

TOWN OF WINDSOR AGENDA REPORT

Joint Windsor Town Council, Windsor Redevelopment Successor Agency and Windsor Water District Meeting Date: December 3, 2025

To: Mayor and Town Council
From: Alejandro Perez, Senior Civil Engineer
Subject: Downtown Bike and Ped Crossing of the US101 Project

Recommendation to Council:

Provide staff with direction on proceeding with final design and construction of the north half of the Downtown Bike and Pedestrian Crossing of US 101 – Phase 1 Project, based on current available funding and the recent \$1.055 million allocation from the Sonoma County Transportation and Climate Authority (SCTCA).

Strategic Plan Element:

The recommended action supports the goal of Infrastructure. Goal Statement: Through a lens of sustainability and innovation, invest in the Town's infrastructure and public facilities to meet the needs of future generations.

Background:

The Downtown Pedestrian and Bicycle Crossing of US101-Phase 1 Project is located within the Town's Priority Development Area (PDA) and the project need was identified in the 2018 Connecting Central Windsor Study. This Project proposes to improve active transportation facilities through the existing US101 underpass by widening the space under US 101. The project proposes to widen the space under the US 101 using Caltrans Standard retaining walls and adding Class I paths with separated pedestrian and bicycle facilities, including two-way bike-only paths and widened sidewalks. Improvements also include new lighting, landscaping, and artwork. The subsequently wider underpass would provide space for an 8-foot sidewalk and 8-foot bike path away from the roadway, and a 5-foot bike lane adjacent to the existing vehicle travel lanes on both the north and south sides of the underpass. The current project construction cost estimate is \$8.3 Million.

A significant portion of the project is located within the California Department of Transportation (Caltrans) right-of-way. The Town has maintained close coordination with Caltrans throughout project development and has successfully completed the combined scoping and environmental phase with Caltrans' approval of the [Project Study Report–Project Report \(PSR-PR\)](#) on August 13, 2025. This approval marks a major milestone and authorizes the Town to advance into the encroachment permit process and subsequent design phases.

Discussion:

While the full project remains a top priority, current funding levels are insufficient to complete the entire scope as originally envisioned. To ensure meaningful progress, staff recommends advancing construction of the north half of the project as Phase 1A. The wider underpass on the north side of the underpass would provide space for an 8-foot sidewalk and 8-foot bike path away from the roadway, and a 5-foot bike lane adjacent to the existing vehicle travel lanes. However, work on the south side of the underpass would be significantly reduced, with alternatives presented to Council for discussion at the

meeting.

This approach allows the Town to deliver a critical portion of the bicycle and pedestrian connection, improving safety and accessibility in the near term while continuing to pursue additional funding sources for completion of the south half.

By utilizing the currently available grant funds to construct the Phase 1A improvements on the north side of the underpass the Town would avoid further escalation of construction costs that erode the value of the grant funds already received. The proposed Phase 1A improvements will make a significant step toward the pedestrian and bike improvements identified in the 2018 Connecting Central Windsor Study.

However, phasing the project as proposed is expected to result in an increase in the cost of constructing the work on the south side of the underpass. As it would require a second set of design plans, bidding, and construction at a later time when funding is available.

The recent award of \$1.055 million from SCTCA in Local Partnership Formulaic Program (LPP-F) provides essential supplemental funding to move forward with this first phase, including design finalization, coordination with Caltrans, and construction. The additional \$1M adds to the existing \$4M budget (made up by the General Fund, Traffic Mitigation Fund, and Transportation Grant Fund) bringing the total budget to \$5M. Implementing the project in phases will maintain momentum, demonstrate local commitment, and strengthen the Town's competitiveness for future regional, state, and federal grants.

Fiscal Impact:

There is no fiscal impact associated with this action at this time.

Funding in Adopted FY 2025-2027 Capital Improvement Project Budget

General Fund	\$315,664
Traffic Mitigation Fund	\$1,033,810
Transportation Grant Fund (OBAG)	\$2,600,000
<i>Adopted Budget</i>	<i>\$3,949,474</i>

Recent Additional Grant Funding

Local Partnership Formulaic Program (LPP-F)	\$1,055,000
<i>New Project Budget</i>	<i>\$5,004,474</i>

Pending direction from Council, adjustments to the 2025-2027 Operating Budget will be submitted to Council for approval at a later date.

Environmental Review:

The project is exempt from the California Environmental Quality Act (CEQA) in accordance with Class 1, Existing Facilities, Class 2, Replacement or Reconstruction, and Class 3, New Construction or Conversion of Small Structures. A Notice of Exemption was filed with the County Clerk of the County of Sonoma on October 12, 2022, as was required by the submittal of the DEER to Caltrans.

Attachment(s):

[14.1 PowerPoint \(Distributed 2025.12.03\)](#)

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