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

File ID: 2026-01975 11/19/2026

Fruitridge Road Safety and Mobility Plan - Draft Plan

File ID: 2026-01975

Location: Districts 5, 6, and 7

Recommendation: Review and comment.

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Attachments:
1-Description/Analysis
2-Map of Fruitridge Road Safety and Mobility Plan Area
3-Presentation

Description/Analysis
Issue Detail: The project team is in the third and final phase in the plan development of the Fruitridge Road Safety and Mobility Plan (Plan), at which point the existing conditions of the corridor have been evaluated, a set of design alternatives has been presented for feedback, the preferred design alternative has been identified, and Staff has now prepared a Draft Plan for review and feedback.

The project team used traffic analysis and modeling, community feedback from prior phases, Active Transportation Commission (Commission) feedback, and input from internal and external partners to inform the design concepts that are presented in the Draft Plan.

The community engagement period for this phase will be from November 12, 2026, and continue through December 11, 2026. Planned community engagement efforts for this phase are summarized below:

- Community Workshop
  - Thursday, November 12 from 5:30 - 7:00pm
  - Hosted at the Fruitridge Community Center
- Online Workshop
  - Hosted virtually on Konveio (https://sacramento.konveio.com)
  - Available for entire community engagement period (November 12 through December 11)
  - Accessed through project website: www.cityofsacramento.gov/FruitridgePlan <http://www.cityofsacramento.gov/FruitridgePlan>
- Updates shared with Neighborhood Associations
  - Hollywood Park Neighborhood Association
  - Lawrence Park Neighborhood Association
  - Mangan Park Neighborhood Association
  - Oak Park Neighborhood Association
  - South Land Park Neighborhood Association
- Pop-up Workshops
  - November 18 from 5:00pm-7:00pm at the Fruitridge Light rail Station
  - November 21 from 10:00am-12:00pm at the Belle Cooledge Library
- Advertising of online and in-person opportunities have been and/or will be shared throughout the engagement period via:
  - City Minute and Transportation Newsletter articles;
  - Individual alerts sent to neighborhood association leadership, focus group representatives, and Council Districts 5, 6, and 7 staff; and
  - Project email list, social media, and targeted in-person delivery of flyers and lawn signs.

Following the community engagement period, the project team will evaluate all community input and comments from this Commission to develop the Final Draft Plan. Staff will bring the Final Draft Plan to the Commission, with a request to recommend it to Council for adoption in Winter/Spring 2027.

The Draft Plan will be available on the project website starting on November 12, 2026, (www.cityofsacramento.gov/FruitridgePlan <http://www.cityofsacramento.gov/FruitridgePlan>) and includes:

- Seamas Avenue/ Fruitridge Road West Segment (Riverside to Gilgunn Way)
  - Reduced number of vehicle travel lanes from four to two with a center turn lane
  - One-way Class IV bike facility on both sides with raised concrete buffer
- Fruitridge Road Center Segment (Gilgunn Way to 24th Street)
  - Reduced number of vehicle travel lanes from four to two with a center turn lane
  - Removed on-street parking on one side of frontage road
  - One-way Class IV bike facility on both sides with raised concrete buffer

    - Landscape buffer with shade trees between main road and frontage road
    - Landscape buffer with ornamental plantings between sidewalk and bike lane on side opposite frontage road
- Fruitridge Road East Segment (24th Street to Stockton Boulevard)
    - Reduced number of vehicle travel lanes from four to two with a center turn lane
    - One-way Class IV bike facility on both sides with raised concrete buffer
    - Landscape buffer with shade trees between sidewalk and bike lane on both sides

Considerations from the Technical Advisory Committee introduced during the prior phase were addressed in the current Draft Plan, as follows: further analysis on traffic displacement to adjacent roadways as a result of the lane reduction, with a particular emphasis on Freeport Boulevard and Sutterville Road; further analysis on level of service for impacted intersections and appropriate design mitigations; and alternative bikeway treatment options for segments of the roadway with numerous driveway conflicts.

Staff requests that the Commission give input on the Draft Plan concepts presented here and help to share out the Draft Plan with their networks to receive feedback from the community.

Policy Considerations: The planning project is consistent with 2040 General Plan goals and policies of promoting mobility, safety and enhancing livability, sustainability, and economic vitality, including:

Goal M-1: An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

Policy 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.

Policy M-1.3 Healthy 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, nonmotorized modes, high-occupancy, and zero emission vehicles (ZEVs) viable, attractive alternatives to automobiles that use internal combustion engines.

Policy M-1.4 Designing to Move People. In planning, designing, and managing the transportation system, the City shall prioritize person throughput to shift trips to more efficient travel modes and upgrade the performance of limited street space.

Policy M-1.9 Equitable Processes and 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.

Policy M-1.10 Community Engagement. The City shall continue to engage the community in decisions that affect mobility, including planning, design outcomes and implementation, with a particular focus on planning with, and not for, historically marginalized, disadvantaged communities and environmental justice communities.

Policy M-1.11 Active Transportation. The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.

Goal M-3. Streets designed and maintained as places that contribute to quality of life.

M-3.2 Street Design. The City shall ensure street design and potential redesign opportunities for existing streets minimize driver speed as appropriate within residential neighborhoods and incorporate street trees wherever possible without compromising connectivity for emergency access or people bicycling, walking, and using mobility devices.

Goal M-4. A safer transportation system.

M-4.1 Application of Safety. The City shall design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.

M-4.2 Safer Driving Speeds. The City shall work to maximize the safety of the transportation network by designing streets for lower driving speeds and enforcing speed limits in an unbiased manner as well as promoting safer driving behavior.

M-4.3 Vision Zero. The City shall utilize 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.

M-4.4 Collaborative Safety Solutions. The City shall collaborate with educational institutions, senior living facilities, community organizations, and other interested parties when developing and implementing programs and improvements that increase safety and encourage the use of active transportation and transit modes.

Additionally, this project is in accordance with the following Council approved plans:

Vision Zero Action Plan: This plan supports the City’s Vision Zero goals to utilize 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. This corridor is part of the City’s Vision Zero High Injury Network.

Transportation Priorities Plan (TPP): The majority of the project area of Fruitridge Road is ranked high priority in the City's Transportation Priorities Plan (TPP), which applies community-based values, criteria, and metrics to prioritize transportation investments in the city, including 1) improving air quality and health; 2) providing equitable investment; 3) providing access to destinations; 4) improving transportation safety; and 5) fixing and maintaining the transportation system.

Climate Action & Adaptation Plan (CAAP): This plan will support the City's mode shift goals in the CAAP to achieve 6% active transportation mode share by 2030 and 12% by 2045, as well as support public transit improvements to achieve 11% public transit mode share by 2030 and maintain it through 2045.

Economic Impacts: None.

Environmental Considerations: This Plan is exempt from the requirements of CEQA pursuant to CEQA Guidelines Section 15262, Feasibility and Planning Studies. Section 15262 exempts projects involving only feasibility or planning studies for possible future actions, which have not been approved, adopted, or funded. It is anticipated that future projects identified in this Plan may be subject to environmental evaluation under CEQA guidelines and possibly National Environmental Policy Act (NEPA) requirements.

Sustainability: The Plan will support the City's mode shift goals in the Climate Action & Adaptation Plan to achieve 6 percent active transportation mode share by 2030 and 12 percent by 2045, as well as support public transit improvements to achieve 11 percent public transit mode share by 2030 and maintain through 2045.

Commission/Committee Action: The project was previously presented to the Active Transportation Commission on Thursday, June 18, 2026. The presentation included the proposed Design Alternatives and the planned community engagement activities for Phase 2. The Commission did not take any action at that time, but provided feedback which includes the following:

- Collision history and potential collision reduction on the corridor should be key considerations of the project
- A lane reduction for only the western segment of the corridor rather than the full corridor may be a concern from an equity standpoint
- The Plan should identify potential impacts to adjacent roadways, including traffic impacts expressed as a difference in both percentages and whole numbers
- The Plan should take advantage of any reallocated roadway to create bike lanes wide enough to be comfortable for users
- The Plan should address potential design mitigations for the Interstate 5 and Highway 99 interchanges

Rationale for Recommendation: Sacramento continues to rank as one of the cities with the highest number of traffic fatalities per capita in California. The City has made a commitment to address this issue through its Vision Zero program and investing in the Vision Zero Top 10 corridors. Fruitridge Road has consistently appeared in the high injury network for the highest levels of serious and fatal crashes. This project will establish a plan for the corridor that will help improve safety and mobility.

Financial Considerations: Following future adoption of this plan, future phases of implementation will require the acquisition of grant funding.

Local Business Enterprise (LBE): Not applicable.

Background:
The California Department of Transportation (Caltrans) awarded the City funding through a competitive Sustainable Transportation Planning Grant to develop the Fruitridge Road Safety and Mobility Plan. The planning effort was initiated in July 2025, and work with the consultant team began in November 2025 to evaluate the existing conditions and potential improvements travel along Fruitridge Road, from Riverside Boulevard (where the roadway is named Seamas Avenue) to Stockton Boulevard. In accordance with Caltrans grant requirements, the final plan must be approved by City Council by Spring 2027.

Plan Overview
Fruitridge Road was identified as part of the High Injury Network in both the 2018 and 2026 Vision Zero Action Plan (VZAP). In the 2026 VZAP update, Fruitridge Road was identified as one of the top three corridors experiencing the highest number of fatal and serious crashes in the city. The corridor is designated as High-Priority in the City's Transportation Priority Plan. The western half of the project area was approved for a future vehicle lane reduction, in the City's 2040 General Plan. The eastern half of the project area was identified by both the City and the County for their respective portions of the roadway as an area of future study for potential lane reduction.

The Draft Plan identifies safety, mobility, and access improvements for all roadway users, with an emphasis on the most vulnerable users including those who walk or bike. The goals of the Plan are to facilitate a community-guided vision for the corridor, develop design options and planning-level cost estimates, identify quick-build opportunities, and create a toolkit for funding, implementation, and future community partnerships.

Prior Work
During Phase 1 of this planning effort (November 2025 - March 2026), the project team completed an existing conditions analysis and heard from community members about their experiences traveling in the project area. Existing conditions data shows that: people walking and biking represent an outsized proportion of fatal and serious crashes; people felt that it was "uncomfortable" or "stressful" traveling on the corridor using any mode, but especially when walking and biking; the majority of

people travel by car on the corridor; and, the largest proportion of vehicle trips occurring on the corridor do not start or end on there, but instead are moving through it to other destinations. Community members shared their priorities for improving the corridor, including: creating safe routes to school, improving accessibility (e.g., improving cracked areas and removing obstacles like utility poles), creating fewer conflicts when turning on or off the corridor, and either adding or improving bicycle infrastructure.

In Phase 2 (April 2026 - July 2026), the project team developed a set of draft design alternatives to improve safety, mobility, and access along Fruitridge Road based on data analysis and community feedback from Phase 1. The first alternative was a “base improvement” option which proposed a lane reduction for the full corridor from Riverside to Stockton Boulevard and provided improvements up to the existing curb and gutter, including a separated bikeway for the entirety of the corridor. The second alternative was an “enhanced improvement” option which proposed a lane reduction for the full corridor and reconfigured the entire right of way, including curb, gutter, and sidewalk, to reallocate space for both bike facilities and landscape planters wide enough to support shade trees for people walking and biking. The final option suggested a lane reduction on the western half of the project corridor, and keeping the same number of vehicle lanes but slightly narrowed to develop a continuous bike facility on the eastern half.
The online survey demonstrated that 85 percent of participants strongly supported improvements for safety and mobility on the entire corridor. The community responded in favor of the full corridor lane reduction, both in person and on the online survey, citing the need for equitable safety improvements and investments for the full project area rather than limiting improvements to the western half. There were some concerns around traffic congestion both on Fruitridge Road and adjacent corridors, but ultimately the design alternative which maintained the full number of travel lanes on the eastern half received the least favorable score of all alternatives presented. While there were some concerns around the costs and time associated with large-scale improvements, participants were largely in favor of greater separation between modes (pedestrians, bicycles, and vehicles) as well as shade trees, when feasible.

Map of Fruitridge Road Safety and Mobility Plan Area

