



SR 128/ Grant Avenue Complete Streets  
REVISED DRAFT Community Workshop Summary  
February 4, 2010

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Prepared by:



## Introduction

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On February 4, 2010 nearly 60 Winters community members attended an SR 128/Grant Avenue Complete Streets Community Workshop at the Winters Community Center. The workshop was sponsored by the City of Winters and Caltrans District 3 and facilitated by MIG, Inc. This was the first of three workshops that will be held to solicit community input on potential improvements along SR 128/ Grant Avenue. The project team will bring forward the ideas generated in this workshop as design concepts for review and comment in following workshops. Ultimately, this project will identify a series of prioritized improvements along the corridor.

## Workshop Overview

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**John Donlevy**, Winters City Manager, called the meeting to order, and thanked people for attending. He introduced **Councilmember Cecilia Aguiar-Curry** who highlighted the City Council's interest in this effort as the culmination of years of planning for the corridor. **Bruce De Terra**, Planning and Modal Programs Chief at Caltrans District 3, added his welcome and appreciation for the participation of the community in this important project. **Lou Hexter** of the project consultant team of MIG, Inc., introduced himself as facilitator for the evening and reviewed the meeting purpose and agenda.

**Mukul Malhotra**, MIG, delivered a PowerPoint presentation that described previous project studies, relevant policies and existing conditions in the corridor as well as an overview of roundabouts and the complete streets design concept. **Rebecca Mowry**, from Caltrans Project Management, provided information about roundabouts developed and implemented by Caltrans.

Following the overview presentation, attendees were invited to participate in facilitated small group discussions. Six small groups convened around tables with aerial maps of the study area to discuss their vision for the corridor and potential improvement locations and types. Following the small group discussions, the larger group was reconvened for a review of individual group findings and closing remarks. Participants were also provided with comment cards to record written comments about potential corridor improvements. Approximately 30 completed comment cards were submitted, and their content has been incorporated into this summary.

The primary purpose of the meeting was to identify a community vision for SR 128/Grant Avenue, as well as to generate specific input on potential improvements types and locations along the corridor. This summary highlights the findings from these discussions sorted according to Vision and Issues/Opportunities.

## A Vision for SR 128/Grant Avenue

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Meeting attendees envision SR 128/Grant Avenue as an inviting and safe gateway to Winters that supports both automobile and non-automobile traffic.

Participants have a vision for SR 128/Grant Avenue that:

- Provides a safe way for all modes of traffic to cross and travel along the corridor
- Is walkable and bikeable for families and safe for children
- Promotes a sense of place, with visibility of the Berryessa Gap
- Is a gateway to Winters and directs traffic into the downtown area
- Maintains and balances the role of the automobile for business
- Is clean and attractive and reflects the rural/agricultural character of the area

## **Improving SR 128/Grant Avenue: Issues and Opportunities**

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A number of issues and opportunities for improvement along SR 128/Grant Avenue were identified during the workshop and are described below. Maps from the individual small group tables are attached to this summary for reference. Specific comments on the map have been incorporated into these comments.

### **CIRCULATION IMPROVEMENTS**

#### **Pedestrian-Oriented**

- Provide safe pedestrian facilities throughout the corridor.
- Create a buffer between pedestrian and vehicular circulation.
- Provide well-marked crosswalks.
- Accommodate all residents, including seniors and the disabled.
- Ensure ADA compliance.
- Install sidewalks on the north side SR 128/Grant Avenue between I-505 and Chevron.
- Generally prioritize sidewalk development on the south side of SR 128/Grant Avenue. This side is more heavily used by pedestrians.
- Develop safe intersection crossings, especially across Morgan Street to provide for safer access to Lorenzo's.
- Prioritize safety improvements at the intersection of Morgan Street and SR 128/Grant Avenue.
- Prioritize intersection safety improvements at intersections with key community destinations on either side.
- Develop sidewalk, lighting and safety improvements to the I-505 crossing. Consider widening existing bridge or developing a dedicated pedestrian/bicycle crossing.
- Provide crosswalks or other safety measures for pedestrians at El Rio Villa entrances (Binley Drive and Shams Way).
- Ensure adequate crosswalk signal timing for pedestrians at Railroad.

#### **Bike-Oriented**

- Develop separated bike lanes throughout the corridor.
- Improve bike access and safety by developing on- and off-street bike lanes.
- Provide a bike lane connection from downtown to improve regional bike loop from Davis.
- Develop stronger connections to the Putah Creek trail as an alternative route for bicyclists.

#### **Auto-Oriented**

- Implement traffic calming measures to reduce traffic speed.

- Ensure that corridor improvements accommodate farm trucks and equipment, truck traffic and recreational vehicles.
- Maintain one lane of auto traffic in each direction.
- Improve visibility of pedestrians for eastbound traffic on eastern side of I-505/SR 128/ Grant Avenue interchange.
- Adjust the Lorenzo's Market driveway to minimize potential for automobile/pedestrian collisions.
- Provide access management guidelines

### **Signalized Intersections**

- The Railroad Avenue intersection has slowed traffic and created visual clutter. Attendees generally expressed a lack of interest in developing additional signalized intersections.

### **Roundabouts**

- Attendees were generally in favor of multiple roundabouts along the corridor. Many felt that only two roundabouts would be needed. One common suggestion was to exchange the proposed roundabout at Dutton for one at East Main Street.
- Many attendees strongly favor a roundabout at Morgan St. with some concern about potential conflicts with the Lorenzo's Market driveway and a desire to improve the pedestrian environment there.
- Roundabouts at Morgan or East Main Street should be equipped with directional signage towards downtown.
- Many attendees wondered if roundabouts were needed at Dutton and Walnut and if this close alignment may result in unnecessary queueing.
- An additional roundabout location suggested was at County Road 90
- One roundabout design suggestion called for the use of bricks and stone.

## **STREETSCAPE IMPROVEMENTS**

### **Landscaping**

- Landscape and plant medians with drought resistant and native plantings, including rosemary.
- Consider installing a raised median at Morgan.
- Plant similar trees to those planted in downtown. Avoid fruit trees, consider olive and walnut trees.
- Consider plantings that will not obstruct or impede truck traffic.
- Minimize the use of asphalt and implement landscaped approaches to storm water catchment such as bioswales.

### **Amenities**

- Create shade along the street.
- Add street lights to improve safety, including pedestrian-scale lighting.
- Create directional signage to downtown and minimize signage clutter.

## **CULTURE/IDENTITY**

- Design SR 128/Grant Avenue as the entrance to downtown.

- Ensure the improvements are made at appropriate and consistent scale with existing land uses and developments.
- Ensure that improvements do not compromise the operations of local businesses.
- Encourage civic groups to oversee/contribute to landscape maintenance activities along landscaped medians.
- Celebrate Winters' place in the region and connections to destinations such as Sacramento, San Francisco, Napa and Davis.

## **MAINTENANCE**

### **Clean-up and Maintenance**

- Implement effective ways to prevent trash and dumping, especially at the I-505/SR 128 interchange.

## **Questions**

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Participants asked a number of questions related to the design and improvement concepts under discussion. The Project Team will prepare responses to these questions for presentation at subsequent community meetings.

- What are the costs of developing a roundabout?
- Are there any rules on the standard distances between roundabouts?
- Will the City be able to provide a general project timeline and costs at the conclusion of this process?

## **Summary and Next Steps**

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The SR 128/Grant Avenue Complete Streets Community Workshop generated significant consensus on desired improvements in the SR 128/Grant Avenue corridor. The issues and opportunities identified at the meeting will assist the project team in drafting a preliminary set of design principles and concepts that will be presented and discussed at the next community workshop in April 2010.