

SR 128 / Grant Avenue Complete Streets

July 13th, 2010
City Council 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

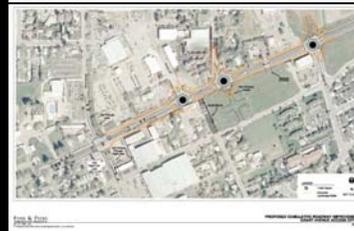
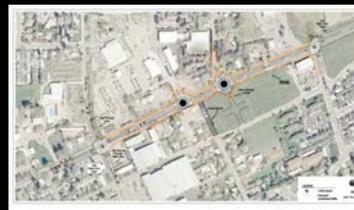
Current Efforts

- Realignment of Walnut Lane
- Other

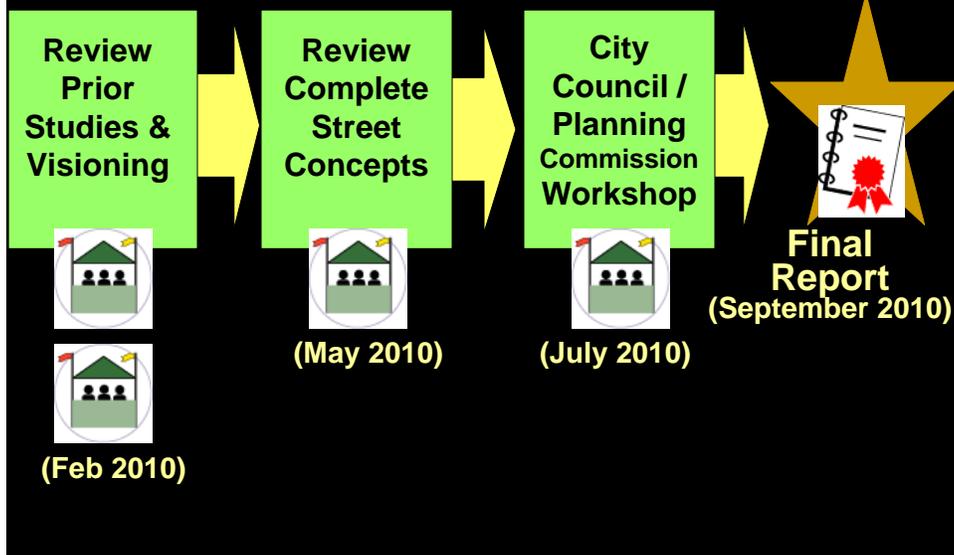


Grant Avenue Access Study

- 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



Current Planning Process



Current Planning Process - Community Engagement

- Stakeholder Interviews
- 3 Workshops
 - February 4th & May 6th: Winters Community Center
 - February 25th: El Rio Villa



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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... 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



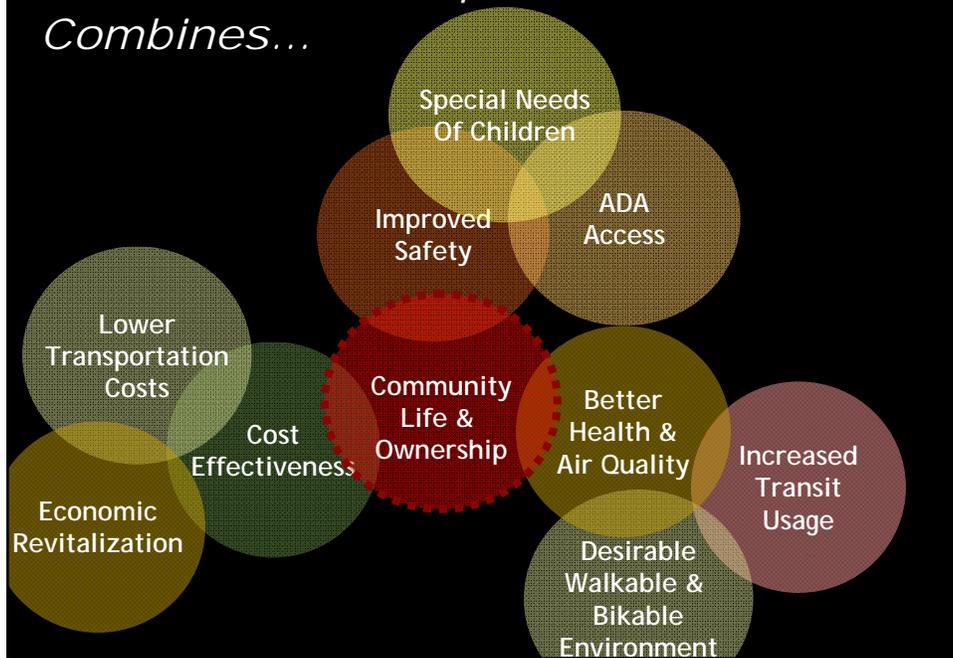
Complete Streets

What are Complete Streets . . .

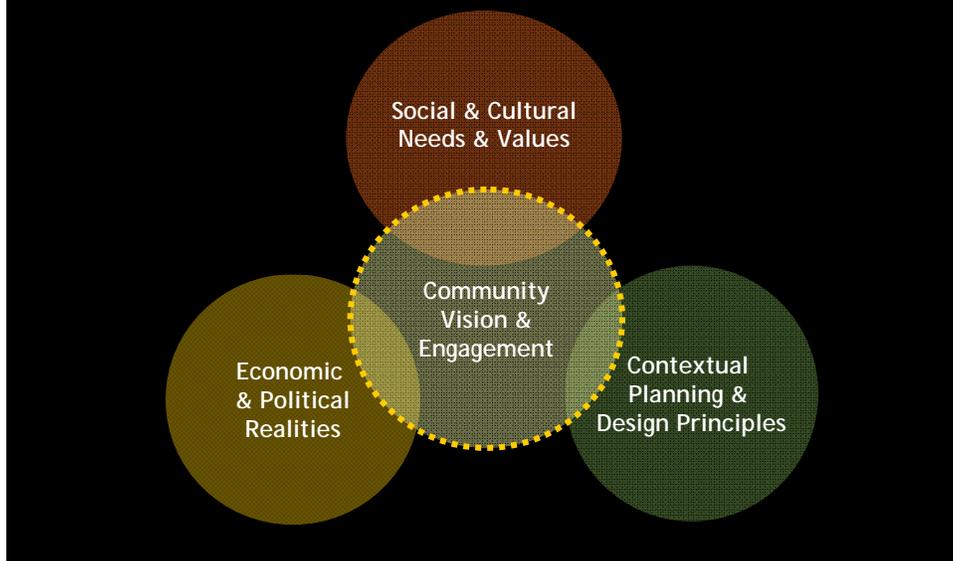
“Streets aren’t just for cars, they’re for people and with the **Complete Streets Act** local governments will plan for and build roadways that are **safe and convenient for everyone** — young or old, riding a bike or on foot, in a car or on a bus.

California Complete Streets Act of 2008

A Successful Complete Street Combines...



A Successful Approach to Complete Street Combines....



Desirable Design Characteristics

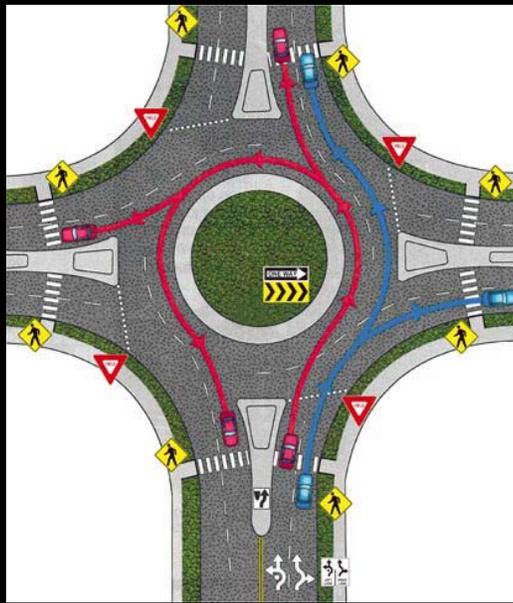
Functional- Address Needs of Different Users



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

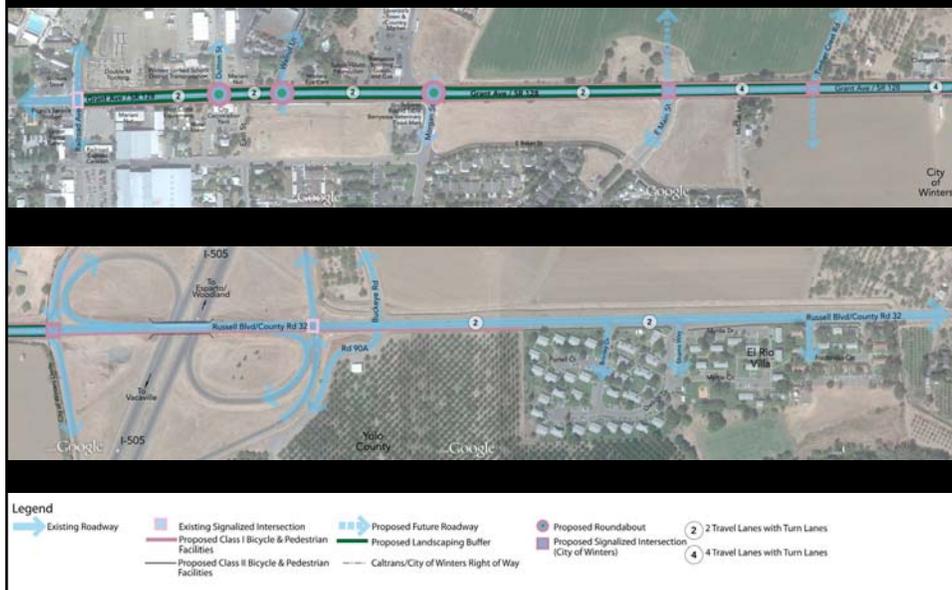
Existing Conditions



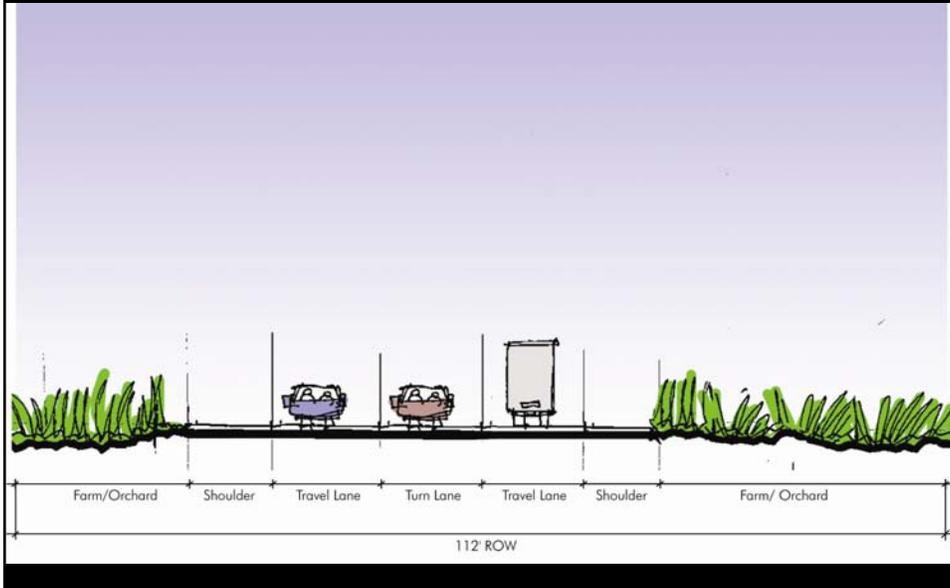
Proposed (As per General Plan)



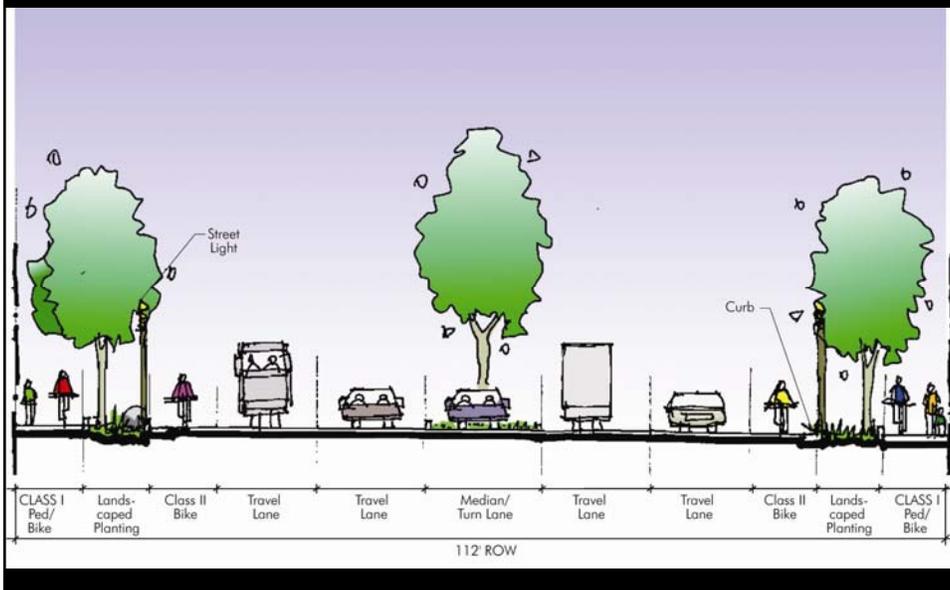
Proposed Complete Streets Concept



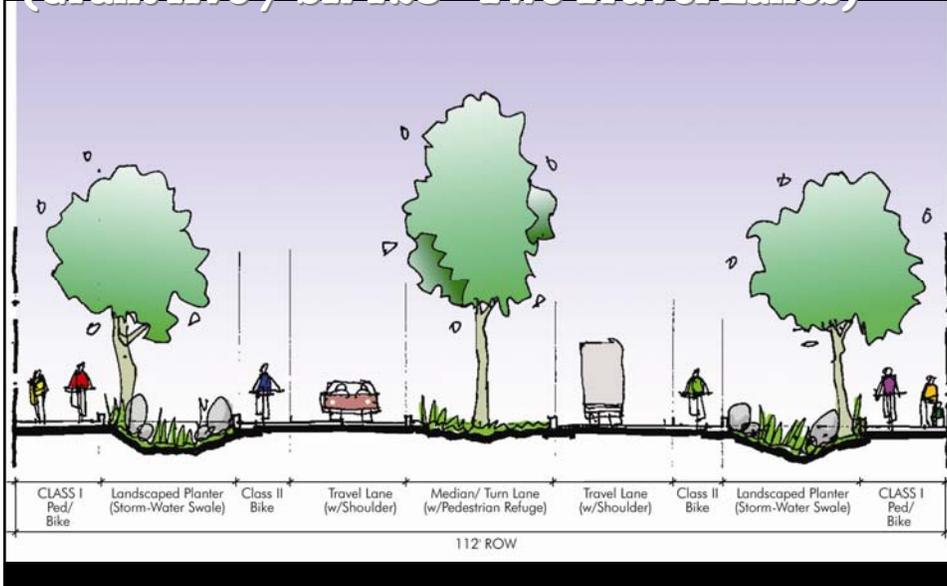
Existing Conditions (Grant Avenue / SR 128)



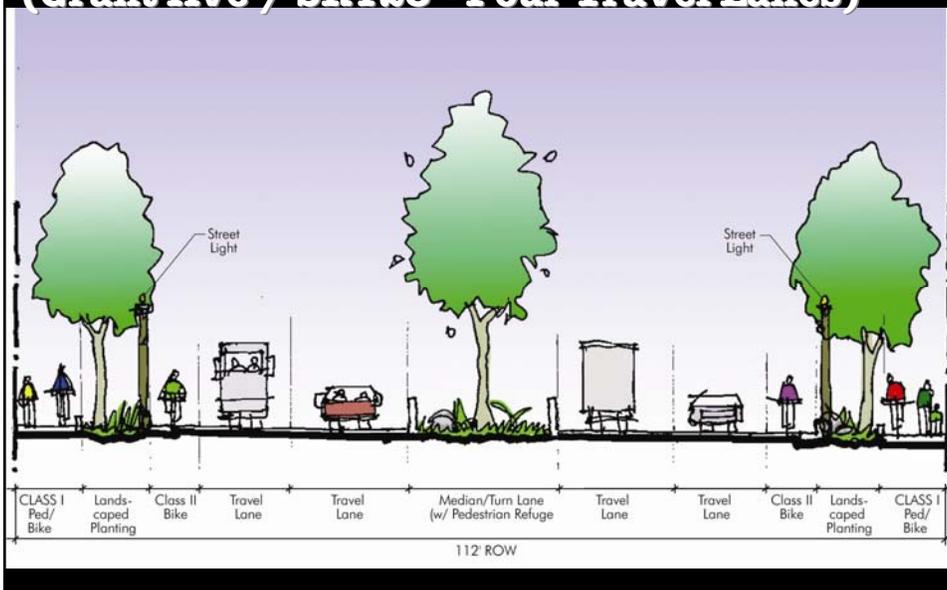
Proposed Per General Plan (Grant Avenue / SR 128)



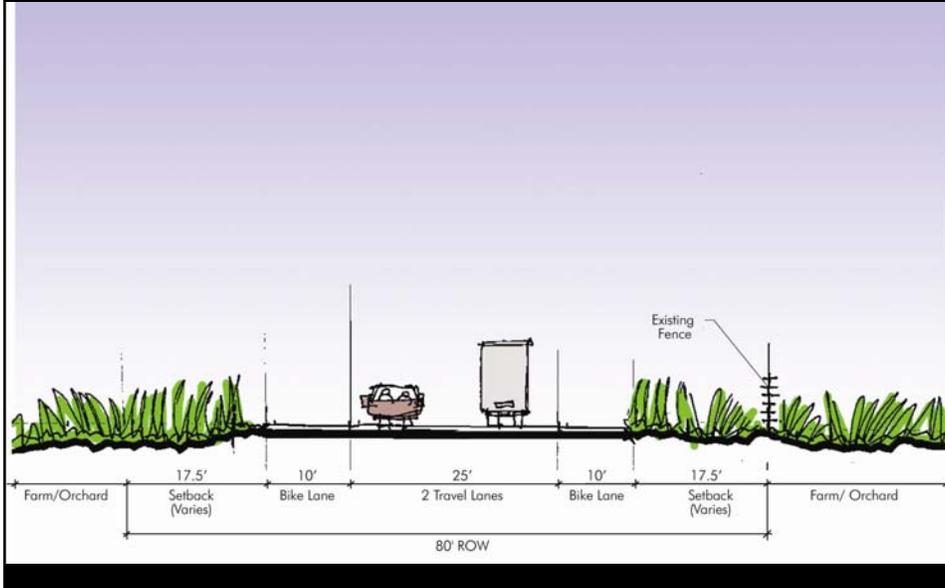
**Proposed As Per Community Complete Street Concept
(Grant Ave / SR 128 - Two Travel Lanes)**



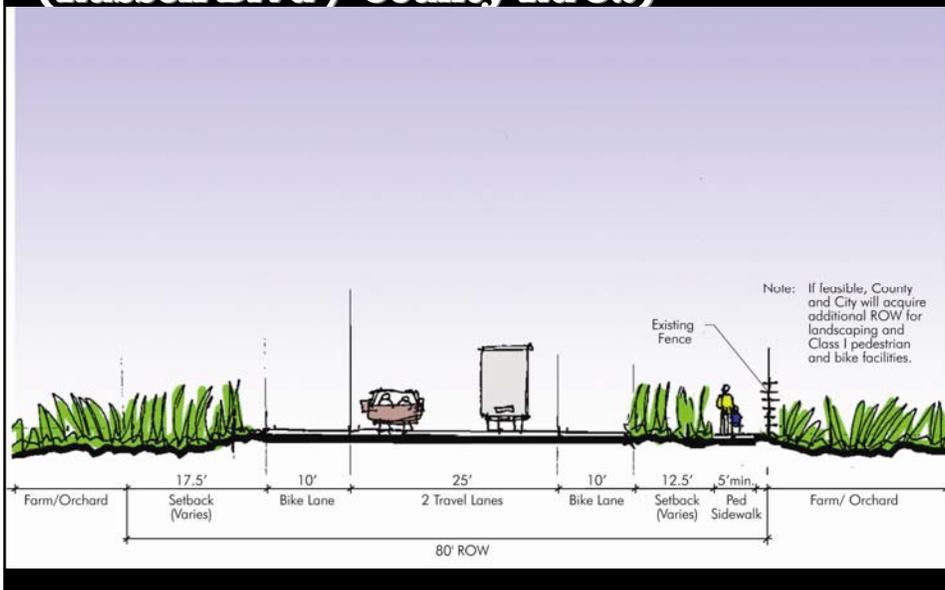
**Proposed As Per Community Complete Street Concept
(Grant Ave / SR128 - Four Travel Lanes)**



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

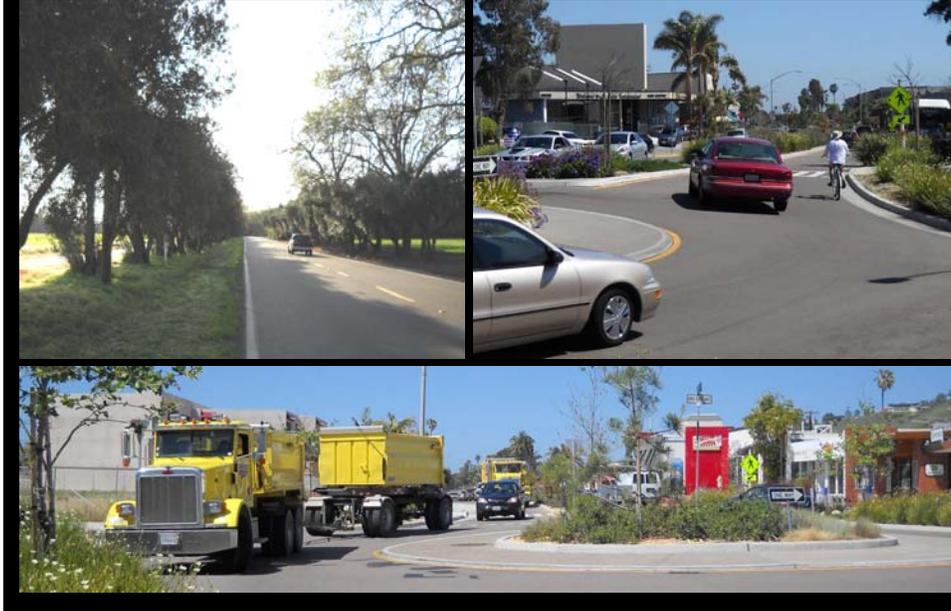
*Contiguous, Safe and Comfortable
Pedestrian Facilities*



*Contiguous and Multiple Bicycle
Facilities*



Adequate Automobile Travel Lanes



Safe, Visible & Well Marked Crosswalks



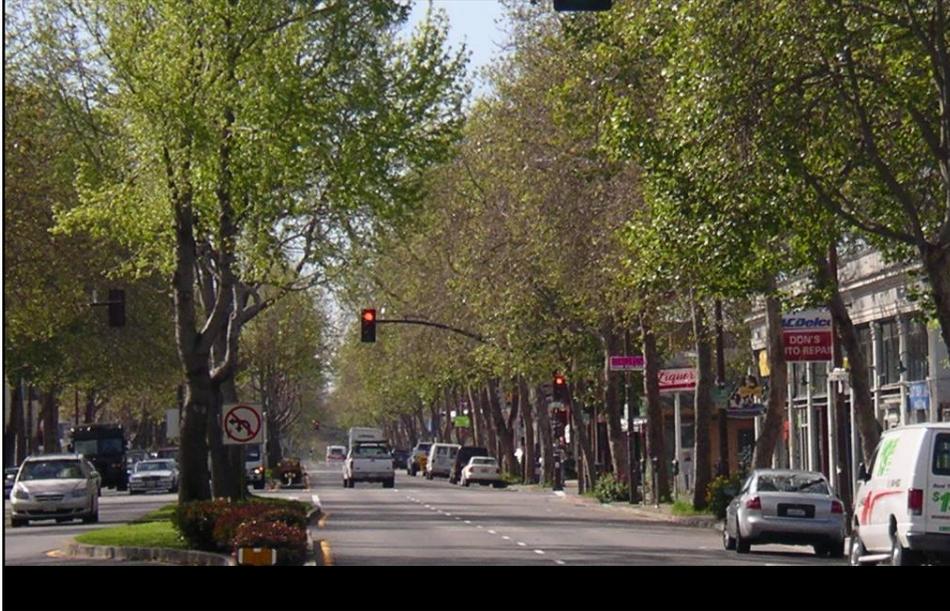
Well Signed Intersections



Well Signed Intersections



Appropriate Landscaping



Appropriate Landscaping



Appropriate Landscaping



Other Appropriate Amenities



Community Feedback

Community Feedback

- Grant Ave / SR 128 (Railroad Ave to East Main St)
- Grant Ave / SR 128 (East Main St to I-505):
- Russell Blvd / County Road 32



Community Feedback

- Grant Avenue / SR 128 (Railroad Ave to East Main Street):

- Favor lane reduction
- Ensure dramatic safety and aesthetic improvements for pedestrians and bicyclists
- Reduce traffic speeds
- Landscape corridor to reflect the unique identity of Winters
- Target interim improvement at Morgan and Grant intersection



Community Feedback

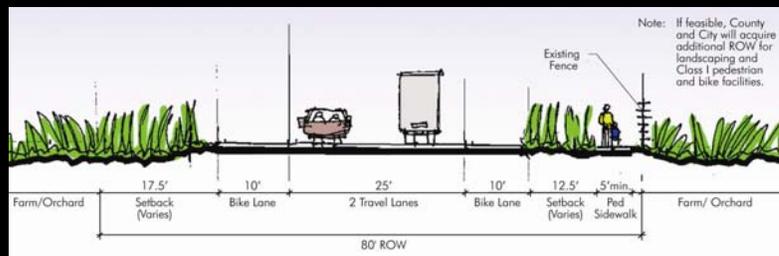
- Grant Avenue / SR 128 (East Main Street to I-505):

- Approve key 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 Level of Service (LOS) requirements and processes for City and Caltrans
- Continue landscape of the corridor to reflect the unique identity of Winters



Community Feedback

- **Russell Blvd / County Road 32**
 - Approve targeted 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



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 Level of Service (LOS) changes
 - Study any lane reduction impact east of East Main Street at I-505 intersection

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
 - Explore improvements that slow traffic similar to improvements that City has proposed



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