CONNECTING HOWE AVENUE

SAFETY & MOBILITY PLAN

PUBLIC DRAFT

OCTOBER 2025

ACKNOWLEDGMENTS

CITY COUNCIL

KEVIN MCCARTY
MAYOR

LISA KAPLAN
DISTRICT 1

ROGER DICKINSON
DISTRICT 2

KARINA TALAMANTES
DISTRICT 3

PHIL PLUCKEBAUM
DISTRICT 4

CAITY MAPLE
DISTRICT 5

ERIC GUERRA
DISTRICT 6

RICK JENNINGS
DISTRICT 7

MAI VANG
DISTRICT 8

CITY STAFF

CHARISSE PADILLA
PROJECT MANAGER

JENNIFER DONLON WYANT
MOBILITY AND SUSTAINABILITY DIVISION MANAGER

PROJECT DEVELOPMENT TEAM (PDT)

NICK AHANTAB
ASSISTANT ENGINEER, PUBLIC WORKS DEPARTMENT

SHAD BENNETT
TELECOMMUNICATIONS ENGINEER,
PUBLIC WORKS DEPARTMENT

ALEX GOLOVESHKIN
ASSOCIATE ENGINEER, PUBLIC WORKS DEPARTMENT

MATTHEW ILAGAN
ASSISTANT ENGINEER, PUBLIC WORKS DEPARTMENT

JAMES KRAGH
ASSOCIATE ENGINEER, PUBLIC WORKS DEPARTMENT

BILL SHUNK
SENIOR ENGINEER, PUBLIC WORKS DEPARTMENT

COMMUNITY ADVISORY COMMITTEE

AMERICAN RIVER COMMONS

CALIFORNIA STATE UNIVERSITY, SACRAMENTO

CAMPUS COMMONS

CIVIC THREAD

COLLEGE GLEN NEIGHBORHOOD ASSOCIATION

FOLSOM BLVD COALITION

MERLONE GEIER PARTNERS

NEPENTHE HOMEOWNERS ASSOCIATION

POWER INN ALLIANCE

SACRAMENTO AREA BICYCLE ADVOCATES

SACRAMENTO UNITED SOCCER CLUB

CONSULTANT TEAM

DKS ASSOCIATES

MARK THOMAS

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1 WHY HOWE AVENUE?

Howe Avenue is a critical corridor serving Sacramento State University and its students, local area businesses and residents.

More than 15,000 people, including families, students, and seniors, live in the neighborhoods surrounding Howe Avenue, giving them access to places that shape daily life:

- **Power Inn light rail station**
- **Two parks and the American River Parkway shared use path**
- **Sacramento State**
- **Multiple recreation facilities**

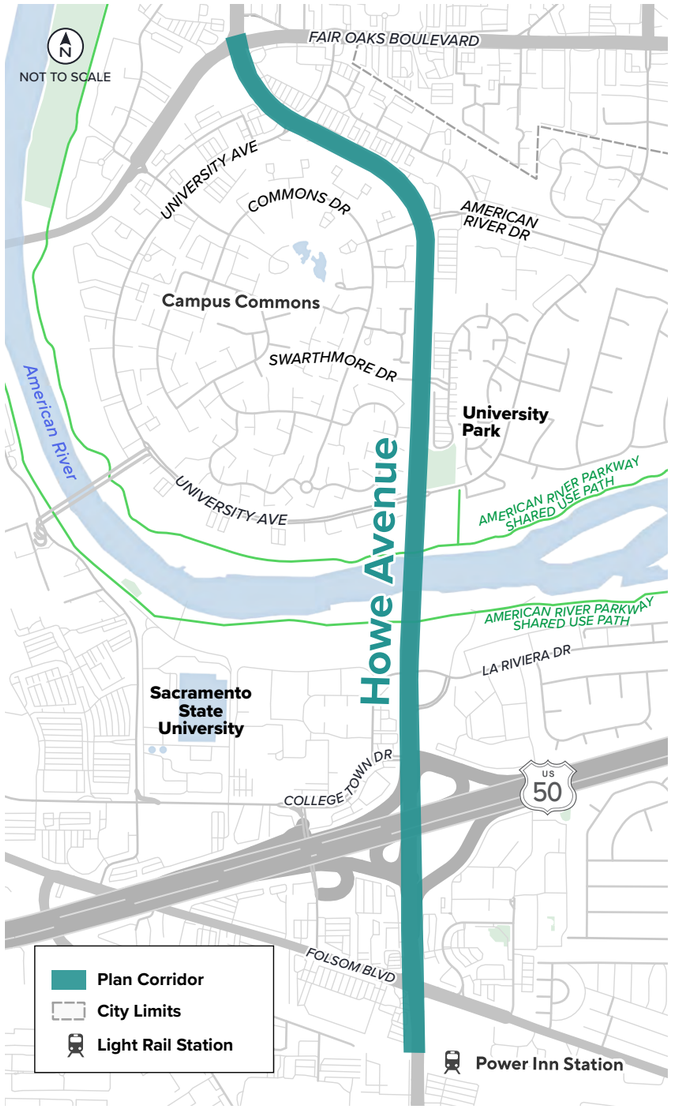


FIGURE 1. HOWE AVENUE STUDY AREA

Howe Avenue is a vital north-south connection across the American River and US 50. This plan focuses on the portion of Howe Avenue from Fair Oaks Boulevard to the Power Inn light rail station south of Folsom Boulevard. The street connects people to local businesses, homes, parks, and regional destinations like Sacramento State University (Sacramento State). It is the backbone for thousands of residents who live and work nearby.

Today, Howe Avenue reflects an older design focused primarily on moving cars rather than facilitating community access to destinations along the corridor. The street has narrow or missing sidewalks, limited and unprotected space for biking, wide crossings, and high vehicle speeds. The design supports high vehicle volumes and speeds, making it an uncomfortable environment for people walking, biking, using transit, and in some cases, driving. People who drive on the corridor report concerns for turning on and off the corridor, long signal cycles, and speeds of other drivers. People walking and bicycling report facing barriers to mobility, including long distances between marked and controlled crossings, limited infrastructure, and high vehicle speeds.

Improving Howe Avenue is a priority for the City of Sacramento. It is part of the City's Vision Zero High Injury Network as one of the top 10 corridors in Sacramento with the most severe and fatal collisions. It is identified as a medium priority project in the City's Transportation Priorities Plan, which was shaped by extensive community input. Additionally, the corridor plays an important role in meeting broader City goals around climate action, community equity, and active transportation, supporting efforts like the Climate

Cars driving along Howe Avenue

Action and Adaptation Plan, and the draft Streets for People: Sacramento's Active Transportation Plan.

The purpose of the Howe Avenue Safety and Mobility Plan is to identify the changes needed to transform this corridor into a place that better reflects the needs and aspirations of the communities on and near the street. Through strong partnerships and meaningful engagement, the Plan will help redesign Howe Avenue as a welcoming, inclusive, and connected corridor, making it easier and more comfortable for people to walk, bike, take transit, and reach daily destinations. 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.

2 PROJECT GOALS

SAFETY

Address transportation safety challenges. Between 2018 and 2023, a total of 201 collisions occurred, resulting in two deaths and 16 severe injuries.

- Overcome safety concerns of people wanting to walk or bike along Howe Avenue by providing a separated and lower-stress environment.

MOBILITY

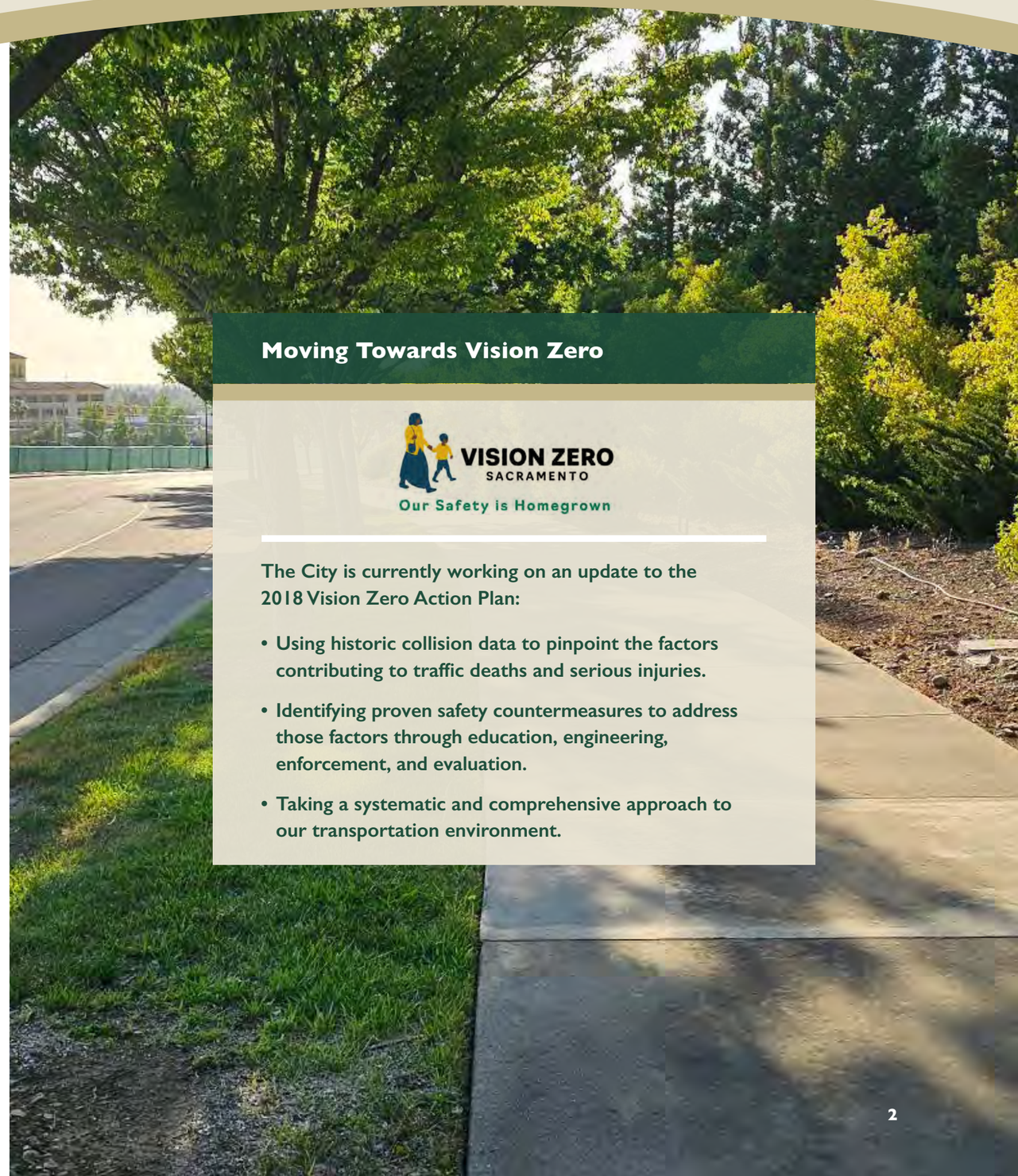
Connect people to school, work, parks, and essential services.

- Support transit including SacRT Route 26 and Power Inn Light Rail Station that serve Howe Avenue, connecting communities with limited mobility options.
- Eliminate the US 50 barrier for people walking and bicycling.
- Support access to US 50 for regional travel.

COMMUNITY

Support and uplift community. More than 15,000 people live along Howe Avenue, reflecting Sacramento's cultural and socioeconomic diversity.

- Families, students, and seniors live side by side, supported by local businesses and community institutions that provide over 1,000 jobs. Neighborhoods have long faced barriers to reliable transportation, affordable housing, and essential services.
- The corridor planning process centers community voices to build a safer, more connected corridor that supports opportunity and belonging.



Moving Towards Vision Zero

VISION ZERO SACRAMENTO

Our Safety is Homegrown

The City is currently working on an update to the 2018 Vision Zero Action Plan:

- **Using historic collision data to pinpoint the factors contributing to traffic deaths and serious injuries.**
- **Identifying proven safety countermeasures to address those factors through education, engineering, enforcement, and evaluation.**
- **Taking a systematic and comprehensive approach to our transportation environment.**

3 THE PROCESS

To achieve the project goals, the Connecting Howe Avenue Safety and Mobility Plan followed a four-step process:

UNDERSTAND EXISTING CONDITIONS AND COMMUNITY NEEDS

A detailed technical analysis was completed to evaluate current conditions and community needs for walking, biking, transit, and driving along Howe Avenue. These findings were shared with the community during a series of open houses and workshops in winter 2024/ spring 2025, where residents added valuable insights. A full summary is provided in **APPENDIX A – EXISTING CONDITIONS REPORT**.

DEVELOP AND EVALUATE CORRIDOR DESIGN ALTERNATIVES

In response to both technical findings and community needs, two design alternatives were created. Each proposed new sidewalks, changes to bikeways, enhanced crosswalks, intersection changes, and safety improvements. These alternatives are described in **APPENDIX B – ALTERNATIVES DEVELOPMENT REPORT**. Two alternatives were presented to the community for input. From that input, a prefer design concept was selected.

CONFIRM COMMUNITY SUPPORT

Based on community input, a Draft Plan was prepared that includes an overview of the planning process and the preferred design concept.

FINAL PLAN

Concept plans and cost estimates were prepared for the preferred concept to position the City for next steps towards implementation. The concept plans are provided in **APPENDIX D - CONCEPT PLAN SET**, while the cost estimates are in **APPENDIX E – PLANNING LEVEL COST ESTIMATES**. Staff will present the Final Plan to Council in Winter 2026

The project timeline is provided in **FIGURE 3**.

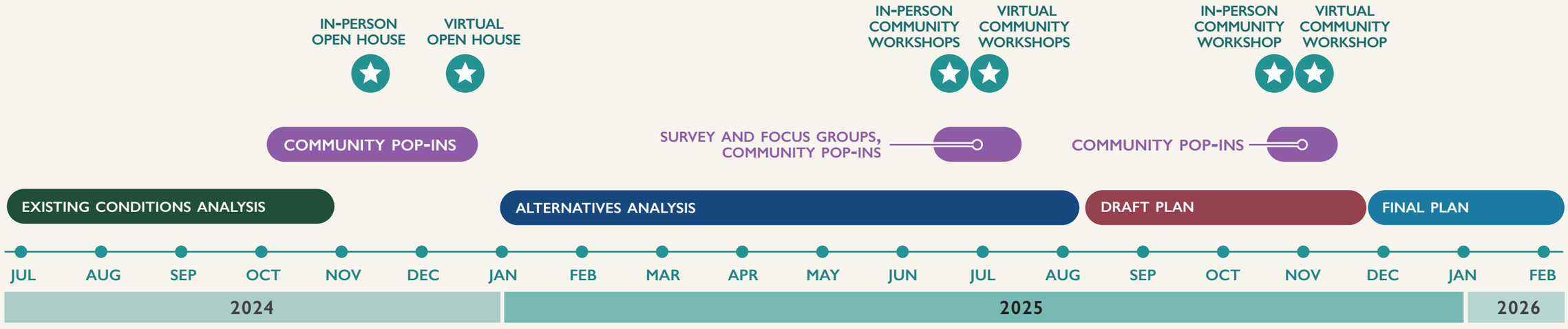


FIGURE 2. HOWE AVENUE STUDY PROCESS

4 HOWE AVENUE TODAY

CORRIDOR DESCRIPTION

The Howe Avenue planning area is from Fair Oaks Boulevard in the north to the Power Inn light rail station south of Folsom Boulevard in the south. It is approximately 2.0 miles in length. It includes the US 50 interchange and overpass, which is one of a limited number of crossings for the American River and US 50 in the area. These crossings make Howe Avenue a critical connector for communities traveling to other neighborhoods, parks and trails, and regional destinations like Sacramento State.

The corridor primarily features three vehicle travel lanes in each direction, except for the segment over the river which has two in each direction, with a landscaped center median along much of the corridor, as shown in **FIGURE 4**. It passes through a mix of single-family residential and multi-family residential and community-serving commercial areas, such as a shopping center near Fair Oaks Boulevard. Land use along the corridor is primarily commercial and neighborhood residential zoning.

Today, Howe Avenue lacks consistent and protected sidewalks and bikeways. SacRT's Route 26 provides the only fixed-route transit service along the corridor and access to light rail is located at the south end of the corridor. These gaps limit mobility options and comfort for people walking, biking, or riding transit—especially given the corridor's role in serving two historically underserved communities.

The corridor was organized into three segments, as shown in **FIGURE 5**, based on general characteristics and surrounding land use.

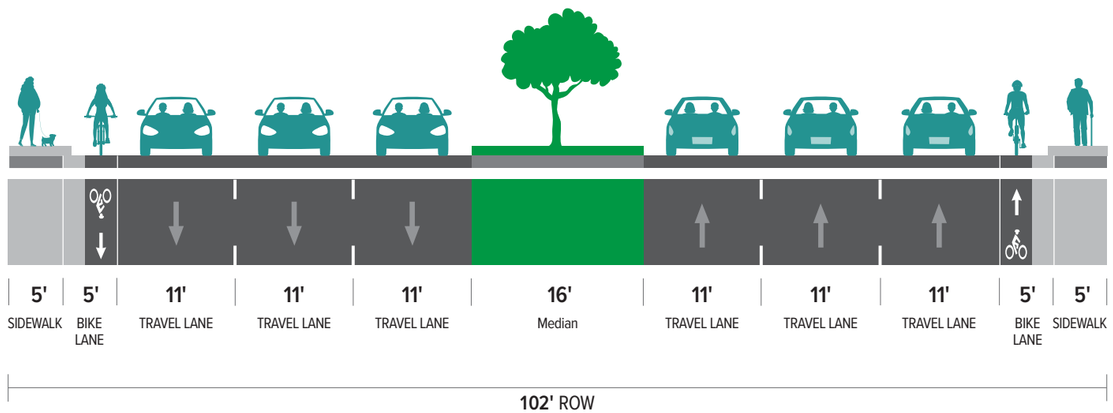


FIGURE 3. EXISTING CROSS SECTION

Detailed information about the study corridor and current conditions can be found in Appendix A

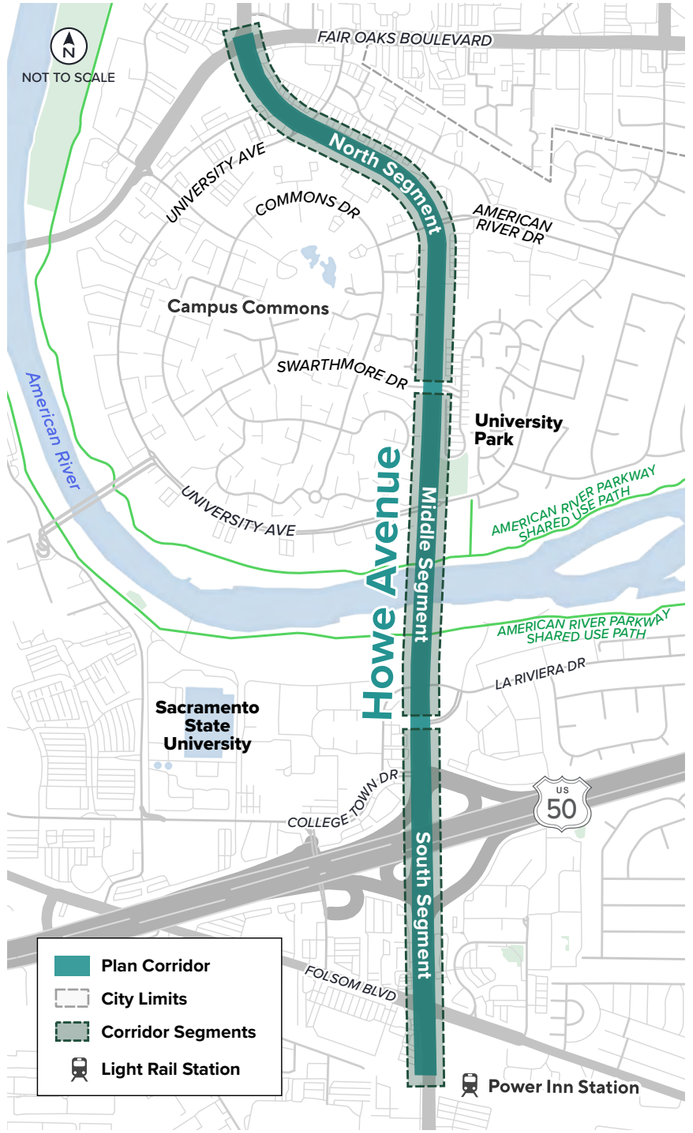


FIGURE 4. STUDY CORRIDOR BOUNDS AND SEGMENTS

NORTH SEGMENT:
FAIR OAKS BOULEVARD TO SWARTHMORE DRIVE/UNIVERSITY PARK DRIVE

Adjacent land use is residential and community-serving retail, with shopping centers near Fair Oaks Boulevard. This segment of Howe Avenue has three vehicle travel lanes per direction.

Sidewalks are generally present in this segment but are narrow. There are narrow, on-street bike lanes, which include the gutter as part of the width, along portions of this segment and other portions where no southbound bike lanes exist (gaps in the network). There is lighting illuminating the street but not focused on the sidewalk. Bus Route 26 turns from/to American River Drive and runs in both directions to the south.

Posted vehicle speeds are 40-50 miles per hour. For the North Segment, the annual daily traffic is 46,000 vehicles with a 2040 forecast of 58,600 vehicles.

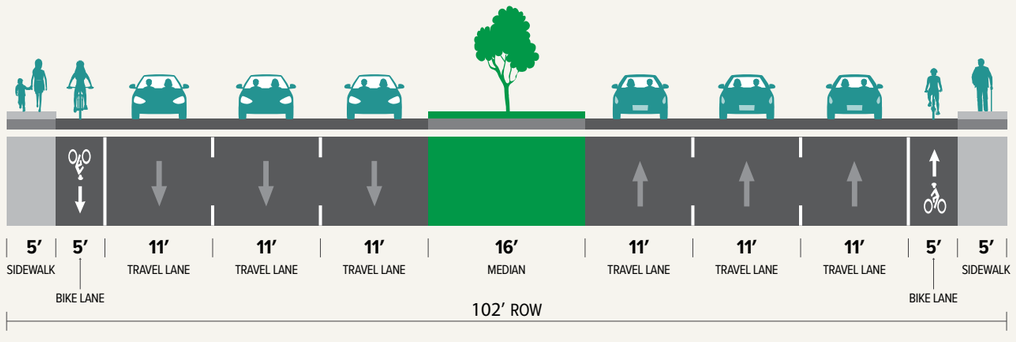
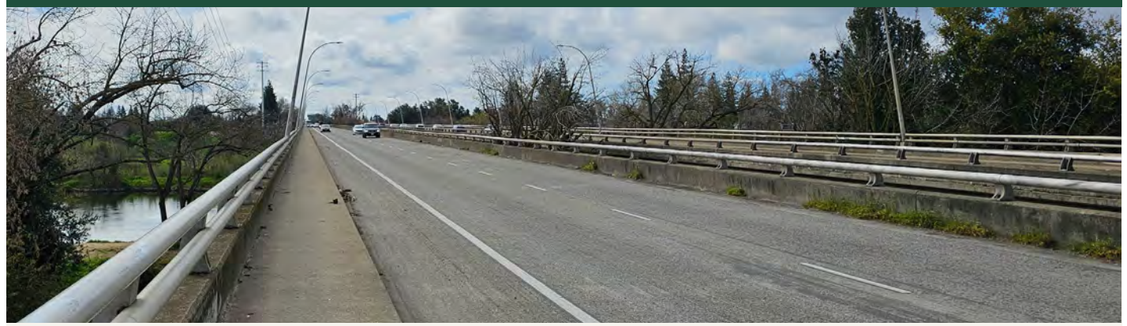


FIGURE 5. FAIR OAKS BOULEVARD TO SWARTHMORE DRIVE/UNIVERSITY PARK DRIVE CROSS SECTION

MIDDLE SEGMENT:
SWARTHMORE DRIVE/UNIVERSITY PARK DRIVE TO LA RIVIERA ACCESS ROAD



Adjacent land uses include primarily residential and office uses, with access to the American River, the American River Parkway shared use path and Sacramento State. This segment of Howe Avenue transitions from three travel lanes per direction with a center landscaped median to two vehicle lanes per direction and two separate structures to cross the American River.

There are narrow and discontinuous sidewalks in this segment, with typically only a paved shoulder on the east side of the street. Sidewalks only exist on the east side of the street north of the bridge and the west side of the street south of the bridge. This lack of continuity reduces the ability for users to easily recognize a path across the river. There are narrow, on-street bike lanes along both sides of the street and bridge on this segment. There is lighting illuminating the street but not focused on the sidewalk. Bus Route 26 operates in both directions along this segment with stops at Swarthmore Drive.

Posted vehicle speeds are 50 miles per hour.

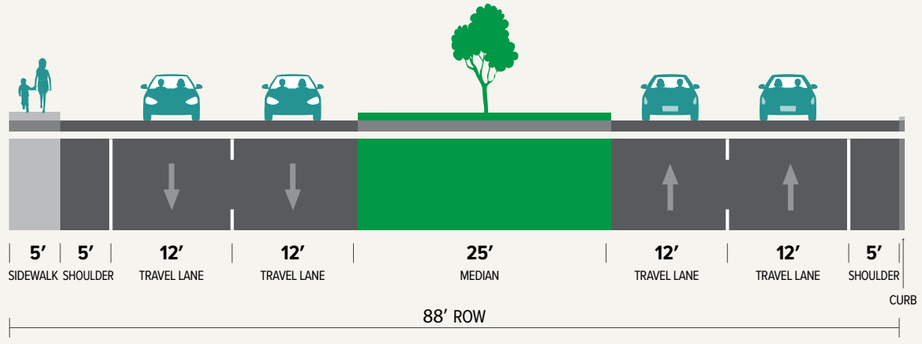
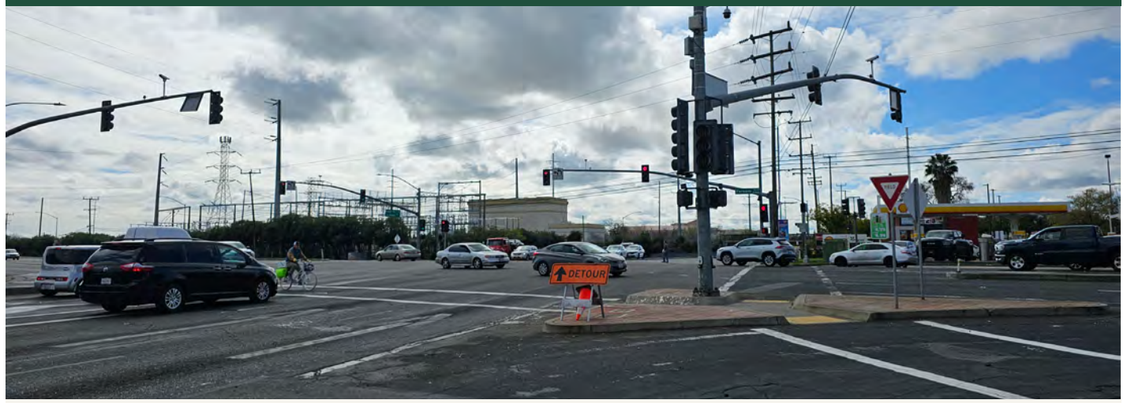


FIGURE 6. SWARTHMORE DRIVE/UNIVERSITY PARK DRIVE TO LA RIVIERA ACCESS ROAD

SOUTH SEGMENT:
LA RIVIERA ACCESS ROAD TO POWER INN LIGHT RAIL STATION



Adjacent land uses include multi-family residential, commercial and industrial uses, along with access to Sacramento State. This segment of Howe Avenue is three vehicle travel lanes per direction with a narrow median.

There are sidewalks along the west side of the street on this segment but they are narrow. There are narrow, on-street bike lanes, which include the gutter as part of the width, along both sides of the street on this segment. There is lighting illuminating the street and the sidewalk. Bus Route 26 turns to/from College Town Drive and this segment is also served by the Power Inn Light Rail Station.

Posted vehicle speeds are 40 miles per hour. For the South Segment, the annual daily traffic is 59,000 vehicles.

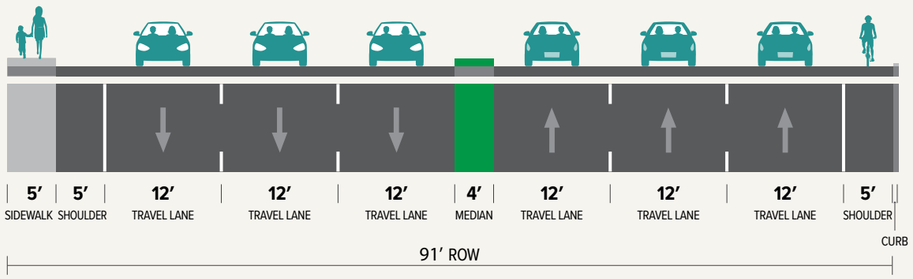


FIGURE 7. LA RIVIERA ACCESS ROAD TO POWER INN LIGHT RAIL STATION CROSS SECTION

Howe Avenue includes the US 50 interchange and the American River crossing, which is one of a limited number of crossings for the American River and US 50 in the area.

These crossings make Howe Avenue a critical connector for communities traveling to other neighborhoods, parks and trails, and regional destinations like Sacramento State.

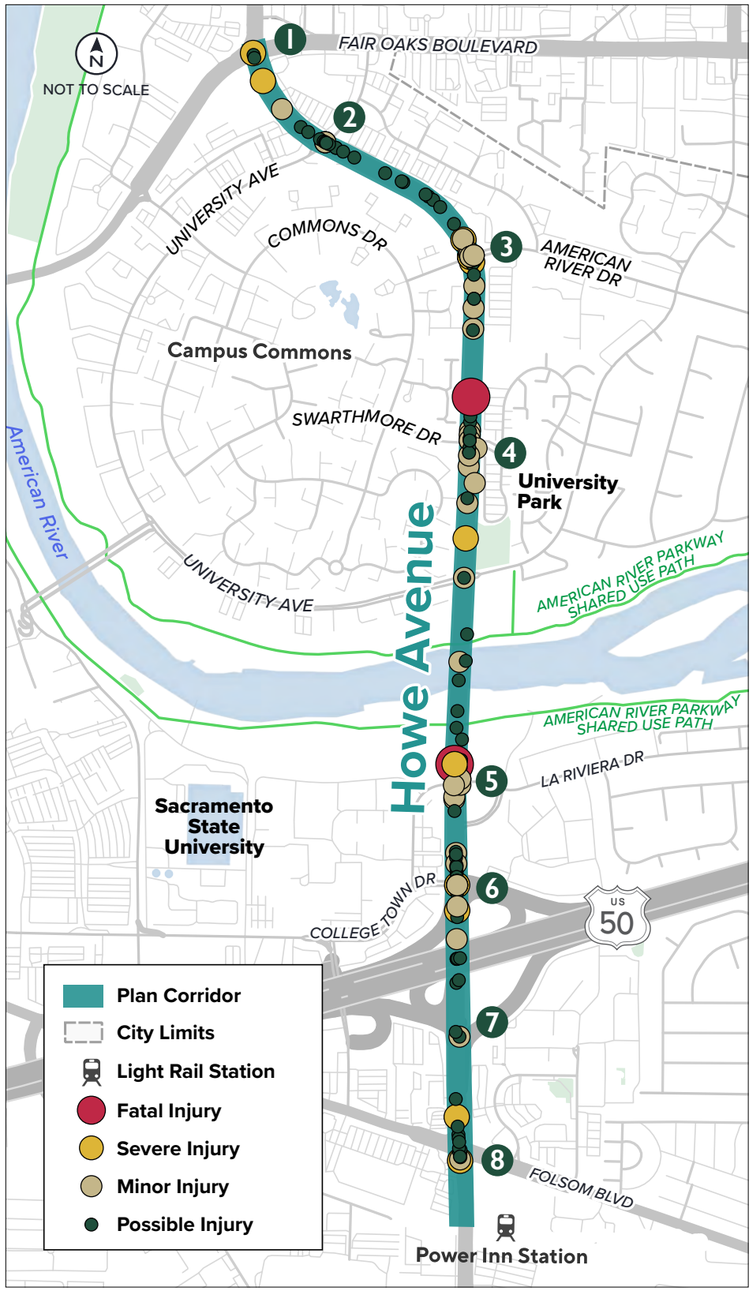


FIGURE 8. COLLISION CAUSES AND COLLISION TYPES

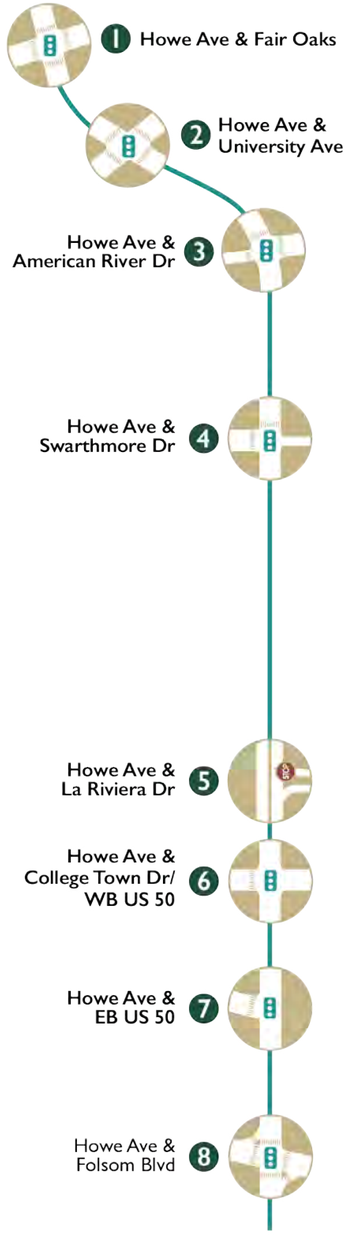


FIGURE 9. INTERSECTION CONTROLS

COLLISION TRENDS

Between 2018 and 2023, a total of 18 fatal or serious injury collisions occurred, reemphasizing the safety need identified in the City's 2018 Vision Zero Action Plan. The top three primary collision factors on Howe Avenue were:

- Driving at Unsafe Speeds
- Disobeying Traffic Signals or Sign
- Improper Turning

Fatal and serious injury collisions along Howe Avenue were most common at or near major intersections. Rear end collisions, often associated with unsafe speeds and stop-and-go conditions, were the most frequent collision type overall, followed by broadside collisions, which often happen where vehicles failed to yield while turning.

Although unsafe speed was the most frequent primary collision factor, these collisions occurred throughout the corridor rather than being concentrated at specific intersections or segments. The intersection of Howe Avenue and American River Drive had the highest number of collisions (37) between 2018 to 2023 with broadside collisions identified as the most frequent type. Disobeying traffic signals or signs was identified as the primary collision factor. The next most frequent locations associated with collisions were at the intersections of Howe Avenue with College Town Drive, Folsom Boulevard and Swarthmore Drive.

COLLISION CAUSES

Highlighted intersections had more than 2 collisions of the associated type or primary cause.

- **Unsafe Speed** — Most common factor, involving cars at uncontrolled driveways. (1 2 3 4 5 6 7 8)
- **Signal or Sign Violation** — Tied for the second most commonly cited factor. (1 2 3 4 5 6 7 8)
- **Improper Turning** — Tied for the second most commonly cited factor. (1 2 3 4 5 6 7 8)
- **Under the Influence** — Occurred along the corridor but most occurances at American River. (1 2 3 4 5 6 7 8)

COLLISION TYPES

- **Rear End** — Most common collision type, involved in over 50% of collisions. (1 2 3 4 5 6 7 8)
- **Broadside** — Second most common collision type. (1 2 3 4 5 6 7 8)
- **Sideswipe** — Tied for third most common collision type. (1 2 3 4 5 6 7 8)
- **Hit Object** — Tied for third most common collision type. (1 2 3 4 5 6 7 8)

FIGURE 10. HOWE AVENUE'S TOP COLLISION CAUSES AND COLLISION TYPES

5 COMMUNITY ENGAGEMENT

ENGAGEMENT GUIDING PRINCIPLES

- Community engagement is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process.
- Community engagement promotes sustainable decisions by recognizing and communicating the needs and interests of all participants, including decision-makers.
- Community engagement seeks out and facilitates the involvement of those potentially affected by or interested in a decision.
- Community engagement provides participants with the information they need to participate in a meaningful way.
- Community engagement communicates to participants how their input affected the decision.

ENGAGEMENT METHODS

Community Engagement took place in three phases for this project, discussed in more detail on the following pages:

- **PHASE 1:** LISTEN AND LEARN
- **PHASE 2:** SHARE AND REFINE
- **PHASE 3:** REPORT BACK

COMMUNITY IDENTIFIED PRIORITIES

- Make streets safer, particularly by slowing car speeds and increasing driver awareness.
- Remove barriers for people walking, rolling, and biking to key destinations.
- Create low-stress facilities that improve safety for people biking.
- Plant trees to calm traffic, provide shade for people walking and bicycling, and to create a sense of inviting space.
- Build calm, comfortable routes that help people walk, bike, or roll to get to the bus safely.

PHASE 1: LISTEN AND LEARN

The first engagement phase introduced the planning process and invited community members to share their needs and ideas through the following elements:

- City webpage
- Web-based engagement tools
  - » Community Needs and Priorities Surveys
  - » Online mapping/comment capture tool
  - » City Newsletter/Blog posts
- Multilingual engagement materials and tools
- Community Advisory Committee
- Pop-ins at local events
  - » Folsom Blvd Coalition meeting
  - » Sacramento State Student Planning Session
- Virtual and in-person workshops

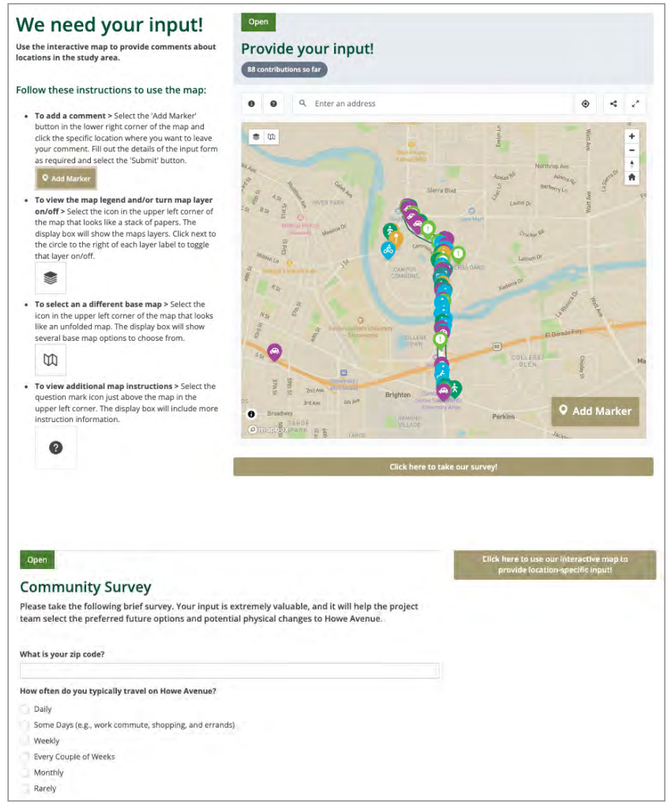
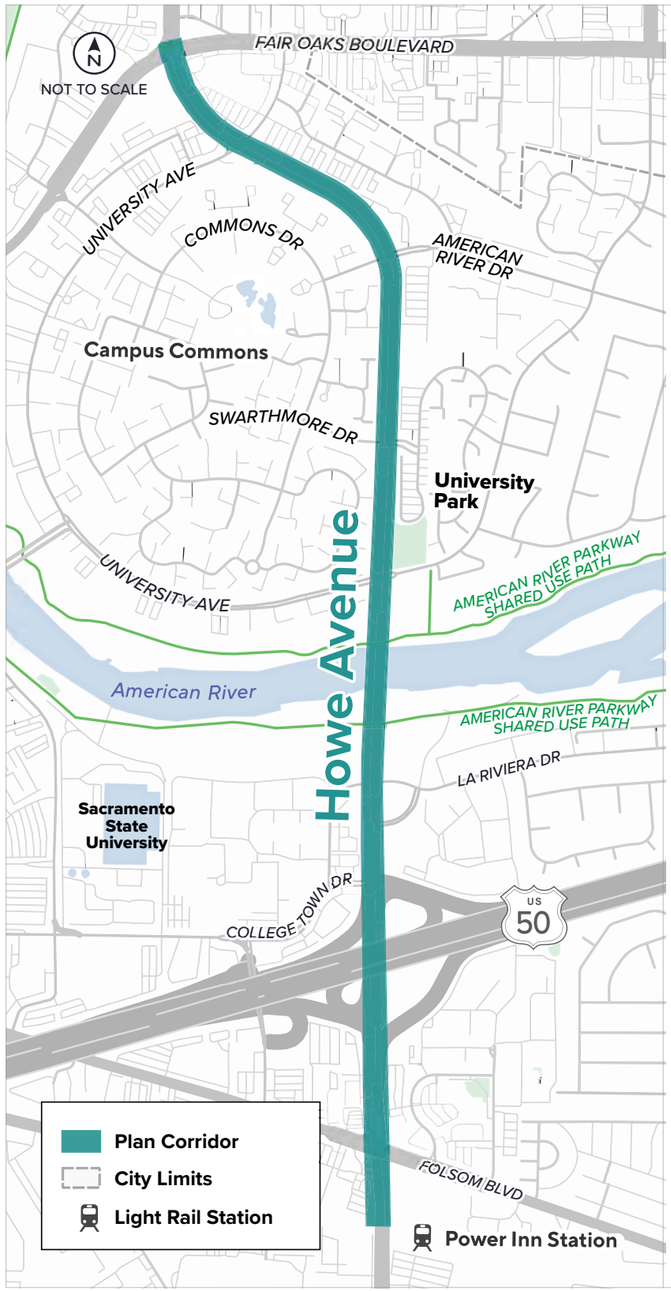


FIGURE 11. WEB-BASED ENGAGEMENT TOOLS

Through the community needs and priority surveys, it was determined that approximately 61% of survey respondents travel on Howe Avenue daily; about 95% of respondents typically drive in their personal vehicle but approximately 18% also walk/roll and about 8% take public transit on Howe Avenue. Survey respondents were mostly interested in improving driving safety followed closely by improving crossing opportunities for those walking and bicycling on Howe Avenue.

Based on responses from the online interactive map and in-person events, the majority of the comments were focused north of the American River, with Swarthmore Drive and American River Drive generating the most comments. Safety, missing sidewalk connections and problem intersections and areas were the most prominent concerns for respondents.



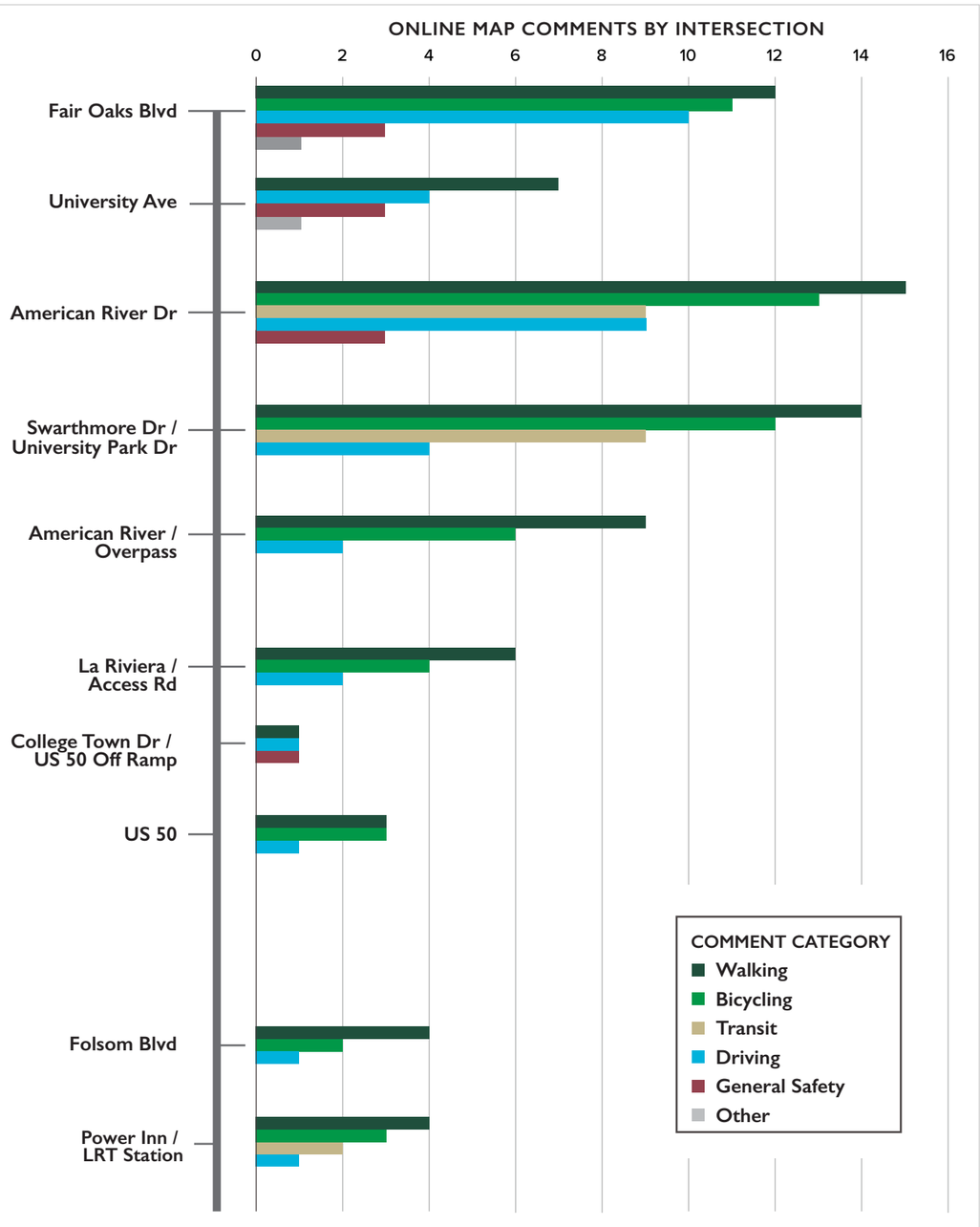


FIGURE 12. ENGAGEMENT BY LOCATION

By the Numbers:

- 70+ Workshop attendees during Phase 1
- 100+ Survey Responses
- 70+ Online Map comments

Online Comments by Type:

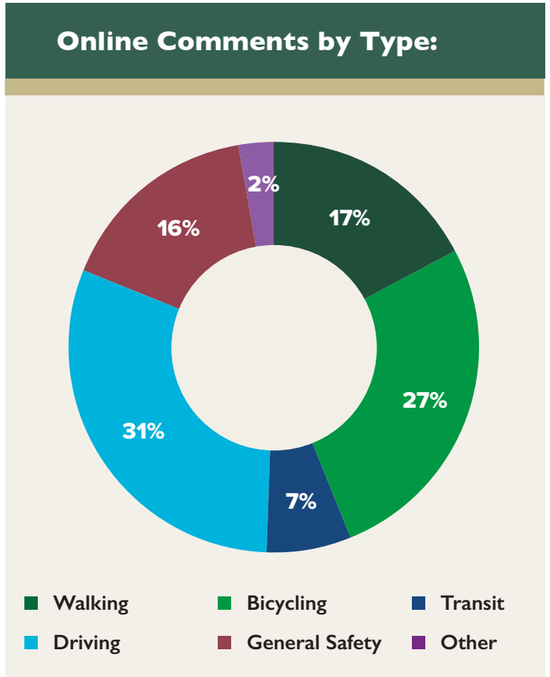


FIGURE 13. ENGAGEMENT BY CATEGORY

PHASE 2: SHARE AND REFINE

The second engagement phase focused on sharing potential improvements based on community input and refining them through continued feedback, with clear documentation of how ideas shaped the final plan.

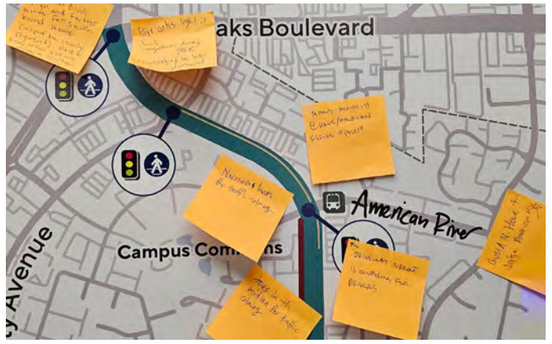
- City Website
- Web-based Engagement Tools
  - » Alternative and Proposed Element Surveys
  - » City Newsletter/Blog Posts
- Multilingual Engagement Materials and Tools
- Community Advisory Committee
- Pop-ins at Local Events and Locations
  - » Power Inn Light Rail Station Pop-In
  - » Sierra Oaks Neighborhood Association Pop-in
- Virtual and In-Person Workshops

FEEDBACK ON PROJECT ELEMENTS

- Commenters felt that more protected and visible crosswalks were crucial, particularly to serve pedestrians accessing transit stops or nearby destinations.
- A cantilevered shared use path concept over the American River was received positively. Some commenters suggested converting 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, bushes, and shade trees was noted as a key component to mitigate air pollutants and improving air quality and 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, and making Howe Avenue a more welcoming environment.

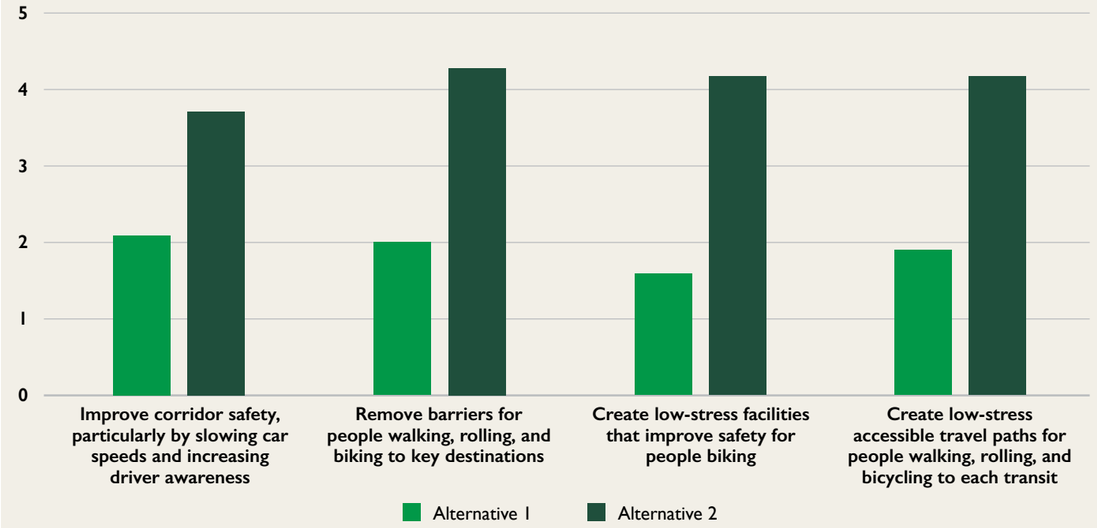
Feedback Opportunities

- **Community Pop-ins and Presentations**
- **In-person workshops**
- **Online Survey and Virtual corridor map**

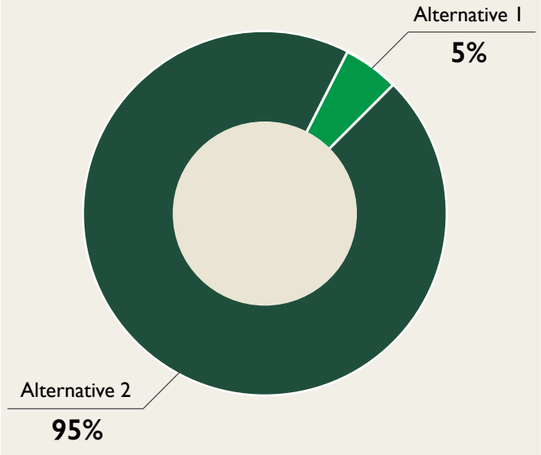


Community Comments from Workshop Event

How Well Does Each Alternative Meet Community Priorities?



What Is Your Preferred Alternative?



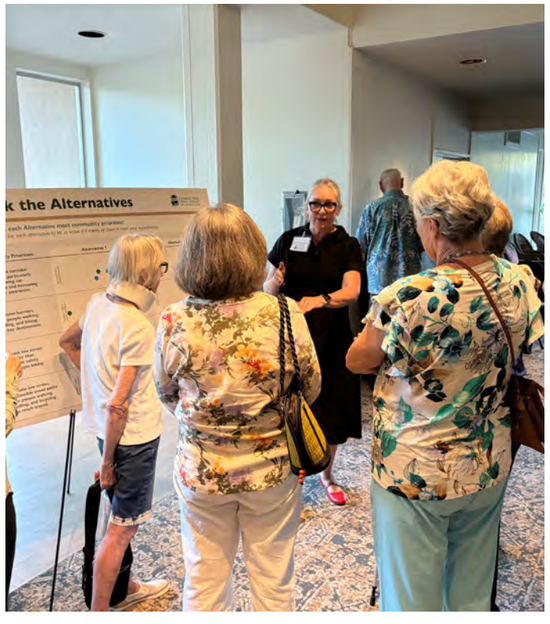


FIGURE 14. PROPOSED ALTERNATIVES BY COMMUNITY PREFERENCE

PHASE 3: REPORT BACK

Section to be completed after completing community review of the Public Draft Plan.

6 DEVELOPING A VISION FOR HOWE AVENUE

CREATING A CONCEPT DESIGN

Based on community priorities and the current conditions of Howe Avenue, the project team identified a set of design elements that could help achieve the project's goals. Each element was reviewed individually and in combination to form different corridor alternatives. These alternatives offered a range of approaches for improving mobility and safety while reflecting community needs.

OVERCOMING CHALLENGES AND CONSTRAINTS

Community members shared feedback on how to improve mobility and safety while meeting the project's goals. While many ideas were suggested, Howe Avenue does not have space for every feature. The bridge over the American River and the U.S. 50 interchange are constraints that limit design flexibility.

Where there are three lanes in each direction, a lane reduction is not viable everywhere due to traffic volumes and operational needs. The project team balanced community input, safety, mobility for all users, effectiveness, and feasibility to identify options that best fit community priorities within the existing street space.

ACHIEVING PROJECT GOALS

Each alternative was evaluated, both by the project team and the community, on how well it met the project's goals and priorities:

1. Safety
2. Mobility
3. Community

Safety Priorities

- **Slowing car speeds and increasing driver awareness.**
- **Improving intersection safety**
- **Providing infrastructure and signal operations that provide separation from vehicles**

Mobility Priorities

- **Overcoming major barriers, including US 50 and the river**
- **Creating low stress, accessible travel paths to transit for people walking, rolling, and bicycling**

HOWE AVENUE ALTERNATIVES

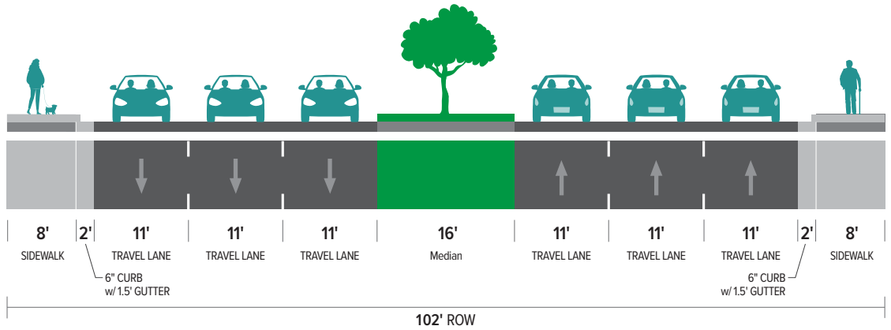


FIGURE 15. ALTERNATIVE 1 – TYPICAL CROSS SECTION*

** No change to the overpass/bridge/interchange structure*

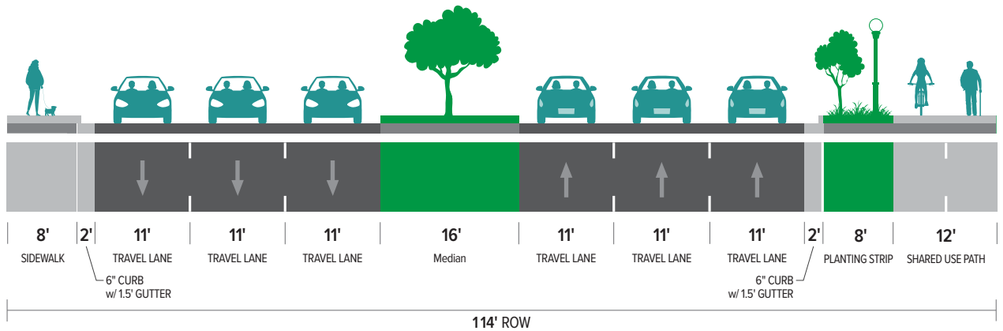


FIGURE 16. ALTERNATIVE 2 – TYPICAL CROSS SECTION

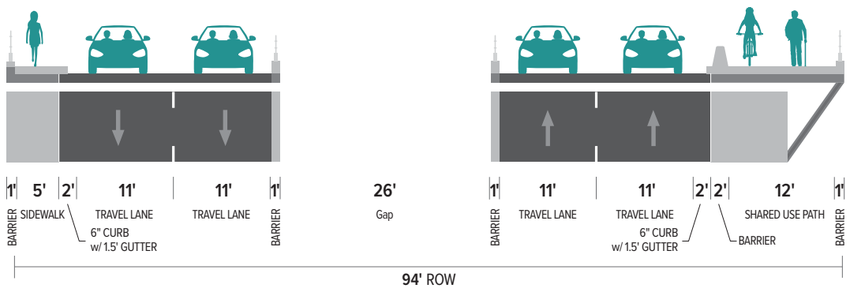


FIGURE 17. ALTERNATIVE 2 – OVERPASS/BRIDGE/INTERCHANGE STRUCTURE

KEY ELEMENTS TO ADDRESS WALKING AND ROLLING NEEDS

- Wider and connected sidewalks that are low stress and comfortable to walk and roll along.
- Accessible crossings for all users at key areas of demand.
- Access to American River Parkway shared use path.

COMMUNITY FEEDBACK:

- *"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."*
- *"Reduce speed limit on Howe Avenue and enforce it!"*

KEY ELEMENTS TO ADDRESS BICYCLING NEEDS

- Bikeways separated from the street for a more comfortable and low stress environment.
- Intersection treatments to reduce conflicts and provide bicycle detection at traffic signals.
- Access to American River Parkway shared use path.

COMMUNITY FEEDBACK:

- *"Could be a real opportunity for a separated trail of some kind."*
- *"Howe Avenue has essentially become a freeway… fix the speeding."*

KEY ELEMENTS TO ADDRESS TRANSIT NEEDS

- Access to bus stops and to Power Inn light rail station for all users.
- Improved stop amenities, with shade, seating, lighting and maintenance consistent with demand and service.
- Intersection and stop treatments to improve on-time performance.

COMMUNITY FEEDBACK:

- *"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."*

KEY ELEMENTS TO ADDRESS DRIVING NEEDS

- Access to homes, businesses and schools with a consistent design.
- Enhance safety by minimizing conflicts between drivers and other road users.
- Improved visibility at intersections and along the corridor at night.

COMMUNITY FEEDBACK:

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

7 THE VISION

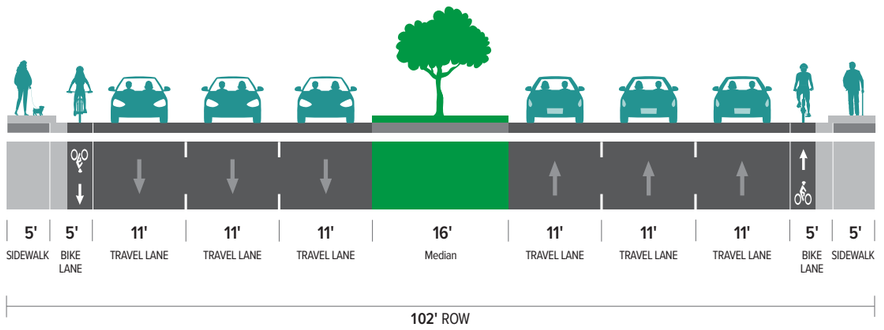
Based on an evaluation of the two alternatives (described in more detail in **APPENDIX B**), feedback from communities and to address the safety needs on Howe Avenue, the following describes the key elements that were selected to advance into further design refinement. **APPENDIX D** includes a more detailed conceptual design drawing that provides more detail for the entire study area.

RECOMMENDED CROSS SECTION

The recommended cross section for the northernmost portion, where Howe Avenue is the least constrained, is illustrated in **FIGURE 20** and **FIGURE 21**. Multiple cross sections are recommended and shown over the next few pages for the remaining segments along Howe Avenue where additional constraints exist and speed reduction is a priority.

- 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 sidewalk gaps.
- Lowering the posted speed limits.
- Removing a travel lane in each direction between American River Drive and American River Bridge.
- 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.
- Adding speed diverters on each side of the University Avenue overpass in both directions.
- Optical speed bars will be placed where determined appropriate along the corridor in future design stage.

EXISTING CROSS SECTION:



RECOMMENDED CROSS SECTION (NORTH OF AMERICAN RIVER DRIVE):

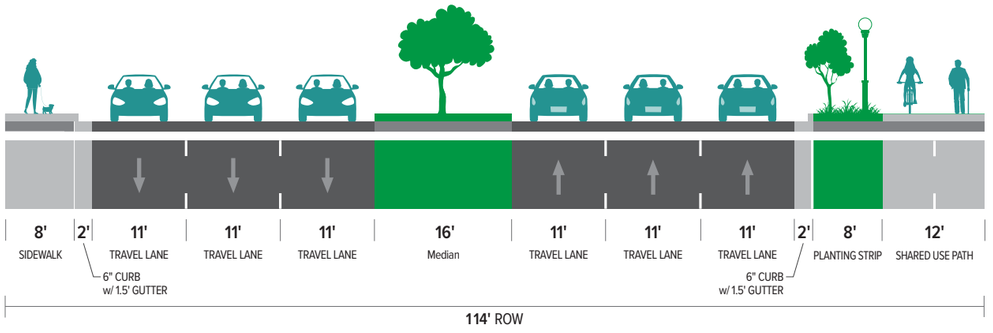


FIGURE 18. RECOMMENDED CROSS SECTION

Note: The placement of existing and proposed elements on the corridor are illustrative and not to scale. See cross sections for exact changes in street width.

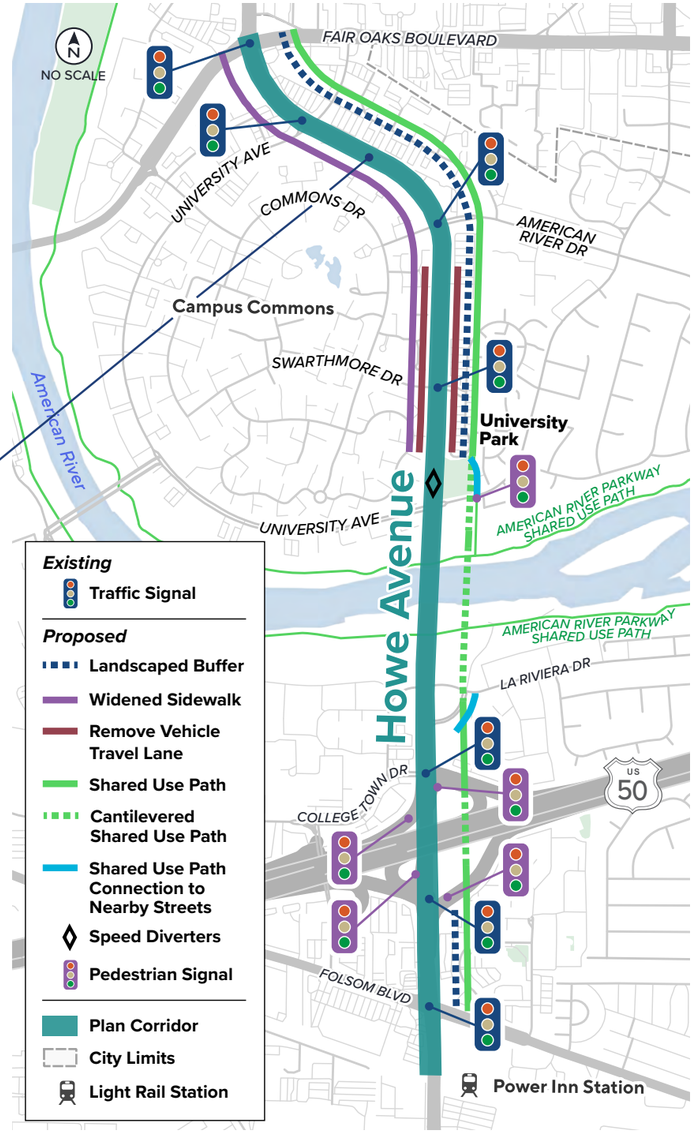
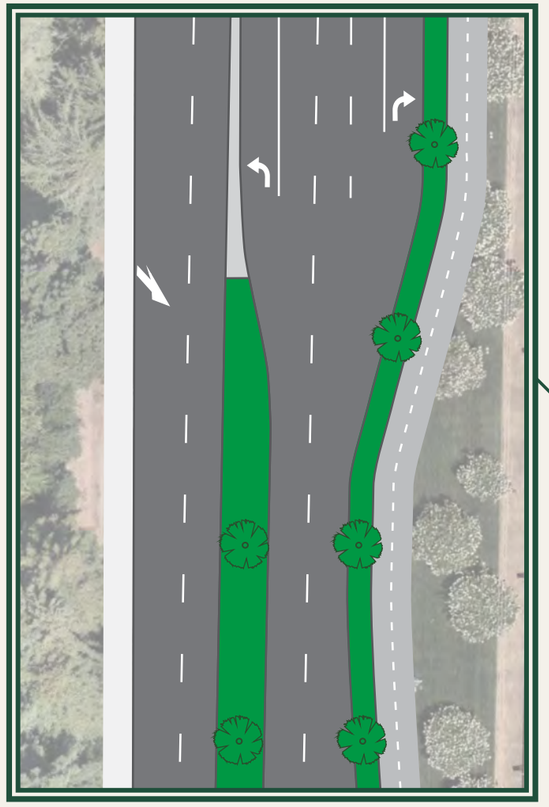


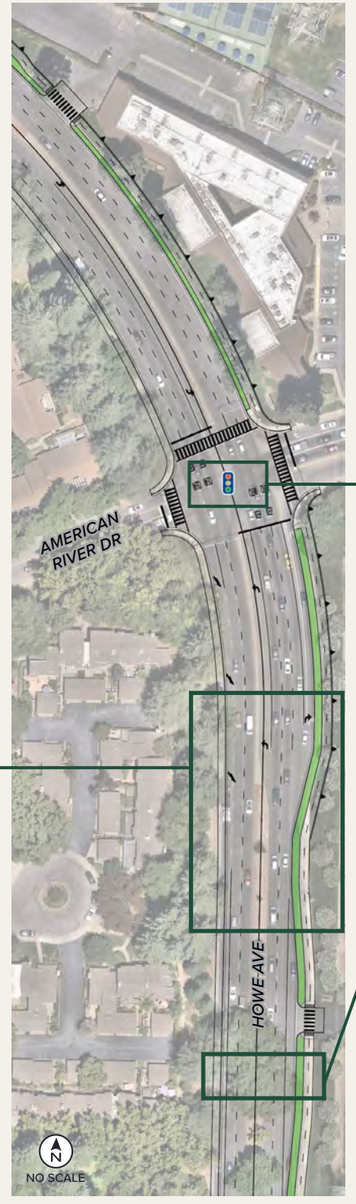
FIGURE 19. ELEMENTS OF THE CONCEPT DESIGN

NORTH SEGMENT: FAIR OAKS BOULEVARD TO SWARTHMORE DRIVE/UNIVERSITY PARK DRIVE



REMOVE A TRAVEL LANE FROM AMERICAN RIVER DRIVE TO THE AMERICAN RIVER BRIDGE

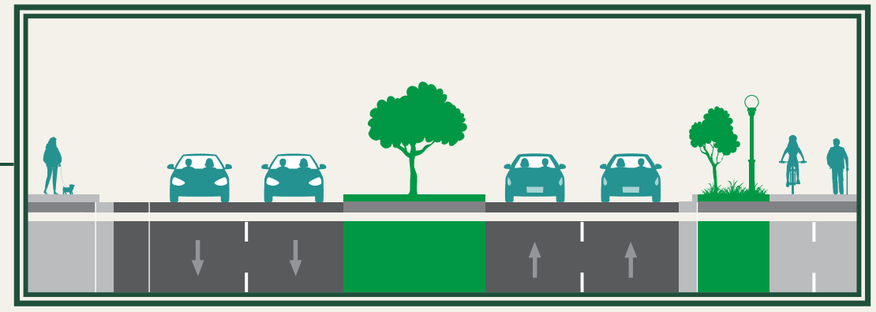
- Reduces speeds while providing acceptable flow of traffic
- Reallocates space for shade trees and protected space for people walking and biking
- Final turn pocket lengths for all intersections to be determined during future design stages



REDUCED SPEED LIMITS

- Pending approval by City Council on AB43 Project recommendations

MODIFY EXISTING TRAFFIC SIGNALS AND ADD NEW WARNING SIGNS TO ENHANCE SAFETY



SHADE TREES, WIDENED SIDEWALK, SHARED USE PATH, & LIGHTING

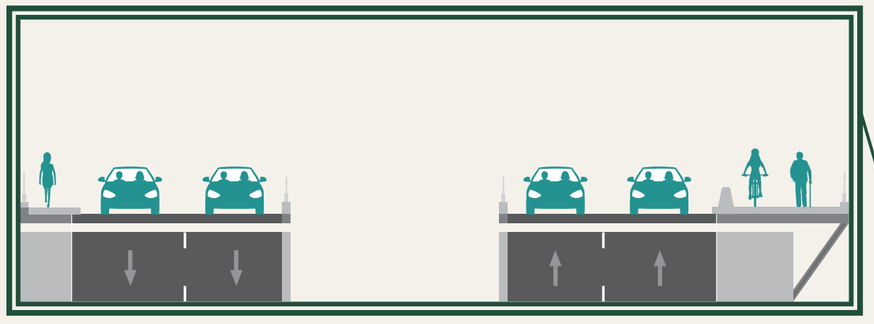
- Separation for people walking and biking from people driving
- Shade provides relief from high temperatures and sun exposure
- Acquire ROW for 12' wide shared use path east of Howe Avenue
- Remove existing unprotected bikeway

FIGURE 20. CONCEPT FIGURE – HOWE AVENUE NEAR AMERICAN RIVER DRIVE

MIDDLE SEGMENT: SWARTHMORE DRIVE/UNIVERSITY PARK DRIVE TO LA RIVIERA ACCESS ROAD

ADD SPEED DIVERTERS AND OPTICAL SPEED BARS TO CALM TRAFFIC

- Speed diverters will provide needed traffic calming in the middle of an long uncontrolled segment between US 50 offramps and signalized intersections north of the American River
- Optical speed bars will provide additional visual warning of the need to reduce speed



CANTILEVER BIKEWAY ON EAST SIDE OF BRIDGE

- Separation for people walking and biking from people driving
- Cantilever structure will allow necessary width without a new structure
- Allow people walking and biking to cross the river

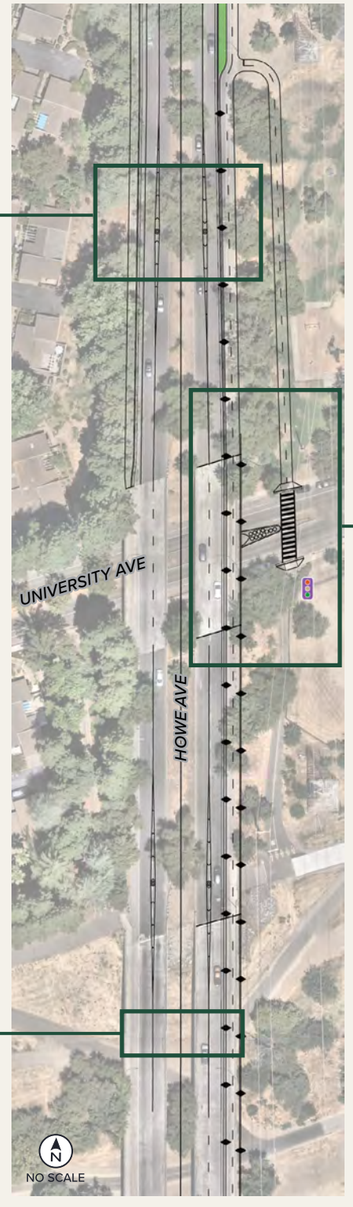
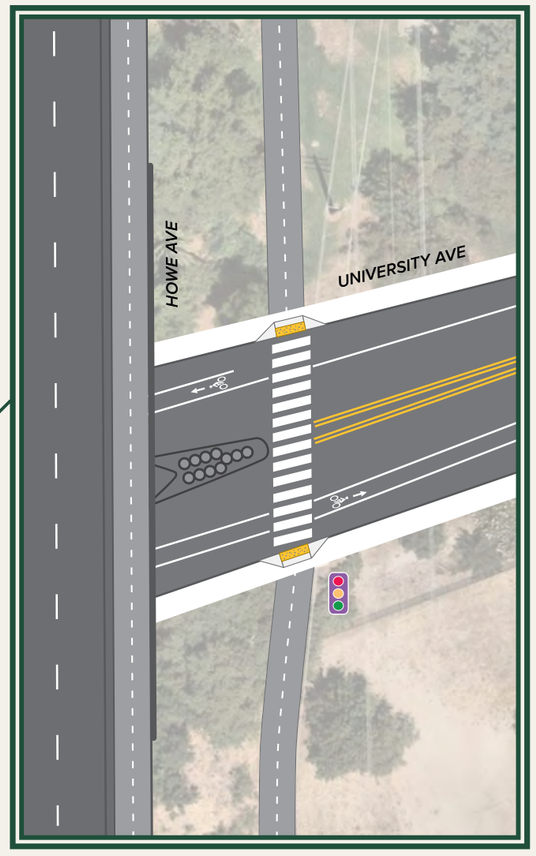


FIGURE 21. CONCEPT FIGURE – HOWE AVENUE NEAR UNIVERSITY AVENUE

REDUCED SPEED LIMITS

- Pending approval by City Council on AB43 Project recommendations



ADD SHARED USE PATH AND NEW CROSSWALK

- Provides an alternative path that maintains an acceptable grade, passes through public land and connects to the existing shared use path and the American River Parkway

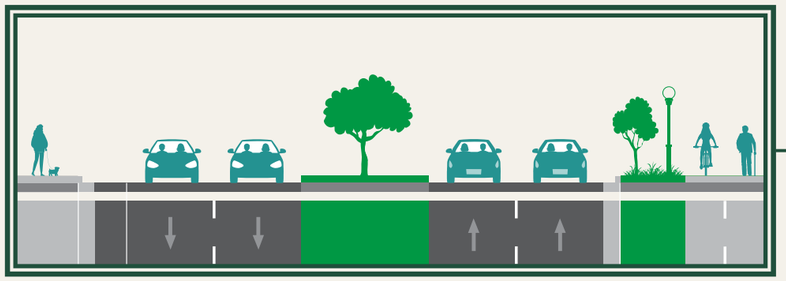
SOUTH SEGMENT: LA RIVIERA ACCESS ROAD TO POWER INN LIGHT RAIL STATION

STUDY LANE REDUCTIONS AND INTERSECTIONS AT LA RIVIERA DRIVE AND COLLEGE TOWN DRIVE

- Consider further lane reductions
- Study operations and footprint

SHADE TREES, WIDENED SIDEWALK, SHARED USE PATH, & LIGHTING

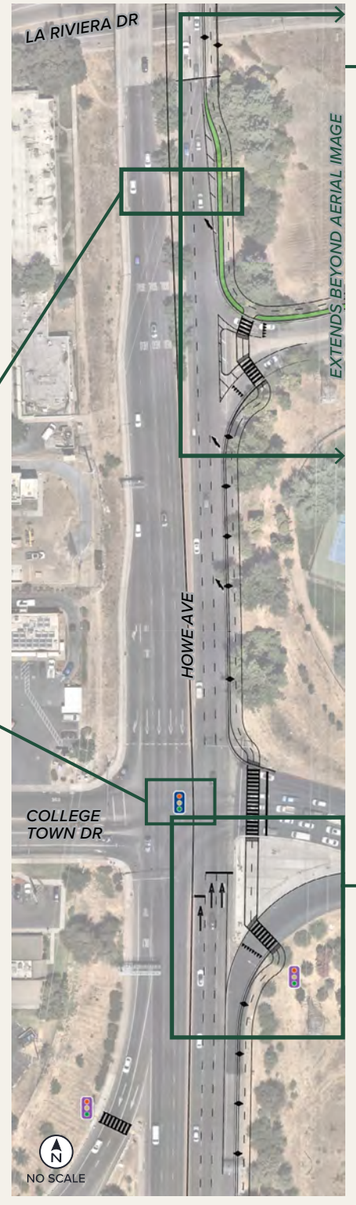
- Separation for people walking and biking from people driving
- Shade provides relief from high temperatures and sun exposure
- Acquire ROW for 10' wide shared use path east of Howe Avenue
- Remove existing unprotected bikeway



REDUCED SPEED LIMITS

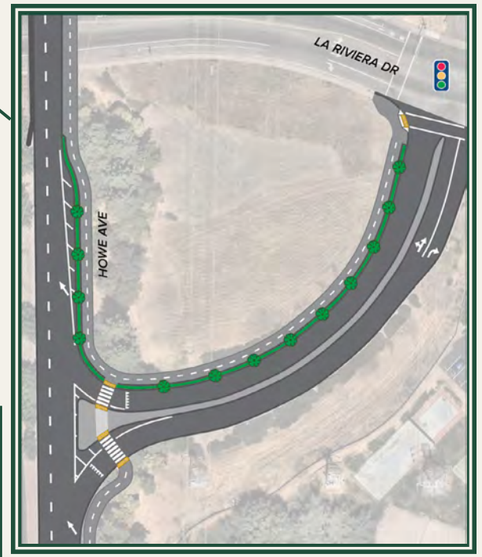
- Pending approval by City Council on AB43 Project recommendations

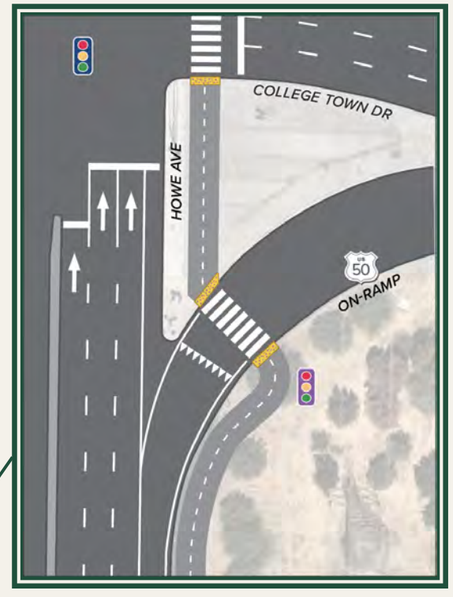
MODIFY EXISTING TRAFFIC SIGNALS AND ADD NEW WARNING SIGNS TO ENHANCE SAFETY



SHARED USE PATH CONNECTION TO LA RIVIERA DRIVE

- Improved access to and from La Riviera Drive for people walking and biking





PEDESTRIAN SIGNALS AT US 50 RAMP CROSSINGS

- Existing ramp crossings are mostly unstriped and uncomfortable for people walking or biking to cross against traffic accelerating towards the freeway or coming from the freeway
- Any signal control will have to be coordinated with Caltrans

FIGURE 22. CONCEPT FIGURE – HOWE AVENUE NEAR COLLEGE TOWN DRIVE

8 HOW DO WE GET THERE?

Bicyclist riding along Howe Avenue

The Connecting Howe Avenue Safety and Mobility Plan presents a vision for a future Howe Avenue that will improve safety and mobility.

The following highlights the key next steps for the City to help realize this vision on Howe Avenue:

PLAN ADOPTION

This plan is expected to be adopted by City Council in early 2026.

IDENTIFY AND SECURE FUNDING

With plan adoption, the City can move forward towards securing funding (e.g., federal or state grants with local matches) for the next phase, Preliminary Engineering and Environmental Clearance.

The preferred concept is expected to cost approximately $32 million. This cost estimate is discussed further in **APPENDIX E – PLANNING LEVEL COST ESTIMATES**.

The cost estimates are based on this preliminary concept and recent similar design and construction in the City of Sacramento.

Actual costs will be determined by surveyed base mapping, geotechnical reports, concept refinement, environmental reviews, right-of-way availability, project phasing, and bid conditions at time of construction.

PRELIMINARY ENGINEERING AND ENVIRONMENTAL CLEARANCE

The next phase after this plan is Preliminary Engineering and Environmental Clearance where additional refinement of design will occur. A few key elements that will need to be refined and coordinated in the future include:

- Any change to lane capacity or control on Caltrans freeway ramps will need to be coordinated with Caltrans.
- Evaluation of speed diverters north of the American River overpass in both directions to determine appropriate locations. Similarly, locations for optical speed bars should be evaluated.
- Additional analysis is likely needed to confirm reduction of a travel lane on Howe Avenue south of American River Drive to the bridge.
- The proposed cross section may require obtaining additional right-of-way along the east side of Howe Avenue between Fair Oaks Boulevard and Folsom Boulevard. Additional design will be needed to determine a more refined understanding of potential right-of-way impacts.
- South of the bridge, further analysis is needed to determine if lane reallocation and reducing the size of the College Town Drive/La Riviera Drive/US 50 off-ramp is feasible.
- A structural analysis will be needed to confirm that a cantilever structure over US 50 is feasible. Alternatively, a separate structure could be considered over US 50 with safer and more comfortable crossings to connect the new structure back to Howe Avenue.

FINAL DESIGN DOCUMENTATION

- Advances the engineering and design of the project to a 60%, 90% and 100% level of design.
- Public and stakeholder engagement continues during the final design phase, to inform the community of the proposed project and what to anticipate during construction.
- Obtains necessary rights of way and permissions and permits to construct the project.

CONSTRUCTION, INSPECTION AND CERTIFICATION

- Includes hiring contractors and building the work to city standards.
- Includes opportunities for local contractors and businesses to work on the proposed project and what to anticipate during construction.

Review individual appendices on the project website:
www.ConnectingHoweAve.org

CONNECTING HOWE AVENUE
SAFETY & MOBILITY PLAN

APPENDIX