

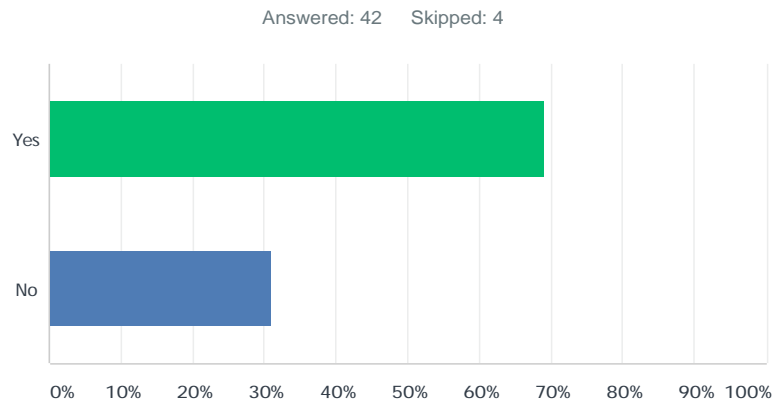
Sabercat Trail Extension Project and Museum –

June 24th Public Meeting Survey Summary

This survey was conducted via a website, called Survey Monkey. The responses are summarized herein by each question asked. Common response themes included preservation of the natural environment, safety, increased trail connectivity, and funding availability.

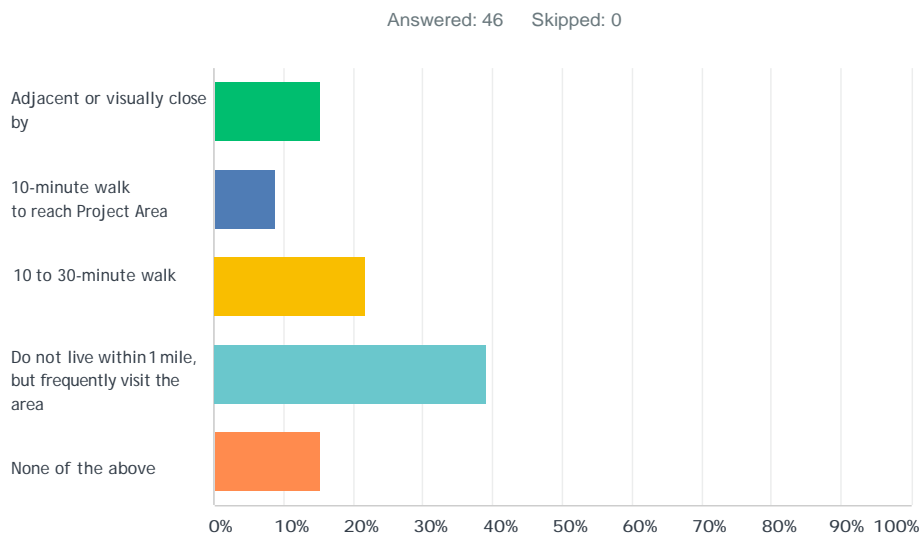
Meeting Attendance and Project Area Proximity

Q1: Did you attend the June 24th Public Meeting, or have you viewed the presentation recorded on the web before filling out this survey?



The survey had a total of 46 respondents. Approximately 69 percent of respondents attended the public meeting or viewed the presentation, 30 percent did not.

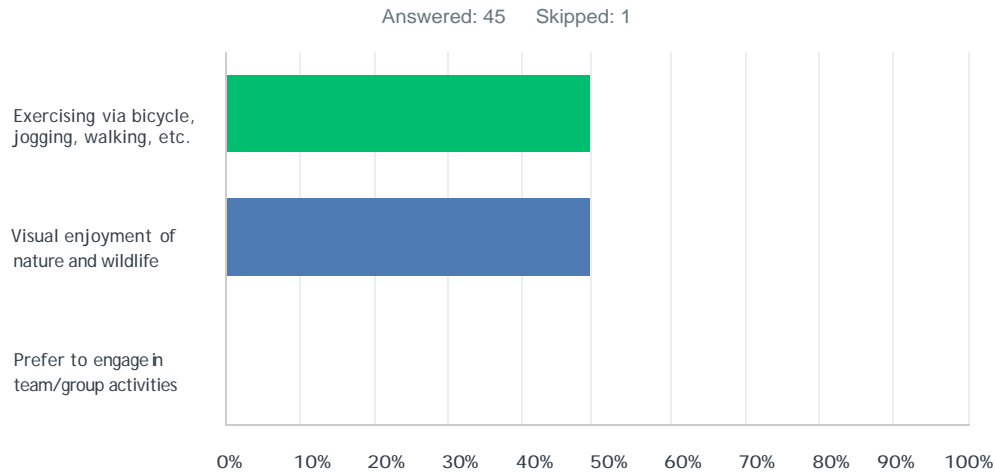
Q2: What is the proximity of the Project to your residence or business?



The most frequent response, 39 percent, do not live within one mile of the project area, but frequently visit. This is followed by 21 percent who live within a 10 to 30-minute walk, and 15 percent who are adjacent or visually close by, and eight percent who live within a 10-minute walk.

Recreational Resource Use

Q3: How do you use Fremont's recreational resources currently?



Activities in the area by residents:

- Exercising via bicycle, jogging, walking, etc.
- Visual enjoyment of nature and wildlife
- Other: Both exercise and visual enjoyment
- Other: Education
- Other: Leading nature walks and birding programs with Audubon
- Other: Playing double tennis in the community tennis courts

Respondents equally use Fremont's recreational resources for both exercising and visual enjoyment of nature and wildlife. Other uses include education, leading nature walks and birding programs with the Ohlone Audubon Society and playing double tennis in the community tennis courts.

Q4: What would encourage you to use the local and regional parks more?

The most frequent response, nine out of 39, stated that preservation of natural resources would encourage them to use local and regional parks more. Details included emphasis of the paleontological resources in Sabercat Historical park, more trees, and planting native plant species. Five respondents listed better connectivity between bike paths, easier bicycle access, and more bicycle parking. Four respondents state they would like better bicycle connectivity that is separate from roadways, and the extension of greenbelts. Other responses included low-stress trails, lower density use, water fountains with support for water bottles, more opportunity for passive recreation, increased safety measures, separate bicycle and pedestrian lanes on trails, more trails and pathways, car free access, and revoking bicycle path development.

1. Preservation of natural resources, flora and fauna, emphasis of fossils from Sabercat Creek, more big trees, correct canopy and cover, using California native plant palettes, more ways to enjoy nature
2. Easy access to low-stress and interesting trails
3. Decrease "mob activity" at Mission Peak Summit
4. Better connectivity, specifically separate from roadways, extension of greenbelts

5. Better connectivity between bike paths, easier access by bike, more bike parking, more bike paths, low-stress bicycling facilities
6. Water fountains with support for filling water bottles
7. More allowance of passive activities
8. retiring from my job
9. More parking, earlier access to Mission peak, better connectivity for closer parks
10. Trail heads accessible through public transportation, better access to public transit
11. No covid-19
12. More parks with a variety of trails
13. Increased safety measures
14. Separate bike lanes
15. More pathways
16. Car free access
17. Fewer people on trails & less trash
18. Leaving bikes as is without additional bike access
19. Easier access

| Detailed Recommendations and Comments | Theme Number |
|--|---------------------|
| <i>More big trees. For example, Old Mission Park looks barren. I'm not asking the City (which typically says no because of lack of water or funds) to establish new trees. The solution is to enable volunteer groups to solve the establishment problems. The city just needs to coordinate and designate where trees can be planted.</i> | 1 |
| <i>EBRPD is out of your jurisdiction but since you asked about regional parks, DO SOMETHING about the insane mob gathering activity at Mission Peak summit! I've hiked Mission Peak several dozen times. It once was a pleasant excursion in nature, but not anymore.</i> | 3 |
| <i>Better connectivity. That is best if it is separate from roadways. This project is ideal from that point of view. Also, mostly related to COVID, it is nice to have water fountains working, particularly with support for filling water bottles.</i> | 4 & 6 |
| <i>Trail access. Extension of greenbelts so I could walk or bike to all parks without walking on surface streets where there is traffic. I take my dog on my walks. Transportation Access. Trail heads that can be accessed through public transportation or by parking near trailheads.</i> | 10 |

Q5: What additional recreational resources would you like to have in your neighborhood?

The most frequent response, ten out of 30, stated they would like more paths for exercise, including walking, jogging, and biking. Eight out of 30, stated they would like more incorporation of native plants as a recreational resource in their neighborhood. Three out of 30 stated they would like more parks. Two respondents stated they would like a museum for fossil and natural history education. Other responses included more low-stress trails, more roads with bike lanes, enhancement of preexisting recreational facilities, more greenbelts, reducing traffic for improved bicycle safety, a disc golf course, a neighborhood playground, lighting for safety, and easier trail access for disabled individuals.

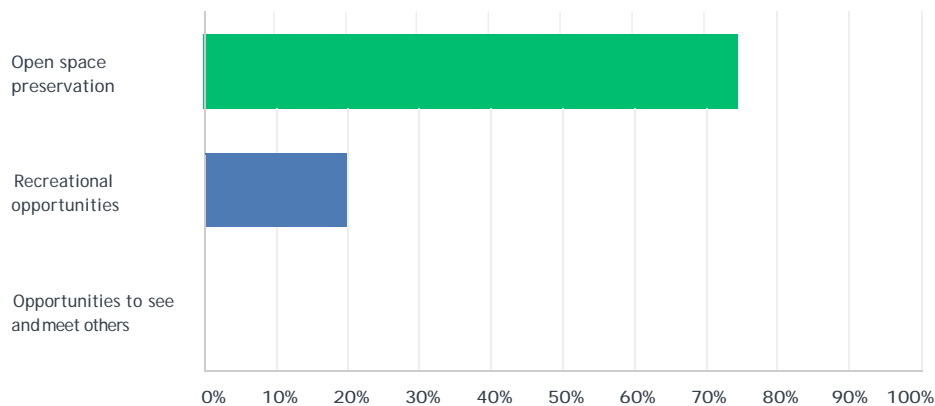
1. Incorporation of native plants, preservation of natural environment, street tree planting, identification/history of native species in parks, more locations for passive recreation, community garden

2. More low-stress trails
3. A park in the neighborhood, more land set aside for parks
4. A museum for fossil education, more natural history
5. More bike paths specifically roads with bike lanes
6. Enhancement of preexisting recreational facilities
7. More walking paths, more trails, jogging/biking trail, trail on south side of Antelope Hills connecting to Sabercat Trail, connecting paths for walking and bicycling, more bike/walking paths, better trail system, more class 1 bike paths, linear bike trails
8. More greenways
9. Reduce traffic lanes so bike safety is improved
10. Disc golf course
11. Improved playground facilities
12. Space for social distancing
13. Pedestrian scale lighting for safety
14. Easier trail access for disabled individuals

| Detailed Recommendations and Comments | Theme Number |
|---|--------------|
| <i>I live in Sundale near the Calaveras Adult School. It would be nice to have a park in this neighborhood.</i> | 3 |
| <i>Enhancement of recreational facilities that are already here. Most schools have little used recreational facilities and are also connected to parks, some are used, and others are just mowed.</i> | 6 |
| <i>There's a flood control channel within 100 yards of my house. The maintenance road would make a great jogging/biking trail if it was a linear park.</i> | 7 |

Q6: What do you like most about the Sabercat Historical Park?

Answered: 44 Skipped: 2



The most frequent response, 75 percent, stated open space preservation as their favorite thing about Sabercat Historical Park. Recreational opportunities are favored by 20 percent of respondents. Eight out of 42 respondents specified paleontology, natural history, education, and access to nature. Other responses include the view of Fremont, and that the park is not crowded.

1. Open space preservation
2. Recreational opportunities
3. Paleontology, fossils, natural history, local history education, corridor to nature, pocket of wilderness, wildlife photography
4. Pleasant walk and view of Fremont
5. Uncrowded neighborhood park

| Detailed Recommendations and Comments | Theme Number |
|---|--------------|
| <i>It used to be so private and special; I'm worried the expansion will ruin the feeling that you're tucked away from the city in a pocket of wilderness.</i> | 3 |
| <i>I like that it is primarily a safe, uncrowded neighborhood park, not a public hike/bike thoroughfare. The proposed bridge would ruin that.</i> | 5 |

Desired Improvements

Q7: What would you like to improve about the trail system inside the Sabercat Historical Park?

The most frequent response, six out of 29, listed the expansion of trails and increased connectivity as a desired improvement to the trail system inside of Sabercat Historical park. Five respondents specified they would like to see the maintenance and preservation of the natural environment and native vegetation. Four respondents noted they would like the existing Sabercat Creek Trail widened for shared bicycle and pedestrian access. Three respondents would like signage to designate multiuse trails, walking-only areas, and bicycle speed limits. Three respondents would like a bridge over I-680, and three would like improved trail cleanliness and path maintenance. Other responses include signage for where fossils can be found, walking only trails, removal of cattle gates, designated parking areas, more visual access, and revoking any park development.

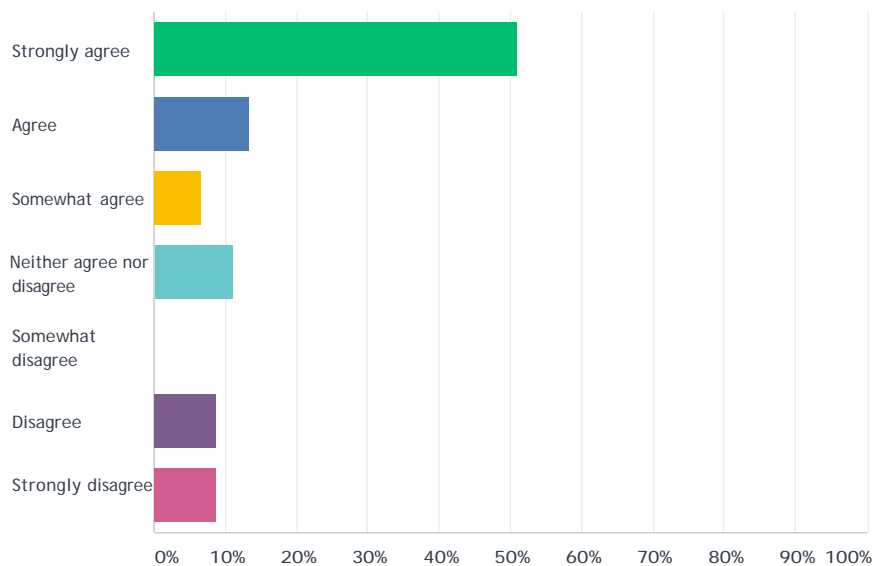
1. Maintenance/preservation of natural environment, more trees for shade & habitat restoration, more plants, increase vegetation of all heights/more education about importance of native plants
2. Expansion of trails, extend length of trails for easier access, more trails for walking, increased
3. Widen the trail section closes to I-680, widen trails for bikes
4. Note where fossils are/can be found
5. Emphasis on walking areas, signage when trails are multiuse, bike speed limit
6. Add a bridge over I-680
7. Walking only trails/no bikes
8. Less people
9. Trail cleanliness/less trash, trail maintenance/pave trail near I-680, weed control
10. Remove old cattle gates
11. Keep it as it is
12. Loop around to Pine St along Mammoth Creek
13. Designated parking areas
14. More visual access

| Detailed Recommendations and Comments | Theme Number |
|---|------------------|
| <i>Needs to loop around to Pine St along Mammoth Creek. Maybe the city could make that the joint ped/bike path. The Sabercat Trail is not designed for bicyclists and pedestrians at the same time.</i> | 12 |
| <i>increase the populations of naive plants throughout the system and at all heights: ground cover through to the spectacular trees as well as labeling of these aspects so as to increase the public's knowledge of the importance of native plants to wildlife and our own life</i> | 1 |
| <i>The existing trailheads and access points are sufficient. Better weed control and trail cleaning would encourage more locals to use it. Bicyclists need to be reminded to give limit their speed and give warning of their approach to make it safer.</i> | 5 & 9 |

Bicycle Connectivity and Arterial Roadways

Q8: Would you agree that there is a need to provide better bicycle and pedestrian connectivity between the Irvington and Mission San Jose Districts in Fremont?

Answered: 45 Skipped: 1



The most frequent response, 51 percent, strongly agree that there is a need to provide better bicycle and pedestrian connectivity between the Irvington and Mission San Jose Districts.

Q9: How do you feel about bicycles sharing arterial roadways?

The most frequent response, 20 out of 46, specified that improved safety measures need to be taken for bicycles to share arterial roadways. Eleven respondents stated that they are in favor of bicycles using arterial roadways. Five respondents are not in favor of sharing arterial roadways for safety reasons. Other responses stated that bike paths should be separate from natural paths, bike lanes need better maintenance for safety reasons, and that existing bicycle routes need to be improved.

- Needs to be safe for bicyclists, bike lane needs to be well designed and separated, need creative barriers for increased separation, need more bike lanes, more enforcement and education,

protected bike lane on roads over 35 mph, must have bicycle facilities, acceptable for a small percentage of the population

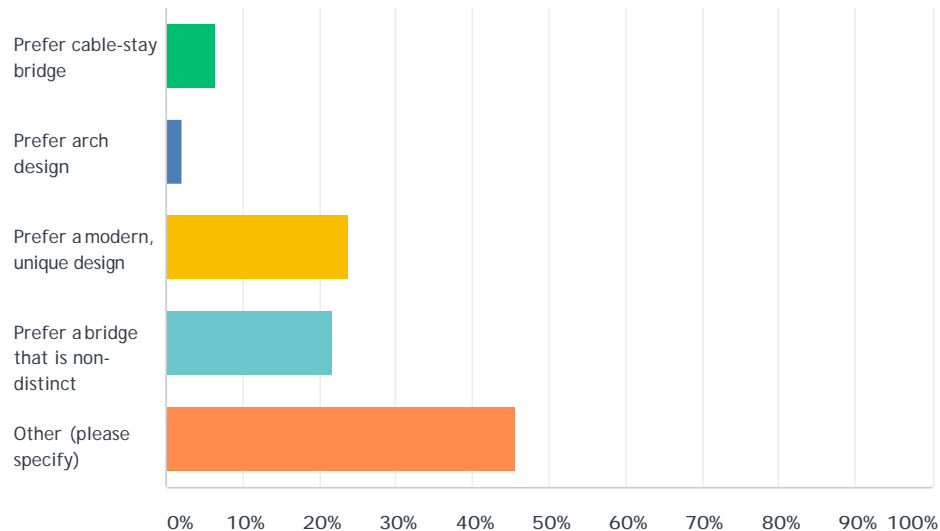
2. Bikes should primarily be on bike trails, preferable to ride off road and busy roadways, should be minimized for safety, biking on roads is not preferred although bike lanes help, not a good idea because of bike/pedestrian accidents, Bike lanes are very dangerous
3. Okay with bikes on roadways, not on trails
4. Okay, favor strongly, ok for transportation driven riders but not for recreation, not comfortable but good for convenience
5. Bikes using the planned I-680 bridge should be separate from natural paths
6. Need better maintenance of bike lanes
7. Not safe for elderly
8. Existing bike routes should be improved
9. Trails should be marked so there is a distinct safety space between bicyclists and walkers

| Detailed Recommendations and Comments | Theme Number |
|---|---------------------|
| <i>As long as there is a designated painted lane, am good. Although when the speed limit is >35 and there is a lot of traffic, it is somewhat unnerving. It would be really nice on major roads like Paseo Padre to have a protected bike lane but doubt if that will happen.</i> | 1 |
| <i>I am a bicyclist. I HATE riding on arterial roadways without any bicycle facilities. I can barely tolerate bicycling on arterial roadways if there is a marked, Caltrans-standard bicycle lane</i> | 1 |
| <i>Acceptable only for a small percentage of the population. We should plan and design facilities along these roadways or parallel alignments to accommodate more types of users.</i> | 1 |
| <i>It's very dangerous, separate bike lane routes attract e-bikes and regular bikes and reduce car traffic as long as it is faster, so safe (light) underpasses are needed and priority for bikes at certain traffic lights.</i> | 2 |
| <i>I see any bridge over the 680 freeway to be an extension of the greenbelt that is so lacking in many parts of our city. A place to walk and for animals to use and to be a refuge from the fast pace of our environment. If bicycles were to share this bridge, they should be separate from the more natural pathway crossings.</i> | 5 |
| <i>Define arterial. If you mean side streets, there are too few side streets that offer through connections. Washington Boulevard already has bike lanes and is frequently used by bicyclists -- it should be further improved and designated as the main east-west route.</i> | 8 |

Project Theme and Design Preferences

Q10: What are your thoughts about the Sabercat Path bridge over I-680?

Answered: 46 Skipped: 0



Respondents equally specified they would prefer a modern design approach, and a non-distinct, least visible design. Eight out of 46 respondents specified they would prefer the least expensive design option. Five respondents stated they would prefer a functional design with minimal visual impact. Five stated they would prefer not to have a bridge. Other responses included an emphasis on safety.

1. Prefer cable-stay bridge
2. Prefer arch design
3. Prefer a modern, unique design approach
4. Prefer a bridge that is non-distinct, least visible
5. Prefer the least expensive option, cheapest option if using bicycle budget
6. Prefer cable-stay, light visual weight/cable based
7. Prefer a local fossil history theme, geometric/structural design emphasizing sabretooth cat, natural-theme sculpture, blend in with nature like a highway migration overpass
8. Emphasis on safety
9. Prefer minimal visual impact, functional not a statement, min visual impact with wind protection
10. No bridge
11. No preference

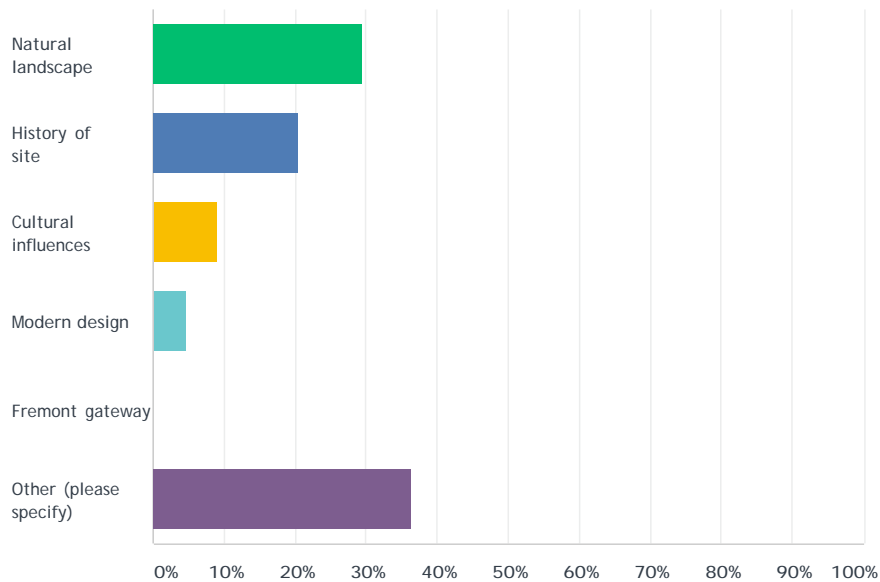
| Detailed Recommendations and Comments | Theme Number |
|--|--------------|
| <i>It is MUCH more important to build the overcrossing than to have a "pretty" one. If you are spending motorist money, build a pretty one. If you are spending bicyclist money, be conserve with the design to conserve the money so that additional bicycle facilities may be built.</i> | 5 |

It is obtrusive, ugly, and unneeded. It will be a blight on Fremont and a waste of money. There is no need to cross I-680 at this point when the Washington Blvd overpass is so close. It is also unsafe to encourage people to try to cross the propose bridge to see the bluffs where the dinosaur bones were found. That level of strata is now buried under years of rockslides (which continue regularly), and the area is rife with heavy underbrush.

10

Q11: Which theme do you prefer to incorporate into the design of this Project?

Answered: 44 Skipped: 2



The most frequent response, about 30 percent, prefer a natural landscape theme. Twenty-one percent would prefer an emphasis on paleontological resources, and nearly 10 percent would like the theme to include cultural influences.

1. Natural landscape
2. History of site (paleontological resources)
3. Cultural influences (Native American and Spanish settlement/Mission)
4. Modern design
5. Fremont gateway
6. Natural landscape and paleontological history, sabretooth
7. Native people
8. Modern design
9. Gravel quarry theme w/ nod to Bell's Quarry
10. No build alternative

| Detailed Recommendations and Comments | Theme Number |
|--|--------------|
| 1) Sabretooth 2) modern design, 3) consider shadows on hills -- bridge is east-west, but if north-south protrusion, would there be partial sundial on hills? 4. Any way to evoke bridge movement for cars on freeway (other than rush hour)? If wave-shaped bridge were parallel to freeway, a car might experience the move wave. I don't know about freeway curve on this site. 5) safety, see Q10 comment. | 8 |
| <i>The first three suggestions can be incorporated together. Fremont and this area has a rich history from pre-historic through the development of our small towns and farming communities. This story is started with plaques in the Sabercat canyon walk and can be continued throughout the extensions on both sides of the freeway crossing. Our natural and cultural history should be highlighted and connected everywhere along this corridor</i> | 1, 2, & 3 |

Q12: Provide your thoughts about an overcrossing versus an undercrossing of the UPRR/BART rail corridor at Blacow Road?

Fourteen out of 39 respondents specified they would prefer an overcrossing due to safety and better views. Thirteen respondents would prefer an undercrossing for aesthetic value and ease of access for bicyclists, and shortened ADA ramps. Respondents specified that safety measures for the undercrossing like lighting must be utilized. Five respondents would prefer the lowest cost option. Eight respondents did not state a preference.

1. Design more likely to be used by wildlife
2. Design safest for pedestrians
3. Lowest cost option
4. Overcrossing for safety, better view
5. Undercrossing for aesthetics & less extensive ADA ramp, must be open and safe, less vertical change is easier for cyclists/takes less ramp space, must have lights to prevent transient night use, less damage to environment, must prevent flooding, undercrossing for traffic/pedestrians/bicyclists
6. Unspecified, needs to be safe and convenient, depends on location of museum

| Detailed Recommendations and Comments | Theme Number |
|---|--------------|
| <i>An undercrossing for motor traffic, as well as bicycles and pedestrians, was what was originally planned and should be what we get. Vehicle traffic needs an additional crossing besides just Washington and Auto Mall Parkway -- most of the Irvington BART traffic (if that station is ever built) will go through the Five Corners intersection in Irvington, which is already congested.</i> | 5 |
| <i>An undercrossing is more aesthetically pleasing overall. In order to meet handicap access, an undercrossing ramp could be straight & shallow. An overcrossing, wouldn't it require a longer, steeper ramp that would have to spiral if there wasn't enough room to lay it out straight?</i> | 5 |

| | |
|--|----------|
| <i>When I lived in San Jose circa 1971, there were street undercrossings on The Alameda which we were scared to use because of muggings -- perhaps it was merely urban legend, but we teenagers didn't use the scary under-crossings, and braved the traffic instead. In San Francisco circa 2017, I saw homeless encampments in the underground walkways leading to BART stations, which were scary to walk alongside. Assume the homeless or criminals will occupy any nice dry shelter. OVERCROSSING, PLEASE!</i> | 4 |
|--|----------|

Q13: Provide your thoughts about the proposed path access to the Future Irvington BART station.

The most frequent response, 22 out of 32, are in support of a path providing access to the Future Irvington BART station. Five respondents do not support the path. Four respondents did not specify a preference and would like pedestrian and bicyclist volume data to justify the path.

1. In support of, should have minimal environmental impact, maintain natural scenery
2. In support of (general), should be safe/wide enough for pedestrians, winter Sabercat Trail hours should be extended, the bridge should connect to Washington Blvd., minimize grade changes
3. People should just use sidewalk on Blacow
4. Prefer the least expensive option
5. Unspecified, natural scenery, need more data on pedestrian/bicyclist volume to justify, unsure because of homeless population,
6. Against, don't support commute biking from Sabercat trail, do not want to increase bicyclist volume, would like an alternative other than using Sabercat, will invite increase in criminal activity and homelessness
7. May attract more site seers

| Detailed Recommendations and Comments | Theme Number |
|--|---------------------|
| <i>This path would meet the needs of nature walkers and connect them to the Gallegos winery historic park area from the Sabercat canyon. This would also meet the needs of commuters who want to walk to homes in the Mission San Jose area. either through Sabercat canyon or to connect to the more trafficked area of Washington Blvd. I see Washington Blvd. as a path for bicyclists and pedestrian s and the bridge mostly for connecting with nature. There could be a connecting pathway from the bridge crossing to Washington Blvd. at some point- not through Sabercat.</i> | 2 |
| <i>Direct, minimize grade changes, well lit, visible sightlines. Consider a pathway that separates pedestrians from bicyclists. If possible, indicate an intention for a continuous path through the BART station to Adams Ave and continue the path to the southeast corner of Washington Blvd/Osgood Rd (to function as a climbing lane out of traffic)</i> | 2 |
| <i>I would include a path next to BART tracks and the flood control channel as an access to BART station from Blacow. Note that a trail from the old winery to the new museum I'll make a low priority especially since it probably has to be cut in the side of a hill. Seems like a lot of effort to make a trail when people can walk on the sidewalk on Osgood.</i> | 3 |

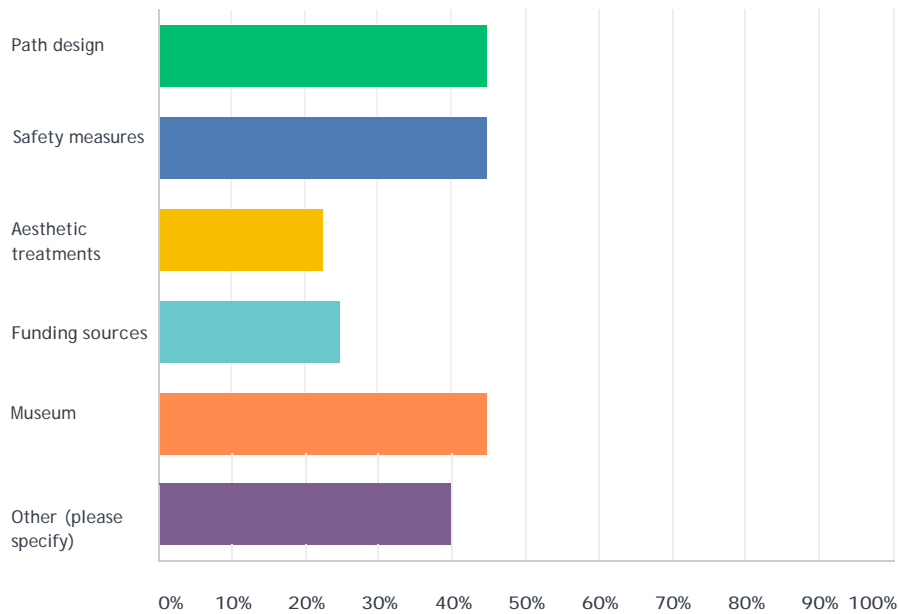
A footpath from Irvington BART to the proposed bridge and then across I-680 will simply invite an increase in criminal activity and homelessness within the Sabercat Canyon and surrounding residential areas. More importantly, it will not benefit Fremont residents at all. Please remember that Sabercat Trail is a CITY park, not a regional park. There are plenty of existing trailhead access points with parking for Fremont residents. I see this connection as a lose-lose proposition.

6

Desired Information, Observations, and Interests

Q14: What aspects of the Project would you like to know more about?

Answered: 40 Skipped: 6



Respondents would equally like more information about the path design, safety measures, and the planned museum. Twenty-five percent would like information about funding, and 22 percent would like to know about aesthetic treatments. Seven out of 40 respondents specified they would like more information about environmental impacts.

1. Path design
2. Safety measures
3. Aesthetic treatments
4. Funding sources
5. Museum
6. Safety measures
7. Environmental impacts, solutions for existing wildlife, concern about Hayward Fault, use of natural landscape to enhance scientific and cultural history, plans for new trail vegetation
8. Trail use projections by location/crossing structure
9. Integration into bicycle network
10. Project schedule
11. Possibility of canceling the project

Q15: Please provide us with additional observations or interests about the environmental or social aspects of the Project area.

Eight respondents would not like the project to continue. Concerns relate to flooding, emphasis on enhancing native habitat, increased bicycle and pedestrian volume, and funding. Five respondents specified that they would like wildlife and native vegetation to be taken into consideration. Other observations and interests include noise, traffic, funding, path maintenance, and support of non-motorized transportation. There was a note to see a separate letter from the Ohlone Audubon Society dated July 14, 2020, although the survey did not include in attachment.

1. Take wildlife into consideration/keep as native as possible/ don't clear trees for the museum but incorporate trees with the structure, natural spaces should be preserved and restored, accentuate natural/native aspects, 80% of land should be dedicated to native habitat, increased native vegetation/education
2. Should have a dedicated funding source so that it does not take away from other projects in Fremont, would like to know about future maintenance costs
3. Concern for increase in noise and traffic
4. Bridge should tie closely to the museum and provide visual interest for drivers to visit museum, should be used to connect classes from museum to park, bridge should emphasize paleontological resources
5. Very excited for a bridge
6. Museum could be similar to L.A. Le Brea Tar Pits, should be broader to include cultural history through growth of the city
7. See separate letter from Ohlone Audubon Society dated 7/14/20
8. Will provide opportunity to move away from motorized vehicles
9. Regular maintenance is vital
10. Sabercat Trail should not be accessible to bikes
11. The project should not continue, may become prone to flooding, not enough emphasis on enhancing and protecting habitat/impact on Creekside habitat/prevention from becoming a rapid transit bike commute expressway, should not be a bridge/bikes should be diverted to arterial roadways, funds should not be spent on this project, the project will disturb wildlife and the neighborhood, Focus should be on improving pedestrian/bike traffic on Washington Blvd instead, don't like so much development in the area
12. Will encourage non-motorized transportation
13. Support trail access from BART to Ohlone College
14. Have California & area wildlife/conservation organizations been consulted?

| Detailed Recommendations and Comments | Theme Number |
|--|--------------|
| <i>This is really a gateway or trophy project. This is probably the most expensive project possible in Fremont. It is nice and highlights important historical aspect of Fremont. But it has a high cost and I think should have a dedicated funding source that does not take away other potential projects in Fremont.</i> | 2 |
| <i>I'm worried that the wilderness is going to be destroyed by opening it up and flooding it with people and that we're sacrificing one of the most special features of MSI.</i> | 11 |

| | |
|---|------------------|
| <p><i>I am most concerned about the additional traffic, noise and potential for damage to Sabercat Historical Park if the pedestrian/ bicycle over crossing were to connect with the pathway in the park. I think that the over crossing should be diverted and connect with the existing arterial roads. I know it is important to develop and connect transit areas in the City but it is more important to protect the integrity of the park and preserve it for its intended use, a historical park, passive recreation, not a transit corridor.</i></p> | <p>11</p> |
| <p><i>I note the eastern end of the trail in the Mission San Jose area is not mentioned. The trail ends on a quiet residential cul-de-sac several blocks from the MSJ Town Center and the Ohlone College access point to Mission Peak. So, all this increased usage of the trail will be spit out onto a small street with no place to go. On the other hand, Washington Boulevard goes directly into MSJ Town Center and has easy and logical connections to the Mission Peak trail. Let's put money into improving pedestrian/bike traffic on Washington instead!</i></p> | <p>11</p> |