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# MEMORANDUM

To: Jennifer Chu and David Stillman, City of Cupertino

From: Lola Torney and Jeff Knowles, Alta Planning + Design

CC: Jon Cacciotti, HMM

Date: April 27, 2018

## Re: Regnart Creek Trail Study Public Workshop Summary

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### Background

On April 23, 2018, the City of Cupertino held a public workshop regarding the Regnart Creek Trail Study, which will determine the feasibility of converting the utility access road adjacent to Regnart Creek between Pacifica Drive and Wilson Park (past Blaney Avenue) to a shared use path/trail. This segment is identified as part of the Cupertino Loop Trail system in the 2016 Bicycle Transportation Plan. Regnart Creek and the adjoining utility access road is owned by the Santa Clara Valley Water District. The feasibility study will identify technical constraints, gather public input, and develop design concepts and cost estimates.

### Event Outreach

The City promoted the workshop using the following techniques:

- The City of Cupertino mailed 587 postcards to residents who live within 300 feet of a potential trailhead
- The City of Cupertino hung 170 door hangers to residents directly adjacent to the trail extents
- The workshop was advertised on:
  - The City's website, radio, and TV channel
  - Social media (Next Door, Facebook, Twitter)
  - Emails to subscribers of the City's "Bicycle Transportation Plan" e-notifications
  - Emails to the Cupertino Block Leaders in the neighboring area
  - Emails to participants from prior outreach events
  - Flyer postings around Cupertino Civic Center
- Cupertino Safe Routes to Schools (SR2S) group advertised the meeting through:
  - A mention to Cupertino Unified School District (CUSD) staff in a March 26, 2018 meeting
  - A mention at the March 13 and April 11, 2018 SR2S Working Group Meetings with flyer distribution to attendees
  - Emails to the surrounding schools (Eaton, Faria, Collins, Lawson, and Cupertino High)
- *The Cupertino Courier* advertised the event

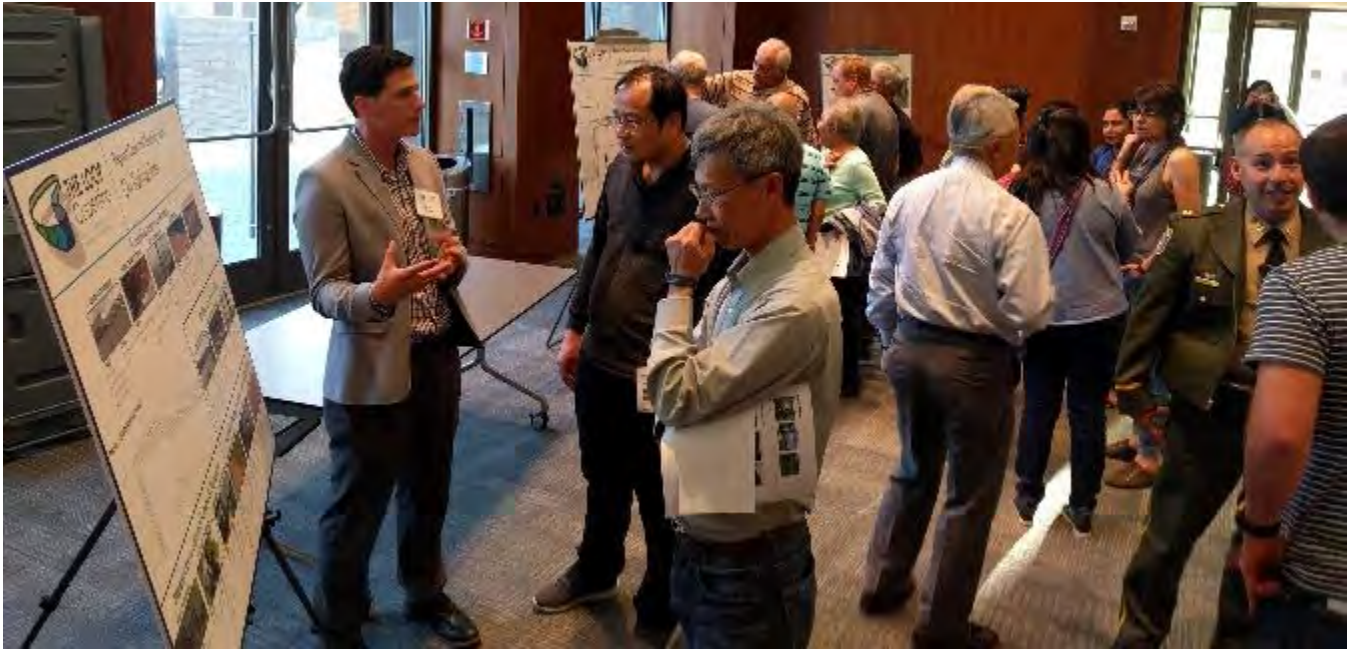
Copies of the flyer and postcards are attached at the end of this memo.

## Event Details

The event was held in the Community Hall in the Cupertino Civic Center from 6:30 – 8:00 p.m. The meeting was “open house” style with boards placed on easels around the hall. A slideshow of photos of the project area were projected during the event. Cupertino Transportation Manager David Stillman and Jon Cacciotti, a consultant with HMM Engineers, welcomed participants and shared an update on the project. Captain Rich Urena with the Santa Clara County Sheriff’s Office then provided a brief summary of safety calls for the Saratoga Creek Trail, a Cupertino trail with similar conditions to the Regnart Creek. Captain Urena noted that in the past 8 years, only five calls have been made to the trail, four of which were noise-related, with the fifth involving a homeless person. Meeting participants were then able to engage in conversations with City and consultant staff at stations and boards around the room that illustrated design ideas for road crossings, trailheads and amenities, concepts for addressing privacy and security on the proposed trail. The boards and maps are shown at the end of this memo.

Sixty-five (65) people signed into the event. Attendees were invited to submit comments about the potential trail on comment cards. Fifty-nine (59) comment cards were submitted and attached at the end of this memo. Attendees were also asked to fill out a trail design preference worksheet with potential options for the various elements of trail design including fencing, privacy screens, trail surface, roadway crossing options, and security measures. Twenty (20) worksheets were turned in with preferences indicated. An additional 10 worksheets were turned in, but did not provide preferences.





## Public Feedback

The feedback received from the comment cards fell into the same “themes” heard at previous events. Many cards touched on multiple themes. The themes were:





- Concerns about security and privacy for those who live adjacent to the potential trail
- Concerns about aesthetics of the fence or wall that would separate the potential trail from homes
- Concerns about potential trail crossing at Blaney Avenue
- Concerns about activities trail users may partake in
- Support for the project as it provides an off-street option for bicyclists and pedestrians
- Support for the project as potential trail crossings for Blaney Avenue has been addressed through design


- Support for the project as it will help reduce traffic concerns (gets people out of their cars)
- Support for project as it provides more green space for families and community members to enjoy
- Support for the project as it will provide a more direct route to the Library and Wilson Park
- Support for the project as it will provide access to several schools
- Questions regarding cost to implement project
- Questions about lighting for the trail

Comment cards, emails, and letters received as part of this workshop are attached at the end of this memo.

### Trail Design Preference Worksheet

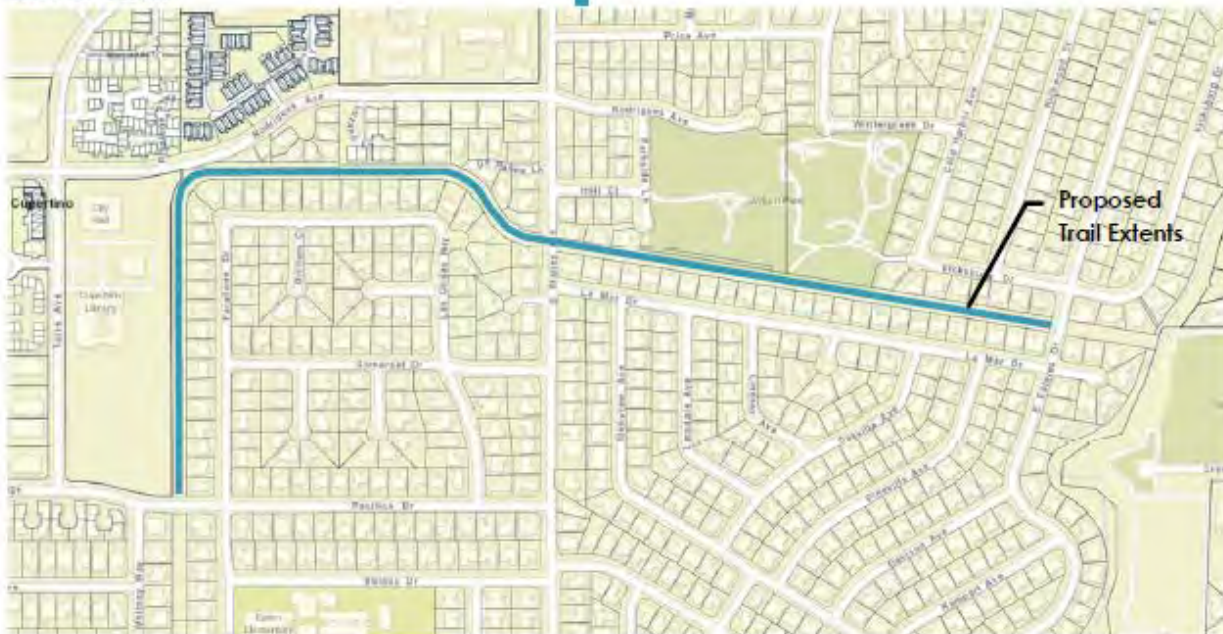
The most popular design element of each section is listed in the table below. A tally of the trail design preference worksheet including attendees’ rationale for their decision is included at the end of this memo.

Category	Winner	Image	Votes
Railing	Chain link fence		7
Privacy Screen	Fence Extension		10
Trail Surface	Asphalt Pavement		8
Security Measure	Police Patrols		12

Category	Winner	Image	Votes
Roadway Crossings	Flashing Beacon		9



**PUBLIC MEETING NOTICE**  
**Proposed Regnart Creek Trail**  
**April 23, 2018 | Community Hall**



**PUBLIC MEETING NOTICE | PROPOSED REGNART CREEK TRAIL**  
 We want to hear from you!

The City of Cupertino is working with HMH Engineers on a feasibility study for an off-street bicycle and pedestrian facility that would run parallel to Regnart Creek, providing a connection between Pacifica Drive and the existing Creekside Trail at E. Estates Drive.

We invite you to attend the third public meeting for this project to review and comment on the concept design recommendations for the proposed trail. Concepts were developed based on feedback received at the November and January meetings, and discussions with Santa Clara Valley Water District. The meeting will be an open house format where participants can arrive any time during the event window and have one-on-one discussions with City staff and project consultants.

If you are receiving this postcard, you reside along or near the proposed trail extents and we encourage you to attend.

For more information and to sign up for e-notifications, please visit: [www.cupertino.org/bikeplan](http://www.cupertino.org/bikeplan)



**CUPERTINO**  
 10300 Torre Avenue  
 Cupertino, CA 95014

— MEETING DETAILS —

**Date:** Monday, April 23, 2018  
**Time:** 4:30 p.m. to 8:00 p.m.  
**Location:** Community Hall  
 10350 Torre Avenue, Cupertino

City Contact: Jennifer Chu, Associate Civil Engineer  
 (408) 777-3237 | [JenniferC@cupertino.org](mailto:JenniferC@cupertino.org)

Figure 1: Workshop postcard



## PUBLIC MEETING NOTICE

The City of Cupertino is working with HMH Engineers on a feasibility study for an off-street bicycle and pedestrian facility that would run parallel to Regnart Creek, providing a connection between Pacifica Drive and the existing Creekside Trail at E. Estates Drive.

The City would like to invite you to attend the third public meeting for the project to provide feedback on the conceptual design recommendations for the proposed trail. The meeting will be an open house format where participants can arrive any time during the event window and have one-on-one discussions with City staff and project consultants.

**Monday, April 23, 2018**  
6:30 p.m. to 8:00 p.m.  
Cupertino Community Hall  
10350 Torre Ave

For additional information, please visit [www.cupertino.org/bikeplan](http://www.cupertino.org/bikeplan). Questions or comments can also be directed to:

Jennifer Chu, Associate Civil Engineer  
(408) 777-3237 or [jenniferch@cupertino.org](mailto:jenniferch@cupertino.org)

*Figure 2: Workshop door hanger*

## Emails Received (between February 1 and April 26, 2018)

### Re: Bike Trail

Jennifer,

Why have a public meeting it sounds as though you have made up your mind. You appear to have ignored the public response in other public meetings. Why discuss the construction of a trail when you are discussing "conceptual design" for the proposed trail.

I live in back of the library and city hall and can expect the noise, activity, violation of my privacy, and the garbage that will come. Look what your library has created. The city promised to plant trees along the back to insure our privacy and they have failed. The library still looks into one of my bedrooms.

I am against the trail, why come to a meeting to discuss an outcome you have already decided

[name omitted for privacy]

### Re: comment regarding Regnart Creek Trail

Hi Jennifer,

I received a postcard for the Regnart Creek Trail because I own a home on [omitted for privacy].

I reside near the Blackberry Farm trail.

I will be unable to attend the meeting.

I have 2 suggestions based on my firsthand experience of the Blackberry Farm trail:

1. Please make sure that the material used for the trail can accept leaf litter and moisture without getting slippery. The trail at Blackberry Farm can get very slippery. So, they have a parks guy with a blower, blow it off. The slippery-when-wet trail surface has had the following negative impacts:
  - a. trail is less safe,
  - b. trail costs more to maintain because the trail guy is out there regularly with a leaf blower,
  - c. the noise from the leaf blower reduces the enjoyment of the trail by trail users, animals, neighboring homeowners (I'm not close enough to the trail to hear the blower there, but I do hear blowers used for other things and they're annoying), and can cause long-term hearing impairment for City employees
  - d. the odor and pollution from the leave blower (the electric one isn't strong enough for certain applications, so a gas-powered one is used), is unpleasant for trail users, animals, puts City employees at risk, increases maintenance cost with non-renewable fuels, and increases greenhouse gasses.
2. Please consider the privacy of local neighbors by eliminating signage/maps for neighborhood access points. This is something that the City of Mountain View has done for many years - I have seen it in their EIRs. I have not seen this common courtesy extended by the City of Cupertino for its residents. If you would make special considerations for neighborhood access points, you might ease the path (I had to include a pun) toward completing this project.

Warm Regards,

[name omitted for privacy]



**Re: Bike Safety**

Dear City Council Members,

I am writing to express my fullest support for developing the Regnart Trail and other car-free biking paths in Cupertino. I'm not a serious biker, but I enjoy going out for a ride with my kids, especially now with the weather being so nice. Sometimes we like to bike over to the library, but it can get a little dicey on Blaney and Rodriguez. I don't think I can ever let my kids, who attend Meyerholz (CLIP) bike to school from our home near Sedgwick, because it would involve biking down Bollinger during rush hour.

I'd like to share one particular incident that motivated this email to you. On Sunday 4/22 -- Earth Day -- my husband was on roller blades and the rest of us-- my son (age 7) and twin girls (age 5) and I were biking back from eating dinner at The Counter off Stevens Creek. It was a beautiful evening. We were heading east on Stevens Creek, waiting on the sidewalk to cross Blaney. The light turned green and we had the walk light so I told my son to start going across without looking behind my left shoulder like I usually do to check for turning cars. My son, who also usually looks, didn't look this time, nor did my husband. Unfortunately there was a car turning right onto Blaney from Stevens Creek, who didn't notice my son in the crosswalk and came literally inches from hitting him. Luckily she was able to slam on the brakes and, after screaming for my son to stop, a collision was very very narrowly avoided. It was very frightening for all involved. Thankfully nothing happened but it was very close. Too close. We'd really love to bike more, but after yesterday's incident, I will have to think twice. So the more we can do to improve bike safety, the better.

Thank you.

Sincerely,

[name omitted for privacy]

**Re: Regnart Creek Trail proposal: in support**

Dear City Council member(s),

I am writing to you in support of the proposed Regnart Creek Trail.

We often have family visiting from India. Our old Indian parents do not drive in the USA. They often feel they are in 'house arrest' when they visit Cupertino.

We also have young school going daughters. Our kids need a safe way to reach the library.

This trail will allow them to go to the library on their own.

We support the trail.

Sincerely,

[name omitted for privacy]

Cupertino resident and parent of students in Cupertino school districts

**Re: Support for Regnart Creek Trail**

Dear Honorable Cupertino City Council Members,

I am a parent of four children who have attended CUSD schools: West Valley, Meyerholz, Cupertino Middle and Homestead High. I have been active in Safe Routes to School (SRTS) at each school for several years. I have worked with SRTS city personnel in San Jose (Meyerholz), Sunnyvale (Cupertino Middle) and Cupertino (Homestead High). I firmly believe it is important to create ways for students to travel safely to and from school. One of the best and most pleasant ways to travel is via a traffic-free trail.

I support the Regnart Creek Trail project because it creates a safe pathway for students and community members to travel in Cupertino. I believe parents would be more willing to allow their children to ride bikes to school if there was a safe, traffic-free trail.

I have been fortunate enough to have lived near the Stevens Creek Trail in Mountain View, and I now currently live in Sunnyvale near the Highway 85 pedestrian bridge. My children, starting in kindergarten, were able to bike to school. We saved time and enjoyed our surroundings while decreasing traffic and pollution in our school neighborhood.

I've attached my experiences of living near safe bike/pedestrian routes as a testimony to the benefits of having a trail. I hope you consider my comments in your decision making process.

Sincerely,

[name omitted for privacy]

**Re: public meeting**

I received your notification of another meeting regarding opening the creekside for public use as a proposed trail.

I am a resident who lives directly behind the City Hall, I am a resident who lives in this home over 30 yrs, and have experienced in the past when it was open to the public, and all was not good.

Noise, garbage, camping, kids peeing in the creek, motorcycles, climbing fences, crime issues, broken windows, need I say more.

Is the city going to police the area? Is the city going to be sure that it does not become a haven for the homeless? These are important questions to be answered. I am 100% AGAINST THIS PROPOSAL. HOPING GOOD JUDGEMENT WILL BE IN THIS PROPOSAL.

Thank you for the opportunity of being able to speak my piece.

[name omitted for privacy]

**Re: Regnart Creek Path**

Hi Timm, David and Jennifer,

As committed to you at the March 21<sup>st</sup> meeting of the Bike and Pedestrian Commission, we are attaching a list of the concerns of our neighborhood regarding the potential opening of the Regnart Creek Path.

Please forward to Jon Cacciotti of HMM and others as needed.

Kindest regards,

The Regnart Creek Path Neighborhood

### Benefits of Living Near a Trail

My husband and I bought a new home in 1996 near downtown Mountain View and we were a bit clueless that we lived so close to the Stevens Creek Trail. A trail head opened in our neighborhood shortly after we moved in. Our neighbors would wander down there to check out the creek, but I didn't use the trail regularly until our oldest child started kindergarten. My son was enrolled at Landels Elementary, near the heart of downtown Mountain View. We lived across the train tracks from school, on the north side of Central Expressway. If we did not have access to the Stevens Creek Trail, I would have to drive my child across the tracks to get to school. According to Google Maps, it is a 1.4 mile drive in 7 minutes. However, that does not account for the Cal Train crossing. One time, it took me 15 minutes to get to school because of the trains.

The best part about the trail was that my **4 year old** son (late birthday!) could ride his bike to school everyday, traffic-free! It was a 0.9 mile ride. Google Maps says it's a 5 minute ride, so we had time to watch the trains as we passed over Central Expressway. After school, we had time to check out the creek, find rollie pollies and chase butterflies.

As a young mom, I loved have a safe pathway to and from school. My son LOVED riding his bike to school. That would not have happened if he had to cross Central Expressway and the train tracks.

When we sold our Mountain View home in 2006, we had several offer letters that expressed their desire to be close to the trail. Again, we had no idea that this was something buyers were looking for and were willing to bid above asking price to get.

When we moved to Sunnyvale, we were grateful to find a home close to a pedestrian bridge that crosses over Highway 85. My four children have been fortunate to be able to ride their bikes to school (West Valley, Cupertino Middle and Homestead High.) They get to school faster than if I had to drive them to school. They are more aware of their environment and they gain confidence and independence. They prefer to ride their bikes than carpool!

I hope that the Regnart Trail will be built so that students and community members will have a safe, traffic free option to bike and walk in Cupertino.

Sincerely,

[name omitted for privacy]

# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence: 7



Split Rail Fence (wood): 4



Split Rail Fence (steel): 6



None: 2

Why?

- Chain link fence is less expensive and easy to place and maintain
- Chain link fence is cost effective
- Chain link fence is cheaper, I assume, but more sturdy than the one in the photos. Like the one on the Creekside Park segment
- Chain link fence is a low cost alternative (we have now at Creekside), but small split rail at Blaney crossing
- Chain link fence is probably the most cost effective
- Chain link fence is cost effective and relatively impervious
- Wooden split rail fence is more attractive. Doesn't catch bags/trash/weeds as chain link does
- Wooden split rail fence is aesthetically pleasing
- Wooden split rail fence fits in with environment, easy to build
- Steel split rail fence looks like and is less maintenance than wood
- Steel split rail fence looks the best
- Steel split rail fence is nicer looking – will last forever
- The two split rail fences were chosen for aesthetics, but none would be suitable. Not sure it's entirely necessary
- None as there is no privacy, disrupts habitat – duck crossing, double fence. Different settings require different fencing. Hard to generalize for all areas of trail
- No preference. Chain link fence was better opportunity for green cover. Consider coated chain link fence

## Privacy Screen

Fence Extension:  
10

Metal Panel Screen:  
4

Acrylite Screen: 1

Sound Wall: 8

Replace Wood  
Fence: 2



None of these: 2

Why?

- Fence extensions require the least amount of maintenance
- Fence extensions are in line with residential fencing
- Fence extension are simple
- Try to use as many existing fences as possible. Don't forget to provide some gates
- Taller fences would provide more screening and abate privacy and some security concerns
- Metal panel looks nice
- Gets you to look at the metal panel instead of the neighbor's house
- Metal panel screens gives a chance for artists to contribute, no maintenance, looks great, natural
- Sound wall looks nice
- Sound wall provides maximum security
- Sound walls can be painted with anti-graffiti paint, blocks noise, and better privacy
- All are fine
- If a fence already exists, another on top of it seems unnecessary
- Replace the wood fence to maximize the width and reduce cost
- Fence is best for being uniform while adapting to different elevation and alignment. Consistency is important without being too trendy
- None of these as they block views, are ugly, block sunlight for yards, plastic scratches, inappropriate for front yards – not for Lazano Lane/De Palma Lane
- For resident's back fences, give them a chance to give an opinion and choice if they want a gate. Go with the majority
- I defer to people living along the trail. Ease of low cost maintenance is important
- Privacy is important for neighboring residents!

## Trail Surface

Decomposed Granite: 5



Asphalt Pavement: 8



Pervious Pavement: 7



None: 1

## Why?

- Decomposed granite requires less time to place and is more natural
- I like the Saratoga RR trail with decomposed granite. It's pervious and seems to do well with rain and weather
- Decomposed granite is natural
- Asphalt pavement is useful at all seasons
- Asphalt pavement is cheap and easiest to ride on
- Asphalt pavement is easier to maintain
- Asphalt pavement is better in rainy weather
- Asphalt pavement is a softer surface, but more expensive. Same as Stevens Creek Trail in Sunnyvale
- Asphalt is quite long-lasting and looks neat and nice
- Pervious pavement because of cost for maintenance. It is not maintained now by water district
- Pervious pavement because maintenance to water permeable best trade-off
- Pervious pavement seems the best of both worlds – pervious, but also solid for biking and walking
- Pervious pavement is expensive but much better for managing runoff. Decomposed granite is too hard for wheelchairs and assisted walking
- Asphalt and pervious pavements are clean, neat, and great for bikes and walkers
- Decomposed granite and pervious pavement both drain water, more natural. The decomposed granite would also promote a slower pace for cycles
- Whatever bicyclists and joggers prefer

## Security Measure

Security Camera: 8



Emergency Push Buttons: 6



Police Patrols: 12



None: 1

Why?

- Security cameras provide peace of mind for neighbors
- Security cameras can catch graffiti offenders
- Occasional only. Generally nothing needed, but emergency buttons would be nice
- Police patrols are cost effective
- The police already have some bicycle patrols; hopefully extending the patrols would be easy
- All of the above if possible! I think people should be more scared getting in their cars every day than of having a trail behind their house
- All of the above – keep it safe
- Lots of security and privacy for existing residents. De Palma Lane will need bollards to prevent vehicle traffic. Not enough space for fire trucks to turn
- All if it's not too expensive
- All are good ideas
- Patrols combined with emergency push buttons
- Make the local residents feel safe
- Don't see any real security issue with this trail

## **Roadway Crossings**

Bulbout: 4



High-Visibility Crosswalk: 8



Raised Crosswalk: 7



Median Island: 6



Pedestrian Signal: 5



Flashing Beacon: 9



None: 0

Why?

- Median island is best for bike safety – kids can judge traffic in one direction only
- Any safety measure is good. Flashing beacons are very visible as a driver. You can see them well before the pedestrians and bikes

- All are fine solutions.
- Perhaps beacon as it is cheapest and most visible
- Best to stop flow
- Blaney will need all of these. Traffic already congested with trips to Collins Elementary. Will increase traffic when everyone is already in a hurry
- High visibility crosswalk, raised crosswalk, and flashing beacon to slow traffic and make motorists aware
- Raised crosswalk at E Estates Drive crossing
- Alternative 2 – S Blaney Avenue
- On Blaney, pedestrian signal ensures they'll stop (only when pedestrians are there)
- Increase safety at crossings
- A well marked crossing is fine
- Don't like raised crossing. Driving over is issue
- Visibility is the most important component of pedestrian safety

Are there any other design solutions not listed you would like to see along the potential trail?

- Benches
- Doggie walk bags
- Trash receptacles
- Interpretive signage if there is anything interesting
- Dotted-dash lines to divide directions to help keep order.
- Trail etiquette reminder signs – Bikes yield to peds
- Shade
- A minimal fence between sidewalk and street at trail entrances on Blaney so kids can't bop straight into the street
- Have access to future parking lot
- Split rail fencing at crossings
- Split rail at crossings (parallel to road crossings)
- Lanes marked to encourage bikes and walkers to stay out of the way of each other
- Pull outs with benches
- Lights illuminating trail heads and intersections
- Some trees/tall bushes for foliage screening may make residents less concerned and provide better experience for people on the trail



## **From: Concerned Cupertino residents opposing Regnart Creek Trail**

### **Subject: Negatives to be Addressed and Mitigated – Cumulatively Considerable issues for the Proposed Regnart Creek Trail**

#### **Summary**

Fundamental rights of the citizens of our neighborhood will be violated. These universal rights are safety, security and privacy. A basic question that should be asked before each project is undertaken is “Will the neighborhood want it?” The consensus answer in our case is a firm “no”. Retrofit trails in residential neighborhoods are not soundly conceived. Regnart Creek is a flood control culvert and should be left as such. In addition, Regnart Creek is not visible to the public and the project should be cancelled immediately for the safety protection of the overall community.

#### **Safety**

Safety of the neighborhood will be compromised by all the reasons we have stated below. It is important to re-emphasize the risks to the homeowners on Lozano Lane and DePalma Lane as the front of their homes are only feet away from the existing path. To expand the trail access along Regnart Creek will put these properties at a higher safety risk caused by increase in traffic flow from pedestrians and bikers, many from outside the immediate neighborhood.

#### **Security**

A fundamental right to security implies that everyone in America should be safe in one's own home, and that residents are not burdened by anxiety or fear when a major change is made to the neighborhood in which they reside. Property damage is also a real concern. Our neighborhood would not be reacting so negatively towards the opening of this path unless it was a clear threat to our security in our own homes and our well-being.

#### **Privacy**

Homeowner's privacy will be greatly reduced by the constant increased noise level if the trail gets used as expected by Cupertino's planners. Homeowners appreciate the serenity of their personal space and converting this section of Regnart Creek would jeopardize the calm of their own yards. Suburban backyards have this calm. The impact of this path on the front yards on Lozano Lane and DePalma Lane would be enormous. Noise levels are a complaint of those who back up to the path between Creekside and East Estates. They have a sound wall between them and path users. There are portions of the path where uneven grading results in the path having a direct view down into resident's homes.

If these concerns are not addressed now, they will never be mitigated. We have become tired and frustrated by having our concerns unaddressed and dismissed. All we are told is:

- Path neighbors' concerns don't usually materialize (what mitigation is there if they arise?)
- More eyeballs are better (this is a loss of privacy)
- Housing values will rise (has there been a survey that a bike path directly in front of a home is desirable by prospective buyers?)
- Safety issues for school children is the primary focus for pushing for this trail (to the contrary, a path hidden from public view and adjacent to a creek that can overflow is not a safe path for children)

Additionally, the east side of Cupertino seems to bear the majority of collateral damage for much of the future development of the City. Council members are elected to represent all of Cupertino.

We disagree strongly that safety is the primary consideration by the city, as the public commentary summation by the city regarding the November 2017 Walkshop made *no mention of safety as a concern* by attendees. In review of the cards posted online safety is a *very* important consideration by path opponents who were in attendance. Below is the city's summarized list of public feedback.

## City of Cupertino Regnart Creek Trail Feasibility Study | City of Cupertino Public Feedback

The feedback received from the comment cards fell into several “themes.” Many cards touched on multiple themes. The themes were:

- Concerns about security and privacy for those who live adjacent to the potential trail
- Concerns about aesthetics of the fence or wall that would separate the potential trail from homes
- Concerns about potential trail crossing at Blaney Avenue
- Concerns about cost to implement the trail
- Concerns about activities trail users may partake in
- Support for the project as it provides an off-street option for bicyclists and pedestrians
- Support for the project as it will help reduce traffic concerns (gets people out of their cars)
- Support for project as it provides more green space for families and community members to enjoy
- Questions regarding liability
- Identifying preferred potential trail features including:
  - Decomposed granite
  - Bollards with lights
  - Dog cleanup bag kiosks
  - Paved trail with unpaved shoulders

## List of concerns cited by Cupertino Citizens:

### Safety for Users:

1. **This area would provide an unsupervised and secluded gathering place for groups of teens or children. It has the added attractive nuisance of flowing water which includes the street water runoff.** Children would want to hop right down into it (or could fall into it) but will have a very difficult time climbing back out of the ditch. There will be no Neighborhood Watch in effect, everyone will be on their own back there.
2. **The path is inaccessible for any emergency vehicles or police cars due to the V-cut out on the existing path.** It is like the surface of the Bay Bridge after the '89 earthquake and this V-cut can swallow up a whole car. This very issue was one of the main reasons for not opening up the path in 2005. It was termed “The Fatal Flaw”. **The V-cut is still there and it is still a fatal flaw.** The V-cut is required for emergency SCVWD access to the creek. For all the study of this issue, it has yet to be resolved with bridging. There is a driveway off of South Blaney and East Estates to get onto the path that is required for emergency and maintenance vehicle access. Thus the trail is left as a thruway for unauthorized vehicles too.
3. It is a steep V-shaped drainage ditch that is difficult to climb out of. One side of the path would be homeowner's bare wood back fences and the other side would be this steep drainage ditch. We realize that a trails main benefit is for bikers who will quickly pass through these sections. However, **for a pedestrian, it would have the effect of trapping them in, almost like a cage or a tube.** In case of emergency, it could be a very long way out to the city streets as there are no outlets for > 1/3 mile in some spots.

4. **Authorized access by SCVWD and Utilities would necessitate advance planning for the trail closure for maintenance and/or emergency service.**
5. When a driver is maneuvering a right turn from, for example, La Mar onto South Blaney, **a driver will be accelerating on to a busy street connector and within 100 feet be required to come to a full stop for either a pedestrian or biker crossing the street to get to the other side of the path.** This is also true at Whitney, Pacifica, Farallone, East Estates, Vicksburg, and De Palma. This could be a potential hazard for a serious accident involving a car and a biker or pedestrian. **This is especially true as the pilot program AB-1103 allows cyclists to treat stop signs as yield signs.**
6. The creek curves at several spots and **creates a secluded environment that is simply unsuitable for children** to walk to school on.
7. E-bikes, distracted pedestrians using cell phones, skateboarders and potentially wheelchairs at times will be **accessing this proposed trail along with high-speed cyclists**
8. In conversation with one cyclist (path proponent), she said she did not want to have to slow down to 15 MPH or have to deal with S-curves when biking through Wilson Park. If children are to be walking and biking on this proposed trail alongside adults, there needs to be a very slow speed limit set. 10 MPH is the standard speed for children. 25 MPH is standard speed for experienced cyclists. Average speed of a pedestrian is 2 miles per hour. **The length of this path invites bicycle usage at high speeds which is inconsistent with pedestrian traffic and youth cycling causing increased chance of collision.**
9. Money for a Regnart Creek Trail should be diverted and used in a more appropriate manner to address safety issues on the West side where there are sidewalk deficits and don't receive high safety ratings. To do otherwise is to imply that connectivity, not safety is what's most important to the city. **Safety should be of utmost importance.**
10. **Most parents who are being persuaded in favor of the path have never seen it. We can't imagine a child riding his/her bike back home after a study session at the library in the dusk or dark on this long, isolated trail.** The child would find it much safer to bike home on the surface streets in darkness. Walking alone on the path in the middle of the day is unacceptable as well.
11. In trying to get easier access to the path at the library opening, **children may be tempted to jaywalk on Rodrigues instead of walking up to the crosswalk at Torre.**

## Safety for Community

1. **Drivers will resent more traffic restricting devices or more stop signs** on busy streets in close proximity to existing stop signs on South Blaney. A stressed and irritated driver will tend to make bad decisions.
2. **Our neighborhoods have paved sidewalks and a very bikeable streets.** In Wilson Park neighborhoods there is a very bikeable street on one side (Le Mar) and a bikeable park on the other side leading to yet another very bikeable street (Vicksburg) just yards from this proposed trail, all of which are a much more attractive option for a stroll. The fences of the backs of our homes aren't much to look at but we think the fronts of our homes are just great!
3. The proposed trail will be inconvenient for feeder streets adjacent to the proposed trail where the most school children reside. **There very likely could be very little usage by other than recreational cyclists.**
4. **The noted reason many parents do not allow their children to walk to school are the conditions at the school itself or safety issues reported from the west side.** The problems are not in the neighborhoods but when they reach the school. **Our neighborhood has a safety rating of 0 – it could not be safer. Reassigning the blame for safety issues in other parts of the city to our neighborhood is unjust.**
5. The overall conclusion of the Negative Mitigation Declaration was that the project has individually limited problems, but are not cumulatively considerable. Therefore, this project is deemed to have less than significant impact. Nowhere in this report does it address neighborhood acceptance or issues

regarding privacy, safety and security of the neighborhood it resides in. **All of our aforementioned concerns create cumulatively considerable impact for the community as a whole.**

## Security/Privacy

1. Cars have driven onto the already existing path at the end of DePalma Lane only to discover it is not a street and there is no outlet on the other end. **There is no space to turn around on this narrow section which creates a hazard in having to back out of the path.** With the opening of the path, cars could drive the length of the path. As on La Mar Drive, Blaney, Pacifica, East Estates and DePalma, the path needs to be quickly accessible for emergency vehicles.
2. Opening access for the proposed trail at the end of the existing Lozano path would conceivably allow autos and unauthorized vehicles the ability to drive on the trail the full distance to Pacifica. Frightening.
3. Fencing and lighting will **need to be acceptable to the impacted neighborhood.**
4. Neighbors backing directly up to the creek have expressed fear that an increase in **home invasion crimes will be the inevitable consequence** of opening this area up to the public. Perception becomes reality.
5. The backside of Farallone was open at one time. **Property damage in the form of rocks thrown into pools and on roofs were common occurrences.** Windows and sliding glass doors were broken. There is also the potential that a resident could be injured by such things flying over the fence. Insurance companies don't look favorably on repeated claims of this nature.
6. **There are so many nefarious things that will go on in that darkened area that will never be known by parents and law enforcement.** We need to be proactive and stop those types of things from occurring before they happen. On October 4, 2005, **this path was removed unanimously by all five members of the City Council.** A petition was signed by 432 concerned neighbors to keep the path closed.

## Additional Factors

1. For those who have not seen the so-called creek, it is not at all a natural creek. **This is not a venue for a nature trail.** It would potentially be cost-prohibitive to make it an attractive, natural-looking trail.
2. The concerns that the gates will not be consistently closed at nighttime are real. The city has said the gates of the proposed trail can be closed at nighttime. There are many gates that need to be closed at varying dark/dusk times that **it is logistically nearly impossible to maintain without additional night time staffing.**
3. The Negative Mitigation Declaration claims that there would be no impact on emergency access. It also claims that impact on fire and police services would have no significant impact because a new facility would not be required due to the path. **The proposed Regnart Creek Trail would definitely require the Sheriff beat deputies to actively watch the trail for potential misuse and dangerous situations. Policing of the trail will be very limited due to the physical nature of the trail.** Patrolling only at school start and end hours is not enough.
4. The money that the City intends to spend on this path and the cost of regular maintenance will likely be enormous. **We think our citizens would wish to have this money spent on things that would benefit all of Cupertino, not just some select (biking) group.**
5. As City Council Member Chang has brought up several times, **how many people will use this path?**
6. **Not all trails are worth implementing and Regnart Creek is not a good place for a trail.** It was dredged for flood control. Santa Clara Valley Water District has controlled access to keep people from disturbing it, thereby insuring its intended purpose as a flood-control mechanism. In the past decade however, the City of Cupertino has decided its intended purpose shall be completely changed to a public access area. We strongly disagree with this position. Trails don't belong in this residential area.

7. **The criteria that has bumped Regnart Creek Path to Tier 1 priority in 2018 is connectivity, not safety as originally stated.** Our streets rank as high as they possibly can for safety and this is clearly demonstrated in the criteria scoring. Also, this path is redundant as a pedestrian pathway because our neighborhood has no deficit of sidewalks.
8. Information has not been provided as to why the proposed Regnart Creek Trail scoring changed from Tier II project to a Tier I. Also, the scoring dramatically increased from 48 to 70. **It appears the criteria changed and these documents are in conflict: 2016 Bicycle Transportation Plan (Tier II; score 48) and Resolution 18-015 Pedestrian Plan Project Mitigated Negative Declaration (Tier I, score 70) which was approved January 2018 by the city council.**
9. You can find any study to backup whatever point you wish to make. A study can be made of an attractive and safe path that does not impinge on the surround neighborhood's wish for safety, security and privacy. This path will indeed improve property values and be an amenity to the community it runs through. There are many, many examples of paths like this in California. This is not that kind of a path so it cannot be compared to such paths. Regnart Path is a retrofit that just doesn't fit.

In summary, the opening of Regnart Creek is a bad idea. Path proponents are not presenting the many downsides of the path, referring to the path as an "amenity for the community".



**THE LOOP**  
Cupertino

Cupertino's proposed network of connected  
bikeways and trails around the City

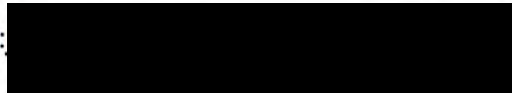
City of Cupertino  
**Regnart Creek Trail Workshop**  
**April 23 - COMMENT CARD**

Love the idea - would complete the bike  
loop we already do w/ our 5 year old around  
the neighborhood

Name (optional):



Email (optional):





City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

Save money - no trail - it is a trail  
to nowhere!! because so many  
parallel streets + side walks that  
are safe!

Do not spend tax payers'  
money

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

My Main concerns are around privacy. I live on [REDACTED]  
I will have both my backyard & side yard impacted by this  
trail. I think the added noise & traffic will be highly undesirable  
to me & my neighbors. My preference is to not do this  
at all. But if it must be done, I want a high sound  
deadening wall both for my backyard & side yard.

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Name (optional):

[REDACTED]

Email (optional):

[REDACTED]





City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

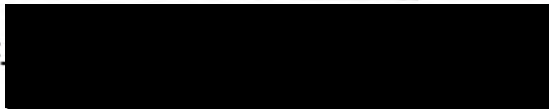
Security issue is biggest concern & especially at night. We live behind Wilson Park (Vickburg entrance) & constantly smell pot with those using tables/bench in back.

Thank you for all your efforts.

Name (optional):



Email (optional):





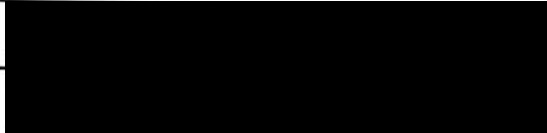
City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

This is an awesome development  
for Cupertino. Let us have more nature  
and less cars!

Name (optional):



Email (optional):





City of Cupertino  
Regnart Creek Trail Workshop  
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This trail is being pushed against the wishes of the impacted neighborhood not to mention brushing aside most of their concerns "as it will not materialize". What sense does it make to pour so much of the city money into a trail which passes through residences, homes, involves hazardous crossings from end of one point to another, when you have the safest streets in <sup>this side of</sup> Cupertino city. Why would you want children to bike on backyard alleyways instead of <sup>front</sup> safe streets.

Name (optional):



Email (optional):





City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

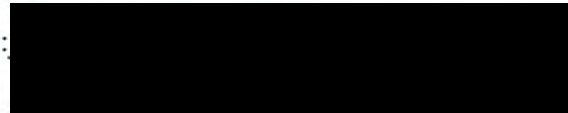
The residents along this proposed trail are all opposed to this project. It seems their concerns are totally ignored as the city keeps pushing this idea.

I still don't understand the problem that this trail solves - it just creates more problems, especially for those who live closest to the proposed trail.

Name (optional):



Email (optional):



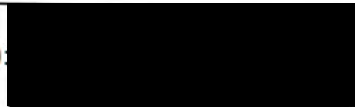


City of Cupertino  
Regnart Creek Trail Workshop  
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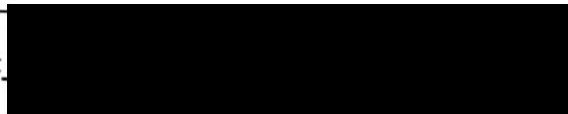
Privacy

• HOME OWNERS Putting Directly up to the Creek (LAUREL DR) will lose the PRIVACY & SERENITY OF THEIR PERSONAL SPACE, WHICH IS A RIGHT THE CITIZENS HAD WHEN THEY PURCHASED THE HOME.

Name (optional):



Email (optional):





**THE LOOP**  
Cupertino

Cupertino's proposed network of connected  
bikeways and trails around the City

City of Cupertino  
**Regnart Creek Trail Workshop**  
April 23 - COMMENT CARD

a. SAFETY

- STEEP V-SHAPED DITCH DANGEROUS & DIFFICULT TO CLIMB OUT.
- PATH NOT ACCESSIBLE TO EMERGENCY VEHICLES DUE TO V-CUT OUT ON PATH.
- 1/3 MILE TRAIL IS A CAGE OR TUBE FOR CHILDREN TO BE TRAPPED IN.
- CAR MAKING RIGHT TURN LA MAR ONTO SOUTH BALANEY WILL BE ACCELERATING & STOPPING IN 100 FT TO STOP FOR PEDESTRIANS & BIKES
- BALANEY IS A VERY BUSY STREET, NOW IT WILL HAVE ADDITIONAL STOPPES & POTENTIAL ACCIDENTS CARS/PEDESTRIANS/BIKES

Name (optional):



Email (optional):



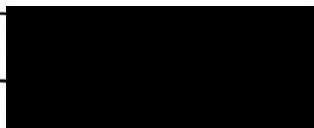


City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

Security

- Homes backing directly up to creek (La Mar Dr) will now have increased exposure to Home invasion, crimes.
- A 1/3 mile closed darkened area is an invitation to many wrong things to occur. The City will be responsible for what occurs.

Name (optional):



Email (optional):





City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

THIS IS A GREAT IDEA.  
I AM ALL FOR THIS -

ANY CHANCE WE CAN REVISIT THE  
STEVENS CREEK TRAIL?

Name (optional): [REDACTED] Email (optional): [REDACTED]





City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

I totally support the trail. It's a great idea!  
Good bike connector from Miller to the library.

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

Look forward to see the trail built as soon  
as possible. It is a lot safer to bike on the  
trail than on street.

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

City Council !!!

I couldn't be more in favor of this trail. Any feasible opportunity to create safe routes for pedestrians and bikers has to be built, there is no greater risk when someone walks behind your house as in front of it.

Lets work together as a community and give and take for the greater good! our children will thank us! what we haven't done in

Name (optional): \_\_\_\_\_

Email (optional): \_\_\_\_\_

the past has brought us to this present.



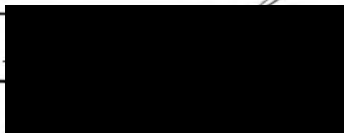
City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

Please, please, build this trail!

If you build it, people will use it,  
and benefit from its availability.

Other communities have found that  
bike + ped trail help reduce auto  
traffic and congestion.

Name (optional):



Email (optional):





City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

I fully support the Regnart Creek Trail. It would allow many residents, myself included, better access - and less dangerous access - to the library & city hall. In addition, it would ~~also~~ greatly safer many Cupertino High School students' access to their school or the library. For both its practical transportation and recreational purposes, I fully endorse this trail. I do not think that the possible downsides (safety, privacy) hold much weight, especially as they are being addressed by the city. The ~~pro~~ upsides of increased biking/walking, school connectivity, and better access to the library far outweigh the improbable impacts to safety/privacy.

Name (optional): [REDACTED] Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

Concerned about people who has houses.  
on the trail. Their safety & privacy  
will be affected! Already there are  
traffic issues on Blaney during busy  
hours. More car traffic would be  
there. Also cost is involved in  
this. So please use my tax money  
wisely!

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

I LOVE THIS IDEA. LET ME KNOW  
WHEN YOU START EXPECTING DONATIONS.  
I WOULD LOVE TO CONTRIBUTE TO  
MAKING THIS HAPPEN.

Name (optional): [REDACTED]

Email (optional): [REDACTED]



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

I've been living in Cupertino since 2002 and there was a similar discussion about the Regnart Creek trail in 2005. Cupertino residents and City council rejected the proposal at that time. I don't know why we bring up such project again and spend funding on this matter without Cupertino residents' approval. The safety is the major concern and it is not safe to open the trail to public transport.

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_





City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

I oppose to this project because it will cause  
① worse traffic on Blanney Ave. It is also dangerous  
to have just a 10' trail for biking.

There is ③ no exit along such a long trail  
from Blanney to F. Estate.

④ It is also not safe because it is only 30' to the  
~~from~~ neighboring house room from the creek.

⑤ Do not sacrifice the neighboring residents' safety for people  
who don't live here nearby!

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_

- ⑥ There will be too many stop signs on Blanney, which will  
cause heavy traffic.
- ⑦ Please stop wasting tax money on such project.



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

Some great advances!

S. Blaney - I'm good with the "median" alternative  
Flashing signs are as good (or better) than  
in-road blinkers.

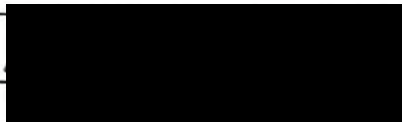
Center island is a must! Greatest improvement  
for safety. Make this a citywide requirement  
on arterials, not just for the Loop.

Let's make this happen!

Name (optional):



Email (optional):





City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

I like the solution of the 2 bridges at Wilson park.  
Please meet with the residents who need the privacy  
fence treatments. They will have the most input to  
be the most troublesome if they don't like it.  
What is the lighting solution, if any?

Name (optional): [redacted]

Email (optional): [redacted]



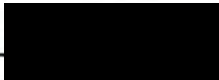
**THE LOOP**  
Cupertino

Cupertino's proposed network of connected  
bikeways and trails around the City

City of Cupertino  
**Regnart Creek Trail Workshop**  
**April 23 - COMMENT CARD**

Living on De Palma lane, we are fully concerned  
by: (1) people using our PRIVATE street + SAFETY  
(2) our neighbors getting a wall in front of  
their house.  
(3) the city NOT listening to our comments  
from the previous meeting. → we suggested  
to build a bridge over the creek (lengthwise)  
for the portion from De Palma Ln (PG&E easement

Name (optional):



Email (optional):

to Rodriguez/



**THE LOOP**  
Cupertino  
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City of Cupertino  
**Regnart Creek Trail Workshop**  
**April 23 - COMMENT CARD**

- \* ~~Have you~~ As Part of the Feasibility Study  
Have you looked at alternate option to close  
the existing streets parallel to the creek that  
are already safe.
  - \* Traffic studies reports on crossings  
and existing streets! Traffic slowdown on Blane  
St
  - \* Safety for neighbors, Security for neighbors.
  - \* Safety for trail users. Crime, vandalism.  
Kids and Adult Bikers on same trail.
- Name (optional): [REDACTED] Email (optional): Cupertino
- \* Cost of This Trail option compared to  
using or improving existing streets.



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

- The proposed bike road in the field → This space is used by cricketers during the week days and weekends. I have seen parents set up long tables and chairs to help the players during the tournaments. This space is used by families to watch games under the shade of the tree. This will be definitely be a drawback for cricketers.
- Would like to know the data from traffic study done at blaney. Traffic flow, how many times

Name (optional):  Email (optional):

the lights will be turned on, the rate of expected delay during peak and off peak times, traffic backlog expected.



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

walkers,  
The proposed bike trail in pacifica looks too short for bikers and school children walking together. I will not be comfortable if my child ~~shares a bike road~~ in a bike road that is shared with bikers.

Safety of the kid and bikers together in a trail is not addressed.

~~Location in Del Palms looks bad~~

Name (optional):  Email (optional):



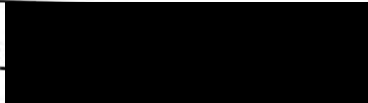
City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

This is not an appropriate venue for young children to walk to school.

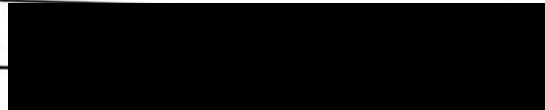
The privacy solutions for Lozano Lane are unacceptable to residents.

I am against the opening of the path.

Name (optional):



Email (optional):



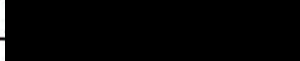




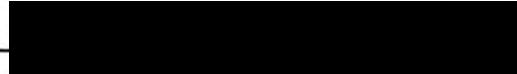
City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

- I just heard something shocking tonight. There is potentially no barrier on the creek side to prevent anyone from slipping or falling into the creek - SAFETY FIRST MUST REMEDY
- Elevation difference at Civic Center is being addressed with privacy screen. Need the same solution for Vicksburg behind LaMar. Backyard exposed where there are no trees.
- SOLUTION FOR LOZANO LN WITH PRIVACY SCREENS IS UNACCEPTABLE. TRY AGAIN.
- NOT IN FAVOR OF OPENING REGNART CREEK TO PUBLIC - IT IS A TRAIL TO NOWHERE.

Name (optional):



Email (optional):





City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

As a run-neighbor, I defer to their security concerns. I hope these can be addressed. Safe commute/bike/walk options are very much needed. Esp. as the number of people living in the nearby Valles area may need to use alternate travel means.

My need is for recreation/bike on safe trails off-street. I live nearby (7 miles) and would use this trail.

Name (optional):



Email (optional):





City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

- Secure fencing is needed behind homes. Please don't underestimate people's sense of security being compromised.
- Path usage projections should be calculated, taking into account that only a small percentage of homes would be well positioned to improve commute time with path over existing street infrastructure.
- Cost vs. usage figure should be projected. I think you will find that this will be an extremely expensive project, and simply not worth the cost.
- Not sure the Blaney crossing safety issues are truly addressed with any of the existing design options.

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

Great work - looking forward  
to the finished product

Yes on Regnart!

Name (optional): [REDACTED] Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

I live at [REDACTED] The back of my 2 story house faces the creek. ~~At~~ Currently, there is only a 5' chain link fence separating my house to the creek. My concern is people on the proposed trail can and will be able to look into my upstairs. This not only is a privacy issue, but also a potential security problem. If the trail is to happen, can a wooden fence be built along the creek. Fence needs to be tall enough so people cannot see over the top. please contact me if my comment is unclear.

Name (optional)

[REDACTED]

Email (optional):

[REDACTED]



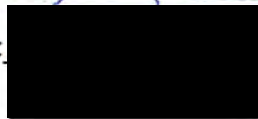
City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

Blairey crossing - option 1 plus fence at curb to keep trail users from entering street directly

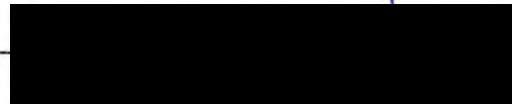
East Estates crossing - option 1 plus speed hump

(inserting or postcard survey)  
Seek opinions of back fence neighbors on fence style, and give them choice to have gate.

Name (optional):



Email (optional):





City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

I strongly opposed this project due to safety and security of the homes next to and near by the trail. This is a big concern to the home owners. Dogs may shit along the trail and dog owner don't pick them up. Noise created by pedestrian traffic is also a big concern. This trail will open up the opportunities for burglar for those homes next to the trail. Crossing at Blaney is also a big concern, there will be a lot of walking traffic on Blaney which is already a busy street. Home owners' concern should be a highest priority.

Name (optional) [REDACTED]

Email (optional) [REDACTED]



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

This trail only benefit people who don't live next to the Trail. Don't understand why city doesn't care what the home owners ~~are~~ concern who live next to the trail. This projects will definitely affect the ~~the~~ daily life of the home owners due to SAFETY, SECURITY, NOISE, TRAFFIC, and PEACEFUL of the home owners live next to the trail. Currently we have privacy along the trail but we lose this privacy once this trail is opened to public. City should listen to the concerns of the home owners next to the trail. We pay

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_

high property tax to the city and we deserve city to listen to our voice and CANCEL this stupid project. I am really angry at city's proposal





City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

This Regnart Creek Trail project is an absolute  
nonsense. This project has been turned down  
2-3 years ago by the residents of Cupertino  
and those who live along the trail. I live  
right next to the trail and I object to building  
this Regnart Creek Trail. There is a Wilson  
Park and other parks in the neighborhood for  
recreation, why do we need a Trail for maintenance and  
security. Please cancel the project, we don't need to  
rebuild it.

Name (optional):

Email (optional):



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

Why are you studying about the fence, pavement and cross walk before getting a hearing whether the residents voted for the Regnart Creek Trail. You are putting the cart before the horse. This project has been turned down 2-3 years ago, why are you reviving it again. The residents of the neighborhood and Cupertino have already voted it down. Please cancel the Regnart Creek trail project.

Name (optional): \_\_\_\_\_

Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

I have questions regarding the necessity of the trail.  
We have pacifica go directly to Blaney, and  
La mar dr to E Estates dr, the trail doesn't  
help help in any aspects.  
I just say No to this trail project.

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_

NO THANK YOU!!



City of Cupertino  
Regnart Creek Trail Workshop

April 23 - COMMENT CARD

What schools are connected? Only Eaton & Cupertino High - this is a big expense for ~~the~~ students who are driven to school mostly

If this is built then what of the Regnart Creek. Are people going to complain how "raty" the area gets and then all the natural things are dredged? Please save the wildlife - frogs and birds.

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_

I live behind the library - we've been this route before - kids going through the yard & hopping the fence to access the library & kids "playing" and throwing stones in our yard (one broke our patio door) harassing the dogs.



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

This trail is being pushed as "Safe Route to School" to what school? Eden, Lawson, Cupertino  
very few residents' children (in) use for that purpose - I live behind library on [redacted] -  
they could not used for any school - for  
Lawson - they cut through soccer field  
& crossed @ Torre across Texas Creek -  
How many use for going to school - not that  
many -

Name (optional): \_\_\_\_\_

Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

I am very concerned that this Community Mtg only addresses how/what to implement for the Regnart bike lane. It does not address any of the neighbors issues regarding traffic congestion, safety, and privacy. It appears this project is moving forward - without the neighbors support. Although bike lane is great idea, this particular project is a total waste of time and money as it does not solve any community problems for safety or access! Who is pushing it?

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_

Please provide us with the actual study of traffic impact with Blaney & the cost of 2 bridges & safety.



**THE LOOP**  
Cupertino  
Cupertino's proposed network of connected  
bikeways and trails around the City

★ Against ★

City of Cupertino  
**Regnart Creek Trail Workshop**  
**April 23 - COMMENT CARD**

I am against the project. The trail opens the risk of people flipping the fence to get a shortcut. The trail is parallel to the street, there is no reason to spend the money and disturb residents to build a "complete parallel" trail. The residents that are most disturbed won't even have convenient access to the trail. Safety measures like high-visibility crosswalk, flashing beacon, bike lane can be installed without the trail. If busy streets like Stevens Creek Blvd. can work with bike lanes. Low traffic neighborhood

Name (optional):  Email (optional):

streets can work, too.



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

Generally favorable for trail except Laguna Lane + De Palma Lane.  
All fencing/options are unsatisfactory. Trail is not needed here, alternatives exist. Screens

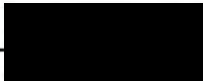
Screens/Fences block views, creates unwanted shadows impacting landscaping.

Security Cameras records activity of resident, loss of privacy.

Existing habitat for frogs, ducks, birds, coyotes. These will be disrupted

Path was never designed for high level of traffic. No consent was ever asked nor provided.

Name (optional):



Email (optional):







City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

~~I don't like fence in front of my house~~  
~~I don't want to lose my privacy~~  
~~and security~~  
~~I don't want to bring the value of my property~~  
~~down~~

Name (optional): [REDACTED] Email (optional): [REDACTED]



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

This projects needs to be scrapped. The city should direct the money to improve the public schools.

This project brings lots of damage to the houses affected - loss of privacy, devalues the house value and makes the houses' view ugly by having fences blocking the front yard views.

The paveaway is private property. No ~~is~~ Trespassing!  
Don't waste time and money on  
Studying the project AT ALL!

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

We are again strongly against building a trail.  
There are several houses just next to it  
No screens can ~~keep~~ reduce noises and  
maintain their privacy. The path is too narrow  
at certain locations. Very dangerous when two  
bikes go in an opposite directions

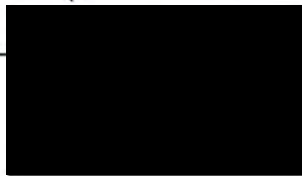
Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

The trail would make it safer for children and other people to go to places, but robbers might use this as a chance to sneake into peoples houses backyard. There should be fences that protect people from falling into the creek if they trip. The path should be sturdy and not break because of erosion. That might cause a gap in the ground which might cause people to trip.

Name (optional):



Email (optional):

\_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

1. We need to have an open discussion about other alternative routes. I have been to this type of community meeting twice, but never have such open discussion.
2. The current proposal required a short bridge detour to and back from the park really defeat the purpose of the bike trail. Why not just go direct thru the park and avoid the detour entirely.

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_



**THE LOOP  
Cupertino**

Cupertino's proposed network of connected  
bikeways and trails around the City

City of Cupertino  
**Regnart Creek Trail Workshop**

**April 23 - COMMENT CARD**

*no bulbout - too dangerous for bikes  
have to share road.*

*Concerned about safety.*

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

All the neighbors are against this trail!

Please take their concerns into account.

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

DO NOT WANT THE TRAIL !  
DIRECTLY IMPACT OUR LIVING  
IN FRONT OF OUR HOUSE

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_





City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

This trail would be an excellent amenity for our city - it should be built.

The trail should have a fence between the trail path and the creek bed for safety. Access to the library parking lot would also be an important feature.

Name (optional): \_\_\_\_\_ Email (optional): \_\_\_\_\_



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

I think the idea of a crosswalk where Regnart Creek passes under Blancy is long overdue. I would like to see that happen regardless of what happens with the trail.

The privacy fence is going to be a big factor for me in determining whether I'm for this or not. I definitely won't want people looking into my yard.

At this point I'm very undecided on this project.

Name (optional):

Email (optional):



**THE LOOP  
Cupertino**

Cupertino's proposed network of connected  
bikeways and trails around the City

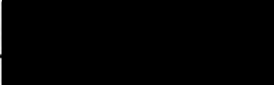
City of Cupertino

**Regnart Creek Trail Workshop**

**April 23 - COMMENT CARD**

I'm the owner of one of the houses that ~~may~~ <sup>would</sup> be impacted by the decision on La Mar Dr.  
I'm strongly oppose the plan to open the ~~back~~ <sup>private property</sup> of the road that faces the back of houses on the north of La Mar Dr, because the plan is serious safety issue for the houses on that section as well as the neighborhood. That segment along La Mar Dr is very narrow and long that nobody can't watch ~~see~~ <sup>watch</sup> what's happening on that road especially at night.  
I don't want to invite some ~~set~~ people that might be involved.)

Name (optional):



Email (optional):



in unsafe activity to the neighborhood.

Even without that I ~~do~~ hear more incidence of burglary or attempt to burglary happening this neighborhood that ~~is~~ was unthinkable 10 years ago when I first moved in.

If ~~is~~ extending the bik paths is of the purpose, I strongly suggest create bike path on the front roads. La Mar Dr for ex. is wide enough to create a bik path for safe biking.

Also even if the ~~proposed~~ <sup>proposed</sup> bike paths ~~are~~ are created, the stevens creek bike path ~~still~~ still has to stop somewhere. Therefore, creating/introducing <sup>can not close the loop and</sup> neighborhood safety problem for the marginal extension of the paths doesn't make much sense and is definitely not acceptable. It's a very shortsighted idea that doesn't take into account of neighborhood safety seriously. It's a really bad idea.



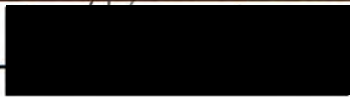
City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

① I don't like either of the alternate routings.  
The trail should run along the creek to provide  
a direct route, and should not be along the  
street(s)

② Permeable asphalt is good, as in blackberry farm

③ At Blaney, alternative 2 is preferable. - straight -  
crossing with an  
island

Name (optional):



Email (optional):

Over →

④ At E. Estates, construction of bulbouts is advisable to cause traffic to reduce speed when approaching the crossing.

⑤ to address privacy, I like the cost shared wooden fence. It preserves the current character of the area, and is a collaborative solution, where residents have a stake in maintenance.



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

1. Taking into account that Blaney houses both Eaton Elementary and Lawson Middle School, the traffic becomes extremely hectic, taking 10 minutes just to pass through. Adding an extra intersection will in fact increase traffic. I realize that the trail is to encourage students to walk/bike. However, the usual lifestyle, especially being Asian American, we sleep late, wake up last-minute and have our parents drop us off to Cupertino High. Especially during Wed/Thu, when Cupertino School days start the same time as Eaton and Lawson, I'm afraid that traffic will increase and will not benefit.

2. Bikers usually like a straight pathway, but the area next to LaMar Dr. the plan to have

Name (optional): [redacted] Email (optional): [redacted]

a sharp turn to prevent the crude oil is not fulfilling, having the bikers make sharp turns just to cross the trail is "unsatisfactory".



⇒ Next Page

3. Even if previous trails do not report safety concerns, ~~this~~ the Regnart Creek Trail is especially isolated and consists of a long, 2-exit trail, does not relieve the residents living at the edge of Regnart. The sense of security is lost and the basic individual rights are "potentially" gone. The overall idea is great and all, but having the residents become directly influenced may not satisfy a happy citizen.

Thank you for your time and hopefully this comes up as a hint from a high-school student and how I portray the situation, given both sides of the argument.





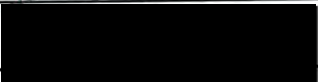
**THE LOOP  
Cupertino**

Cupertino's proposed network of connected  
bikeways and trails around the City

City of Cupertino  
**Regnart Creek Trail Workshop**  
**April 23 - COMMENT CARD**

As you have heard before, from many of the neighbors along the drainage creek (Regnart) we are very much against the unnecessary use of this path as a bike/walk route. The streets near this area (La Mancha) + the path thru Wilson Park are already successfully used for bikes + walkers - much more safe than the nearly 1 mile path - with little or no way out of a dangerous situation that could easily arise.

Name (optional):



Email (optional):



as a resident of [REDACTED] for 54 years, I  
can not imagine having the potential traffic,  
noise, & possibility of intrusion on our privacy  
that this trail would bring to the many residences  
of our tranquil neighborhood. We enjoy watching  
the family activities in the park behind our home, &  
know many walkers & bikers go through here & it  
is a safe place for them. I would never walk the  
length of the proposed path, & can not imagine  
anyone letting their children use such a potentially  
dangerous trail. - Think about it!



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

① I should first say that I live on [REDACTED] and am against the trail and ~~there~~ my main reason why is that I believe we are solving a problem we don't have and creating ~~more~~ problems.

① having ridden my bike from my house on Lamar Dr to all the way up to De Anza Blvd. I find the drive from Torre and Rodrigues down Lamar to be very pleasant and safe. We simply don't need this trail.

Name (optional): [REDACTED]

Email (optional): [REDACTED]

- ② as a woman I prefer to be out in front of the homes instead of behind them. I feel safe there.
- ③ I do not trust long term that there will be adequate patrolling of the path. (over)

at the end of the day we willing inconvenience  
and upset many homeowners for a trail that  
is approx. a half mile long, when people are  
currently already able to ride safely down  
both Rodrigues and Lamar.  
Why do this? we don't need it.

\* lastly if the trail happens I have concerns  
about slowing down to cross both East Estates  
and Bollinger. I am not concerned about  
~~cars~~ cars hitting them. I am  
concerned about them hitting the cars



City of Cupertino  
Regnart Creek Trail Workshop  
April 23 - COMMENT CARD

I don't agree to open this trail although I don't ~~have~~ live next to the creek. The safety issue is what concern. I live on one of the cross street ~~front~~ La Mar. I don't think we need to open the trail for bikers. La Mar is a very wide street and it's good enough for cars / bikes / pedestrians. There are also many parks and trails in Cupertino. We don't need another one which might

Name (optional): [REDACTED] Email (optional): \_\_\_\_\_

be a reason for criminal happens. And it has already happened. It's not safe in Cupertino anymore. Who would like strangers to wander around his/her backyard? Please step into these neighbours' shoes and reconsider the proposal. Thank you!

# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)



None

Why? Less expensive and easy to place & maintain.

## Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? \_\_\_\_\_

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? Less time to place & more natural.

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? For peace of mind for neighbors.

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? \_\_\_\_\_

Are there any other design solutions not listed you would like to see along the potential trail?

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# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



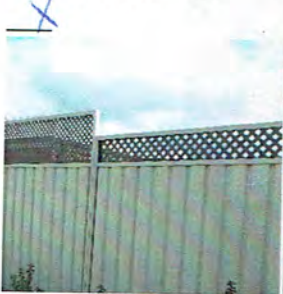
Split Rail Fence (steel)  None



Why? looks nice and less maintenance than wood

## Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen  no!



Sound Wall



Replace Wood Fence



None of these

Why? least maintenance - metal panel + sound wall look nice.

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? I like the Saratoga RR trail with decomposed granite. It is pervious and seems to do well with rain and weather

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? all of the above, if possible! I think people should be more scared getting in their cars every day than of having a trail behind their house. 😊

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal




Flashing Beacon



None

Why? any safety measure is good. Flashing beacons are very visible as a driver, you can see them well before the pedestrian. pedestrian bike.

- Are there any other design solutions not listed you would like to see along the potential trail?
- Benches
  - doggie walk bags
  - trash recepticals
  - interpretive signs if there is any thing interesting.
  - Dotted-dash lines to divide directions to help keep order.
  - hand etiquette reminder signs  Bikes yield to peds

# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)

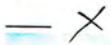


None

Why? Cost effective

## Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? In line with residential fencing

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? Useful at all season

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

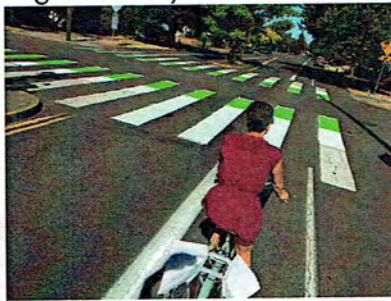
Why? \_\_\_\_\_

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? \_\_\_\_\_

Are there any other design solutions not listed you would like to see along the potential trail?

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# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence \_\_\_\_\_



Split Rail Fence (wood) \_\_\_\_\_



Split Rail Fence (steel)



None \_\_\_\_\_

Why? \_\_\_\_\_

## Privacy Screen

Fence Extension \_\_\_\_\_



Metal Panel Screen \_\_\_\_\_



Acrylite Screen \_\_\_\_\_



Sound Wall



Replace Wood Fence \_\_\_\_\_



None of these \_\_\_\_\_

Why? *Car noise is bad* \_\_\_\_\_

## Trail Surface

Decomposed Granite



Asphalt Pavement \_\_\_\_\_



Pervious Pavement \_\_\_\_\_



None \_\_\_\_\_

Why? \_\_\_\_\_

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? \_\_\_\_\_

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? \_\_\_\_\_

Are there any other design solutions not listed you would like to see along the potential trail?

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# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)



None

Why? the two fences were chosen for aesthetics, but none would be suitable. not sure it's entirely necessary.

## Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? all are fine, if a fence already exists, another on top of it seems unnecessary

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? cheap + easiest to ride on

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? \_\_\_\_\_

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? all are fine solutions — cheapest and most visible, so

perhaps beacon  
Are there any other design solutions not listed you would like to see along the potential trail?

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## Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

### Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)



None

Why? \_\_\_\_\_

### Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? Provides Maximum Privacy.

### Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? Easier to maintain

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? \_\_\_\_\_

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? \_\_\_\_\_

Are there any other design solutions not listed you would like to see along the potential trail?

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# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)  None



Why? \_\_\_\_\_

## Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? \_\_\_\_\_

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? \_\_\_\_\_

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? \_\_\_\_\_

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? \_\_\_\_\_

Are there any other design solutions not listed you would like to see along the potential trail?

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# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)  None



Why? looks the best

## Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? SIMPLE

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? NATURAL

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? KEEP IT SAFE

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? BEST TO STOP FLOW

Are there any other design solutions not listed you would like to see along the potential trail?

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# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



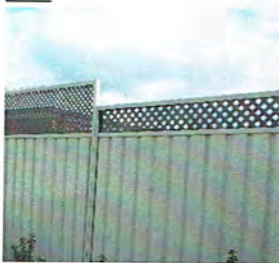
Split Rail Fence (steel)  None



Why? \_\_\_\_\_

## Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? ~~keep~~ Maximize the width, reduce cost

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? \_\_\_\_\_

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

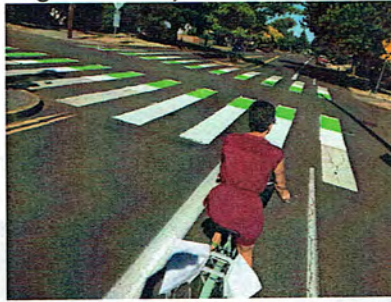
Why? Cost effective

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? \_\_\_\_\_

Are there any other design solutions not listed you would like to see along the potential trail?

I'd like to have as much shades as possible



# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

*Different sections require different fencing. Hard to generalize for all areas of trail*

## Railing

Chain Link Fence  Split Rail Fence (wood)  Split Rail Fence (steel)  None



Why? No privacy, disrupts habitat - duck crossing, double fence

## Privacy Screen

*Not for Logano Lane / De Palma Lane.*

Fence Extension  Metal Panel Screen  Acrylite Screen  Sound Wall  Replace Wood Fence



None of these

Why? Blocks views, ugly, blocks sunlight to yards, plastic scratches, in appropriate for front yards

## Trail Surface

Decomposed Granite  Asphalt Pavement  Pervious Pavement  None



Why? Cost for maintenance, it is not maintained now by water district

# Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? Loss of security & privacy for existing residents

Depot lane will need bollards to prevent vehicle traffic. Not enough space for fire trucks to turn.

# Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? Atlanta will need all of these. Traffic already congested with trips to Collins elementary. Will increase traffic time when everyone is already in a hurry

Are there any other design solutions not listed you would like to see along the potential trail?

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# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)  None



Why? Cheaper, I assume. But more sturdy than the one in the photo, like the one on the Creekside park segment

## Privacy Screen

Fence Extension



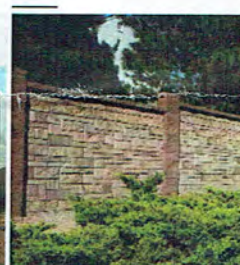
Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? For residents' back fences, give them a chance to give an opinion - and choice if they want gates. Go with the majority.

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? Better in rainy weather.

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? if not too expensive

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? to slow traffic and make motorists aware

Are there any other design solutions not listed you would like to see along the potential trail?

a minimal fence between sidewalk and street  
at trail entrances on Blakey so kids can't  
pop straight into the street.

# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)



None

Why? \_\_\_\_\_

## Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? No path is preferred

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? \_\_\_\_\_

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? \_\_\_\_\_

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? \_\_\_\_\_

Are there any other design solutions not listed you would like to see along the potential trail?

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# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)



None

Why? More attractive, Doesn't catch bags/trash/weeds as chain link does

## Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? I defer to people living along the trail. Ease of low cost maintenance is important.

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? Maintenance to water permeable best trade-off.

**Security Measure**

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? Patrols combined with Emergency push buttons

**Roadway Crossings**

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? \_\_\_\_\_

Are there any other design solutions not listed you would like to see along the potential trail?

Raised crosswalk - E Estabro Drive Crossing

Alternative 2 - S. Blaney Avenue

Split rail fencing at crossings.

Have access to Library parking lot.



✓

# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)



None

Why? Aesthetically pleasing

## Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? You can paint it with anti-graffiti paint, blocks noise, ~~blocks~~ better privacy

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? whatever bicyclists and joggers prefer

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? \_\_\_\_\_

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? \_\_\_\_\_

Are there any other design solutions not listed you would like to see along the potential trail?

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# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)



None

Why? Nicer looking - will last forever

## Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? Gets you to look at the metal panel instead of into the neighbor's house

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? Seems the best of both worlds - pervious, but also solid for biking & walking.

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? Can catch graffiti offenders

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? On Blaney, ensures they'll stop (only when pedestrians there)

Are there any other design solutions not listed you would like to see along the potential trail?

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# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence  Split Rail Fence (wood)  Split Rail Fence (steel)  None



Why? No preference. chain link fence has better opportunity for green cover. Consider coated chain link fence

## Privacy Screen

Fence Extension  Metal Panel Screen  Acrylite Screen  Sound Wall  Replace Wood Fence



None of these

Why? Fence is best for being uniform while adapting to different elevation & alignment, consistency ~~to~~ is important without being too trendy

## Trail Surface

Decomposed Granite  Asphalt Pavement  Pervious Pavement  None



Why? Expensive but much better for managing runoff. Decomposed granite is too hard for wheelchairs & assisted walking

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? Occasional only. Generally nothing needed but emergency buttons would be nice

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? Median island is best for bike safety - kids can judge traffic in one direction only

Are there any other design solutions not listed you would like to see along the potential trail?

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# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)



None

Why? low-cost alternative (we have now at creekside)  
but small split rail at Blaney / ~~Blaney~~ crossing

## Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? Privacy is important for neighboring residents!

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement



None

Why? clean, neat, great for bikes and walkers

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? Make the local residents feel safe

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? Increase safety at crossings

Are there any other design solutions not listed you would like to see along the potential trail?

split rail at crossings (parallel to road crossings)



## Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

### Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)  None



Why? Probably the most cost effective.

### Privacy Screen

Fence Extension



Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? Try to use as many existing fences as possible. Don't forget to provide some gates

### Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement  None



Why? Softer surface, but more expensive. Same as Stevens Creek trail in Sunnyvale.

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? *Don't see any real security issue with this trail.*

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? *A well marked crossing is fine.*

Are there any other design solutions not listed you would like to see along the potential trail?

*Not at this time. Hope this trail gets built.*

# Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

## Railing

Chain Link Fence



Split Rail Fence (wood)



Split Rail Fence (steel)  None



Why? FITS IN WITH ENVIRONMENT, EASY TO BUILD,

## Privacy Screen

Fence Extension



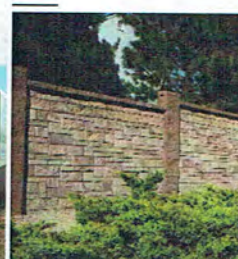
Metal Panel Screen



Acrylite Screen



Sound Wall



Replace Wood Fence



None of these

Why? CHANCE FOR ARTISTS TO CONTRIBUTE, ~~BOTH~~ NO MAINTENANCE,  
LOOKS GREAT, NATURAL,

## Trail Surface

Decomposed Granite



Asphalt Pavement



Pervious Pavement  None



Why? LIKE TWO, BOTH DRAIN WATER, MORE NATURAL,  
THE DECOMPOSED GRANITE WOULD ALSO PROMOTE A SLOWER PACE FOR CYCLERS

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

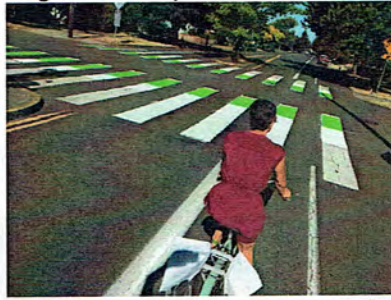
Why? ALL ARE GOOD IDEAS.

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? DON'T LIKE RAISED CROSSWALK. DRIVING OVER IS ISSUE.

Are there any other design solutions not listed you would like to see along the potential trail?

~~LANES MARKED~~ LANES MARKED TO ENCOURAGE BIKES

& WALKERS TO STAY OUT OF THE WAY OF EACH OTHER,

PULL OUTS WITH BENCHES, LIGHTS ILLUMINATING TRAIL

HEADS & INTERSECTIONS.

## Regnart Creek Trail Site Elements

Please place an X next to your preferred design element and explain why. Refer to the Regnart Creek Trail Site Elements board for pros and cons of each.

### Railing

Chain Link Fence X



Split Rail Fence (wood) \_\_\_\_\_



Split Rail Fence (steel) \_\_\_\_\_



None \_\_\_\_\_

Why? it is cost-effective and relatively impervious.

### Privacy Screen

Fence Extension X



Metal Panel Screen \_\_\_\_\_



Acrylite Screen \_\_\_\_\_



Sound Wall \_\_\_\_\_



Replace Wood Fence ~~\_\_\_\_\_~~



None of these \_\_\_\_\_

Why? taller fences would provide more screening and abate privacy + some security concerns.

### Trail Surface

Decomposed Granite \_\_\_\_\_



Asphalt Pavement X



Pervious Pavement \_\_\_\_\_



None \_\_\_\_\_

Why? it is quite long-lasting, and it looks neat and nice.

## Security Measure

Security Camera



Emergency Push Buttons



Police Patrols



None

Why? the police already have some bicycle patrols; hopefully extending the patrols wouldn't be easy.

## Roadway Crossings

Bulbout



High-Visibility Crosswalk



Raised Crosswalk



Median Island



Pedestrian Signal



Flashing Beacon



None

Why? Visibility is the most important component of pedestrian safety.

Are there any other design solutions not listed you would like to see along the potential trail?

Some trees/tall bushes for foliage screening may make residents less concerned and provide a better experience for people on the trail.