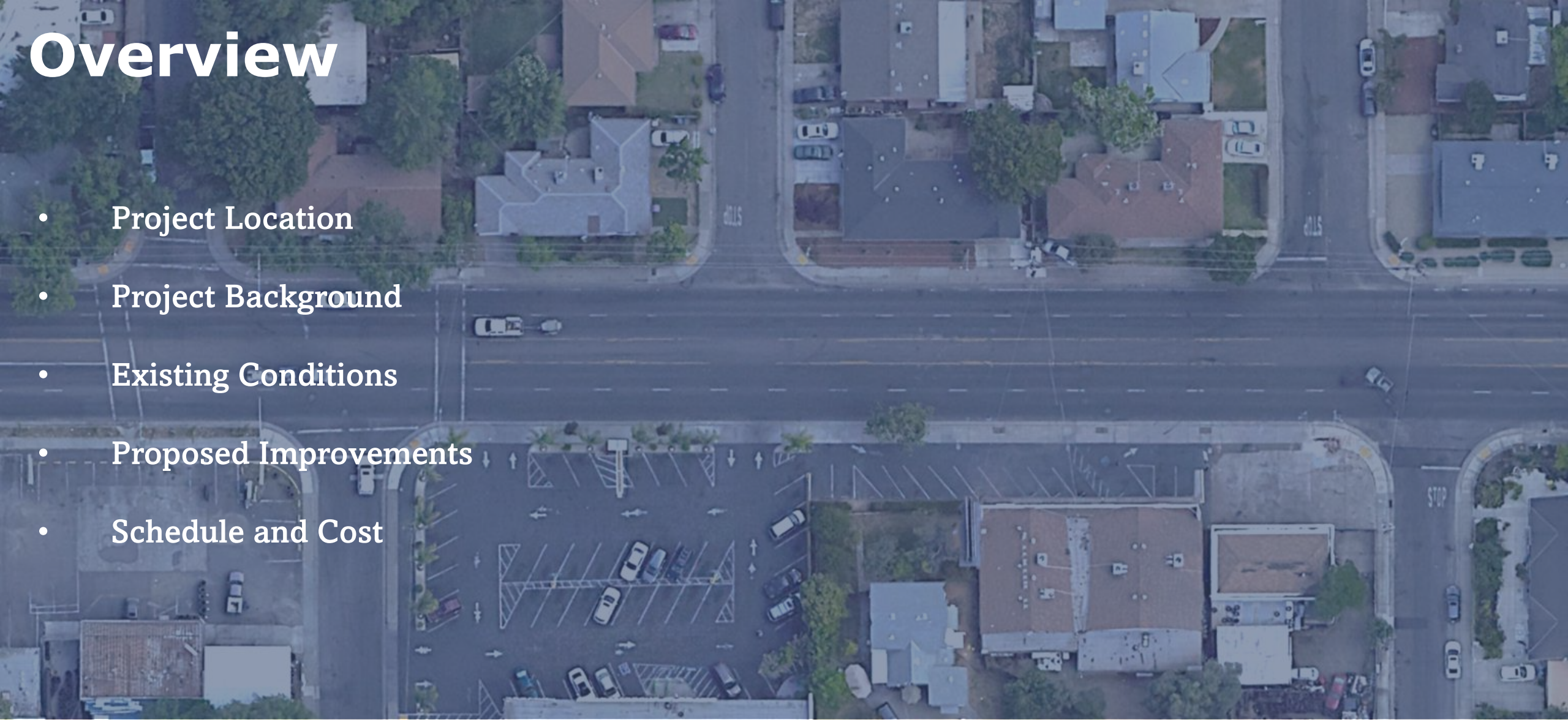
Fruitridge Road Improvements Project

Stephanie Saiz

City of SACRAMENTO
Department of Public Works

FRUITRIDGE ROAD
Improvements

Overview

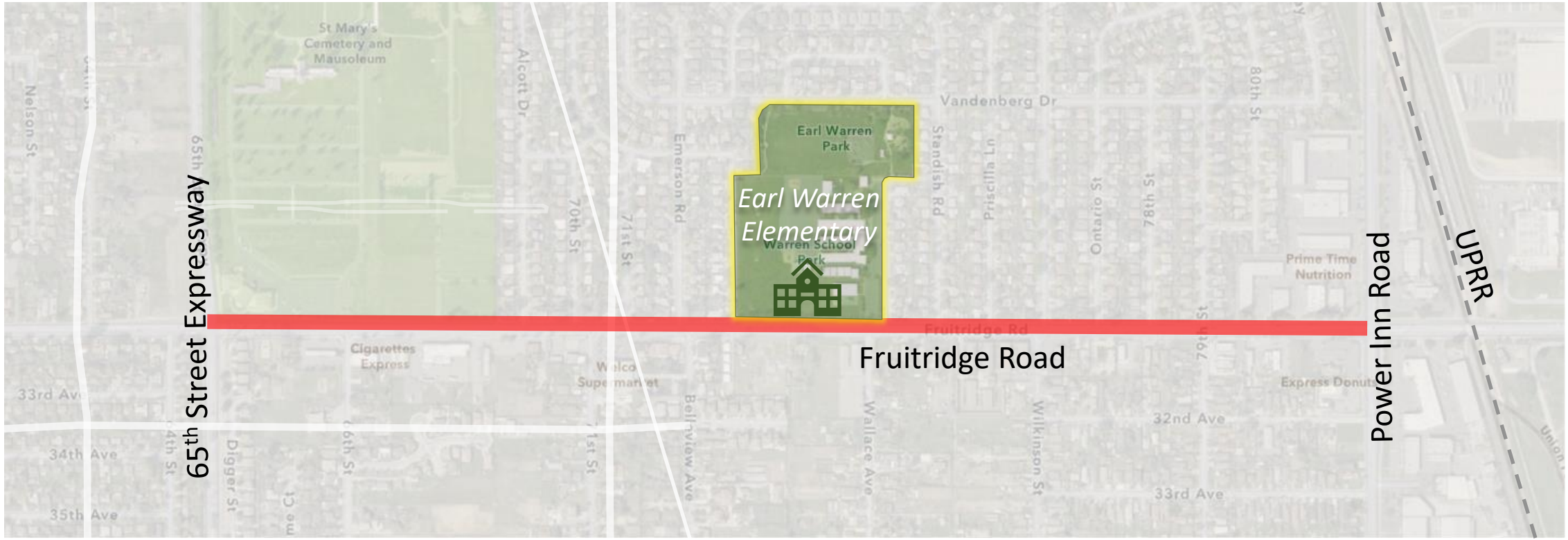


- Project Location
- Project Background
- Existing Conditions
- Proposed Improvements
- Schedule and Cost

Location


St Mary's Cemetery and Mausoleum
Alcott Dr
Nelson St
65th St
65th Street Expressway
70th St
71st St
Emerson Rd
Earl Warren Park
Warren School Park
Vandenberg Dr
Standish Rd
Priscilla Ln
Ontario St
78th St
80th St
Prime Time Nutrition
Fruitridge Rd
Fruitridge Road
Cigarettes Express
Bellview Ave
Wallace Ave
Wilkinson St
79th St
Express Donuts
32nd Ave
33rd Ave
34th Ave
35th Ave
Digger St
Power Inn Road
UPRR

Location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Fruitridge Road
Power Inn Road
UPRR
Cigarettes Express
33rd Ave
34th Ave
35th Ave
32nd Ave
Digger St
Bellview Ave
Wallace Ave
Wilkinson St

Project Purpose

- Fix the pavement
- Calm traffic and improve safety
- Provide safe and comfortable mobility options for all users: pedestrians, bicyclists, transit users, and drivers

Existing Conditions

<u>Poor Pavement Conditions</u>

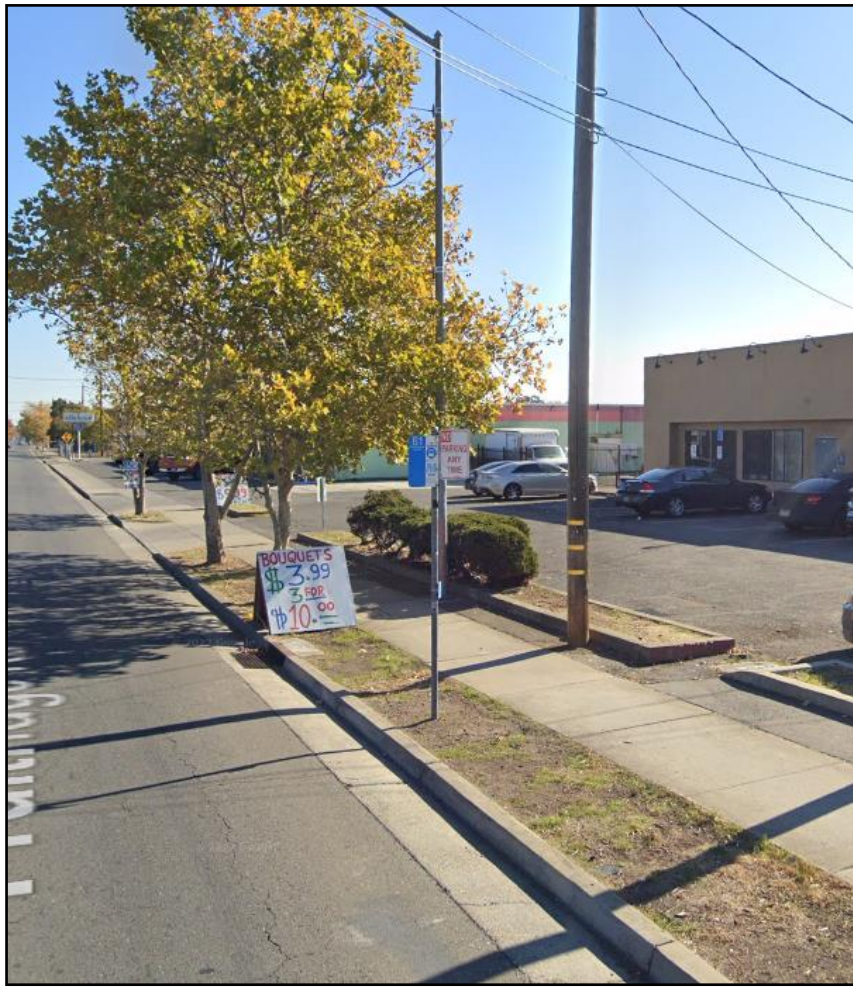
- Pavement with cracks and base failure

<u>Outdated Signals</u>

- Existing signals are outdated and some date back as far as 1957

Existing Conditions

Fruitridge Road is home to Regional Transit's Route 61



Existing Conditions

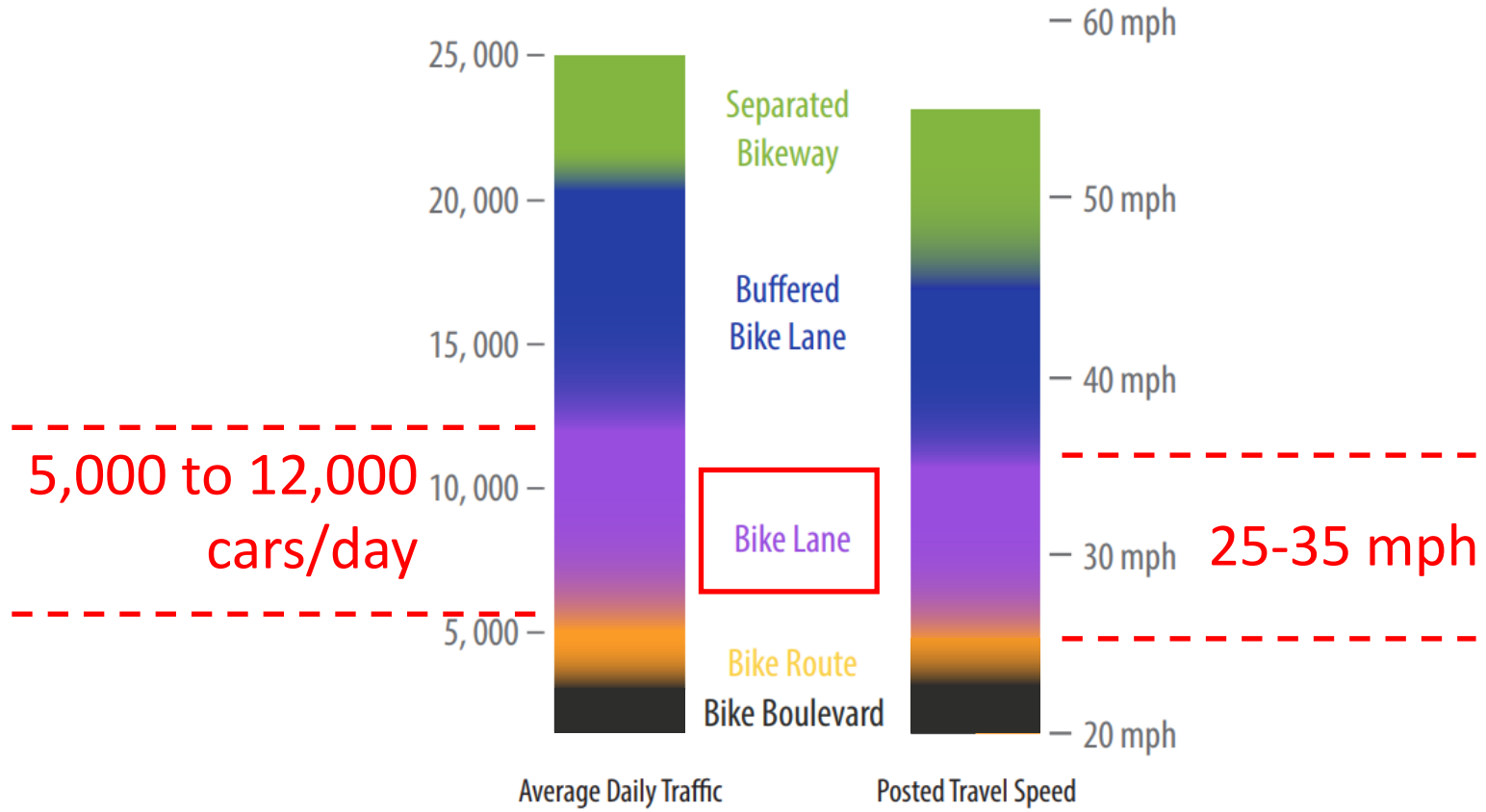
Both vehicle and bike lanes do not meet current City-standard widths.

Appropriate Bike Facilities

Appropriate Bike Facilities

Sacramento's Bike Master Plan's

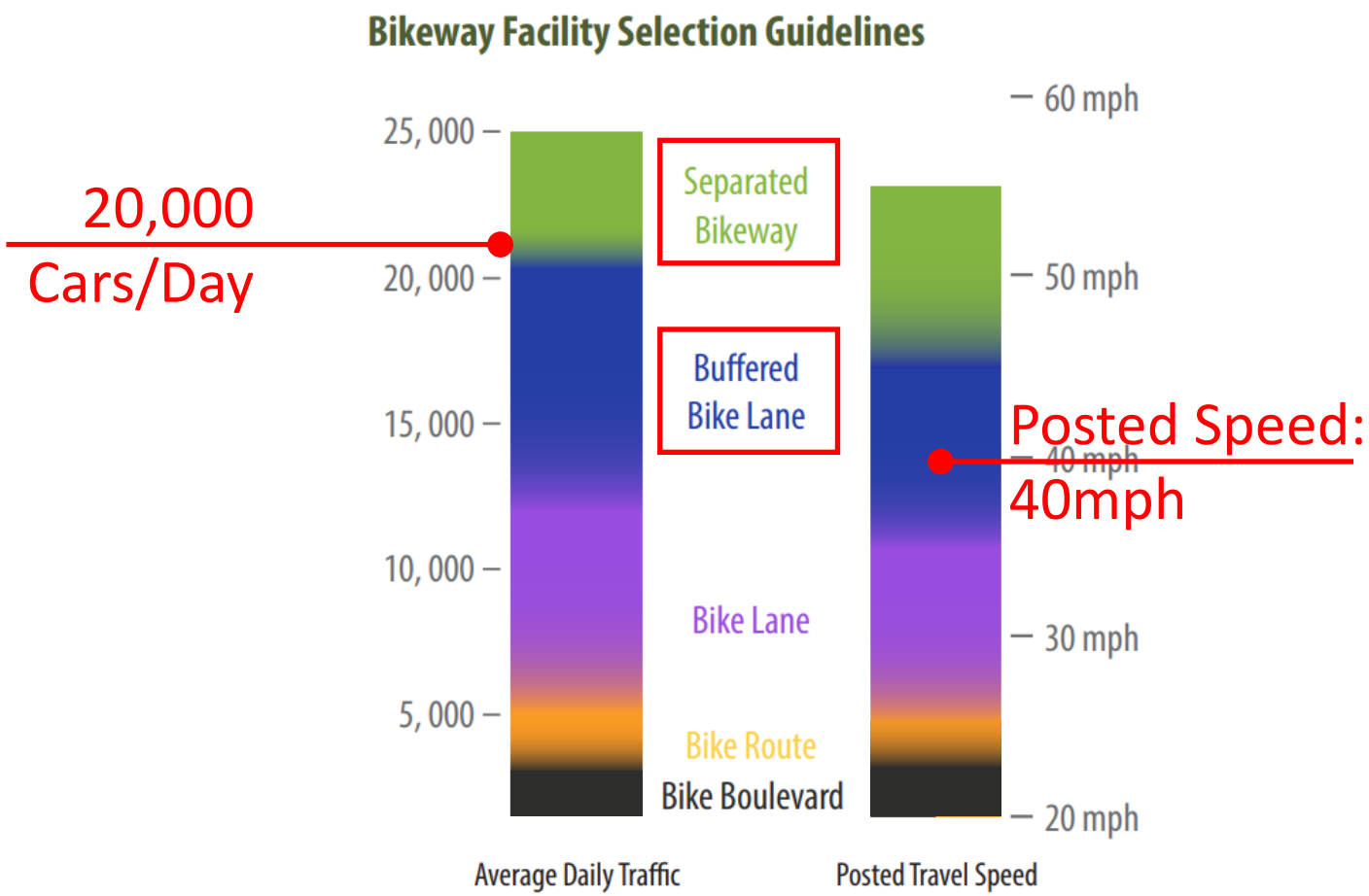
Bikeway Facility Selection Guidelines



5,000 to 12,000 cars/day

25-35 mph

Appropriate Bike Facilities

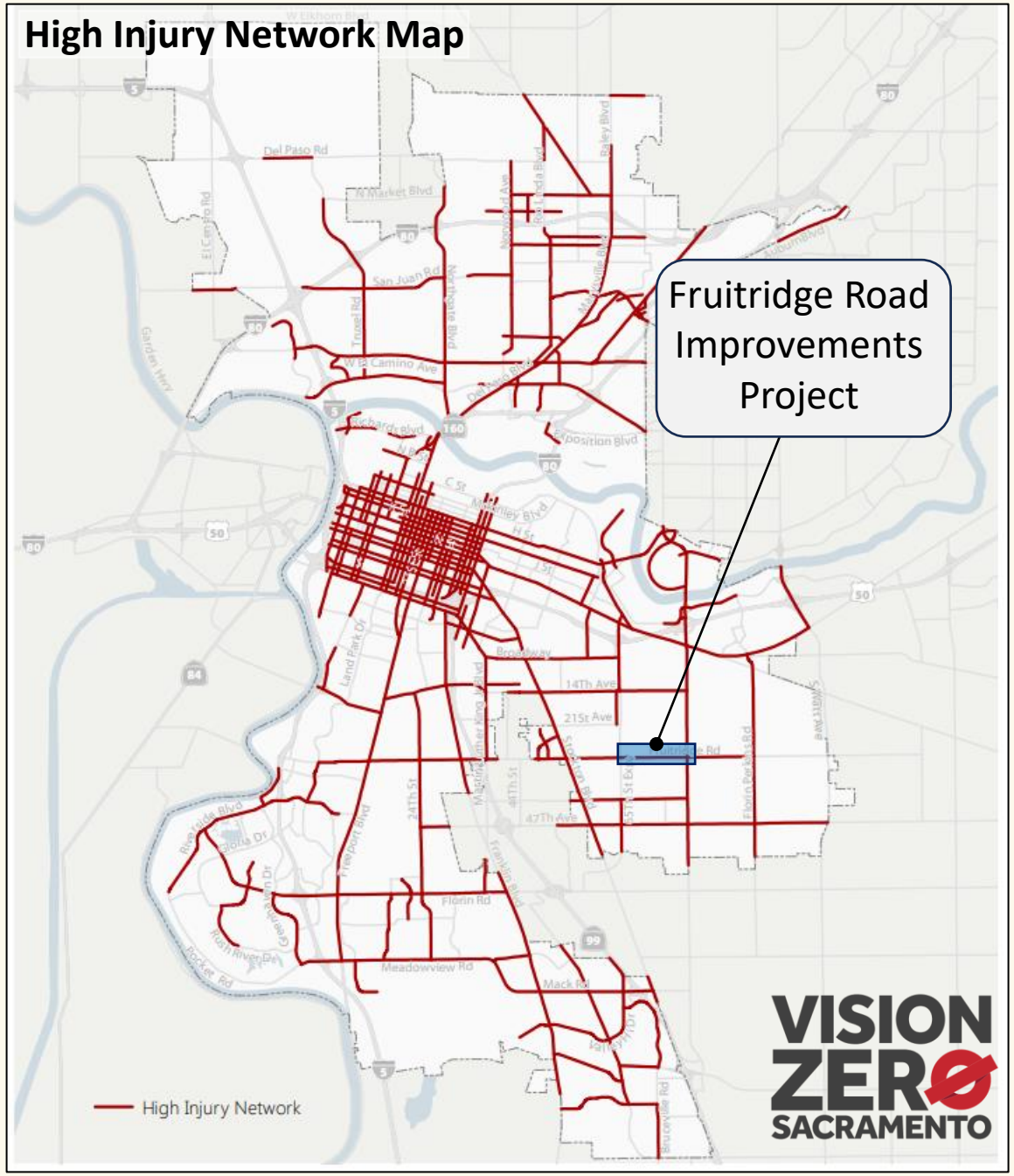


Vision Zero Initiative

- Uses data to identify causes of crashes involving serious injuries and fatalities, as well as identify countermeasures to reduce them.

- 80% of crashes occur on these High Injury Network Streets, which account for just 14% of our roadway network.

- Crash victims who walk are 10 times more likely to be killed or seriously injured in Sacramento than crash victims who drive.



Safety

VISION ZERO SACRAMENTO

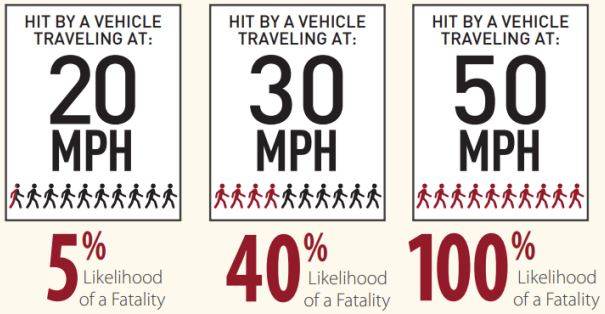
ROAD DIETS

Reduction in number of travel lanes, often paired with a center turning lane. Road diets can allow for additional space for other uses, including for pedestrians, bike lanes and parking.

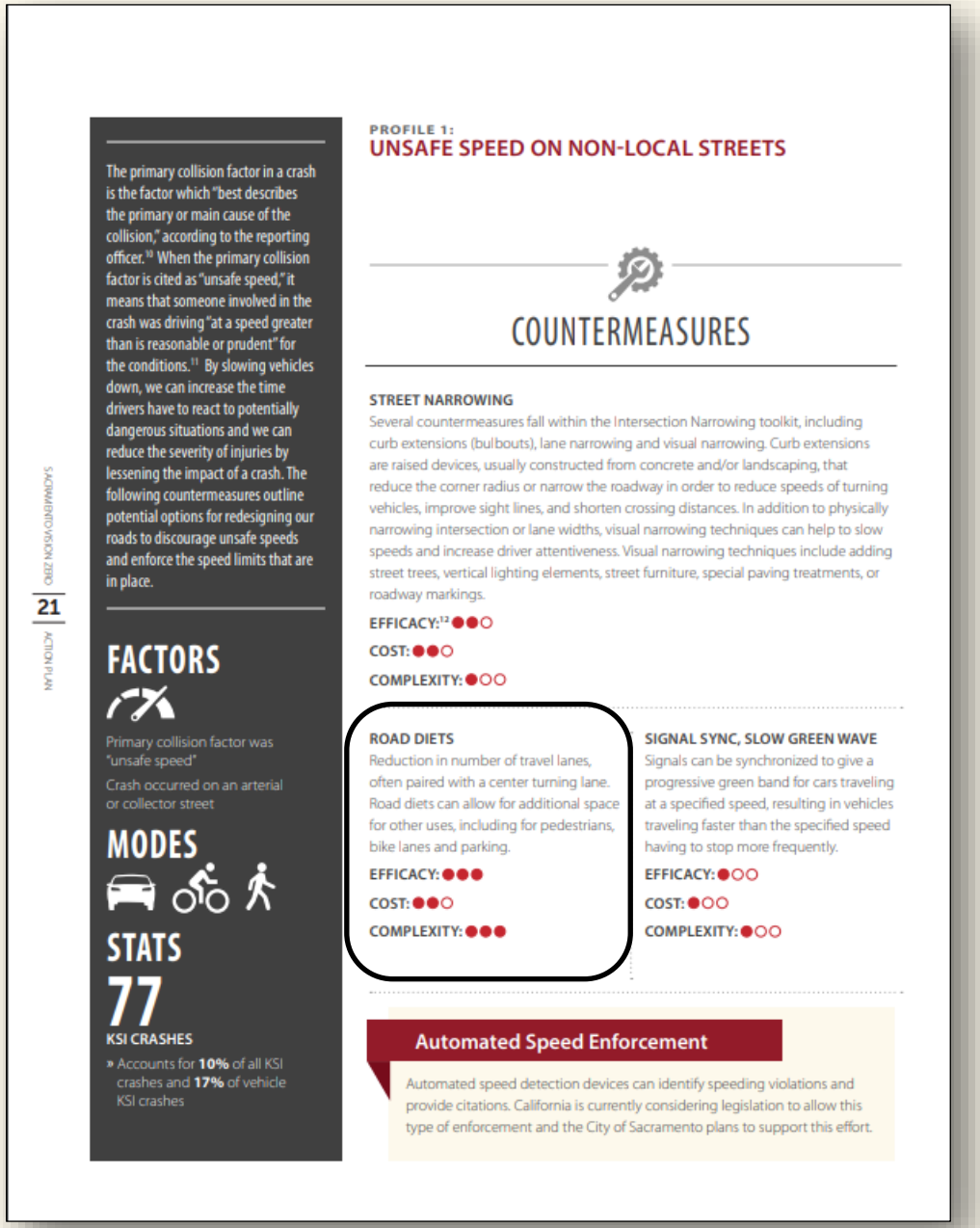
EFFICACY: ●●●

COST: ●●○

COMPLEXITY: ●●●



Unsafe speed is the leading cause of crashes. **2/3 of fatal crashes** occur on streets with a posted speed of 40+ mph, which account for just **10% of the City's street network**



SACRAMENTO VISION ZERO ACTION PLAN 21

The primary collision factor in a crash is the factor which "best describes the primary or main cause of the collision," according to the reporting officer.[10] When the primary collision factor is cited as "unsafe speed," it means that someone involved in the crash was driving "at a speed greater than is reasonable or prudent" for the conditions.[11] By slowing vehicles down, we can increase the time drivers have to react to potentially dangerous situations and we can reduce the severity of injuries by lessening the impact of a crash. The following countermeasures outline potential options for redesigning our roads to discourage unsafe speeds and enforce the speed limits that are in place.

FACTORS

Primary collision factor was "unsafe speed"

Crash occurred on an arterial or collector street

MODES

STATS

77

KSI CRASHES

» Accounts for **10%** of all KSI crashes and **17%** of vehicle KSI crashes

PROFILE 1:

UNSAFE SPEED ON NON-LOCAL STREETS

COUNTERMEASURES

STREET NARROWING

Several countermeasures fall within the Intersection Narrowing toolkit, including curb extensions (bulbouts), lane narrowing and visual narrowing. Curb extensions are raised devices, usually constructed from concrete and/or landscaping, that reduce the corner radius or narrow the roadway in order to reduce speeds of turning vehicles, improve sight lines, and shorten crossing distances. In addition to physically narrowing intersection or lane widths, visual narrowing techniques can help to slow speeds and increase driver attentiveness. Visual narrowing techniques include adding street trees, vertical lighting elements, street furniture, special paving treatments, or roadway markings.

EFFICACY:[12] ●●○

COST: ●●○

COMPLEXITY: ●○○

ROAD DIETS

Reduction in number of travel lanes, often paired with a center turning lane. Road diets can allow for additional space for other uses, including for pedestrians, bike lanes and parking.

EFFICACY: ●●●

COST: ●●○

COMPLEXITY: ●●●

SIGNAL SYNC, SLOW GREEN WAVE

Signals can be synchronized to give a progressive green band for cars traveling at a specified speed, resulting in vehicles traveling faster than the specified speed having to stop more frequently.

EFFICACY: ●○○

COST: ●○○

COMPLEXITY: ●○○

Automated Speed Enforcement

Automated speed detection devices can identify speeding violations and provide citations. California is currently considering legislation to allow this type of enforcement and the City of Sacramento plans to support this effort.

Safety

VISION ZERO SACRAMENTO

ROAD DIETS

Reduction in number of travel lanes, often paired with a center turning lane. Road diets can allow for additional space for other uses, including for pedestrians, bike lanes and parking.

EFFICACY: ●●●

COST: ●●○

COMPLEXITY: ●●●

PEDESTRIAN REFUGE ISLANDS/ MEDIANS

Curbed sections in the center of the roadway that are physically separated from vehicular traffic. Raised medians or refuge islands shorten crossing distances across large, multi-lane roadways.

EFFICACY: ●●●

COST: ●●○

COMPLEXITY: ●○○

BUFFERED BIKE LANES

A buffered bike lane is comprised of a painted buffer between a Class II bicycle lane and the vehicles lanes, intended to reduce motor vehicle encroachment into the bike lane and increase bicyclist comfort and safety.

EFFICACY: ●○○

COST: ●●○

COMPLEXITY: ●●○

SEPARATED BIKEWAYS

(cycle tracks)

Bikeways, separated from vehicle traffic by a physical barrier, usually bollards, landscaping, parked cars, or through elevated separation.

EFFICACY: ●●○

COST: ●●●

COMPLEXITY: ●●●

SACRAMENTO VISION ZERO ACTION PLAN 35

FACTORS

60+ Age of crash victim

MODES

STATS

70 KSI CRASHES

» Accounts for **30%** of pedestrian KSI crashes

PROFILE 8:
60+ YEAR OLD PEDESTRIANS

COUNTERMEASURES

EXTEND PEDESTRIAN CROSSING TIME, PEDESTRIAN DETECTION
Extending pedestrian crossing intervals helps people who may need additional time crossing the street. In addition, the City may install sensors that detect when pedestrians are present in a crossing and automatically increase crossing time when necessary.
EFFICACY: ●●○
COST: ●○○
COMPLEXITY: ●○○

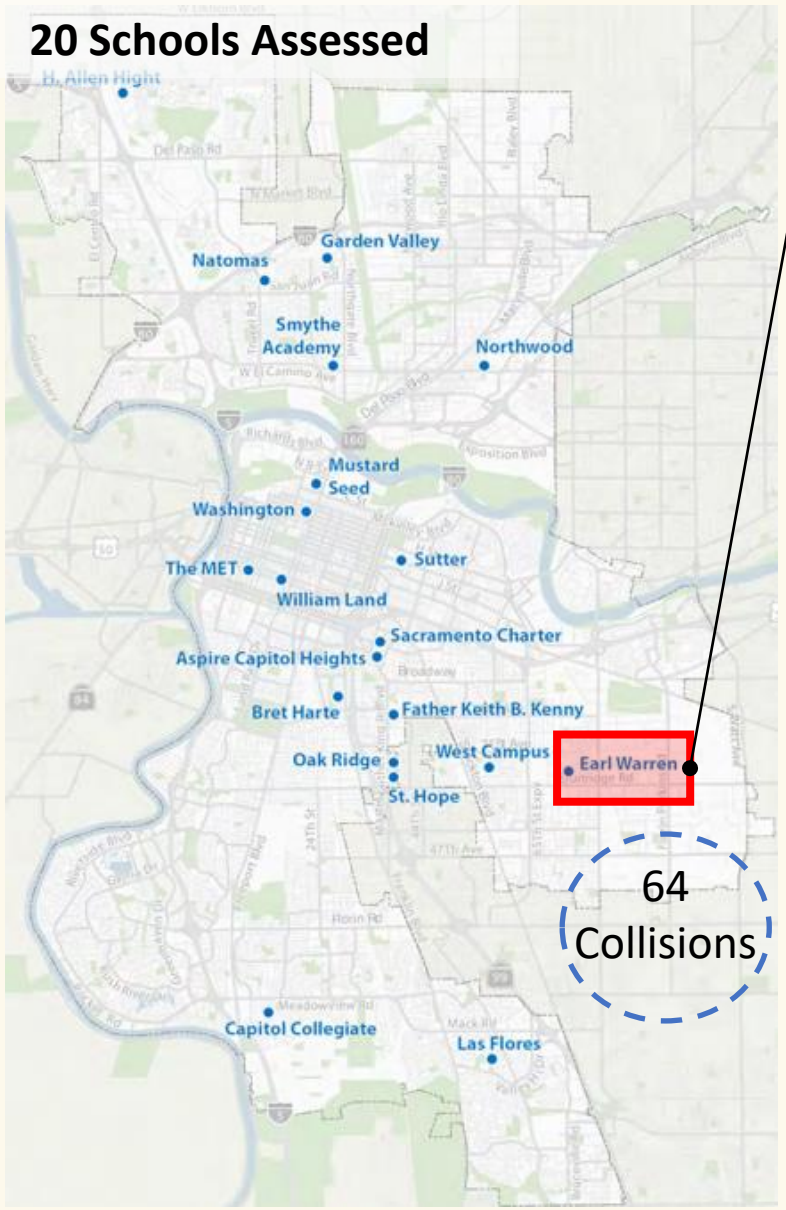
PEDESTRIAN REFUGE ISLANDS/ MEDIANS
Curbed sections in the center of the roadway that are physically separated from vehicular traffic. Raised medians or refuge islands shorten crossing distances across large, multi-lane roadways.
EFFICACY: ●●●
COST: ●●○
COMPLEXITY: ●○○

RAISED CROSSWALKS, SPEED TABLES
Pedestrian crossings that are elevated to the level of the sidewalk, with ramps on each vehicle approach.
EFFICACY: ●●●
COST: ●●○
COMPLEXITY: ●○○

Pedestrian Refuge Island

Vision Zero School Safety Study

VISION ZERO SACRAMENTO

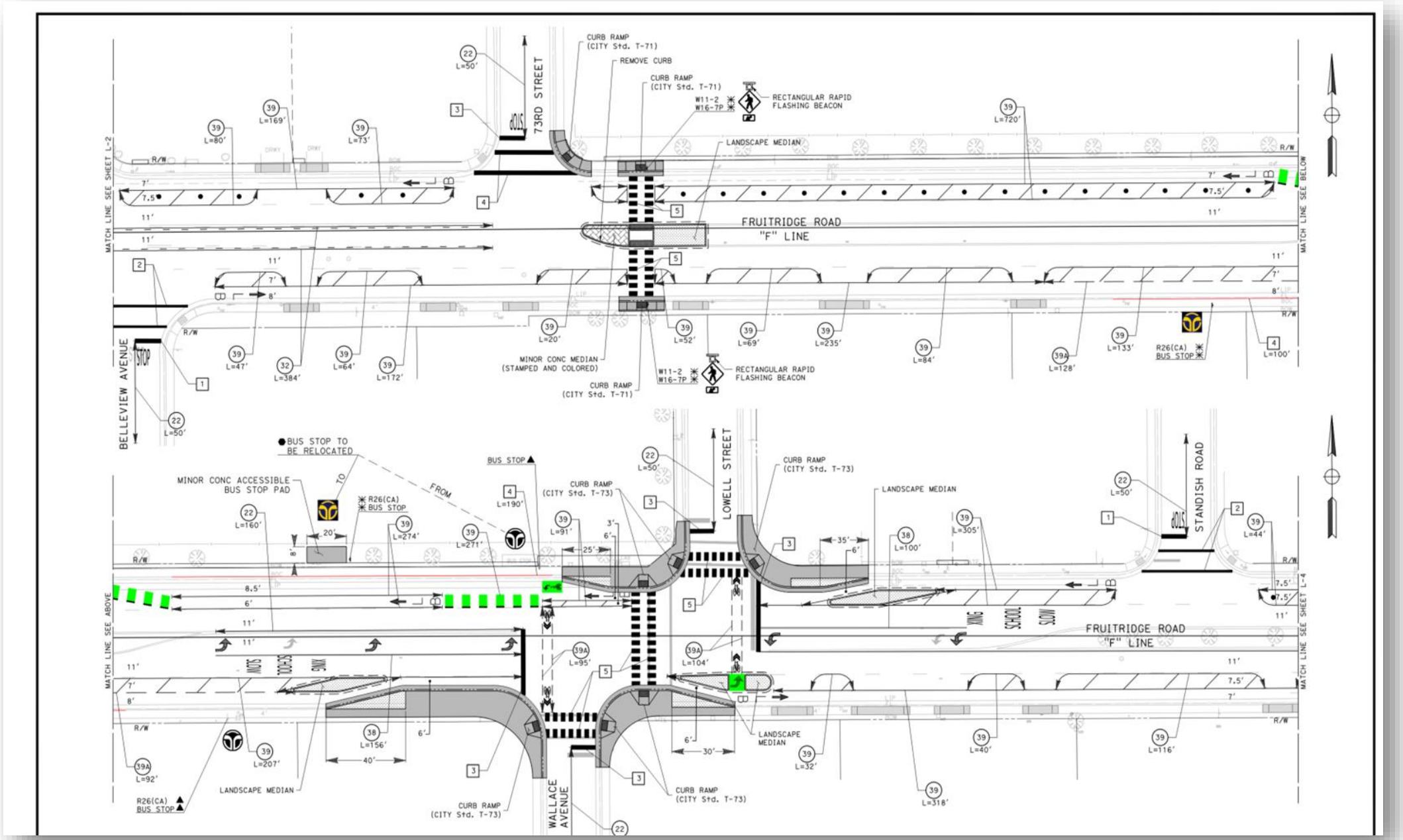


Earl Warren Elementary School

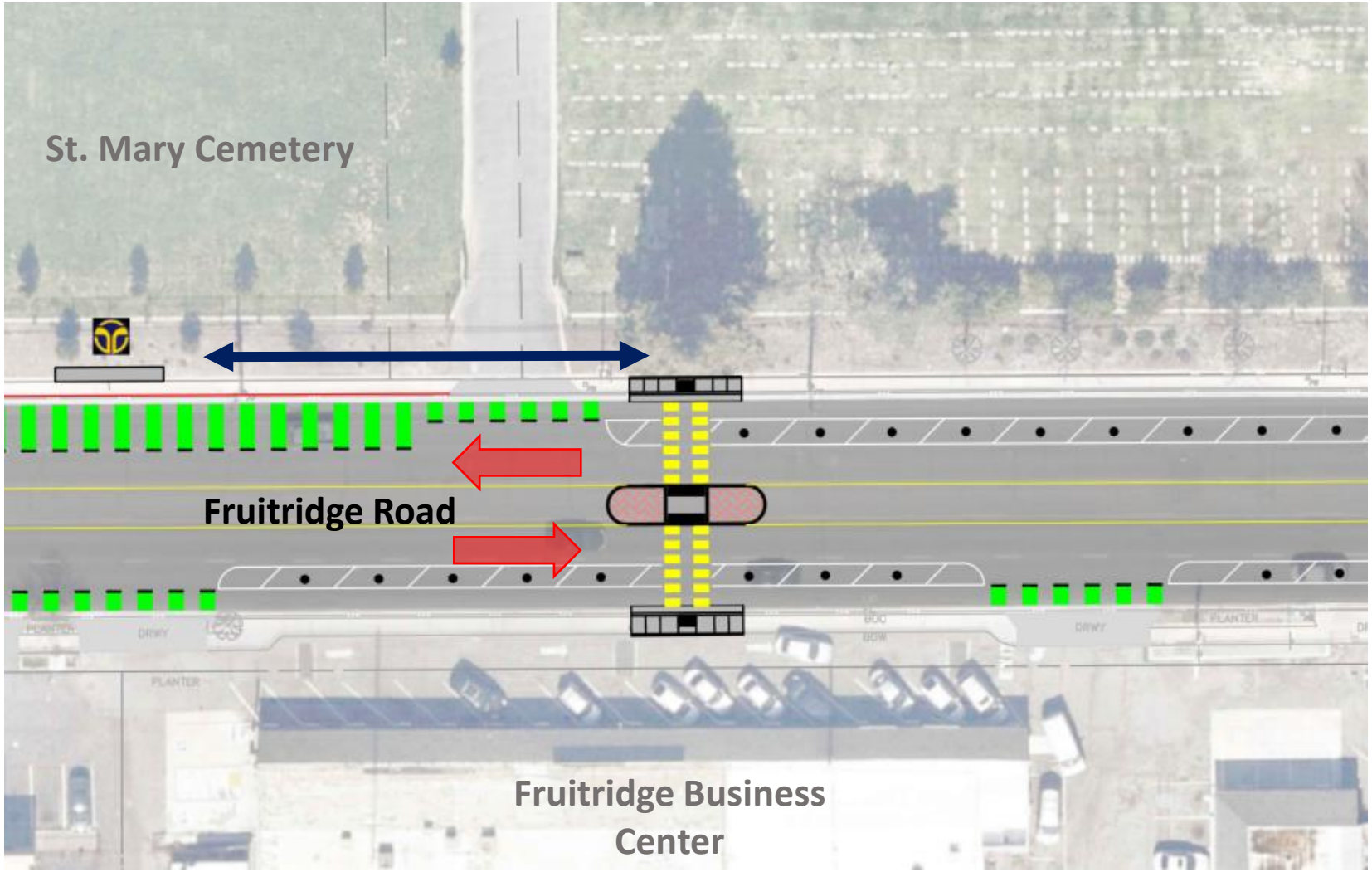
Drivers were seen not yielding to pedestrians when making right turns.

There is limited curb space on the corner of Lowell Street for students waiting to use the crosswalk

Proposed Improvements

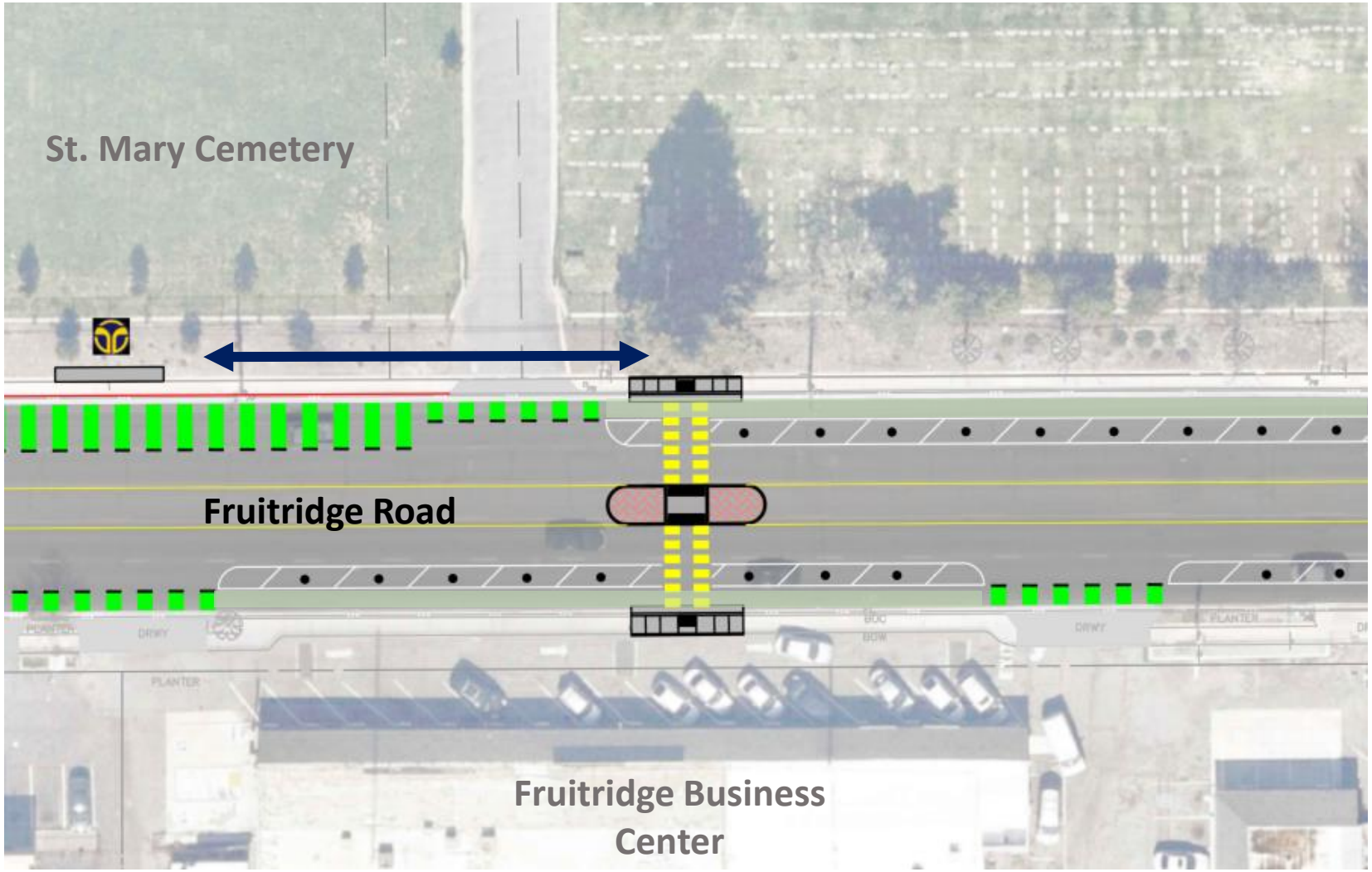


Proposed Improvements



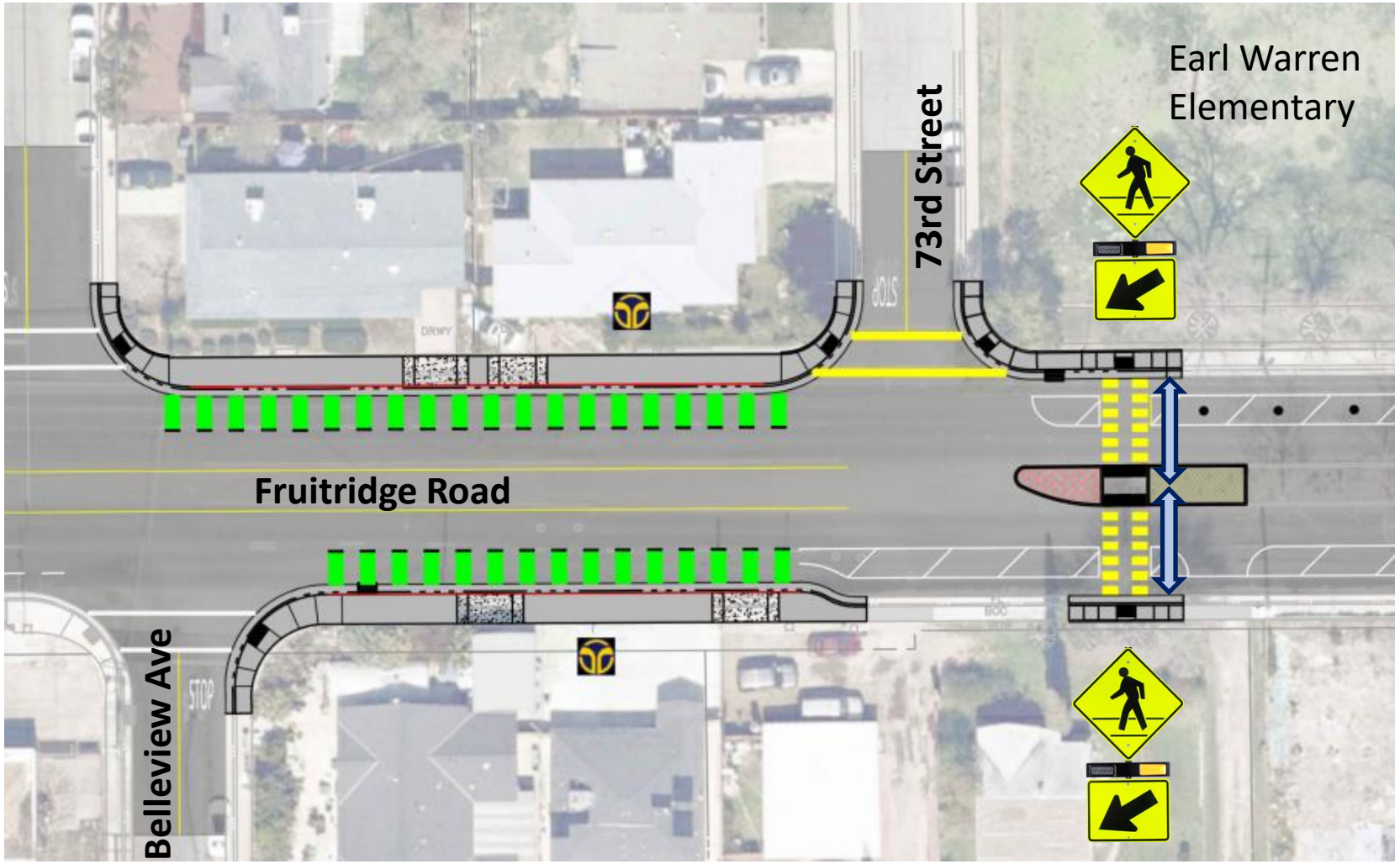
Lane Reduction

Proposed Improvements



Buffered Bike Lanes / Separated Bikeways

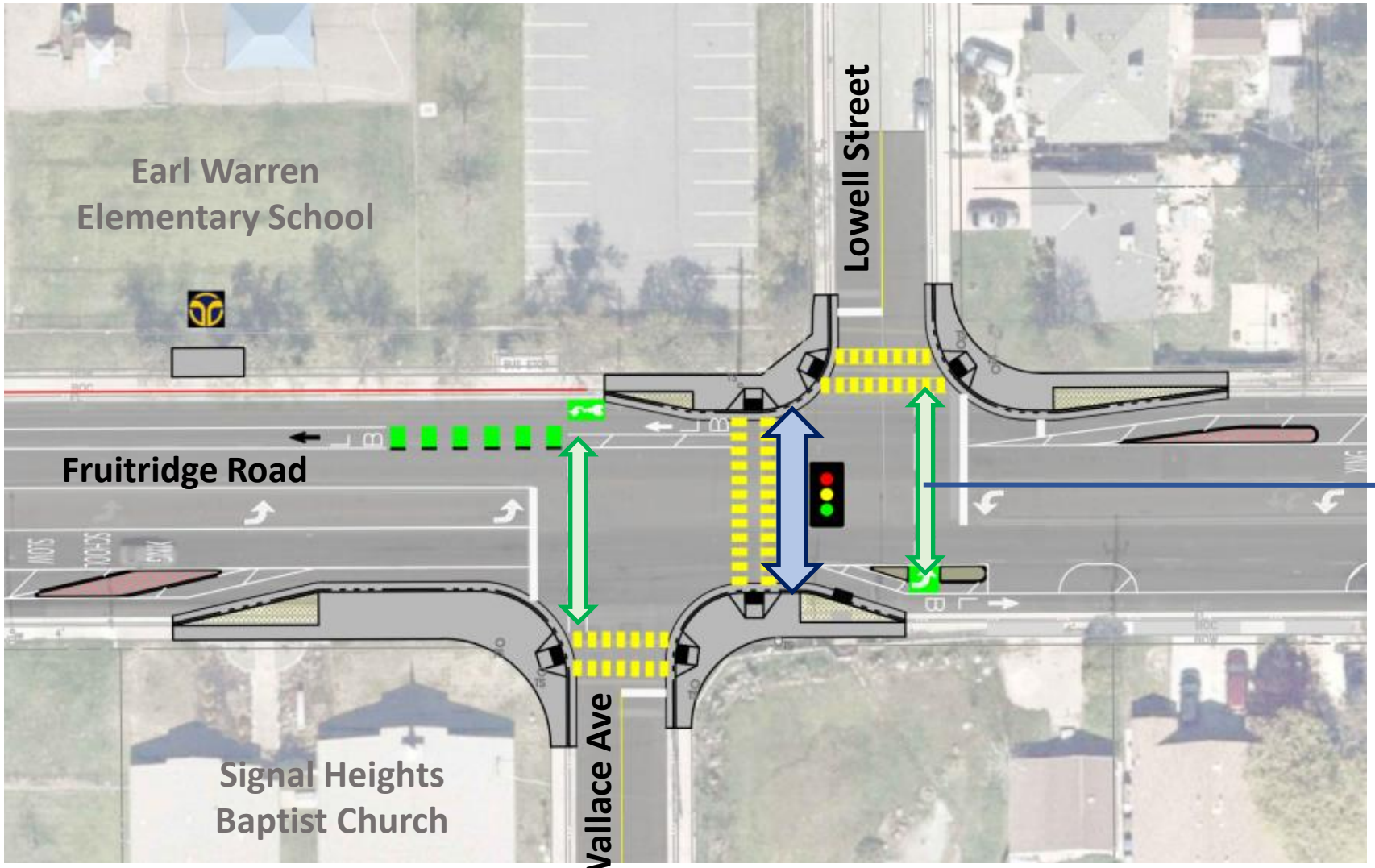
Proposed Improvements

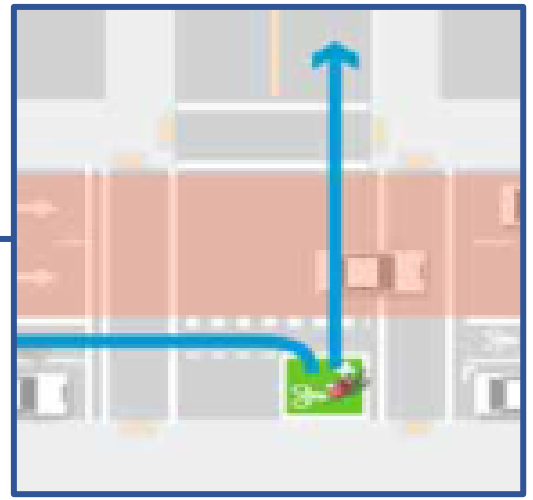


Upgraded Pedestrian Crossings near School

Pedestrian Refuge Islands, Rectangular Rapid Flashing Beacons

Proposed Improvements



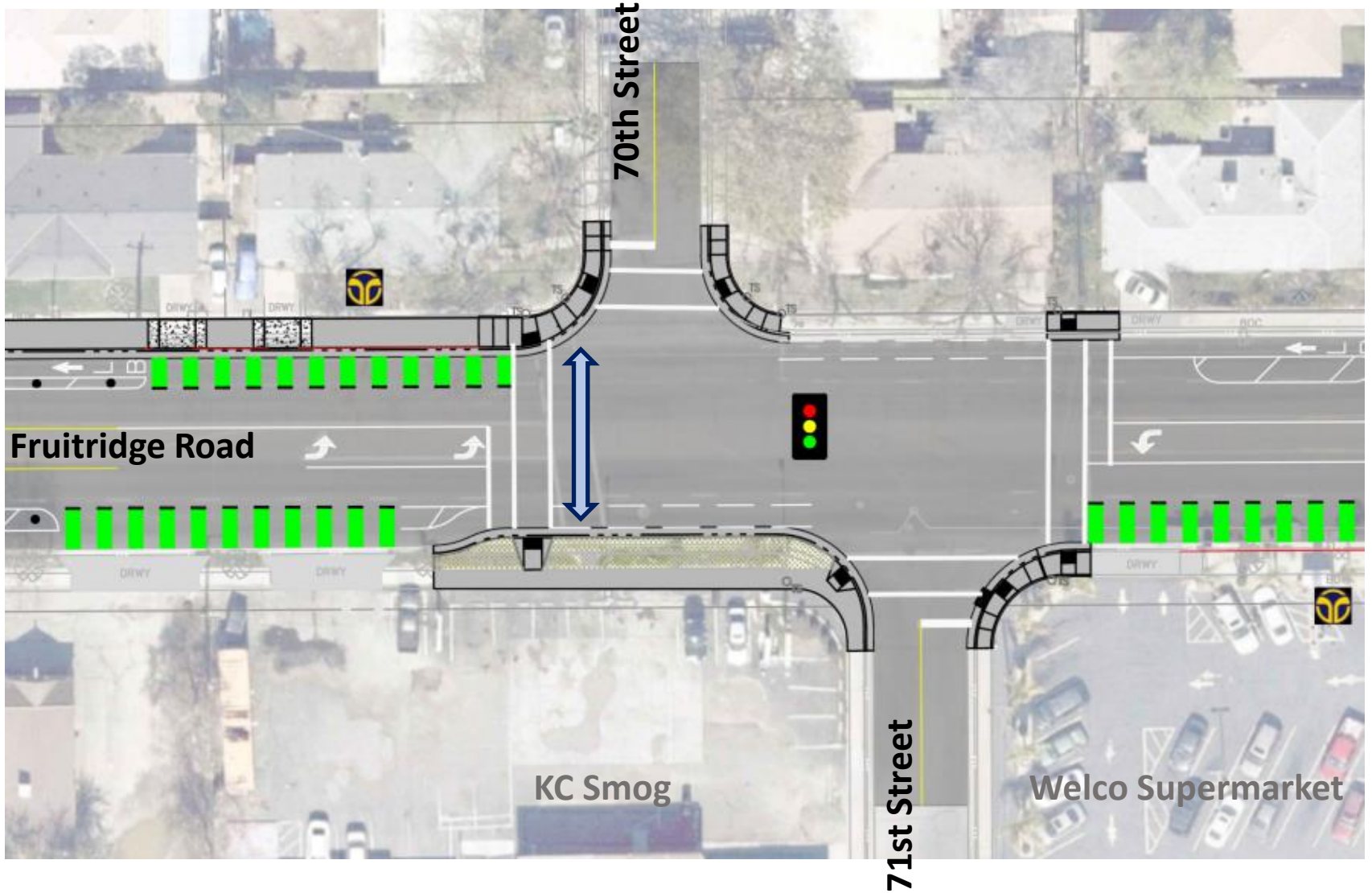


Two-Stage Turn Box

Improved Bike / Ped Access to School

Curb Extensions, Two Stage Turn Box

Proposed Improvements



Shortened Pedestrian Crossings

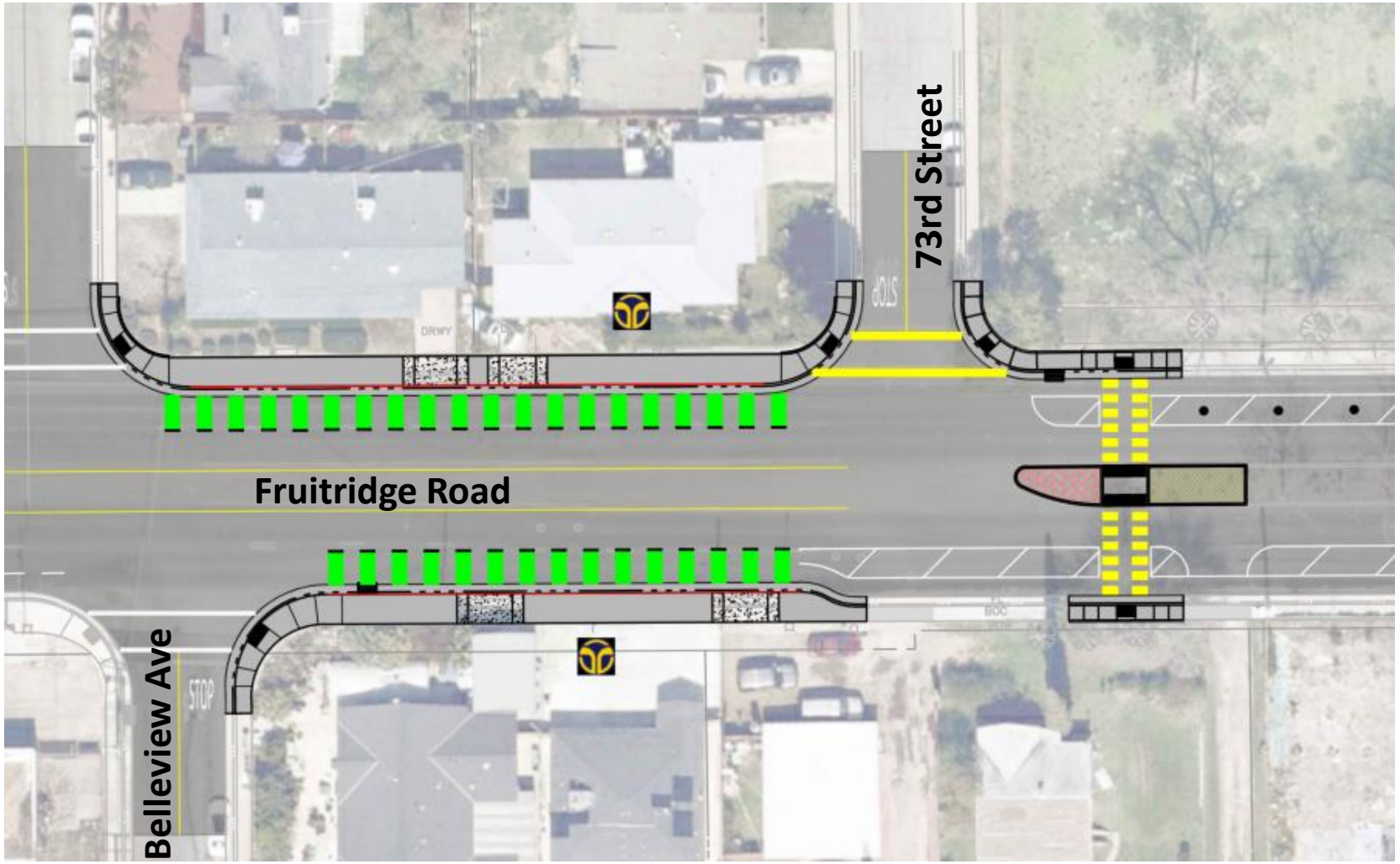
Curb Extensions

Proposed Improvements

Bus Stop Upgrades

Pads for Benches/Shelters, ADA Pads in Landscape Strip

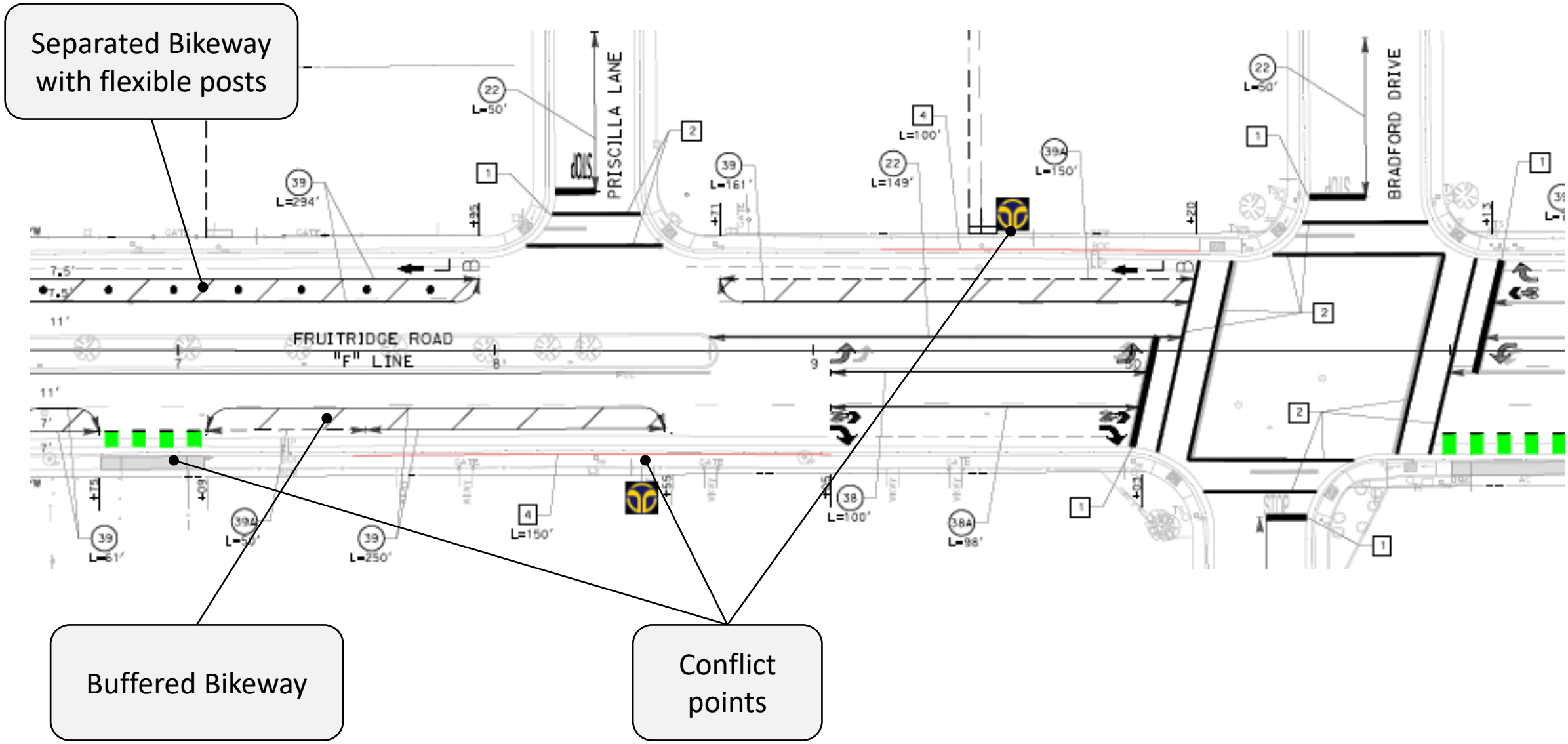
Proposed Improvements



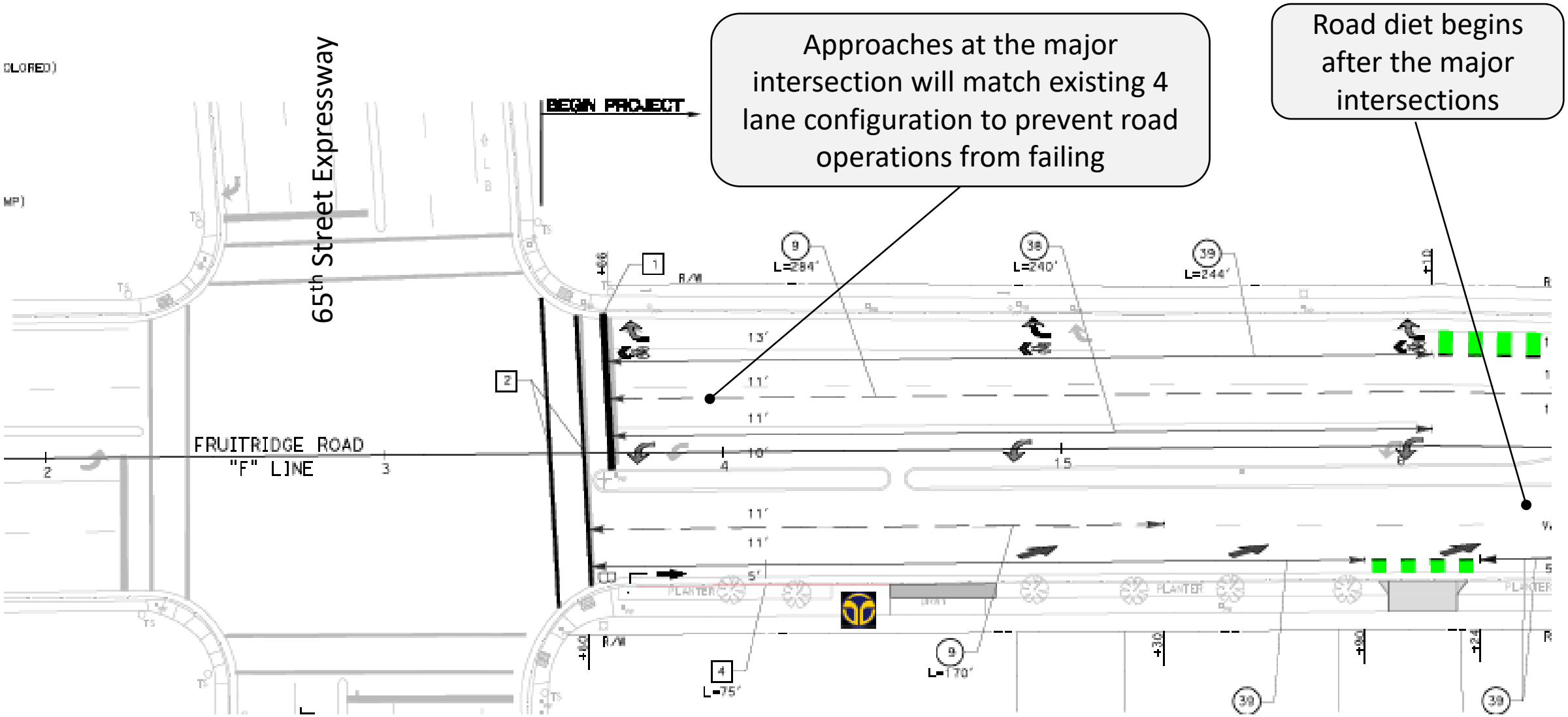
Improved Access to Bus Stops

Widened Sidewalks to Eliminate "Pinch Points" at Poles

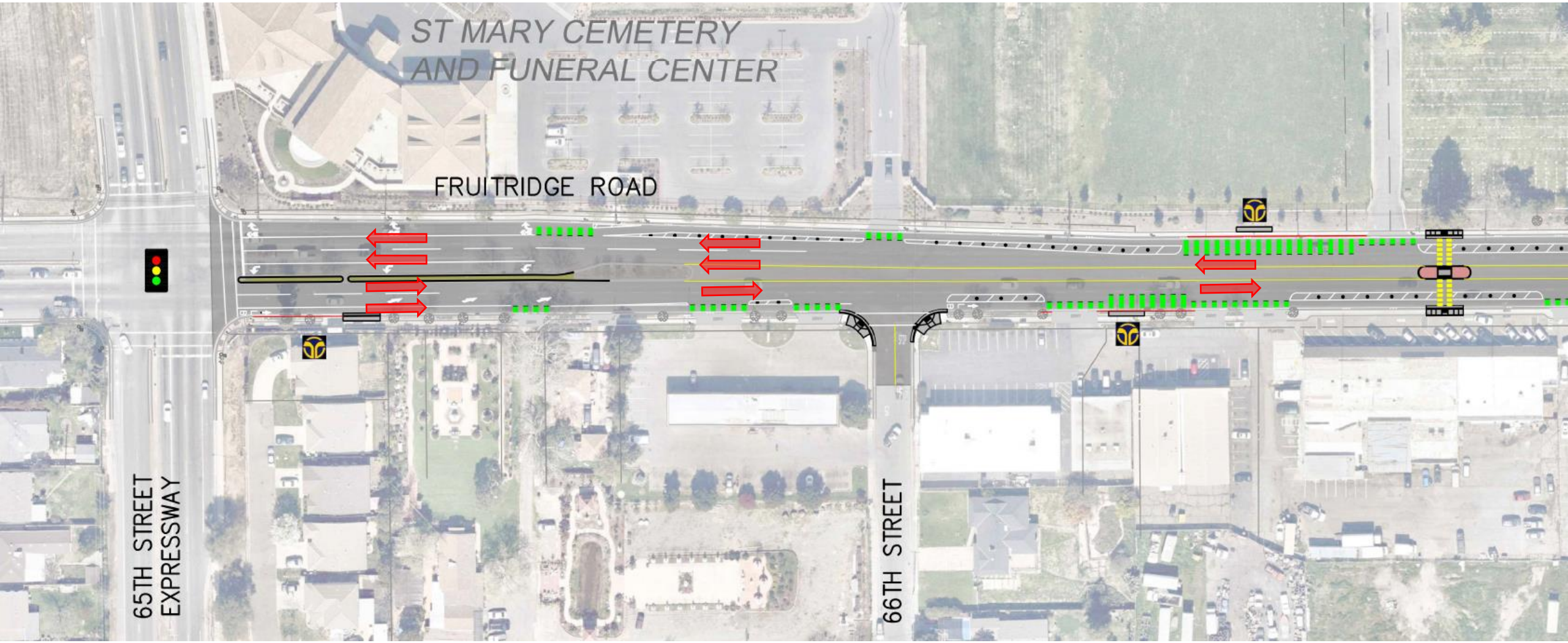
Why Buffered Bike Lanes & Separated Bikeways?



How Will The Road Diet Work?



Traffic – How Will This Work?



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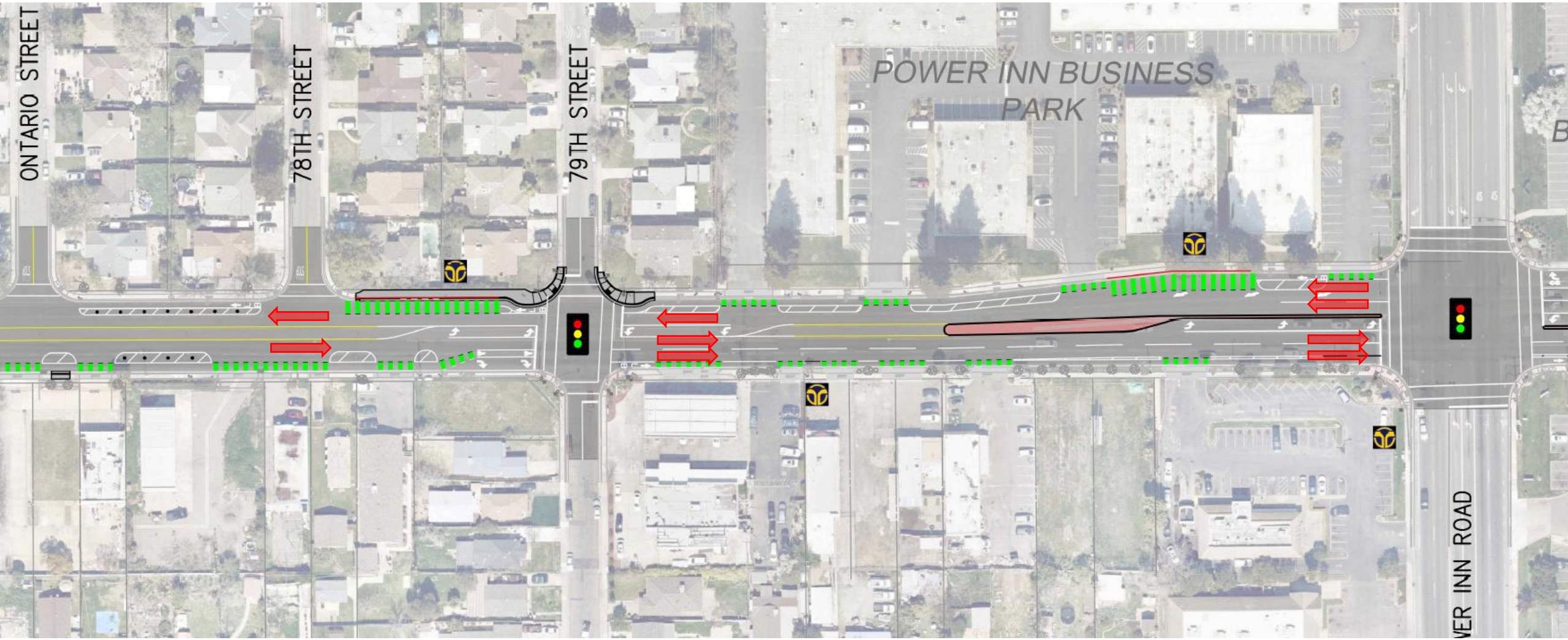
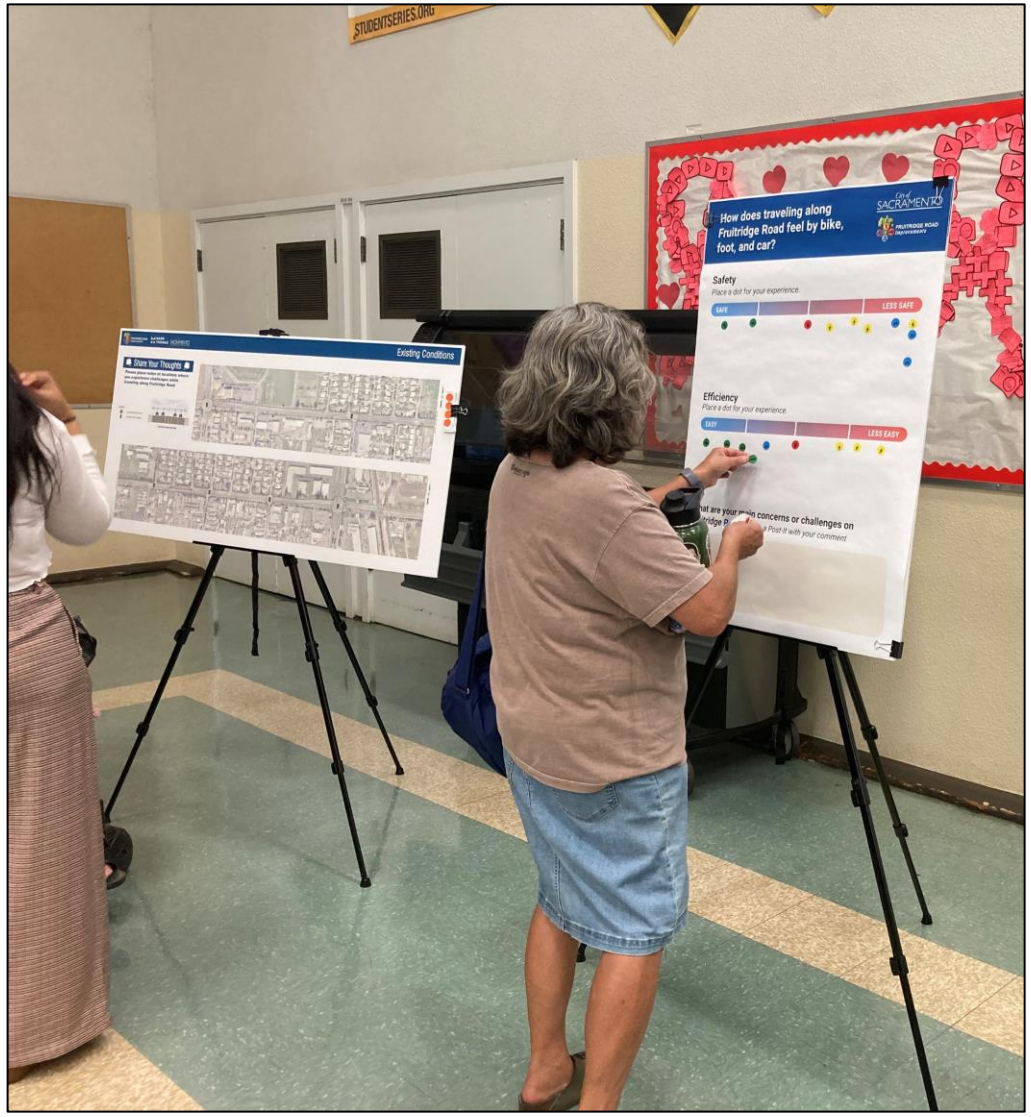
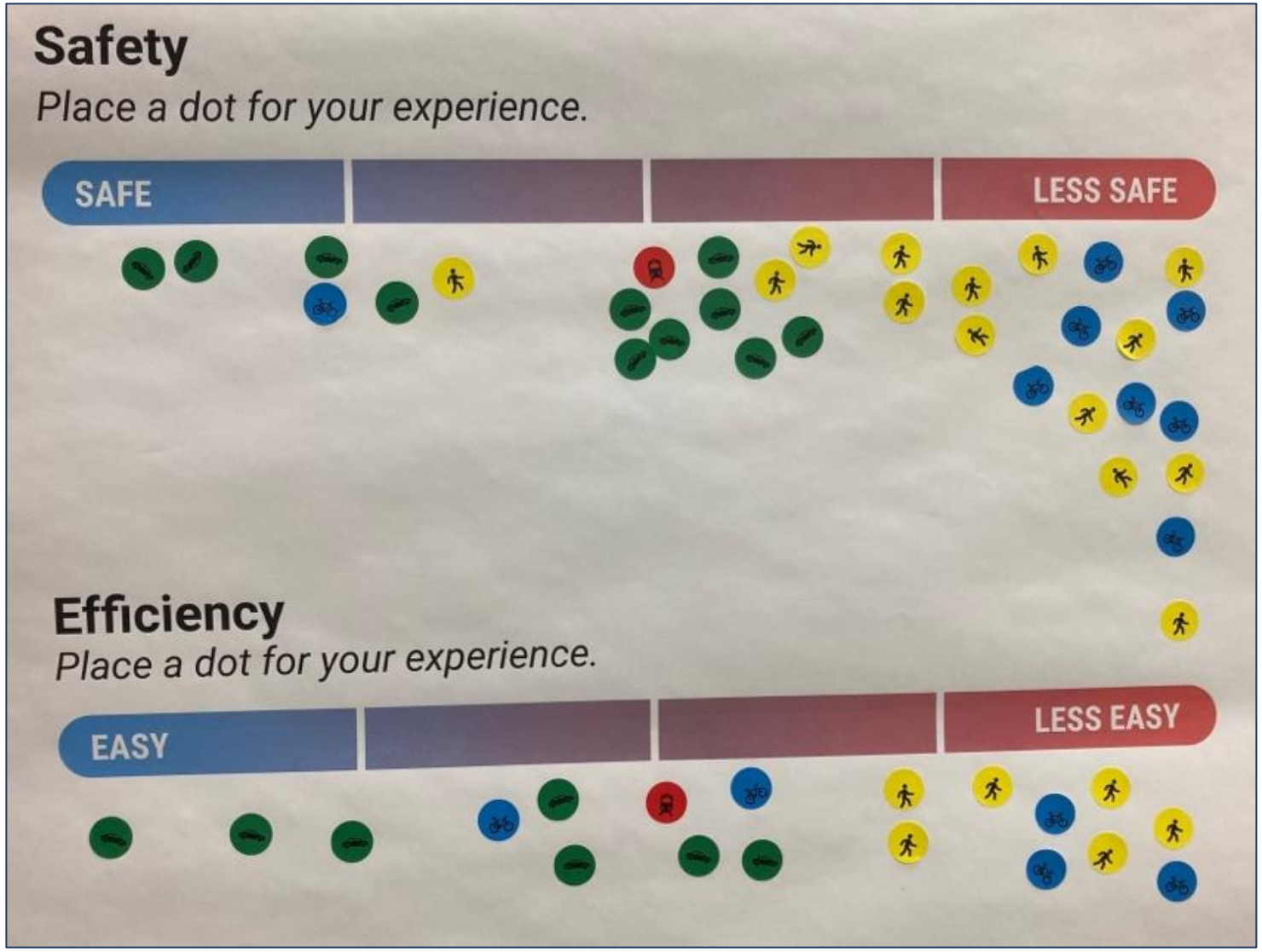


Traffic and Safety Outcomes

- Anticipated speed reductions of **5 to 10 mph**
- Anticipating about a **12% reduction in traffic**, mostly during commute hours
- Neighborhood traffic counts were conducted as baseline for post project evaluation

Outreach





Community Outreach Event at Earl Warren Elementary School on August 24th, 2024

Outreach

Resident Responses:

- Good response to the road diet

- Residents felt there was a need for safety along the corridor and liked the idea of slowing vehicles down since there is a lot of speeding and sideshows that occur

Action Plan based on Outreach:

- The initial design concepts include flexible posts for separated bikeways but in speaking to some of the residents they would like something more robust and aesthetic
  - Possibilities for this include adding aesthetics in things like bulb outs or concrete for buffers. The street is constrained in terms of ROW so there isn't space to add landscape
- Evaluate more robust pedestrian crossing flashing devices to improve visibility, including placement in median and potential mast arm configuration

Schedule

PHASE	DATE
Currently Performing Preliminary Engineering & Environmental Clearance (PA&ED)	Current
Complete PA&ED, Begin Final Design	Early 2024
Complete Final Design	Late 2024
Construction	2025*

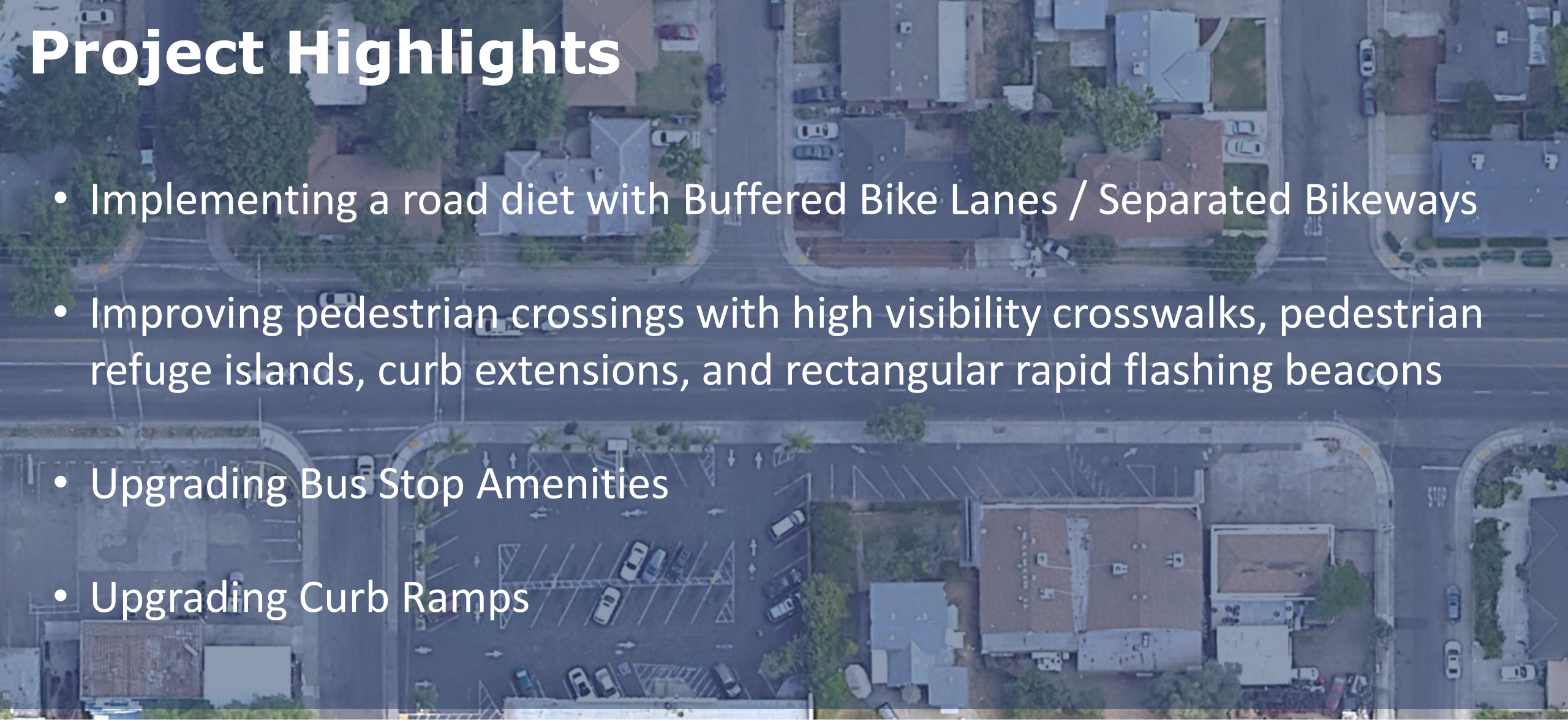
**Dependent on grant success*

Funding and Budget

PHASE	TOTAL	FUNDING	NOTES
Engineering	$980,000	Local Funding: $660,000 Federal Funding: $320,000 Total: $980,000	
Construction Total	$9,600,000	Local Funds: $500,000 Federal Funds: $2,570,000 Total: ~$3,070,000	*$6,530,000 funding needed* Will pursue ATP or SACOG funds for remaining construction funds needed
Total Project Costs	$10.58 Million		

Project is being tailored to be competitive for grant funds

Project Highlights



- Implementing a road diet with Buffered Bike Lanes / Separated Bikeways
- Improving pedestrian crossings with high visibility crosswalks, pedestrian refuge islands, curb extensions, and rectangular rapid flashing beacons
- Upgrading Bus Stop Amenities
- Upgrading Curb Ramps

Thank You

Stephanie Saiz

City of SACRAMENTO
Department of Public Works

FRUITRIDGE ROAD
Improvements

L-1

Sheet - 3

MUTCD STRIPING DETAIL NUMBER
L= LENGTH

EXIST MUTCD STRIPING DETAIL NUMBER

BIKE LANE MARKING AND ARROW

SHARED ROADWAY BICYCLE MARKING

TYPE IV MARKING

TYPE VI MARKING

EXISTING ROADSIDE SIGN

ROADSIDE SIGN (ONE-POST)

BIKEWAY GREEN CONFLICT AREA

MINOR CONC MEDIAN (STAMPED AND COLORED)

LANDSCAPE

DECOMPOSED GRANITE

EXISTING DRIVEWAY

MINOR CONC (SIDEWLAK AND CURB RAMP)

DELINEATOR (K-71)

REMOVE ROADSIDE SIGN

RELOCATE ROADSIDE SIGN

ROADSIDE SIGN TO REMAIN

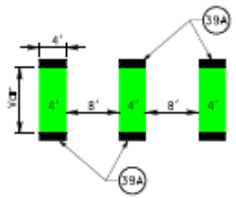
INSTALL ROADSIDE SIGN

EXISTING BUS STOP - TO REMAIN OR BE RELOCATED, SEE PLANS FOR LOCATIONS. FINAL LOCATION OF BUS STOPS TO BE COORDINATED WITH RT

EXISTING BUS STOP - TO BE RELOCATED OR REMOVED. SEE PLANS FOR LOCATIONS

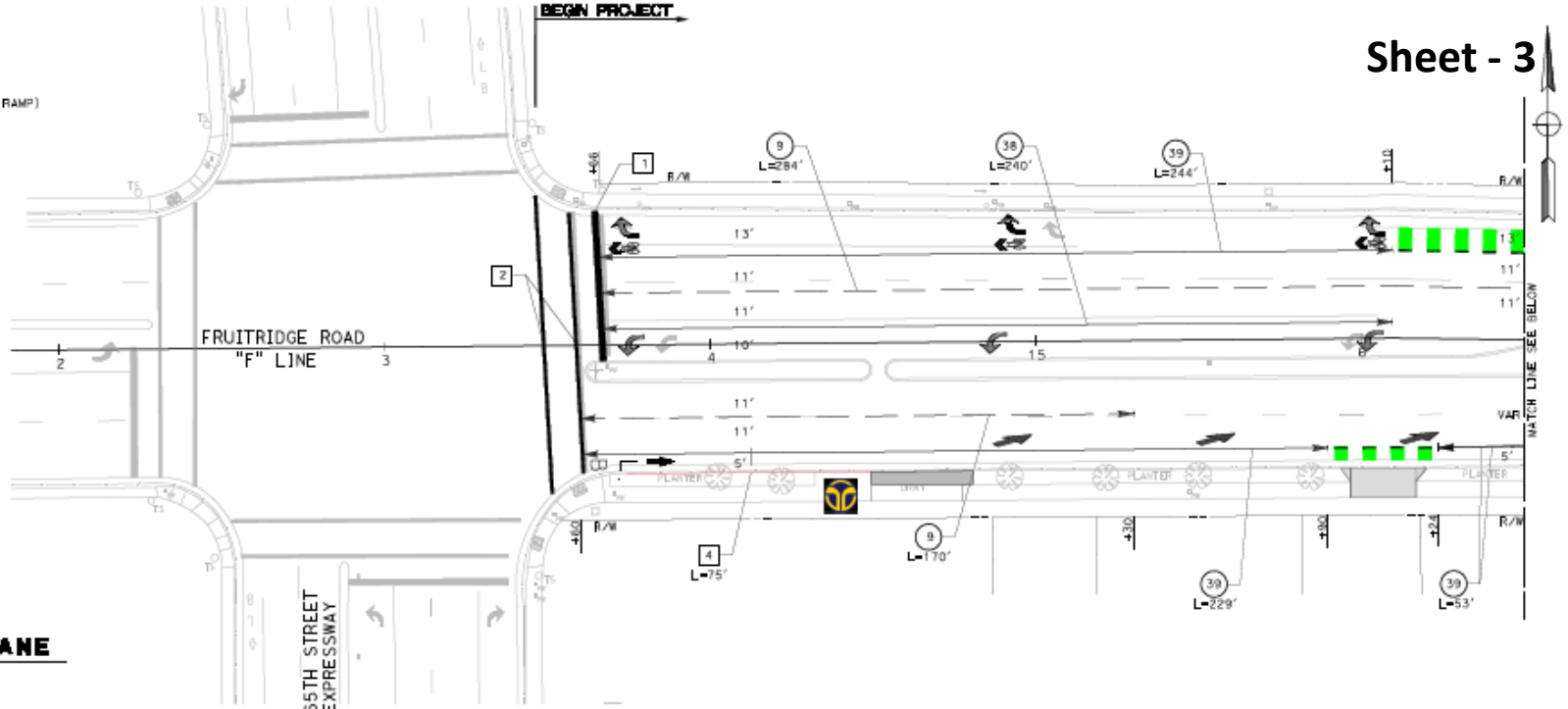
CONSTRUCTION NOTES:

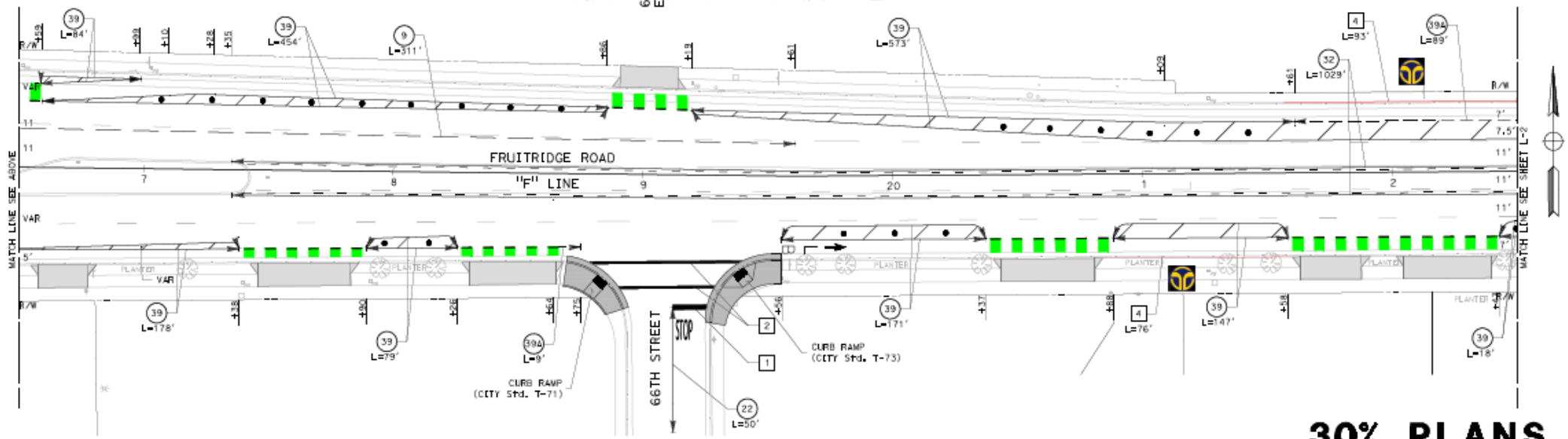
1. INSTALL 24" WHITE THERMOPLASTIC LIMIT LINE
2. INSTALL 12" WHITE THERMOPLASTIC CROSSWALK
3. INSTALL 24" YELLOW THERMOPLASTIC CROSSWALK
4. INSTALL RED PAINTED CURB, LENGTH AS SHOWN ON PLANS
5. INSTALL TRIPLE FOUR CROSSWALK PER CITY OF SAC STD DWG No. T-185



COLORED BIKE LANE

NO SCALE





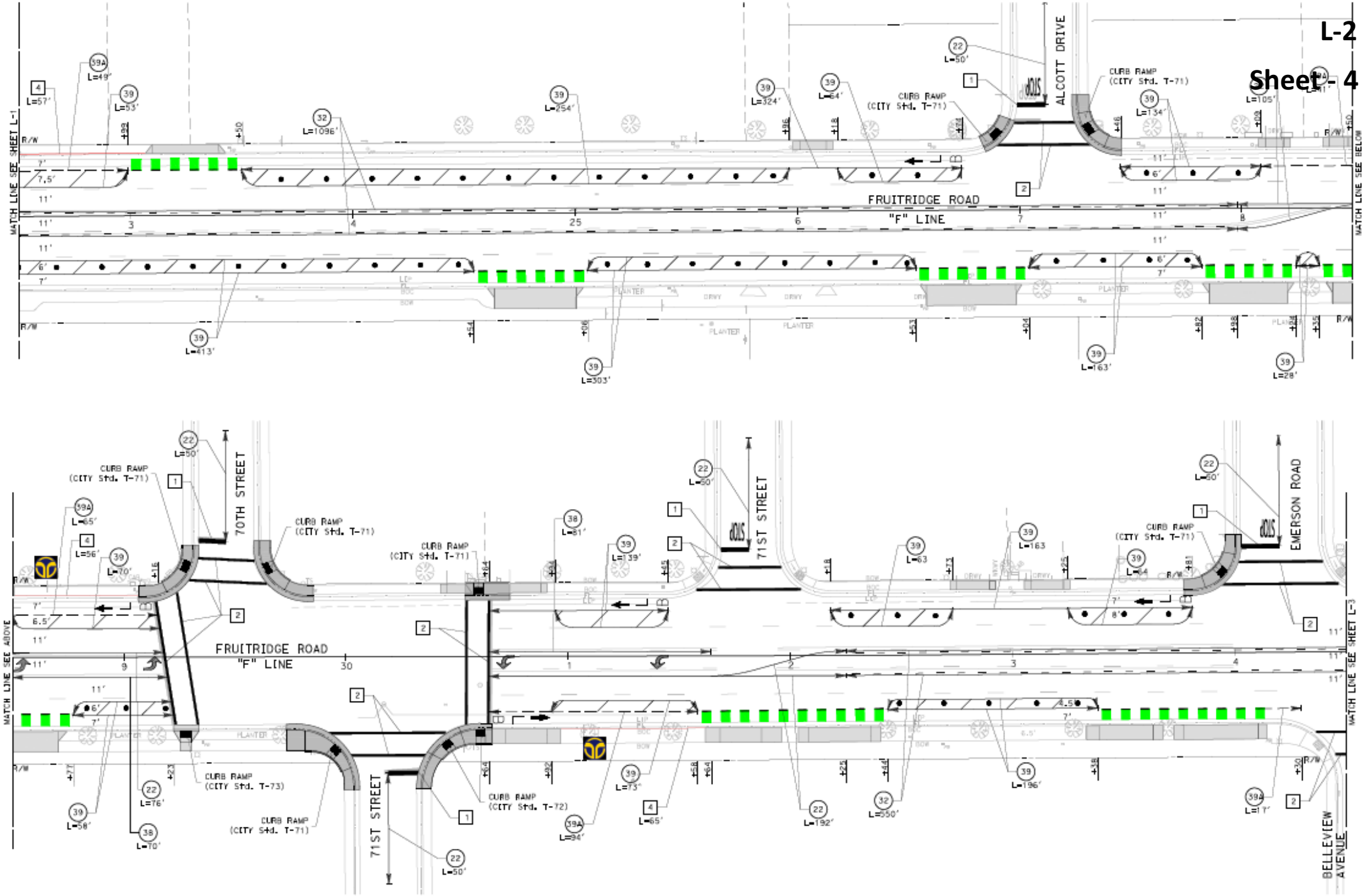
30% PLANS

L-1

REVISIONS | BENCH MARK | CITY OF SACRAMENTO | FRUITRIDGE ROAD IMPROVEMENTS | SHEET

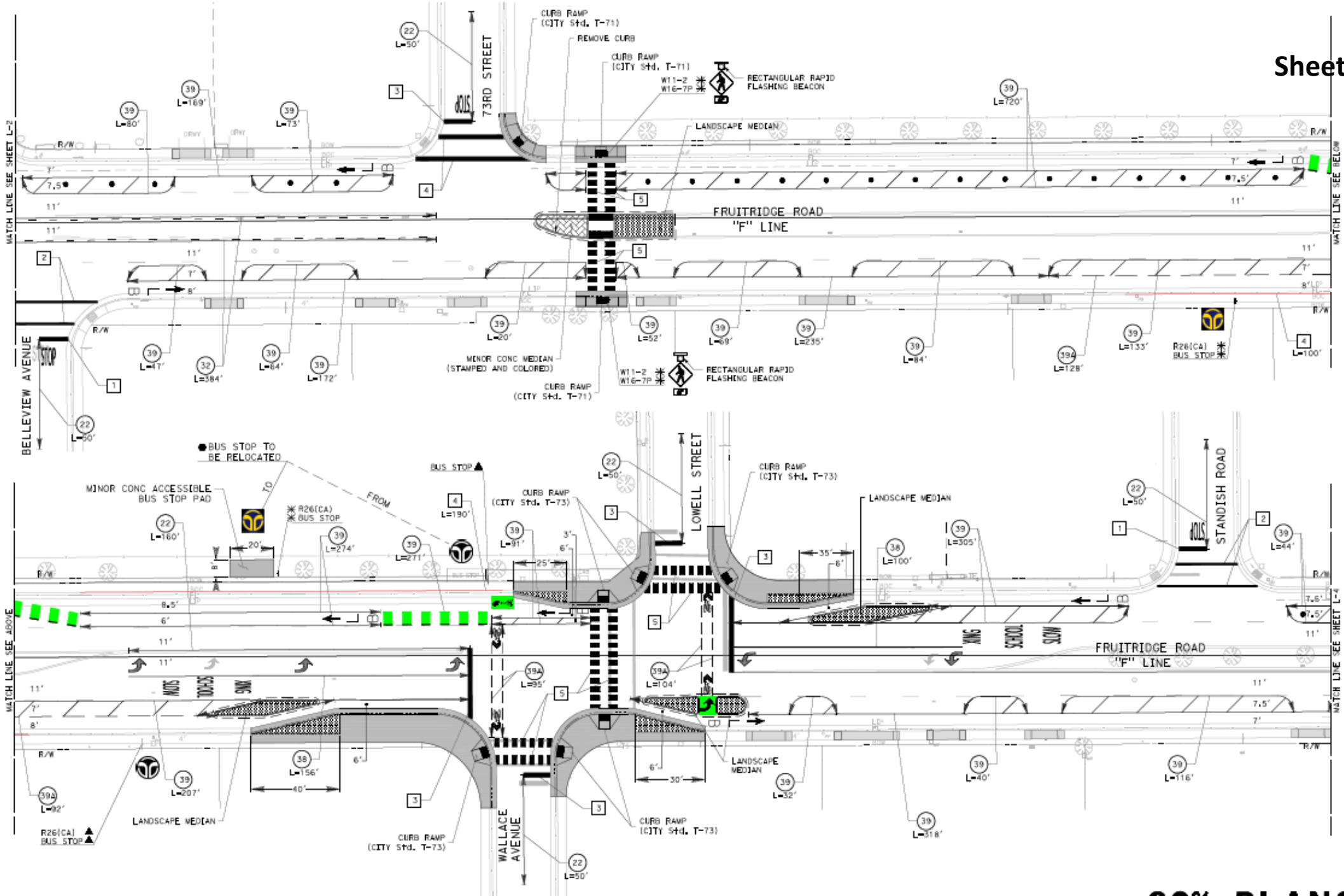
L-2

Sheet - 4


ALCOTT DRIVE
FRUITRIDGE ROAD
"F" LINE
CURB RAMP (CITY Std. T-71)
MATCH LINE SEE SHEET L-1
MATCH LINE SEE BELOW
70TH STREET
71ST STREET
EMERSON ROAD
CURB RAMP (CITY Std. T-73)
CURB RAMP (CITY Std. T-72)
MATCH LINE SEE ABOVE
MATCH LINE SEE SHEET L-3
BELLEVIEW AVENUE

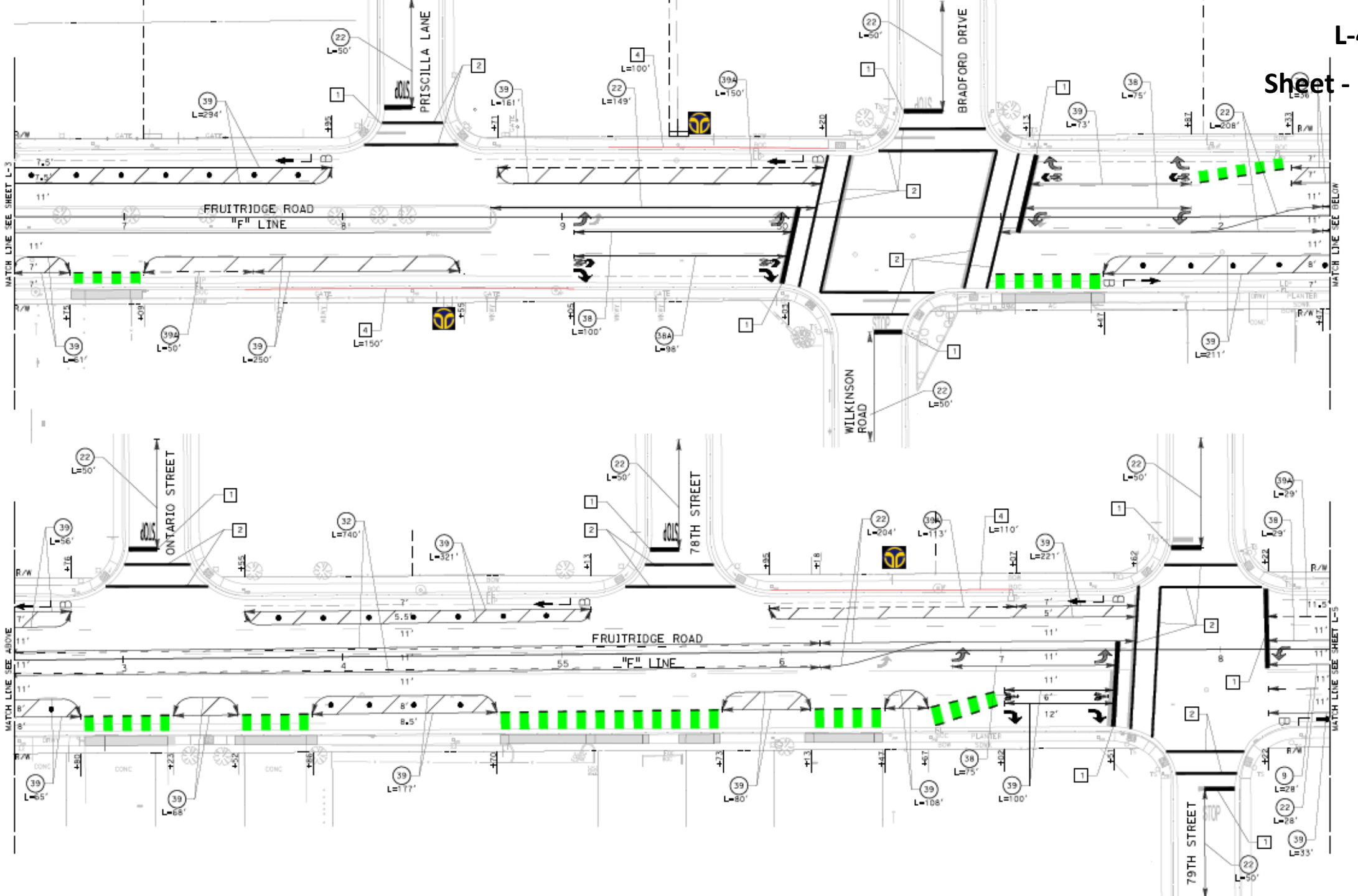
L-3

Sheet - 5


MATCH LINE SEE SHEET L-2
MATCH LINE SEE BELOW
MATCH LINE SEE ABOVE
MATCH LINE SEE SHEET L-4
73RD STREET
BELLEVIEW AVENUE
FRUITRIDGE ROAD
"F" LINE
LOWELL STREET
STANDISH ROAD
WALLACE AVENUE
CURB RAMP (CITY Std. T-71)
REMOVE CURB
RECTANGULAR RAPID FLASHING BEACON
LANDSCAPE MEDIAN
MINOR CONC MEDIAN (STAMPED AND COLORED)
BUS STOP TO BE RELOCATED
MINOR CONC ACCESSIBLE BUS STOP PAD
R26(CA) BUS STOP
CURB RAMP (CITY Std. T-73)
SCHOOL
XING
SLOW
STOP

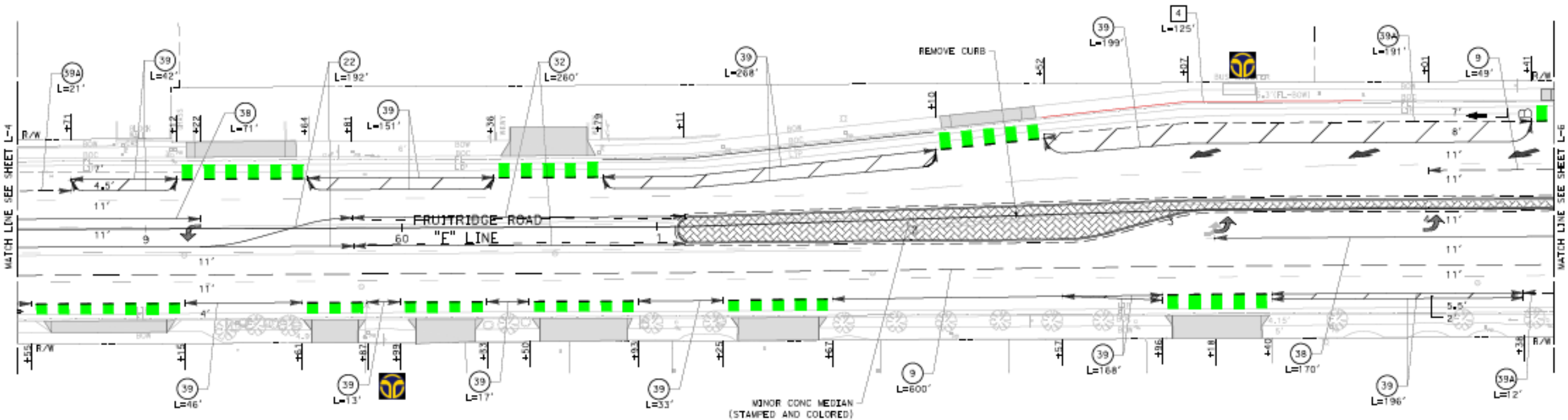
L-4

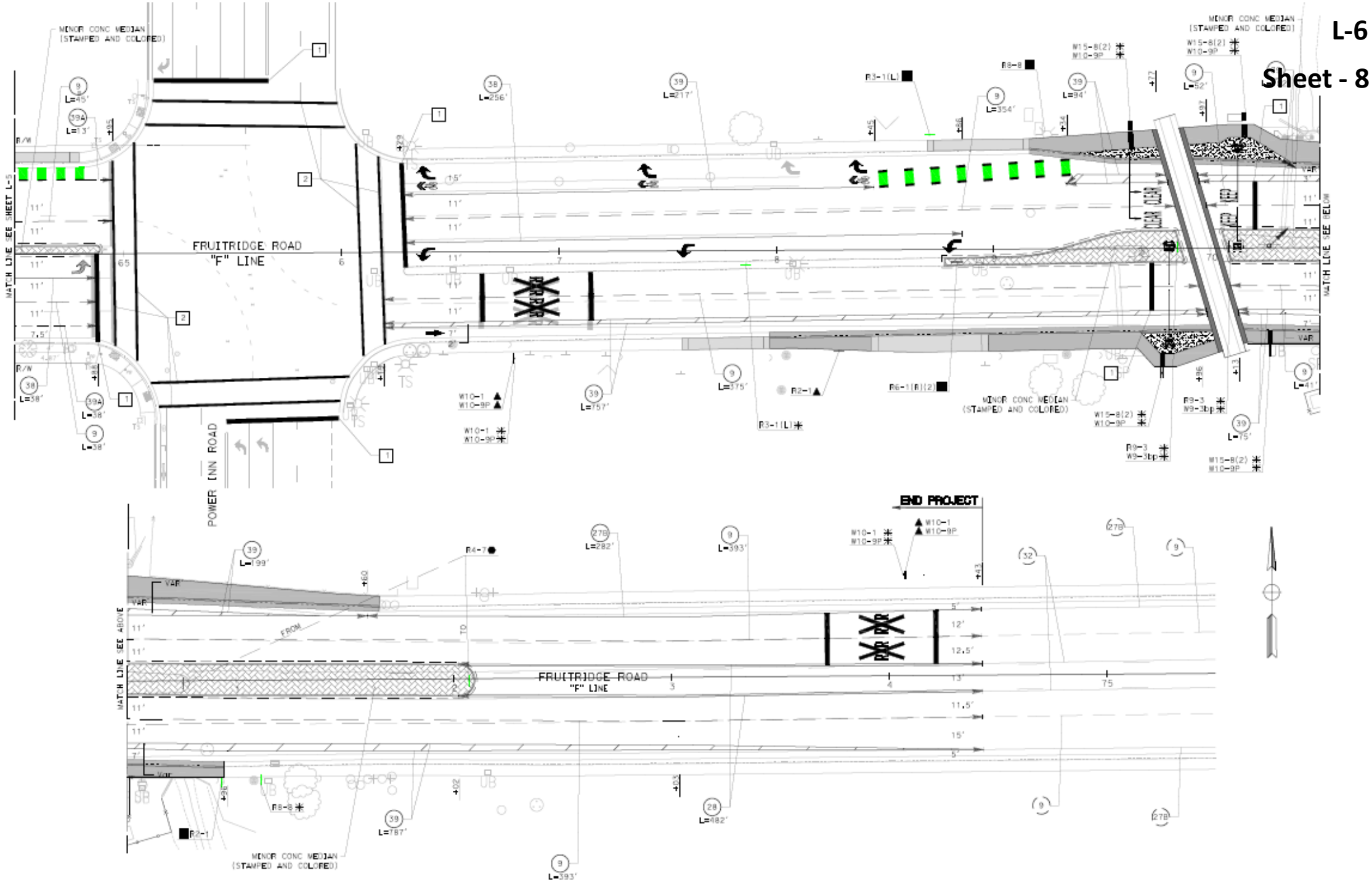
Sheet - 6


PRISCILLA LANE
BRADFORD DRIVE
FRUITRIDGE ROAD
"F" LINE
WILKINSON ROAD
MATCH LINE SEE SHEET L-3
MATCH LINE SEE BELOW
ONTARIO STREET
78TH STREET
FRUITRIDGE ROAD
"F" LINE
79TH STREET
MATCH LINE SEE ABOVE
MATCH LINE SEE SHEET L-5

L-5

Sheet - 7


MATCH LINE SEE SHEET L-4
MATCH LINE SEE SHEET L-6
FRUITRIDGE ROAD
60 "E" LINE
REMOVE CURB
MINOR CONC MEDIAN
(STAMPED AND COLORED)
R/W
39A L=21'
39 L=42'
22 L=192'
32 L=260'
39 L=268'
39 L=199'
4 L=125'
39A L=191'
9 L=49'
38 L=71'
39 L=151'
9 L=600'
39 L=168'
38 L=170'
39 L=196'
39A L=12'
39 L=46'
39 L=13'
39 L=17'
39 L=33'


L-6
Sheet - 8
MINOR CONC MEDIAN (STAMPED AND COLORED)
FRUITRIDGE ROAD "F" LINE
POWER INN ROAD
MATCH LINE SEE SHEET L-5
MATCH LINE SEE BELOW
MATCH LINE SEE ABOVE
END PROJECT
R/W
VAR
FROM
TO

Traffic Operations

Traffic Speed

- Today, travel by car down the corridor typically takes 2 to 3 minutes until you get to one of the major intersections
- After road diet, anticipate speed reductions of 5 to 10 mph, with an additional 1 minute of travel by car

Traffic Volume

- Anticipating about a 12% reduction in traffic, mostly during commute hours
- Neighborhood traffic counts were conducted as baseline for post project evaluation