

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

File ID: 2025-00870

4/17/2025

Item 3.

Pedestrian Crossing Enhancements - 2025 (S15120500)

File ID: 2025-00870

Location: Intersections at: Marysville Boulevard and Main Avenue, District 2; San Juan Road and Guillemot Drive, District 3; X Street and 22nd Street, X Street and 23rd Street, District 4

Recommendation: Review, comment, and provide direction.

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Presenter: Devon Paulson, Associate Electrical Engineer, (916) 808-5961,
dtpaulson@cityofsacramento.org, Department of Public Works

Attachments:

- 1-Description/Analysis
- 2-Background
- 3-Location Map
- 4-Presentation

Description/Analysis

Issue Detail: The objective of this project is to improve pedestrian safety by increasing visibility of the described crosswalk locations and to reinforce a driver's responsibility to yield in the right-of-way to pedestrians within the crosswalk. This project will install Rectangular Rapid Flashing Beacons (RRFBs) at four existing uncontrolled, marked crosswalks. Curb ramps will also be reconstructed or modified to meet Americans with Disabilities Act (ADA) requirements at two locations. Truncated domes will be installed at San Juan Road and Guillemot Drive and two curb ramps will be reconstructed at Marysville Boulevard and Main Avenue.

Existing curb ramps at X Street and 22nd Street and X Street and 23rd Street are ADA compliant and will not be modified. A new streetlight will be installed at both locations on X Street to provide improved pedestrian visibility in the crosswalk.

Policy Considerations: The action requested herein is consistent with the General Plan goals and key policies of providing an equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds and abilities. The project will remove barriers to walking, where feasible, including the provision of curb ramps, crosswalks and signals to improve accessibility at intersections. (General Plan M-1.16 Barrier Removal)

Economic Impacts: Not applicable.

Environmental Considerations:

California Environmental Quality Act (CEQA): The City of Sacramento Environmental Planning Services has reviewed the proposed project and determined that it is exempt from the provisions of CEQA under the Categorical Exemption for the operation, repair or minor alteration of existing public facilities involving negligible or no expansion of use and for new construction or conversion of small facilities, including street improvements, set forth in the CEQA Guidelines Sections 15301(c) and 15303(d)(e) respectively.

Sustainability: The project is consistent with sustainability goals of optimizing the transportation system, and developing a universally accessible, safe, convenient, integrated, and well-connected pedestrian system. Transportation is also responsible for 57% of Sacramento's local greenhouse gas emissions, the single largest sector. Providing safe and bikeable transportation alternatives helps to reduce single-occupant vehicle use and contributes towards Sacramento's climate change goals.

Commission/Committee Action: Not applicable.

Rationale for Recommendation: Staff are requesting input from the Active Transportation Commission for consideration as the design is being developed.

Financial Considerations: The project is fully funded with local transportation funding. The total project cost is anticipated to be approximately \$1,258,000.

Public/Neighborhood Outreach and Comments: The locations in the project were chosen based on the City Pedestrian Crossing Guidelines, pedestrian usage data, and comments from the public.

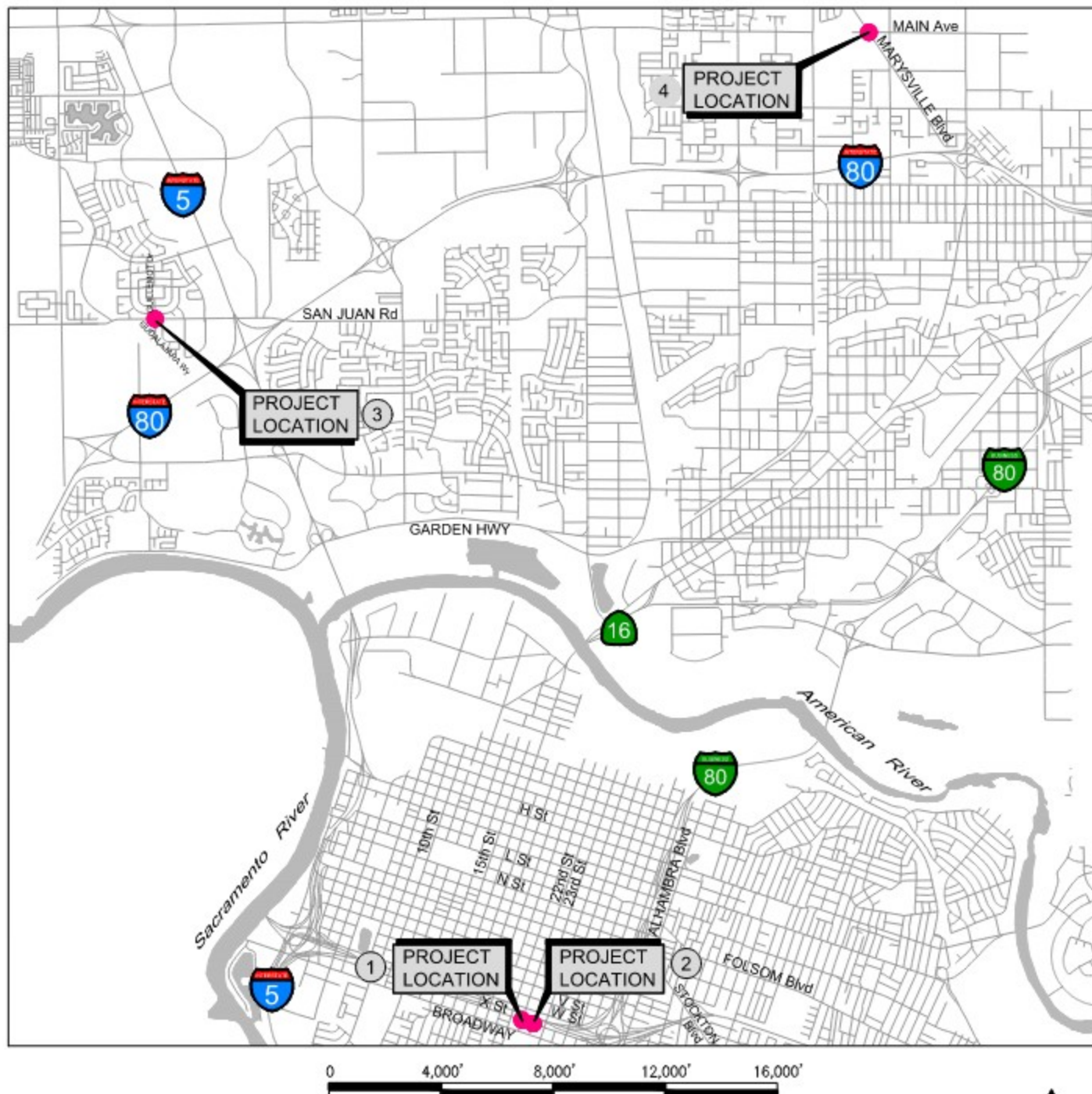
Local Business Enterprise (LBE): Not applicable.

Background: X Street and 22nd Street/23rd Street - The pedestrian crossings at X Street (a one-way street) at both 22nd Street and 23rd Street (both two-way streets) are approximately 48' long and are uncontrolled. Vehicles approaching from 22nd Street or 23rd Street stop before turning onto X Street, but traffic on X Street does not stop. At this location X Street is classified as an arterial roadway, and 22nd Street and 23rd Street are classified as residential roadways. The pedestrian crossings are striped and have truncated domes at the curb ramps.

San Juan Road and Guillemot Drive - The pedestrian crossings at San Juan Road and Guillemot Drive are approximately 45' long and are uncontrolled. Vehicles approaching from Guillemot Drive from the north or Guadalajara Way from the south (street changes names across San Juan Road) stop before turning onto San Juan Road, but San Juan Road does not stop. At this location San Juan Road is classified as an arterial roadway, and Guillemot Drive is classified as a residential roadway. The pedestrian crossings are striped but do not have truncated domes at the curb ramps. The existing infrastructure was installed as part of the Parkview Village 3 Project in 2002.

Marysville Boulevard and Main Avenue - The pedestrian crossing at Marysville Boulevard and Main Avenue is approximately 42' and is uncontrolled. Vehicles approaching from Main Avenue stop before turning onto Marysville Boulevard, but Marysville Boulevard does not stop. At this location Marysville Boulevard is classified as a collector roadway and Main Avenue is classified as a residential roadway west of Marysville Boulevard and a collector roadway east of Marysville Boulevard. The pedestrian crossing is striped and has truncated domes at the curb ramps. The existing curb ramps are enclosed such that they are trapping debris and water. The existing roadway along southbound Marysville Boulevard at the pedestrian crossing shows signs of alligator cracking. The existing traffic signal equipment was installed as part of the Main Avenue Sidewalk Improvements Project in 2009.

Location Map For:
Pedestrian Crossing Enhancements - 2025
(PN: S15120511)




LOCATIONS:

- ① X St and 22nd St
- ② X St and 23rd St
- ③ SAN JUAN Rd and GUILLEMOT Dr
- ④ MAIN Ave and MARYSVILLE Blvd



Pedestrian Crossing Enhancements 2025

A dark blue silhouette of the Sacramento skyline, including various buildings and the two towers of the Bay Bridge, set against a light blue background.

Presented to
Active Transportation Commission
April 17, 2025

Devon Paulson, PE, Associate Electrical Engineer
Department of Public Works

Pedestrian Crossing Enhancements 2025

Four unsignalized intersections throughout the city will be modified to add Rectangular Rapid Flashing Beacons (RRFBs). These locations were selected based on the City Pedestrian Crossing Guidelines, pedestrian usage data, and comments from the public.

District 2 - Councilmember Dickinson

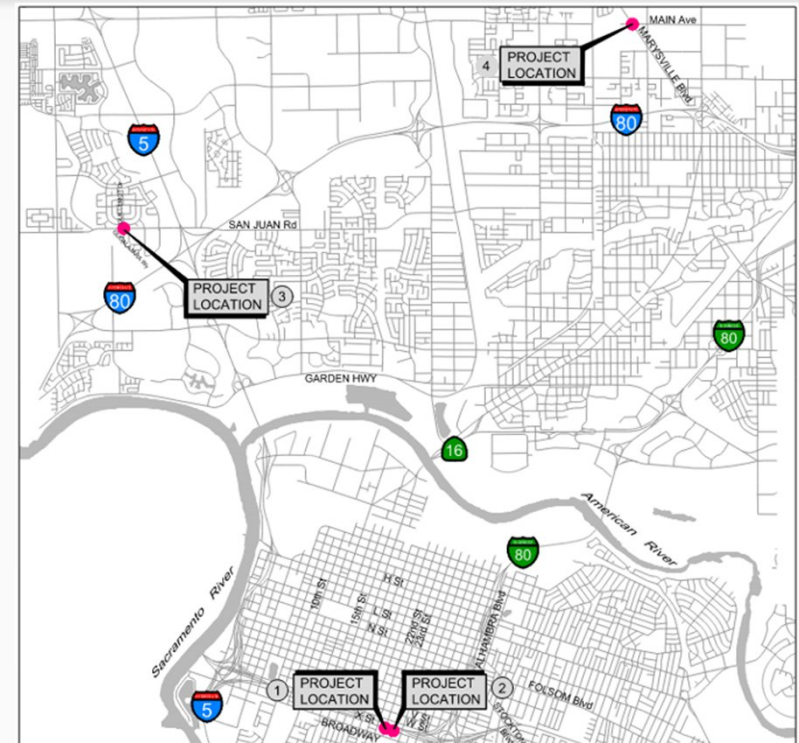
- Marysville Boulevard and Main Avenue

District 3 - Councilmember Talamantes

- San Juan Road and Guillemot Drive

District 4 - Councilmember Pluckebaum

- X Street and 22nd Street
- X Street and 23rd Street

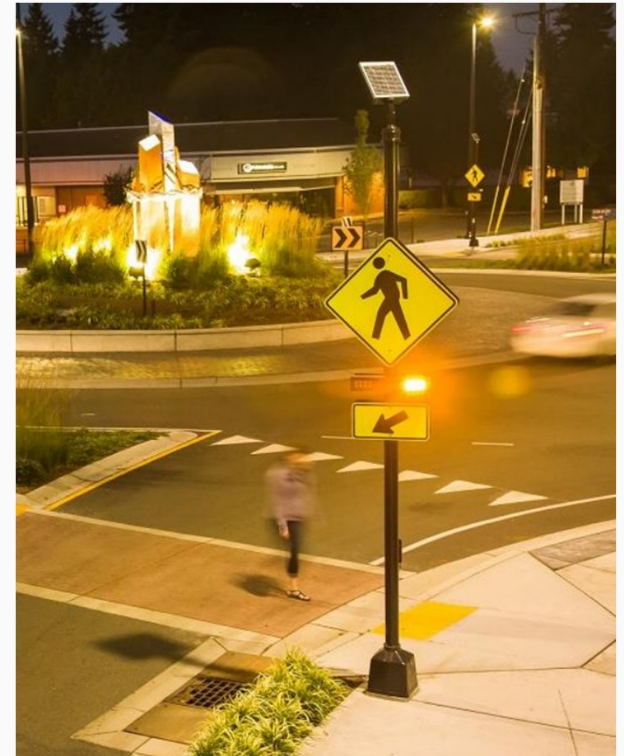


Pedestrian Crossing Enhancements 2025

Rectangular Rapid Flashing Beacons (RRFBs)

From the FHWA Office of Safety:

To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a[n] RRFB to accompany a pedestrian warning sign. RRFBs consist of two, rectangular-shaped yellow indications, each with a[n] LED light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.



Pedestrian Crossing Enhancements 2025

RRFBs will be installed with Audible Information Devices (AID) at each end of crossing

Features:

- iDetect – Touchless actuation. Detects movement within 1" to 4" (i.e. triggered with hand wave).
- Audible locator tone.
- Standard voice message for each crossing.

*Polara is the
trusted industry
leader in Accessible
Pedestrian Signals.*



iNX
Next Generation
of Crosswalk
Accessibility
Designed for Rectangular Rapid
Flashing Beacons (RRFB) & other
approved Flashing Pedestrian
Crosswalk Systems.

Existing Conditions



X Street and 22nd Street

Proposed: New RRFB, new mastarm streetlight



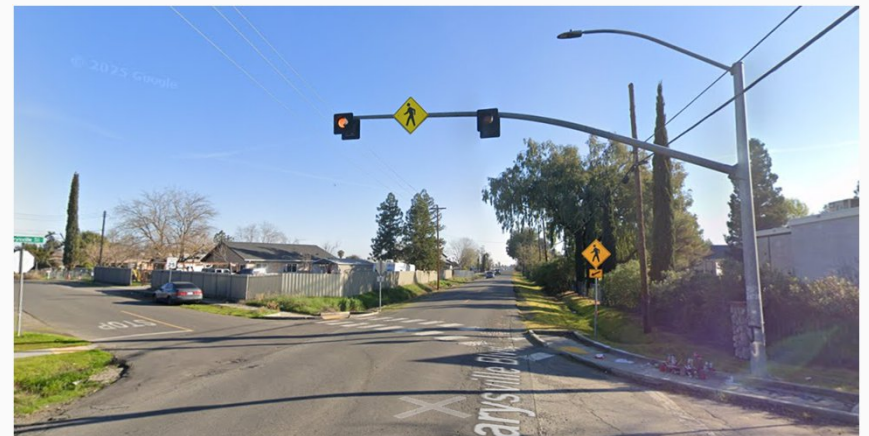
X Street and 23rd Street

Proposed: New RRFB, new mastarm streetlight

Existing Conditions



San Juan Road and Guillemot Drive
Proposed: new RRFBs, add truncated domes



Marysville Boulevard and Main Avenue
Proposed: Replace overhead beacon with RRFB, reconstruct curb ramp, repair roadway

Pedestrian Crossing Enhancements 2025

Example: RRFB Installed at J Street and 17th Street

New signage, flashing beacons, and pushbuttons

Each installation requires controller box, pole mounted either above signage or behind signage (as shown in example)



Proposed Schedule and Budget

| Details | Pedestrian Crossing Enhancements 2025 |
|---|---------------------------------------|
| Construction Contract Award at City Council | Fall 2025 |
| Begin Construction | Spring 2026 |
| End Construction | December 2026 |
| Total Project Cost: | \$1,260,000 |

Questions?

Contact:

Devon Paulson

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City of
SACRAMENTO

