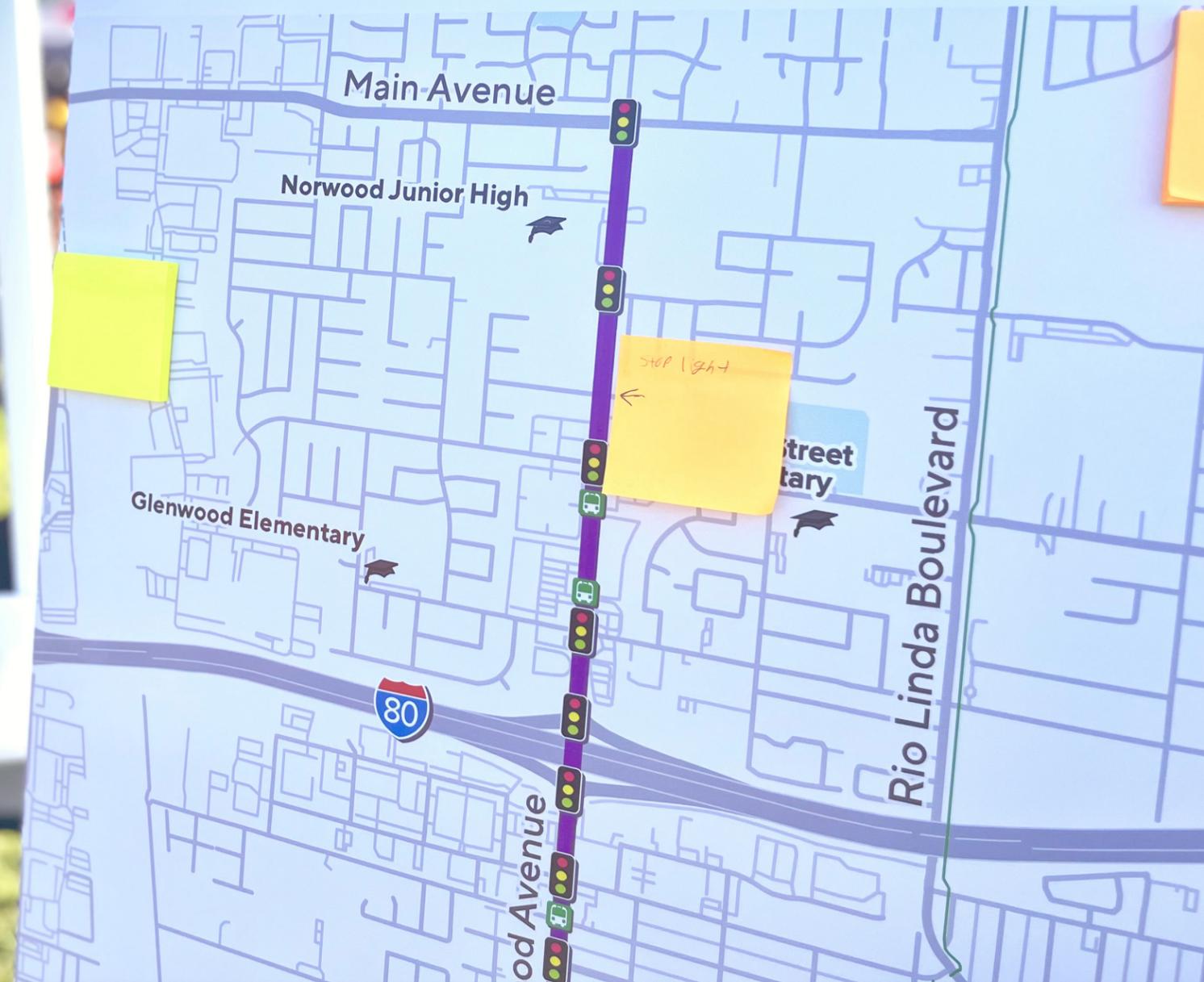


FINAL DRAFT

The Norwood Mobility Plan

The Norwood Mobility Project Plan Corridor



December 2025

Acknowledgments

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The Norwood
Mobility Project

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1

Why Norwood Avenue?

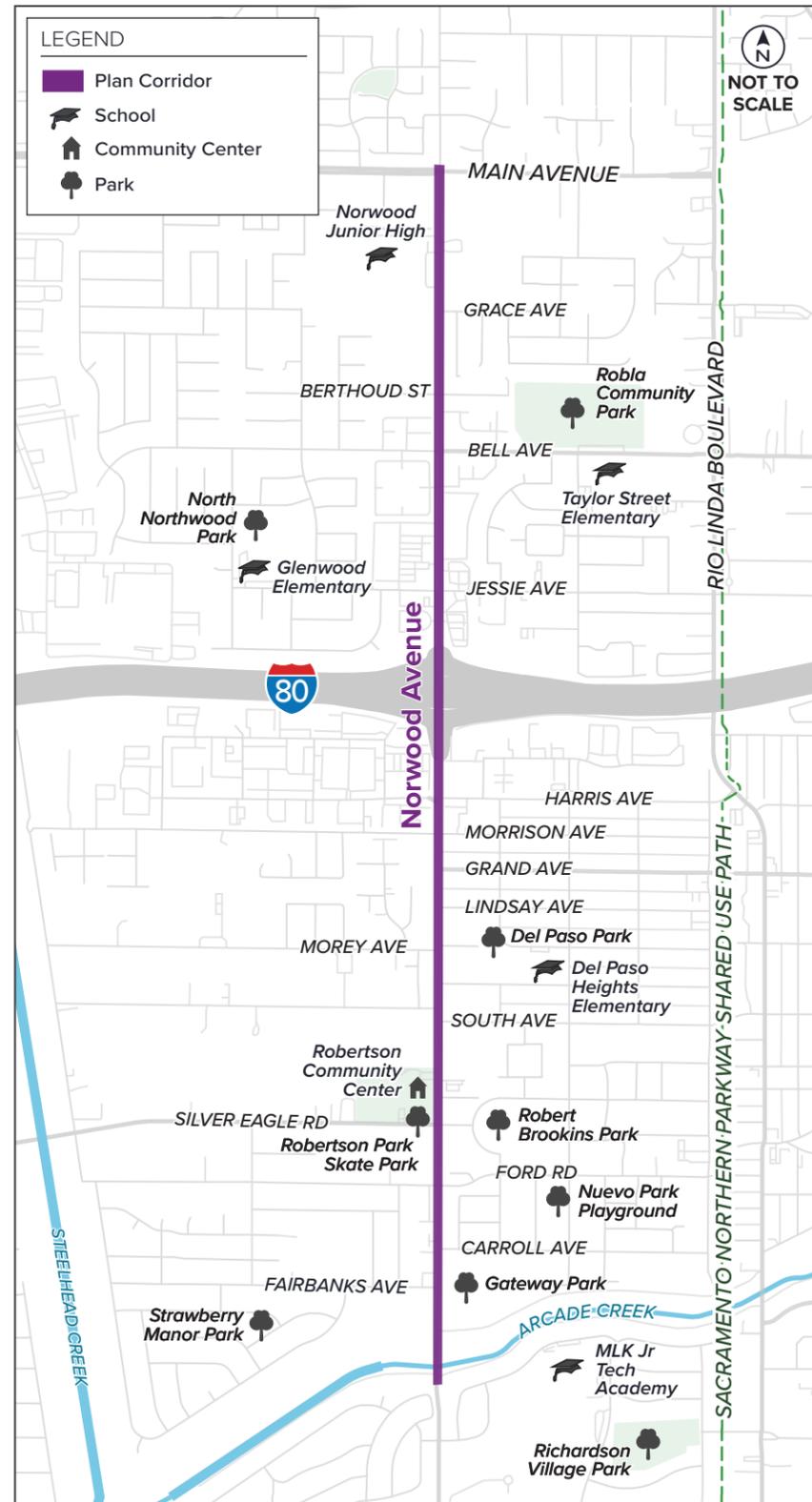


FIGURE 1. NORWOOD AVENUE STUDY AREA

Norwood Avenue is a critical corridor serving communities, schools and businesses.

Over 17,000 people live within 0.5 miles of Norwood Avenue, giving them access to places that shape daily life:

-  **Five schools**
-  **Nine parks**
-  **A community center**
-  **Supermarkets, restaurants, and other businesses**

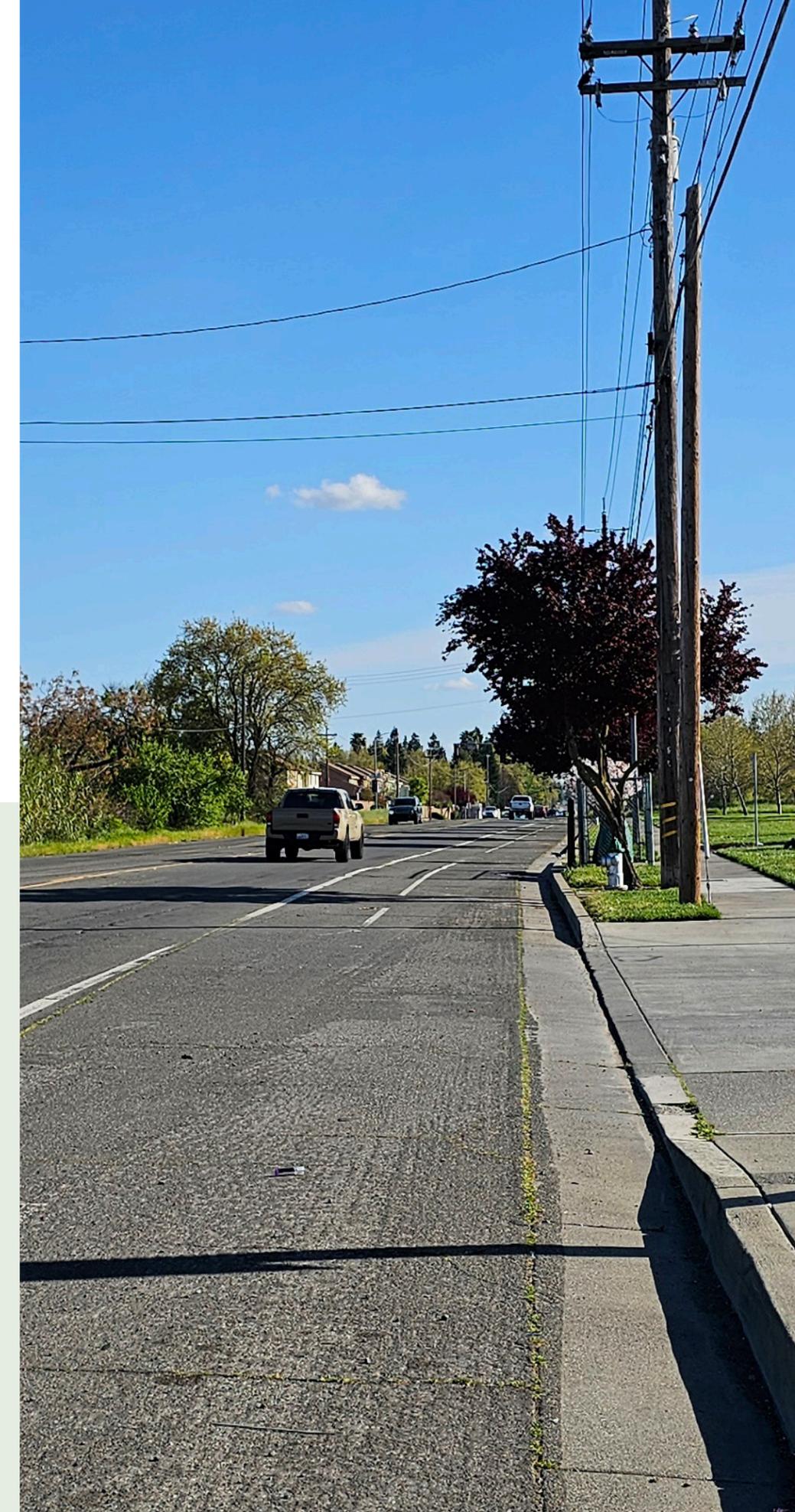
Norwood Avenue is a vital north-south connection in northern Sacramento. As shown in **Figure 1**, this plan includes Norwood Avenue from Main Avenue in the north to Arcade Creek in the south.

Norwood Avenue links two historically disadvantaged communities, and connects people to schools, homes, parks, local businesses, and regional destinations. It is the backbone for thousands of residents who live and work nearby.

Today, Norwood Avenue reflects an older design focused primarily on moving cars through, not supporting the communities who need access to destinations along the street. The street has narrow or missing sidewalks, limited space for biking, and inconsistent connections to transit. People using the corridor face barriers to mobility, including long distances between marked and controlled crossings, high vehicle speeds, and limited shade. These challenges make it difficult for the area communities, especially youth, seniors, and people with disabilities, to get where they need to go.

Norwood Avenue is a high priority for the City of Sacramento. It is part of the City's Vision Zero High Injury Network, a list of corridors with the most severe and fatal crashes. It is identified as a priority project in the City's Transportation Priorities Plan, which was shaped by extensive community input. The corridor plays an important role in meeting broader City goals around climate action, community equity, and active transportation, supporting efforts like the Climate Action and Adaptation Plan, the Sacramento Area Council of Governments (SACOG) Regional Trail Network, and the Sacramento Regional Transit (SacRT) Bus Stop Improvement Plan.

The purpose of The Norwood Mobility Plan is to transform this corridor into a place that better reflects the needs and aspirations of the communities on and near the street. Through strong partnerships and meaningful engagement, the Plan will help redesign Norwood Avenue as a welcoming, inclusive, and connected corridor, making it easier and more comfortable for people to walk, bike, take transit, and reach daily destinations.



The project team walking the Norwood Avenue corridor to document existing conditions. They took note of multiple transit stops (left) and school zones (right).

2

Project Goals



MOBILITY

This goal aims to connect people to school, work, parks, and essential services. This includes:

- Supporting transit, including SacRT Routes 19 and 86 that serve Norwood Avenue, connecting communities with limited mobility options
- Eliminating the I-80 barrier for people walking and bicycling
- Supporting access to I-80 for regional travel

COMMUNITY

This goal aims to support and uplift community. This includes:

- Addressing long-faced barriers to transportation access, housing, and services in two disadvantaged communities in the corridor
- Centering local voices in the corridor planning process for a more connected, inclusive corridor

The area surrounding Norwood Avenue is home to over 17,000 people and includes 1,900 jobs. Norwood Avenue runs through two disadvantaged communities where residents have long faced barriers to transportation access, housing, and services. The corridor planning process centered local voices for a more connected, inclusive corridor.

Historic neighborhoods adjacent to Norwood Avenue, such as West Del Paso Heights and Strawberry Manor, reflect deep roots with legacy connections to farming and multi-generational communities. Community organizations such as the Hmong Youth and Parents United (HYPU) and Mutual Assistance Network (MAN) provide vital support for youth, families, and neighborhood development. Cultural, recreational, and civic spaces like the Robertson Community Center and nearby parks highlight the community's resilience and engagement.

SAFETY

This goal aims to address transportation safety challenges. Between 2018 and 2022, 137 crashes on Norwood resulted in an injury, injuring:

- 13 people walking
- 16 people biking
- 108 people in a car



MOVING TOWARDS VISION ZERO

The City is currently working on an update to the 2018 Vision Zero Action Plan:

- Using historic crash data to pinpoint the factors contributing to traffic deaths and serious injuries
- Identifying proven safety countermeasures to address those factors through education, engineering, enforcement, and evaluation
- Taking a systematic and comprehensive approach to our transportation environment

3 The Process



To achieve the project goals, the Norwood Mobility study followed a four-step process, as shown chronologically in **Figure 2** and listed below:

1. UNDERSTAND EXISTING CONDITIONS AND COMMUNITY NEEDS

A detailed technical analysis was completed to evaluate current conditions and community needs for walking, biking, transit, and driving along Norwood Avenue. These findings were shared with the community during a series of open houses and workshops in winter 2024/2025, where residents added valuable insights. A full summary is provided in **Appendix A – Existing Conditions Report**.

2. DEVELOP AND EVALUATE CORRIDOR DESIGN ALTERNATIVES

In response to both technical findings and community needs, three design alternatives were created. Each proposed new sidewalks, bikeways, crosswalks, intersection changes, and safety improvements. These alternatives are described in **Appendix B – Alternatives Development Report**.

3. SELECT A PREFERRED DESIGN CONCEPT

The three alternatives were presented to the community for feedback. Based on community input, the City identified a preferred design concept that addresses safety, connectivity, and community vision. This Plan reflects that preferred concept.

4. PLAN FOR IMPLEMENTATION

Concept plans and cost estimates were prepared for the preferred concept to position the City for next steps towards implementation. The concept plans are provided in **Appendix D - Concept Plan Set**, while the cost estimates are in **Appendix E - Planning Level Cost Estimates**.

SCHEDULE

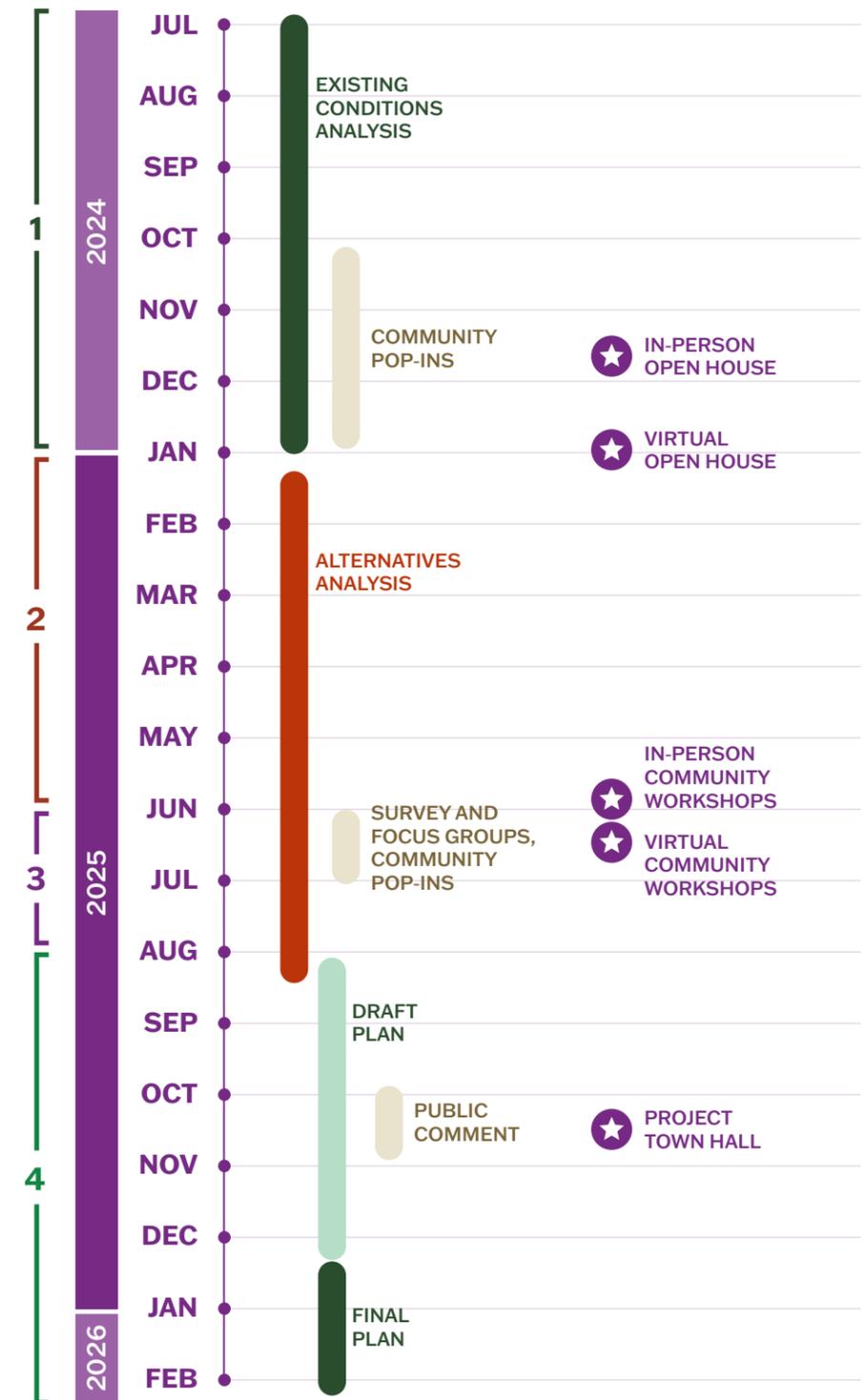


FIGURE 2. NORWOOD AVENUE STUDY PROCESS

4

Norwood Avenue Today



CORRIDOR DESCRIPTION

The Norwood Avenue planning area is from Main Avenue in the north to Arcade Creek in the south, covering approximately 1.7 miles. It includes the I-80 interchange and overpass, which is one of the only crossings of the freeway in the area, making Norwood Avenue a critical connector for communities traveling to other neighborhoods, schools, parks, and regional destinations.

The corridor primarily features two travel lanes in each direction, with a center two-way left-turn lane along many segments, as shown in **Figure 3**. It passes through a mix of single-family and multi-family residential areas, schools, local parks, and community-serving commercial and industrial zones, including a retail job center near Jessie Avenue and an industrial job center south of the freeway. While there is only one school on the street, there are four other schools immediately off the corridor.

Today, Norwood Avenue lacks consistent sidewalks, bikeways, and crossings. SacRT's Route 19 provides the only fixed-route transit service along the corridor. SacRT's Route 86 runs perpendicular to the corridor, however, it overlaps Route 19 between Grand Avenue and Silver Eagle Road. These gaps (as shown in **Figure 4**) limit mobility options and comfort for people walking, biking, or riding transit—especially given the corridor's role in serving two historically underserved communities and multiple schools and parks.

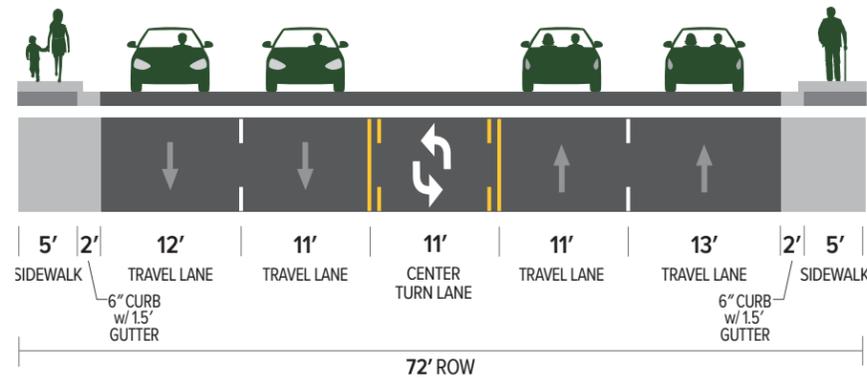


FIGURE 3. NORWOOD AVENUE TYPICAL EXISTING CROSS SECTION

The corridor was organized into four segments (as shown in **Figure 5** on the following page) based on general characteristics and surrounding land use.

A summary of each segment is included below, with more detailed information about the study corridor and current conditions included in **Appendix A**.

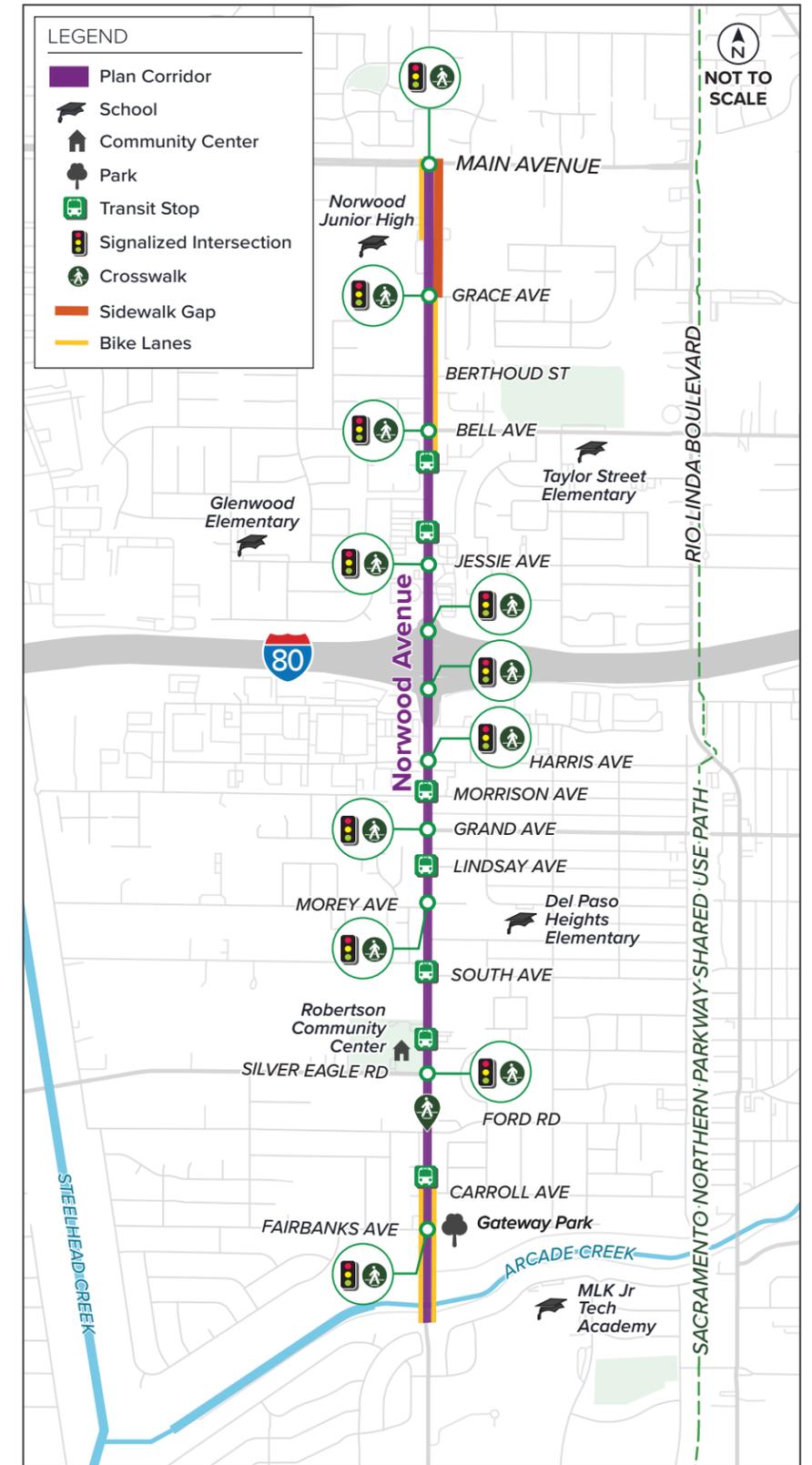


FIGURE 4. NORWOOD AVENUE STUDY AREA EXISTING CONDITIONS

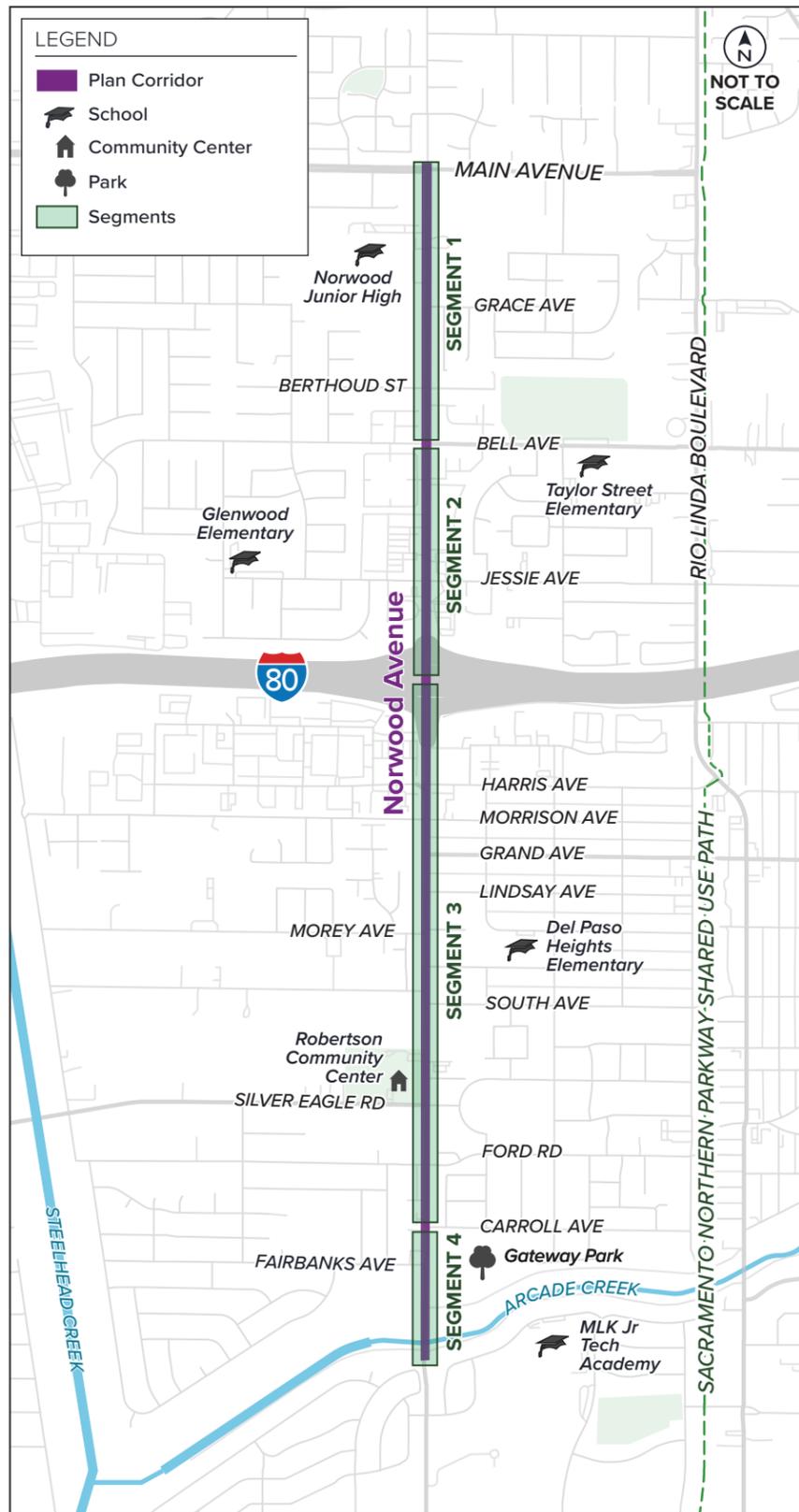


FIGURE 5. NORWOOD AVENUE STUDY AREA SEGMENTS

SEGMENT #1: MAIN AVENUE TO BELL AVENUE

Adjacent land uses include residential and vacant lands, with Norwood Junior High School located south of Main Avenue. This segment of Norwood Avenue has one lane per direction from Grace Avenue to Main Avenue and transitions to two lanes per direction with a center turn-lane from Grace Avenue to Bell Avenue.

The posted speed limit for Segment 1 is 25 MPH in the school zone, and 35 MPH outside of the school zone. The annual daily traffic is 12,064 vehicles. While there are places where there are sidewalks and bikeways, there are also locations that do not have sidewalks or bikeways (gaps in the network). The sidewalks and bikeways are also inconsistent in width. There is lighting for the street except at vacant parcels. There is no existing transit service in this segment.

Figure 6 shows the existing cross section view of Segment 1.

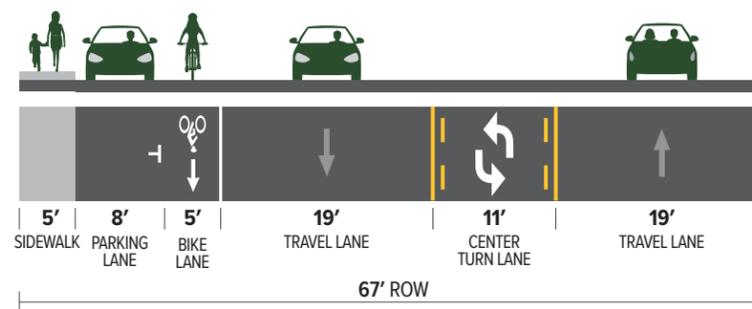


FIGURE 6. MAIN AVENUE TO BELL AVENUE EXISTING CROSS SECTION



Typical alignment along Segment 1.

SEGMENT #2: BELL AVENUE TO I-80

Adjacent land uses include residential and commercial uses, with some parking lot frontage and fast-food restaurants near the freeway. This segment of Norwood Avenue is two lanes per direction with a center turn-lane.

The posted speed limit for Segment 2 is 35 MPH, and the annual daily traffic is 19,310 vehicles. There are sidewalks on both sides of the street. The only bikeway is a 200-foot segment that approaches Bell Avenue from the south. Lighting is provided for the street and sidewalks. Bus Route 19 operates south of Bell Avenue.

On-street parking is allowed between Bell Avenue and Jessie Avenue on both sides of the street, in front of adjacent apartments and businesses.

Figure 7 shows the existing cross section view of Segment 2.

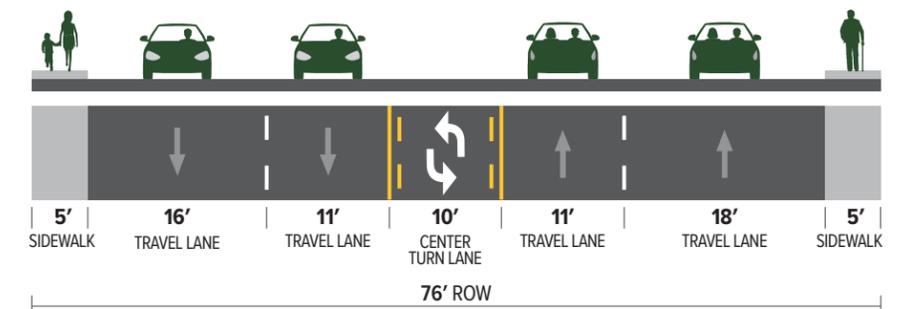


FIGURE 7. BELL AVENUE TO I-80 EXISTING CROSS SECTION



Typical alignment along Segment 2.

SEGMENT #3: I-80 TO CARROLL AVENUE

Adjacent land uses include residential and commercial uses, along with some parks and Robertson Community Center. This segment of Norwood Avenue is two lanes per direction with a center turn-lane.

The posted speed limit for Segment 3 is 25 MPH in the school zone, and 35 MPH outside of the school zone. The annual daily traffic is 10,772 vehicles. There are sidewalks on both sides. There are no bikeways. There is lighting for the street except at vacant parcels. Bus Route 86 crosses Norwood Avenue in this segment and Bus Route 19 operates in both directions along this segment with ten stops.

Figure 8 shows the existing cross section view of Segment 3.

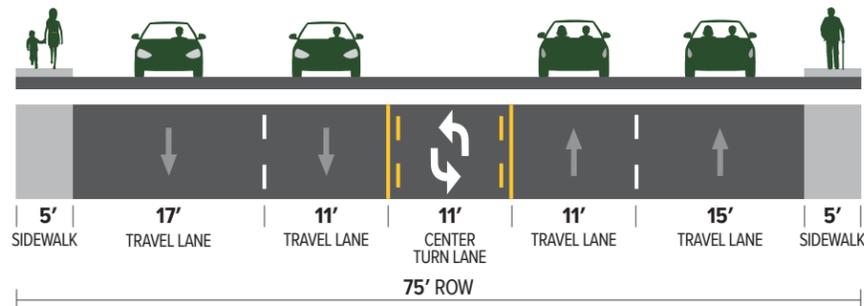


FIGURE 8. I-80 TO CARROLL AVENUE CROSS SECTION



Typical alignment along Segment 3.

SEGMENT #4: CARROLL AVENUE TO ARCADE CREEK

Adjacent land use is mostly residential and includes Gateway Park on the east side. This segment of Norwood Avenue is two lanes per direction with a center turn lane from Carroll Avenue to Fairbanks Avenue. From Fairbanks Avenue to Arcade Creek the roadway narrows to one lane per direction across the Arcade Creek bridge.

The posted speed limit for Segment 4 is 35 MPH, and the annual daily traffic is 14,302 vehicles. This segment has consistent sidewalks and bike lanes on both sides of the street. Lighting is present for the street and sidewalks. Bus Route 19 operates in both directions along the segment.

Figure 9 shows the existing cross section view of Segment 4.

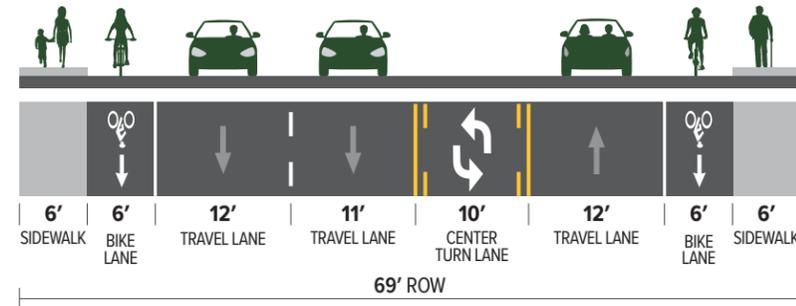


FIGURE 9. CARROLL AVENUE TO ARCADE CREEK CROSS SECTION



Typical alignment along Segment 4.



CRASH TRENDS

Between 2018 and 2022, a total of 16 fatal or serious injury crashes occurred along Norwood Avenue,

reemphasizing the safety need identified in the City's 2018 Vision Zero Action Plan.

The top three primary crash factors on Norwood Avenue were:

- Driver failing to yield the right-of-way**
- Disobeying traffic signals or signs**
- Unsafe speeds**

Figures 10 and 11 show the crash causes, types, frequency, and locations along Norwood Avenue. Crashes were most common at intersections, especially in the central portion of the corridor. Broadside crashes were the most frequent overall, often happening where vehicles failed to yield while turning.

The area between the I-80 interchange and Harris Avenue showed more rear-end crashes, often linked to congestion during peak hours. Signal violations were reported at Grand Avenue and Silver Eagle Road, while unsafe speeds were a factor between Silver Eagle Road and Fairbanks Avenue.

The highest concentration of crashes occurred between Bell Avenue and Jessie Avenue, where a mix of head-on, sideswipe, and turning-related collisions were recorded. This segment also had the most reported crashes involving people walking or biking, including sideswipes and midblock conflicts.

At Norwood Avenue and Grand Avenue, multiple DUI and hit-object crashes were reported, along with sideswipe crashes involving people biking.

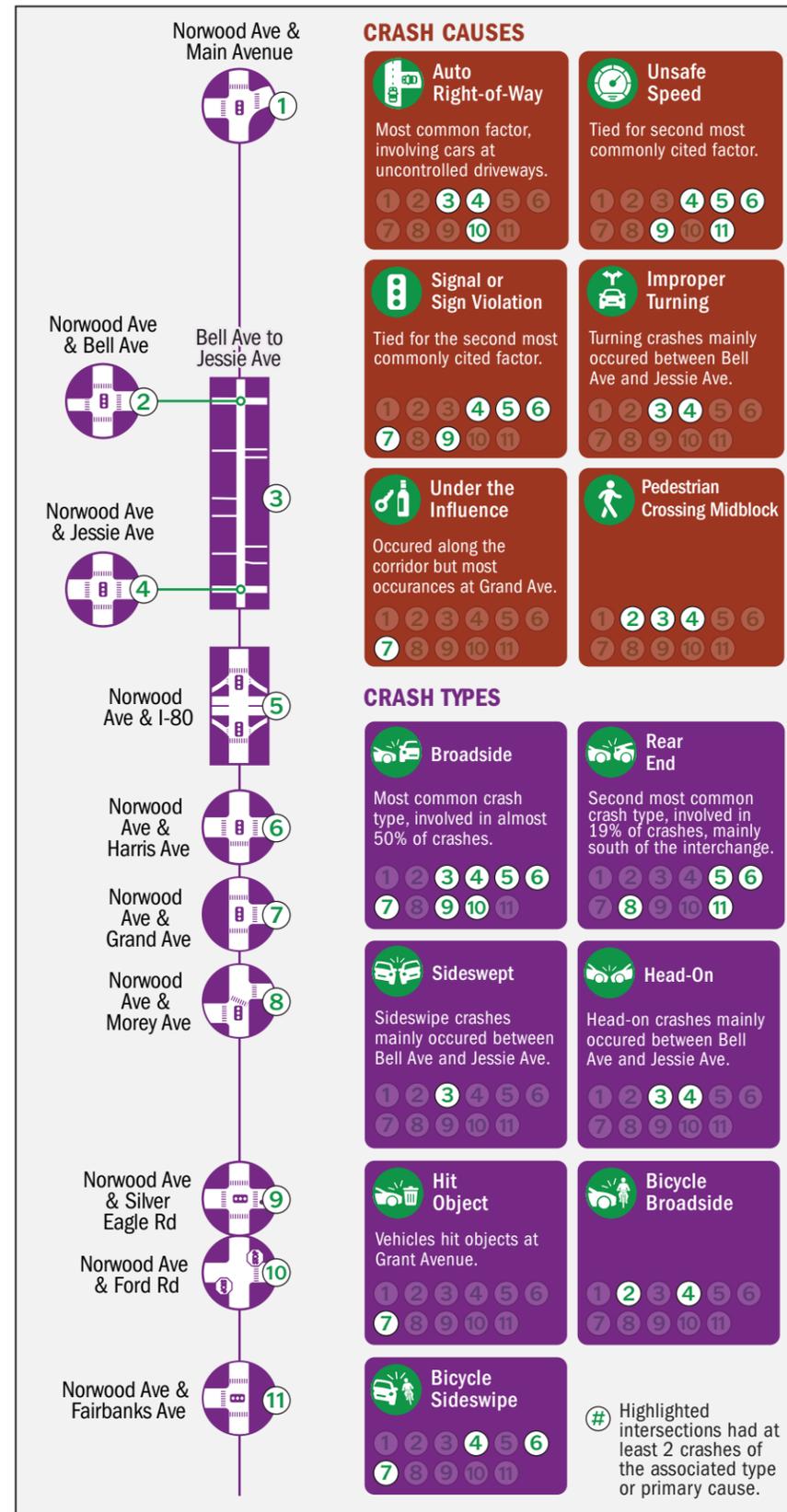


FIGURE 10. NORWOOD AVENUE CRASH FACTORS

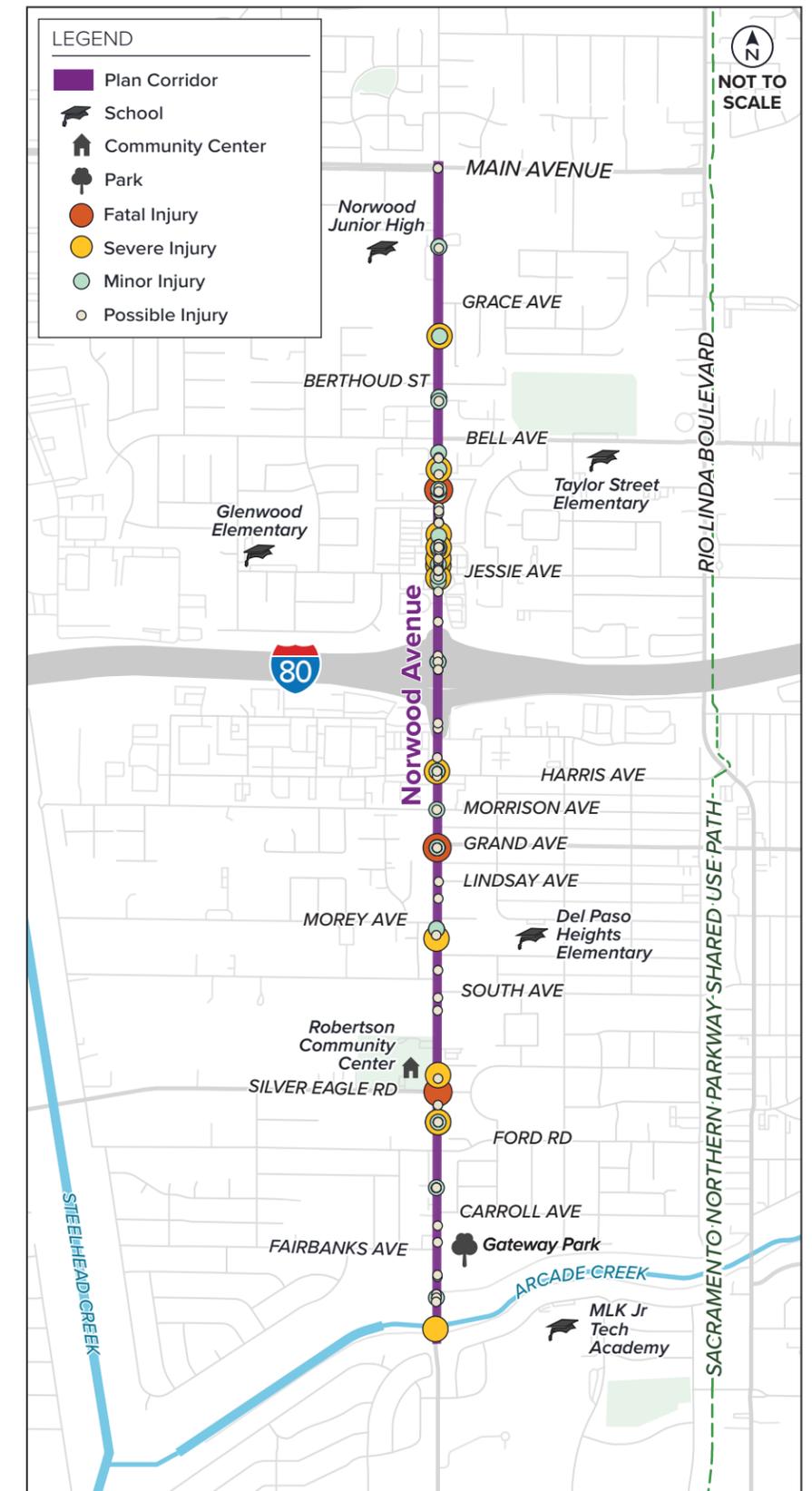


FIGURE 11. NORWOOD AVENUE CRASH LOCATIONS

5 Community Engagement



The Norwood Avenue Mobility Project is rooted in the voices and experiences of the people who live, work, travel, and gather along the corridor.

From the beginning, the planning process has emphasized community engagement and feedback to ensure that the corridor vision is shaped by local priorities, values, and lived realities. Engagement efforts sought to reach a broad cross-section of the corridor’s diverse residents, businesses, and organizations, recognizing the long history of transportation barriers and the community’s vision for a safer and more connected Norwood Avenue. The following chapter outlines how community voices shaped the planning process and how they were incorporated into the final plan.

ENGAGEMENT GUIDING PRINCIPLES

- Community engagement is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process.
- Community engagement promotes sustainable decisions by recognizing and communicating the needs and interests of all participants, including decision-makers.
- Community engagement seeks out and facilitates the involvement of those potentially affected by or interested in a decision.
- Community engagement provides participants with the information they need to participate in a meaningful way.
- Community engagement communicates to participants how their input affected the decision.

ENGAGEMENT METHODS

The Community Engagement Plan took place in three phases:

- Phase 1: Listen and Learn
- Phase 2: Share and Refine
- Phase 3: Report Back

COMMUNITY IDENTIFIED PRIORITIES

- Make streets safer, especially in areas where lots of crashes have happened.
- Add more designated places to cross the street, like crosswalks with signals, so it’s easier and safer for people walking.
- Plant trees to calm traffic, provide shade for people walking and bicycling, and to create a sense of inviting space.
- Build calm, comfortable routes that help people walk, bike, or roll to get to the bus safely.

More details about the engagement can be found in [Appendix C – Engagement Summaries](#).



The project team connecting with the community at a variety of engagement events.

PHASE 1: LISTEN AND LEARN

The first engagement phase introduced the planning process and invited community members to share their needs and ideas through the following elements:

- City webpage
- Web-based engagement tools (as shown in **Figure 12**)
 - » Community Needs and Priorities Surveys
 - » Online Mapping/Comment Capture Tool
 - » City Newsletter/ Blog posts
- Multilingual Engagement Materials and Tools
- Community Advisory Committee
- Pop-ins at Local Events
 - » Harvest Festival
 - » Community Association Meetings
- Virtual and In-Person Workshops

Figures 13 and **14** on the following page provide a summary of the engagement comments by type, location, and category.

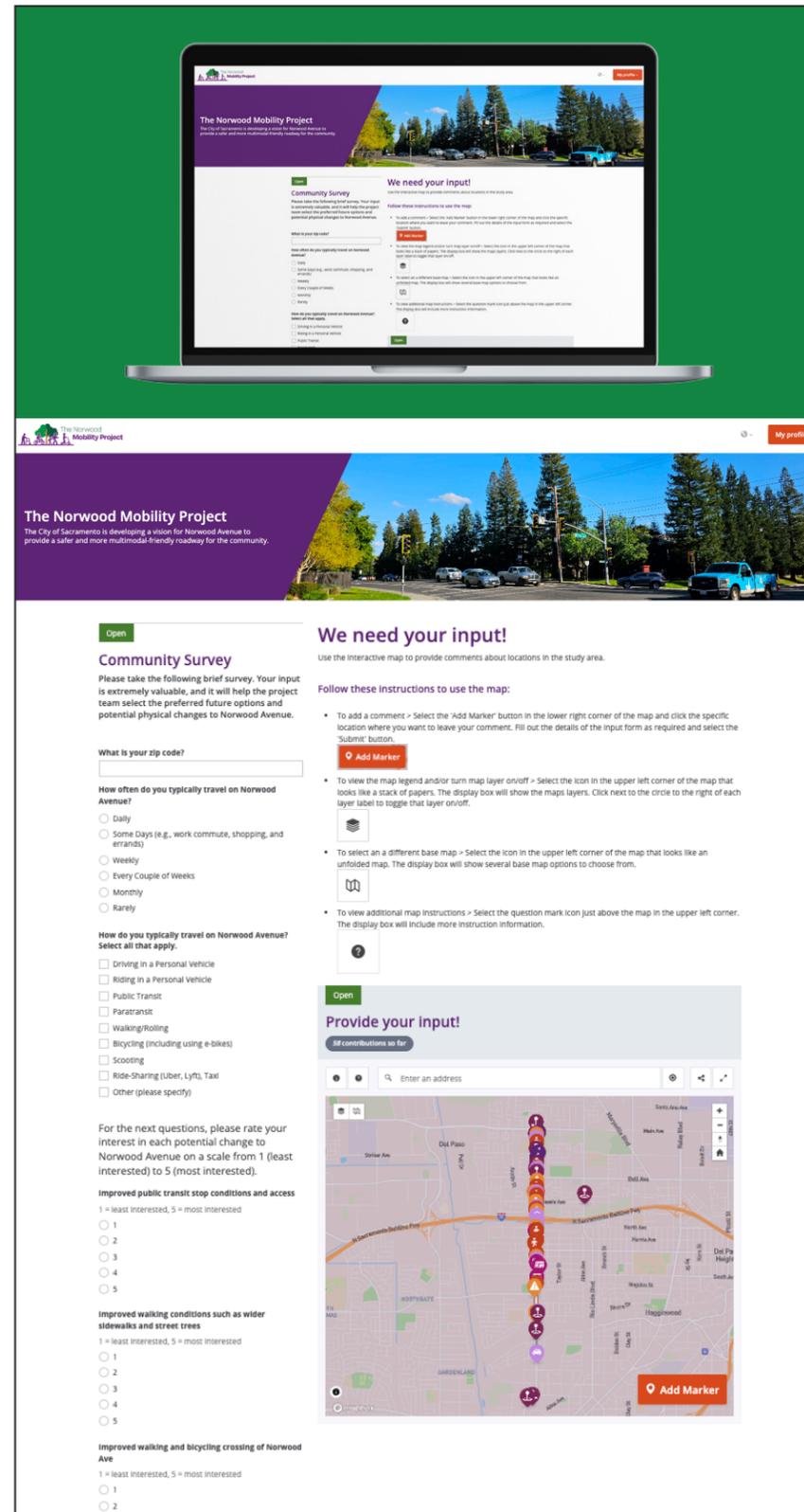


FIGURE 12. PHASE 1 WEB-BASED ENGAGEMENT TOOLS



Community feedback was collected in a variety of formats. The project team handed out flyers with links to online engagement tools (top), in addition to participating in pop-ins at local events and hosting virtual and in-person workshops (middle, bottom).

Through the community needs and priority surveys, the planning team learned:

- High daily use: 76% of survey respondents travel on Norwood Avenue every day
- Travel modes: 75% typically drive, 29% walk or roll, and 16% use public transit
- Top priorities:
 - » Safer and more frequent pedestrian/bike crossings
 - » Slower driver speeds, improved driver safety
 - » Better walking conditions (e.g., wider sidewalks, added street trees)

Based on responses from the online interactive map and in-person events, the primary locations of concern were the intersections of Norwood Avenue with Bell Avenue, Jessie Avenue, and I-80 eastbound and westbound on/off ramps. These four locations made up almost half of the comments collected during this phase. Walking access, driving operations, and safety were the most prominent concerns for respondents at those locations.

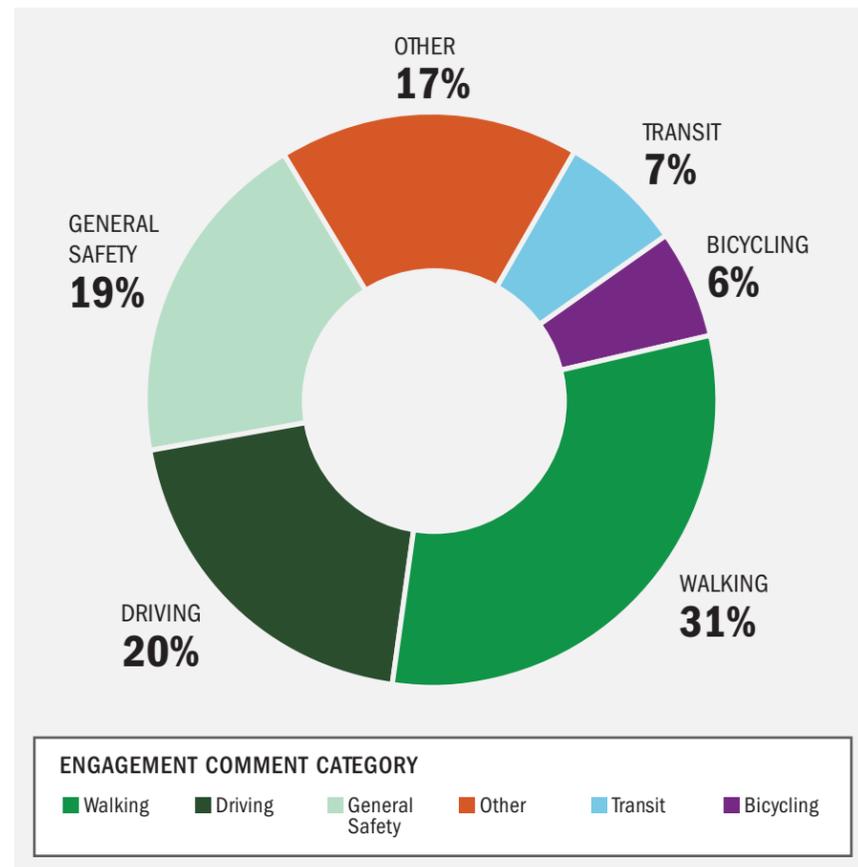


FIGURE 13. ENGAGEMENT COMMENTS BY CATEGORY

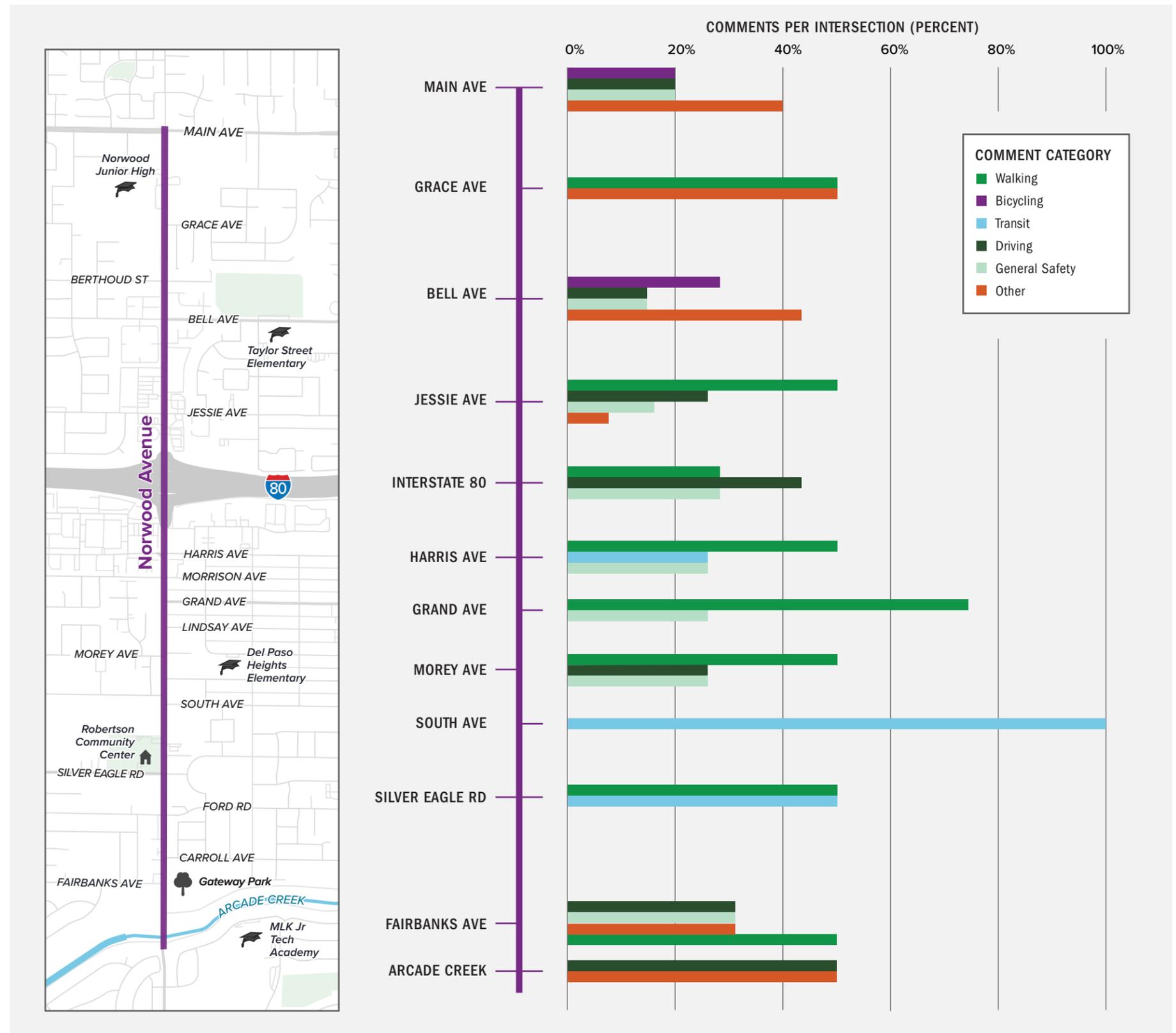


FIGURE 14. ENGAGEMENT COMMENT TYPES BY LOCATION

INCORPORATING COMMUNITY INPUT

Based on identified needs for the corridor and community comments, the project team identified **five key elements** to incorporate into a corridor vision.

KEY ELEMENTS TO ADDRESS WALKING AND ROLLING NEEDS

- Wider and connected sidewalks that are low stress and comfortable to walk and roll along
- Shade trees and landscape buffer to provide relief for people walking and provide separation for people walking
- Striped and signalized crosswalks for accessible and safer crossing for all users
- Connections to parks, schools and recreation opportunities



COMMUNITY INPUT

"[Need] wider sidewalks."

"Provide safe crossways"; "make crossing more visible and safer."

"Improved child safety to/from/around schools."

"Would love to have wide sidewalks all the way through Norwood."

"Sidewalks are too narrow and does not allow for enough clearance for wheelchairs, strollers, etc."

KEY ELEMENTS TO ADDRESS BICYCLING NEEDS

- Bikeways separated from the street for a more comfortable and low stress environment for people biking
- Intersection treatments to reduce conflicts and provide bicycle detection at traffic signals
- Connections to parks, schools and recreation opportunities



COMMUNITY INPUT

"[Need] wider bike lanes."

"Smoother roads to get rid of cracks and holes are dangerous for bikers."

"Bike lanes seem to be non-existent."

KEY ELEMENTS TO ADDRESS TRANSIT NEEDS

- Lower stress environment providing buffered sidewalks and bikeways, and marked crosswalks to bus stops for all users
- Improved stop amenities with shade, seating, lighting and maintenance consistent with demand and service
- Intersection and stop treatments to improve on-time performance



COMMUNITY INPUT

"[Need] more transportation service and more frequent."

"Bus stops don't feel safe. No division between property and bus stop- no benches, etc."

"Bus stops need shelters + places to sit."

KEY ELEMENTS TO ADDRESS DRIVING NEEDS

- Access to homes, businesses and schools with a consistent design
- Reallocated street space to enhance safety by minimizing conflicts between people driving and other street users
- Street lighting to improve visibility at intersections and along the corridor at night
- Roundabouts to improve access to key side streets



COMMUNITY INPUT

“[Need] proper lighting.”

“Use roundabouts.”

“[Need] ways to slow down vehicular traffic. Vehicles routinely speed over 40 mph.”

“Speeding cars make it difficult to get from side streets to Norwood center lane.”

“Meter entering west bound on I-80 causes bottleneck on northbound and southbound.”

KEY ELEMENTS TO SUPPORT COMMUNITY HEALTH

- Low stress and safer elements will encourage people to walk and bike recreationally
- Elements that improve the attractiveness of the corridor (like landscaping and art) will spur economic investment
- Gateway elements like roundabouts and trees will lower speeds in the corridor and improve air quality



COMMUNITY INPUT

“[Install] artworks of Norwood Jr. High students.”

“[Find] ways to slow down vehicular traffic.”

“Use roundabouts.”

“Need more flowers and trees.”

“More TREES!”

“Improved access to park.”



CREATING A CONCEPT DESIGN

Based on community priorities and the conditions of Norwood Avenue, the project team identified a set of design elements that could help achieve the project's goals. Each element was reviewed individually and in combination to form different corridor alternatives. These alternatives, shown in **Figures 15-19**, offered a range of approaches for improving mobility and safety while reflecting community needs.

OVERCOMING CHALLENGES AND CONSTRAINTS

Community members shared their vision on how to improve mobility and safety while meeting the project's goals. While many ideas were suggested, Norwood Avenue does not have space for every feature, and widening the corridor by taking private property is not a feasible option. The project team balanced community input, safety, mobility for all users, effectiveness, and feasibility to identify options that best fit community priorities within the existing street space.

ACHIEVING PROJECT GOALS

Each alternative was evaluated, both by the project team and the community, on how well it met the **project's goals**:

 **Mobility**

 **Safety**

 **Community**

Each alternative was also evaluated on how well it met the **project's priorities**:

Mobility Priorities:

- Improve signal protected crossing opportunities
- Create low stress, accessible paths to transit

Safety Priorities:

- Improve safety between Jessie Avenue and Belle Avenue
- Improve safety between Harris Avenue and Silver Eagle Road
- Create low stress, separated space for people biking

NORWOOD AVENUE ALTERNATIVES

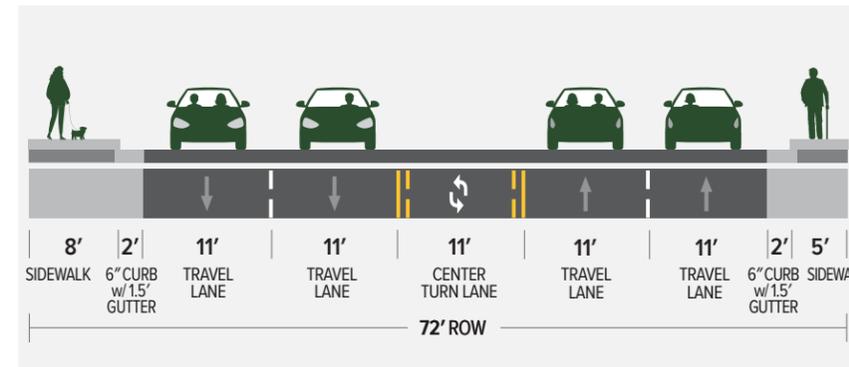


FIGURE 15. ALTERNATIVE 1 (SIDEWALK IMPROVEMENT)

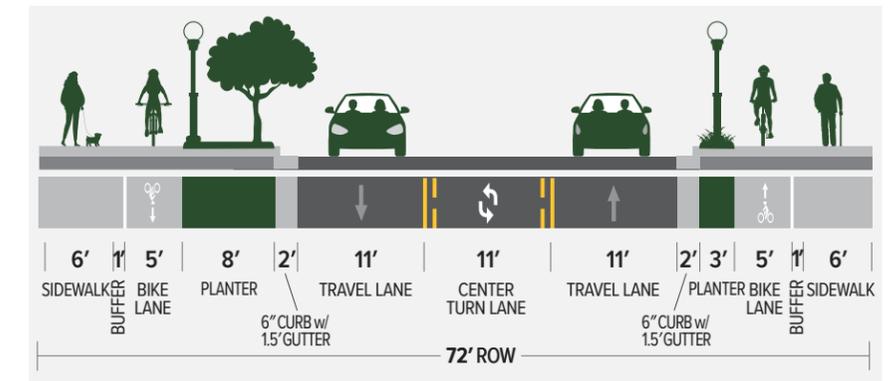


FIGURE 18. ALTERNATIVE 2C (LANE REALLOCATION)

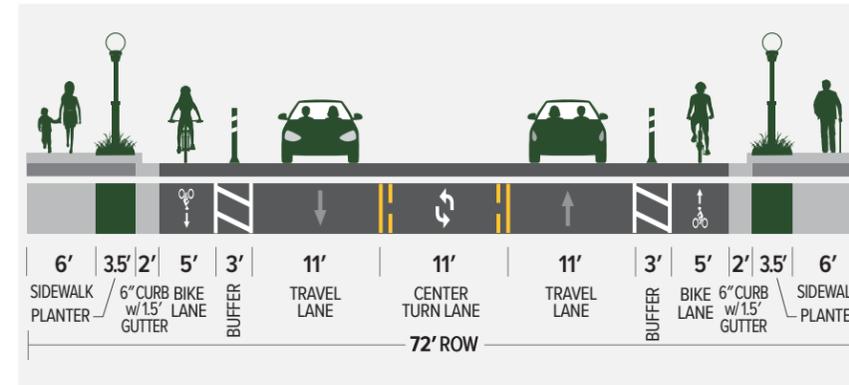


FIGURE 16. ALTERNATIVE 2A (LANE REALLOCATION)

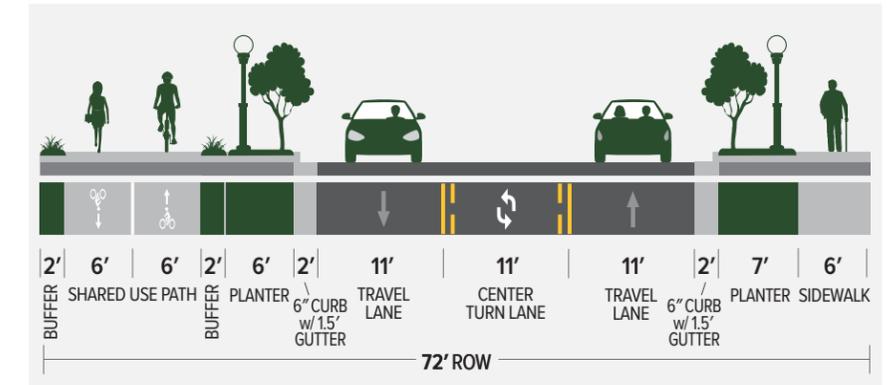


FIGURE 19. ALTERNATIVE 3 (SHARED USE PATH)

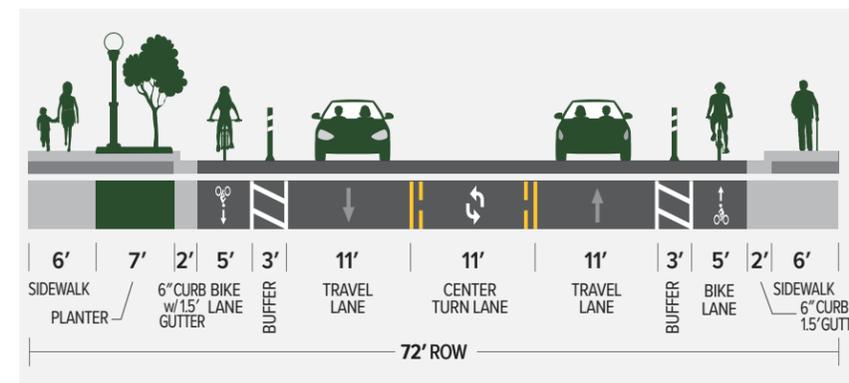


FIGURE 17. ALTERNATIVE 2B (LANE REALLOCATION)

PHASE 2: SHARE AND REFINE

The second engagement phase focused on sharing potential improvements based on community input and refining them through continued feedback, with clear documentation of how ideas shaped the final plan.

- City webpage
- Web-based Engagement Tools
 - » Alternative and Proposed Element Surveys
 - » City Newsletter/ Blog posts
- Multilingual Engagement Materials and Tools
- Community Advisory Committee
- Pop-ins at Local Events
 - » Robla Park Community Association Meetings/ Mini-Workshops
 - » Hagginwood Community Association Meeting
 - » Council District 1 Community Conversations Event
- Virtual and In-Person Workshops

FEEDBACK ON PROJECT ELEMENTS

- Roundabouts were generally favored for traffic-calming and safety benefits
- Removing on-street parking to use the space for protected bike lanes or wider sidewalks was supported, if there is sufficient parking provided elsewhere to support visitors of local businesses
- All improvements to walking, biking, and transit infrastructure and facilities were broadly supported
- Adding signalized crosswalks was supported as necessary, however, there were concerns about cost
- Bikeways, bus shelters, and sidewalk widening were seen as essential for improving safety and equity for active transportation users
- The need for clearly delineated routes that are separated from vehicles was emphasized
- Reducing vehicle travel lanes received positive feedback, while recognizing it could increase congestion
- Future evaluation of median street trees was requested by the community

More details about the engagement can be found in [Appendix C – Engagement Summaries](#).

COMMUNITY EVENTS

- Community pop-ins and presentations
- Five in-person and virtual workshops
- Online surveys and virtual map



Community members viewing and giving feedback on the Norwood Avenue alternatives.

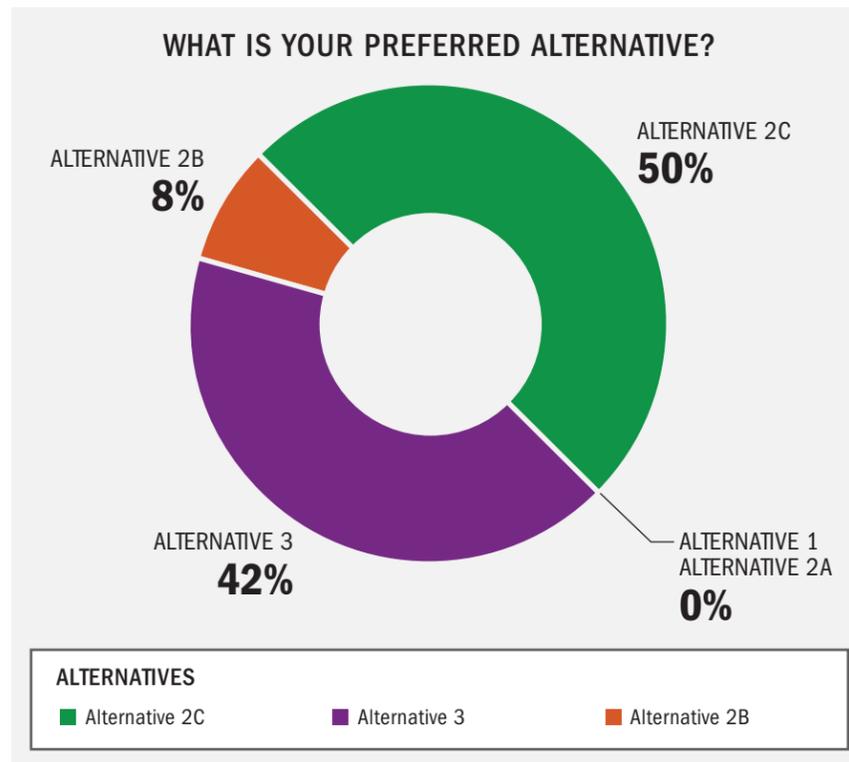


FIGURE 20. PROPOSED ALTERNATIVES BY COMMUNITY PREFERENCE

ON A SCALE FROM 1-5, HOW WELL DOES EACH ALTERNATIVE MEET COMMUNITY PRIORITIES?

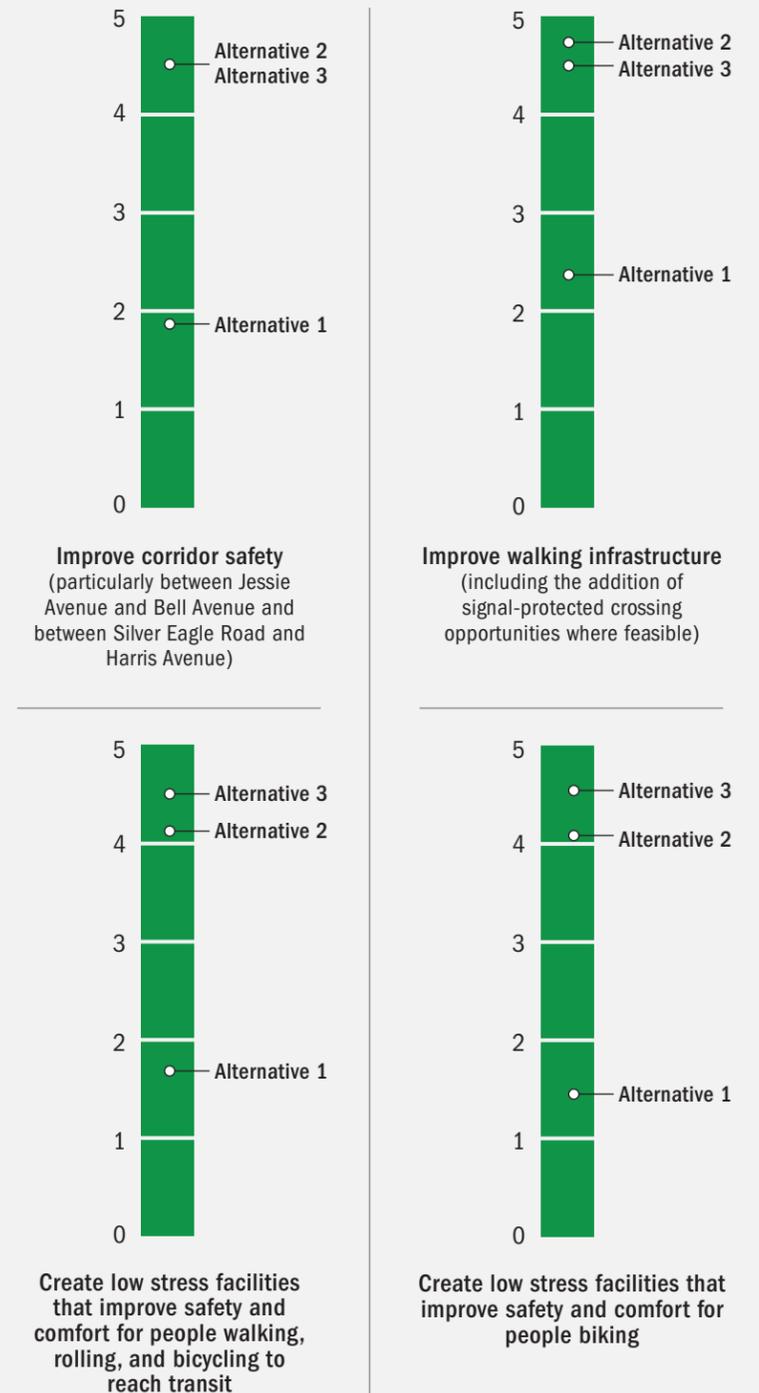


FIGURE 21. PROPOSED ALTERNATIVES RANKED BY COMMUNITY PRIORITIES

PHASE 3: PUBLIC REVIEW OF DRAFT PLAN

The third engagement phase focused on presenting the draft plan for public review and incorporating community feedback into the final plan.

- City webpage
- Web-based Engagement Tools
 - » Online feedback page for draft plan, as shown in **Figure 22**
 - » City Newsletter/ Blog posts
- Multilingual Engagement Materials and Tools
- Pop-ins at Local Events
 - » Hagginwood Community Association Meeting
 - » District 2 Town Hall
 - » Active Transportation Commission Meeting
 - » Hmong Youth and Parents United (HYPU) Trunk or Treat Event
 - » Mutual Assistance Network (MAN) Harvest Festival
 - » Robla Park Community Association Meeting
- Virtual and In-Person Workshops

COMMUNITY EVENTS

- Six community pop-in events and presentations
- One in-person and one virtual workshop
- Online engagement form for reviewing and commenting on the draft plan



Pop-in at the HYPU Trunk or Treat on October 24.



Pop-in at the MAN Harvest Festival on October 25.

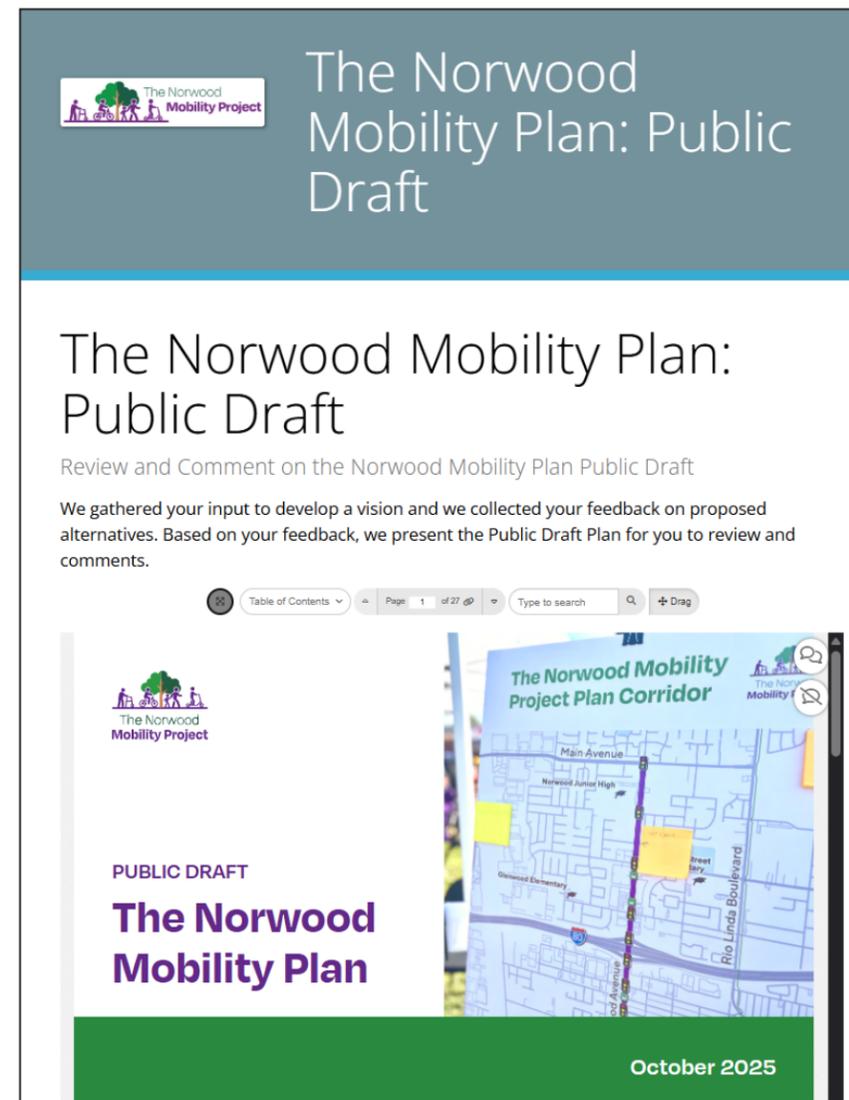


FIGURE 22. PHASE 3 ONLINE FEEDBACK PAGE FOR DRAFT PLAN

COMMUNITY FEEDBACK

- Roundabouts were generally favored with some specific suggestions made:
 - » Ensure landscaping in the center does not obstruct driver view.
 - » Exploring a future roundabout at Morey Avenue would be supported.
 - » Consider smaller center circles in roundabouts to avoid right-of-way impacts.
 - » A two-lane roundabout may be unnecessary where only a right-turn slip lane exists today, as it could circumvent traffic calming goals.
- Green walkways with trees, flowers, and shrubs will make the corridor more inviting and offer some privacy for nearby residents. Landscaping along Norwood Avenue should be sustainable in the long term.
- Project limits don't extend further south along Norwood Avenue, which may exclude some communities and neighborhoods from safety and accessibility benefits.
- Feedback suggested adding multi-use lanes between Interstate 80 (I-80) north to Main Avenue and between I-80 south to Carrol Avenue.
- Feedback suggested adding a left-hand turning lane northbound at Jesse and Norwood and a left-hand turning lane southbound to prevent unsafe pedestrian crossings near the Chevron gas station.
- Concerns on how a lane reduction could impact congestion on Norwood Avenue.
- There were concerns regarding the reduction of parking availability south of Bell Avenue on Norwood Avenue.

More details about phase 3 engagement can be found in **Appendix C – Engagement Summaries**.

6 The Vision



ADVANCING A CONCEPT DESIGN

After evaluating three alternatives (**Appendix B**) and incorporating community feedback, the following key elements were selected for further design refinement.

Appendix D includes a conceptual design drawing that provides more detail for the entire study area.

CROSS SECTION RECOMMENDATIONS

The recommended cross section (shown below in **Figure 23**) is primarily based on Alternative 2C, with an added connection over both sides of the interchange from Alternative 3. It includes:

- Adding street shade trees on the west side of the street, sidewalk lighting, and a landscaping buffer
- Adding sidewalks north of Berthoud Street
- Removing a travel lane in each direction north of Jessie Avenue and south of Harris Avenue
- Adding a separated bikeway in each direction
- Removing on-street parking south of Bell Avenue
- Adding a cantilever bridge on both sides of the I-80 overpass to provide connections for people walking and biking over the overpass
- Constructing roundabouts at key intersections to slow vehicle speeds and reduce conflicts between vehicles

Figure 24 shows the recommended alternative applied to the whole corridor.

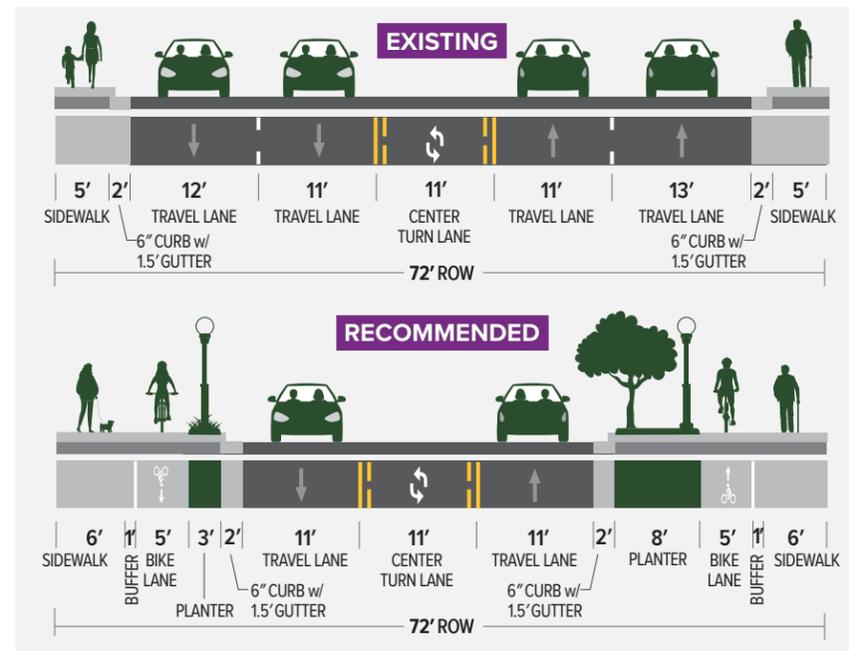


FIGURE 23. NORWOOD AVENUE RECOMMENDED ALTERNATIVE CROSS SECTION

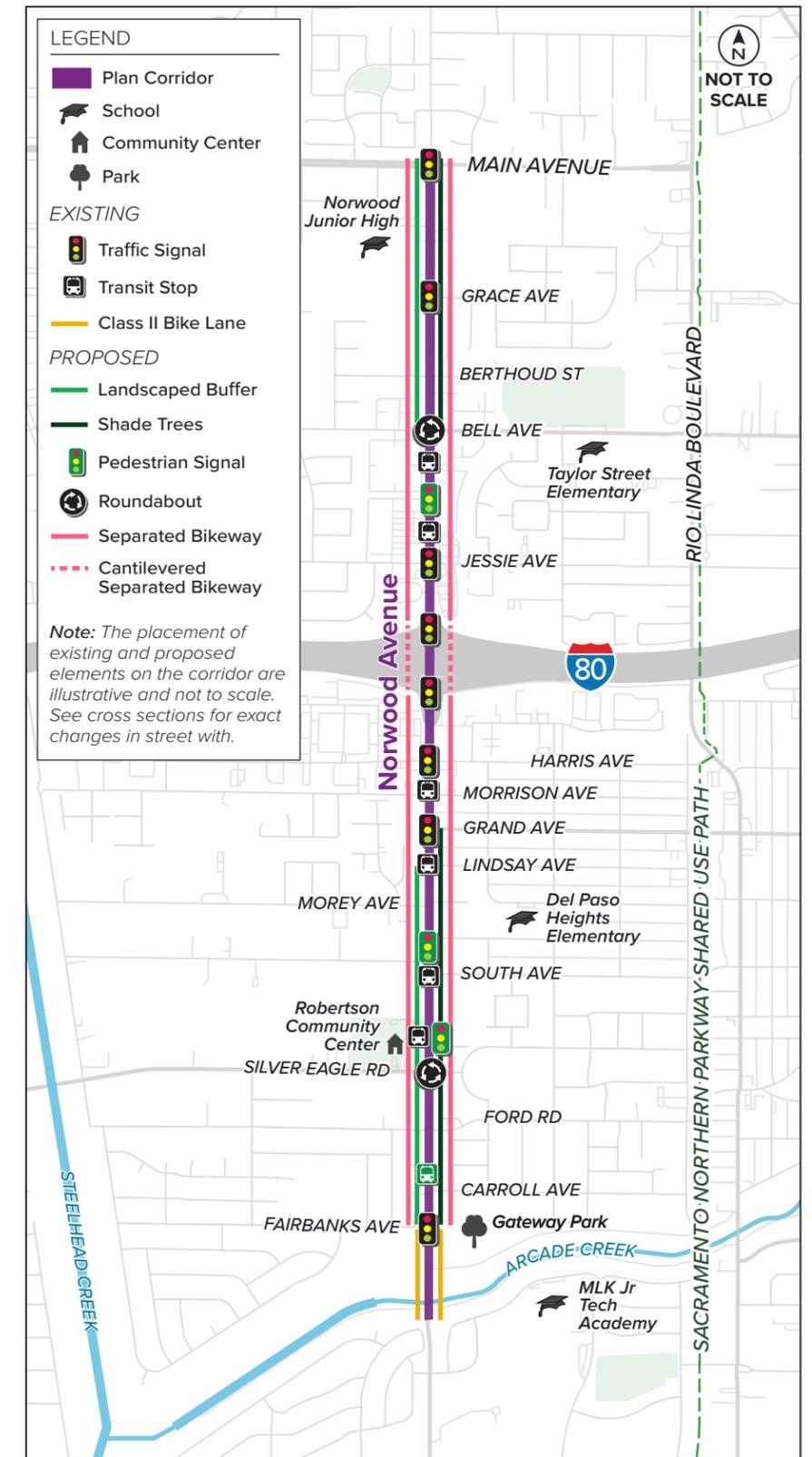


FIGURE 24. NORWOOD AVENUE RECOMMENDED ALTERNATIVE



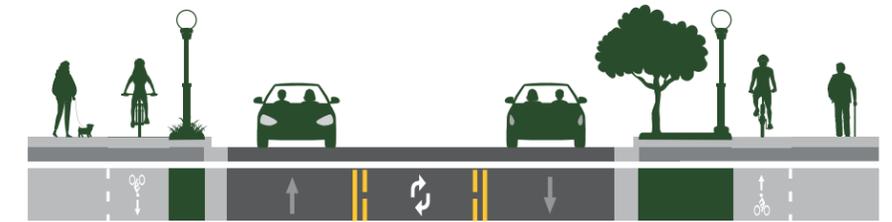
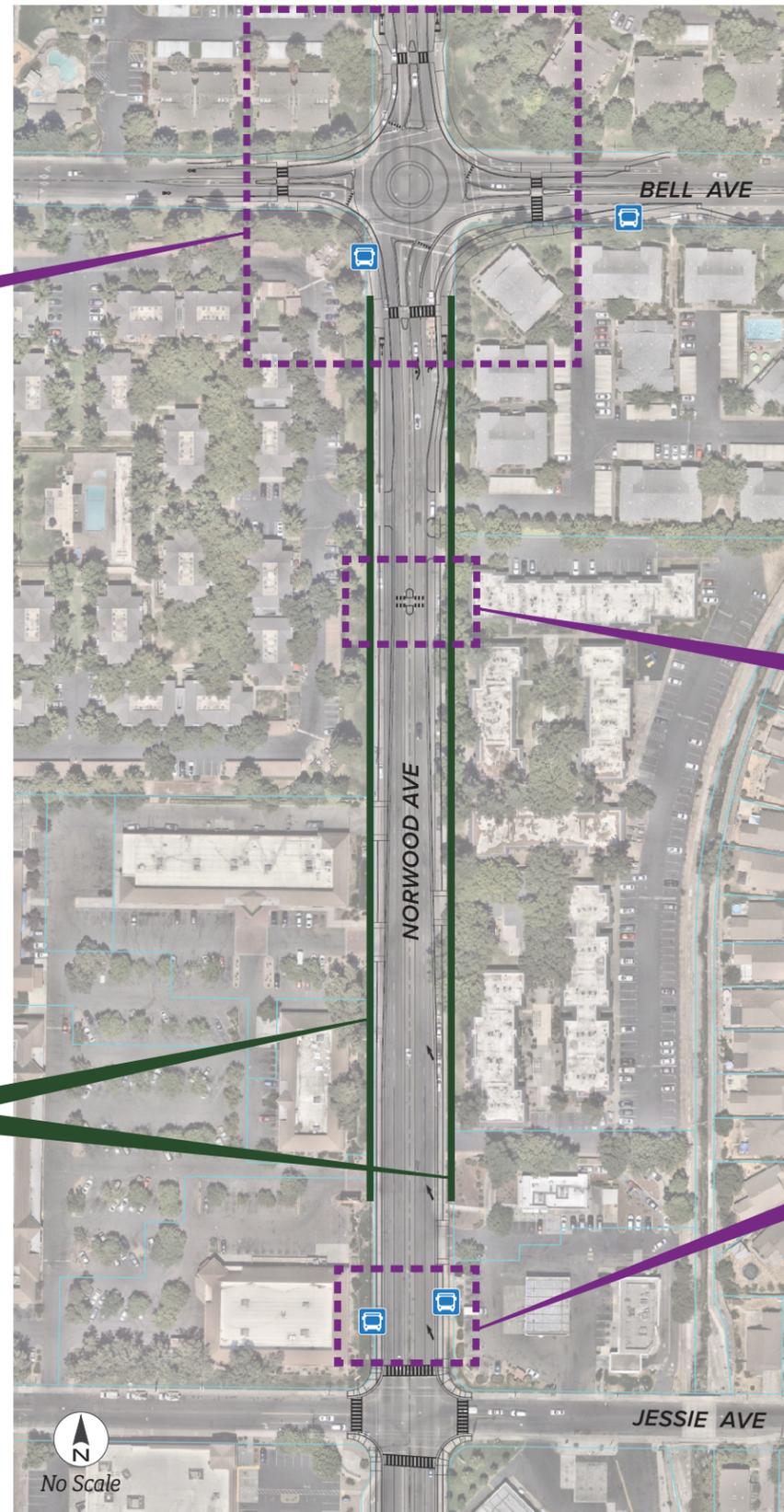
Roundabout (Bell Avenue)

- Slow traffic
- Reduce severity of crashes
- Gateway treatment



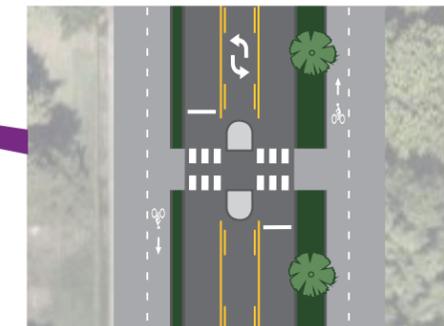
Removal of On-Street Parking

- Reduced demand for midblock crossing



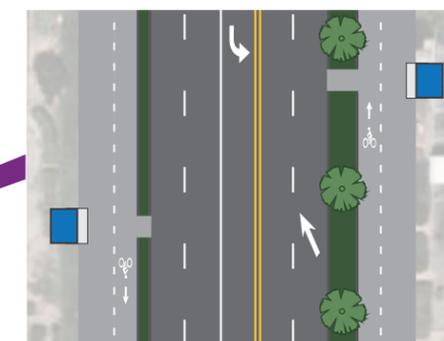
Shade Trees, Widened Sidewalk, Separated Bikeway, & Sidewalk Scale Lighting

- Separation for people walking and biking from people driving
- Shade provides relief from high temperatures and sun exposure
- Sidewalk lighting provides comfort and increased safety



Striped Crosswalk and Signalized Pedestrian Crossing

- Increased visibility and safety at preferred crossing locations



Bus Stop Shelter With Benches

- Bus stop shelter rotated to protect from sun
- Increased waiting space

FIGURE 25. PROJECT ELEMENTS BETWEEN BELL AVENUE AND JESSIE AVENUE

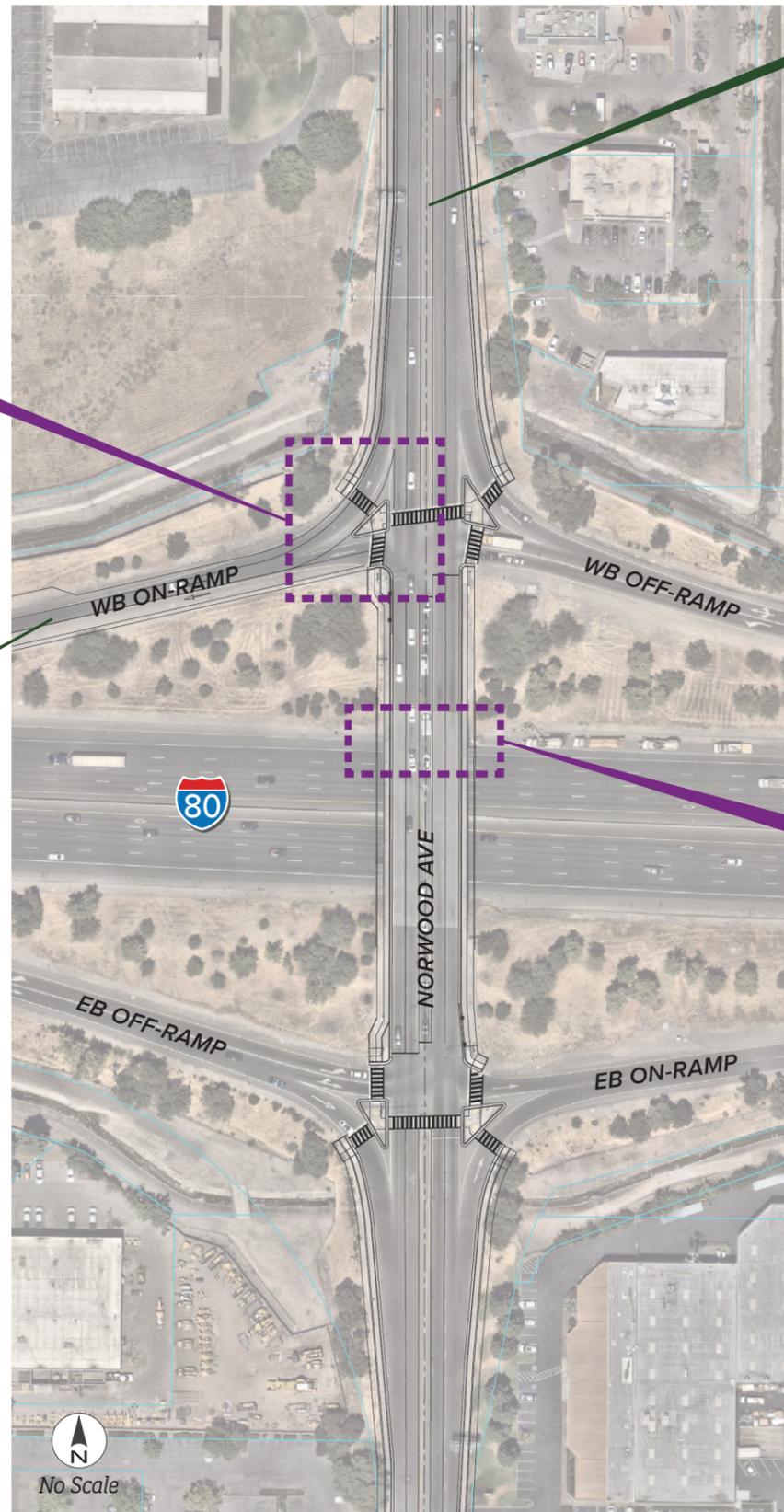


Striped & Signalized Pedestrian Crossing

- Increased visibility and safety at ramp crossing

Additional Capacity

- This plan includes Caltrans adding additional storage lane for the I-80 Westbound on-ramp



Consistent Freeway Access

- Maintaining current number of vehicle travel lanes near the interchange will allow for consistent freeway access operations and truck traffic



Freeway With Cantilever Bikeway on Both Sides

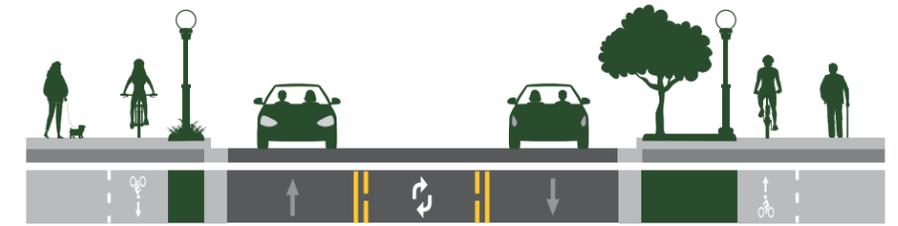
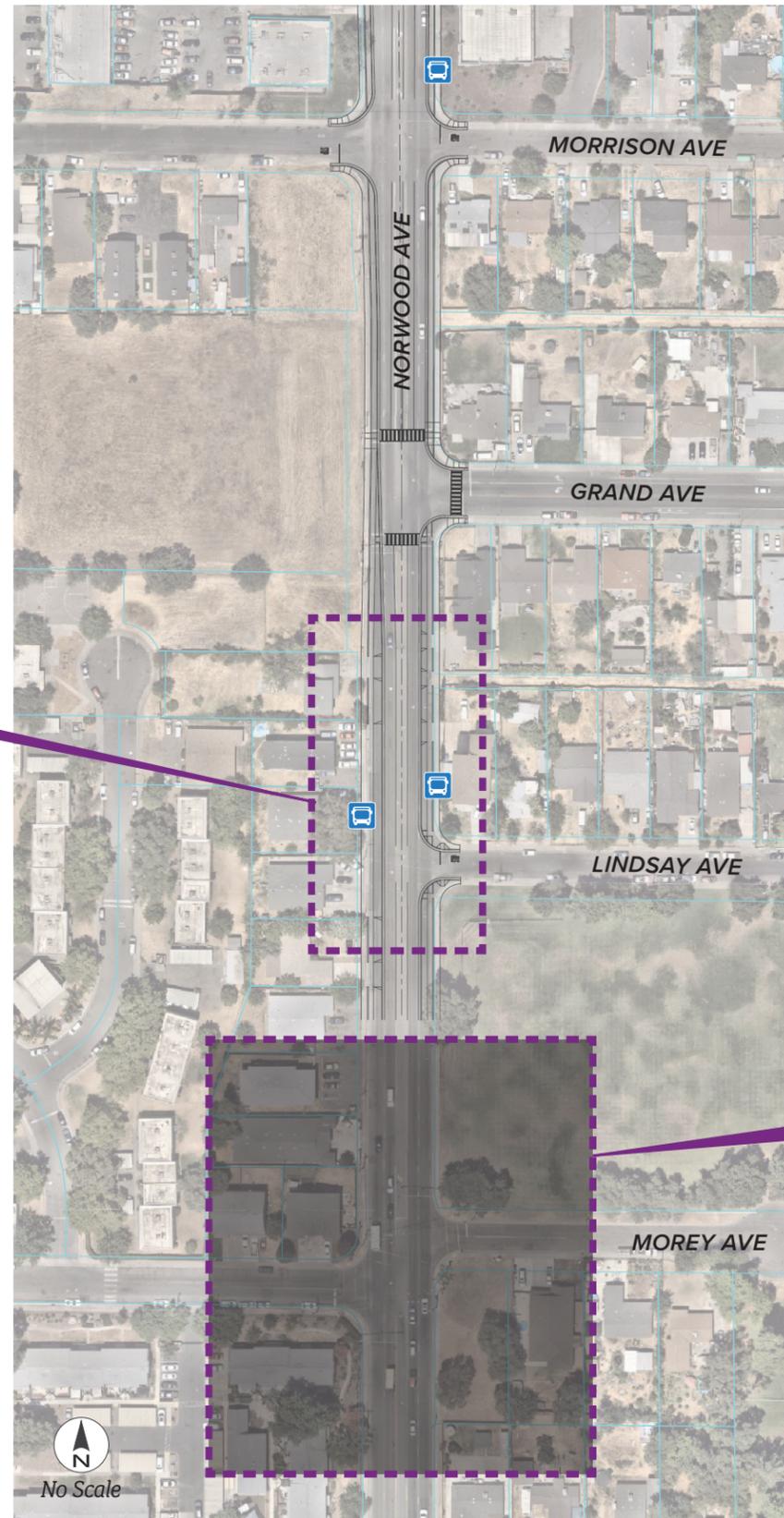
- Separation for people walking and biking from people driving
- Cantilever structure will allow necessary width without a new structure

FIGURE 26. PROJECT ELEMENTS FOR THE I-80 INTERCHANGE



Bus Stop Shelter With Benches

- Bus stop shelter rotated to protect from sun
- Increased waiting space



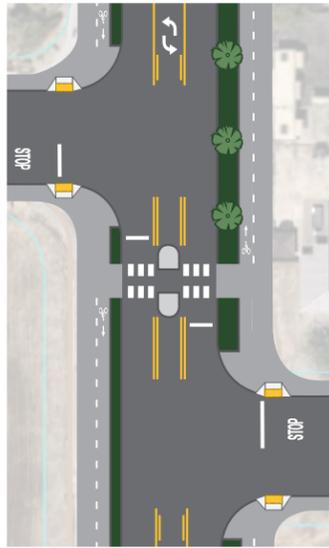
Shade Trees, Widened Sidewalk, Separated Bikeway, & Sidewalk Scale Lighting

- Separation for people walking and biking from people driving
- Shade provides relief from high temperatures and sun exposure
- Sidewalk lighting provides comfort and increased safety

Future Study

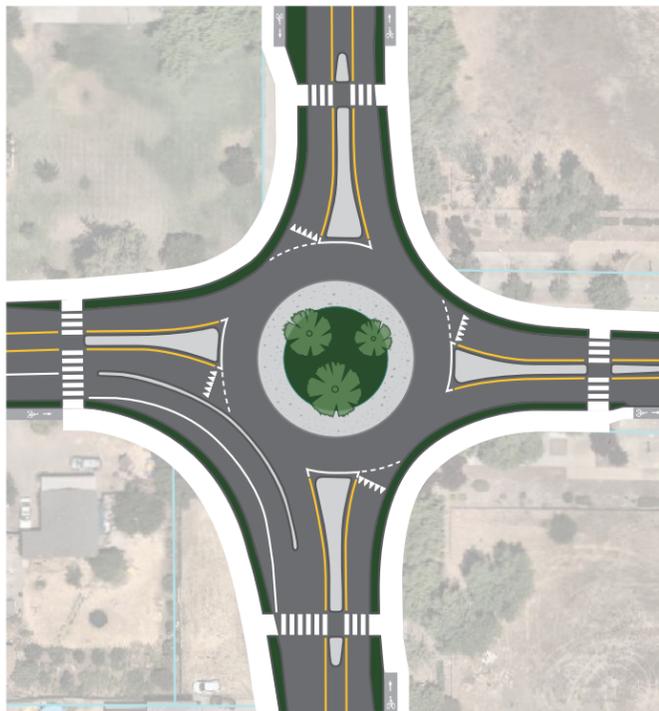
- A future feasibility study will determine if a roundabout at Morey Ave can be implemented
- A roundabout will slow traffic and simplify the offset crossing

FIGURE 27. PROJECT ELEMENTS BETWEEN MORRISON AVENUE AND MOREY AVENUE



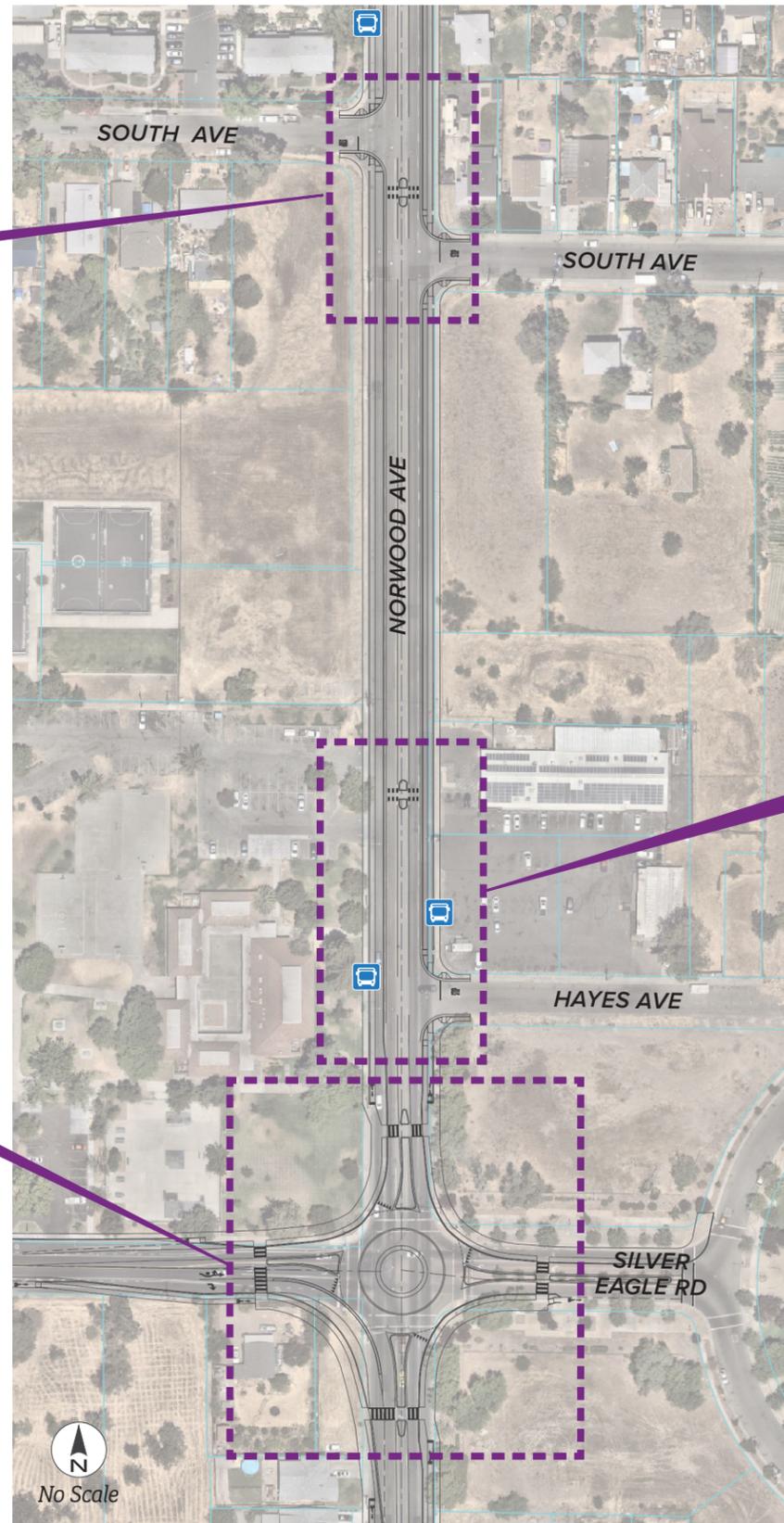
Striped & Signalized Pedestrian Crossing

- Increased visibility and safety
- Gap closure for Bikeway on South Avenue



Roundabout (Silver Eagle Road)

- Slow traffic
- Reduce severity of crashes
- Gateway treatment



Shade Trees, Widened Sidewalk, Separated Bikeway, & Sidewalk Scale Lighting

- Separation for people walking and biking from people driving
- Shade provides relief from high temperatures and sun exposure
- Sidewalk lighting provides comfort and increased safety



Striped Crosswalk & Signalized Pedestrian Crossing

- Increased visibility and safety at preferred crossing locations
- Access to and from bus stops and Community Center

Future Refinement and Coordination Needed

- As design progresses, the City will consider the following items for refinement and coordination:
- Any change to lane capacity or control on Caltrans freeway ramps will need to be coordinated with Caltrans
 - Utility relocation will need to be coordinated with Sacramento Municipal Utility District (SMUD).
 - A structural analysis will be needed to confirm that a cantilever structure over I-80 is feasible. Alternatively, a separate structure could be considered over I-80 with safe and comfortable crossings to connect the new structure back to Norwood Avenue.
 - The feasibility of median trees at certain locations, as desired by the community, will be determined.

FIGURE 28. PROJECT ELEMENTS BETWEEN KESNER AVENUE AND SILVER EAGLE ROAD

7

How Do We Get There?



The Norwood Mobility Plan presents a vision for a future Norwood Avenue that will improve safety and mobility.

This plan is expected to be brought to City Council for their consideration for adoption in early 2026. With plan adoption, the City will move forward towards securing funding (e.g., federal or state grants with local matches) for the implementation of the vision outlined in this plan. Given the cost of the preferred concept, the City will look for ways to implement the proposed changes in phases or look for quick-build opportunities to help address key safety needs as quickly as possible.

PROJECT COST

The cost for the preferred concept is estimated at \$149.9 million based on recent construction bid unit costs with an escalation factor of 5% to account for construction in ten years. Major construction cost items include roadway excavation and improvements for the bikeway and sidewalk improvements as well as cantilever structure over the freeway. A contingency factor was included to account for refinement of project design, changes in project details, or unforeseen changes in construction costs. The soft costs for environmental, PS&E and construction administration and oversight are included in the Project Development Support costs.

Actual project costs will be determined by surveyed base mapping, geotechnical reports, concept refinement, environmental reviews, right of way availability, project phasing, and bid conditions at the time of advertisement. Project costs would be reviewed prior to any grant application or initiation of a Capital Improvement Project to revalidate and update the assumptions in this study as necessary.

A detailed cost estimate is provided in [Appendix E - Planning Level Cost Estimates](#).



A snapshot of present-day Norwood Avenue, a vital north-south corridor and opportunity for improved mobility for the communities who live, work, and travel in the area.

MAJOR COST CATEGORIES

PRELIMINARY DESIGN AND ENVIRONMENTAL CLEARANCE

- Conducts public and stakeholder engagement to refine the proposed concepts developed from the planning study and ensure it meets the community and stakeholder needs
- Advances the engineering and design of the project to a 30% level of completion. Better defines project solutions, footprint, feasibility and costs
- Identifies a project's potential impacts and mitigates significant impacts on the community and the environment
- Determines implementation pathways, including how the project will be phased and built

FINAL DESIGN DOCUMENTATION

- Advances the engineering and design of the project to a 60%, 90% and 100% level of design
- Public and stakeholder engagement continues during the final design phase, to inform the community of the proposed project and what to anticipate during construction
- Obtains necessary rights of way and permissions and permits to construct the project

CONSTRUCTION, INSPECTION AND CERTIFICATION

- Includes hiring contractors and building the work to city standards
- Includes opportunities for local contractors and businesses to work on the proposed project and what to anticipate during construction