



City of Fremont and BART
Irvington BART Station
Station Site Plan
Alternatives Analysis Study

May 24, 2018

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1 Introduction

This study defines and assesses three conceptual Station Site Plan (SSP) design alternatives for the proposed Irvington Bay Area Rapid Transit (BART) Station in the City of Fremont. Each Station Site Plan alternative identifies and locates the various elements that must fit into the boundary of the station property, including the station platform and concourse building; access paths and other facilities for those walking, biking, or arriving by transit; parking and vehicle drop-off and pick-up spaces; and passenger amenities.

Development of these alternatives is an interim step in the creation of a recommended Station Site Plan. The planning process for the Site Plan Alternatives began with identification of goals for the station, with input from BART, the City of Fremont, and the community. These identified goals have guided the overall design and evaluation of the Station Site Plan alternatives. Each alternative also considers how to treat various parameters in the station design, including the amount of facilities to provide, such as stairs, pedestrian paths, bicycle lockers, bus loading areas, and parking spaces. This study discusses the design of each alternative and describes how the design relates to the established station goals.

A recommended Station Site Plan will be developed based on BART and City of Fremont direction and community input. The recommended Site Plan may be a modified version of one of the three alternatives or a hybrid. The particular strengths and preferred elements of each alternative will ultimately be combined as necessary to create a recommended alternative. Upon completion of the Station Site Plan and updated environmental review, the Irvington BART Station project will be ready to advance into engineering / final design, which will include further community input.

1.1 Project Background

The Irvington BART Station was first proposed as part of the BART Warm Springs extension in 1979 and first approved by the BART Board of Directors in 1992. The station was included as an optional element in the 2003 Draft Supplemental Environmental Impact Report (EIR) and 2006 Final Environmental Impact Statement (EIS) for the BART Warm Springs Extension (WSX). At that time, without sufficient funding for the station, BART advanced the BART Warm Springs Extension without the Irvington Station, although the future station site was preserved for later implementation. In 2014, Alameda County voters approved Measure BB, a thirty-year sales tax measure for transportation improvements within the county. Measure BB includes \$120 million for the Irvington Station as an infill station on the Warm Springs Extension, which was completed in 2017. The 2016 Irvington BART Station Measure BB Project Scoping Report included recommendations for consideration to advance an updated Station Site Plan, a Station Area Plan, and updated environmental review to reflect changes in policy and project context since 2006. Development of these documents is the purpose of this current effort.

Separately, the East Bay Greenway (EBGW) was first identified as a planned project in the East Bay Regional Park District's 2007 Master Plan with the ultimate goal of a regional multi-use trail between Oakland and Fremont along BART and Union Pacific Railroad (UPRR) rights-of-way. The cities along the corridor (including the City of Fremont) have constructed portions of

the EBGW as various individual projects. The EBGW currently terminates just north of the station site at the intersection of High Street and Main Street. It is planned to traverse the Irvington Station site and is therefore accommodated by the Irvington Station Site Plan.

The Irvington Station site also includes historic sites (the Gallegos Winery Site and the Ford House) that are to be protected and integrated as part of the Station Site Plan.

1.2 Site Plan Context

The Station Site Plan alternatives are considered near the intersection of Washington Boulevard and Osgood Rd in the Irvington neighborhood of the City of Fremont. The proposed station will be located on the existing at-grade two-track BART “S-Line” (constructed as part of BART Warm Springs Extension [WSX]) between the Fremont and South Fremont / Warm Springs stations.

Several pieces of existing transportation infrastructure surround the station site. The at-grade one-track Union Pacific Railroad (UPRR) Warm Springs Subdivision rail line is located immediately west of the existing BART tracks. Washington Boulevard crosses over both the UPRR tracks and BART tracks via an elevated overcrossing. The adjacent intersection of Washington Boulevard & Driscoll Road / Osgood Road and its approaches are also elevated on retaining structures to connect with the overcrossing.

The Station Site Plan study area also includes several historic structures. Notably, the Ford House is located west of Osgood Road and the ruins of the Gallegos Winery are located east of Osgood Road.

The Hayward Fault is an active fault and passes through the Station Site Plan study area. Per the Alquist-Priolo Earthquake Fault Zoning Act, allowable development on such active faults is greatly limited. Washington Creek also passes through the Station Site Plan study area via an underground culvert.

Figure 1: Irvington Station Site Context



1.3 Previous Concept Site Plan

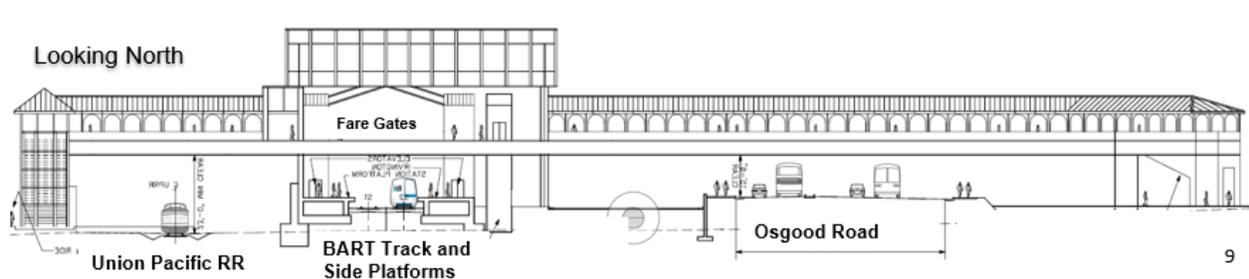
The 2003 Draft Supplemental EIR / 2006 Final EIS included a concept site plan (also referred to as the “previous concept site plan”) as represented in Figure 2 below.

Figure 2: Irvington Station Previous Concept Site Plan, Plan View



Source: BART / Parsons Brinckerhoff, 2010.

Figure 3: Irvington Station Previous Concept Site Plan, Section View (Looking North)



Source: BART / Parsons Brinckerhoff, 2010.

Station elements of the previous concept site plan include two side platforms, an elevated concourse, a bus/paratransit transit center, taxi and auto pick-up/drop-off zone, 925 surface auto parking spaces, and bicycle and pedestrian access routes and amenities.

The current process utilized the previous concept site plan and 2016 Scoping Study as starting points for potential refinements. The three Station Site Plan alternatives considered in this study feature most of the same station site elements, with the key addition of the EBGW. However, the precise locations and quantities of these elements differ between the three alternatives and from the previous concept site plan to reflect changes in policy and project context. Accordingly, the overall station site footprints also differ considerably from the previous concept site plan.

1.4 Project Goals and Station Site Plan Elements

Key goals of the Station Site Plan include:

- Reduce regional vehicle miles traveled (VMT)
- Provide intermodal access to the station in accordance with BART's Station Access Policy
- Include sustainable design best practices (e.g., solar power generation, stormwater retention and treatment)
- Encourage sustainable development

A more detailed description of goals considered in this study is provided in Section 3: Evaluation Framework.

Key project elements that are generally the same across all alternatives include:

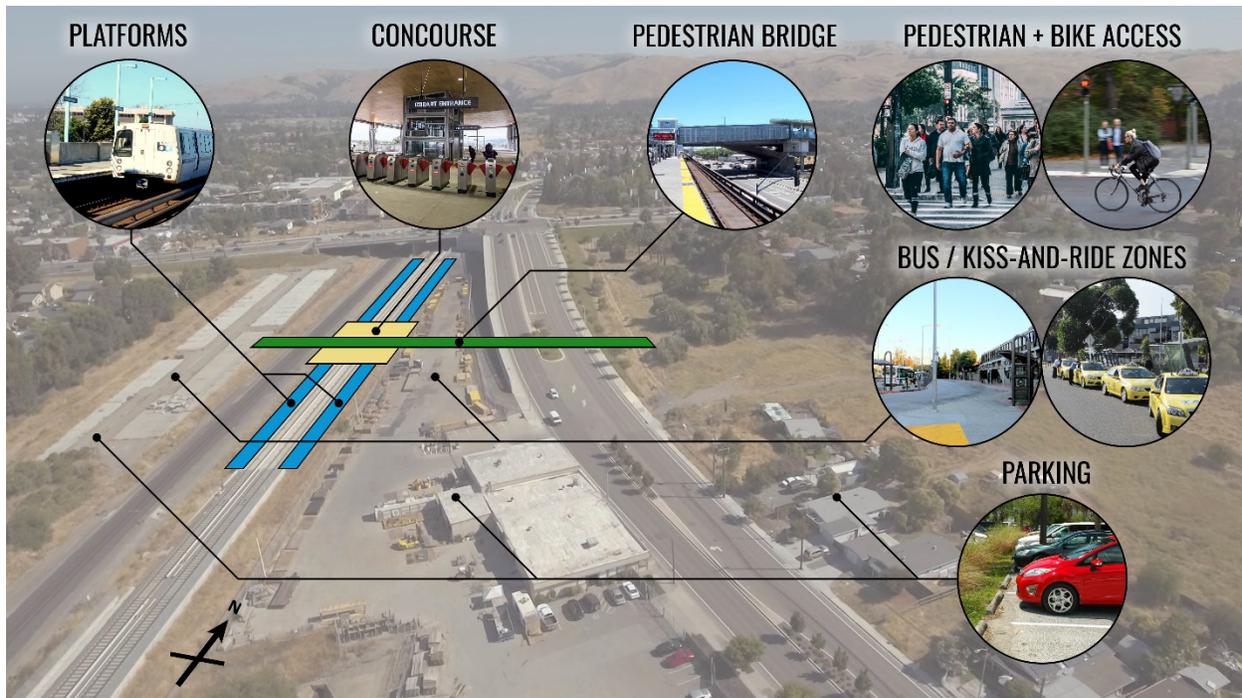
- Two side platforms
- Elevated concourse mid-platform with vertical circulation, fare gates, ticket machines, and ancillary facilities
- Bicycle parking
- Accommodating East Bay Greenway through Station Site
- Provision for preservation and public access to the historic Gallegos Winery site

Key project elements that differ in quantity or location across alternatives include:

- Pedestrian access routes (including pedestrian overcrossings)
- Bicycle access routes
- On-site bus transit center
- Pick-up / drop-off area

- Automobile parking
- Provision for preservation of the historic Ford House

Figure 4: Irvington BART Station Components



1.5 Applicable Guidance, Requirements, and Codes

Since the development of the previous concept site plan, various applicable standards that inform station design on the Irvington Station site have been updated. Key requirements and codes referenced that guided the development of the three Station Site Plan alternatives include:

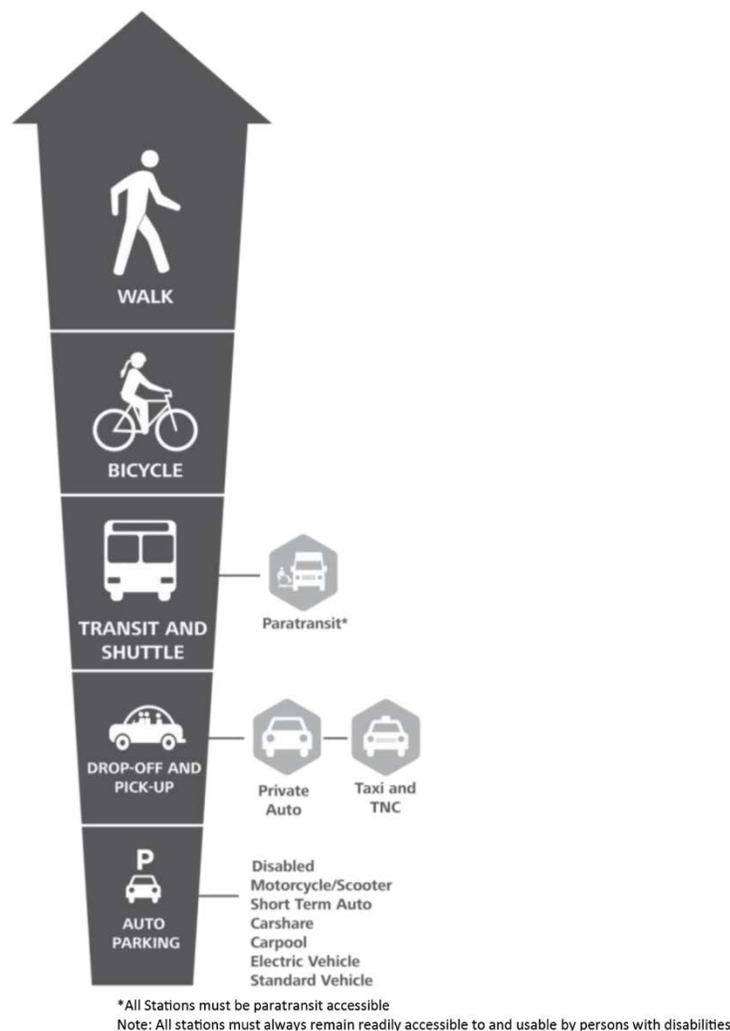
- BART Facilities Standards (2018)
- BART Station Access Policy (2016)
- BART Multimodal Access Design Guidelines (2017)
- City of Fremont Draft Bicycle Plan (2017)
- City of Fremont Pedestrian Master Plan (2016)
- City of Fremont Complete Street Policy (2013)
- City of Fremont Irvington Design Guidelines (2012)
- Alquist-Priolo Earthquake Fault Zoning Act (1972)

1.6 BART Station Access Policy

BART’s Station Access Policy sets design direction for station elements for meeting performance expectations for access to stations by each travel mode (e.g., pedestrian access paths, bicycle access paths, bicycle parking, auto parking). Overall, the Policy establishes a modal hierarchy for station access design and investment (with pedestrian access being the highest priority) as shown in Figure 5 below.

Different expectations are set for each station in accordance with its designated “station access typology.” Station access typologies are defined in Table 1 below; prioritized investments for each station typology are outlined in Figure 6 below.

Figure 5: BART Station Access Policy Design Hierarchy



Source: BART Station Access Policy, 2016

Table 1: BART Station Access Typology Definitions

Station Access Typology		Definition
<p style="text-align: center;"> </p>	Urban	This station type is a high-ridership station with a combined walk, bike, and transit access share of greater than 75% with drive alone rates of 5% or less and no BART-managed parking. Almost all auto access is from drop-off activity; highway access is not convenient. The station can be often found in a downtown or neighborhood business district. The street system is typically an urban or historic grid. The station may be underground or otherwise has a limited spatial footprint. The station is well-served by many types of transit service that stop on adjacent streets.
	Urban with Parking	This station type has similar characteristics as “Urban” station type with the exception of parking and lower non-driving access rates. Stations included in this category have small parking lots with limited spaces which fill up in the early morning. Urban with Parking stations have combined walk, bike, and transit access shares of approximately 60% to 75% with transit contributing the lowest amount to this aggregate as these stations do not serve as major bus connections. The availability of some parking translates into drive alone rates of up to 25%. The station can be often found in a neighborhood business or residential district or a district both businesses and residential.
	Balanced Intermodal	A Balanced Intermodal station is well-served by transit, though there is also parking provided by BART and in some cases other/private operators. The station would typically be found on an urban or suburban grid network. Balanced Intermodal stations have both walking and drive alone/carpool rates of approximately 25%-40%. A medium-to-large transit terminal is provided onsite, serving primarily corridor and local transit. Parking spaces fill early because the parking lot is not very large.
	Intermodal – Auto-Reliant	Although this station type is also well-served by transit, there is more provision for parking on a medium size station footprint. The station would be found in a suburban grid or suburban residential area. A medium-to-large transit terminal is provided on-site, serving regional and local transit; the station is probably designated a regional transit hub. Intermodal – Auto Reliant stations have combined drive alone/carpool and dropoff/taxi/other rates of 55% to 80%. Walk access is lower than average. Parking spaces do not necessarily fill early because there is a large amount of parking. Nonetheless, parking utilization rates are high.
Higher Auto Mode Share	Auto Dependent	This station represents the highest level of investment in auto-based access. With a large station footprint, structured and/or surface parking, and adjacent highway access, the station’s ridership is considered low to moderate. The large footprint may also allow for a small to moderate-sized multimodal station. Auto Dependent Stations have combined drive alone/carpool and dropoff/taxi/other rates of approximately 67% or higher. For many stations with parking garages, transit and walk mode shares vary widely; it is important to note that a station which is considered Auto Dependent is predominantly an auto-only station with lower levels of transit, bicycle, and walk access.

Source: BART Station Access Policy, 2016

Figure 6: BART Station Typology System and Access Investment Framework

STATION TYPE	PRIMARY INVESTMENTS	SECONDARY INVESTMENTS	ACCOMMODATED	NOT ENCOURAGED	
URBAN	Walk Bicycle	Transit and Shuttle	Taxi and TNC Drop-Off and Pick-Up	Auto Parking*	Primary Investment: BART will prioritize investments of funds and staff time on and off of BART property, consistent with access goals; priority projects best achieve policy goals, focus on safety and sustainability.
URBAN WITH PARKING	Walk Bicycle	Transit and Shuttle	Taxi and TNC Drop-Off and Pick-Up	Auto Parking*	Secondary Investment: BART will invest funds and staff time on and off of BART property, consistent with policy goals; secondary investments balance policy goals.
BALANCED INTERMODAL	Walk Bicycle	Transit and Shuttle Drop-Off and Pick-Up	Taxi and TNC Auto Parking*		Accommodated: BART will maintain and manage existing assets, and partner with other access providers as needed.
INTERMODAL/AUTO RELIANT	Walk	Bicycle Drop-Off and Pick-Up Transit and Shuttle	Taxi and TNC Auto Parking*		Not Encouraged: BART will not invest in construction of parking expansion.
AUTO DEPENDENT	Walk	Bicycle Drop-Off and Pick-Up Auto Parking* Transit and Shuttle	Taxi and TNC		Note: TNC is for Transportation Network Company (shared use mobility)

*Parking Management is a secondary investment at all stations with parking.

*Parking replacement for transit-oriented development to be determined by BART’s Transit-Oriented Development Policy.

Source: BART Station Access Policy, 2016

Based on existing and projected land uses, transportation networks, and degree of access provided by each alternative, Irvington Station will fall into either the “Urban with Parking” or “Balanced Intermodal” BART station access typology.

2 Description of Alternatives

This chapter describes the three Station Site Plan alternatives. Given the design guidance, requirements, and site constraints, the Station Site Plan designs have minimal differences among alternatives for the west side of the station, as is noted below. Also treated similarly among the alternatives are: the station platform locations, the amount of bicycle parking facilities, preservation of the historic Gallegos Winery site as an historic park, and the routing and alignment of the East Bay Greenway.

The three alternatives considered are differentiated by the design and station site boundaries for the east side of the station, as follows:

- **Alternative A** occupies the least amount of land, and only to the west of Osgood Road. It provides the least amount of parking at 300-325 spaces, and it includes a pedestrian bridge from the corner of the Washington Boulevard and Osgood Road intersection directly to the concourse.
- **Alternative B** occupies the largest amount of land, both to the east and west of Osgood Road. It provides 775-800 parking spaces. No pedestrian bridges are provided in this alternative.
- **Alternative C** occupies land to the east and west of Osgood Road. Surface parking and a parking structure provide 900-925 parking spaces, and a pedestrian bridge over Osgood Road improves pedestrian connections between the parking structure and the concourse.

Each alternative is described below in greater detail, with a focus on the elements that differentiate the three Station Site Plan alternatives.

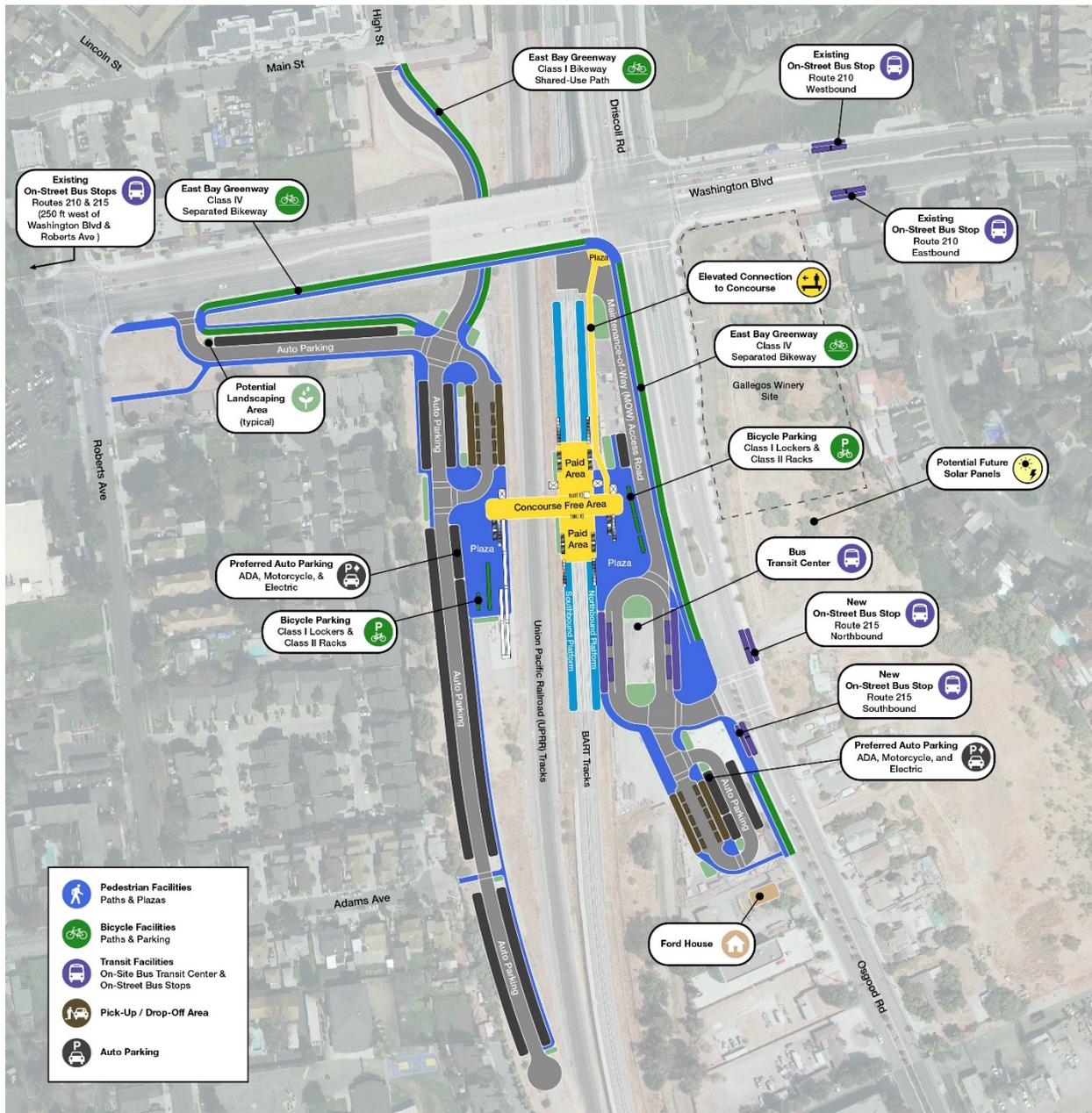
2.1 Alternative A

Alternative A, shown in Figure 7, is an Urban with Parking type station under the BART Station Access Policy typology system. Alternative A only utilizes land west of Osgood Road for the station, occupying the smallest land area of the three alternatives. This alternative, like the others, assumes the historic Gallegos Winery site will be improved into an historic park accessible to the public.

West of the UPRR and BART tracks, the layout of Alternative A is almost entirely the same as for Alternatives B and C. This area features two vehicle access points: the new right-in/right-out driveway on Washington Boulevard east of Roberts Avenue; and the intersection of Main Street and High Street, north of the Washington Boulevard overpass. Bicycle and pedestrian access on the west side is available at each of the vehicle access points as well as directly from Roberts Avenue and Adams Avenue. The west side provides 300-325 vehicle parking spaces and 10 drop-off spaces. The west-side differences include the following: Alternative A features an additional ramp from the street level to the concourse level; and Alternative A does not utilize the private parcel fronting Roberts Avenue (allowing possible future private development), whereas the other alternatives use that parcel for a station plaza.

To the east of the tracks, the bus transit loading areas and additional drop-off spaces are provided and accessed from a new signalized intersection south of the intersection of Washington Boulevard and Osgood Road. To enhance pedestrian accessibility and minimize walking distance and grade changes, a pedestrian bridge connects the concourse directly to the southwest corner of the intersection of Washington Boulevard and Osgood Road.

Figure 7: Alternative A



2.2 Alternative B

Alternative B is a Balanced Intermodal type station under the BART Station Access Policy typology system. As shown in Figure 8 below, Alternative B makes use of the land owned by BART east of Osgood Road to increase the vehicle parking supply over Alternative A, to a range of 775-800 spaces.

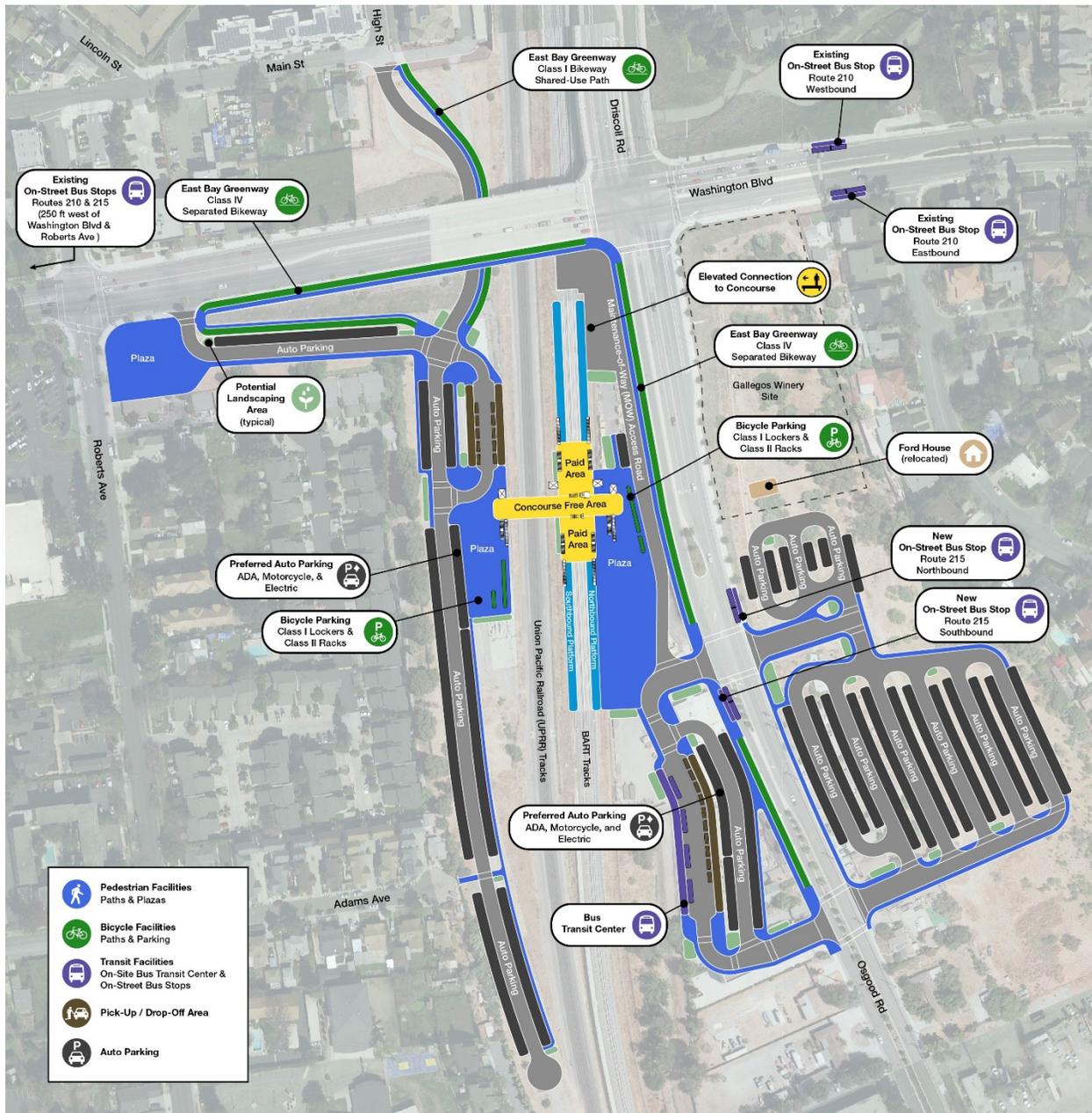
West of the tracks, Alternative B is similar to Alternative A, providing vehicle parking and 10 drop-off spaces, except for lacking a ramp from street level to concourse level and utilizing the parcel fronting Roberts Avenue for a station plaza instead of retail development.

Parking on the east side of the tracks is accessed from two new signalized intersections south of the intersection of Washington Boulevard and Osgood Road. Compared to Alternative A, the plaza area to the east of the platforms is larger and south of the concourse. An on-site bus transit center is situated south of this plaza between the two new signalized intersections on Osgood Road.

The location of the transit and drop-off spaces to the west of Osgood Road would encroach onto the existing historic Ford House site, requiring its relocation, possibly to the Gallegos Winery site. More than half of the vehicle parking is east of Osgood Road and at-grade pedestrian crossings over Osgood Road are provided at each of the new signalized intersections.

Some surface parking in this alternative is located on the hill east of Osgood Road. This hill includes relatively steep slopes and is in the Hayward Fault zone. Accordingly, parking facilities in this area would require retaining structures.

Figure 8: Alternative B



2.3 Alternative C

Alternative C is a Balanced Intermodal type station under the BART Station Access Policy typology system. Alternative C, shown in Figure 9 below, uses mostly land to the west of the tracks and to the east of Osgood Road, most of which is owned by BART.

The west side of Alternative C is the same as in Alternative B, providing vehicle parking spaces and 10 drop-off spaces.

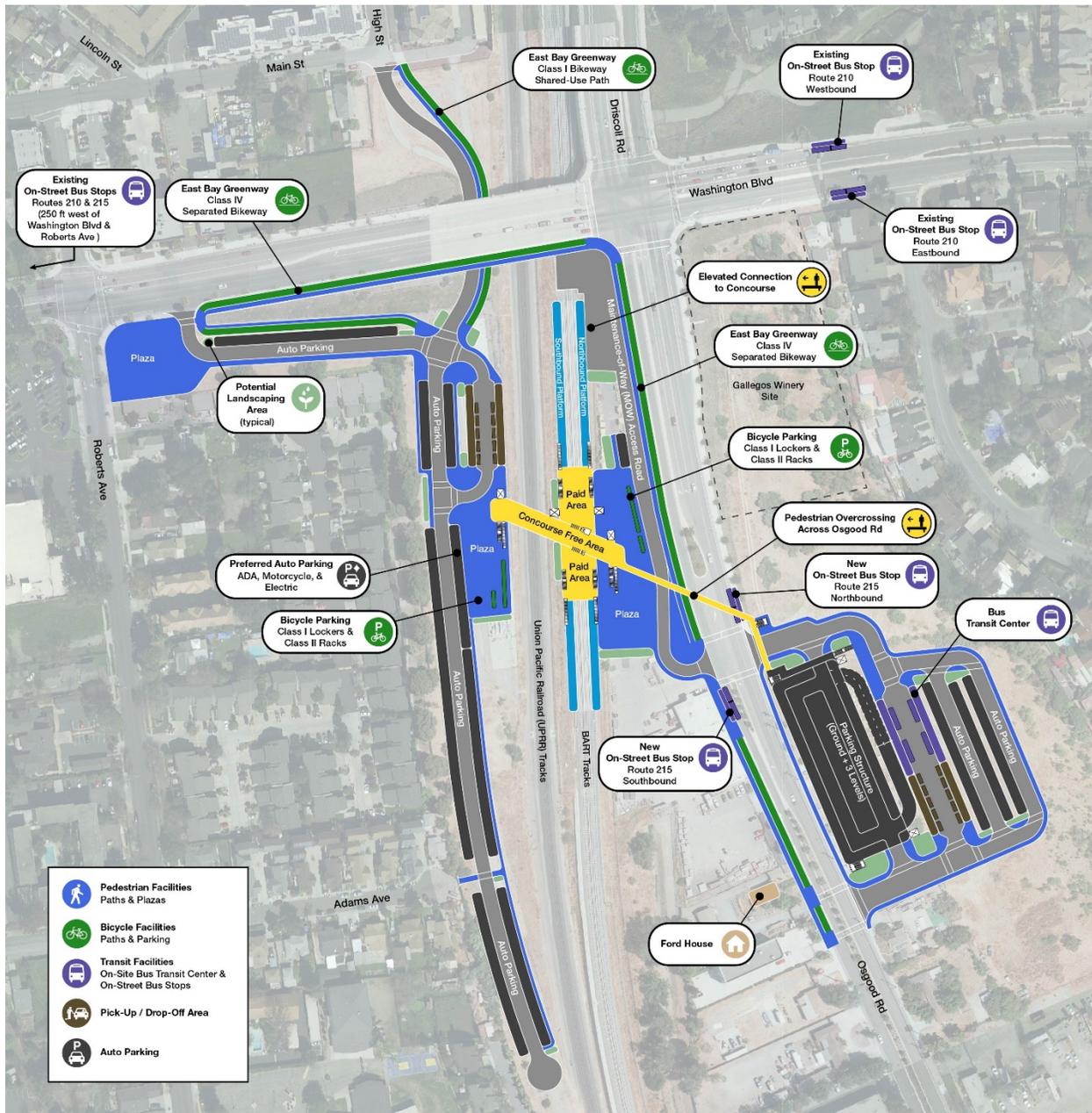
On the east side, approximately 540 parking spaces are provided in a parking structure to the east of Osgood Road with the remaining parking being surface parking. A total of 900-925 parking spaces are provided in this alternative.

The bus transit loading areas and an additional 10 drop-off spaces are also provided to the east of Osgood Road and accessed from two new signalized intersections, south of the intersection of Washington Boulevard and Osgood Road.

To enhance pedestrian accessibility and minimize walking distance and grade changes between the parking structure, transit bays, and concourse, the concourse is angled slightly to the south and a pedestrian bridge is provided over Osgood Road, connecting the parking structure and the concourse.

Some surface parking in this alternative is located on the hill east of Osgood Road. This hill includes relatively steep slopes and is in the Hayward Fault zone. Accordingly, parking facilities planned in this area would require retaining structures.

Figure 9: Alternative C



2.4 Pedestrian, Bicycle, Transit, and Auto Access

Figures 10 through 21 below illustrate access points and paths for pedestrians, bicyclists, bus transit, and automobiles for each Station Site Plan alternative.

Figure 10: Station Site Pedestrian Access Points and Paths- Alternative A

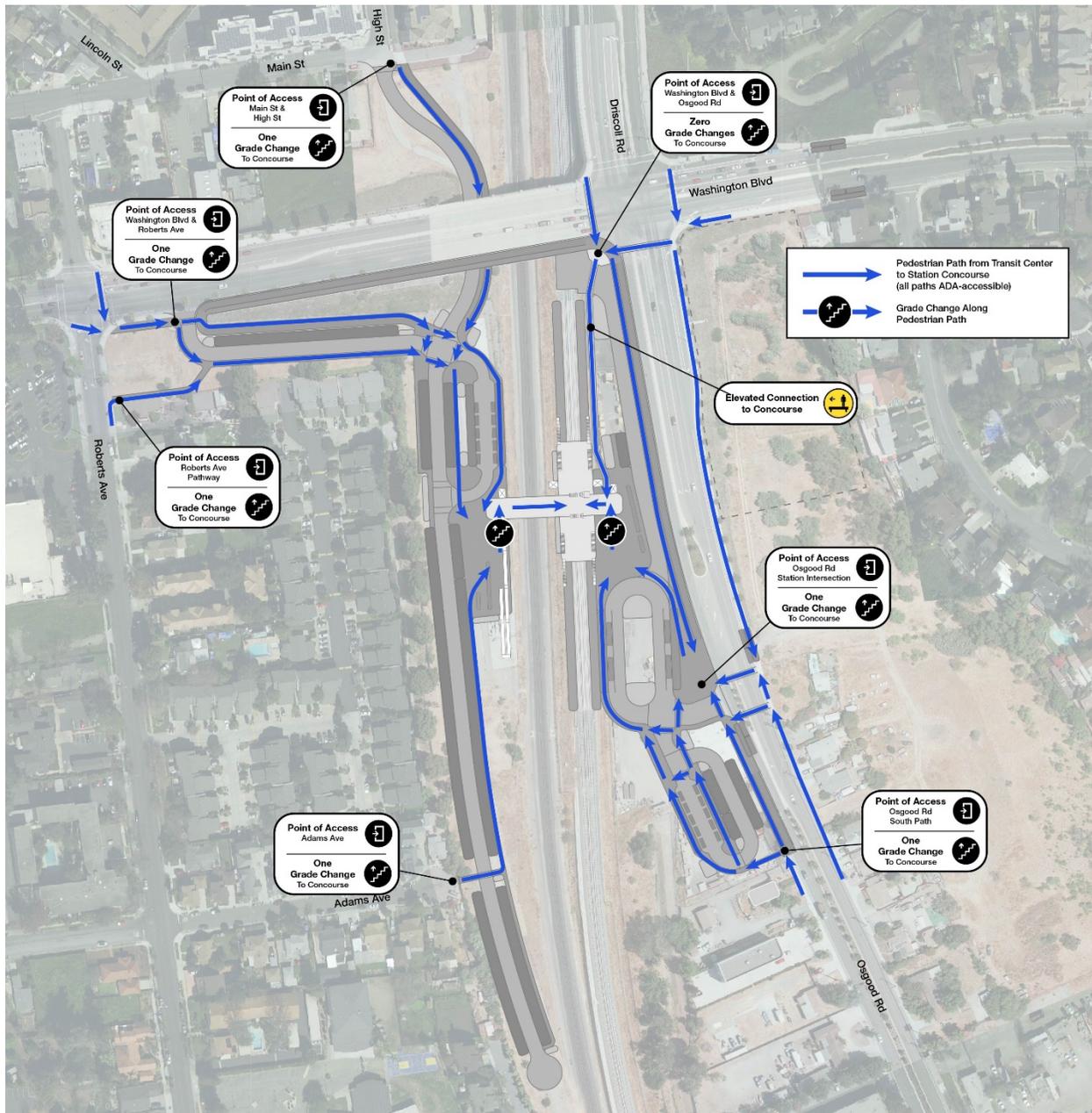


Figure 11: Station Site Pedestrian Access Points and Paths- Alternative B

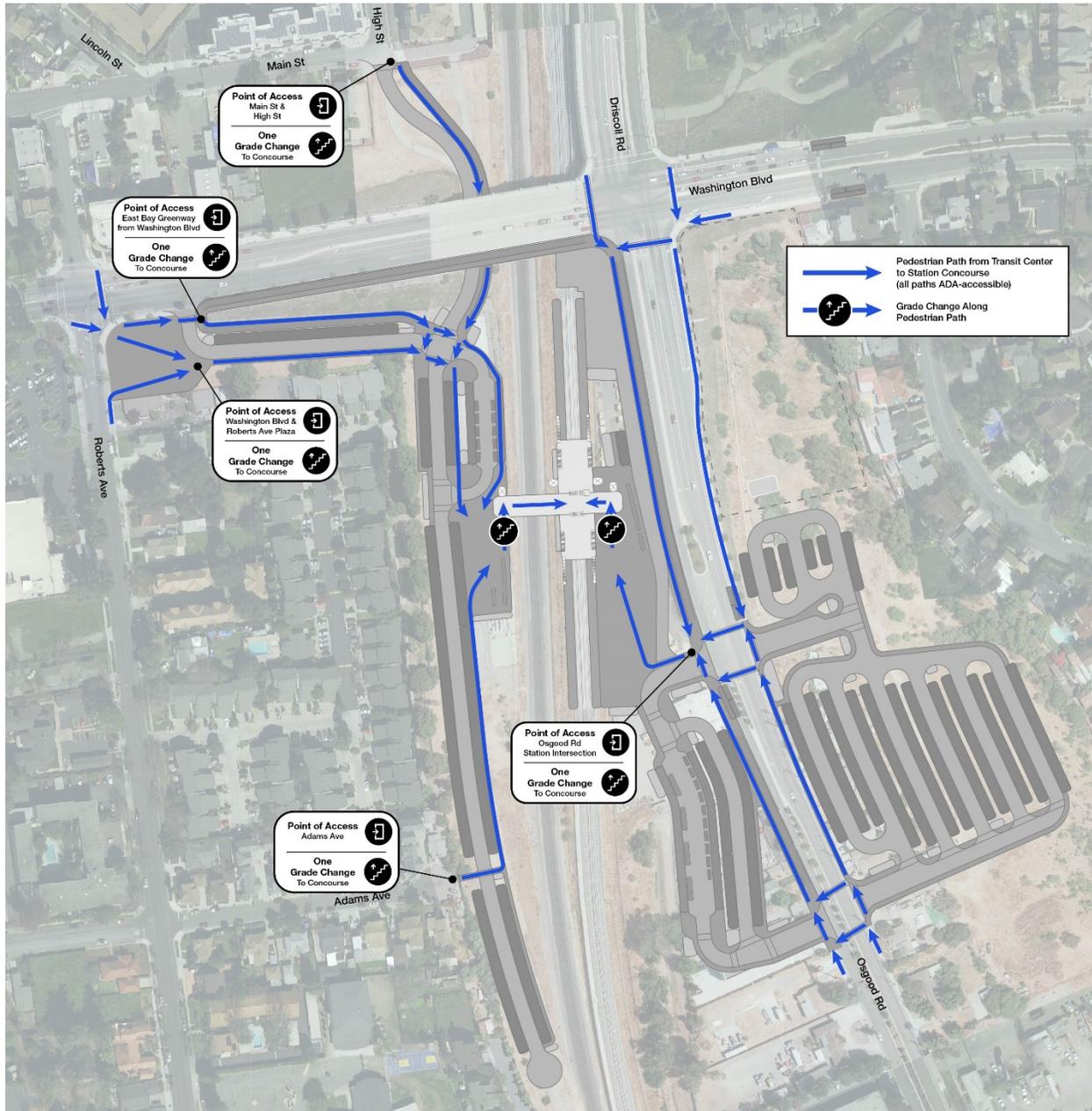


Figure 12: Station Site Pedestrian Access Points and Paths- Alternative C

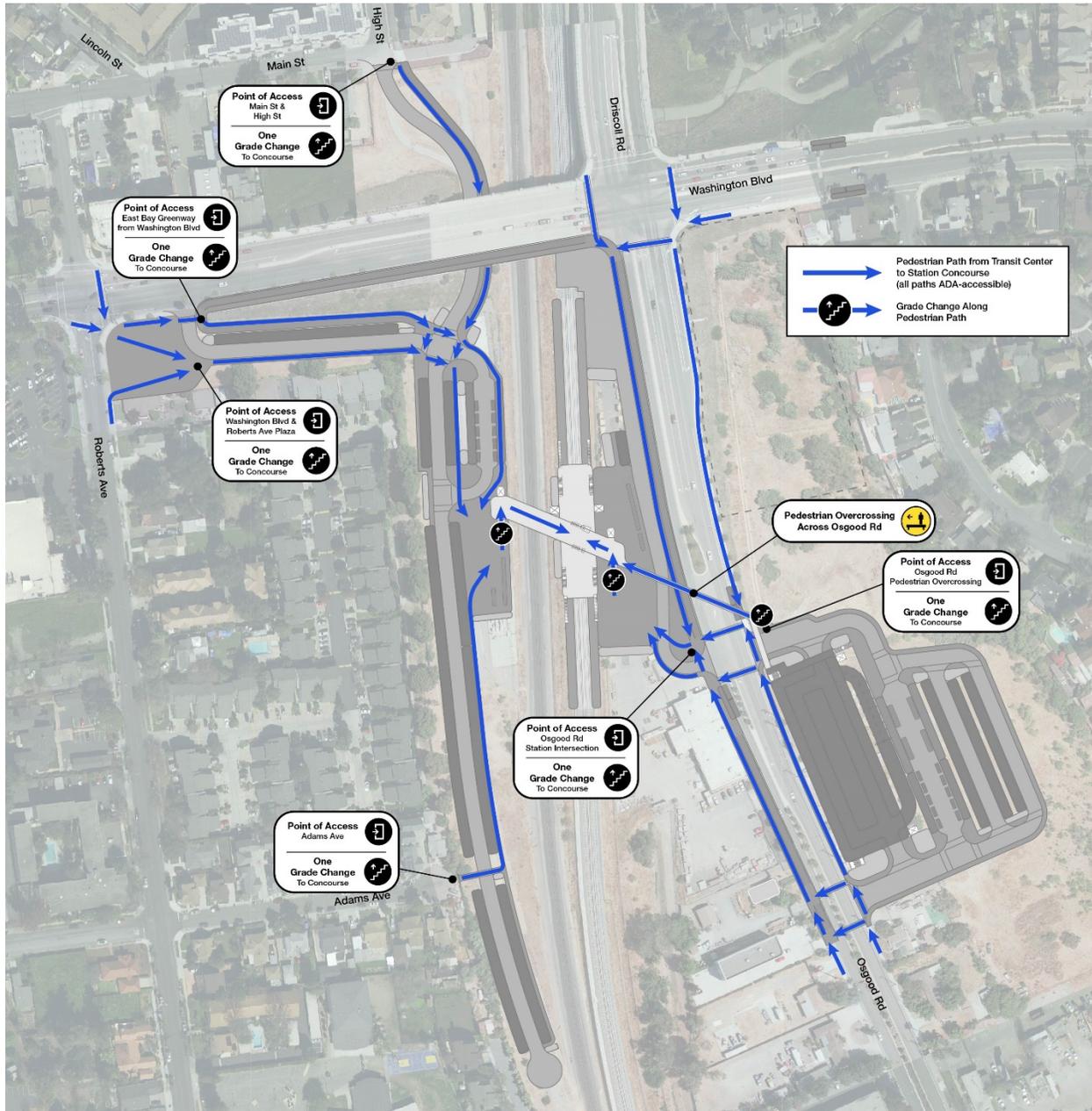


Figure 13: Station Site Bicycle Access Points and Paths- Alternative A

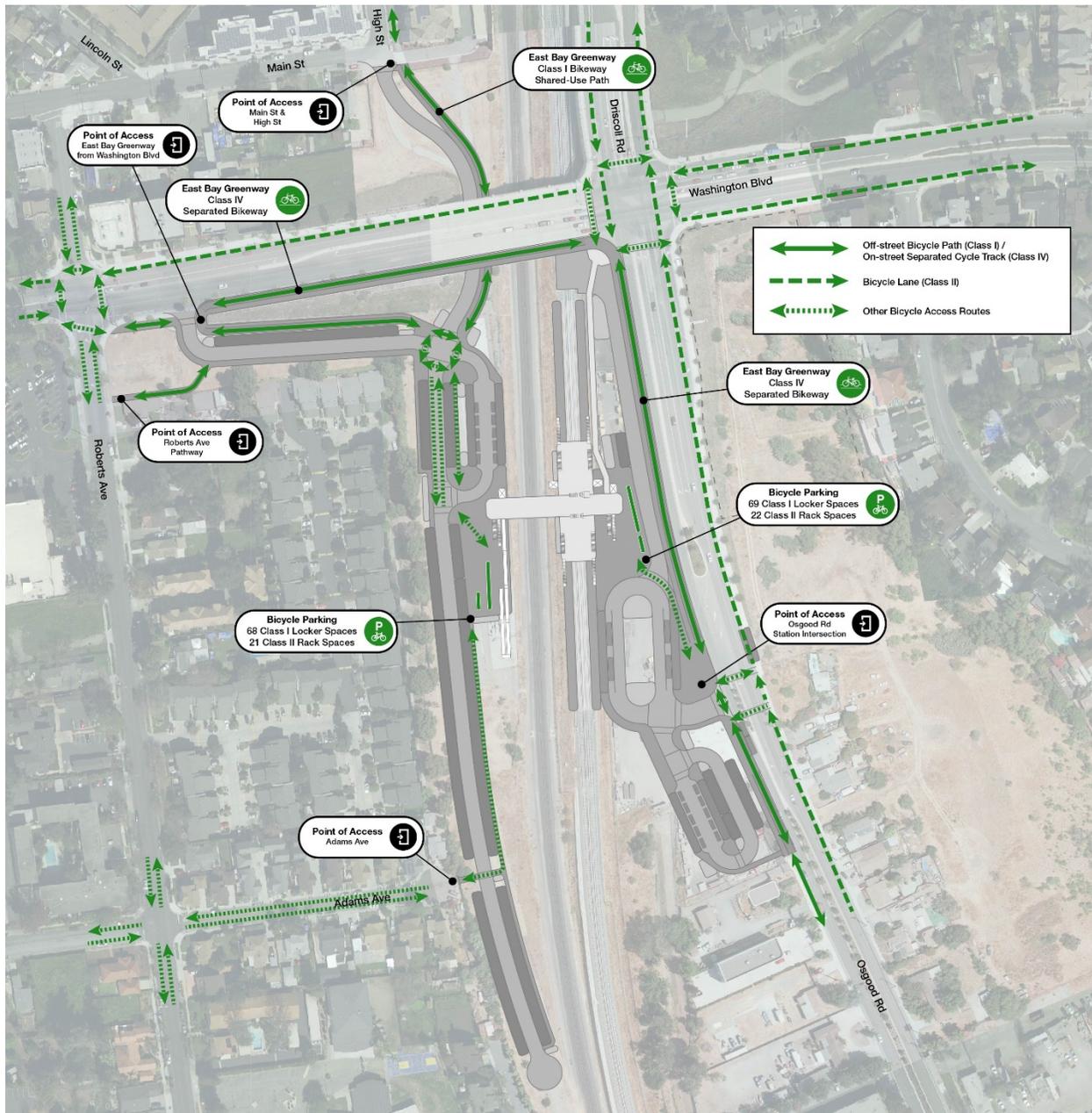


Figure 14: Station Site Bicycle Access Points and Paths- Alternative B

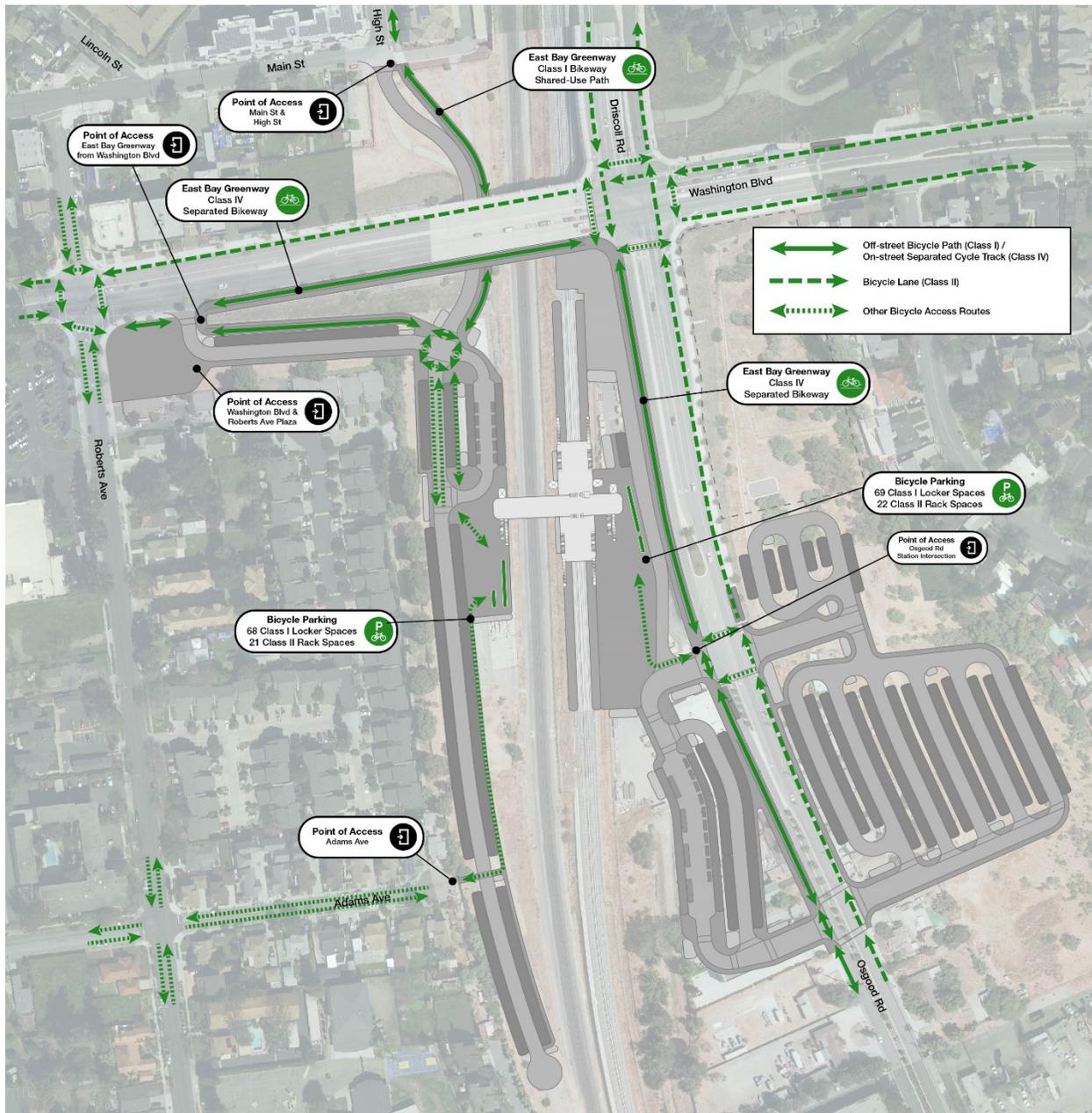


Figure 15: Station Site Bicycle Access Points and Paths- Alternative C

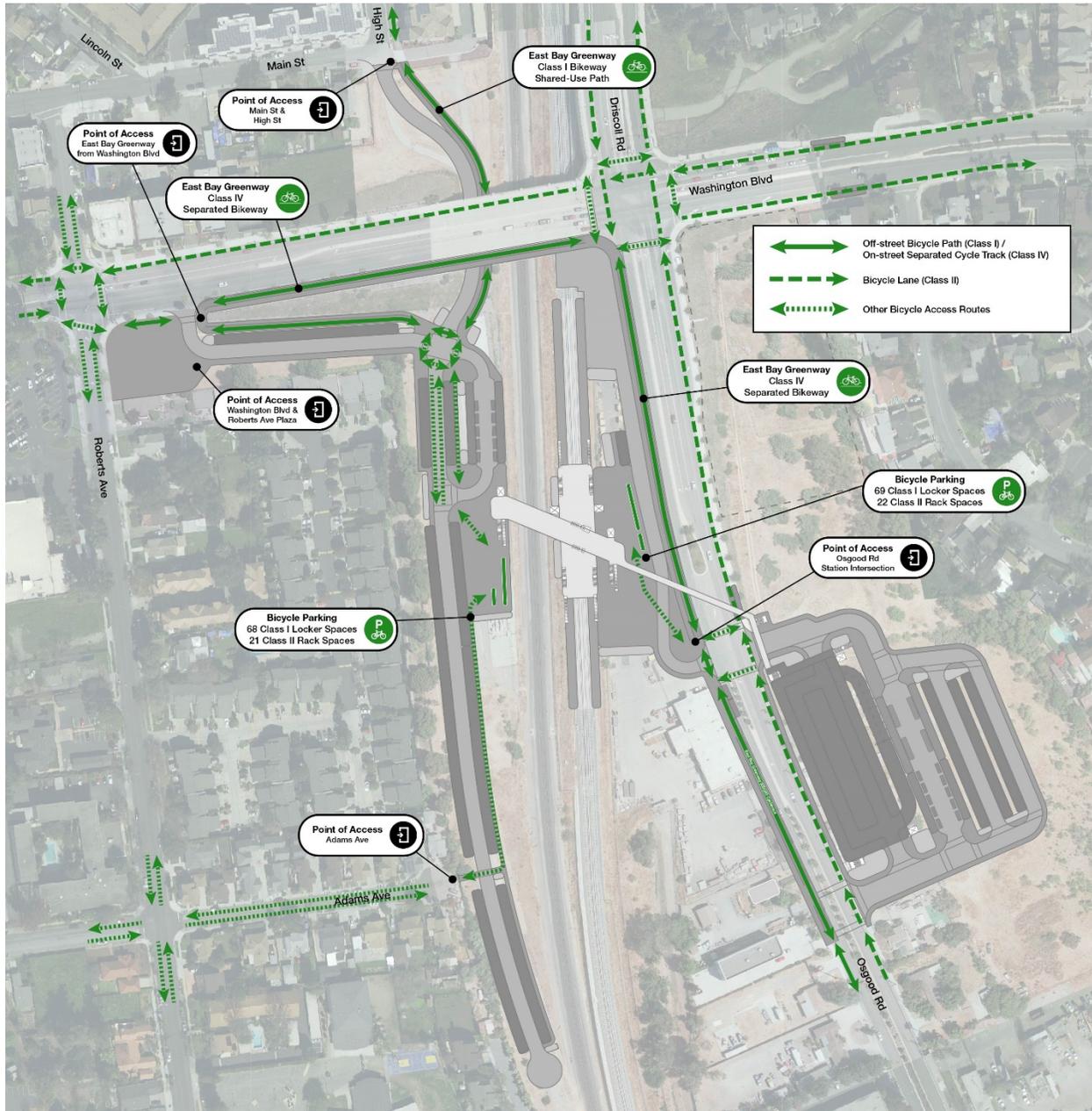


Figure 16: Station Site Transit Access Points and Paths- Alternative A

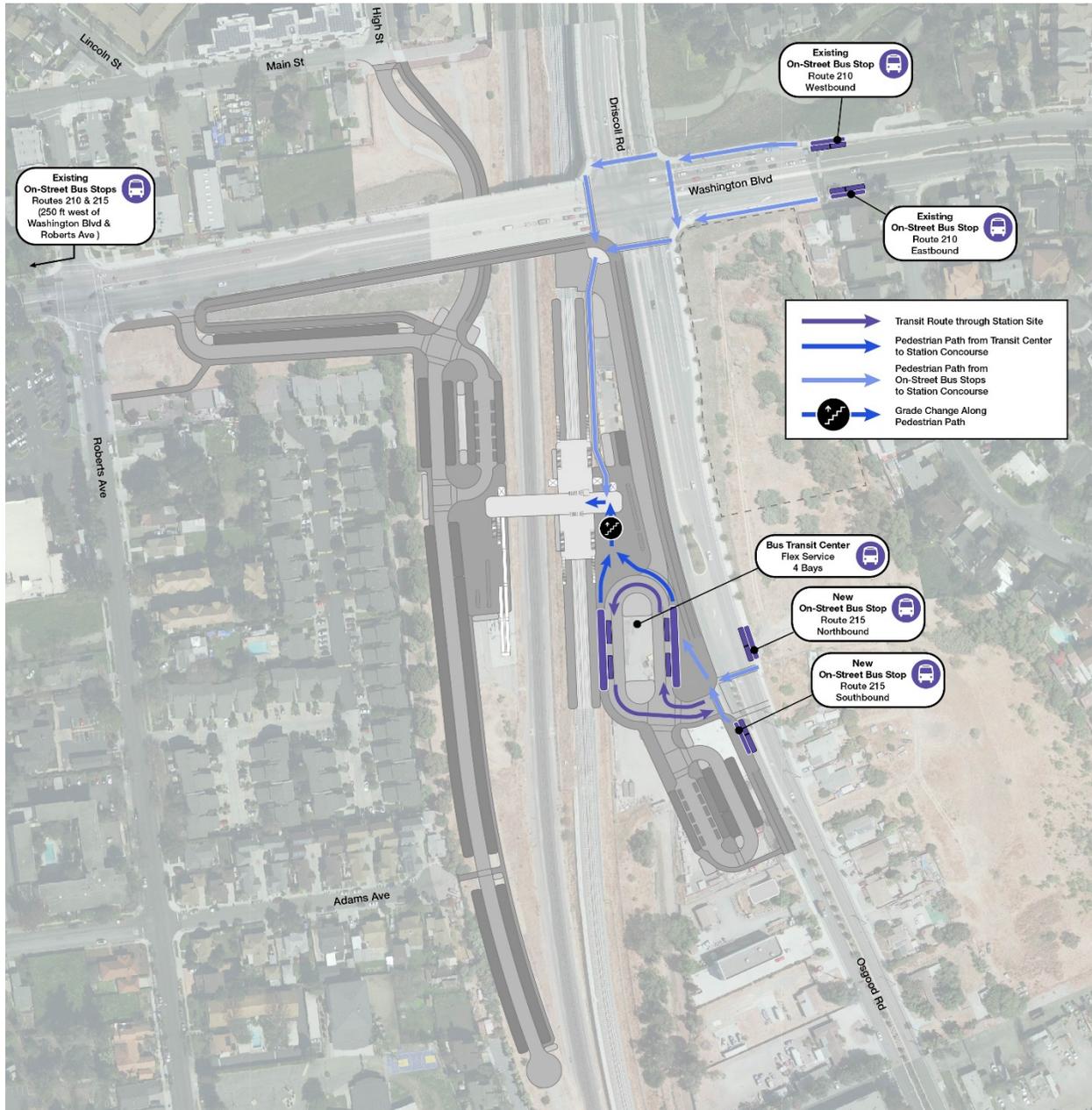


Figure 17: Station Site Transit Access Points and Paths- Alternative B

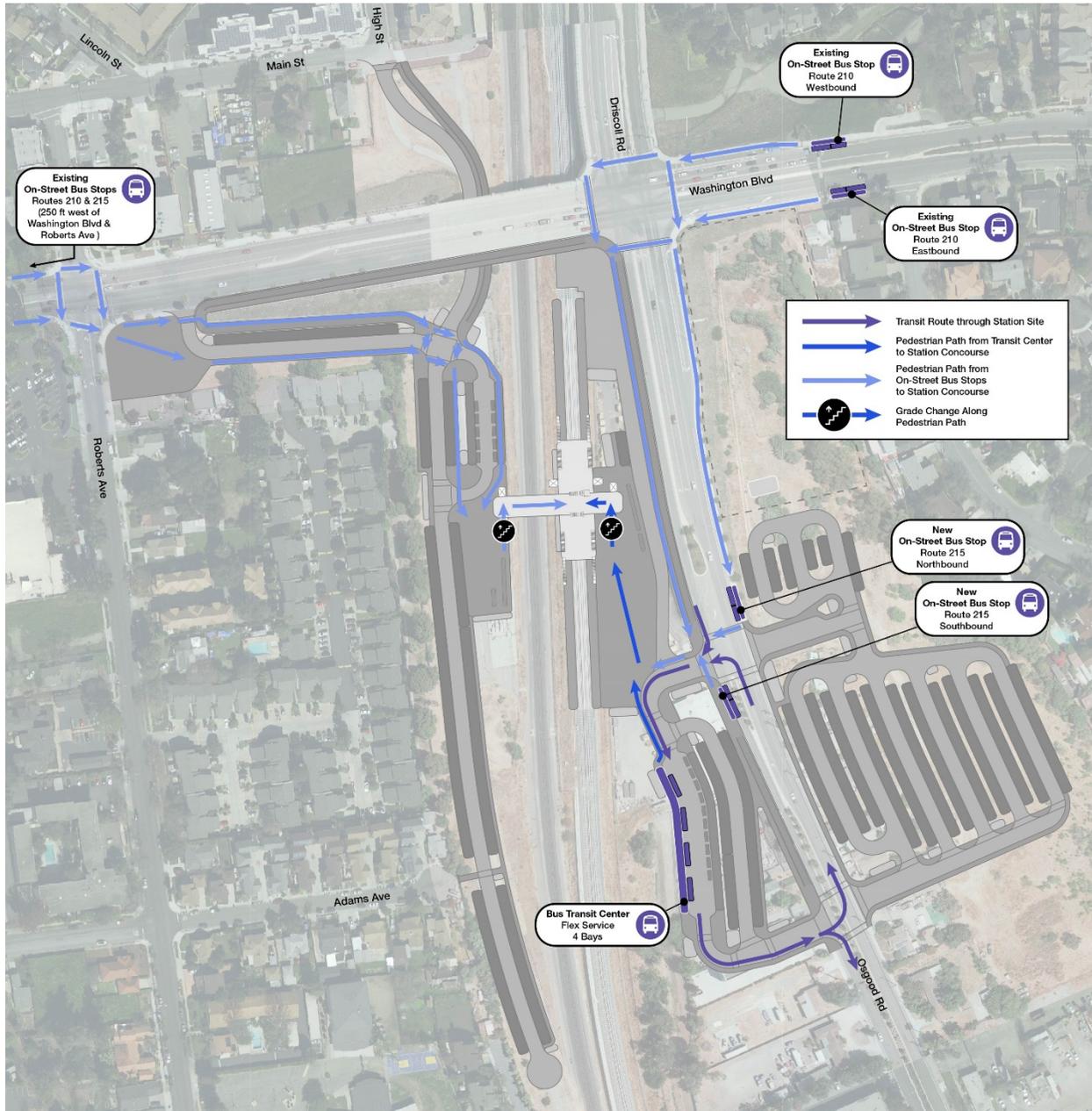


Figure 18: Station Site Transit Access Points and Paths- Alternative C

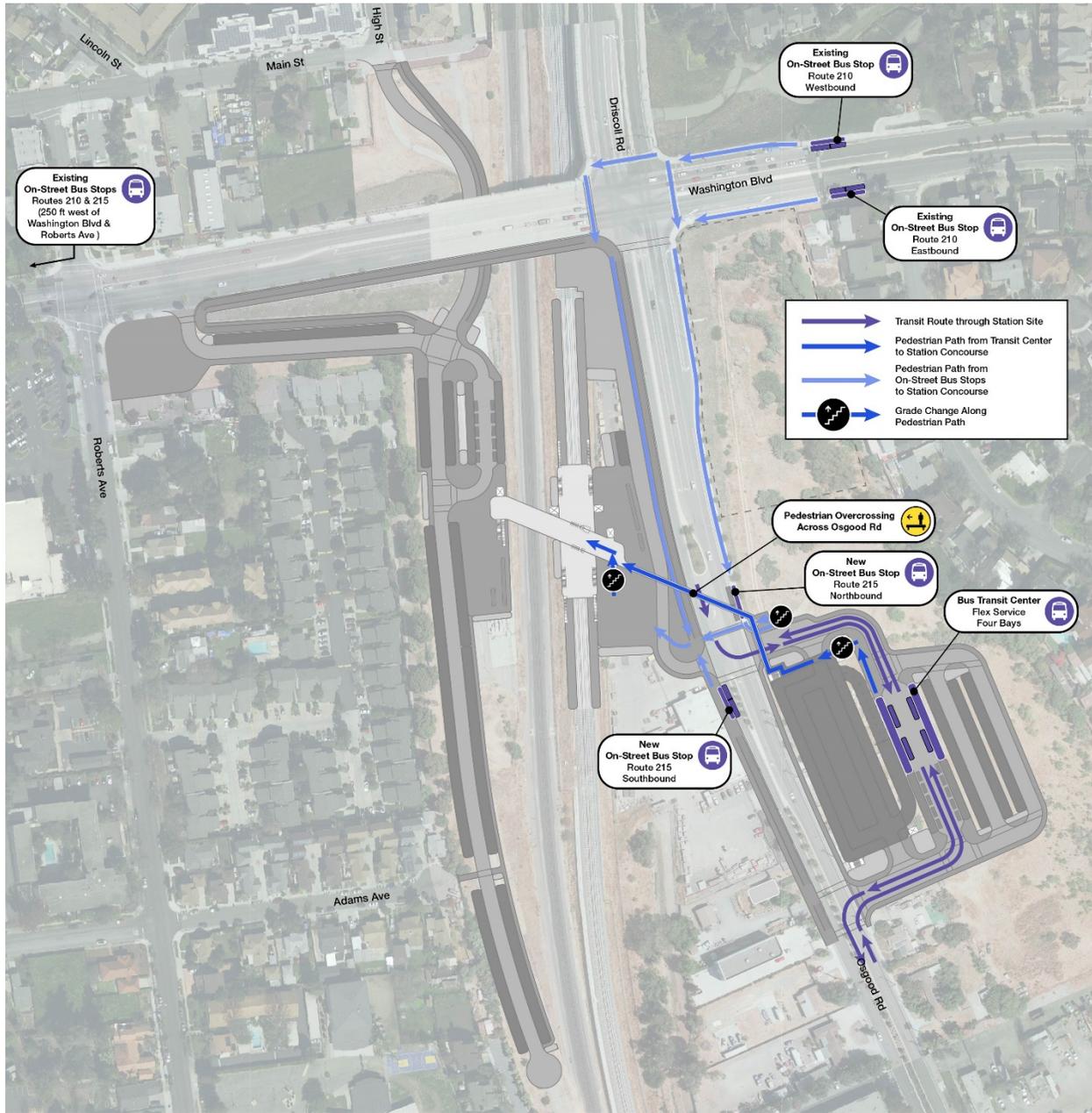


Figure 19: Station Site Auto Access Points and Paths- Alternative A

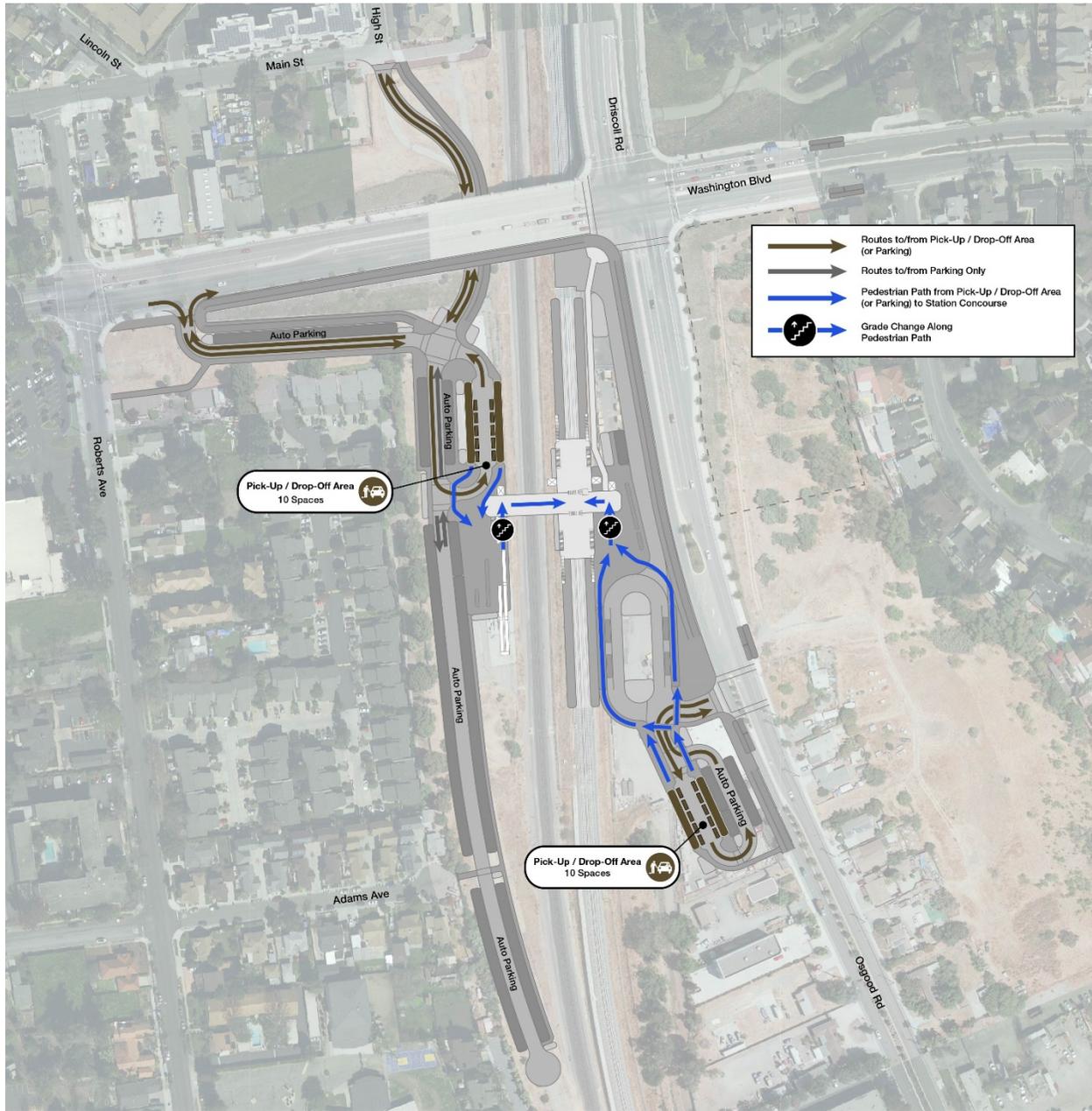


Figure 20: Station Site Auto Access Points and Paths- Alternative B

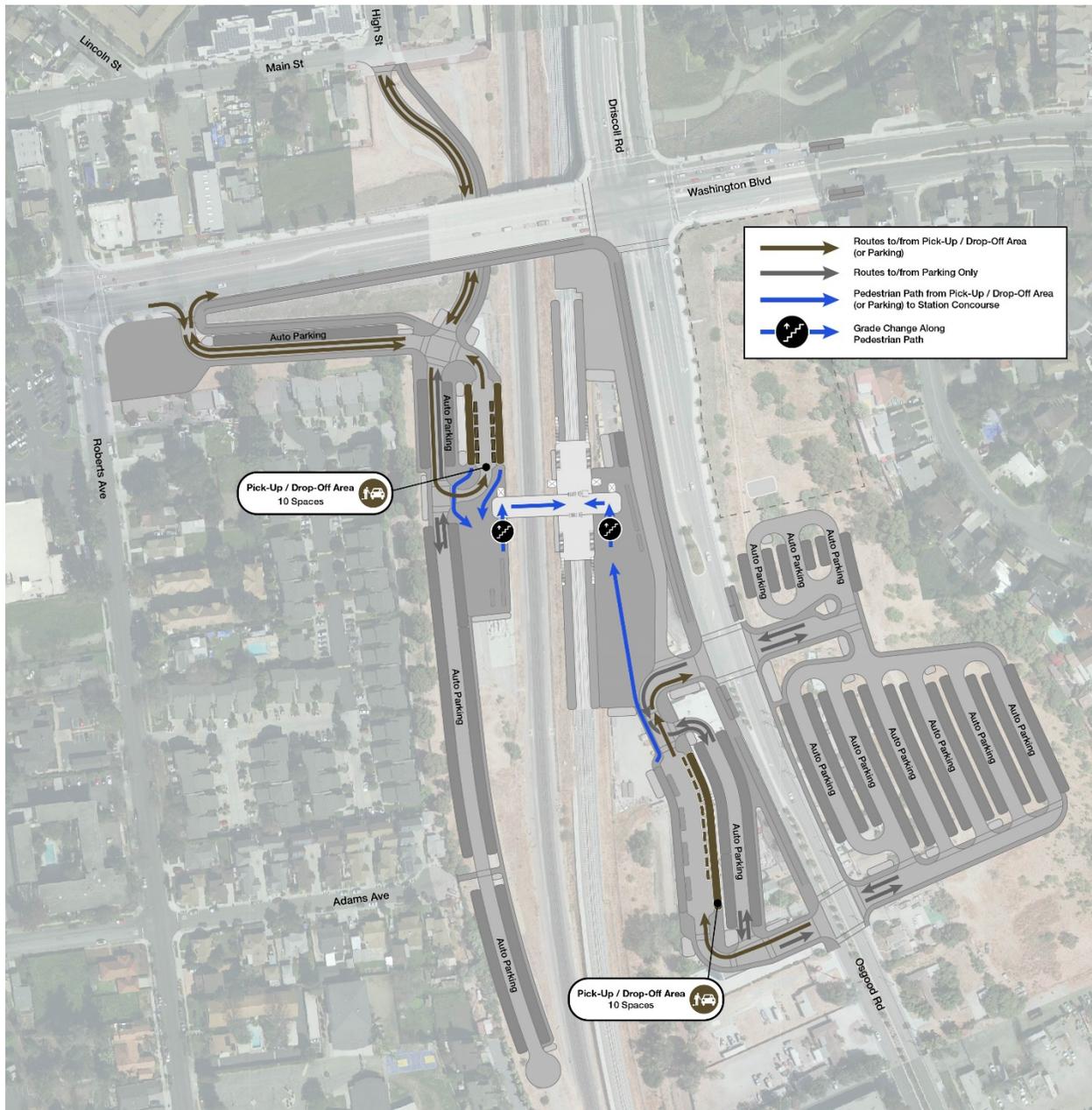
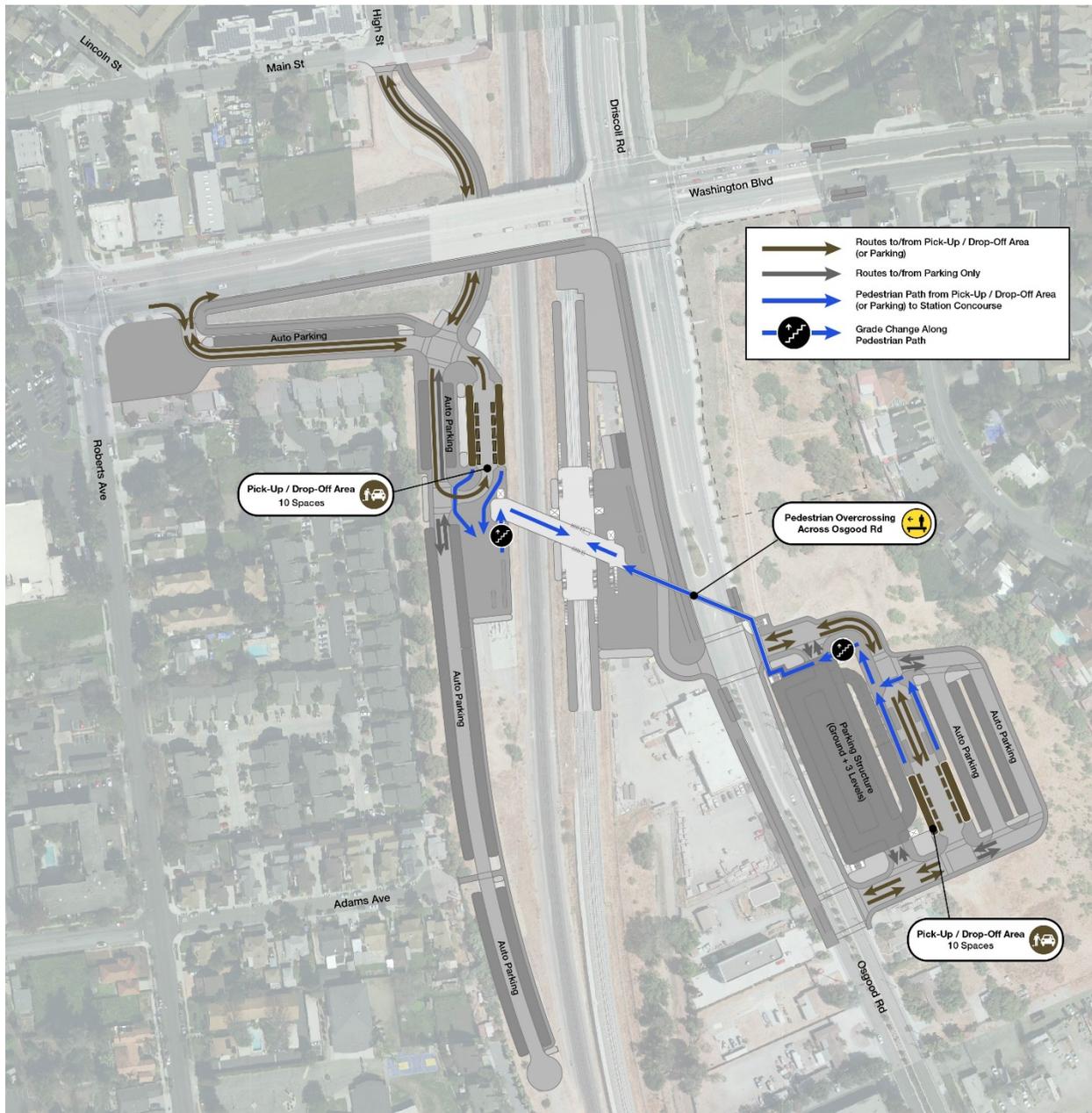


Figure 21: Station Site Auto Access Points and Paths- Alternative C



2.5 Alternatives Summary

Table 2 below summarizes the elements included in each of the three Station Site Plan alternatives. Some elements are treated similarly for the three alternatives. Some of the main differences include the land occupied, pedestrian connections, access points, and the number of vehicle parking spaces provided. All alternatives are assumed to include a residential parking permit program to prevent BART parking in surrounding neighborhoods.

Table 2: Summary of Elements and Performance for Each Station Site Plan Alternative

Features/Performance	Alternative A	Alternative B	Alternative C
Designated Station Typology	Urban with Parking	Balanced Intermodal	Balanced Intermodal
Station Elements			
Concourse	Oriented perpendicular to tracks (generally east-to-west)		Angled with respect to tracks (generally southeast-to-northwest)
Pedestrian connectivity	7 pedestrian access points; includes pedestrian bridge from southwest corner of Washington Boulevard/Osgood Road to concourse	5 pedestrian access points	6 pedestrian access points; includes pedestrian bridge over Osgood Road from parking structure to concourse
Bicycle connectivity	5 bicycle access points Extension of the East Bay Greenway		
Bicycle parking	180 bicycle parking spaces (lockers & Class II racks) 60% located west of the tracks, 40% east of the tracks		
Bus loading bays	4 bus loading bays on east side of station, west of Osgood Road	4 bus loading bays located east of Osgood Road via pedestrian bridge	
Drop-off bays	20 drop-off spaces: 10 located on either side of the tracks		20 drop-off spaces: 10 located on west & 10 located across Osgood Road
Vehicle connectivity	3 vehicle access points: Washington Boulevard, Main Street, and Osgood Road	4 vehicle access points: Washington Boulevard, Main Street, and Osgood Road (2)	
Vehicle parking	300-325 customer spaces All surface parking located on either side of the tracks	775-800 customer spaces All surface parking located on either side of the tracks and to the east of Osgood Road	900-925 customer spaces Mixture of surface and structured parking located to the west of the racks and to the east of Osgood Road
Gallegos Winery site	Preservation of site and pedestrian connections between the site and station		
Ford House	Site is not part of the BART Station and remains in private ownership	Relocation and rehabilitation of Ford House, possibly to the historic Gallegos Winery site	Site is not part of the BART Station and remains in private ownership

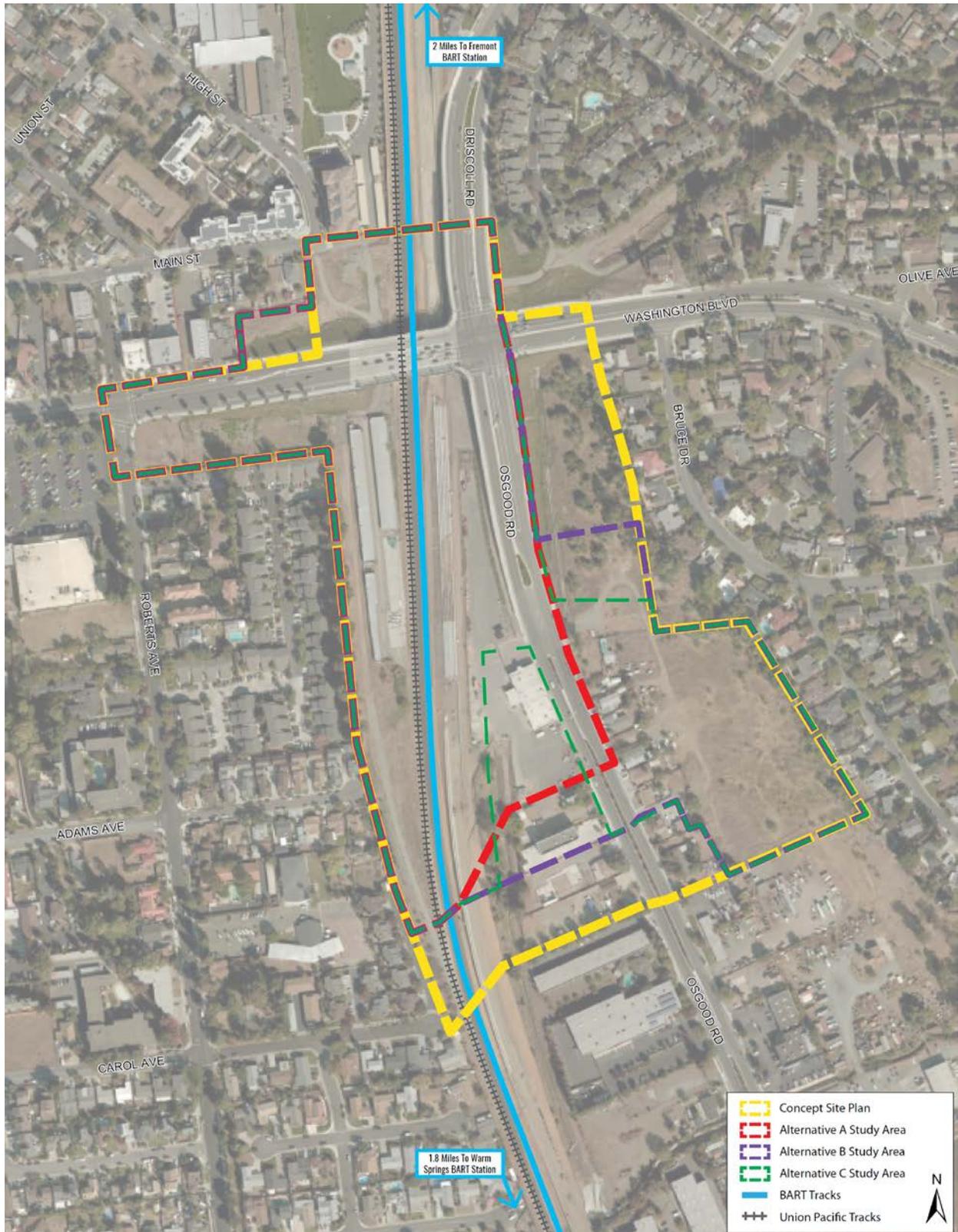
Features/Performance	Alternative A	Alternative B	Alternative C	
Performance				
New daily systemwide BART riders, 2040 (preliminary estimate)	3,700	4,100	4,200	
Total daily estimated BART boardings at Irvington by access mode, 2040				
	<i>Boardings</i>	<i>Percent of Total</i>	<i>Boardings</i>	<i>Percent of Total</i>
Walking	1,280	35%	1,200	29%
Biking	320	9%	300	7%
Transit	660	18%	640	16%
Drop-off	890	24%	760	19%
Drive-and-park	550	15%	1,100	27%
<i>Total</i>	<i>3,700</i>	<i>100%</i>	<i>4,000</i>	<i>100%</i>
Net change in daily vehicle miles traveled, 2040	-65,700	-68,600	-70,200	
Directions with conflict-free pedestrian access*	3 of 6	3 of 7	5 of 7	
Directions with conflict-free bicycle access*	4 of 6	3 of 6	3 of 6	
Walking distance from bus loading to station entrance	On-site: 250' Closest Washington stop: 880'	On-site: 530' Closest Washington stop: 1,470'	On-site: 700' Closest Washington stop: 1,360'	
Number of vehicle access points	3	6	4	
Number of studied intersections operating at Level of Service (LOS)** E or F in 2040	<i>2017 No Project: 3</i> <i>2040 No Project: 9</i>			
	9	9	10	
Relative total capital cost	\$\$\$	\$\$\$\$	\$\$\$\$	
Land used for station	8.5 acres	14.5 acres	11.9 acres	
Private property acquired	3.4 acres	5.4 acres	2.9 acres	

Notes:

* Access routes without at-grade crossings of roadways / driveways *within the station site* are considered conflict-free routes.

** Level of Service (LOS) is a quantitative system for rating the performance of intersections that measures the average delay experienced by travelers using the intersection; LOS A reflects little or no delay, while LOS F reflects congested conditions with significant delay.

Figure 22: Comparison of Previous Concept Plan and Station Site Plan Study Areas



3 Evaluation Framework

For the Station Site Plan, the project team used that set of goals to develop an evaluation framework that can be used to compare the alternatives to each other. The evaluation framework in Table 3 includes goal statements and more-detailed objective statements. For each goal, the study generated one or more performance metrics (e.g., number of new BART riders, total capital cost, etc.) to enable comparison among the alternatives.

Table 3: Evaluation Framework

Goal	Objective
1 Maximize BART system ridership and reductions in vehicle miles traveled	Provide means for potential riders to access the station to remove impediments to choosing BART.
2 Maximize the number of people who access the station by walking and bicycling	Provide safe, convenient and attractive pedestrian and bike station access from all directions, while minimizing walking distances, out of direction travel, grade changes and conflicts with other modes. Provide adequate, secure bicycle parking.
3 Provide convenient transit access to the station and increase transit service to the station	Provide sufficient space for buses to load and unload passengers, located for optimal convenience of bus routing and proximity to station entrances.
4 Maximize safety for all access modes and minimize modal conflicts	Provide safe and convenient access for all modes and from all directions, with minimal conflicts between modes.
5 Minimize neighborhood traffic impacts	Minimize traffic volumes generated by the station, minimize negative traffic impacts on adjacent streets and intersections.
6 Minimize neighborhood parking impacts	Minimize potential for vehicle parking spillover into adjacent neighborhoods.
7 Maximize cost effectiveness	Minimize capital cost. Maximize new transit riders.
8 Encourage transit-oriented development	Support development around transit stations as consistent with City and BART goals.
9 Maximize sustainability performance	Provide station elements (or provisions) to use energy, water, and other resources efficiently.
10 Provide an attractive station for riders and the surrounding neighborhood	Design station land and elements to make the station an attractive part of the community as seen by riders accessing the station and nearby residents, employees, and visitors.

4 Evaluation Summary and Next Steps

Table 4 provides an assessment of how the three Station Site Alternatives compare to each other against the goals identified in the Evaluation Framework for the Irvington Station Site Plan.

As a next step, BART and Fremont will solicit community input on the alternatives presented in this study, including a community meeting on May 23, 2018. The study will then develop a recommended Station Site Plan alternative that balances the goals and trade-offs described by the analysis in this study and incorporates the community input. The recommended alternative may be a modified version of the alternatives presented in this study, including a combination of elements from two or more of the alternatives. That step will be followed by updating of the proposed station's environmental review, culminating in a BART Board action to approve the project to advance into detailed engineering design.

Table 4: Summary Comparison of Alternatives

Goal	Alternative A	Alternative B	Alternative C	Notes
1 Maximize BART ridership and reductions in vehicle miles traveled	↑	↑↑	↑↑↑↑	Alternative C results in the highest BART ridership and VMT reductions, followed by B, then A.
2 Maximize the number of people who access the station by walking and bicycling	↑↑↑↑	↑↑	↑↑	Alternatives result in similar numbers of riders arriving by biking and walking; Alternative A also provides a direct connection to the Washington & Osgood intersection.
3 Provide convenient transit access to the station and increase transit service to the station	↑↑↑↑	↑↑↑↑	↑↑	Alternatives A and B provide bus loading adjacent to station entrance; C provides it further away, on the east side of Osgood Road. Alternative A also provides more-direct walking access from Washington Boulevard bus stops.
4 Maximize safety for all access modes and minimize modal conflicts	↑↑↑↑	↑↑	↑↑↑↑	Alternative B results in more conflicts between pedestrians, bicycles, and vehicles than A or C.
5 Minimize neighborhood traffic impacts	↑↑	↑↑	↑	In Alternative C, one intersection would worsen, compared with No Project conditions in 2040, while A and B would not worsen any.
6 Minimize neighborhood parking impacts	↑↑	↑↑↑↑	↑↑↑↑	Alternatives B and C provide higher amounts of parking than A, and therefore less pressure on neighborhood parking supplies, although all will include a residential parking permit program that will prohibit on-street parking for non-residents.
7 Maximize cost effectiveness	↑↑↑↑	↑↑	↑	Alternative C has the highest capital cost, followed by B, followed by A.
8 Encourage transit-oriented development	↑↑↑↑	↑↑	↑↑↑↑	Alternative B uses more of the land surrounding the station for parking; for A and C, the privately held parcels of that land would be available for transit-oriented development.
9 Maximize sustainability performance	↑↑↑↑	↑↑↑↑	↑↑↑↑	All alternatives provide opportunities for solar power generation and on-site stormwater treatment.
10 Provide an attractive station for riders and the surrounding neighborhood	↑↑↑↑	↑	↑↑	Alternative A minimizes surface parking and allows development opportunity at Washington Blvd & Roberts Ave, creating a more-attractive neighborhood interface. Alternative B maximizes surface parking adjacent to Osgood Rd. Alternative C includes a parking structure and a pedestrian overcrossing across Osgood Rd.
Comparison Guide: ↑ Good ↑↑ Better ↑↑↑ Best				