

To: Jeanne Suyeishi / City of Fremont
Rajeev Batra / City of Fremont

From: Jodi Ketelsen / TYLI
Eva Cheung / TYLI

Date: October 23, 2020

Subject: Sabercat Trail Extension Public Meeting No. 2 Summary

MEMORANDUM

Meeting Objective:

The objective of this meeting was to provide the public with an update on how their input has influenced the Sabercat Trail Extension Project (Project) and gather further input on current Project design concepts. This meeting constitutes the second of three planned public meetings.

Meeting Format and Attendance:

- A public meeting was held on October 22nd from 6:30 to 8:00 PM. With the interest of making progress on the Sabercat Trail Extension Project while there are state orders to limit group activities due to the COVID -19 pandemic, the City of Fremont opted to hold a virtual meeting using the Zoom program platform.
- Members of the public were invited to attend by notifying neighborhoods using the **Nextdoor** app as well as posting a public notice on the City of Fremont website. Those who had signed up for project updates received an email invitation. Finally, the City included the meeting announcement in weekly email blasts that covered a broad array of interest groups and organizations in addition to City residents.
- Presenters included: City of Fremont Public Works Director, Hans Larsen and Project Manager, Rajeev Batra; and from the T.Y.Lin International consultant team including Jodi Ketelsen/Environmental Manager, Mark Ashley/Project Manager, and Noel Shamble/Bridge Designer. Also available to answer questions was City's Project Manager, Jeanne Suyeishi. Senator Bob Wieckowski also recorded a special message which was played in the beginning of the meeting to welcome participants.
- Special Attendees included: Senator Bob Wieckowski represented by Rocky Fernandez, Mayor Lily Mei and City Councilmember Raj Salwan.
- There were 38 public attendees (See **Attachment A** for list of those who linked to the Zoom Meeting)
- During the webinar, attendees were able to submit written feedback through the "Q&A" function and could request an opportunity to provide verbal feedback through the "raise hand" function. Attendees were also provided an email and mailing address to continue submitting feedback through November 5th.

Meeting Presentation Summary:

The public webinar began with an introduction of presenters working on the Project. The presentation agenda included: Project purpose, Project development overview, public input, a review of preliminary project concepts, and environmental studies evaluating the Project's effects on the community and natural environment.

The Project purpose is to provide a direct, safe, and convenient route for bicyclists and pedestrians to key community destinations and transportation resources and to determine a location for a future Paleontological Museum which will showcase the region's natural history and become a regionally important educational resource.

A brief review of the original Project scoping concept and Project map was discussed followed by a summary of public input obtained during the previous community meeting and from the Project survey. A summary of the first public meeting held on June 24, 2020 and the results of the public survey are located on the Project Website. The presentation also shared two alternative I-680 overcrossing alignments with separate bike routes along Sabercat Road which were submitted by residents following the previous public comment period.

The City addressed a common public comment about the safety of the existing Sabercat Creek Trail. The City acknowledged that the existing Sabercat Creek Trail is narrow in certain areas and that the trail is being evaluated in parallel with the development of a City-wide Trail Master Plan. The City is evaluating whether to widen the trail and other measures to make it more safe for mixed pedestrian and bicyclist use.

For the Paleontological Museum, it was explained that initially the City was considering locating the museum on the I-680 right-of-way in a triangular piece of land that lies west of the I-680 southbound lanes and south of the Washington Boulevard interchange. However, in communication with Caltrans, this area is still actively used for other Caltrans purposes. Therefore, the land may not be available for purchase for several years. As a result, the City has decided to separate the museum site selection from the planning of the Sabercat Trail Extension Project and has begun looking at alternative locations for the museum. Two locations under consideration include the corner of Osgood Road and Washington Boulevard or near the Osgood Road and Blacow Road intersection. The emphasis will be to locate the Museum in close proximity to the Sabercat Creek Trail extension route in order to preserve the association and convenient access to where many valuable paleontological resources have been found in the vicinity of Sabercat Historical Park.

Next, the team presented the trail and significant structures along the proposed trail, including the UPRR/BART rail crossing and the I-680 Overcrossing Bridge. The public comments had been divided on whether the UPRR/BART rail crossing would be an underpass or overhead crossing, but most comments about the crossing included safety as paramount. In discussions with UPRR and BART, the two agencies expressed that an overhead was preferred over an underpass due to concerns about tunneling under the tracks and the potential to affect their operations. As a result, the Project team present a concept that included a prefabricated steel truss bridge with switchback ramps to span the rail corridor. The structure would be screened from adjacent residents on the west side of the rail corridor and the ramps to the east of the rail corridor

would be built to preserve two-way traffic and all current access egress/ingresses. A protected intersection at Osgood Road and Blacow Road is proposed which is planned to interface with the East Bay Greenway Trail which is planned to be located along the west side of Osgood Road.

Public feedback on the overcrossing had included requests for a modern, unique bridge which celebrates the natural setting and paleontological resources but does not block views. Based on this feedback, the cable-stay bridge originally proposed in the scoping report was deemed unsuitable and abandoned. The team presented six design concepts and explained how the designs were inspired based on the public's original input. The design concepts presented ranged from a simple concrete bridge to a more complex suspension bridge.

To conclude the webinar, the presentation included a review of the environmental studies currently being conducted and information on how to provide input through **November 5th, 2020**. The team encouraged the community to provide feedback on the design concepts or any other aspect of the project. The webinar then moved on to allow comments from the public. When possible, questions were answered and comments were read aloud. A full list of comments are available for review in **Attachment B**. The meeting closed at 8:10pm.

Public input received during the online meeting:

- The overcrossing design concepts were generally well received with a few critiques. Community members were interested to know how the preferred overcrossing concept would be identified, the relative costs for each design and additional views from the bridge. One person asked about the risks of building a bridge so close to the Hayward Fault and another asked if the bridge would avoid the Caltrans wetlands.
- There were several questions regarding the trail connections. One person asked about the connection to the East Bay Greenway Trail from planned Irvington BART Station. Another person asked if there were connections extending the Sabercat Trail beyond Pine Street. A third asked if it was possible to create another trail along the hillside at I-680 to connect the proposed West Plaza to Washington Boulevard.
- The design and function of the Sabercat Creek Trail was mentioned frequently. Some expressed a concern that a 10-foot wide trail may not be enough to accommodate both bicyclists and pedestrians due to the curves and elevation changes along the trail. One person also pointed out that there are blind turns on the trail which could be a collision hazard. Several other people were opposed to bicyclists on the Sabercat Creek Trail altogether and proposed that bicyclists use the Washington Boulevard instead to get to Ohlone College from the BART station.
- There were several comments on how wildlife may be affected by the project. Comments ranged from concerns that widening the trail and increasing traffic would affect their habitat and drive away wildlife to questions about whether wildlife would traverse the I-680 overcrossing bridge.
- One person asked if plans included enhancing the California Native Plants and Native Fauna in the Sabercat Historical Park.
- Safety near the I-680 overcrossing was another important topic. Several commenters expressed concern about homeless persons using the bridge to move into Sabercat Park and the potential for this to lead to wildfire risk. Others were worried about an increase

- in crime in the area and inquired about whether police would be patrolling the area and if lighting would be installed on the bridge and in the park.
- One person asked if any studies have been done on the health (psychological and social) benefits of access to nature for families and children.
 - One person asked if studies have been done to show if an increase in bike/pedestrian use resulted in a decrease in Greenhouse gas emissions.
 - One person requested more information about the museum.
 - One person asked how much education signage will be included to enhance shared usage and interaction with the natural setting.

Comments received before and after the meeting via email, phone call, or letter:

- One person requested depicting views looking west from the upper (eastern) end of the bridge towards the Bay.
- One person commented that the project does not address the impact of additional traffic on the trail and is fatally flawed from a safety perspective. The person explained that the existing trail is too narrow to safely accommodate bicyclists and pedestrians together and provided two alternatives for a safe design which also meets the project objectives.
- Two commenters mentioned that the majority of the Irvington species discovered were mammals and recommended looking at fossils of the animals in order to come up with a design concept that more accurately symbolizes the mammals from the Irvington Period.
- One person expressed support for creating an alternate protected bike lane on Sabercat Road as commuter bicyclists may find it difficult to get from the BART station to Ohlone or Mission Boulevard from the Sabercat Trail.

Attachment A

Sabercat Trail Extension Project Public Meeting Attendees

ATTENDEES

Ken Wu
venki
Gretchen Mendenhall
Scott C
Raj Salwan
Gary Walker
Lynn Miller
Mayor Lily Mei
Karen Downing
Kelly
Mrs. Yvonne Alexander
Iris Yakuma
Heather Resetarits
Kathy Kimberlin
Chuck Gardella
Sean Vora
Andreas Kadavanich
Rick Hirsch
Norman Hughes
Khandan Bahmani
Rocky Fernandez
Nolan Hughes
Lindsay Vora
Iqbal Bhatti
William Yragui
Ryan Garcia
Pat Gordon
Phil Gordon
Michele Young
Joyce Blueford
Sandra Chen
Jonathan Buck
Kiersten
Mark Saturnio
Hans Larsen
Isaac Wong
Timm Reinhart
Mal Caraballo

ATTACHMENT B – SABERCAT TRAIL COMMUNITY MEETING NO. 2 Q&A COMMENTS

#	Question	Commenter's Name
1	Is it possible to have a direct bike connection from the East Plaza to Washington Blvd via a trail paralleling the hillside at I-680, coming out near Castillejo Road?	Andreas Kadavanich
2	First time here - so apologies if this has been asked already. The proposed bridge runs very close to the Hayward Fault. In regards to design and engineering of the bridge, what considerations have there been about the risk of a major earthquake striking on the fault? Could you please share more about the plans to address it? Thank you in advance.	Anonymous Attendee
3	Are you aware that Sabercat Creek at the western end is a virtual wildlife sanctuary (bobcat, deer, coyote, etc.) Introducing bicycles into this area will drive the wildlife out.	Anonymous Attendee
4	Can you answer Mal Caraballo's other question about wildlife? It got Liked so it moved to the top	Anonymous Attendee
5	great choices for the bridges. I concur with a prior comment about going for unique and make a statement.	Gary Walker
6	Are there any images of what the views will be like from the bridge?	Iris Yakuma
7	Are the bridge alignments avoiding the Caltrans wetlands?	jbuck
8	Who selects the preferred bridge alternative?	jbuck
9	Have any studies been done on the health benefits of access to nature for families with children? Are there any studies on the benefits of psychological and social benefits?	Kelly
10	All of these designs are awful looking. From B-E they get worse. If any of these are chosen, I predict Fremont will be the laughing stock of the West Coast.	Lynn Miller

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| 11 | I agree with Rich Hirsh that putting heavy traffic of commuter cyclist along a protected endangered frog habitat area, with ten -twelve foot widening is inappropriate. | Lynn Miller |
| 12 | If you believe a bridge crossing 680 will be used well for connecting our city, then use another route for bicyclists. | Lynn Miller |
| 13 | the biodiversity, wildlife, and fauna should remain safe and undisturbed. | Lynn Miller |
| 14 | Can you really maintain a 5% grade from Sabercat to Osgood, that is a large height differential | Mal Caraballo |
| 15 | The first three are ok, but the second three are truly unique. As a Silicon Valley engineer for 40 years, go for unique. Make a mark. Those are special. | Mal Caraballo |
| 16 | I have lived on the trail for 30 years, the traffic in the canyon has skyrocketed since the more recent development. The amount of dog crap on the trail is really overwhelming. | Mal Caraballo |
| 17 | Do you really know how much wildlife is out there, I have doubts. | Mal Caraballo |
| 18 | Homeless have been living in the areas between the Paseo bridge and 680, | Mal Caraballo |
| 19 | This trail has blind turns so it presents problems for bikes and pedestrians
There are large groups of coyotes around the Sabercat trail (especially at night), large groups of 30+ turkeys, several families of deer, and bobcats and other animals that make appearances occasionally. Not to mention snakes, squirrels, hawks, owls, and more. | Mal Caraballo |
| 20 | I live close to the Sabercat trail and regularly see turkeys and deer every day, and hear coyotes every single night.
Thank you for taking the time tonight as fellow neighbors and community members to participate and share your thoughts. | Mayor Lily Mei |
| 21 | Is there consideration for the movement of native animals; will they use the ped/bike bridge? | Michele Young |

22 Will birds be tempted to use the bridge structure as roosting &/or nesting? Michele Young

Michele - we don't necessarily consider that as a negative, think swallows.

23 Will attention be given along the trail to enhancing the California Native Plants in addition to Native Fauna? Michele Young

24 How much educational signage will be included to enhance shared usage and interaction with the natural setting? Michele Young

The last 3 designs are striking and will bring the paleontological history to life.

25 Is this bridge going to be a lighted bridge? (If yes, all or just parts of the spanse?) Mrs. Yvonne Alexander

26 The need to focus on pedestrian safety on sabercat trail is appreciated, but the suggestion that a 10 foot wide trail will be adequate is misplaced considering the curves and elevation changes of the trail and the lack of a flat area to either side. Additionally widening the existing trail has severe environment impact. The separated bicycle proposal eliminates the safety problem rather than only slightly reducing it. Nolan

27 Really appreciate the fossil resource recognition Pat Gordon

28 Jodi - when will we hear more about the museum? Pat Gordon

29 Why are you forcing bicycles into a beautiful serene setting? Hans Larsen rode the trail for the FIRST time two weeks ago. This shows staff's unawareness of the setting . Leave bikes out, in this setting bikes are cars without exhausts Rick Hirsch

30 Why the hell are you forcing bicycles into a serene, bucolic, natural pedestrian / wildlife zone. What the hell are you thinking? This is wrong. Provide a separate / relocated bicycle path --- Rick Hirsch

31 The bicycle link between Ohlone College and the BART station is well served by the Washington Blvd. connector --- this is poor planning trumping reality --- Rick Hirsch

32 This is a case of "newcomer" staff trying to force their notions of what is good for Fremont when they neither live here nor understand Fremont. This is San Jose thinking imposed on Fremont.--- Rick Hirsch

33 Bikes on Sabercat Trail are like cars without exhausts --- Rick Hirsch

34 Are there any plans to ensure homeless camps that are located under the Washington Boulevard bridge, along the Bart Tracks, and Roberts Avenue do not move west on the new trail and into Sabercat Park? The park has a significant amount of dry vegetation. It is a fire hazard. These homeless camps often include people using fire/stoves to cook food, stay warm, and as lighting. Sabercat Park and hillside is very difficult to access for firefighters. A potential fire could cause substantial damage to the whole area! Has anyone thought about that? The Senator mentioned climate change in his video and Mayor Mei has expressed concern about wild fires.

We are concerned about this as well. We have observed small homeless camps pop up at the end of Ocaso Camino, as well as down by the trail by Banda Terrance. They have been temporary, but with the direct access across 680 to Bart, we are worried there is a higher potential for these homeless camps to Sabercat Park.

35 I know this is not related to the Sabercat Bridge issue, but why is BART putting in another station in Irvington.?The pandemic will have a huge change to how and how many people commute moving forward. The Warm Springs Bart Station is 3 miles away and stright south on Osgood and Warm Springs from the proposed site of the new station.

- 36 Will lighting be add to the entire park?
There is none currently. Ryan Garcia
- 37 Will police or park rangers patrol the area? Ryan Garcia
- 38 Is there a plan to broaden the existing trail
if the trail will be for the bike & pedestrian
usage ? I was there last week & the trail is
narrow, some area is really not safe for the
bikers. Sandra Chen
- 39 I'm concerned that the criminals will use
this extension bridge way to hide out in the
forest/creek area and therefore it'll
become unsafe for the residence.
Homeless people can also use this bridge
way to come stay at the creek area,
therefore, another problem for the
residents. Sandra Chen
- 40 Can people climb over the edge of the
bridge & jump down to the 680 ? Sandra Chen
- 41 Are there any plans to mitigate the existing
Sabercat Trail area wildlife (e.g. coyotes,
bobcats, mountain lions) from traveling
across the raised pathway over I-680 into
the neighborhoods on the other side of the
freeway? SeanV
- 42 Have we considered the potential fire
concerns related to more people
congregating in the Sabercat Trail area?
Particularly if more people have access to
the Park area after dark via the footbridge
crossing I-680? SeanV
- Considering the large spike in fires in
California recently, and the existing fire
danger from the dry/dead grass in the hills
surrounding the Sabercat trail, it seems like
this area is potentially a larger fire risk in
general.
- 43 Where are the connections to the
Greenway Trail both North and South from
the Irvington Station? william yragui
- 44 Where are the connections (multiuse
paths) that extend the SaberCat trail
beyond Pine Street? If these paths don't
exist then where are they in the plans? william yragui
- 45 What are costs for the various bridge
options? william yragui

46 Overall, the bridge will provide tremendous benefits to expanding access to both sides of the freeway for residents. Have any traffic studies been completed showing an increase in bike/pedestrian use and a incidental decrease in Green House Gases?

william yragui

47 Great presentation. Thanks to the staff and the consultants. Well done.

william yragui