

City of Sacramento
Active Transportation Commission Report
915 I Street Sacramento, CA 95814
www.cityofsacramento.org

File ID: 2026-00563

2/19/2026

H Street Bikeways (T15029063)

File ID: 2026-00563

Location: H Street, between 5th Street and 10th Street, District 4

Recommendation: Discuss and provide feedback.

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

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

Attachments:

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

Additional Description/Analysis

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

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

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

The project will also include:

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

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

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

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

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

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

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

Economic Impacts: None.

Environmental Considerations:

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

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

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

Commission/Committee Action: None.

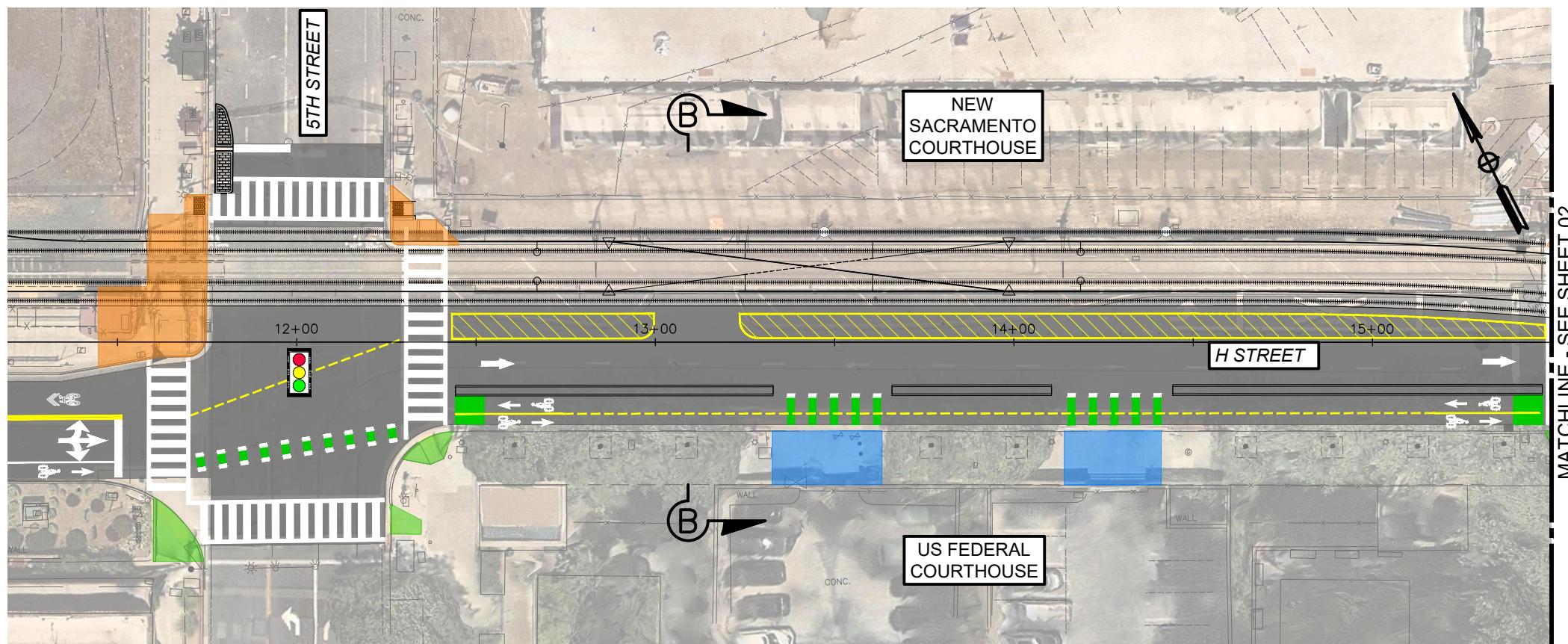
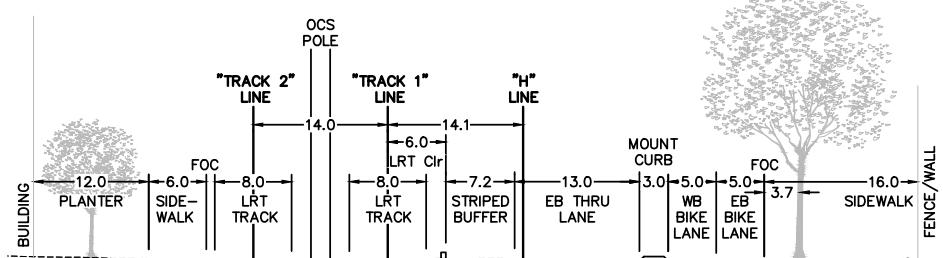
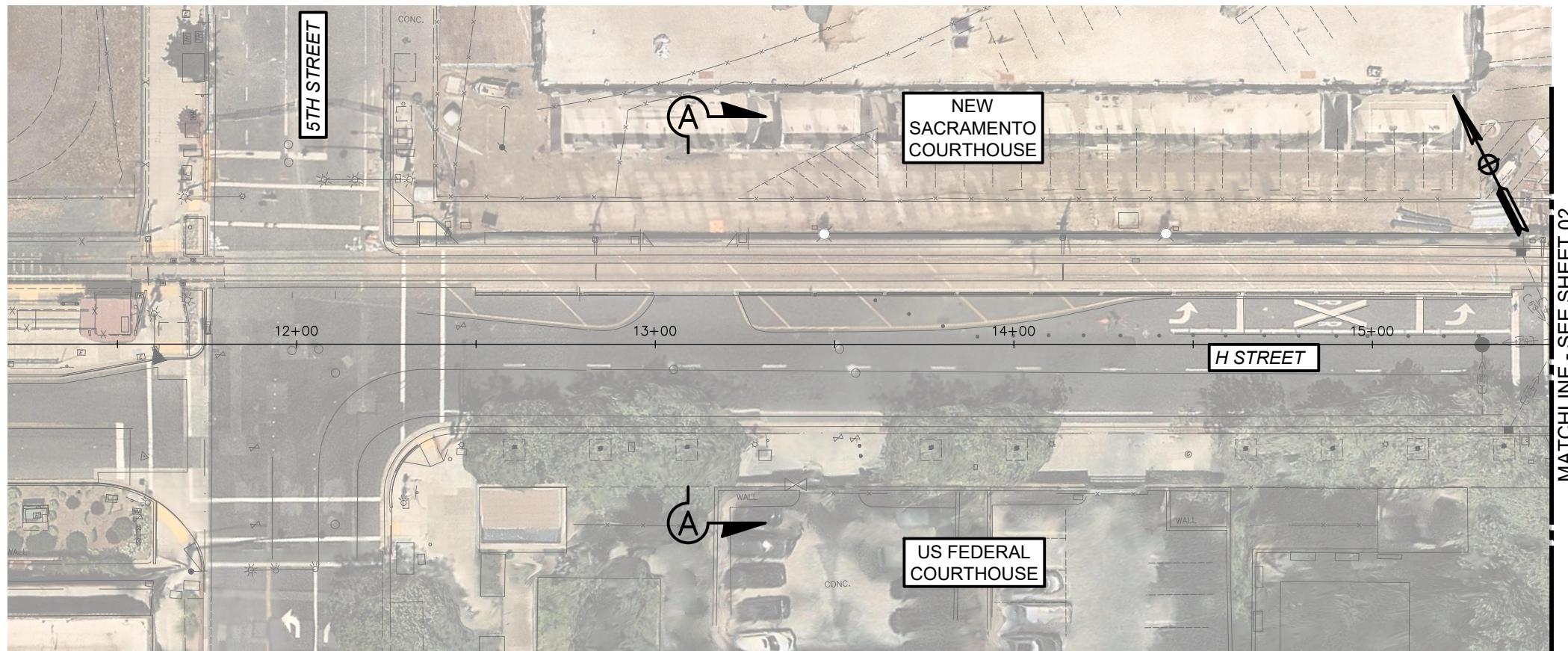
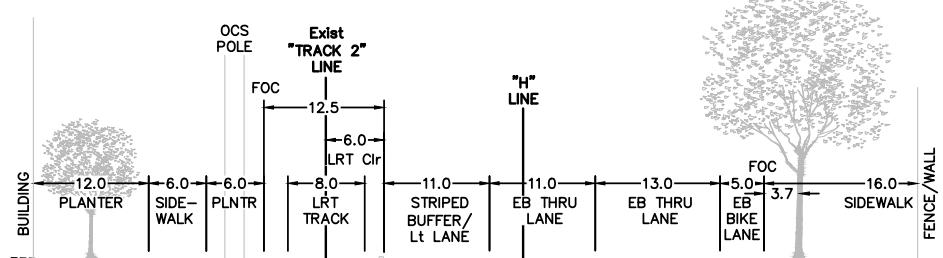
Rationale for Recommendation: Staff is requesting discussion and feedback.

Financial Considerations: None.

Local Business Enterprise (LBE): Not Applicable.

LEGEND:

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

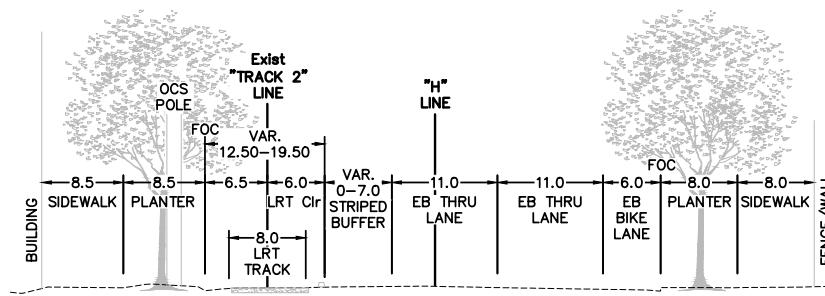


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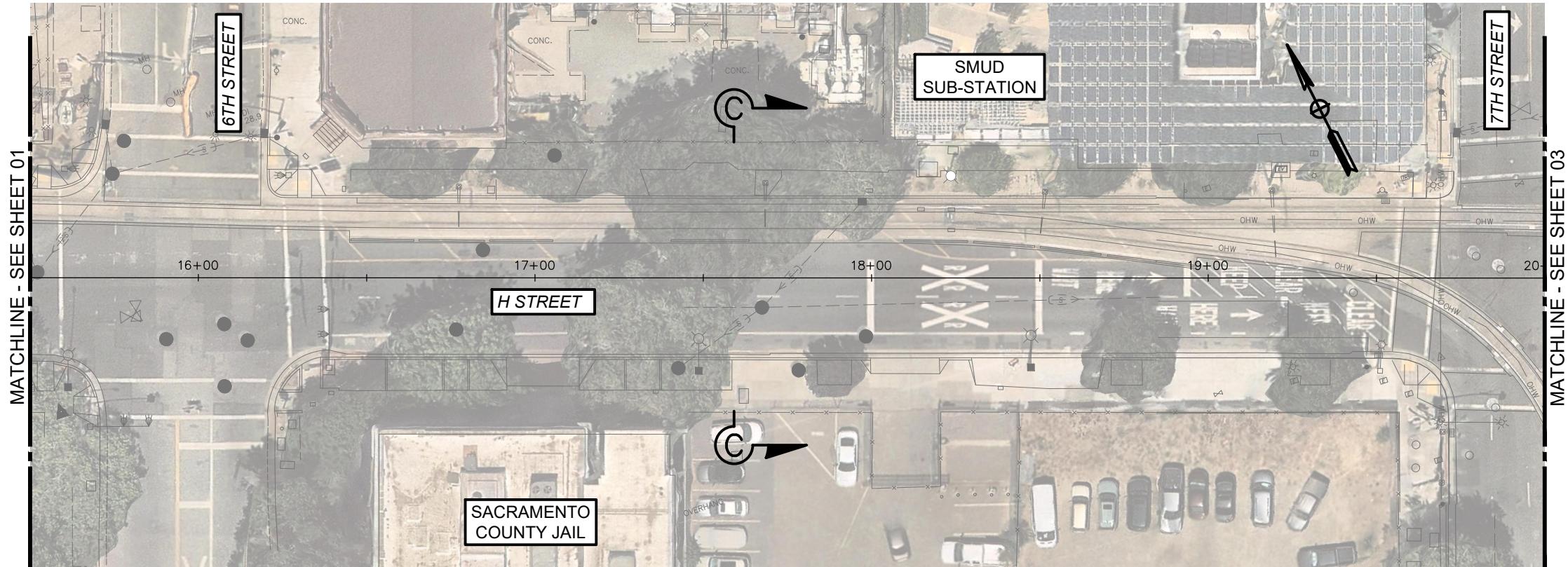
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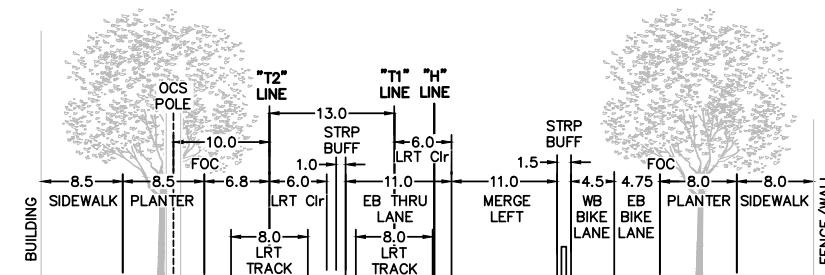
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SECTION C-C - EXISTING CONDITIONS



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

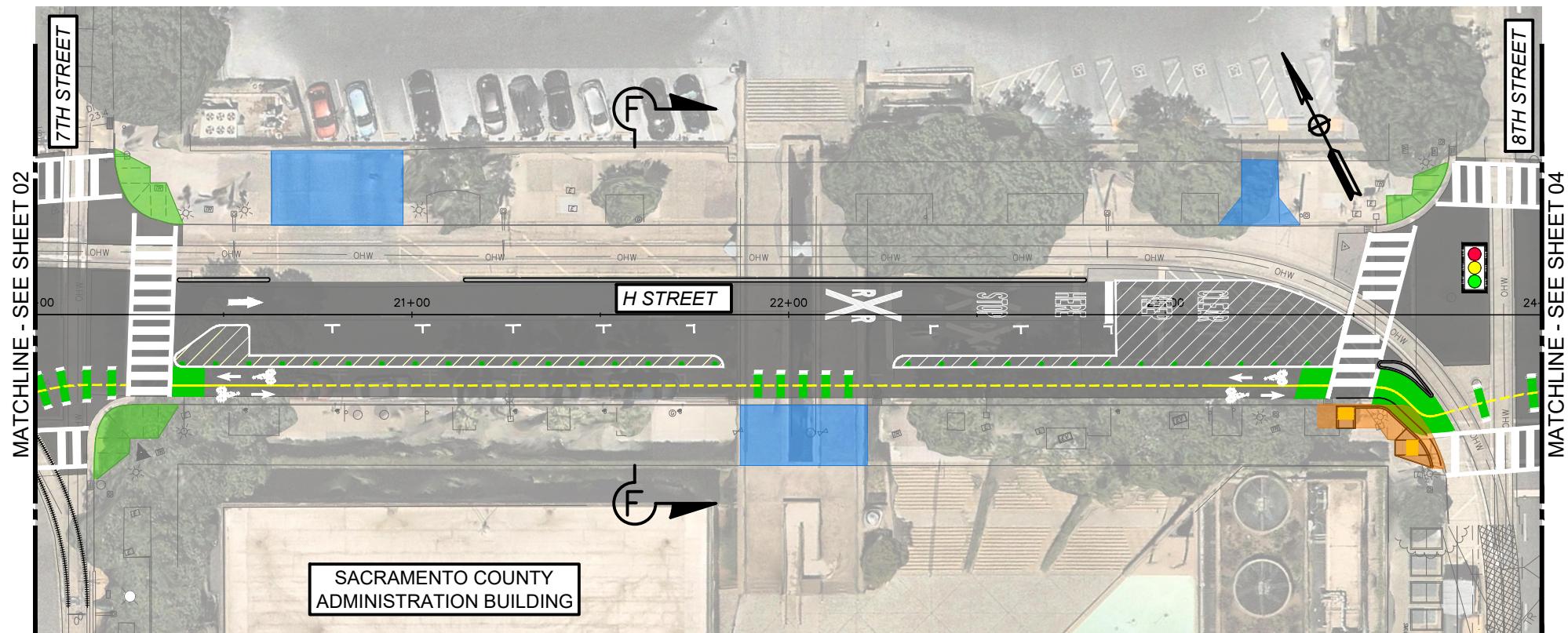
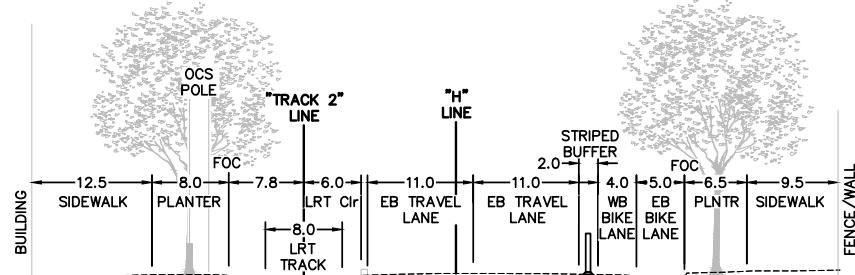
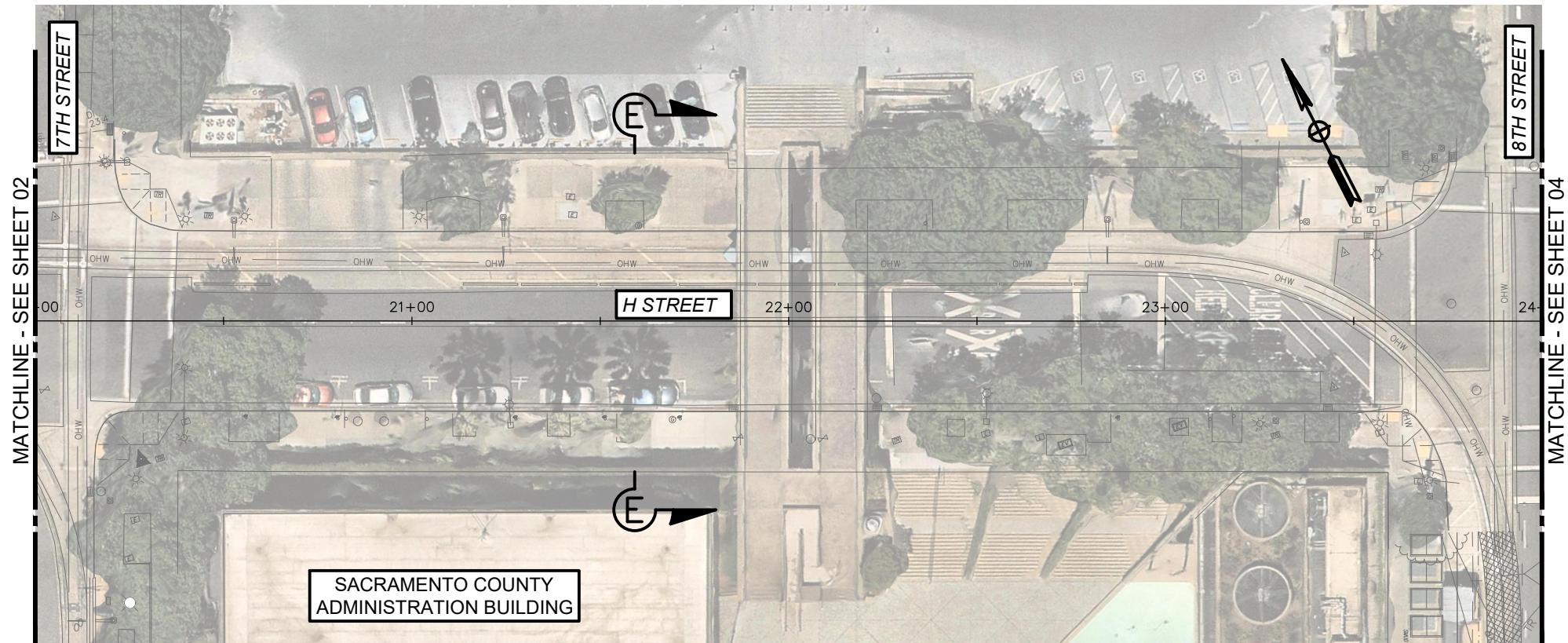
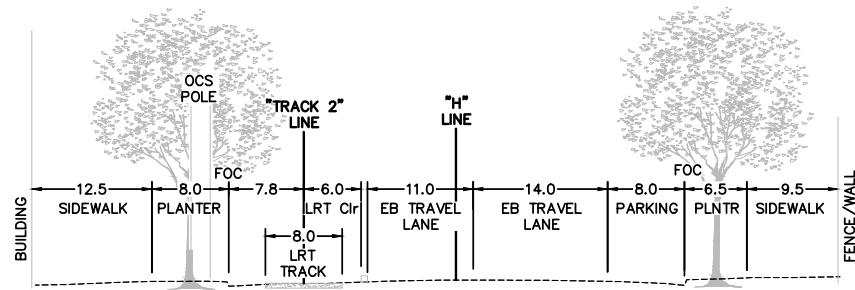


SECTION D-D - PROPOSED DESIGN

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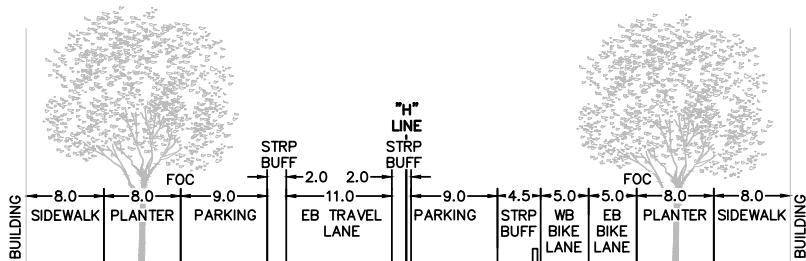
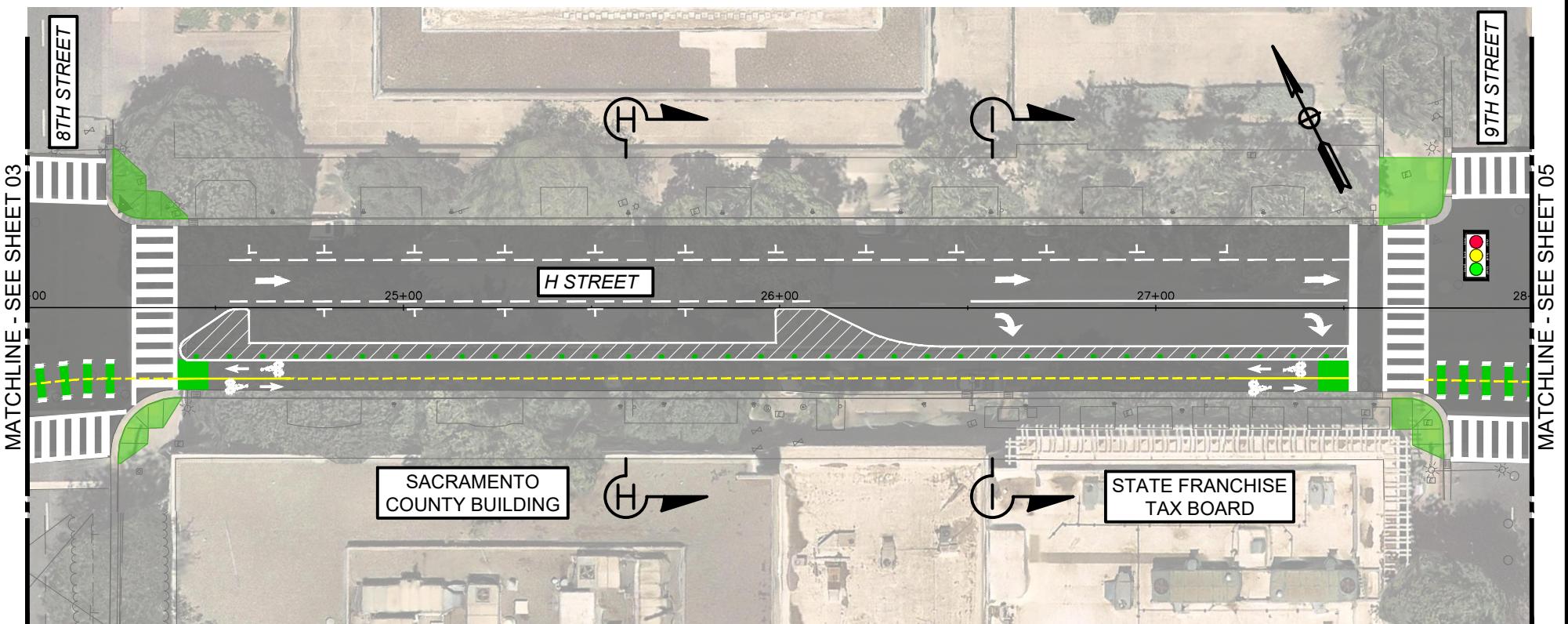
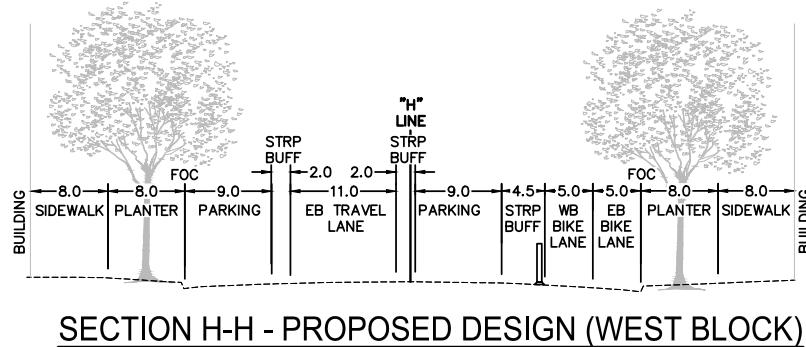
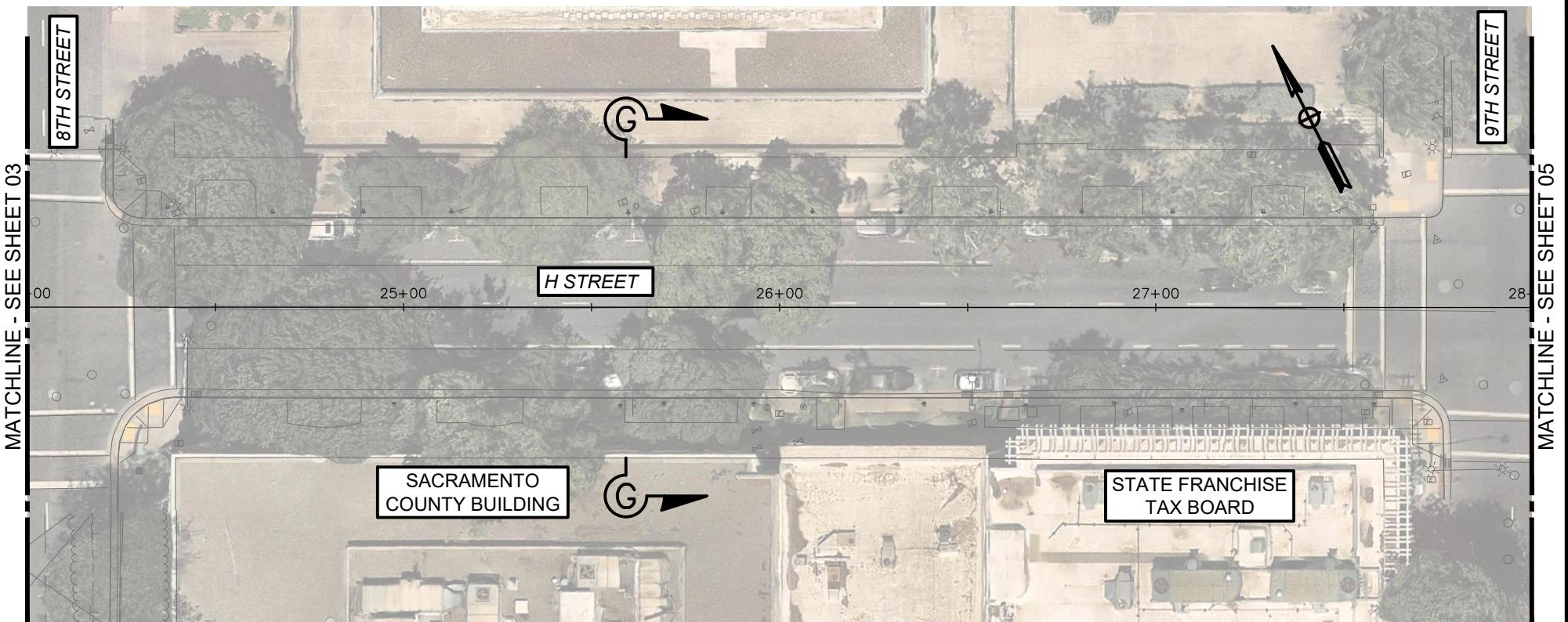
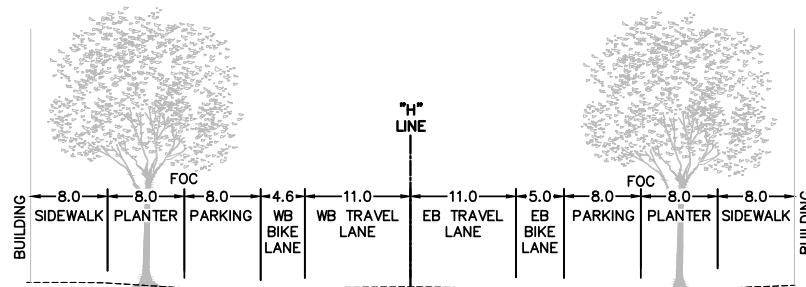


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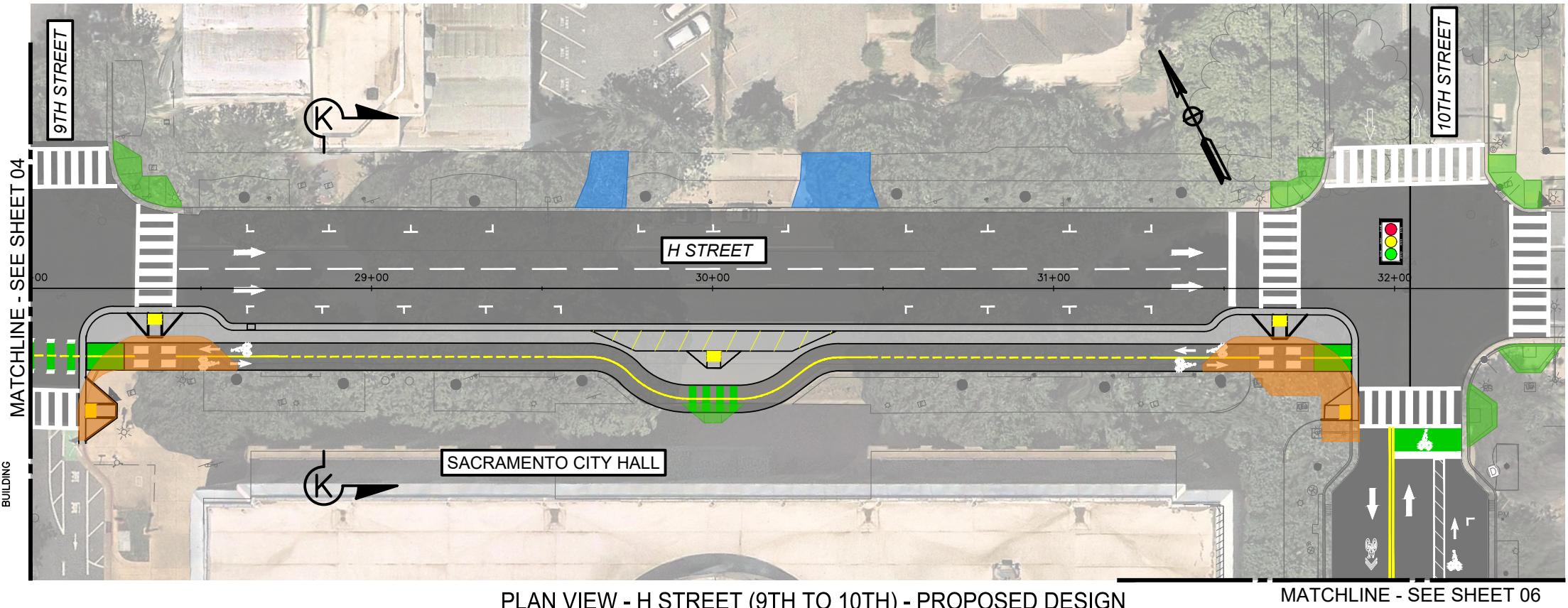
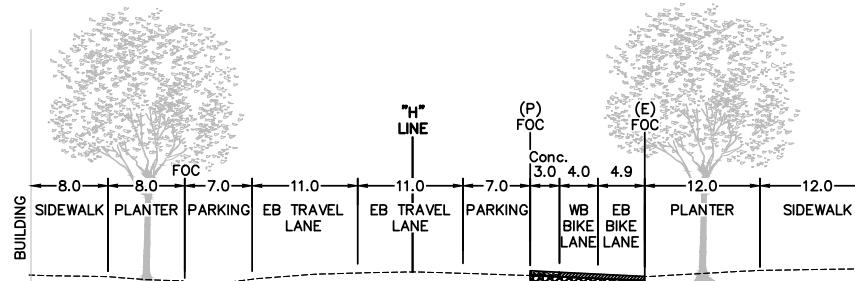
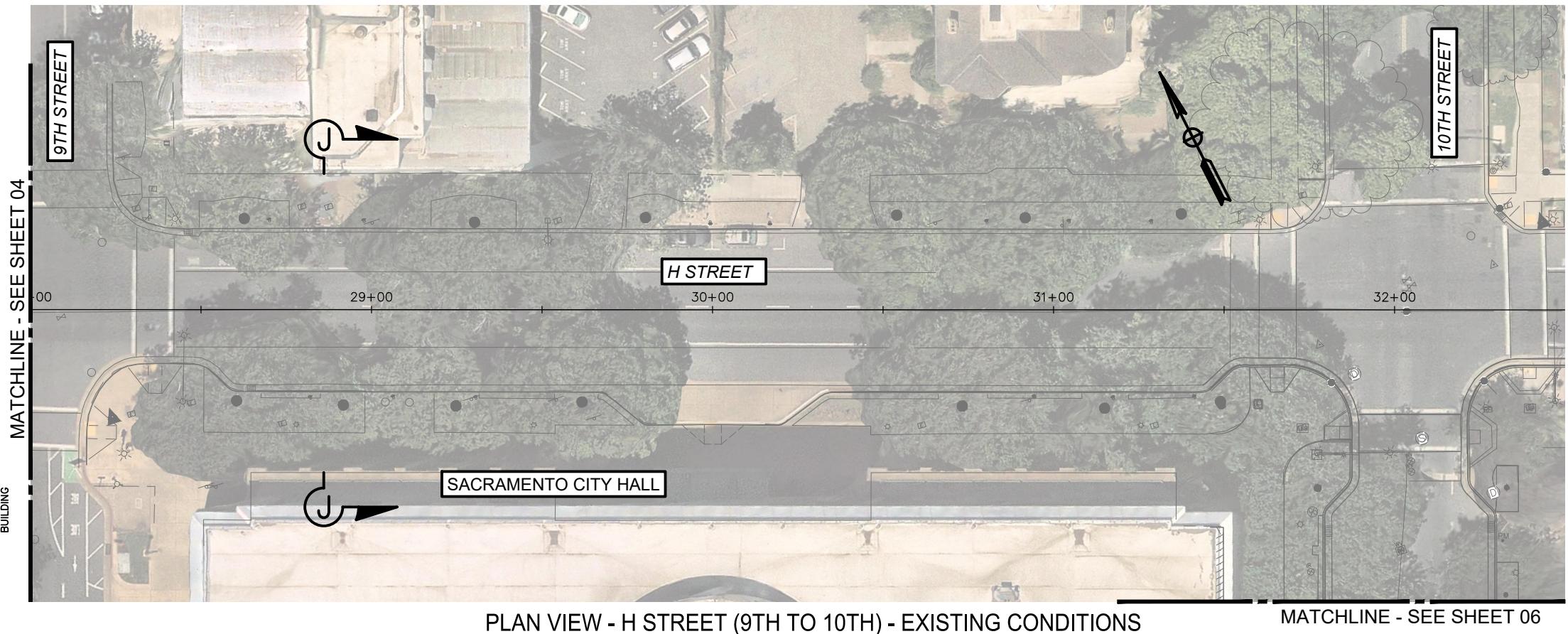
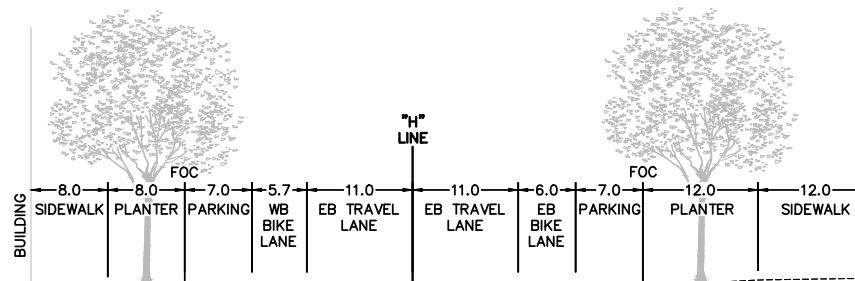


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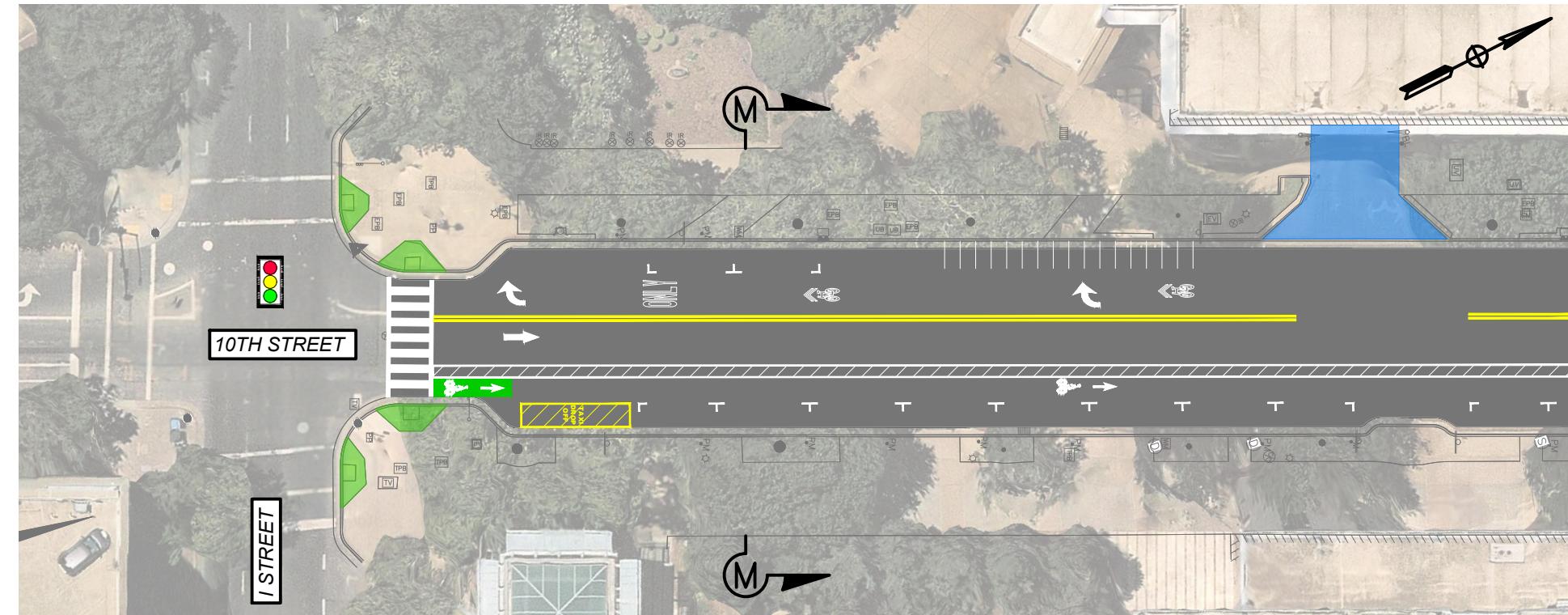
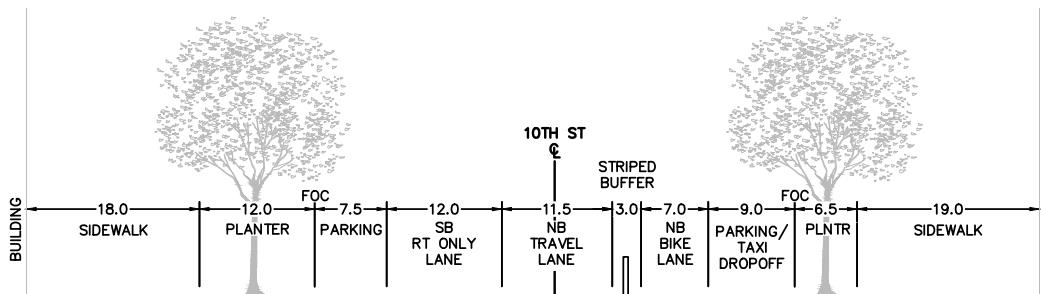
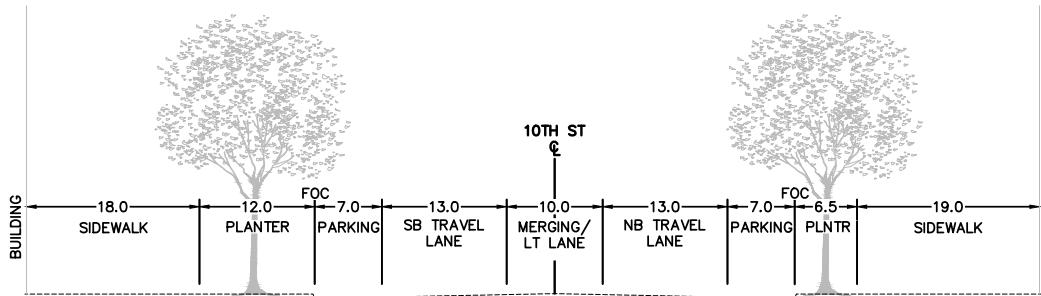


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H STREET BIKEWAY PROJECT

Cecilyn Foote, PE
Project Manager

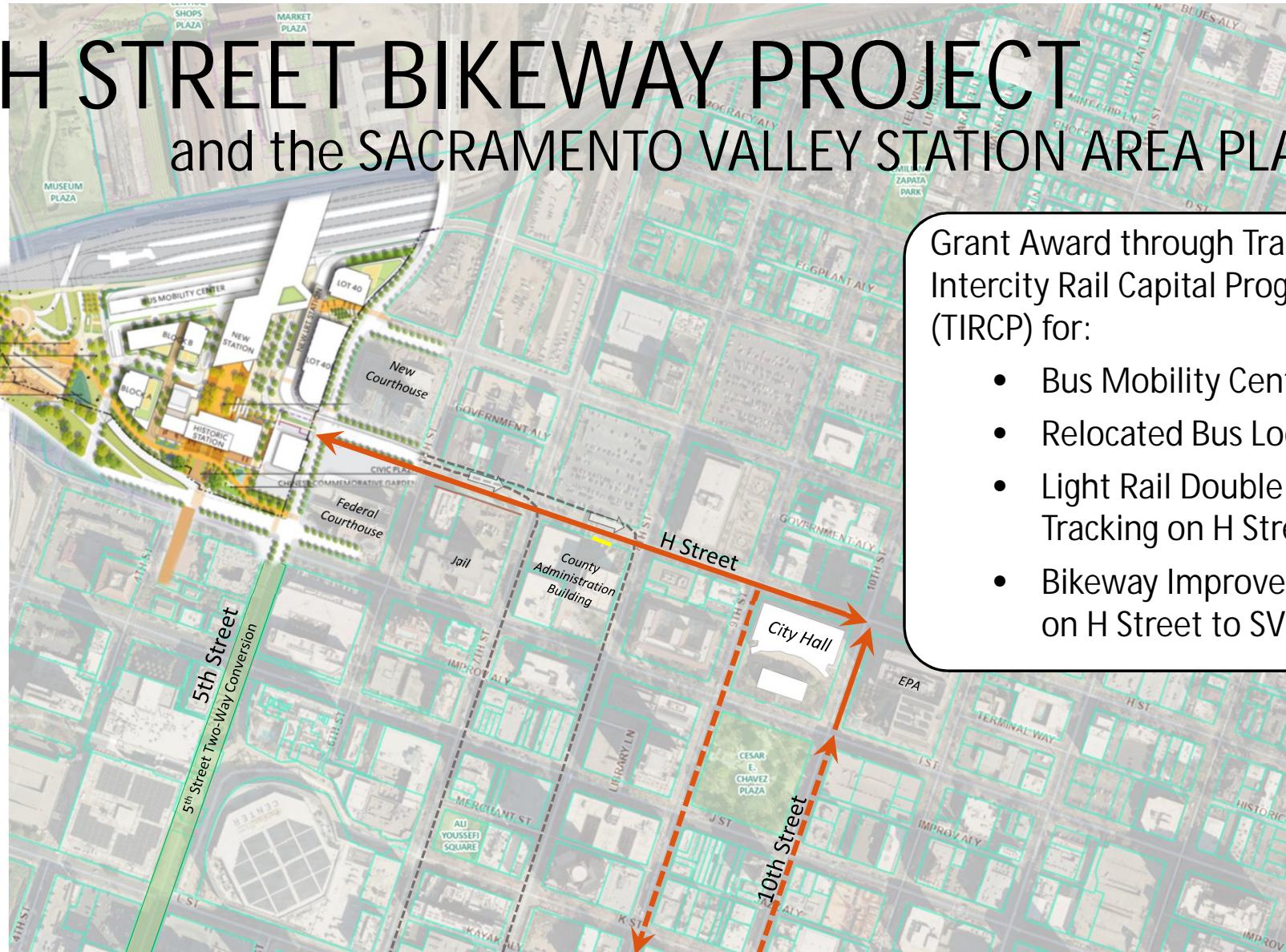
City of
SACRAMENTO
Department of Public Works



Consultant Team

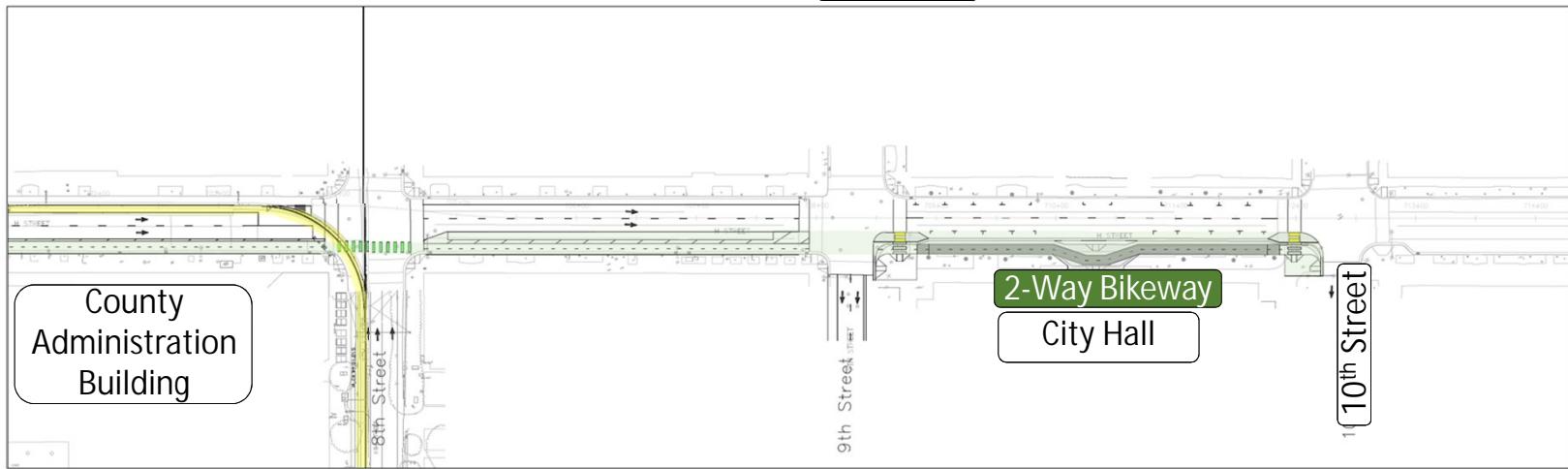
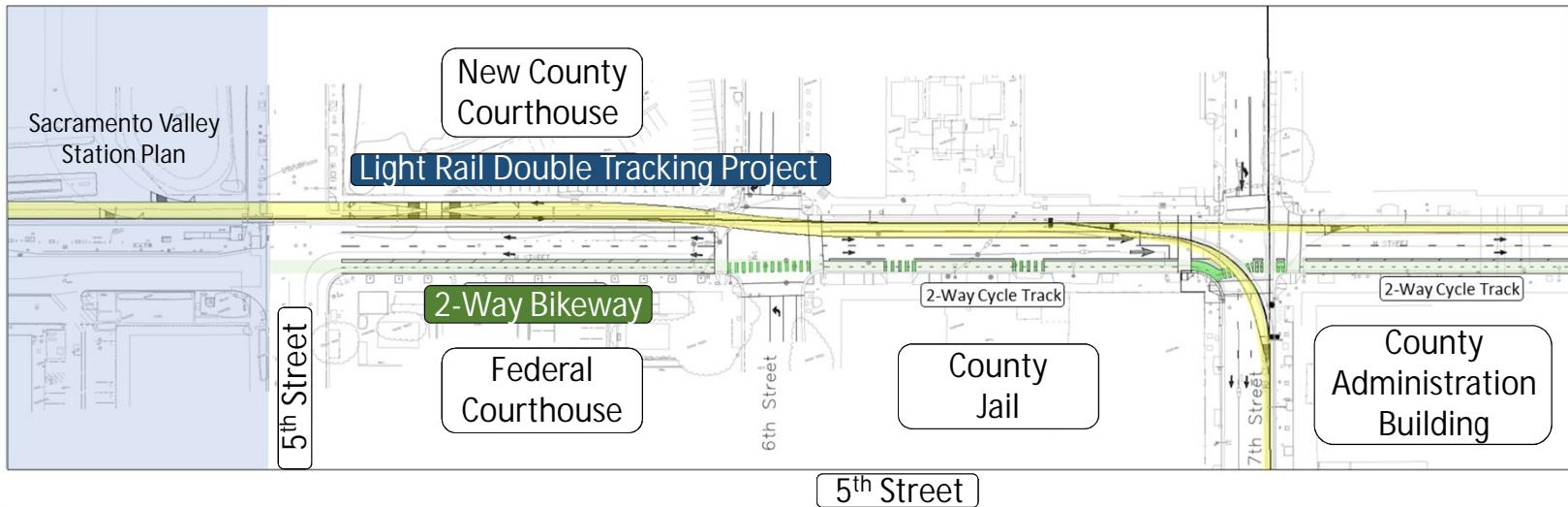


H STREET BIKEWAY PROJECT and the SACRAMENTO VALLEY STATION AREA PLAN



Grant Award through Transit & Intercity Rail Capital Program (TIRCP) for:

- Bus Mobility Center
- Relocated Bus Loop
- Light Rail Double Tracking on H Street
- Bikeway Improvements on H Street to SVS



What's Happening on H Street?



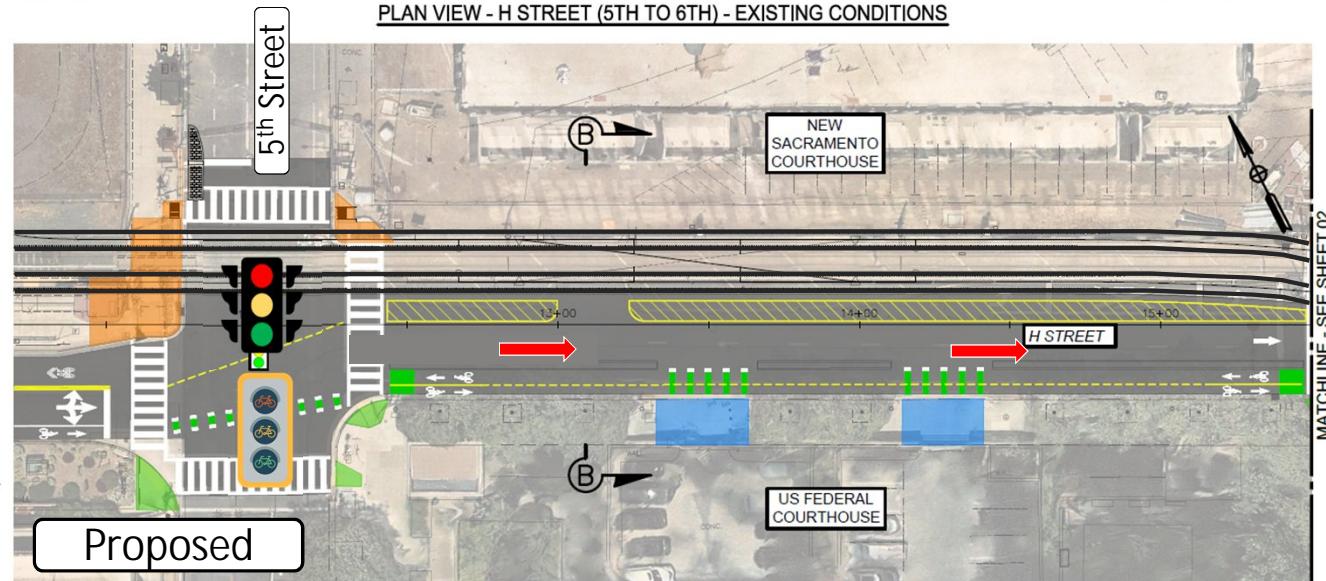
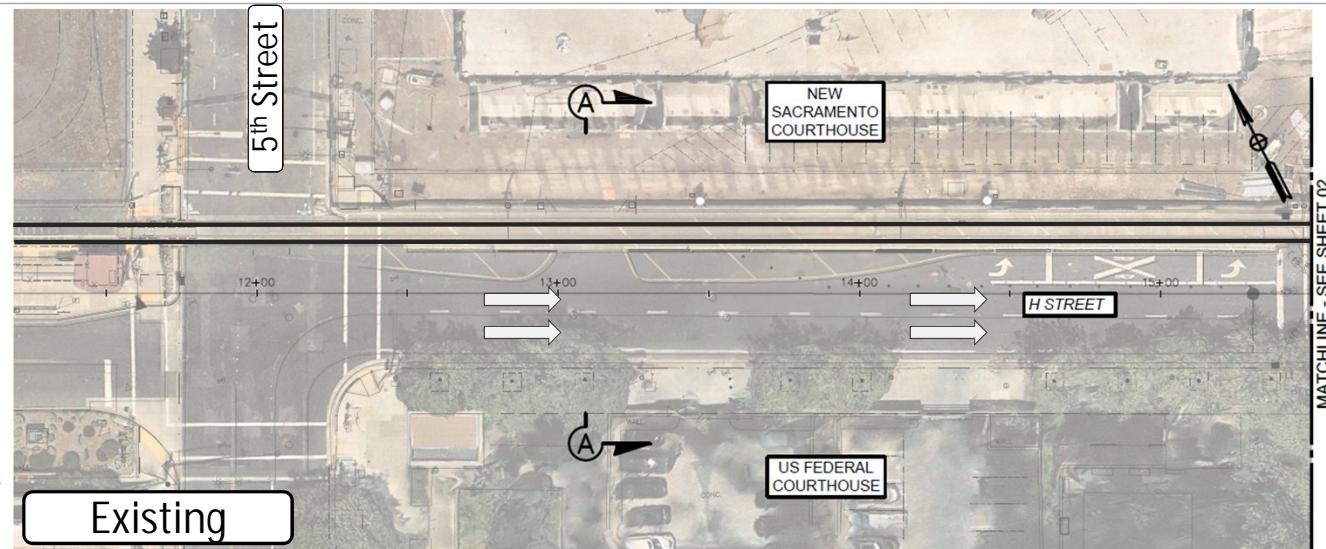
5th to 6th Street

Existing

- 2 eastbound lanes
- Class II bike lane
- No existing on-street parking this block
- 1 light rail track

Proposed

- 1 eastbound lane (lane reduction)
- Two-way Class IV bikeway
- 2 light rail tracks



FEBRUARY 2026



5th to 6th Street

Existing

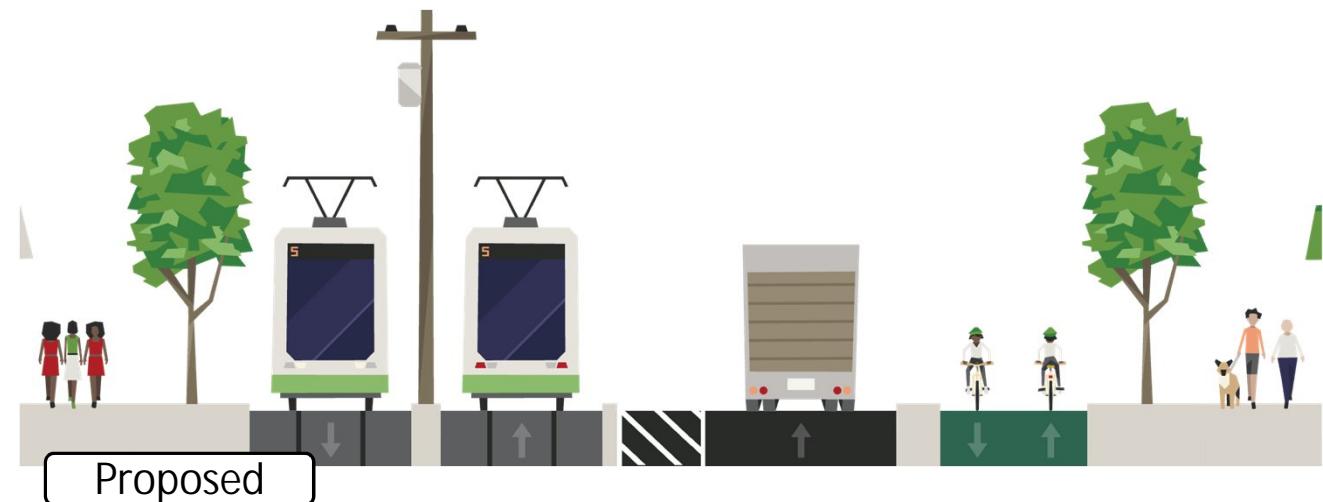
- 2 eastbound lanes
- Class II bike lane
- No existing on-street parking this block
- 1 light rail track



Existing

Proposed

- 1 eastbound lane (lane reduction)
- Two-way Class IV bikeway
- 2 light rail tracks



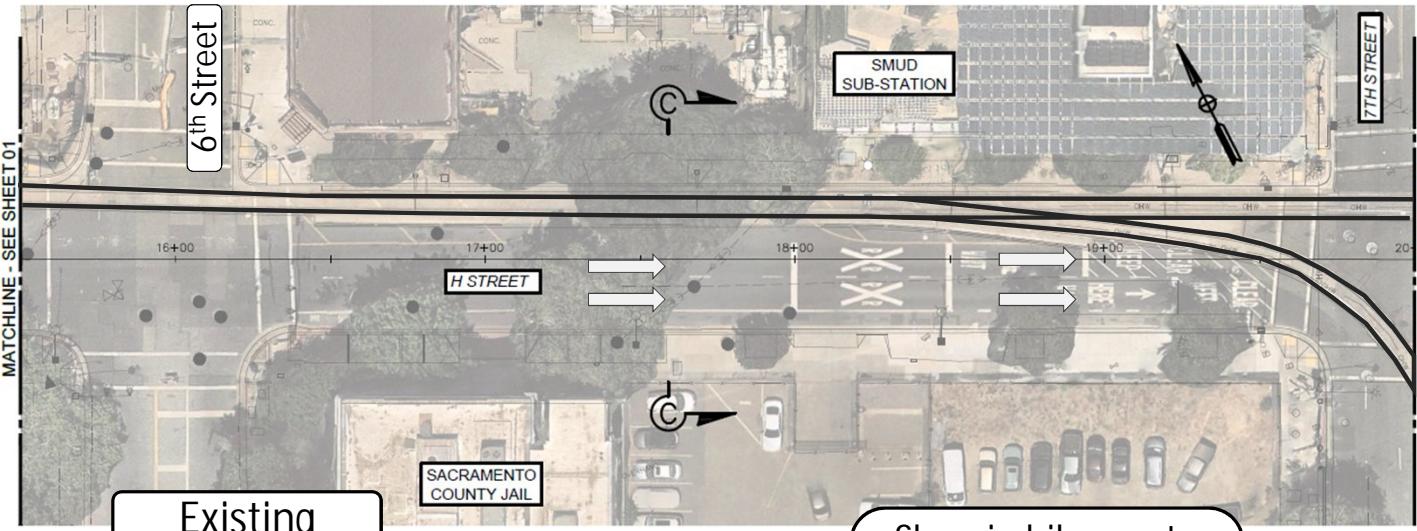
Proposed



6th to 7th Street

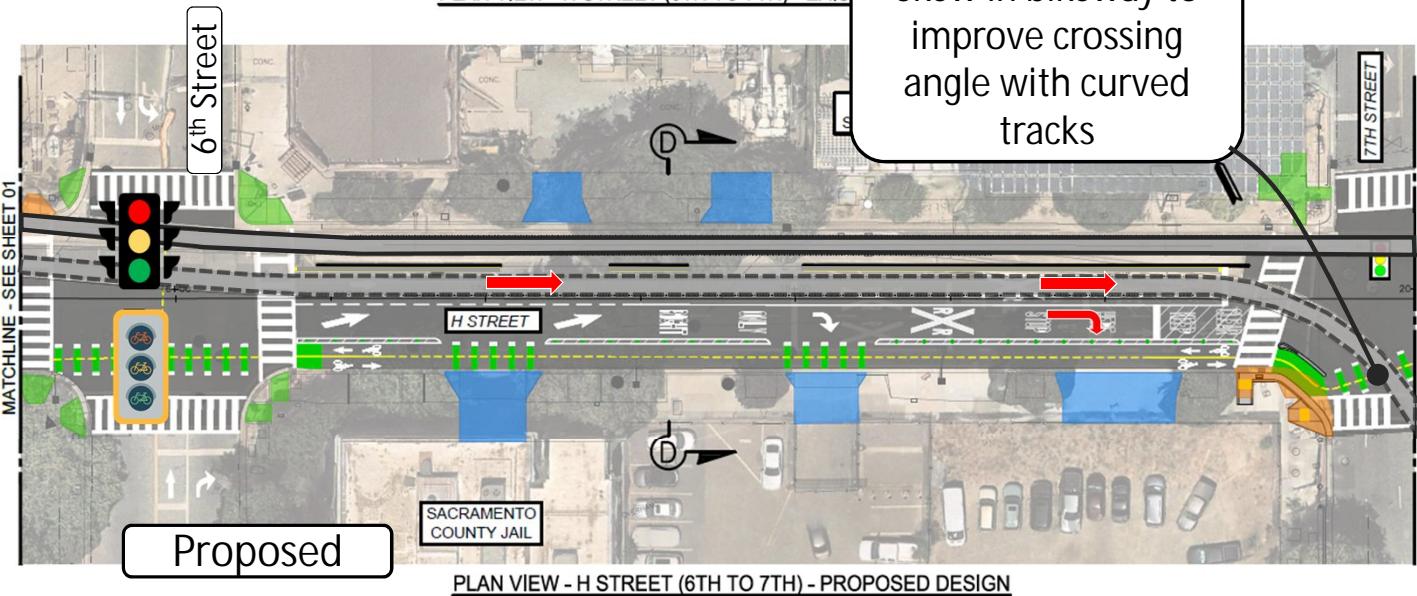
Existing

- 2 eastbound lanes
- Class II bike lane
- No existing on-street parking this block
- 1 light rail track



Proposed

- 1 eastbound through lane, shared with new light rail
- Two-way Class IV bikeway
- 2 light rail tracks
- Right turn pocket, to separate from bike phase





6th to 7th Street

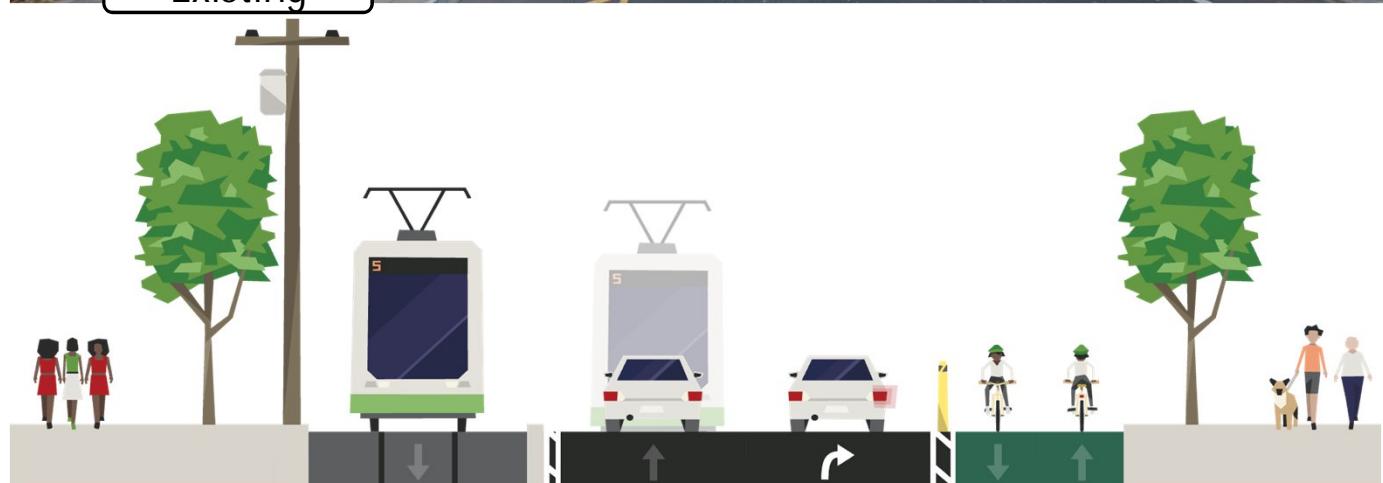
Existing

- 2 eastbound lanes
- Class II bike lane
- No existing on-street parking this block
- 1 light rail track



Proposed

- 1 eastbound through lane, shared with new light rail
- Two-way Class IV bikeway
- 2 light rail tracks
- Right turn pocket, to separate from bike phase



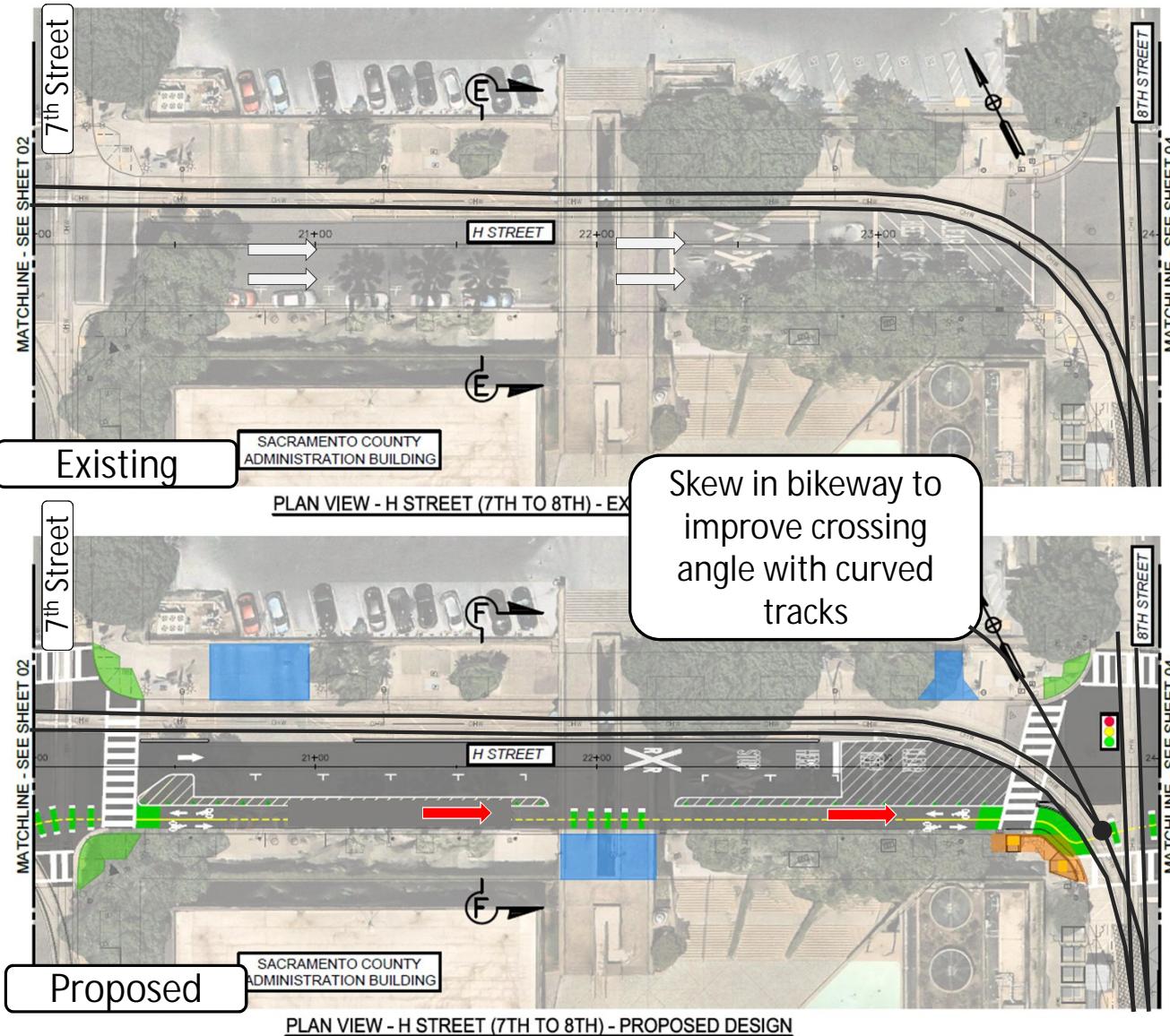
Proposed



7th to 8th Street

Existing

- 2 eastbound lanes
- Class III bike route (sharrows)
- Parking and Loading Zone
- 1 light rail track



Proposed

- 1 eastbound through lane (lane reduction)
- Parking-separated two-way Class IV bikeway
- 1 light rail track
- Skew in bikeway to improve crossing angle with curved tracks



7th to 8th Street

Existing

- 2 eastbound lanes
- Class III bike route (sharrows)
- Parking and Loading Zone
- 1 light rail track



Existing

Proposed

- 1 eastbound through lane (lane reduction)
- Parking-separated two-way Class IV bikeway
- 1 light rail track



Proposed



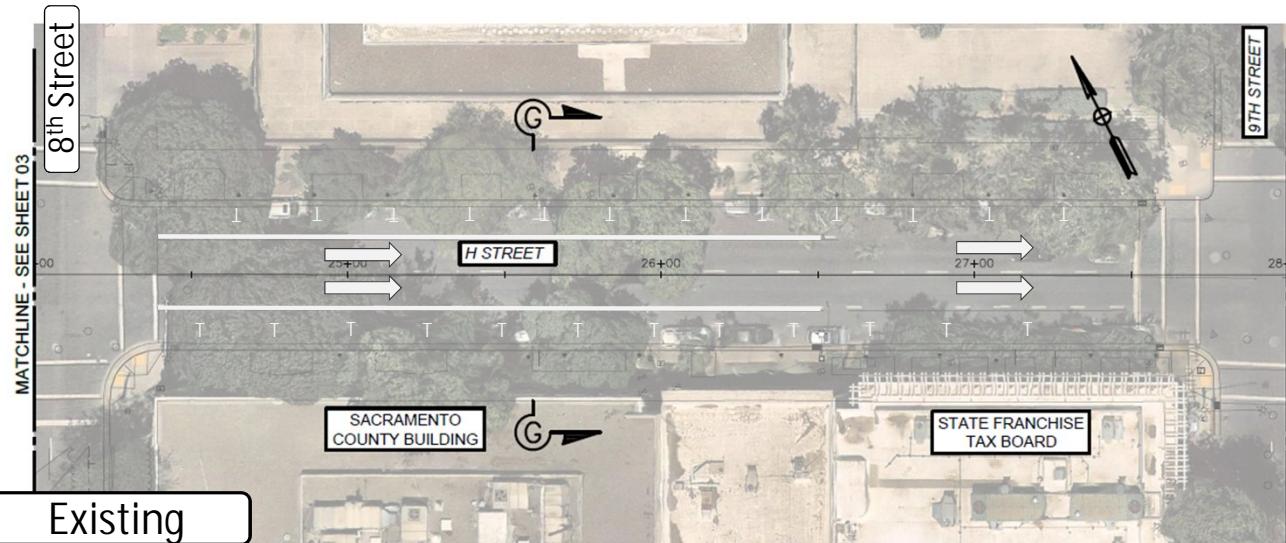
8th to 9th Street

Existing

- 2 eastbound lanes
- 2 Class II bike lanes
- Parking

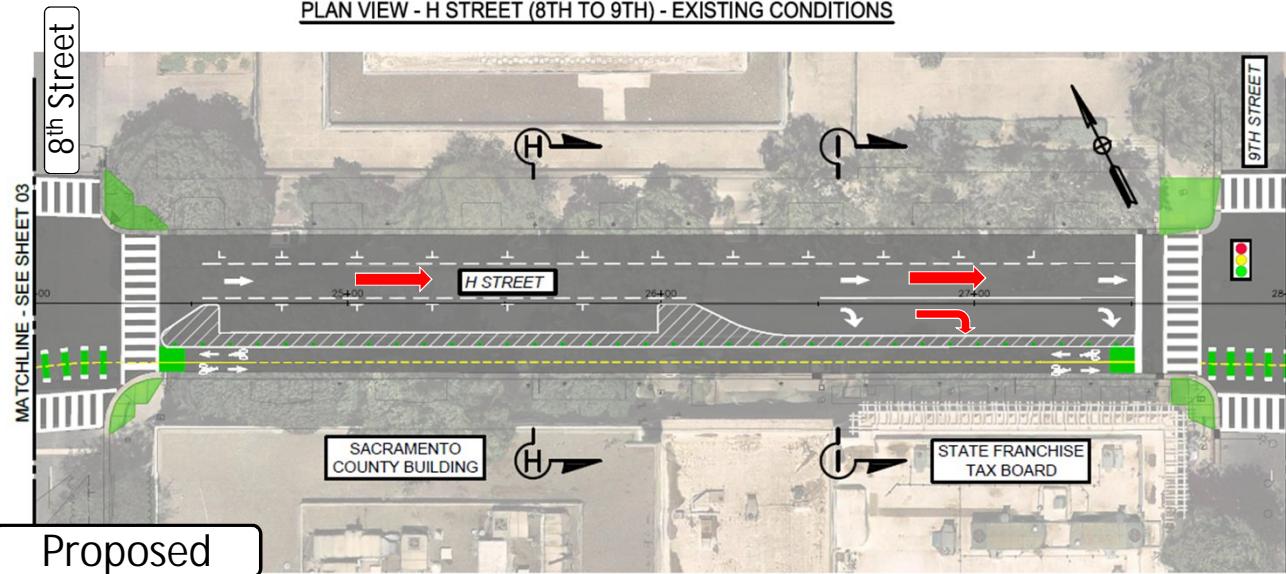
Proposed

- 1 eastbound through lane (lane reduction)
- Parking-separated two-way Class IV bikeway
- Right turn pocket, for signal to restrict conflicting movements with bike phase



Existing

PLAN VIEW - H STREET (8TH TO 9TH) - EXISTING CONDITIONS



Proposed

PLAN VIEW - H STREET (8TH TO 9TH) - PROPOSED DESIGN



8th to 9th Street

Existing

- 2 eastbound lanes
- 2 Class II bike lanes
- Parking



Existing

Proposed

- 1 eastbound through lane (lane reduction)
- Parking-separated two-way Class IV bikeway



Painted buffers between parking and travel lane are to provide clear width needed for fire trucks

Proposed



9th to 10th Street

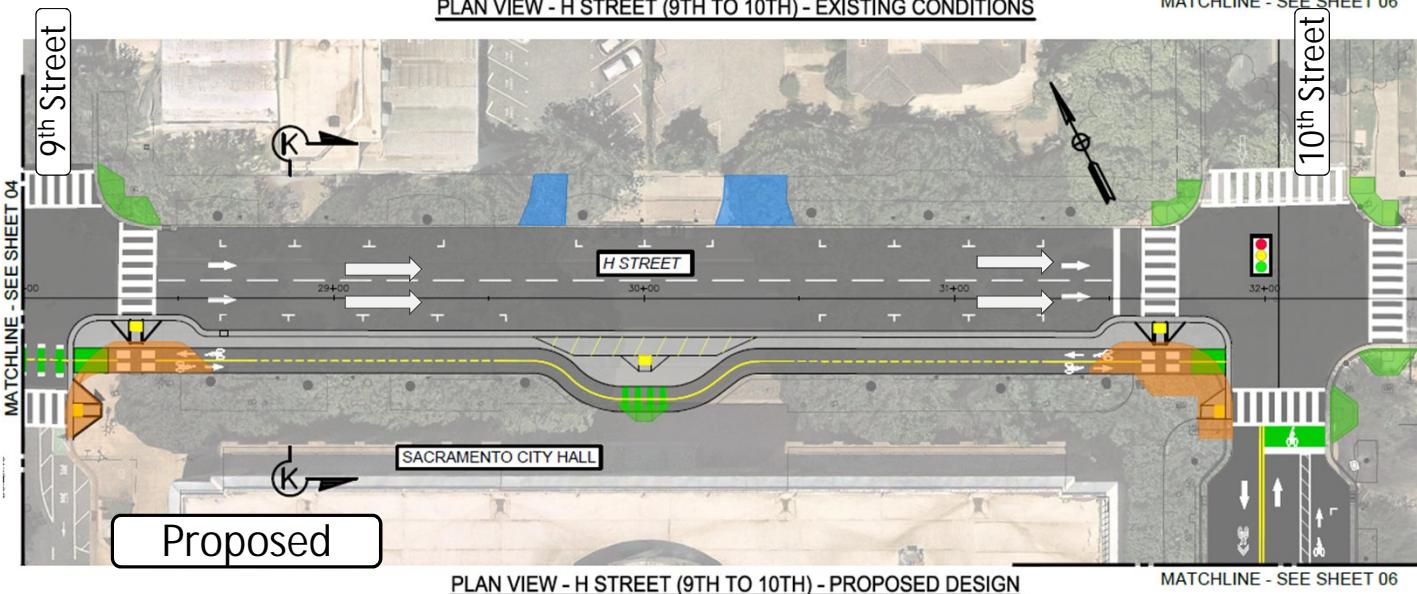
Existing

- 2 eastbound lanes
- 2 Class II bike lanes
- Parking and loading zones



Proposed

- 2 eastbound through lane
- On-street parking and loading zone
- Sidewalk-level two-way Class IV bikeway
- Bulb-outs





9th to 10th Street



Existing City Hall Loading Zone

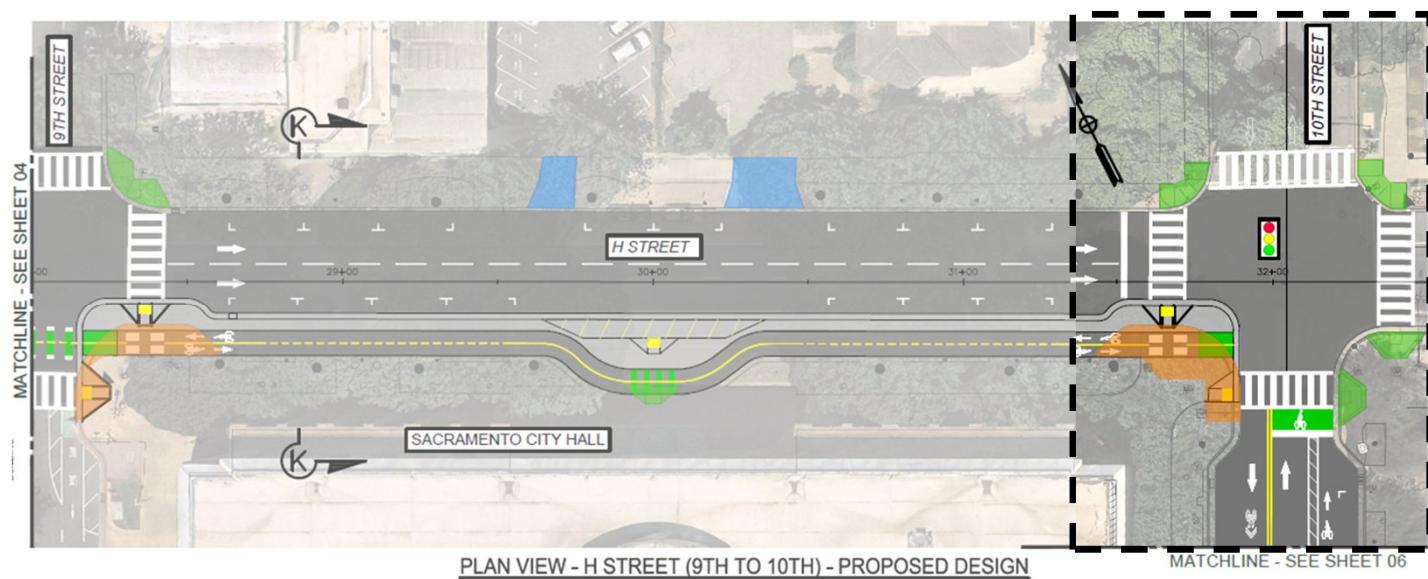


Raised Bikeway and Loading Zone Example



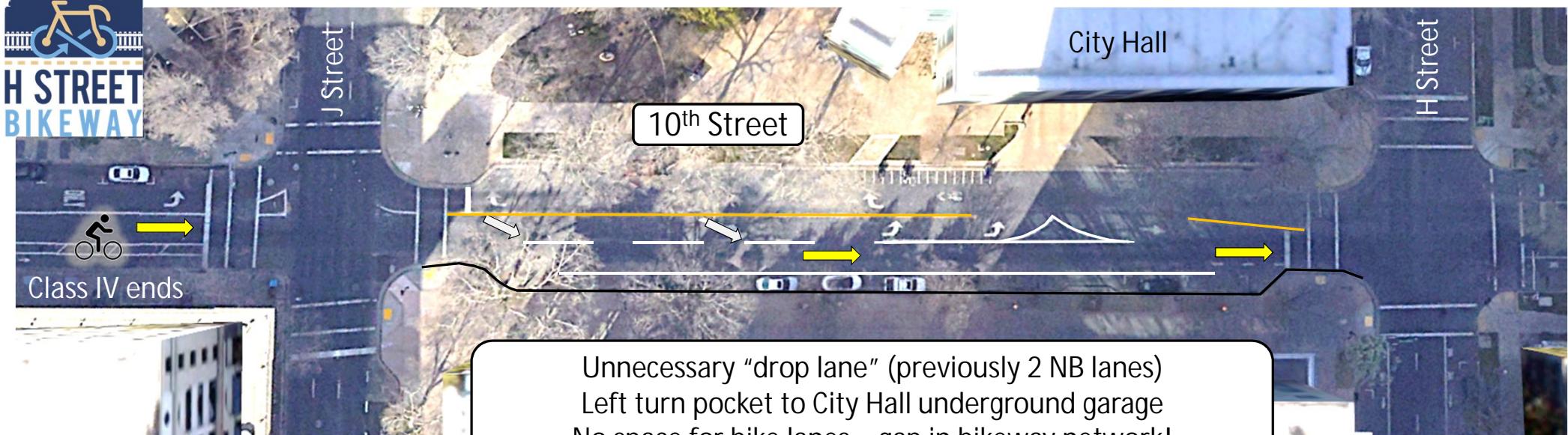
10th Street Connection

10th Street Connection



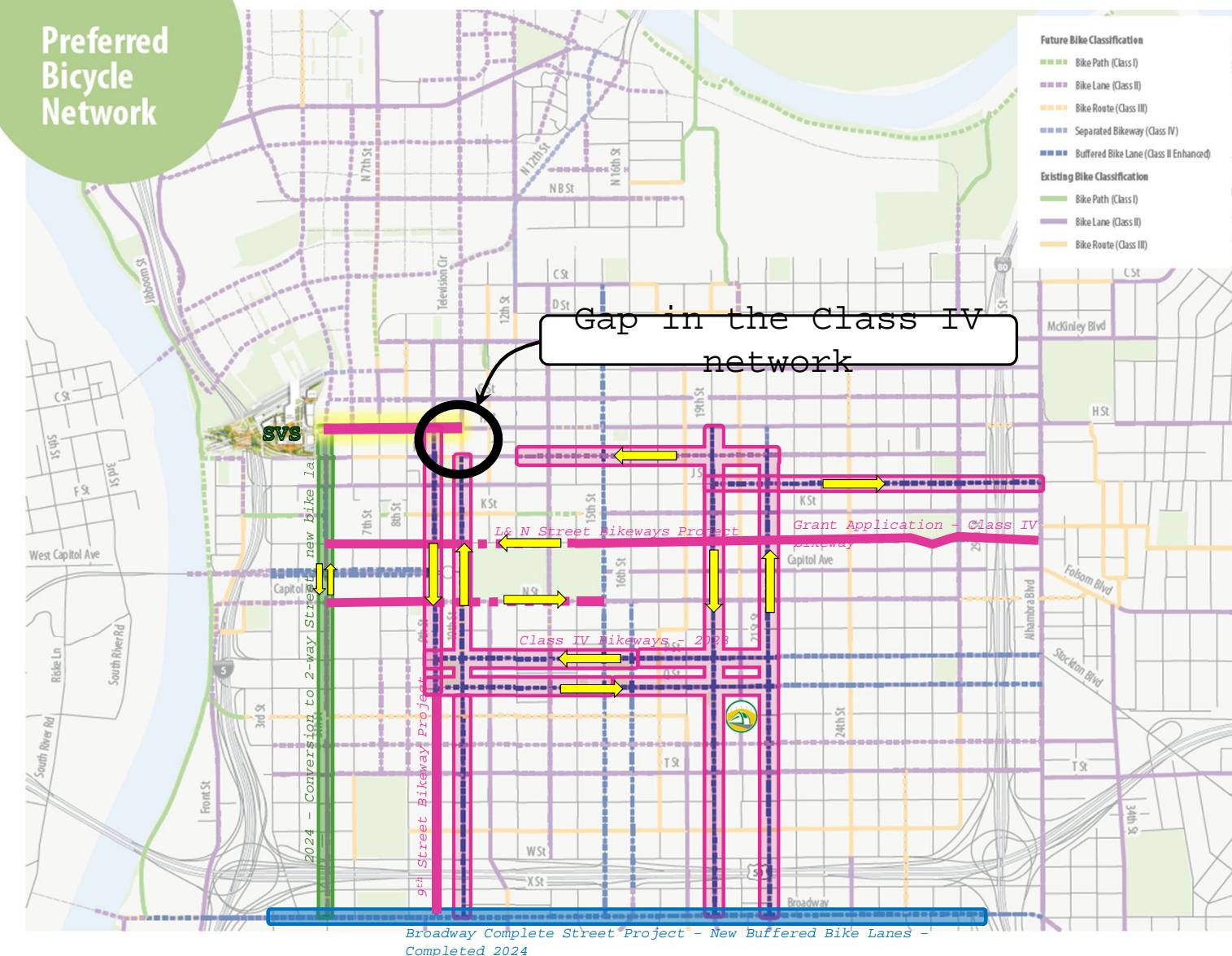


10th Street Connection



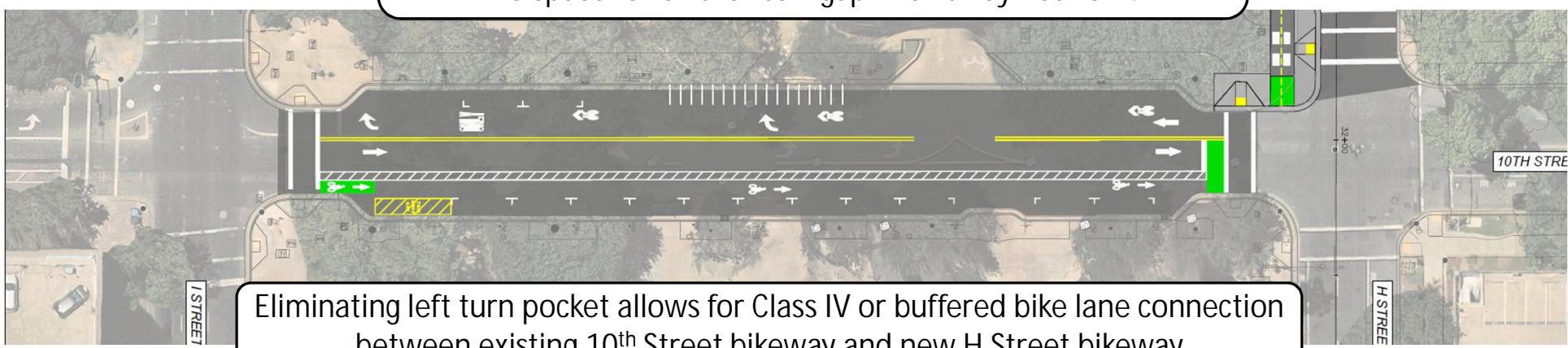


Preferred Bicycle Network





10th Street Connection





Current Status and Schedule

Join Us!

Public Workshop: February 26th, 5:30pm | City Hall, Room 1119

Schedule:

- Complete Preliminary Engineering – Spring 2026
- Complete Final Design – Spring 2027



Questions / Discussion