Windsor Bicycle and Pedestrian Advisory Committee Notes
Zoom Virtual Meeting, Tuesday, July 14, 2026
4:00 p.m. – 5:00 p.m.

- **Attendees**
  - Various Town staff, Windsor Police Department, Sonoma County Bicycle Coalition (SCBC), Community Members

- **Public Comments** – None

- **Safe Routes to School (SRTS) Report –** Included below in Attachment A

- **BPAC Topics**
  - **Municipal Climate Action Plan Discussion** – The Town's Sustainability Coordinator, Chloe Ballard, provided an overview of the Town's Municipal Climate Action Plan, which was adopted in 2024. As part of an update to the plan, she invited the committee to provide feedback, particularly on the language in Sections 1.5 and 3.3 related to bicyclists and pedestrians. The updated plan will be reviewed this year, and the committee will revisit this topic at its October meeting for further discussion. Chloe will email the committee with additional information, and members are encouraged to submit feedback either by email or during the October meeting. The 2024 plan is available at the following link: Municipal Climate Action Plan
  - **Bicycle Route Signage on Conde Lane:** – Town staff provided an update on a committee member's previous request to install bicycle route signage along the section of Conde Lane where the bike lane ends to help bicyclists identify alternate routes. Following the committee's April meeting, Town staff conducted a field review and developed signage concepts for this location. After review by the Town's traffic engineer, it was determined that the proposed signage is appropriate and will be installed as soon as the Town is able. The proposed signage in both directions will include a "Bicycle Route" sign with an arrow directing bicyclists toward either Bell Road or Oakfield Lane, along with a "Bike Lane Ends" plaque.

- **Transportation Program Updates**
  - **Old Redwood Highway Pavement Preservation Project Announcement** – Town staff announced that the Old Redwood Highway Pavement Preservation Project is scheduled to begin construction this month. The project includes pavement rehabilitation from Pan Abode Court north to Shadetree Drive and will incorporate numerous bicycle and pedestrian improvements, including Class II buffered and Class IV protected bike lanes, bicycle conflict marking, and enhanced crosswalks featuring curb extensions, center refuge islands, and Rapid Rectangular Flashing Beacons (RRFBs). Town staff also shared that they are evaluating the feasibility of extending the project northwest to Lakewood Drive. Additional information is available on the Town's project webpage: Old Redwood Highway Pavement Preservation Project
  - **Old Redwood Highway at Lakewood Drive Pilot Program Announcement** – Town staff announced that a pilot program was launched in spring 2026 at the intersection of Old Redwood Highway and Lakewood Drive. The pilot includes the installation of delineators along the westbound bicycle lane approach to Lakewood Drive to prevent motorists from using the bike lane as a right-turn lane. The pilot was initiated in response to numerous public safety concerns and near-collisions observed by both community members and the Police Department. Vehicles queuing in the bicycle lane have also frequently prevented bicyclists from using the designated facility. To evaluate the effectiveness of these

delineators, the Town collected traffic and safety data before the delineators were installed and will collect additional data this fall after school resumes. The results will help determine whether the delineators improve safety and reduce conflicts, as well as whether similar treatments should be incorporated in a planned capital improvement project at this location. As part of the evaluation, the Town is also collecting public feedback through September or October, and committee members are encouraged to provide feedback. Additional details and a public survey are available here: Old Redwood Highway at Lakewood Drive Pilot Program

- **Downtown Pedestrian and Bicycle Crossing of US 101 Project Complete Streets Checklist Discussion** – Town staff announced that feedback is being collected on the Complete Streets Checklist for the Downtown Pedestrian and Bicycle Crossing of US 101 Project. The checklist evaluates how the project incorporates Complete Streets design principles and addresses the needs of people walking, bicycling, rolling, and using transit. A draft of the checklist was provided in the agenda packet. While no feedback was provided during the meeting, committee members are welcome to submit comments by email. The checklist is included below in Attachment B. More information on the Downtown Pedestrian and Bicycle Crossing of US 101 Project can be found here: Downtown Pedestrian and Bicycle Crossing of US 101 Project

- **Maintenance Topics** – None

- **Other Business and Announcements**
  - **Bikeshare Announcement** – Chloe Ballard shared an update on the discussion from the April meeting regarding the possibility of adding new Redwood Bikeshare hubs in Windsor. While the initial quote received exceeded available funding, Sonoma County Transportation and Climate Authorities (SCTCA) will continue to consider Windsor as part of future bikeshare planning efforts and explore whether grant funding opportunities may be available to support expansion of service to Windsor.
  - **Week Without Driving Announcement** – Although this item could not be announced during the meeting, the Sonoma County Bicycle Coalition (SCBC) provided information about the upcoming **Week Without Driving** event. The annual challenge, taking place October 1—8, 2026, encourages elected officials and community leaders to experience traveling without driving to better understand the transportation needs and challenges faced by people who rely on walking, bicycling, transit, and other transportation options. Municipal staff and community members are welcome to participate. A draft of the letter SCBC will distribute is included below in Attachment C.

- **Future Agenda Topics –** TBD
- **Next Meeting – October 13, 2026**
  - Future Meetings set at:
    i. January 19, 2027
    ii. April 13, 2027
    iii. July 13, 2027

Attachment A

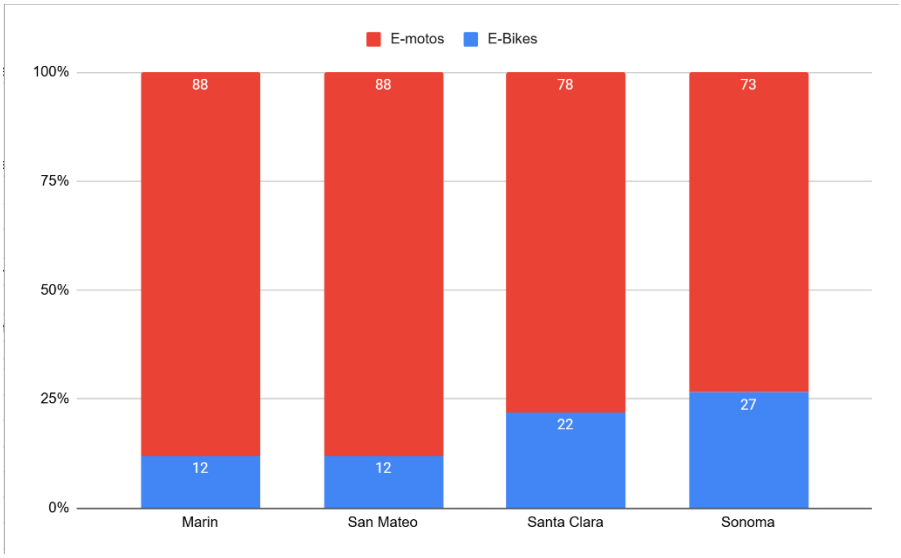
Safe Routes to School Program Report
Windsor BPAC July 14, 2026

Community Bike/Ped Education

- Learn to Ride classes are on hiatus in July but will begin again in August. Summer/Fall dates: 8/5, 9/2, 9/30, 10/28 (funded via SCTA/OBAG)

Countywide/Windsor Program

- We tabled/did outreach at Kid's Entrepreneur Day at the Windsor Farmer's Market on Sunday April 26th. It was a well-attended event and many family groups stopped by our table. Most were familiar with Safe Routes to School programming at their schools but were unaware of the Learn to Ride classes at Keiser Park, so consider additional ways to promote those courses.
- We tabled/did outreach at the Brooks Elementary School Open House on 5/28.
- In May 2026, we conducted Bike Counts at all public middle & high schools in Windsor, Healdsburg, Santa Rosa, Petaluma, Sonoma, Rohnert Park & Sebastopol to determine the share of conventional bikes vs. legal e-bikes, vs. legal e-motos. The countywide data illustrates that illegal e-motos are proliferating in schools countywide, and that Sonoma County is quickly catching up to other Bay Area counties. The data illustrates a need for continued education and common sense school/district policies around e-devices. We are developing more educational materials to address this topic.



Windsor School District may have adopted policy around e-device usage this year – we counted fewer illegal e-motos in Windsor schools as compared to other jurisdictions in Sonoma County.

- Windsor data collected 5/22/26 (charts not yet created)

School	*Conventional Bike*	*Legal E-Bike*	*Illegal E-Moto*	*E-Scooter*
Windsor High	*25*	*2*	*5*	*9*
Windsor Middle	*22*	*3*	*1*	*0*
Cali Calmecac	*9*	*1*	*0*	*0*

Site-Based Education/Encouragement Status

- Bike to School Day took place Countywide on Wednesday, May 6th. Brooks and Cali Calmecac held their events that day, and Windsor Middle School held theirs on May 13th. Brooks Elementary had two meet-up locations, a Bike Train from the Town Green (that also operates monthly), and a Walking School Bus from Foot Hills pool clubhouse. Cali Calmecac had a walking/biking bus from the Town Green. Brooks had a 114% increase in the number of students biking to school that day, and Cali had a 300% increase! Windsor Middle School had a 71% increase in the number of students who biked on their event day, compared to the norm.
- Thank you to the Windsor Police Department for their support of the Brooks Bike Train all year!

Cali Calmecac Language Academy:

- Met with Cali SRTS Team to wrap-up the year in SRTS and begin planning for 26-27 education and encouragement on June 3rd.
- We implemented 2nd Grade Pedestrian Safety education on Wednesday 5/6, 5/13 & 5/20

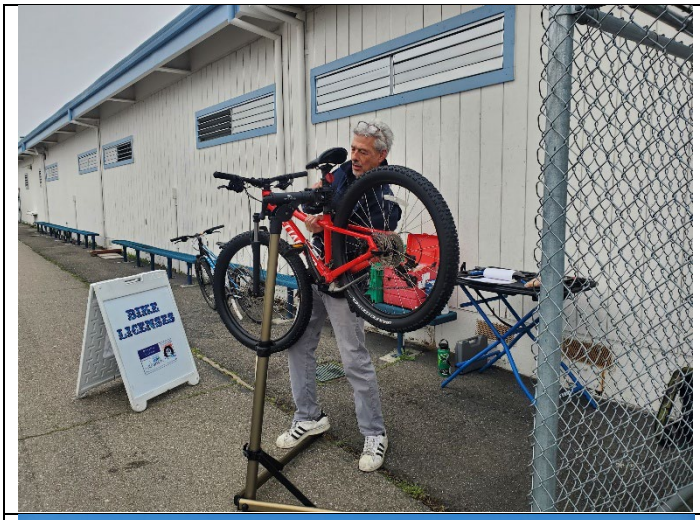
Brooks Elementary School:

- Met with the Brooks SRTS team to wrap-up the year in SRTS and begin planning for 26-27 education and encouragement on 5/27.
- The Brooks 4th Grade Bicycle Rodeo took place on 4/23 & 4/24, and we held a special on-bike session for Brooks special-needs students on 4/15.

Windsor Middle School:

- WMS SRTS Team will continue to be led by Leadership teacher Alicia Lozano next year, who we communicate with regularly.

A Few Pictures from the Brooks 4th Grade Bike Rodeo:













Attachment B

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Email Address:

Contact Phone Number:

Project Sponsor:
Windsor Public Works Department

County:
Sonoma

Is your project seeking regional discretionary funds or an endorsement?
Regional discretionary funding

Regional Funding Program(s):
One Bay Area Grant Program (OBAG)

Project Name/Title:
Downtown Pedestrian and Bicycle Crossing of US 101

Project Location:
Windsor

Project Description:
The Downtown Pedestrian and Bicycle Crossing of US 101 project is a multimodal transportation improvement project located in the Town of Windsor, Sonoma County, California. The project improves pedestrian and bicycle access through the existing Old Redwood Highway (Central Windsor) undercrossing of US 101, extending from approximately Conde Lane on the west to 4th Street on the east. The project corridor is approximately 0.25 mile (1,300 feet) in length and includes the US 101 underpass and adjacent roadway approaches. The project originated from the Connecting Central Windsor Study (2018), which identified the Old Redwood Highway/US 101 interchange as the Town's primary east-west connection and a critical location for improving multimodal access and safety. Widen the existing US 101 underpass along Old Redwood Highway. Construct a protected two-way Class IV bicycle facility (cycle track) through the underpass.

The project will:

- Widen pedestrian sidewalks beneath the freeway.
- Install ADA-compliant curb ramps and improve pedestrian crossings.
- Modify traffic signals and pavement striping.
- Construct retaining walls, landscaping, irrigation, enhanced lighting, and architectural treatments.
- Resurface Old Redwood Highway within the project limits.
- Maintain vehicular, pedestrian, and bicycle access throughout construction through

phased traffic control.

Project Extents:

- Western Terminus: Approximately Conde Lane
- Eastern Terminus: Approximately 4th Street
- Primary Facility: Old Redwood Highway beneath US 101
- Approximate Project Length: 0.25 mile (approximately 1,300 feet) of roadway and multimodal improvements.

The project corridor is served by Sonoma County Transit local bus service operating along Old Redwood Highway through downtown Windsor. Existing transit stops are located on both sides of Old Redwood Highway within walking distance of the US 101 underpass, providing access to downtown Windsor, residential neighborhoods, and Town of Windsor+1 Widen the existing US 101 underpass along Old Redwood Highway. Town of Wind...+1 Town of Wind...regional destinations. These bus stops remain accessible via the improved sidewalks and pedestrian crossings. The project area is also located approximately 0.5 mile northeast of the SMART (Sonoma-Marin Area Rail Transit) Windsor Station, providing regional commuter rail service between northern Sonoma County and Marin County. The improved bicycle and pedestrian facilities strengthen first-mile/lastmile connections between downtown Windsor, nearby bus stops, and the SMART station.
The project incorporates several Complete Streets and transit-supportive improvements, including: Protected two-way bicycle facility through the underpass. Wider pedestrian walkways separated from vehicular traffic. ADA-compliant curb ramps and accessible pedestrian routes. Improved crosswalks and traffic signal modifications.

Project Phase(s):
Construction (CON)

Project Mode(s):
Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?
No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?
No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:
City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, ADA Transition Plan, Station Access Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Does the project area contain segments of the regional Active Transportation (AT) Network?
Yes

Is there a MTC Mobility Hub within the project area?
Yes

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis

found a high incidence of bicyclist/pedestrian-involved crashes?
No

Summary of traffic safety conditions and traffic safety countermeasures:
The project addresses documented safety concerns along the US 101/Old Redwood Highway corridor, where collision analysis identified recurring rear-end and turning-movement crashes, including a severe bicycle injury collision. The project applies proven safety countermeasures consistent with Vision Zero principles, including protected Class IV bicycle facilities, ADA-compliant shared-use paths, curb extensions, high-visibility crossings, upgraded lighting, bike boxes, and signal improvements that reduce conflict points, calm vehicle turning movements, improve visibility, and enhance predictability for all users. These improvements are designed to reduce crash frequency and severity while creating a safer transportation environment for pedestrians, bicyclists, transit riders, and motorists.

Infrastructure elements included in this phase of the project:
Class I Multi-Use Trail or Path, Class 2 Bike Lane or Buffered Bike Lane, Sidewalk Widening, Updated Crosswalk/Crosswalk Enhancements, Pedestrian Safety Island(s), Curb Extensions (including Bus Bulbs), Upgrade to Existing Traffic Signal or Other Control Device, Other

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?
No

Will the project integrate green infrastructure?
No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?
Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?
Yes

Transit agency (or agencies) serving the project community:
Sonoma County Transit (Sonoma County Department of Transportation & Public Works)

Did the transit agency notify you that they do NOT have service in your project area?
No

Description of transit routes/stations and measures to mitigate impacts:
The project area is served by local and regional transit operating along Old Redwood Highway and adjacent downtown streets. Transit service consists primarily of local bus routes that connect downtown Windsor with surrounding communities in Sonoma County. There are no passenger rail stations within the immediate project limits; however, regional rail service is available at nearby Sonoma-Marin Area Rail Transit (SMART) Windsor Station, which provides commuter rail connections throughout Sonoma and Marin counties. The Old Redwood Highway corridor functions as an important multimodal corridor where pedestrians, bicyclists, motorists, and transit users converge.

The project incorporates several features that support transit access and multimodal travel, including:

- Construction of a dedicated two-way protected cycle track beneath the US 101 underpass.
- Widened pedestrian sidewalks to improve pedestrian comfort and accessibility. New ADA-compliant curb ramps and upgraded pedestrian facilities.
- Traffic signal modifications to improve pedestrian and bicycle crossings.
- Enhanced lighting, landscaping, retaining walls, and architectural treatments to create a safer and more attractive corridor.
- Roadway resurfacing and striping improvements that better organize vehicle, bicycle, and pedestrian movements.

These improvements strengthen connections between neighborhoods on the east and west sides of US 101 and improve access to nearby transit stops and downtown destinations. The project is designed to minimize impacts on existing transit operations during construction and after project completion.

Key measures include:

- Maintaining vehicle, pedestrian, and bicycle access throughout construction, thereby preserving access to existing transit routes and bus stops during different construction stages.
- Traffic management and phased construction to reduce disruption to travel along Old Redwood Highway.
- Permanent improvements that separate bicycle, pedestrian, and vehicular movements, reducing conflicts that could otherwise affect transit reliability and accessibility.
- Improved pedestrian facilities, lighting, and ADA accessibility, which enhance safe access to transit stops and support increased use of active transportation modes.

Overall, the project is expected to have beneficial long-term effects on transit accessibility by improving first- and last-mile connections, enhancing pedestrian and bicycle safety, and maintaining transit access throughout construction rather than creating permanent adverse impacts.

Has a local BPAC reviewed this Checklist?
No

BPAC meeting date(s):
2026-07-14

Summary of BPAC meeting comments:
Summary can be provided after the meeting date.
Generated on: 7/7/2026
This is a DRAFT version - not yet submitted

Attachment C



July 3, 2026

Dear [elected official / leader],

Hello, we are writing on behalf of a collection of North Bay citizen groups and organizations, hoping you will take a moment to consider the following invitation.

The national Week Without Driving event is coming to Sonoma and Marin Counties this year, and as a leader in the North Bay, YOU are invited to participate! By experiencing a week, or a portion of a week, without driving, you can learn firsthand what life is like for those who cannot drive, and be in a better position to advocate for the best transportation options for our community.

Please mark your calendars with the dates below! Our coalition will be sending more details along at the end of July.

National Week Without Driving:

When: Thursday, Oct 1 - Thurs, Oct 8

Where: Marin County, Sonoma County & throughout the U.S.

What: Elected officials and other local leaders attempt to live a week of their normal lives without driving. This is an educational challenge to help decision makers and local leaders understand what life is like for the roughly 30% of their community that doesn't drive.

More information is available on the National Week Without Driving Website, and up-to-date local events will be posted at Sonoma County Week Without Driving Facebook Page.

We hope you will join this fun and educational opportunity to build community with those who are creating a more resilient and vibrant future for the North Bay. Please reach out to us if you have questions!

Sincerely,

The North Bay Coalition for Week Without Driving (Bolded names confirmed, awaiting confirmation on the rest).

- **North Bay Transit Riders**
- **Sonoma County Bicycle Coalition**
- **Sonoma County Safe Routes to School**
- **Bikeable Santa Rosa**
- **Santa Rosa Junior College Transit Action Club**
- **Marin County Bike Coalition**
- **Safe Streets Petaluma**
- **Santa Rosa YIMBY**
- **Children's Museum of Sonoma County**
- **350 Bay Area**
- **LandPaths**
- **Chop's Teen Club**

"This week was a reminder that mobility is a human right. And it's also a reminder that so many people in our region are excluded from this right, simply because driving for them is not an option."

— Girmay Zahilay, King County Councilmember, Washington State