Fehr & Peers

Fruitridge Road Safety and Mobility Plan

Existing Conditions Analysis, November 2025

Prepared for:
City of Sacramento

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Fruitridge Road
Safety and Mobility Plan

Prepared for City of Sacramento

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Introduction

The Fruitridge Road Safety and Mobility Plan (the Plan) is a transportation planning efforts seeking to improve a key east-west corridor by enhancing safety, mobility, and access for all roadway users. The study area boundaries for this effort extend from Riverside Boulevard to the west, to Stockton Boulevard to the east (the Study Area) spanning both City of Sacramento and Sacramento County jurisdictions. Within the study area, Fruitridge Road becomes Seamas Avenue between S. Land Park Drive and Riverside Boulevard. Several diverse neighborhoods exist along the study area containing a multitude of land uses including residential, commercial, recreation, and education.

The study area was identified as part of the City's Vision Zero High Injury Network, which identifies corridors within the City that have the highest number of severe-injury and fatal crashes (KSI) involving people walking, biking, and driving. Fruitridge Road has also been identified as a high-priority project by the City's Transportation Priorities Plan.

The study area, including key points of interest such as schools, parks, and community resources is shown in **Figure 1.** As seen, Fruitridge Road plays a vital role in connecting communities to important destinations including nearby schools ranging from elementary to high school levels, Belle Cooledge Library, Fruitridge Community and Swim Center, diverse places of worship, local businesses, and high frequency transit via SacRT Blue Line light rail's Fruitridge Station.

Many previous and current transportation projects intersect or are immediately adjacent to the study corridor as shown in **Figure 2**. Improvements along the corridor seek to provide continuity between these planning efforts supporting community access to resources both locally and beyond.

This memorandum is structured to include an overview of the following:

- Demographic and land-use characteristics
- Existing roadway network
- Existing facilities for people walking and biking
- Existing public transportation service and facilities
- Historic collision data
- Existing travel behavior and count data

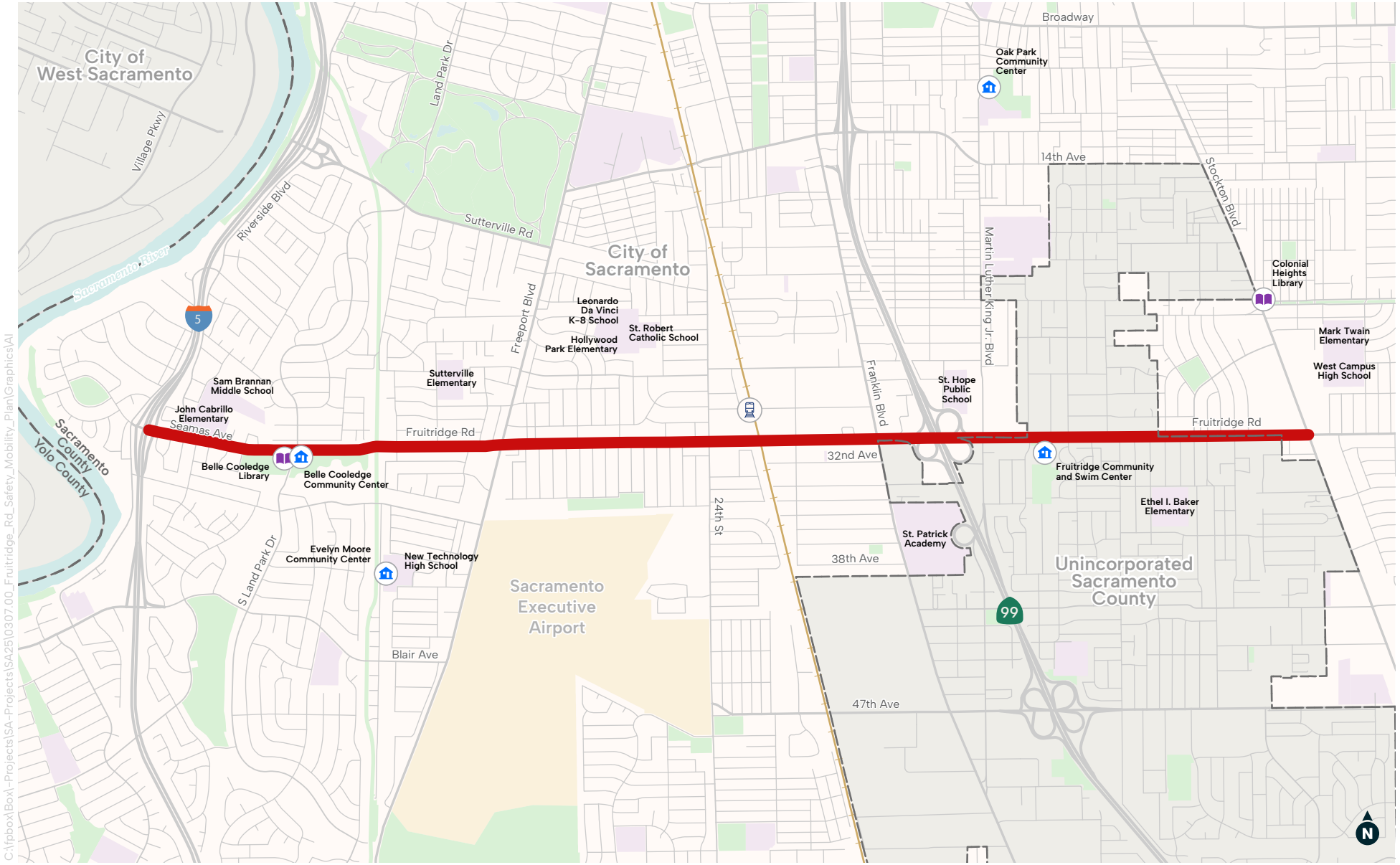

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FIGURE 1

Project Location

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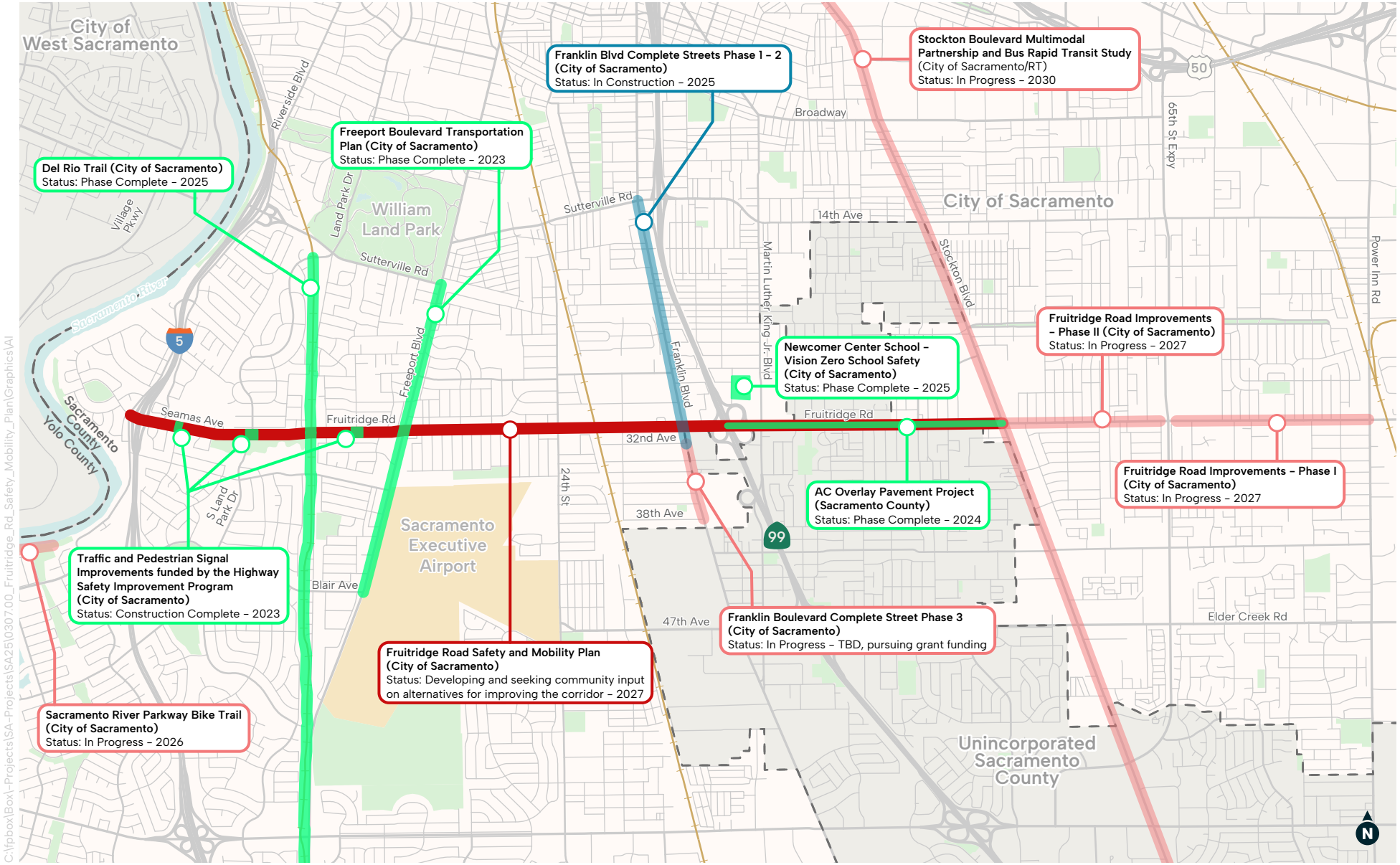

FIGURE 2

Related Public Works Transportation Projects

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Demographic and Land-Use Characteristics

The study area serves a diverse community and array of land uses along its length. Portions, particularly to the east of the SacRT Blue Line light rail tracks are identified as Environmental Justice areas by the Sacramento Area Council of Government (SACOG) and State SB 535 Disadvantaged Communities by the State of California.

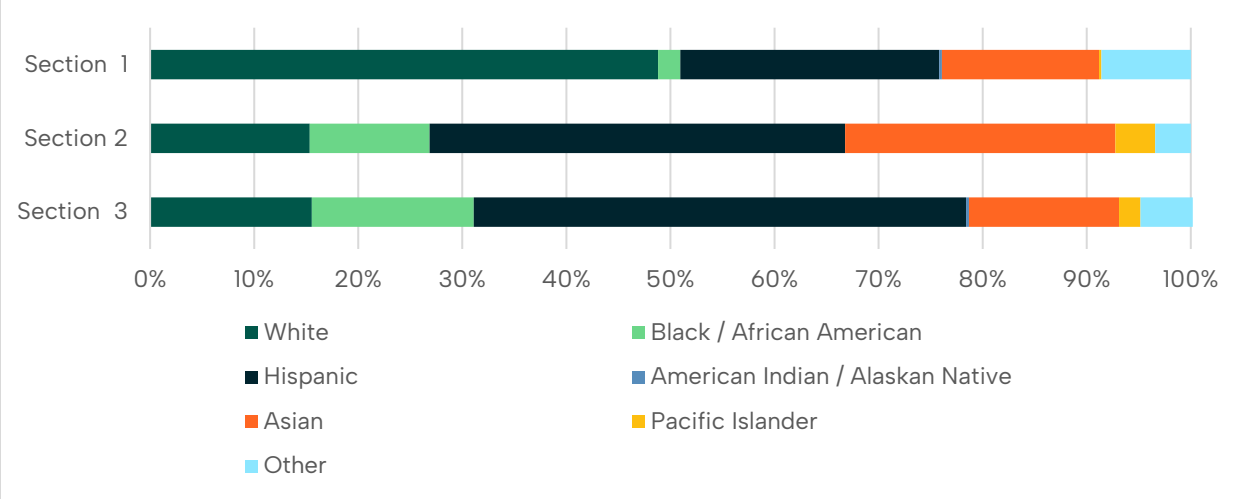
While the study area has diverse socio-economic conditions throughout, certain demographic characteristics are concentrated within subsections of the study area. Due to this, for the purpose of discussing key demographic information below, the study area is described as three distinct sections. All census tracts intersecting the study area were included and consistently grouped across the demographic information, below. 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

Demographics

As shown in **Chart 1**, while the study area as a whole is largely diverse, concentrations of people who identify as certain races or ethnicities are represented at different rates within the communities 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



Source: American Community Survey, 5-Year Estimates, 2023.

One indicator of a community identified as disadvantaged or environmental justice is the portion of the population with limited English-speaking proficiency as this places a larger burden to access information and resources largely developed for and delivered to audiences proficient in English. As

such, **Table 1** 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%.

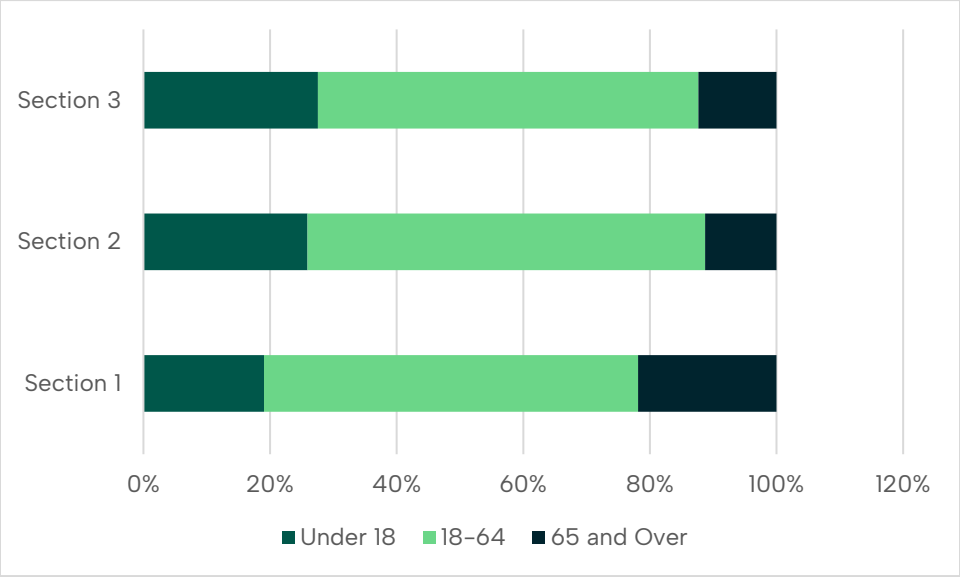
Table 1: Percent of Population with Limited English-Speaking Proficiency

Roadway Section	Percent of Population with Limited English-Speaking Proficiency
Riverside Blvd to Freeport Blvd	12%
Freeport Blvd to MLK Jr. Blvd	15%
MLK Jr. Blvd to Stockton Blvd	13%

Source: American Community Survey, 5-Year Estimates, 2023.

Chart 2 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 micromobility, 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 2: Community Age Distribution



Source: American Community Survey, 5-Year Estimates, 2023.

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

As **Table 2** 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. 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.

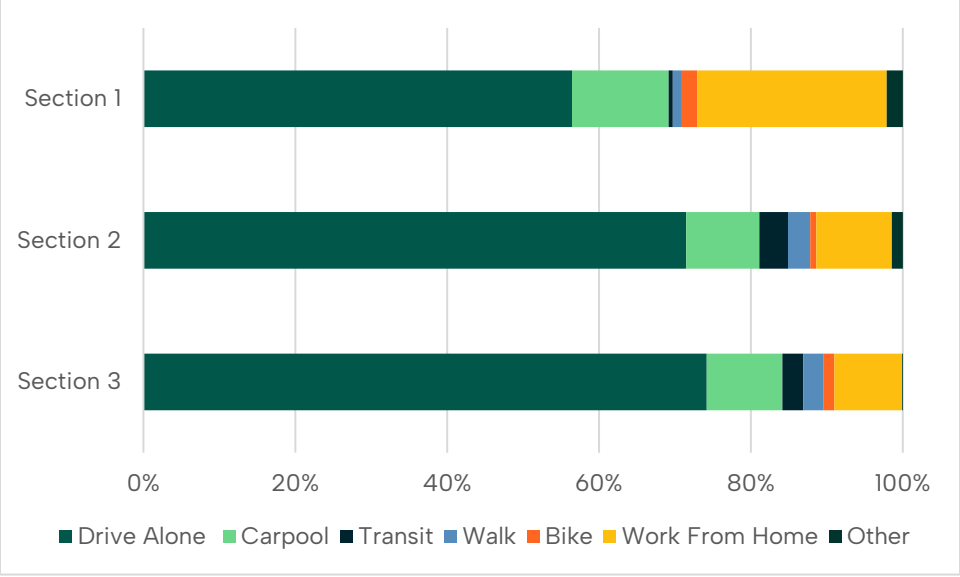
Table 2: Median Household Income for a Four-Person Family

Roadway Section	4-Person Family Median Household Income
Riverside Blvd to Freeport Blvd	$ 175,672.50[1]
Freeport Blvd to MLK Jr. Blvd	$ 145,238.50
MLK Jr. Blvd to Stockton Blvd	$ 66,525.75

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.
Source: American Community Survey, 5-Year Estimates, 2023.

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 correlates to the median household income discussed above. Transit ridership increases from less than 1% in section 1 to around 3% 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 to choose these modes.

Chart 3: Community Commute Mode Choice



Source: American Community Survey, 5-Year Estimates, 2023.

Land Use

The land use most prominently represented along the study corridor according to the City of Sacramento 2040 General Plan's land use designation map is "Neighborhood" with much of it being single-family residential zoning. The north-south arterials intersecting the study area are identified as "Residential I Mixed-Use"[2] 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. Public/Quasi-Public and Parks and Recreation land uses are also identified and discussed below.

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 and Library and Community Center, Bahnfleth Park, Mangan Park, Lawrence Park, and the Fruitridge Community and Swim Center. Major employment providers include the City of Sacramento Department of Utilities along Fruitridge Road, employers within the Southgate Industrial Area which includes a Macy's and Bloomingdales fulfillment center, and the many small to large commercial and retail centers along and intersecting the study area. The Sacramento Executive Airport resides immediately south of the study area between Freeport Boulevard and 24th Street. While the study area's eastern limit is Stockton Boulevard, notably, east of Power Inn Road, the 2040 General Plan identifies the land designation as "Industrial Mixed-Use."[3]

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 and many businesses along Franklin Boulevard are owned and operated by and cater to people who identify as Hispanic or Latino.

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[4]

The project includes Sacramento County property extending from Franklin Road to west and 53rd Street to the east. Land use designations along the project location identified in the 2030 Sacramento

[2] Source: https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/adopted-2040-general-plan/2040%20GP_2-03_Land%20Use%20and%20Placemaking_Adopted.pdf

[3] Source: https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/adopted-2040-general-plan/2040%20GP_2-03_Land%20Use%20and%20Placemaking-Map%20LUP-5_Adopted.pdf

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

County General Plan primarily include low and medium-density residential with small portions identified as "intensive industrial" immediately west of SR 99 and as a "mixed-use corridor" overlay zone near Stockton Boulevard.[5]

Existing Networks

Existing Roadway Network

Fruitridge Road, including Seamas Avenue along its western portion, is a 10-mile long east-west arterial that in its entirety, connects the Little Pocket community to the west, within City of Sacramento limits and the industrial land uses along Mayhew Road within Sacramento County to the east. The study area portion of Fruitridge Road is defined by the western boundary of Riverside Boulevard immediately west of Interstate 5 (I-5), identified as Seamus Avenue until transitioning to Fruitridge Road at S. Land Park Drive, and Stockton Boulevard which serves as the eastern boundary. The east-west orientation of the study area links several important north-south connectors including local roads, I-5, State Route 99 (SR 99), and Sacramento Regional Transit's (SacRT) Blue Line. The roadway varies between two and four lanes, with intermittent two-way left-turn lanes (TWLTL). The posted speed limit along the study area varies between 25 miles per hour (mph) in school zones when kids are present, 35 mph, and 40 mph depending on surrounding land uses which includes a mix of commercial, residential, education, and recreation. **Table 3** shows the roadway characteristics of the study area.

Table 3: Study Area Roadway Characteristics

Roadway	From	To	Roadway Functional Classification	Number of Travel Lanes	Posted Speed (mph)
Seamas Ave	Riverside Blvd	Karbet Way	Arterial	4	35
Seamas Ave	Karbet Way	Parkfield Ct	Arterial	4	35[1]
Seamas Ave	Parkfield Ct	S. Land Park Dr	Arterial	4	35
Fruitridge Rd	S. Land Park Dr	24th St	Arterial	4	40
Fruitridge Rd	24th St	Franklin Blvd	Arterial	5	40
Fruitridge Rd	Franklin Blvd	MLK Jr. Blvd	Arterial	4	40
Fruitridge Rd	MLK Jr. Blvd	Stockton Blvd	Arterial	5	40

1. School zone initiated, posted speed limit reduced to 25 mph when children are present.

[5] Source: https://landuse.saccounty.gov/archive/GP/GP_LU-Diagram.pdf

Example cross sections were developed to represent the changing roadway configurations along the study area and are displayed in **Table 4.**

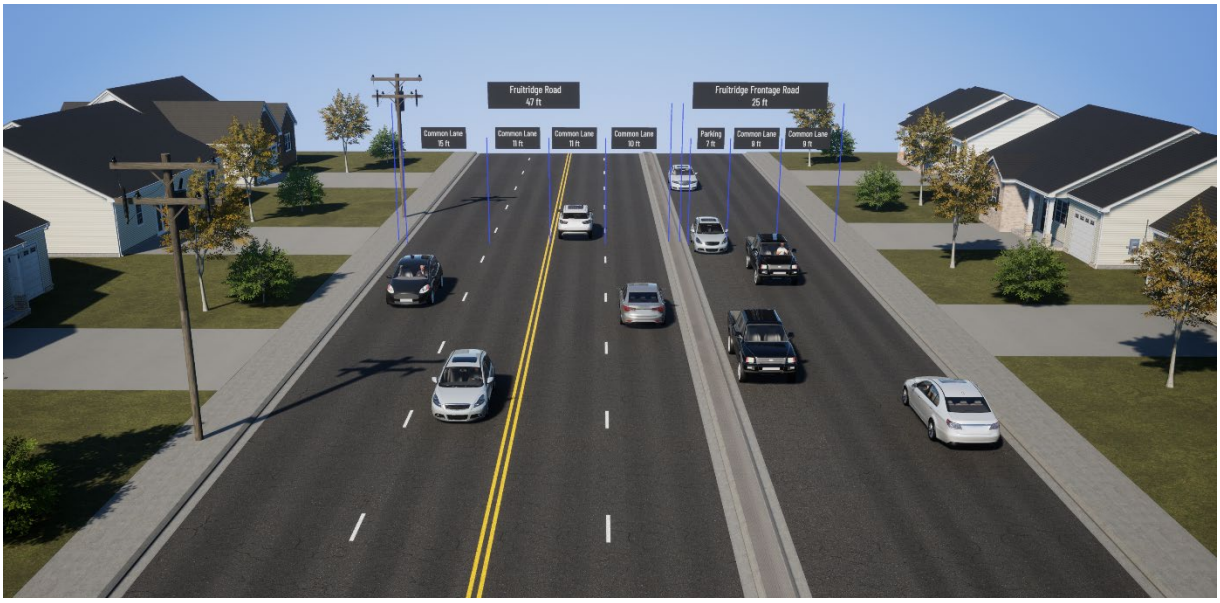
Table 4: Example Roadway Cross Sections and Images

Seamus Avenue: Between Lonsdale Drive and Greenbrae Road

Source: Fehr & Peers, 2025

Source: Google Street View (n.d.)

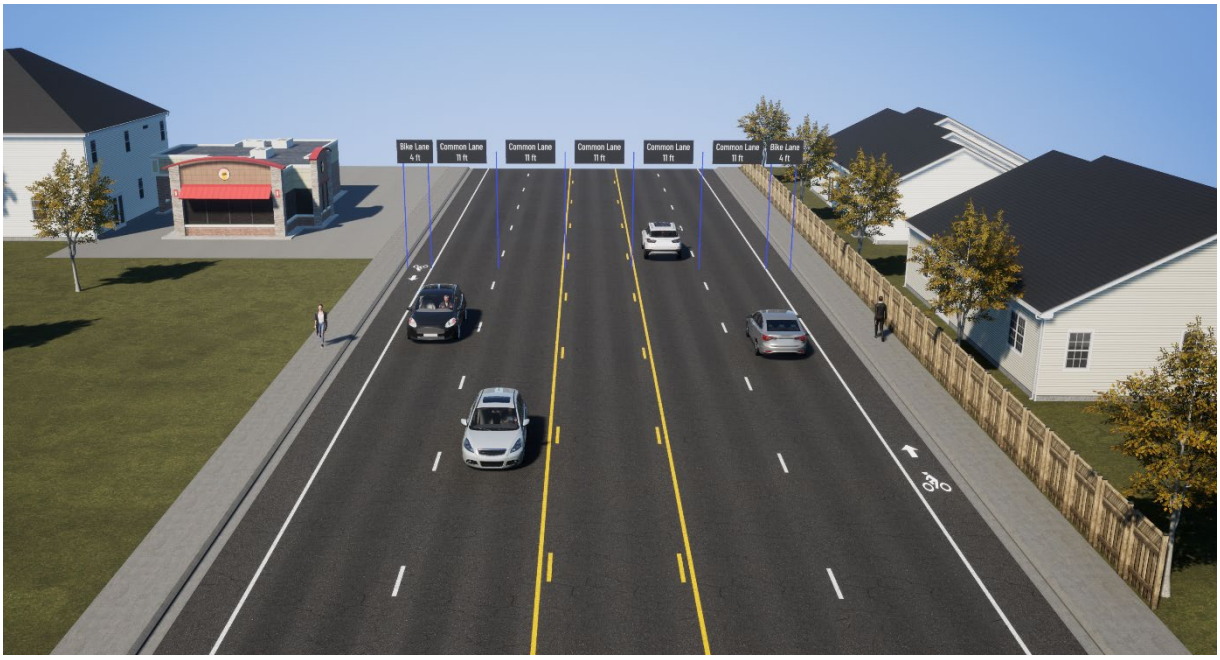
Fruitridge Road: Between Gilgunn Way and Monterey Way



Source: Fehr & Peers, 2025

Source: Google Street View (n.d.)

Fruitridge Road: Between Laurine Way and Ethel Way (County)



Source: Fehr & Peers, 2025

Source: Google Street View (n.d.)

Truck Routes

Along the study area, Fruitridge Road is not a designated truck route. However, Fruitridge Road intersects several City and Surface Transportation Assistance Act (STAA) designated truck routes including Freeport Boulevard, Franklin Boulevard, Stockton Boulevard, Martin Luther King Jr Boulevard north of Fruitridge Road, I-5, and SR-99. Identified truck routes are shown in **Figure 3**.

As shown in **Table 5**, below, heavy truck traffic made up an average of 2.25% of all vehicle traffic during the data collection periods at the locations where data was collected. See the section on "Analysis Methodology" below for more detail on the locations and conditions of the traffic data collection process. The Federal Highway Administration identifies 13 vehicle classifications[6]. Heavy Trucks as identified in this report are considered those of classification 5 or higher which includes vehicles outside of the STAA design vehicle template[7]. Due to this, this report draws no conclusion as to the volume of heavy trucks traveling within the study area as defined by the STAA design vehicle template.

[6] Source: https://www.fhwa.dot.gov/policyinformation/tmguide/tmg_2013/vehicle-types.cfm
[7] Source: https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp0400-a11y.pdf

Table 5: Daily Peak Hour[1] Heavy Truck Volumes

Intersection	Heavy Truck Volume[2]	Percent of Volume
1. Seamas Avenue & Riverside Blvd	45	1.2
2. Seamas Avenue & I-5 SB Ramps	88	1.6
3. Seamas Avenue & I-5 NB Ramps	130	1.7
4. Seamas Avenue & Lonsdale Drive	119	1.8
5. Seamas Avenue & South Land Park Drive	171	1.8
6. Fruitridge Road & Del Rio Trail Crossing	144	2.0
7. Fruitridge Road & Monterey Way	148	2.1
8. Fruitridge Road & Freeport Boulevard	311	1.8
9. Fruitridge Road & Helen Way	237	2.4
10. Fruitridge Road & 24th Street	406	2.9
11. Fruitridge Road & RT Crossing	247	2.6
12. Fruitridge Road & 28th Street	240	2.4
13. Fruitridge Road & Franklin Boulevard	426	2.5
14. Fruitridge Road & Martin Luther King Jr Boulevard	409	2.5
15. Fruitridge Road & Del Norte Boulevard	340	2.9
16. Fruitridge Road & 44th Street	333	2.8
17. Fruitridge Road & Lawrence Drive	316	2.9
18. Fruitridge Road & Stockton Boulevard	449	2.6

1. Daily peak hour volumes were collected between 7:00 am to 9:00 am and 3:00 pm to 5:00 pm.
2. Heavy Trucks are defined as Vehicle Category Classification 5 or higher per the Federal Highway Administration's vehicle classification system.

Source: Fehr & Peers, 2025

Existing Network for People Walking

Within the study area, sidewalks are present and generally continuous. A gap in the sidewalk network exists on the south side of Fruitridge Road from the Del Rio Trail Crossing to Gilgunn Way. 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. Most major intersections feature marked crosswalks on a portion or all legs. The location of sidewalks and marked crossings are shown in **Figure 4.**

The City of Sacramento's active transportation plan, the Streets for People Plan, was recently finalized and which City staff anticipate adoption of in December 2025. Included in the Streets for People Plan are recommendations for facilities serving pedestrians walking and bicycling throughout the City. The Streets for People Plan recommends treatments that consist of sidewalk improvements, new sidewalk on one side, and new sidewalk on both sides throughout the study area within the City's jurisdiction.

Existing Network for People Bicycling

As shown in **Figure 5**, bicycle facilities are limited and discontinuous throughout the study area. There are no facilities for people bicycling along the study area from Riverside Boulevard to 24th Street. Intersections near freeway ramps, such as the SR-99 and I-5 northbound and southbound ramps, do not include bike lanes due to ramp configurations. Bicycle lanes are present on both sides of Fruitridge Road in the following three segments:

- Fruitridge Road from the rail crossing to Franklin Boulevard
- Fruitridge Road from Martin Luther King Jr. Boulevard to Stockton Boulevard
- Fruitridge Road (Frontage) from Gilgunn Way to Rickey Drive
- Fruitridge Road (Frontage) from Carmela Way to 23rd Street/24th Street Alley

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.

The Streets for People Plan recommends separated bikeways for the full length of the study area within the City of Sacramento's jurisdiction. Sacramento County has identified the portion of the study area within their jurisdiction as a study corridor.

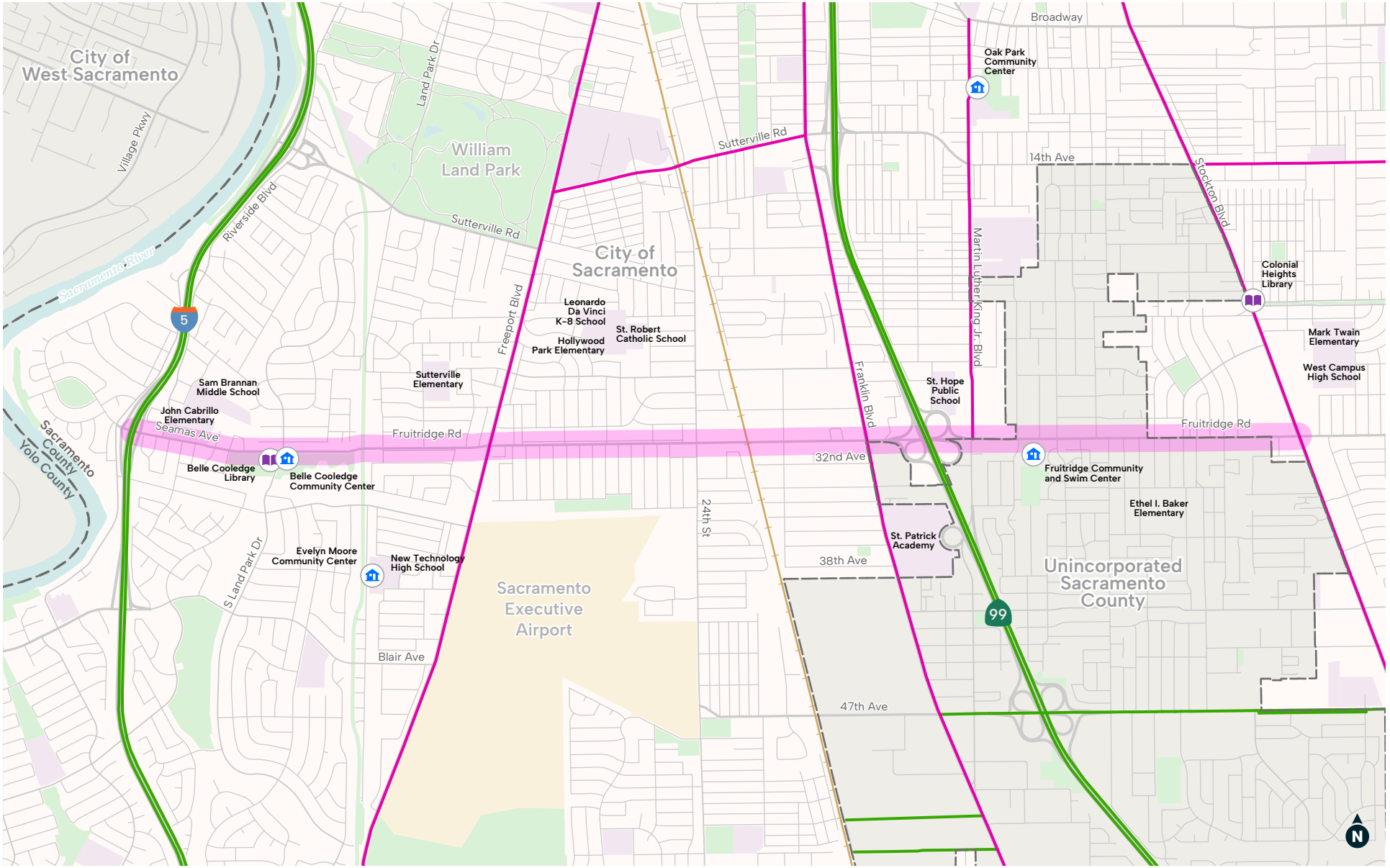


FIGURE 3

Truck Routes

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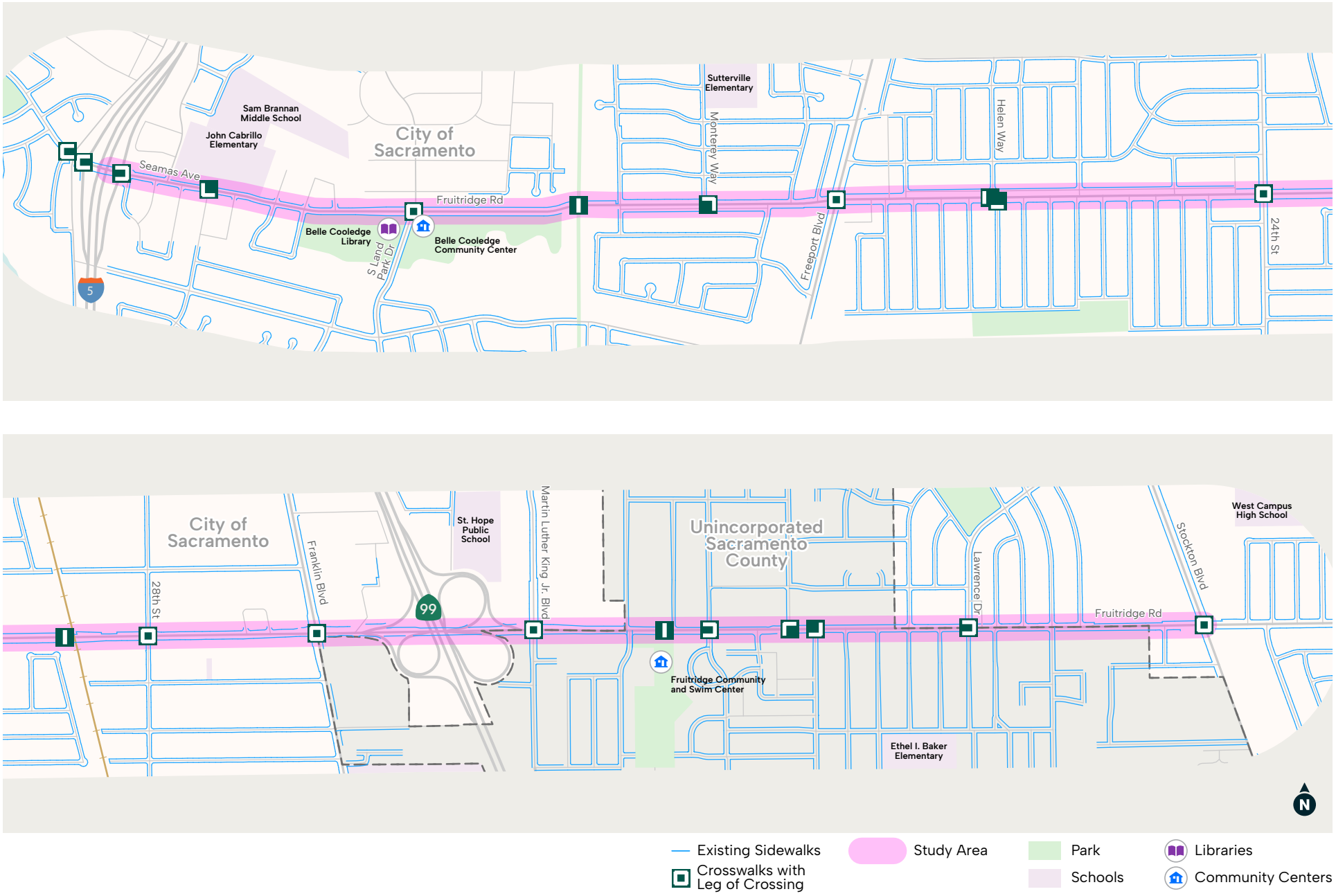

FIGURE 4

Existing Pedestrian Facilities

Fehr & Peers

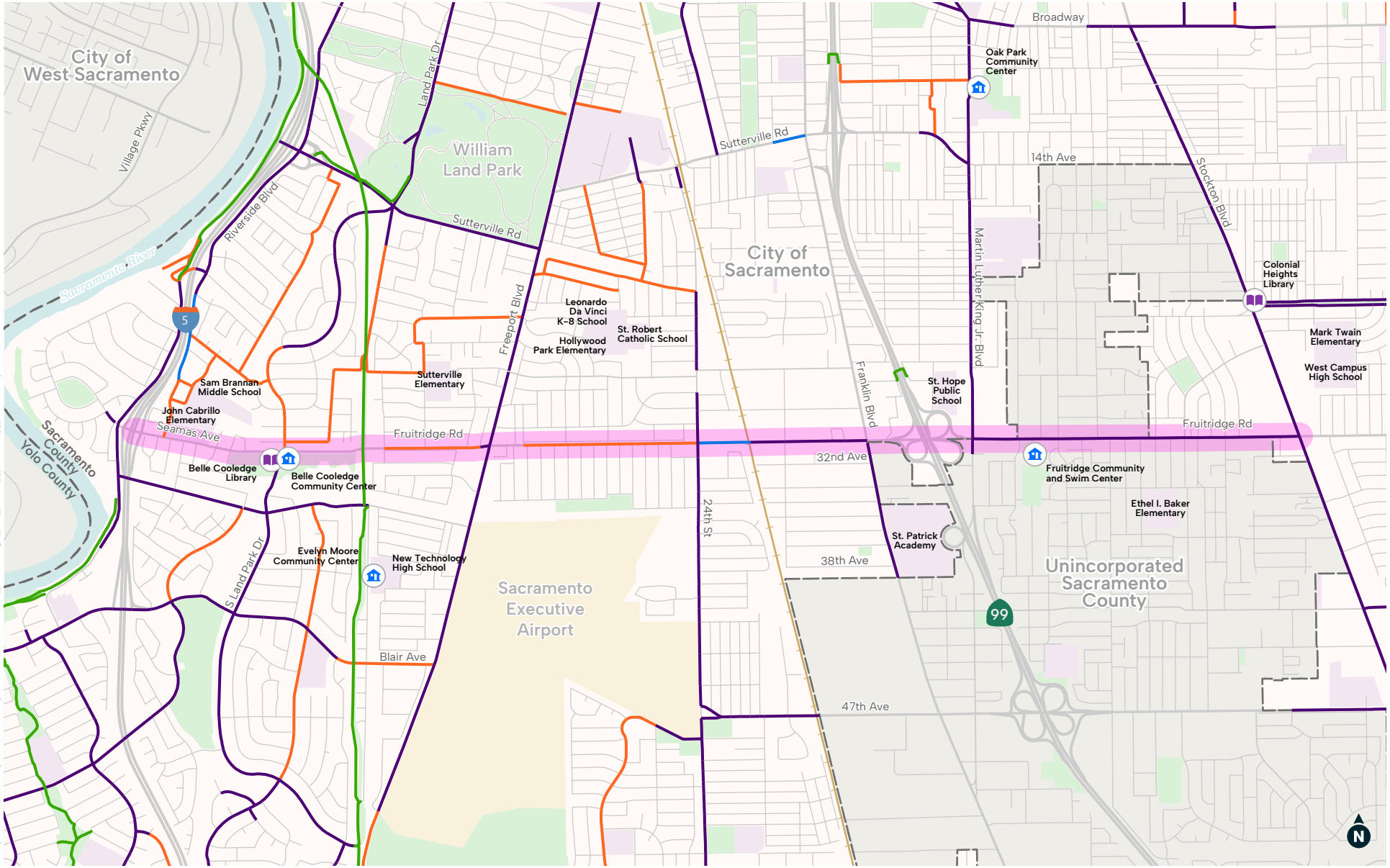

FIGURE 5

Existing Bike Facilities

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Existing Transit Facilities and Services

The Sacramento Regional Transit (SacRT) 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 serving eastbound and westbound riders located at the following locations:

- S Land Park Drive
- Freeport Boulevard
- Carmela Way
- Helen Way
- Dana Way
- 23rd Street
- 24th Street
- 28th Street
- St. Josephs Drive
- Franklin Boulevard
- Martin Luther King Jr. Boulevard
- Enrico Boulevard
- 42nd Street
- 44th Street
- Ethel Way
- Sampson Boulevard
- Stockton Boulevard

Routes with less frequent service include 205 and 252. Schedules for routes along the study area are included in **Table 6**.

Table 6: SacRT Bus Service Schedule – Fruitridge Service

Route	Weekday		Saturday/Sunday	
	Freq. (min)	Span	Freq. (min)	Span
61	30	5:52 AM – 9:07 PM	45-60	7:03 AM – 8:46 PM
205[1]	0	7:12 AM – 7:35 AM	Weekend Service Not Provided	
252[1]	0	7:54 AM – 8:15 AM	Weekend Service Not Provided	
Blue Line	15 - 30	3:53 AM – 11:51 PM	15 - 30	4:27 AM – 11:51 PM

1. Routes do not operate from late-May through mid-August. Routes serves stop locations only once during operations.

Additionally, several key corridors offering bus routes and bus transit coverage intersect Fruitridge Road. Stockton Boulevard which includes Route 51 possessing the highest ridership in SacRT's system with a daily ridership of nearly 3,000 riders, Martin Luther King Jr Boulevard, Freeport Boulevard, and 44th Street all connect with Fruitridge Road making it a vital part of the local bus network with its east-west connections. A planning effort to locate Bus Rapid Transit along Stockton Boulevard is currently underway.

According to SacRT ridership data from September 2024 through August 2025, the Fruitridge Light Rail Station saw an estimated 16,000 riders with approximately 500 more riders boarding the train than departing.[8] This accounts for 6% 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.

Transit facilities are shown in **Figure 6**.

[8] 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.

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

Study Area
SacRT Light Rail Blue Line
SacRT Light Rail Station
Bus Stop
Park
Schools
Libraries
Community Centers

FIGURE 6

Existing Transit Facilities

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Safety Data

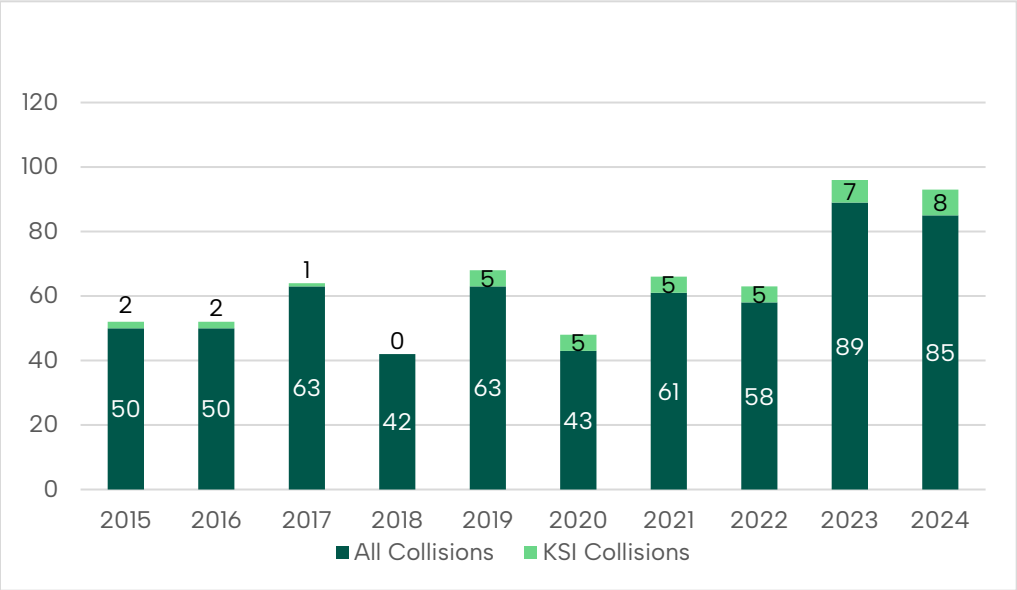
Fehr & Peers evaluated the previous 10 years of reported collision history within the study area based on the City's Crossroads collision database provided by Sacramento Police Department records. Due to the Crossroads data being limited to the City of Sacramento's jurisdiction, Transportation Injury Mapping System (TIMS) was used to analyze crashes for the portion of the study area within Sacramento County's jurisdiction. TIMS was developed by the UC Berkeley SafeTREC program using statewide collision data sourced from local police departments and California Highway Patrol. As the name suggests, TIMS only geo-references collisions that resulted in a person being injured. Collisions that only resulted in property damage are excluded from TIMS data. This is consistent with the utilization of City Crossroads data.

The data provides information on the location, parties, primary collision factors, environmental conditions, and other key characteristics of reported collisions. Collision data is geolocated and is valuable for mapping and identifying collision patterns, particularly for fatal and severe injury collisions. The analysis solely includes collisions that occurred on city and county roadways and excludes collisions that occurred on state highway facilities and privately maintained streets. Collisions from both data sets reported between January 1, 2015, and December 31, 2024, were used for this analysis.

Collision History

Between 2015 and 2024, there were **604** reported injury collisions along the study corridor, including **40** collisions resulting in fatalities or serious injuries (KSI collisions) as shown in **Chart 4**. **Figure 7** displays the location of each of these collisions. Trends in the collision analysis show an overall increase in both total number of collisions from 52 in 2015 to 93 in 2024. While proportionately lower than all collisions, KSI collisions have increased in the same time period from 2 in 2015 to 8 in 2024.

Chart 4: Injury Collision by Year (2015 – 2024)

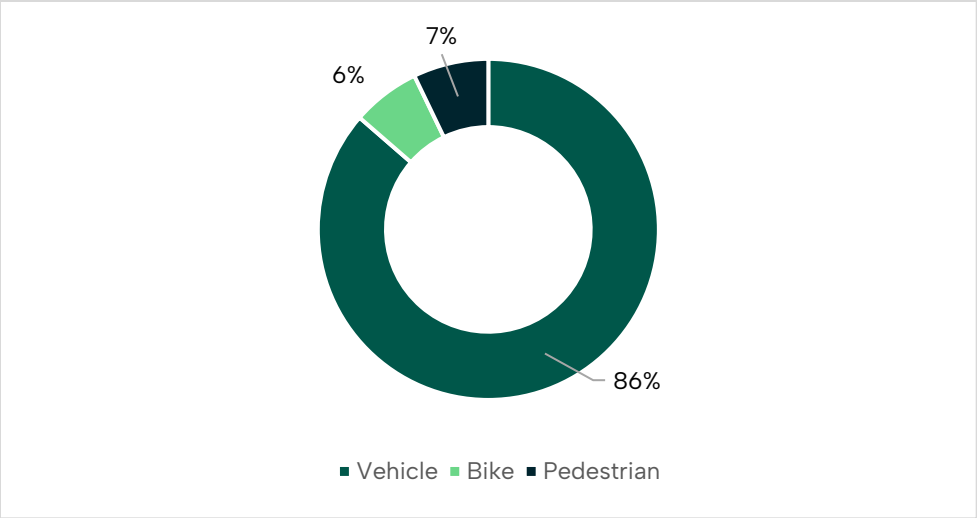


Source: City of Sacramento, Crossroads 2025; UC Berkeley Transportation Injury Mapping System. Data retrieved September 2025.

Charts 5 and **6** below show the disproportionate outcome of people walking and bicycling pedestrian represented in KSI collisions compared to their representation in the overall number of collisions. While people walking (7%) and people bicycling (6%) represent 11% of all injury collisions, people walking (45%) and people bicycling (10%) represent 55% of all KSI collisions. **Figure 8** shows the location of all KSI collisions involving people walking and bicycling.

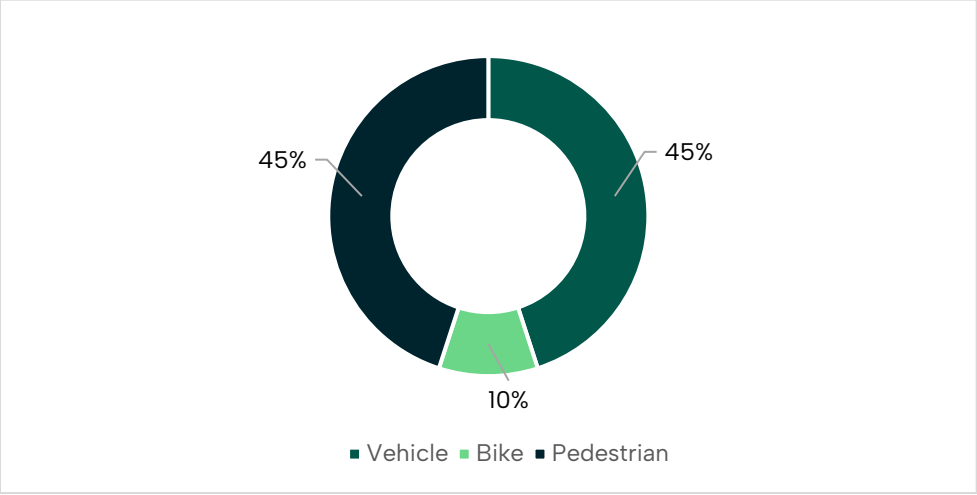
The analysis also revealed that 67% of all injury collisions took place within an intersection.

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



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

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



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

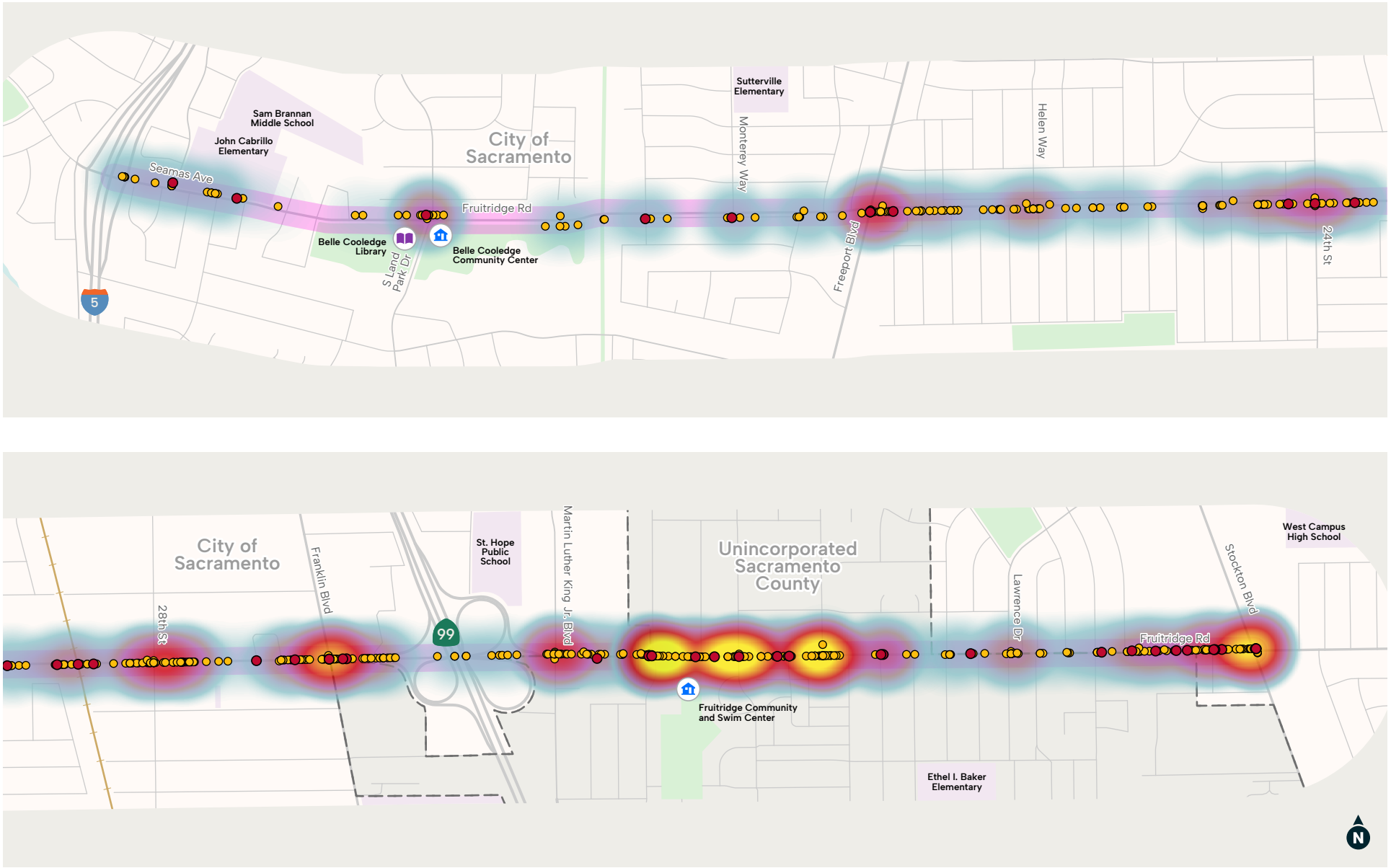


FIGURE 7

Collisions by Severity: 2015 – 2024

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FIGURE 8

Bicycle and Pedestrian KSI Collisions: 2015 – 2024

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Table 7 displays the ranked (from most to least common) collision type within the study area. As displayed, rear-end collisions are the most common collision type, followed by broadside collisions and sideswipe collisions. Rear-end collisions are common in higher speed corridors with frequent stop-and-go conditions. Broadside collisions typically occur at intersections and driveways and are often due to drivers failing to yield, running red lights, or misjudging cross traffic. Sideswipe collisions often result from improperly conducted lane changes, merging vehicles, or distracted driving. Vehicle/pedestrian collisions occurred at similar rates to sideswipes and though less frequent than rear-end or broadside collisions, are significant due to the disproportionate likelihood that these collisions result in pedestrians being seriously injured or killed as discussed previously. These tend to occur in areas with high foot traffic, limited infrastructure for people walking, or poor visibility.

Table 7: Injury Collisions by Type (2015 – 2024)

Collision Type	Total Collisions	%
Rear End	230	38%
Broadside	202	33%
Sideswipe	45	7%
Vehicle/Pedestrian	43	7%
Hit Object	39	6%
Head-On	32	5%
Other	8	1%
Overturned	4	1%
Not Stated	1	0.2%

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

Table 8 lists the primary collision factor (PCF) for all reported collisions in the study area during the analysis period. As shown, unsafe speed and vehicle right of way violations were the two most common contributing factors. Unsafe speed collisions mainly resulted in rear ends. Automobile right of way collisions primarily resulted in broadside collisions, and improper turning collisions resulted in sideswipe and broadside collisions.

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.

Table 9 highlights that roughly one-third of all reported collisions occurred during the Evening Peak (3:00 PM–7:00 PM), with a similar share observed in the Overnight (7:00 PM–6:00 AM) and Midday (10:00 AM–3:00 PM) periods. The Morning Peak (6:00 AM–10:00 AM), by comparison, accounted for about 12% of total collisions. Overall, the distribution of collisions across these time periods is relatively proportionate, with each of the three major periods representing a comparable share of crashes and the morning contributing a smaller, but still consistent portion.

Table 9: Injury Collisions by Time of Day (2015 – 2024)

Time	Total Collisions	%
Evening Peak (3PM-7PM)	207	34%
Overnight (7PM-6AM)	173	29%
Midday (10AM-3PM)	150	25%
Morning Peak (6AM-10AM)	73	12%
Unknown	1	.2%

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

Analysis Methodology

The following analysis incorporates data collected as part of this study effort pertaining to vehicle segment volumes and multimodal turning movements. Locations for data collection were chosen based on the desire to understand the role the study area plays in accessing the many schools and community resources along the corridor and learn about what, if any, impacts are currently taking place at key intersections. Outcomes of this analysis include the determination of peak travel periods, multimodal travel patterns, and current operating conditions at intersections within the study area.

Study Area and Peak Travel Periods

The study area includes the following intersections:

1. Seamas Ave & Riverside Blvd
2. Seamas Ave & I-5 SB Ramps
3. Seamas Avenue & I-5 NB Ramps
4. Seamas Avenue & Lonsdale Drive
5. Seamas Avenue & South Land Park Drive
6. Fruitridge Road & Del Rio Trail Crossing
7. Fruitridge Road & Monterey Way
8. Fruitridge Road & Freeport Boulevard
9. Fruitridge Road & Helen Way
10. Fruitridge Road & 24th Street
11. Fruitridge Road & RT Crossing
12. Fruitridge Road & 28th Street
13. Fruitridge Road & Franklin Boulevard
14. Fruitridge Road & Martin Luther King Jr Boulevard
15. Fruitridge Road & Del Norte Boulevard
16. Fruitridge Road & 44th Street
17. Fruitridge Road & Lawrence Drive
18. Fruitridge Road & Stockton Boulevard

These intersections were selected for analysis due to their likelihood of being affected by the project.

Traffic Count Data Collection

Traffic counts at the intersections were conducted on Thursday, May 15, 2025, at the intersections during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods. Traffic counts were collected when schools were in session, and when weather conditions were clear.

During the AM peak period, the entire study area has a peak hour that occurs between 7:30 AM and 8:30 AM. During the PM peak period, the entire study area has a peak hour that occurs between 4:45 PM and 5:45 PM. Full intersection traffic count data is provided in **Appendix A**.

Average Daily Traffic (ADT) counts were also collected on Fruitridge Road west of Monterey Way, Fruitridge Road west of 24th Street, Fruitridge Road east of 34th Street, and on Fruitridge Rd between Stockton Boulevard and Martin Luther King Jr Boulevard. These counts are shown in **Table 10**.

Figure 9 shows the location where average daily traffic volumes were collected.

Table 10: Average Daily Traffic by Roadway – Roadways

Location	Count Date	Daily
Fruitridge Road west of Monterey Way[1]	Thursday, May 15th, 2025	18,205
Fruitridge Road west of 24th Street[1]	Thursday, May 15th, 2025	26,222
Fruitridge Road east of 34th Street[1]	Thursday, May 15th, 2025	37,752
Fruitridge Rd between Stockton Boulevard and Martin Luther King Jr Boulevard[1]	Thursday, May 15th, 2025	31,818

Sources: [1] National Data & Surveying Services, 2025.

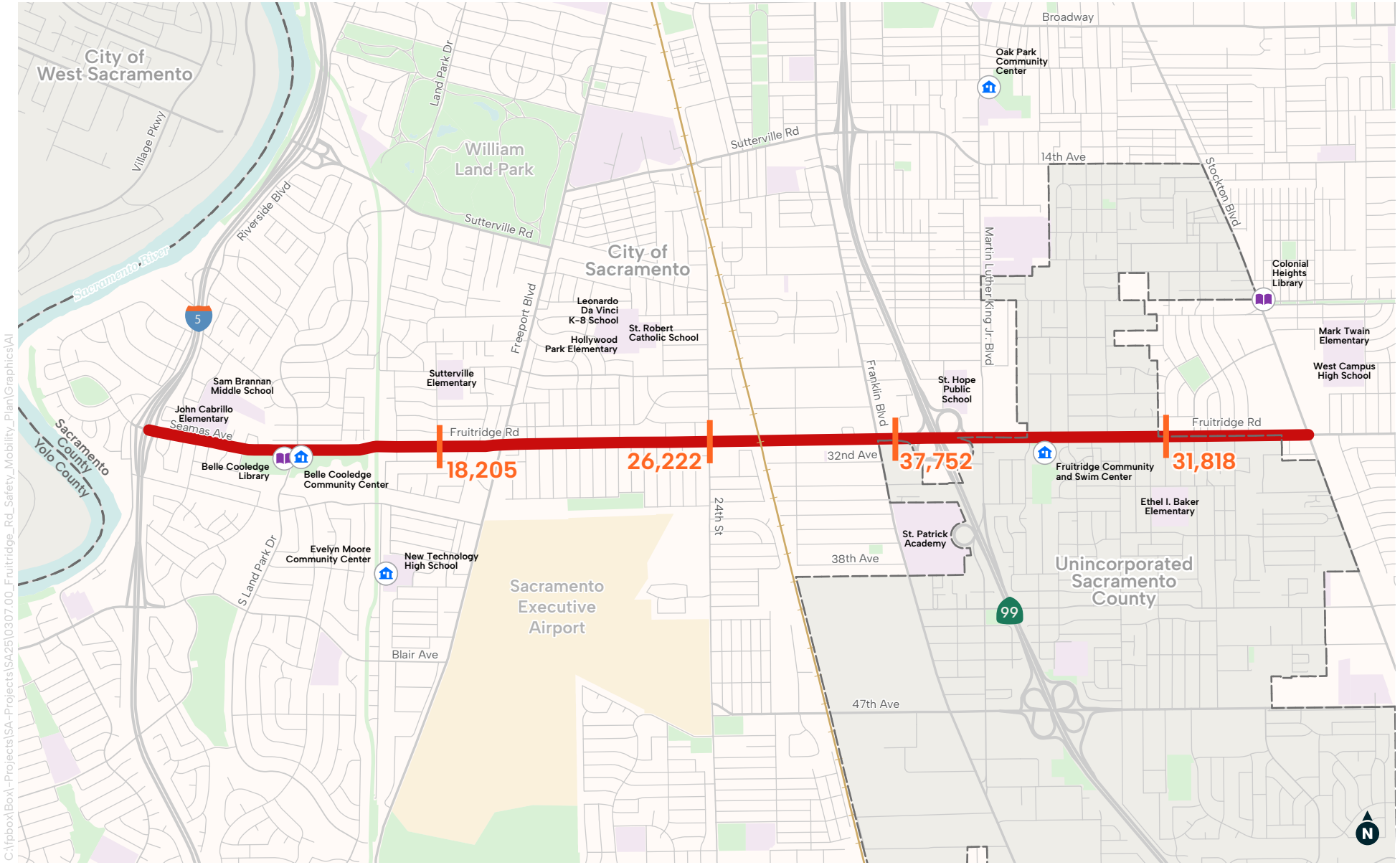


FIGURE 9

Average Daily Traffic Volumes

Fehr & Peers

Pedestrian Count Data Collection

During the AM and PM peak hours, activity for people walking was moderate at most intersections (i.e. 10 to 20 pedestrian crossings per hour).

Two intersections recorded notably higher volumes of pedestrians walking:

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

Bicycle Count Data Collection

During the AM and PM peak hours, volumes of people bicycling were modest at most intersections (i.e. 8 or less bicyclists per hour).

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

Traffic Operations

Traffic operations at the study intersections were evaluated using delay and level of service (LOS) as a performance measure. Automobile LOS is a qualitative description of traffic flow from the perspective of motorists. The Highway Capacity Manual (HCM) 7th Edition (Transportation Research Board, 2022) defines six levels of service from LOS A representing the least congested traffic conditions to LOS F representing the most congested traffic conditions. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving, as well as speed, travel time, traffic interruptions, and freedom to maneuver.

Intersection LOS at signalized intersections, all-way stop controlled intersections and roundabouts is based on the weighted average control delay measured in seconds per vehicle for all motorists traveling through the intersection. For side-street stop-controlled intersections, this study reports the average control delay for the lane group or movement with the greatest delay, and for the intersection as a whole.

Table 11 presents the control delay range for each LOS for signalized and unsignalized intersections. As shown, the delay ranges for signalized intersections are different from unsignalized intersections. The HCM anticipates that motorists expect signalized intersections to carry higher traffic volumes that result in greater delay than at an unsignalized intersection and roundabout. Unsignalized intersections are associated with more uncertainty as delays are less predictable, which can reduce users' delay tolerance.

Table 11: Level of Service Definitions – Intersections

Level of Service	Description (for Signalized Intersections)	Average Control Delay[1]	
		Signalized	Unsignalized
A	Volume-to-capacity ratio is low and either progression is exceptionally favorable, or cycle length is very short. Most vehicles arrive during the green phase and travel through the intersection without stopping.	≤ 10	≤ 10
B	Volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.	>10 to 20	>10 to 15
C	Progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 to 35	>15 to 25
D	Volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35 to 55	>25 to 35
E	Volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	>55 to 80	>35 to 50
F	Volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80	>50

Notes:

1. Average control delay presented in seconds per vehicle. Delay values are rounded to the nearest second and evaluated for LOS based on the above thresholds (i.e., 10 seconds per vehicle = LOS A)

Source: *Highway Capacity Manual, 7th Edition*, Transportation Research Board, 2022.

Study intersections were analyzed using the SimTraffic microsimulation software to analyze traffic operations (i.e., delay, level of service (LOS), and queuing) at the study intersections. SimTraffic considers the effects of lane utilization, heavy vehicle composition, turn pocket storage lengths, upstream/downstream queue spillbacks, and coordinated signal timings on intersection queuing and delays. Reported results are based on an average of 10 runs. The following procedures and assumptions were applied in the development of the SimTraffic model:

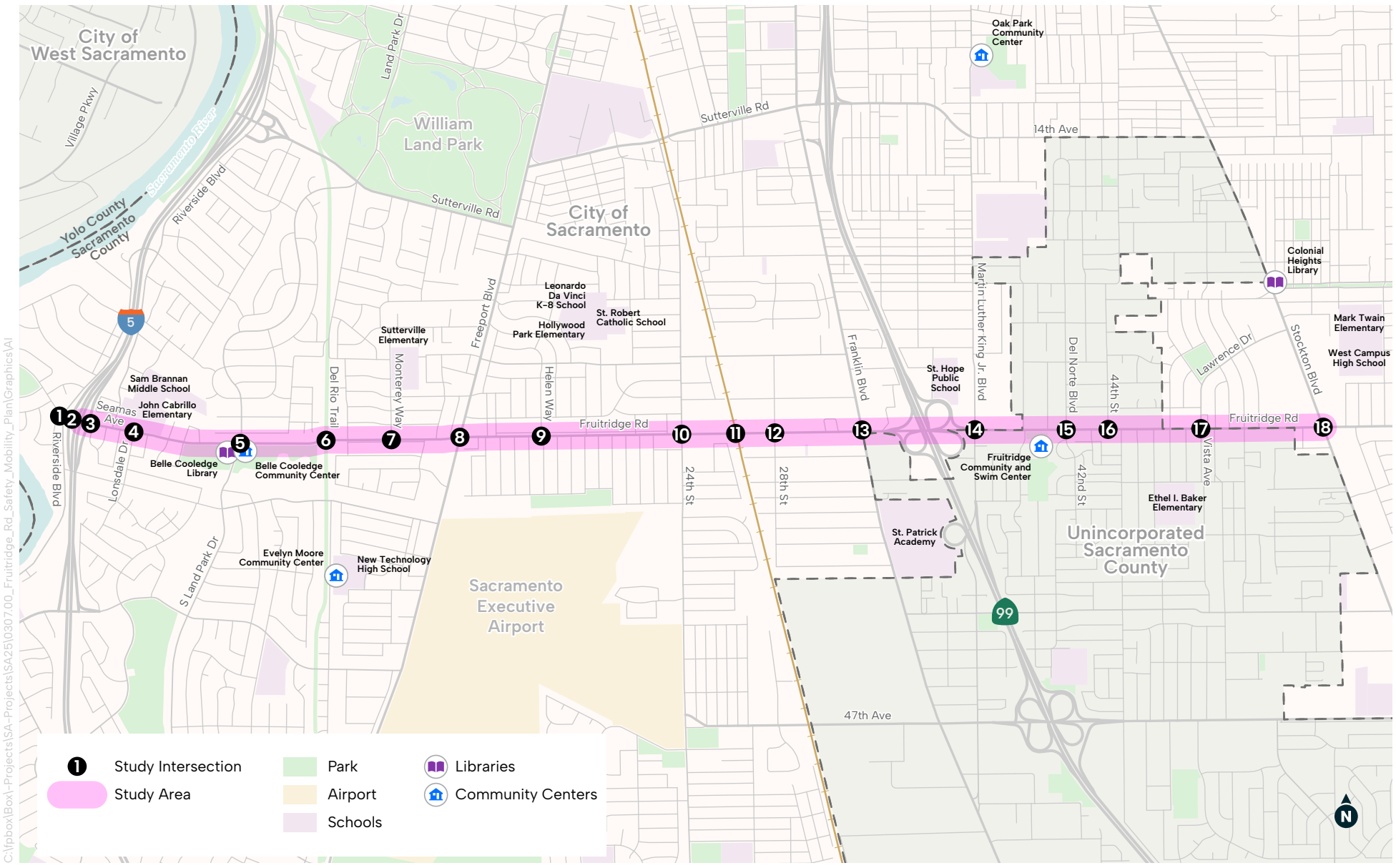
- Roadway geometric data were gathered using aerial photographs and field observations.
- Peak hour traffic volumes were entered into the model according to the peak hour of the study area.
- The peak hour factor (PHF) was set at 1.0 in accordance with City of Sacramento Traffic Impact Study Guidelines.
- Heavy vehicle percentages were input into the model according to the peak hour traffic volume data

- Counted pedestrian and bicycle volumes were entered into the model according to peak hour measurements.
- Signal phasing and timings were based on existing signal timing plans provided by the City of Sacramento and field observations.
- Roadway speeds for the model network were based on posted speed limits.
- Simulation included a 10-minute seeding time, and four 15-minute recording intervals for each study period.

Figure 10 shows the peak hour turning volumes.

Performance Measures

City of Sacramento 2040 General Plan Policy M 1.2 states that "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." LOS E is allowed for Fruitridge Road from Franklin Boulevard to 44th Street, which is along the length of the study area, because expansion of the roadways would cause undesirable impacts or conflict with other community values. The 2040 City of Sacramento General Plan designates the segment of Fruitridge Road from I-5 to Franklin Boulevard as a two-lane arterial and the segment from SR-99 to Stockton Boulevard as a four-lane arterial. The lane reduction will make room for protected bike lanes, which is consistent with the general plans goals and policies of the street classification system (M-1.1), user prioritization (M-1.2), and healthy transportation systems options (M-1.3).



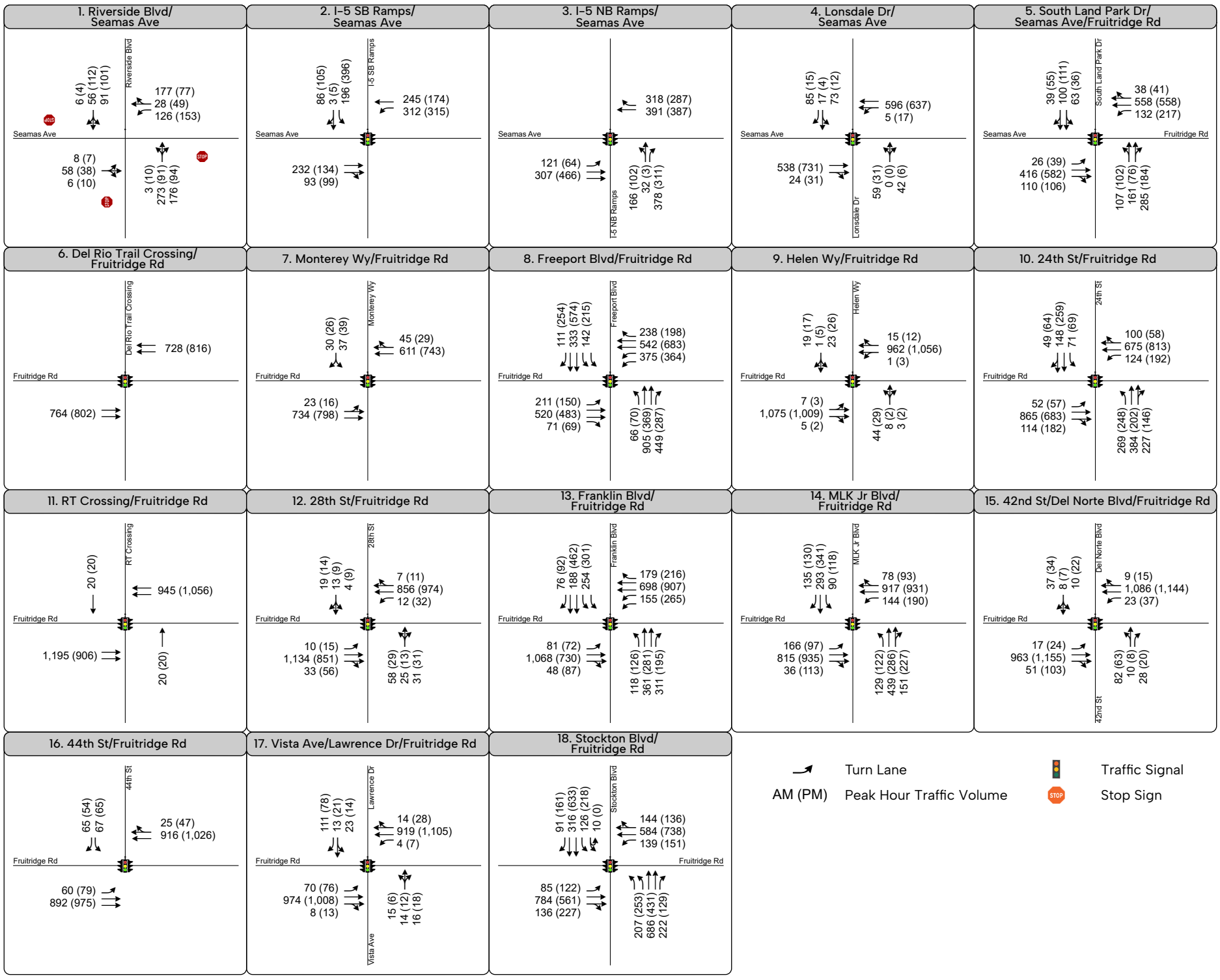


FIGURE 10

Peak Hour Turning Volumes

Traffic Operations Analysis

Intersection Operations

Table 12 reports the vehicle delay and LOS during the AM and PM peak hours at the study intersections under Existing Conditions. Refer to **Appendix A** for technical calculations.

Table 12: Intersection Operations – Existing Conditions

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Average Delay (sec)	LOS	Average Delay (sec)	LOS
19. Seamas Avenue & Riverside Blvd	AWSC[1]	18.3	C	8.6	A
20. Seamas Avenue & I-5 SB Ramps	Signal	9.1	A	11.2	B
21. Seamas Avenue & I-5 NB Ramps	Signal	12.0	B	8.0	A
22. Seamas Avenue & Lonsdale Drive	Signal	17.1	B	6.4	A
23. Seamas Avenue & South Land Park Drive	Signal	37.6	D	34.8	C
24. Fruitridge Road & Del Rio Trail Crossing	Signal[2]	5.8	A	6.2	A
25. Fruitridge Road & Monterey Way	Signal	6.7	A	6.1	A
26. Fruitridge Road & Freeport Boulevard	Signal	46.0	D	37.2	D
27. Fruitridge Road & Helen Way	Signal	9.6	A	8.0	A
28. Fruitridge Road & 24th Street	Signal	51.6	D	45.6	D
29. Fruitridge Road & RT Crossing	Signal[3]	5.1	A	3.8	A
30. Fruitridge Road & 28th Street	Signal	11.0	B	10.5	B
31. Fruitridge Road & Franklin Boulevard	Signal	43.0	D	35.2	D
32. Fruitridge Road & Martin Luther King Jr Boulevard	Signal	58.3	E	47.8	D
33. Fruitridge Road & Del Norte Boulevard	Signal	13.3	B	13.4	B
34. Fruitridge Road & 44th Street	Signal	10.7	B	10.2	B
35. Fruitridge Road & Lawrence Drive	Signal	9.1	A	9.2	A
36. Fruitridge Road & Stockton Boulevard	Signal	40.7	D	37.9	D

[1] AWSC = All-Way stop control; Westbound movement is uncontrolled.

[2] Pedestrian Crossing.

[3] Railroad Crossing.

All intersections were analyzed using SimTraffic microsimulation model. For signalized intersections, average delay (in seconds per vehicle) is the weighted average of all approaches.

Source: Fehr & Peers, 2025.

As shown, besides Fruitridge Road & Martin Luther King Jr Boulevard, all study intersections operate at LOS D or better during the AM and PM peak hours. The intersections with the highest average delay are intersections #10 (Fruitridge Road & 24th Street) and #14 (Fruitridge Road & Martin Luther King Jr Boulevard). Other major intersections that intersect Fruitridge Road, like Stockton Boulevard, Franklin Boulevard, and Freeport Boulevard, operate at LOS D during both peak hours because they connect major north-south corridors to Fruitridge Road.

Vehicle Queuing

Table 13 identifies the maximum queue lengths based on SimTraffic results for critical movements in the study area. Refer to Appendix A for technical calculations; maximum queues beyond any upstream nodes were added together). This table indicates the following:

- During the AM peak hour, queuing in the westbound and southbound directions is observed at the Seamas Avenue/Lonsdale Drive intersection due to school drop-off at John Cabillo Elementary School and morning commute traffic heading toward I-5.
- Left-turn queues spill out of the turn pockets during both peak hours at the Fruitridge Road/S Land Park Drive intersection and the Fruitridge Road/Freeport Boulevard intersection.
- During the AM peak hour, the maximum eastbound queue at the Fruitridge Road/Franklin Boulevard intersection extends back about 800 feet, or 32 car lengths, likely due to the high volume of traffic heading to the SR-99 interchange during the morning commute. In the PM peak hour, the westbound maximum queue spills back to the SR-99 Southbound Off-Ramp, but does not extend past it.
- A maximum queue of about 42 vehicles, or 1,050 feet, was observed in the westbound direction at the Fruitridge Road/Martin Luther King Jr. Boulevard intersection. This queuing is likely caused by the proximity to the SR-99 interchange and MLK Jr. Boulevard, a key connection to Oak Park from Fruitridge Road.

Table 13: Maximum Vehicle Queuing – Existing Conditions

Intersection	Control	Movement[1]	Available Storage (ft)[3]	Maximum Queue (ft)[2]	
				AM Peak Hour	PM Peak Hour
1. Seamas Avenue & Riverside Blvd	AWSC	EB (Shared)	400	70	55
		WBL	30	**35**	25
		WBTR	60	50	25
		NB (Shared)	625	490	110
		SB (Shared)	515	145	140
2. Seamas Avenue & I-5 SB Ramps	Signal	EBT	60	**60**	55
		EBTR	60	**65**	**65**
		WBL	220	**220**	215
		WBT	275	200	180

		SBL	785	160	225
		SBTR	785	55	75
3. Seamas Avenue & I-5 NB Ramps	Signal	EBL	220	130	85
		EBTR	275	95	105
		WBT	370	325	265
		WBR	370	195	140
		NBTL	685	170	110
		NBR	310	185	130
4. Seamas Avenue & Lonsdale Drive	Signal	EBT	190	150	110
		EBTR	190	180	140
		WBTL	210	**300**	165
		WBT	210	**340**	145
		NB (Shared)	350	165	90
		SBTL	50	**140**	**50**
		SBR	50	**95**	35
5. Seamas Avenue & South Land Park Drive	Signal	EBL	125	**165**	**180**
		EBT	650	295	315
		EBTR	650	310	325
		WBL	70	**130**	**130**
		WBT	1,470	400	505
		WBTR	1,470	425	420
		NBTL	600	335	295
		NBTR	600	240	140
		SBTL	110	**275**	**210**
		SBTR	110	**170**	55
6. Fruitridge Road & Del Rio Trail Crossing	Signal	EBT	1,470	185	255
		WBT	360	220	205
7. Fruitridge Road & Monterey Way	Signal	EBTL	740	175	160
		EBT	740	150	150
		WBT	515	135	115
		WBTR	515	135	110
		SB (Shared)	200	70	75
8. Fruitridge Road & Freeport Boulevard	Signal	EBL	125	**205**	**205**
		EBT	315	**355**	**345**
		EBR	315	80	85

		WBL	160	**225**	**225**
		WBT	570	510	505
		WBR	570	225	105
		NBL	85	**155**	**155**
		NBT	775	590	280
		NBR	150	**230**	**175**
		SBL	225	180	**240**
		SBT	650	230	360
		SBR	100	**100**	**260**
9. Fruitridge Road & Helen Way	Signal	EBTL	765	215	140
		EBTR	765	240	140
		WBTL	735	195	160
		WBTR	735	215	165
		NB (Shared)	910	90	80
		SB (Shared)	285	85	70
10. Fruitridge Road & 24th Street	Signal	EBL	95	**175**	**175**
		EBT	680	650	550
		EBTR	680	**685**	585
		WBL[4]	215	**320**	**330**
		WBT	850	550	585
		WBTR	850	565	590
		NBL	175	**255**	**255**
		NBT	600	565	485
		NBTR	600	530	415
		SBL	100	**160**	**160**
		SBT	300	230	**345**
		SBTR	300	195	**310**
11. Fruitridge Road & RT Crossing	Signal	EBT	850	155	110
		WBT	625	150	95
12. Fruitridge Road & 28th Street	Signal	EBL	120	45	65
		EBT	625	250	240
		EBTR	625	270	290
		WBL	130	55	90
		WBT	850	225	240
		WBTR	850	260	240

		NB (Shared)	375	225	145
		SB (Shared)	550	95	80
13. Fruitridge Road & Franklin Boulevard	Signal	EBL[4]	185	**245**	**240**
		EBT	350	**720**	**515**
		EBTR	350	**800**	**590**
		WBL	145	**255**	**290**
		WBT	550	385	**560**
		WBR	270	**275**	**345**
		NBL	120	**195**	**185**
		NBT	375	335	210
		NBR	150	**195**	**180**
		SBL	160	**215**	**220**
		SBT	550	255	375
		SBR	105	**165**	**165**
14. Fruitridge Road & Martin Luther King Jr Boulevard	Signal	EBL	100	**160**	**160**
		EBT	750	535	535
		EBTR	750	540	550
		WBL	110	**170**	**170**
		WBT	810	**940**	590
		WBTR	810	**1,055**	705
		NBL	95	**165**	**165**
		NBT	1,200	520	380
		NBTR	200	**250**	**250**
		SBL	115	**175**	**175**
		SBT	1,285	565	805
		SBR	115	**175**	**175**
15. Fruitridge Road & Del Norte Boulevard	Signal	EBL	180	150	115
		EBT	270	**370**	**385**
		EBTR	270	**380**	**405**
		WBL	175	85	145
		WBT	360	265	285
		WBTR	360	325	315
		NBTL	100	**175**	**160**
		NBR	100	**110**	85
		SB (Shared)	360	100	115

16. Fruitridge Road & 44th Street	Signal	EBL	250	175	175
		EBT	250	245	235
		EBTR	165	85	115
		WBL[4]	150	**165**	**180**
		WBT	165	85	115
		WBTR	165	115	130
		SBL	340	140	160
		SBR	340	115	95
		NBL	560	195	200
		NBR	85	115	115
17. Fruitridge Road & Lawrence Drive	Signal	EBL[4]	160	**180**	135
		EBT	650	190	210
		EBTR	650	215	235
		WBL	125	50	55
		WBT	185	**230**	**250**
		WBTR	185	**245**	**270**
		NB (Shared)	900	90	70
		SBTL	310	95	75
		SBR	65	**100**	85
18. Fruitridge Road & Stockton Boulevard	Signal	EBL	110	**180**	**180**
		EBT	500	**600**	470
		EBTR	500	**605**	**515**
		WBL	215	**215**	**305**
		WBT	325	310	**465**
		WBTR	325	285	**430**
		NBL	160	**210**	**205**
		NBT	1,050	365	240
		NBR	150	**225**	120
		SBL	280	160	195
		SBT	800	190	295
		SBR	165	80	**250**

[1] Movement Definitions: EB- Eastbound, SB- Southbound, WB- Westbound, NB- Northbound, T- Through, L- Left, R- Right

[2] Results based on SimTraffic. Maximum queue lengths are rounded to nearest 5 feet. All queues are expressed on a "per lane" basis or approach as noted. Includes vehicles that may queue in the taper length of a turn pocket.

[3] Available storage lengths based on review of aerial imagery. Distance is either length of turn lane, distance to nearest upstream intersection or distance to freeway off-ramp gore point.

[4] Queue extends past the striped turn pocket length, but vehicles can queue into two-way left-turn lane, keeping the through lane clear.

Bolded text represents a queue that exceeds the available storage. Source: Fehr & Peers, 2025.

Planning Document Review

Goals, policies, and objectives from various planning documents published by the City of Sacramento are relevant to the plan. The plan will incorporate goals from these documents and establish a vision that supports and builds on these planning documents.

Project Considerations

A number of recently adopted and ongoing planning efforts have direct or indirect implications for the Fruitridge Road corridor.

As a complete streets project, it is supported by the City of Sacramento's adoption of its **Complete Streets Policy**[9] which establishes the prioritization of future transportation projects to contribute to a safer, accessible, and more connected multi-modal transportation network.

Adopted on February 27, 2024, the **City of Sacramento 2040 General Plan and Climate Action and Adaptation Plan** establishes the vision, goals, and supporting policies for the City. The mobility section establishes several policies supporting the Fruitridge Road Safety and Mobility Plan.

The following policies relate to Fruitridge Road:

- M-1.1. The City shall maintain a street classification system that considers the role of streets as corridors for movement but prioritizes a context-sensitive Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling, and taking transit.
- M-1.2. 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. 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. 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-1.5. The City shall maintain street design and operations standards that prioritize comfort and travel time for walking, bicycling, and transit, while managing vehicle speeds and traffic volumes, updating them as best practices evolve.
- M-1.6. Wherever feasible, the City shall design buildings, the public realm, streets, and pedestrian access to integrate transit into existing neighborhoods and proposed developments and destinations such as schools, employment centers, commercial centers, major attractions, and public walking spaces to improve access for users by transit.
- M-1.9. 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.

[9] Resolution 2019-0460

- M-1.10. 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. The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.
- M-1.13. The City shall design streets to prioritize walking by including design elements such as the following:
    - Grid networks that provide high levels of connectivity;
    - Closely spaced intersections;
    - Frequent and low-stress crossings;
    - Wide, unobstructed walkable sidewalks;
    - Separation from vehicle traffic;
    - Street trees that provide shading;
    - Minimal curb cuts.
- M-1.14. The City shall work to complete the network of tree-shaded sidewalks throughout the city, to the greatest extent feasible, by building new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations, such as schools, parks, and commercial areas. Walking facilities should incorporate shade trees.
- M-1.15. The City shall require new subdivisions, new multi-unit dwelling developments, and new developments along commercial corridors to include well-lit, tree-shaded walkways where feasible, that provide direct links to the public realm or adjacent public destinations such as transit stops and stations, schools, parks and shopping centers.
- M-1.16. The City shall remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the city, including through the following:
    - Provisions of curb ramps, crosswalks, and overpasses;
    - Relocation of infrastructure of street furniture that impedes travel pathways;
    - Reducing or consolidating driveways and curb cuts;
    - Providing long and short-term bicycle and scooter parking to minimize sidewalk obstructions;
    - Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.
- M-1.17. The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city.
- M-1.8. When designing projects, the City shall prioritize designs that strengthen the protection of people bicycling such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.
- M-1.9. When designing projects, the City shall prioritize designs that encourage walking and improve walking safety best practice designs and considerations for efficiencies in walking.
- M-1.26. The City shall encourage the Sacramento Regional Transit District (SacRT) to implement bus shelter design that encourages transit use, informed by ADA compliance, bus stop placement, and passenger safety best practices. Where feasible, the City should collaborate with SacRT on bus stop designs for major corridor improvement projects.

Additionally, the circulation map identifies Seamus Avenue and Fruitridge Road as having received lane reductions from four lanes to two lanes (one in each direction) from Riverside Boulevard to Franklin Boulevard.

The **City of Sacramento Bicycle Master Plan (2018)**[10] identifies bicycle projects along Seamus Avenue and Fruitridge Road as requiring additional study. The existing bicycle facilities within the study area are identified as non-continuous Class II bike lanes. The plan proposes enhanced bicycle facilities throughout the study area:

- Buffered Bike Lanes
    - Seamus Avenue and Fruitridge Road from Riverside Boulevard to Franklin Boulevard;
- Separated Bikeway
    - Franklin Boulevard to Stockton Boulevard (within City boundaries).

The City of Sacramento has developed its active transportation plan, the **Streets for People Plan**[11] which is set for adoption in December 2025. This document updates the existing Bicycle Master Plan (2018) and Pedestrian Master Plan (2006) into one comprehensive document. Currently, limited, non-continuous Class II bike lanes and one Class III bike route are identified within the study area. Within the plan, the following network recommendations are made:

- Bicycle Network
    - Separated Bikeway
        - Full length of the study area
- Sidewalk Network
    - Sidewalks on one side
        - Del Rio Trail to Gilgunn Way;
        - 24th Street to immediately east of the SacRT Blue Line light rail tracks;
        - Franklin Boulevard to Mendocino Boulevard; and
        - Laurine Way to 48th Street;
    - Sidewalks on both sides
        - Under the I-5 overpass;
        - Immediately west of the Del Rio Trail; and
        - SacRT Blue Line light rail tracks to Franklin Boulevard

- Intersection Improvements
    - Seamus Avenue / Riverside Boulevard
    - Seamus Avenue / Karbet Way
    - Seamus Avenue / Lonsdale Drive
    - Fruitridge Road / Gilgunn Way
    - Fruitridge Road / Freeport Boulevard
    - Fruitridge Road / Carmelia Way
    - Fruitridge Road / Helen Way
    - Fruitridge Road / Bradd Way

[10] Source:https://www.cityofsacramento.gov/content/dam/portal/pw/mas/Active-Transportation/Sacramento-BMP-Amendments-Incorporated_090622.pdf

[11] Source:https://www.cityofsacramento.gov/public-works/mobility-and-sustainability/transportation-planning/current_transportation_planning_efforts/streets_for_people_sacramento_active_transportation_plan

- Fruitridge Road / 28th Street
- Fruitridge Road / Franklin Boulevard
- Fruitridge Road / Sampson Boulevard

The **Neighborhood Connections Plan**[12] a secondary element of the Streets for People Plan identifying low-stress neighborhood routes throughout the City, identifies the study area's level of stress experienced by people walking as a mix of level 3 and 4 on a scale of 1 to 4 where 1 is comfortable and 4 is higher stress. The bicycle level of traffic stress which applies the same scale to people bicycling receives a level 4 score throughout the study area. Fruitridge Road is not identified as a primary or secondary neighborhood connection route as these are reserved for neighborhood roadways, though the study area intersects numerous primary and secondary neighborhood connection routes identified in the plan. The Streets for People Plan identified Fruitridge Road as a BLTS and PLTS focus area because of the, "lack of separation or protection from multilane roads with posted speed limits of 35 miles per hour (mph) or greater."[13]

The **Fruitridge Road Complete Streets Project**[14] proposed reducing the number of travel lanes to reallocate roadway space, creating better accommodations for bicyclists and transit while enhancing several pedestrian crossings. Although the current project limits are east of Stockton Boulevard, the framework positions similar improvements for the Fruitridge Road Safety and Mobility Plan.

The **Franklin Boulevard Complete Streets Project**[15] crosses through Fruitridge Road and suggests reducing the number of travel lanes to prioritize pedestrian movement, while adding new bicycle facilities, including a separated bikeways. In addition, the installation of pedestrian-scale lighting and the construction of medians that provide refuge for people crossing the street served as another goal.

The **Stockton Boulevard Multi-Modal Corridor and Safety Plan and Future BRT Study**[16] emphasizes improved safety for pedestrians, cyclists, and drivers, addressing longstanding concerns about collisions and visibility along Stockton Boulevard. Incorporating elements of Bus Rapid Transit (BRT), the project aims to deliver faster and more reliable transit service.

The **Freeport Boulevard Transportation Plan**[17] includes targeted upgrades such as new traffic signals and improved bicycle, transit, and pedestrian facilities. Complementing this, the **Streets for People & Neighborhood Connections Plan**[18] introduces a traffic-calming toolkit aimed at reducing vehicle

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[12] Source:https://www.cityofsacramento.gov/content/dam/portal/pw/mas/streets-for-people/SacramentoNC_Final_Report_WithAppendix.pdf

[13] Source: https://www.cityofsacramento.gov/content/dam/portal/pw/mas/transportation-planning/streets-for-people/streets-for-people-public-draft-plan_appendices/Appendix%203%20-%20Gap%20Analysis%20(including%20attachments).pdf

[14] Source:https://www.cityofsacramento.gov/public-works/engineering/projects/fruitridge-road-improvement-project?

[15] Source:https://www.cityofsacramento.gov/public-works/engineering/projects/franklin-boulevard-complete-street-project

[16]Source: https://www.cityofsacramento.gov/public-works/engineering/projects/stockton-boulevard-safety-and-transit-enhancement-project

[17] Source:https://gettingaroundsac.blog/wp-content/uploads/2023/01/saccity_freeport-blvd-transportation-plan-1.pdf

[18] Source:https://www.cityofsacramento.gov/public-works/transportation/current_transportation_efforts/streets_for_people_sacramento_active_transportation_plan

speeds and outlines a connected walking and biking network that prioritizes low-stress neighborhood streets, reinforcing safer local access to major corridors. A lack of shade due in part to inadequate tree canopy coverage and the resulting urban heat island effects were also analyzed and will be considered when evaluating improvements along the Fruitridge corridor.

The **2021 Pedestrian Crossing Guidelines**[19] establish consistent criteria for evaluating crossing requests citywide. The document explains when marked crosswalks are appropriate and outlines a menu of enhancement strategies to improve pedestrian safety.

The **Stockton Boulevard Corridor Plan**[20] proposes significant upgrades, including expanded bicycle, pedestrian, and transit facilities, improved corridor lighting, new traffic signals, and lane reconfigurations.

The **Sacramento County Active Transportation Plan**[21] identified the portion of Fruitridge Road it owns as a "Study Corridor." This designation allows for future analysis to determine an appropriate alternative roadway configuration.

Conclusion

The Fruitridge Road study area connects multiple important multimodal north-south corridors. While pedestrian facilities such as sidewalks are present nearly throughout the study area pedestrians represent a disproportionate amount of KSI collisions. Significant gaps in bicycle facilities exist. Where facilities are present, they fall below the recommendations set forth in the Federal Highway Administration's Bikeway Facility Guide[22] given the roadway characteristics. Unsafe speeds or vehicle right of way violations were the primary collision factor in more than half of all collisions.

All arterial and major collector intersections along the study area experience LOS D for at least one of the AM or PM peak hour periods. Notably, Fruitridge Road and Martin Luther King Jr. Boulevard experiences LOS E during the AM peak hour period.

Opportunities

- Traffic calming to reduce speeds
- Vehicular travel lane consolidation and repurposing general space
- Installation of facilities supporting people walking, bicycling, and taking transit
- School and community land-uses supportive of multimodal safety improvements

Constraints

- Multiple jurisdictional cooperation is necessary

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[19] Source:https://www.cityofsacramento.gov/content/dam/portal/pw/Transportation/Active-Transportation/Pedestrian-Crossing-Guidelines-April-2021.pdf

[20] Source: https://www.cityofsacramento.gov/content/dam/portal/pw/Transportation/Stockton-Blvd-Corridor-Plan.pdf

[21] Source: https://sacdot.saccounty.gov/content/dam/trd/docs/Sacramento%20County%20Active%20Transportation%20Plan_071422%20-%20ADA%20Accessible%20Version.pdf

[22] Source: https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-07/fhwasa18077.pdf

- Recently improved Sacramento County facilities utilizing existing roadway configurations
- I-5 and SR 99 experience high vehicle trip volumes
- Union Pacific Railroad tracks bifurcate communities, creating limited crossing opportunities