



City of Sacramento - Fruitridge Road Safety and Mobility Plan Community Workshop #2 Summary - July 6, 2026

Introduction

On July 6, 2026, the City of Sacramento hosted the second public Community Workshop for the Fruitridge Road Safety and Mobility Plan at the Evelyn Moore Community Center, 1402 Dickson Street. The workshop took place from 5:30 p.m. to 7:00 p.m. and was attended by 21 community members. The purpose of the workshop was to provide an update on the project's development, present early design concepts, and gather feedback on potential improvements for Fruitridge Road.



Project Background

The Fruitridge Road Safety and Mobility Plan is exploring improvements along Fruitridge Road from Riverside Boulevard to Stockton Boulevard. The corridor connects neighborhoods, schools, businesses, trails, and transit, and serves people who walk, bike, drive, ride transit, and use mobility devices. The plan builds on previous and ongoing City efforts, including Vision Zero, the Transportation Priorities Plan, the Streets for People Plan, and the Sacramento 2040



Virginia Morgan (Associate Planner, City of Sacramento) and Adrian Engel (Principal, Fehr & Peers) presenting to community members

General Plan. Community feedback and technical analysis are being used to develop improvements that respond to local safety, accessibility, and mobility needs.

Meeting Overview

The workshop began with a brief presentation that provided an update on the planning process and introduced early design concepts for the corridor. Following the presentation, the event transitioned into an open house where attendees could review project boards and corridor maps, speak directly with representatives from the City of Sacramento, Fehr & Peers, Mark Thomas, and AIM Consulting, and provide feedback on potential improvements. Interactive boards, dot-voting activities, sticky notes, and comment cards were used to gather input and to help guide the continued development of the plan.



Presentation Summary

The presentation focused on the next stage of the Fruitridge Road Safety and Mobility Plan. The project team shared how community input, existing conditions, and technical analysis are being used to develop early design alternatives for the corridor. The presentation and discussion were organized around the following key topics:

Project Overview and Engagement Summary

The project team provided a brief overview of the project area, safety goals, and the corridor's connection to the City's Vision Zero efforts. The presentation also summarized key themes heard during earlier engagement, including concerns about safe routes to school, the need for low-stress bikeways, improved pedestrian crossings, access to community services, and challenges traveling to and from the SacRT light rail station.

Road Diet Scenarios and Forecasting Results

The team introduced potential vehicle-lane-reduction scenarios, also known as road diets, as a strategy to calm traffic, improve safety, and create space for pedestrian and bicycle improvements. The presentation compared existing conditions with half- and full-road-diet scenarios, then reviewed traffic forecasting results to show how each scenario could affect travel patterns and traffic volumes along Fruitridge Road.

Design Alternatives

Three early design alternatives were introduced: Alternative 1, Base Improvements, includes a full road diet while generally retaining the existing curb, gutter, and sidewalk. Alternative 2, Enhanced Improvements, also includes a full road diet but adds more substantial improvements, including examples such as reconstructed sidewalks, elevated bikeways, shade trees, and additional pedestrian-comfort features. Alternative 3, Half Road Diet, reduces the number of travel lanes between Riverside Boulevard and 24th Street while maintaining the existing travel lanes between 24th Street and Stockton Boulevard. Through reallocation of existing County right-of-way, separated bikeways were shown as part of the improvements along the non-road diet portion of the project under this scenario.





Bikeway, Pedestrian, and Transit Improvements

Among the alternatives, the project team discussed opportunities to add separated bikeways, improve pedestrian conditions, narrow travel lanes, improve access to the SacRT light rail station, and create safer, more comfortable multimodal conditions. The presentation also noted that transit stops would need to be designed to accommodate bikeway improvements and maintain safe access for transit riders.



Corridor Constraints and Implementation Considerations

The presentation acknowledged that future design work will need to consider important corridor constraints, including right-of-way limitations, existing curb, gutter, sidewalks, driveways, frontage conditions, trees, transit stops, and planned or ongoing improvements near key destinations. The concepts were presented as early alternatives intended to support discussion and feedback, not as final design recommendations.



Next Steps

The presentation concluded with upcoming opportunities to stay involved, including pop-up events along the corridor and the Phase 2 online survey, which allows participants who were not able to join in person or who may have additional thoughts after the event to review and respond to the design alternatives.

Stations and Board Exhibits

Below is an overview of the stations and board exhibits presented at the event.

Welcome Station

Upon arrival at the workshop, community members were welcomed and invited to sign up with their contact information to receive future project updates and event notifications. Staff added a total of 28 new community members to the sign-up list.

Station 1: Project Overview and Phase 1 Findings



Fruitridge Road Safety and Mobility Plan Phase 2 Alternatives Survey

The Fruitridge Road Safety and Mobility Plan is a transportation planning effort by the City of Sacramento to reimagine this important corridor from Riverside Boulevard in the west, where it is named Seamus Avenue, to Stockton Boulevard to the east. Fruitridge Road serves a diversity of neighborhoods, schools, churches, cultural centers, and small businesses yet was identified as part of the [City's Vision Zero High Injury Network](#).

The Fruitridge Road Safety and Mobility Plan will:

- Facilitate a community-guided vision for the corridor to support all ages and abilities
- Improve access to schools, parks, businesses, and transit
- Support vibrant local businesses and cultural spaces
- Develop alternative roadway design options
- Guide funding, implementation, and future community partnerships

We are currently seeking feedback on potential alternatives to the current roadway design to achieve these safety, accessibility, and economic improvement goals.

This station introduced the Fruitridge Road Safety and Mobility Plan and summarized input collected during the first phase of engagement. Boards included a project overview, key community comments from earlier outreach, and corridor-specific feedback boards from the first workshop showing how participants rated safety, travel use, and efficiency along different sections of Fruitridge Road.

Station 2: Design Alternatives

Station Two presented existing conditions and potential improvement alternatives for three segments of Fruitridge Road: Riverside Boulevard to Gilgunn Way, Gilgunn Way to 24th Street, and 24th Street to Stockton Boulevard. Participants reviewed each board, placed a dot on a five-point scale ranging from “I Really Like It” to “I Really Don’t Like It,” and added written comments identifying their favorite elements and concerns.

Photos of boards and feedback collected at this station can be reviewed in the Appendix at the end of this document.



Riverside Boulevard to Gilgunn Way:

Existing Conditions: Riverside Boulevard to Gilgunn Way

This board presented the existing roadway configuration, including four travel lanes, no center two-way left-turn lane, no bicycle lanes, five-foot sidewalks, challenging left turns, and long pedestrian crossing distances.

Likert-Scale Feedback

I Really Like It	I Like It	Neutral	I Don't Like It	I Really Don't Like It
0	0	0	1	4

Written Feedback

My favorite part is:

- The flashing crosswalk signal at the Del Rio Trail fully stops traffic.

The part I really don't like is:

- We do need a bike lane. Alternative 1 is good.
- Awful conditions for walking and biking.
- Lack of bicycle lanes. Power poles in the sidewalks make them dangerous to ride and inaccessible to wheelchair users.

Alternative 1: Base Improvements — Riverside Boulevard to Gilgunn Way

This board presented a four-to-three-lane conversion, lane narrowing, a center two-way left-turn lane, separated bikeways with raised buffers or flexible delineators, reduced pedestrian crossing exposure, and opportunities for transit-stop improvements.

Likert-Scale Feedback

I Really Like It	I Like It	Neutral	I Don't Like It	I Really Don't Like It
0	4	0	0	0

Written Feedback

My favorite part is:

- Vertical delineators offer more visibility than raised bikeways.
- Vertical delineators may be especially helpful with today's tall trucks and SUVs. Raised buffers are also supported.

The part I really don't like is:

- Bollards do not offer enough protection from vehicle traffic.

Alternative 2: Enhanced Improvements — Riverside Boulevard to Gilgunn Way

This board presented a four-to-three-lane conversion, a center two-way left-turn lane, an elevated, separated bikeway, an ADA tactile warning delineator between pedestrians and bicyclists, reduced pedestrian crossing exposure, and opportunities for transit stop improvements.

Likert-Scale Feedback

I Really Like It	I Like It	Neutral	I Don't Like It	I Really Don't Like It
0	3	1	1	0

Written Feedback

My favorite part is:

- Support for the ADA tactile warning delineator, which has been successfully used in other parts of the country.

The part I really don't like is:

- A five-foot bicycle lane seems small; consider whether nine feet would be more reasonable.
- The raised bikeway may be too expensive for the benefits it would provide.

Gilgunn Way to 24th Street:
Existing Conditions: Gilgunn Way to 24th Street

This board presented four travel lanes with no center two-way left-turn lane, a two-lane frontage road with parking on both sides, a narrow-raised median, challenging left turns, and conditions requiring bicyclists and pedestrians to divert from the main roadway.

Likert-Scale Feedback

I Really Like It	I Like It	Neutral	I Don't Like It	I Really Don't Like It
1	1	0	0	4

Written Feedback
My favorite part is:

- The frontage could be bike-tailored while keeping lanes.

The part I really don't like is:

- Still crossing 4 lanes.
- A two-lane frontage road with on-street parking on both sides is unnecessary and undesirable.
- The slip lane on the north side of Fruitridge Road turning north onto Freeport Boulevard is dangerous for bicyclists and pedestrians.
- Lack of bicycle lanes.

Alternative 1: Base Improvements — Gilgunn Way to 24th Street

This board presented a four-to-three-lane conversion, retention of residential-side parking along the frontage road, a center two-way left-turn lane, separated bikeways, a widened frontage-road median with opportunities for shade trees, pedestrian safety improvements, and transit-stop improvements.

Likert-Scale Feedback

I Really Like It	I Like It	Neutral	I Don't Like It	I Really Don't Like It
0	4	1	0	0

Written Feedback
My favorite part is:

- Support for the separated bikeway. Delineators are sturdy, stop vehicles from entering the bikeway, and encourage drivers to slow down.
- Support for trees, with a preference for trees rather than shorter bushes.



The part I really don't like is:

- Too much landscaping is proposed in the median. Consider drought-tolerant landscaping rather than landscaping that requires greater maintenance.
- A church congregation that has been located in the area for approximately 70 years parks along the street between Freeport Boulevard and Gilgunn Way. Where would congregants park?
- More durable or hardened delineators are needed.
- Support for the plan, but concern that the City may not return later to add additional improvements.
- Bollards do not provide enough protection from traffic.

Alternative 2: Enhanced Improvements — Gilgunn Way to 24th Street

This board presented a four-to-three-lane conversion, retention of residential-side frontage-road parking, an elevated separated bikeway, raised buffers, additional landscape areas and shade trees, reduced pedestrian crossing exposure, and opportunities for transit-stop improvements.

Likert-Scale Feedback

I Really Like It	I Like It	Neutral	I Don't Like It	I Really Don't Like It
4	2	0	0	0

Written Feedback

My favorite part is:

- I like the trees, but have questions about maintenance. I agree with the comments about drought-resistant plants.
- I like the trees and the ROW improvement. Hope to see more native plants.
- Consider the separated bikeway with a raised buffer without the raised bike lane.

The part I really don't like is:

- Please clarify trade-offs between alts 1 and 2. If alt 1 can be built sooner then people should know that. I prefer alt 1 in 5 years over alt 2 in 15 years.
- Too much landscape and high-water usage. Prefer parking.

24th Street to Stockton Boulevard:

Existing Conditions: 24th Street to Stockton Boulevard

This board presented four travel lanes with a center two-way left-turn lane, five-foot bicycle lanes, existing sidewalks, and long pedestrian crossing distances.

Likert-Scale Feedback

I Really Like It	I Like It	Neutral	I Don't Like It	I Really Don't Like It
0	1	0	0	5



Written Feedback

My favorite part is:

- No written comments were provided.

The part I really don't like is:

- The existing bicycle lanes are substandard.
- Lack of trees and traffic traveling faster than the posted speed limit.

Alternative 1: Base Improvements — 24th Street to Stockton Boulevard

This board presented a base-improvement concept with separated bikeways and raised buffers or delineators, along with pedestrian crossing and transit-stop improvements.

Likert-Scale Feedback

I Really Like It	I Like It	Neutral	I Don't Like It	I Really Don't Like It
1	1	0	2	0

Written Feedback

My favorite part is:

- Support for raised buffers with some delineators, because they would be more visible.
- The concept is preferable to Alternative 2's bicyclist buffer and could work if the traffic signals at 24th Street, Martin Luther King Jr. Boulevard, and Stockton Boulevard were coordinated to allow traffic to flow without repeatedly stopping.

The part I really don't like is:

- The large buffer between the bicycle lane and the vehicle lane is too wide.
- More shade is needed.

Alternative 2: Enhanced Improvements — 24th Street to Stockton Boulevard

This board presented a five-to-three-lane conversion, lane narrowing, a center two-way left-turn lane, elevated separated bikeways, planter strips and shade trees, sidewalks buffered from traffic, shorter pedestrian crossing exposure, and opportunities for transit-stop improvements.

Likert-Scale Feedback

I Really Like It	I Like It	Neutral	I Don't Like It	I Really Don't Like It
4	1	1	1	2

Written Feedback

My favorite part is:

- Pedestrians need shade. We need beautification in this area.
- Shorter pedestrian crossing distances. Shade trees.
- Fewer lanes for pedestrians to cross.
- Plenty of benefits for a community that has a lot of cyclists, pedestrians, and transit riders. Really needs it!



The part I really don't like is:

- Wish we could see an example of a crosswalk.
- Too many trees and landscape. Consider drought-tolerant stuff.

Alternative 3: Half Road Diet — 24th Street to Stockton Boulevard

This board presented an alternative that would retain the current travel-lane configuration while adding separated bikeways with raised buffers. The concept may require right-of-way acquisition and utility relocation and would also include pedestrian safety and transit stop improvements.

Likert-Scale Feedback

I Really Like It	I Like It	Neutral	I Don't Like It	I Really Don't Like It
0	3	0	2	4

Written Feedback

The part I really don't like is:

- Does not appear to slow vehicle speeds.
- Pedestrians would still need to cross five lanes.
- Add some landscaping on at least one side of the roadway.
- Seems like short-changing a community that really needs the help (plus one upvote).
- Too costly for the scope of work. Doesn't slow speeds.
- Seems way too costly for something that doesn't provide benefit (or that much more benefit). Middling option means it will still be unsafe for most pedestrians.

Station 3: Safety

Two boards presented existing safety conditions along Fruitridge Road. The information included the location and concentration of injury collisions, collision data by travel mode, the share of collisions resulting in a fatality or serious injury, and common contributing factors such as unsafe speed, right-of-way violations, and improper turning.



Station 4: Travel Behavior and Potential Improvements

This station explained how Fruitridge Road is currently used and how travel patterns could change under different roadway configurations. Boards presented trip types, potential alternate routes, and projected traffic volumes under no-road-diet, half-road-diet, and full-road-diet scenarios. Additional boards illustrated possible improvements at the I-5 and Highway 99



interchanges, including roundabouts, redesigned ramps, signalized intersections, conflict striping, and bikeway treatments.

Station 5: Open Feedback

Station five provided an opportunity for community members to share their input on the project. Attendees were invited to provide open-ended feedback via comment cards, allowing them to share thoughts, concerns, and suggestions on the plan.

Open-ended Feedback Results:

- Please consider a different type of road diet. Instead of reducing four lanes, with or without a median, to three lanes with a median, consider keeping four lanes that are separated, with or without a median. Through traffic would use the left lane, and non-through traffic would use the right lane, similar to a freeway system. Drivers would exit the left lane to make a turn from the right lane and would only be allowed to change lanes at controlled intersections. This divide-and-conquer approach makes both efficient travel and safe interaction possible. Bikes could either travel with cars, since cars are slow now, or continue to use paint-only barriers.
- From Riverside Boulevard to Gilgunn Way, Option 2 is best because the cement buffer could prevent a car from entering the bike lane and encourage drivers to be more careful. From Gilgunn Way to 24th Street, Option 2 is best for the same reason listed above. From 24th Street to Stockton Boulevard, Option 3 is best because the cement buffers are thin, do not take up much space, and still serve their purpose. It also does not include unnecessary trees or shrubs along the side of the road.
- It is of the utmost importance that access to the light rail station be improved. Improvements to the sidewalk along Fruitridge Road would also be great, as would improvements to the railroad tracks that cross Fruitridge Road. Asphalt grading between the tracks is much needed because driving over them can cause vehicle alignment issues. Please do not kick the can down the road by expecting Union Pacific to cover its damaged tracks. This is also an RT issue. No excuses!
- For the Gilgunn Way boards, Option 2 is the best for both bicyclists and pedestrians because the raised buffer creates more protection. The plastic buffers are constantly being hit or knocked over downtown and do not provide as much safety as they could.
- I have serious concerns about the half-road-diet option. It is presented as a middle alternative that could be mistaken as more moderate and less costly. It is not clear enough that this is a costly alternative that provides less benefit. Why was this segment





selected? When looking at who lives there, these residents appear to be lower-income, less affluent, and less cared for than residents in the other segment, which includes South Land Park, a community that has received more investment.

- For any trees or bushes, please consider native California plants. They are naturally drought-tolerant and support our native fauna. Do not plant Bradford pear trees.
- At 24th Street near the light rail station and food bank, there are a number of distracted people. Near Franklin Boulevard, there are not as many distracted people, possibly because the police station is nearby. Near Martin Luther King Jr. Boulevard, there are a number of unhoused people. I am not sure why. Stockton Boulevard and all points connect.
- From 24th Street to Stockton Boulevard, include bus improvements. Why is there a raised median on one side but flexible posts on the other? Also, an 8.5-foot buffer is much too large. A 12-foot travel lane could be maintained without sacrificing the buffer.

Public Awareness and Notification

The project team used several strategies to promote the workshop and encourage community participation, including:

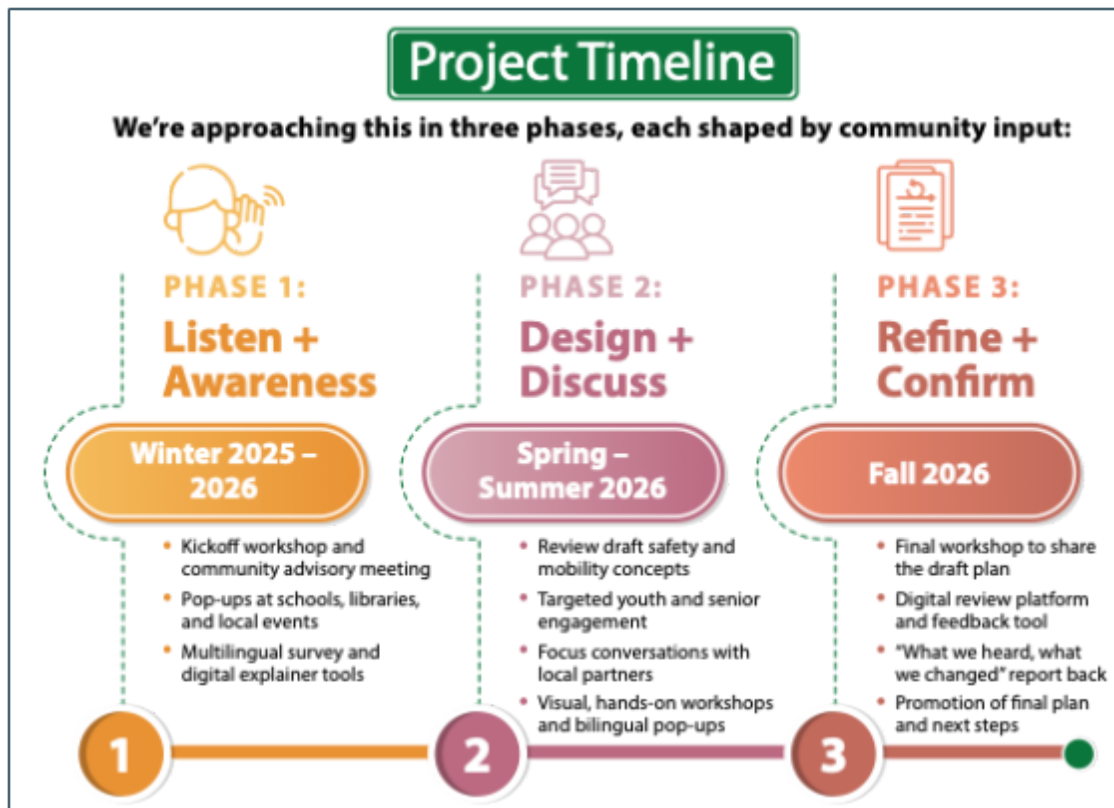
- **Email Communications:** The City of Sacramento first promoted the workshop through an Adobe Campaign email sent in June 2026. On June 16, 2026, members of the Fruitridge Community Advisory Group (CAG) were invited to attend the CAG meeting and received invitations by email and flyer.
- **Online:** Information about the workshop was posted on Eventbrite and shared through the project website at cityofsacramento.gov/FruitridgePlan.
- **Social Media:** The City of Sacramento supported outreach through targeted social media promotion to help broaden awareness of the workshop among community members.
- **Lawn Sign and Flyer Delivery:** On June 23, 2026, the engagement team visited local businesses and high-traffic destinations along the Fruitridge corridor to distribute lawn signs and flyers promoting the workshop. Locations included:
 - Belle Cooledge Library
 - Evelyn Moore Community Center
 - Bethany Presbyterian Church
 - Fruitridge Community Center
 - La Familia's Maple Neighborhood Center
 - Mangan Park
 - Bahnfleth Park





Next Steps

The Fruitridge Road Safety & Mobility Plan will continue through the next phases of community engagement and concept development. In Fall 2026, the project will move into Phase 3: Refine and Confirm. During this phase, the project team will present the draft plan for public review through a final community workshop and a digital review platform. Community members will be invited to review the draft recommendations and provide additional feedback before the plan is finalized.



Project Timeline Graphic



Appendix

Riverside Boulevard to Gilgunn Way:

Existing Conditions: Riverside Boulevard to Gilgunn Way

Existing Conditions
Riverside Boulevard to Gilgunn Way



- Four travel lanes, no two-way left turn lane
- Left turns from and onto Fruitridge may be challenging
- No bike lanes
- 5 ft sidewalks provided
- Long crossing distance for pedestrians

Feedback Scale:

I Really Like It	I Like It	Neutral	I Don't Like It	I Really Don't Like It
			1 dot	3 dots

My favorite part is...

The part I really don't like is...

Fehr&Peers **City of SACRAMENTO** **Fruitridge Road Safety and Mobility Plan**



Alternative 1: Base Improvements — Riverside Boulevard to Gilgunn Way

Alternative 1 Base Improvements
Riverside Boulevard to Gilgunn Way



- 4 to 3-lane conversion
- Traffic calming through lane reduction and lane narrowing
- Center two-way left-turn lane improves left turns from and onto Fruitridge Road
- Separated bikeway with raised buffers or flexible delineators
- Reduced exposure to collisions for crossing pedestrians
- Opportunities for transit stop improvements

I Really Like It **I Like It** **Neutral** **I Don't Like It** **I Really Don't Like It**

My favorite part is...

The part I really don't like is...

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Safety and Mobility Plan



Alternative 2: Enhanced Improvements — Riverside Boulevard to Gilgunn Way

Alternative 2 Enhanced Improvements

Riverside Boulevard to Gilgunn Way

- 4 to 3-lane conversion
- Traffic calming through lane reduction and lane narrowing
- Center two-way left-turn lane improves left turns from and onto Fruitridge Road
- Elevated separated bikeway with buffer
- ADA Tactile Warning Delineator (TWD) buffer between pedestrians and bicyclists
- Reduced exposure to collisions for crossing pedestrians
- Opportunities for transit stop improvements

I Really Like It

I Like It

Neutral

I Don't Like It

I Really Don't Like It

My favorite part is...

Very like ADA tactile warning delineator. Long green paint on the parts of the sidewalk.

The part I really don't like is...

ADA tactile warning delineator on the sidewalk. The delineator is not needed.

On the ADA tactile warning delineator on the sidewalk. The delineator is not needed.

Fehr & Peers

City of SACRAMENTO

Fruitridge Road
Safety and Mobility Plan



Gilgunn Way to 24th Street:

Existing Conditions: Gilgunn Way to 24th Street

Existing Conditions
Gilgunn Way to 24th Street



- 4 travel lanes with no center two-way left-turn lane and two-lane Frontage Road with on-street parking on both sides
- Narrow raised median separating Fruitridge Road and Frontage Road
- Left turns from and onto Fruitridge may be challenging
- Bicycle route on Frontage Road requires bicyclists to exit and re-enter main road
- Sidewalks provided but Frontage Road requires pedestrians to divert from main road

I Really Like It **I Like It** **Neutral** **I Don't Like It** **I Really Don't Like It**

My favorite part is...

The part I really don't like is...

Fehr & Peers **City of SACRAMENTO** **Fruitridge Road**
Safety and Mobility Plan



Alternative 1: Base Improvements — Gilgunn Way to 24th Street

Alternative 1 Base Improvements

Gilgunn Way to 24th Street

- 4 to 3-lane conversion on Fruitridge Road
- On-street parking retained along Frontage Road on residential side
- Traffic calming through lane reduction and lane narrowing
- Center two-way left-turn lane improves left turns from and onto Fruitridge Road
- Separated bikeway with raised buffers or flexible delineators
- Widened Frontage Road median provides opportunities to plant shade trees
- Reduced exposure to collisions for crossing pedestrians
- Opportunities for transit stop improvements

I Really Like It

I Like It

Neutral

I Don't Like It

I Really Don't Like It

My favorite part is...

The part I really don't like is...

Fehr&Peers

City of SACRAMENTO



Alternative 2: Enhanced Improvements — Gilgunn Way to 24th Street

Alternative 2 Enhanced Improvements
Gilgunn Way to 24th Street



- 4 to 3-lane conversion on Fruitridge Road
- On-street parking retained along Frontage Road on residential side
- Traffic calming through lane reduction and lane narrowing
- Center two-way left-turn lane improves left turns from and onto Fruitridge Road
- Elevated separated bikeway with raised buffers
- Widened Frontage Road median provides opportunities to plant shade trees
- Landscape buffer between Fruitridge Road sidewalk and bikeway provides opportunity for tree planting
- Reduced exposure to collisions for crossing pedestrians
- Opportunities for transit stop improvements

I Really Like It **I Like It** **Neutral** **I Don't Like It** **I Really Don't Like It**

My favorite part is...

The part I really don't like is...

Fehr & Peers **CITY OF SACRAMENTO** **Fruitridge Road**
Safety and Mobility Plan



24th Street to Stockton Boulevard

Existing Conditions: 24th Street to Stockton Boulevard





Alternative 1: Base Improvements — 24th Street to Stockton Boulevard





Alternative 2: Enhanced Improvements — 24th Street to Stockton Boulevard

Alternative 2 Enhanced Improvements

24th Street to Stockton Boulevard

- 5 to 3-lane conversion on Fruitridge Road
- Traffic calming through lane reduction and lane narrowing
- Center two-way left-turn lane improves left turns from and onto Fruitridge Road
- Elevated separated bikeways with raised buffer
- Planter strips on both sides of roadway allow opportunity for shade trees
- Sidewalks buffered from travel lanes by planter with shade trees and separated bikeway
- Reduced exposure to collisions for crossing pedestrians
- Opportunities for transit stop improvements

I Really Like It

I Like It

Neutral

I Don't Like It

I Really Don't Like It

My favorite part is...

The part I really don't like is...

Fehr&Peers

City of SACRAMENTO



Alternative 3: Half Road Diet — 24th Street to Stockton Boulevard

