

Fruitridge Road

Safety & Mobility Plan

City of SACRAMENTO
Department of Public Works

Public Draft November 2026

To the original people of this land: the Nisenan people, Valley and Plains Miwok, and the Patwin Wintun peoples.

May we acknowledge and honor the Native people who came before us and still walk beside us today on these ancestral lands by choosing the active practice of acknowledgment and appreciation for Sacramento's Indigenous People's history, contributions, and lives.

Acknowledgments

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*Documents will be available soon

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INTRODUCTION



INTRODUCTION

Advancing Mobility and Safety Along Fruitridge

The Fruitridge Road Safety and Mobility Plan is a comprehensive transportation planning effort aiming to improve a key east-west corridor by enhancing safety, mobility, and access for all roadway users. The project area extends from Riverside Boulevard, where the roadway is named Seamas Avenue before transitioning to Fruitridge Road further east, to Stockton Boulevard. The corridor connects residents and visitors to diverse neighborhoods, K-12 schools, local businesses, public amenities, places of worship, and community organizations. This project advances safety and mobility targets set forth by the City of Sacramento's Vision Zero Action Plan as well as related plans and policies.

GUIDANCE

Plan Goals

- Create a common vision that is reflective of the communities' goals.
- Connect multiple transportation efforts and increase local and regional active transportation, transit access, and safety.
- Create a complete network to daily needs and destinations along Fruitridge Road.
- Help challenged business by providing more economic activation through increased active transportation and transit.

Community Destinations Served



12 Schools

7 Community Parks

3 Library / Community Centers

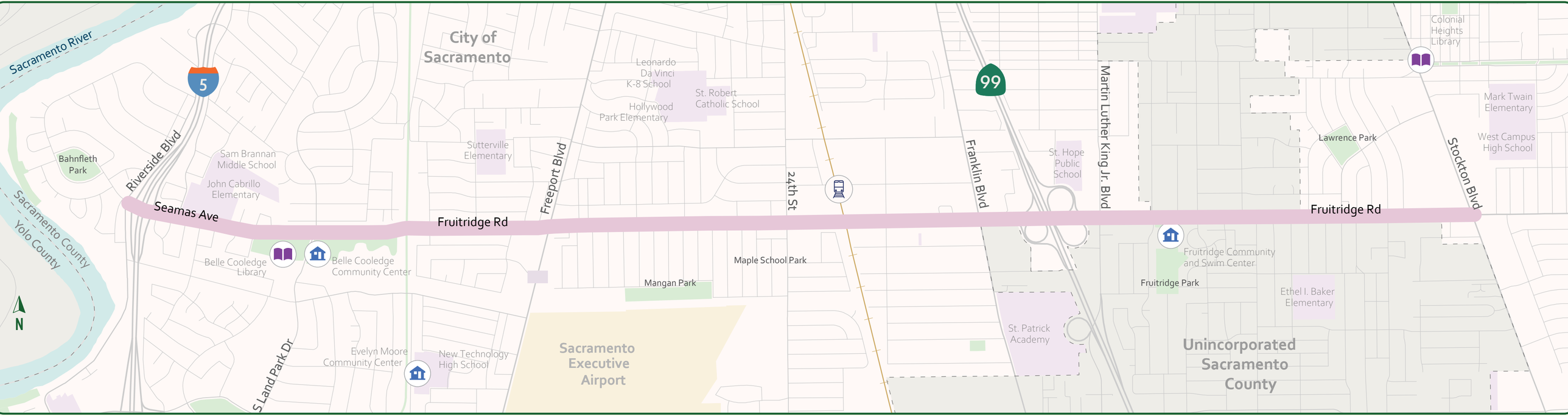


Multiple

Local businesses, restaurants, fath-based sites, and community organizations

FIGURE 1

FRUITRIDGE CORRIDOR: PROJECT LIMITS AND KEY DESTINATIONS



CONTEXT

Fruitridge Road Today

Fruitridge Road today is one of the many auto-centric arterial* streets in the City of Sacramento that represent the dichotomy of serving local destinations while supporting regional trips. Like other similar roadways, it was designed primarily to serve motorists, with four travel lanes and a fifth, center turn lane for much of the corridor. Posted speeds range from 25 MPH in school zones (when children are present) to 40 MPH. Sidewalks are narrow, creating inconsistent clear paths of travel. Where bicycle facilities exist currently, they do not adequately separate users from traffic, making the corridor stressful for people who do choose to bike, and discouraging those who might do so otherwise. Where the study corridor begins to differentiate itself from others in the City, both near and far, is in its continuous east-west orientation. Many other nearby east-west thoroughfares face interruptions such as two freeways (I-5 and SR 99), railroad tracks that serve the Sacramento Regional Transit (SacRT) Blue Line and Union Pacific Sacramento Subdivision, along with land uses such as residential neighborhoods, William B. Land Park, and the Sacramento Executive Airport.

*Arterial: A high capacity roadway designed for traffic mobility rather than land access.

Due to the City's past and ongoing Complete Street efforts along nearby north-south oriented roadways, the study area connects and builds upon several transportation improvement projects including the Del Rio Trail, Freeport Boulevard, Franklin Boulevard, Stockton Boulevard, and Fruitridge Road east of Stockton Boulevard. The corridor serves a wide variety of land uses along the study area including 12 schools ranging from grades K through 12th and many community serving destinations such as libraries, community centers, and SacRT's Blue Line Fruitridge Light Rail Station.

This corridor has been identified as a priority safety corridor within both of the City's Vision Zero planning efforts and experiences a disproportionately high number of crashes involving pedestrians and people bicycling.

Due to the length of the study corridor, it serves and connects many different culturally and socio-economically diverse communities.

PRIORITY

Plan Precedents

Vision Zero Action Plan:
Top 3 Safety Corridor; 2 of 20 Top Priority Intersections

The 2026 Vision Zero Action Plan serves as an update to the City's previous 2018 effort. The plan analyzed crash data to identify priority locations and engineering and programmatic countermeasures to eliminate serious injuries and fatalities resulting from traffic collisions.

Transportation Priorities Plan:
High-Priority Corridor

Citywide planning document that prioritized transportation investments, based on community values such as improving air quality, climate and health outcomes and equitable investment.

Streets for People Plan:
Class IV Separated Bikeways

Citywide vision for a safer, more connected, and more comfortable active transportation network for people walking, biking, and rolling. The plan identifies an all ages and abilities network of low-stress connections citywide.

2040 General Plan:
Future Roadway Reallocation Segment

Citywide long-range planning document, with goals and policies that direct the city's physical development through 2040. It seeks outcomes for a more sustainable, equitable, and prosperous city for all while improving quality of life.

This Plan serves as a continuation of the City's ongoing efforts to advance transportation projects that improve community equity, climate action, and multimodal safety and accessibility.



COMMUNITY EQUITY



CLIMATE ACTION



MULTIMODAL SAFTEY

2

FRUITRIDGE CORRIDOR



STUDY AREA

Fruitridge Road

This chapter discusses the sociodemographic and collision characteristics along the study corridor. Fruitridge Road is home to and surrounded by culturally diverse residents with many small businesses and community-serving destinations that support these cultural identities along the corridor. Median household income is also diverse along the corridor which can contribute to differing transportation needs depending on the types of transportation community members have access too. As a whole, communities along the western portion of the study corridor are less diverse and earn higher incomes. Cultural diversity gradually increases while income gradually decreases as one traverses east along the corridor as discussed below. This Plan seeks to support that all community members have safe and efficient means of accessing the unique amenities of the corridor by whatever mode they may choose.

DEMOGRAPHICS

Sections

While the study area has diverse socio-economic conditions throughout, certain demographic characteristics are concentrated within subsections of the study area. For the purpose of discussing key demographic information in this chapter, the study area is therefore described as three distinct sections. All census tracts intersecting the study area were included and consistently grouped across the demographic information, on the following pages. The sections are labeled and identified from west to east as follows:

SECTION 1

Riverside Boulevard to Freeport Boulevard

SECTION 2

Freeport Boulevard to Martin Luther King Jr. Boulevard

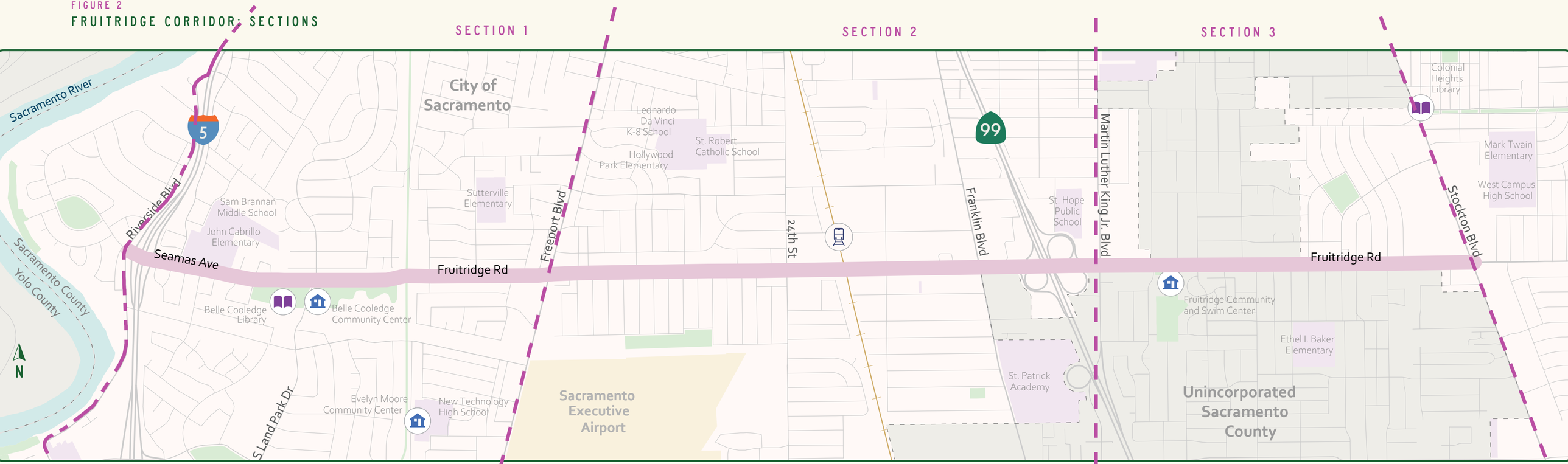
SECTION 3

Martin Luther King Jr. Boulevard to Stockton Boulevard



FIGURE 2

FRUITRIDGE CORRIDOR: SECTIONS



Riverside Boulevard to Freeport Boulevard

Freeport Boulevard to Martin Luther King Jr. Boulevard

Martin Luther King Jr. Boulevard to Stockton Boulevard

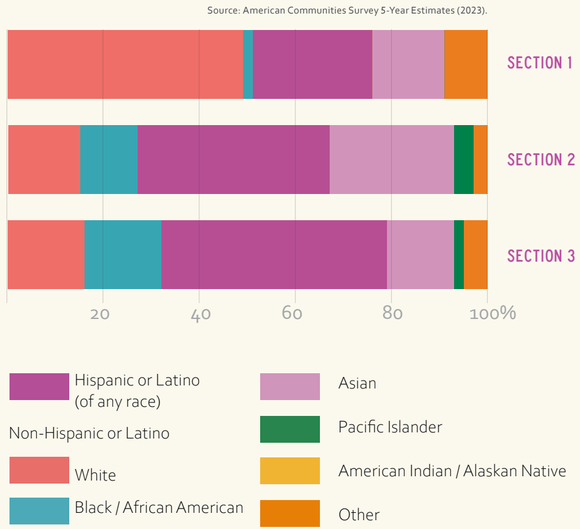
DEMOGRAPHICS

Race & Ethnicity

As shown in Chart 1, while the study area is largely diverse, concentrations of people who identify as certain races or ethnicities are represented at different rates along the study area. People who identify as White make up a significantly larger percentage of the population in Section 1 at the western most end. People identifying as Hispanic or Latino make up the majority in Sections 2 and 3 however an overall more diverse community population live in these sections.

CHART 1

COMMUNITY RACE AND ETHNICITY



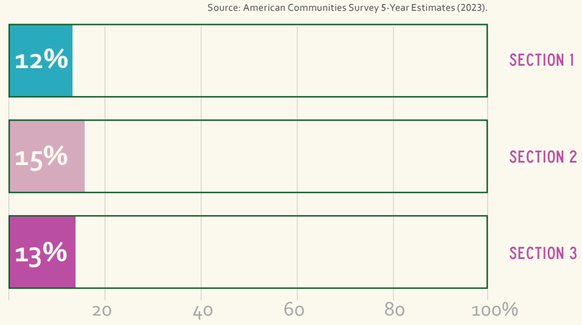
DEMOGRAPHICS

Limited-English Speaking Households

A key consideration for advancing environmental justice in the planning process is to identify populations with limited English-speaking proficiency, as these communities often face a larger burden to access information and resources largely developed for and delivered to audiences proficient in English. As such, Chart 2 shows the percentage of the community in each section who possesses limited English-speaking proficiency. All three sections share similar rates between 12 and 15 percent.

CHART 2

PERCENTAGE OF POPULATION WITH LIMITED ENGLISH-SPEAKING PROFICIENCY



DEMOGRAPHICS

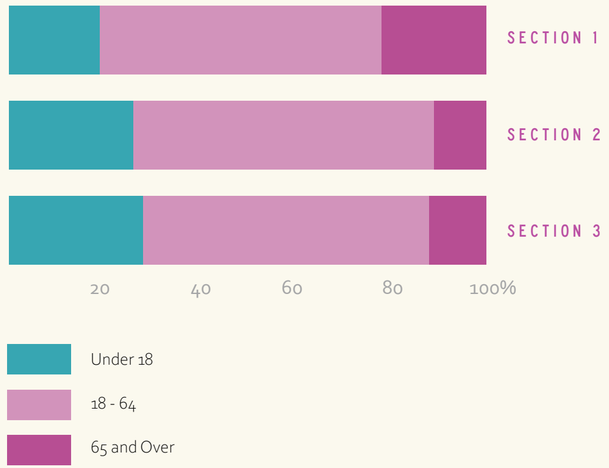
Age

Chart 3 shows the distribution of ages along the study area. The percentage of people under the age of 18 increases as one travels east along the corridor from Section 1 to Section 3. While exact reasons for this are not ascertained in this report, it supports one of the corridor's roles to serve families needing improved access to schools. The percentage of the population 65 years old and over in Section 1 is nearly twice the rate of Section 3. While Federal Highway Administration defines vulnerable road users as "nonmotorist" [1] and includes people walking, bicycling, or using mobility aids or micro mobility, older adults and youth are generally considered a subset of this category due, in part, to their lower rates of automobile use and disproportionately high representation in collisions resulting in a person being killed or seriously injured.

CHART 3

COMMUNITY AGE DISTRIBUTION

Source: American Communities Survey 5-Year Estimates (2023).



1 Source: https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-Vulnerable-Road-User.pdf

DEMOGRAPHICS

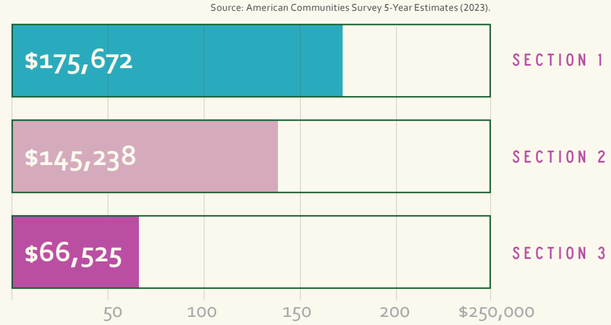
Household Income

As Chart 4 shows, median household income for a four-person family decreases as one travels east along the study area from Section 1 to Section 3. Significant differences in the median household income exist between the westernmost Section 1 and easternmost Section 3, which is nearly a third of Section 1's median household income for a family of four [1]. This correlates with areas identified as disadvantaged communities wherein neighborhoods with lower household income and higher rates of minority populations experience greater burdens including roadway safety and environmental conditions.

CHART 4

MEDIAN HOUSEHOLD INCOME FOR A FOUR-PERSON FAMILY

Source: American Communities Survey 5-Year Estimates (2023).



1 Due to limited U.S. Census Data, 4-person family median household income was not available for census tract 39. To adjust for this, the average of a 3-person and 5-person family was used.

Community Connections

According to the City of Sacramento 2040 General Plan's land use designation map, the majority of the Fruitridge Corridor is classified as "Neighborhood" with much of it being single-family residential zoning. The north-south arterials intersecting the study area are identified as "Residential | Mixed-Use" and are made up of diverse businesses including local and culturally relevant small businesses throughout to large retail and grocer centers such as Dollar Tree and Foods Co. at the intersection of Fruitridge Road and Stockton Boulevard.

Culturally relevant businesses along the study area and its intersecting arterials represent and reflect the diverse community that live along the corridor. Notably, Little Saigon along Stockton Boulevard between Fruitridge Road and Florin Road possesses numerous Vietnamese-American businesses while businesses along Franklin Boulevard are owned and cater to people who identify as Hispanic or Latino.

Neighborhoods and Public Spaces

Within the study area, the City of Sacramento identifies multiple individual neighborhoods including, from west to east:

- Little Pocket
- South Land Park
- Hollywood Park
- Mangan Park
- Brentwood
- South City Farms
- North City Farms
- South Oak Park
- Lawrence Park
- Little Saigon [1]

Public spaces, parks, and schools both front and reside adjacent to the study area including:

- John Cabrillo Elementary School
- Sam Brannan Middle School
- Sutterville Elementary School
- Belle Cooledge Park, Library, and Community Center
- Bahnfleth Park
- Mangan Park
- Lawrence Park
- Fruitridge Community and Swim Center [2]

1 Source: https://sacramento.granicus.com/MetaViewer.php?view_id=22&clip_id=2188&meta_id=191525

2 Image Source: https://submergemag.com/wp-content/uploads/2018/08/Fruitridge-Aquatic-Center%E2%80%99s-Float-In-Movie-Nights-2018-1420x947.jpg <Accessed 11/10/2026>



ENVIRONMENTAL JUSTICE

Historical Inequities

Historical, discriminatory development patterns and transportation investments - particularly the construction of federal and state highways during the 1960's and 1970's - have contributed to existing disparities in safety, access, mobility, and connectivity along Fruitridge Road. Perpendicular to major interchanges (I-5 and SR 99), Fruitridge Road experiences high-traffic volumes resulting in speeding and air pollution along the corridor. Transportation plans and policies have well-documented the disproportionate burden of fatalities and serious injury collisions in Disadvantaged Communities. City of Sacramento Vision Vero Action Plan (VZAP) findings highlight that 48 percent of all collisions and 50 percent of all KSI collisions occured in Disadvantaged Communities, despite these areas only accounting for 31 percent of the City's street network. Fifty-six percent of KSI crashes involving people bicycling and 52 percent of KSI collisions involving people walking occurred in Disadvantaged Communities.

Streets in Disadvantaged Communities had over double the amount of all crashes and KSI crashes compared to streets outside of Disadvantaged Communities.

This Plan focuses on correcting historical inequities and remedying the safety concerns throughout the corridor, with specific consideration of the necessity to prioritize investment on the eastside of the corridor in Environmental Justice areas. Environmental justice and equity are essential values of the City of Sacramento as stated in the 2040 General Plan in alignment with state policy SB 1000. SB 535 CalEnviroScreen Data designates the project area from Union Pacific to Martin Luther King Blvd, southside of Martin Luther King Blvd to 44th St, and 44th St to Stockton Blvd as Environmental Justice areas. Collision data illustrates the highest concentration of collisions corresponding to the Environmental Justice areas.

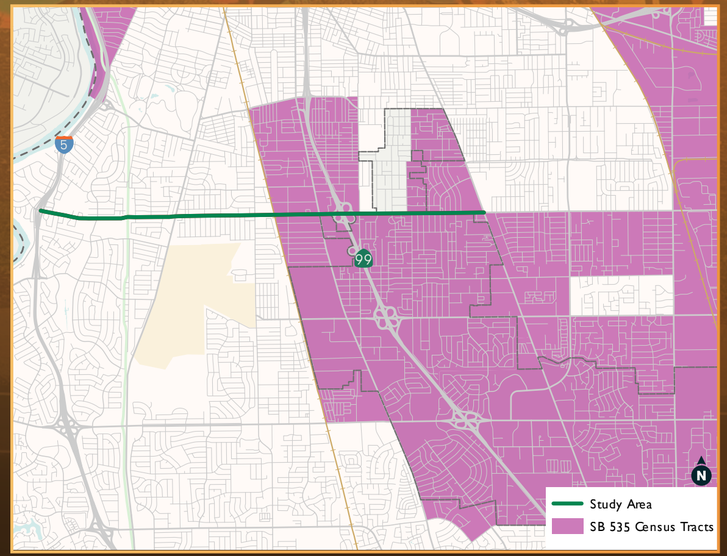
ENVIRONMENTAL JUSTICE

Disadvantaged Communities

Disadvantaged Communities is a planning designation term used to identify community regions impacted by a combination of socio-economic limitations and burdens. For the purpose of this report, those designations are determined by the following:

- Census Tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0 for pollution burden and socioeconomic factors.
- Census Tracts identified in the previous 2017 Disadvantaged Community designation.

FIGURE 3
FRUITRIDGE CORRIDOR: SB 535 DESIGNATIONS



COMMUTE TRENDS

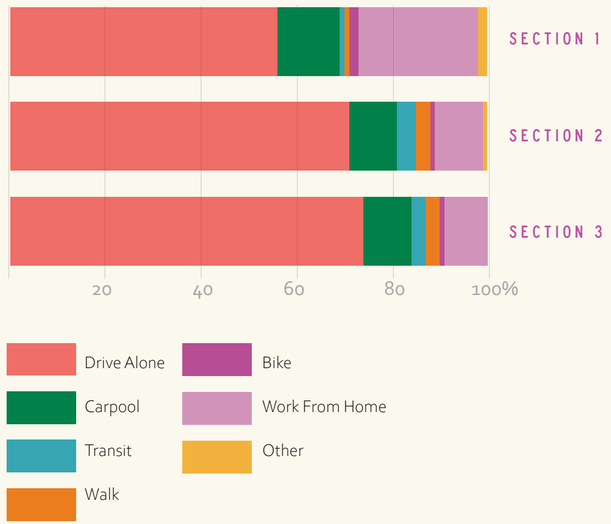
Mode of Transportation

As shown in Chart 3, The majority of commute trips along the study area are made by individuals driving alone, which progressively makes up a slightly larger percentage of trips as one travels east. The lower percentage of trips made by someone driving alone in Section 1 is offset by the higher percentage of those who work from home. Jobs which can be conducted from home, especially since COVID-19 are traditionally more technology and higher income based which may correlate to the median household income discussed above. Transit ridership increases from less than 1 percent in section 1 to around 3 percent in section 2 and 3, likely due to several factors including lower median household income and lower access rates to private automobiles. Overall, the relatively low transit, walking, and biking mode shares may be attributed to inadequate or missing facilities for people walking or biking and may not contribute to potential users feeling comfortable choosing these modes.

CHART 5

COMMUNITY COMMUTE MODE CHOICE

Source: American Communities Survey 5-Year Estimates (2023).



ACCIDENTS

Collision History

Between 2015 and 2024, a total of 604 collisions were reported in the study area. There are notably high concentrations of people killed or seriously injured (KSI) collisions approaching the intersection of Fruitridge Road and Stockton Blvd. These collisions were primarily between two cars (86 percent), however, people walking (7 percent) and people bicycling (6 percent) represent 55 percent of all KSI collisions. The most common collision type was rear end accounting for more than a third of the collisions, followed by broadside and sideswipe collisions. The most frequent primary collision factor was unsafe speed (34 percent), followed by vehicle right of way violation (19 percent), and improper turning (12 percent). Injury collisions by time of day are relatively proportional across observed time periods, with the evening peak period (3 to 7 pm) representing the largest share of collisions (34 percent).

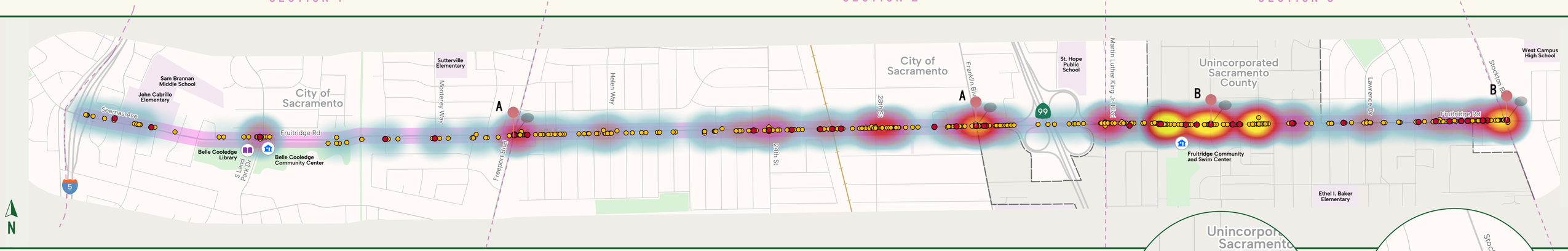
1 in 3 of all injury collisions resulted from unsafe speed.

More than half of all KSI collisions involved people walking or biking.

FIGURE 4

FRUITRIDGE CORRIDOR: COLLISION HISTORY

SECTION 1 | SECTION 2 | SECTION 3



MAP LEGEND

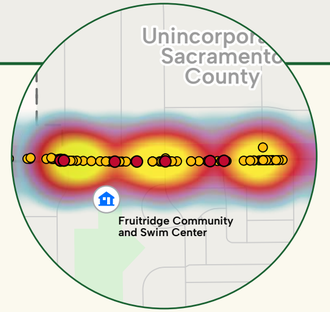
- Study Area
- Park
- Schools
- Libraries
- Community Centers
- Killed or seriously injured
- Other Injury Collisions
- Sparse
- Dense

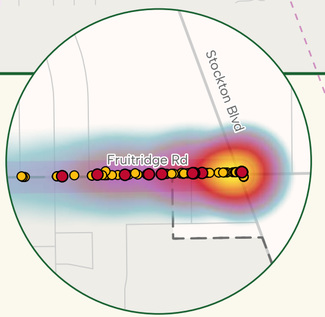
A

Collisions are concentrated at major intersections such as Freeport Boulevard and Franklin Boulevard where high volumes of conflicting turning movements occur.

B

The highest concentration of collisions occur between Martin Luther King Jr. Boulevard and 44th Street where some of the most culturally diverse and lower-income residents reside, but also where the road is widest, posted speed limits are 40 MPH, and drivers traveling to or from SR 99 are concentrated.



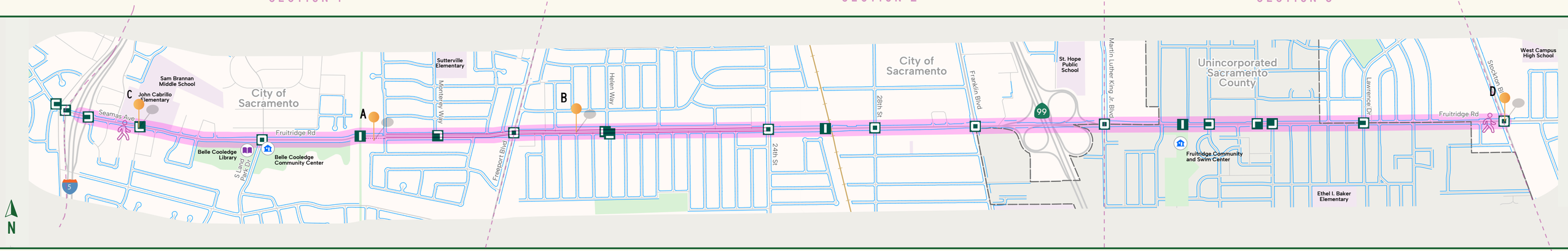


These characteristics create hazardous conditions for local residents traveling to nearby destinations including the Fruitridge Community and Swim Center or Ethel Baker Elementary and who may have limited access to vehicles.

FIGURE 5

FRUITRIDGE CORRIDOR: EXISTING PEDESTRIAN NETWORK & FACILITIES

SECTION 1 SECTION 2 SECTION 3



MAP LEGEND

- Existing Sidewalks
- Crosswalks with Leg of Crossing
- Study Area
- Park
- Schools

The figure above shows the existing sidewalk network and crosswalks in the Plan area. Pedestrian travel is accommodated along Fruitridge Road with present and generally continuous sidewalks. However, long distances between controlled crossings exist along most of the corridor.

A

There are gaps in the sidewalk network on the south side of Fruitridge Road from the Del Rio Trail Crossing to Gilgunn Way.

B

Between Gilgunn Way and 24th Street sidewalks immediately fronting Fruitridge Road are absent on either the south or north side, diverting pedestrians to the adjoining frontage roads to provide sidewalk continuity.

Activity counts were performed and found moderate pedestrian activity at most intersections (10 to 20 pedestrian crossings per hour). Notably higher pedestrian volumes were observed at the following intersections:

C

During the AM peak hour Seamas Ave & Lonsdale Dr had a total of 69 people crossing the roadway, with the majority of activity concentrated during school commute hours. Most individuals observed at this location used the west leg as direct access to and from John Cabrillo Elementary School.

D

Fruitridge Rd & Stockton Blvd recorded 62 people crossing during the PM peak observation period.



FIGURE 6

SACRAMENTO : EXISTING BICYCLE NETWORK & FACILITIES

The bike network is limited and discontinuous throughout the study area with no bicycling facilities along the study area from Riverside Boulevard to 24th Street and no bike lanes at interchanges due to ramp configuration. The Del Rio Trail Crossing is a notable multimodal location, where a shared-use path for pedestrians walking and bicycling crosses Fruitridge Road on the western end of the study area, supporting northbound and southbound movements of people bicycling and walking.

Activity counts were performed and found moderate bicycling activity at most intersections (8 or less bicyclists per hour). Notably higher bicyclist volumes were observed at the following intersections:

A Fruitridge Rd & Del Rio Trail Crossing had the highest volumes of people bicycling of about 20 bicyclists during both AM and PM peak hours.

B Fruitridge Rd & 44th St also saw relatively high volumes of people bicycling, with 24 bicyclists observed during the PM peak hour, making it another notable location within the study area.

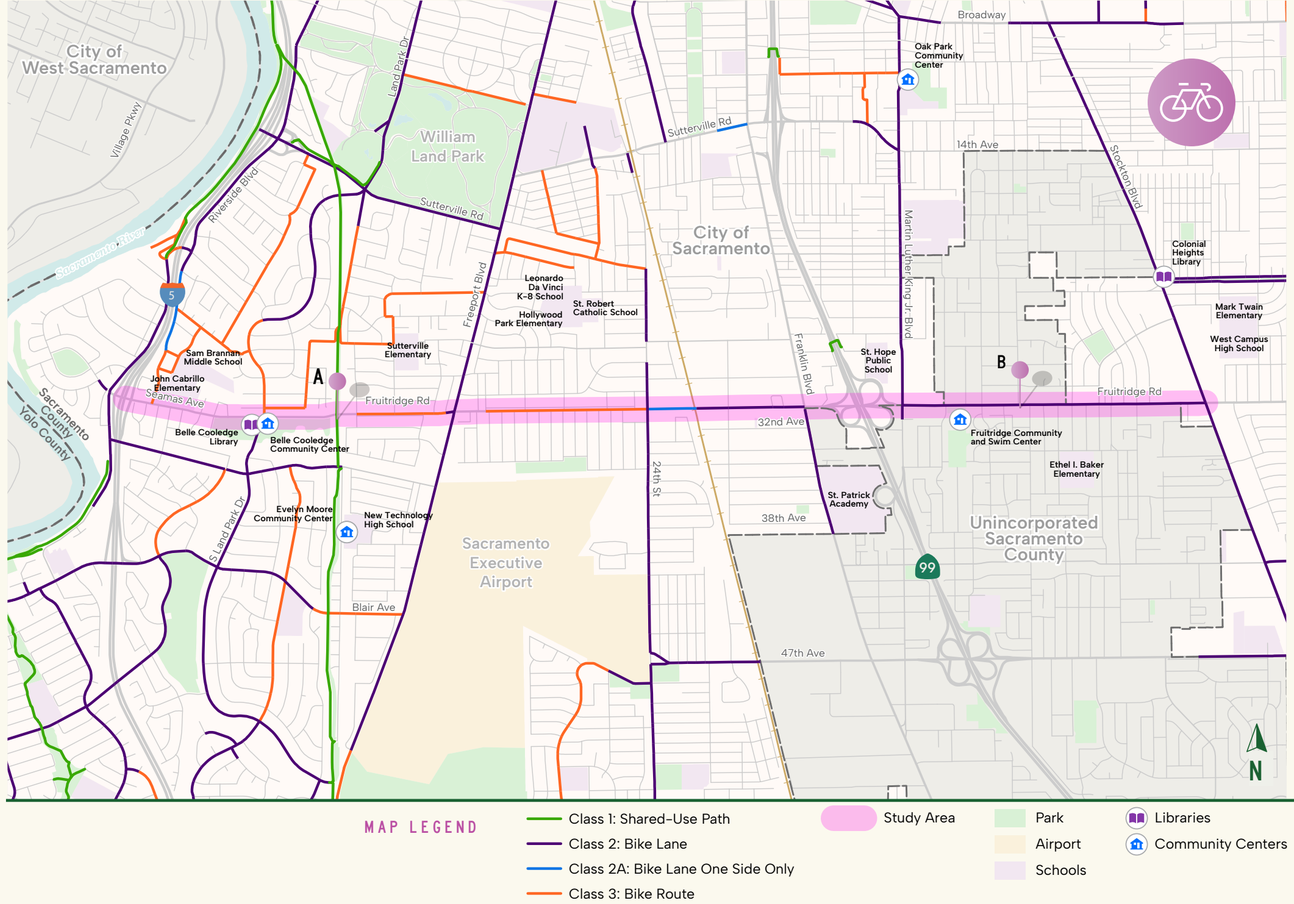
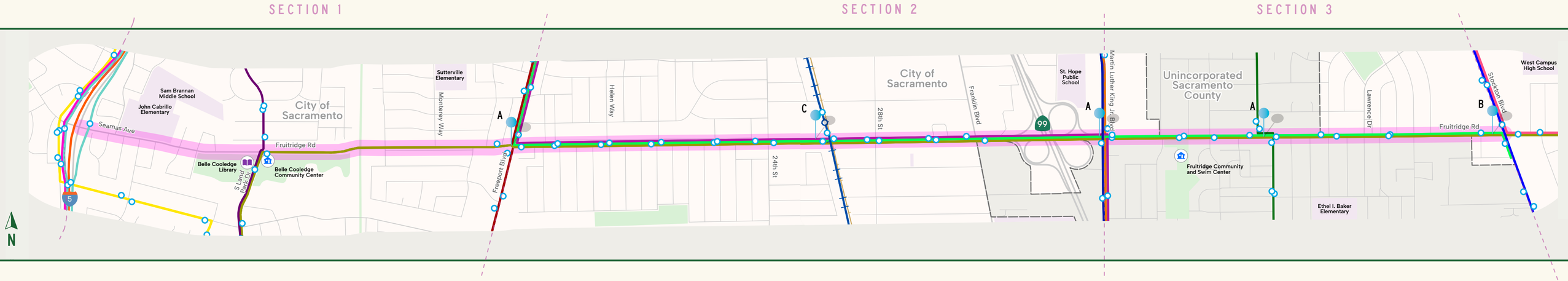


FIGURE 7

FRUITRIDGE CORRIDOR: EXISTING TRANSIT NETWORK & FACILITIES



The Sac RT Blue Line intersects the Fruitridge Road study area, with one stop (Fruitridge station) serving the project area, located between 24th and 28th St. SacRT operates several bus routes along Fruitridge Road, of which the primary one, route 61, has stops connecting eastbound and westbound riders to key destinations.

A

Several key corridors, including Martin Luther Kind Jr Boulevard, Freeport Boulevard, and 44th st, offer bus routes and bus transit coverage along intersections of Fruitridge Road.

B

Route 51, SacRT's highest ridership bus with a daily ridership of 3,00 riders, intersects at Stockton Boulevard. Furthermore, the ongoing development of Bus Rapid Transit along Stockton Boulevard would enhance Fruitridge Road's vital part of the local bus network with its east-west connections.

C

According to SacRT ridership data, the Fruitridge Light Rail Station saw an estimated 16,000 riders between September 2024 and August 2025. During the study period approximately 500 more riders boarded at the station than departed [1]. This accounts for 6 percent of the total Blue Line ridership demand. Over the same duration, Route 61 bus line saw an estimated 23,200 riders, however it should be noted that Route 61 includes additional stops outside this project's study area.

1 Data during October and November of 2024 and January through April of 2025 was unavailable. Yearly ridership estimates were based on the average monthly ridership during the six months of available data

MAP LEGEND

- Study Area
- SacRT Light Rail Blue Line
- SacRT Light Rail Station
- Bus Stop
- Park
- Schools
- Libraries
- Community Centers
- 51 – Stockton/Broadway
- 61 – Fruitridge
- 62 – Freeport
- 67 – Franklin
- 68 – Oak Park
- 102 – Riverside Commuter
- 103 – Riverside Express
- 106 – Land Park Commuter
- 137 – UCDMC
- 205 – Fruitridge Rd/Freeport Blvd
- 213 – Fruitridge Rd/Stockton Blvd
- 226 – Pocket Rd/Riverside Blvd
- 228 –Gloria Dr/Rush River Dr
- 252 – Freeport/Fruitridge/MLK

3

COMMUNITY INSIGHTS

OUTREACH

Process

Understanding the community's current experiences and vision for what the corridor should become was key to the Plan development. The final design concepts serve to functionally address the barriers and challenges the community faces to safely and comfortably use the corridor to access their destinations. In meeting with business representatives, community groups, community residents, and City staff throughout the process, a diverse cross section of experiences were able to be discussed and addressed through this effort. As a result, this Plan outlines changes that provide the multimodal safety and accessibility improvements the community wanted to see.

FRUITRIDGE SAFETY MOBILITY PLAN WEBSITE

A project-specific website was launched to provide project information, updates on engagement opportunities, and provided progress of the planning effort throughout its duration.

Phases

1 LISTEN

Understand context
Public surveys
Committee / Community input

2 SHARE ALTERNATIVES

Set assumptions
Devise approaches
Committee / Community input

3 CONCEPT DESIGNS

Analysis
Tailored designs
Committee / Community input

Takeaways

Enhanced improvements

Community largely favored greater separation and roadway protection.

Traffic Calming

Operations combined with geometric changes should result in reduced vehicle speeds.

Safe Routes to School

Families desired safety and access improvements for getting to and from school with children.

Robust vs Practical

Community desired robust improvements but signaled willingness for improvements that could be achieved sooner and were more cost-effective.



COLLABORATION

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) was compiled of City department and agency representatives including Sacramento County, SacRT, Caltrans, and others. Their role was to provide detailed guidance on recommendations for alternatives and advise on potential challenges any proposed improvements may incur upon their respective agencies services. Engagement occurred on December 4, 2025, and April 27, 2026.

Community Advisory Group (CAG)

The Community Advisory Group (CAG) was made up of representatives from neighborhood associations, advocacy groups, and community resources along the corridor. Represented groups included SacRT, Center for Worker's Rights, Stockton Property and Business Improvement District (PBID), Belle Coolidge Library, South Sacramento Interfaith Partnership, Hagan Park Neighborhood Association, Fruitridge Community and Swim Center, Sacramento Area Bicycle Advocates. Engagement occurred on February 23, 2026, and June 16, 2026.

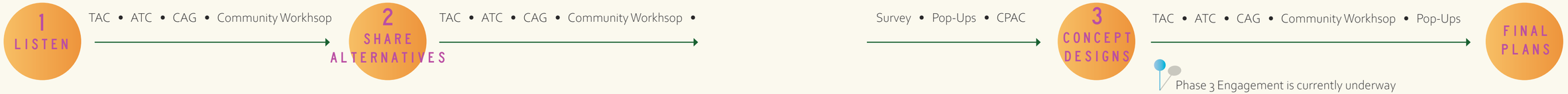
Active Transportation Commission (ATC)

The City of Sacramento Active Transportation Commission (ATC) provided advice on strategies related to walking, bicycling, and rolling in the city. Its core duties included advising the City Council on the implementation, criteria, and priority of pedestrian, bicycling, and rolling-related policies and projects, and providing input on the pursuit of grant funding opportunities. The Commission also provided input on program development in walking, bicycle safety, and rolling education, law enforcement, and other related areas, and advised on periodic updates to relevant planning documents. Engagement occurred on March 12, 2026, and June 18, 2026.

Community Planning Advisory Council (CPAC), South Sacramento

Sacramento County's Community Planning Advisory Councils (CPACs) are advisory bodies which serve to gather community response to proposed projects, ranging from broad, countywide policy questions to small, locally-focused development projects. There are 14 separate councils representing different areas within the County. Engagement occurred on August 19, 2026.

TIMELINE





PHASE 1

Information Gathering

Phase 1 engagement served as the first opportunity to present the project, explain the purpose and goals of the effort, and understand what the community wanted to see from it. Existing conditions information including vehicle volumes, collision data, and bicycle and pedestrian facilities were presented throughout the phase. Workshop attendees were presented boards asking them to rank their experiences related to safety, how they use the corridor, and how efficient the corridor felt. Each of these rankings could be completed related to mode of travel.

Learning Objectives

- Introduce the project.
- Share safety statistics.
- Understand barriers to traveling along the corridor.
- What origins and destinations did the corridor serve for community.
- Specific locations of concern.
- Overall community priorities for the corridor.

PHASE 1

Key Findings

- People who bicycle and pedestrians felt the least safe using the corridor.
- Respondents were generally split between accessing corridor destinations and regional destinations outside the corridor.
- People who drove where the only user group who universally felt like the full corridor was efficient.
- Separated bikeways were the most requested corridor improvement.
- Pedestrian crossings and speed reductions were routinely requested.
- Vulnerable road users including children, seniors, and people with disabilities routinely felt the need to navigate side streets to travel along the corridor.





PHASE 2

Alternative Scenarios

Phase 2 engagement presented conceptual alternatives for the corridor that included full and partial lane reconfiguration or reduction. Concepts were presented in two forms, basic and enhanced. Basic improvements included lower cost treatments and avoided major sidewalk reconstruction to reduce cost and implementation time. Enhanced improvements included sidewalk treatments and proposed tree and landscaping enhancements. Attendees of the workshop and those who took the online survey were asked to provide their feedback on the basic and enhanced alternatives in the form a sliding scale from "I really like it" to "I really don't like it." Respondents could also provide additional comments to clarify their opinions.

Learning Objectives

- Understand the preferred types of improvements.
- Understand community preferences related to the cost and implementation time versus robustness of improvements.
- Understand if the priorities community voiced in Phase 1 were reflected in the alternative designs.

PHASE 2

Key Findings

- The majority of those engaged throughout phase 2 support changes to the study corridor and prefered a full road reconfiguration with lane reduction throughout the length of the study corridor.
- Separated bicycle facilities received the most support, with several requests for more robust separation treatments than flexible delineators.
- Trees, shade, and landscaping were seen as both valuable and needed along the corridor, particularly the eastern portion, however cost and maintenance challenges were voiced.
- Respondents were concerned with impacts to vehicle congestion resulting from the reduced capacity of lane reductions.
- Respondents wanted to see balance between robust improvements and cost-effective, implementable solutions.





PHASE 2

Online Survey

The survey gathered feedback on how people currently use Fruitridge Road, whether existing conditions meet their mobility needs, support for corridor changes, and reactions to the alternatives presented during Phase 2 engagement. The survey was available in English and Spanish and was open to the public from June 23, 2026 to July 23, 2026.

PHASE 2

Survey Themes

Corridor use and unmet needs:

Fruitridge Road sees heavy daily use (51 percent travel it every day, another 29 percent two to three times a week), overwhelmingly by car (96 percent), though notable shares also bike (24 percent) and walk/use mobility devices (19 percent). A combined 45 percent disagreed that existing conditions meet their mobility needs, while 85 percent agreed they'd support changes for increased mobility options.

Strong support for bike and pedestrian safety improvements:

Open-ended responses consistently called out fast vehicle speeds, missing or unprotected bike lanes, narrow/obstructed sidewalks, and crossings as the corridor's biggest shortcomings. Protected/separated bikeways, traffic calming, and shade trees were the most frequently praised elements across nearly every design alternative.

Design alternatives were generally well received, with some trade-off concerns:

All alternatives received more positive than negative ratings, with Alternative 2 (Enhanced Improvements) segments scoring especially well due to added landscaping and elevated bikeways. The Non-Diet (Non-lane reduction) alternative for 24th–Stockton scored lowest (46 percent positive), as some respondents felt it didn't go far enough on safety while others worried lane reductions elsewhere would increase congestion or affect emergency/freight access.

Recurring themes beyond safety:

Respondents frequently raised concerns about business/property access, potential traffic diversion into neighborhoods, cost and right-of-way acquisition feasibility, maintenance (trash, potholes, glass in bike lanes), and the need for more shade/landscaping — especially in the 24th Street to Stockton Boulevard segment, described by several as needing the most improvement.



3
CONCEPT
DESIGNS

PHASE 3

Concept Designs

Phase 3 engagement is currently underway and is concurrent with this draft plan. A final revised report will factor in this round of public insight and response.

Learning Objectives

- To be completed after Phase 3 engagement is completed.

PHASE IN PROGRESS

PHASE 3

Key Findings

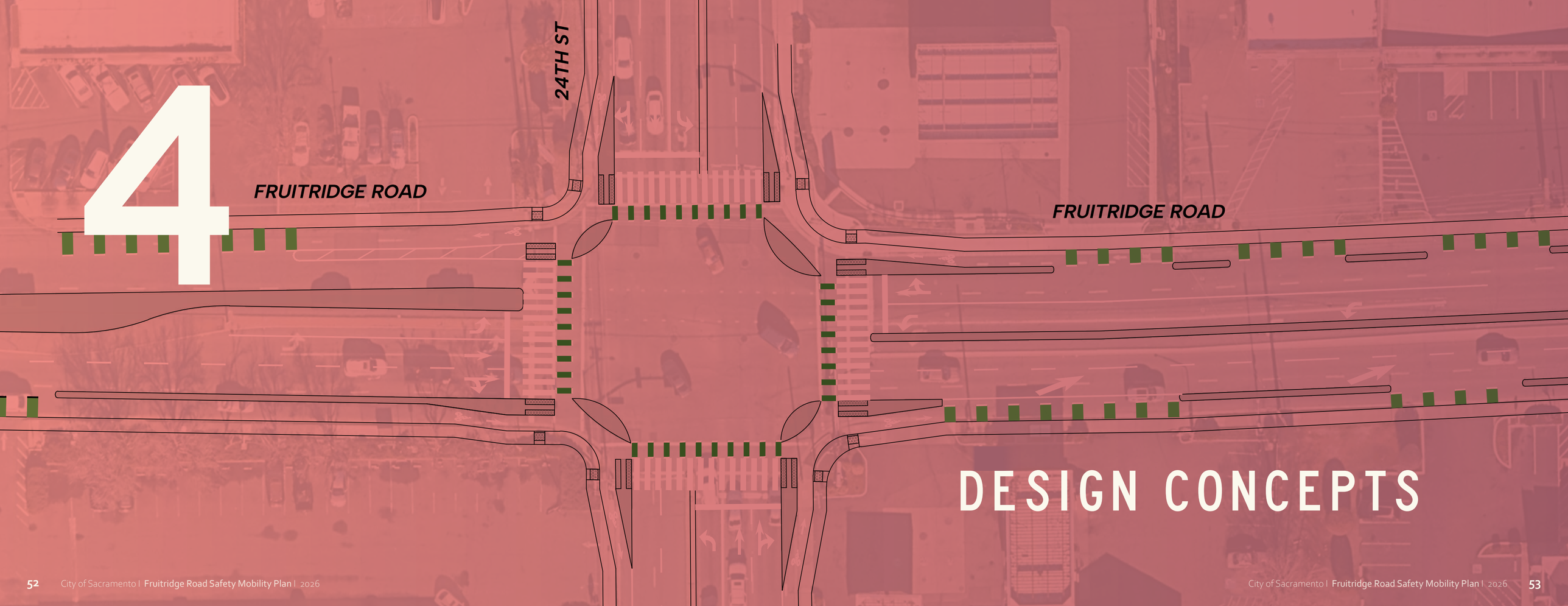
- To be completed after Phase 3 engagement is completed.

PHASE IN PROGRESS



4

DESIGN CONCEPTS



PLANNED IMPORVEMENTS

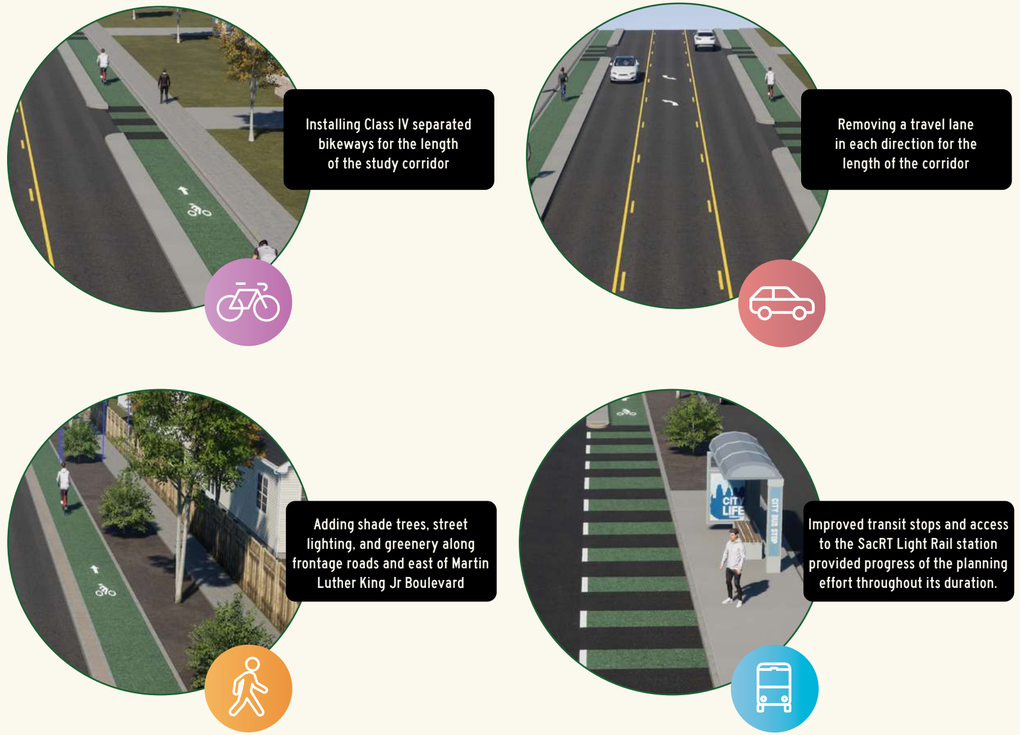
Fruitridge Corridor Key Features

A suite of complete streets improvements and evaluation of lane reduction strategies were presented and analyzed during this planning process. The following chapter describes the conceptual recommended design concepts.

Key features of the recommended design concepts include the following:

- Removing a travel lane in each direction for the length of the corridor.
- Installing or maintaining two-way left-turn lane along the corridor.
- Reconfiguring interchange ramps and improving multimodal accessibility at I-5 and SR 99 freeways.
- Installing Class IV separated bikeways for the length of the corridor.
- Installing protected intersection treatments and crossing enhancements at key intersections.
- Widening sidewalks and removing barriers to accessibility at strategic locations.
- Adding shade trees, street lighting, and other complete streets enhancements where opportunities exist.
- Improving access to transit stops and the SacRT Light Rail station.

EXAMPLE KEY FEATURES

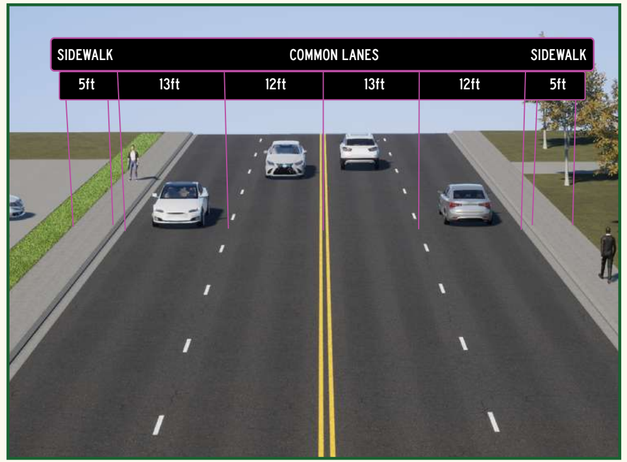


Western Corridor

The roadway configuration along much of the western portion of the corridor is characterized by four travel lanes, two in each direction with no center turn lane. Posted speed limits range from 25 MPH, when children are present, near John Cabrillo Elementary, up to 40 MPH east of South Land Park Drive. No bicycle facilities are present and sidewalks are typically 5-feet wide.

Improvements within the recommended design concepts include removing a single travel lane in each direction and installing a center turn lane to improve left-turn access from Fruitridge Road onto side streets and from side streets onto Fruitridge Road. Separated bikeways on both sides of the roadway would be installed supporting safe routes to school access and providing low-stress connectivity between the Sacramento River Bike Trail, Del Rio Trail, and local destinations along Fruitridge Road such as the Belle Coolidge Park, Library, and community center. Creating more separation between traffic and the widened sidewalk support families walking or rolling to and from school.

FIGURE 8
WESTERN CORRIDOR:
EXISTING ROADWAY CONFIGURATION



Four Lane – No Center Turn Lane

FIGURE 9
WESTERN CORRIDOR: RECOMMENDED DESIGN CONCEPT



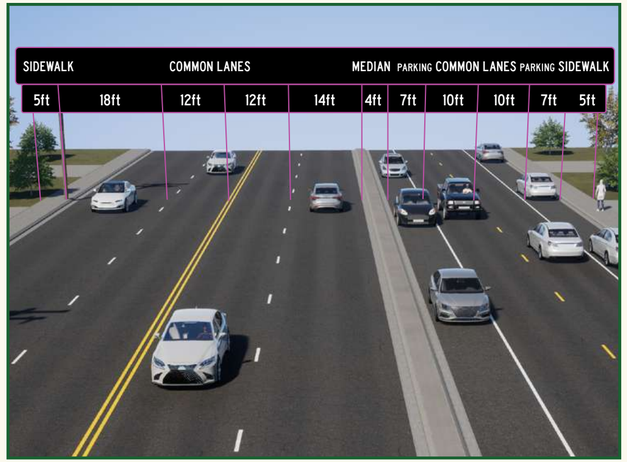
Central Corridor

The roadway configuration along the central portion of the corridor, between the Del Rio Trail and 24th Street is characterized by four travel lanes, two in each direction with no center turn lane, a posted speed limit of 40 MPH, and a frontage road. The frontage road is separated by a raised median and is located on the south side of Fruitridge Road between Gilgunn Way and Rickey Drive and north side between Camela Way and the 23rd Street/24th Street Alley. The frontage Road has on-street parking on both sides and it supports bi-directional travel. The frontage roads are signed and designated as bicycle routes. Sidewalks are present along residential fronting portions of Fruitridge Road and the frontage Road.

Improvements within the recommended design concepts include removing a single travel lane in each direction on Fruitridge Road and installing a center turn lane to improve eft-turn access from Fruitridge Road onto side streets and from side streets onto Fruitridge Road. Separated bikeways elevated to be at-grade with the curb, or at street level, on both sides of the roadway along Fruitridge Road would be installed, eliminating the need for cyclists to exit and re-enter the roadway. The on-street parking would be eliminated to accommodate wider sidewalks, shade trees, and pedestrian lighting.

FIGURE 10

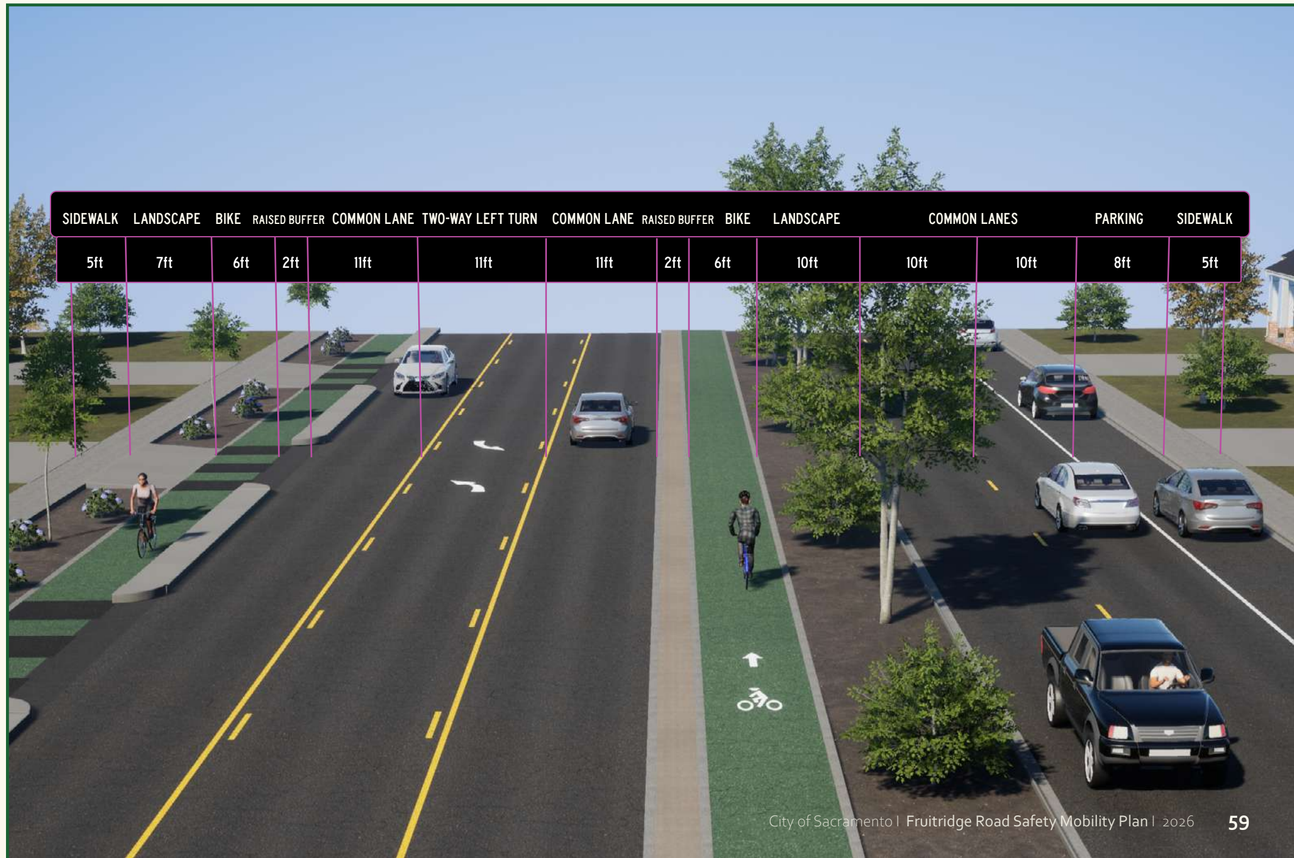
CENTRAL CORRIDOR: EXISTING ROADWAY CONFIGURATION



Four Lane with frontage road – No Center Turn Lane

FIGURE 11

CENTRAL CORRIDOR: RECOMMENDED DESIGN CONCEPT



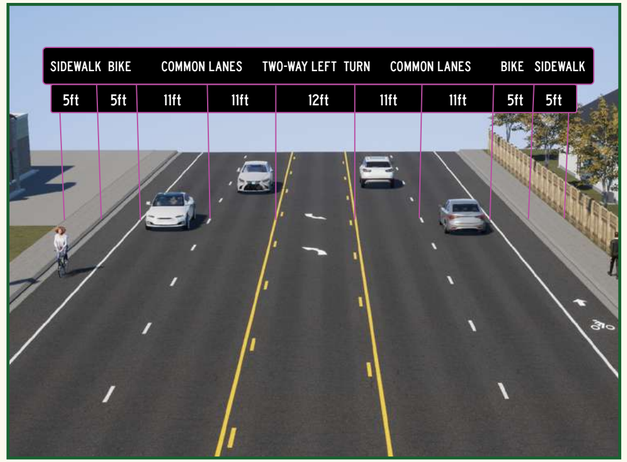
Eastern Corridor

The roadway configuration along the eastern portion of the corridor, between 24th Street and Stockton Boulevard, is characterized by four travel lanes, two in each direction with a center turn lane, and a posted speed limit of 40 MPH. A five to six-foot bicycle lane and sidewalks are present east of SR 99.

Improvements within the recommended design concepts include removing a single travel lane in each direction while maintaining the center turn lane. The bicycle lanes would be upgraded to separated bikeways to provide a low-stress bicycling environment. Where space is available, a planter strip buffer with the opportunity for shade trees would be installed between the sidewalk and separated bicycle facilities to improve conditions for pedestrians by moving them further from fast moving traffic. This would also provide shade for disadvantaged communities that currently lack the canopy coverage often present in more affluent neighborhoods. Driveway frequency would effect where tree planting opportunities exist.

FIGURE 12

EASTERN CORRIDOR:
EXISTING ROADWAY CONFIGURATION



Five Lane with Center Turn Lane

FIGURE 13

EASTERN CORRIDOR: RECOMMENDED DESIGN CONCEPT





FIGURE 14

STATE ROUTE 99 AT FRUITRIDGE ROAD: POTENTIAL IMPROVEMENTS

DESIGN CONCEPT

SR 99 Interchange

Potential modifications at the SR 99 interchange were analyzed in support of improving multimodal safety through this segment. Slip on- and off-ramps within the partial cloverleaf encourage drivers entering or exiting the freeway to do so at high speeds, creating hazardous, conflicting conditions for pedestrians and people bicycling crossing over SR 99.

To improve multimodal safety, the recommended design concepts include realigning the slip ramps to intersect with Fruitridge Road closer to 90-degrees. This allows the installation of traffic signals to help manage entering and exiting traffic volumes and creates signal controlled pedestrians and bicycle on crossings of the ramps.

MAP LEGEND

- Removed ramps
- Revised circulation routes and ramps
- Fruitridge Road

EXAMPLE DESIGN CONCEPTS*



*Final design concepts will be available in final draft of the plan.

ANALYSIS

Current Corridor Use

As part of this study, an analysis was performed to understand how traffic patterns might change with the lane reduction proposed as part of the design concepts. The methodology for this analysis will be available in the final plan **Appendix**. The findings indicate the following roadways would see an increase in daily trips, as shown in **FIGURE 15**.

Understanding how the corridor is currently used today and might be used in the future after the project is implemented was critical to the recommended design concepts. To understand existing travel patterns, **Replica**[1] data was used to characterize trips by origin and destination. Trips were classified as those fully contained within the corridor, began or ended along the corridor, and pass through trips that merely used the corridor to access regional destinations beyond the corridor.

The data shows that 38 percent of trips using Fruitridge Road are through trips, meaning they both start and end outside of the study area. This finding indicates that a substantial share of segment volume is regional commute or bypass in nature. More details will be available in the final plan **Appendix**.

1 **Replica** is a data platform that provides detailed, activity-based mobility and land use data to support transportation planning, land use analysis, and public policy decision-making.

Anticipated Future Traffic Conditions

To understand both with and without the project, the SACSIM19 travel demand model was used to estimate the volume of trips using the corridor under 2040 conditions consistent with the City of Sacramento 2040 General Plan.

Based on the corridor location and traffic assignment results, the lane reduction on Fruitridge Road from Riverside Boulevard to Stockton Boulevard is reflected. Land uses are consistent with the City of Sacramento 2040 General Plan.

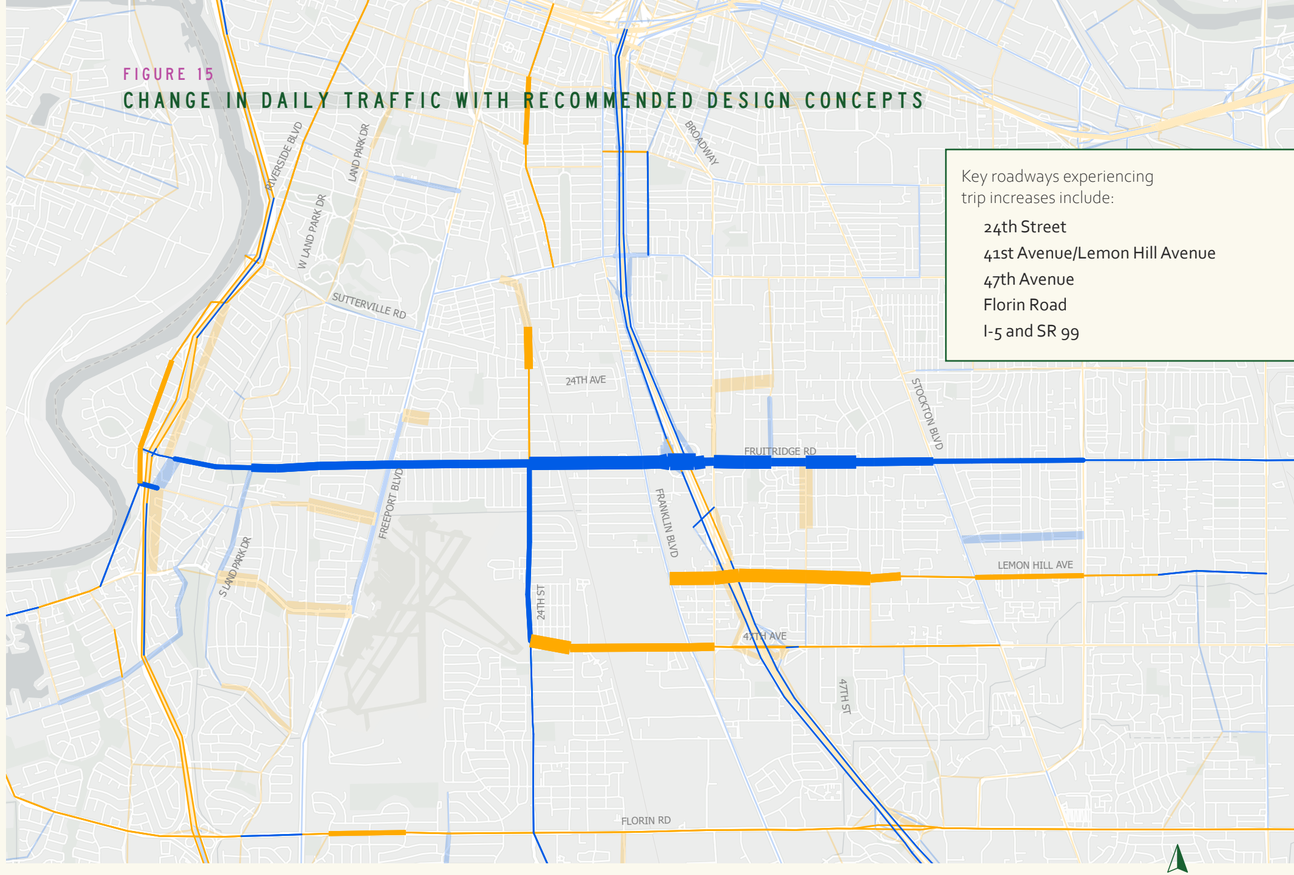
Considering existing traffic volumes, a lane reduction scenario from Riverside Boulevard to 24th Street and a scenario along the full length of the corridor were analyzed.

The results of the analysis found that under 2040 conditions, assuming a lane conversion along the full length of the corridor, the volume of trips reduced sufficiently for the corridor intersections to operate similar to today with the Martin Luther King Jr. Boulevard still experiencing the longest delays for motorists.

The reduced capacity of Fruitridge Road, with the lane reduction design concept, saw future volumes reduced between 14% - 40% along its length. These trips largely disperse to alternative roadways, as shown in **FIGURE 15**.

FIGURE 15

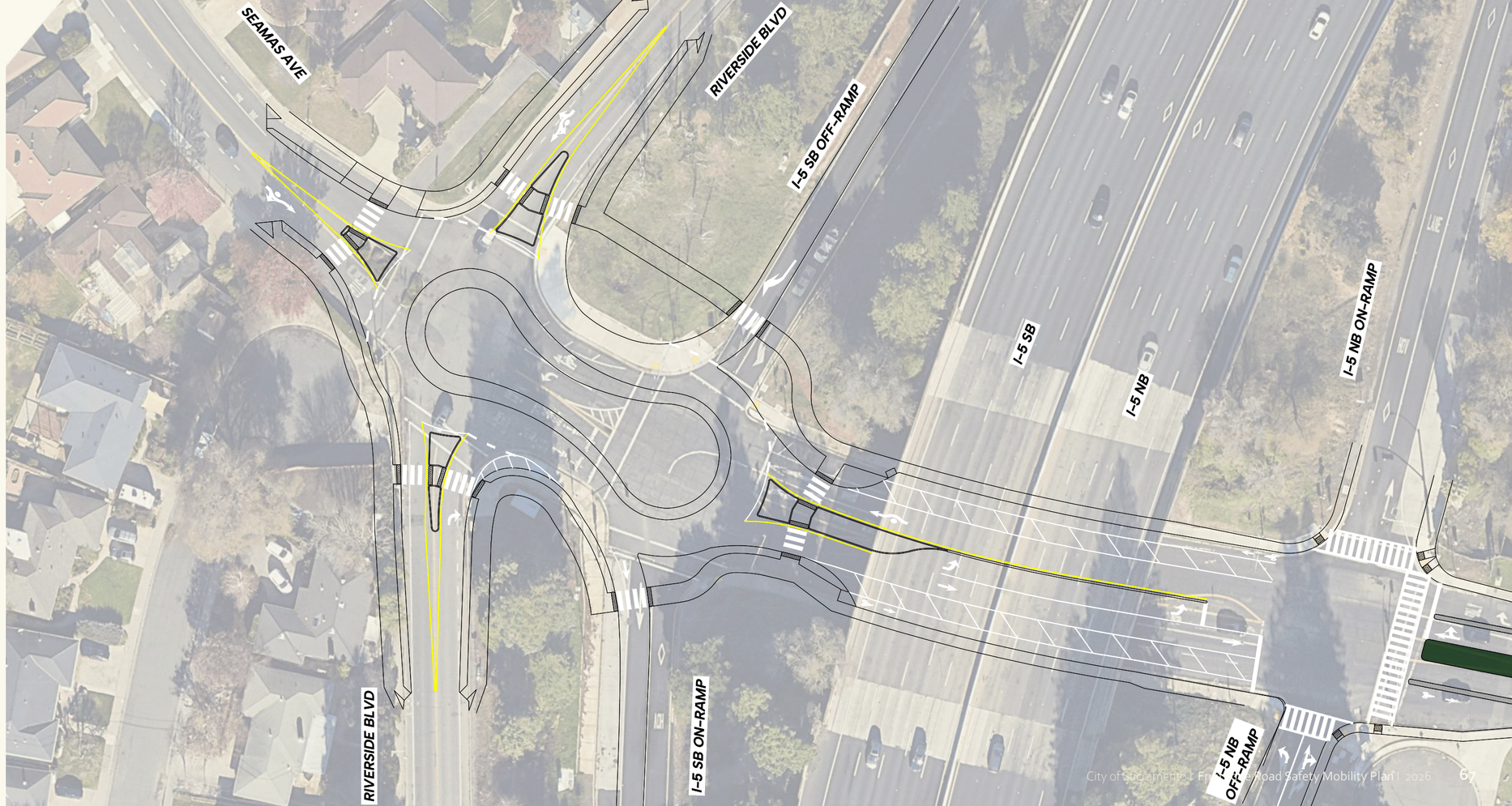
CHANGE IN DAILY TRAFFIC WITH RECOMMENDED DESIGN CONCEPTS



KEY DESIGN CONCEPTS

Peanut Roundabout

The current intersection of Riverside Boulevard, I-5 on and off ramps, and Seamas Avenue relies on a combination of signalized and stop-controls which create a challenging and unintuitive intersection configuration for all roadway users. While attempts to improve the intersection, including median islands and restriping, have been introduced, problems persist. The recommended peanut-roundabout introduces predictive travel patterns, supporting safer crossing conditions for pedestrians and people bicycling. Pedestrian refuge islands or reduced crossing distances minimizes the exposure for pedestrians to people driving. People bicycling are encouraged to interact with the roundabout as a pedestrian, using the eight-foot path around its perimeter. People driving receive safety benefits through the predictable traffic circulation procedures without sacrificing operational efficiency.



50 0 50 100
1"=50' GRAPHIC SCALE
N

KEY DESIGN CONCEPTS

Protected Intersection

Continuing the multi-modal safety benefits through major intersections was a strongly communicated priority through the engagement process. To this end, installing concrete curb extensions slow vehicle turning movements while reducing the exposure pedestrians face to vehicles when crossing the intersection. These curb extensions also serve as a continuation of the separated bikeways before conflict striping is used to improve visibility and awareness as to the presence of people bicycling. The treatments at each major intersection were designed to address the unique safety and operational needs of that intersection. The number of lanes and the location, size, and type of traffic calming interventions used at each location would differ.

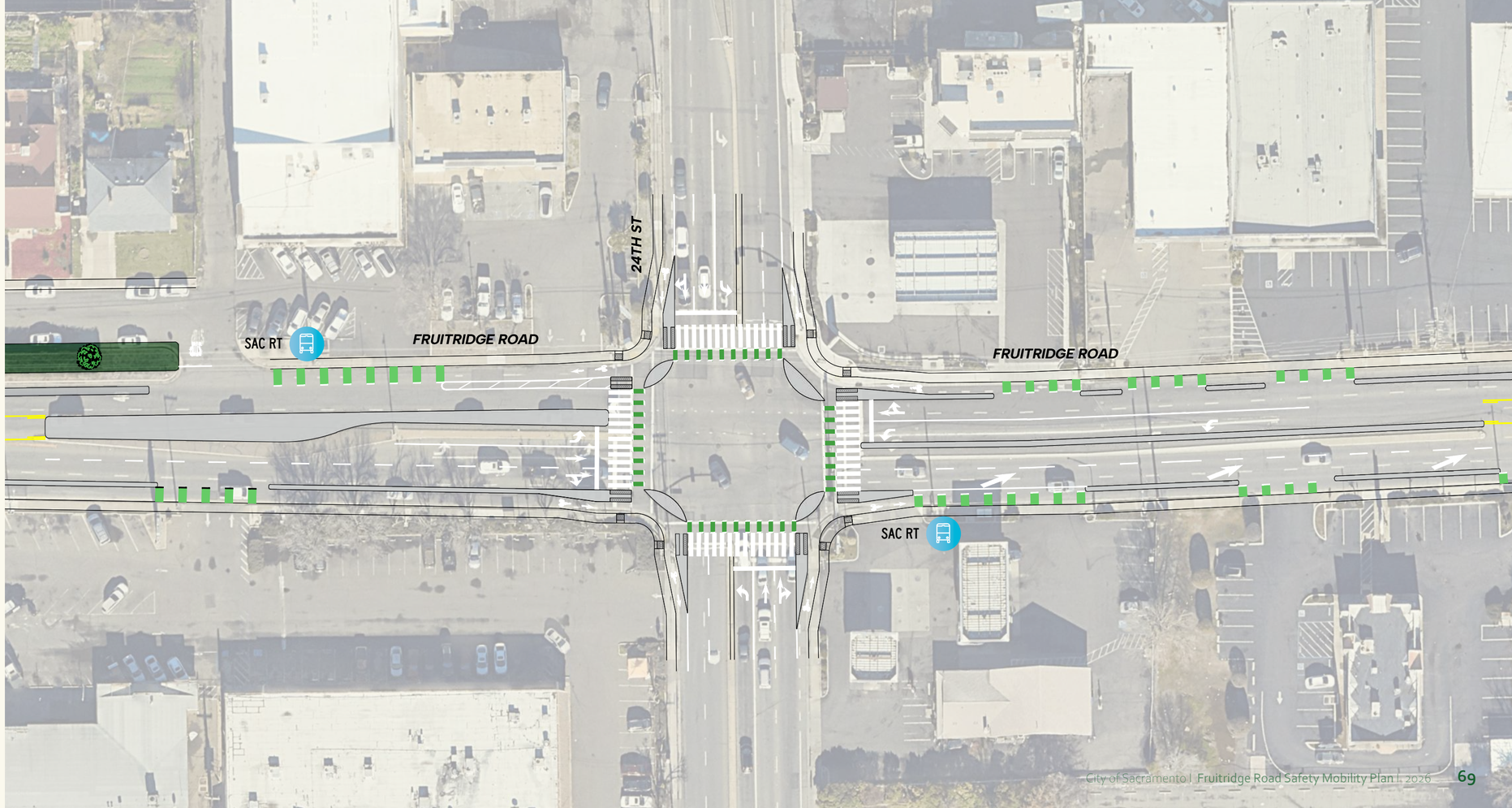
MAP LEGEND

Shade Tree SacRT Bus Stop

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1"=50' GRAPHIC SCALE

N



KEY DESIGN CONCEPTS

Fruitridge Frontage Road

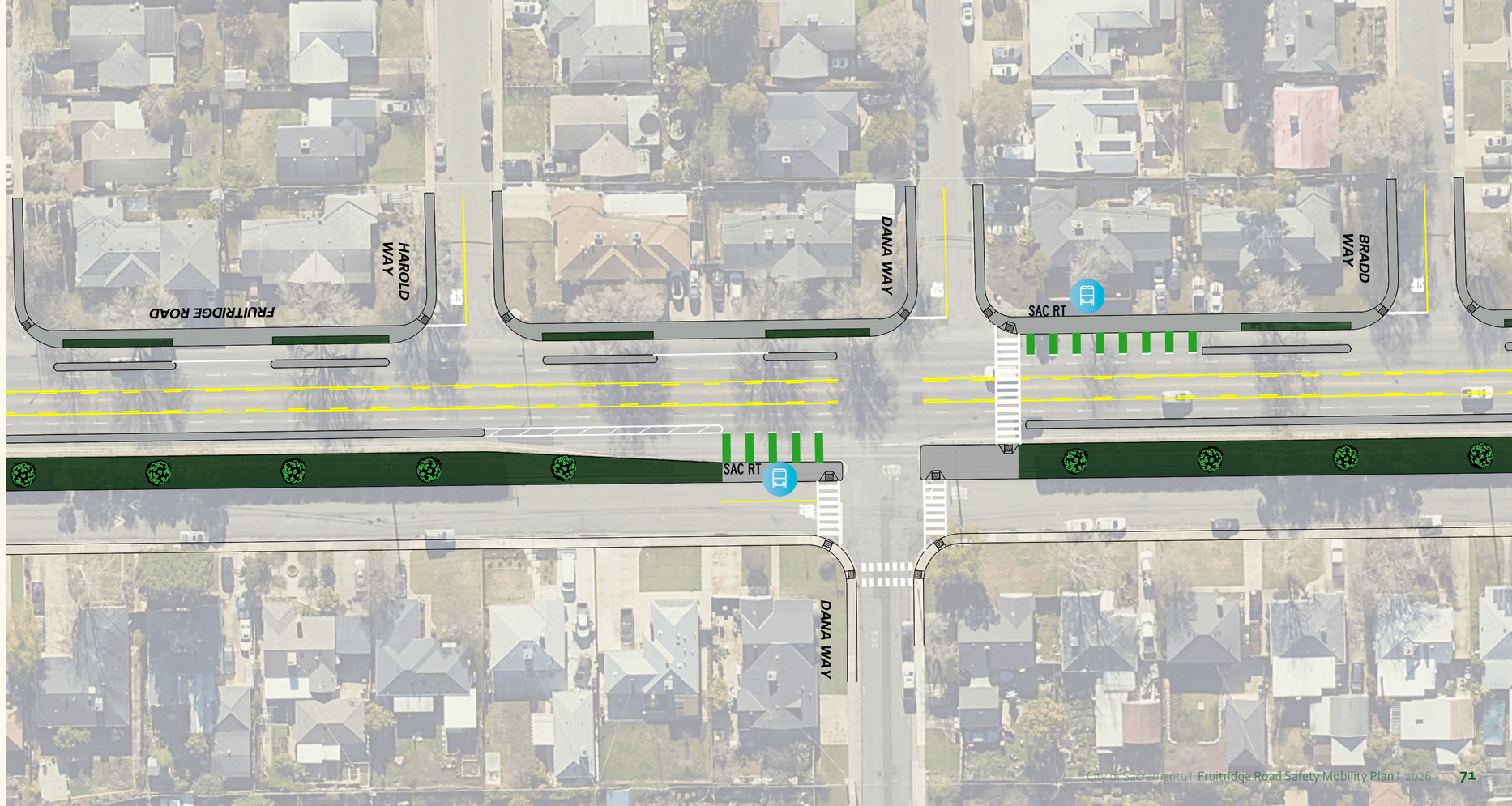
The recommended design concepts along the frontage Road provide opportunities for enhanced transit stop improvements by widening existing bus stop locations, allowing for the potential installation of amenities such as shelters, benches, or trash cans. Pedestrians benefit from greater separation from vehicle travel lanes through the installation of separated bicycle facilities and planter strips adjacent to the sidewalk on the Fruitridge frontage road side. People bicycling are provided low-stress bicycling facilities, physically separated through the installation of concrete curbs. Existing Fruitridge frontage road medians utilize raised curb or planter medians. The improvements would provide opportunities for shade trees along both portions of the Fruitridge frontage road. A newly installed center-turn lane provides people driving with improved access to side streets and from side streets onto Fruitridge Road.

MAP LEGEND

Shade Tree SacRT Bus Stop

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1"=50' GRAPHIC SCALE

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KEY DESIGN CONCEPTS

Five- to Three-Lane Conversion

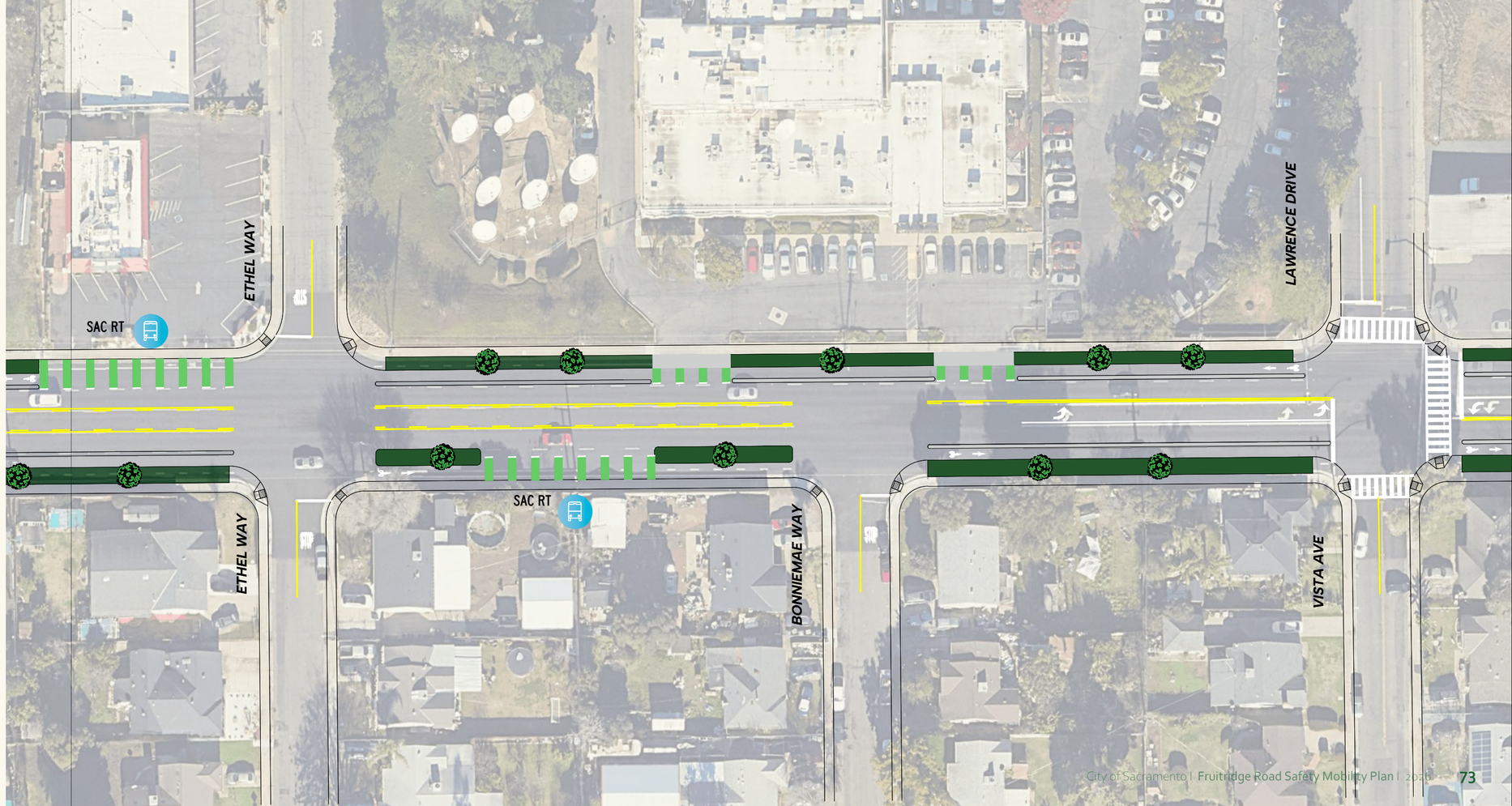
Segments along the eastern portion of the corridor where five lanes, including a center-turn lane exist today, benefit from wider sidewalks and separation from both the recommended separated bicycle facility and travel lanes. The widened sidewalks and planter strips allow for shade trees to be installed providing benefits to both pedestrians and people bicycling who are currently exposed to directly sunlight and high ambient temperatures experienced during Sacramento summers. The lane reduction provides sufficient space for a separated bicycle facility through the use of concrete curbs, providing a robust sense of separation between people driving and people bicycling. The retention of the center-turn lane maintains left-turn access to side streets from Fruitridge Road and to Fruitridge Road from side streets. Detailed design concepts for the entire corridor will be provided in the Final Plan.

MAP LEGEND

Shade Tree SacRT Bus Stop

50 0 50 100
1"=50' GRAPHIC SCALE

N



5

NEXT STEPS

NEXT STEPS

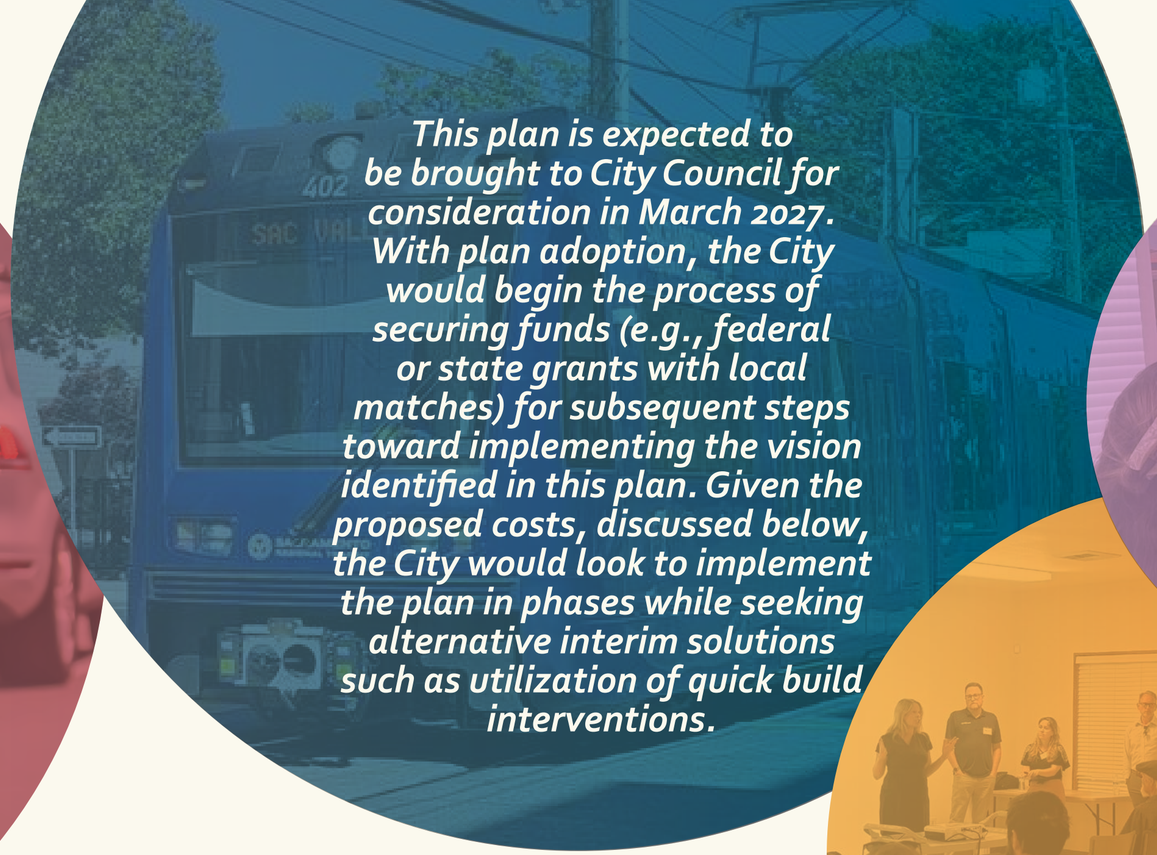
Implementation

The Fruitridge Road Safety and Mobility Plan represents another step in the City's efforts to improve safety and accessibility for all roadways users. This Plan represents a long-term vision for the corridor as seen through the eyes of the community that lives, works, and recreates along it, and is supported by robust data and planning analysis.

At approximately four miles long, this planning effort extends far beyond a typical complete streets rehabilitation effort and therefore brings unique challenges and opportunities to implement the vision.

Studying the corridor and creating a vision is the first step in what will be a decades-long process to fully implement this Plan.





This plan is expected to be brought to City Council for consideration in March 2027. With plan adoption, the City would begin the process of securing funds (e.g., federal or state grants with local matches) for subsequent steps toward implementing the vision identified in this plan. Given the proposed costs, discussed below, the City would look to implement the plan in phases while seeking alternative interim solutions such as utilization of quick build interventions.





NEXTS STEPS

Phasing

Project Development and Environmental Clearance:

- Conducts public and stakeholder engagement to refine the proposed concepts developed from the planning study and ensure it meets the community and stakeholder needs.
- Advances the engineering and design of the project to a 30 percent level of completion. Better defines project solutions, footprint, feasibility and costs.
- Identifies a project's potential impacts and mitigates significant impacts on the community and the environment.
- Determines implementation pathways, including how the project would be phased and built.

Final Design Documentation

- Advances the engineering and design of the project to a 60, 90, and 100 percent 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.

NEXT STEPS

Interagency Coordination

While development of this Plan included coordination with the key agency partners, implementation would require ongoing coordination. SacRT operates bus and light rail service that interacts with Fruitridge Road. Coordination for improving or modifying stop locations and access to and from the SacRT Blue Line light rail station would need to be conducted. Caltrans cooperation would be required for any improvements adjacent to I-5 or the SR 99 interchange. This Plan proposed significant modifications to the SR 99 interchange which would need to further analyzed before subsequent implementation steps of that work are carried out. Portions of Fruitridge Road from SR 99 to Stockton Boulevard are or are immediately adjacent to Sacrament County right-of-way requiring coordinating and approval from County officials.

Project Cost and Funding

The following costs are high-level, preliminary estimates presented for the public review draft of this Plan. Refined cost estimates will be provided in the final Plan document. Estimated costs associated with the Plan equal $70,000,000. This estimate assumes $10,000,0000 per linear mile for the 4.5 of the corridor ($45,000,000). The SR 99 interchange improvements are estimated at $25,000,000.

For more details describing the process and results of the technical analysis carried out in support of this plan, see the forthcoming **Appendix** in the final plan document.

A

APPENDIX

A.A

PHASE IN PROGRESS

APPENDIX A

TRAFFIC OPERATIONS

PHASE IN PROGRESS

A.B

PHASE IN PROGRESS

APPENDIX B

FORECASTING ANALYSIS

PHASE IN PROGRESS