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

File ID: 2026-01198 6/18/2026

Fruitridge Safety and Mobility Plan: Proposed Alternatives

File ID: 2026-01198

Location: Districts 5,6, and 7

Recommendation: Review and comment.

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Attachments:
1-Description/Analysis
2-Fruitridge Presentation

Description/Analysis
Issue Detail: The Fruitridge Safety and Mobility Plan (the Plan) is a planning effort aimed at enhancing safety, mobility, and access for all roadway users in the planning area, which is a 4-mile stretch of Fruitridge Road from Riverside Boulevard to Stockton Boulevard. The Plan is funded through a competitive Caltrans Sustainable Transportation Planning Grant and kicked off in July 2025.

Since that time, the project team has completed or is near completion of the following tasks according to the timeline below:

Summer/Fall 2025: Existing Conditions Analysis and Report

Winter 2025/2026: Phase 1 Community Engagement (gather community input about transportation needs, safety concerns, and barriers to destinations)

Spring/ Summer 2026: Alternatives Analysis and Report

Based on the data from the Existing Conditions Report, community input from Phase 1 engagement, as well as input from the City's internal Project Development Team (PDT), the project team developed a set of preliminary alternatives.

Each alternative includes some reduction in vehicle travel lanes, often called a "road diet," as well as a 9-foot median between the main portion of Fruitridge Road and its parallel, ancillary roadway, where the existing median is 4 feet wide. Specific elements of each alternative are as follows:

Alternative 1 - Full "Road Diet" + Bikeway Focus:

- Reduced vehicle travel lanes from four to two, plus a central turn lane, for the entirety of the corridor from Riverside Boulevard to Stockton Boulevard
- The entirety of the corridor includes a separated bikeway between 6 to 8 feet in width

Alternative 2 - Full "Road Diet" + Pedestrian Focus:

- Reduced vehicle travel lanes from four to two, plus a central turn lane, for the entirety of the corridor from Riverside Boulevard to Stockton Boulevard
- The entirety of the corridor includes a separated bikeway between 5 to 8 feet in width
- Pedestrian walkways widened from 5 to 7 feet, with landscape planters between the walkway and roadway for the majority of the corridor

Alternative 3 - Half "Road Diet":

- Reduced travel lanes from four to two lanes, plus a central turn lane, for the segment of the corridor from Riverside Boulevard to 24th Street
- The segment of the corridor with reduced vehicle lanes includes separated bikeways between 6 to 8 feet in width, while the remaining segment of the corridor would keep existing conditions for pedestrian and bicycle facilities

The project team presented the three alternative street designs to the City's internal Technical Advisory Committee (TAC), along with traffic modeling analysis for each. Traffic modeling showed that the Fruitridge corridor has a significant amount of cut-through traffic, meaning traffic that originates or ends in locations outside the corridor, and this is more prevalent during peak commute times. The TAC acknowledged that although traffic forecasting indicates that a full road diet could displace up to 50% of Average Daily Traffic, the trade-offs for safety and accessibility improvements for people walking, biking, and using the corridor for local travel made it a worthwhile option to share as a design alternative.

The Phase 2 public engagement period for this project is from June 16 until July 16, 2026. Engagement includes an online survey, a Community Action Group meeting on June 18th, and a community workshop on Monday July 6th at the Evelyn Moore Community Center. At this workshop,

community members can review the proposed alternatives and provide overall feedback. Engagement may also include tabling at other events at various locations along and nearby the corridor.

Following the completion of this phase (Phase 2), the project team will evaluate all community input along with comments from this Commission to make any necessary amendments to the design alternatives. Staff will bring fully rendered design alternatives to the TAC for final input and anticipates a Draft Plan for public review in mid-fall 2026.

Staff seek Commission input on the alternatives and support in sharing information about the survey and workshop.

Policy Considerations:
The project is consistent with specific goals and policies from the Sacramento 2040 General Plan which promote mobility, safety and enhancing livability, sustainability, and economic vitality:

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.

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-1.3 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.

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.

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-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.

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.

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): 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 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. 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 Fruitridge Road Safety and Mobility Plan will focus on safety and mobility improvements for all modes of transportation, including active transportation modes. Increased access to walking, biking, and public transit will reduce the necessity for trips by automobile and related air pollution and greenhouse gas emissions.

Commission/Committee Action: Staff brought the Fruitridge Safety and Mobility Plan to the commission in March 2026 to receive feedback on the overall goals of the Plan and the Phase 1 community engagement plan. Today's recommended action for the committee is to review and comment on Phase 2 of the project, including community engagement and design alternatives.

Rationale for Recommendation: The action requested is for the Commission to review and provide feedback on the proposed alternatives.

Financial Considerations: Not applicable

Local Business Enterprise (LBE): Not applicable.

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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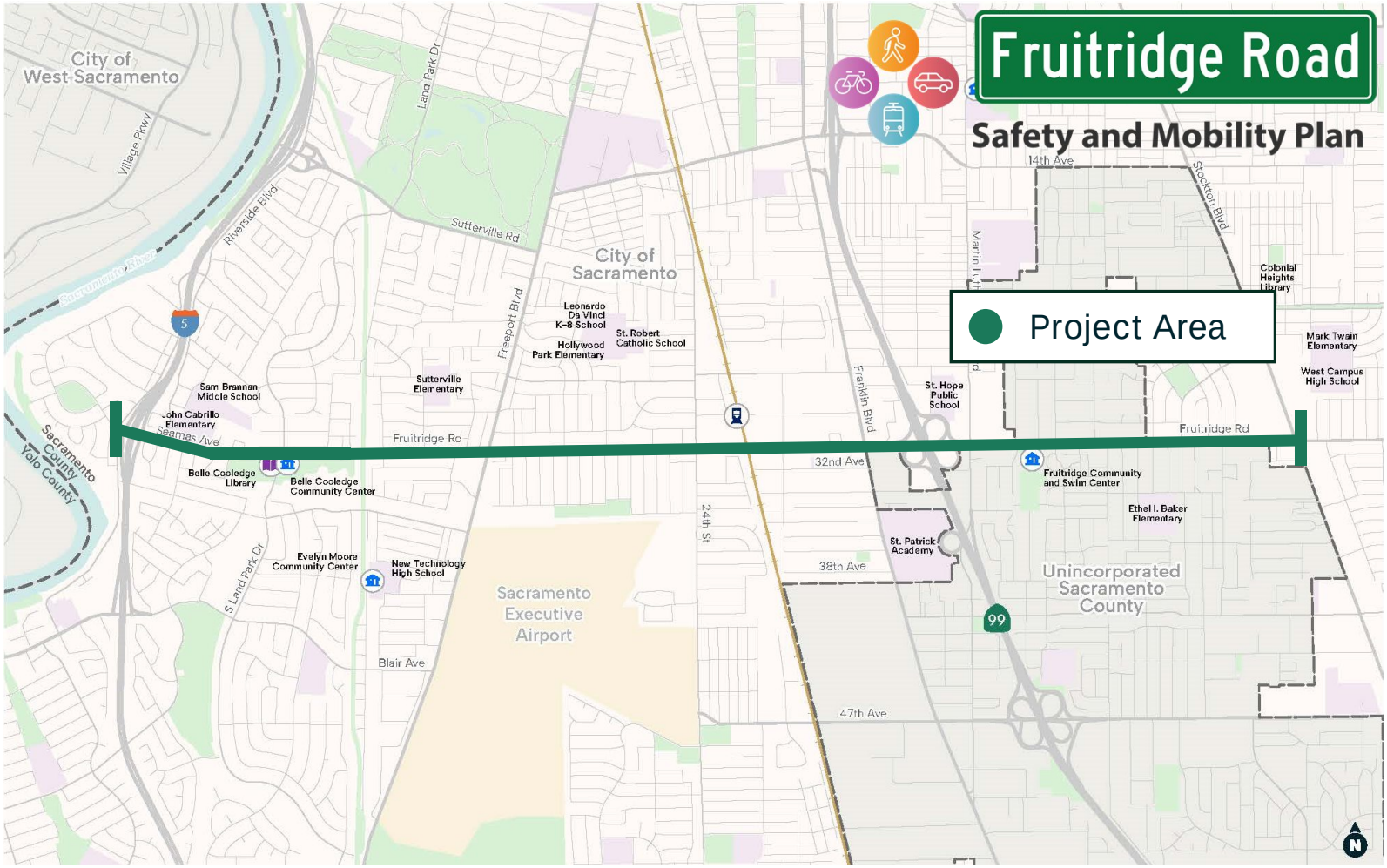
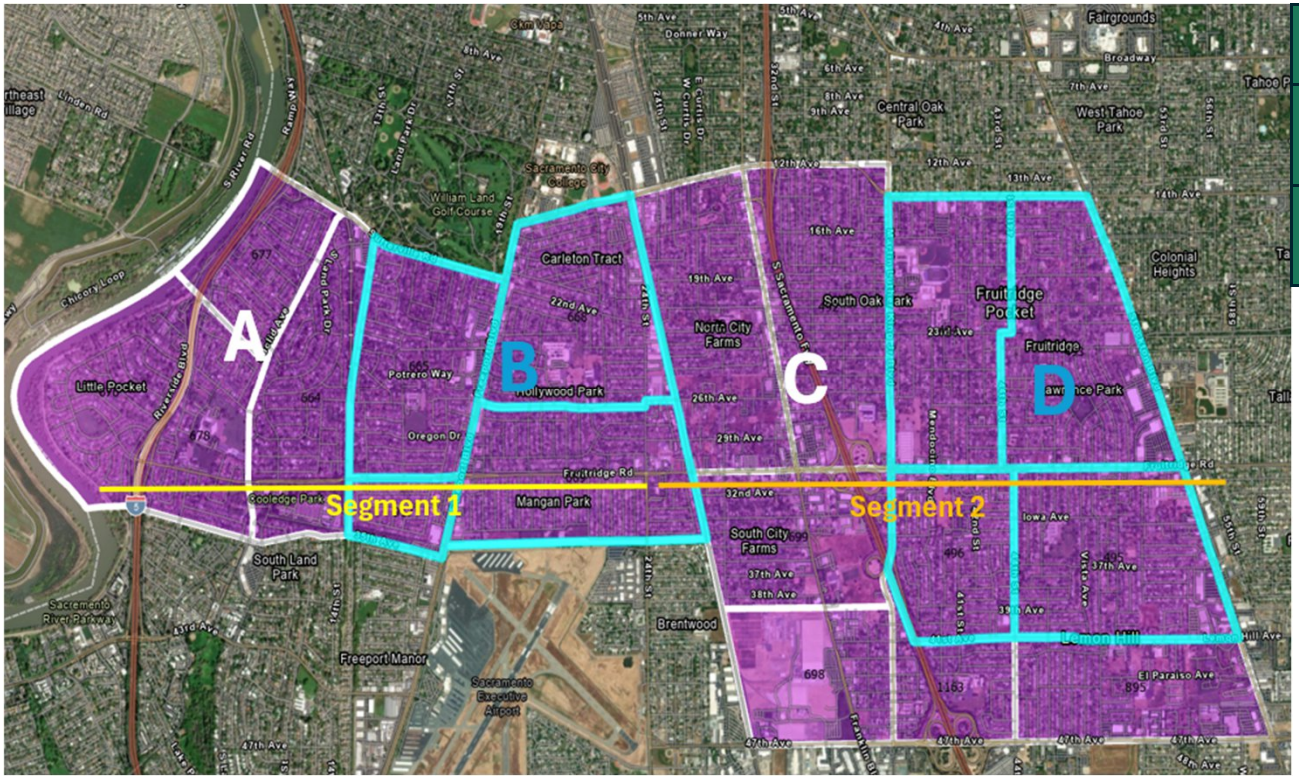
Projects Limits



Catchment Areas



Trips

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

Engagement Summary

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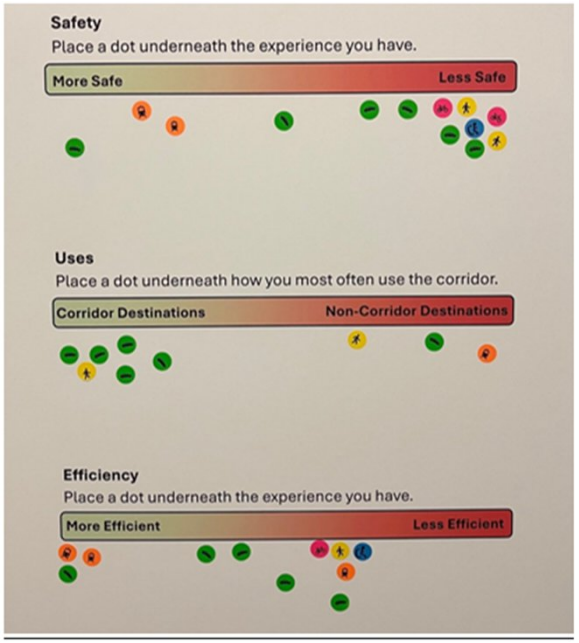
Engagement Summary – Workshop + CAG #1

- 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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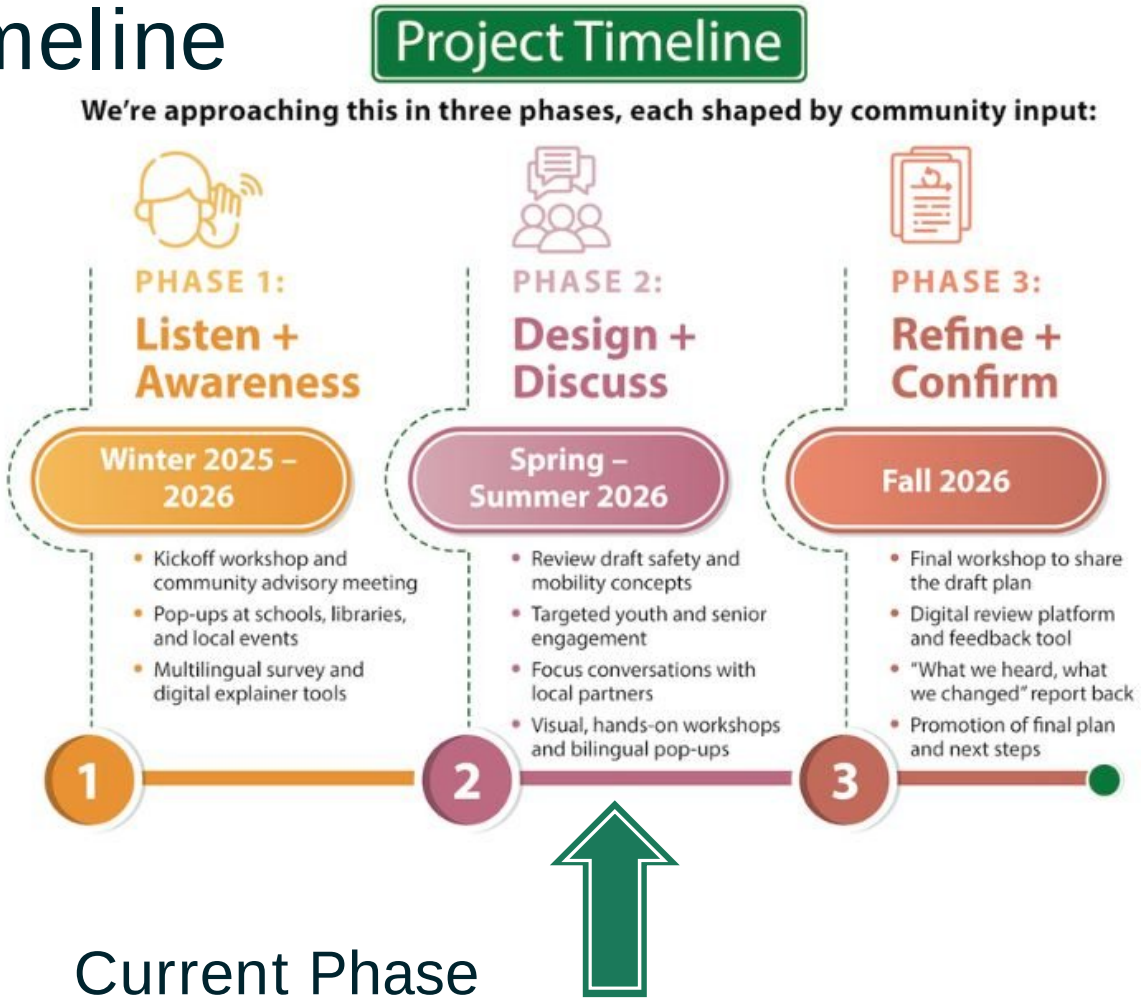
Project Timeline



Current Phase

Engagement Timeline – Phase 2

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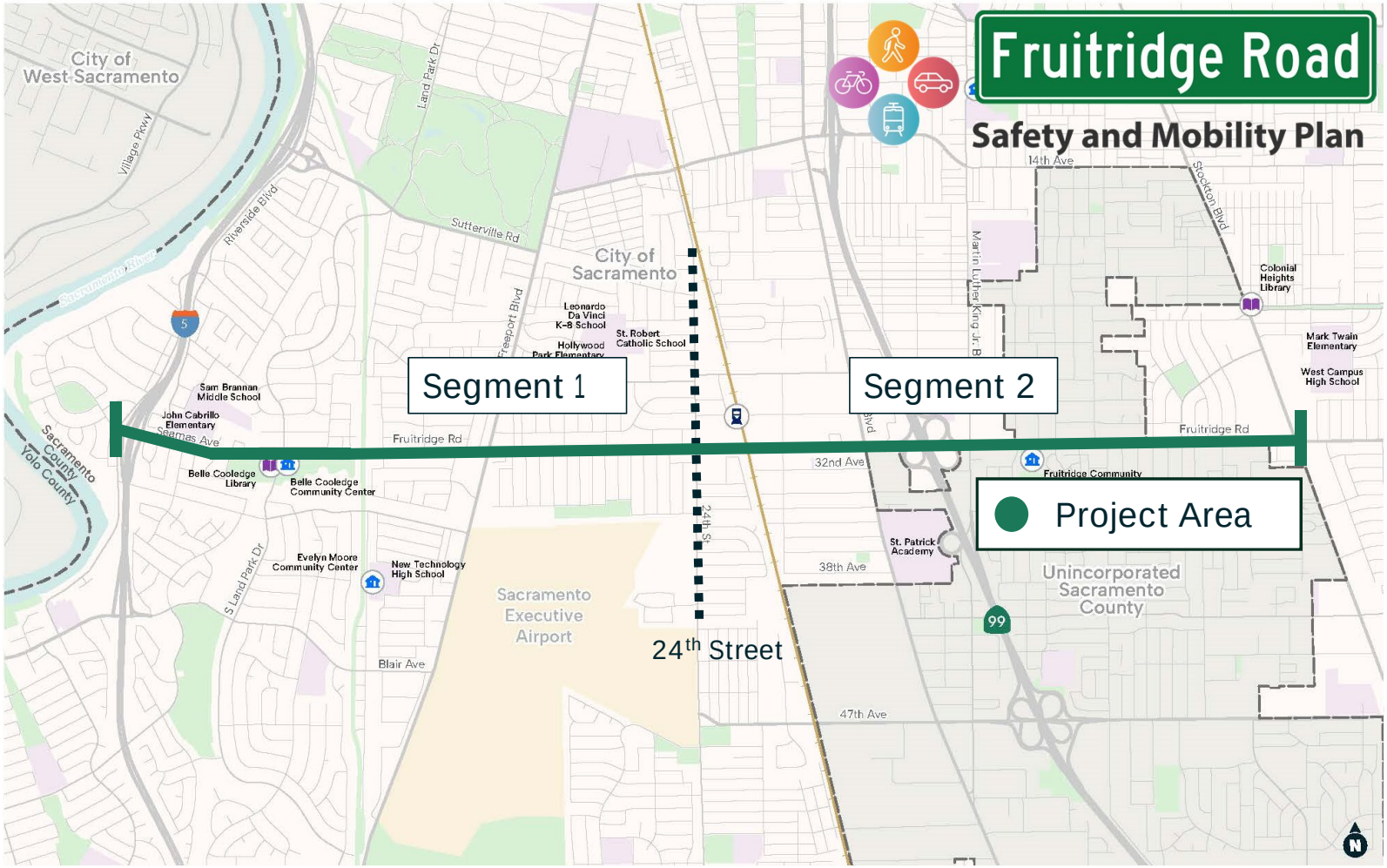
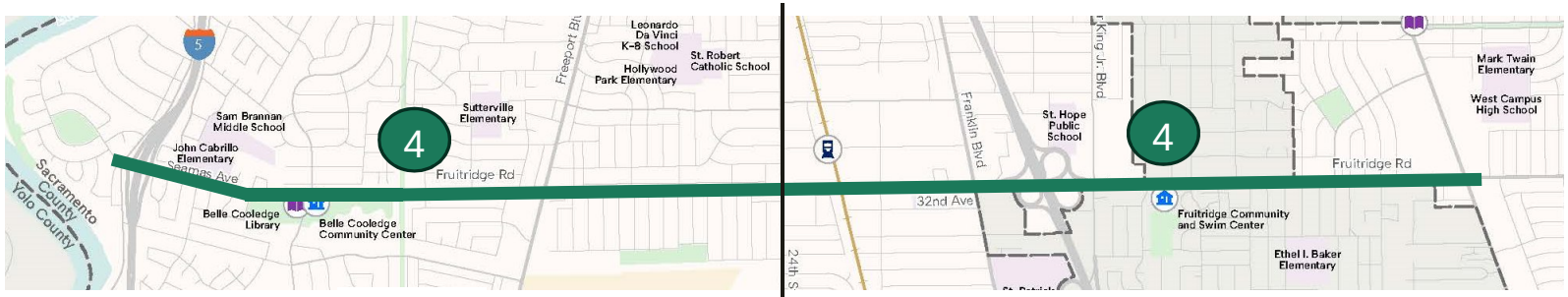
Road Diet Scenarios

Projects Limits



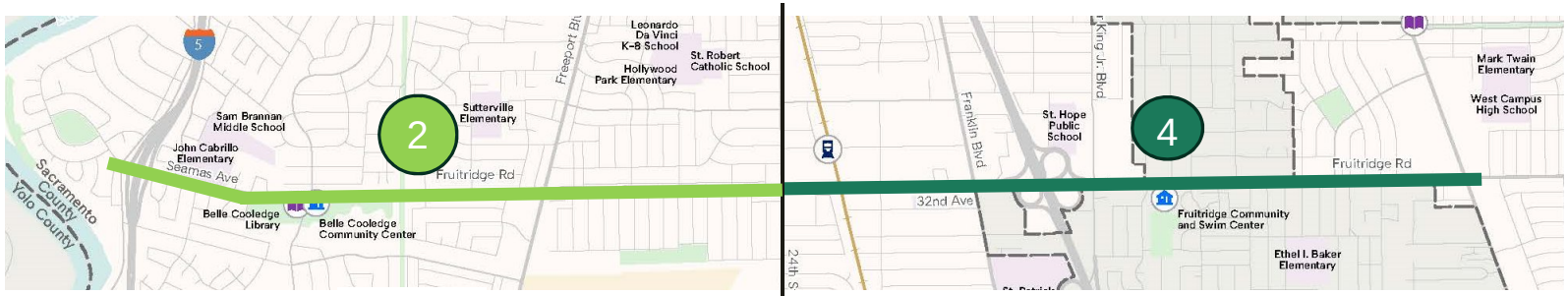
Lane Reductions: "Road Diet"

Existing Conditions



Segment 1 Segment 2

Half Diet



Segment 1 Segment 2

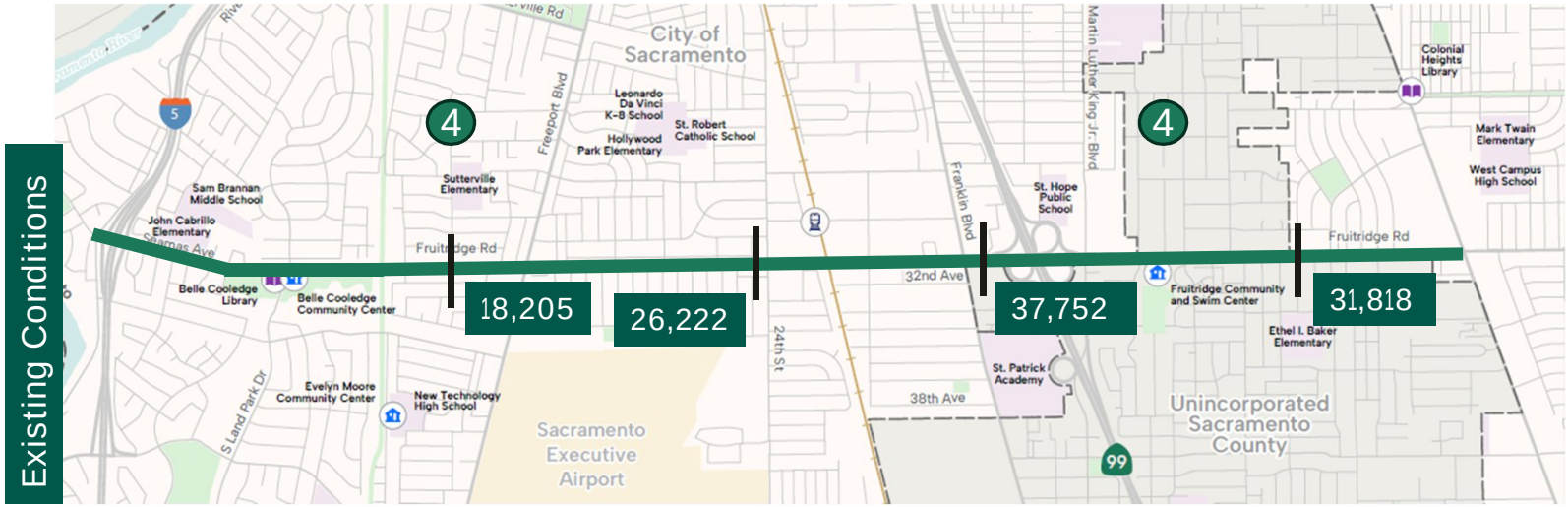
Full Diet

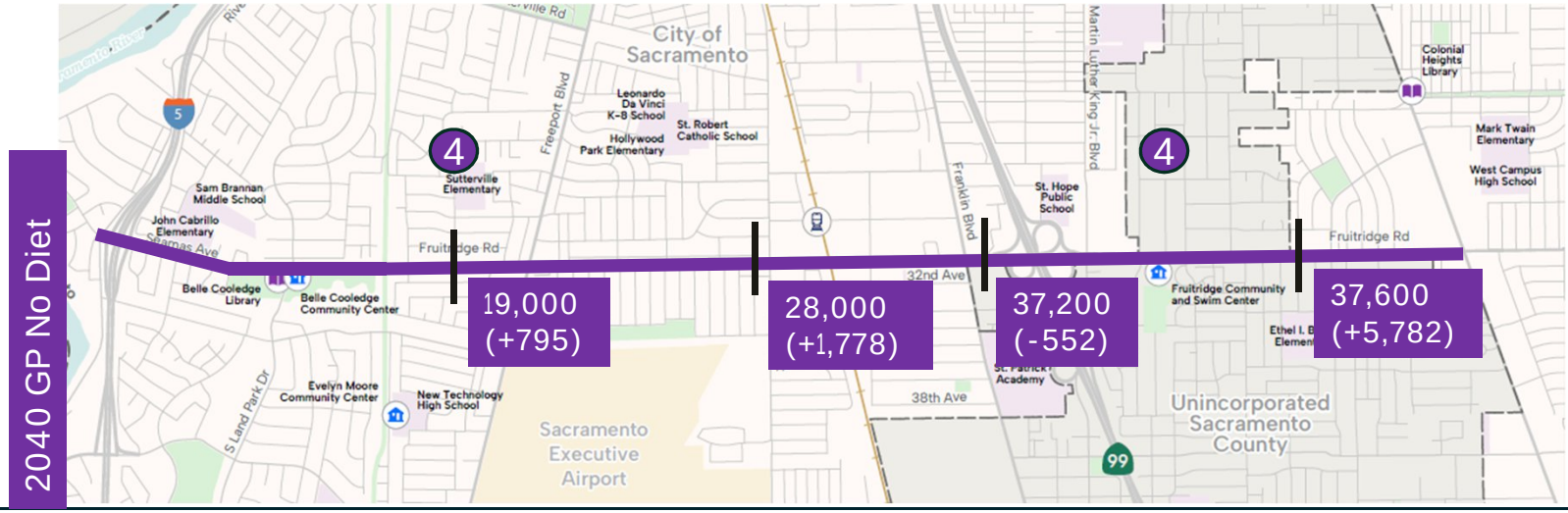
Segment 1 Segment 2

= Number of lanes

Forecasting Results

Model Scenario No Diet





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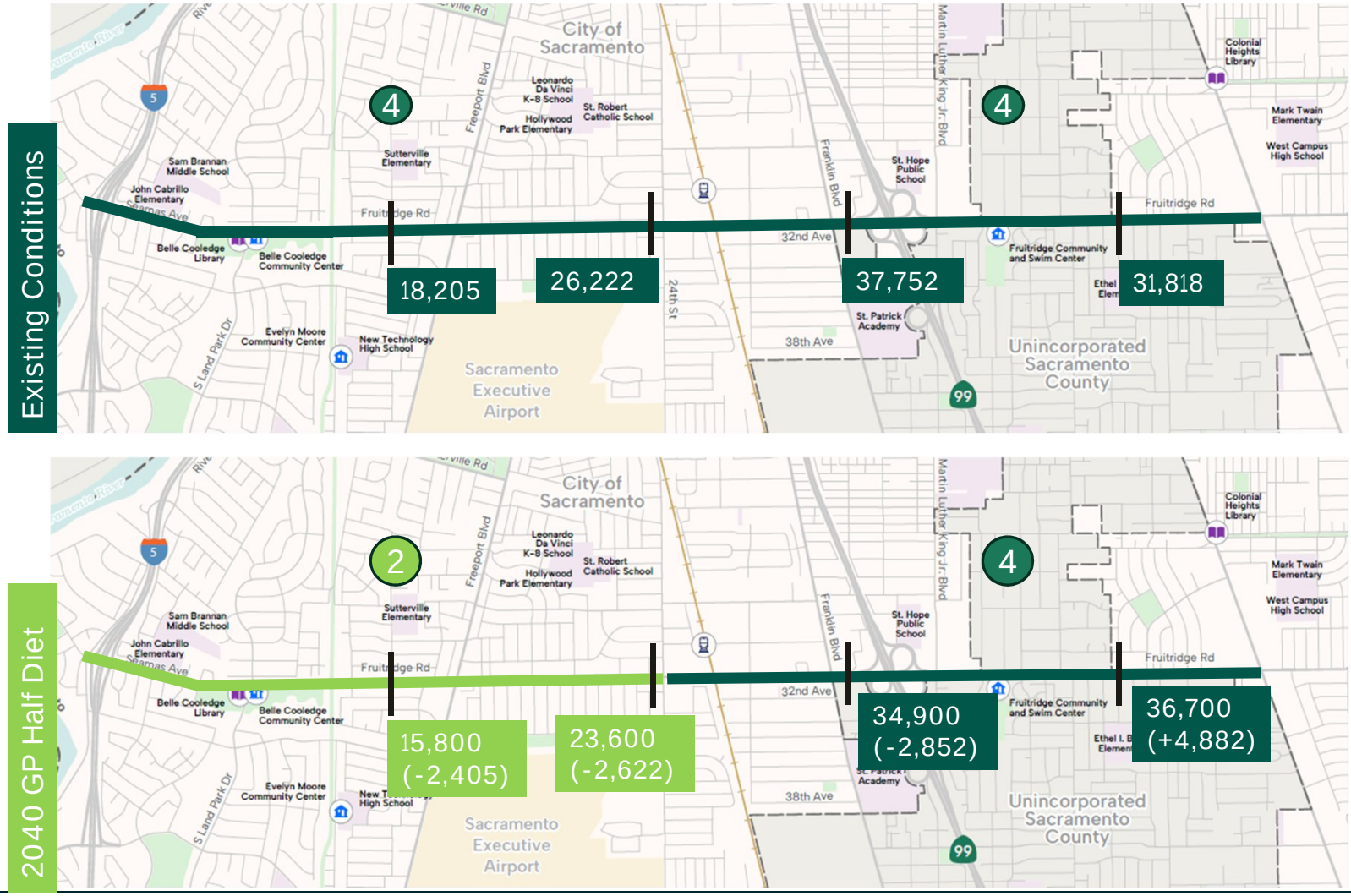
Model Scenario Half Diet



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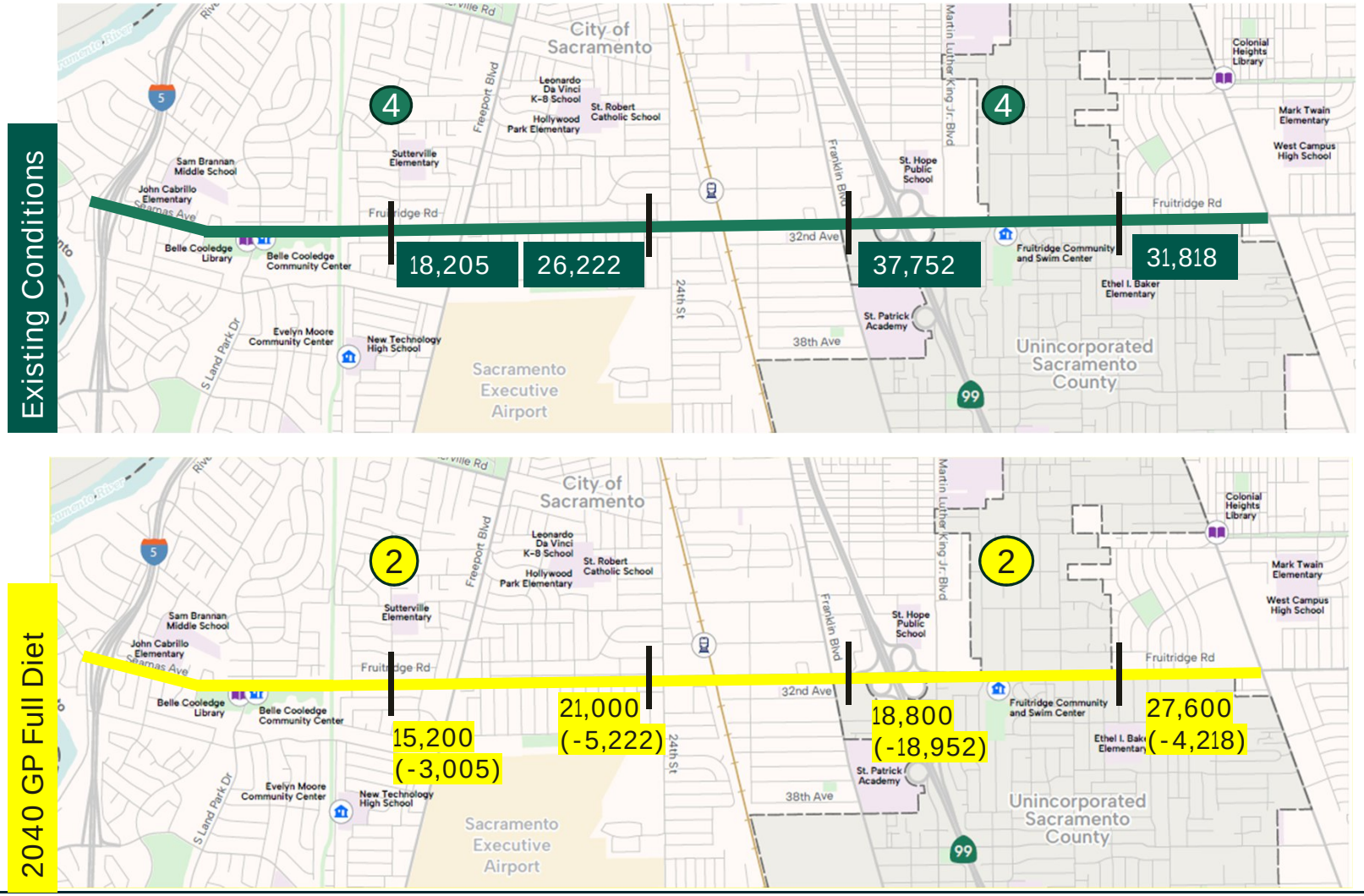
Model Scenario Full Diet



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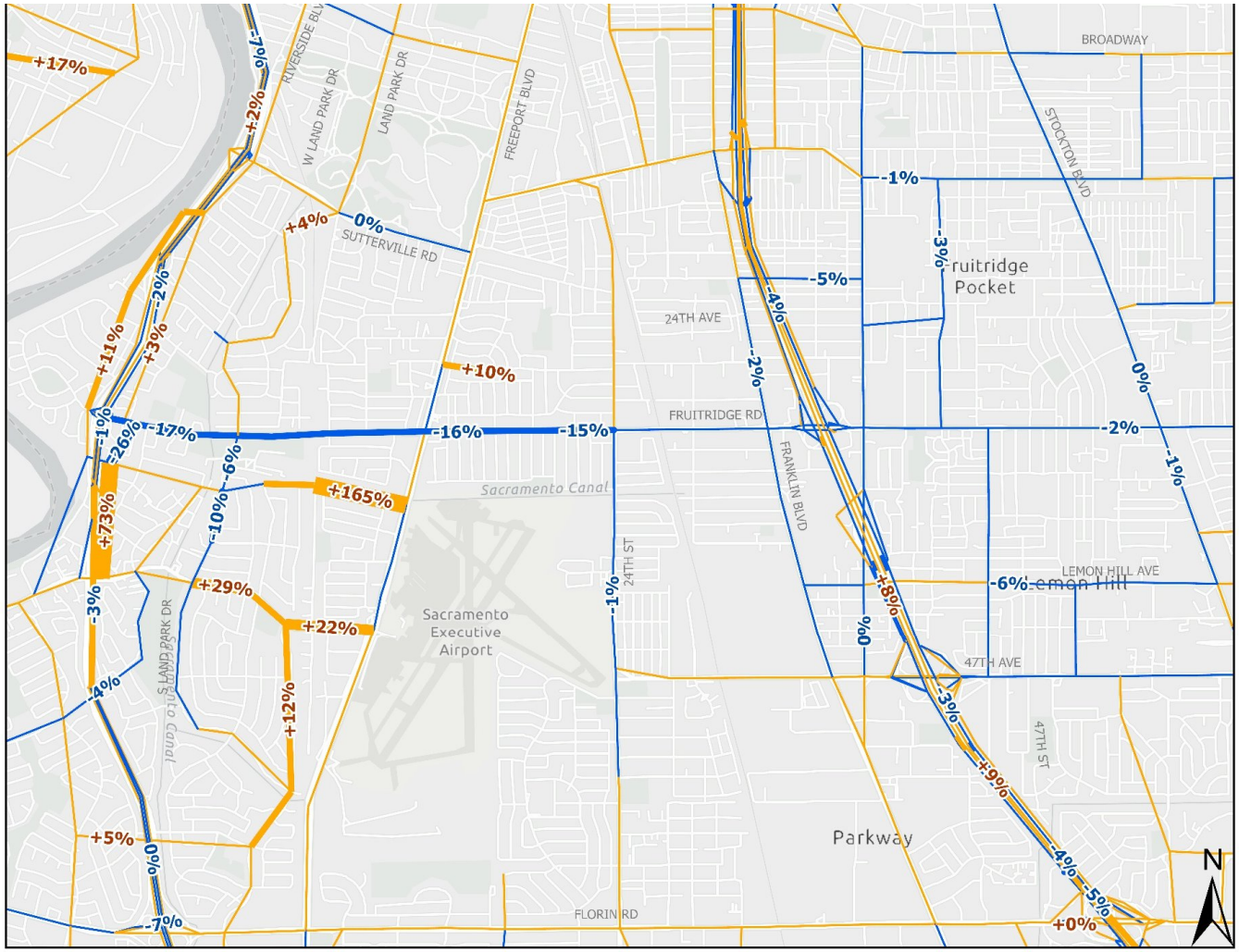
Model Scenario All

	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 4%	+1,778 7%	-552 -1%	+5,782 18%
2040 GP Half Diet	-2,405 -13%	-2,622 -10%	-2,852 -8%	+4,882 15%
2040 GP Full Diet	-3,005 -17%	-5,222 -20%	-18,952 -50%	-4,218 -13%

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

Half Diet – Percent Change



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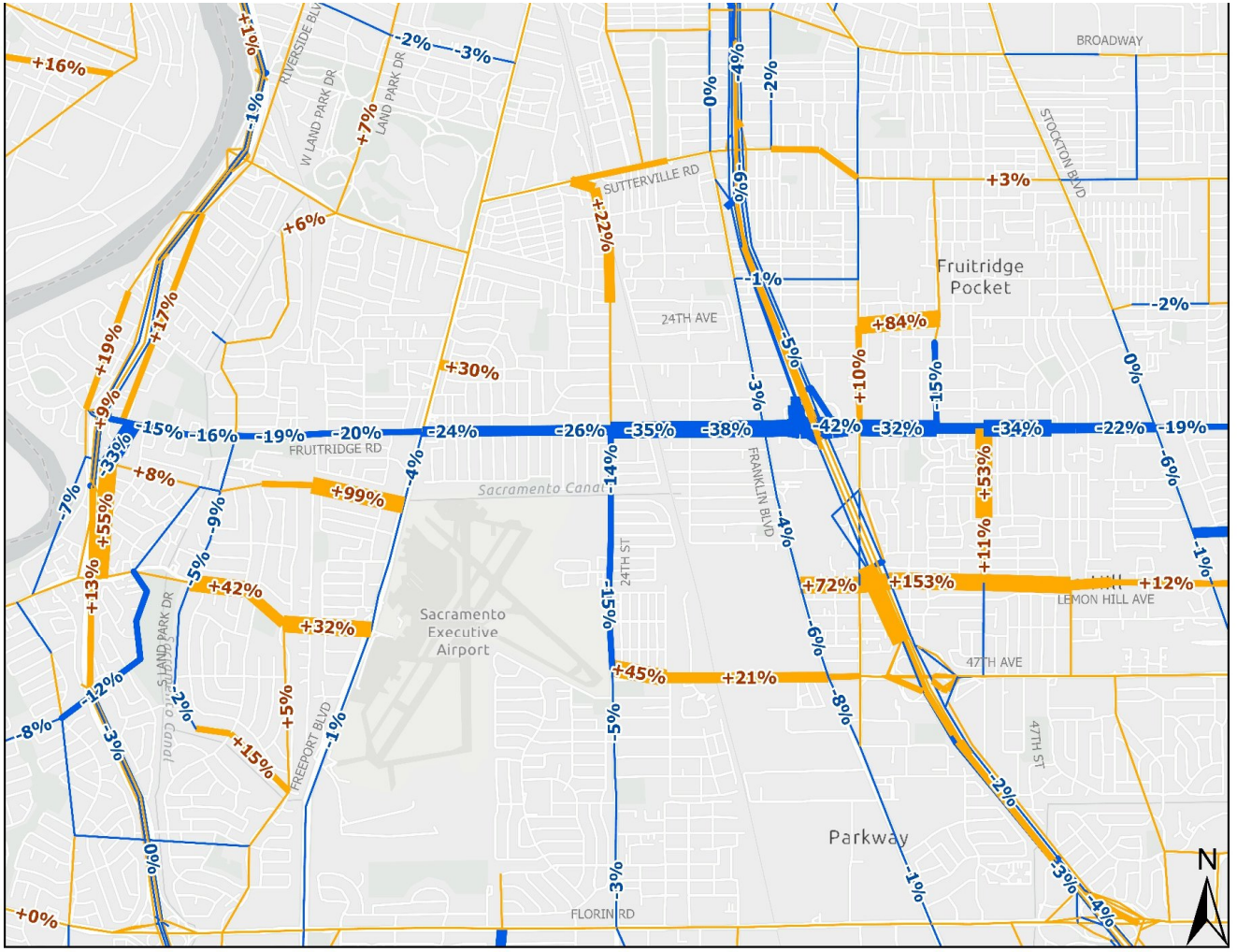
Full Diet – Percent Change



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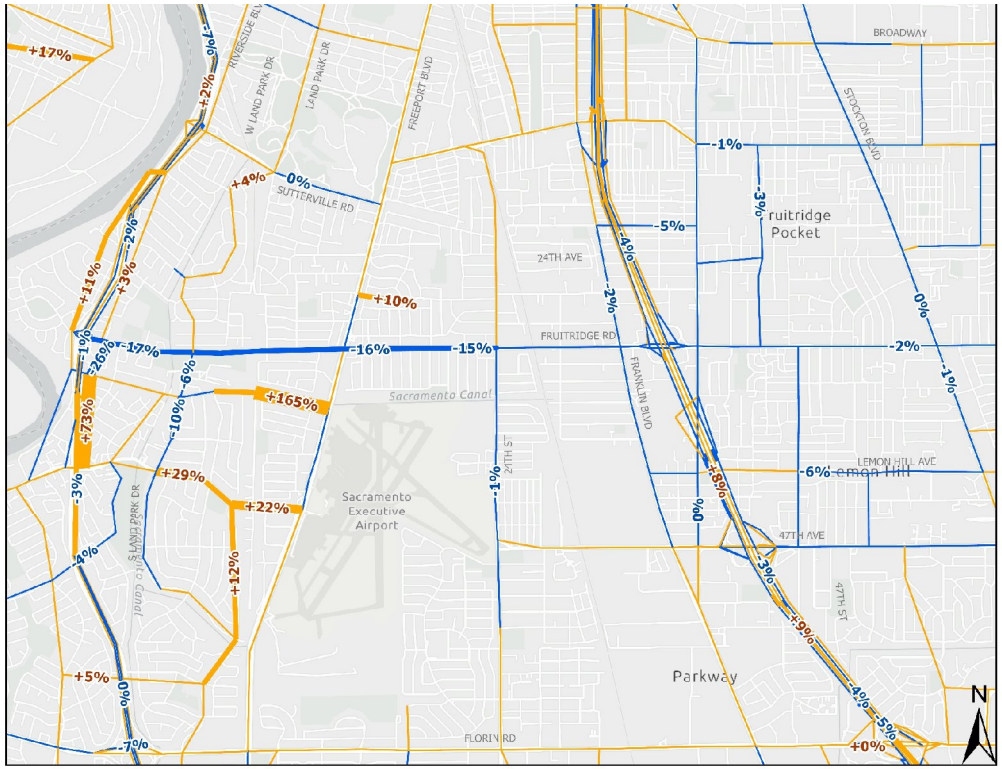
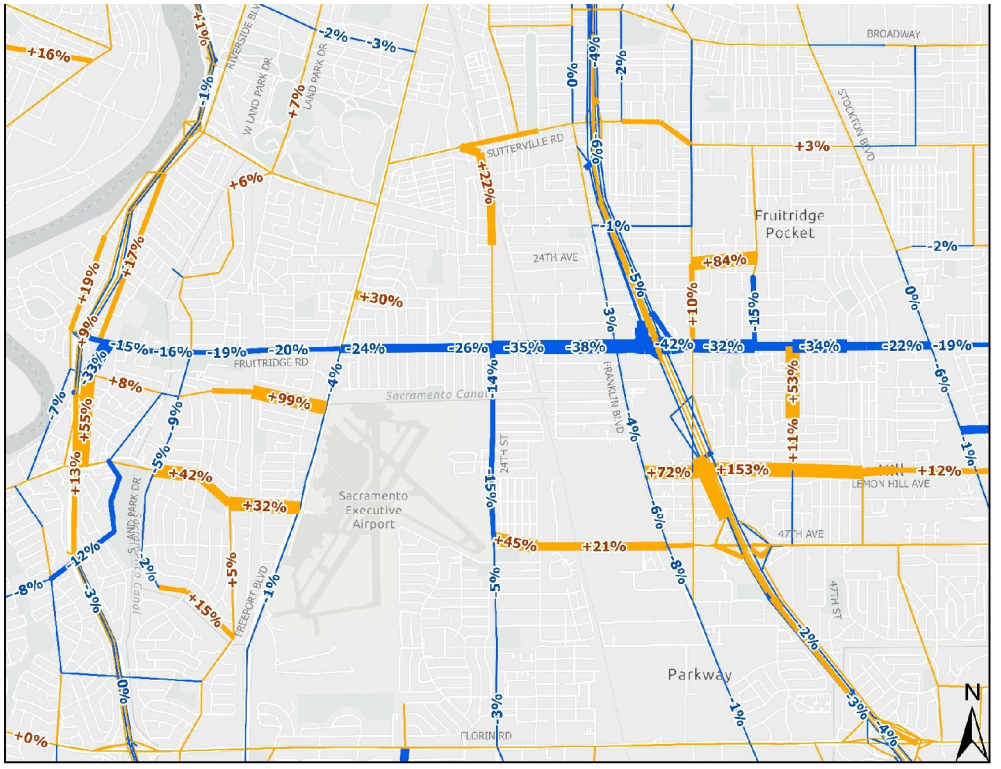
Half Diet



Full Diet



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Design Alternatives

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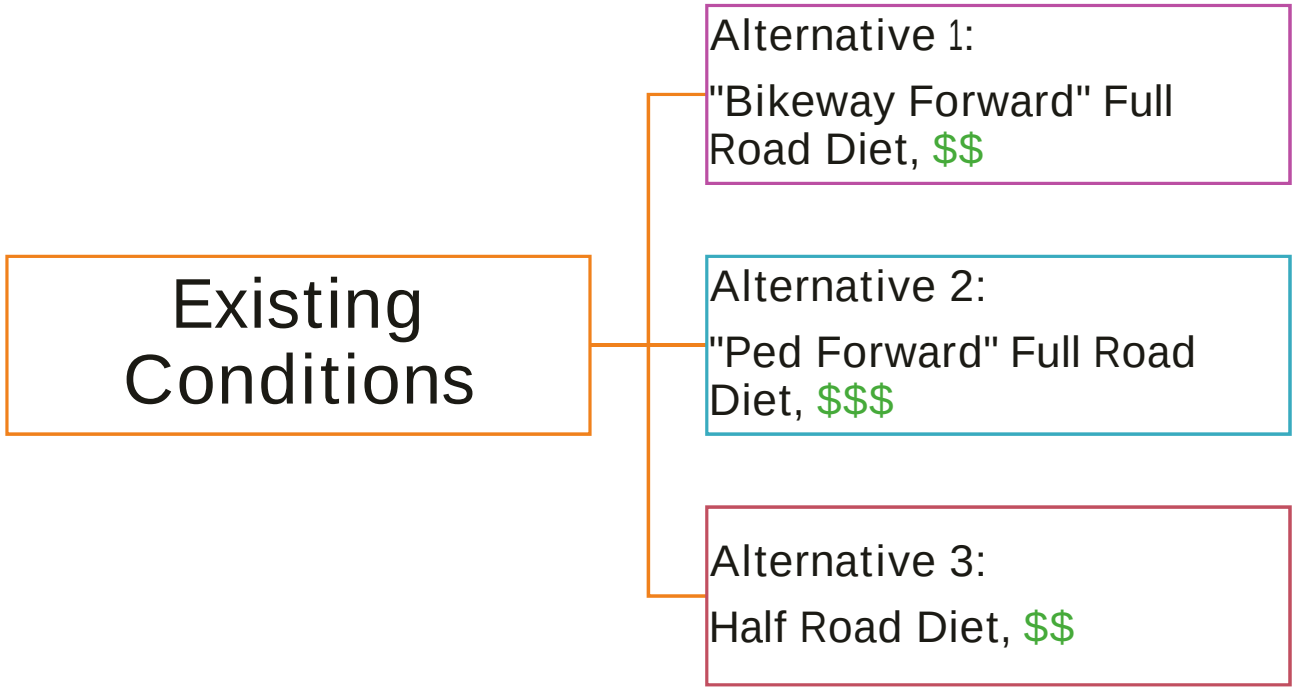
Alternatives Approach

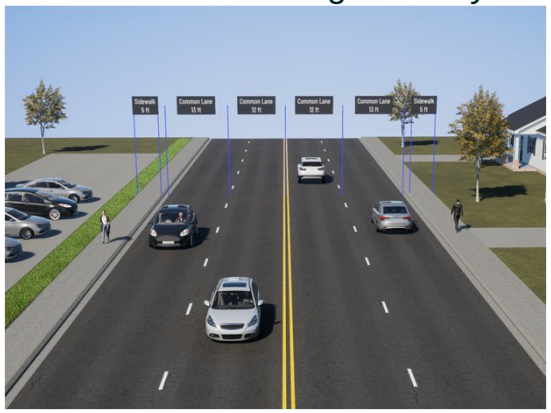


Universal Benefits

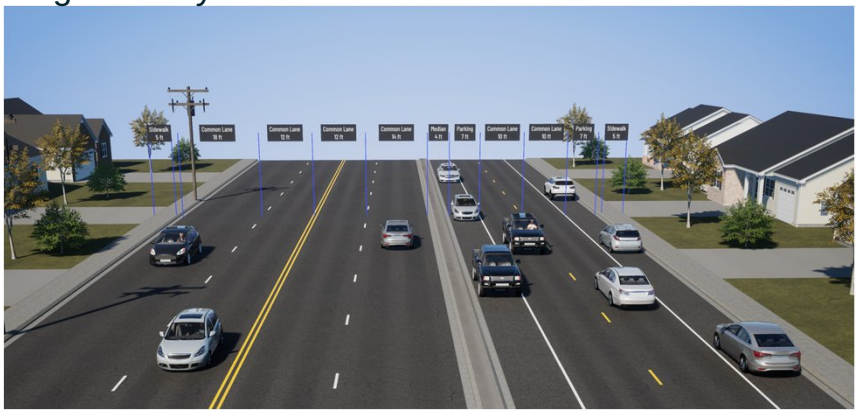
- Improved safety outcomes for all roadway users
- Improved access to SacRT Light Rail station
- Add separated bikeways to the corridor
- Improved multimodal conditions through interchanges
- Narrowing travel lanes calms traffic

Existing Conditions

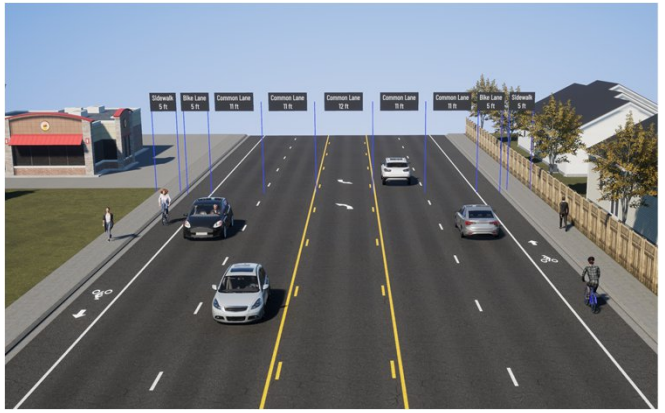
Riverside Blvd to Gilgunn Way



Gilgunn Way to 24th St



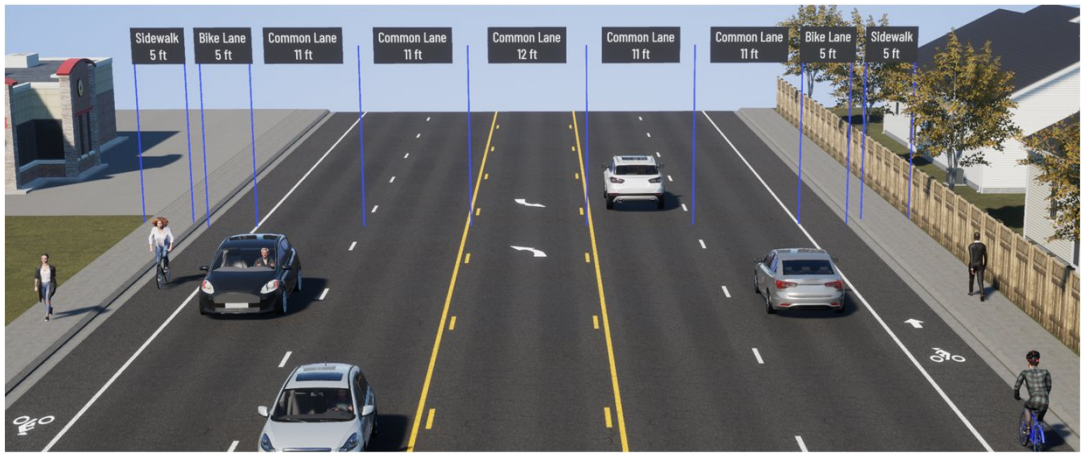
24th St to Stockton Blvd

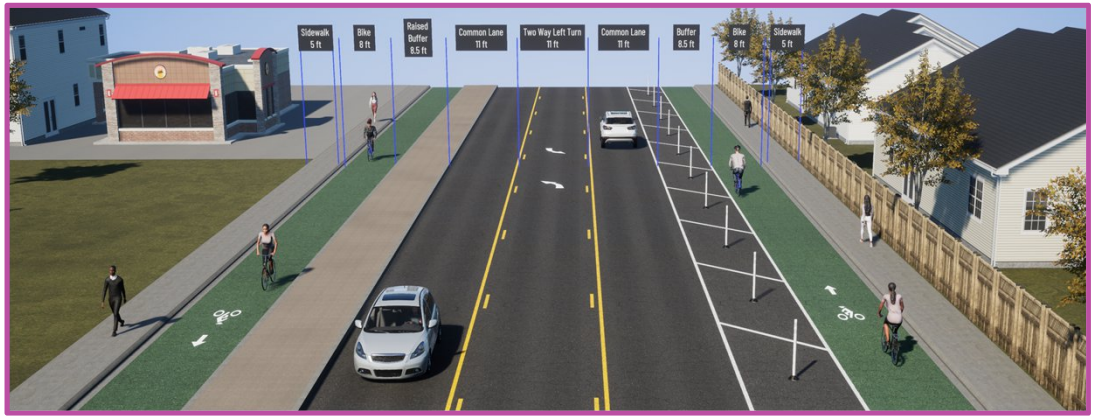


- Higher vehicle accommodation
- Longer crossing distances for pedestrians increases collision exposure
- Left turns from inner lanes without two-way-left-lanes block traffic
- Limited bike facilities

- 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



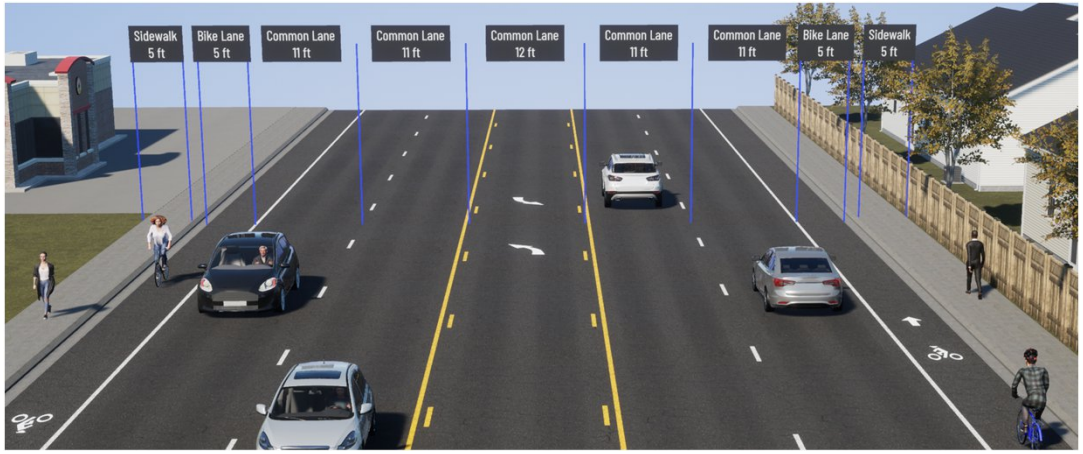


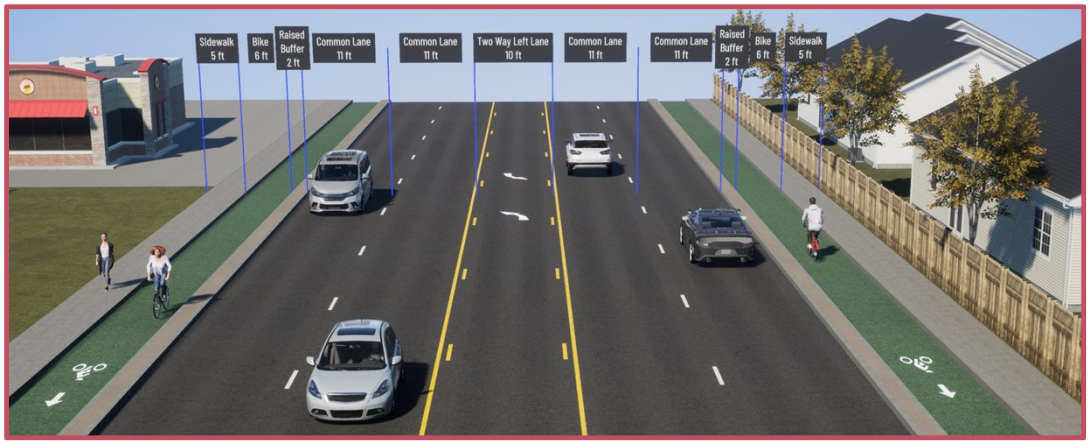
- Reduces the number of travel lanes to accommodate multimodal accessibility
- Retain existing curb, gutter, and sidewalk
- Retains two-way-left-lane for turning efficiency
- Separated bikeway with raised concrete buffer or flexible delineators
- Transit stops will need to be designed to accommodate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