



# Transportation and Mobility

The Transportation and Mobility Element provides the framework for decisions in Windsor concerning the transportation system. An efficient circulation system must factor all modes of travel, providing ample connections creating links locally and regionally. The existing transportation system provides for the safe and efficient movement of people and goods through all modes of transportation. This is achieved through an extensive network of streets, pedestrian and bicycle trails and pathways, and public transit corridors, including the North Coast Rail Authority corridor, which will accommodate the planned extension of the Sonoma Marin Area Rail Transit (SMART) commuter rail.

In Windsor, one of the greatest transportation challenges is the bisecting of the Town by U.S. Highway 101. The Highway bisects the community north-south, creating inefficiencies in the circulation network and a barrier between the two sides of Town. This has led to limited crossing options for automobile flow and disconnect of pedestrian and bicycling trails and pathways. There are opportunities to make highway-related improvements that will improve circulation and connectivity.

The goals and policies in this Element address a balanced transportation network that will support and encourage walking, bicycling, and transit ridership; conserve energy resources; and reduce greenhouse gas emissions, while continuing to accommodate automobile travel. Emerging technologies and their impact on travel behaviors and the design and use of the transportation network must be considered as the Town moves forward with implementation of these goals and policies. The Land Use and Community Design Element contains additional policies that address connectivity between land uses and the provision of sidewalks, trails, bikeways, transit facilities, and roadways to serve new developments.

## Street Classifications

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Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Each jurisdiction that owns or operates a network of streets adopts a set of terms used to define the function of each street. Rather than follow a conventional street hierarchy (i.e., arterials, collectors, and local streets), the Complete Street Design Guidelines establish multimodal roadway design criteria according to the context of the surrounding area. Street types in Windsor include:

**Freeways.** Freeways are highways serving regional and intercity travel. Traffic movement is the primary function of freeways. Accordingly, they have controlled and limited access, and grade separated crossings and medians are used to separate conflicting traffic flows. U.S. Highway 101 is a freeway.

**Crosstown Streets.** This road type performs the function of linking neighborhoods and providing movement across the Town, as well as convenient connections to U.S. Highway 101. In this role, they are designed to carry relatively high traffic flows. There are four types of Crosstown Streets as described below.

- a. **Five-Lane Boulevards.** Five-Lane Boulevards serve as major routes across town, providing access to and from U.S. Highway 101 and linking neighborhoods to major destinations. They are designed to carry significant traffic volumes and facilitate transit and bicycle travel. Street parking is not provided. The middle lane is typically a landscaped median that accommodates turning lanes.
- b. **Three-Lane Boulevards.** Three-Lane Boulevards serve as major routes across town, in some places linking neighborhoods to major destinations. These streets carry mid-range traffic volumes and they are important links to all travel modes.
- c. **Two-Lane Boulevards.** Two-Lane Boulevards serve as major routes across town, in some places linking neighborhoods to major destinations. These streets carry mid-range traffic volumes and they are important links to all travel modes.
- d. **Rural Lanes.** Rural Lanes are a special category of crosstown street that incorporates design concepts that enhance the unique settings that surround Windsor.

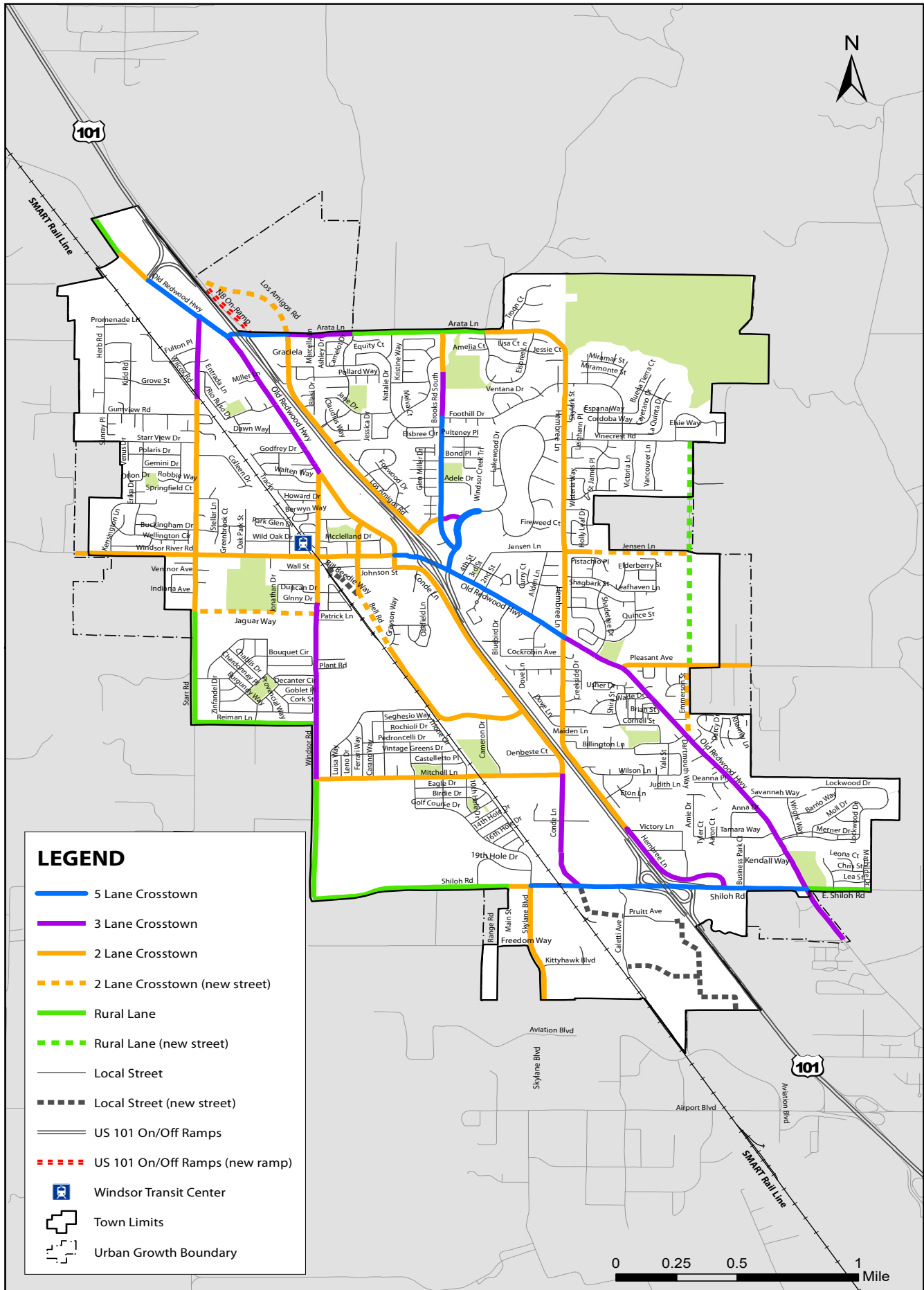
**Local Streets.** Local streets serve local trips, with some streets providing access to individual properties and other streets providing connections between adjacent neighborhoods and/or to local destinations. The seven primary types of Local Streets are as follows:

- a. **Connector Streets.** Connector Streets are local streets that provide convenient connections to local destinations, such as schools, parks, neighborhood centers, and retail services, as well as frequent connections to adjacent neighborhoods.
- b. **Commercial Streets.** Commercial Streets are local streets used where there is a large number of commercial businesses.



- c. **Industrial Streets.** Industrial Streets are two-lane local streets that provide direct access to various industrial businesses, with no other land uses on the street. Very low traffic volumes are common, with a high percentage of large trucks and truck-trailer combinations.
- d. **Residential Streets.** Residential Streets primarily serve single family residences and are intended to operate at low speeds and volumes.
- e. **Narrow Residential Street.** Narrow Residential Streets are similar to typical residential streets, but they do not include space for on-street parking. This parking arrangement requires that sufficient off-street parking or common parking is provided unless parking demand is low.
- f. **Private Driveway.** Private Driveways serve a minimal number of lots as the primary connection to the public street system as well as to off-street parking areas.
- g. **Alleys.** Alleys provide vehicular access to properties, especially service access. While parking is encouraged on local streets, it is generally discouraged in alleys.

The system of streets serving the Town of Windsor is shown in the Street Classification Map (Figure M-1). It is noted that while all streets are important in terms of supporting mobility, to maintain clarity on a page-sized map, the various types of Local Streets are not distinguished on the map.



**LEGEND**

- 5 Lane Crosstown
- 3 Lane Crosstown
- 2 Lane Crosstown
- - - 2 Lane Crosstown (new street)
- Rural Lane
- - - Rural Lane (new street)
- Local Street
- - - Local Street (new street)
- = US 101 On/Off Ramps
- - - US 101 On/Off Ramps (new ramp)
- Windsor Transit Center
- Town Limits
- Urban Growth Boundary



**Figure M-1: Windsor 2040 General Plan Circulation System**



## Multimodal Circulation System

A multimodal approach to transportation creates an integrated transportation network that allows people to move about using multiple modes of travel (e.g., walking, biking, automobiles, bus service, and passenger rail). This approach has multiple benefits. It can lead to safer travel for all users regardless of mode of transportation; improve health by allowing people to walk or bike, or even combining these modes with public transit use; and also reduce automobile-related emissions and air pollution. While the goals and policies in this Element address all modes of transportation, the goal of this section is to address the links and connections between the various modes in Windsor.

### Goal M-1: Multimodal Circulation System

*Promote the development of an integrated, multimodal transportation system that balances the circulation and mobility needs of pedestrians, bicyclists, public transit, automobiles, and goods movement. (Source: Existing General Plan, Goal D.1)*

#### Policies

- M-1.1 Multimodal Transportation System.** The Town shall continue to implement a multimodal transportation system that connects residents to activity centers throughout and near town, such as commercial centers and corridors, employment centers, the SMART train stop, the airport, schools, parks, recreation areas, and other attractions. (Source: Existing General Plan, Policy A.8.1 modified)
- M-1.2 Trip Generation Reduction for Applicable Developments.** The Town shall consider appropriate reductions to the trip generation for projects with a multimodal system approach that increases transit ridership, biking, and walking, in order to reduce air pollution, energy consumption, and greenhouse gas emissions. (Source: Existing General Plan, Policy D.1.3 modified)
- M-1.3 Development of Pedestrian, Bicycle, and Transit Facilities.** The Town shall encourage the development of facilities and services (e.g., secure long-term bicycle parking, street lights, street furniture and trees, transit stop benches and shelters, and street sweeping of bike lanes) that enable bicycling, walking, and transit to become more widely used modes of transportation and recreation. (Source: Existing General Plan, Policy D.1.4)
- M-1.4 Multimodal System Additions.** The Town shall require all new development that proposes or is required to construct or extend streets to develop a transportation network that complements and contributes to the town's multimodal system, maximizes connections, and minimizes barriers to connectivity. (Source: Existing General Plan, Policy A.8.8)

## Complete Streets

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Land development and street improvement projects have over the last ten years begun to place a greater emphasis on the design of facilities serving pedestrians, bicyclists, and transit uses, a design approach also known as “complete streets.” “Complete Streets” can be defined as follows: A design principle that balances the safety and convenience of everyone using the road. Windsor facilitates the use of alternative modes of transportation and system improvements through complete streets. Careful planning and coordinated development of complete streets infrastructure can provide long-term cost savings for the Town by reducing road construction, repair, and maintenance costs. Complete streets also create the opportunity to improve overall public health by encouraging healthy active lifestyles, increasing roadway safety, reducing pollution and greenhouse gas emissions, and providing economic benefits to property owners and business.

### Goal M-2: Complete Streets

*Provide “complete streets” with facilities, and amenities that meet the needs of all users, regardless of their age or ability, or whether they are walking, bicycling, taking transit, or driving. (Source: Existing General Plan, Goal D.3)*

#### Policies

- M-2.1 Complete Streets Design Guidelines.** The Town shall ensure that the concepts and design standards/guidelines in the adopted Complete Street Design Guidelines are considered during review of new development proposals, when constructing new streets, and when modifying existing corridors in order to ensure accessibility for all. (Source: Existing General Plan, Policy D.4.1 modified)
- M-2.2 Complete Street Practices.** The Town shall continue to work towards making complete streets a routine part of everyday transportation decision-making. (Source: Existing General Plan, Policy D.3.4 modified)
- M-2.3 Safe and Comfortable Streets.** The Town shall design streets to enhance Windsor’s identity, to be safe and convey a sense of security, and to be comfortable and convenient for all travel modes including motor vehicles, pedestrians, and bicyclists. (Source: Existing General Plan, Policy A.9.1, modified)
- M-2.4 Managing Transportation in the Right-of-Way.** The Town shall balance the needs of all travel modes when planning transportation improvements, including pedestrian and bicycle trails and pathways. (Source: Existing General Plan, Policy D.3.3 modified)
- M-2.5 Complete Streets Infrastructure.** The Town shall incorporate appropriate complete streets infrastructure, including technologies supporting automated vehicle travel as industry standards are developed and facilities supporting increased use of “on-demand” car-sharing and ride-sharing services, into transportation planning, funding, design, approval, and implementation processes and projects. (Source: Existing General Plan, Policy D.3.5)

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*For Policies M-2.4 see  
Implementation Program M-5:  
Underused Right-of-Way*

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*For Policy M-2.5 see Implementation  
Program M-4: Prioritizing Complete  
Street Upgrades*

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- M-2.6 Complete Street Urban Design Considerations.** The Town shall consider the land use and urban design context of adjacent properties in both residential and non-residential districts as well as urban, suburban, and rural areas when designing complete streets. (Source: Existing General Plan, Policy A.8.4)
  
- M-2.7 Complete Street Priority Areas.** The Town shall prioritize complete streets improvements (e.g., bicycle, pedestrian, vehicle, and transit facilities) at and along U.S. Highway 101 interchanges, including Shiloh Road, Arata Lane, and Central Windsor. (Source: Existing General Plan, Policy D.3.8 modified)
  
- M-2.8 Review Transportation Facilities for Development Proposals.** The Town shall consider on-site and off-site transportation facility improvements during the review of development proposals to ensure that connected facilities are provided for all modes of transportation. (Source: Existing General Plan, Policy D.3.6 modified)
  
- M-2.9 Multimodal Level of Service.** The Town shall consider applying a multimodal level of service standard in Windsor. (Source: New Policy, Town Staff and Consultants)
  
- M-2.10 Bicycle and Pedestrian Connectivity.** The Town shall ensure that commercial and residential development, including affordable housing projects, provides convenient and direct connections to the nearest existing bikeways, pedestrian ways, and public transit facilities. (Source: Existing General Plan, Policy A.8.9 modified)
  
- M-2.11 American with Disabilities Act.** The Town shall continue to implement the Americans with Disabilities Act when designing, constructing, or improving transportation facilities. (Source: Existing General Plan, Policy D.4.10)

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*For Policy M-2.7 see Implementation Program M-4: Prioritizing Complete Street Upgrades*

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*For Policy M-2.9 see Implementation Program M-1: Multimodal Level of Study*

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## Streets and Roadways

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Street design is a key determinant in a community's livability. Streets are the public spaces that connect our homes, schools, businesses, civic buildings, recreation areas, daily necessities, and virtually all other destinations. They form the great majority of the circulation system. Streets provide access, but also define a sense of place, individual neighborhoods, and ultimately the community. The Town is served by an extensive network of crosstown streets such as Old Redwood Highway, Shiloh Road, Windsor River Road, Hembree Lane, Conde Lane, Arata Lane, Starr Road, and Windsor Road. U.S. Highway 101, which bisects Windsor, serves local and regional traffic between northern California and the San Francisco Bay Area. The Town's street and roadway network provides connections to destination points within Town, including commercial areas, employment centers, and schools, which are distributed throughout the community. The Town categorizes streets according to both function and typology. Street improvements are designed to minimize environmental and neighborhood impacts and accommodate vehicular traffic, pedestrians, and bicyclists.

### Goal M-3: Streets and Roadways

*Provide an interconnected street network that is accessible and friendly to all modes of travel. (Source: Existing General Plan, Goal D.2).*

#### Policies

- M-3.1 Connected Network.** The Town shall strive to create a more connected transportation network by eliminating "gaps" in roadways, bikeways, and pedestrian networks; increasing transit access; and removing natural and manmade barriers to accessibility and connectivity. (Source: Existing General Plan, Policy A.8.3 modified)
- M-3.2 Private Development Street Connections.** The Town shall encourage private developments (e.g., office parks, single-family subdivisions apartment complexes, retail centers) to provide internal complete streets that connect to the existing public roadway system and provide a transition to existing and planned transportation facilities. Bicycle and pedestrian connectivity from the private street to the nearest public street(s) shall also be provided. (Source: Existing General Plan, Policy A.8.10 modified)
- M-3.3 Private Street Design.** The Town shall require that private streets meet Town standards for the structural design of the pavement and shall include measures for low impact design (LID) (Source: New Policy, Town Staff and Consultants)
- M-3.4 Street Design.** The Town shall encourage streets to be designed or upgraded in ways that support walkable and bikeable environments and to be consistent with the Town's Complete Street Design Guidelines. (Source: Existing General Plan, Policy A.10.8 modified)





- M-3.5 Design Standards.** The Town shall implement the design standards for both public and private travel corridors from the Complete Street Design Guidelines and Windsor Station Area/Downtown Specific Plan that address landscaping and tree management, building setbacks, and existing character. (Source: Existing General Plan, Policy A.8.5 modified)
- M-3.6 Rural Lanes Designation.** The Town shall retain certain streets as Rural Lanes in order to conserve their particular character and beauty. New development along Rural Lanes shall be configured in terms of lot size, setbacks, and design standards per the Complete Street Design Guidelines so that traffic speeds are reduced. (Source: Existing General Plan, Policy D.4.7 modified)
- M-3.7 Street Connections in New Developments.** The Town shall promote street designs in new developments that provide convenient connections to local destinations and to adjacent neighborhoods. Travel should be dispersed among several streets rather than a few high-volume local streets that divide neighborhoods and discourage walking. (Source: Existing General Plan, Policy D.2.2)
- M-3.8 Street Retrofitting for Connectivity.** The Town shall encourage the retrofitting of existing streets to be more consistent with the Town’s desires for an interconnected street network of complete streets that are pedestrian-oriented. This would include reducing the extent of pavement on residential streets by adding contiguous planting strips. (Source: Existing General Plan, Policy A.8.7)
- M-3.9 Pavement Management Program.** The Town shall maintain and implement the Pavement Management Program (PMP) which is set to provide the guidance to apply for grant funding through MTC to maintain and rehabilitate the Town’s roads. (Source: Pavement Management Program)
- M-3.10 Pavement Condition Index (PCI).** The Town shall continue to provide street maintenance to sustain high Pavement Condition Index (PCI) levels in order to maintain high quality roads. (Source: New Policy, Town Staff and Consultants)
- M-3.11 Bridge Maintenance.** The Town shall continue to maintain the bridges throughout town and develop a plan for roadway and hydraulic capacity for the bridges to address future development. (Source: New Policy, Town Staff and Consultants)
- M-3.12 Traffic Management.** The Town shall strive to address traffic operations, including congestion, intersection delays, and travel speeds, while balancing neighborhood livability and safety concerns. (Source: Existing General Plan, Policy D.4.3)
- M-3.13 Slowing Residential Traffic.** The Town shall “calm”, or slow, traffic in residential neighborhoods through application of a variety of techniques that have the effect of slowing through traffic without compromising safety, emergency access, and reasonable flows as presented in the Town’s Neighborhood and Traffic Management Calming Program. (Source: Existing General Plan, Policy D.4.4 modified)

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*For Policies M-3.8 and M-3.9, see Implementation Program M-15: Transportation Capital Improvement Program*

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*For Policy M-3.9 see Implementation Program M-14: Pavement Management Program*

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*For Policy M-3.11 see Implementation Program M-16: Bridge Assessment*

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*Guidelines for consideration and implementation of neighborhood traffic calming, including selection of appropriate devices and techniques are provided in the Town’s Neighborhood Traffic Management and Calming Program from 2013.*

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*Level of Service is a measure used to rank traffic and congestion on a roadway using a series of letter designations ranging from A to F as a rating scale. Generally, an intersection or roadway with a rating A represents free flowing traffic without congestion, while a rating of F represents a very congested roadway or intersection.*

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**M-3.14 Traffic Calming.** The Town shall implement traffic calming measures in the downtown and accident prone hotspot locations, as well as near schools, the library, and other public facilities, as appropriate to improve safety. (Source: New Policy, Town Staff and Consultants)

**M-3.15 Street Tree Placement.** To the extent feasible, the Town shall line streets with trees to create a more attractive, comfortable pedestrian environment, while maintaining clear sight lines in order to reduce the risk of accident or injury due to site impediments. (Source: Existing General Plan, Policy D.4.5 modified)

**M-3.16 Level of Service Application.** The Town shall maintain level of service standards that define the minimum acceptable operating characteristics for intersections and streets. A level of service D (LOS D) is defined as the minimum acceptable level of congestion during the weekday morning and evening peak periods for high-volume facilities such as freeways, crosstown streets, and signalized or all-way stop-controlled intersections. This standard should apply at all these locations except the following intersections, which are regional gateways to the Town's commercial and civic areas, and where a Level of Service E is tolerated by the Town and considered acceptable:

- Old Redwood Highway/U.S. Highway 101 Northbound off-ramps/Lakewood Drive
- Old Redwood Highway/U.S. Highway 101 Southbound ramps
- Old Redwood Highway/Conde Lane/Windsor River Road

At side-street stop-controlled unsignalized intersections, levels of service shall be determined for both controlled movements and for the overall intersection. Controlled movements operating at LOS E or LOS F are allowable if: 1) the intersection is projected to operate at LOS C or better overall, and 2) the projected traffic volume on the controlled movement is 30 vehicles or less per hour on approaches with single lanes, or on multi-lane approaches, 30 vehicles or less per hour per lane. If an intersection is operating at LOS E or F without project-generated traffic added, the project's impact shall be considered less-than-significant if it does not cause operation to fall from LOS E to LOS F and it increases average delay for the intersection as a whole by 5 seconds or less. Level of service standards shall not apply to minor intersections comprised of only local streets. (Source: Existing General Plan, Policy A.4.8, modified)

**M-3.17 Queuing.** Intersection queuing shall be evaluated in tandem with LOS. Projected 95th percentile queues ~~at signalized intersections shall not extend through upstream signalized intersections in left-turn pockets do not exceed the available stacking length.~~ A queuing impact shall be considered significant if:

- a) The 95th percentile queue length can be contained within the available stacking length without the project, and the project causes the queue to exceed the stacking length; or



b) The queue length exceeds the available stacking length without the project and the project increases the 95th percentile queue by more than 10 feet, or approximately one-half a car-length.

Exceptions to this policy may be granted by the Town Engineer, where there is sufficient block length to accommodate projected queuing or physical constraints that make it infeasible to construct the improvement that would be necessary to achieve adequate stacking length, such as geometrics, a lack of right-of-way, adjacent slopes or hills, and soil conditions.

(Source: New Policy, Town Staff and Consultants)

**M-3.18 Vehicle Miles Traveled (VMT) Standard.** The Town shall consider the applicability of using transportation performance metrics such as Vehicle Miles Traveled (VMT) and associated thresholds for measuring transportation system impacts provided in the California Environmental Quality Act (CEQA) guideline amendments adopted for the implementation of SB 743 (Steinberg, 2013), as well as for making General Plan consistency determinations and developing transportation financing programs. (Source: New Policy, Town Staff and Consultants)

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*For Policy M-3.18 see Implementation Program M-2: Vehicle Miles Traveled (VMT) Program*

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**M-3.19 Circulation Plan from Applicants.** Within the North of Arata Lane, Eastern Edge Residential, and Shiloh Road East areas, the Town shall require the preparation of a coordinated circulation plan by project applicants that demonstrates an interconnected local street network that integrates with the larger Townwide street network, and emphasizes direct connections to parks, schools, and neighborhood centers. (Source: Existing General Plan, Policy D.4.9 modified)

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*For Policy M-3.19, see corresponding Land Use and Community Design Policies LU-12.1, LU-13.1, and LU-14.1*

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**M-3.20 Residential Through-Traffic.** The Town shall discourage fast, through-traffic through or across residential neighborhoods. (Source: Existing General Plan, Policy A.8.6)

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*For Policy M-3.20, see Implementation Program M-6: Traffic Reduction Targets*

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**M-3.21 Emergency Access on Streets.** The Town shall work with the Fire District to address street design and the accessibility required for emergency vehicles, with the Town’s desire for narrower pedestrian-friendly streets. (Source: New Policy, Town Staff and Consultants)

**M-3.22 Congestion Surrounding Schools.** The Town shall actively engage with the Windsor Unified School District (WUSD) to consider school operational practices that would reduce local traffic congestion that is currently experienced throughout the WUSD cluster school system during peak hours. The Town shall encourage a school traffic congestion plan that would reduce congestion caused by school traffic, particularly during student drop-off and pick-up times. The Town shall also work with WUSD in the planning and design of future, proposed schools to provide adequate facilities for site-generated traffic and parking. (Source: New Policy, Town Staff and Consultants)

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*For Policy M-3.22, see Implementation Programs M-7: School Traffic Congestion Plan*

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**M-3.23 Interchange Funding.** The Town shall work with State transportation agencies in the planning and implementation of planned infrastructure improvements at the Shiloh Road, Central Windsor, and Arata Lane Interchanges. (Source: New Policy, Town Staff and Consultants)

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*For Policy M-3.23, see Implementation Program M-8: Grant Funding and M-9: Program Prioritization*

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**M-3.24 Impact of Driverless Vehicles on Streets.** As driverless vehicle technology evolves, the Town shall consider the impacts of this new technology on signage, speed limits, signal timing, and roadway design standards. (Source: New Policy, based on public comment)

## Walkable and Bikeable Community

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Windsor’s climate and geographical location provide an excellent year-around setting for both walking and bicycling (as well as other non-motorized modes such as skateboarding). The Town’s expanding bicycle network integrated with recreation trails, paths, and sidewalks have created an interconnected network for both bicyclists and pedestrians. Windsor is striving to reach its goal of closing all gaps in the network, particularly on all crosstown streets, with priorities given to locations near schools and other key destinations.

The Town has demonstrated a commitment to creating a bicycle and pedestrian friendly environment with the formation of the Bicycle and Pedestrian Advisory Committee (BPAC), which is formed of Town staff and community members. This committee plays a direct role in advocating for a cohesive and integrated bicycle and pedestrian network, while providing outlets for education to the community, and seeking the necessary grant funding to complete infrastructure projects. In 2012 the Town of Windsor was nationally recognized as a “Bicycle Friendly Community” by the League of American Bicyclists, receiving a bronze award. The Town focuses not only on providing adequate infrastructure for a walkable and bikeable community, but also on education and encouragement. Policies in this section provide further support for an efficient and safe bicycle and pedestrian system that will improve connectivity and accessibility throughout Town.

### Goal M-4: Walkable and Bikeable Community

*Provide a safe, efficient, and accessible bicycle and pedestrian system throughout Town. (New Goal, Consultants)*

#### Policies

**M-4.1 Bicycle and Pedestrian Master Plan.** The Town shall regularly update and implement the Windsor Bicycle and Pedestrian Master Plan. (Source: Windsor Bicycle and Pedestrian Master Plan, Policy 8.2)

**M-4.2 Trail Network.** The Town shall expand its network of trails throughout the town, wherever feasible, through public open spaces and easements for recreational enjoyment and for a vehicle-free route to parks, schools, and neighborhoods through walled subdivisions. (Source: Existing General Plan, Policy A.9.3)

**M-4.3 Trail Accessibility.** The Town shall require trails to be within a short walk of most residents in order to harbor active lifestyles and offer opportunities to appreciate open space. (Source: Existing General Plan, Policy A.9.4)

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*For Policy M-4.1, see Implementation Program M-11: Windsor Bicycle and Pedestrian Master Plan*

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*For Policy M-4.2 see Implementation Program M-5: Underused Rights-of-Way*

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- M-4.4 Pedestrian and Bicycling Gaps.** The Town shall encourage closing the gaps in the sidewalk and bicycling network to ensure continuous pedestrian and cycling access within town, particularly the gaps in connection due to the bisecting of U.S. Highway 101. (Source: Windsor Station Area/Downtown Specific Plan: Circulation and Access, Policy CA-7)
- M-4.5 Bicycle Infrastructure Planning.** The Town shall consider the needs of bicyclists of all types (commuters, recreational riders, children, and families) in planning, developing, and maintaining a bikeway network that is safe and convenient. (Source: Windsor Bicycle and Pedestrian Master Plan, Policy 1.6)
- M-4.6 Bicycle Safety Improvements.** The Town shall improve bicycle safety by expanding the use of separated bicycle lanes, green bicycle lanes, and adequate lighting, particularly around schools and in other areas where bicycle safety is a concern. (Source: New Policy, based on public comment)
- M-4.7 Bicycle Detection at Intersections.** The Town shall require that all signalized intersections include bicycle detection and are properly marked and operational for use by bicyclists. (Source: Windsor Bicycle and Pedestrian Master Plan, Policy 2.2)
- M-4.8 Bicycle and Pedestrian Interchange Safety.** The Town shall require that bicycle and pedestrian connectivity and safety are addressed at the three Highway 101 interchange locations in Town. (Source: New Policy, Town Staff and Consultants)
- M-4.89 Bicycle and Pedestrian Crossing.** The Town shall continue to pursue a pedestrian bridge or tunnel crossing at Highway 101 and Old Redwood Highway. (Source: New Policy, Town Staff and Consultants)
- M-4.9-10 Bicycle and Pedestrian Crossing Safety.** The Town shall develop safe and convenient bikeways and pedestrian crossings that reduce conflicts between pedestrians, bicyclists, and motor vehicles on streets, multi-use trails, and sidewalks. (Source: Existing General Plan, Policy D.4.2)
- M-4.1011 Bicycle Parking.** The Town shall continue to require adequate bicycle parking facilities at schools, parks, shopping centers, and places of employment in both commercial and industrial areas. (Source: New Policy, Town Staff and Consultants)
- M-4.1112 Temporary Bicycle Parking for Events.** The Town shall require that adequate temporary bicycle parking be made available at events and festivals to encourage alternative modes of transportation to and from events, helping to alleviate potential congestion. (Source: New Policy, Town Staff and Consultants)
- M-4.1213 Bicycle Signage Infrastructure.** The Town shall install wayfinding signage, markers, and stencils on off-street paths, on-street bikeways, local roads, and State Routes to improve way finding for bicyclists, assist emergency personnel, and heighten motorist awareness. (Source: Windsor Bicycle and Pedestrian Master Plan, Policy 2.5)

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*For Policy M-4.4, see  
Implementation Program M-10:  
Sidewalk Maintenance and Repair  
Program*

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*For Policy M-4.1213, see  
Implementation Program M-12:  
Windsor Safe Routes to School*

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**M-4.1214 Safe Routes to School.** The Town shall continue to coordinate with the School District on implementation of the Safe Routes to School program to ensure a safe pedestrian and bicycling network to and from local educational facilities for all. (Source: New Policy, Town Staff and Consultants)

**M-4.1315 SMART Trail.** The Town shall work with Sonoma Marin Area Rail Transit on the implementation of the SMART Trail which will extend a multi-use path adjacent to the SMART corridor, connecting bicyclists and pedestrians north and south from the multi-modal transit station into neighboring jurisdictions. (Source: New Policy based on the Station Area/Downtown Specific Plan: Circulation and Access)

**M-4.1416 Bicycle and Pedestrian Education.** The Town shall continue to provide programs that educate the community about bicycle and pedestrian safety as well as the availability of facilities for and benefits of walking and biking. (Source: Existing General Plan, Policy D.1.5 modified)

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*For Policy M-4.1315, see Implementation Program M-21: SMART Commuter Rail Coordination*

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*For Policy M-4.1416, see Implementation Program M-13: Bicycle and Pedestrian Education*

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*Public Transit in Windsor includes bus service provided by Sonoma County Transit (SCT) and the planned extension of the Sonoma Marin Area Rapid Transit (SMART) commuter rail.*

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## Public Transit

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Sonoma County Transit (SCT) provides a fixed bus route system within and around Windsor. This includes local service as well as daily intercity service from Santa Rosa to Cloverdale. SCT also offer paratransit for residents who are unable to use a fixed system due to a disability. Future public transit in Windsor will include the Sonoma Marin Area Rail Transit (SMART) commuter rail, that will ultimately run from Cloverdale at the northern end of Sonoma County to Larkspur in Marin County where the Golden Gate Ferry connects to San Francisco. Ride sharing programs, such Uber, Lyft, and other companies, have also recently expanded transportation options. Policies in this section ensure that Windsor will be well-served by public transit options.

### Goal M-5: Public Transit

*Provide opportunities for a reliable and integrated transit system for Windsor residents, visitors, and employees to circulate about Town and connect to the broader region without reliance on the automobile. (Source: Existing General Plan, Goal D.5 modified)*

#### Policies

**M-5.1 Transit Oriented Development.** The Town shall encourage higher density mixed land uses within walking distances of existing and future transit stops. (Source: Existing General Plan, Policy D.5.2)

**M-5.2 Expansion of Bus Service.** The Town shall support expansion of local bus service through Sonoma County Transit, consistent with funding resources, to link residences with key local destinations, such as employment centers and the airport, and shall support the continuation of paratransit service to satisfy needs of qualified users. (Source: Existing General Plan, Policy D.5.3 modified)



- M-5.3 Safe Routes to Transit.** The Town shall continue to implement a safe routes program that prioritizes pedestrian and bicycle access to transit stops and stations. (Source: Windsor Bicycle and Pedestrian Master Plan, Policy 3.1)
- M-5.4 Bicycle Accommodations on and near Transit.** The Town shall encourage local and regional transit agencies to accommodate bicycle parking at transit stops and bicycle storage on transit vehicles to ensure adequate capacity to meet demand. (Source: Windsor Bicycle and Pedestrian Master Plan, Policy 3.3 modified)
- M-5.5 Developer Constructed Transit Facilities.** The Town shall require developers to construct, when appropriate, transit facilities including drop-off and parking facilities for ride-sharing and car-sharing services, bicycle parking, bus turnouts, shelters, and benches. (Source: Existing General Plan, Policy D.3.4 modified)
- M-5.6 SMART Train Coordination.** The Town shall continue to work with SMART on the timing and operation of rail transit, including service of the stop in Downtown Windsor, and shall continue to coordinate with Sonoma County Transit to provide additional service to the rail station at such time rail service is initiated. (Source: Existing General Plan, Policy D.5.6)

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*For Policy M-5.6, see  
Implementation Program M-21:  
SMART Commuter Rail Coordination*

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## Parking

Windsor residents and visitors generally want to have parking readily available on their neighborhood streets, at commercial centers, and at transit stations. On-street parking is provided on most roadways in both residential and commercial areas of the town. As the visitor population increases due to tourism, festivals, and events, the demand for parking is becoming a central focus, and is seen as influencing the local economy. Policies in this section support the provision and management of parking, recognizing that parking provision should be balanced with other Town objectives; such as encouraging transit uses, bicycling, and walking, as well as reducing greenhouse gas emissions and air pollution.

### Goal M-6: Parking

*Provide a comprehensive parking system Townwide that serves the needs of residents and businesses, while supporting alternative modes of transportation. (New Policy, Consultants)*

#### Policies

- M-6.1 Adequate Townwide Parking.** The Town shall strive to ensure adequate parking throughout Town, while continuing to promote alternative modes of transportation. (Source: New Policy, Town Staff and Consultants)



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*For Policies M-6.2 – M-6.6, see  
Implementation Program M-19:  
Review Parking Standards*

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- M-6.2 Parking Lot Design.** The Town shall strive to enhance the appearance of parking lots through consideration of their location, design, landscaping, and lighting. Whenever possible, parking lots should be located away from the street, landscaped, and use directional lighting or other techniques to minimize impacts on any surrounding residential areas. Parking lots shall meet Town standards for the structural design of the pavement and shall include measures for low impact design (LID) (e.g., permeable pavement). (Source: Existing General Plan, Policy A.10.9 modified)
- M-6.3 Reducing Heat Island Effect in Parking Lots.** The Town shall encourage parking lots to incorporate measures for reducing the heat island effect (e.g., using trees and vegetation, solar arrays to create shade, light-colored surfacing materials). (Source: New Policy, based on Town Council comment)
- M-6.4 Parking Off-Sets.** The Town shall encourage developers and employers to offer programs (e.g., transit passes or other transit enhancements) to reduce parking demand, and shall consider reducing parking requirements where such programs are in place or planned. (Source: New Policy, Town Staff and Consultants)
- M-6.5 Reducing Off-Street Parking in Areas of Critical Width.** The Town shall consider removing or restricting existing on-street parking in order to facilitate traffic flow and accommodate bicycle lanes if insufficient width exists otherwise and all other appropriate street modifications are determined to be infeasible. A study shall be performed prior to taking such an action to determine the adequacy of the parking supply that would remain to serve the existing and/or projected demand. (Source: New Policy, Town Staff and Consultants)
- M-6.6 Parking Standard Reductions.** The Town shall consider eliminating or reducing minimum parking standards for private vehicles in transit-oriented developments, mixed-use developments, affordable housing developments and developments in high density areas based on demonstrated need that is supported by a professionally-prepared parking study, and/or provided adequate off-site parking is available (Source: New Policy, Town Staff and Consultants)
- M-6.7 Downtown Parking.** The Town shall consider creative and flexible solutions to manage the Downtown parking supply and demand, including parking demand created by visitors to the Downtown and riders of the SMART commuter rail service, recognizing that a balance of public and private efforts is needed to address Downtown parking issues. Management solutions to be considered should include review of current parking requirements for private development projects in the Downtown area, increasing the supply of on- and off-street public parking facilities, and implementation of time-based parking controls. (Source: New Policy, Town Staff and Consultants)

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*For Policy M-6.7, see  
Implementation Program M-18:  
Downtown Parking Study*

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- M-6.8 Alternative Fuel Vehicle Parking.** The Town shall support parking for Electric Vehicles (EVs), carpools, and hybrids, including the development of local charging stations in both public and private parking lots and large commercial parking lots. (Source: New Policy, Town Staff and Consultants)
- M-6.9 Parking Around Schools.** The Town shall work with the Windsor Unified School District to ensure that school sites provide adequate parking to avoid the use of off-site parking where the supply is inadequate to meet demand or is already impacted by other uses in the area. (Source: New Policy, Town Staff and Consultants)
- M-6.10 Impact of Driverless Vehicles on Parking Demand.** As driverless vehicle technology evolves, the Town shall consider the impacts of this new technology on parking demand and consider changes to parking requirements, as appropriate. (Source: New Policy, based on public comment)

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*For Policy M-6.9, see  
Implementation Program M-20:  
School On-Site Parking*

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## Aviation

In Sonoma County, the primary airport for commercial and goods movement is the Charles M. Schulz-Sonoma County Airport. Even though the airport is not located within Windsor town limits, its proximity less than two miles directly south of town greatly affects the community. It provides opportunities for regional air travel and contributes to the local economy. The airport also creates some safety considerations, as flight paths cross over developed areas in the town. The policies in this section support the continued use of general aviation services at the airport. Policies in the Land Use and Community Design Element and Public Health and Safety Element focus on airport safety and compatibility with adjacent land uses.

### Goal M-7: Aviation

*Promote the continued use of aviation services ~~to improve connectivity between Windsor and the broader region~~ at the Sonoma County Airport. (New Goal, Town Staff and Consultants).*

#### Policies

- M-7.1 Plan for Continued Use of Aviation Services.** The Town shall work with the Charles M. Schulz-Sonoma County Airport (STS) to ~~plan for a full range of aviation services and~~ promote the continued use of airline services that meet the ~~present and future~~ needs of residents and the business community. (Source: New Policy, Town Staff and Consultants)
- M-7.2 Efficient Ground Connections.** The Town shall promote efficient ground connections to air transport facilities. (Source: New Policy, Town Staff and Consultants)
- ~~**M-7.3 Airport Land Use Commission.** The Town shall continue to coordinate with the Airport Land Use Commission to ensure compatibility with surrounding land uses for future expansion and airport access, including public safety. (Source: New Policy, Town Staff and Consultants)~~

**M-7.3 Address Airport Impacts.** The Town shall continue to actively monitor and consult with the Charles M. Schulz-Sonoma County Airport to address airport noise and other impacts to residents and businesses. (Source: New Policy, Town Staff and Consultants)

## Goods Movement

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Goods movement in Windsor is key to stimulating the local and regional economy. The Town is situated along U.S. Highway 101, which is the primary north-south truck route serving northern California and the San Francisco Bay Area. Windsor has designated truck routes within Town limits that effectively allow for the transportation of goods, without disrupting the circulation system and causing delays and safety concerns. Freight service in the region is overseen by the North Coast Railroad Authority, which suspended freight service through Windsor in 2011. Freight service along the rail line is anticipated to resume as repairs are completed. The policies in this section promote the efficient transportation of goods through a multitude of modes, while promoting economic growth and overall safety.

### Goal M-8: Goods Movement

*Encourage an efficient network for goods movement for commercial and industrial properties, while limiting congestion and impacts on surrounding residential neighborhoods. (New Goal, Town Staff and Consultants).*

#### Policies

**M-8.1 Planning for Goods Movement.** The Town shall encourage proper planning for goods movement to commercial and industrial properties. Crosstown streets that provide access to commercial and industrial development shall be designed to accommodate commercial vehicles. (Source: Existing General Plan, Policy D.4.6)

**M-8.2 Truck Routes.** The Town shall maintain its truck routes map as needed to ensure the needs of businesses are met while minimizing potential adverse impacts to the rest of the Town. (Source: New Policy, Town Staff and Consultants)

**M-8.3 Off-Peak Deliveries.** The Town shall encourage business owners to schedule deliveries during off-peak traffic periods in residential, commercial, or mixed-use areas. (Source: New Policy, Town Staff and Consultants)

**M-8.4 Rail Crossings.** The Town shall coordinate with the California Public Utilities Commission to address safety concerns and crossing conditions at at-grade rail crossings. (Source: New Policy, Town Staff and Consultants)

**M-8.5 North Coast Rail Authority Coordination.** The Town shall coordinate with the North Coast Rail Authority on any future resumption of freight rail through the Town, expansion of the rail line, and/or the addition of rail spurs to support industrial uses in the town. (Source: New Policy, Town Staff and Consultants)

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*For Policies M-8.1 - M-8.3, see  
Implementation Program M-17:  
Truck Route Review*

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## Funding Mechanisms

In Windsor, similar to any community, there must be an adequate and sufficient source of funding to implement and construct transportation infrastructure projects. These projects usually require regional collaboration and multiple funding sources, such as Federal and State grants and local ballot measures. In Windsor and Sonoma County, funding mechanisms have varied to support new and existing infrastructure maintenance, such as Measure M in 2004, which supported a quarter cent sales tax for transportation improvements. The policies in this section encourage coordination and collaboration to attain the necessary funding for transportation infrastructure in order to adequately serve the needs of the Town.

### Goal M-9: Funding Mechanisms

*Obtain adequate funding to maintain existing infrastructure and implement future transportation projects. (Source: New Goal, Consultants)*

#### Policies

- M-9.1 Federal and State Funding.** The Town shall identify, develop, and prioritize transportation projects that are eligible for Federal and State funds. Such projects can include freeway and highway improvements (including interchanges and over/underpasses, Town streets, public transit, and bicycling and pedestrian infrastructure. (Source: New Policy, Town Staff and Consultants)
- M-9.2 Local and Regional Funding.** The Town shall continue to seek funding through local and regional measures for transportation facility maintenance and improvements. (Source: New Policy, Town Staff and Consultants)
- M-9.3 New Transportation Infrastructure Costs.** The Town should identify those transportation infrastructure improvements that are necessary to accommodate future growth envisioned by the General Plan. The cost for providing needed infrastructure should be shared by new development through Traffic Impact Mitigation Fees. (Source: Existing General Plan, Policy D.6.1 modified)
- M-9.4 Review of Improvement Costs.** The Town shall continue to review and adjust its transportation needs and the costs of those improvements on a periodic basis. (Source: Existing General Plan, Policy D.6.2)
- M-9.5 Bicycle and Pedestrian System Funding.** The Town shall work with Federal, state, regional, and local agencies and any other available public or private funding sources to secure funding for the bicycle and pedestrian system. (Source: Windsor Bicycle and Pedestrian Master Plan, Policy 10.1)

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*Windsor has unique street classifications that differ from the Federal and State standards adopted by Caltrans. For the purpose of applying for grant funding, Old Redwood Highway is classified as an Arterial, and all other Crosstown Streets are classified as Collectors.*

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*For Policies M-9.3 and M-9.4, see Implementation Program M-3: Traffic Impact Fees*

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## Regional Coordination

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Transportation systems are rarely focused solely within in a single community's boundaries, but typically require coordination between surrounding jurisdictions to ensure an interconnected and efficient system for travelers. In the case of Windsor, regional coordination is key to the overall success of transportation since many of the facilities, such as U.S. Highway 101 and the future SMART rail service, are operated by outside agencies. The policies in this section seek to improve regional transportation coordination to ensure an efficient system for all.

### Goal M-10: Regional Coordination

*Encourage continued coordination amongst local and regional transportation organizations to further opportunities for expanded transportation infrastructure and funding within Windsor and Sonoma County. (Source: New Goal, Consultants)*

#### Policies

**M-10.1 Regional Transportation Coordination.** The Town shall continue to coordinate its transportation planning with regional agencies (i.e., Caltrans, Metropolitan Transportation Commission, and Sonoma County Transportation Authority) and nearby jurisdictions. (Source: Existing General Plan, Policy B.8.6)

**M-10.2 Regional and Countywide Transportation Plans.** The Town shall continue to support regional and countywide transportation plans (e.g., Plan Bay Area, Sonoma County Comprehensive Transportation Plan) that make alternatives to automobile use a transportation system priority. (Source: Existing General Plan, Policy B.8.7)

**M-10.3 Connecting Regional Transportation Systems.** The Town shall work with the Metropolitan Transportation Commission, Caltrans, Sonoma County Transit, SMART, and adjacent communities to improve Town roadways, pedestrian ways, bicycle facilities, and transit corridors to connect with neighboring and regional transportation networks and contribute to a regional multimodal transportation system. (Source: Existing General Plan, Policy B.8.8)

**M-10.4 SMART Train Connectivity.** The Town shall work with adjacent communities, Sonoma County Transit, and SMART to assess transit options and provide facilities and services that efficiently move local and regional transit riders within and beyond Windsor. (Source: Existing General Plan, Policy B.8.9)

**M-10.5 Windsor Bicycle and Pedestrian Master Plan Coordination.** The Town shall work with Sonoma County Transportation & Public Works, Regional Parks, Water Agency, SCTA, Sonoma Marin Area Rail Transit (SMART), and others to close existing facility gaps and ensure the Bicycle and Pedestrian Master Plan system is implemented, constructed, and maintained. (Source: Windsor Bicycle and Pedestrian Master Plan, Policy 1.2)

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*For Policy M-10.4, see  
Implementation Program M-21:  
SMART Commuter Rail Coordination*

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**M-10.6 Coordination on Transportation GHG Reduction.** The Town shall coordinate with the Sonoma County Transportation Authority (SCTA) and Regional Climate Protection Authority on regional transportation initiatives that help the Town and County achieve its greenhouse gas emission reduction goals. (Source: New Policy, Town Staff and Consultants)

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