

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!”
- “Keep lanes narrow and only one lane in each direction.”
- “Bikeway on entire corridor.”
- “Use roundabouts.”
- “Needs bicycle lane and sidewalk.”
- “Improved child safety to/from/around schools.”
- “Use protected bike/pedestrian paths.”
- “Need more safety/more and wider sidewalks/more trees.”

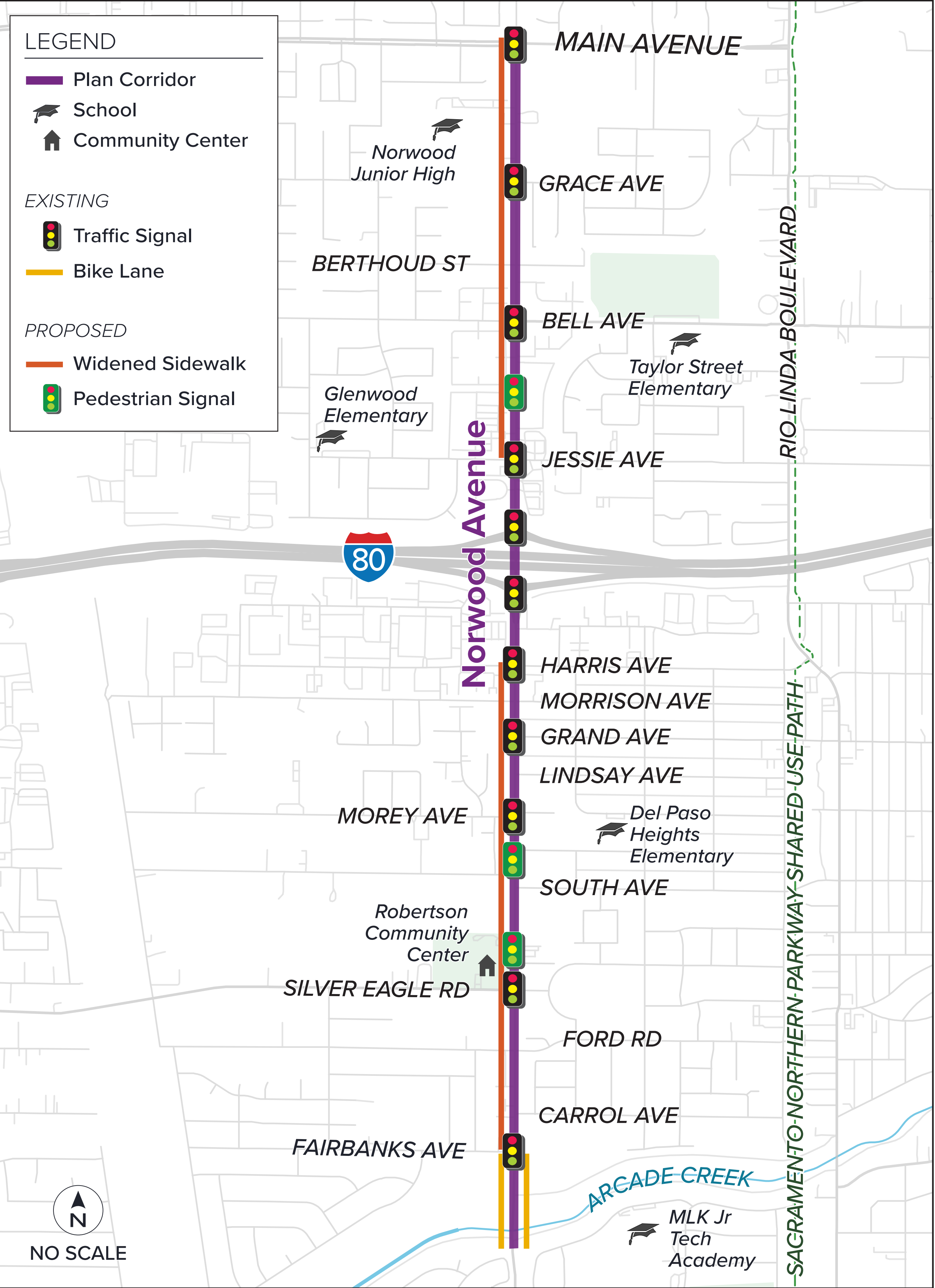
Benefits:

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

Challenges:

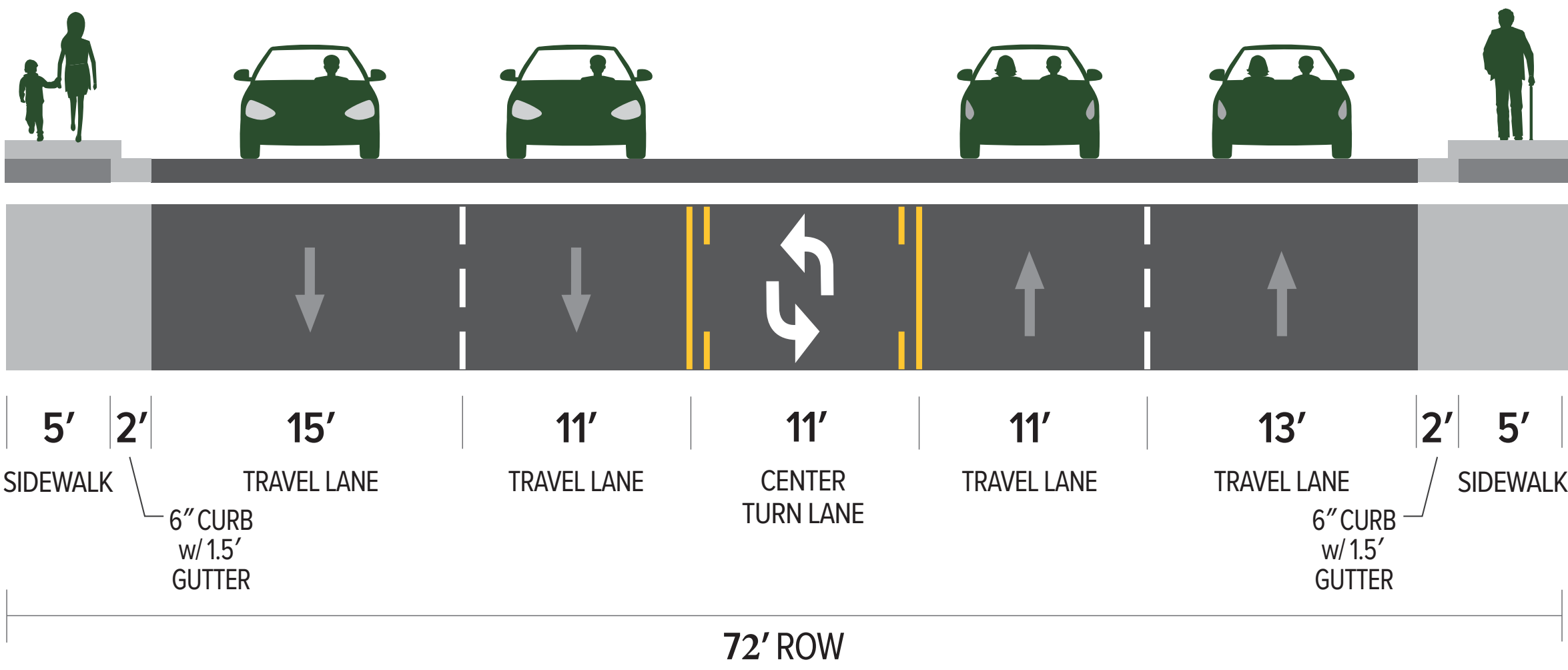
- No bikeways
- No traffic calming infrastructure
- No new lighting
- No available space for trees

Cost: \$

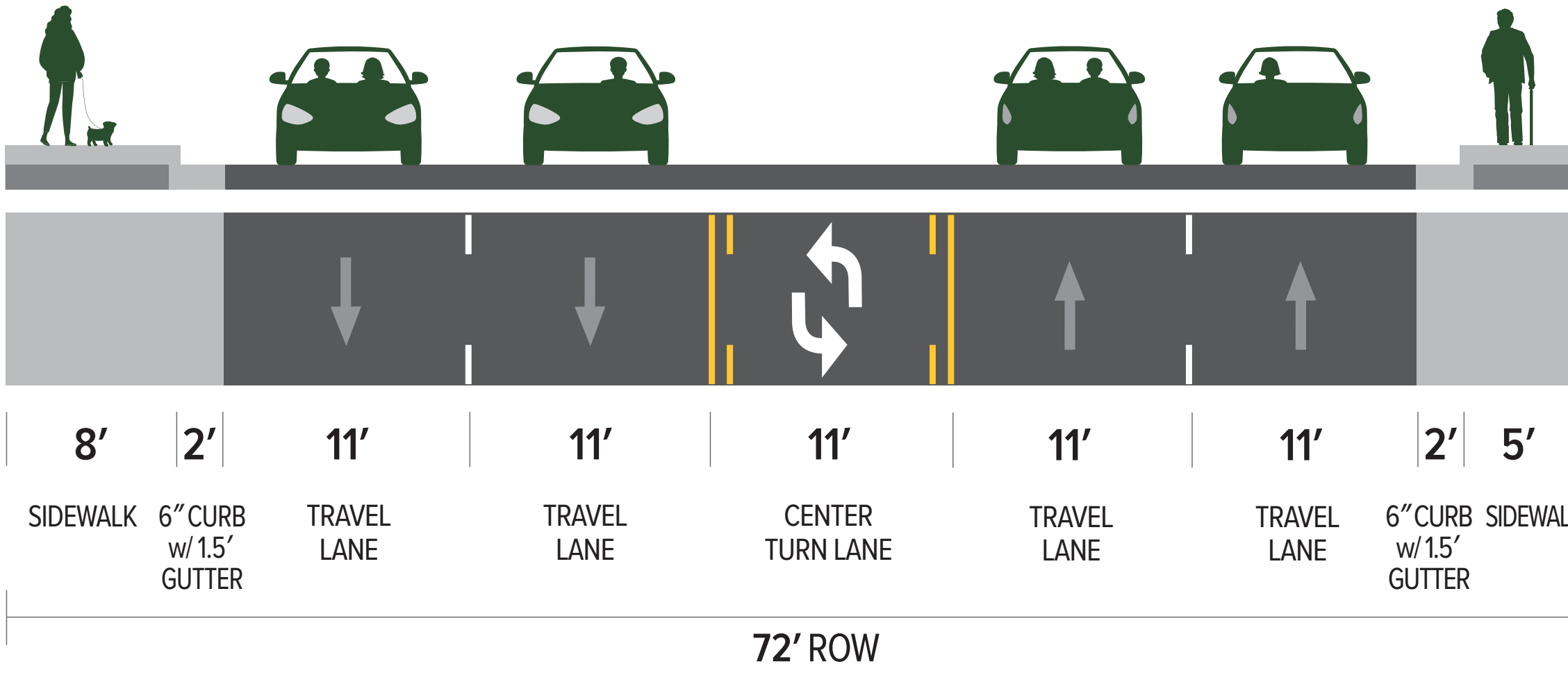


NORWOOD AVENUE ROADWAY CONFIGURATION

BEFORE:



AFTER:



IMPROVEMENT STRATEGY

SIGNALIZED CROSSING



Image Source: DKS Associates

Alternative 2



- 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

Community Input:

- “Sidewalks are too narrow.”

“Increase lighting.”

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“Keep lanes narrow and only one lane in each direction.”

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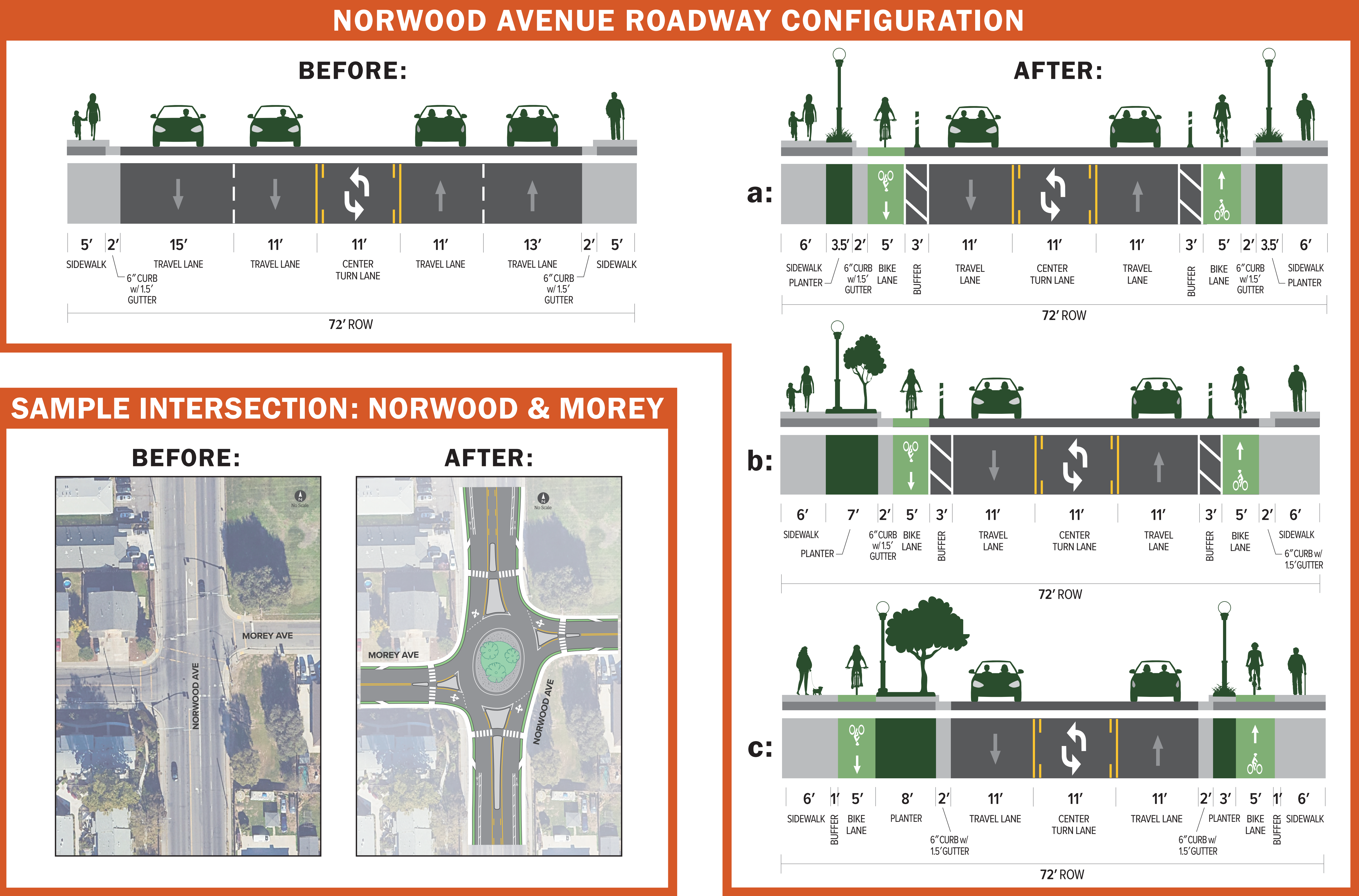
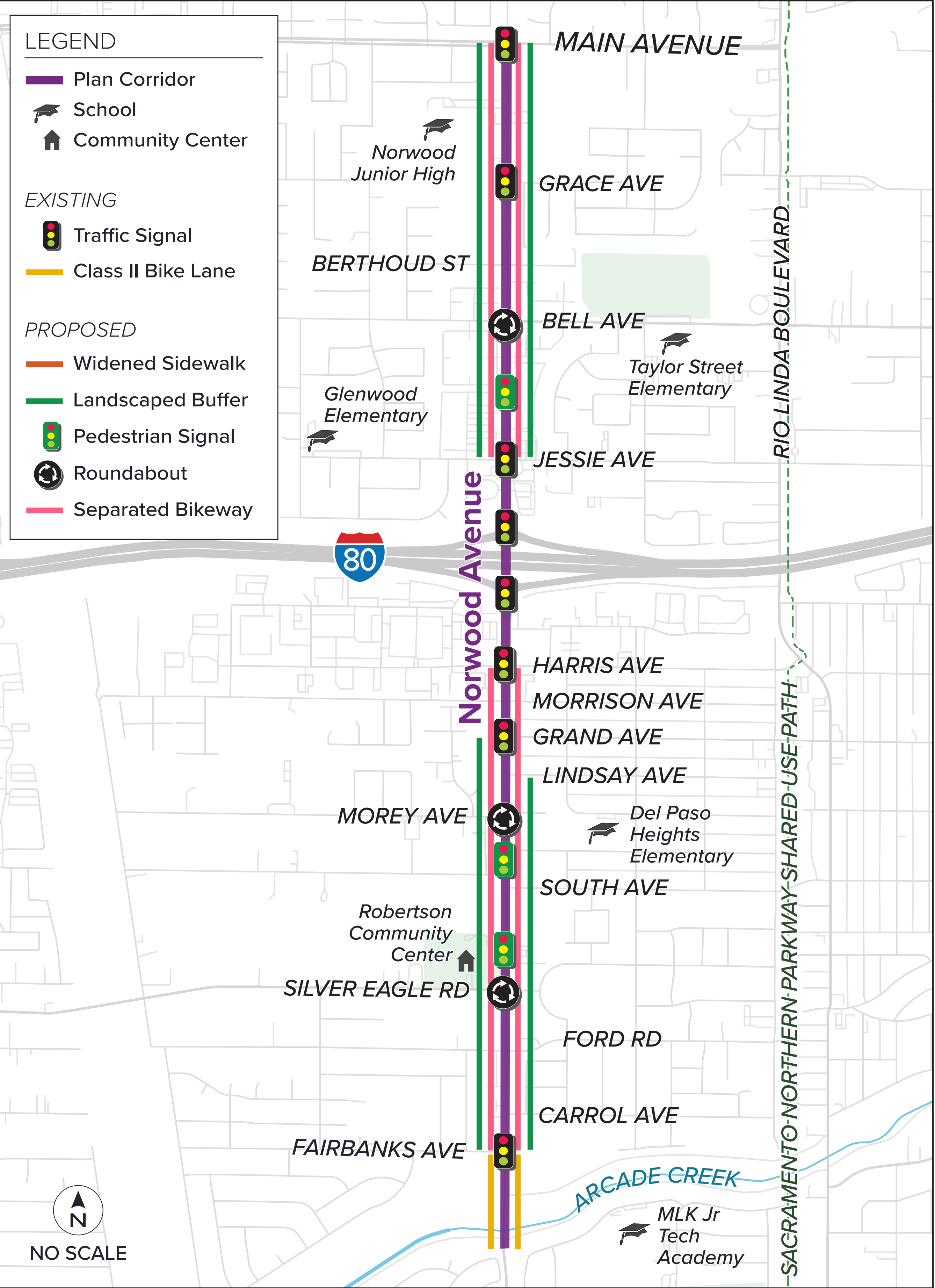
Benefits:

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

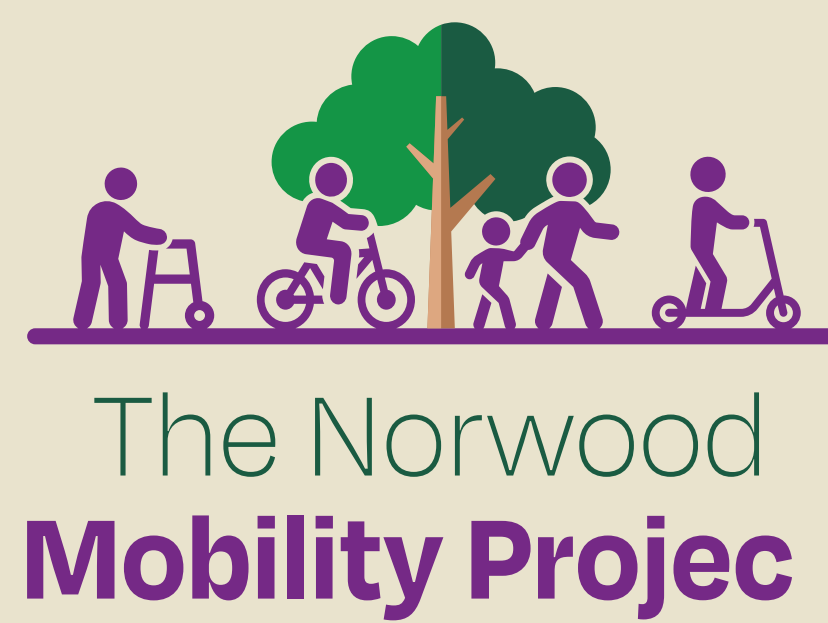
Challenges:

- The existing traffic volumes and overpass width don't provide room to extend the bicycle lanes over the freeway
- Utility relocation would need to be coordinated with SMUD

Cost: \$ \$



Alternative 3



- 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 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 narrow and only one lane in each direction.”

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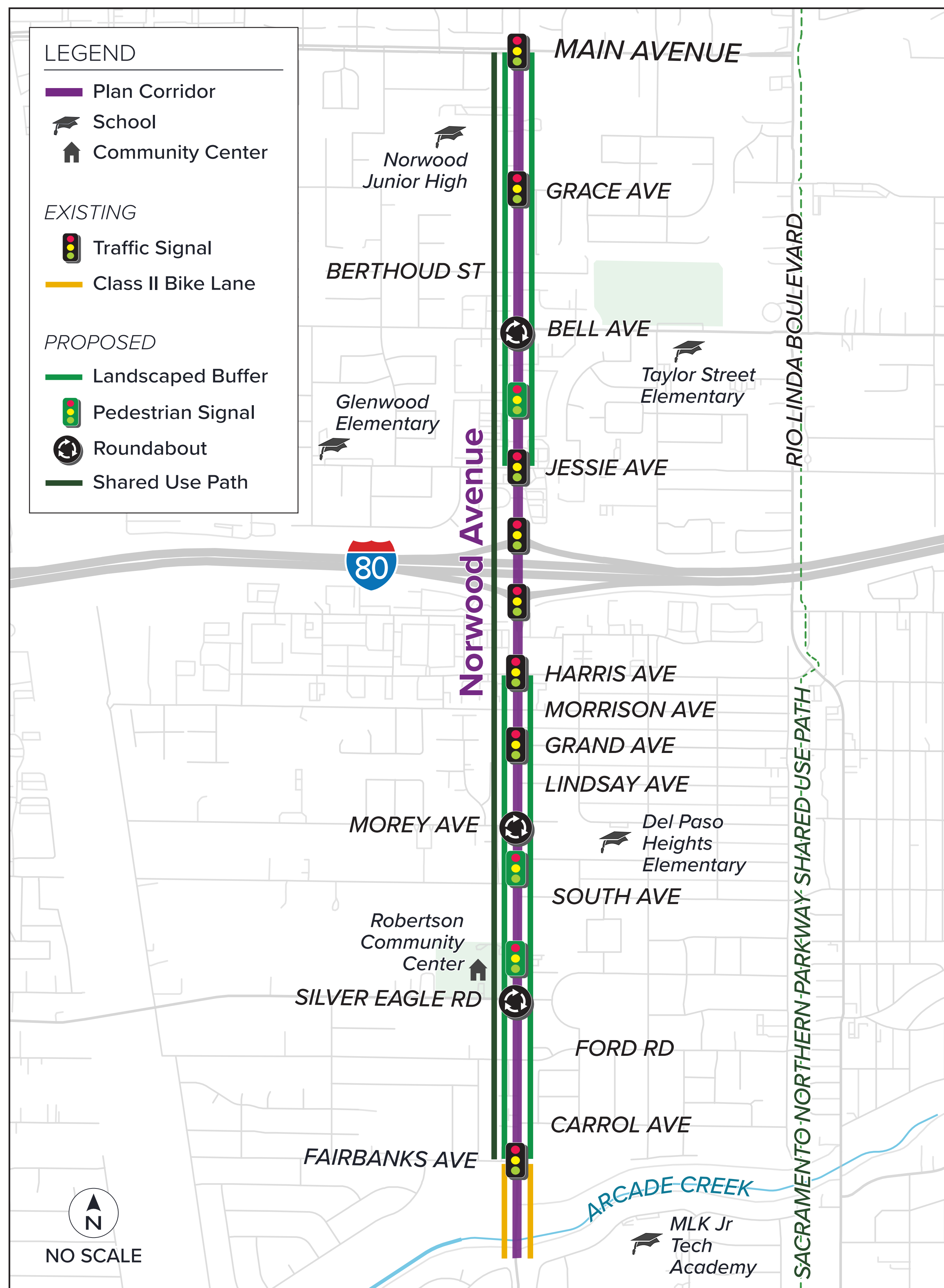
Benefits:

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

Challenges:

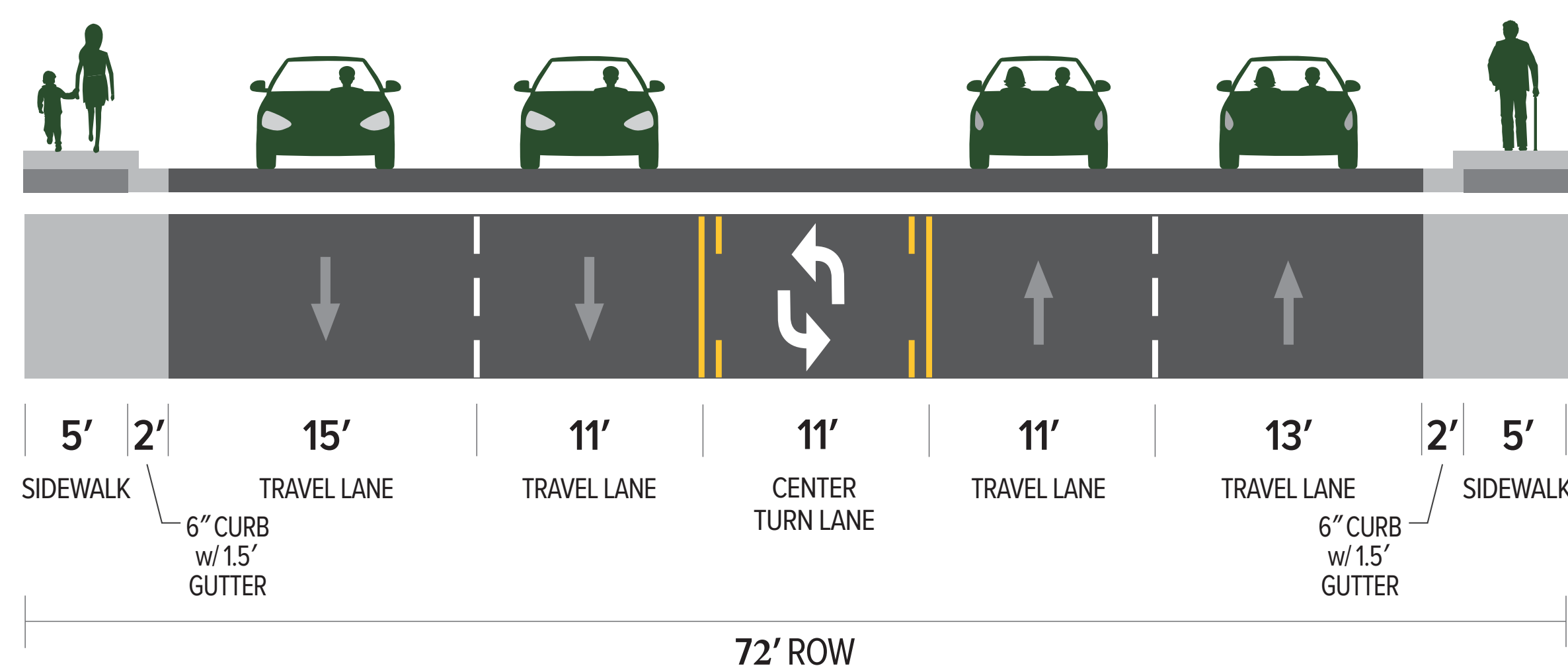
- Right-of-way acquisition will be needed
- Utility relocation would need to be coordinated with SMUD
- The cantilevered bike path over the freeway would require coordination with Caltrans

Cost: \$ \$ \$

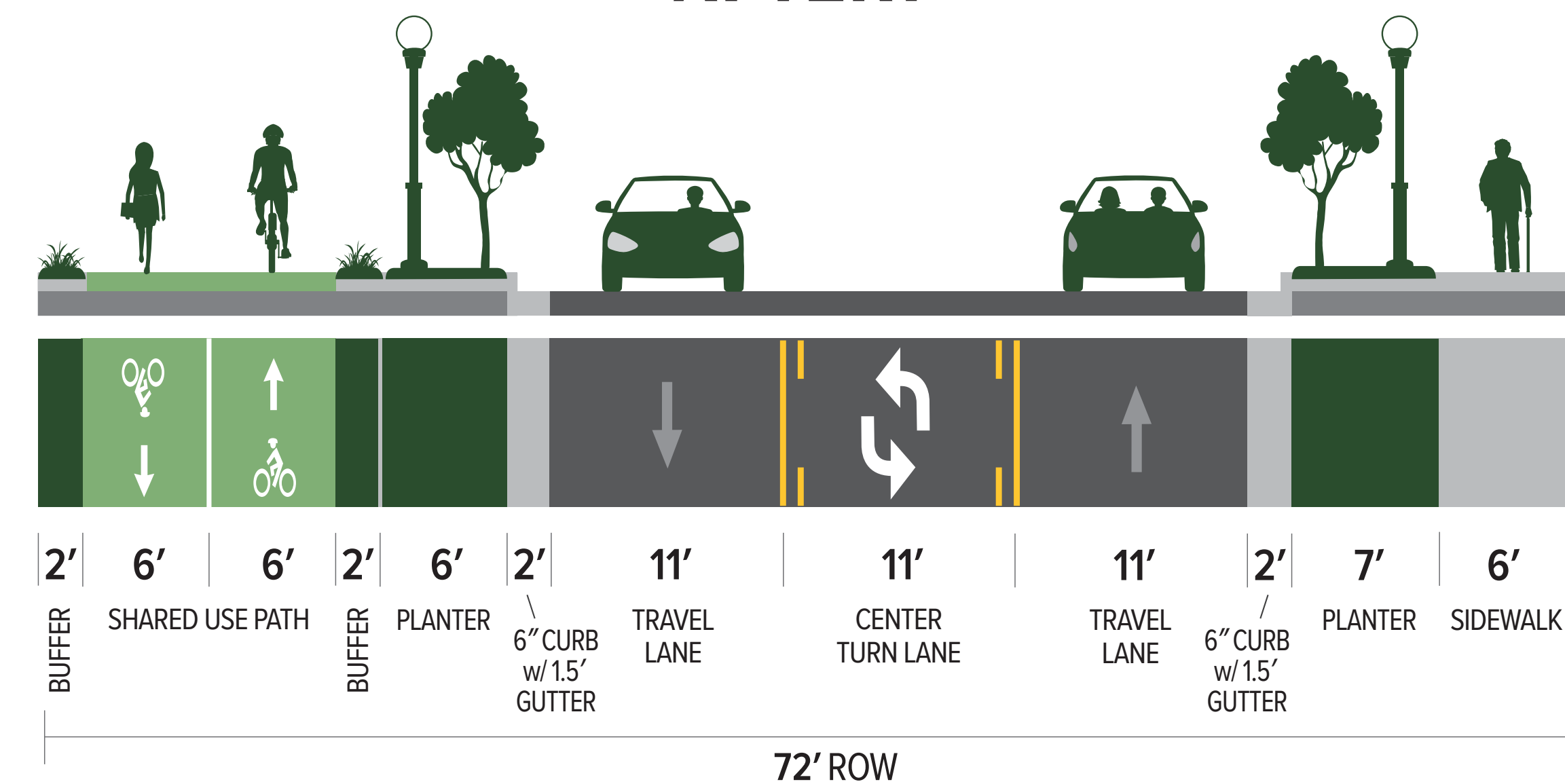


NORWOOD AVENUE ROADWAY CONFIGURATION

BEFORE:



AFTER:



IMPROVEMENT STRATEGY

LANDSCAPE BUFFER & LIGHTING



Image Source: City of Sacramento

CANTILEVERED SHARED USE PATH



Image Source: DKS Associates

Phase 2: Alternatives Review

ATC Presentation

August 21, 2025

Project Team

City of Sacramento

Jennifer Donlon Wyant, Mobility and Sustainability
Division Manager

Charisse Padilla, Project Manager, Associate Planner



City of
SACRAMENTO

Agenda

- **Why Norwood Avenue?**
- **Planning Goals**
- **Alternative Concepts**
- **Community Engagement & Next Steps**

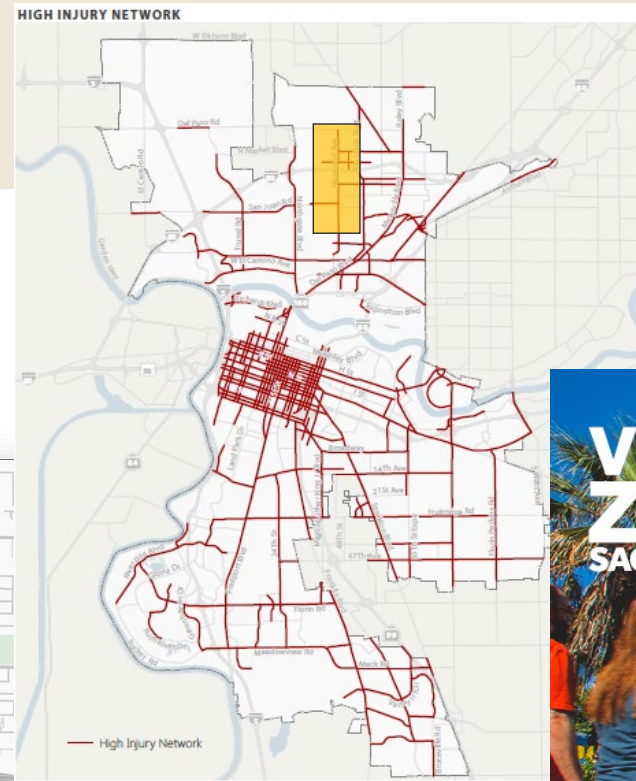
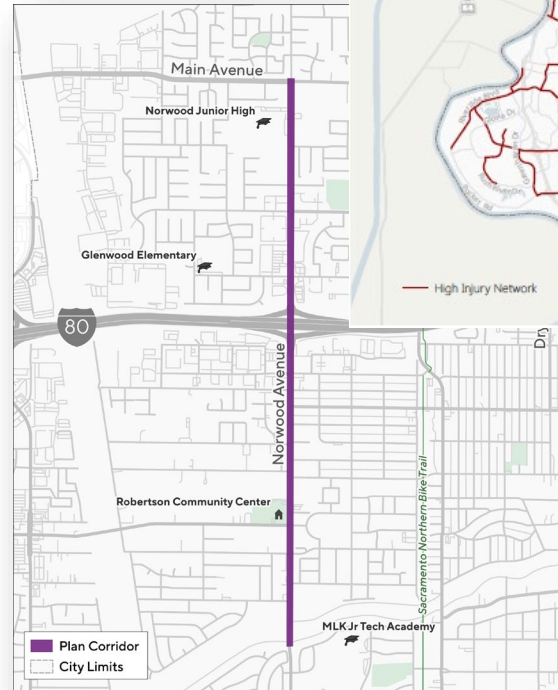


Why Norwood Avenue?



Why?

1. High Priority (TPP)
2. Vision Zero High Injury Network
3. Critical corridor serving:
 - Residents and Communities
 - Students
 - Businesses



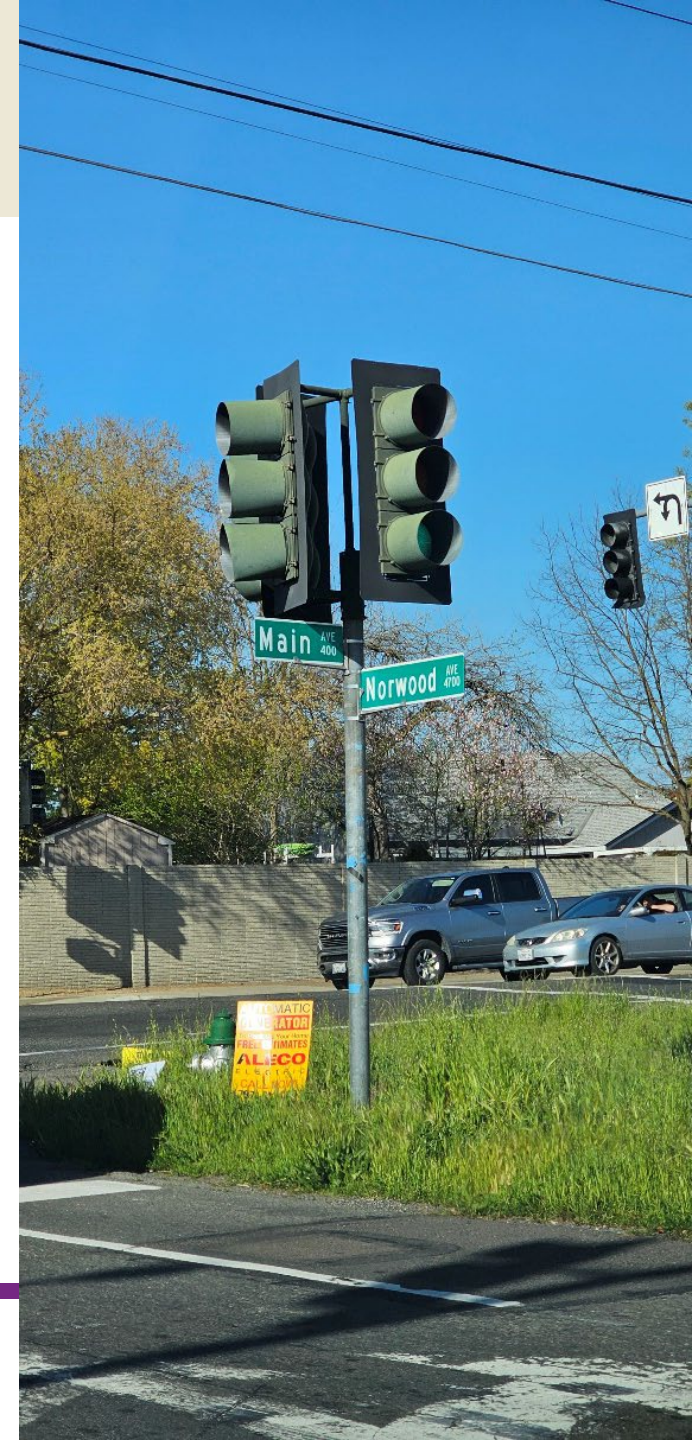
Planning Goals

Plan Goal:

The goal of the plan is to identify a data-driven, community-supported plan for a future Norwood Avenue that will improve safety and mobility.

This presentation will:

- Present alternative concepts for the corridor
- Help us refine concepts to align with community priorities



Alternative Concepts



LEGEND

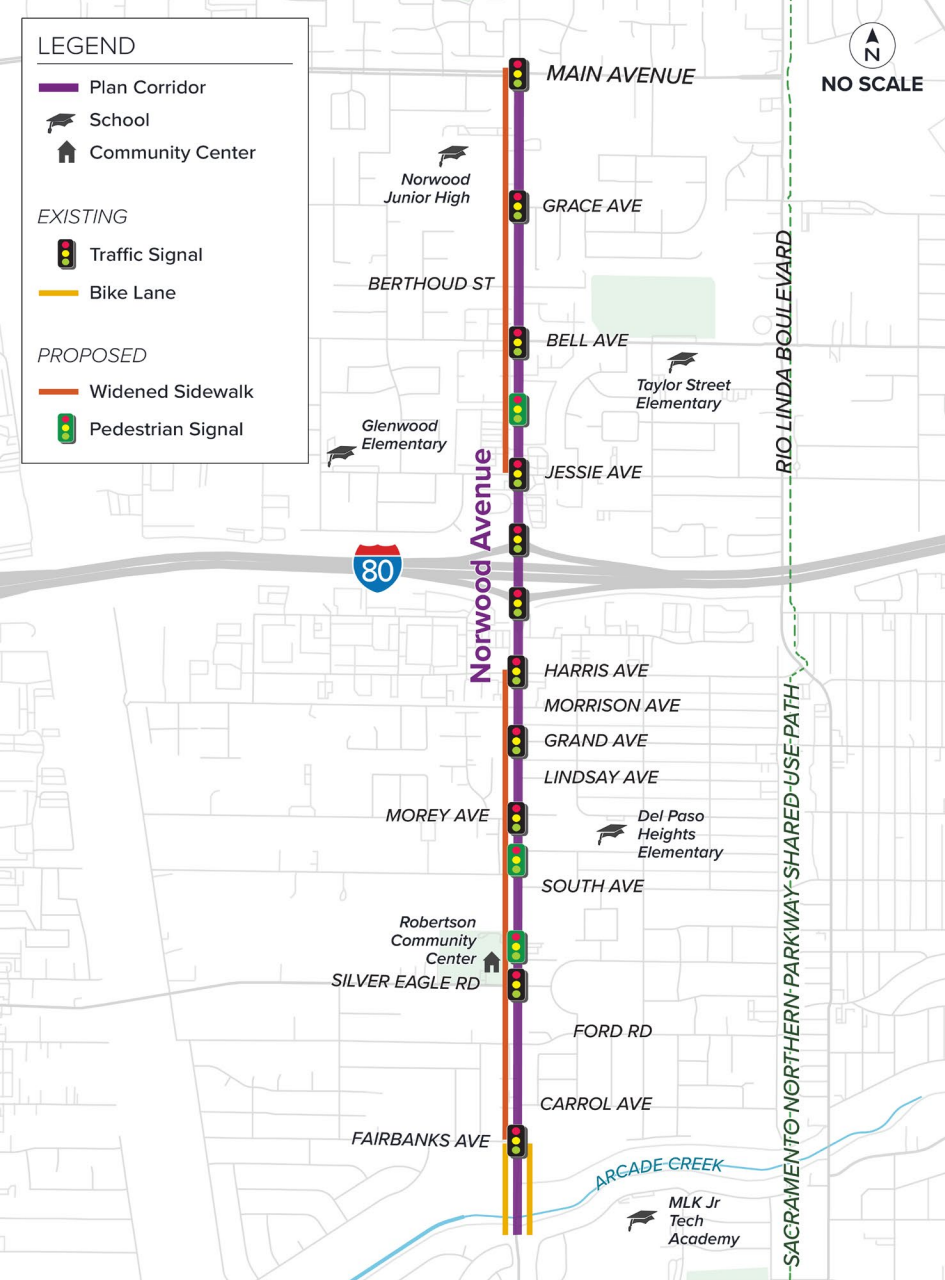
- Plan Corridor
- School
- Community Center

EXISTING

- Traffic Signal
- Bike Lane

PROPOSED

- Widened Sidewalk
- Pedestrian Signal

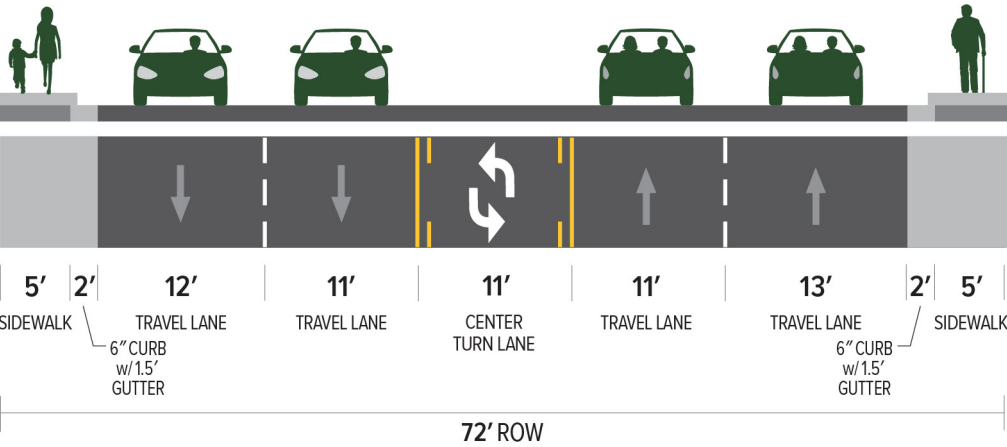


Alternative 1

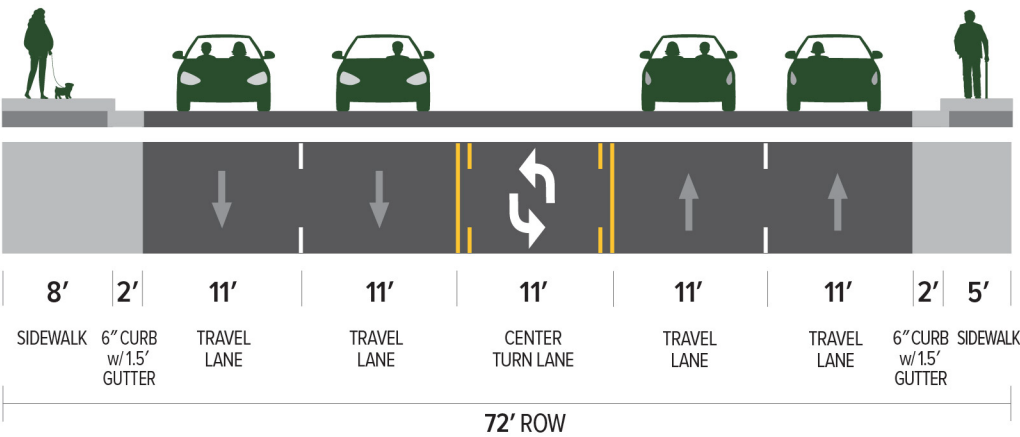
- Add sidewalks north of Berthoud St
- Add signalized crosswalks at high demand locations and at I-80 ramp crossings
- Lower speed limits
- Add additional bus shelters and benches
- Remove on-street parking south of Bell Ave
- No additional bikeways on Norwood Ave
- Widen sidewalks on the west side

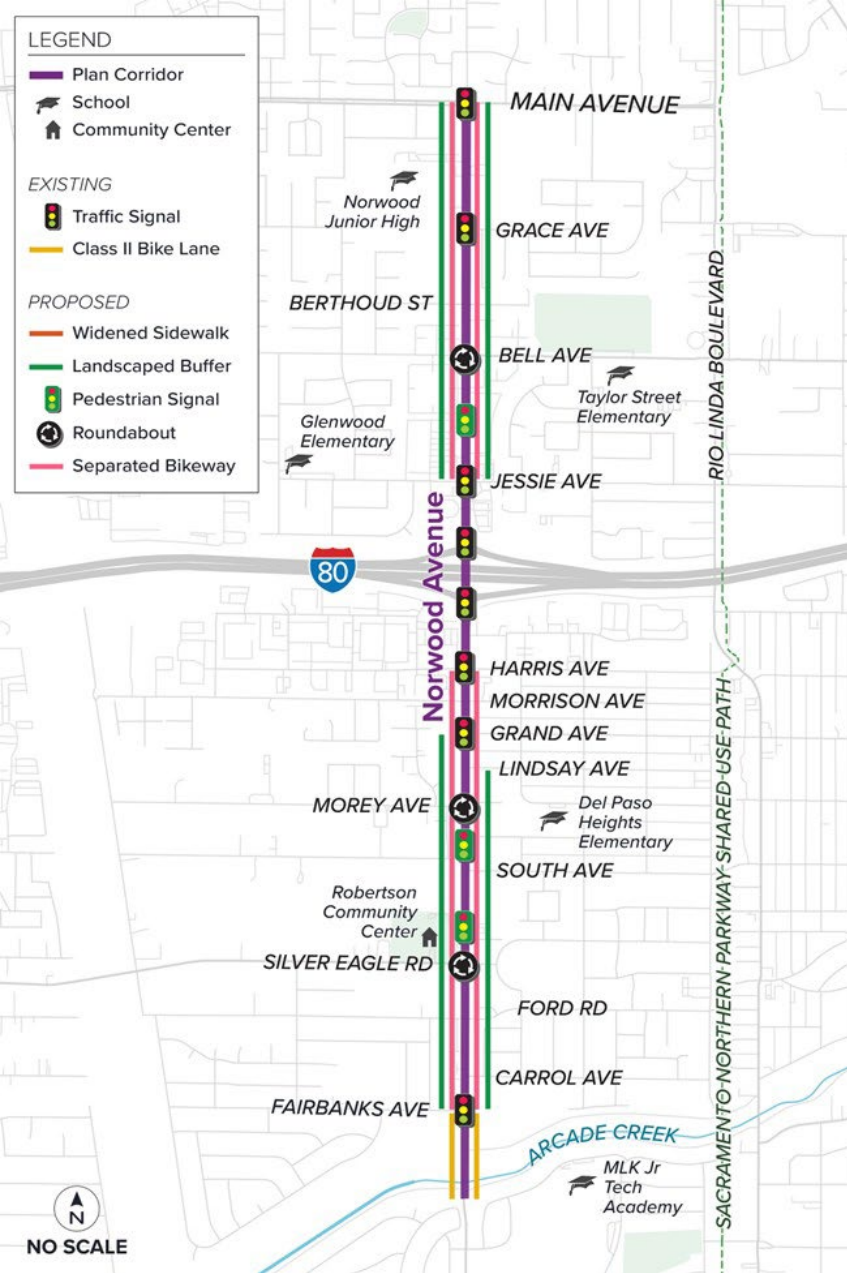
Alternative 1

Current Right of Way



ALTERNATIVE 1
NORWOOD AVENUE
SIDEWALK
IMPROVEMENT



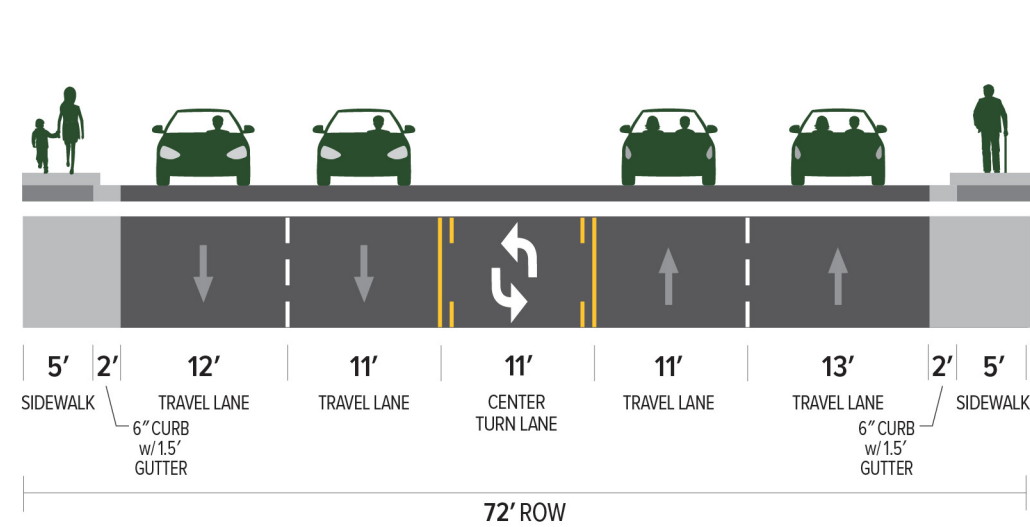


Alternative 2

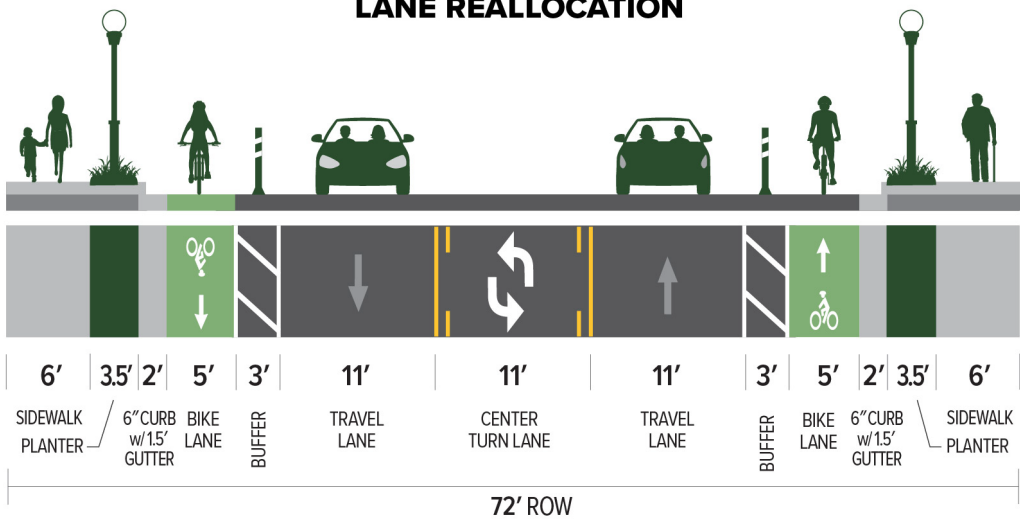
- Add sidewalks north of Berthoud St
- Add signalized crosswalks at high demand locations and at I-80 ramp crossings
- Lower speed limits
- Add additional bus shelters and benches
- Remove on-street parking south of Bell Ave
- **Remove a travel lane in each direction**
- **Add a separated bikeway in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

Alternative 2a

Current Right of Way

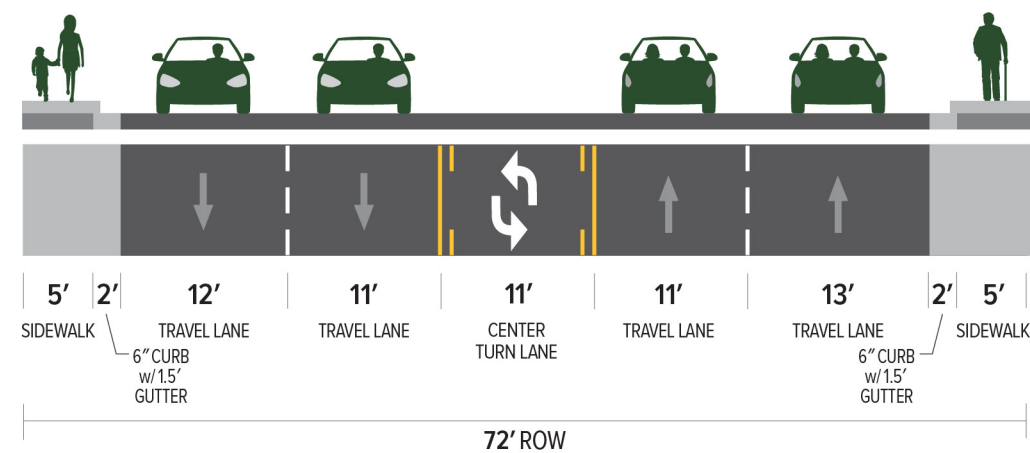


ALTERNATIVE 2a
NORWOOD AVENUE
LANE REALLOCATION

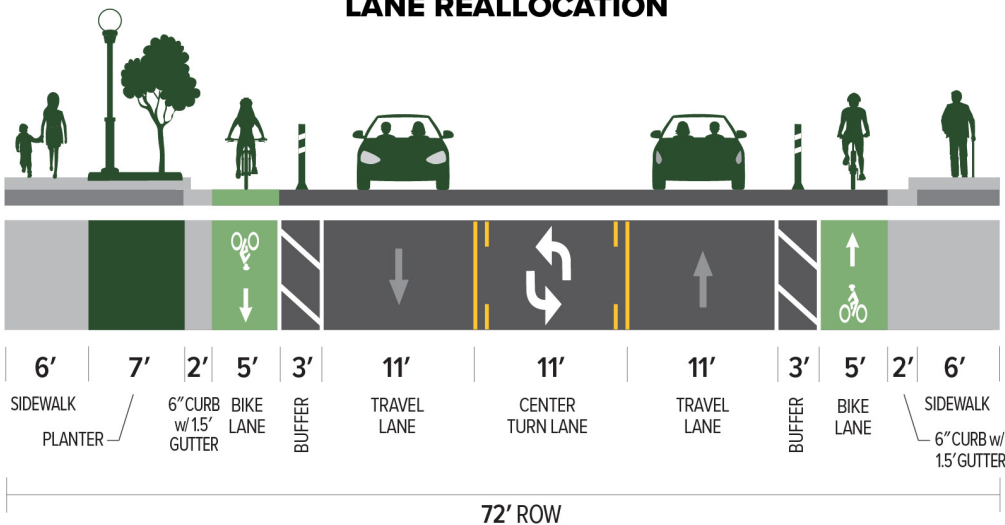


Alternative 2b

Current Right of Way

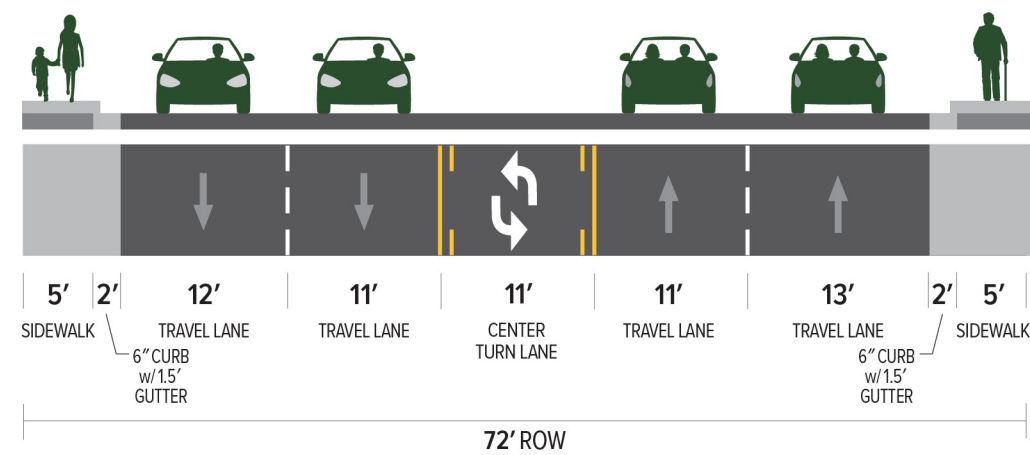


ALTERNATIVE 2b
NORWOOD AVENUE
LANE REALLOCATION

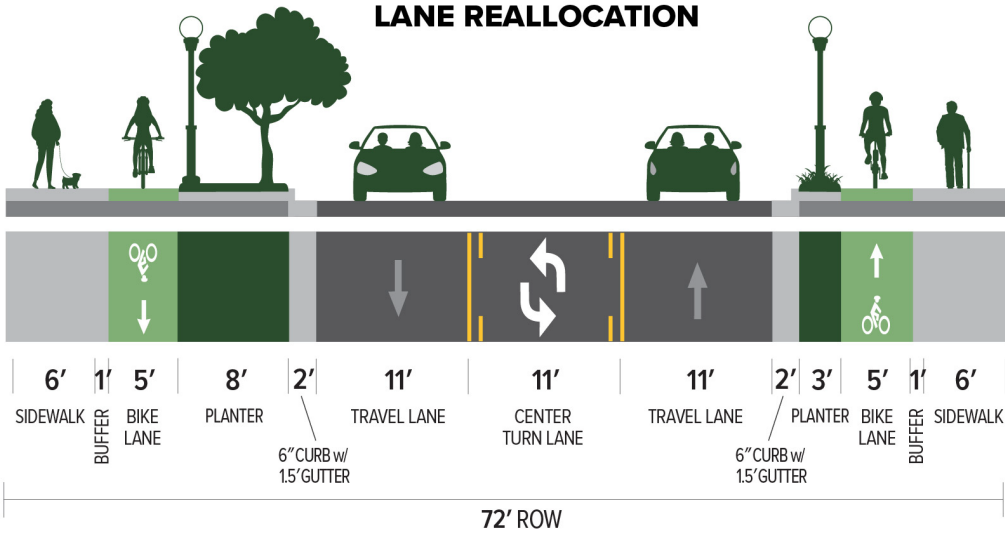


Alternative 2c

Current Right of Way



ALTERNATIVE 2c
NORWOOD AVENUE
LANE REALLOCATION



LEGEND

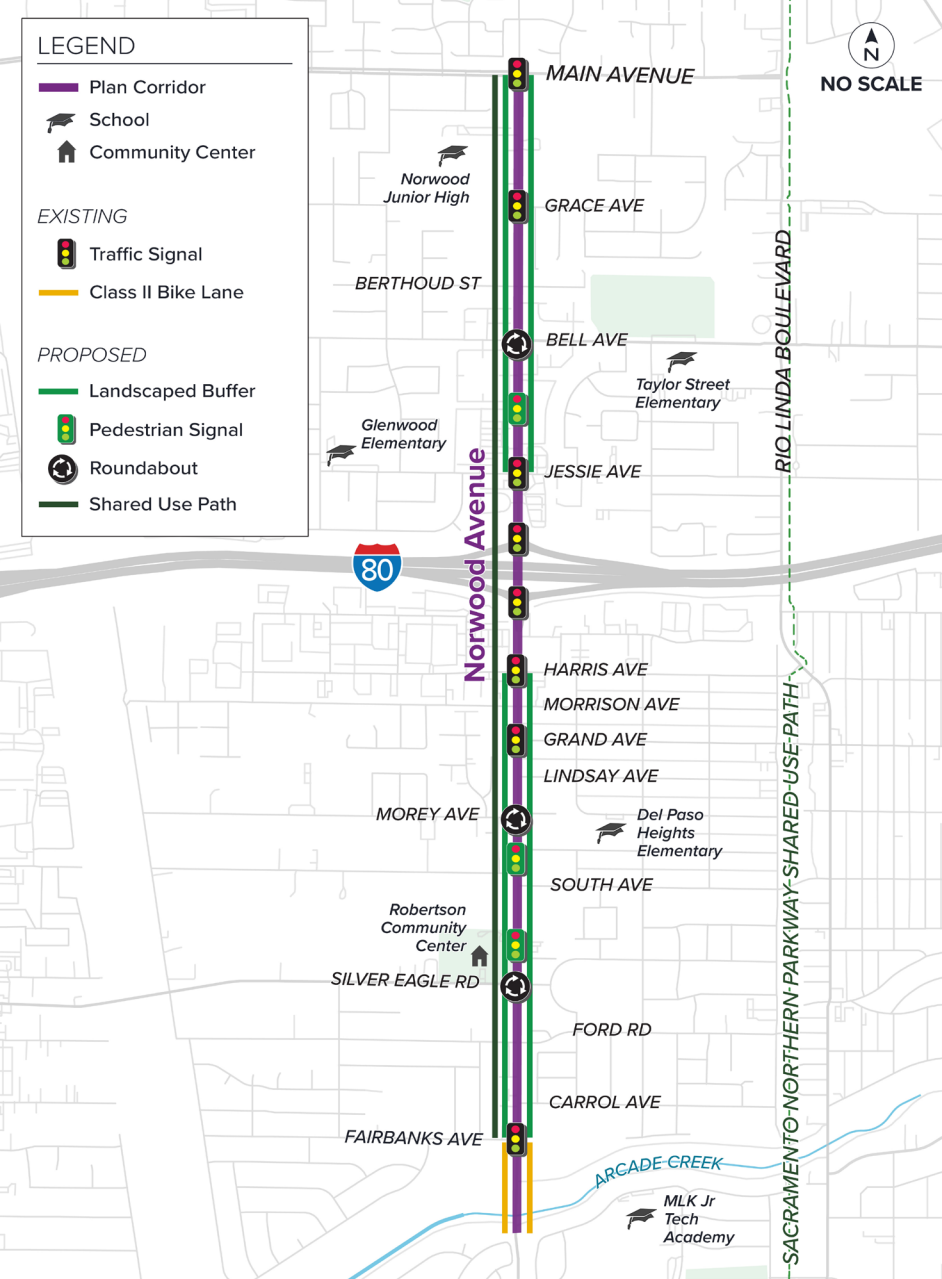
- Plan Corridor
- School
- Community Center

EXISTING

- Traffic Signal
- Class II Bike Lane

PROPOSED

- Landscaped Buffer
- Pedestrian Signal
- Roundabout
- Shared Use Path

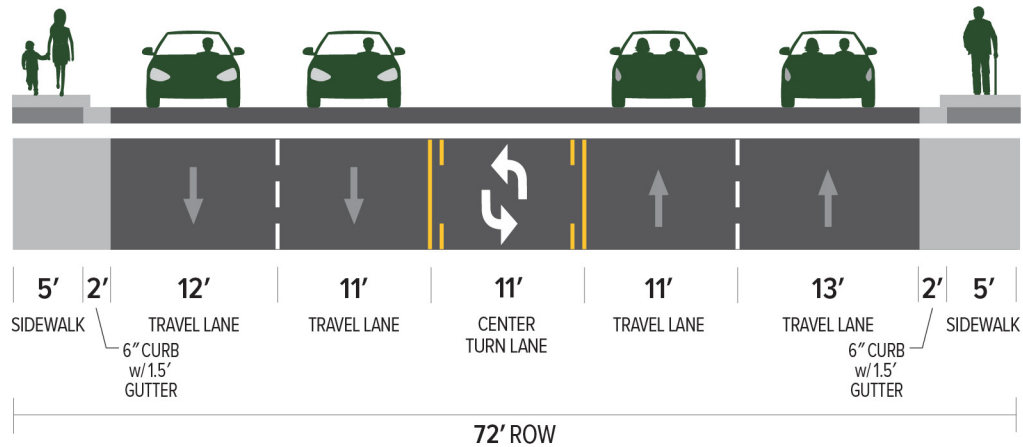


Alternative 3

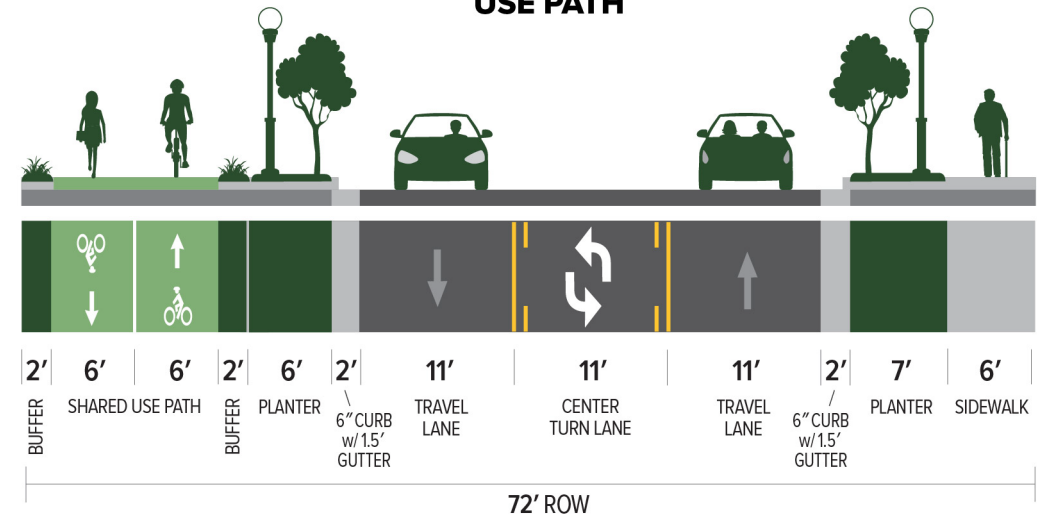
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- Add signalized crosswalks at high demand locations and at I-80 ramp crossings
- Lower speed limits
- Add additional bus shelters and benches
- Remove on-street parking south of Bell Ave
- Remove a travel lane in each direction
- **Add a shared use path on the west side of Norwood with a cantilever structure across the freeway**
- **Add a landscape buffer with lighting and trees**
- **Add roundabouts for traffic calming**

Alternative 3

Current Right of Way



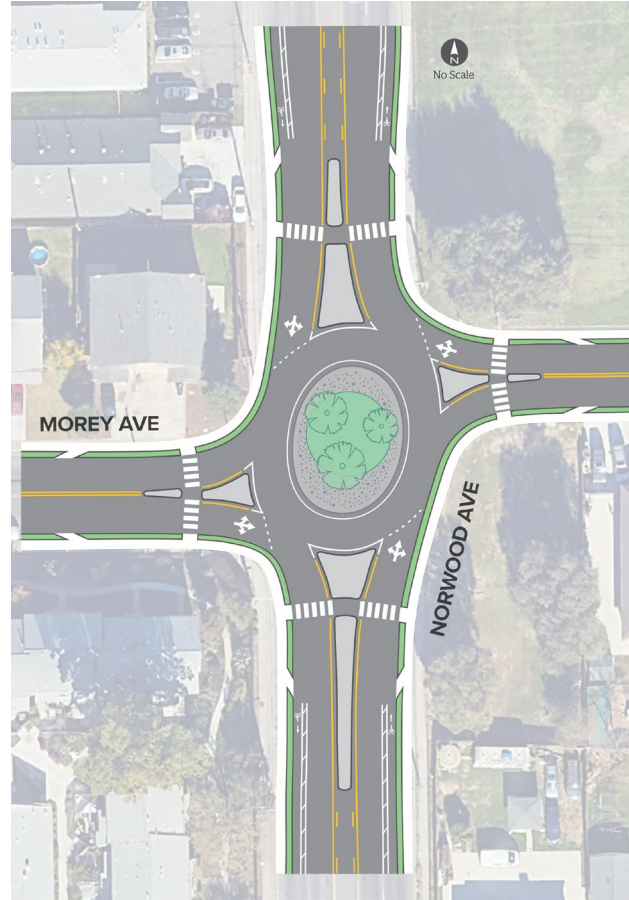
ALTERNATIVE 3
NORWOOD SHARED
USE PATH



Roundabouts (alt. 2 & 3)



Example installation



Single Lane roundabout installed at:

- Bell Avenue
- Morey Avenue
- Silver Eagle Rd

Reasons for modification:

- To reduce conflicts at high collision intersections
- To calm traffic along corridor

Alternative Comparison

Alternative	Wide/Complete Sidewalks	New Crosswalks	Parking Removal	Transit Shelters/Benches	Sidewalk Scale Lighting	Removal of Vehicle Lanes	Roundabouts	Additional Landscaping	Separated Bikeway	Shade Trees	Shared Use Path	Shared Use Path Over Freeway
Alternative 1	✓	✓	✓	✓								
Alternative 2a	✓	✓	✓	✓	✓	✓	✓	✓	✓			
Alternative 2b	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
Alternative 2c	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
Alternative 3	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓

Community Engagement

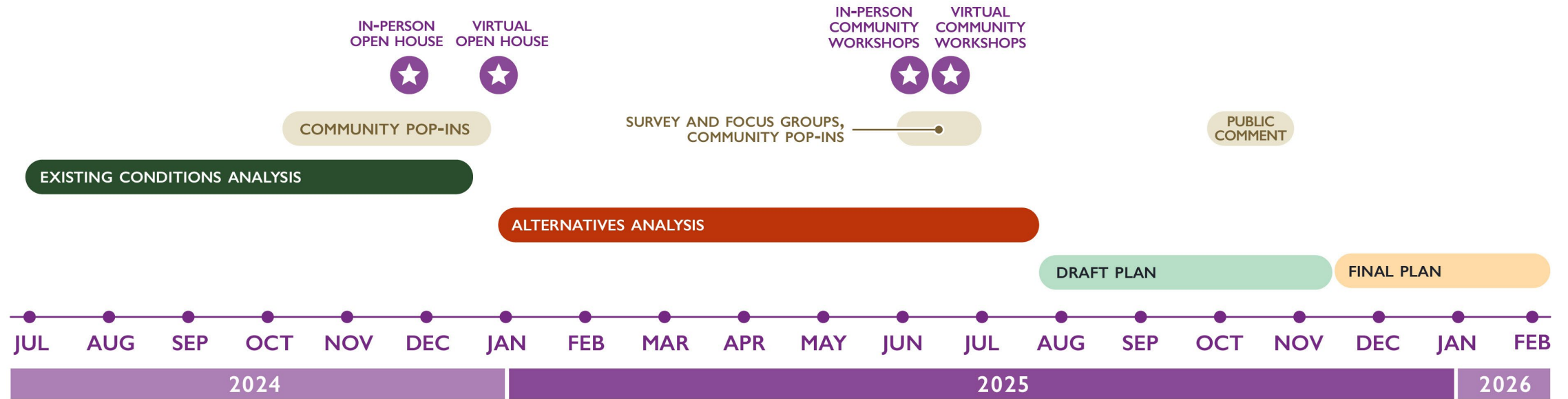
**Phase 2 engagement was
June 2 through July 6, 2025**

Public Engagement included:

- Social Pinpoint interface hosted on the project website:
 - Overview of Alternatives
 - Surveys
 - Overall feedback questionnaire
- Community Pop-ins
- City hosted virtual and in-person workshops
- Email and web newsletter and blog articles



Next Steps



Fall 2025: Public Draft Plan/ Community Engagement

January 2026: Final Draft Plan to ATC

February 2026: Final Plan for Council adoption

Thank You

PROJECT CONTACT:

Charisse Padilla

CPadilla@cityofsacramento.org



The Norwood **Mobility Project**

For more information, visit our website at:

Para más información visite nuestro sitio web en:

www.NorwoodMobility.org

