

City of Sacramento  
**Active Transportation Commission Report**  
915 I Street Sacramento, CA 95814  
[www.cityofsacramento.org](http://www.cityofsacramento.org)

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**File ID:** 2026-00563

2/19/2026

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**H Street Bikeways (T15029063)**

File ID: 2026-00563

**Location:** H Street, between 5<sup>th</sup> Street and 10<sup>th</sup> Street, District 4

**Recommendation:** Discuss and provide feedback.

**Contact:** Cecilyn Foote, Associate Engineer, (916) 808-6843, [CFoote@cityofsacramento.org](mailto:CFoote@cityofsacramento.org); Megan Johnson, Assistant Director, (916) 808-1967, [MEJohnson@cityofsacramento.org](mailto:MEJohnson@cityofsacramento.org); Department of Public Works

**Presenter:** Cecilyn Foote, Associate Engineer, (916) 808-6843, [CFoote@cityofsacramento.org](mailto:CFoote@cityofsacramento.org), Department of Public Works

**Attachments:**

- 1-Description/Analysis
- 2-Plans - Striping and Landscaping
- 3-Presentation

**Additional Description/Analysis**

**Issue Detail:** The H Street Bikeway project is an important multimodal connection of a larger package of projects improving the Sacramento Valley Station (SVS). The City of Sacramento partnered with the Capitol Corridor Joint Powers Authority (CCJPA), Sacramento Area Council of Governments (SACOG), Sacramento Regional Transit District (SacRT) and Downtown Railyard Venture, LLC (DRV) to develop and implement priority projects at the Sacramento Valley Station (SVS) Transit Center, which includes projects to improve transit and access to the station. The proposed improvements will transform the SVS area and downtown into a fitting gateway to the regional rail hub. The City and its partners applied for, and were awarded in three funding cycles, state grant funds to design and construct improvements through the Transit and Intercity Rail Program (TIRCP).

The H Street Bikeway project will construct a two-way Class IV separated bikeway from 10th Street to the SVS at 5th Street, improving bicycling safety and connectivity to the SVS from downtown, the Railyards, and the neighborhoods to the east. The project will connect with the separated bikeway network on 9<sup>th</sup> and 10<sup>th</sup> Streets, providing direct access from the bikeway network to the SVS; and

will connect to newly installed Class II bike lanes on 5<sup>th</sup> Street, providing bidirectional access to City Hall.

The project will also include:

- Bike signals at intersections
- A reduction in lanes to one through lane, to accommodate turn lanes as needed to operate the bike signals, and to reduce parking impacts
- An extension of the buffered bike lane on 10<sup>th</sup> Street between I Street and H Street
- Curb ramp upgrades and bulb-outs
- Locations of curb and gutter reconstruction to accommodate wider bike lanes.

The project is currently in the Preliminary Engineering and Environmental phase of design. Approximately 30% through the design process. Staff seeks comments and feedback on design.

**Policy Considerations:** The actions requested herein are consistent with the City's goals of improving and expanding public safety and enhancing livability. Specific General Plan goals the project addresses are as follows:

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, non-motorized modes, high-occupancy, and zero-emission vehicles (ZEVs) viable, attractive alternatives to automobiles that use internal combustion engines.

M-1.11 Increase Bicycling and Walking. The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled and sustainability goals.

M-1.11 Bicycling Safety. When designing projects, the City shall prioritize designs that strengthen the protection of people bicycling such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.

These improvements will accommodate cyclists of varying experience levels and abilities, will improve pedestrian safety, and calm traffic speeds. This project is also consistent with the City's Vision Zero efforts, the goal of which is to eliminate traffic fatalities and serious injuries (Resolution No. 2017-0032). These streets are on the High Injury Network, and in addition to installing bicycle facilities, the project will also improve visibility to pedestrians and bicyclists at intersections.

**Economic Impacts:** None.

**Environmental Considerations:**

**California Environmental Quality Act (CEQA):** The project was determined to be exempt due to

Senate Bill 922, which amends Public Resources Code Section 21080.25 to allow for exemptions for certain transportation-related projects.

**Sustainability:** The proposed project supports City Council's sustainability priorities. The transportation sector accounts for 56% of community-wide greenhouse gas emissions, the largest single sector in the community. The City's Climate Action Plan includes several implementation measures to reduce vehicle trips. The project would increase active transportation and reduce vehicular trips. These actions will reduce greenhouse gas emissions and help improve local air quality.

**Commission/Committee Action:** None.

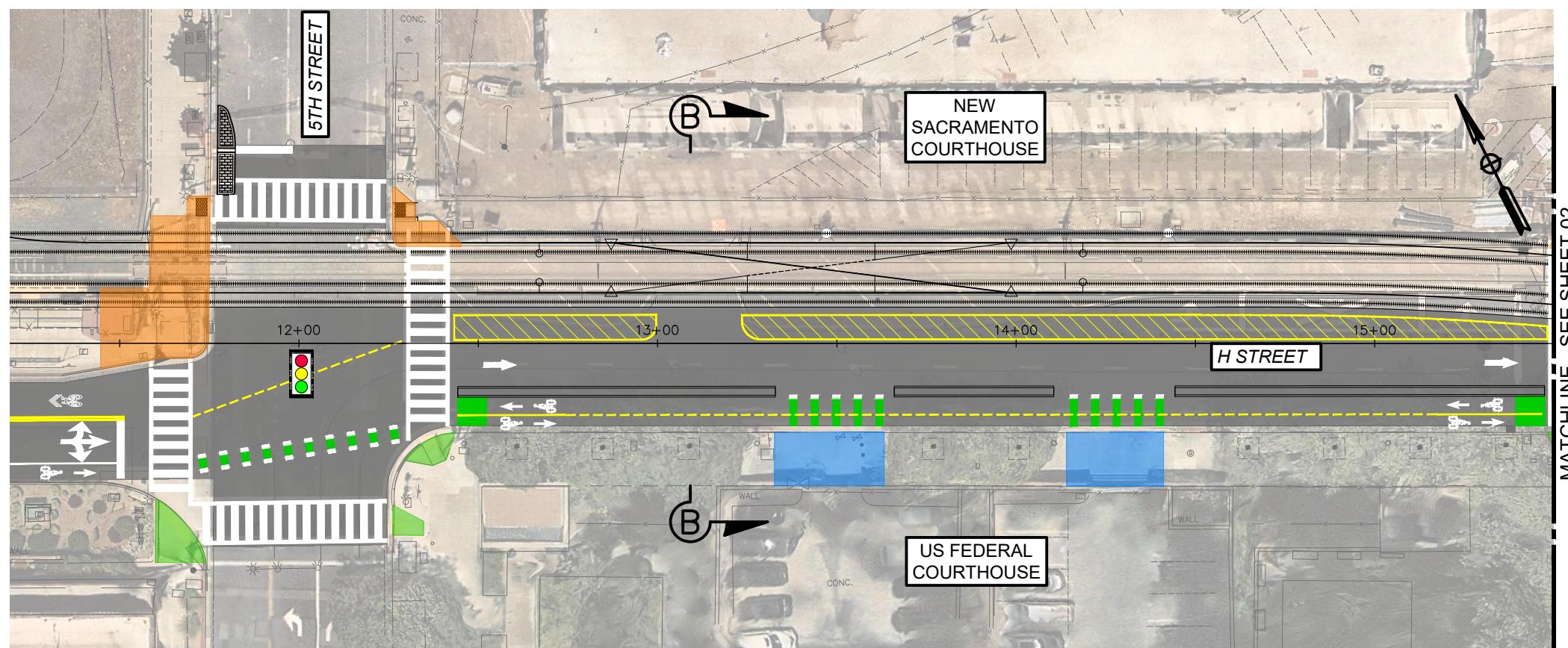
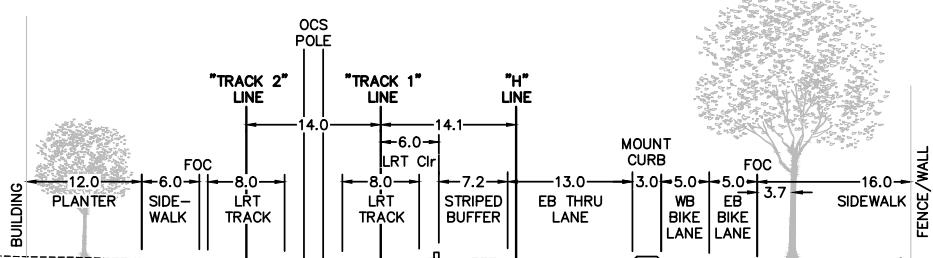
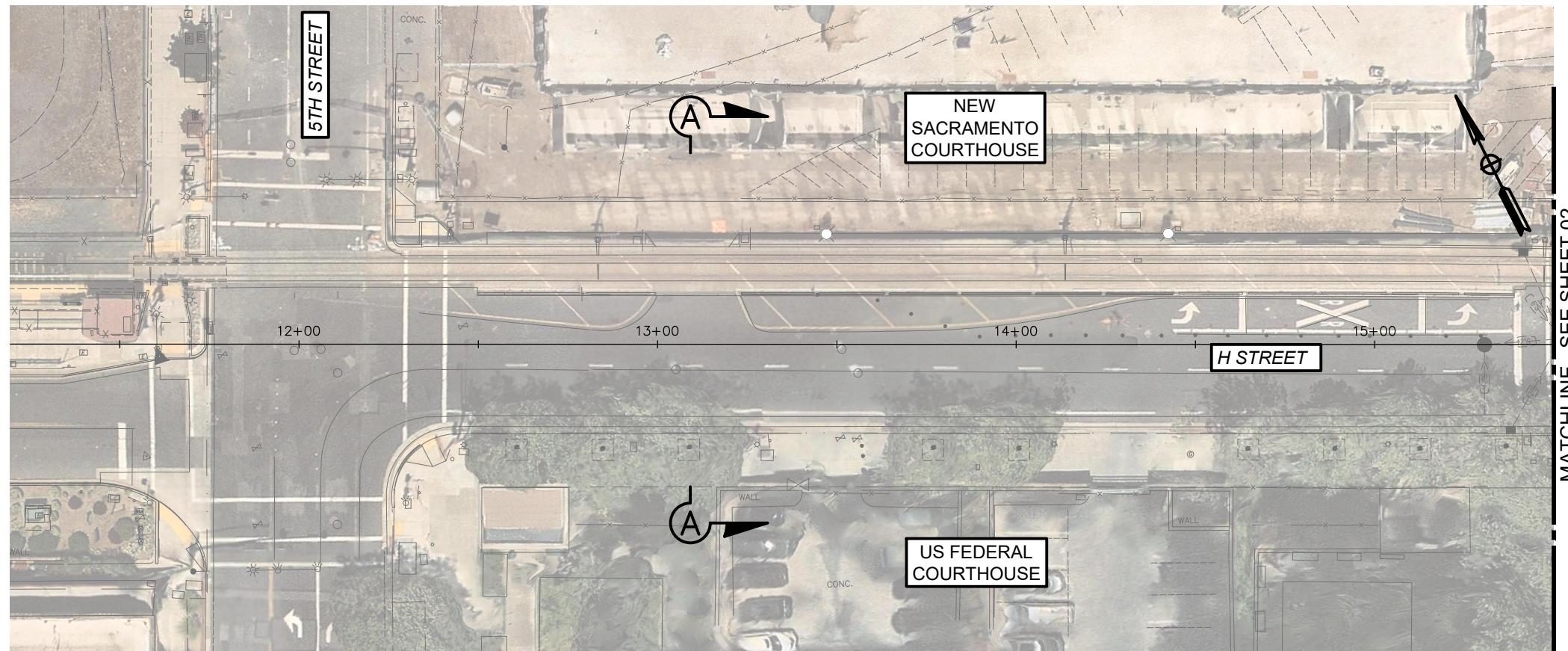
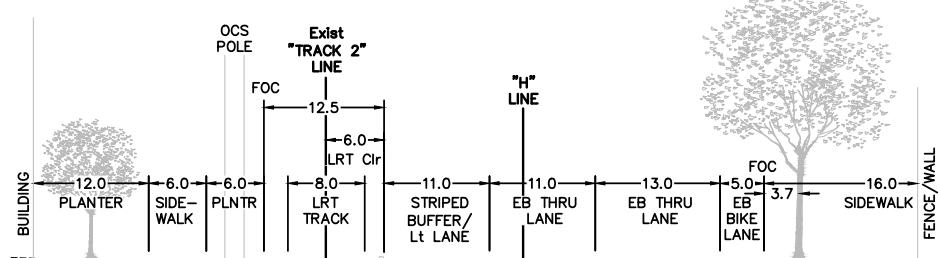
**Rationale for Recommendation:** Staff is requesting discussion and feedback.

**Financial Considerations:** None.

**Local Business Enterprise (LBE):** Not Applicable.

LEGEND:

- K71 FLEXIBLE TRAFFIC POST
- CURB RAMP TO REMAIN IN PLACE
- CURB RAMP TO BE RECONSTRUCTED
- DRIVEWAY TO REMAIN IN PLACE
- TRAFFIC SIGNAL (EASTBOUND/WESTBOUND) TO BE MODIFIED OR REPLACED

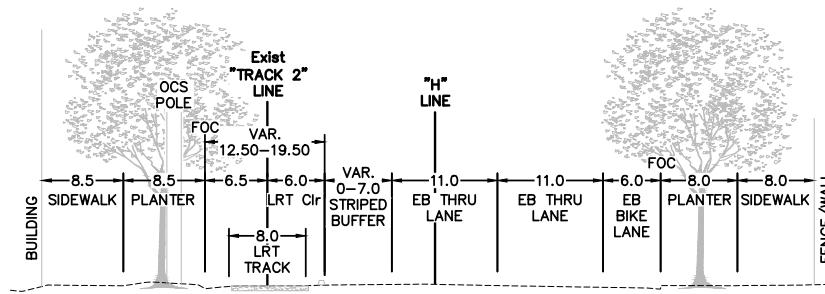


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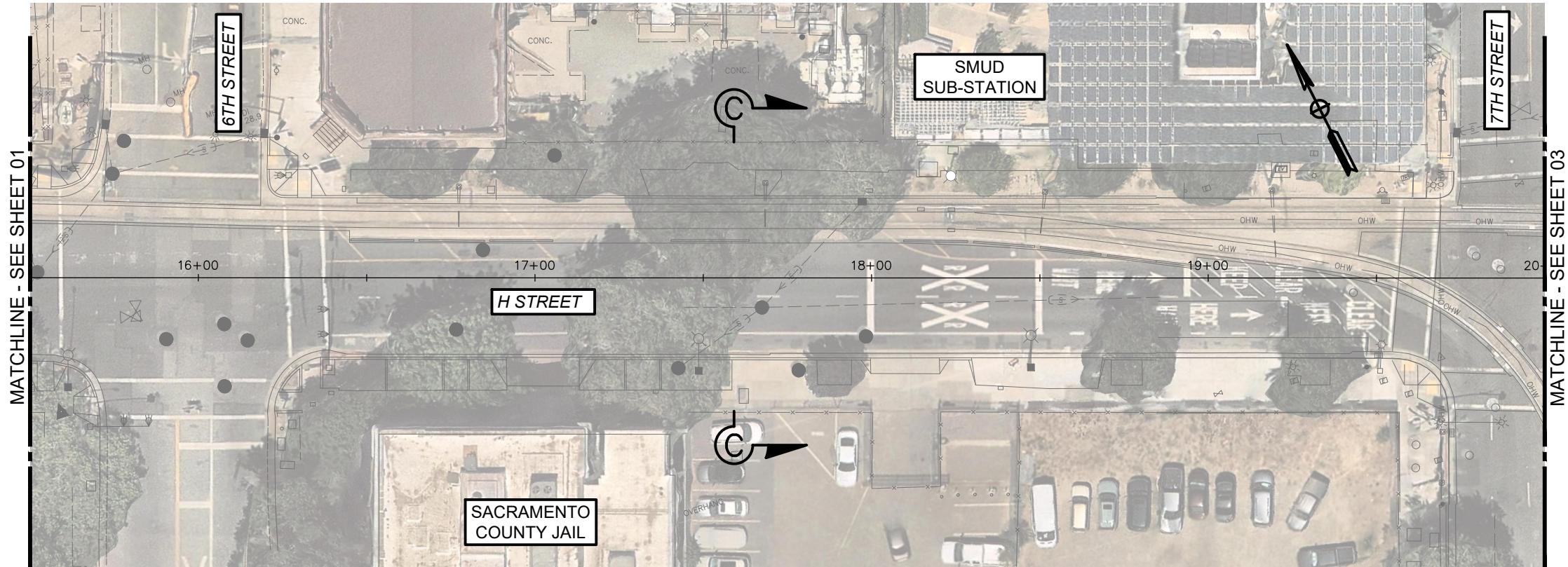
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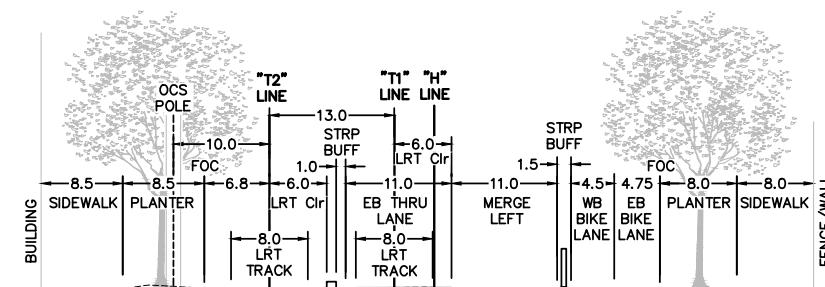
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SECTION C-C - EXISTING CONDITIONS



PLAN VIEW - H STREET (6TH TO 7TH) - EXISTING CONDITIONS

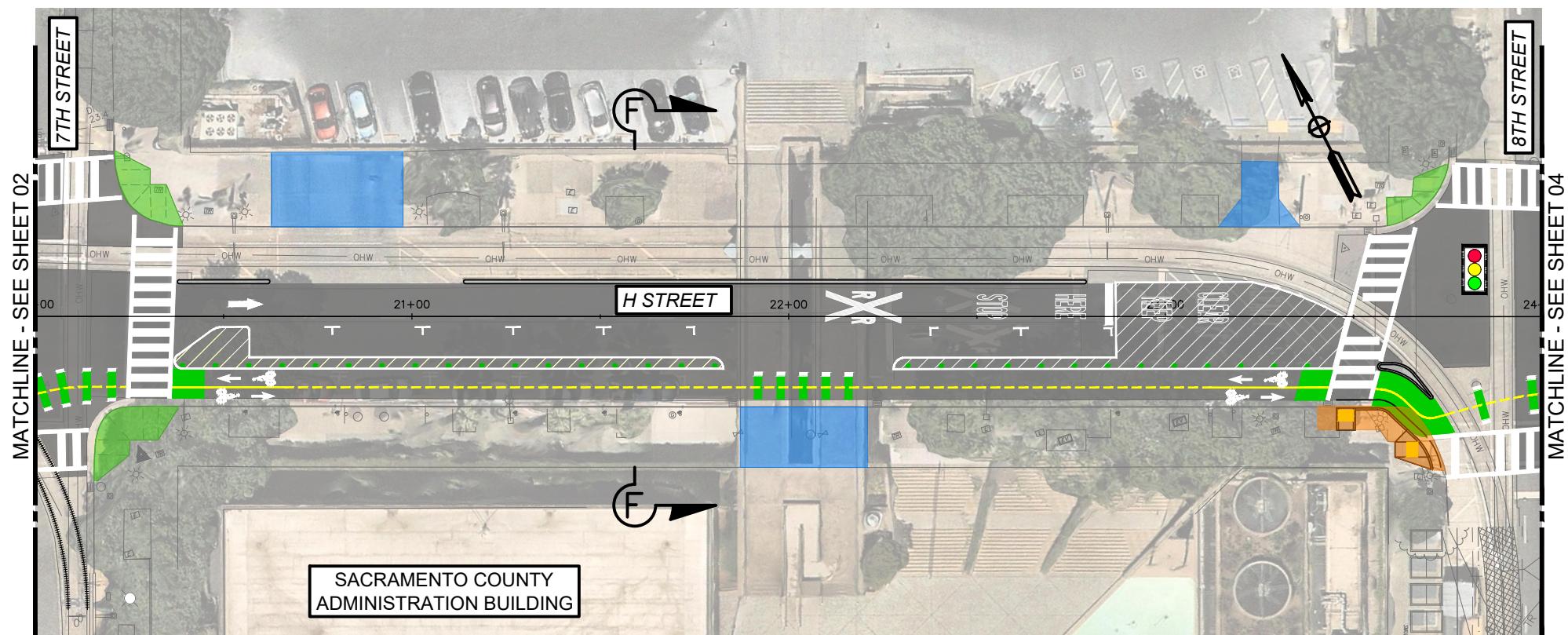
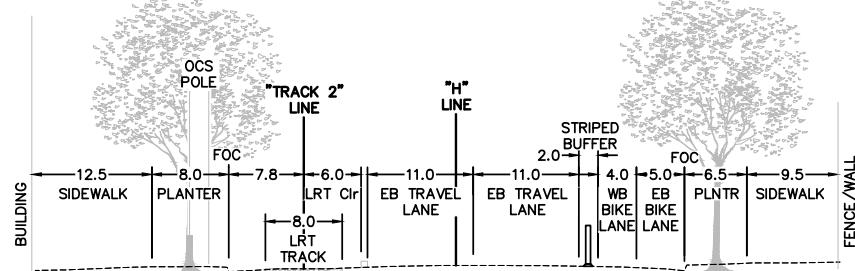
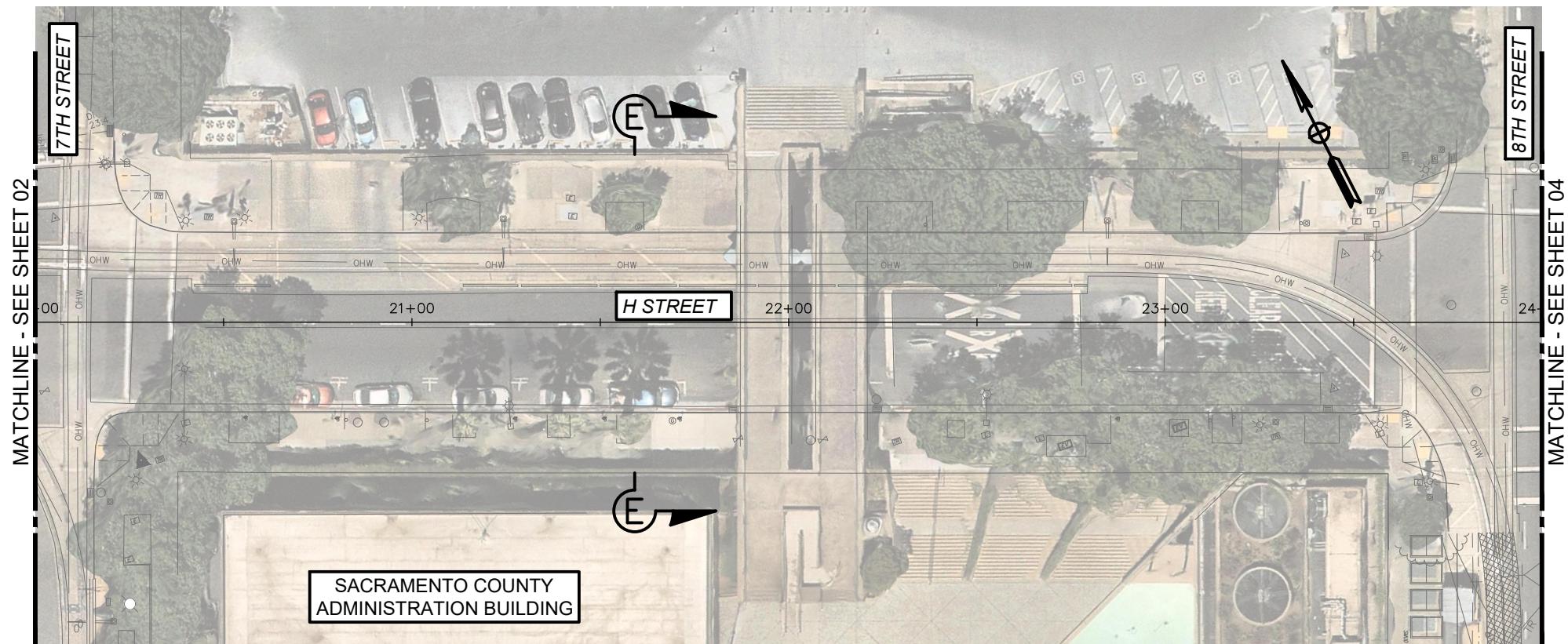
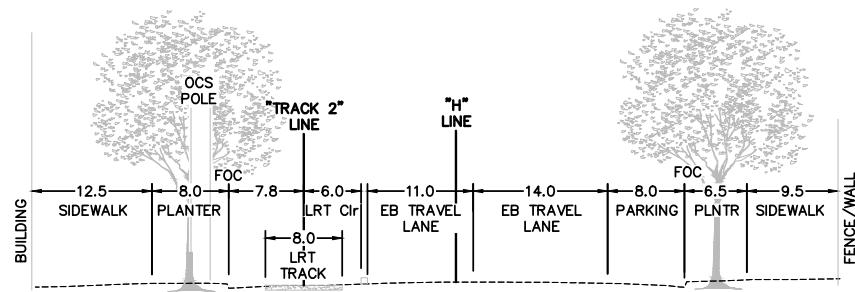


SECTION D-D - PROPOSED DESIGN

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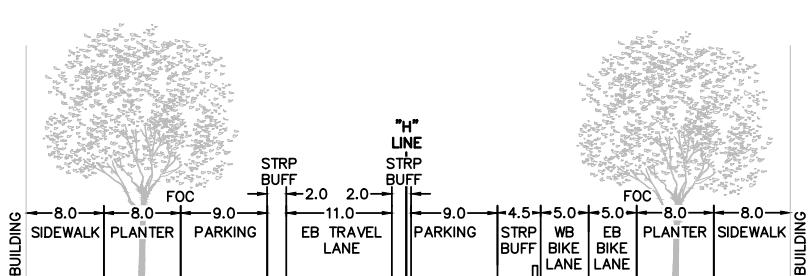
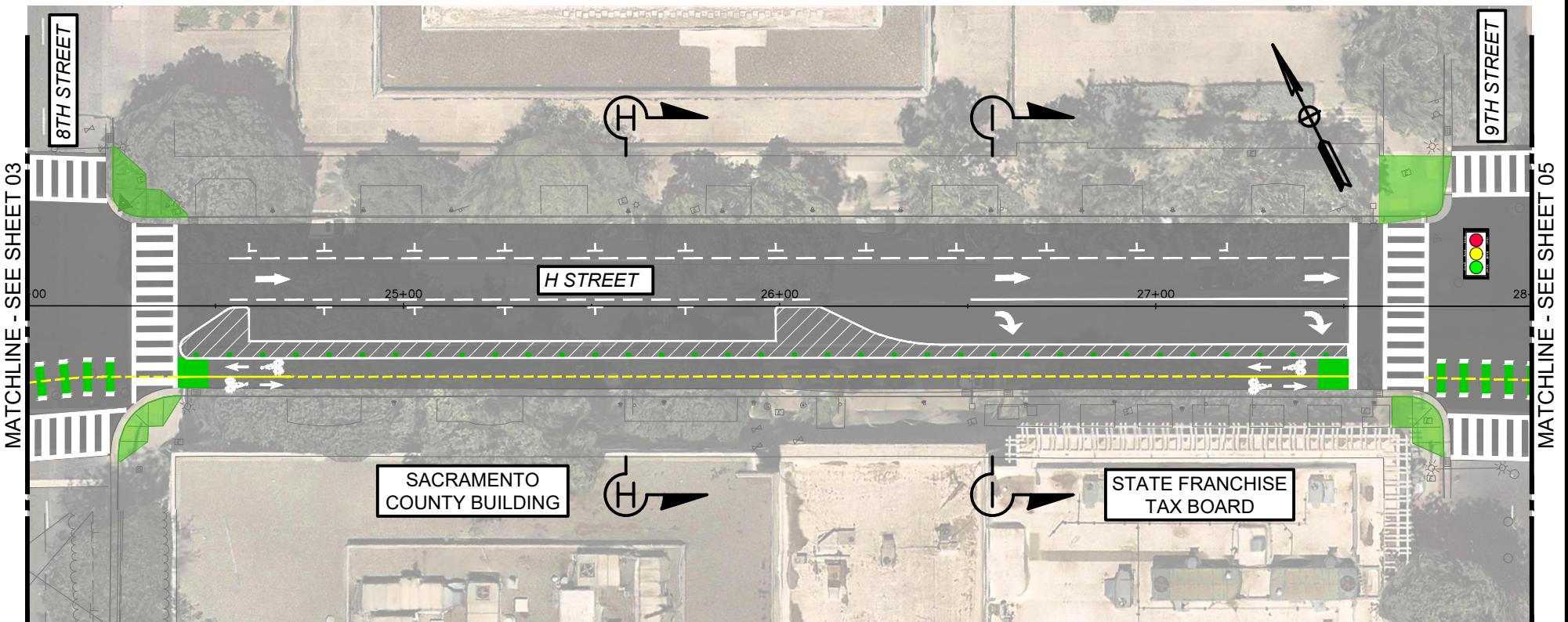
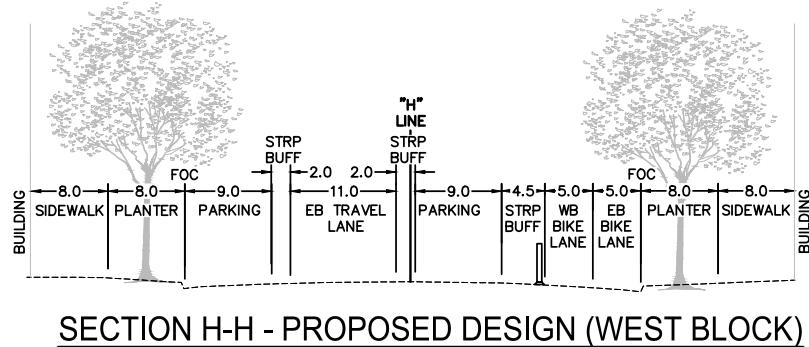
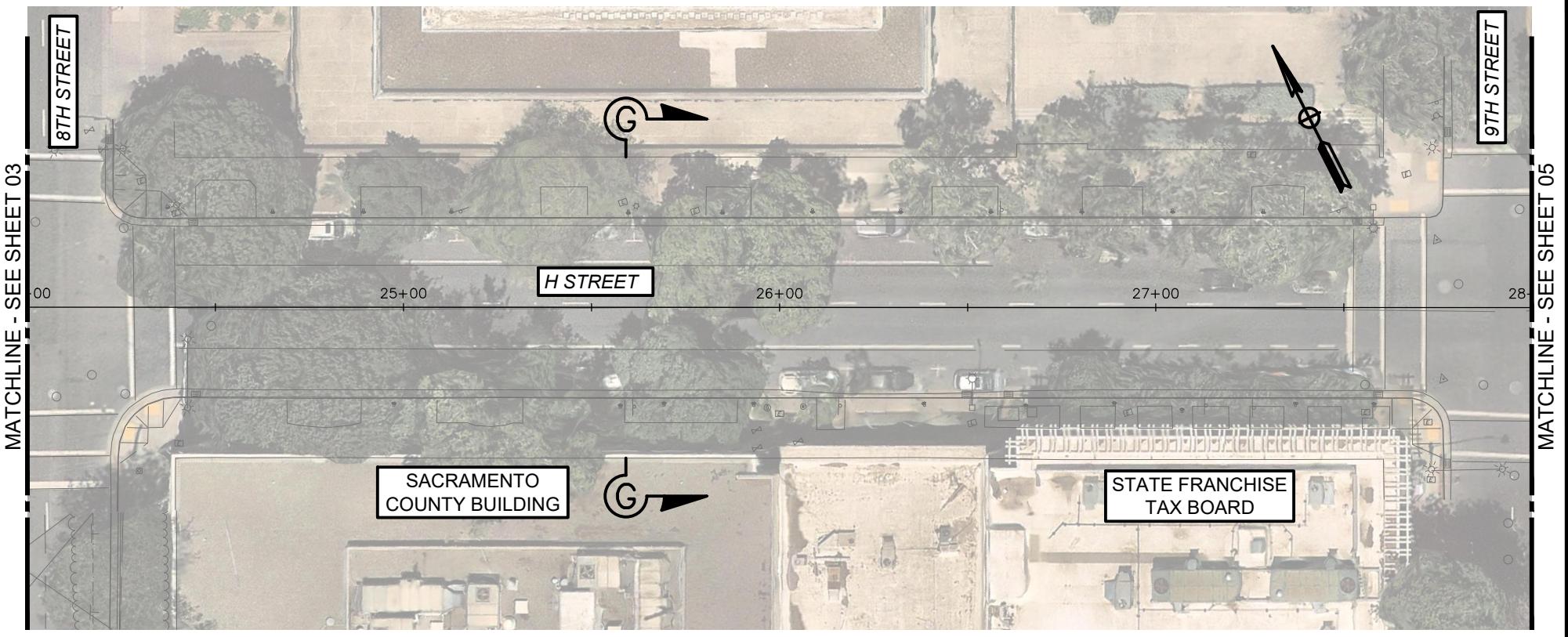
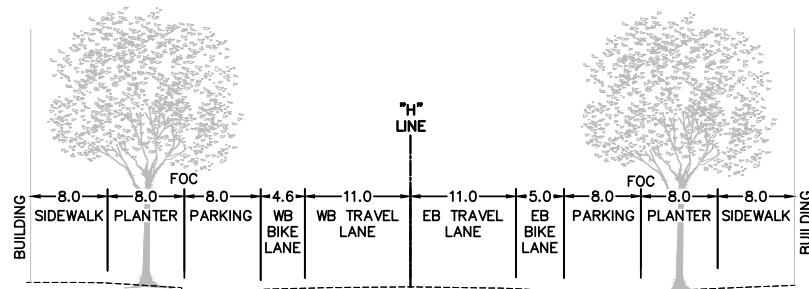


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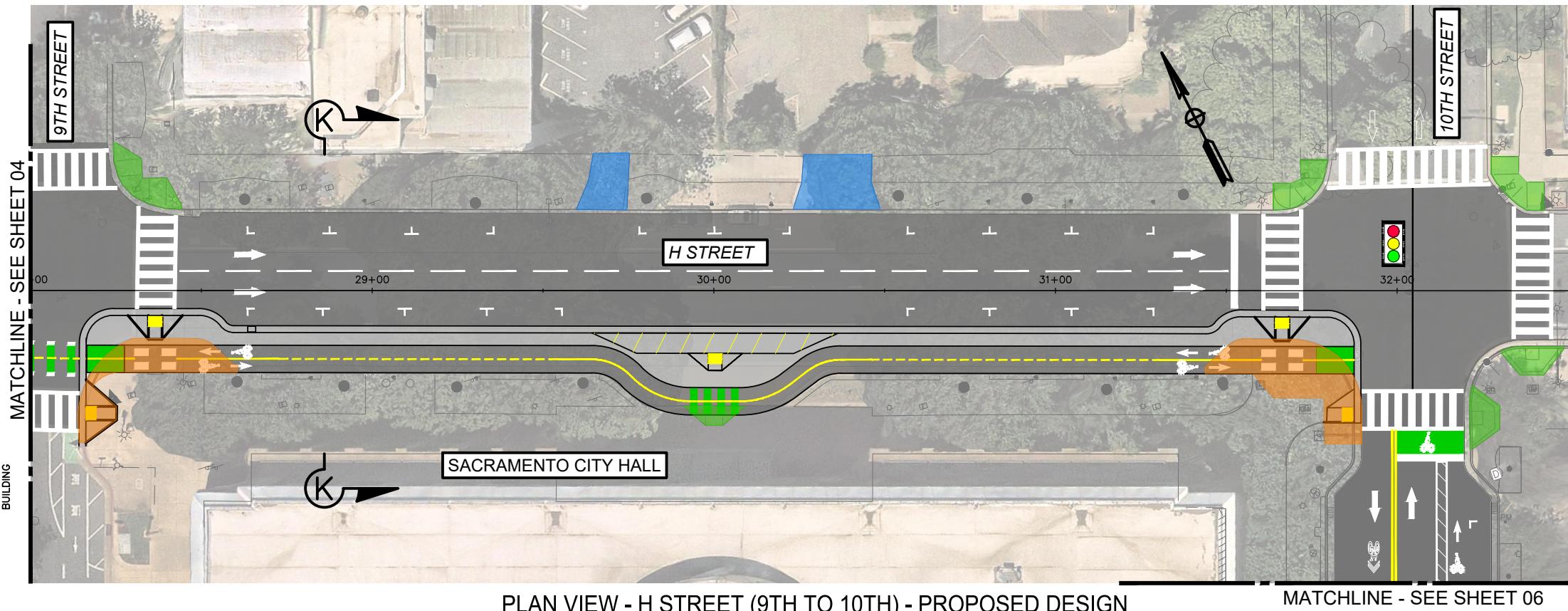
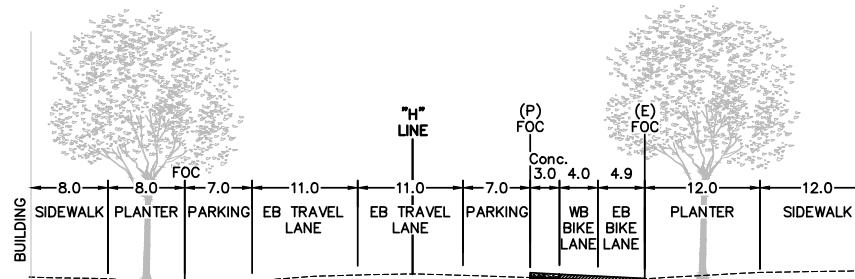
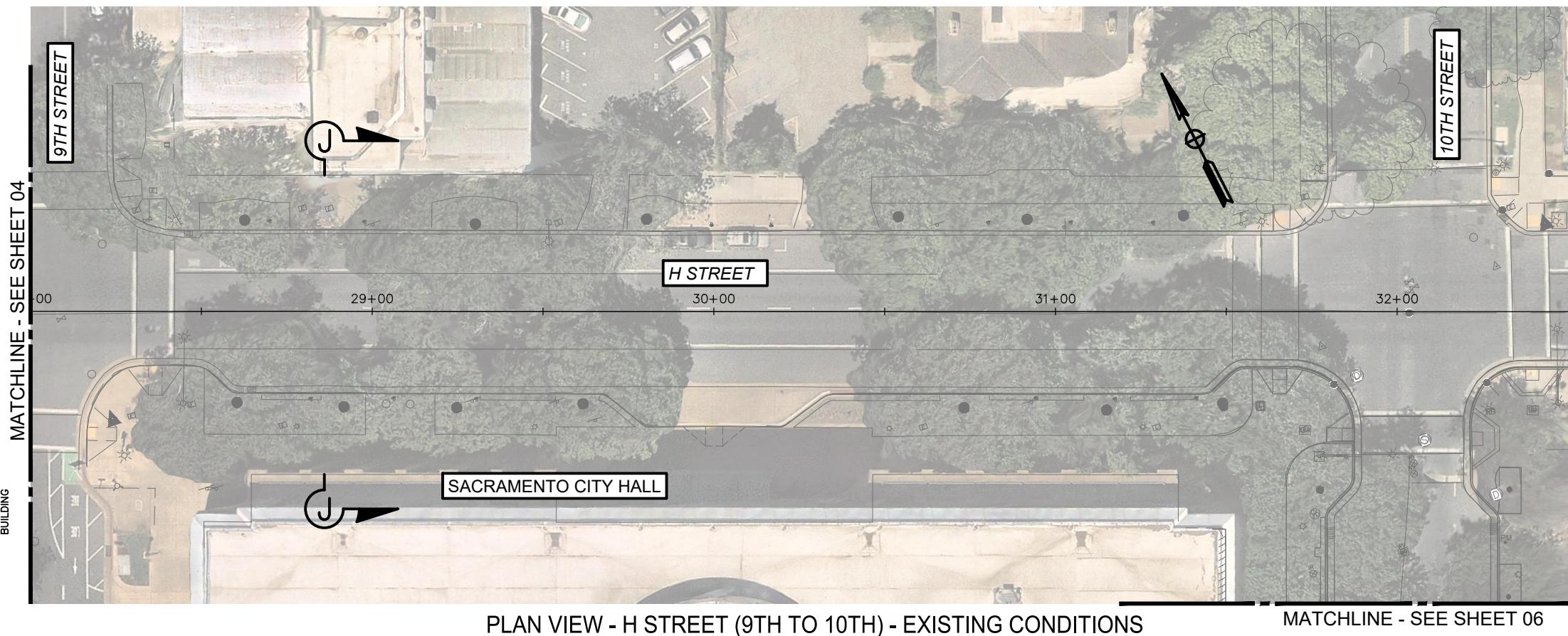
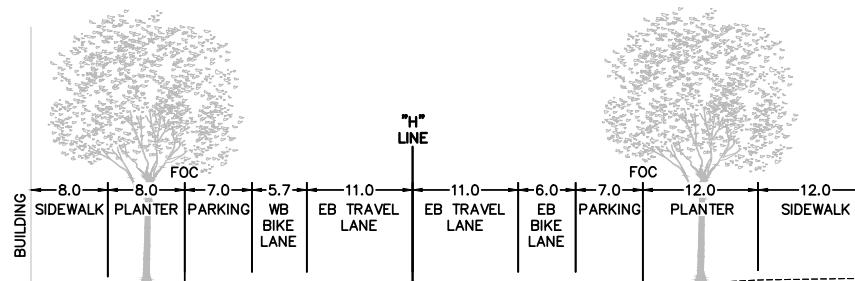


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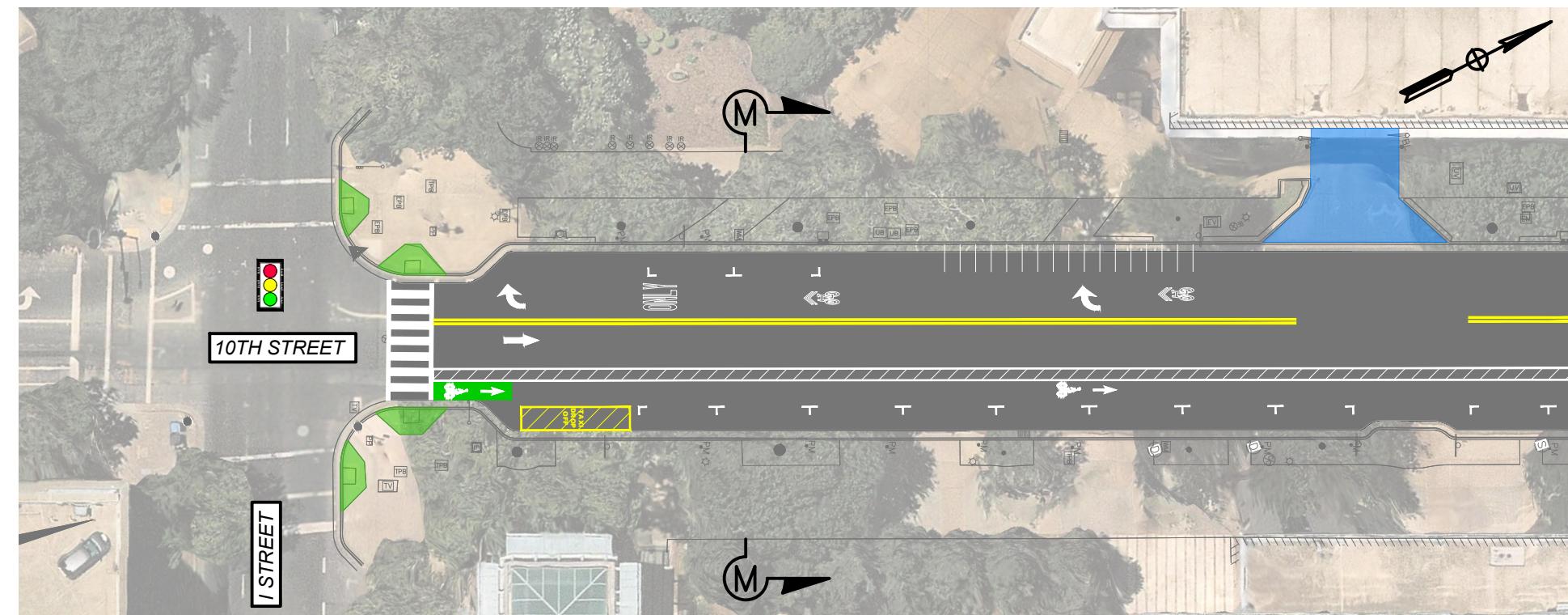
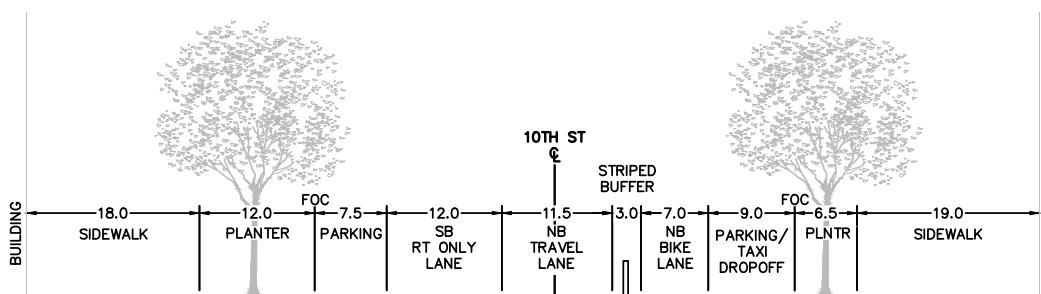
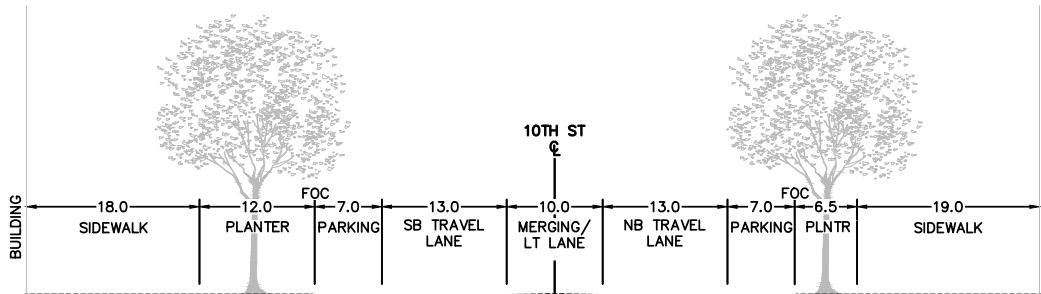


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