

## C – Engagement Materials



# Phase 1 Engagement Materials



## The Norwood Mobility Project

**Help us develop a plan to improve safety and access on Norwood Avenue whether you are walking, biking, driving, or taking the bus!**

*¡Ayúdenos a desarrollar un plan para mejorar la seguridad y el acceso en Norwood Avenue ya sea que esté caminando, en bicicleta, conduciendo o tomando el autobús!*

**Join us for a workshop to share your ideas!**

*Únase a nosotros para un taller para compartir sus ideas!*

### IN-PERSON EN PERSONA

**November 18, 2024 | 18 de noviembre de 2024**

**6:30 PM - 8:00 PM**

**Robertson Community Center**  
3525 Norwood Ave Sacramento

### VIRTUAL VIRTUAL

**December 9, 2024 | 9 de diciembre de 2024**

**6:30 PM - 7:30 PM**

**Via Zoom Meeting | Vía reunión de Zoom**

Register at | *Regístrese en:* [bit.ly/norwood-register](https://bit.ly/norwood-register)

Meeting ID | *ID de reunión:* 899 0189 8092

Passcode | *Código de acceso:* Norwood

Registration is required to attend

*Es necesario registrarse para asistir*

For more information, visit our website at:

*Para más información visite nuestro sitio web en:*

**[www.NorwoodMobility.org](https://www.NorwoodMobility.org)**



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City of  
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The Norwood

Mobility Project

City of  
SACRAMENTO

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## The Norwood Mobility Project

The City of Sacramento is developing a vision for the Norwood Avenue corridor that provides a safer & more multimodal-friendly roadway for the community.

Open

Embed

### Community Survey

Please take the following brief survey. Your input is extremely valuable, and it will help the project team select the preferred future options and potential physical changes to Norwood Avenue.

What is your zip code?

How often do you typically travel on Norwood Avenue?

☐ Daily

☐ Some Days (e.g., work commute, shopping, and errands)

☐ Weekly

☐ Every Couple of Weeks

☐ Monthly

☐ Rarely

**How do you typically travel on Norwood Avenue? Select all that apply.**

☐ Driving in a Personal Vehicle

☐ Riding in a Personal Vehicle

☐ Public Transit

☐ Paratransit

☐ Walking/Rolling

☐ Bicycling (including using e-bikes)

☐ Scooting

☐ Ride-Sharing (Uber, Lyft), Taxi

☐ Other (please specify)

For the next questions, please rate your interest in each potential change to Norwood Avenue on a scale from 1 (least interested) to 5 (most interested).

**Improved public transit stop conditions and access.**

1 = least interested, 5 = most interested.

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5



**Improved walking conditions such as wider sidewalks and street trees.**

1 = least interested, 5 = most interested.

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

**Improved walking and bicycling crossing of Norwood Ave.**

1 = least interested, 5 = most interested.

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

**Improved bikeways on Norwood (buffer bike lanes or separated bikeways with a post or curb).**

1 = least interested, 5 = most interested.

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

**Reduced driver speed.**

1 = least interested, 5 = most interested.

- ☐ 1



---

**Improved driving safety.**

1 = least interested, 5 = most interested.

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

**Other transportation safety-related improvements (please specify and rate your interest in the change from 1 to 5).**

The following optional three demographic questions help us know if we are getting a broad and representative range of community perspectives. Please still submit this survey even if you decide to not answer these three optional questions.

**What best describes your race or ethnicity? Select all that apply.**

(Optional).

- ☐ Asian
- ☐ Black or African American
- ☐ Hispanic or Latino/a/e
- ☐ Middle Eastern or North African
- ☐ Native American or Alaska Native
- ☐ Native Hawaiian or other Pacific Islander

- ☐ White
- ☐ Prefer not to say
- ☐ Other (please specify)

**What is your age?**

(Optional).

- ☐ Under 18
- ☐ 18 to 24 years
- ☐ 25 to 34 years
- ☐ 35 to 44 years
- ☐ 45 to 64 years
- ☐ 65 to 84 years
- ☐ 85 to 99 years
- ☐ 100 years and older

**Do you identify as someone with a mobility or related disability that impacts how you travel?**

(Optional).

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

**Do you have any other comments related to accessibility and safety on Norwood Ave?**



# Phase 1 Engagement Summary

## Phase 1 Public Engagement Summary

The following section summarizes engagement methods and feedback received during the first round of public engagement.

### Public Engagement Events

#### In-Person Events

The project team attended the Harvest Festival on Saturday, October 26, 2024. The Harvest Festival is a family friendly event that is highly attended and includes vendors, local organizations, and public agencies to promote their services and goods while providing a space for families to “trick or treat”. This event was attended by the City to promote awareness of the Norwood Mobility Project, gather public input about current issues along the corridor, and encourage community members to complete a project survey. The project team interacted with over 50 people at the Harvest Festival.



A public workshop was held on Monday, November 18, 2024, from 6:30 to 8:00 pm. The workshop provided residents, employees, business owners, school district officials, parents, and other interested parties an opportunity to learn about the study and the City’s efforts to improve corridor conditions. Attendees were introduced to the project’s purpose, need, and goals, provided an opportunity to complete a community survey, and/or leave



comments on the social pinpoint interactive map. Four comment boards were also provided to gather public input with each board denoting a transportation mode (i.e., walking, biking, driving, or transit). Approximately 10 people from the public attended the workshop. Attendees were engaged and receptive to the project and provided feedback regarding areas of concern on Norwood Avenue and potential improvements they would support.

On December 19, 2024, City staff attended a public workshop hosted by the Neighborhood Development Action Team (NDAT). The NDAT workshop was held at Bella’s Boba, east of Norwood Avenue on Eleanor Avenue. This event was attended by approximately 20

members of the community and provided attendees with project information and the opportunity to complete a community survey, provide input on a map board, or discuss corridor issues with project staff.

## Virtual Meeting

On Monday, December 9, 2024, a virtual community meeting was held. This virtual meeting served the same purpose as the in-person workshop to raise project awareness, gather public comment, and concerns. The event was held via Zoom from 6:30pm to 7:30pm in an effort to ensure community members could participate in project discussion and provide input. The virtual workshop consisted of a brief presentation to introduce the project purpose, need, and overall goals. During the virtual meeting, attendees were given the opportunity to provide comments, questions, or raise concerns to project staff. Participants were also given the project website information to complete the survey and/or interactive map on their own time.

## Engagement Media Methods

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### Project Website

Integrated into the City of Sacramento website, a project specific webpage was created for the Norwood Mobility Project<sup>17</sup>. As shown in **Figure 27**, information such as project background, corridor extents, project schedule, and input methods are provided. The project webpage offers two forms of public input such as a community survey and interactive Social Pinpoint map (**Figure 28**). The community survey was provided at the in-person workshop in English and Spanish, the online version allows for translation (**Figure 29**).

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<sup>17</sup> [Norwood Mobility Project](#)



# The Norwood Mobility Project

## Project overview

Norwood Avenue between Main Avenue and Arcade Creek is a critical corridor serving local neighborhoods, as well as students and businesses. However, it is part of the City's High Injury Network, corridors with a high number of transportation related severe injuries and fatalities, and identified as a high priority project in the City's Transportation Priorities Plan.

The City was awarded a competitive planning grant to review data and work with the community to develop a plan to address safety and mobility on the corridor.

The goal of the plan is to identify a data driven, community supported vision for a future Norwood Avenue, inclusive of all users and reflective of the needs of the community it serves, eliminating barriers to jobs, housing, and services.

Having a Council adopted plan ensures the City is eligible for competitive grant funding for any next phases such as Preliminary Engineering Design, Environmental Clearance, Final Design and Construction.



## Project schedule

**Fall 2024:** Existing conditions analysis

**Fall-Winter 2024/2025:** Community engagement phase 1, including in-person and virtual workshops and pop-ins

**Fall 2024 - Spring 2025:** Alternatives analysis

**Winter 2025:** Community engagement phase 2, including community survey, virtual open house and focus groups

**Spring-Fall 2025:** Draft plan development and community engagement

**Winter 2025:** Final Plan



The Norwood Mobility Project Schedule

## Share your input

Explore [The Norwood Mobility Project interactive map](#) where you can share your comments.

There will be a variety of opportunities for you to get involved and provide your input, including community pop-ins where we will meet with the community where they are, as well as in-person and virtual workshops.

### In-Person Workshop

Monday, November 18, 2024 (completed!)

### Virtual Workshop

Monday, December 9, 2024

6:30-7:30pm

[Registration link](#)

• Registration required

You can review our [Norwood Mobility Project Phase 1 presentation here](#).




Figure 27. Norwood Mobility Project Web Page

# We need your input!

Use the interactive map to provide comments about locations in the study area.

## Follow these instructions to use the map:

- To add a comment > Select the 'Add Marker' button in the lower right corner of the map and click the specific location where you want to leave your comment. Fill out the details of the input form as required and select the 'Submit' button.

 Add Marker

- To view the map legend and/or turn map layer on/off > Select the icon in the upper left corner of the map that looks like a stack of papers. The display box will show the maps layers. Click next to the circle to the right of each layer label to toggle that layer on/off.



- To select an a different base map > Select the icon in the upper left corner of the map that looks like an unfolded map. The display box will show several base map options to choose from.



- To view additional map instructions > Select the question mark icon just above the map in the upper left corner. The display box will include more instruction information.

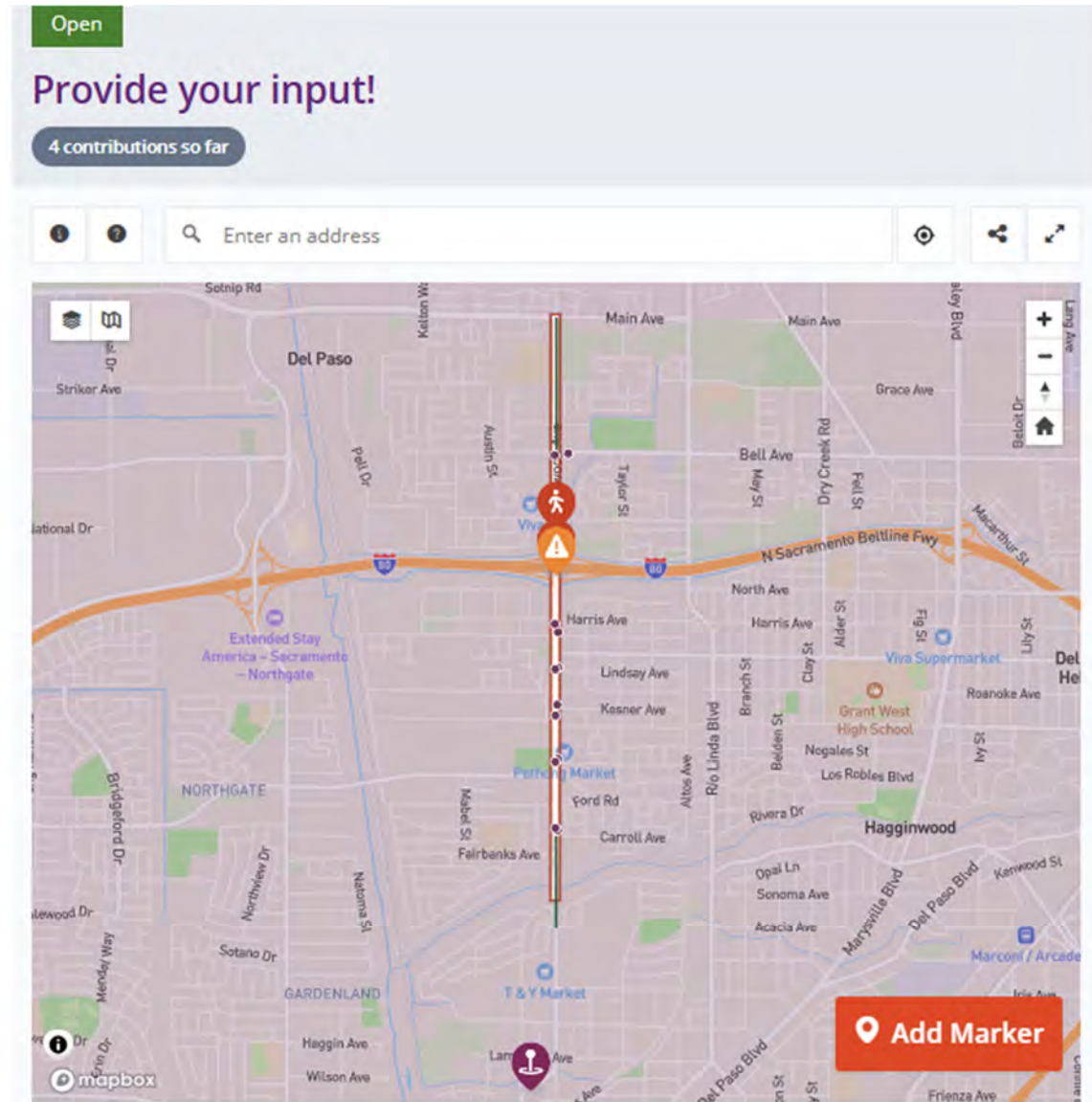


Figure 28. Norwood Avenue Interactive Comment Map

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Improved public transit stop conditions and access

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Figure 29. Norwood Avenue Community Survey

## Event Flyers

To promote awareness of the public workshop and virtual meeting, a flyer was circulated on the City of Sacramento website, pop-up events, and social media outlets to promote the upcoming events. As shown in **Figure 30**, the event flyer consisted of meeting information, project background, links, and a QR code to route views to the project website, survey, and comment map.





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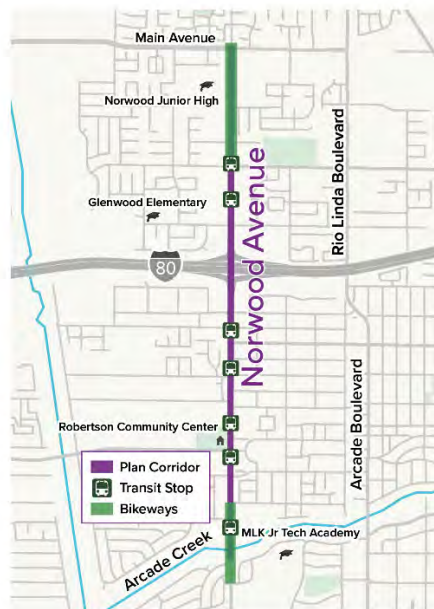
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**Figure 30. Norwood Avenue Event Flyer**

## Public Engagement Results

Since the project webpage launch in September up to December 2024, the Norwood Mobility Project received several comments through various outlets such as the interactive map, public survey, and engagement events.

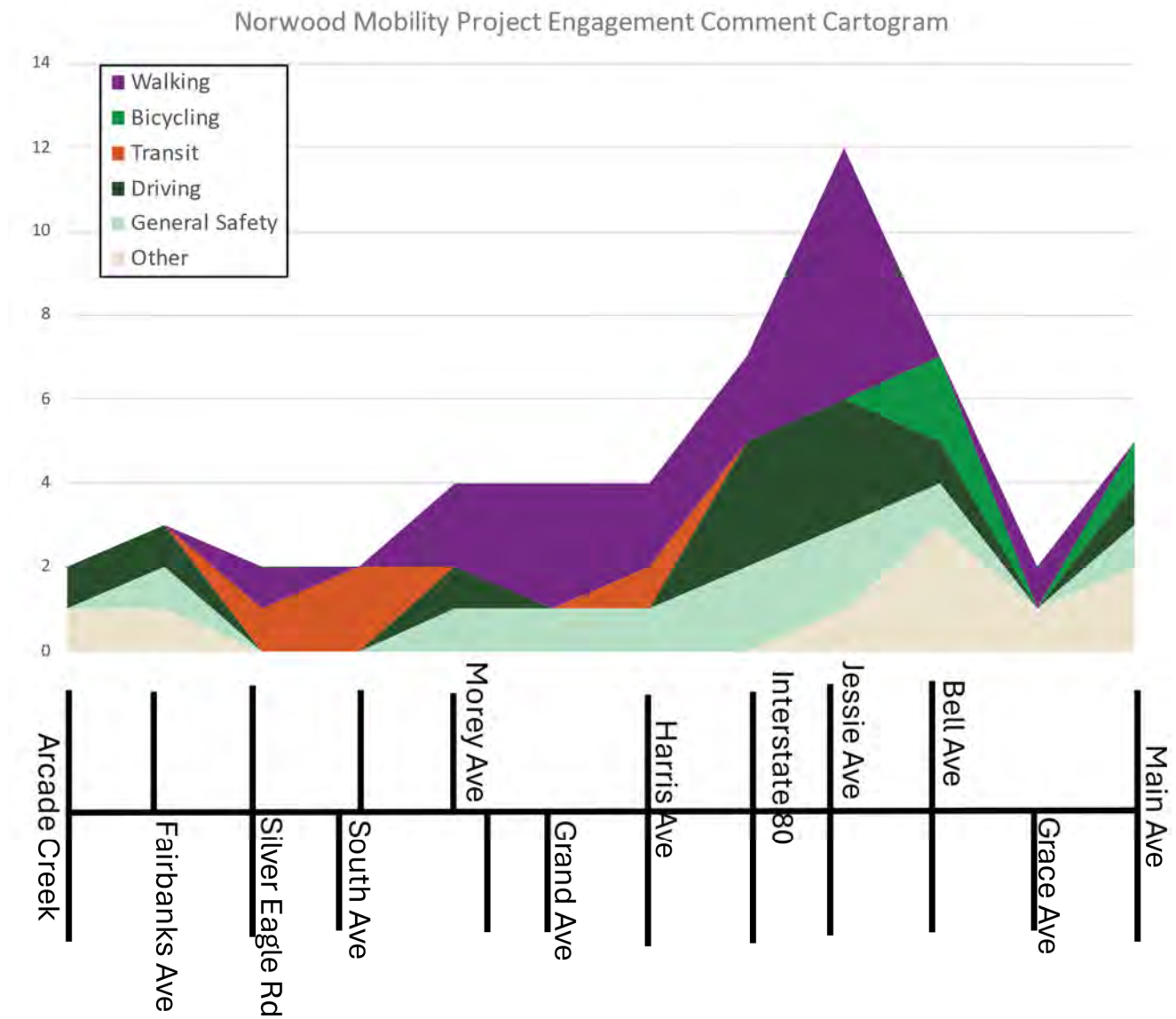
The community survey results are based on 75 respondents, 49 of the survey responses are from in-person events. Survey results indicated that around 76% of survey respondents travel on Norwood Avenue daily; about 75% typically drive in their personal vehicle, approximately 29% walk/roll, and about 16% take public transit on Norwood Avenue.

Survey respondents were mostly interested in improving crossing opportunities for those walking and bicycling on Norwood Avenue, reduced driver speed, improved driver safety, and improved walking conditions such as wider sidewalks and street trees.

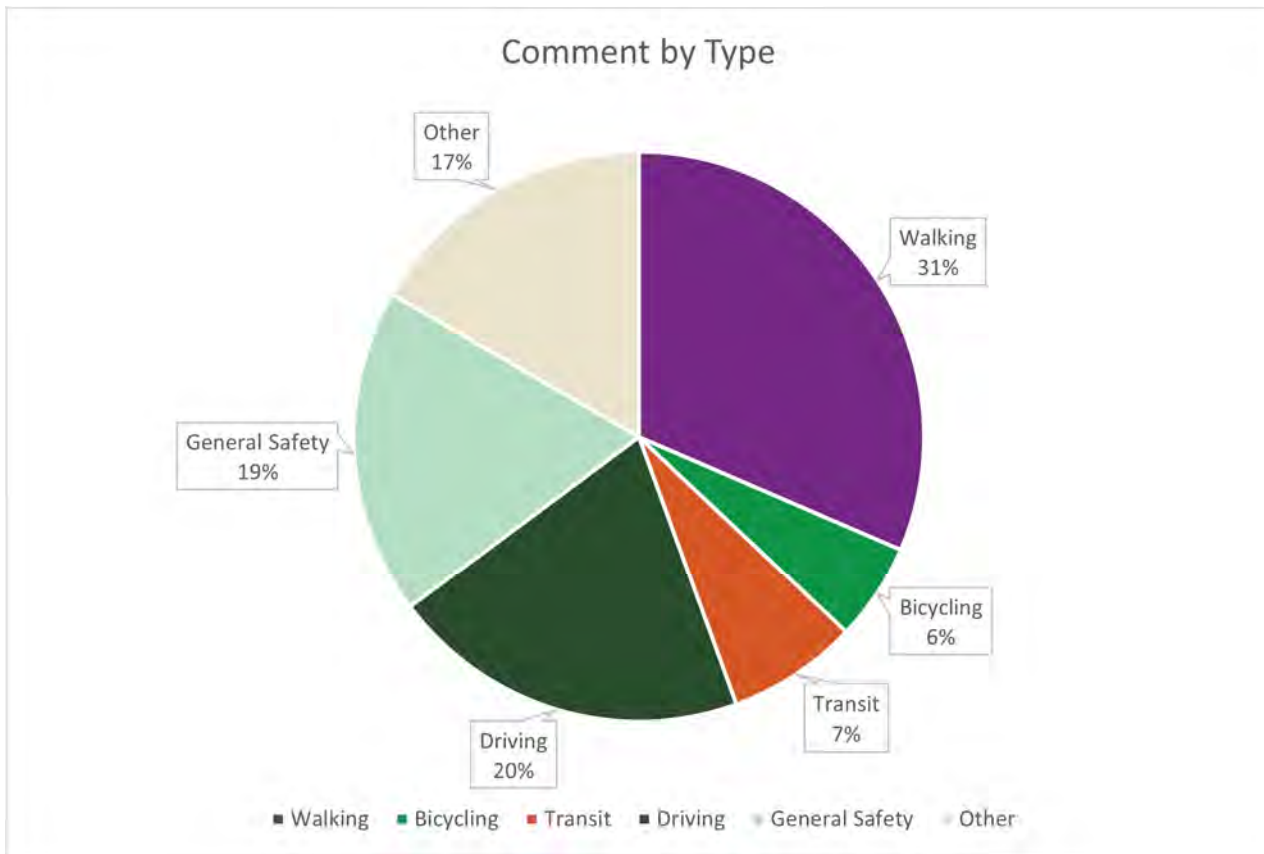
Based on 54 comments received via the online interactive map and in-person events, 26 comments were specific to Bell Avenue, Jessie Avenue, and I-80 eastbound and westbound on/off ramps and generated the most concern from those who provided input (**Figure 31**). Walking access, driving operations, and safety were the most prominent concerns for respondents at Bell Avenue, Jessie Avenue and I-80 ramps. Jessie Avenue is one of the primary community focal points along with the Robertson Community Center and Pothong Market. The Jessie Avenue intersection provides key access to the Viva Supermarket, Rite Aid, Arco, and fast-food restaurants. Additionally, I-80 westbound on-off ramps are directly accessed by Jessie Avenue. Bell Avenue is a key intersection for people living in adjacent multi-family housing to access Norwood Avenue.

**Figure 32** illustrates the comments stratified by transportation mode on Norwood Avenue. Approximately 43% revolve around walking concerns, such as areas where people walking feel unsafe. As noted, community members would support improved safety for people walking, including high-visibility crosswalks and lighting. The complete list of survey results and comments received are included in *Appendix E*.





**Figure 31. Engagement comments by Major Intersection**



**Figure 32. Comments by Type**

## Existing Transportation Challenges and Constraints

To gain a greater understanding of the challenges presented by this corridor, the primary concerns are outlined below. **Figure 33** illustrates the existing infrastructure along Norwood Avenue and identifies bicycle lanes and sidewalk gaps.



Figure 33. Infrastructure Gaps and Constraints

## Walking Infrastructure

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Sidewalks exist throughout the study corridor except along the northbound travel lanes from Grace Avenue to Main Avenue and along the southbound travel lanes from Grace Avenue to Berthoud Street. The existing sidewalks along Norwood Avenue do not show significant deterioration but contain some cracks and chipped concrete. In addition to sidewalk conditions, throughout the corridor the sidewalk width is five feet but are obstructed by utility poles placed within the sidewalk, reducing the available sidewalk width.

The sidewalk along the northbound lanes from Grace Avenue to Berthoud Street do not contain significant shade for people walking. Increased shade cover from street trees is prevalent from Berthoud Street to Jessie Avenue, the remainder of the corridor from Jessie Avenue to Arcade Creek consists of substantial tree cover to protect people walking from extreme temperatures.

There are 11 intersections that have controlled marked crosswalks, five are north of I-80 and six are south of I-80. The distance between marked controlled crosswalks can vary between 650 to over 1,500 feet. South of I-80, Morey Avenue is an offset controlled intersection with three marked crosswalks. At uncontrolled intersections south of I-80, there are no Norwood Avenue crossing opportunities which can present non-intuitive crossing needs for people walking, promoting crossing activity at uncontrolled locations.

Additionally, the I-80 freeway ramps can create another barrier to people walking. The lack of control and visibility enhancements at the freeway ramps create a high-stress environment for people walking as vehicles increase speeds to enter the freeway and there is no traffic control for vehicles exiting the freeway and merging onto Norwood Avenue.

Future potential design alternatives will seek to address increasing visibility and improving walking comfortability.

## Bicycling Infrastructure

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Bicycling infrastructure along Norwood Avenue is inconsistent and disconnected throughout the study corridor. Bike lane widths at the following locations are five feet and do not provide green paint to highlight conflict areas between modes or physical barriers to separate people biking from vehicle traffic. Bike lanes are present at the following locations:

- Northbound and southbound from Arcade Creek to Carroll Avenue
- Northbound Bell Avenue 200 feet south of the intersection approach
- Northbound from Bell Avenue to Grace Avenue.
- Southbound from Main Avenue to Grace Avenue

Having bike parking at locations could increase interest in biking as a form of transportation, allowing people biking to park their bike at commercial and recreational centers. Within the study corridor, there are five locations with bike parking ranging between three to seven spaces listed below:

- Robertson Community Center
- Nuevo Park
- Dollar General
- Department of Human Assistance
- Norwood Center

Future potential design alternatives will seek to address bicycle lane gaps, provide connection to the adjacent Sacramento Northern Bike Trail and Walter S. Ueda Bikeway, and improve access and comfortability for all ages and abilities of people biking.

## Transit Infrastructure

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Norwood Avenue is served by SacRT Route 19 and Route 86. Route 19 has 60-minute all day headways on weekdays and weekends. Route 86 has 30-minute weekday headways and between 45 and 60-minute headways on weekends.

Norwood Avenue has 14 bus stops with only one providing a bus shelter. The existing shelter is at the Norwood Avenue and Bell Avenue southbound bus stop and includes a bench for seating but does not have a trash bin. Bus stop locations vary along the corridor as being nearside or far-side of signalized intersections. All of the bus stops are located in-lane and, though the lanes are wider than City standards, a bus loading passengers would still block traffic.

Bus stops are heavily concentrated from Silver Eagle Road to Arcade Creek and there are no bus stops north of Bell Avenue. All bus stops along the corridor are identified by a transit sign. None of the bus stops are accessible via a low-stress walking or biking network.

## Crashes

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The study corridor experienced 137 injury crashes from 2018 to 2022. Of the 137 crashes, 21% were bicycle and pedestrian crashes (29 crashes). Fatal and severe injury crashes accounted for 34% of the 29 bicycle and pedestrian crashes. The highest density of crashes for all modes from 2018 to 2022 occurred between Bell Avenue and I-80, with 43% of all crashes occurring in Segment 2 of the corridor, making it a priority location for safety improvements.

This segment includes a mix of residential and commercial land use, on-street parking, and a high density of driveways. Of the 29 crashes involving people walking and biking, 16 occurred on this same segment between Bell Avenue and I-80.

The issues the design alternatives will seek to address are reducing uncontrolled conflicts between different modes of travel along the corridor, improving visibility and awareness of



potential conflict zones, reducing speeds along the corridor, and creating additional controlled crossing opportunities at high demand locations along the corridor.

## OPERATIONS

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Much of the corridor experiences unreliable travel times and congestion. Although corridor intersections operate acceptably, many of them experience weekday AM/PM peak hour queue conditions that exceed available storage. The corridor design alternatives will seek to address consistent cross-sections throughout the corridor, efficient signal timing for all users of the corridor including buses, providing sufficient storage for queuing, and operational modifications that improve safety for all roadway users.

### Right of Way

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Right of way (ROW) along the corridor varies throughout Norwood Avenue. From curb to curb, the ROW varies from 48 to 70 feet wide involving the following components:

- Inside travel lanes are 11 feet.
- Outside travel lane widths vary from 12 to 14 feet.
- Two-way center left turn lane is 10 feet.
- Sidewalks along the study corridor are 5 feet but are the responsibility of the fronting property owner<sup>18</sup>. Utility poles are located within the sidewalk width.
- Along the few segments where on-street parking is allowed, the parking lane is 8 feet.

Additional consideration for ROW will need to be given to the I-80 overpass and Arcade Creek bridge due to reduced roadway width and the structure providing a constrained roadway width. Where the corridor is two lanes per direction with a two-way center left turn lane, design alternatives will seek to use existing roadway space to improve infrastructure for people walking or biking such as widening sidewalks or implementing marked bike lanes or buffered bike lanes.

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<sup>18</sup> [Sacramento City Code, Section 12.32.020](#)



## Phase 2 Engagement Materials

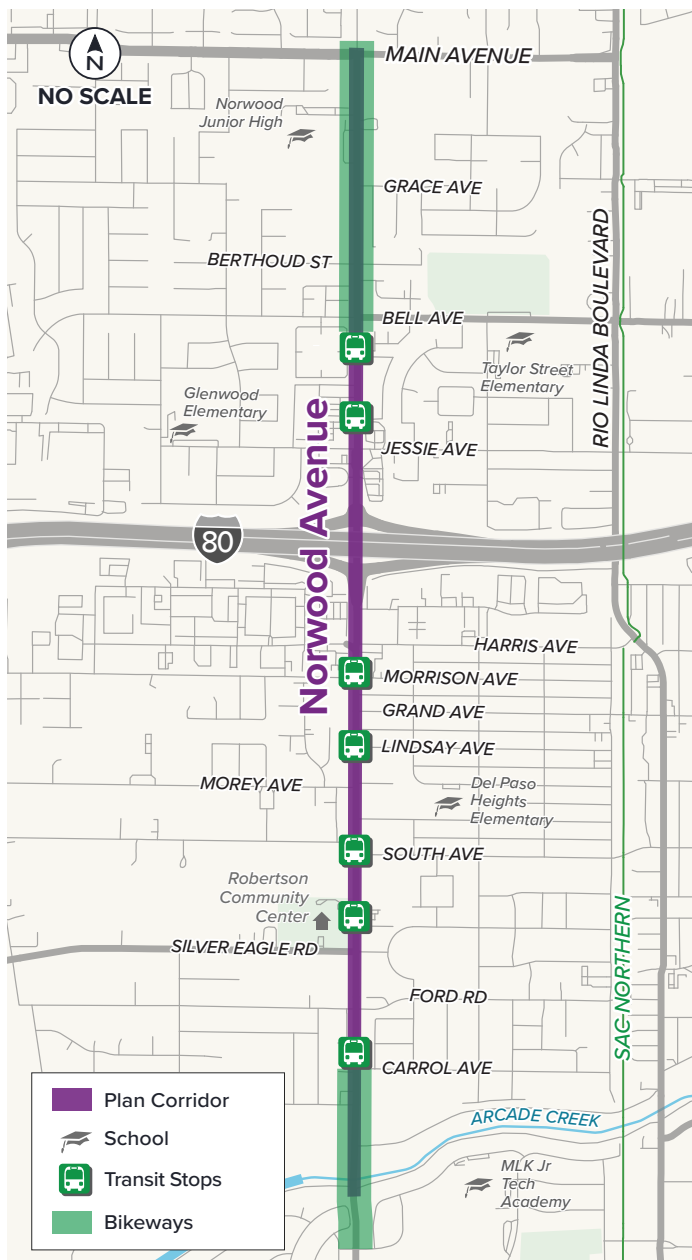


The Norwood

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*Ustedes compartieron ideas para cambios en Norwood Avenue, y los escuchamos. Desarrollamos conceptos basados en sus aportes, ¡y ahora queremos saber qué opinan!*



**Share your input** on proposed solutions at the next **community workshop!**

*¡Comparta su opinión sobre las soluciones propuestas en el próximo taller comunitario!*

**IN-PERSON**  
**EN PERSONA**

**June 7, 2025 | 7 de junio de 2025**

**10:00 AM - 11:30 AM**

**Robertson Community Center**  
3525 Norwood Ave, Sacramento

**VIRTUAL**  
**VIRTUAL**

**June 9, 2025 | 9 de junio de 2025**

**6:30 PM - 7:30 PM**

**Via Zoom Meeting | Vía reunión de Zoom**

Register on project website:

*Regístrese en el sitio web del proyecto:*

[www.NorwoodMobility.org](http://www.NorwoodMobility.org)

Meeting ID | ID de reunión:

841 8286 4546

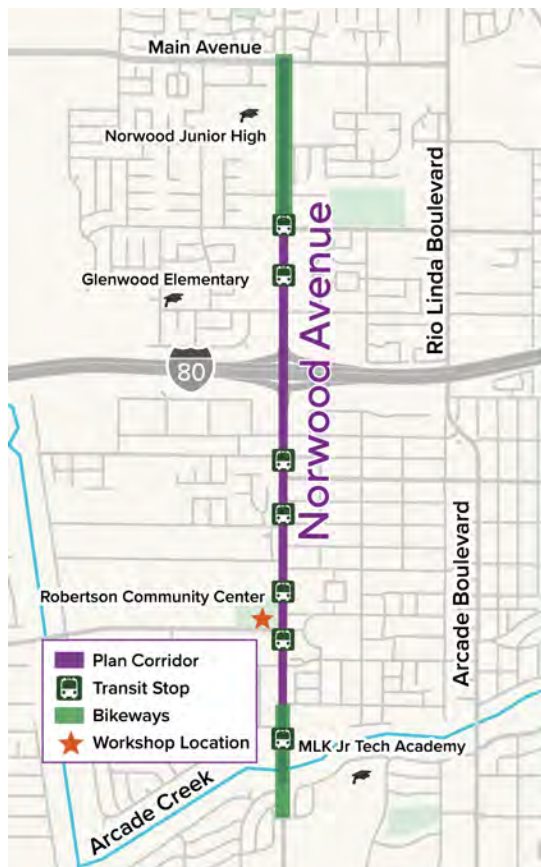
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**SCAN HERE TO REGISTER:**

**ESCANEE EL CÓDIGO PARA REGISTRARSE:**





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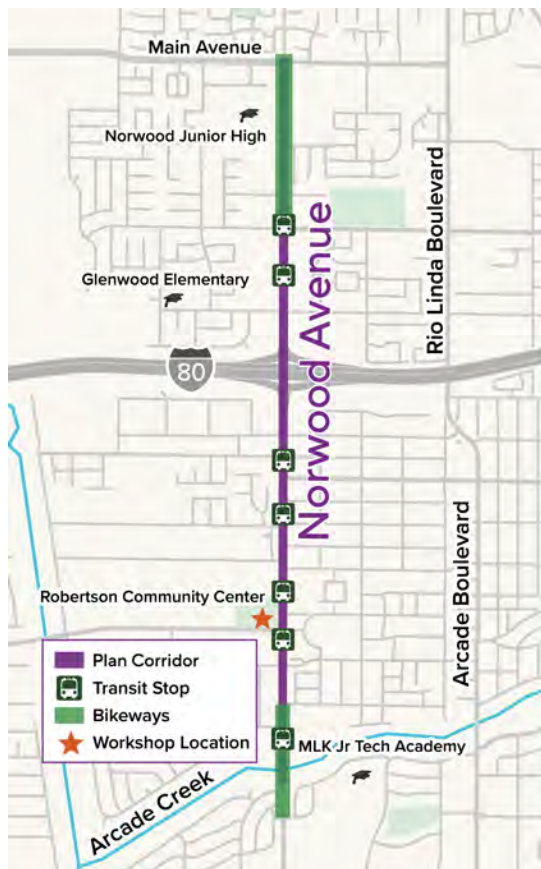
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**¡Comparte tus comentarios** sobre las soluciones propuestas en el próximo taller comunitario!

#### **EVENTO EN PERSONA**

**7 de junio de 2025**

**10:00 a. m. a 11:30 a. m.**

**Robertson Community Center**

3525 Norwood Ave, Sacramento

#### **EVENTO VIRTUAL**

**9 de junio de 2025**

**6:30 p. m. a 7:30 p. m.**

**A través de Zoom**

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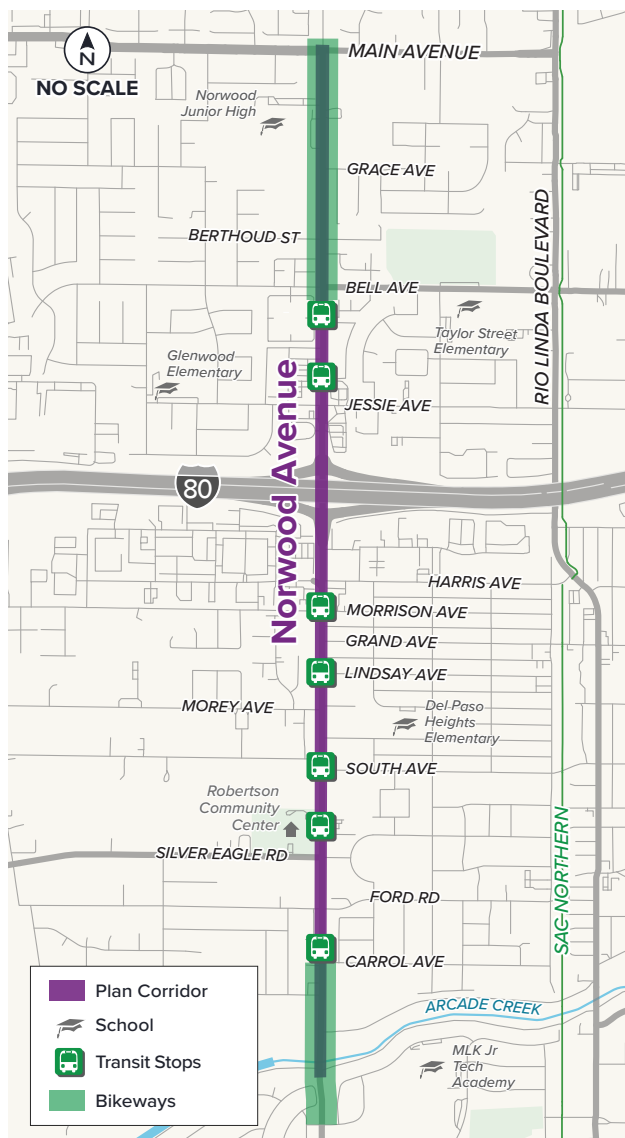
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**VIRTUAL  
VIRTUAL**

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**NEW DATE!  
¡NUEVA FECHA!**

**6:30 PM - 7:30 PM**

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**You shared ideas for changes to Norwood Avenue  
and we heard you. We developed concepts based  
on your input and we want your feedback!**

**Share your input** on proposed solutions at the  
next **community workshop!**

**June 17, 2025**

**6:30 PM - 7:30 PM**

**Via Zoom Meeting**

Register on the project website: [www.NorwoodMobility.org](http://www.NorwoodMobility.org)

Meeting ID: 854 6961 1459

*Registration is required to attend*



Español | 中文 | Tagalog | Tiếng Việt | Hmoob | Русский



The Norwood  
Mobility Project

City of  
SACRAMENTO

**Ustedes compartieron ideas para cambios  
en Norwood Avenue, y los escuchamos.  
Desarrollamos conceptos basados en sus aportes,  
¡y ahora queremos saber qué opinan!**

**¡Comparte tus comentarios** sobre las soluciones  
propuestas en el próximo taller comunitario!

**17 de junio de 2025**

**6:30 p.m. a 7:30 p.m.**

**A través de Zoom**

Regístrese en el sitio web del proyecto: [www.NorwoodMobility.org](http://www.NorwoodMobility.org)

ID de reunión:: 854 6961 1459

*Es necesario registrarse para asistir*



Español | 中文 | Tagalog | Tiếng Việt | Hmoob | Русский



# Please provide your feedback on Alternative 1!

The Norwood Mobility Project / Alternative 1

## Alternative 1

- Add sidewalks north of Berthoud St
- Add signalized crosswalks at high demand locations and at I-80 ramp crossings
- Lower speed limits
- Add additional transit shelters and benches
- Remove on-street parking south of Bell Ave
- Widen sidewalks on the west side

**Community Input:**

"Sidewalks are too narrow."

"Increase lighting."

"More TREES!"

"Wider lanes, slower and safer lane change in each direction."

"Slowdown on I-80 on-ramps."

"Use roundabouts."

"Needs bicycle lane and sidewalk."

"Improved street safety with more roundabouts."

"Use protected lanes/pedestrian paths."

"Need more safety, more and wider sidewalks, more trees."

**Benefits:**

- Wider sidewalks for people walking
- Additional marked and controlled crossings provide increased safety

**Challenges:**

- No bikeways
- No traffic calming infrastructure
- No new lighting
- No available space for trees

**Cost:** 6

**NORWOOD AVENUE ROADWAY CONFIGURATION**

**BEFORE:**

**AFTER:**

**IMPROVEMENT STRATEGY**

**SIGNALIZED CROSSING**

[Click here to view the image above larger.](#)

Open

Embed

## Alternative 1 Survey

After reviewing the proposed alternative (above), please provide your feedback below.

### How well does Alternative 1 meet community priorities?

Improve corridor safety, particularly between Jessie Avenue and Bell Avenue and between Silver Eagle Road and Harris Avenue.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations

Improve walking infrastructure, including the addition of signal-protected crossing opportunities where feasible.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations

Create low-stress facilities that improve safety and comfort for people walking, rolling, and bicycling to reach transit.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations

Create low-stress facilities that improve safety and comfort for people biking.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations

Please provide any additional feedback on this alternative.

Submit

## Alternative 2

The Norwood Mobility Project / Alternative 2

### Alternative 2

**Community Input**

- Add sidewalks north of Berthoud St
- Add signalized crosswalks at high demand locations and at I-80 ramp crossings
- Lower speed limits
- Add additional transit shelters and benches
- Remove on-street parking south of Bell Ave
- Remove a travel lane in each direction
- Add a separated bikeway in each direction
- Add a landscaping buffer and lighting
- Add roundabouts for traffic calming

**Benefits:**

- Provides a dedicated and landscaped space for people biking
- Provides additional buffer between people waiting and people driving
- Roundabouts slow traffic and reduce the severity of crashes if they happen
- Landscaping buffer and lighting provide separation from traffic and improved comfort

**Challenges:**

- The existing traffic volumes and overpass width don't provide room to add a bike lane
- Utility relocation would need to be coordinated with GMD

**Cost:** \$ \$

**Community Input:**

- "Sidewalks and crosswalks"
- "Increased lighting"
- "More TREES"
- "Plans lanes narrower and say one lane in each direction"
- "Dispersed on-street parking"
- "Low roundabouts"
- "New bike lane and bike lane"
- "Improved street safety from roundabouts"
- "Low protected bike/pedestrian paths"
- "Road more safety/more and more aesthetics/more trees"

**NORWOOD AVENUE ROADWAY CONFIGURATION**

**BEFORE:**

**AFTER:**

**SAMPLE INTERSECTION: NORWOOD & MOREY**

**BEFORE:**

**AFTER:**

[Click here to view the image above larger.](#)

Open

Embed

### Alternative 2 Survey

After reviewing the proposed alternative (above), please provide your feedback below.

#### How well does Alternative 2 meet community priorities?

Improve corridor safety, particularly between Jessie Avenue and Bell Avenue and between Silver Eagle Road and Harris Avenue.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations

Improve walking infrastructure, including the addition of signal-protected crossing opportunities where feasible.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations

Create low-stress facilities that improve safety and comfort for people walking, rolling, and bicycling to reach transit.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations

Create low-stress facilities that improve safety and comfort for people biking.

- ☐ Meets expectations
- ☐ Somewhat meets expectations
- ☐ Neutral
- ☐ Somewhat does not meet expectations
- ☐ Does not meet expectations


Please provide any additional feedback on this alternative.

Submit

## Alternative 3

The Norwood Mobility Project / Alternative 3

### Alternative 3



- Add sidewalks north of Berthoud St
- Add signalized crosswalks at high demand locations and at I-50 ramp crossings
- Lower speed limits
- Add additional transit shelters and benches
- Remove on-street parking south of Bell Ave
- Remove a travel lane in each direction
- Add a shared use path on the west side of Norwood Ave
- Add a landscaping buffer and lighting
- Add roundabouts for traffic calming

**Community Input:**

"Sidewalks are too narrow."

"Increase lighting."

"More trees."

"Keep lanes narrower and only one line in each direction."

"Bike way on on-ramp overpass."

"Use roundabouts."

"Narrower lanes and bus lanes."

"Improve child safety at train/around school."

"Use protected bike/pedestrian paths."

"Road more safety, slow and wider sidewalks/more trees."

**Benefits:**

- Roundabouts slow traffic and reduce the severity of crashes if they happen
- Provides a dedicated space for people bicycling
- Landscaping buffer and lighting provide separation from traffic and improved comfort

**Challenges:**


- Right of way acquisition will be needed
- Utility relocation would need to be coordinated with SMUD
- The cantilevered bike path over the freeway would require coordination with Caltrans

**Cost: \$ \$ \$**




**NORWOOD AVENUE ROADWAY CONFIGURATION**

**BEFORE:**




**AFTER:**




**IMPROVEMENT STRATEGY**

**LANDSCAPE BUFFER & LIGHTING**



**CANTILEVERED SHARED USE PATH**



[Click here to view the image above larger.](#)

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Embed

### Alternative 3 Survey

After reviewing the proposed alternative (above), please provide your feedback below.

#### How well does Alternative 3 meet community priorities?

Improve corridor safety, particularly between Jessie Avenue and Bell Avenue and between Silver Eagle Road and Harris Avenue.

- ☐ Meets expectations  
☐ Somewhat meets expectations  
☐ Neutral  
☐ Somewhat does not meet expectations  
☐ Does not meet expectations

Improve walking infrastructure, including the addition of signal-protected crossing opportunities where feasible.

- ☐ Meets expectations  
☐ Somewhat meets expectations  
☐ Neutral  
☐ Somewhat does not meet expectations  
☐ Does not meet expectations

Create low-stress facilities that improve safety and comfort for people walking, rolling, and bicycling to reach transit.

- ☐ Meets expectations  
☐ Somewhat meets expectations  
☐ Neutral  
☐ Somewhat does not meet expectations  
☐ Does not meet expectations

Create low-stress facilities that improve safety and comfort for people biking.

- ☐ Meets expectations  
☐ Somewhat meets expectations  
☐ Neutral  
☐ Somewhat does not meet expectations  
☐ Does not meet expectations

Please provide any additional feedback on this alternative.

Submit









# Provide your overall feedback!

The Norwood Mobility Project / Overall Feedback

## Alternative Components

Please review the elements in each alternative and then complete the survey to the right.

		Alt 1	Alt 2a	Alt 2b	Alt 2c	Alt 3
Widen & Complete Sidewalks		✓	✓	✓	✓	✓
New Signalized Crosswalks		✓	✓	✓	✓	✓
Removal of On-Street Parking		✓	✓	✓	✓	✓
Transit Shelters/Benches		✓	✓	✓	✓	✓
Sidewalk Scale Lighting		✓	✓	✓	✓	
Removal of Vehicle Travel Lanes		✓	✓	✓	✓	

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## What is your preferred alternative?

Choose one: Required

- ☐ Alternative 1
- ☐ Alternative 2a
- ☐ Alternative 2b
- ☐ Alternative 2c
- ☐ Alternative 3

## Please provide your thoughts on the following:

Widening and completing sidewalks

Adding signalized crosswalks

Removing on-street parking south of Bell Street

Adding bus shelters and benches

Adding sidewalk-scale lighting

Removing a travel lane in each direction

Adding roundabouts

Adding a landscaping buffer

Adding a separated bikeway in each direction

Adding shade trees where space permits

Adding a shared use path on the west side with a cantilever structure across the freeway

Submit

Roundabouts



Additional Landscaping



Separated Bikeway



Street Trees



Shared Use Path



Shared Use Path over Freeway





## Phase 2 Engagement Summary



## PHASE 2 OUTREACH SUMMARY

DATE: July 11, 2025

TO: Charisse Padilla | City of Sacramento

FROM: Elise Brockett | DKS Associates  
Alice Chen | DKS Associates  
Jim Damkowitch | DKS Associates

SUBJECT: Norwood Mobility Project Project #24795

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### INTRODUCTION

This memo provides an overview of the feedback received during Phase 2 of public outreach for the Norwood Mobility Project in June/July 2025.

The City of Sacramento and DKS Associates planned and completed the following outreach activities during the engagement period from June 2 – July 6, 2025:

- In-Person Workshop – June 7 from 10 – 11:30 a.m. at the Robertson Community Center
- Virtual Workshop – June 17 from 6:30 – 7:30 p.m. via Zoom
- Robla Park Community Association (RPCA) Mini Workshop #1 – June 25 from 7 – 8:30 p.m.
- Robla Park Community Association (RPCA) Action Committee Mini Workshop #2 – July 2 from 6:30 – 8:00 p.m.

PDFs of each alternative were also available on the project website where community members could submit their comments and feedback in an online form during the engagement period.

### SUMMARY OF FEEDBACK

Overall themes from the feedback received both online and in person are presented first, followed by detailed feedback on each alternative, and then feedback on specific proposed elements from the online form.

### OVERALL THEMES

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Based on the feedback received both online and in person, Alternatives 2 and 3 were generally favored among respondents as opposed to Alternative 1. Alternative 3 received the most praise

and positive feedback, specifically for its ability to address pedestrian and bicycle safety, provide additional lighting and landscaping, and slow traffic to increase safety, despite the higher cost. Alternative 2 included three variations to the roadway configuration with varying locations and widths for elements such as landscaping, walking and biking facilities, and lighting. Respondents liked Alternative 2c the most, citing the inclusion of both street lighting and landscaping as a benefit due to the increased separation of pedestrians and bicyclists from vehicles.

While some respondents appreciate that Alternative 1 provides wider sidewalks and more bike and pedestrian crossings, almost all agreed that this option wouldn't be worth the time and funding to make minor improvements to an area that is plagued by unsafe travel conditions.

A link to the online response form (hosted on the platform Social Pinpoint) was available on the [project website](#).

Respondents were asked to rate each alternative for how well it meets the community priorities identified earlier in the project:

1. Improve corridor safety, particularly between Jessie Avenue and Bell Avenue and between Silver Eagle Road and Harris Avenue.
2. Improve walking infrastructure, including the addition of signal-protected crossing opportunities where feasible.
3. Create low-stress facilities that improve safety and comfort for people walking, rolling, and bicycling to reach transit.
4. Create low-stress facilities that improve safety and comfort for people biking.

A score of 5 means the alternative "Meets expectations", 4 "Somewhat meets expectations", 3 is "Neutral", 2 "Somewhat does not meet expectations", and 1 "Does not meet expectations". Figure 3 shows an overview of the responses to this question.



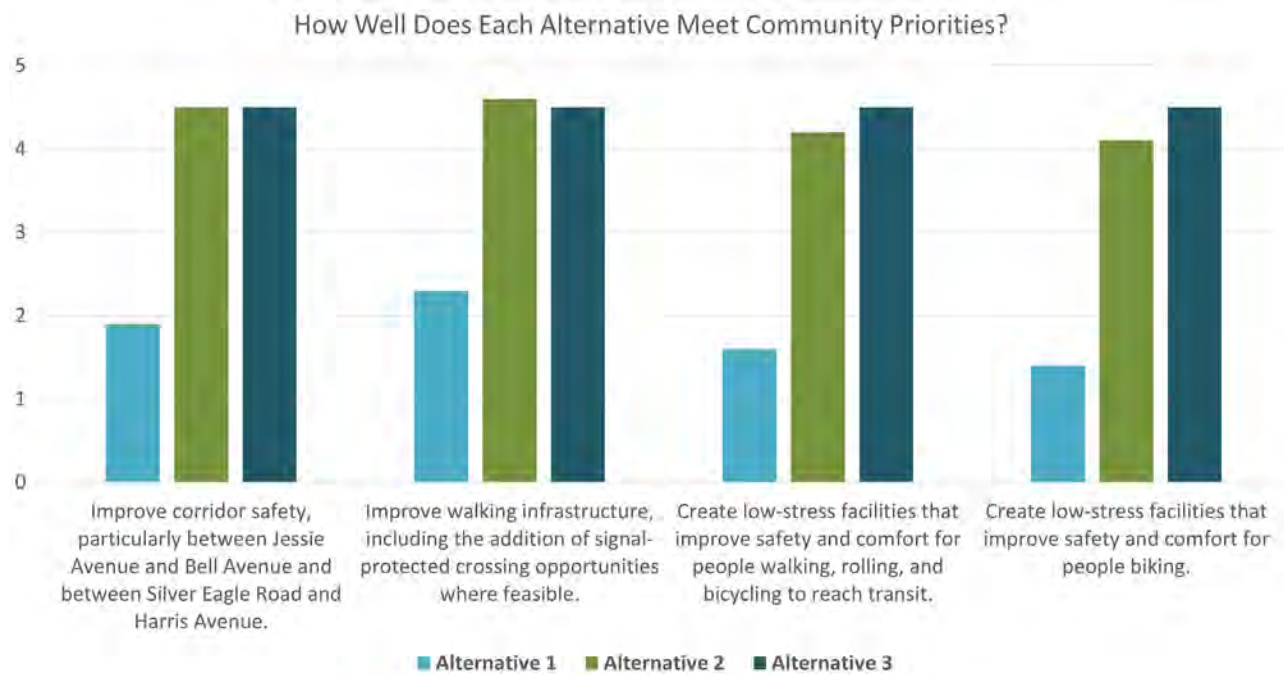
**FIGURE 1: ATTENDEES AT THE JUNE 7 WORKSHOP REVIEW THE ALTERNATIVES**



**FIGURE 2: CHARISSE PADILLA, PROJECT MANAGER WITH THE CITY OF SACRAMENTO, PRESENTS ON THE PROPOSED ALTERNATIVES**

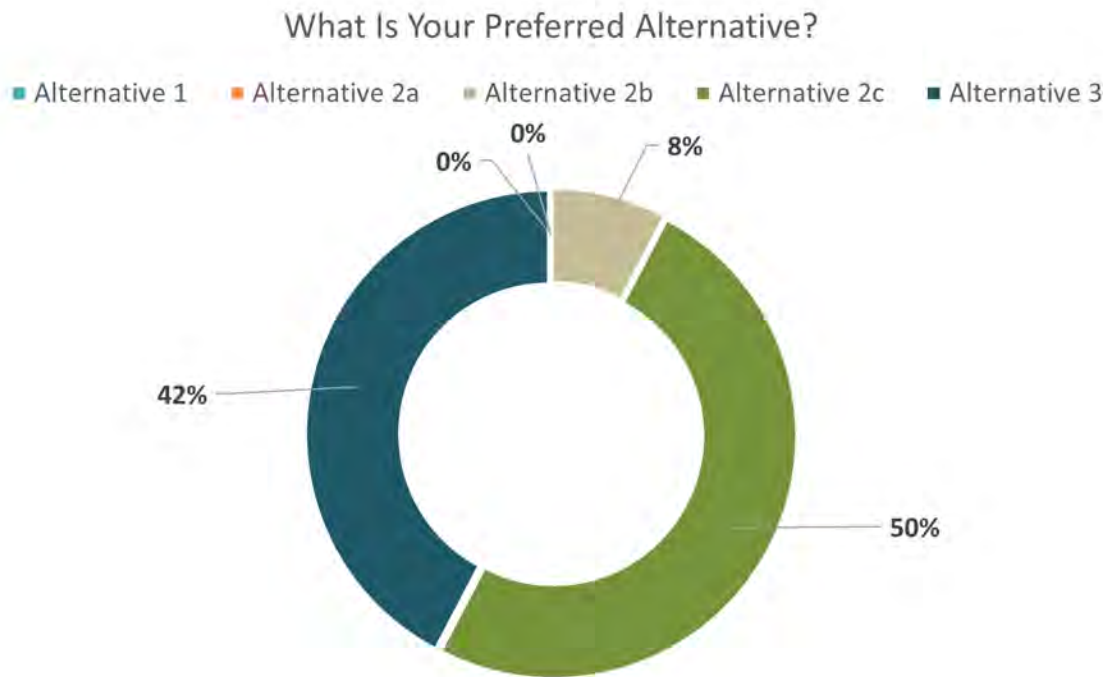


FIGURE 3: FEEDBACK ON COMMUNITY PRIORITIES



Additionally, respondents were asked to select their preferred alternative. Figure 4 shows that 50% preferred Alternative 2c and 42% preferred Alternative 3.

FIGURE 4: PREFERRED ALTERNATIVE – SOCIAL PINPOINT DATA



The following sections include a more detailed summary and analysis of the feedback on each alternative received in the online written response forms and through in person outreach.

## **ALTERNATIVE 1**

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Alternative 1 was generally received with mixed reviews, skewing towards negative responses overall. While a few participants acknowledged some positive elements, such as widening sidewalks or maintaining current vehicle capacity, many were critical of its lack of changes or improvements to the current roadway. Several comments stated that the option does not do enough to address corridor safety, comfort of people walking and biking, or biking infrastructure and needs. One respondent explicitly stated that it is "pretty much the same, dangerous road," reflecting a broader sentiment that Alternative 1 fails to offer a meaningful transformation of the corridor.

Those who liked Alternative 1 brought up their concerns around reducing vehicle lanes and how it would impact traffic congestion on Norwood Avenue, which is already a prominent concern among residents. Some attendees at the RPCA mini workshops expressed concerns about this issue, particularly with the increase in new developments in the area, questioning how much congestion would increase if Norwood Avenue were reduced to two lanes.

## **ALTERNATIVE 2**

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Alternative 2 received more favorable responses, with many people saying it meets their expectations for addressing specific community priorities – mainly creating low stress facilities for those walking, biking, and rolling. Respondents showed appreciation for enhanced safety and improvements to walking and biking infrastructure, but expressed uncertainty about how well these ideas would be implemented, depending on configuration a, b, or c. Without a more distinct separation of vehicles from bikes and pedestrians, respondents had reservations about how effective this would be for improving safety. Option 2c was noted as the best long-term option for expanding green space, lighting, and comfortability along the corridor. Many respondents liked the inclusion of roundabouts for slowing traffic and reducing the potential for vehicle collisions, especially since Norwood Avenue is prone to motorists who travel at high speeds.

## **ALTERNATIVE 3**

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Alternative 3 received the most discussion and feedback during all outreach activities. This option was viewed as the boldest and most transformative of the three. Residents liked specific elements such as roundabouts, improved landscaping, and separated bike and pedestrian facilities, all of which contributed to a perception of enhanced safety and increased comfort along the corridor. Concerns were raised about the tradeoffs of implementing a road diet and some of the other major changes proposed in Alternative 3. Specifically, some respondents wondered how reduced on-street parking and lane reductions would affect access to nearby neighborhoods and small businesses. Though some responded negatively due to the change in lane configuration, this did not outweigh the support shown for Alternative 3 due to the improvements to on-street facilities, safety, and comfortability of Norwood Avenue.

## FEEDBACK ON INDIVIDUAL PROJECT ELEMENTS

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Respondents to the online form were asked to share feedback on various proposed elements of the project: widening and completing sidewalks, adding signalized crosswalks, removing on-street parking south of Bell Avenue, adding bus shelters and benches, adding sidewalk-scale lighting, removing a travel lane in each direction, adding roundabouts, adding a landscaping buffer, adding a separated bikeway in each direction, adding shade trees where space permits, and adding a shared use path on the west side with a cantilever structure across the freeway.

Feedback on these elements echoed many of the overarching themes in the previous section.

- Roundabouts were generally favored for traffic-calming and the safety benefits they would bring to users of the Norwood Avenue corridor. However, there were some concerns about the associated learning curve for motorists not used to traveling through roundabouts.
- Comments were supportive of removing on-street parking to use the space for protected bike lanes or wider sidewalks, if there is sufficient parking elsewhere to support visitors of local businesses.
- All improvements to walking, biking, and transit infrastructure and facilities were broadly supported in comments.
- Respondents generally supported the addition of signalized crosswalks and saw them as necessary, however, some questioned whether the high cost would be worth it since motorists don't always stop.
- Similarly, the proposed bike facilities, bus shelters, and sidewalk widening were seen as essential for improving safety and equity for active transportation users.
- Comments emphasized the need for clearly delineated routes that are separated from vehicles, reflecting the community's desire to make biking a more accessible travel option in the neighborhood. However, commenters were split on the idea of adding a shared use path with a cantilever across the freeway. Some saw it as an expensive and unnecessary addition, while others viewed it as a creative solution to create a low-stress option for crossing the freeway.
- As stated in previous sections, the reduction in travel lanes received positive feedback, while also acknowledging the potential for increasing traffic congestion. However, most respondents saw it as an important tradeoff in slowing traffic, increasing safety, and utilizing the extra space for landscaping, lighting, and comfortable walking and biking facilities.