

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

File ID: 2026-00669

3/12/2026

Fruitridge Road Safety and Mobility Plan

File ID: 2026-00669

Location: Fruitridge Road from Riverside Blvd to Stockton Blvd., District 5, 6, and 7

Recommendation: Review and comment.

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Presenter: Chris Dougherty, Transportation Planning Manager, (916) 808-2669,
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Attachments:

1-Description/Analysis

2-Attachment A: Map of Fruitridge Road Safety and Mobility Plan

3-Presentation

Description/Analysis

Issue Detail: The California Department of Transportation (Caltrans) awarded the City funding through a competitive Sustainable Transportation Planning Grant for the Fruitridge Safety and Mobility Plan. The Fruitridge Road Corridor was selected due to the corridor being on the City's High Injury Network and lacking multimodal infrastructure. The City kicked off the plan in July 2025. This plan will reimagine how people travel on Fruitridge Boulevard - whether walking, biking, driving, or taking transit. The plan will focus on: reducing transportation injuries and fatalities; expanding access for people walking, biking, and taking transit; addressing community-identified challenges; supporting future housing and job growth; and improving air quality by reducing greenhouse gas emissions.

The outcome will be a community-driven safety and mobility plan that includes conceptual designs for high-priority safety and access improvements as well as a list of prioritized projects for future investment.

Caltrans has strict grant program timelines. City Council must approve the Plan by early Spring 2027. The plan development process will follow the timeline below.

- Fall 2025: Existing conditions analysis
- February 1 through March 24th: Community Engagement Phase 1
- Spring 2026: Alternatives Analysis
- Summer 2026: Community Engagement Phase 2
- Summer/Fall 2026: Draft Plan
- Fall 2026: Community Engagement Phase 3
- Early Spring 2027: Final Plan

City staff began the first phase of community engagement in late February. Engagement efforts included focus group meetings with businesses interests and community groups in addition to the public-facing strategies listed below.

- Community Advisory Group: February 23, 3:00-4:00pm, John Cabrillo Elementary School
- Community Workshop: March 4th, 5:30-7:00pm, Sacramento New Technology High School
- School Online Survey: March 7th through April 4th

Staff are seeking Commission input on vision for the Fruitridge Road, draft project goals, and objectives, community needs, and community partners for engagement.

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

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.

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-1.9 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.

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 is in accordance with the following Council approved plans:

Vision Zero: 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): 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 through 2045.

Economic Impacts: None.

Environmental Considerations: This transportation planning study 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% 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 through 2045.

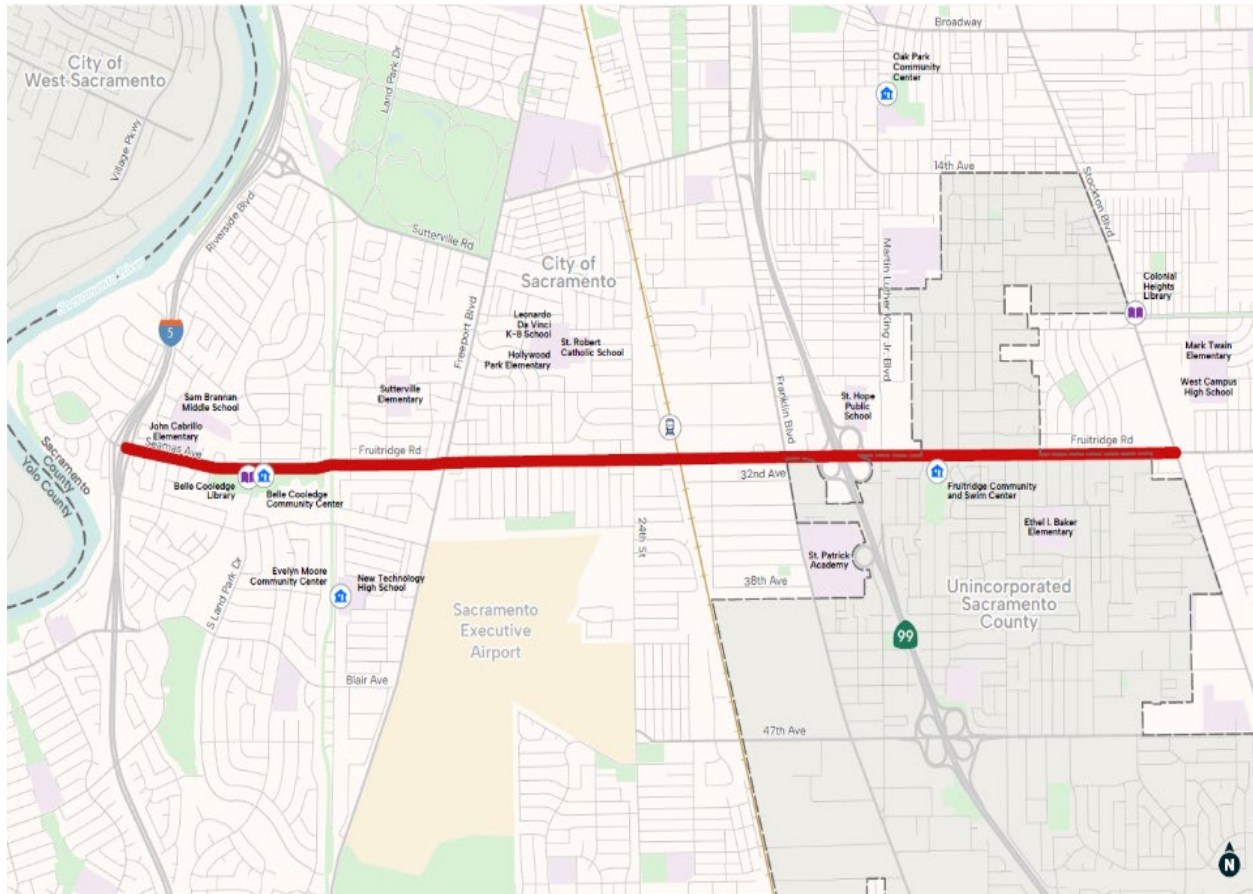
Commission/Committee Action: The action requested is for the Commission to review and comment on options for the High Injury Network and Draft Actions.

Rationale for Recommendation: The action requested is to update the Commission on the project, share public engagement opportunities with their communities, and to request the Commission's input for the corridor needs and vision.

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.

Attachment A





Fruitridge Road

Safety and Mobility Plan

Active Transportation Commission

March 12, 2026

Project Goals and Objectives

- 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.

Projects Limits





Vision Zero: High Injury Corridor



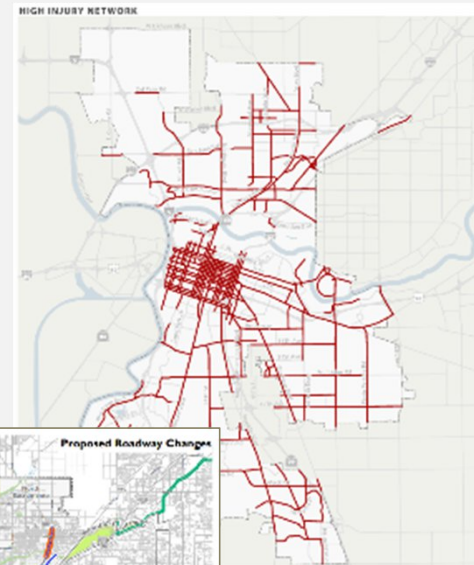
Transportation Priority Plan: High Priority Corridor



Streets for People Plan: Class 4 Separated Bikeway



2040 General Plan: Future Roadway Reallocation Segment



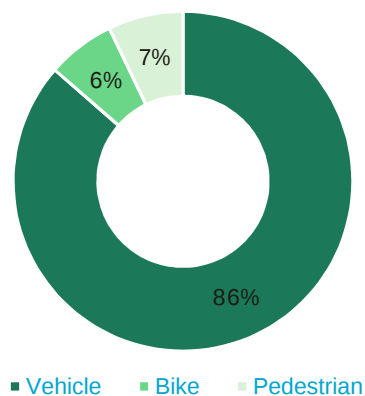
Traffic Safety Outcomes



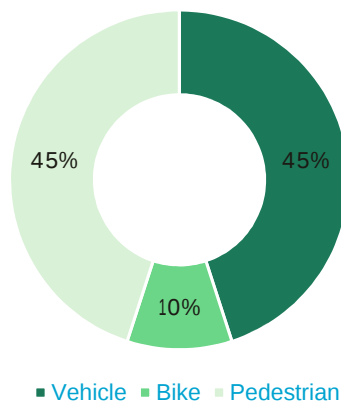
FIGURE 7

Collisions by Severity: 2015 - 2024

All Injury Collisions



KSI Collisions

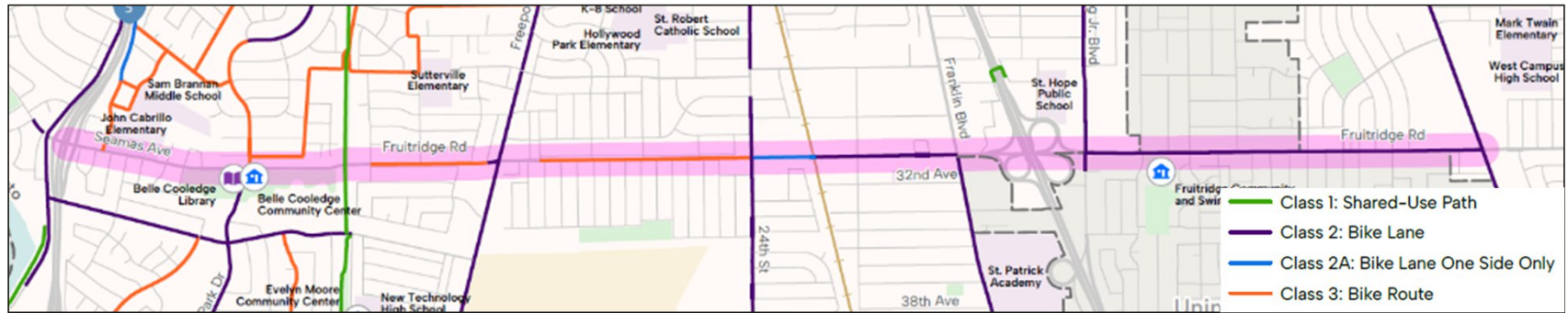


Primary Collision Factors

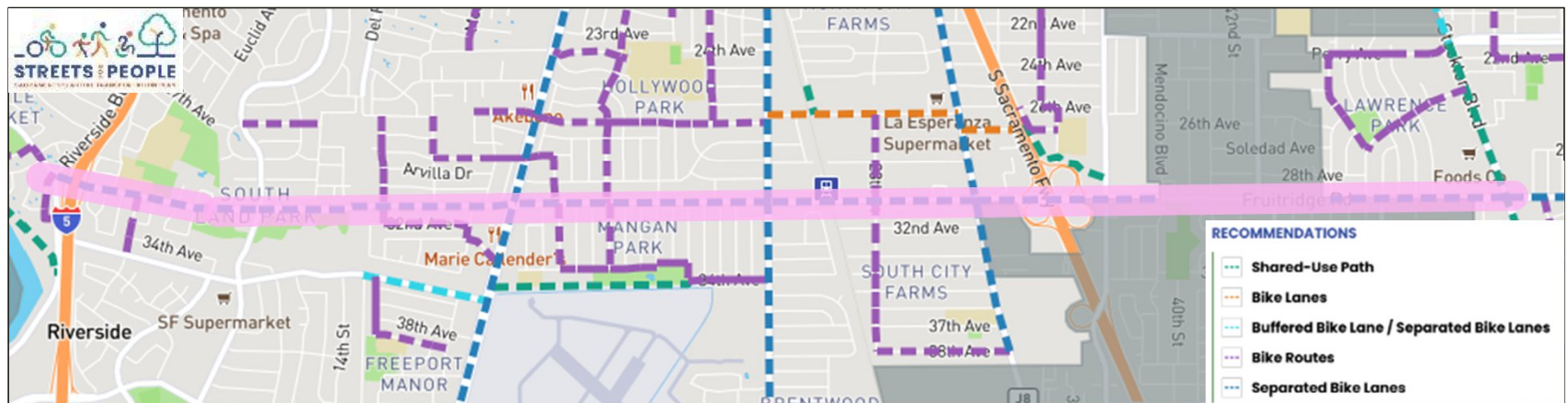
Primary Collision Factor (PCF)	Total Collisions	%
Unsafe Speed	208	34%
Vehicle Right of Way Violation	113	19%
Improper Turning	74	12%
Traffic Signals and Signs	71	12%
Driving or Bicycling Under the Influence of Alcohol or Drug	44	7%
Pedestrian Violation	25	4%
Unknown	21	3%
Wrong Side of Road	17	3%
Unsafe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

Existing Bikeways



Proposed Bikeways



Project Timeline

We're approaching this in three phases, each shaped by community input:



PHASE 1: Listen + Awareness

Winter 2025 –
2026

- Kickoff workshop and community advisory meeting
- Pop-ups at schools, libraries, and local events
- Multilingual survey and digital explainer tools

1



PHASE 2: Design + Discuss

Spring –
Summer 2026

- Review draft safety and mobility concepts
- Targeted youth and senior engagement
- Focus conversations with local partners
- Visual, hands-on workshops and bilingual pop-ups

2



PHASE 3: Refine + Confirm

Fall 2026

- Final workshop to share the draft plan
- Digital review platform and feedback tool
- “What we heard, what we changed” report back
- Promotion of final plan and next steps

3



Community Workshop

WEDNESDAY, MARCH 4, 5:30–7:00 PM
Sacramento New Technology High School
1400 Dickson Street, Sacramento

Fruitridge Road Safety and Mobility Plan

The City of Sacramento has kicked off the **Fruitridge Road Safety and Mobility Plan**, a new planning effort to improve safety, access, and mobility along Fruitridge Road. This first community workshop is an opportunity to learn about the plan and help shape its direction from the very beginning.



Visit our project website to learn more: cityofsacramento.gov/FruitridgePlan

311 Español | 中文 | Tagalog | Tiếng Việt | Hmoob | Русский



Thank you!

Website & Updates

www.cityofsacramento.gov/FruitridgePlan

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