



**ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
STAFF REPORT**

TO: Economic Development Advisory Committee Members
DATE: February 7, 2011
THROUGH: John W. Donlevy, Jr., City Manager
FROM: Nelia C. Dyer, Community Development Director
Nick Ponticello, City Engineer
Dawn Van Dyke, Management Analyst
SUBJECT: Status of the *City of Winters Grant Avenue/SR 128/Russell Boulevard Complete Streets Concept Plan*

RECOMMENDATION: None. This item is only for information and discussion.

BACKGROUND: In the fall of 2009, representatives from the California Department of Transportation (“Caltrans”) contacted City Engineer Nick Ponticello and city staff, regarding participation in a Planning Public Engagement (“PPEC”) Grant for community outreach regarding the Complete Streets Policy Act of 2008. This Caltrans policy (DD-64-R1) states that planning for transportation shall include vehicles, buses, bicycles and pedestrians, with a focus on including all modes of transportation rather than just vehicles. Caltrans funded consultant services from Moore Iacofano Goltsman, Inc. (“MIG”) through the PPEC grant to develop a community-based plan that identifies the preferred conceptual pedestrian, bike and roadway improvements for the Grant Avenue Corridor from Railroad Avenue east across the I-505 interchange to Yolo County Housing.

The plan was developed through extensive community outreach including a series of stakeholder interviews and community workshops. Two public workshops were held at the Winters Community Center and one workshop was held at Yolo County Housing, which was conducted in both Spanish and English. There was ample public noticing for these workshops, including articles in the newspaper and on the City website, with postcard invitations sent to property owners, residents and stakeholders in the farming, trucking and recreation sectors.

In addition to the community outreach, the plan was built on a series of previously completed

studies along the corridor and their findings. These studies include the *City of Winters General Plan* (1992), *Grant Avenue Access Study* (2006), *Plan to Improve Transportation Connections and Safety in Winters*, *Walkable Communities* (2007), *The Downtown Master Plan* (2006), *Bikeway System Master Plan* (2002), and the *Caltrans Transportation Corridor Concept Report* (2010). Due to the fact that technical analysis has only been done on the segment of the Corridor between Railroad Avenue and East Main Street in the *Grant Avenue Access Study*, the primary focus was intended to be on that segment. However, City Staff, MIG representatives and Caltrans staff were cognizant of the desire of the community to include the entire Corridor in the discussions. It should be noted that further technical analysis would have to be done before final recommendations can be made for the remaining segments of the Corridor.

On July 13, 2010, representatives from MIG, Inc. presented the preliminary concepts to the City Council and the Planning Commission in a joint study session. At the study session, Council and Commission members voiced strong interest in and support for the concepts, which form the basis of the plan.

The plan was presented to the Planning Commission on January 25, 2011 by City staff and Lou Hexter of MIG, Inc. A public hearing was held at the Planning Commission meeting, and several members of the community voiced their support for the plan. After some discussion with representatives of MIG, Caltrans, and City staff, the Planning Commission recommended the adoption of the plan to the City Council with a unanimous vote.

A public hearing and consideration of plan adoption by the Winters City Council is scheduled for Tuesday, February 15, 2011.

PLAN OVERVIEW: *The City of Winters Grant Avenue/SR 128/Russell Boulevard Complete Streets Concept Plan* is attached to this report. The plan is organized into five main sections:

- Community Outreach Process
- Complete Streets
- Corridor Conditions
- Preferred Complete Streets Concepts
- Next Steps

The Preferred Complete Streets Concepts are described in Chapter Five (See Page 27). Based on the feedback provided at the stakeholder meetings and public workshops, the 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.

To achieve this vision, there are a number of improvements that can be applied throughout the corridor. 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 uses, including vehicles and bicycles.

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 Street to I-505 Interchange
- I-505 Interchange to El Rio Villa

The descriptions as well as the plan and section views of the preferred Complete Streets concepts by sub-area are depicted on pages 29 through 31 of the plan.

NEXT STEPS: The implementation of the community-supported concepts presented in the plan is described in Chapter Six (See Page 35). The implementation of these concepts depends on a variety of factors including funding availability and traffic analysis.

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 the identified improvements are dependent on the rate of development, the availability of development impact fee funding, and the City's ability to obtain other sources of funding.

Here are the short-term, long-term, and technical considerations:

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 to the I-505 interchange, including Level of Service (LOS) changes.

Long Term

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

ENVIRONMENTAL DETERMINATION: A Notice of Exemption has been prepared for this plan in accordance with the California Environmental Quality Act (CEQA). Staff has concluded

that General Rule Exemption provided in Section 15061(b)(3) is applicable to the subject plan. Section 15061(b)(3) establishes that CEQA only applies to projects which have the potential to have a significant adverse effect on the environment. The subject plan is only conceptual in nature and, therefore, this plan does not have the potential to have a significant adverse effect on the environment. When a project comes forward that proposes to build some or all of the concepts described in the plan, CEQA review will be required at that time.

ATTACHMENT: *The City of Winters Grant Avenue/SR 128/Russell Boulevard Complete Streets Concept Plan*