

**TOWN OF WINDSOR
AGENDA REPORT**

Joint Windsor Town Council, Windsor Redevelopment Successor Agency and Windsor Water District Meeting Date: August 20, 2025

To: Mayor and Town Council
From: Alejandro Perez, Senior Civil Engineer
Subject: Signing and Striping Changes to East Shiloh Road

Recommendation to Council:

Approve striping project concept to provide standardized on-street parking on the north side of East Shiloh Road.

Strategic Plan Element:

The recommended action supports the goals of Fiscal Health, Infrastructure and Livability. Goal Statement: Ensure the economic health and long-term financial viability of the Town. 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. Goal Statement: Preserve community character by maximizing the use of existing amenities and creating future opportunities that enhance quality of life for all.

Background:

Since the occupancy of new housing developed in the area, vehicles have been observed parking on the shoulders of East Shiloh Road between Old Redwood Highway and Town Limits. This has led to several issues:

- **Traffic Patterns:** East Shiloh Road experiences significant traffic during peak hours, with a mix of residential, commercial, and through traffic. The lanes narrowed by on-street parking exacerbate congestion requiring vehicles to slow well below the 40 PMH posted speed limit in order to navigate the road conditions.
- **Parking Behavior:** Residents and visitors frequently park on the north side of East Shiloh Road. This behavior has been consistent since the occupancy of new housing in the area.
- **Resident Complaints:** The Town has received numerous complaints from residents about vehicles obstructing the travel way and visibility, particularly on the north side of the road.
- **Lane Width:** Parking on the north side of Shiloh Road narrows the lane width resulting in vehicles slowing well below the posted speed limit or crossing the center line striping.

Given these challenges, the proposed striping changes are necessary to improve traffic flow, enhance safety, and provide standardized on-street parking

Discussion:

The existing pavement width of Shiloh Road was measured at three locations as described below:

- **Location 1 - West of Esposti Park Driveway**
 - 16' westbound travel lane
 - 10' eastbound travel lane
 - 4' paved shoulder

- Total pavement width 30'
- **Location 2 - Between Esposti Park Driveway and Gridley Drive**
 - 16.5' westbound travel lane
 - 10' eastbound travel lane
 - 3' paved shoulder
 - Total pavement width 29.5'
- **Location 3 - Between Gridley Drive and Mathilde Drive**
 - 16.5' westbound travel lane
 - 10' eastbound travel lane
 - 3' paved shoulder
 - Total pavement width 29.5'

In accordance with the Town's Complete Streets Guidelines, 19-feet is required for on street parking, consisting of an 11-foot travel lane and an 8-foot parking lane. As currently striped, the westbound travel lane is not wide enough to accommodate on-street parking without requiring motorists to veer into oncoming traffic. However, a portion of the eastbound striped shoulder on the south side of the street could be reallocated to the westbound travel lane so that on-street parking could be implemented. This would require shifting the centerline of the roadway south and restriping the corridor. Potential cross sections with implementation of on-street parking on the north side of the street are provided below. These improvements would not require any widening of pavement and would only involve striping modifications.

- **Location 1 - West of Esposti Park Driveway**
 - 8' parking lane
 - 11' westbound travel lane
 - 10' eastbound travel lane
 - 1' paved shoulder
 - Total pavement width 30'
- **Location 2 - Between Esposti Park Driveway and Gridley Drive**
 - 8' parking lane
 - 11' westbound travel lane
 - 10' eastbound travel lane
 - 0.5' paved shoulder
 - Total pavement width 29.5'
- **Location 3 - Between Gridley Drive and Mathilde Drive**
 - 8' parking lane
 - 11' westbound travel lane
 - 10' eastbound travel lane
 - 0.5' paved shoulder
 - Total pavement width 29.5'

The cost of this proposed striping has not been determined, however there are limited funds in the approved Fiscal Year 2025-26 council adopted budget for striping, and if the cost exceeds available funding, this item will be brought back to Council for approval.

Parking has also been observed along the unimproved south side of East Shiloh Road. Field observations confirmed that parking is generally occurring completely off the pavement and outside of

the eastbound travel lane. Therefore, parking along the south side of East Shiloh Road could continue to be allowed with the restriping improvements, ultimately providing legal parking on both sides of the street. However, how this area will hold up to parking during the wet winter month has raised concerns. Town staff plan to place and compact gravel in this area, but paving this area may be necessary to establish permanent parking in the future.

The proposed signing and striping changes to East Shiloh Road are justified by the need to improve traffic flow, enhance safety and support community needs.

Fiscal Impact:

There are sufficient appropriations for the project in the Fiscal Year 2025-26 council adopted budget. The project is budgeted with the following funds:

- Gas Tax (110)
- General Fund

Environmental Review:

The project is exempt from the California Environmental Quality Act (CEQA) in accordance with section 15301 for repair and maintenance of existing facilities and with section 15302 because it consists of replacement or reconstruction of an existing facility where the new structure will be located on the same site and will have substantially the same capacity as the structure being replaced. Therefore, no environmental review is required. A Notice of Exemption will be filed prior to construction.

Attachment(s):

[14.1 Correspondence Received \(Distributed 2025-08-19\)](#)

[14.1 East Shiloh Road PowerPoint \(Distributed 2025-08-20\)](#)

[14.1 Correspondence Received \(Distributed 2025-08-20\)](#)

Prepared by:

Alejandro Perez
Senior Civil Engineer

Reviewed by:

Carl Euphrat
Deputy Director of Engineering

Shannon Cotulla
Public Works Director/Town Engineer

Approved by:

Jon Davis
Town Manager