

**City of Winters**  
**Grant Avenue / SR 128 / Russell Blvd. Complete Streets**  
**Community Workshop – May 6, 2010**

**Wallgraphic Notes**

- General plan amendment
- Prefer 2 lane alternative
- Improvements to Grant Ave. between Main St. to freeway
  - Large development
- Does not mesh with the “right tone”
- Need more integrated approach
- Expectation of a roundabout at interchange
- Viability of business district
- Wait and see! Do not broaden to 4 lane right now
  - Road will widen only when development happens
- Speed limits will go down to maybe 18-20 mph/hour at roundabouts and 25-30 west of Main Street
- City will take 56’ from center line
- Row
- Roadway acquisition: maintain ex. 112’ for most part. Exceptions will happen at roundabouts
- Need to maintain 4 lane east of East Main St. to maintain General Plan LOS
- When north development happens, General Plan also proposed more East-West (like Anderson) connections to take pressure off Grant Ave.
- However, one interchange at Grant is constraining
- Reducing lanes, and widening of travel lanes will improve safety
- May need expensive interchange improvements for lane reductions
- Happy for cheaper one side sidewalks that avoids driveways
- Possibility of crosswalk at Morgan now!!
  - Very important to county and El Rio Villa
  - Options to shorten walk. Look at right lane
- LOS: performance measure for auto congestion
- Confusing transition of two to four to two lane
- Need consistent speed limit
- ADA accessible across interchange: trying to accommodate as much change as possible. But no change to bridge right now.
  - Explore alternative route along creek.
- Possibility of parking
- Can make it two lanes now and then take away landscaping for additional lane.

- Cost estimate roundabouts
  - 1 lane \$1-5 million
  - 2 lane \$3 million plus cost of additional row
- Don't want to wait for 10 minutes
- Cannot put in all cost into impact fees. City will have to pay a large amount.
- Great plan
- Cost of signal impact fee: \$250-\$300,000
- Like to see two lane all through: General Plan should reflect.
- Caltrans needs to agree with LOS changes.
- Street will be built in pieces.
- Outcome of project: section agreeable to both city and Caltrans.
- Multiple traffic studies are needed to modify ramps, reduce lanes before decisions are made.
- Caltrans is open to suggestions.
- Can Caltrans improve/reconstruct interchange for environmental justice