

City of Sacramento
Active Transportation Commission Report
915 I Street Sacramento, CA 95814
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File ID: 2025-01630

9/18/2025

Marysville Boulevard Vision Zero Safety Project (T15216300)

File ID: 2025-01630

Location: District 2

Recommendation: Review and comment.

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Presenter: Luke Fuson, Senior Engineer, (916) 808-6601, ljfuson@cityofsacramento.org, Department of Public Works

Attachments:

1-Description/Analysis

2-Marysville Boulevard Vision Zero Safety Project Preliminary Plans

3-Marysville Boulevard Vision Zero Phase 1 Quick-Build Project Preliminary Plans

4-Presentation

Description/Analysis

Issue Detail: The Marysville Boulevard Vision Zero Safety Project, also referred to as the “Ultimate Project” is located on Marysville Boulevard between Arcade Boulevard and North Avenue. The Vision Zero program identified Marysville Boulevard as one of the top 5 corridors in the city with the highest number of fatal and severe crashes. The project’s limits and conceptual design were identified in the *Vision Zero Top 5 Corridors Plan*. Improvements identified for the Marysville Boulevard Vision Zero Safety Project include a road diet, upgrading existing bike lanes to Buffered Class II Bike Lanes and Protected Class IV Bikeways, bicycle lane gap closures, accessible curb ramps, two new accessible pedestrian traffic signals, a new pedestrian signal, modifications to six existing traffic signals, pavement repair, bus stop improvements, and signing and striping.

The total cost of the Marysville Boulevard Vision Zero Safety Project is approximately \$18 million. The Sacramento Area Council of Government (SACOG) has approved \$9.1 million in State Transportation Improvement Program (STIP) funding for the construction costs. The City will continue to pursue additional construction funding. Since complete construction funding for the ultimate Marysville Boulevard Vision Zero Project will not be available for several years and there is a need to

address immediate safety concerns, the city will phase the project into two construction packages. The City's goal is to secure the remaining construction funding with approximately three years. Phase 1, or "Marysville Boulevard Quick-Build Project" will be constructed first and will focus on the segment between Marysville Boulevard / South Avenue and Marysville Boulevard / Grand Avenue intersections. The Marysville Boulevard Quick-Build Project's immediate safety improvements are based on the Ultimate Project's plan-lines developed in preliminary engineering. The Quick-Build project will apply a pavement slurry seal and place striping and signing to reduce the number of travel lanes from four lanes to two lanes, provide a combination of Buffered Class II Bike Lanes and Protected Class IV Bike Lanes and striped medians. The Quick-Build project will install minor traffic signal modifications at the Marysville Boulevard / South Avenue intersection and the Marysville Boulevard / Grand Avenue intersection to accommodate the road diet. Staff are requesting input on the preliminary design from the Active Transportation Commission as the environmental review and preliminary design are being developed.

Policy Considerations: The recommendations in this report are in accordance with the following specific policies from the Sacramento 2040 General Plan:

M-1.2 User Prioritization - The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

M-1.3 - Health 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-1.9 - Equitable Processes & Outcomes - The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low stress crossings, and bikeways.

M-1.11 - Increase Bicycling & 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-1.17 - Improve Bicycle Connectivity - The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city.

M-1.18 - 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.

M-1.19 - Walking Safety - When designing projects, the City shall prioritize designs that encourage walking and improve walking safety best practice designs and considerations for efficiencies in walking.

M-4.3 Vision Zero. The City shall use a data driven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

Economic Impacts: None.

Environmental Considerations: The update is an administrative activity and is not a project under the California Environmental Quality Act (CEQA), per CEQA Guidelines Section 15378(b)(5). The action requested is to review, comment, and provide direction about the plans for the Marysville Boulevard Vision Zero project. The project’s CEQA and NEPA environmental clearance is being completed as part of the preliminary engineering phase.

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 will contribute 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 environmental review and preliminary design are being developed.

Financial Considerations: Funding for the Marysville Boulevard Vision Zero Safety Project’s Preliminary Engineering and Final Design phases and for the Quick-Build project comes from the local and State transportation funds. The Sacramento Area Council of Government (SACOG) has approved State Transportation Improvement Program (STIP) funding for the construction costs. The Marysville Boulevard Quick-Build Project is funded through the City’s Quick-Build Safety Program, which was is new initiative adopted by the City Council in April 2025 to address traffic-related safety issues.

Public/Neighborhood Outreach and Comments: Community outreach was an important component of the Vision Zero Top Five Corridor Study. As part of the City’s Vision Zero Top 5 Corridor Study, the local community expressed concerns over several safety issues along the corridor, including:

- **Visibility:** Residents described visibility issues due to skewed intersections and obstructions.
- **Signals/Signage:** Residents suggested that more signals or flashing beacons could help make it safer for pedestrians to cross the street.
- **Crossings:** Difficulty crossing the street as a pedestrian because crosswalks are far apart, and drivers do not pay attention when pedestrians are present.
- **Speed:** It was shared that some drivers travel at high speed and drive aggressively along Marysville Boulevard.