

FAQs from Public Meeting, October 22, 2020:

- 1. There are a variety of wildlife that use the habitat found within Sabercat Historical Park. The presence of additional people may adversely affect their habitat and they may be inclined to cross the pedestrian/ bicycle bridge over I-680. How is the project addressing this?**

The Project is being designed to avoid sensitive habitat areas to the extent possible. This includes wetland, riparian and native tree cover areas. These areas are most likely to attract wildlife for foraging and habitation. During construction, it is likely that wildlife may be disturbed by construction noise and presence of heavy equipment and self-relocate, but since the construction is anticipated to be relatively short in duration (less than a year in any one location), then it's likely that wildlife would re-establish fairly easily. The bridge is positioned some distance from the more common migration corridors, such as waterways and riparian valleys; it is a hard-surface structure that would be over 600 feet long making it a deterrent for wildlife to cross without knowing what to anticipate on the other side. Wildlife species that have few predators, such as coyote, deer, foxes, racoons and skunks have been known to be bold in traversing these types of human structures, albeit infrequently. This may be more likely during late night hours when few, if any, humans are using the facility.

- 2. How can bicycle traffic co-exist on the Sabercat Creek Trail without disturbing pedestrians and families from enjoying the natural setting?**

The City appreciates the concern and has already begun to take action in formulating a plan to meet nationally accepted standards that can accommodate both pedestrians and bicyclist on the existing trails within the park. In 2021, the City will commence a study of the existing trail, determine where widening is possible, where realignment and/or retaining walls may be necessary to achieve the standards.

In addition, the City understands that walking and bicycling are different activities that are not always compatible. Recreational bicycling and commuter bicycling occur at different times of the day and often occur on different routes. To curb speeds of bicycles around pedestrians, the City is reviewing bicycle calming measures on the existing trail, such as clearly installed bollards that narrow the path and speed bumps that force bicyclist to slow down. Finally, the City is also exploring other routes for commuter bicyclists in the area, such as maintaining a route on Washington Boulevard and/or Pine Street.

- 3. How can the City provide assurances that this additional linkage would not induce crime in the Sabercat Historical Park and to the neighborhoods that adjoin the park?**

The City considers the safety of its residents as its highest priority. The City has many tools and approaches to managing crime. Our police department is reviewing this concern and will make additional proposals to address these issues where this project would be built. One of the considerations is to enforce limited hours of park access. In addition, effective measures include how the park and adjacent landscaping are designed. Crime prevention through environmental design include implementing lights that only turn on through movement, plantings that re-enforce keeping persons on trails, such as native thorny bushes to deter people from deviating from the path. Further review and development of these concerns will be forthcoming.

**4. We understand the value of sharing park resources with the broader community, but how can the City provide assurances that this project would not attract homeless encampments in Sabercat Historical Park?**

Homelessness is a growing issue and one that Fremont has been proactively managing. Many of the same approaches listed in question #3 above are also applicable to limiting homeless encampment. The City is committed to enforcing measures to avoid and/or remove homeless from City parks. The City and the regional partner agencies are actively designating areas for homeless persons as well as the assistance needed to address the homeless condition. Any observation of homeless encampment should be brought to the City police department's attention.

**5. With the presence of more people in Sabercat Historical Park, and the increased risk of fires in foothill areas, how will the City address the need to avoid or contain fire potential within the park?**

Fires are becoming more and more prevalent in northern California and understandably this is a concern we all have a role in managing. The City Fire Department is prepared and equipped to respond to an emergency in this area quickly. They also collaborate with Alameda County and State of California Fire stations to leverage additional manpower and equipment. Fire threat is present with or without this trail extension project but with higher use, there are benefits, such as more visibility and more potential to identify an issue early enough to respond in time. This past year, more fires were started through natural causes than by human mishap. The City is committed to remove encampments or other such activities that may result in augmenting the risk of fires.

**6. What are the key considerations in including or not including the alternative designs that connect to both the Park and Sabercat Road on the east side of I-680.**

The City is embarking on a study on whether or not a route to Sabercat Road is feasible and practical. Considerations that will be evaluated are the potential environmental impacts on a sensitive mitigation area between Sabercat Historical Park and the east side of I-680, the feasibility of building over the very steep and deep ravine of Mammoth Creek, the likelihood of bicyclist using this route to facilitate access through other parts of Fremont, and the relative costs in comparison to the current route. This study will coordinate with the update of the Fremont Trail Master Plan to understand how this path may support existing bicycle path priorities.

**7. How does this Project actually reach Ohlone College since Sabercat Creek Trail only reaches Pine Street?**

The City is currently updating the Trail Master Plan and is reviewing how to extend the bike path connection from Pine Street to the Ohlone College. The likely plan is to provide a wide sidewalk, along Pine Street and along the Ohlone College driveway that would be suitable for shared use by people walking and bicycling, referred to as a "multi-use sidewalk".

**8. The public meeting presentation indicated that the Paleontological Museum site is less certain. What is the plan forward for siting and funding the future museum?**

The City is planning to conduct a site location alternatives assessment including considerations, such as availability of land, environmental and accessibility considerations. An option that will be explored is to have the museum in close proximity to where paleontological resources were discovered so that visitors can experience the locale and geographic context. Stay tuned for more information on this site assessment which is programmed to occur in early 2021.

**9. What is the process for identifying the preferred bridge design?**

There are a number of factors in the identification of the preferred bridge design, namely public input, aesthetic integration with the site, and balancing the engineering complexity of design and geographical constraints against construction and maintenance cost. In addition, since the bridge will cross Caltrans right of way, Caltrans will require design and construction permit approval and continued oversight. This process is lengthy and begins early in the planning process. Caltrans will have input on acceptable design criteria which may affect the bridge design. The City is already taking into consideration community input by incorporating paleontology references and the foothill setting into the design inspirations. City staff will be assembling all these inputs and will propose a preferred design for further public review.

**10. The I-680 Overcrossing will be very close to the Hayward Fault. How will the structure be designed to withstand a large earthquake on the fault?**

The Project team is aware of the proximity of the fault and will design the structure in compliance with current seismic safety standards. Our geotechnical consultant performed fault studies for the proposed Irvington BART station and is familiar with the seismic hazards of this location. The Project team includes engineers who have extensive experience designing bridges in close proximity to and crossing fault zones. Furthermore, an independent review of the engineering drawings and the calculations will be conducted, and Caltrans will perform oversight as part of their encroachment (over I-680) permit process.