

City of Sacramento
Active Transportation Commission Report
915 I Street Sacramento, CA 95814
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File ID: 2025-01770

10/16/2025

Connecting Howe Avenue: Safety and Mobility Plan Phase 3 Public Engagement; Public Draft Plan

File ID: 2025-01770

Location: District 6

Recommendation: Review and comment.

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Attachments:

- 1-Description/Analysis
- 2-Howe ATC Presentation

Description/Analysis

Issue Detail: The Connecting Howe Avenue Plan, which was funded through a competitive Caltrans Sustainable Transportation Planning Grant, kicked off in July 2024. Since that time, the project team has completed the following tasks according to the timeline below:

Fall/ Winter 2024: Existing Conditions Analysis and Report

Fall/ Winter 2024: Phase 1 Community Engagement (gather community input about transportation needs, safety concerns, and barriers to destinations)

Spring/ Summer 2025: Alternatives Analysis and Report

Summer 2025: Phase 2 Community Engagement

Based on public comment from Phase 2 engagement, as well as comments from this Commission in August, the project team developed the Public Draft Plan for community review and feedback, which will be available on the project website (www.ConnectingHoweAve.org) beginning October 21, 2025. The Public Draft Plan is primarily based on Alternative 2, which includes:

- Adding a shared-use path on the east side of Howe Avenue
- Adding a landscaping buffer with shade trees and lighting on the east side of Howe Avenue
- Filling sidewalks gaps
- Lowering the posted speed limits
- Adding a shared use path through University Park and an enhanced crossing on University Avenue
- Adding signalized crosswalks at US 50 ramp crossings on both sides of Howe Avenue
- Adding a cantilever bridge on the east side of the American River Bridge and the US 50 overpass to provide connections for people walking and biking across the overpass

The plan will also include additional key elements in response to community input, such as:

- Removing a travel lane in each direction between American River Drive and the American River Bridge
- Speed Diverters north of the University Ave/ American River overpass
- Optical Speed Bars (where appropriate)

The Phase 3 public engagement period for this project will open on October 21, 2025, and will run through November 10, 2025. Engagement efforts include providing the public draft plan through Konveio hosted on the project website (www.ConnectingHoweAve.org), which will be available to the public to review and provide overall feedback on October 21, 2025. Engagement also includes a City hosted virtual workshop on October 27, 2025, and an in-person workshop on October 30, 2025, as well as various community pop-ins.

Following the completion of this phase (Phase 3), the project team will evaluate all community input and comments from this Commission to develop the Final Draft Plan. Staff plans to bring the Final Draft Plan to ATC and then to the City Council to be considered for adoption in early 2026.

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

M-1. An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

M-1.2 User Prioritization. The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

M-1.3 Healthy Transportation System Options. The City shall plan and make investments to foster a transportation system that improves the health of Sacramento residents through actions that make active transportation, nonmotorized modes, high-occupancy, and zero emission vehicles (ZEVs) viable, attractive alternatives to automobiles that use internal combustion engines.

M-1.4 Designing to Move People. In planning, designing, and managing the transportation system, the City shall prioritize person throughput to shift trips to more efficient travel modes and upgrade the performance of limited street space.

M-1.9 Equitable Processes and Outcomes. The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low stress crossings, and bikeways.

M-3. Streets designed and maintained as places that contribute to quality of life.

M-3.2 Street Design. The City shall ensure street design and potential redesign opportunities for existing streets minimize driver speed as appropriate within residential neighborhoods and incorporate street trees wherever possible without compromising connectivity for emergency access or people bicycling, walking, and using mobility devices.

M-4. A safer transportation system.

M-4.1 Application of Safety. The City shall design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.

M-4.2 Safer Driving Speeds. The City shall work to maximize the safety of the transportation network by designing streets for lower driving speeds and enforcing speed limits in an unbiased manner as well as promoting safer driving behavior.

M-4.3 Vision Zero. The City shall utilize a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

Additionally, this is in accordance with the following Council approved plans:

Vision Zero: This plan supports the City’s Vision Zero goals to utilize a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health,

and equitable mobility for all. This corridor is part of the City's Vision Zero High Injury Network.

Transportation Priorities Plan (TPP): Parts of Howe Avenue are ranked low or medium priority in the City's Transportation Priorities Plan (TPP), which applies community-based values, criteria, and metrics to prioritize transportation investments in the city, including: 1) improving air quality and health; 2) providing equitable investment; 3) providing access to destinations; 4) improving transportation safety; and 5) fixing and maintaining the transportation system.

Climate Action & Adaptation Plan (CAAP): This plan will support the City's mode shift goals in the CAAP to achieve 6% active transportation mode share by 2030 and 12% by 2045, as well as support public transit improvements to achieve 11% public transit mode share by 2030 and maintain it through 2045.

Economic Impacts: None.

Environmental Considerations: This transportation planning study is exempt from the requirements of CEQA pursuant to CEQA Guidelines Section 15262, Feasibility and Planning Studies. Section 15262 exempts projects involving only feasibility or planning studies for possible future actions, which have not been approved, adopted, or funded. It is anticipated that future projects identified in this plan may be subject to environmental evaluation under CEQA guidelines and possibly National Environmental Policy Act (NEPA) requirements.

Sustainability: The plan will provide for improved active transportation support, to reduce the necessity for trips by automobile and related air pollution and greenhouse gas emissions.

Commission/Committee Action: Review and comment.

Rationale for Recommendation: The action requested is for the Commission to review and provide feedback on the public draft plan and share public engagement opportunities with their communities.

Financial Considerations: Following adoption of this plan, future phases of implementation, such as preliminary engineering design, environmental clearance, final design and construction will require the acquisition of grant funding. The design concepts with more, higher cost features will require greater funding and will likely take longer to realize.

Local Business Enterprise (LBE): Not applicable.