# Fruitridge Road Safety and Mobility Plan

## Active Transportation Commission

June 18, 2026

# Today's Presentation

1. Project Overview
2. Engagement Summary
3. Road Diet Scenarios
4. Forecasting Results
5. Design Alternatives

# Project Overview


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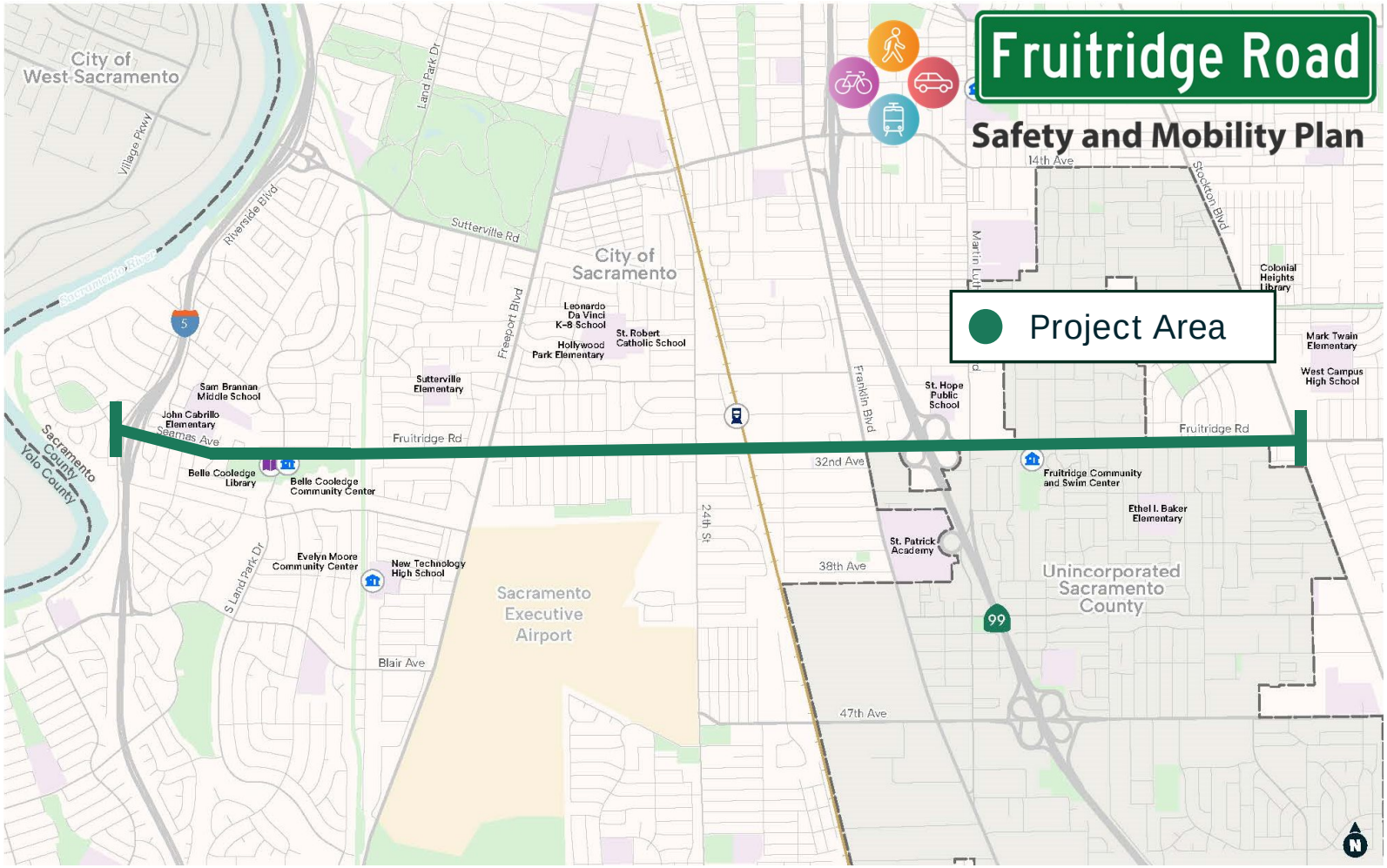
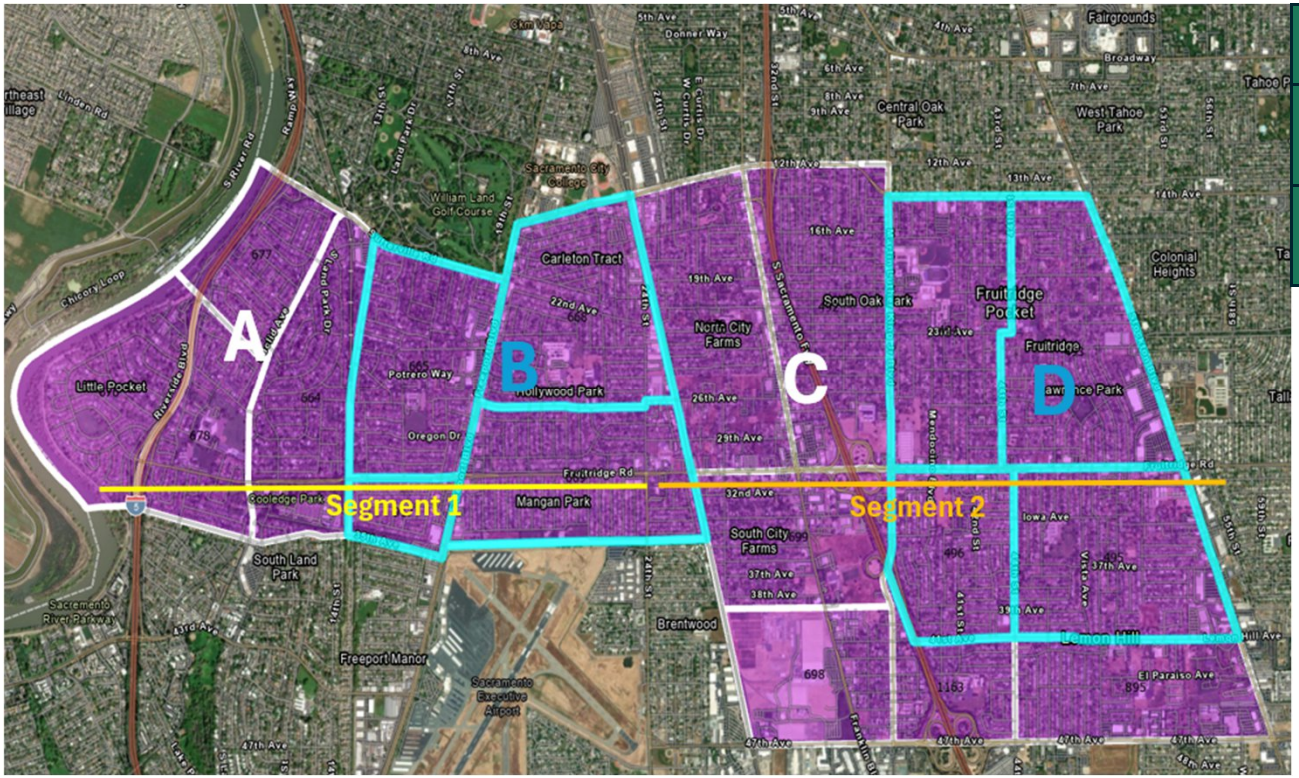
# Projects Limits



## Catchment Areas



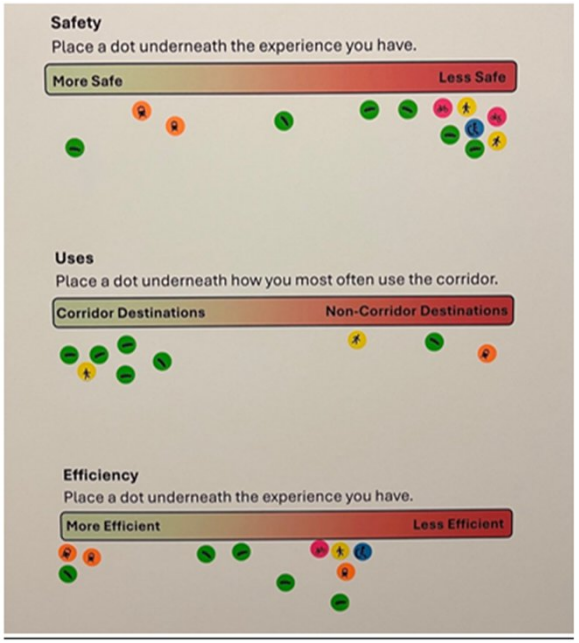

## Trips

| Segment 1+2 | Internal | External |
|---|---|---|
| Internal | 7,636 (8%) | 25,294 (27%) |
| External | 26,300 (28%) | 36,207 (38%) |

# Engagement Summary

# Engagement Summary – Workshop + CAG #1

- All modes feel somewhat unsafe, but especially for walking and biking
- Access challenges for community services
- Safe routes to school
- Challenges for vehicles turning onto the corridor





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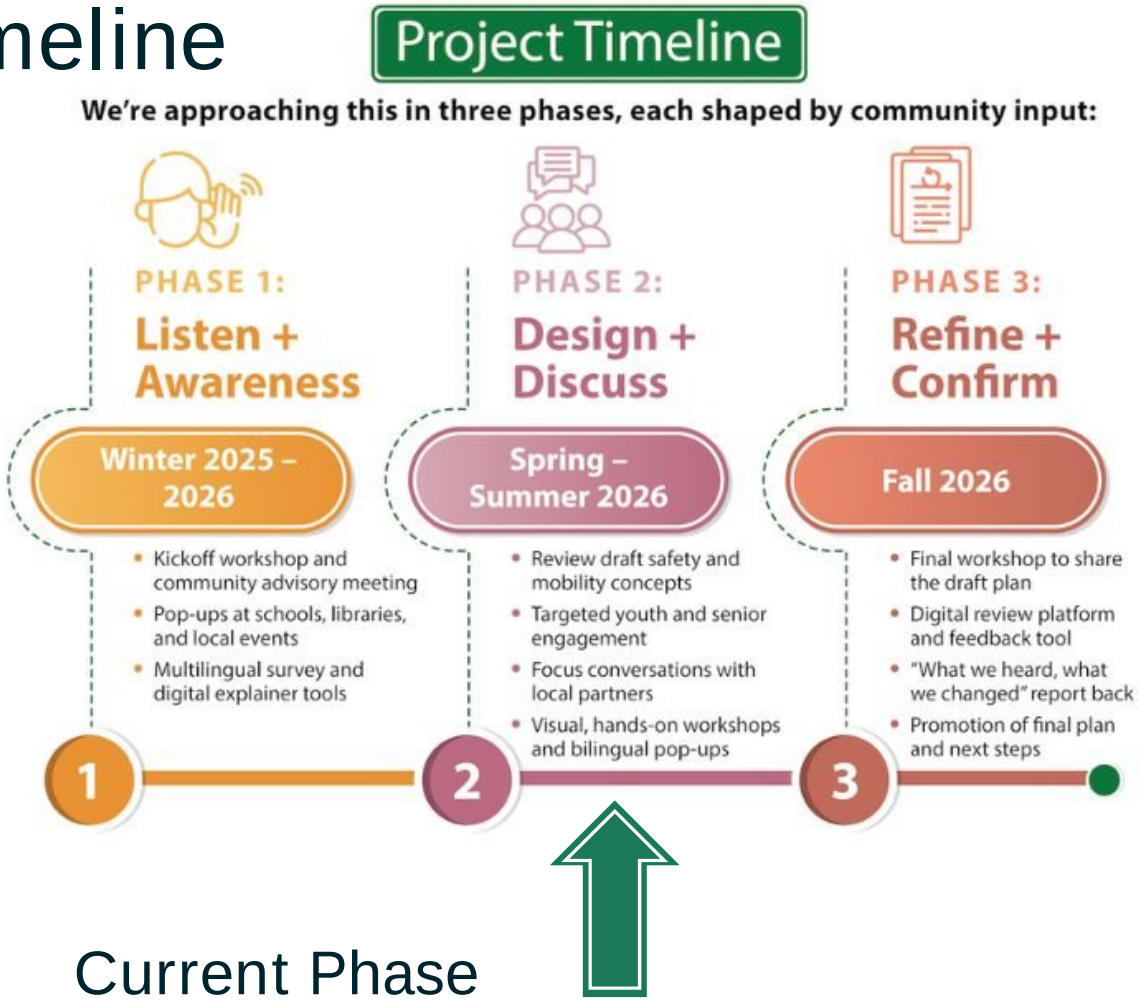
# Project Timeline




Current Phase

# Engagement Timeline – Phase 2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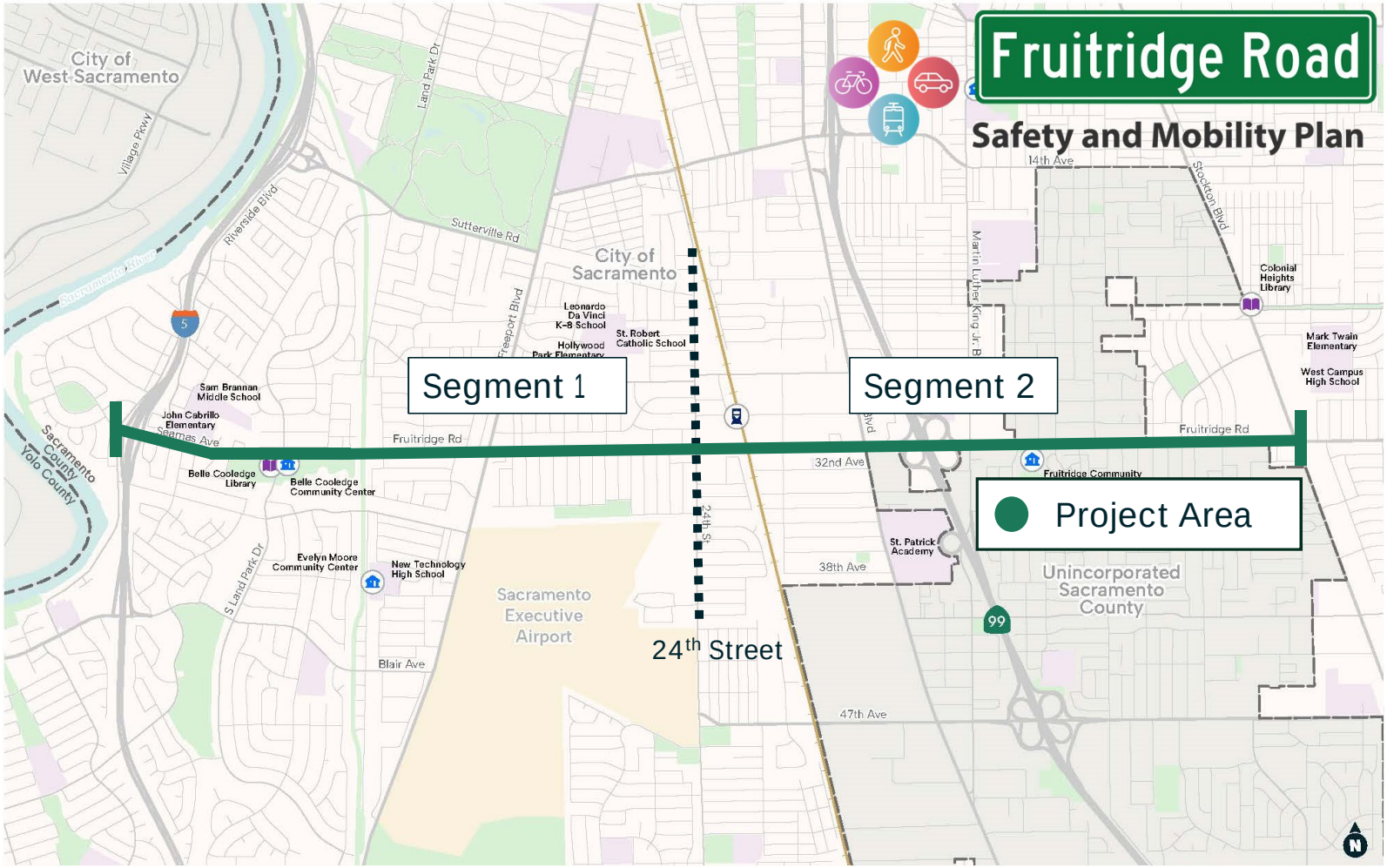
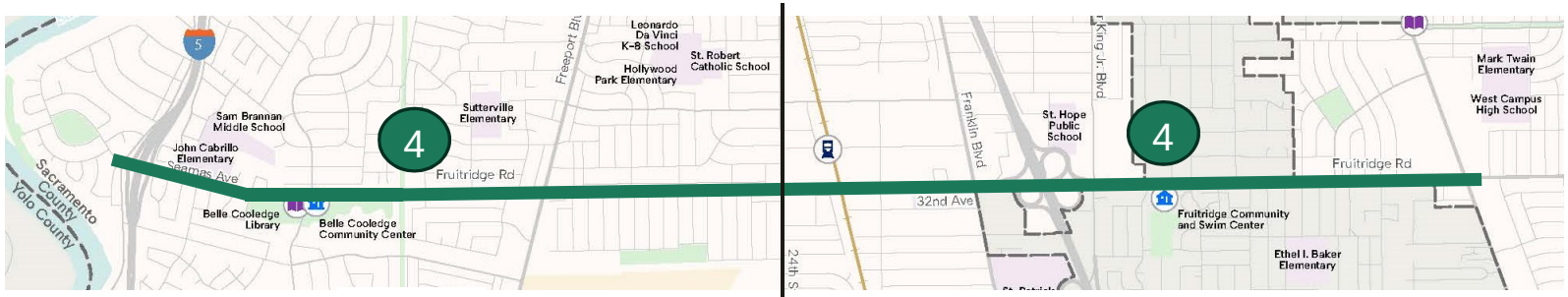
# Road Diet Scenarios

# Projects Limits



# Lane Reductions: "Road Diet"

Existing Conditions

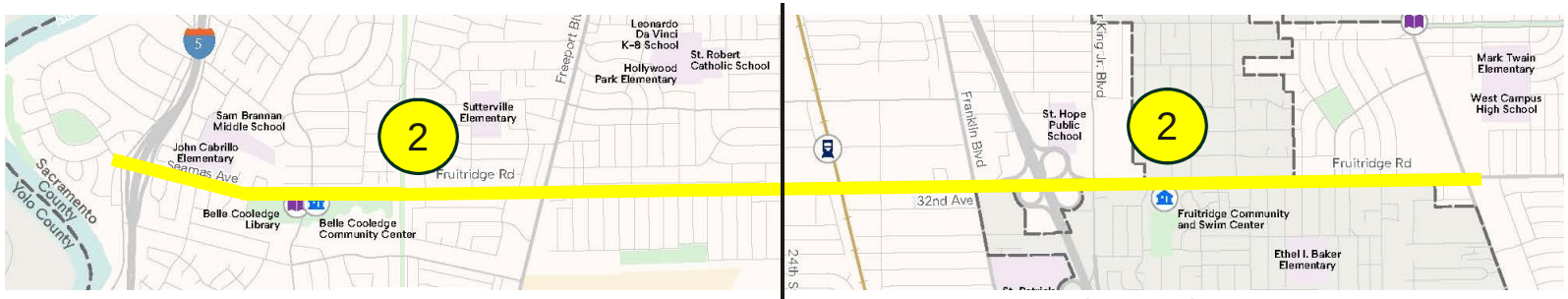



Segment 1 | Segment 2

Half Diet


Segment 1 | Segment 2

Full Diet

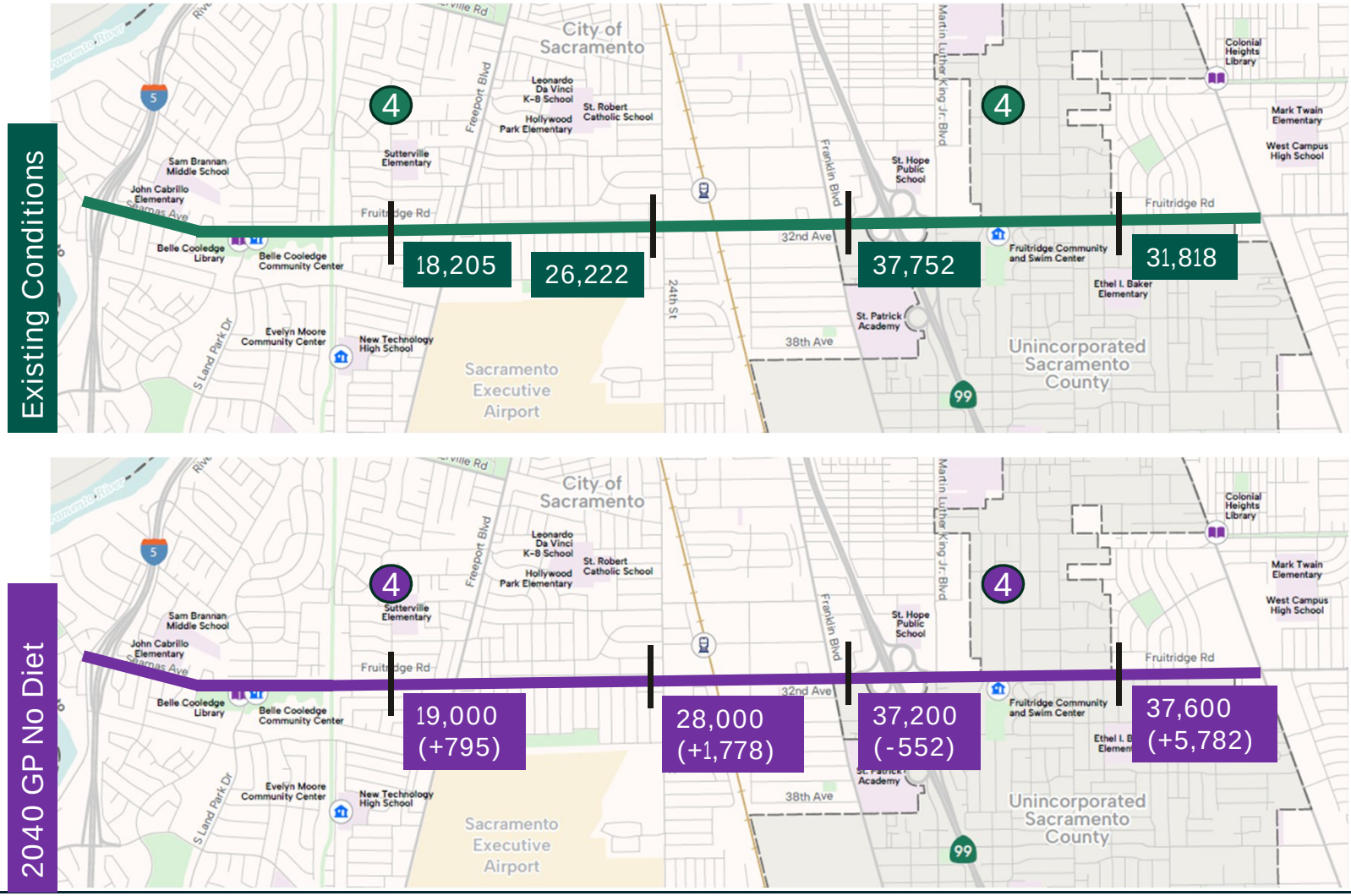



Segment 1 | Segment 2

# = Number of lanes

# Forecasting Results

# Model Scenario No Diet

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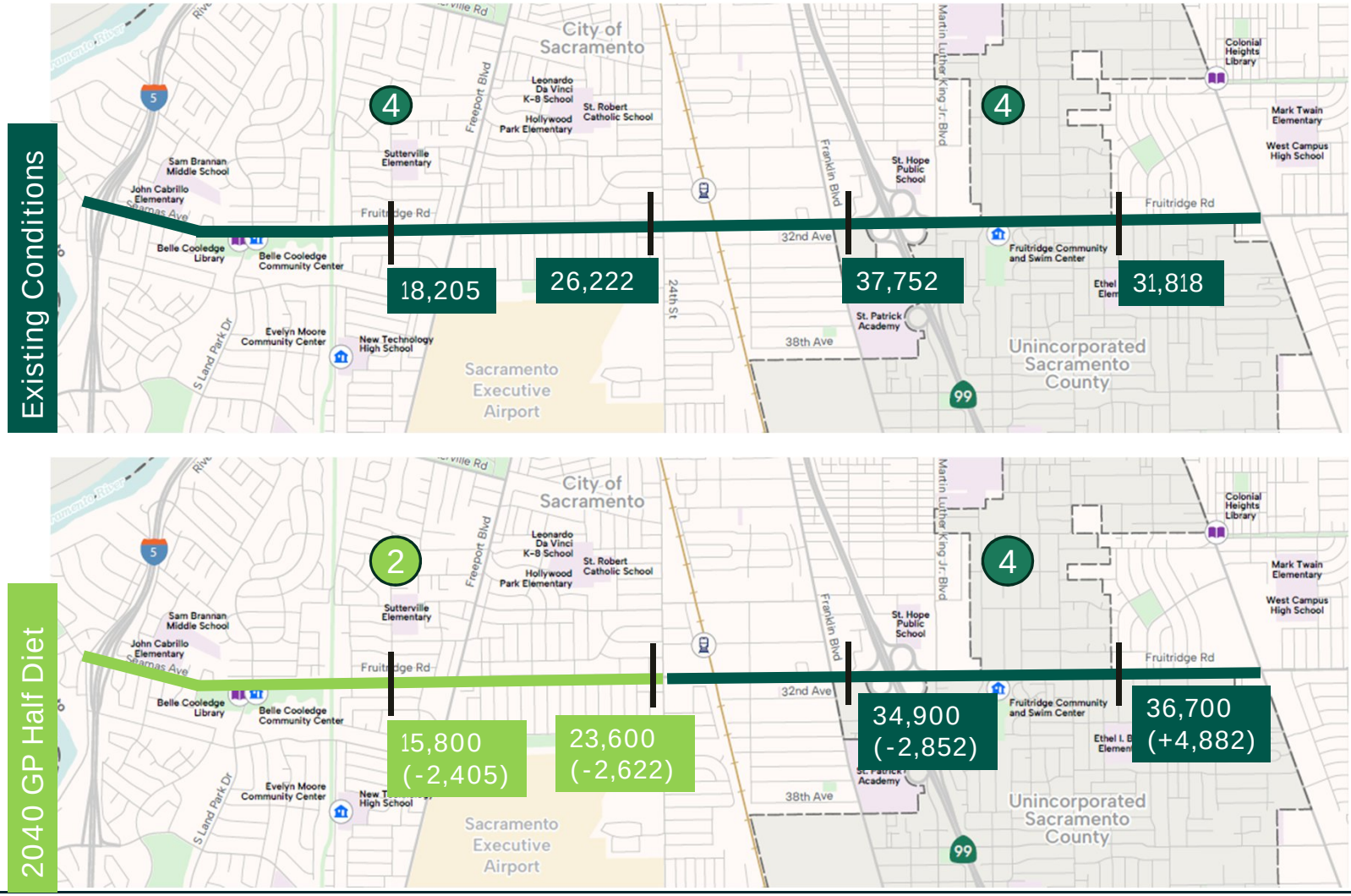
# Model Scenario Half Diet

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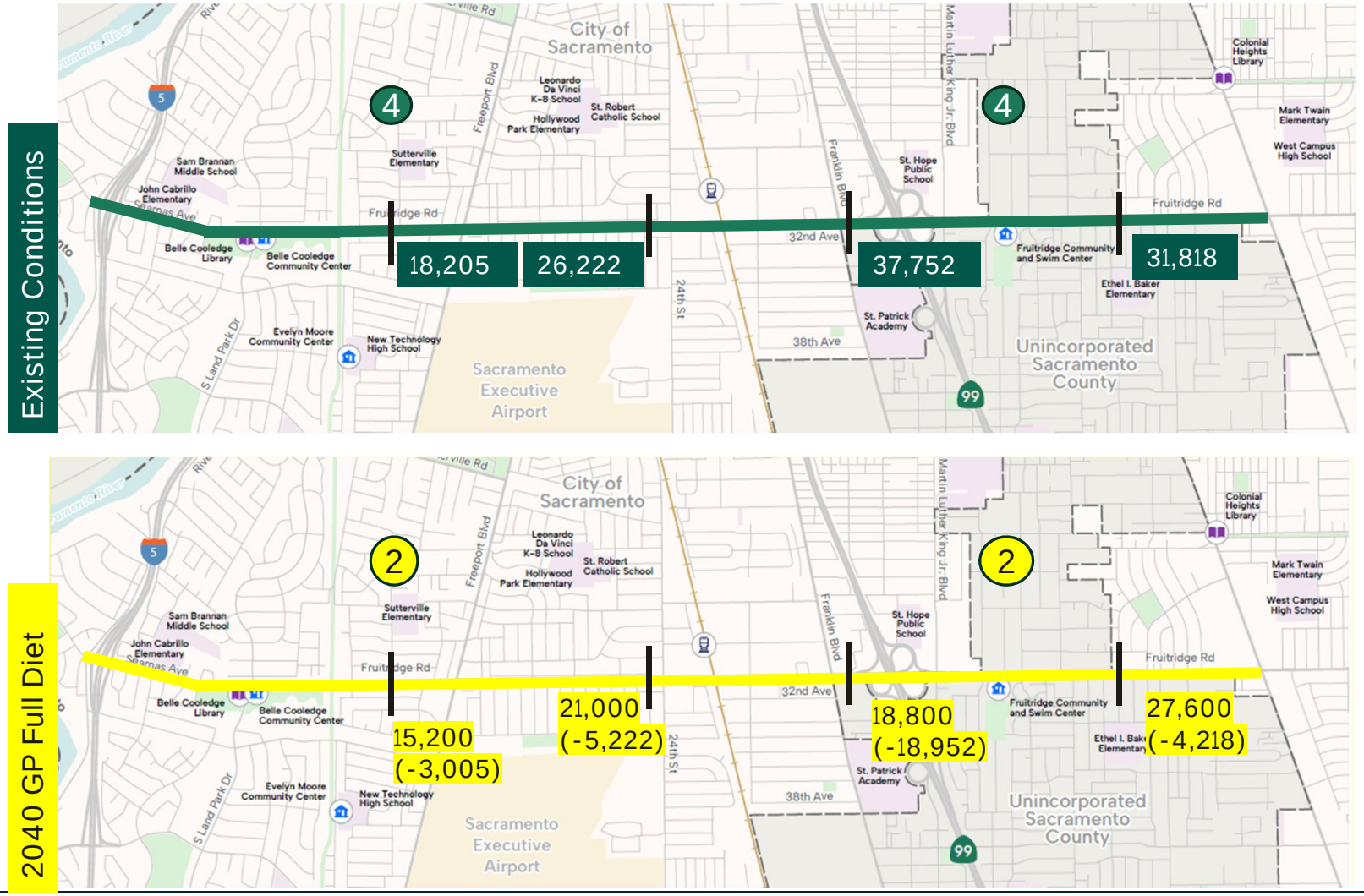
# Model Scenario Full Diet

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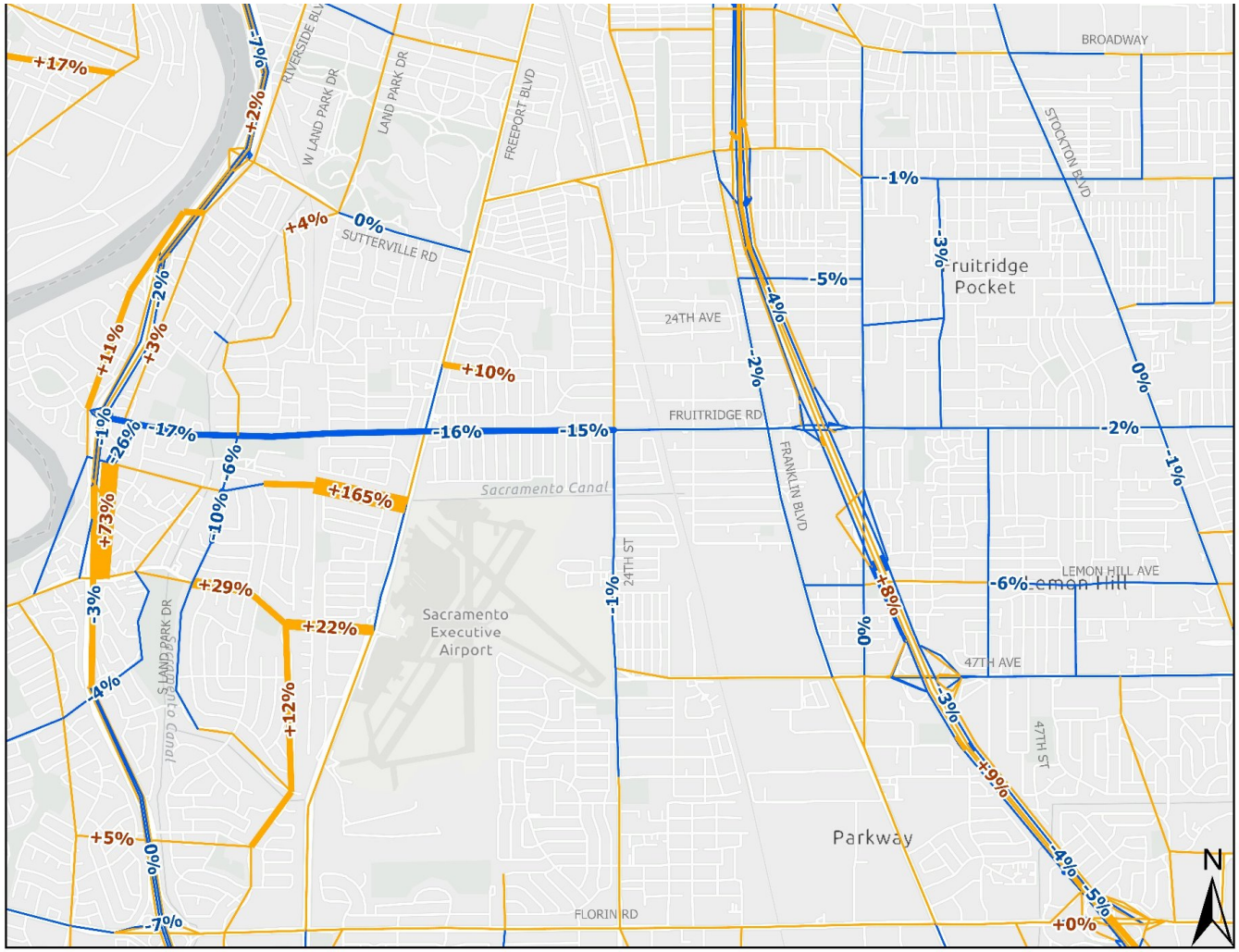
# Model Scenario All

| | Monterey Way | 24th Street | 34th Street | Ethel Way |
|---|---|---|---|---|
| Existing Conditions | 18,205 ADT | 26,222 ADT | 37,752 ADT | 31,818 ADT |
| 2040 GP No Diet | +795<br>4% | +1,778<br>7% | -552<br>-1% | +5,782<br>18% |
| 2040 GP Half Diet | -2,405<br>-13% | -2,622<br>-10% | -2,852<br>-8% | +4,882<br>15% |
| 2040 GP Full Diet | -3,005<br>-17% | -5,222<br>-20% | -18,952<br>-50% | -4,218<br>-13% |

XX,XXX = +/- Change
XX% = Percent Change

# Half Diet – Percent Change

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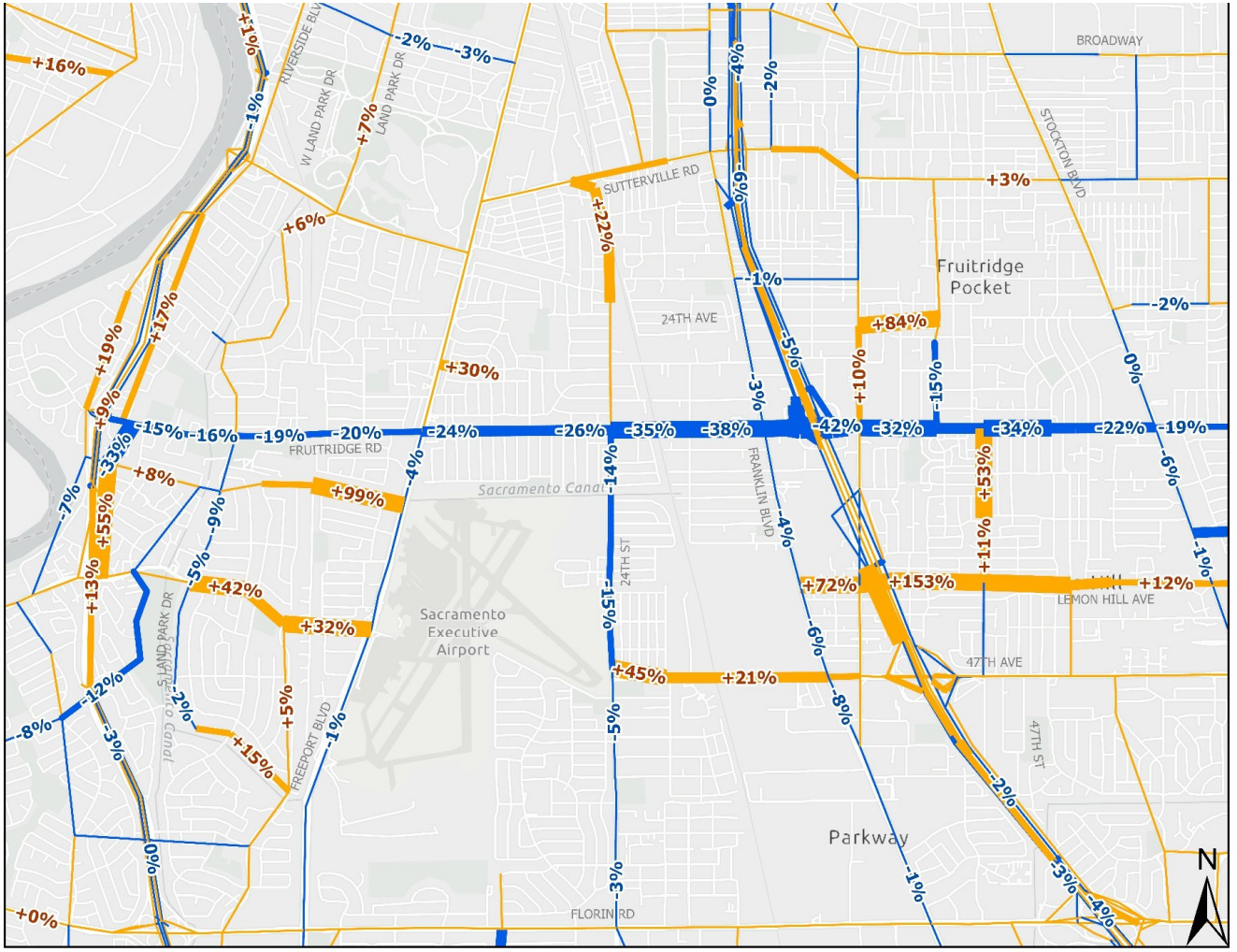
# Full Diet – Percent Change

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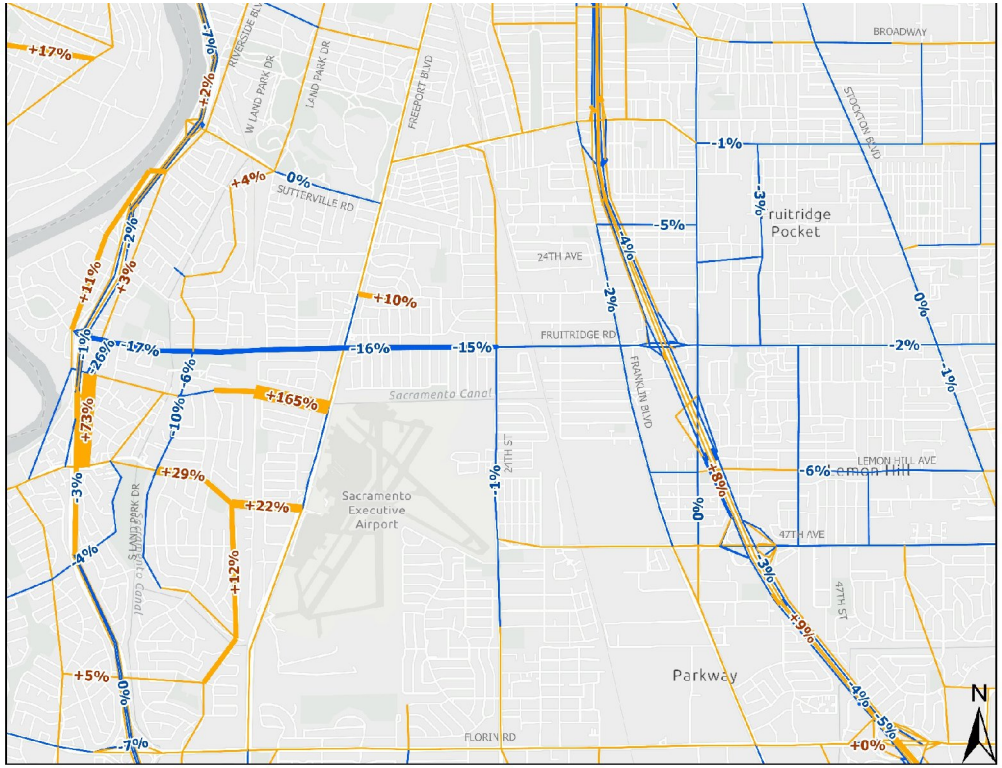
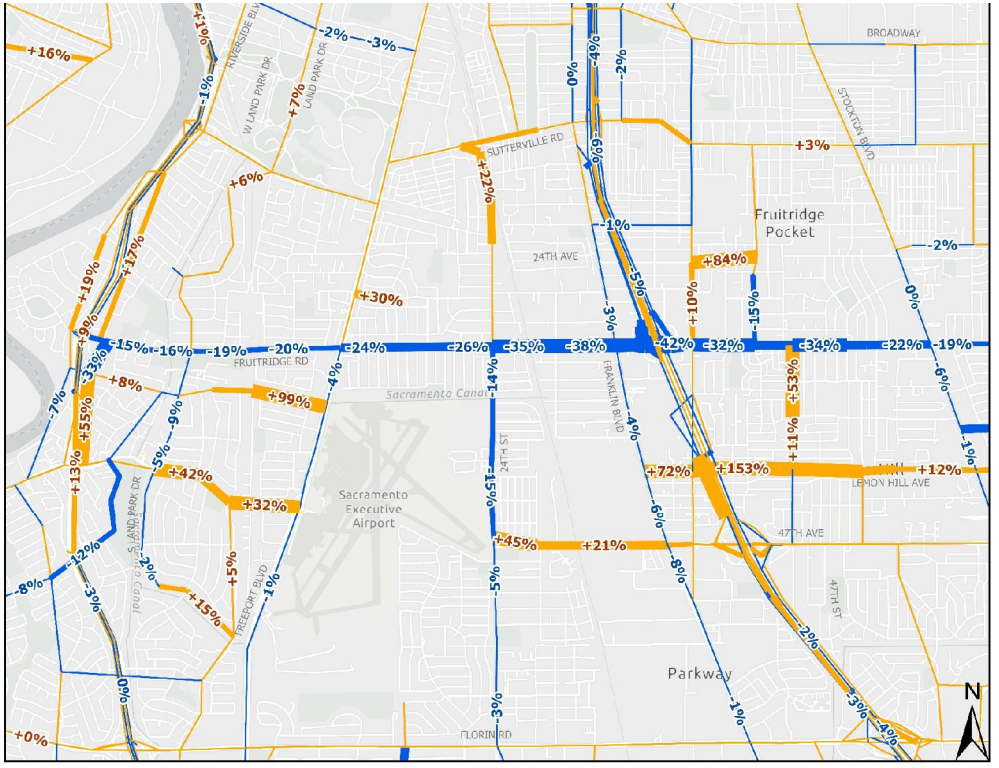
## Half Diet




## Full Diet

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# Design Alternatives


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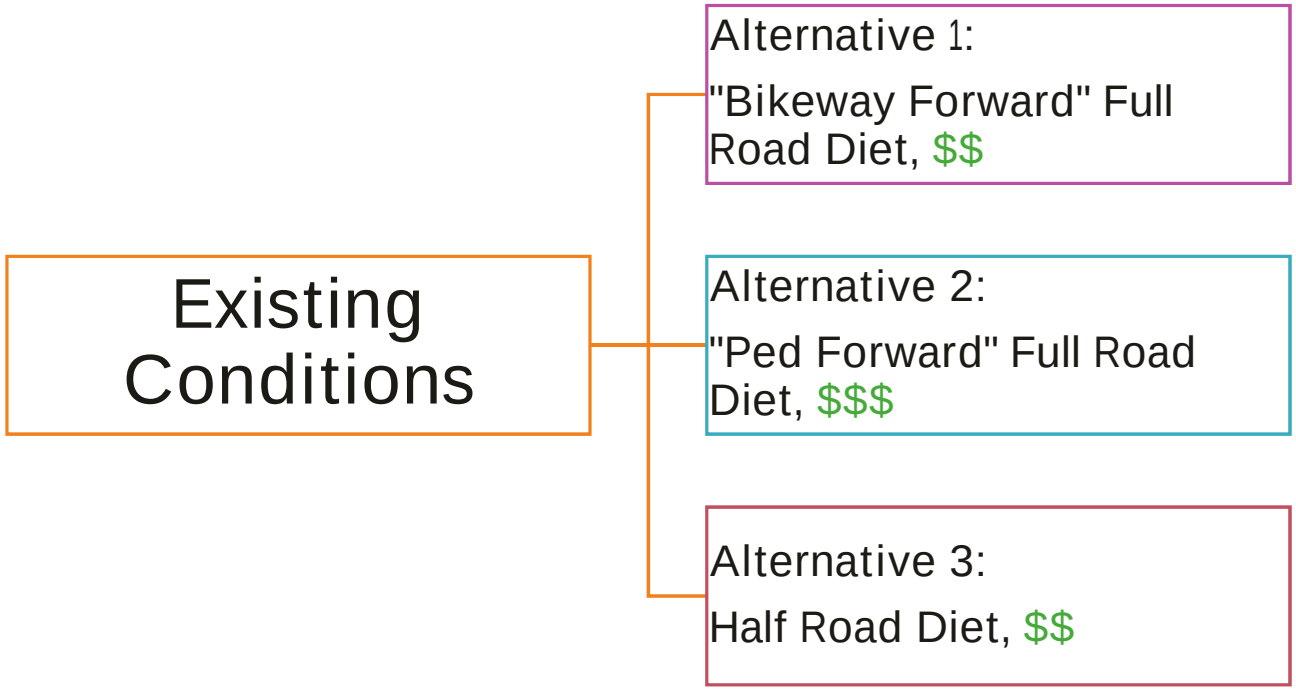
# Alternatives Approach

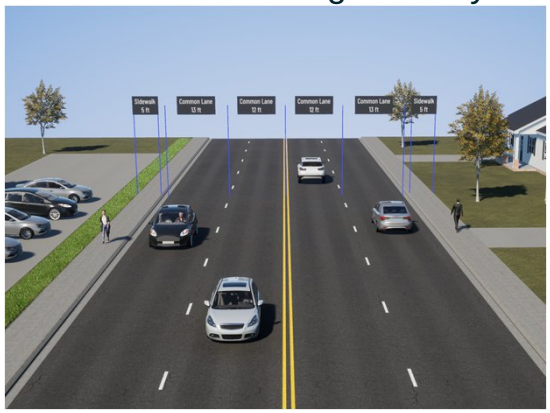



## Universal Benefits

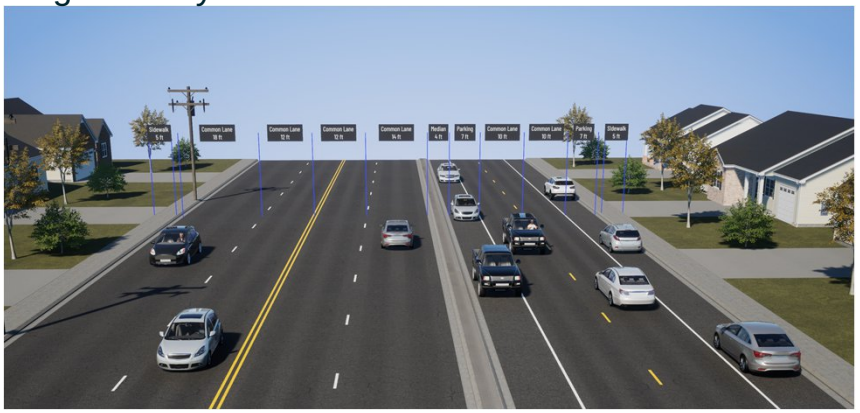
- Improved safety outcomes for all roadway users
- Improved access to SacRT Light Rail station
- Add separated bikeways to the corridor
- Improved multimodal conditions through interchanges
- Narrowing travel lanes calms traffic

# Existing Conditions

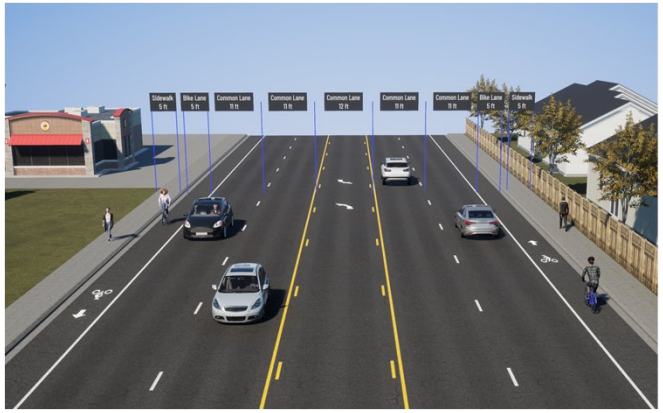
Riverside Blvd to Gilgunn Way



Gilgunn Way to 24th St



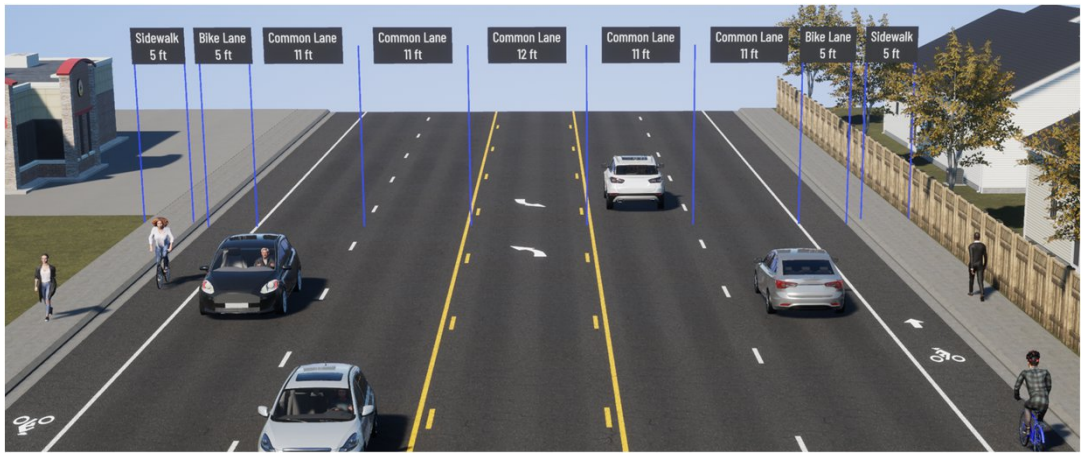
24th St to Stockton Blvd

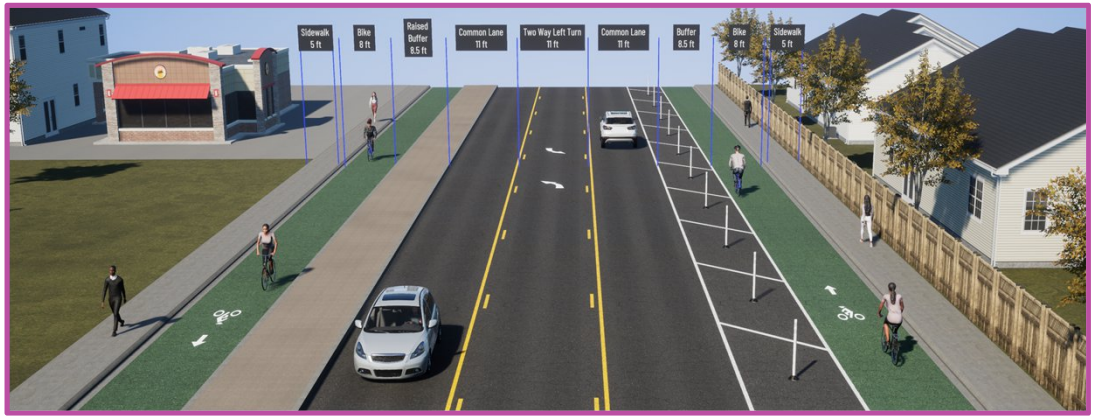


- Higher vehicle accommodation
- Longer crossing distances for pedestrians increases collision exposure
- Left turns from inner lanes without two-way-left-lanes block traffic
- Limited bike facilities

- Narrow sidewalks with minor gaps
- Multiple and wider travel lanes promote higher vehicle speeds
- No shade or beautification

# Alternative 1 – Full Road Diet, Bikeway Forward Improvement
# 24th St to Stockton Blvd



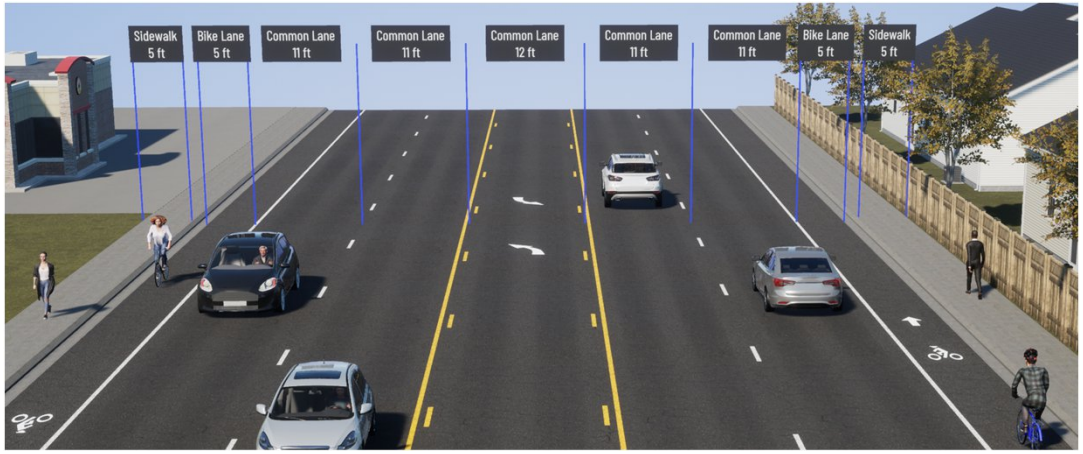



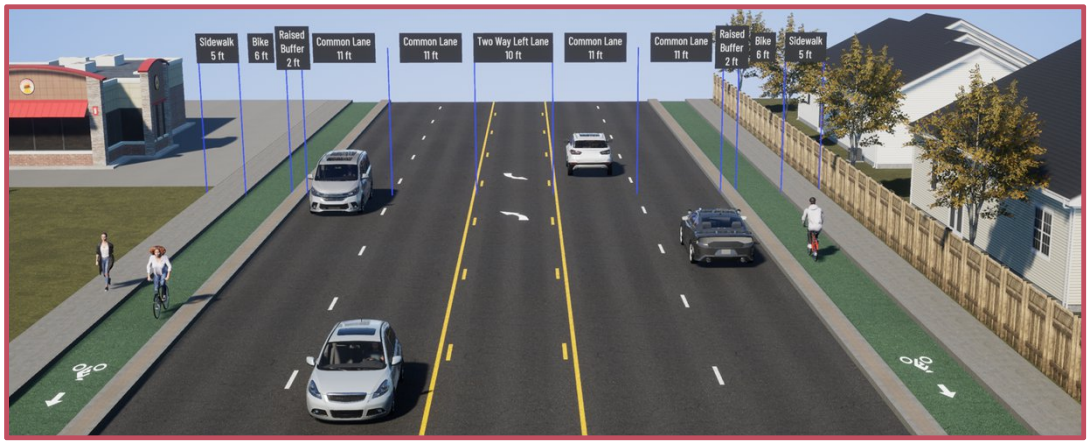

- Reduces the number of travel lanes to accommodate multimodal accessibility
- Retain existing curb, gutter, and sidewalk
- Retains two-way-left-lane for turning efficiency
- Separated bikeway with raised concrete buffer or flexible delineators
- Transit stops will need to be designed to accommodate bikeways

# Alternative 2 – Full Road Diet, Pedestrian Forward Improvements
# 24th St to Stockton Blvd


- Reduces the number of travel lanes to accommodate multimodal accessibility
- Reconstruct curb gutter and sidewalk
- Retains two-way-left-lane for turning efficiency
- Sidewalk widening opportunities
- Elevated bikeways above street level
- Shade trees reduce ambient temperatures
- Transit stops will need to be designed to accommodate bikeways

# Alternative 3 – Half Road Diet
## 24th St to Stockton Blvd




- Riverside Blvd to 24th Street – Reduces travel lanes
- 24th St to Stockton Blvd – Maintains existing travel lanes
- Requires right of way (ROW) acquisition on eastern half of the project
- ROW allows for separated bikeways
- Transit stops will need to be designed to accommodate bikeways

# Questions?

# Thank you!