

Sabercat Trail Extension Project
June 2, 2021 Community Meeting
Public Comments

The following provide responses to those comments received at or within the 2-week comment period following the Community meeting

Published date: 6/29/2021

***Disclosure:** All comments are recorded as they were typed by the commenter without modification or edits.*

Introduction

Public comments have been collected from the most recent public meeting held on June 2, 2021 as well as emails received two weeks following the public meeting (through June 16, 2021). Each of the comments have been transcribed and are located on the pages that follow, complete with individual responses. In the interest of maintaining the integrity of each comment, none of the comments were modified or edited in anyway. Majority of the responses refer to the FAQs found on the City's Project website.

Order of Comment Received (Copied from Q&A during Meeting or Email)	Question	Commenter's Name	Please see the noted Frequently Asked Question that responds to your comment
1, Q&A during Meeting	<p>Has the project team thought about the potential fire danger that would be increased with the bridge over 680? It seems that there has been numerous fires along Roberts Ave. in the last few months. A church caught fire on 3/28/21. The large number of homeless camps in that area seem to be the cause of these fires. A bridge might lead these camps to spread into the secluded areas along the trail. A fire in this area would be devastating to the surrounding neighborhoods.</p>	Ryan Garcia	Please see FAQ #5 and #4
2, Q&A during Meeting	<p>I live right next to the trail in the Mission area. This is a very safe neighborhood. My biggest concern is safety. With the building of bridge across I680 people who are not living in the neighborhood will walk /bike to the area from Bart easily. It will lead to increase of crime.</p>	May	Please see FAQ #3

3, Q&A during Meeting	Another big concern is homeless discovering of the trail and choose to live along trail and therefore destroying the Sabercat Trail /creek which is now very clean and safe.	May	Please see FAQ #4
4, Q&A during Meeting	May the project setting and scope include enhanced and protected pedestrian/cyclists access to navigate the large Washington/Osgood Intersection? This intersection has had fatalities and is very difficult to cross. Yours.	Liz Ames	The City has a separate project to improve the Washington/Osgood intersection for pedestrian and cyclists which is planned to start construction by Fall 2021.
5, Q&A during Meeting	I like to know how many people have expressed interest in building the bridge across I680 so they could bike to BART to commute? With down in BART ridership due to covid19, how is this project that will spend million of dollars of the public.	May	This trail planning is part of the City's General Plan (adopted in 2011), Pedestrian Master Plan (adopted in 2016), Bicycle Master Plan (adopted in 2018) and Trails Strategy Plan (proposed for completion in 2021). The goal of the project is to support recreation and transportation interests by the community of which the proposed BART station is among many destinations.

<p>6, Q&A during Meeting</p>	<p>If the purpose of the bridge is to provide bicycles a way to get to Ohlone college, has the amount of bicycles going up to Ohlone college been studied? From Ohlone college there are well defined bike lanes down Mission Blvd and Gimmer Blvd all the way to the Warm Springs Bart station. If you were to ride down Washington Blvd towards Irvington, the only area without a defined bike lane is the 200 yards or so is the bridge over Washington Blvd.</p>	<p>Ryan Garcia</p>	<p>Please see FAQ #2.</p> <p>The goal of the project is to support various recreation and transportation interests by the community of which Ohlone College is among many destinations.</p>
<p>7, Q&A during Meeting</p>	<p>May there be a subsequent project to enhance the Sabercat and Mammoth creeks riparian corridors? May Caltrans contribute to this riparian mitigation to offset the GHG produced from the new Interstate 680 HOV /Express lane expansion project? Yours.</p>	<p>Liz Ames</p>	<p>Your interest in further enhancements to the nearby creeks is noted, although creek enhancements are beyond the scope of this project. However, tree removal mitigation is likely to occur within the park grounds and where they are best suited to enhance habitat value.</p>

<p>8, Q&A during Meeting</p>	<p>I am concerned about the recent fires within some of the unhoused communities that are currently residing near the future BART station location. There was a fire just a few weeks ago that resulted in smoke reaching the neighborhoods directly adjacent to the Sabercat Trail.</p> <p>Fires are a very serious concern – especially this year and moving forward – and the likelihood of bringing significantly more people into these very dry hills surrounding the Sabercat Trail is a concern since that may result in an increase in fires.</p> <p>How are we planning to focus on increased fire safety precautions or ensuring that people do not remain in the Sabercat Creek Trail area after hours?</p>	<p>Sean Vora</p>	<p>Please see FAQ #5 and #4</p>
<p>9, Q&A during Meeting</p>	<p>As addressed in the last meeting, there is no plan to include lights on the trail. If connecting Ohlone college to Bart is the goal, anyone bike commuters would be unable to use the trail past 5:00 PM for much of the year (winter). Does Ohlone have classes past 5:00 PM?</p>	<p>Ryan Garcia</p>	<p>Please see FAQ #2 and #3 – lighting is one potential measure to inhibit crime, but implementation of this concept is not decided yet. This overarching purpose is to provide recreational and mobility value for a variety of users and destinations. The City is developing multiple options for bicycle commuting to and from Ohlone College.</p>

<p>10, Q&A during Meeting</p>	<p>If there are not plans for adding lights to the Sabercat Creek Trail, wouldn't that increase safety concerns for cyclists using the trail after dusk in the winter, when it becomes dark significantly earlier (and much closer to when work or school finishes)?</p> <p>It seems like the trail would need to close around 5PM or so (whenever Dusk is) in the darker winter weeks, which may result in much less traffic compared to other routes. With that in mind, it seems like the trail would be unused compared to alternative routes.</p>	<p>Sean Vora</p>	<p>Please see FAQ #3 – lighting is one potential measure to inhibit crime, but it is not decided yet.</p> <p>This overarching purpose is to provide recreational and mobility value for a variety of users and destinations. The City is developing multiple options for bicycle travel in the area.</p>
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<p>11, Q&A during Meeting</p>	<p>Given how narrow the Sabercat Creek Trail pathways are, does that present an increase in safety concerns for both pedestrians and cyclists sharing the pathway?</p> <p>Over this past year, many more families and people have began visiting the Sabercat Creek Trail, and there are often young children walking on the pathways, so adding bicycles into the equation seems like everyone’s risk or danger of becoming injured would increase substantially.</p> <p>If the trail went along the Mammoth trail, there are far fewer pedestrians there, so it may be a lower risk of injury for all people visiting the park.</p>	<p>Sean Vora</p>	<p>Please see FAQ #2</p>
<p>12, Q&A during Meeting</p>	<p>Will the Sabercat Park hours remain the same (closed after sunset)? What will prevent cyclists and pedestrians coming over the bridge from traveling through the park when it is closed?</p>	<p>Lindsay V</p>	<p>The City will post hours signs clearly and at each entry point and continue to operate the parks as it currently does. Additional measures would be reviewed outside of the limits of this study, as part of a city-wide policy decision.</p>

13, Q&A during Meeting	There are many cyclists taking the Paseo Padre Blvd everyday! We don't mind the 13% grade. The distance is also not an issue.	May	Your comment is noted.
14, Q&A during Meeting	<p>Since Washington Blvd. already provides a protected bike lane through most of the street between the future BART station and Mission Blvd. (aside from maybe a 100-meter to 200-meter stretch), wouldn't it be significantly more cost effective to simply extend the bike lane that already exists on Washington Blvd.?</p> <p>It seems like trying to connect a potential future Sabercat Creek Museum to the Sabercat Creek Trail is the primary reason for creating a trail here, but if the Museum location is not directly adjacent to the Trail, then it may not matter where the trail is – especially for cyclists.</p>	Sean Vora	Please see FAQ #2.
15, Q&A during Meeting	Would motion-triggered lighting along the trail cause issues for the local wildlife at night? It seems like there was a concerted effort to avoid lights for this specific reason, so even if it is there as a deterrent, then it could still negatively impact the wildlife.	Sean Vora	Please see FAQ #1

<p>16, Q&A during Meeting</p>	<p>How are wildlife safety concerns being addressed? Increasing the number of pedestrians and cyclists seems like a risk for both people and local wildlife.</p> <p>This area has packs of coyotes, bobcats, large groups of turkeys, squirrels, deer, and more. At night, coyotes and bobcats are much more common, and it seems like inviting more people there is likely to result in more people or animals becoming injured.</p>	<p>Sean Vora</p>	<p>Please see FAQ #1</p>
<p>17, Q&A during Meeting</p>	<p>How can you reassure that crime will not increase at the Blacow entrance? What measures will be taken?</p>	<p>Christy</p>	<p>Please see FAQ #3</p>
<p>18, Q&A during Meeting</p>	<p>These seems to be an extensive project. How much would this all cost? Where would the money be coming from?</p>	<p>Ryan Garcia</p>	<p>The approximate estimate is \$40 million, but that is all inclusive cost for all portions of the trail, which may be funded in phases. The City plans to pursue construction funding for the project from Federal, State, and Regional sources.</p>

<p>19, Q&A during Meeting</p>	<p>Can one of the people from the Fire department speak to the location and source/cause of the fires in Fremont in recent weeks/months? Between the unhoused encampment fire a few weeks ago to the church in Irvington that burned down recently, it seems like this trail would be connecting those areas to this natural wildlife area, which is enveloped by very dry hills on both sides of the trail, which is a concern.</p>	<p>Sean Vora</p>	<p>Please see FAQ #5</p>
<p>20, Q&A during Meeting</p>	<p>What are the likely sources of funding for this project?</p>	<p>Erin Vaca</p>	<p>The City will be seeking state, federal, and regional funds for this project.</p>

<p>21, Q&A during Meeting</p>	<p>As mentioned in this presentation the trail should only be used during park hours. What will prevent the use of the over crossing from Osgood to Blacow all hours of the night? We currently have the fence at the end of Blacow being cut to gain access by people that do to live in our neighborhood to deliver what we think is drugs to people living in along the tracks. Thank You.</p>	<p>Christy</p>	<p>The City will post hours signs clearly and at each entry point and continue to operate the parks as it currently does. Additional measures would be reviewed outside of the limits of this study, as part of a city-wide policy decision. Fence cutting may be avoided with the presence of a more convenient access across the rail tracks and increased visibility may lead to reduced presence of criminal activities.</p>
<p>22, Q&A during Meeting</p>	<p>Follow up correction. Fence at Blacow is NOT being cut by people that live in our neighborhood.</p>	<p>Christy</p>	<p>See answer above (#22)</p>
<p>23, Q&A during Meeting</p>	<p>Let's set up a true public hearing</p>	<p>Mark Hirsch</p>	<p>A public hearing will be made available during the issuance of the CEQA document and occur in front of the City Council.</p>

<p>24, Q&A during Meeting</p>	<p>Will the area on the west side of Blacow have direct access onto the tracks and to BART? Will this be a trailhead with parking for cars?</p>	<p>Michael LaPlante</p>	<p>There will be no direct access to the rail corridor and there are no plans to create special parking lots at any access point for this proposed trail extension.</p>
<p>25, Q&A during Meeting</p>	<p>Would it be possible to install security cameras closer to the residential access points from the park? Specifically at the end of Banda Terrace and Ocaso Camino? Last week there was a potential package thief with a skateboard using the Banda Terrace access point. This person came back into our neighborhood multiple times after leaving and was caught on neighbors' security cameras coming to front doors.</p>	<p>Anonymous Attendee</p>	<p>Please see FAQ #3. These decisions will occur during final design.</p>
<p>26, Q&A during Meeting</p>	<p>Is BART still going to build a new station in Irvington? It seems very close to the current Warm Springs Station.</p>	<p>Ryan Garcia</p>	<p>A BART station is planned and approved to be built at the corner of Washington Boulevard and Osgood Road.</p>

27, Q&A during Meeting	Seems like a disconnect between the purpose of establishing a wildlife, nature park, with historical Fremont/CA and paleontological significance, with increased speedway for bikes and general traffic.	AVORA	Your comment is noted.
28, Q&A during Meeting	The Hirsch family has major concerns about the project and its impact on the neighbors. We will send a follow up memo on this. The comments are very superficial as to the main concerns.	Mark Hirsch	Your comment is noted.
29, Q&A during Meeting	will the city eventually connect a pedestrian trail to Sabercat Rd – it is shown on the pedestrian master plan. Some access to Sabercat Rd should still be considered	cbuck	Please see FAQ #2. The 2018 Bicycle Master Plan (BMP) nor the Pedestrian Master Plan includes a proposed route on Sabercat Road.
30	Will the over crossing at Osgood to Blacow open up the possibility for a second Navigation center to be located at the Osgood location? Navigation center was originally set to be at 2 locations and only one has been built at the city hall location. Osgood was disqualified due to the lack of access to stores by the occupants. This over crossing will give them the access to stores and transit. Thank You	Christy	<i>The City has no plans to build a second Housing Navigation Center.</i>
31	What is the projected cost?	Mark Hirsch	The preliminary estimate for the entire project is approximately \$40 million.

32	Is there a cost estimate for the “tridge” option?	Andreas Kadavanich	See FAQ #. A cost estimate was not prepared since the option was not considered feasible.
33, Q&A during Meeting	Has improving the Washington and Auto Mall/Durham 680 overpasses to accommodate bicycles and pedestrians been looked into in addition to this pedestrian bridge into the park? Has the cost of these improvements been compared to the cost of this project?	Anonymous Attendee	Please see FAQ #2.
34, Q&A during Meeting	Funding source? Special bond for Fremont? Tax increase? \$40million/ 77,000 Fremont families = about \$500 per Fremont family.	Jack	A special residential tax is not being considered as a source of Project funding.

<p>35, Q&A during Meeting</p>	<p>Can you address why the significantly lower cost associated with extending the small stretch of Washington Blvd. that does not have a bike path is not being considered as an alternative, especially if this project will cost an estimated \$35-\$40 million?</p> <p>I think separating “increased bicycle access to/from BART or Ohlone College” from “inviting more people to enjoy the natural parks” is worth considering, since it may be much cheaper to extend the Washington Blvd. bike path for continuous bike connectivity, then explore other options to bring more people to the Sabercat Creek park area.</p>	<p>Sean Vora</p>	<p>Please see FAQ #2.</p>
<p>36, Q&A during Meeting</p>	<p>From a funding standpoint, are there alternative considerations for bringing people to the Sabercat Creek Trail park area that don’t involve building one or two fairly expensive pedestrian/bicycle footbridges? It seems like a lot for one specific park area – especially since there aren’t too many adjustments planned due to environmental concerns (and rightly so).</p>	<p>Sean Vora</p>	<p>Your suggestion is referred to as the No Project Alternative. An alternative which does not require building anything new. This Alternative would be inconsistent with the City’s adopted plans for trails, bikeways, and walkways.</p>

<p>37, Q&A during Meeting</p>	<p>Is there a way to use the funding for this project to assist with the unhoused populations, improving bike paths to/from BART and Ohlone College, and increasing access to the Sabercat Creek Trail?</p> <p>It seems like \$35-\$40 million could go a long way in supporting all of those efforts, instead of building these footbridges and inviting bicycles into this delicate wildlife environment.</p>	<p>Sean Vora</p>	<p>The City would be seeking transportation and recreational funding sources which are not transferrable to other social benefits. Your comments are noted.</p>
<p>38, Q&A during Meeting</p>	<p>Thank You Hans Larsen for your thorough explanation of the Navigation center question.</p>	<p>Christy</p>	<p>You're welcome.</p>
<p>39, Q&A during Meeting</p>	<p>Have park hours during the winter been factored in? If folks are commuting via Bart and it's dark at 5pm, will they be able to cross through the park?</p>	<p>Lindsay V</p>	<p>The City will post hours signs clearly and at each entry point and continue to operate the parks as it currently does. Additional measures would be reviewed outside of the limits of this study, as part of a city-wide policy decision.</p> <p>In addition, please see FAQ #2.</p>

<p>40, Email receipt from June 3, 2021</p>	<p>“Seems like a disconnect between the purpose of establishing a wildlife, nature park, with historical Fremont/CA and paleontological significance, with increased speedway for bikes and general traffic.”</p> <p>I have lived here for 40 years, and concerned about the negative impact to a special location. Currently the trail walks back through history to the first winery and ending with the dinosaur fossils, while this proposal seems misguided.</p>	<p>Anil Vora</p>	<p>Please see response to Comment # 27 above.</p>
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<p>41, Email receipt from June 3, 2021</p>	<p>I attended the Sabercat Extension Meeting #3. I very much enjoy walking in Sabercat HP.</p> <p>I am very concerned that the extension project will bring too much bike traffic to the existing Sabercat trail. As it is, it's a bit disconcerting when bikes approach from the rear (which has happened to me lots of times) on the existing asphalt trail.</p> <p>I think that bikes should be welcome at Sabercat BUT should have a separate trail especially since the Extension will invite commuters for both Bart and Ohlone College. The amount of this bike-traffic could easily be 10 times what it is now and it will be very difficult to slow commuters down.</p> <p>In the meeting, I saw 2 ways to divert the bike traffic, e.g., to Sabercat Road which is out-of-the-way and has a steep grade. Even so, these routes should remain in consideration since it was said during the meeting that both are feasible to construct.</p> <p>But please consider these other alternative routes for bikes:</p> <p>2. Connecting the east bridge-</p>	<p>Robert Thomas, Fremont</p>	<p>Please review FAQ#2. And FAQ #6</p> <p>Your proposal to review Ocaso Camino is noted as a potential bike path alternative to the Sabercat Creek Trail Extension.</p>
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	<p>landing directly to the end of Ocaso Camino (street). This route is relatively short. It may be challenging to build (I don't know the topology there) and it may face opposition from people living along Ocaso Camino.</p> <p>2. PREFERRED: Connecting the east bridge-landing directly (thru Sabercat HP open-space south of Ocaso Camino) to (the Google Map street labeled) 4-52 then to Pine Street. This could provide a nice safe high-speed path for bike commuters which would be faster than an improved but "slowed-down-bike" Sabercat Trail.</p> <p>The cost of these alternatives should be a small part of the overall \$35M project and would substantially increase the safety, enjoyment, and utility for all users of Sabercat HP.</p> <p>Bottom Line: I support keeping the existing Sabercat Trail substantially as it is with both wider parts for casual walking and narrow parts for a</p>		
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	<p>more rustic and beautiful experience. Signs should indicate that bike riding is not safe on these narrow parts of the trail but people could walk their bikes on this trail to access the Extension project.</p>		
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41, Email from June 3, 2021	Well Said Bob (referring to an email that is recorded in Comment #40 above)	Michele Young	See response to Comment #40 above.
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<p>42, Email receipt from June 3, 2021.</p>	<p>As I walk weekly along the beautiful Sabercat Trail I cannot comprehend morning commute bike riders zipping along on the same trail. Widening it would be expensive and in conflict with nature and the rustic walking trail now counted on by so many.</p> <p>I, like others applaud all the connective bicycle routes that have been added around Fremont, have bought an E bike, and enjoy running errands about town. Please move forward with the bridge and bicycle connection route only do NOT put them together on the same trail.</p>	<p>Eric Miller</p>	<p>Your preference for not merging bicycle and pedestrian on the same path is noted.</p>
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<p>43, Email receipt from June 3, 2021</p>	<p>Would you be able to send me the recording, slides and summary of the Zoom meeting that was held on June 2, 2021? I would like to find out more of what this is about. Thank you</p>	<p>Julie Barma</p>	<p>Thank you for your interest in the Sabercat Trail Extension Project.</p> <p>We have posted the requested information on the Sabercat Project website at the following link: https://www.fremont.gov/3633/Sabercat-Trail-Extension-Project</p>
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