

**Attachment A**  
**Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation**

**Application of Criteria for a Project of Air Quality Concern**

**Project Title: Town of Windsor, Jaguar Way/Windsor Road Bicycle/Ped Improvements**

**Project Summary for Air Quality Conformity Task Force Meeting: December 6, 2013**

---

**Description**

A new traffic signal will be installed at the intersection of Windsor Road and Jaguar Way (the entrance to Windsor High School) in Windsor.  
Existing gaps in the bicycle lanes and sidewalks will be filled resulting in a continuous bicycle lane and sidewalk from Windsor High School to the multi-modal transit facility at the intersection of Windsor Road and Windsor Rover Road.  
Pedestrian ramps will be upgraded and pedestrian lighting will be improved.  
Vehicular traffic should decrease as pedestrian and bicycle traffic increase due to the increased safety.

**Background**

NEPA process for Initial Study/Environmental Assessment (IS/EA) almost complete  
Public review for IS/EA ends (insert date)  
No comments received on air quality thus far  
Seeking air quality conformity determination on or before (12/6/13)  
Schedule based on deadline for STIP funding allocation

**Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))**

- (i) New or expanded highway projects with significant number/increase in diesel vehicles?*  
Not a new or expanded highway project  
No change in traffic volume or truck percentages
- (ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*  
Diesel vehicles represent 2% of intersection traffic volume  
Intersections at LOS D or F improve with Build-out to LOS A  
No project changes to land use that would affect diesel traffic percentage
- (iii) New bus and rail terminals and transfer points?—Not Applicable*
- (iv) Expanded bus and rail terminals and transfer points?—Not Applicable*
- (v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation? —Not Applicable*

**Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation**

<b>RTIP ID#</b>					
TIP ID# SON130003					
<b>Air Quality Conformity Task Force Consideration Date</b> December 6, 2013					
<b>Project Description:</b> In the Town of Windsor on Windsor Road from the intersection of Jaguar Way (the entrance to Windsor High School) north on Windsor Road to just south of Windsor River Road (the multi-modal transit facility location). Install a new traffic signal at the Jaguar Way/Windsor Road intersection. Fill gaps in the existing bicycle lane and sidewalk along Windsor Road by installing approximately 800 lineal feet of Class II bicycle lane and adjacent sidewalk. Countdown pedestrian traffic signal heads and "Smart" push buttons would be included in the signal design, as will be bicycle detection and pedestrian-level lighting. All work will be done within the Town of Windsor Priority Development Area. Upon completion of the project the bicycle lanes and sidewalks on both sides of Windsor Road will be continuous to and beyond the described project limits. Vehicular traffic should decrease and pedestrian and bicycle traffic should increase due to the perceived increased safety.					
<b>Type of Project:</b> Intersection signalization, bicycle lanes and sidewalks.					
<b>County</b> Sonoma	<b>Narrative Location/Route &amp; Postmiles:</b> Two locations on Windsor Road. The first beginning approximately 300' south of the intersection with Jaguar Way, then north along Windsor Road for approximately 500'. The second beginning approximately 580' south of the intersection with Windsor River Road, then north along Windsor Road for approximately 430' to a point approximately 150' south of the intersection with Windsor River Road. Combined length of the two locations is 930'. The two are separated by approximately 550'. Windsor Road is a public road within the Town of Windsor. The Town of Windsor does not assign postmiles. <b>Caltrans Projects – EA#</b> n/a				
<b>Lead Agency:</b> Town of Windsor Public Works					
<b>Contact Person</b> Alejandro Perez, P.E.	<b>Phone#</b> (707) 838-5318	<b>Fax#</b> (707) 838-5300	<b>Email</b> aperez@townofwindsor.com		
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>					
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
<b>Scheduled Date of Federal Action:</b>					
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>					
<input checked="" type="checkbox"/>	Exempt	Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption		
<b>Current Programming Dates</b> <i>(as appropriate)</i>					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	11/12	3/14	n/a	5/15	
<b>End</b>	3/12	12/14	n/a	8/15	

**PM<sub>2.5</sub> Project Assessment Form for Interagency Consultation**

**Project Purpose and Need (Summary):**

This project was recommended by "The Town of Windsor Pedestrian Safety Assessment (PSA)" in 2012 to correct an area identified as having a high level of conflict between pedestrians and drivers (at the Jaguar Way entrance to Windsor High School), a gap in the sidewalk between the inter-modal transit facility and points south, and insufficient pedestrian lighting on the east side of Windsor Road near Windsor River Road. It also encourages bicycle traffic by filling gaps in the existing bicycle lane and should improve school bus and public transit access along Windsor Road and to Windsor High School.

**Surrounding Land Use/Traffic Generators:**

Windsor Road is identified as a "Cross-Town" (major arterial) street by the Town of Windsor, is on public bus routes, serves Windsor High School and the downtown shopping, recreational areas, and is a major north-south route to and from the inter-modal transit facility located at the intersection with Windsor River Road. Improvements to traffic flow will help reduce diesel emissions.

**Brief summary of assumptions and methodology used for conducting analysis:**

The PSA was referenced above. A Traffic Signal Warrant Evaluation was done in 2006 and traffic volume counts were done at that time. The report concluded that the Windsor Road/Jaguar Way intersection meets the school traffic signal warrant. LOS was determined to be F on Jaguar Way during the morning and afternoon school drop-off and pick-up periods. Current traffic counts are circa 2012.

**Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Following is a summary of Opening Year (2015) information:  
(Windsor Road)

Opening Year No-Build

Windsor Rd./Jaguar Way:	AM Peak LOS=A	PM Peak LOS=A
Eastbound Approach:	AM Peak LOS=D	PM Peak LOS=D

Opening Year with Build-Out

Windsor Rd./Jaguar Way:	AM Peak LOS=A	PM Peak LOS=A
-------------------------	---------------	---------------

Notes:

- AADT on Windsor Road: 7,130 vpd
- Percent Trucks: 2%
- No. of Trucks: AM-19; PM-16
- Truck AADT on Windsor Road: 145 vpd

See Attachment # 1 Table 1 for additional information

## Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation

**RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Following is a summary of RTP Horizon/Design Year (2035) information:  
(Windsor Road)

RTP Year No-Build

Windsor Rd./Jaguar Way:	AM Peak LOS=A	PM Peak LOS=D
Eastbound Approach:	AM Peak LOS=F	PM Peak LOS=F

RTP Year with Build-Out

Windsor Rd./Jaguar Way:	AM Peak LOS=A	PM Peak LOS=A
-------------------------	---------------	---------------

Notes:

- AADT on Windsor Road: 8,530 vpd
- Percent Trucks: 2%
- No. of Trucks: AM-23; PM-19
- Truck AADT on Windsor Road: 171 vpd

See Attachment # 1 Table 2 for additional information

**PM<sub>2.5</sub> Project Assessment Form for Interagency Consultation**

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Following is a summary of Opening Year (2015) information:  
(Jaguar Way)

Opening Year No-Build

Windsor Rd./Jaguar Way:	AM Peak LOS=A	PM Peak LOS=A
Eastbound Approach:	AM Peak LOS=D	PM Peak LOS=D

Opening Year with Build-Out

Windsor Rd./Jaguar Way:	AM Peak LOS=A	PM Peak LOS=A
-------------------------	---------------	---------------

Notes:

- AADT on Windsor Road: 2,225 vpd
- Percent Trucks: 2%
- No. of Trucks: AM-1; PM-3
- Truck AADT on Windsor Road: 45 vpd

See Attachment # 1 Table 3 for additional information

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Following is a summary of RTP Horizon/Design Year (2035) information:  
(Jaguar Way)

RTP Year No-Build

Windsor Rd./Jaguar Way:	AM Peak LOS=A	PM Peak LOS=D
Eastbound Approach:	AM Peak LOS=F	PM Peak LOS=F

RTP Year with Build-Out

Windsor Rd./Jaguar Way:	AM Peak LOS=A	PM Peak LOS=A
-------------------------	---------------	---------------

Notes:

- AADT on Windsor Road: 2,720 vpd
- Percent Trucks: 2%
- No. of Trucks: AM-2; PM-3
- Truck AADT on Windsor Road: 54 vpd

See Attachment # 1 Table 4 for additional information

**Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**  
n/a

**RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**  
n/a

**Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation**

**Describe potential traffic redistribution effects of congestion relief** (*impact on other facilities*)  
See Attachment # 1.

**Comments/Explanation/Details** (*please be brief*)  
See attached figure showing surrounding land uses.

# ATTACHMENT # I TO PROJECT ASSESSMENT FORM PM<sub>2.5</sub> INTERAGENCY CONSULTATION

## WINDSOR ROAD

- A. Opening Year(2015): If facility is a highway or street Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility (WINDSOR ROAD)**

**Table 1**

**Opening Year (2015) with and without Build-out Peak Hour Intersection Levels of Service**

Study Intersection <i>Approach</i>	Opening Year No Build				Opening Year with Build-out			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
I. Windsor Rd/Jaguar Wy	3.4	A	5.0	A	5.2	A	5.0	A
<i>Eastbound Approach</i>	30.7	D	32.2	D	--	--	--	--

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

- AADT on Windsor Road: 7,130 vpd
- Percent Trucks: 2%
- Number of Trucks: AM-19; PM-16
- Truck AADT on Windsor Road: 145 vpd

- B. RTP Design Year (2035): If facility is a highway or street Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

**Table 2**

**RTP Year (2035) with and without Build-out Peak Hour Intersection Levels of Service**

Study Intersection <i>Approach</i>	RTP Year No Build				RTP Year with Build-out			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
I. Windsor Rd/Jaguar Wy	6.2	A	40.8	D	6.1	A	8.2	A
<i>Eastbound Approach</i>	62.0	F	>120	F	--	--	--	--

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

- AADT on Windsor Road: 8,530 vpd
- Percent Trucks: 2%
- Number of Trucks: AM-23; PM-19
- Truck AADT on Windsor Road: 171 vpd

## JAGUAR WAY

- A. **Opening Year (2015): If facility is an interchange or intersection, Build and No Build cross-street AADT, % and # trucks, truck AADT (JAGUAR WAY)**

**Table 3**  
**Opening Year (2015) with and without Build-out Peak Hour Intersection Levels of Service**

Study Intersection Approach	Opening Year No Build				Opening Year with Build-out			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
I. Windsor Rd/Jaguar Wy	3.4	A	5.0	A	5.2	A	5.0	A
Eastbound Approach	30.7	D	32.2	D	--	--	--	--

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

- AADT on Windsor Road: 2,225 vpd
- Percent Trucks: 2%
- Number of Trucks: AM-1; PM-3
- Truck AADT on Windsor Road: 45 vpd

- B. **RTP Design Year (2035): If facility is an interchange or intersection, Build and No Build cross-street AADT, % and # trucks, truck AADT**

**Table 4**  
**RTP Year (2035) with and without Build-out Peak Hour Intersection Levels of Service**

Study Intersection Approach	RTP Year No Build				RTP Year with Build-out			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
I. Windsor Rd/Jaguar Wy	6.2	A	40.8	D	6.1	A	8.2	A
Eastbound Approach	62.0	F	>120	F	--	--	--	--

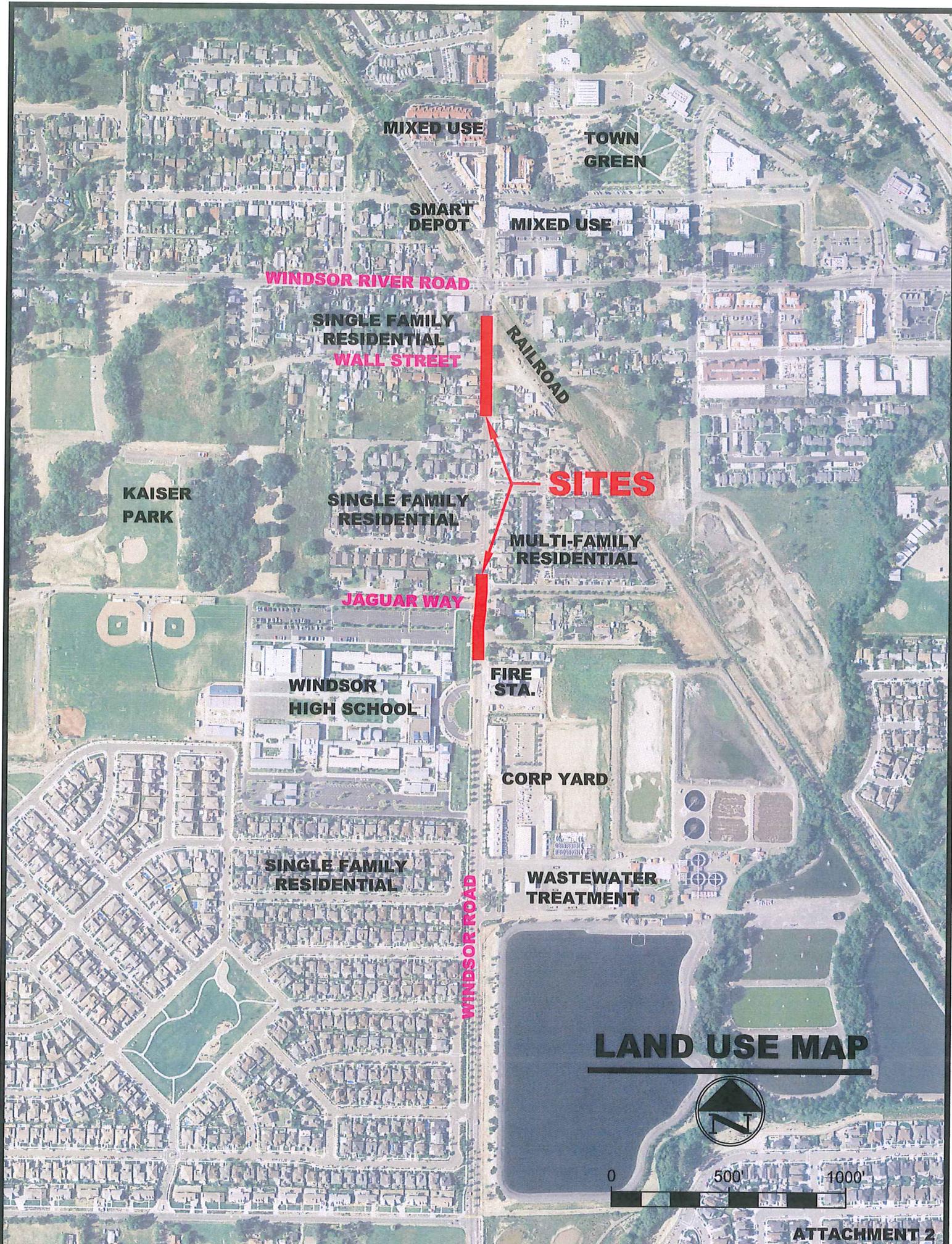
Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

- AADT on Windsor Road: 2,720 vpd
- Percent Trucks: 2%
- Number of Trucks: AM-2; PM-3
- Truck AADT on Windsor Road: 54 vpd

## POTENTIAL TRAFFIC REDISTRIBUTION

**Describe potential traffic redistribution effects of congestion relief (impact on other facilities)**

The build scenario (signalizing the intersection of Jaguar Way/Windsor Road) is likely to affect the safety of Windsor Road south of Jaguar Way, as more vehicles enter the high school parking lot rather than stop in the southbound bicycle lane for student pick up and drop off. This is expected to increase bicyclist' safety.



**MIXED USE**

**TOWN GREEN**

**SMART DEPOT**

**MIXED USE**

**WINDSOR RIVER ROAD**

**SINGLE FAMILY RESIDENTIAL**  
**WALL STREET**

**RAILROAD**

**KAISER PARK**

**SINGLE FAMILY RESIDENTIAL**

**SITES**

**MULTI-FAMILY RESIDENTIAL**

**JAGUAR WAY**

**WINDSOR HIGH SCHOOL**

**FIRE STA.**

**CORP YARD**

**SINGLE FAMILY RESIDENTIAL**

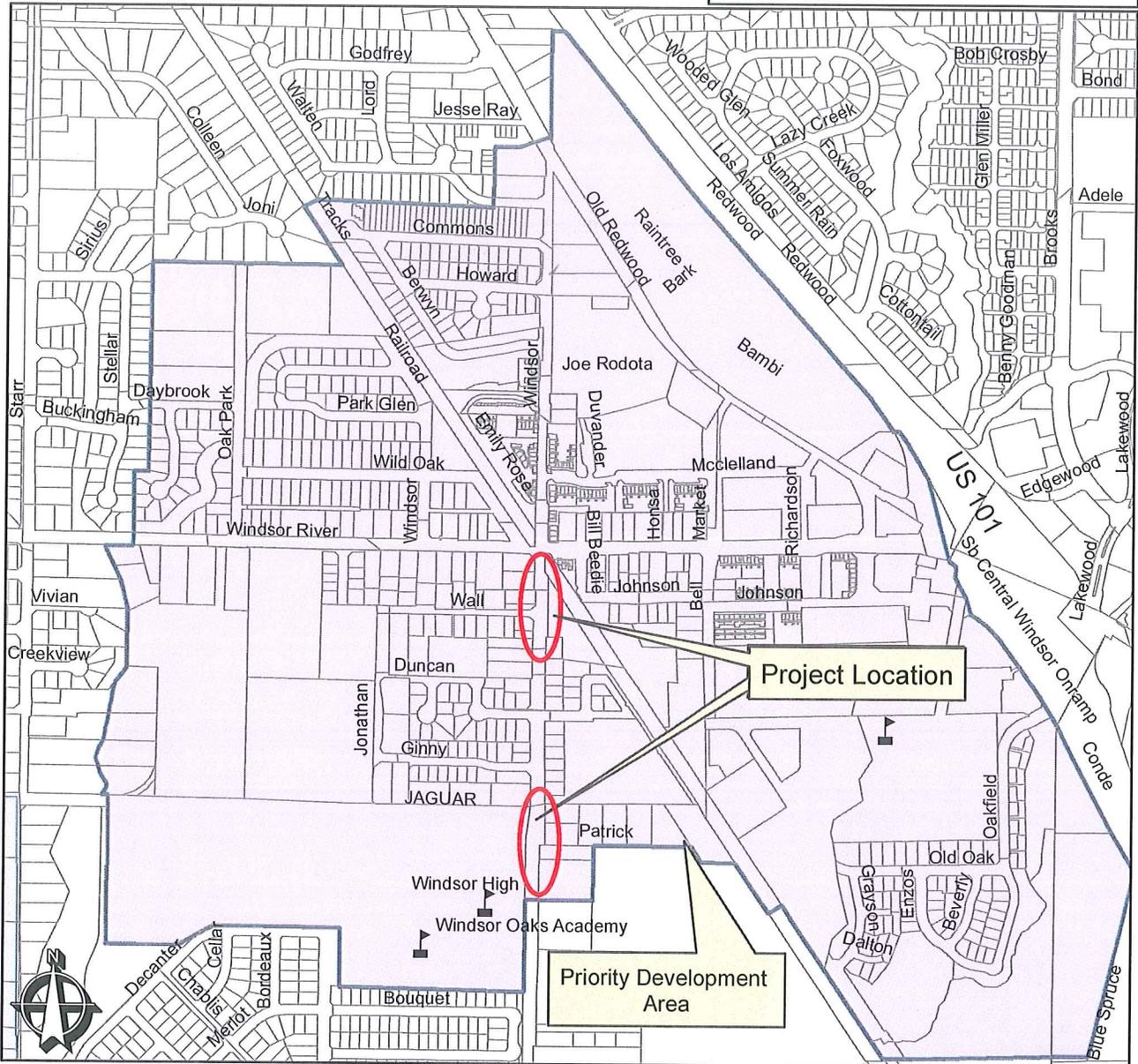
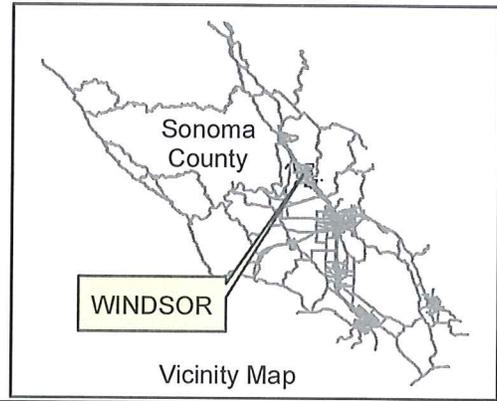
**WASTEWATER TREATMENT**

**WINDSOR ROAD**

**LAND USE MAP**



# Windsor Road at Jaguar Way Traffic Signal, Pedestrian Enhancements and Sidewalk Gap Closure 2012 One Bay Area Grant (OBAG) Application



Project Location Map

