

## **MEMORANDUM**

**Date:** November 21, 2017

**To:**

Jim Pierson, City of Fremont  
Kristie Wheeler, City of Fremont  
Susan Poliwka, BART

**FROM:**

Lynette Dias and Carla Violet, Urban Planning  
Partners

**RE: Irvington BART Station Open House Meeting #1 Summary**

This memorandum summarizes the Community Open House for the Irvington BART Station Project, which took place on September 20, 2017 from 7pm to 9pm at the Wally Pond Irvington Community Center in Fremont. The purpose of the outreach was to provide an overview of the project history and insight into existing conditions around the Irvington Station, inform the public of the current status of the Irvington Station planning process, and to obtain feedback from local residents and business owners. Representatives from Urban Planning Partners, Urban Field Studio, BART, Arup, Fehr & Peers, Alameda County Transportation Commission, and the City of Fremont were all present. Approximately 90 people (not including staff or consultant team) attended the Open House. The majority of attendees lived in Fremont on the east side of the station site and did not report using BART.

The Open House included 4 stations for attendees to visit and learn more about the project and provide comments. The stations included:

- 1) Welcome,
- 2) Station Site Plan,
- 3) Station Area Plan,
- 4) Mobility and Access

Each station included a number of boards. These stations and boards ranged in purpose from displaying existing conditions, to serving as interactive prompts to gather feedback. Pens and post-it notes were available for additional comments. In addition to comments and questions from attendees, a number of observations were also noted by staff and the consultant team and are mentioned in this summary.

Photographs of boards with feedback are included throughout the memo and pdfs of the informational boards are provided in Attachment A.

Below is a summary of the common themes from the various boards, followed by any specific comments.

## **General Concerns/Areas for Improvement**

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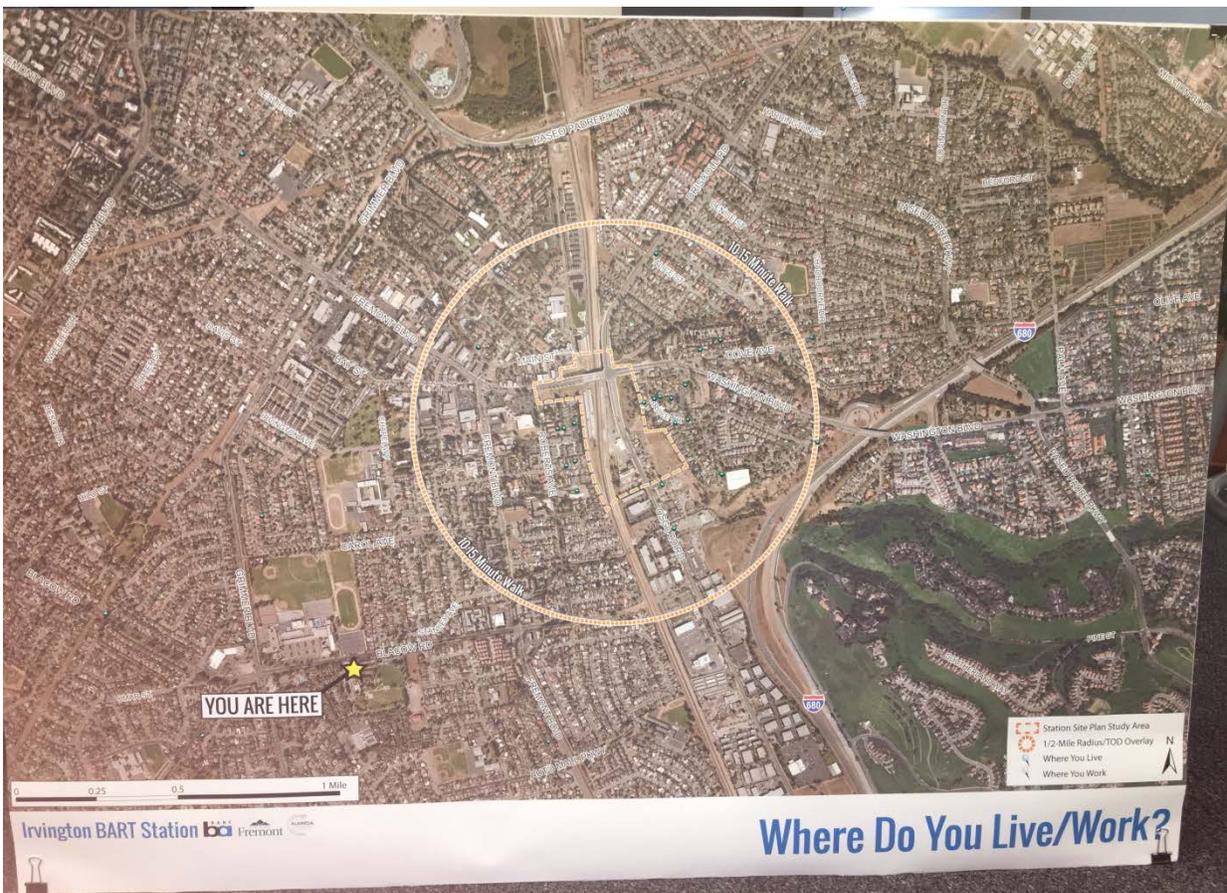
The following comments and questions were brought up a number of times across most of the boards and workstations:

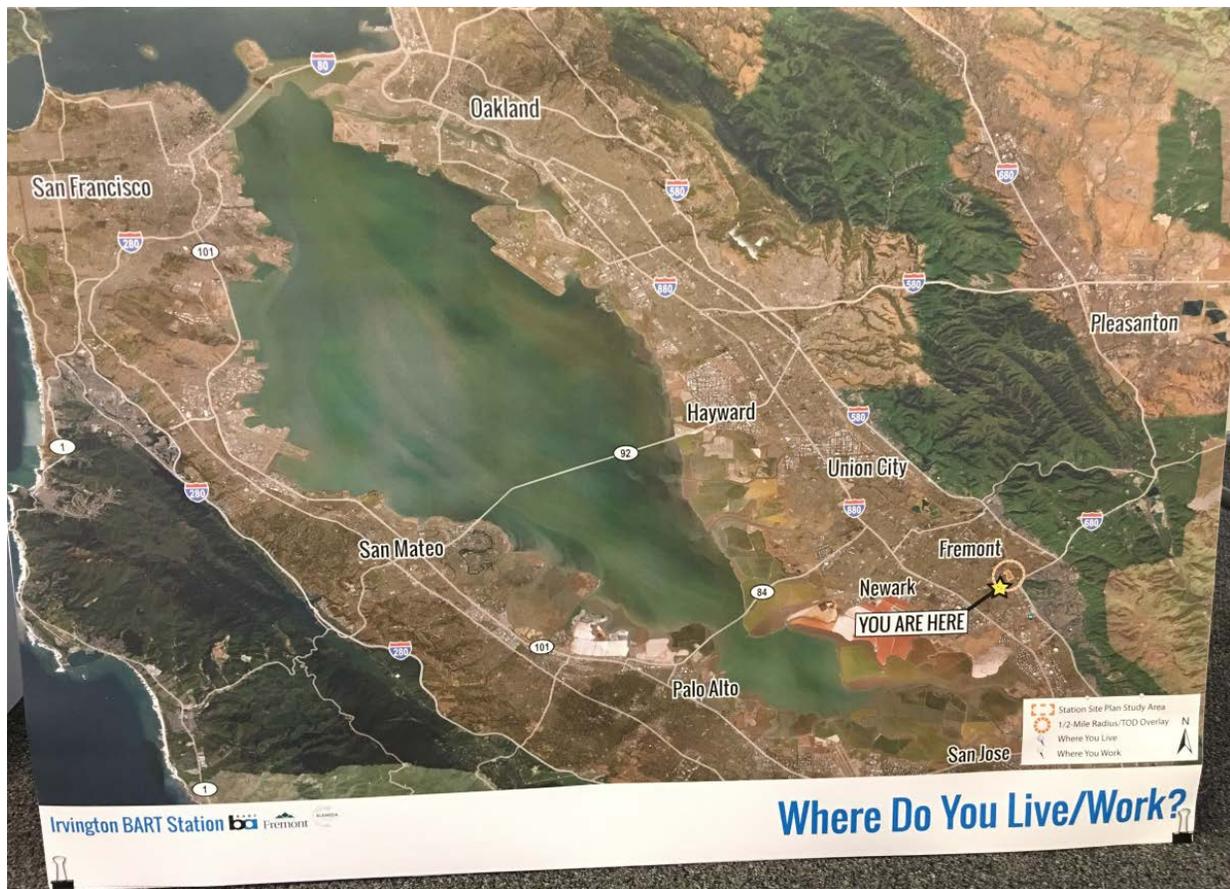
- **Comment:** *Concerns about the existing traffic congestion and the potential for even more traffic, especially along Washington Boulevard, associated with a BART Station and other surrounding projects.*
- **Comment:** *Concerns about the amount of parking that would be available at the Irvington Station, and the potential for overflow parking to spill over into existing neighborhoods.*
- **Comment:** *Concerns about the location of the Irvington Station being near the Hayward Fault.*
- **Comment:** *Not feeling safe while walking or biking in the area due to the amount of traffic.*
- **Comment:** *Concerns over safety around the site once the BART Station is built, particularly due to recent crime-related incidents in the BART system.*
- **Comment:** *Concerns over an increase in homelessness and transients in the Station Site Study Area.*
- **Comment:** *Concerns over potential excessive noise levels with the inclusion of a new BART Station (i.e., station announcements).*
- **Comment:** *Concerns over the increase in multi-family developments occurring near the new BART Station as the potential to increase traffic and crime.*
- **Comment:** *BART should invest in their current system rather than adding another station.*
- **Comment:** *An Irvington Station would be good for local businesses in the area.*
- **Comment:** *An Irvington Station would help spur positive growth in Downtown Irvington.*
- **Comment:** *An Irvington Station would directly benefit BART riders in the area.*
- **Question:** *Why does Fremont need another BART Station with Fremont and Warm Springs Stations so close in proximity?*
- **Observation:** *A majority of attendees expressed that they do not ride BART regularly or at all, and would not use the new Irvington Station.*
- **Observation:** *A number of attendees said they ride BART regularly and a new Irvington Station would be positive for the overall community.*

**Welcome Station** (2 informational boards: Welcome and Irvington BART Station Timeline  
2 feedback boards: Where Do You Live/Work?)

The following comments, questions, and observations were received at the Welcome Station:

- **Comment:** One comment regarding the challenge of promoting transit-oriented development near a potential BART Station would be hard to achieve with a large portion of the Irvington area east of Osgood Road, being predominately zoned and currently used for single-family residential.
- **Comment:** Concerns about the barrier to access that the existing BART tracks and Union Pacific Rail Road create, and that automobile, bike, or pedestrian overcrossings are needed.
- **Comment:** Increase pedestrian mobility by including multiple entry points into the Station.
- **Observation:** The majority of attendees who placed “Where Do You Live?” pins on this board live on the eastern side of the existing BART rail line and live in single-family homes. The majority of these people expressed opposition to an Irvington Station.
- **Observation:** A number of attendees who placed their “Where Do You Live?” pins on this board live on the western side of the existing BART rail line, and lived in both single-family and multi-family homes. The majority of these attendees verbally expressed favorability towards an Irvington Station.





**Site Plan Station** (4 informational boards: Station Site Study Area, Property Ownership, Existing Conditions, and BART Station Access Policy  
1 feedback board: Station Site Plan Goals)

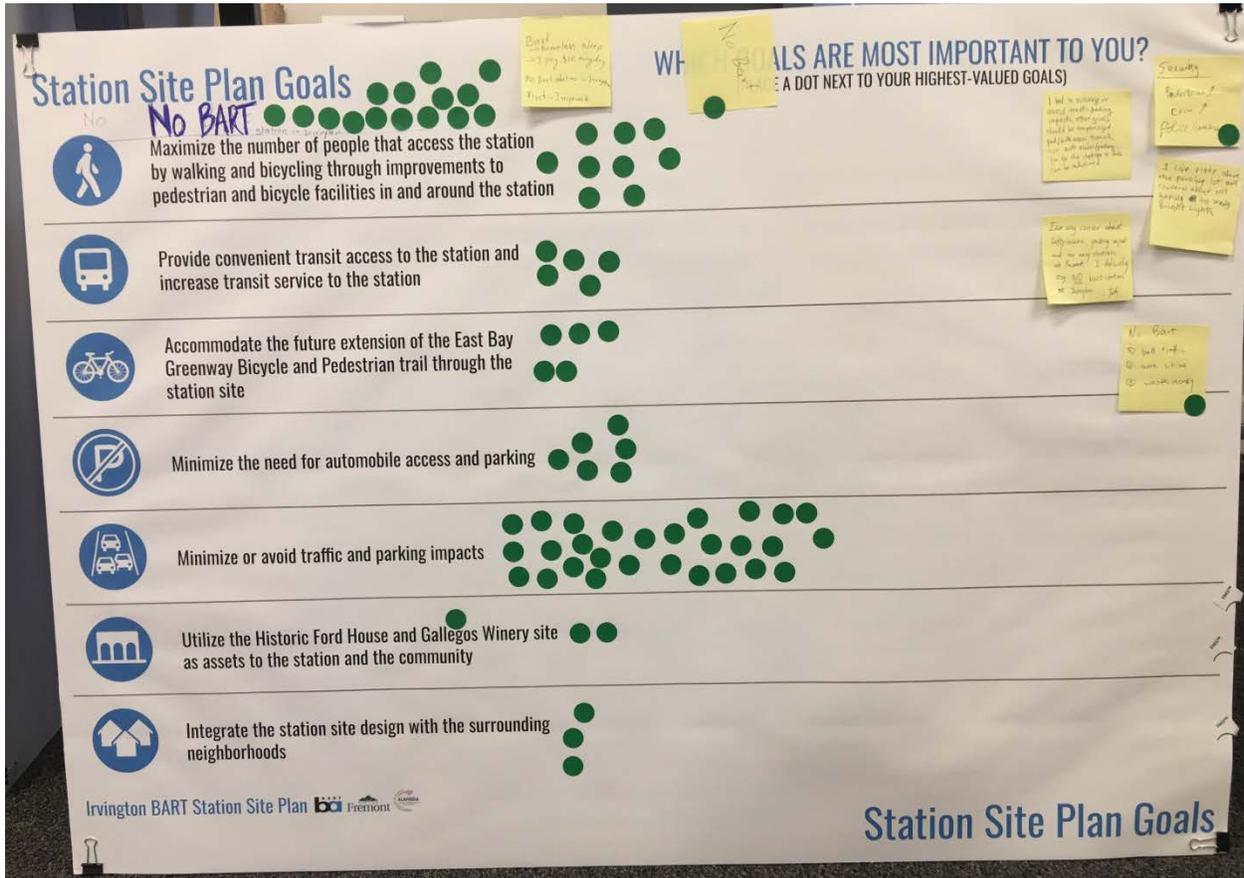
The following comments and questions were received at the Station Site Plan Station:

- The “Station Site Plan Goals” board involved community members placing dots in response to a number of prompts for what they would like to prioritize at the Irvington Station. Individuals were given unlimited dots. Below are the number of dots left in respect to each of the prompts:
  - *Maximize the number of people who access the station by walking and bicycling: 9*
  - *Provide convenient transit access and service to the station: 5*
  - *Accommodate future extension of East Bay Greenway: 5*
  - *Minimize automobile parking: 6*
  - *Minimize or avoid traffic and parking impacts: 28*
  - *Utilize historic sites as assets to the station and community: 3*
  - *Integrate station site design with surrounding neighborhoods: 3*
  - *Community members also wrote on the board “No BART” and placed 15 dots near it.*

Below are the comments left via sticky note on the “Station Site Plan Goals” board:

- **Comment:** *There were 5 notes left of the board that stated they did not want BART.*
- **Comment:** *I live right above the parking lot, and am concerned about the bright lights.*

- **Comment:** Minimize traffic/parking impacts. Pedestrian and bicycle access should be prioritized.

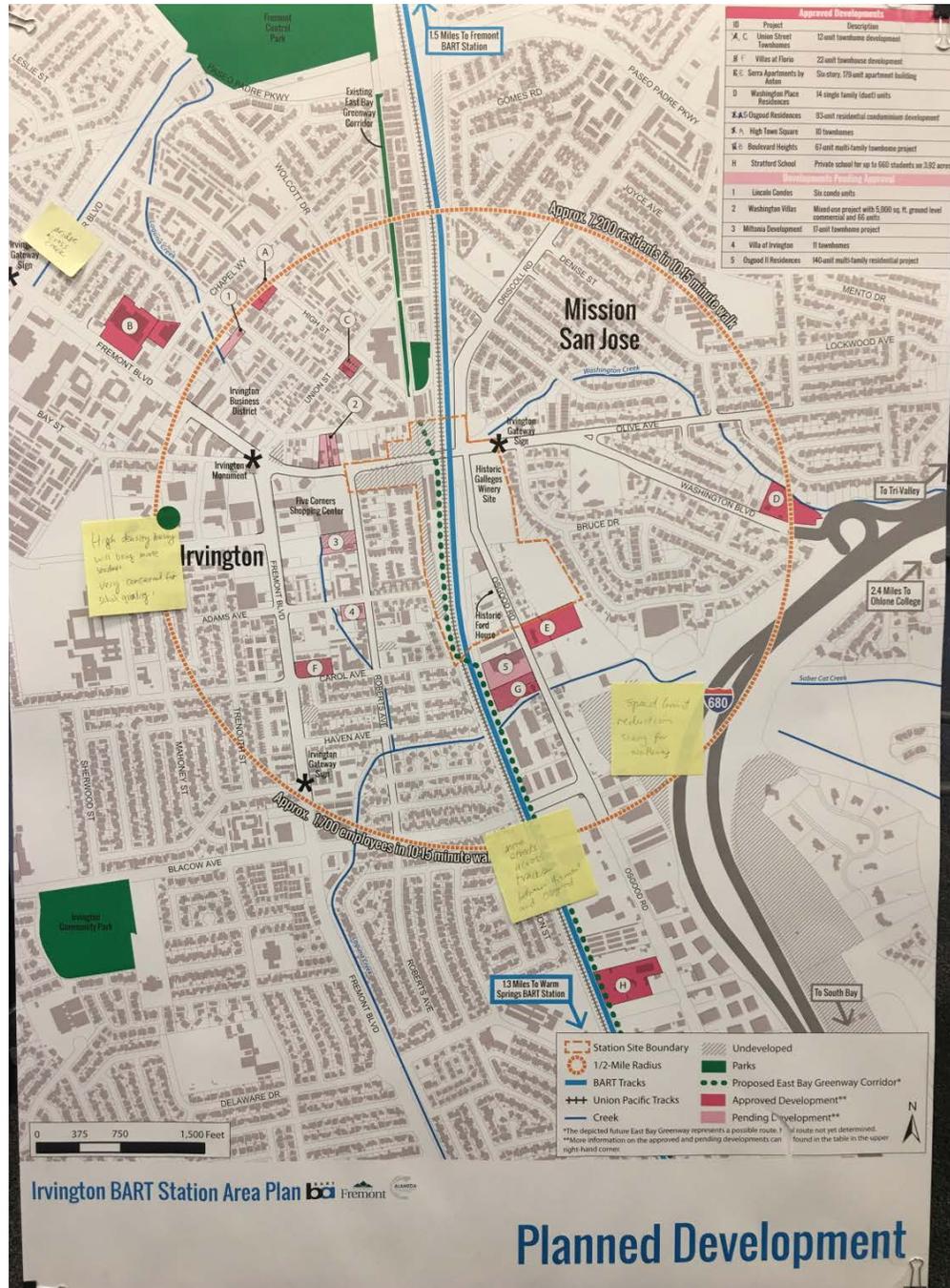


**Area Plan Station** (3 informational boards: Station Area Plan Subareas, Land Uses, and Planned Development  
1 feedback board: Station Area Plan Goals)

The following comments and questions were received at the Station Area Plan Station:

- **Comment:** Improve connectivity to the station by making the Irvington Station pedestrian, bike, and handicap accessible.
- **Comment:** Extend Blacow Road across the rail tracks to connect to Osgood Road.
- **Comment:** Include a bike share program, as that mode of transportation will be more prominent in the future.
- A few notes were left on the Station Area Plan Subareas board including:
  - **Comment:** Have a shuttle from the Irvington Station to downtown Irvington and existing and future surrounding housing.
  - **Comment:** Housing around the Irvington Station should be affordable.
  - **Comment:** Two notes included opposition to an Irvington Station. One of the notes listed the writer’s traffic, safety, and financial concerns and the other read, “No BART. 10-20 seconds between it and Warm Springs.”

- There were a number of notes left on the Planned Development<sup>1</sup> board including:
  - **Comment:** Improve access into Irvington by creating a bridge across the creek separating Grimmer Boulevard and Leslie Street.
  - **Comment:** Reduce speed limits in the area near the station, as the area feels unsafe for walking.
  - **Comment:** More streets/access between Fremont Boulevard and Osgood Road.
  - **Comment:** High density housing will bring more students and concerns for school quality.

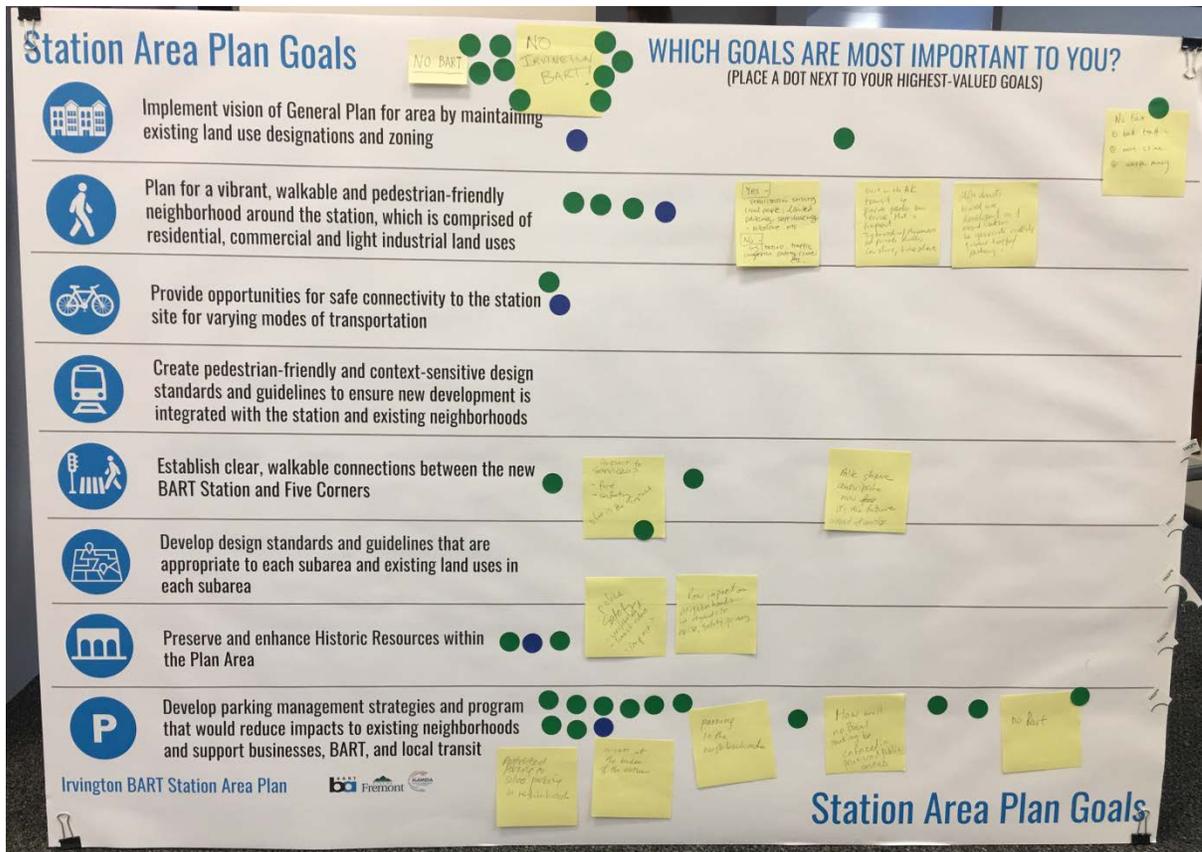


<sup>1</sup> This board has been updated since the community open house. Please see Attachment A for the latest version.

- The Station Area Plan Goals board participants placed dots and sticky notes near goals they felt were important for a new Irvington BART Station. Individuals were given unlimited dots. Below are the number of dots left for each of the goals:
  - *Implement the General Plan: 2*
  - *Vibrant, walkable neighborhood: 4*
  - *Safe connectivity for varying modes of transportation: 2*
  - *Integration with Station and existing neighborhood: 0*
  - *Establish clear, walkable connections: 3*
  - *Develop standards based on subareas: 0*
  - *Preserve Historic Resources: 3*
  - *Develop parking management strategies: 13*

Below are the comments and questions left via sticky note on the “Station Area Plan Goals” board:

- **Comment:** *Implement bike share.*
- **Comment:** *Small station serving local people; limited parking; safe walking.*
- **Comment:** *BART should work with AC Transit for feeder bus service, private shuttles, car share, and bike share.*
- **Comment:** *High density housing near station to generate increase station ridership and reduce traffic.*
- **Comment:** *BART should attempt to have a low impact on neighborhoods in regards to noise.*
- **Comment:** *Restrict parking in nearby residential neighborhoods.*
- **Comment:** *There were also three notes left with “No BART” with 9 dots next to them.*
- **Question:** *What will the impacts to services such as fire and police be?*
- **Question:** *How will BART be restricted in parks and public areas?*

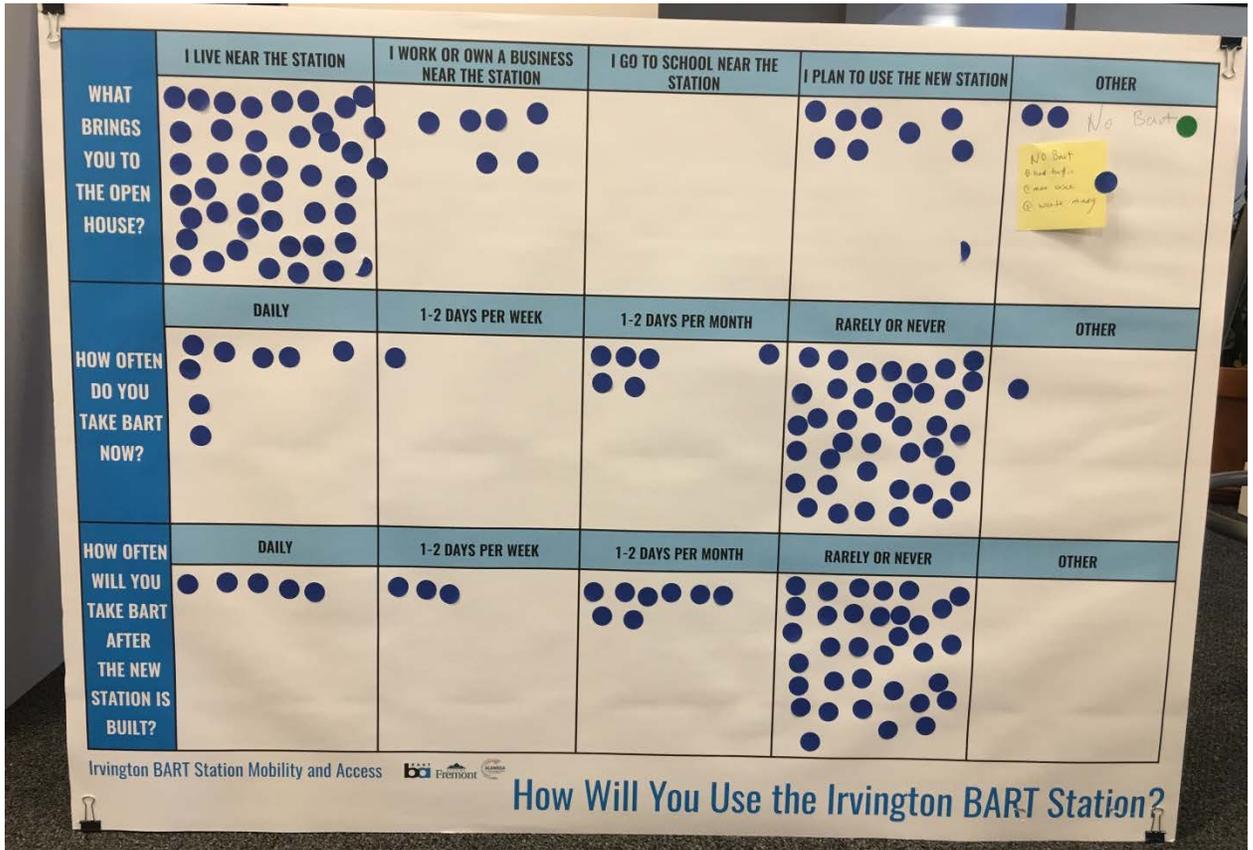


**Mobility and Access** (2 informational boards: Station Area Plan Circulation and Access and Station Site Plan Circulation and Access  
 1 feedback board: How Will You Use the Irvington Station?)

The following comments and questions were brought up at the Mobility and Access workstation and boards:

- The How Will You Use the Irvington BART Station board participants placed dots in response to a couple of questions. Individuals were given unlimited dots. Below are the number of dots left for each of these questions:
  - What Brings You to the Open House?
    - *I Live Near the Station:* 44
    - *I Work or Own a Business Near the Station:* 6
    - *I Go to School Near the Station:* 0
    - *I Plan to Use the New Station:* 9
    - *Other:* 4
  - How Often Do You Take BART Now?
    - *Daily:* 8
    - *1-2 Days per Week:* 1
    - *1-2 Days per Month:* 6
    - *Rarely or Never:* 39

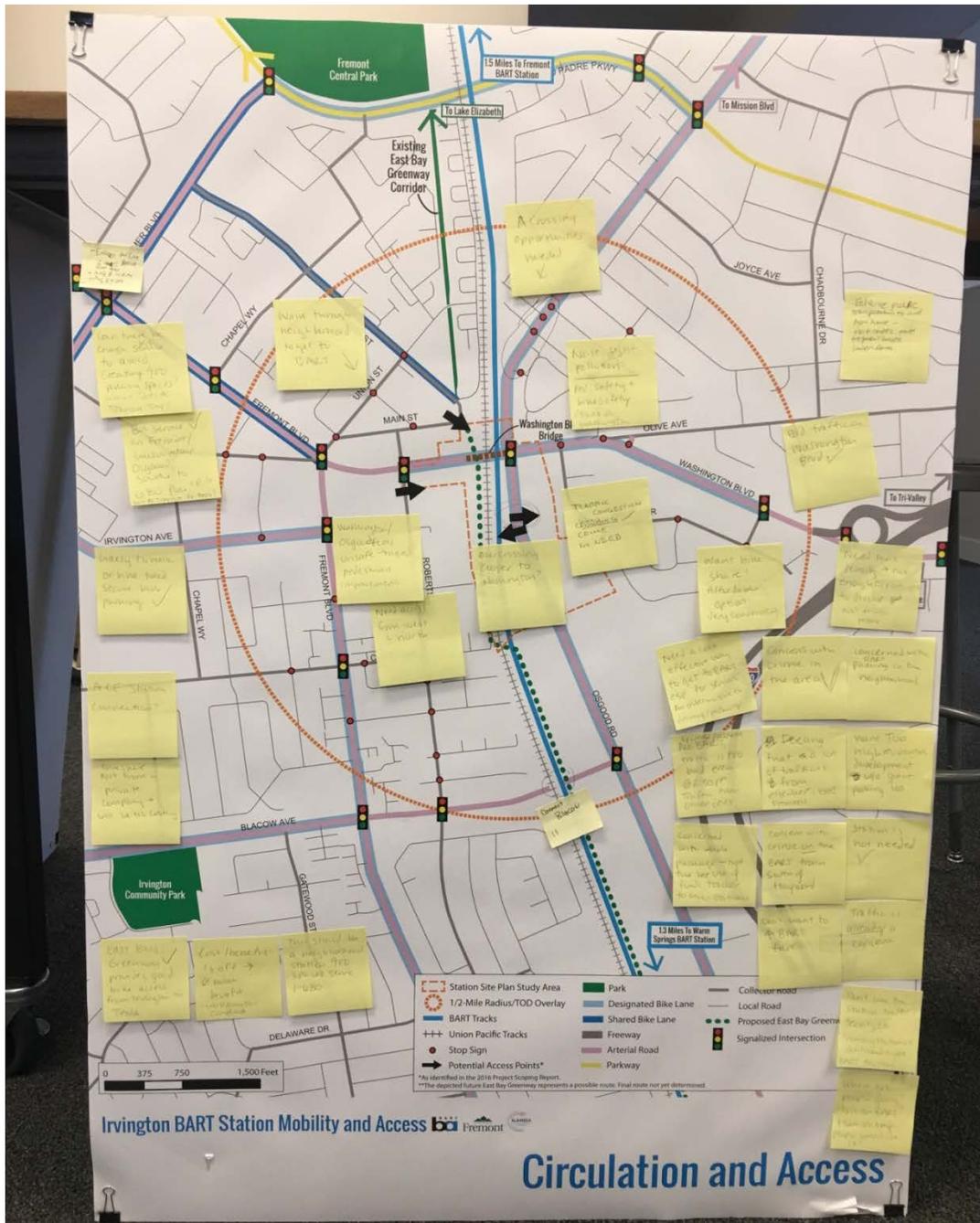
- Other: 1
- How Often Will You Take BART After the New Station is Built?
  - Daily: 5
  - 1-2 Days per Week: 3
  - 1-2 Days per Month: 8
  - Rarely or Never: 35



- The following comments and questions were left on sticky notes on the two Circulation and Access boards:
  - **Comment:** Enforce parking 2 years before BART opens.
  - **Comment:** More bike lanes and connect with East Bay Greenway.
  - **Comment:** Improve bus service on Fremont Boulevard/Washington Boulevard.
  - **Comment:** Need secure bike parking.
  - **Comment:** Car share should not be from private companies as it will be too costly.
  - **Comment:** East Bay Greenway should provide bike access from Irvington to Tesla.
  - **Comment:** The cost-benefit is off. The Station will not provide much benefit.
  - **Comment:** The station should be built for the neighborhood, not for travelers on I-680.
  - **Comment:** Pedestrian crossing opportunities are needed along Driscoll Road.
  - **Comment:** There are a number of pedestrian and bike safety issues on Washington Boulevard.

- **Comment:** *Public transportation needs to be improved to the station area, with higher frequency and lower fares, especially for seniors.*
- **Comment:** *Access from the west side of the current BART tracks needs to be improved to the north side of Irvington towards Washington Boulevard.*
- **Comment:** *There needs to be increased density in the area and more opportunities for development.*
- **Comment:** *A parking garage at Warm Springs BART Station would be better use of money.*
- **Comment:** *Cars driving down Osgood Road into the station will cause increased congestion along the road.*
- **Comment:** *Emergency vehicle access would be impeded along Bruce Drive because it is a traffic cut-through.*
- **Comment:** *Slow traffic down on Osgood Road.*
- **Comment:** *New station should be located at Central Park, as it already has parking available.*
- **Comment:** *Incentivize locals to use the station. Discourage regional commuters.*
- **Question:** *Can there be enough bus service to avoid creating 900 parking spaces?*
- **Question:** *Will there be any ACE Station connection?*
- **Question:** *Will there be a shuttle for a 680 park and ride lot?*
- **Question:** *Where are people currently going in the general area? Is it to BART?*





Attachment A: PDFs of Informational Boards