avenue - Starter Idea Rapid Implementation
North of Alta Arden Expressway
(Looking North)



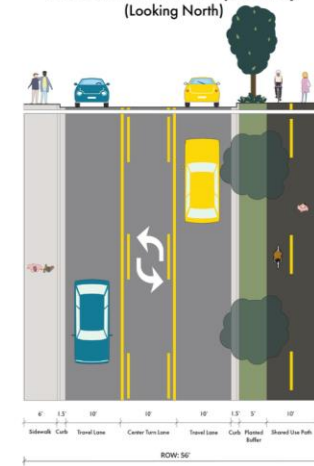
Morse Avenue - Starter Idea Full Build
Hurley Way to Northrop Avenue
(Looking North)



Morse Avenue - Starter Idea Full Build
Hurley Way to Alta Arden Expressway
(Looking North)

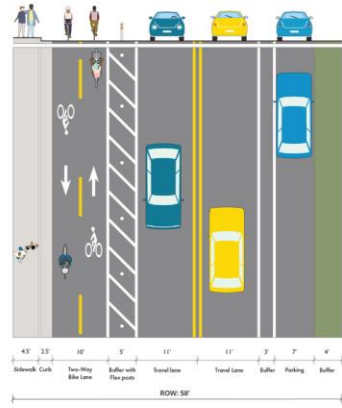


Morse Avenue - Starter Idea Full Build
North of Alta Arden Expressway
(Looking North)

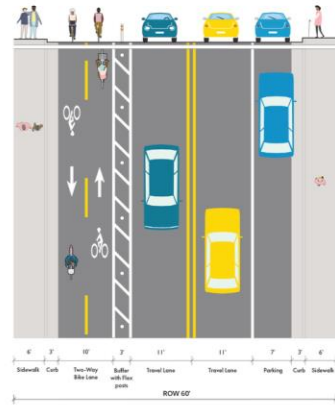


Re-invest: Hurley Way

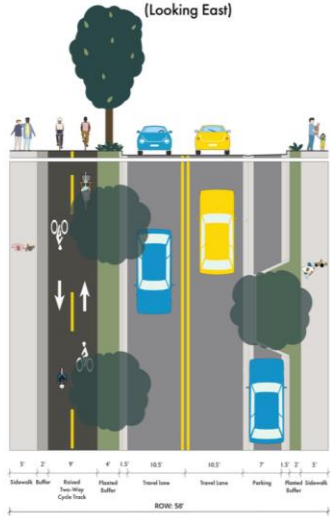
Hurley Way - Starter Idea Rapid Implementation
 East of Bell Avenue
 (Looking East)



Hurley Way - Starter Idea Rapid Implementation
 West of Bell Avenue
 (Looking East)



Hurley Way - Starter Idea Full Build
 East of Bell Avenue
 (Looking East)



Hurley Way - Starter Idea Full Build
 West of Bell Avenue
 (Looking East)



Small Group Discussion

Project Schedule

Spring 2020

Summer 2020

Fall/Winter 2020

Winter/Spring 2021



Project launch

Research and analysis

Discovery Charrette
August 3-6, 2020

On-going community engagement

On-going design discovery

Design Charrette
(October 2020)

On-going community engagement

Design refinements

Draft plan

Review and adopt final plan

Thank you.

Re-Envision

WEST ARDEN ARCADE

project website: www.bit.ly/WestArdenArcade