



CONNECTING HOWE AVENUE

SAFETY & MOBILITY PLAN

APPENDIX C

ENGAGEMENT SUMMARIES

Help us develop a plan to improve safety and access on Howe Avenue whether you are walking, biking, driving or taking the bus!

¡Ayúdenos a desarrollar un plan para mejorar la seguridad y el acceso en Howe Avenue ya sea que esté caminando, en bicicleta, conduciendo o tomando el autobús!

Attend our in-person or virtual workshops!

¡Asiste a nuestros talleres en vivo o virtuales!

In-person | En persona

NOVEMBER 20, 2024

20 DE NOVIEMBRE DE 2024

6:30 PM - 8:00 PM

SCOTTISH RITE MASONIC CENTER

6151 H Street, Sacramento

There is ample free parking and spaces for bikes.

Hay un amplio estacionamiento gratuito y espacios para bicicletas.

Virtual | Virtual

DECEMBER 2, 2024

2 DE DICIEMBRE DE 2024

6:30 PM - 7:30 PM

VIA ZOOM MEETING

VÍA REUNIÓN DE ZOOM

Register at | Regístrese en:
bit.ly/howe-register

Meeting ID | ID de reunión: 829 9985 3999

Passcode | Código de acceso: Howe

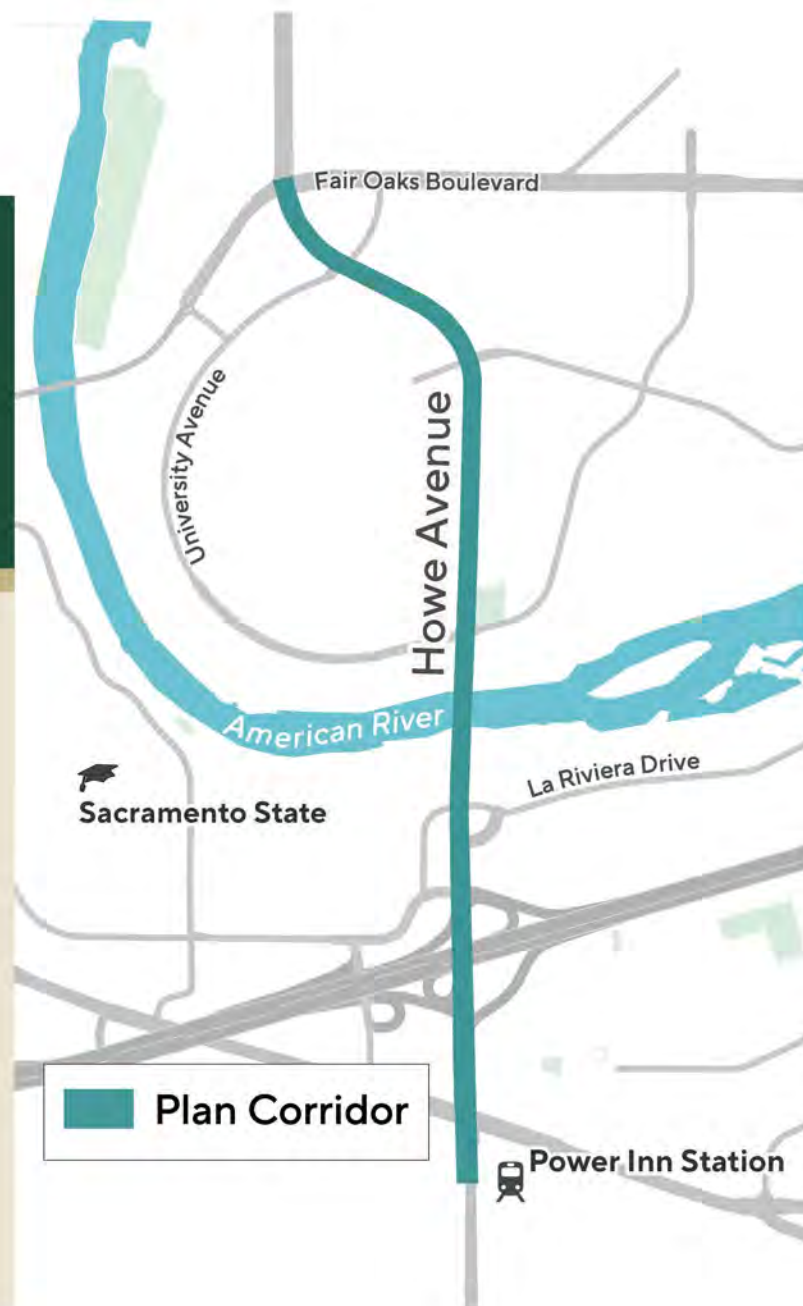
Registration is required to attend.

Es necesario registrarse para asistir.

For more information, visit our website at:

Para más información visite nuestro sitio web en:

www.ConnectingHoweAve.org



City of
SACRAMENTO



CONNECTING HOWE AVENUE

SAFETY & MOBILITY PLAN



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and safer to get around whether you are
walking, biking, driving or taking the bus!

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Español | 中文 | Tagalog | Tiếng Việt | Hmoob | Русский

City of
SACRAMENTO



CONNECTING HOWE AVENUE

SAFETY & MOBILITY PLAN



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City of
SACRAMENTO

Phase 1 Public Engagement Summary

This section outlines public engagement events, engagement media methods, and public feedback results for the Connecting Howe Avenue Safety & Mobility Plan, including an overview of in-person and virtual meetings, methods for collecting community input, and a summary of feedback through surveys and interactive maps.

Public Engagement Events

In Person Event

On Wednesday, November 20, 2024, the project team hosted an in-person engagement event to engage community members on the Connecting Howe Avenue Safety & Mobility Plan. The event was held from 6:30 to 8:00 p.m. at the Scottish Rite Masonic Center (6151 H St, Sacramento, CA 95819).

To promote awareness of the public workshop and virtual meeting, a flyer was circulated on the City of Sacramento website, pop-up events, and social media outlets to promote the upcoming events. The event flyer consisted of meeting information, project background, links, and a QR code to route views to the project website, survey, and comment map.



The workshop began with a presentation outlining the project's purpose, goals, and need. Following the presentation, attendees were encouraged to participate by completing a community survey or contributing feedback via an interactive map on Social Pinpoint. The project team set up four comment boards dedicated to different transportation modes—walking, biking, driving, and transit- to solicit feedback.

Approximately eight to ten attendees participated in the event, engaging with the project team. Attendees shared feedback about concerns along Howe Avenue and suggested potential improvements. Materials from events are provided in **Appendix E**.

Virtual Meeting

On Monday, December 2, 2024, the project team held a virtual community meeting to engage community members and gather public input. This event, conducted via Zoom

from 6:30 p.m. to 7:30 p.m., served as an alternative option for those who may not be able to attend in-person events.

The workshop began with a brief presentation outlining the project’s purpose, need, and goals. Participants were encouraged to share their comments, questions, and concerns with project staff during the session. Additionally, attendees received information about the project website, where they could complete a survey and/or explore the interactive map at their convenience.

Approximately 10 community members attended the meeting and provided input and feedback on existing conditions on Howe Avenue.

On Wednesday, December 11, 2024, City staff presented at a standing Folsom Boulevard Coalition meeting, similar to the workshop mentioned above.

Project Website

The Connecting Howe Avenue Safety & Mobility Plan has a dedicated page²² on the City of Sacramento’s website. As shown in **Figure 34**, the project webpage provides details including the project background, corridor extents, schedule, and methods for public input. The webpage offers two primary ways for community engagement: a survey and an interactive Social Pinpoint map for public comments (**Figure 35**).

The community survey was available both online and at the in-person workshop, where it was offered in English and Spanish (**Figure 36**).

²² City of Sacramento. (n.d.). *Connecting Howe Avenue*. Public Works Department. Retrieved January 9, 2025, from https://www.cityofsacramento.gov/public-works/transportation/current_transportation_efforts/connecting-howe-avenue

Connecting Howe Avenue

Project overview

Howe Avenue between Fair Oaks Blvd and the Power Inn light rail station south of Folsom Blvd is a critical corridor serving Sacramento State, students, businesses and residents. However, it is one of the top 10 corridors in Sacramento with the highest number of transportation related severe injuries and fatalities.

The City of Sacramento was awarded a competitive planning grant to review data, work with communities to develop a plan to address safety and mobility on the corridor.

The goal of the plan is to identify a data driven, community supported plan for a future Howe Avenue that will improve safety and mobility. Having a Council adopted plan ensures the City is eligible for competitive grant funding for any next phases such as Preliminary Engineering Design, Environmental Clearance, Final Design and Construction.

We're just getting started! See our schedule below and ways to be engaged in the effort.



Connecting Howe Ave Plan Corridor

Schedule

Summer – Fall 2024: Existing conditions analysis

Fall-Winter 2024/2025: Community engagement including virtual open house and pop-ups

Fall 2024 – Spring 2025: Alternatives analysis

Winter 2025: Community engagement including community survey, virtual open house and focus groups

Spring 2025-Fall 2025: Draft plan development and community engagement

Winter 2025: Final Plan



Share your input

There will be a variety of opportunities for you to get involved and provide your input, including community pop-ins where we will meet with the community where they are, as well as in-person and virtual workshops.

In-Person Workshop

Wednesday, November 20, 2024
6:30-8:00pm
Scottish Rite Masonic Center
6151 H Street, Sacramento

Virtual Workshop

Monday, December 2, 2024
6:30-7:30pm

[Registration link](#)

* Registration required

Online Survey

Take the [online survey](#) to share your thoughts on Norwood.

Interactive Comment Map

You can also share your comments on our [online map](#).



**CONNECTING
HOWE AVENUE**
SAFETY & MOBILITY PLAN

Schedule

Summer – Fall 2024: Existing conditions analysis

Fall-Winter 2024/2025: Community engagement including virtual open house and pop-ups

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Winter 2025: Community engagement including community survey, virtual open house and focus groups

Spring 2025-Fall 2025: Draft plan development and community engagement

Winter 2025: Final Plan

How can I stay engaged?

Public involvement is a major component of the planning process.

News Alerts

Sign up for Connect Howe Ave News Alerts

Submit a Comment

Submit your comments for Connecting Howe Ave

Figure 34. Connecting Howe Avenue Safety & Mobility Plan Project Web Page

We need your input!

Use the interactive map to provide comments about locations in the study area.

Follow these instructions to use the map:

- **To add a comment** > Select the 'Add Marker' button in the lower right corner of the map and click the specific location where you want to leave your comment. Fill out the details of the input form as required and select the 'Submit' button.

 Add Marker

- **To view the map legend and/or turn map layer on/off** > Select the icon in the upper left corner of the map that looks like a stack of papers. The display box will show the maps layers. Click next to the circle to the right of each layer label to toggle that layer on/off.



- **To select an a different base map** > Select the icon in the upper left corner of the map that looks like an unfolded map. The display box will show several base map options to choose from.



- **To view additional map instructions** > Select the question mark icon just above the map in the upper left corner. The display box will include more instruction information.

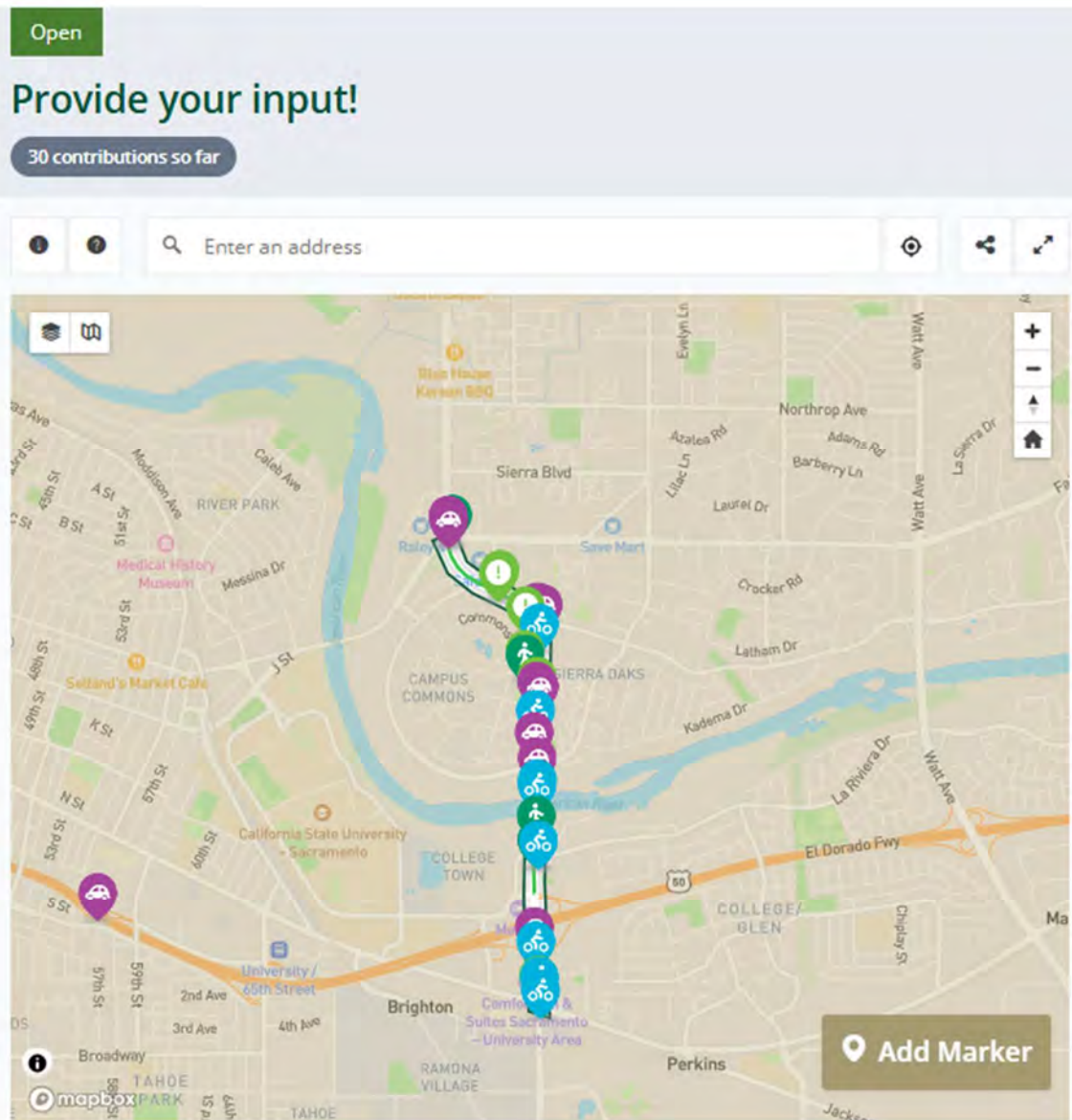


Figure 35. Interactive Comment Map

Community Survey

Please take the following brief survey. Your input is extremely valuable, and it will help the project team select the preferred future options and potential physical changes to Howe Avenue.

What is your zip code?

How often do you typically travel on Howe Avenue?

- ☐ Daily
- ☐ Some Days (e.g., work commute, shopping, and errands)
- ☐ Weekly
- ☐ Every Couple of Weeks
- ☐ Monthly
- ☐ Rarely

How do you typically travel on Howe Avenue? Select all that apply.

- ☐ Driving in a Personal Vehicle
- ☐ Riding in a Personal Vehicle (being driven by someone)
- ☐ Public Transit
- ☐ Paratransit
- ☐ Walking/Rolling
- ☐ Bicycling (including using e-bikes)
- ☐ Scooting
- ☐ Ride-Sharing (Uber, Lyft), Taxi
- ☐ Other (please specify)

For the next questions, please rate your interest in each potential change to Howe Avenue on a scale from 1 (least interested) to 5 (most interested).

Improved public transit stop conditions and access

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3

Figure 36. Community Survey

Public Engagement Results

Since the launch of the project webpage in September, 2024, through December 2024, the Connecting Howe Avenue Safety & Mobility Plan Social Pinpoint Platform has received 179 views, over 70 interactive map comments, and more than 100 community survey responses. The following sections summarize public feedback collected through the Social Pinpoint interactive map and project survey.

Social Pinpoint Results

The interactive map allowed visitors to provide feedback across six categories: walking, bicycling, driving, transit, general safety, and other concerns. Due to the volume of responses, the results have been organized by primary intersections.

Figure 37 presents a cartogram illustrating public comments by transportation mode across intersections on Howe Avenue. The vertical axis shows the number of comments, while the horizontal axis highlights specific intersections and locations along the corridor. The area near University Park Drive received the most feedback, with 14 to 16 comments focusing on various issues. Walking and bicycling concerns were consistent throughout the corridor, while transit-related comments were concentrated near Swarthmore Drive.

Overall, the primary concerns identified were related to driving, bicycling, safety, and walking and rolling (see **Figure 38**). Key themes from the social pinpoint comments and public survey are summarized as follows:

Major Safety Priorities

- Excessive vehicle speeds
- High-risk crosswalks at major intersections
- Unsafe merging areas and unclear lane markings
- Poor visibility at intersections and crosswalks

Missing Connections

- Incomplete sidewalk network
- Gaps in bike lanes and trails
- Poor access to transit stations
- Disconnected multi-use paths near La Riviera and Folsom Blvd

Problem Intersections & Areas

- Fair Oaks/Howe: Difficult turns, safety risks for people walking, and challenges with business access.
- Howe/American River: Crash-prone area with frequent red light running.
- Swarthmore Drive: Dangerous merging and speeding concerns.

- Power Inn LRT Station: An isolated feel and poor connectivity.

Community Impact

- People driving short distances instead of walking/biking due to safety concerns
- Difficulty accessing local businesses and amenities
- Navigation challenges during peak hours
- Concerns about neighborhood quality of life (noise, traffic)

The overarching message from this community feedback is that current road conditions prioritize vehicle throughput at the expense of safety and accessibility for other modes of travel, particularly affecting local community access to nearby destinations. A full summary of comments is provided in **Appendix F**.

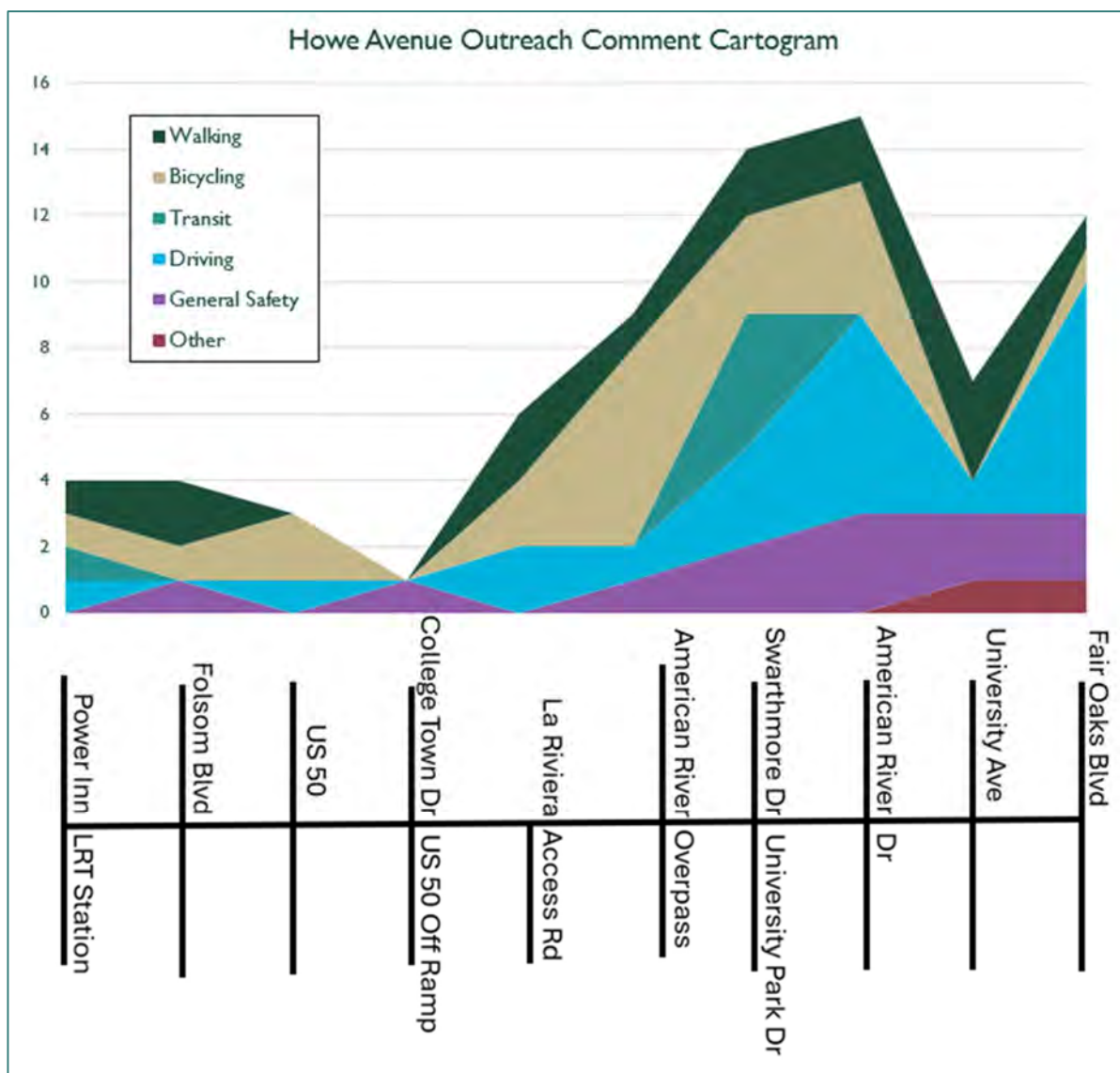


Figure 37. Comment Type by Intersection (Social Pinpoint and Survey)

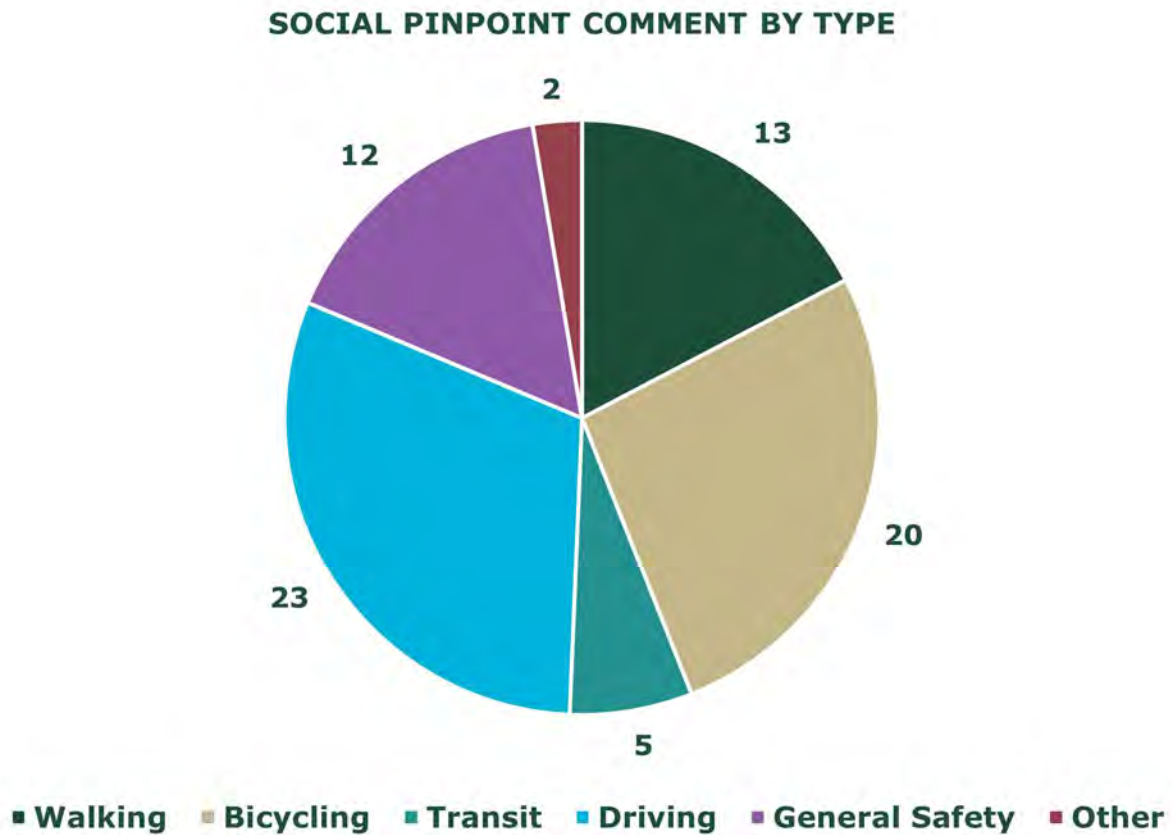


Figure 38. Social Pinpoint Comment by Type

Project Survey Results

The project webpage featured an interactive comment map, and a community survey designed to understand user interactions with the corridor and identify desired improvements. As illustrated in **Figure 39** and **Figure 40**, over 80% of respondents reported using Howe Avenue daily or occasionally, with the majority traveling by car.

The survey presented potential corridor enhancements, asking participants to rank their interest in each option on a scale from least to most interested. Results, highlighted in **Figure 41** to **Figure 43**, indicate strong community interest in improving biking, walking, and driving conditions along Howe Avenue.

RESPONSE TO: HOW OFTEN DO YOU TYPICALLY TRAVEL ON HOWE AVENUE?

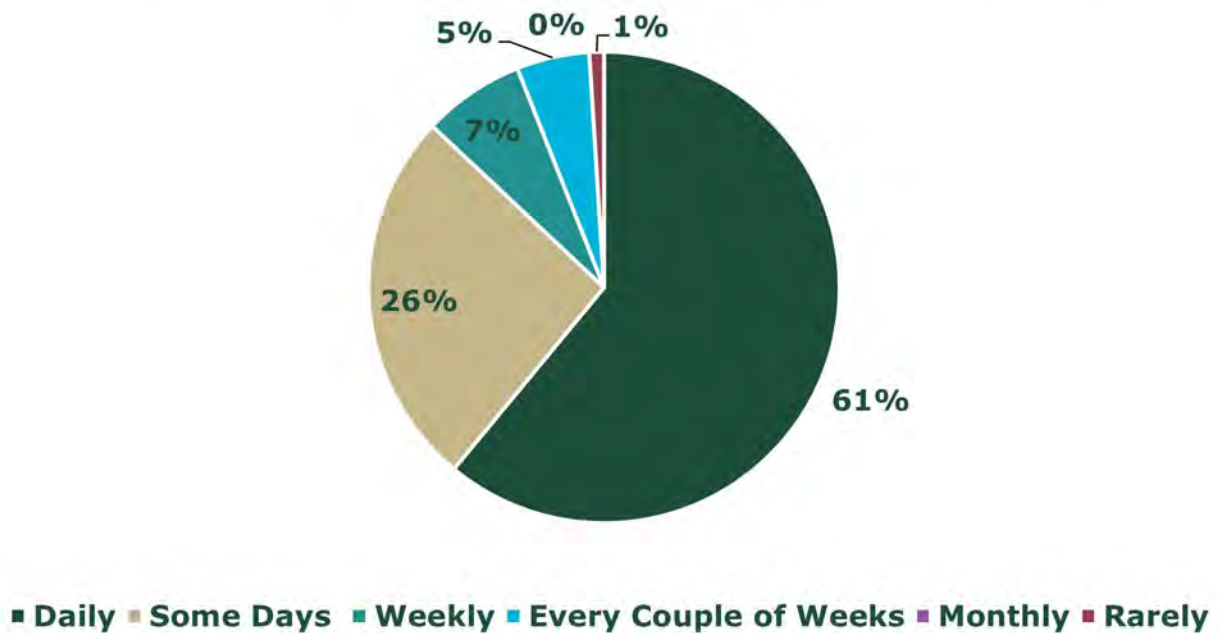


Figure 39. Community Survey - Question 2: How Often do you Typically Travel on Howe Avenue?

RESPONSE TO: HOW DO YOU TYPICALLY TRAVEL ON HOWE AVENUE? SELECT ALL THAT APPLY.

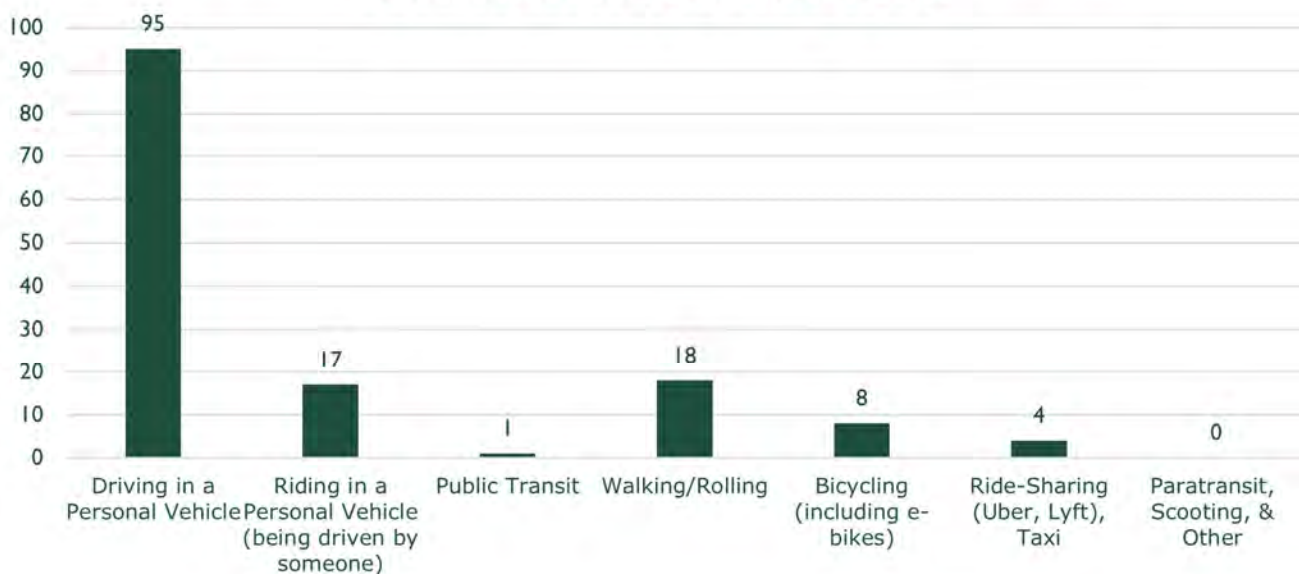


Figure 40. Community Survey - Question 3: HOW DO YOU TYPICALLY TRAVEL ON HOWE AVENUE?

**RESPONSE TO: INTEREST IN IMPROVED WALKING CONDITIONS
SUCH AS WIDER SIDEWALKS AND STREET TREES.**

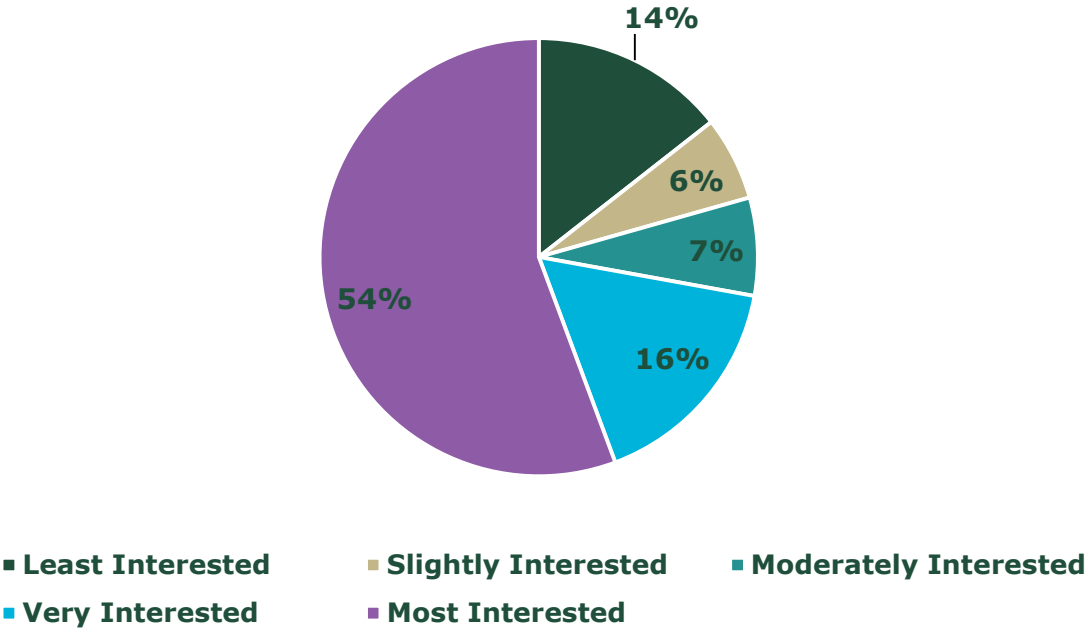


Figure 41. Community Survey - Interest in Improved Walking Conditions

**RESPONSE TO: INTEREST IN IMPROVED WALKING AND
BICYCLING CROSSING OF HOWE AVENUE**

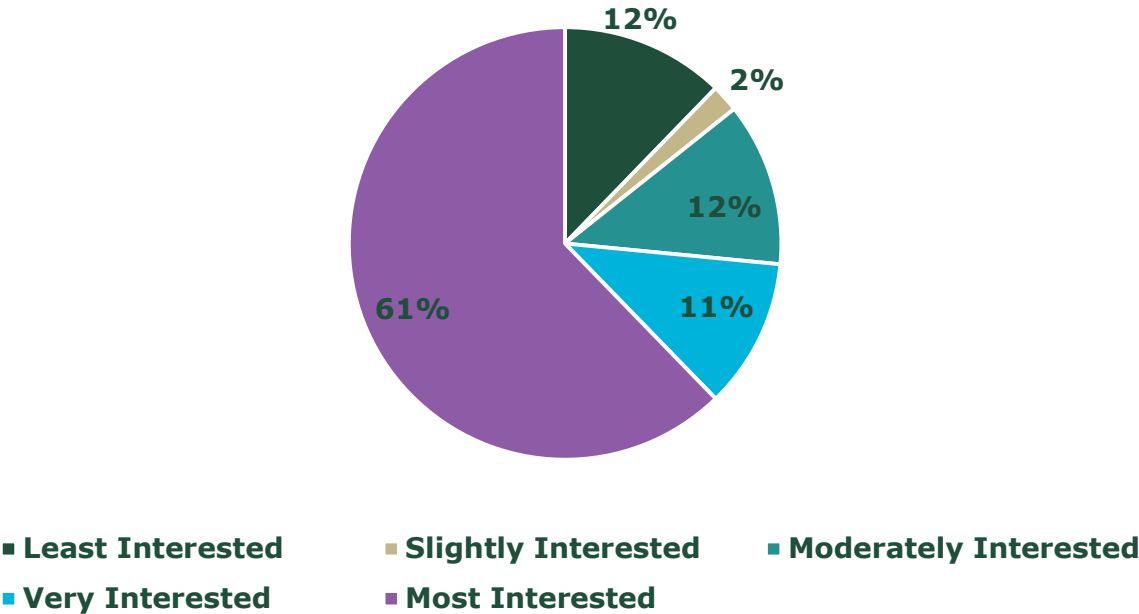


Figure 42. Community Survey - Interest in Walking and Bicycling Crossings

RESPONSE TO: INTEREST IN IMPROVED DRIVING SAFETY

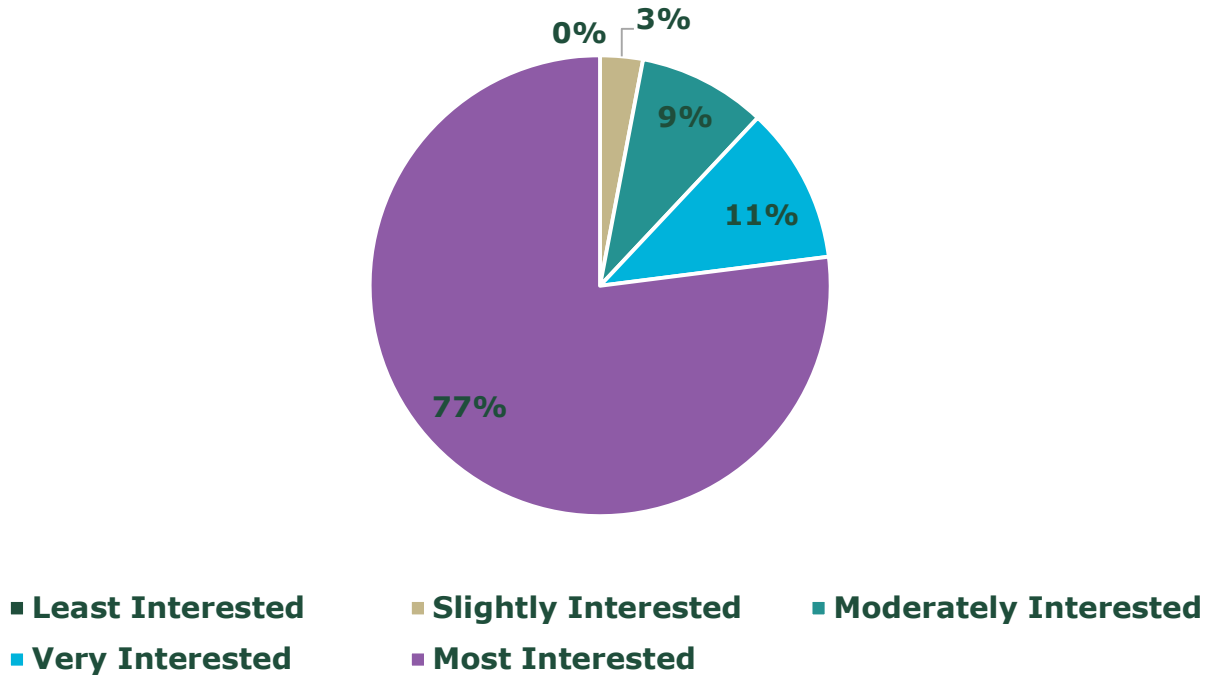


Figure 43. Community Survey - Interest in Improving Driver Safety

Existing Transportation Challenges and Constraints

This section outlines key issues with multimodal infrastructure along Howe Avenue identified as part of the existing conditions analysis and community engagement efforts. **Figure 44** illustrates the existing infrastructure along Howe Avenue and identifies bike lanes and sidewalk gaps.

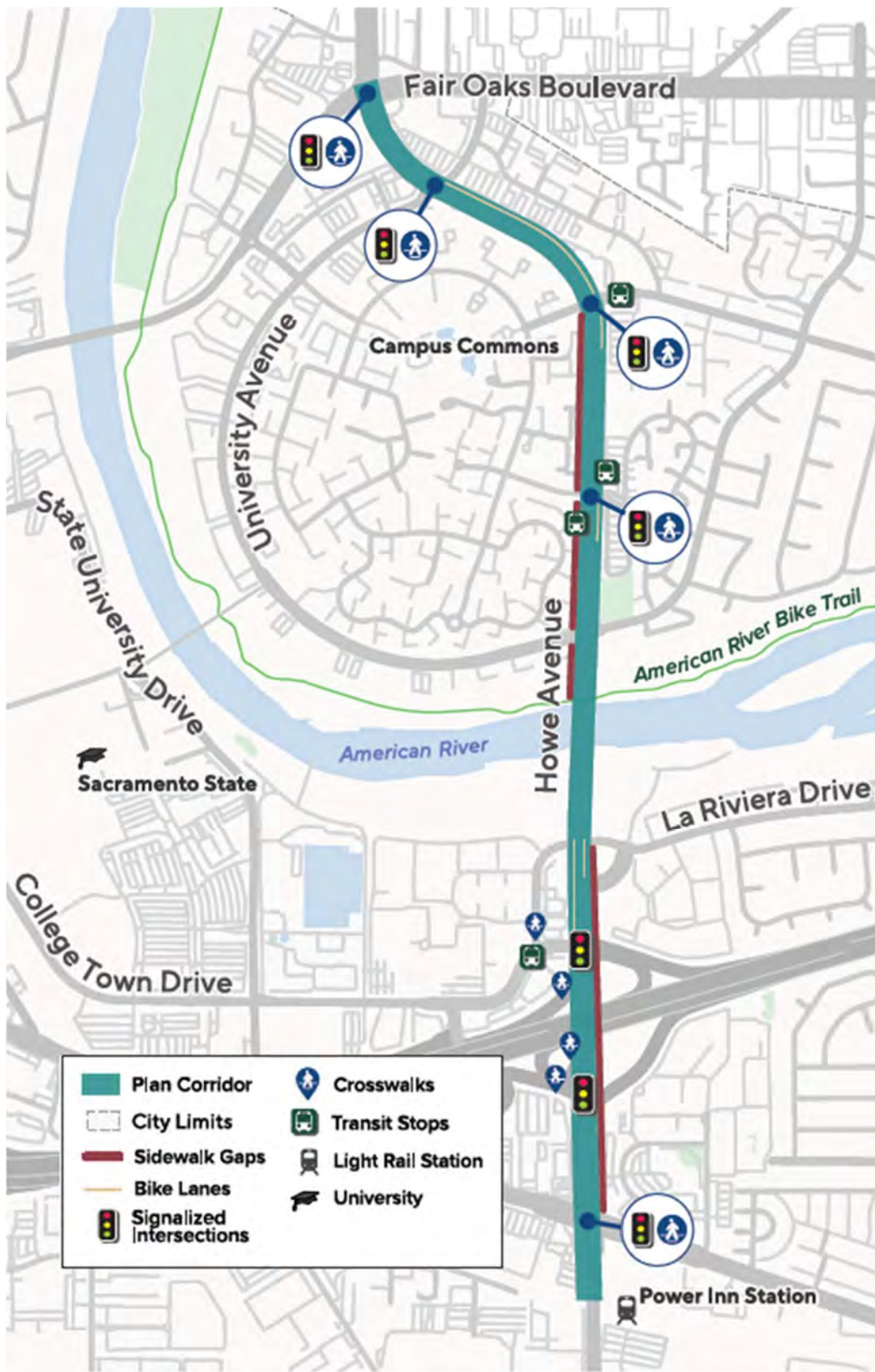


Figure 44. Infrastructure Gaps and Constraints

Infrastructure for Walking/Rolling

Existing sidewalks are generally five to six feet wide, but segments narrow to less than five feet near the Howe Avenue Bridge.

Gaps in the sidewalk network are present on both sides of Howe Avenue:

- West side of Howe Avenue:
 - From American River Drive to Swarthmore Drive.
 - From Swarthmore Drive to the University Avenue overcrossing.
 - From the University Avenue overcrossing to the Howe Avenue Bridge.
- East side of Howe Avenue:
 - From the La Riviera overcrossing to Folsom Boulevard.

All study intersections are equipped with pedestrian signals, push buttons, and marked crossings. Curb ramps are installed at all crossing locations; however, some intersections lack detectable warning surfaces and landing areas. These include:

- American River Drive
- Swarthmore Drive
- College Town Drive
- Folsom Boulevard

Crossings are not provided for the southern approach for intersections at the cross-streets of American River Drive and Swarthmore Drive/University Park Drive due to a lack of sidewalks on the west side of Howe Avenue.

The walking Level of Traffic Stress (LTS) score is four, reflecting uncomfortable and stressful conditions for most people walking or rolling, including those using mobility aids.

Community engagement efforts identified the following walking infrastructure concerns and priorities on Howe Avenue:

- Traffic safety concerns at major intersections, particularly poor visibility at crosswalks and intersections such as Fair Oaks/Howe, which pose significant dangers to people walking or rolling.
- Incomplete sidewalk networks and disconnected walking paths, notably near La Riviera and Folsom Boulevard.
- Safety concerns discourage walking and biking, contributing to increased short-distance car trips.

Infrastructure for Biking

Bike lanes are present along Howe Avenue and are approximately five feet in width. These bike lanes connect to the broader bicycle network via the American River Parkway shared-

use path, as well as painted bike lanes on American River Drive, University Avenue, and La Riviera Drive.

Given Howe Avenue's posted speeds of 40 to 50 mph and traffic volumes of up to 59,000 vehicles per day, the current Class II bicycle lanes do not align with FHWA or City of Sacramento guidance for recommended bicycle infrastructure on roadways with these characteristics.

The bicycle LTS score is four, reflecting high stress conditions for people biking on Howe Avenue.

Community engagement efforts identified several concerns related to bicycling from participants:

- Missing connections in the bicycle network, including connections to the American River Trail
- Confusion on merging zones and lane markings for people bicycling
- Hesitancy and concern over biking on Howe Avenue due to high vehicle travel speeds.
- Strong interest in improving biking conditions on Howe Avenue.

Transit Infrastructure

There are only two bus stops directly on the corridor, and both are equipped with shelters at Howe Avenue and Swarthmore Drive. SacRT Bus Route 26 operates along Howe Avenue with approximately 30-minute headways slowing to 60-minute headways after 7 p.m. Additionally at the south end point of the study corridor, south of Folsom Boulevard, is the **SacRT Power Inn Light Rail Station** which connects to the SacRT Gold Line.

There are several SacRT routes such as routes 82, 87, 210, 211, and 255 that operate adjacent to Howe Avenue. While these routes do not operate on Howe Avenue, people using these bus routes may travel on Howe Avenue to reach these stops. These adjacent routes operate with 15–60-minute headways on weekdays and 45–60 minute headways on weekends. Lines 210, 211, and 255 have limited schedules, serving schools on weekdays only. SacRT lines 82, 87, 210, 211, and 255 are poorly connected due to missing sidewalks near Fair Oaks Boulevard.

Weekday ridership data collected from January to August 2024 shows an average of 310 riders across all stops. Route 26 bus stops averaged three riders per stop per weekday, while the eastbound and westbound Power Inn LRT averaged 140 riders per weekday.

Community engagement efforts noted **poor access to transit stations** as a key challenge. Transit-related comments were concentrated near Swarthmore Drive. The community survey indicated interest in improving the walking and biking infrastructure along Howe Avenue and improving access to transit.

In 2023, SacRT developed the *Design Guidelines for Bus and Light Rail Facilities*, which outlines design and amenity considerations to improve accessibility and safety at transit stops. The design guidelines state that transit infrastructure is expected to provide access for people with disabilities, and include lighting, shelter, seating, and trash bins.

Safety

A total of 201 crashes occurred on Howe Avenue between 2018 and 2023. 18 crashes resulted in persons being killed or suffering severe injuries (KSI).. The North Segment of Howe Avenue experienced the highest number of total crashes (77) and KSI crashes (9). The South Segment had 70 total crashes and 6 KSI crashes, while the Middle Segment had 54 total crashes and 3 KSI crashes. 151 crashes (75% of the total) occurred at intersections.

There were two bicycle-involved crashes, one each in the North and South Segments. There were three crashes involving people walking, two in the North Segment and one in the South Segment. All three crashes involved improper turning or failure to yield at intersections as the primary crash factor.

Rear-end collisions were the most frequent crash type, accounting for 101 (50%) of crashes, with a concentration at the intersection of American River Drive. Broadside crashes were the second most common, totaling 46 (23%).

Unsafe speed was the primary factor in 104 crashes (52%). Improper turning was a factor in 28 crashes (14%). Of the 18 KSI crashes, 7 (39%) involved unsafe speeds and 4 (22%) were related to driving under the influence (DUI).

The intersection of Howe Avenue and American River Drive is a location with a high rate of rear-end collisions and also where several "hit object" crashes resulting in KSI crashes occurred.

Community engagement revealed concerns about excessive vehicle speeds. Community members reported that they drive short distances instead of walking/biking due to safety concerns. The community survey indicated a strong interest in improving driving safety, and crossings for people walking or biking.

Right of Way

The ROW width along Howe Avenue varies across its three segments. From curb to curb, the ROW ranges from 90 to 115 feet involving the following components:

- The ROW narrows to 30 to 35 feet on the Howe Avenue Bridge.
- Lane widths are approximately 11-12 feet through the length of the study corridor but narrow to approximately 10 to 10.5 feet on portions of the Howe Avenue Bridge.

- Sidewalks along the study corridor are 5 feet but are the responsibility of the fronting property owner²³.

Additional consideration for ROW will need to be given to the Howe Avenue bridge due to reduced roadway width and the structure providing a constrained roadway width. Where the corridor is two lanes per direction, design alternatives can use existing roadway space to improve infrastructure for people walking or biking such as widening sidewalks or implementing Class I or Class IV facilities.

²³ [Sacramento City Code, Section 12.32.020](#)

Community Survey

Please take the following brief survey. Your input is extremely valuable, and it will help the project team select the preferred future options and potential physical changes to Howe Avenue.

What is your zip code?

How often do you typically travel on Howe Avenue?

- ☐ Daily
- ☐ Some Days (e.g., work commute, shopping, and errands)
- ☐ Weekly
- ☐ Every Couple of Weeks
- ☐ Monthly
- ☐ Rarely

How do you typically travel on Howe Avenue? Select all that apply.

- ☐ Driving in a Personal Vehicle
- ☐ Riding in a Personal Vehicle (being driven by someone)
- ☐ Public Transit
- ☐ Paratransit
- ☐ Walking/Rolling
- ☐ Bicycling (including using e-bikes)
- ☐ Scooting
- ☐ Ride-Sharing (Uber, Lyft), Taxi
- ☐ Other (please specify)

For the next questions, please rate your interest in each potential change to Howe Avenue on a scale from 1 (least interested) to 5 (most interested).

Improved public transit stop conditions and access

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

Improved walking conditions such as wider sidewalks and street trees

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

Improved walking and bicycling crossing of Howe Avenue

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

Improved bikeways on Howe Avenue (buffer bike lanes or separated bikeways with a post or curb)

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

Reduced driver speed

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

Improved driving safety

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

Improved parking

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

Other transportation safety-related improvements

Please rate your interest in the potential change you wrote above

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

The following optional three demographic questions help us determine if we are getting a broad and representative range of community perspectives. Please still submit this survey even if you decide to not answer these three optional questions.

What best describes your race or ethnicity? Select all that apply.

(Optional).

- ☐ Asian
- ☐ Black or African American
- ☐ Hispanic or Latino/a/x
- ☐ Middle Eastern or North African
- ☐ Native American or Alaska Native
- ☐ Native Hawaiian or other Pacific Islander
- ☐ White
- ☐ Prefer not to say
- ☐ Other (please specify)

What is your age?

(Optional).

- ☐ Under 18
- ☐ 18 to 24 years
- ☐ 25 to 34 years
- ☐ 35 to 44 years
- ☐ 45 to 64 years
- ☐ 65 to 84 years
- ☐ 85 to 99 years
- ☐ 100 years and older

Do you identify as someone with a mobility or related disability that impacts how you travel?

(Optional)

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Do you have any other comments related to mobility and transportation safety on Howe Avenue?

Please provide email address if you want to be added to our Howe email noticing list.

Submit

Please provide your feedback on Alternative 1!

Connecting Howe Avenue: Safety and Mobility Plan / Alternative 1

Alternative 1

DESCRIPTION:

- Improve signal operations, signal visibility, and add signal ahead warning signs
- Add signalized crosswalks at US 50 ramp crossings on the west side of Howe Ave
- Lower speed limits
- Add a shared use path through University Park and an RRFB crossing on University Ave
- Remove bikeways on Howe Avenue and provide wayfinding to University Ave
- Close the west side sidewalk gaps between the new crosswalk and the bridge
- Close walking access to the east side of the overpass and bridge
- Add a crosswalk and pedestrian signal at the North end of University Park **or** between the overpass and the bridge

BENEFITS:

- Wider sidewalks for people walking
- Direct connection to University Avenue and American River Parkway shared use path
- Direct connection to American River bridge crossing

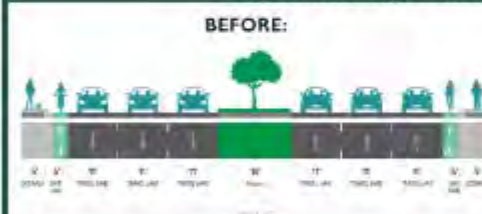
CHALLENGES:

- No bikeways on Howe Avenue
- No traffic calming infrastructure
- No new lighting
- No available space for trees

Cost: \$

HOWE AVENUE ROADWAY CONFIGURATION

BEFORE:



AFTER:



IMPROVEMENT STRATEGY

SIGNALIZED CROSSING



COMMUNITY INPUT

"Howe Avenue has essentially become a freeway...fix the speeding."

"Reduce speed limit on Howe Ave and enforce it!"

"Community and residents would be better served if they could safely and easily walk or ride a bike to the UV shopping area and the newer one across the street. Slow the car traffic, reduce the number of car lanes, and encourage foot and bike traffic."

"Traffic lights aren't triggered by car presence...Some lights feel ridiculously long."

"Howe Avenue... **SHOULD** have sidewalks, bus stops, and separated bike lanes from end to end... should feel safe for everyone to ride. It would be nice if all entries were bordered the entire length."

"Solve the overpass/river ramps first."

"People don't always make the stop light curve at American River Dr... They just don't pay attention... in the lanes traveling south. They don't anticipate that curve properly and are going too fast."

"Could be a real opportunity for a separated trail of some kind."



Existing

- Traffic Signal

Proposed

- Widened Sidewalk
- Sidewalk Gap Closure
- Pedestrian + Bike Connection to La Riviera Dr
- Pedestrian Signal

Plan Corridor

City Limits

Light Rail Station

Power Inn Station

[Click here to view the image above larger.](#)

Open

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Alternative 1 Survey

After reviewing the proposed alternative (above), please provide your feedback below.

How well does Alternative 1 meet community priorities?

Improve corridor safety, particularly by slowing car speeds and increasing driver awareness.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations

Remove barriers for people walking, rolling, and biking to key destinations.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations

Create low stress facilities that improve safety for people biking.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations

Create low stress, accessible travel paths for people walking, rolling, and bicycling to reach transit.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations

Please provide any additional feedback on this alternative.

Submit

Please provide your feedback on Alternative 2!

Connecting Howe Avenue: Safety and Mobility Plan / Alternative 2

Alternative 2



**CONNECTING
HOWE AVENUE**
SAFETY & MOBILITY PLAN

DESCRIPTION:

- Improve signal operations, signal visibility, and add signal ahead warning signs
- Add signalized crosswalks at US 50 ramp crossings on both sides of Howe Ave
- Lower speed limits
- Add a shared use path through University Park and an RRFB crossing on University Ave
- Add a shared use path on the east side of Howe Ave with cantilever structure across the University Ave overpass and the freeway
- Add a landscaping buffer with shade trees and lighting

BENEFITS:

- Provides a dedicated space for people walking and biking and connection to regional shared use path
- Landscape buffer and lighting provide separation from traffic and improved comfort

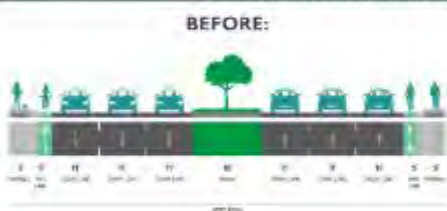
CHALLENGES:

- Right-of-way acquisition will be needed
- The cantilevered path over the freeway would require coordination with Caltrans

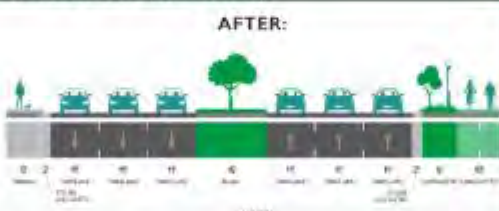
Cost: \$ \$ \$

HOWE AVENUE ROADWAY CONFIGURATION

BEFORE:



AFTER:



IMPROVEMENT STRATEGY

SHARED USE PATH WITH SHADE TREES



CANTILEVERED SHARED USE PATH



“ COMMUNITY INPUT ”

“Howe Avenue has essentially become a freeway...fix the speeding.”

“Reduce speed limit on Howe Ave and enforce it!”

“Community and residents would be better served if they could safely and easily walk or ride a bike to the UV shopping area and the newer one across the street. Slow the car traffic, reduce the number of car lanes, and encourage foot and bike traffic!”

“Traffic lights aren't triggered by car presence...Some lights feel ridiculously long.”

“Howe Avenue... SHOULD have sidewalks, bus stops, and separated bike lanes from end to end...should feel safe for everyone to ride. It would be nice if all utilities were buried the entire length.”

“Solve the overpass/free ramps first.”

“People don't always make the stop light curve at American River Dr... They just don't pay attention in the lanes traveling south. They don't anticipate that curve properly and are going too fast.”

“Could be a real opportunity for a separated trail of some kind.”



Existing

- Traffic Signal

Proposed

- Landscaped Buffer
- Widened Sidewalk
- Shared Use Path
- Cantilevered Shared Use Path
- Pedestrian + Bike Connection to La Riviera Dr
- Pedestrian Signal

- Plan Corridor
- City Limits
- Light Rail Station

[Click here to view the image above larger.](#)

Open

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Alternative 2 Survey

After reviewing the proposed alternative (above), please provide your feedback below.

How well does Alternative 2 meet community priorities?

Improve corridor safety, particularly by slowing car speeds and increasing driver awareness.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations

Remove barriers for people walking, rolling, and biking to key destinations.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
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- ☐ Does not meet expectations

Create low stress, accessible travel paths for people walking, rolling, and bicycling to reach transit.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations

Please provide any additional feedback on this alternative.

Submit

Overall Feedback

Connecting Howe Avenue: Safety and Mobility Plan / Overall Feedback

Alternative Components

Please review the elements in each alternative and then complete the survey to the right.

	Alt 1	Alt 2
Widen/Complete Sidewalks		✓ ✓
New Crosswalks		✓ ✓
Improved Signal Operations		✓ ✓
Increased Signal Visibility		✓ ✓
Connection to University Avenue		✓ ✓

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What is your preferred alternative?

Choose one: Required

- ☐ Alternative 1
- ☐ Alternative 2

Please provide your thoughts on the following:

Widening and completing sidewalks

Adding new crosswalks

Improving signal operations

Improving signal visibility

Adding connection to University Avenue

Adding sidewalk scale lighting

Additional landscaping

Adding shade trees where space permits

Adding a shared use path through University Park and an RRFB crossing

Adding a shared use path on the east side of Howe Avenue across the University Ave overpass and the freeway

Sidewalk Scale Lighting



Submit

Additional Landscaping



Shade Trees



Shared Use Path



Shared Use Path
over Freeway



You shared ideas for changes to Howe Avenue and we heard you. We developed concepts based on your input and we want your feedback.

Ustedes compartieron ideas para cambios en Howe Avenue, y los escuchamos. Desarrollamos conceptos basados en sus aportes, y ahora queremos saber qué opinan.

Share your input on proposed solutions at the next community workshop!

¡Comparta su opinión sobre las soluciones propuestas en el próximo taller comunitario!

In-person | En persona

JUNE 26, 2025 | 26 DE JUNIO DE 2025

6:30 PM - 8:00 PM

CAMPUS COMMONS CLUBHOUSE
650 Commons Drive, Sacramento

Virtual | Evento virtual

JUNE 23, 2025 | 23 DE JUNIO DE 2025

6:30 PM - 7:30 PM

VIA ZOOM MEETING | VÍA REUNIÓN DE ZOOM

Register on the project website | Regístrese en el sitio web del proyecto:

www.ConnectingHoweAve.org

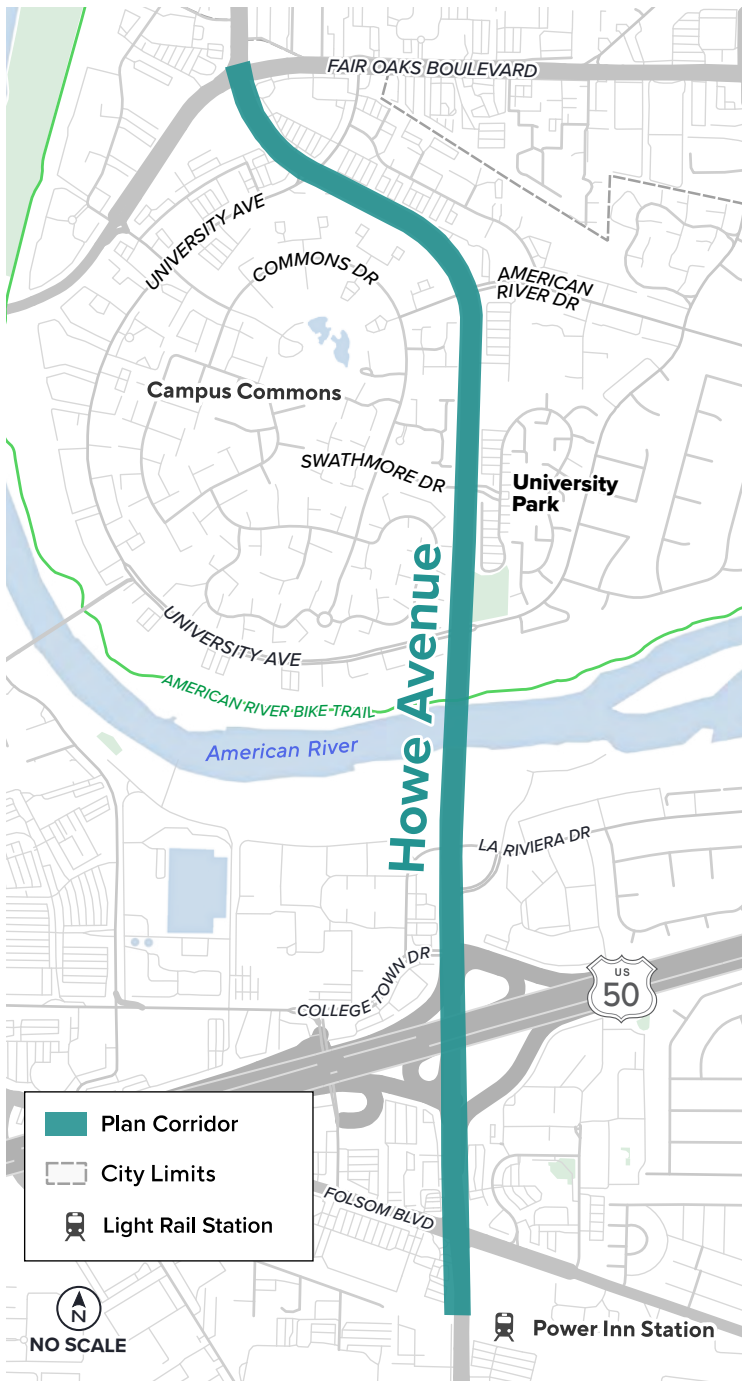
Meeting ID | ID de reunión:

814 7939 3757

Registration is required to attend | Es necesario registrarse para asistir



◀ **SCAN HERE TO REGISTER**
ESCANEE EL CÓDIGO
PARA REGISTRARSE



You shared ideas for changes to Howe Avenue and we heard you. We developed concepts based on your input and we want your feedback.

Share your input on proposed solutions at the next community workshop!

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**CAMPUS COMMONS
CLUBHOUSE**

650 Commons Drive,
Sacramento

JUNE 23, 2025

6:30 PM - 7:30 PM

VIA ZOOM MEETING

Register on the project website:
www.ConnectingHoweAve.org

Meeting ID: 814 7939 3757

Registration is required to attend.



**CONNECTING
HOWE AVENUE**
SAFETY & MOBILITY PLAN



Ustedes compartieron ideas para cambios en Howe Avenue, y los escuchamos. Desarrollamos conceptos basados en sus aportes, y ahora queremos saber qué opinan.

¡Comparta su opinión sobre las soluciones propuestas en el próximo taller comunitario!

26 DE JUNIO DE 2025

6:30 P. M. A 8:00 P. M.

**CAMPUS COMMONS
CLUBHOUSE**

650 Commons Drive,
Sacramento

23 DE JUNIO DE 2025

6:30 P. M. A 7:30 P. M.

A TRAVÉS DE ZOOM

Regístrese en el sitio web del proyecto:
www.ConnectingHoweAve.org

ID de reunión: **814 7939 3757**

Es necesario registrarse para asistir.



**CONNECTING
HOWE AVENUE**
SAFETY & MOBILITY PLAN





PHASE 2 OUTREACH SUMMARY

DATE: July 25, 2025

TO: Charisse Padilla | City of Sacramento

FROM: Elise Brockett | DKS Associates
Jim Damkowitch | DKS Associates

SUBJECT: Connecting Howe Avenue

Project #24692

INTRODUCTION

This memo provides an overview of the feedback received during Phase 2 of public outreach for the Connecting Howe Avenue Project in June/July 2025.

The City of Sacramento and DKS Associates planned and completed the following outreach activities during the engagement period from June 17 – July 27, 2025:

- Power Inn Light Rail Station Pop-In – June 19 from 4 – 6 p.m.
- Virtual Workshop – June 23 from 6:30 – 7:30 p.m. via Zoom
- In-Person Workshop #1 – June 26 from 5:30 – 7 p.m. at the Campus Commons Clubhouse
- Sierra Oaks Neighborhoods Association Pop-in – July 2 from 6 – 7 p.m. via Zoom
- In-Person Workshop #2 – July 17 from 3:30 – 5 p.m. at the Campus Commons Clubhouse

PDFs of each alternative were also available on the project website where community members could submit their comments and feedback in an online form during the engagement period. Below is the total number of participants that contributed during each outreach activity:

Outreach Activity	Number of Participants / Attendees
Power Inn Light Rail Station Pop-in – June 19	16
Virtual Workshop – June 23	10
In-Person Workshop #1 – June 26	25
In-Person Workshop #2 – July 17	34
Social Pinpoint Comment Form – closed July 21	113

SUMMARY OF FEEDBACK

Overall themes from the feedback received both online and in person are presented first, followed by detailed feedback on each alternative, and then feedback on specific proposed elements from the online form.

OVERALL THEMES

Based on the community feedback received through a combination of the Social Pinpoint comments, virtual and in-person workshops, and online comment submissions, Alternative 2 generally met community priorities and was selected as the preferred alternative over Alternative 1. Commenters responded positively to the cantilevered shared use path to connect bicyclists and pedestrians across the American River and the addition of the landscaped buffer to provide shade, improve aesthetics, and create additional separation from the roadway. It was made clear that the community's highest priority was improving multimodal travel on Howe Avenue, particularly making it safer, more comfortable, and easily accessible. Alternative 1 received much less feedback in both written comments and through discussions at workshops. Those that mentioned Alternative 1 felt that it was more of a short-term solution that didn't address the major safety concerns that the community has around bicyclist and pedestrian safety.

Overall, some commenters felt that neither alternative did enough to improve conditions on Howe Avenue and wanted to see more intensive traffic calming strategies such as implementing a road diet or roundabouts. While many liked the proposed reduction in traffic speed limits, many raised concerns that vehicles often do not follow posted traffic speeds and enforcement is lacking along Howe Avenue.

A link to the online response form (hosted on the platform Social Pinpoint) was available on the [project website](#).

Respondents were asked to rate both alternatives for how well it meets the community priorities identified earlier in the project:

1. Improve corridor safety, particularly by slowing car speeds and increasing driver awareness



FIGURE 1: COMMUNITY MEMBERS REVIEW PROPOSED ALTERNATIVES AT THE FIRST WORKSHOP



FIGURE 2: CHARISSE PADILLA (RIGHT), CITY OF SACRAMENTO, PRESENTS TO ATTENDEES

2. Remove barriers for people walking, rolling, and biking to key destinations
3. Create low-stress facilities that improve safety for people biking
4. Create low-stress, accessible travel paths for people walking, rolling, and bicycling to each transit

A score of 5 means the alternative “Meets expectations”, 4 “Somewhat meets expectations”, 3 is “Neutral”, 2 “Somewhat does not meet expectations”, and 1 “Does not meet expectations”. Figure 3 shows an overview of the responses to this question.

FIGURE 3: FEEDBACK ON COMMUNITY PRIORITIES (SOCIAL PINPOINT)

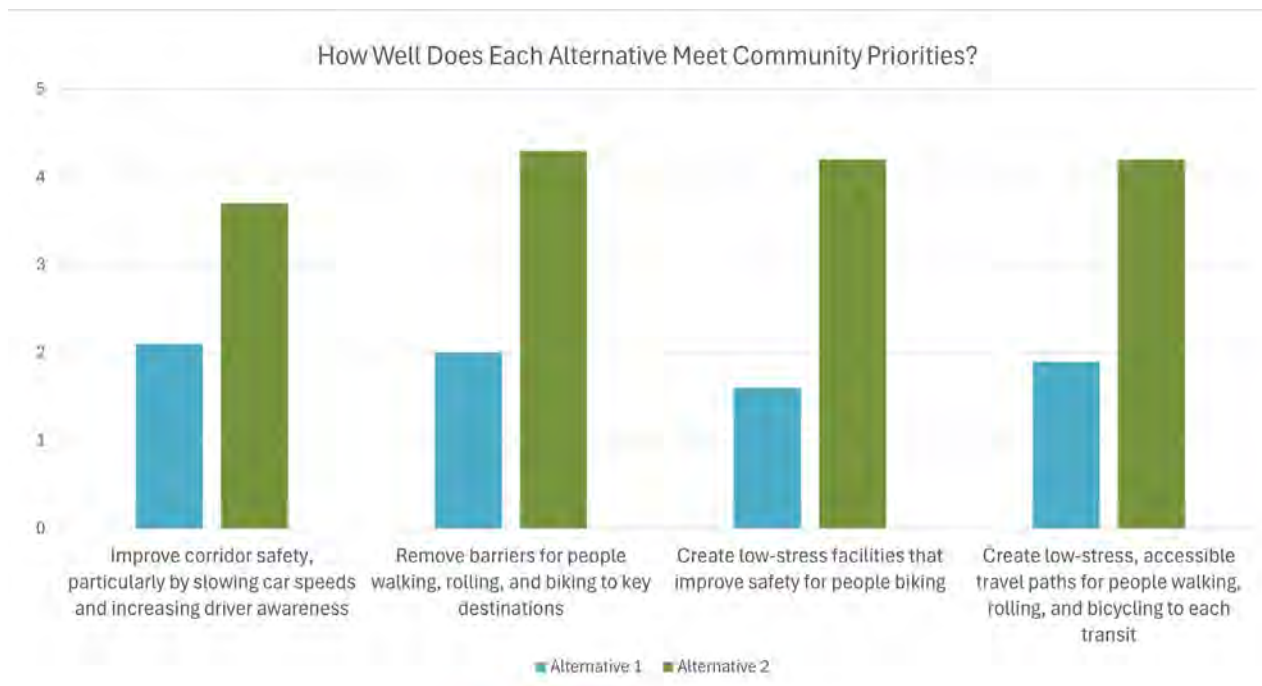
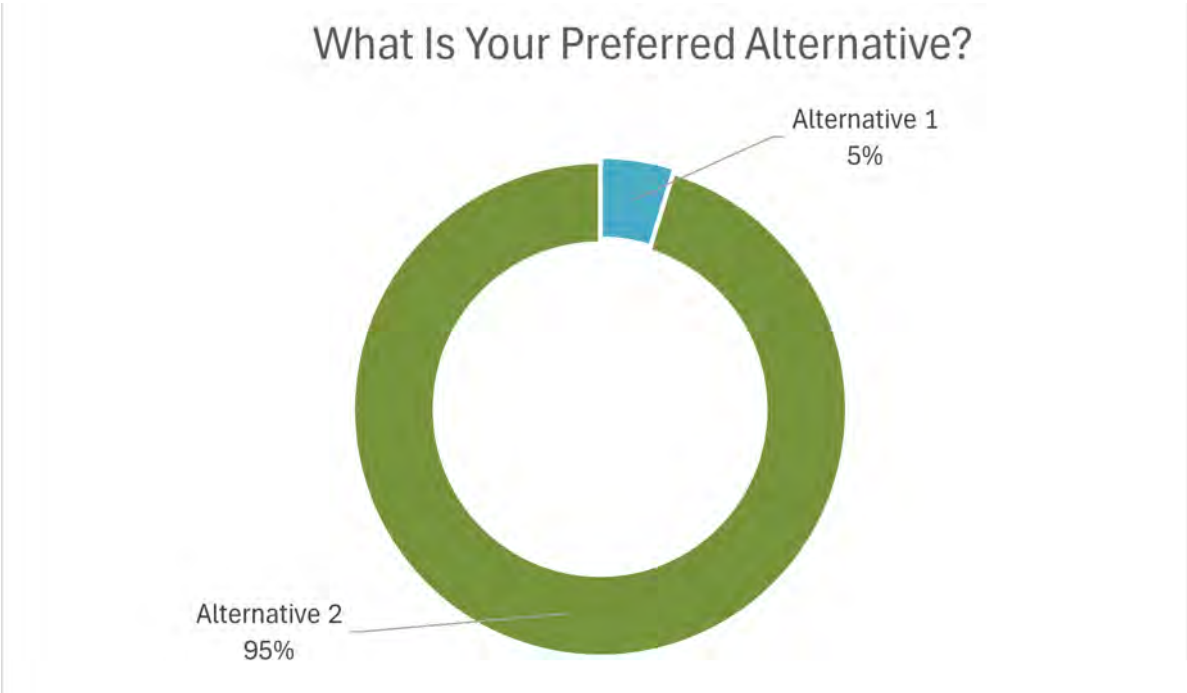


FIGURE 4: FEEDBACK ON COMMUNITY PRIORITIES (IN-PERSON WORKSHOP # 1)

Community Priorities	Alternative 1		Alternative 2	
	Doesn't meet expectations	Meets expectations	Doesn't meet expectations	Meets expectations
Improve corridor safety, particularly by slowing car speeds and increasing driver awareness	9	1	0	13
Remove barriers for people walking, rolling, and biking to key destinations	8	0	0	13
Create low-stress facilities that improve safety for people biking	9	1	0	14
Create low-stress, accessible travel paths for people walking, rolling, and bicycling to each transit	9	1	0	12

Additionally, respondents were asked to select their preferred alternative. Figure 4 includes data from Social Pinpoint, written comments, and feedback collected through the in-person workshops. The figure shows that 95% preferred Alternative 2 and 5% preferred Alternative 1.

FIGURE 5: PREFERRED ALTERNATIVE



The following sections include a more detailed summary and analysis of the feedback on each alternative received in the online written response forms and through in person outreach.

ALTERNATIVE 1

Feedback on Alternative 1 was focused heavily on the removal of the existing bike lane, which drew the strongest and most critical reactions from the respondents. Many commenters expressed concern that eliminating bike lanes would make the corridor more dangerous and less accessible for cyclists and prioritize motorists. The main concern that emerged was that Alternative 1 would not only make the corridor less safe for bicyclists and pedestrians but also lead to higher vehicle speeds on an already unsafe corridor. Overall, the prevailing sentiment was that Alternative 1 does not adequately address safety or connectivity, especially for active transportation users, and would fail to meet the needs of the community.

ALTERNATIVE 2

Alternative 2 overall received more positive and detailed feedback than Alternative 1, with many respondents liking the cantilevered shared use path that will provide a continuous and accessible connection for those walking and biking. Commenters appreciated the design for addressing critical multimodal infrastructure gaps and saw it as better aligned with long-term mobility and sustainability goals. Respondents also liked the additional separation that the landscaped buffer provides from motorists, however many respondents felt that a lane reduction would greatly increase safety and encourage vehicles to drive slower down the corridor. There were also questions about the right-of-way acquisition needed to build the shared use path, and whether the long-term benefits would be enough to make it worth the higher cost.

FEEDBACK ON INDIVIDUAL PROJECT ELEMENTS

Respondents were asked to share their feedback on components of the project included in each alternative: adding new crosswalks, improving signal operations, improving signal visibility, adding connection to University Avenue, adding sidewalk-scale lighting, additional landscaping, adding shade trees, shared use path through University Park, and adding a shared use path on the east side of the Howe overpass.

- Feedback on multimodal infrastructure (including crosswalks and shared use paths) was well received. Commenters felt that safer, more visible crosswalks were crucial, particularly to serve pedestrians accessing transit stops or nearby destinations. Some commenters suggested converting existing bridge lanes to make space for the shared use path and ensuring a high level of separation between motorists and users of the path.
- Signal coordination, operations, and visibility were noted as critical issues, with many respondents calling for shorter pedestrian wait times at intersections. Many felt that improved signal timing would support overall traffic flow and safety, though some commenters emphasized that pedestrian improvements should remain a priority. Some commenters felt that intersections are currently confusing and difficult to navigate for all users, which are critical challenges that could be addressed through signal improvements.

- The connection to University Avenue was positively received for improved mobility and bike access.
- Commenters liked the idea of adding lighting near sidewalks to improve safety and increase visibility while traveling at night.
- The addition of landscaping, shrubs, and shade trees was noted as a key component to increase comfort and aesthetics of the corridor, especially when implemented as a buffer from the road. Comments showed support for more green space that contributes to cooling, noise mitigation, absorption/scavenging of vehicular emissions, and making Howe Avenue a more welcoming environment.

Connecting Howe Avenue: Safety and Mobility Plan

The Connecting Howe Avenue: Safety and Mobility Plan will identify challenges, opportunities, and recommend safety, mobility, and connectivity improvements.

[Open](#)[</> Embed](#)[Click here to use our interactive map to provide location-specific input!](#)

Community Survey

Please take the following brief survey. Your input is extremely valuable, and it will help the project team select the preferred future options and potential physical changes to Howe Avenue.

What is your zip code?

How often do you typically travel on Howe Avenue?

- ☐ Daily
- ☐ Some Days (e.g., work commute, shopping, and errands)
- ☐ Weekly
- ☐ Every Couple of Weeks
- ☐ Monthly
- ☐ Rarely

How do you typically travel on Howe Avenue? Select all that apply.

- ☐ Driving in a Personal Vehicle
- ☐ Riding in a Personal Vehicle (being driven by someone)
- ☐ Public Transit
- ☐ Paratransit
- ☐ Walking/Rolling
- ☐ Bicycling (including using e-bikes)
- ☐ Scooting
- ☐ Ride-Sharing (Uber, Lyft), Taxi
- ☐ Other (please specify)

For the next questions, please rate your interest in each potential change to Howe Avenue on a scale from 1 (least interested) to 5 (most interested).

Improved public transit stop conditions and access

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

Improved walking conditions such as wider sidewalks and street trees

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

Improved walking and bicycling crossing of Howe Avenue

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

Improved bikeways on Howe Avenue (buffer bike lanes or separated bikeways with a post or curb)

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

Reduced driver speed

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

Improved driving safety

1 = least interested, 5 = most interested

- ☐ 1
- ☐ 2
- ☐ 3

4

5

Improved parking

1 = least interested, 5 = most interested

1

2

3

4

5

Other transportation safety-related improvements

Please rate your interest in the potential change you wrote above

1 = least interested, 5 = most interested

1

2

3

4

5

The following optional three demographic questions help us determine if we are getting a broad and representative range of community perspectives. Please still submit this survey even if you decide to not answer these three optional questions.

What best describes your race or ethnicity? Select all that apply.

(Optional).

- ☐ Asian
- ☐ Black or African American
- ☐ Hispanic or Latino/a/x
- ☐ Middle Eastern or North African
- ☐ Native American or Alaska Native
- ☐ Native Hawaiian or other Pacific Islander
- ☐ White
- ☐ Prefer not to say
- ☐ Other (please specify)

What is your age?

(Optional).

- ☐ Under 18
- ☐ 18 to 24 years
- ☐ 25 to 34 years
- ☐ 35 to 44 years
- ☐ 45 to 64 years
- ☐ 65 to 84 years
- ☐ 85 to 99 years
- ☐ 100 years and older

Do you identify as someone with a mobility or related disability that impacts how you travel?

(Optional).

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Do you identify as someone with a mobility or related disability that impacts how you travel?

(Optional).

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Do you have any other comments related to mobility and transportation safety on Howe Avenue?

Please provide email address if you want to be added to our Howe email noticing list.

Submit