

Town of Windsor
Class I Trails Study 1st Community Workshop
Meeting Notes
September 21, 2017

Approximately 10 members from the public attended, 2 consultants, 5 staff (3 Public Works and two Parks and Recreation staff)

Meeting Notes

1. Introductions, including Town staff, Questa and residents.

2. Presentation by Questa

- a. Defined Class I Trails (not Class II bike lanes, or Class III, shared facilities).
- b. Discussed that there are many segments but many connections between segments missing, e.g. the two creek trails in the northeast of Town.
- c. Trail options are being developed with additional segments/connections to be included. The team would like community input on new trails.
- d. SMART trail cuts the Town but it also brings people to the downtown.
- e. The presentation will be available on the website www.windsortrails.org

3. Suggestions from public – Q&A

- a. Make destinations part of the ranking criteria.
 - Questa responded that it was included in the matrix, as well as costs, engineering challenges and environmental constraints.
- b. Consider a Windsor “Walkabout” for each neighborhood—I know about my neighborhood but not many others. Find volunteers in each of the four quadrants of the Town to lead walks on the trails. A similar workshop was held about twenty years ago.
 - Study team will discuss this.
- c. Have a workshop/presentation at a Parks and Recreation Commission meeting and to the school district and/or schools.
- d. Do all the trails have to be ADA compliant? Are Class I trails required to be paved to meet Americans with Disability Act (ADA) guidelines?
 - No, a firm and stable surface is required. This can be crushed aggregate or other material, not necessarily asphalt or concrete pavement. In some creek settings, asphalt or concrete pavement is not allowed due to sensitive resources and runoff concerns.
 - For most funding programs, compliance with ADA is required.
 - Not all off-road trails are considered Class I trails.
 - Most trails at Foothill Regional Park are not ADA compliant.

- Since Windsor is mostly flat, compliance with ADA requirements should not be a problem.
 - Some of the existing trails along creeks do not meet ADA guidelines and would need to be upgraded to comply.
 - Where there are parallel trails (like along both sides of a creek), it might be appropriate to just improve one side for accessibility standards, and leave one “unimproved”.
- e. There used to be a tunnel under the Highway that you could use to cross.
- This is probably the existing culvert system, now overgrown with willows and not passable. It is being studied as part of the Highway 101 crossing study.
- f. Others also voiced the need to make ADA compliant on all the trails.
- g. Keep in mind the recreational uses for Class I trails.
- h. Address safety and security issues along the trails.
- i. Consider crossing under railroad tracks at Windsor Creek.
- The team will explore this and meet with SMART to discuss.
- j. Consider other social media outreach to neighborhoods:
- NextDoor
 - Facebook
 - Field workshop, conducted 20 years ago
- k. Where is there sufficient grade differential or SMART clearance for a tunnel/underpass?
- The area north of Mitchell Lane has about 5-6 feet of raised grade above adjacent land, and there would need to be a ramp with 5% max. for accessibility.
 - The area south of Bell Lane is also elevated above adjacent grade.
 - In the north part of town, behind the Windsor School District could be considered, but there is not much difference in elevation.
 - A new SMART overpass is not likely feasible due to projected low volume of use, technical challenges with crossing train tracks, and cost.

4. Small Table discussions and Draft Map Comments

Workshop participants provided input on the draft maps, as summarized below.

General:

- Top priority-Safe crossing 101: north west=northeast

Northwest:

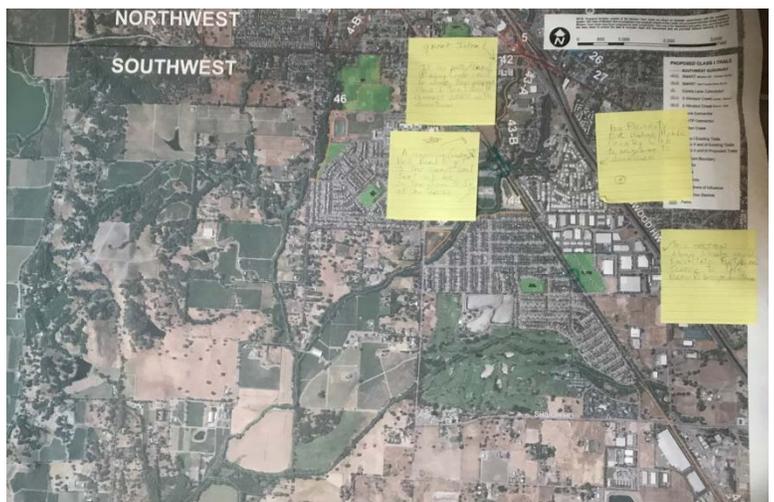
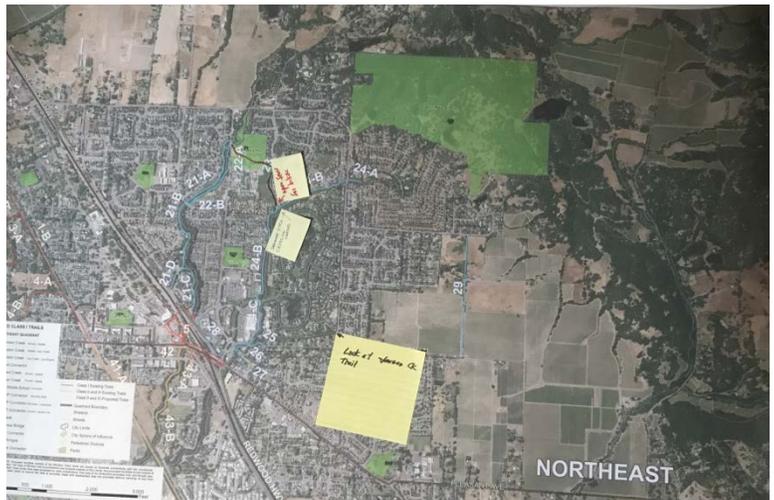
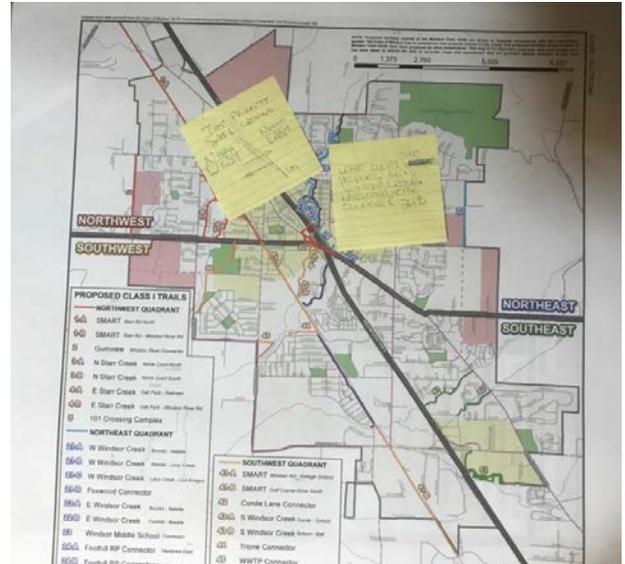
- (Improve) Windsor River road Cali Calmecac to Town Green.
- You guys should make a trails app for bikes and walking trails.

Northeast:

- Look at Jensen Creek Trail (between East Windsor Creek and Hembree)
- Drainage ditch crossing needed (E. Windsor Creek south of Foothill)
- Open fence for bikes (trail between W. Windsor Creek, Lewis Park and E./ Windsor Creek at Foothill)
- Who owns the property along Windsor Creek (24B)? Lakewood Homeowners? [No: part of shopping center, and private ownership].

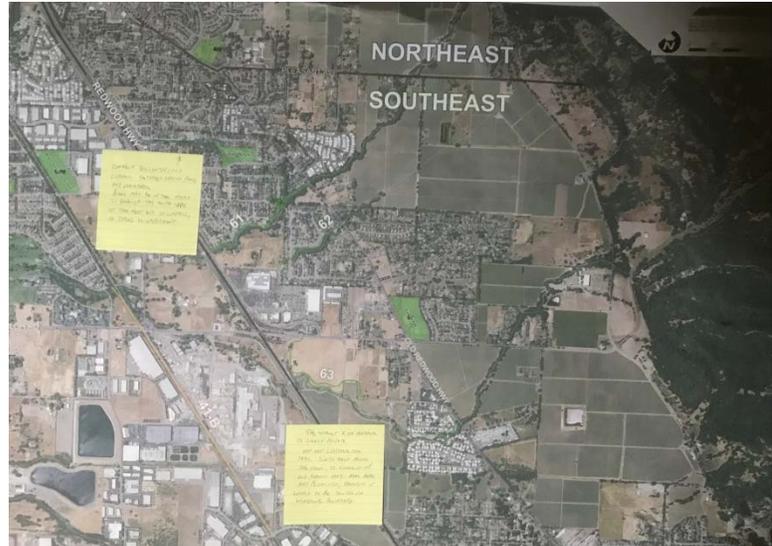
Southwest:

- (43A) Great idea! If a path/trail along Conde



- can't be done, this proposed Class I trail would connect WMCC with downtown.
- A big priority is for Windsor Mobile Country Club to be able to walk downtown.
- A connection (under Bell Road) to get to the SMART Trail that will be on the other side of the tracks.
- This section along Conde (north of Mitchell) would facilitate foot/bike traffic to the brew pub and Downtown.

Southeast:



- Connect discontinuous Cornell between Robbins Park and Hembree. Plans may be in the works to develop the south side of the west end of Cornell, so timing is important.
- The street north of Arthur is likely private. Why not continue the trail southeast along the creek, to connect with Old Redwood Highway. Near Anne and Plymouth, though it looks to be south of Windsor boundary.
- Connect (Pool Creek and Faught Creek) at edge of new development (Victory Oaks).

4. Action Items:

1. Presentation will be placed on website.
2. Town (Alejandro Perez) will reach out to SMART to see if he can set up a meeting.
3. Discuss possible Parks and Recreation Commission presentation, creek walk, and outreach to schools.
4. Potential outreach at other community events.

5. Workshop Photos:

