



SR 128 / Grant Avenue Complete Streets

January 25, 2011
Planning Commission Presentation

Study Area Corridor



Project Goals

- Improve the overall safety of the Grant Avenue / SR128 corridor for pedestrians and bicyclists
- Enhance connectivity along the corridor for all modes of travel
- Calm automobile traffic along the corridor
- Preserve and enhance Winters small town character and identity

Planning Process

Corridor Planning Process

Previous Efforts

- Caltrans Transportation Corridor Concept Report-SR128, 2010
- Plan to Improve Transportation Connections and Safety in Winters, Walkable Communities, 2007
- Grant Avenue Access Study, 2006
- Downtown Master Plan, 2006
- Bikeway System Master Plan, 2002
- Council Study Session

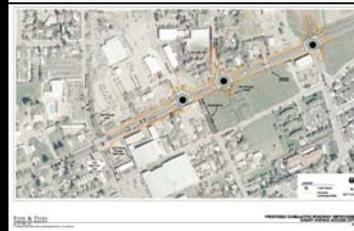
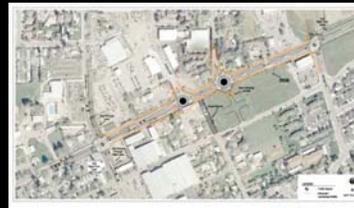
Current Efforts

- Realignment of Walnut Lane
- Other



Grant Avenue Access Study

- Completed by Fehr and Peers, May 2006
- Developed several alternatives
- Reviewed the potential impacts of alternatives on:
 - Level of Service (LOS)
 - Queuing
 - Local Access
 - Vehicle Safety
 - Pedestrian Environment
 - Right-of-Way Requirements
 - Aesthetics
- **Technical Analysis Extent:**
Railroad Avenue to East Main Street



Complete Streets Planning Process



Complete Streets Planning Process - Community Engagement

- Stakeholder Interviews
- 2 Workshops
 - February 4th: Winters Community Center
 - February 25th: El Rio Villa



Existing Conditions Assets

Diverse Mix of Uses and Amenities



*"Maintain operations of
local businesses"*

Connections



"Direct flow to Downtown"

"Improve connections to Putah Creek"

Gateway to Downtown



"Design Grant Avenue as a gateway to Downtown"



"Tie in... and provide continuity with Downtown"

Rural Character



"Make improvements consistent with existing scale"

"Minimize the use of asphalt.... single lanes!"



Existing Conditions Issues and Opportunities

Improving Safety

"Too fast...
calm traffic"



"Need safer
connections to
community
destinations"

"Provide well-
marked
crosswalks...for
elderly"

Addressing Needs of Different Users



"Make sure that
improvements
accommodate farm
trucks & equipment,
truck traffic and
recreational vehicles"



Enhancing Identity & Wayfinding



“Welcome
Signage”

“Set the right tone...
drought tolerant and
native landscaping”

Overarching Community Vision

Overarching Community Vision

- A **safe and inviting gateway** to town
- A **walkable and bikeable corridor** for families and children
- A clean and attractive corridor that **reflects the rural/agricultural character** of the area
- A **complete street** that supports all modes of travel



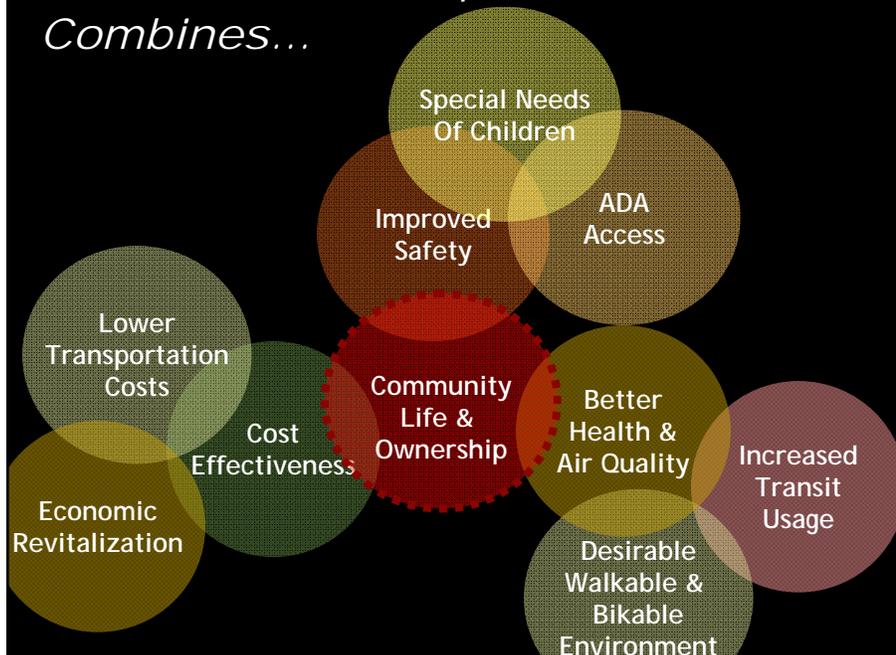
Complete Streets

What are Complete Streets . . .

“Streets aren’t just for cars, they’re for people and with the **Complete Streets Act** local governments will plan for and build roadways that are **safe and convenient for everyone** — young or old, riding a bike or on foot, in a car or on a bus.

California Complete Streets Act of 2008

A Successful Complete Street Combines...



A Successful Approach to Complete Street Combines....



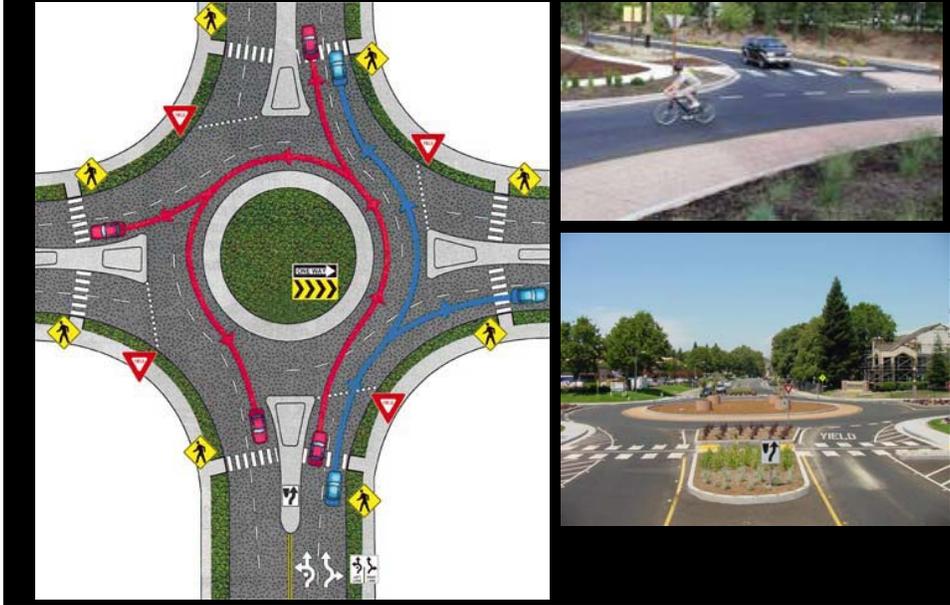
Desirable Design Characteristics Functional- Address Needs of Different Users



COAST HIGHWAY 101, ENCINITAS, CA

Desirable Design Characteristics

Functional – Address Needs of Different Users



Desirable Design Characteristics

Safe & Calm



Desirable Design Characteristics
Context Sensitive

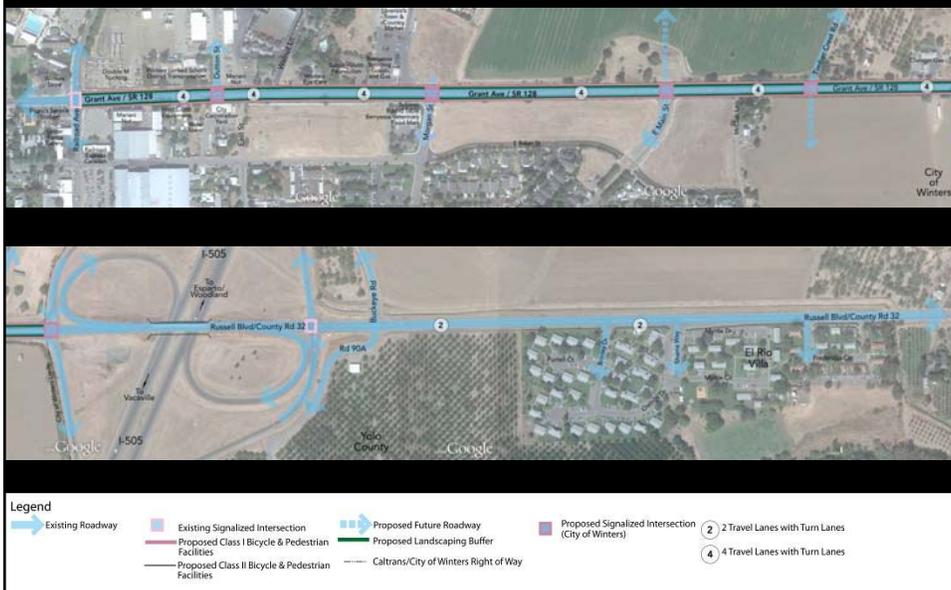


**Grant Avenue /
Russell Boulevard
Concept**

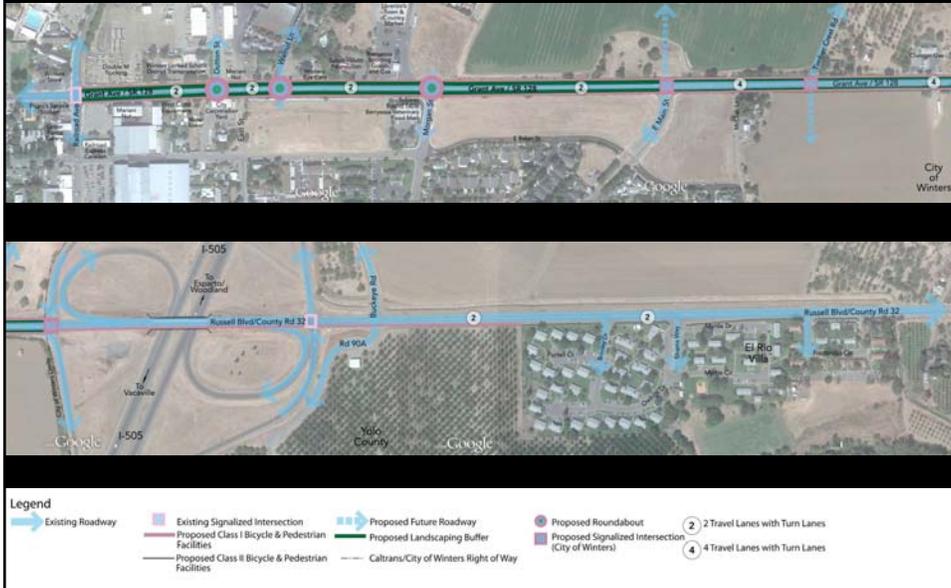
Existing Conditions



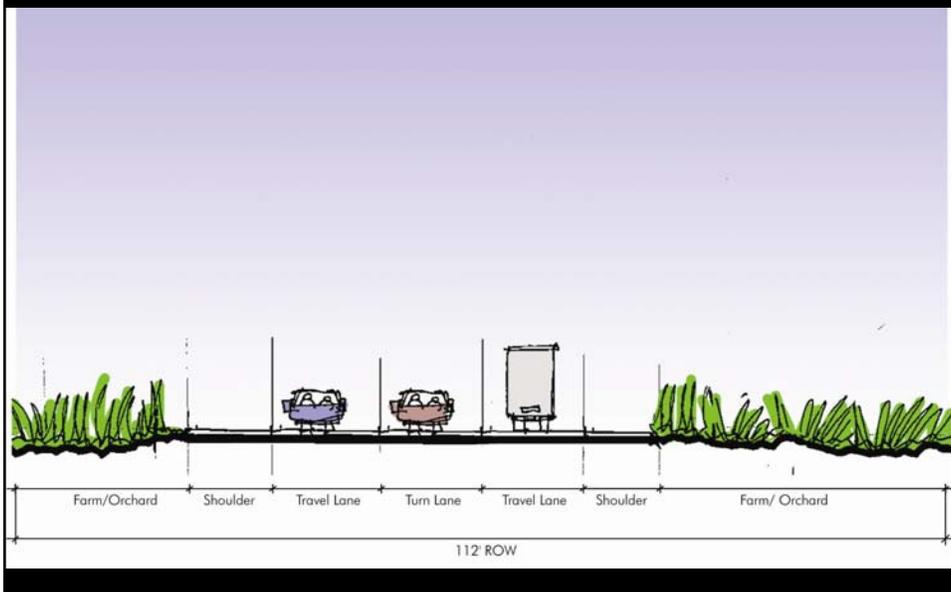
Proposed (As per General Plan)



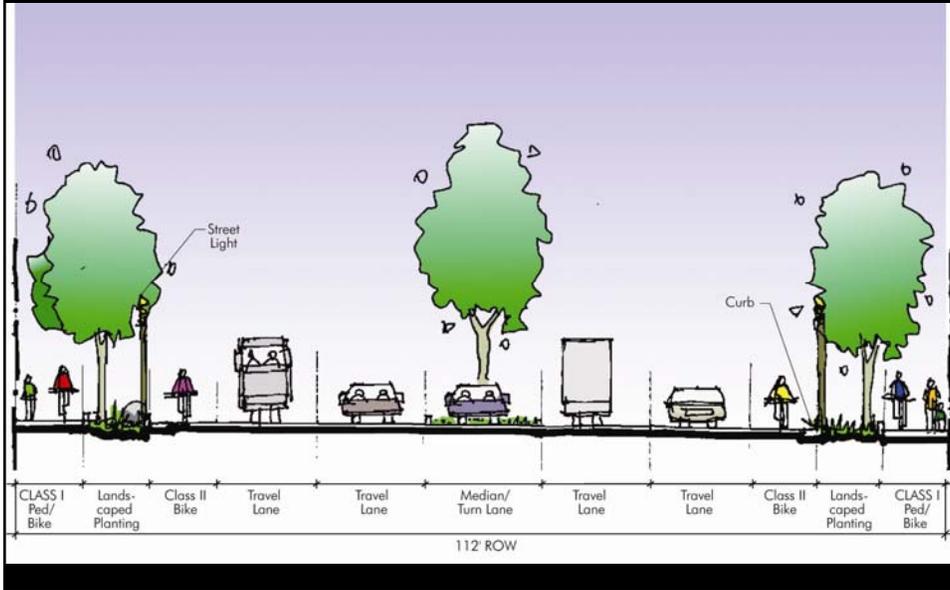
Proposed Complete Streets Concept



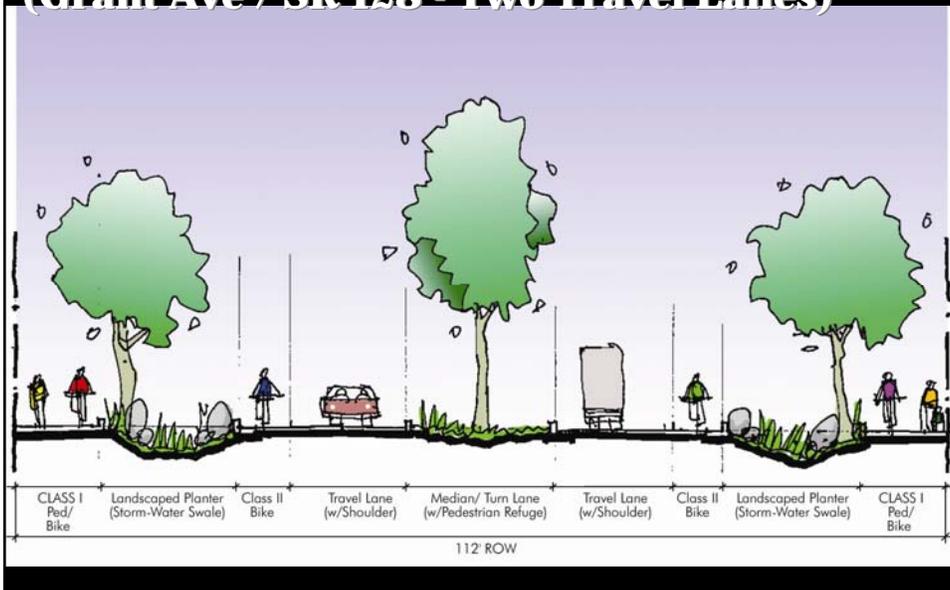
Existing Conditions (Grant Avenue / SR 128)



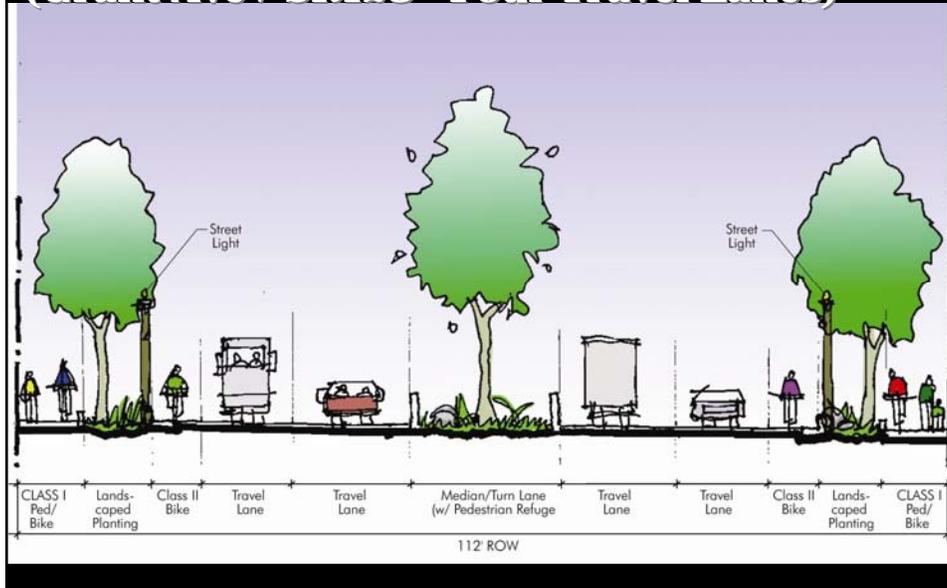
Proposed Per General Plan (Grant Avenue / SR 128)



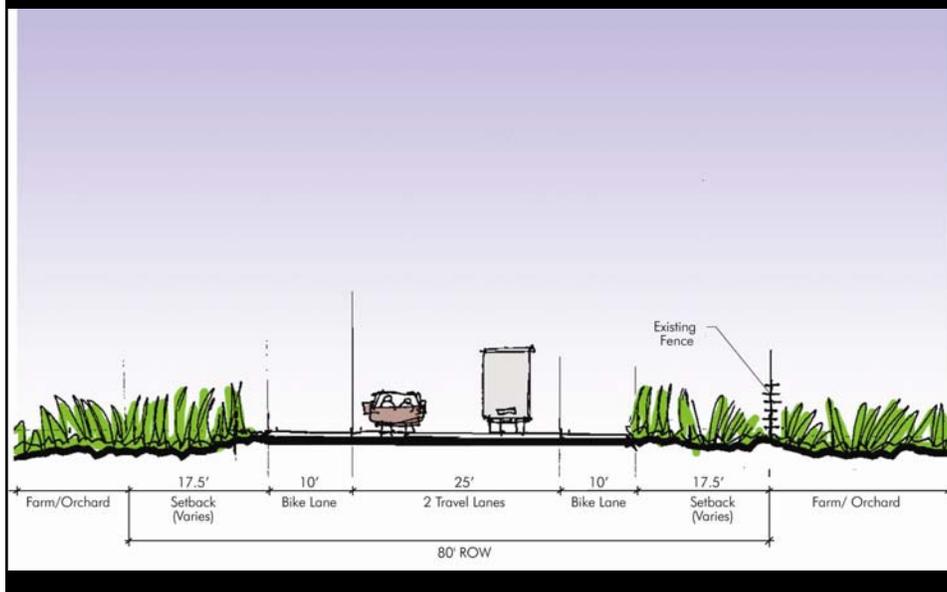
Proposed As Per Community Complete Street Concept (Grant Ave / SR 128 - Two Travel Lanes)



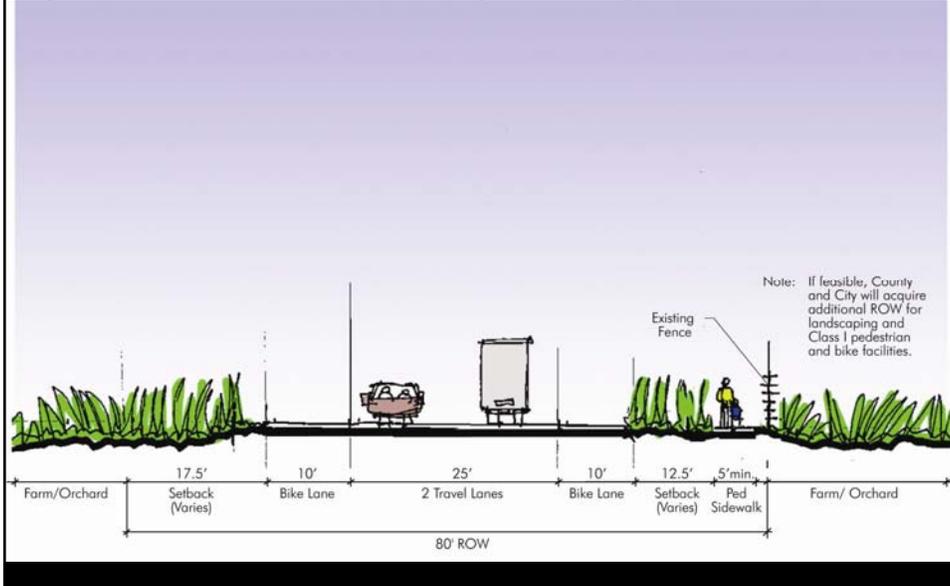
Proposed As Per Community Complete Street Concept (Grant Ave / SR128 - Four Travel Lanes)



Existing Conditions (Russell Blvd / County Rd 32)



Proposed Community Complete Streets Concepts (Russell Blvd / County Rd 32)



Grant Ave At Morgan St (Looking West)



Grant Ave At Morgan St (Looking West)



Grant Ave At Morgan St (Looking West)





Key Streetscape Elements

Contiguous, Safe and Comfortable Pedestrian Facilities



Contiguous and Multiple Bicycle Facilities



Adequate Automobile Travel Lanes



Safe, Visible & Well Marked Crosswalks



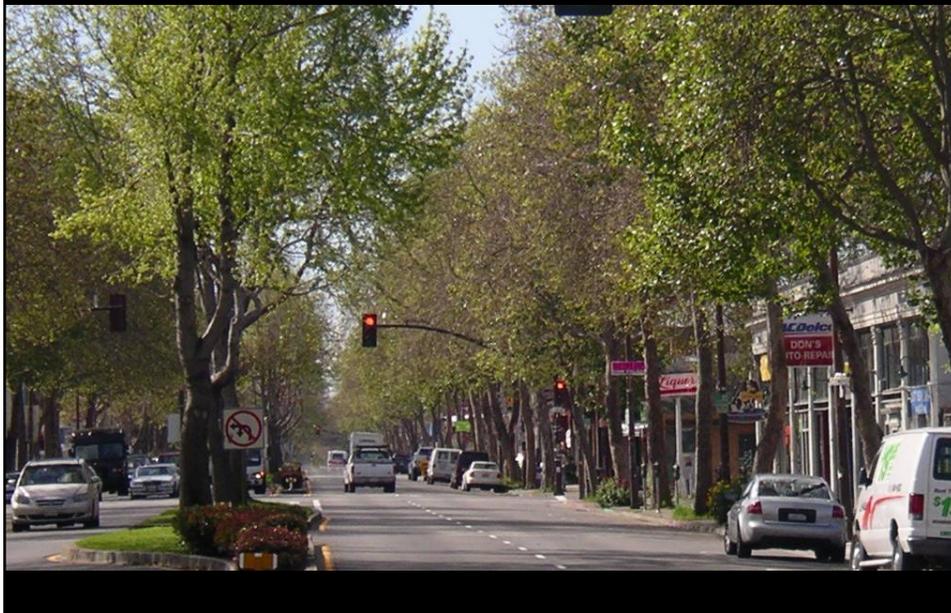
Well Signed Intersections



Well Signed Intersections



Appropriate Landscaping



Appropriate Landscaping



Appropriate Landscaping



Other Appropriate Amenities



Community Feedback

- Grant Avenue / SR 128 (Railroad Ave to East Main Street):
 - Lane reduction
 - Dramatic safety and aesthetic improvements for pedestrians and bicyclists
 - Reduced traffic speeds
 - Landscaped corridor that reflects the unique identity of Winters
 - Interim improvements to Morgan and Grant intersection

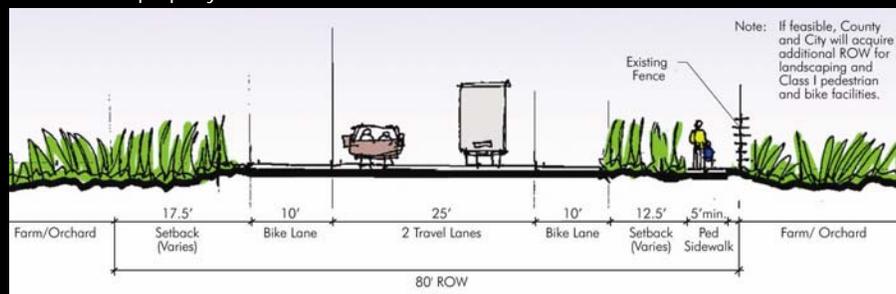


Community Feedback

- Grant Avenue / SR 128 (East Main Street to I-505):
 - Dramatic safety and aesthetic improvements for pedestrians and bicyclists
 - Balance any concepts for lane reduction and intersection improvements with
 - Addressing existing and future traffic capacity
 - Changes to LoS requirements and processes for City and Caltrans
 - Landscaped corridor that reflects the unique identity of Winters
 - I-505 intersection

Community Feedback

- Russell Blvd / County Road 32
 - Dramatic strategic safety and aesthetic improvements for pedestrians and bicyclists on one side of the road
 - Balance any concepts for pedestrian and bicycle improvements with:
 - Constrained County budgets
 - Additional and continued coordination with City and private property owner



Potential Next Steps

- **Grant Avenue/SR 128:** Improve roadway to 2 lanes between Railroad and East Main Street. Improve roadway to 2 lanes east of East Main unless a project or development triggers to 4 lanes
 - Conduct additional technical studies and traffic analysis
 - City and Caltrans to study any potential LoS changes (*including land use changes –City Staff to confirm this statement*)
 - Study any lane reduction impact east of East Main Street on I-505 intersection

Potential Next Steps

- **Grant and Morgan Intersection:** Caltrans and City to work together to look at interim solutions:
 - Acknowledge desire to make it safe, especially for seniors and people with ADA issues
 - Does not warrant a crosswalk
 - Difficult to support an uncontrolled intersection
 - Explore improvements that slow traffic similar to improvements that City has proposed along Grant Ave west of Railroad Ave





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