



Informal Intersection Discussion 5:30 – 7 p.m.

From 5:30 to 7 p.m., neighborhood residents who live near the 27th Avenue/Normandy Lane/Del Rio Road intersection gathered at the Lutheran Church of the Master on Portero Way. Residents met with members of the project team to discuss concerns and share their comments about the proposed project.

Pamela Dalcin-Walling, the Project Manager from Dokken Engineering, presented an overview of the Del Rio Trail Project. The project was described as a 4.5 mile multi-use trail consisting of a Class I bike path (12 feet wide with 2-foot shoulders) and a separated, unpaved 5-foot walking path. The project would begin north of Sutterville Road at the Sacramento River Parkway and would extend south through South Land Park to the water treatment plant, where it would connect to the Freeport Shores Bikeway.

The subject of today's meeting is the intersection of Del Rio Road/27th Avenue/Normandy Lane, where there are several horizontal/vertical constraints that make a new pedestrian/bicycle crossing challenging, including:

- Normandy Lane connects to Del Rio Road/27th Avenue at a skew that limits horizontal sight lines.
- The intersection has two uncontrolled movements (right turns from Del Rio Road to Normandy Lane and left turns from 27th Avenue to Normandy Lane).

- The grades of 27th Avenue and Del Rio Road drop adjacent to the railroad tracks south of the intersection, creating a raised embankment that is difficult to access.

Horizontal Alternatives

To provide increase safety for a bicycle and pedestrian crossing at this location, two alternative intersection configurations were introduced:

Alternative 1: Maintain intersection in the existing location.

This alternative is similar to the existing condition, but incorporates the following modifications to increase safety for bicycle and pedestrian crossing movements:

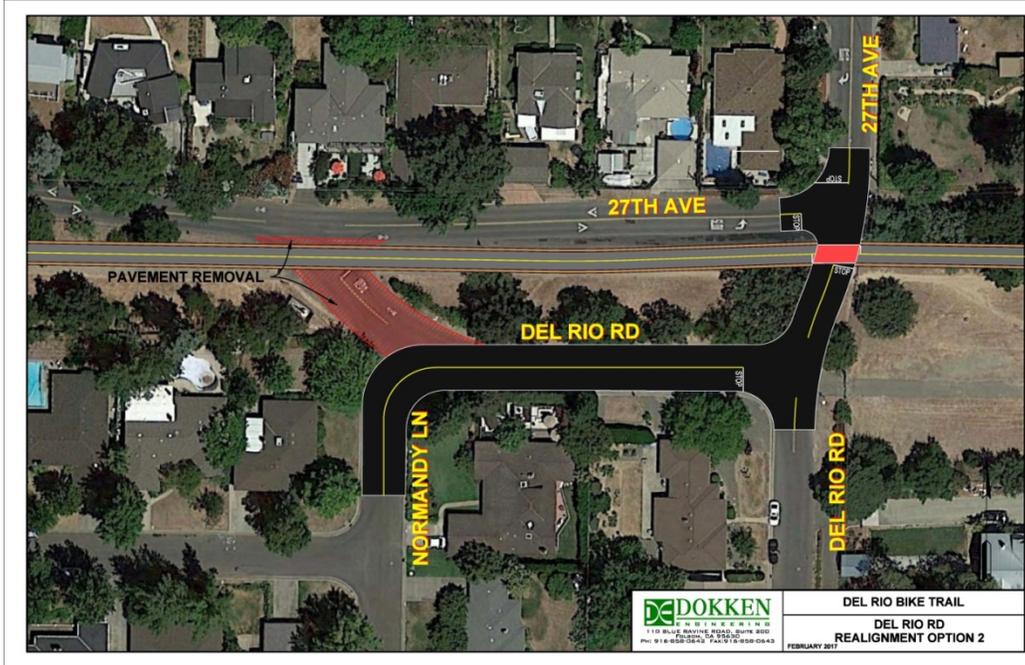
- Normandy Avenue is realigned to intersect Del Rio Road/27th Avenue at a perpendicular angle.
- Stop signs are provided at the intersection along southbound Del Rio Road and northbound 27th Avenue.

The following exhibit showing Alternative 1 was presented at the meeting.



Alternative 2: Move intersection south to Del Rio Road/27th Avenue.

This alternative closes the existing intersection and establishes a new intersection to the south between the 27th Avenue curve and the Del Rio Road curve. Stop signs would be provided along all three legs of the intersection. The following exhibit showing Alternative 2 was presented at the meeting.



Vertical Alternatives

To address the safety and access along the trail between Del Rio Road and 27th Avenue, the design team provided two solutions:

Alternative 1: Maintain Existing Grades.

In this scenario, the trail would follow the grade of the existing railroad tracks. ADA compliant access would be provided through the use of ramps both east and west of the trail. To avoid encroachment on adjacent private right of way, the ramps would be supported by retaining walls. A rendering of this alternative (as shown below) was presented at the meeting.



Alternative 2: Lower the Existing Grade.

In this alternative, the trail would be lowered to an elevation just slightly higher than the adjacent roadways. Access pathways would be provided both east and west of the trail and would be able to connect directly with ADA compliant grades. A rendering of this alternative (as shown below) was presented at the meeting.



Feedback

Attendees were encouraged to ask questions and share comments, suggestions and opinions regarding alternatives described above. Key discussion points included:

- Challenges and features of the existing intersection configuration
 - Steep grade and ADA non-compliant
 - Safety (configuration causes blind spots for drivers, cyclists and pedestrians; unsafe pedestrian crossing and school route)
 - Constraints
 - Sidewalks
 - Privacy

Overall, the attendees agreed that Horizontal Alternative 1 is a better solution than Horizontal Alternative 2. Although it is similar to the existing configuration, they expressed that Horizontal Alternative 1 would help mitigate issues surrounding blind spots and safety. Overall, this option presents a cleaner and safer intersection. The majority of attendees also felt that Vertical Alternative 2 provided better access and visual aesthetics compared with Vertical Alternative 1.

Project team members also highlighted the following:

- **Sidewalks:** This portion of the trail realignment will not include sidewalks since they are not already there. New striping of the street could be included where the intersection will be adjusted.

- **Safety:** The City traffic analysis from a few year ago focused on the traffic and crossing at this intersection as part of a different project and developed a comparative safety analysis that showed that the speeds at this intersection were not excessive.
- **Privacy:** The proposed alignment of the trail (the preferred Horizontal Alternative 1 and Vertical Alternative 2) does not present a privacy issue for residents along the trail alignment.

Meeting Close

At the meeting close, the project team reviewed upcoming scheduled meetings and the project timeline.

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