Fruitridge Road

Safety and Mobility Plan

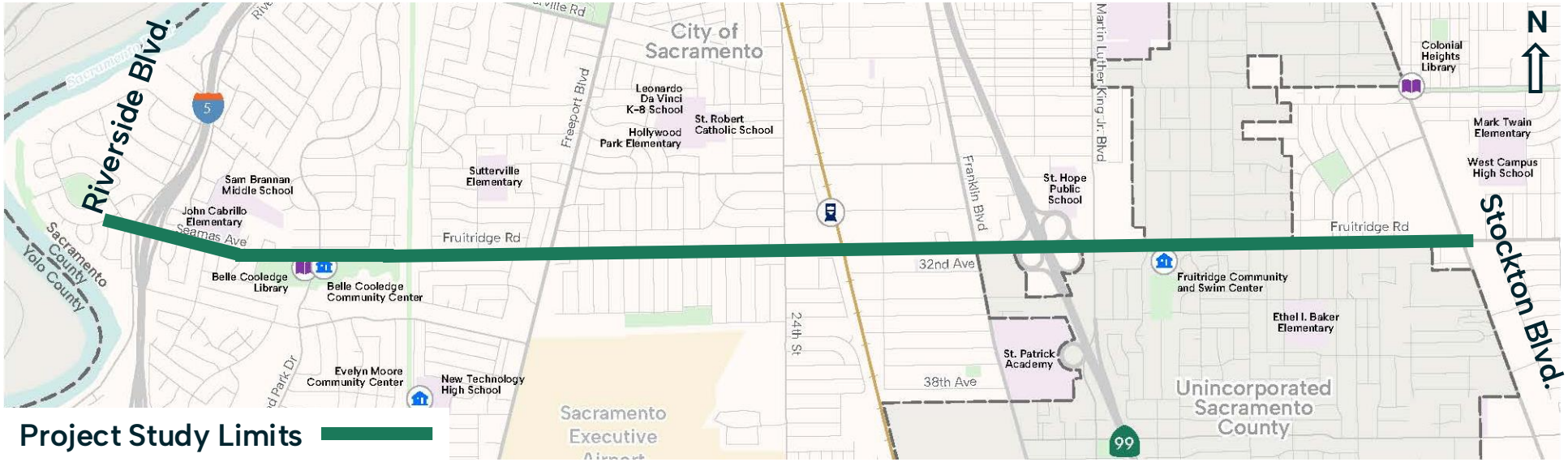
ATC #3, November 19, 2026

Fehr & Peers

ATC #3 Agenda

- Project Review
- Phase 2 Engagement Summary
- Traffic Analysis
- Proposed Fruitridge Road Design Concepts

Projects Limits



Projects Goals

- Create a **common vision**.
- **Multimodal connectivity and safety**.
- Create a **complete network to daily needs**.
- **Economic activation** via active transportation and transit.

Traffic Safety Outcomes

Riverside Blvd to 24th St

24th St to Stockton Blvd



FIGURE 7

Collisions by Severity: 2015 – 2024

Traffic Safety Outcomes

Chart 5: All Injury Collisions by Mode (2015 – 2024)

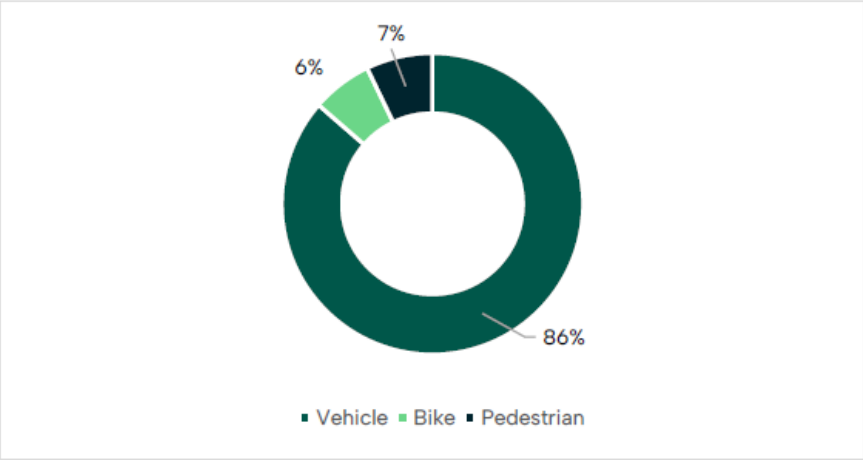


Chart 6: KSI Collisions by Mode (2015 – 2024)

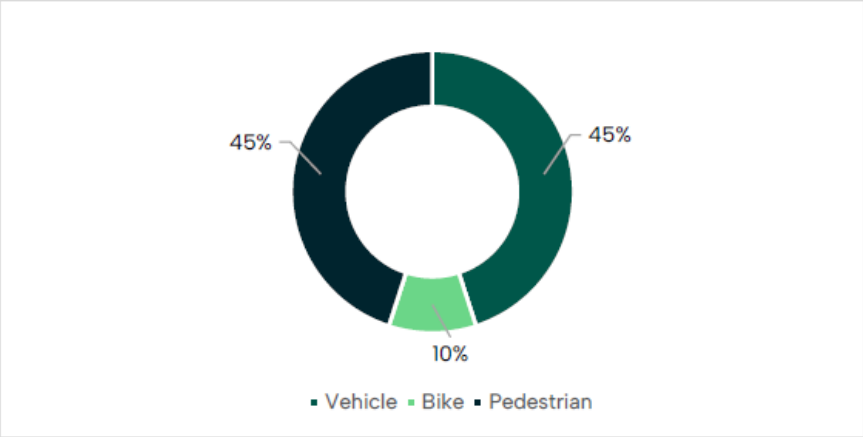


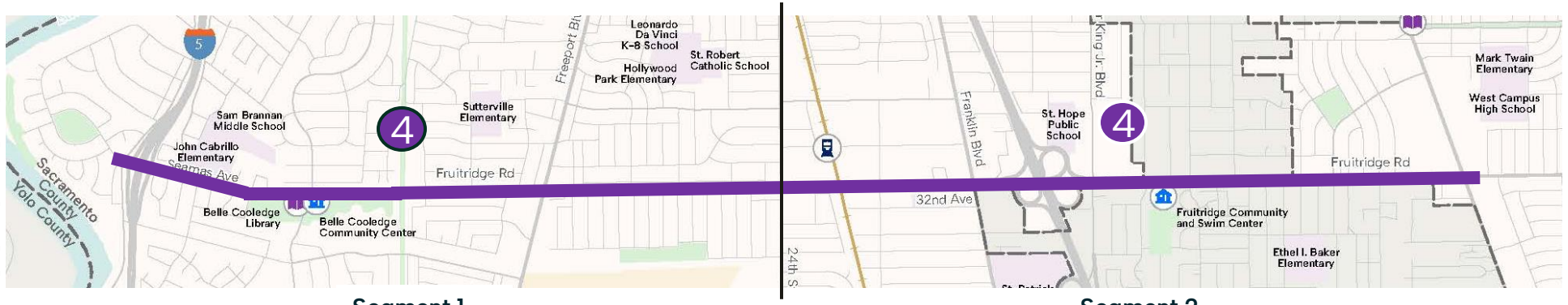
Table 8: Injury Collisions by Primary Collision Factor (2015 – 2024)

Primary Collision Factor (PCF)	Total Collisions	%
Unsafe Speed	208	34%
Vehicle Right of Way Violation	113	19%
Improper Turning	74	12%
Traffic Signals and Signs	71	12%
Driving or Bicycling Under the Influence of Alcohol or Drug	44	7%
Pedestrian Violation	25	4%
Unknown	21	3%
Wrong Side of Road	17	3%
Unsafe Lane Change	13	2%
Other Than Driver (or Pedestrian)	6	1%
Other	7	1%

Source: City of Sacramento, Crossroads 2025; UC Berkeley Transportation Injury Mapping System. Data retrieved September 2025.

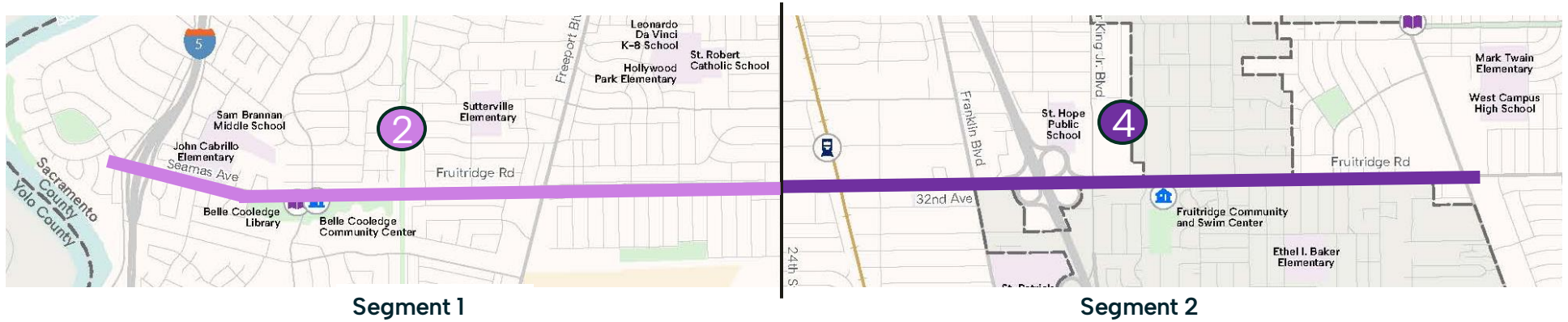
Lane Reduction Alternatives

Existing Conditions



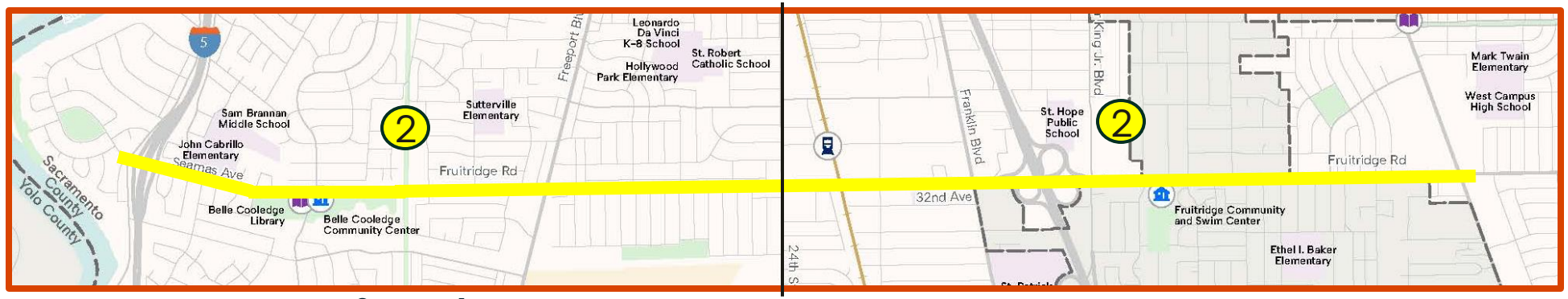
Segment 1 | Segment 2

Half Lane Reduction



Segment 1 | Segment 2

Full Lane Reduction



Segment 1 | Segment 2

= Number of lanes

Fehr & Peers

Phase 2 Engagement Summary

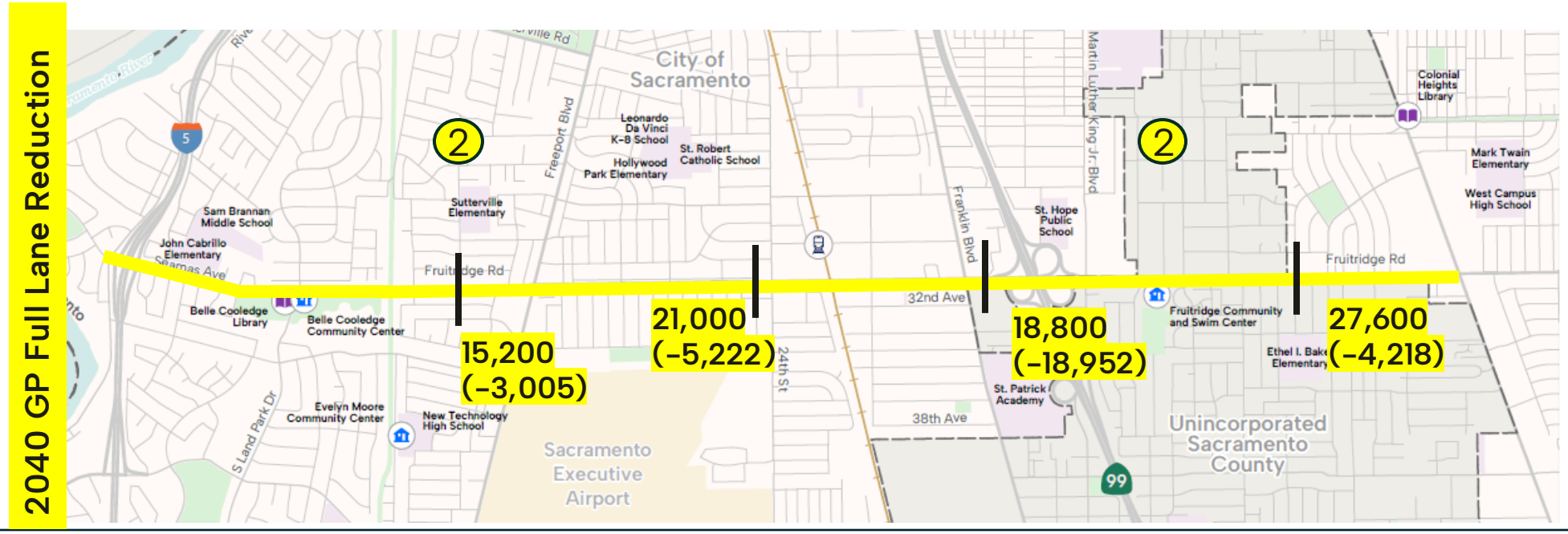
- **Enhanced improvements**: Community largely favored greater separation and protection
- **Trees and plants**: Some maintenance and water usage concerns, but trees appreciated where possible
- **Robust vs Practical**: Relationship between time and cost to implement enhanced versus basic alternatives
- **Traffic Calming:** Operations combined with geometric changes should result in speed reduction

Analysis and Design Concepts



Traffic Analysis: Full Lane Reduction

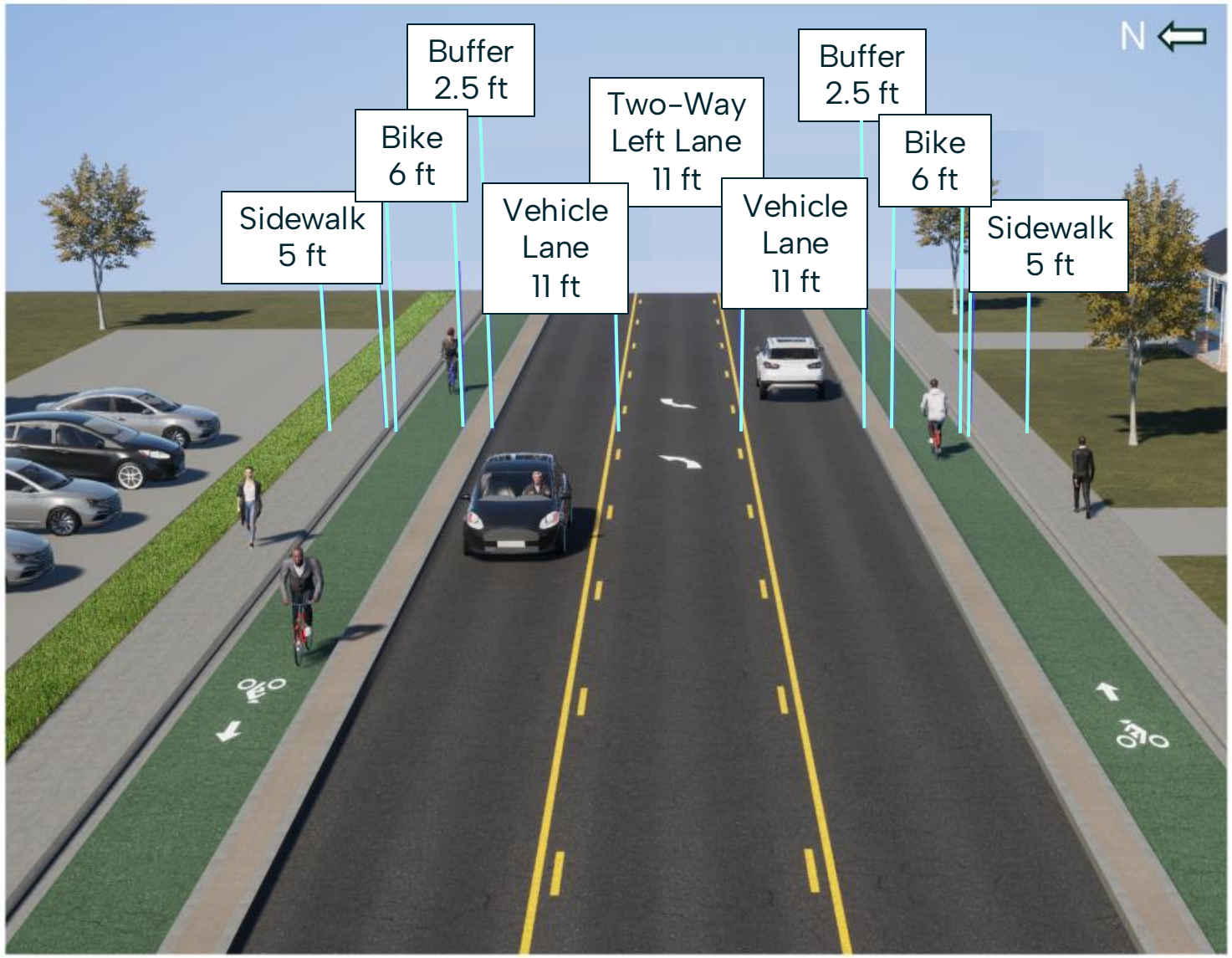
- **Reductions in traffic volumes occur along the entire corridor**
- Volume **reductions increase toward SR 99** interchange.
- Traffic increases **were generally anticipated on the following roadways**:
  - 24th Street
  - 41st Ave/Lemon Hill Ave
  - 47th Ave
  - Florin Rd
  - I-5 and SR 99



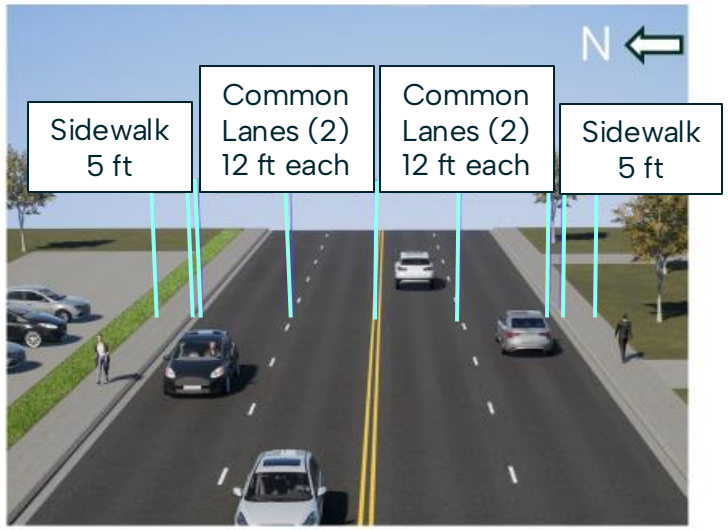
Vision for the Corridor

Riverside Blvd to Gilgunn Way

After



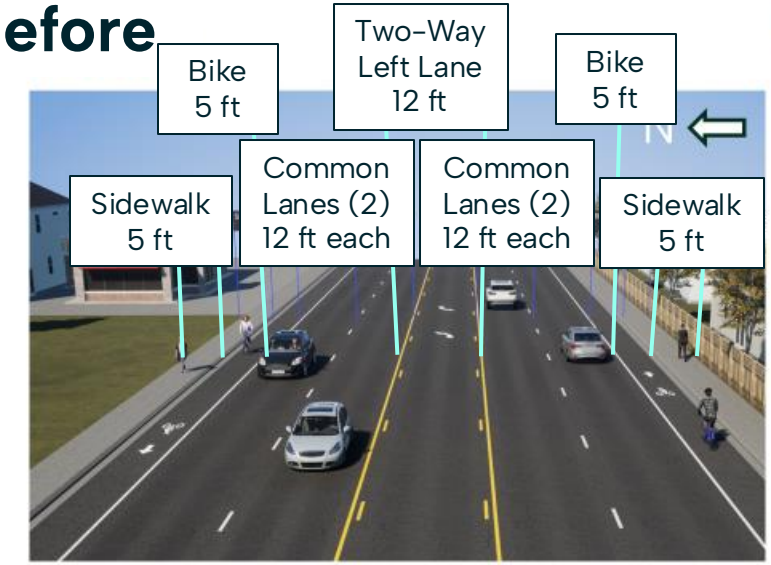
Before



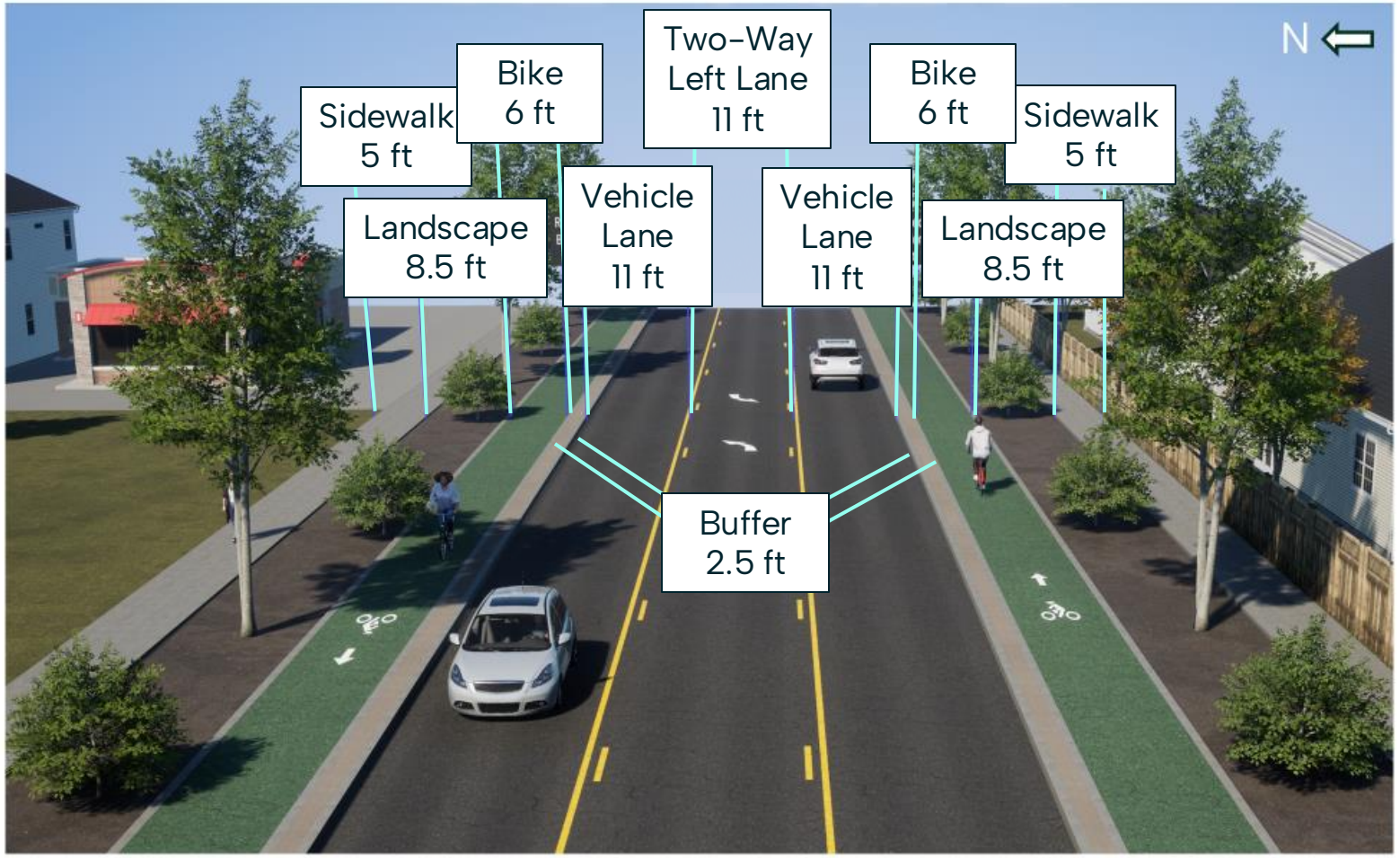
Vision for the Corridor

24th St to Stockton Blvd

Before

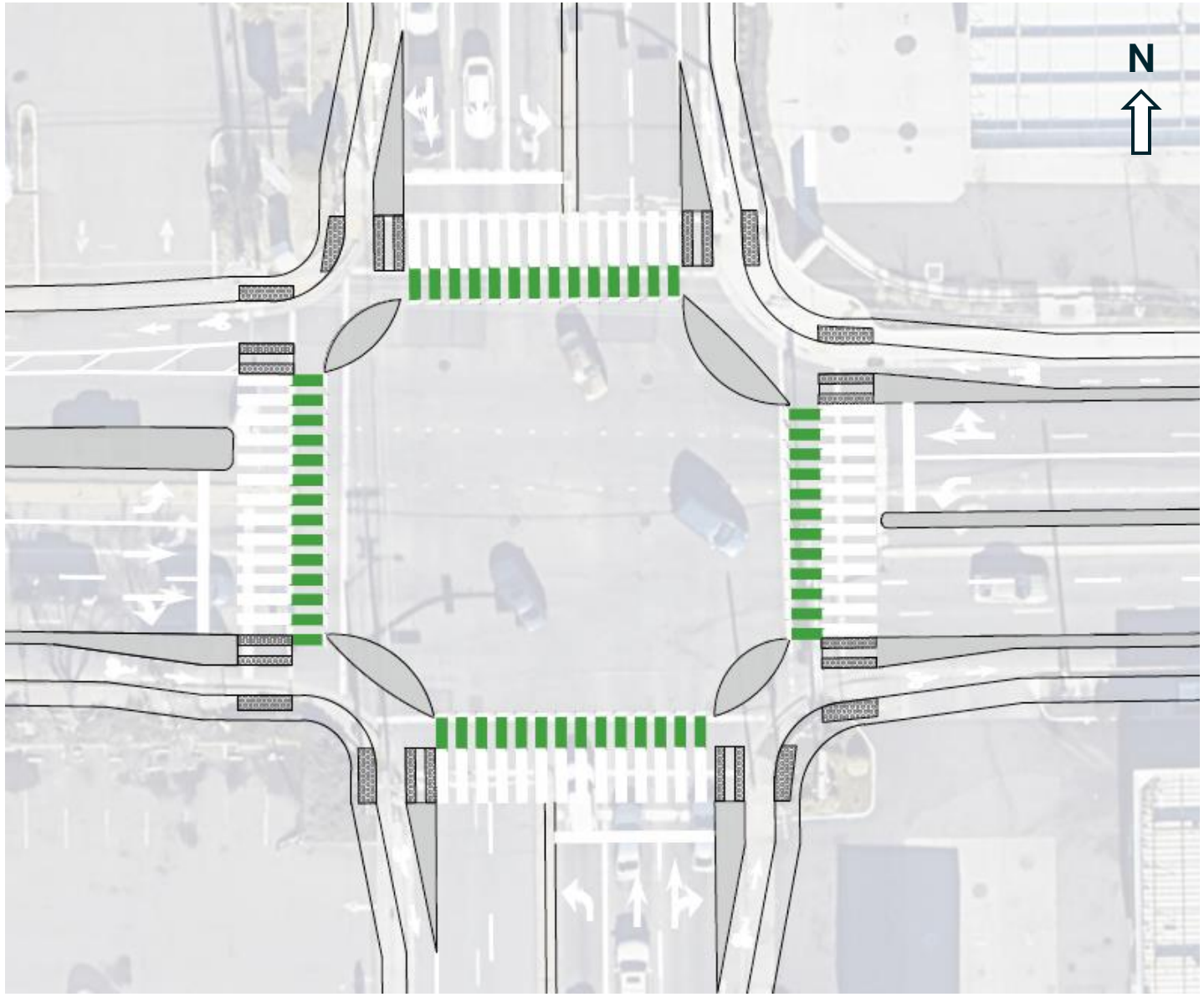


After

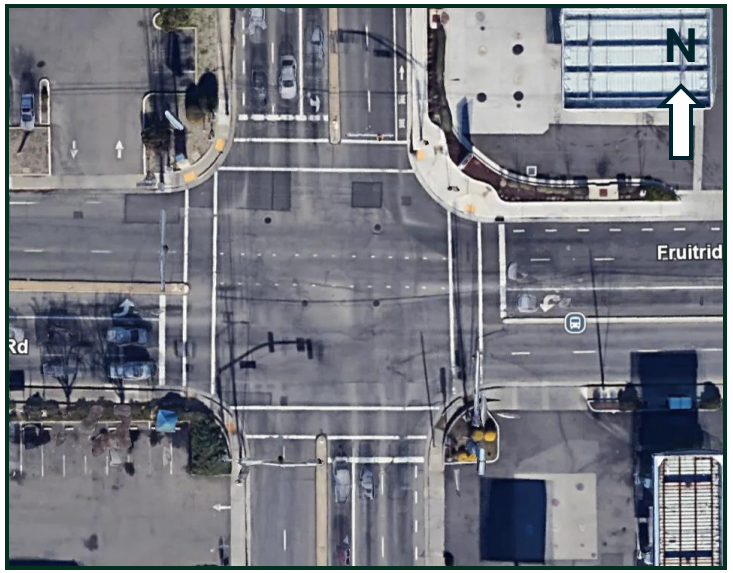


Intersection Concept: 24th St

After

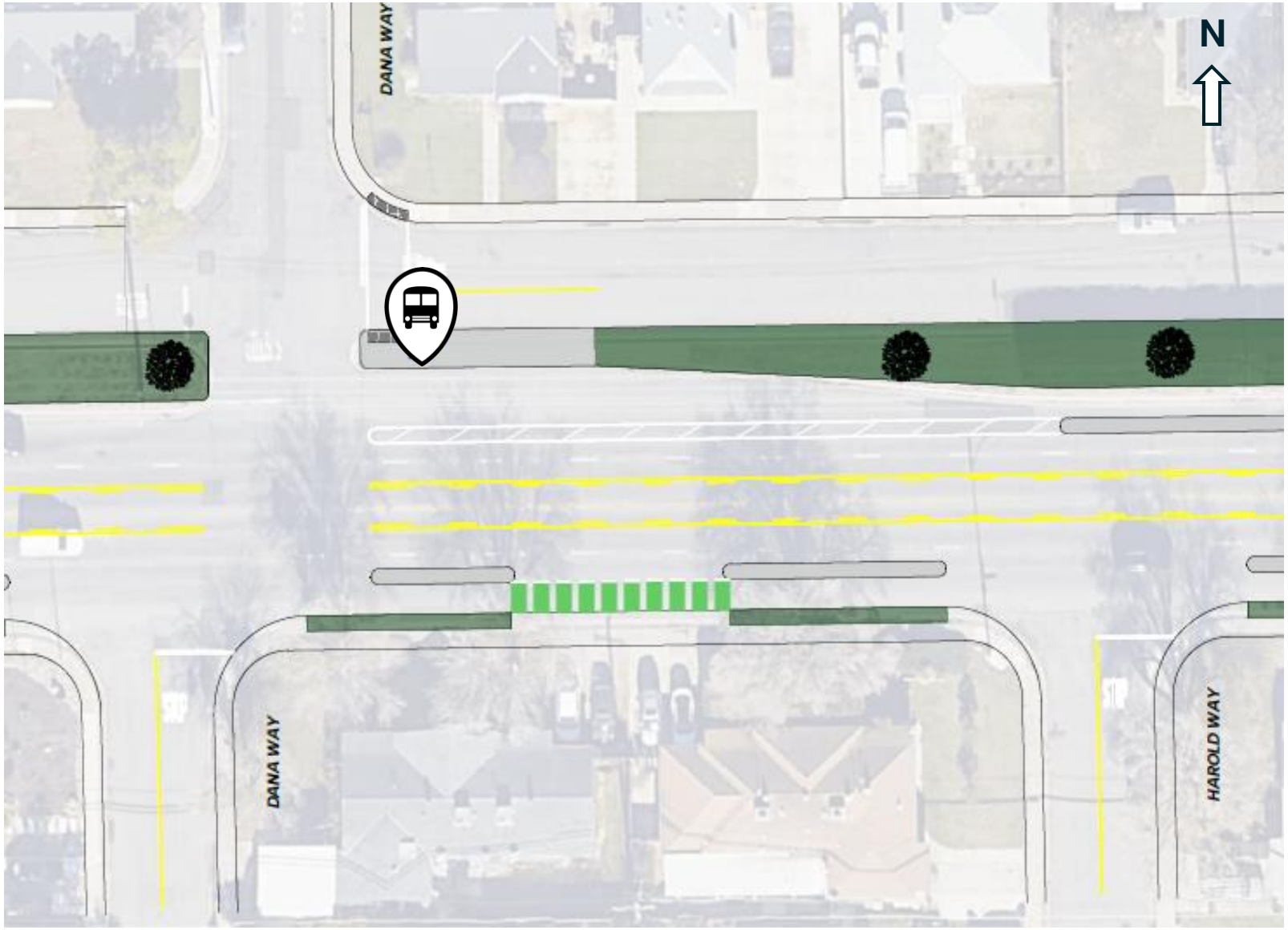


Before



Segment Concept: With frontage roads

After



Before



Share Your Feedback

- Public comment is **now live through Friday, December 11**

- **Plan Outline**:
  - Chapter 1: Introduction
  - Chapter 2: Existing Conditions
  - Chapter 3: Community Engagement
  - Chapter 4: Design Concepts
  - Chapter 5: Implementation

To review the Draft Plan and leave feedback, scan the QR code or visit:

www.cityofsacramento.gov/FruitridgePlan

Next Steps

- Public Review – November 12 through December 11
- Final Plan – February 2027
- ATC – February 2027
- City Council – March 2027

Thank you!