



Median

Travel Lane



Travel Lane



CITY OF WINTERS

# Grant Avenue/SR128/Russell Blvd.

COMPLETE STREETS CONCEPT PLAN



CITY OF WINTERS

GRANT AVENUE/STATE ROUTE 128/RUSSELL BOULEVARD

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# Complete Streets Concept Plan

**DECEMBER 2010**

PREPARED FOR:



PREPARED BY:



CITY OF WINTERS

GRANT AVENUE/STATE ROUTE 128/RUSSELL BOULEVARD

REVIEW DRAFT COMPLETE STREETS CONCEPT PLAN

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# Executive Summary

## Preferred Complete Streets Concepts

The preferred Complete Streets Concepts present a community-supported vision for a more pedestrian- and bicycle-friendly corridor that continues to support smooth automobile traffic flow. Concept elements by segment include:

### Railroad Avenue to East Main

- Two travel lanes;
- Class I and II Bicycle Facilities;
- Pedestrian Facilities;
- Expanded landscape buffer between travel lanes and pedestrian facilities; and
- Roundabout intersections at Dutton and Morgan Streets and Walnut Lane.

### East Main to I-505 Interchange

- Four travel lanes (pending development, two lanes until that point);
- Class I and II Bicycle Facilities;
- Pedestrian Facilities;
- Landscape buffer between travel lanes and pedestrian facilities; and
- Signalized intersections at East Main Street and Timber Crest Road (pending development).

### I-505 Interchange to El Rio Villa

- Two travel lanes;
- Class II Bicycle Facilities; and
- Pedestrian Facilities along the south side of the corridor.

## Next Steps

Potential next steps for improving the corridor and achieving the Complete Streets vision identified in the Concept Plan include:

### Short-Term

- Focus on potential improvements between Railroad Avenue and East Main Street, especially the Morgan Street intersection.

### Long-Term

- Improve two lane roadway east of East Main Street until a project or development triggers the need for four lanes per the General Plan.

### Technical Considerations

- Conduct a technical and traffic analysis on the impact of lane reductions east of East Main Street on the I-505 intersection, including potential Level of Service (LOS) changes.



*Top: Grant Avenue currently has limited areas for safe pedestrian crossings.*

*Bottom: A visual simulation of proposed Complete Streets improvements at Morgan Street.*



# Introduction

## PROJECT AREA

During the winter and spring of 2010, Caltrans District 3, the City of Winters, and Yolo County, with assistance from consultants at MIG, Inc., developed a community-based Complete Streets Concept Plan for Grant Avenue/State Route 128/Russell Boulevard.

The study area runs from Railroad Avenue across I-505 to the El Rio Villa housing development. Grant Avenue/SR 128 is the principal east-west arterial traversing the City of Winters. Winters is in Yolo County, approximately 13 miles west of Davis and 15 miles north of Vacaville. Agriculture is the main land use along the eastern edge of the corridor. The road changes names from "Grant Avenue/SR 128" to "Russell Boulevard/County Road 32" when it crosses I-505 to the east of Winters.

## Project Purpose

The Grant Avenue/State Route 128/Russell Boulevard Complete Streets project built upon previous planning efforts to improve safety, character, access and mobility along the corridor for all modes of travel.

The overall goal of the Grant Avenue/SR 128/Russell Boulevard Complete Streets project was to engage the community in a discussion about potential design improvements that would have the following outcomes:

- Improve the overall safety and usability of the Grant Avenue/SR 128 corridor for pedestrians and bicyclists;
- Reduce the number of travel lanes where possible;
- 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; and
- Develop one community-supported conceptual plan for the corridor.



*Top: Participants share small group discussion results at the February 4, 2010 workshop.*

*Above: El Rio Villa, a housing development on the east side of the corridor.*

*Left: Existing City of Winters welcome signage along SR 128.*

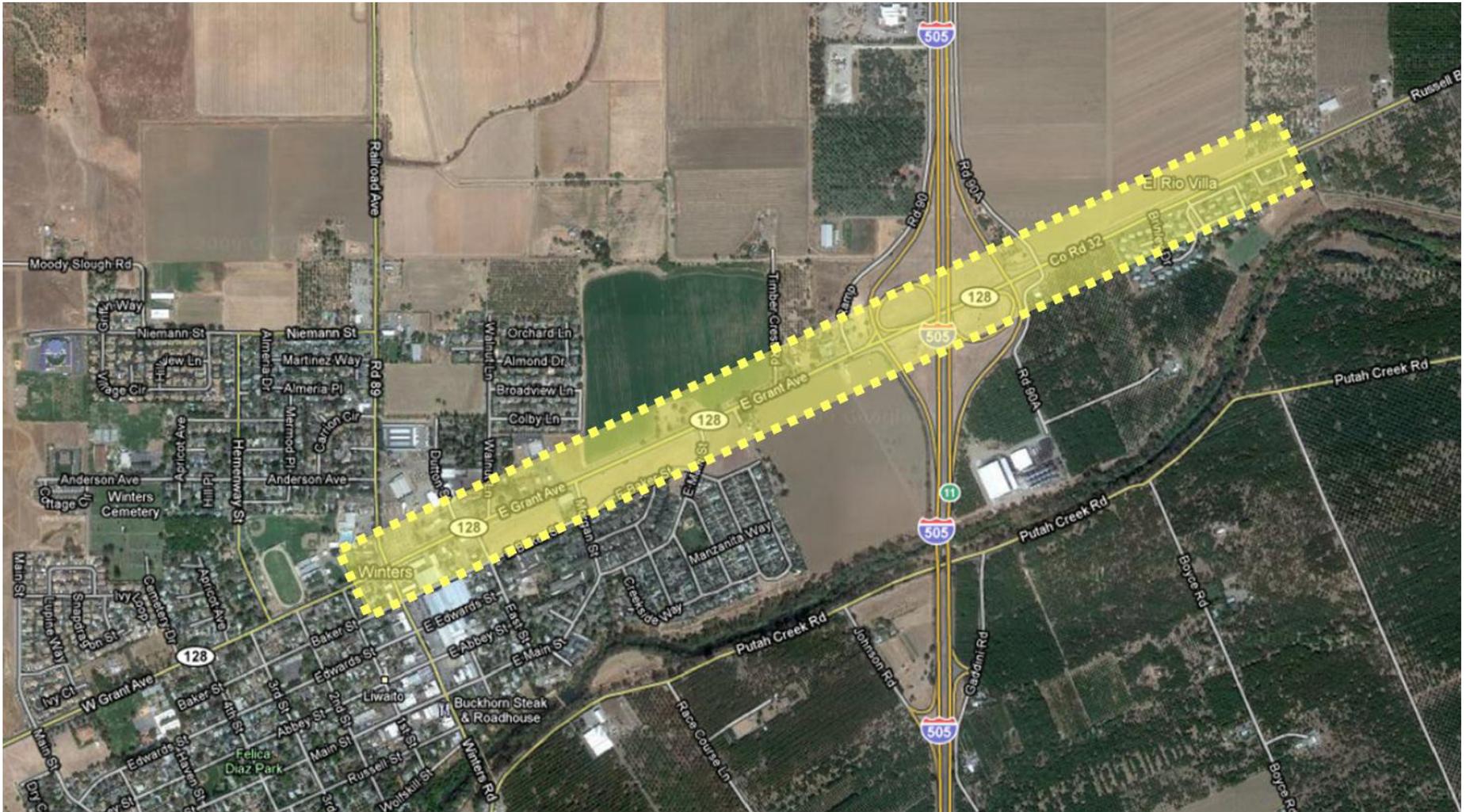


FIGURE I-1: AERIAL IMAGE OF THE CORRIDOR

### Document Overview

This summary report is organized into five main sections:

#### Community Outreach Process

The project was informed by extensive community outreach including a series of stakeholder interviews with key decision-makers and business owners along the corridor. Two rounds of public workshops provided opportunity for input and comment.

#### Complete Streets

The project represents an opportunity for implementing one of Caltrans' newest policies as described in DD-64-R1, the Complete Streets Policy Act of 2008. The Act explains that:

*"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."*

#### Corridor Conditions

This section describes existing corridor conditions and the previously completed planning studies that this effort was based on. This section also details corridor Assets, Opportunities and Challenges as identified in previous studies and the community outreach process.

#### Preferred Complete Streets Concept

The preferred Complete Streets Concept presents a community-supported vision for a more pedestrian- and bicycle-friendly corridor that continues to support smooth automobile traffic flows.

#### Next Steps

The Next Steps section describes short- and long-term steps for improving the corridor and achieving the Complete Streets vision identified in the Concept Plan.



*Above: Lou Hexter, MIG Project Manager, welcomes community members to the February 4, 2010 workshop.*



# Community Outreach

## PLANNING PROCESS

The planning process began in early 2010 when the Project Team, comprised of representatives of MIG, Inc., Caltrans, the City of Winters and Yolo County, met to review existing corridor conditions and discuss previous studies and planning efforts. These early meetings were critical for developing a shared vision for the project and fostering a collaborative approach to project design and implementation. Following these early meetings, MIG developed a Public Involvement Plan that called for a variety of outreach efforts including Stakeholder Interviews and Community Workshops.

## Stakeholder Interviews

The Project Team identified a series of stakeholders to be interviewed about key issues facing the project. Interviews were conducted in advance of the public workshops to inform the project team about the corridor history and background and issues to be addressed during the public workshops. Interviews were held with City of Winters City Council Members, the Yolo County Planning Department, Yolo County Housing Authority, Winters School District, and agricultural, business and property owners along the corridor. Interviews also generated input on critical design concerns, including the needs of agricultural trucks and recreational vehicles along the corridor, such as turning radii. In addition, a presentation was made to the Winters Hispanic Advisory Committee to introduce the project and ask for input.

## Community Workshops Outreach:

The Project Team conducted extensive outreach activities to inform the community about workshops including mailing invitations to residents and submitting stories to the local newspaper, the Winters Express.

### Round 1: February, 2010

A first round of community workshops was held in February, 2010. Workshops were held at both the Winters Community Center (February 4, 2010) and the El Rio Villa Community Center (February 25,



*Top: Community workshop invitations sent to local residents.*

*Above: A small group discussing potential corridor improvements at the February 4, 2010 workshop.*

*Left: A local resident sharing the results of a small group discussion at the February 4, 2010 workshop.*



*Above and Below: Small group participants at the February 4, 2010 workshop share ideas about the future of the corridor.*



2010). The workshop at the Winters Community Center was attended by 60 people while the workshop at El Rio Villa, conducted in English and Spanish, was attended by approximately 18 individuals.

The overall goal of these workshops was to present an overview of existing corridor conditions (including previously completed studies), discuss corridor issues, assets and opportunities and potential design concepts. The resulting input from these discussions formed the basis of preliminary concept designs that were refined and presented at future workshops.

At the February 4, 2010 workshop, held at the Winters Community Center, participants were asked to share their thoughts about the corridor in both large and small groups. Six small groups were convened around tables with aerial maps of the study area to discuss their vision for the corridor and potential improvement locations and types.

Following these discussions, the larger group was reconvened for a review of breakout group findings and for closing remarks.

Comments were collected at both meetings through facilitated conversations and written comment cards. Meeting materials were translated into Spanish, and Spanish interpreters were present at all workshops.

#### **Round 2: May 6, 2010**

A follow-up workshop was held on May 6, 2010 and was attended by 25 community members. Preliminary concepts, based on input from the February workshops, were presented for input. Following a presentation of these preliminary concepts, community members provided feedback and input by corridor segment.

There was strong support for the proposed improvement concepts between Railroad Avenue and East Main Street, including the following elements:

- Travel lanes for each mode of travel (pedestrians, bicyclists, and automobiles);
- Traffic calming;
- Landscape improvements; and
- Roundabouts.

There was mixed support for proposed improvement between East Main Street and I-505. Some participants wanted to maintain the number of lanes in this portion of the corridor while adding additional roundabouts. Others wanted to increase the capacity of the existing corridor and explained that having fewer lanes or roundabouts may cause unintended future travel delays.

This review provided critical input to the Project Team regarding improvement concepts, needs and priorities. Based on the input generated at the May workshop, the Project Team further refined the Complete Streets Concepts for presentation to the City Council and Planning Commission.

### Joint City Council/Planning Commission Workshop

The Project Team presented the preliminary concepts to the City Council and the Planning Commission in a joint study session on July 13, 2010. Several City Council and Planning Commission members were active participants in the community workshops and were familiar with the concepts that were presented.

Council and Commission members voiced strong interest in and support for the concepts which form the basis of this plan document.



*Above: May 6, 2010 community workshop.*

*Below: Looking west along the corridor.*





PUTAH  
CREEK  
CAFE

breakfast

Lun

Dinner

Homemade  
Pies

WINTERS  
CALIFORNIA  
12  
1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11

WINTERS

WINTERS

WINTERS

COOL  
WINTERS

# Complete Streets

## THE COMPLETE STREETS CONCEPT

Developing and implementing Complete Streets is an exciting development in transportation planning. Caltrans has developed supporting policy language in DD-64-R1, the Complete Streets Policy Act of 2008, and is exploring this concept in a number of locations across the state.

Complete Streets are designed to be safe and attractive while providing comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely and comfortably move along and across a complete street.

### Why Complete Streets?

As local, county and state-wide jurisdictions continue to implement

Complete Streets legislation and requirements, many studies are available that document the benefits of these design strategies.

They include:

#### Improving Safety

- Pedestrian crashes are more than twice as likely to occur in places without sidewalks; streets with sidewalks on both sides have the fewest crashes.<sup>1</sup>
- One study found that redesigning streets for pedestrian travel with raised medians and sidewalks reduced pedestrian risk by 28 percent.<sup>2</sup>

#### Increasing Health and Activity

- Complete Streets provide opportunities for kids to walk to school safely. Pedestrian injury is a leading cause of unintentional, injury-related death among 5-14 year olds.<sup>3</sup>

- Obesity rates among kids have increased significantly in the last 30 years. A recent survey found that while 71% of adults walked or rode a bicycle to school a generation ago, only 17% of children do so today.<sup>4</sup>

#### Generating Environmental and Economic Benefits

- Transit investments and improvements to bicycling and walking infrastructure in Portland, Oregon have generated a 12.5% reduction in per capita CO<sup>2</sup> emissions.<sup>5</sup> The City's Complete Streets and related land use policies yield carbon savings worth between \$28-\$70 million annually.<sup>6</sup>



*Top: An example of a well-marked bicycle and pedestrian crossing with a landscaped median.*

*Bottom: Art and plantings are key design features of Complete Streets.*

<sup>1</sup>B.J. Campbell and others. A Review of Pedestrian Safety Research in the United States and Abroad. Federal Highway Administration Publication #FHWA-RD-03-042 (January 2004).

<sup>2</sup>M.R. King, J.A. Carnegie, and R.Ewing. "Pedestrian Safety Through a Raised Median and Redesigned Intersections" Transportation Research Board 1828 (2003): 55-66.

<sup>3</sup>Surface Transportation Policy Project (2004) Mean Streets

<sup>4</sup>Appleyard, B. (2005) Livable Streets for School Children. NCBW Forum.

<sup>5</sup>City of Portland, Office of Sustainable Development. Local Action Plan on Global Warming, 2005 Progress Report.

<sup>6</sup>Cortright, Joe. "Portland's Green Dividend." CEOs for Cities. July 2007.

### Creating Cost Savings

A project in Brown County, Wisconsin converted a four-lane roadway with traffic signals into a three-lane street with bike lanes and roundabouts.<sup>7</sup> The project came in 16.5% under budget and costs the County less money to maintain than the original design.<sup>8</sup>

### Benefits of Complete Streets

Other benefits of Complete Streets include:

- Creating a sense of place and identity
- Increased social interaction
- Improved ADA Access
- Increased Transit Usage

- Desirable walkable and bikeable environment
- Better health and air quality
- Community life and ownership
- Cost effectiveness
- Lower transportation costs
- Economic revitalization

### Factors to Consider

Complete Streets are more than engineering projects. They are community-building activities that acknowledge and integrate a variety of social factors in order to be successful, including:

- Social and cultural needs and values
- Community vision and engagement

- Economic and political realities
- Contextual planning and design principles.

Designing Complete Streets along the State Routes that Caltrans maintains is a unique process, as many of the Complete Streets concepts are not currently integrated into Caltrans Design Guidelines. In order to achieve success, the project teams working on developing Complete Streets must invest in ongoing communication and dialogue to address these issues.

Potential design issues related to travel speeds and barriers between bicyclists, pedestrians and automobiles must be identified and addressed during the design stages of the project.

Projects like this are an exciting step forward and are supported by related Caltrans planning documents, including the Complete Streets Implementation Action Plan,(2010) and Main Streets: Flexibility in Design and Operations, (2005).



*Below: Roundabouts are a potential traffic calming intersection treatment.*

*Left: Coast Highway 101, Encinitas.*



<sup>7</sup>2002-2006 Transportation Improvement Program for the Green Bay Urbanized Area.

<sup>8</sup>Construction cost estimates from the Brown County Highway Department (November 30,2004).

### Key Design Characteristics

The key design characteristics to be considered when developing Complete Streets include developing a facility that is:

- **Functional: Safe and Calm**  
The street provides space for all users.
- **Context Sensitive**  
The designs pay attention to the local environment and culture and the street fits with the adjoining area.
- **Human Scale**  
The street is for people.
- **Memorable**  
The street is a place to which people want return.



### COMPLETE STREET ELEMENT

#### Pedestrian Facilities

- Continuous, safe and comfortable pedestrian facilities
- Safe, visible and well-marked crosswalks



*Top left: Clear and highly visible pedestrian signage.*  
*Bottom Left: A separated bicycle and pedestrian trail along Russell Boulevard connects Davis and Winters.*  
*Above: A well-marked pedestrian crossing.*



*Top: Roundabouts can be designed to accommodate the turning needs of the heavy truck, RV and trailer traffic common on SR 128.*

*Right: Complete Streets may include median landscape while providing adequate space for safe automobile and bicycle traffic.*

*Bottom: left: San Pablo Avenue, (State Route 123), traverses Oakland, Berkeley, El Cerrito and Albany along the East Bay. Many miles of this busy state route have landscaped medians and heavy tree plantings.*



### COMPLETE STREET ELEMENT

#### Space for vehicles and bicycles

- Adequate width for automobile travel lanes
- Adequate turning radii
- Well-signed intersections





*Top left: A landscaped median along San Pablo Avenue, SR 123, in Berkeley, CA.  
 Bottom right: Places to sit along former US-101, Monterey Road, in Morgan Hill, CA.  
 Bottom left: A sidewalk buffer along El Camino Real, SR 82, in San Jose, CA.*



## COMPLETE STREET ELEMENT

### Amenities

- Appropriate landscape
- Benches and places to sit
- Other amenities, such as signage and lighting





# Corridor Conditions

## CORRIDOR DESCRIPTION

Grant Avenue/SR 128 changes to “Russell Boulevard/County Road 32” when it crosses I-505 to the east of Winters. It also changes jurisdiction from a Caltrans transportation facility to a Yolo County facility when it crosses I-505 to the east of Winters. Taken together, this corridor is the primary access to the City of Winters, supporting local, residential and business traffic as well as interregional truck and tourism travel. The corridor provides a connection from El Rio Villa, a housing development on the east side of the I-505 interchange, to Winters.

## Previous Studies and Plans

The Complete Streets project was built on a series of previously completed studies along the corridor and their key findings, including:

### City of Winters General Plan, 1992

- Encourages the City of Winters to maintain a Level of Service “C” or better on all streets and intersections within the city.
- Encourages interjurisdictional coordination to develop and implement projects.
- Encourages the development of additional bicycle and pedestrian facilities through the city.
- Calls for the realignment of County Road 90.
- Envisions the corridor as a four-lane facility with traffic signals at all major existing and future intersections.

### Bikeway System Master Plan, 2002

- Reported bicycle accidents at the SR 128/Morgan Street intersection.
- Proposed bike lane on SR 128.

### Downtown Master Plan, 2006

- Includes corridor between Railroad Avenue and Dutton Street as part of Downtown Master Plan Area.
- Designates SR 128/Railroad Avenue as Downtown entrance.
- Identifies need for gateway/landmark signage, crosswalks, intersection amenities, and streetscape improvements along the corridor.



*Top: Grant Avenue currently has limited areas for safe pedestrian crossings.*

*Bottom: The Putah Creek Bridge is a popular connection for bicyclists and pedestrians.*

**Grant Avenue Access Study, 2006**

The Grant Avenue Access Study, completed by Fehr and Peers in May 2006, identified seven improvement options that included a variety of potential configurations for signalized intersections, roundabouts and numbers of lanes. The extent of technical analysis in the study was from Railroad Avenue to East Main Street. All of the alternatives were reviewed for potential impacts on:

- Level of Service (LOS)
- Queuing
- Local Access
- Vehicle Safety
- Pedestrian Environment
- Right-of-Way Requirements
- Aesthetics

Options V and VII were brought forward for this Complete Streets Plan based on their technical feasibility and the strong level of public support and interest in these options.

**Plan to Improve Transportation Connections and Safety in Winters, Walkable Communities, 2007**

- Recommends the development of roundabouts and sidewalks.

**2030 Yolo County General Plan, 2009**

- Identifies corridor as an evacuation route into Napa County.
- Indicates that LOS D through the corridor is acceptable.

**Caltrans Transportation Corridor Concept Report-SR 128, 2010**

- Identifies concept LOS E for the Corridor, however, the standard is LOS D. In order to attain the LOS D standard over the planning period, operational improvements and possible targeted capacity expansions should be studied.
- Concept Facility and Ultimate Concept Facility identified as two-lane conventional highway.
- Identifies bike route, shoulder widening (to eight feet) and sidewalk improvements as conceptual projects.

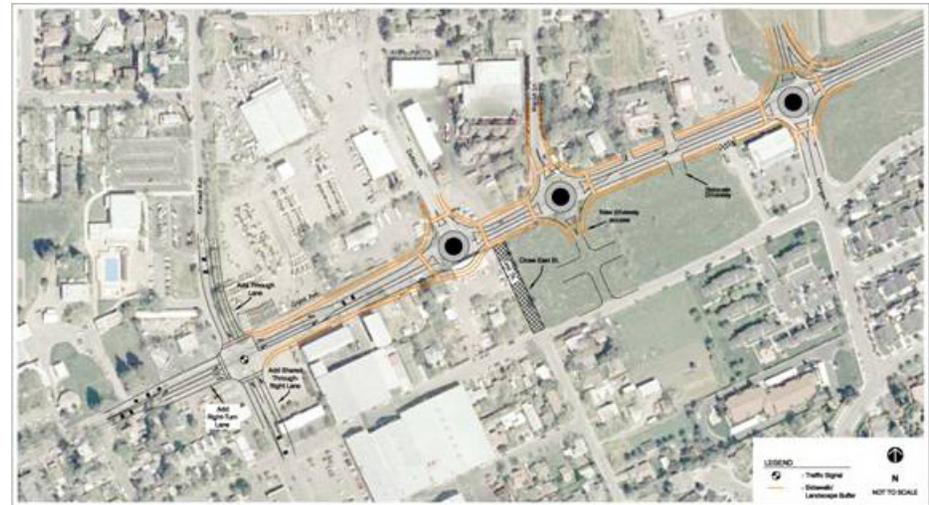


FIGURE 4-1: 2006 GRANT AVENUE ACCESS STUDY OPTION V



FIGURE 4-2: 2006 GRANT AVENUE ACCESS STUDY OPTION VII

## Existing Conditions

The existing corridor conditions are depicted in the map on pages 18 and 19. The corridor includes:

- Two travel lanes throughout the corridor.
- Paved sidewalk on south side between Railroad Avenue and Morgan Street.
- A 5' sidewalk on the south side of the I-505 overcrossing.
- A signalized intersection at the northbound I-505 off-ramp.

The corridor supports a variety of traffic types, including residential, commercial and recreational travel.

The Railroad Avenue intersection was recently signalized and is the western terminus of the project corridor.

The Morgan Street intersection is a critical intersection that provides pedestrian access for community members of all ages in the residential area south of Grant Avenue to Lorenzo's Market and other community amenities to the north.

Walnut Lane has been realigned to create a non-perpendicular intersection with the SR 128 corridor.



*Opposite Page Top: Option V, the Three Roundabout Option, identified potential roundabout locations at Dutton Street, Walnut Lane and Morgan Street.*

*Opposite Page Bottom: Option VII, the Two Roundabout Option, identified potential roundabout locations at Dutton Street and Walnut Lane only.*

*Right: An improvement concept from the 2007 Walkable Communities Plan.*

Right: A cross section of the existing corridor east of the I-505 interchange.  
 Below: A plan view of the existing Grant Avenue/SR 128 corridor from Railroad Avenue to County Road 90.

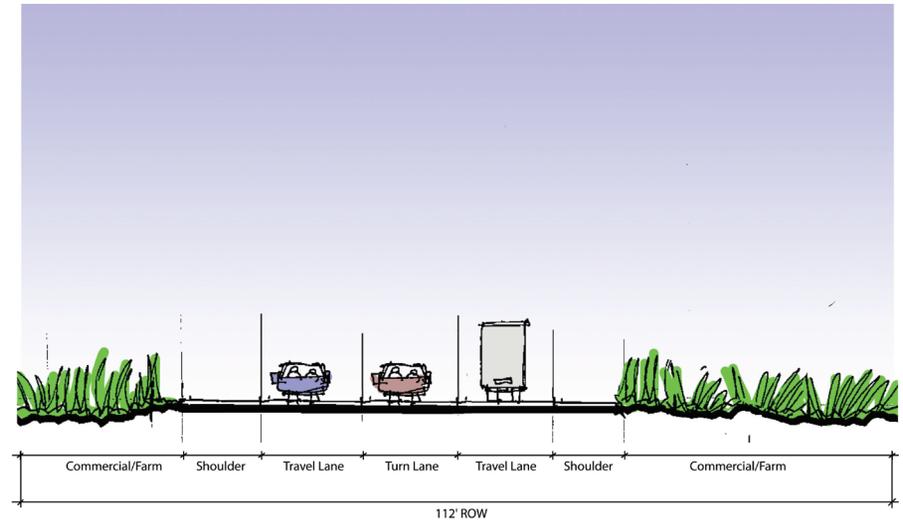


FIGURE 4-3: CROSS SECTION OF EXISTING CORRIDOR



FIGURE 4-4: PLAN VIEW OF EXISTING CORRIDOR

Right: A cross section of the existing Grant Avenue/SR 128 corridor from Railroad Avenue to County Road 90

Below: A plan view of the existing corridor east of the I-505 interchange.

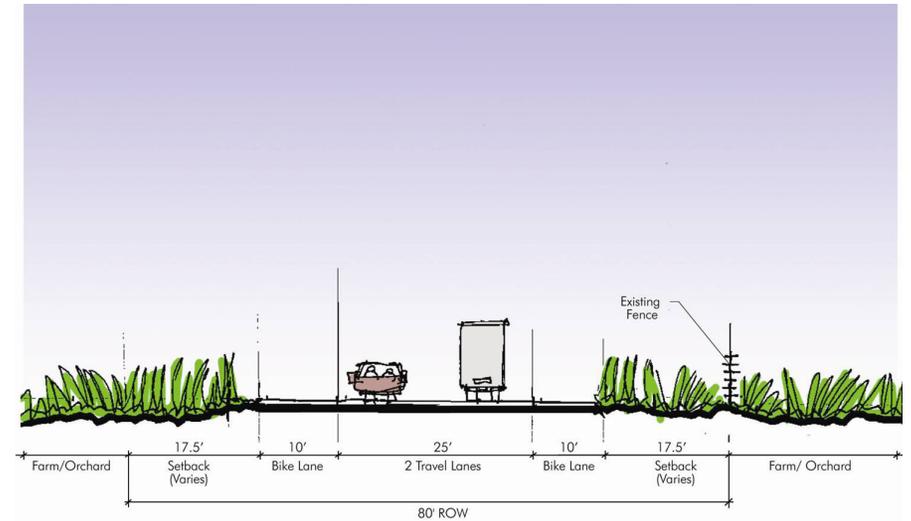


FIGURE 4-5: CROSS SECTION OF EXISTING CORRIDOR (COUNTY ROAD)

- Legend
- Existing Roadway
  - Existing Sidewalk
  - Existing Signalized Intersection
  - 2 Travel Lanes with Turn Lanes



FIGURE 4-4: PLAN VIEW OF EXISTING CORRIDOR

### GENERAL PLAN CONCEPT

The corridor concept in the City of Winters General Plan is a four-lane facility. A key theme of the Complete Streets planning process was a clear desire for a two-lane facility, especially from Railroad Avenue to East Main Street, to maintain Winters' distinct small town feel. Formalizing this community desire will require a review of the existing General Plan concept.

*Right: A cross section of the Grant Avenue/SR 128 corridor improvements as described in the General Plan, including four travel lanes.*

*Below: A plan view of the existing Grant Avenue/SR 128 improvements as described in the General Plan, including four travel lanes.*

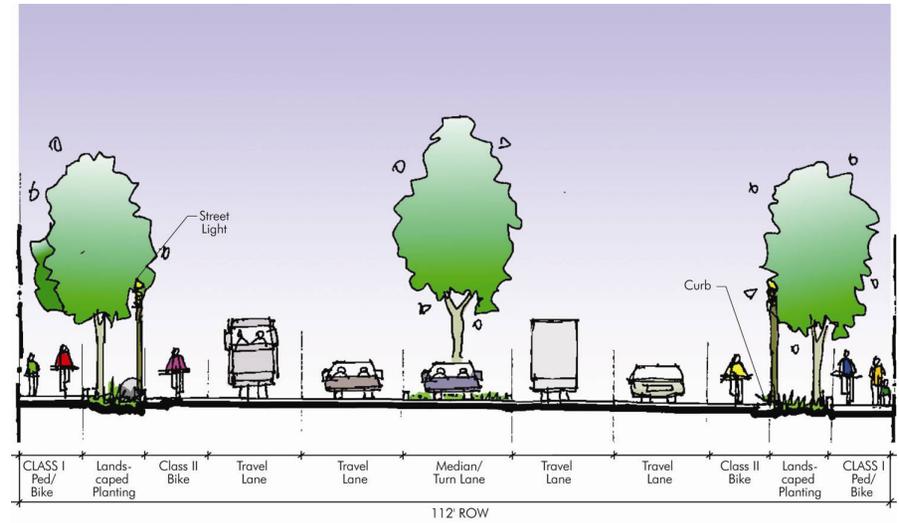


FIGURE 4-6: CROSS SECTION OF CORRIDOR WITH GENERAL PLAN IMPROVEMENTS

#### Legend

- Existing Roadway
- Existing Signalized Intersection
- Proposed Future Roadway
- Proposed Signalized Intersection (City of Winters)
- Proposed Class I Bicycle & Pedestrian Facilities
- Proposed Landscaping Buffer
- Proposed Class II Bicycle & Pedestrian Facilities
- Caltrans/City of Winters Right of Way
- 2 Travel Lanes with Turn Lanes
- 4 Travel Lanes with Turn Lanes



FIGURE 4-7: PLAN VIEW OF CORRIDOR WITH GENERAL PLAN IMPROVEMENTS



FIGURE 4-8: EXISTING VIEW OF CORRIDOR



FIGURE 4-9: VIEW OF CORRIDOR WITH GENERAL PLAN IMPROVEMENTS



FIGURE 4-7: PLAN VIEW OF CORRIDOR WITH GENERAL PLAN IMPROVEMENTS

### Corridor Assets

The corridor has many assets identified during the planning process that residents would like to see maintained and improved upon, including:

- Hosting a diverse mix of uses and amenities including a variety of businesses, residences and public spaces;
- Providing connections within the City of Winters and to the greater region, including Lake Berryessa to the west and the City of Davis to the east;
- Serving as a gateway to downtown and Putah Creek, and
- Embodying the rural character of Winters.

*Right: Downtown Winters.  
Bottom: The view of Winters  
heading west along the corridor.*



*Right: Local businesses including Mariani Nut Company have specific needs that must be considered in any corridor improvement concepts.*

*Bottom left: Recent commercial development along the corridor.*

*Bottom right: Lorenzo's Market is a popular destination in the corridor.*



### Corridor Issues and Opportunities

The primary issues and opportunities in the corridor are related to:

- Improving safety at key intersections and crossings, especially Morgan Street. School-age children and seniors need to be able to cross the corridor safely to get to school or go shopping at Lorenzo's Market.
- Addressing the needs of different users such as bicyclists, pedestrians and drivers of a variety of vehicles, including commercial and agricultural trucks and recreational vehicles and equipment. Trucks from Mariani Nut Company and other trucking operators require adequate space for turning. Recreational vehicles and trailers with boats destined for Lake Berryessa have distinct needs, and cars making local trips need to be able to safely enter and exit the corridor.
- Enhancing identity and wayfinding to direct locals and travelers into the downtown area, as well as providing a gateway entrance into the City of Winters.
- Reducing the number of travel lanes in the corridor to calm traffic.





*Opposite page bottom: El Rio Villa residents walking into Winters have a narrow crossing over the I-505 interchange and no sidewalk.*

*Opposite page top: Designated pedestrian access points improve the overall safety of the corridor.*

*Above left: There are many opportunities for additional signage along the corridor.*

*Above right: Looking west towards Winters on the I-505 crossing.*

*Right: Looking east towards El Rio Villa on the I-505 crossing.*





Visit  
**HISTORIC**  
DOWNTOWN

**WINTERS**  
FOUNDED 1875  
WINTERS CHAMBER OF COMMERCE



Thursdays 12-15pm



WELCOME  
VETERANS

WINTERS VFW  
POST 11091



# Preferred Complete Streets Concepts

## OVERALL COMMUNITY VISION

Community members have a vision of the Grant Avenue/SR 128/Russell Boulevard corridor for the future, that is:

- 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; and
- A complete street that supports all modes of travel.

## Corridor-Wide Complete Streets Concepts

There are a number of improvements that can be applied throughout the corridor to achieve this vision. These improvements include:

- Contiguous sidewalks separated from the roadway by landscaped planting strips
- Contiguous Bicycle Facilities (Class I and II)
- Lighting
- Gateway and wayfinding signage
- Landscaped medians
- Well-defined crosswalks marked with colored pavement
- Roundabouts at key intersections
- Adequate travel lanes and widths to support the needs of different users, including vehicles and bicycles



The Project Team prepared plan and section views of the preferred Complete Streets concept. Based on existing conditions, land uses and the needs of corridor users, the corridor was divided into three distinct sub-areas:

- Railroad Avenue to East Main Street
- East Main to I-505 interchange
- I-505 Interchange to El Rio Villa



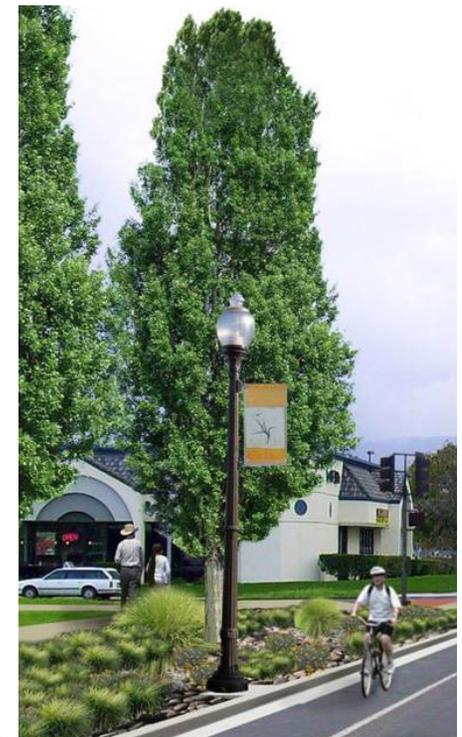
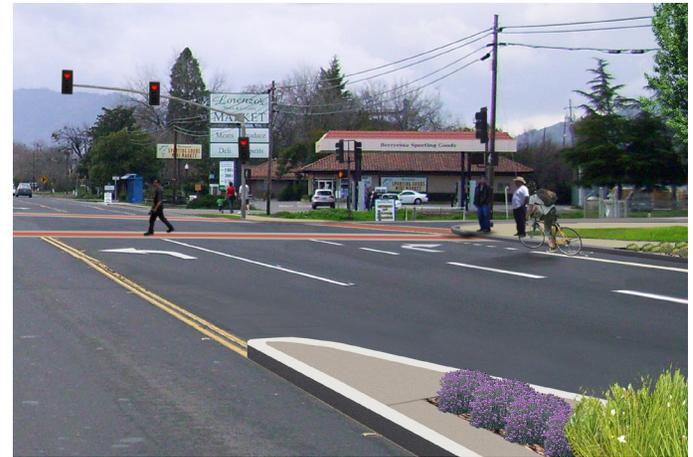
*Left: A recently installed sidewalk on the south side of the corridor.*

*Above: Distinctive lighting along the corridor.*

## OVERALL COMMUNITY VISION ELEMENTS

The elements of the overall community vision are displayed in the images on this page including:

- Enhanced bicycle and pedestrian safety;
- Lighting;
- Context-sensitive, drought-tolerant vegetation; and
- Smooth vehicle travel, including agricultural, freight and recreational vehicles.



## Complete Streets Concepts by Sub-Area

### Railroad Avenue to East Main Street

The Railroad Avenue to East Main Street portion of the corridor contains the greatest mix of land uses in the corridor and is the area where pedestrians are most likely to be making north-south crossings. Suggested improvements are designed to enhance the overall safety of the corridor and include:

- Two travel lanes;
- Class I and II Bicycle Facilities;
- Pedestrian Facilities;
- Expanded landscape buffer between travel lanes and pedestrian facilities; and
- Roundabout intersections at Dutton and Morgan Streets and Walnut Lane.

### East Main Street to I-505 Interchange

The East Main Street to the I-505 portion of the corridor is a potential growth area that supports traffic accessing and crossing I-505. Pedestrian and bicycle facilities are most needed along the southern portion of this section. Suggested improvements include:

- Four travel lanes (the need for additional lanes is dependent on potential future growth in this portion of the corridor that may trigger additional traffic impacts and the need for increased corridor capacity. Until future growth requires additional lanes, two travel lanes are adequate in this portion of the corridor.);
- Class I and II Bicycle Facilities;
- Pedestrian Facilities;
- Landscape buffer between travel lanes and pedestrian facilities; and
- Signalized intersections at East Main Street, Timber Crest Road and at southbound I-505 off-ramp.

### I-505 Interchange to El Rio Villa

The I-505 Interchange to El Rio Villa portion of the corridor is currently made up of primarily agricultural uses. Identified improvements along the southern portion of the corridor are designed to improve the experience for pedestrians traveling from the housing development to the City of Winters. Suggested improvements include:

- Two travel lanes;
- Class II Bicycle Facilities; and
- Pedestrian Facilities along the south side of the corridor.



*Top: Workshop participants talk about ideas for the corridor.*

*Above: Winters City Engineer, Nick Ponticello, discusses potential corridor improvements at the May 6, 2010 workshop.*

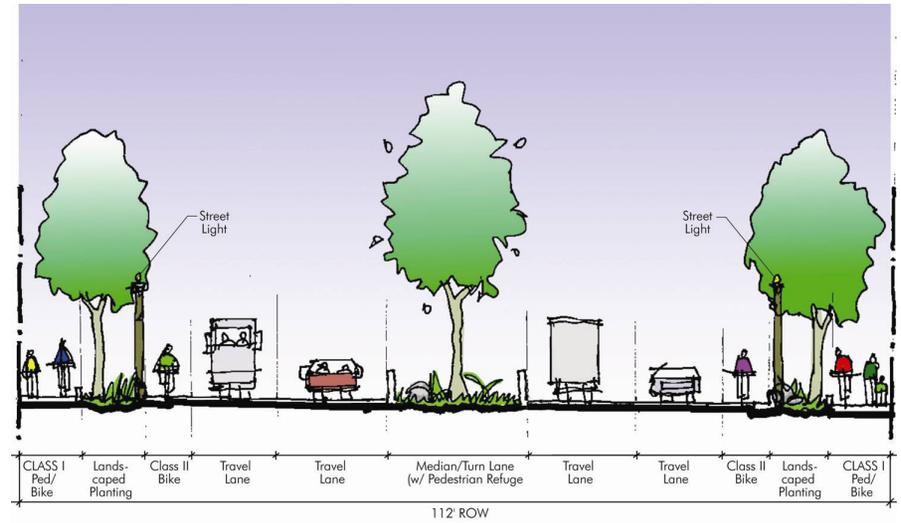
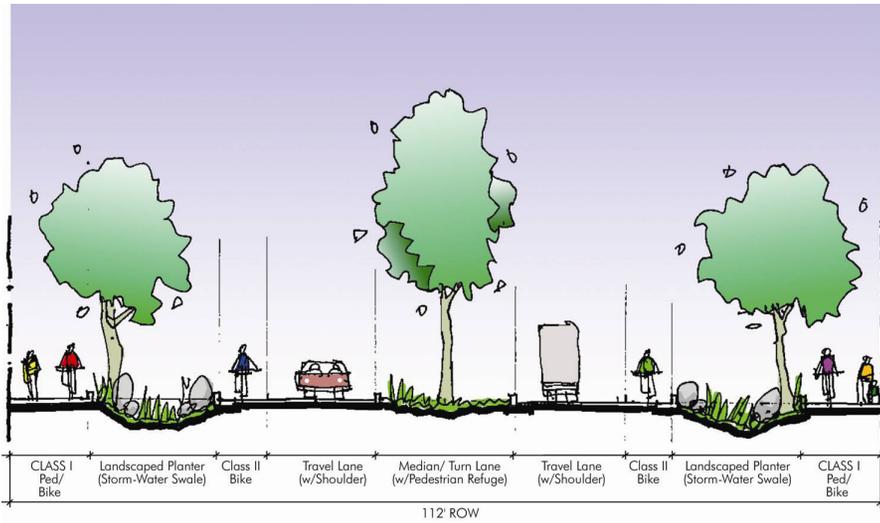


FIGURE 5-1: CROSS SECTION OF COMPLETE STREETS CONCEPT A (RAILROAD AVENUE TO EAST MAIN STREET)

FIGURE 5-2: CROSS SECTION OF COMPLETE STREETS CONCEPT B (EAST MAIN STREET TO I-505 INTERCHANGE)

- Legend**
- Existing Roadway
  - Existing Signalized Intersection
  - Proposed Future Roadway
  - Proposed Roundabout
  - Proposed Class I Bicycle & Pedestrian Facilities
  - Proposed Landscaping Buffer
  - Proposed Signalized Intersection (City of Winters)
  - 2 2 Travel Lanes with Turn Lanes
  - 4 4 Travel Lanes with Turn Lanes
  - Proposed Class II Bicycle & Pedestrian Facilities
  - Caltrans/City of Winters Right of Way



FIGURE 5-3: PLAN VIEW OF COMPLETE STREETS CONCEPT

Opposite page left: Cross section of the preferred Complete Streets Corridor Concept between Railroad Avenue and East Main Street.

Opposite page right: Cross section of the preferred Complete Streets Corridor Concept between East Main Street and the I-505 interchanges.

Right: Cross section of the preferred Complete Streets Corridor Concept east of the I-505 interchange.

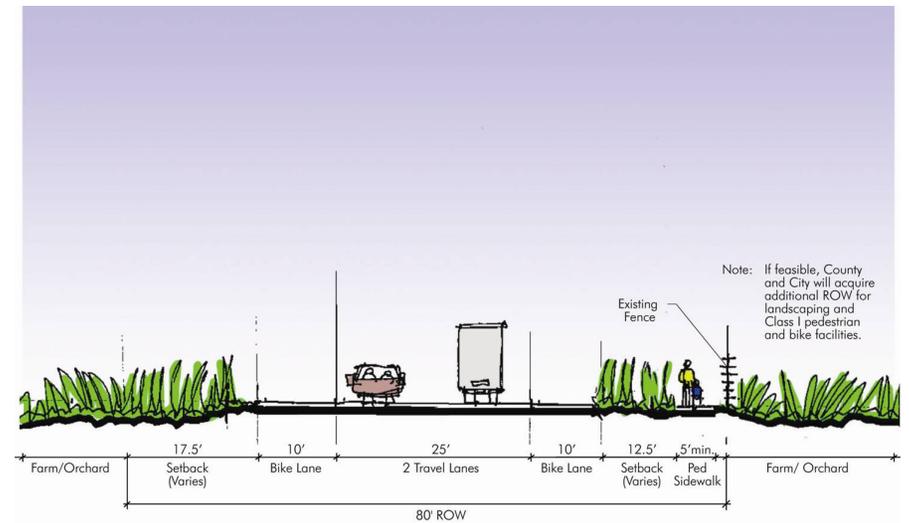


FIGURE 5-4: CROSS SECTION OF COMPLETE STREETS CONCEPT (COUNTY ROAD)

Legend

- Existing Roadway
- Existing Signalized Intersection
- Proposed Future Roadway
- Proposed Class I Bicycle & Pedestrian Facilities
- Proposed Landscaping Buffer
- Proposed Roundabout
- Proposed Signalized Intersection (City of Winters)
- 2 Travel Lanes with Turn Lanes
- 4 Travel Lanes with Turn Lanes
- Proposed Class II Bicycle & Pedestrian Facilities
- Caltrans/City of Winters Right of Way



FIGURE 5-3: PLAN VIEW OF COMPLETE STREETS CONCEPT

## EXISTING CONDITIONS

### The Corridor Today

The key streetscape elements to be considered to address these issues include:

- Continuous, safe and comfortable pedestrian facilities;
- Adequate automobile travel lanes;
- Safe, visible and well-marked crosswalks;
- Well-signed intersections;
- Appropriate landscape; and
- Other appropriate amenities, such as signage and lighting.



FIGURE 5-5: EXISTING VIEW OF MORGAN STREET INTERSECTION



FIGURE 5-6: VIEW OF MORGAN STREET INTERSECTION WITH COMPLETE STREETS CONCEPT IMPROVEMENTS

## VISUAL SIMULATION

### Complete Streets Concept: Railroad Avenue to East Main Street

The visual simulation at left depicts the corridor with a variety of improvements that comprise the preferred Complete Street Concept, including:

- Roundabout intersection;
- Two travel lanes;
- Class I and II Bicycle and Pedestrian Facilities;
- Expanded landscape buffer between travel lanes and Pedestrian Facilities; and
- Improved signage.



# Next Steps

## IMPLEMENTATION

The implementation of the community-supported concepts presented in this plan depend on a variety of factors including funding availability and traffic analysis.

Near-term and technical considerations have been identified below. Identified long-term actions can only be implemented after the technical considerations have been addressed. These pertain primarily to the area between East Main Street and the I-505 interchange.

Funding for the identified improvements will come from many sources, including development impact fees, private developer funding, bond financing and grants. Timing of implementation of identified improvements will be based on the rate of development, the availability of development impact fee funding, and the City's ability to obtain other sources of funding.

## Short-Term

- Caltrans and the City will work together to look at interim traffic calming solutions for improving the safety of the Grant Avenue/Morgan Street intersection, especially for seniors and people with mobility issues.
- Caltrans and the City will work together to improve the existing two-lane roadway between Railroad Avenue and East Main Street with the identified Complete Streets Concept.
- Caltrans and the City will analyze the General Plan's proposed development goals and traffic implications for the corridor from Railroad Avenue to the I-505 interchange.

## Technical Considerations

- Conduct a traffic analysis on the impact of lane reductions east of East Main Street on the I-505 intersection, including potential Level of Service (LOS) changes.



## Long-Term

- Improve two lane roadway east of East Main Street until a project or development triggers the need for four lanes as described in the General Plan.