

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

**Comment Card Results**

**Please indicate your level of support for each of the corridor segments of the SR 128 / Grant Avenue Complete Streets Concept Plan.**

**Railroad Avenue to East Main Street**

	<b>High</b>	<b>Medium</b>	<b>Low</b>	<b>No answer</b>
<b>Level of Support</b>	7	1	0	0

Comments:

- LOVE the switch to two lanes and the use of roundabout (NOT signals). If done in phases would highly recommend starting with a round-about at Morgan (for safety). (Respondent with High level of support)
- Get her done! (Respondent with High level of support)
- I support more roundabout and more bike and ped paths that are separated from car traffic. (Respondent with High level of support)
- With roundabout – 2 lanes. (Respondent with High level of support)
- Make the speed limit low all the way to the freeway. Two lanes. (Respondent with High level of support)
- Side streets for local traffic. (Respondent with High level of support)
- We need some immediate solutions to cross the street (128) now. This plan may take 20 or more years to happen. (Respondent with Medium level of support)

**East Main Street to I-505**

	<b>High</b>	<b>Medium</b>	<b>Low</b>	<b>No answer</b>
<b>Level of Support</b>	3	2	1	2*

Comments:

- \*Depends on what is proposed (this respondent underlined all three options without choosing one, and is counted as one of the “no answers”). I would be supportive of the same style as in the Railroad to East Main section (two lanes with roundabout) (that would preserve the option to go for four lanes if need be). Do not want to see the landscape cluttered with signals (preserve the view of the Coast Range as you head west).
- Making the assumption that future uses may be similar to the uses/service level as the western area studied a two-lane section on the eastern section will most likely work. (Respondent with High level of support)
- I support more roundabout and more bike and ped paths that are separated from car traffic. (Respondent did not indicate level of support)

- With two lanes and a round-about at the interchange west on-ramp/off-ramp – the gateway entrance. (Respondent with High level of support)
- High level of support if it's two lanes with roundabouts.
- If you have 4 lanes of traffic going at 45 mph – I will have trucks downshifting from 45 to slow down to go around the roundabout – 10 feet from my bedroom window. I feel it should be a consistent slow speed from the 505 interchange into town. (Respondent with Low level of support)
- We need some immediate solutions to cross the street (128) now. This plan may take 20 or more years to happen. Need accessible (ADA) overpass crossing. (Respondent with Medium level of support)

**I-505 to El Rio Villa**

	<b>High</b>	<b>Medium</b>	<b>Low</b>	<b>No answer</b>
<b>Level of Support</b>	1	0	1	6

Comments:

- Support the pedestrian access portal. (Respondent with High level of support)
- Fix the overpass. I would like all of the speakers tonight to go walk across the overpass – there has to be some solution – maybe a path under the bridge by Putah Creek – I know it has to be flood stage before that gets water. (Respondent with Low level of support)

**Additional Comments:**

- I think you should do a study on the weekends in the summer. The only time it is quiet are Sunday nights – with all the boats going up to the lake I think the traffic is constant.

**Did you attend either of the February workshops?**

	<b>Yes</b>	<b>No</b>	<b>No answer</b>
	2	0	6