



2012

# Fruitridge / Stockton Pedestrian and Bicycle Safety Review



Prepared for:

The California Endowment



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## **Summary of Recommendations**

**On Wednesday, July 11, 2012 participants of a community forum on pedestrian safety made the following three priority recommendations to improve safety on and around Fruitridge Road and Stockton Boulevard:**

- 1.** Review appropriate traffic calming tools to reduce speed on Fruitridge Road and Stockton Boulevard.
- 2.** Create a safer crossing at 58th Street and Fruitridge Road south of West Campus High School. A pedestrian activated signal should be strongly considered, with appropriate crosswalk markings and signage.
- 3.** Upgrade the intersection of Fruitridge Road and Stockton Blvd by adding curb extensions for pedestrian comfort and to reduce car turning speed, pedestrian countdown signals, stop bars on the east and west side and ADA curb ramps.

**Additional lower priority requests include:**

- 4.** Add more trees and shade generally on Fruitridge Road and Stockton Blvd for the safety and comfort of the many pedestrians walking in the sun. Work with local business owners to add shade trees to their property along sidewalks.
- 5.** Strongly consider a pedestrian median on Fruitridge Road near 53rd Street due to the high number of pedestrian crossings at that location. Strongly consider more medians for safer pedestrian crossings generally on Fruitridge Road and Stockton Blvd.
- 6.** Provide more shaded facilities for pedestrians to sit and rest along the street, and more garbage bins.

**To put the community's recommendations into action, WALKSacramento additionally requests:**

- Add the recommended improvements, as necessary, to the City of Sacramento Transportation Programming Guide.
- Work with WALKSacramento and community partners to implement these recommendations.

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*Pedestrian and bicycle count action team: Community volunteers Dave Tomayo, Michael Minnick and daughter, Greg Gutierrez, Paul Duarte, Stephanie Parent and Sue Teranishi. WALKSacramento staff (yellow jackets), Mark Polhemus, Terry Preston, Chris Holm and Teri Duarte. Also, Sacramento Area Bicycle Advocates staff Amy Lee (far right) and City of Sacramento Ped/Bike Coordinator Ed Cox.*

*Cover photo and photo to the left courtesy of Charles Chenault, Access Sacramento youth correspondent.*

WALKSacramento warmly thanks:

- Councilmember Kevin McCarty, for his leadership on this project.
- The California Endowment, for the generous support which made it possible.
- The City of Sacramento Department of Transportation for collision data and other information, as well as staff support at community events.
- People Reaching Out, who contributed staff and youth volunteers to this report.

## Background

On January 19, 2012, 16-year-old Michelle Murigi was fatally struck by a speeding driver as she walked across Fruitridge Road at 58<sup>th</sup> Street to reach a bus stop on the south side of the road. She was traveling within the marked high visibility crosswalk on the east side of the intersection. An eastbound car in the far left lane stopped for her, but a car in the next lane did not and struck her.

The loss of life resulted in several community meetings to address the issue of dangerous speed on Fruitridge Road in February. In response, on Thursday, March 8, Councilmember Kevin McCarty convened a community forum at the Colonial Heights branch library. The evening meeting brought together the City of Sacramento departments of police and transportation, the Sacramento City Unified School District safety staff, neighborhood leaders from Tallac Village and Fruitridge Manor as well as other community members. Advocacy groups such as Ubuntu Green, People Reaching Out, the Sacramento Area Bicycle Advocates (SABA) and WALKSacramento also attended.

The Sacramento Police Department and Department of Transportation (DOT) both presented the actions they are taking to increase pedestrian safety in the area. The DOT noted that under current general pedestrian design guidelines, the crosswalk at 58<sup>th</sup> and Fruitridge would merit more than a high visibility marking. Councilmember McCarty heard comments from both staff and community and agreed steps needed to be taken to make the roads safer for all.

## The Project

Councilmember McCarty requested WALKSacramento to work with City staff and the community to identify 2 – 3 highest priority street improvement projects to increase pedestrian safety in the area. These projects would be added to the City's Transportation Programming Guide or raised in priority if already listed. The California Endowment agreed to provide funding for this effort. WALKSacramento put together a plan to work with community volunteers and community partners assess how pedestrians and bicyclists navigate the dangerous roads to see where improvements are most needed.

The project plan called for documenting the physical conditions which make it unsafe for walkers of all ages and abilities to get around the Fruitridge Road /Stockton Blvd area. WALKSacramento, community members and partners would assess collision history, conduct pedestrian and bicycle counts, make observations of pedestrian and bicycle behavior. Initial recommendations would then be drafted and presented to the community for review and prioritization.

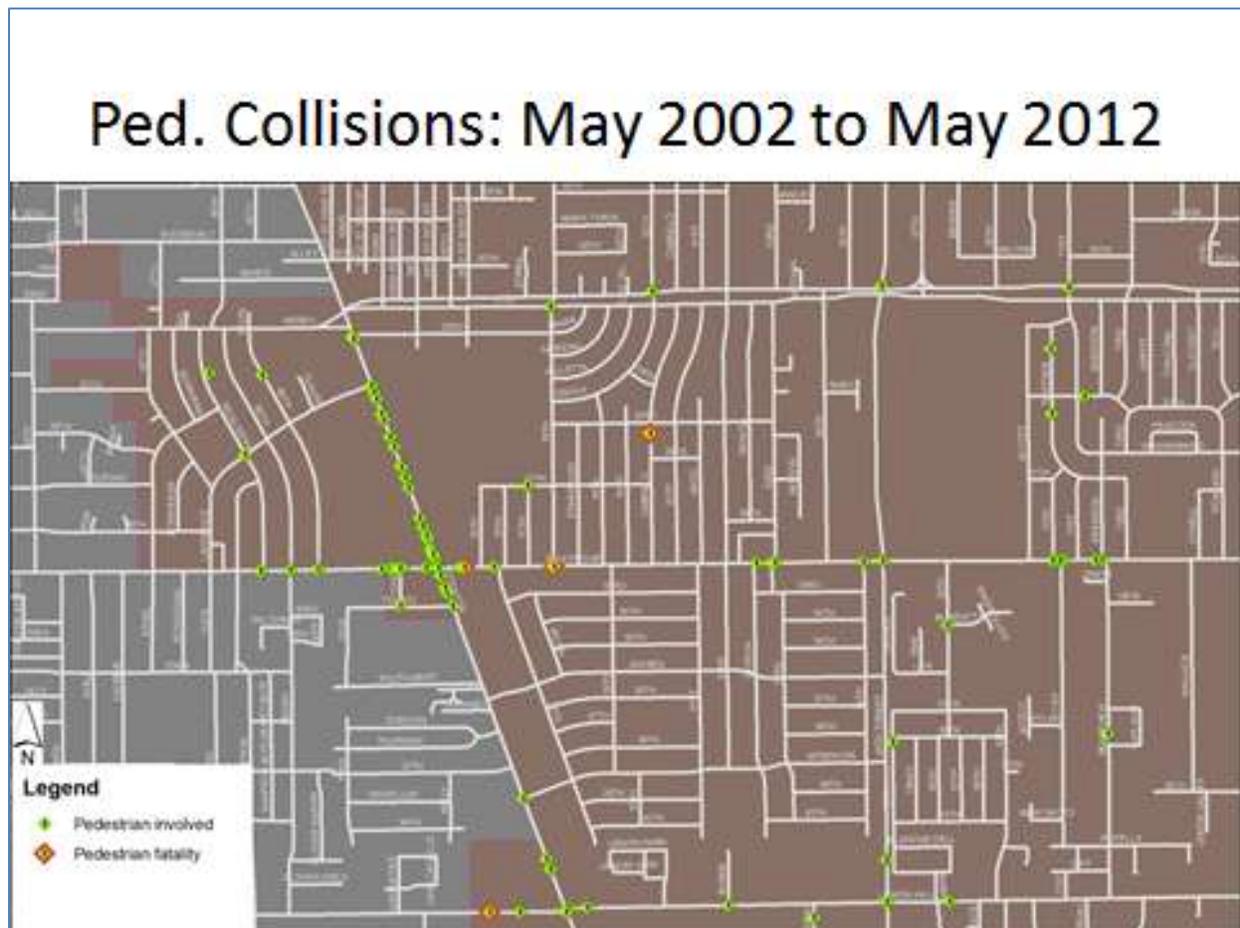
## First Community Event – Presentation of the Plan and Information

On Thursday, June 21, 29 community members met at the Colonial Heights library. The participants heard a presentation on the health and safety benefits of a walkable community from WALKSacramento executive director Teri Duarte. Ed Cox, City DOT Ped/Bike Coordinator, reported on the high number of

collisions in the area as well as what the City has done so far in the corridor to improve pedestrian safety. The collision information is described below.

## Pedestrian and Bicycle Collision Findings

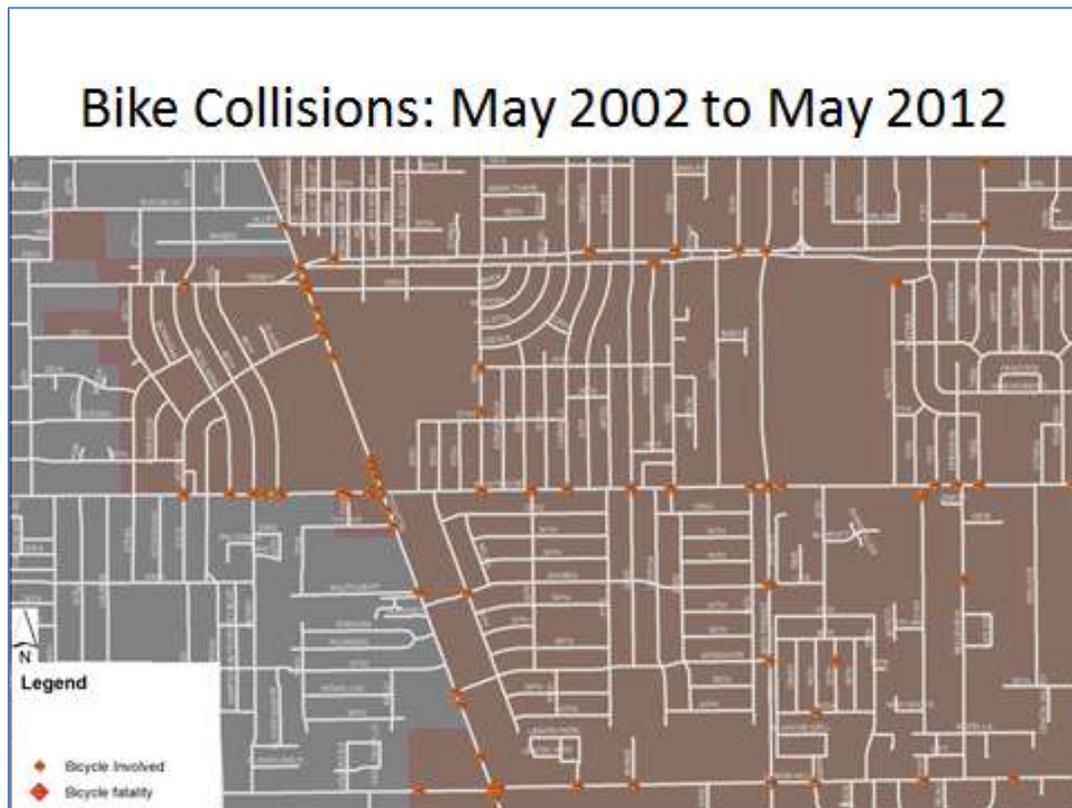
- During the 10 year period of 2002 - 2012:
  - 208 out of 4544 (5%) City-wide pedestrian and bicycle collisions occurred in this area.
  - Stockton Blvd and Fruitridge Road had the most pedestrian/bicycle versus car collisions than any other intersection in the city.



*Graphic provided by Ed Cox, City of Sacramento Ped/Bike Coordinator*

## Pedestrian Collisions

- During the 10 year period of 2002 - 2012:
  - 104 reported car versus pedestrian collisions.
  - 4 (4%) were fatalities, 20 (19%) involved severe injuries.
  - 82 (79%) were on Stockton or Fruitridge.
    - 38 (36%) were on Stockton between Lawrence and Fruitridge.
  - 77 (74%) indicated a “pedestrian violation” as primary collision factor.
  - 66 (63%) occurred between 12:00 noon and 9:00 pm.



*Graphic provided by Ed Cox, City of Sacramento Ped/Bike Coordinator*

## Bicycle Collisions

- During the 10-year period of 2002 - 2012:
  - 104 reported car versus bicycle collisions.
  - 0 (0%) were fatalities, 3 (3%) involved severe injuries.
  - 71 (68%) were on Stockton or Fruitridge.
    - 19 (18%) were on Stockton between Lawrence and Fruitridge.
  - 42 (40%) indicated a “wrong side of the road” as primary collision factor.
  - 75 (72%) occurred between 12:00 noon and 9:00 pm.

## Second Community Event – Pedestrian and Bicycle Counts

On Tuesday, June 26, 10 community members, with WALKSacramento staff, counted pedestrians across intersections at select areas on and around the Fruitridge/Stockton intersection. Counts took place between 4 – 6 pm. The afternoon weather was warm but not unreasonably hot. WALKSacramento and SABA see the counts as fairly typical. Access Sacramento documented the work with photos and a story at: <http://accesslocal.tv/2012/06/28/stockten-and-fruitridge-pedestrian-count/>.

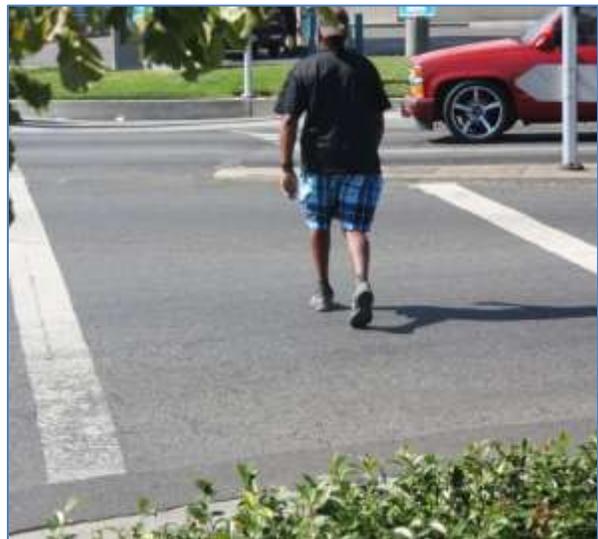
*Key to table below:*

*NEC = northeast corner, SEC = southeast corner, SWC = southwest corner, NWC = northwest corner*

### Results:

▶ Fruitridge at Stockton NEC	52
▶ Fruitridge at Stockton SEC	30
▶ Fruitridge at Stockton SWC	39
▶ Fruitridge at Stockton NWC	65
▶ Stockton Ped Signal	27
▶ Fruitridge at 58 <sup>th</sup>	4
▶ Stockton at Lawrence	31
▶ Stockton at Jansen	38
▶ Fruitridge at Ortega	19

**Total: 305 pedestrians**



*A pedestrian treks across the Fruitridge/Stockton intersection. Photo courtesy of Charles Chenault.*

Staff and community members observed many pedestrian mid-block crossings while counting. To obtain further information, WALKSacramento staff conducted a follow up assessment Friday, July 6, from 2 – 3:30 pm focusing just on how many pedestrians crossed mid-block.

### **Pedestrian Travel Observations – Mid-block crossings**

#### **Observations**

- ▶ **Fruitridge - Stockton to 55th**                    **18**
- ▶ **Fruitridge - Stockton to 49th**                    **37**
- ▶ **Stockton - Fruitridge to median**                    **9**
- ▶ **Stockton - Median to Lawrence**                    **6**
- ▶ **Stockton - Fruitridge to Southwest**                    **11**

**Total: 81 pedestrians**



Two mid-block crossings on Stockton Blvd near the Kmart store

### **Bicycle Counts**

The Sacramento Area Bicycle Advocates conducted bicycle counts on Tuesday, June 26 as well. Their findings are below:

#### **Results**

- ▶ **Fruitridge – Stockton**                    **80**
- ▶ **Stockton Pedestrian Signal**                    **22**
- ▶ **Stockton - Lawrence**                    **67**
- ▶ **Fruitridge – 58<sup>th</sup>**                    **18**

**Total: 187 bicyclists**



A bicycle rider moves his goods along Stockton Blvd. near Lawrence Drive

## Key Observations of Pedestrian and Bicycle Travel in the Area

- Pedestrian traffic is mainly north-south on Stockton Blvd.
- There are many mid-block pedestrian crossings. In a 90 minute period, 37 were documented near 53<sup>rd</sup> and Fruitridge Road alone.
- Bicyclists use 21st Avenue and 62nd Street as alternatives to heavier trafficked routes.
- Sidewalks in the area are too narrow and poorly maintained, with cracks and uneven pavement, making it difficult to share among pedestrians, students riding bicycles to school, and others riding on the sidewalk.
- Telephone poles and guide wires take up sidewalk space and are dangerous.
- Crosswalk (“WALK”) signals times are not long enough for children riding bicycles to cross safely.
- Pedestrians improvise sitting spots to rest and talk.

## Third Community Event – Review and Prioritize

From these findings, WALKSacramento drafted recommendations to improve pedestrian safety. On Wednesday, July 11, 2012, community members gathered again at the Stockton Boulevard Partnership to review the findings and recommendations and prioritize them. Additional information on local pedestrian and bicycle conditions was discussed and then the draft recommendations were presented and explained.



*Amy Lee, Sacramento Area Bicycle Advocates, presents findings on bicycle traffic on July 11, 2012*



*Mark Polhemus, WALKSacramento, documents community concerns on July 11, 2012*

Community members voted the recommendations by using colored dots. Each member had two dots, and could put one dot on two different recommendations or two do on one if they chose.



*Lavada Desalles, Allegra Taylor and Tom Harrington select high priority recommendations.*

## Youth Review with West Campus High School Students



*West Campus students and WALKSacramento review the Fruitridge / Stockton intersection*

On July 31, 2012, WALKSacramento and People Reaching Out, a youth development organization that works at West Campus High School, conducted a walking group review of the community's recommendations to receive input from West Campus High School students and staff. Three students and one staff member took part.

The group began the review at the Fruitridge / Stockton intersection. Students observed the difficult conditions pedestrians and bicyclists face while crossing the street. WALKSacramento discussed the possibility of sidewalk curb extensions to shorten walking distance and to reduce the speed of turning cars. WALKSacramento also suggested pedestrian countdown signals at the crosswalks. Both suggestions were welcomed by students and staff.

The group then walked east on Fruitridge Road to the intersection of 58<sup>th</sup> Street and Fruitridge Road, where a West Campus student suffered a fatal collision on January 21, 2012 while crossing the street. West Campus staff noted that the school serves a student population of approximately 800 students. Many of the students are local, even though it is a "choice" school, with applications open to students from around the district. The students commented that the 58<sup>th</sup> Street and Fruitridge intersection is very busy in the morning and in the afternoon from both local and many who arrive by bus. WALKSacramento and People Reaching Out will conduct a morning count of pedestrian student traffic in mid- September 2012.



*Crossing Fruitridge Road at 58<sup>th</sup> Street*

The walking group crossed Fruitridge Road at the marked crosswalk on the east side of the intersection where the student pedestrian fatality took place on January 19, 2012 to experience what anyone crossing the street experiences. The group noted that a driver stopped before the unmarked crosswalk on the west side of the intersection after seeing the group on the curb waiting to cross. The students offered that a considerate driver stopping at the same place may have enticed the young student to cross on January 21, unaware that the second driver who fatally struck her would not and did not stop.

WALKSacramento, People Reaching Out staff and West Campus High School students and staff consequently strongly recommend a traffic signal at the intersection that would require east and west traveling traffic to stop. The walking group's review ended with a debrief of findings and recommendations, which are generally incorporated below.

## **Top Three Findings and Recommendations**

A summary of the results of the community's review follows.

### **Finding:**

Traffic speed along Fruitridge Road and Stockton Blvd frequently exceeds posted limits, 35 mph for Stockton, 40 mph for Fruitridge Road.

**Recommendation:**

Review appropriate traffic calming tools to reduce speed on Fruitridge Road and Stockton Boulevard



*High car travel speed poses significant dangers to pedestrians and bicyclists*

**Finding:**

West Campus High School serves approximately 800 students, many students of who ride the bus to school. The 58th Street and Fruitridge Road intersection is very busy morning and afternoon from local students who walk and those from many areas who arrive by bus. The intersection was the site of a fatal pedestrian collision of a student on January 19, 2012.

**Recommendation:**

Create a safer crossing at 58th Street and Fruitridge Road south of West Campus. A pedestrian activated signal should be strongly considered, with appropriate crosswalk markings and signage.



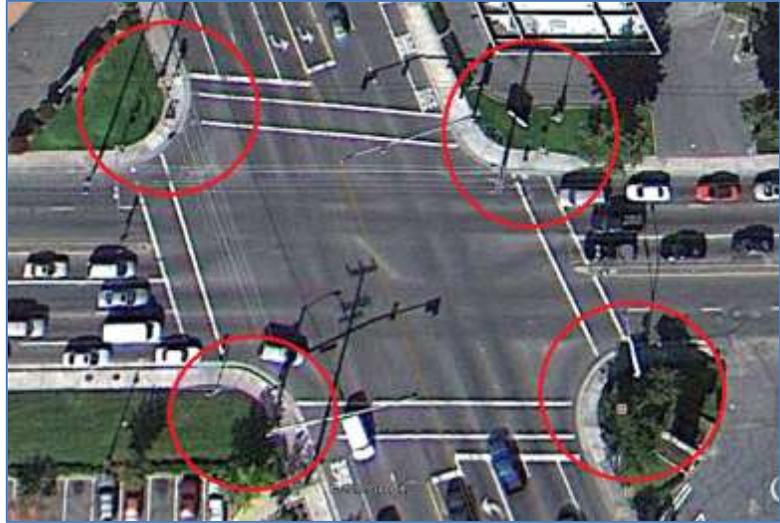
*An example of a rapid flashing beacon and crossing*

**Finding:**

Large numbers of pedestrians cross at the Fruitridge/Stockton intersection. The majority travel along a north/ south route, likely to the many store and services along the corridor.

**Recommendation:**

Upgrade the intersection of Fruitridge Road and Stockton Blvd by adding curb extensions for pedestrian comfort and to reduce car turning speed, pedestrian countdown signals, stop bars on the east and west side and ADA curb ramps.



*Many improvements are needed at pedestrian crossings.*

**Additional Community Recommendations**

**Finding:**

There are too few shade trees along the sidewalks on Fruitridge Road and Stockton Blvd. Pedestrians will cross mid-block to find shade.

**Recommendation:**

Add more trees and shade generally on Fruitridge Road and Stockton Blvd for the safety and comfort of the many pedestrians walking in the sun. Work with local business owners to add shade trees to their property along sidewalks.



*A traveler finds limited shade on Stockton Blvd.*

## Finding:

The long blocks on both Fruitridge Road and Stockton Blvd do not provide adequate pedestrian crossings to address the high number of pedestrians crossing between intersections.

## Recommendation:

Strongly consider a pedestrian median on Fruitridge Road near 53<sup>rd</sup> Street due to the high number of pedestrian crossings at that location. Strongly consider more medians for safer pedestrian crossings generally on Fruitridge Road and Stockton Blvd.



*This image is an example of a good pedestrian median. It is not on the Fruitridge or Stockton corridor.*

## Finding:

Pedestrians sit under street lights, on the curb and elsewhere to rest and talk to other pedestrian community members.

## Recommendation:

Provide more shaded facilities for pedestrians to sit and rest along the street, and more garbage bins.



*The bench in the image is an example of a common standard which allows comfortable sitting but no sleeping due to the arm rest in the middle of the bench.*

## Final Recommendations

WALKSacramento respectfully requests that these recommendations be received by the City of Sacramento Department of Transportation and be acted upon with the support of the community and its elected representatives. Specifically:

1. Add these recommendations to the City Transportation Programming Guide with a high priority ranking.
2. Review funding options to support the improvements.
3. Continue to work with the Stockton Boulevard Partnership on improving conditions for safe pedestrian and bicycle travel on Fruitridge Road and Stockton Blvd and the adjacent roads.
4. Meet with community partners such as WALKSacramento and neighborhood associations on an ongoing basis to review progress on this effort.