

## Connecting Howe Avenue – Designs Considered but Not Included

After analyzing existing conditions data and community input from phase 1, the project team worked to develop alternatives for the Howe Avenue corridor. We considered many designs and evaluated them for feasibility, including current and forecasted traffic volumes, right-of-way (space) requirements, environmental impacts, etc.

Some designs are proposed as alternatives for community review and comment. Others were found to be infeasible and were not included. Please find below a brief explanation of designs that were considered but not included in the proposed alternatives:

### Roundabout at Swarthmore Drive

**Why it was considered:** This design was considered as a gateway traffic calming measure due to high speeds and community input.

**Evaluation for feasibility:** The Sacramento 2040 General Plan forecasts over 50,000 daily vehicles on Howe Avenue.

- These volumes would require a 3-lane roundabout, per NCHRP 672 guidance (US Dept. of Transportation- Federal Highway Administration)
- There is insufficient space without potential impacts to nearby residential buildings, utility towers, trees, and other private property.

**The result:** This design is not included due to physical barriers.

### Reallocation of Right of Way between the American River Bridge and Fair Oaks Boulevard

**Why it was considered:** This design was considered to match the bridge, to allow space for sidewalks, bikeways, and landscaping by reducing the number of vehicle travel lanes to two in each direction.

**Evaluation for feasibility:** The Sacramento 2040 General Plan forecasts over 50,000 daily vehicles on Howe Avenue.

- These volumes would reduce capacity by 30–50% and result in significant congestion and impact to corridor operations.

**The result:** This design is not included due to significant congestion and impacts to safer corridor operations.

## **Separated Bikeway between the American River Bridge and Fair Oaks Boulevard**

**Why it was considered:** This design was considered as a low stress design for people biking.

**Evaluation for feasibility:** Without reallocation of right of way from vehicle traffic lanes (see above), it would require street widening and acquisition of additional right-of-way on both sides of Howe Avenue.

- Street widening would require major impacts including tree removal, earthwork, conflicts with utility towers, and land acquisition from Campus Commons.

**The result:** This design was not included due to physical, environmental, and infrastructure barriers.

## **Sidewalk Gap Closures on the west side of Howe Ave between the American River Bridge and American River Drive**

**Why it was considered:** This design was considered for continuity and connection across the American River for people walking.

**Evaluation for feasibility:** Without reallocation of right of way from vehicle traffic lanes (see above), it would require acquisition of additional right-of-way on the west side of Howe Avenue.

- Sidewalk installation would require major impacts including tree removal, earthwork, and land acquisition from Campus Commons.

**The result:** This design was not included due to physical and environmental barriers.