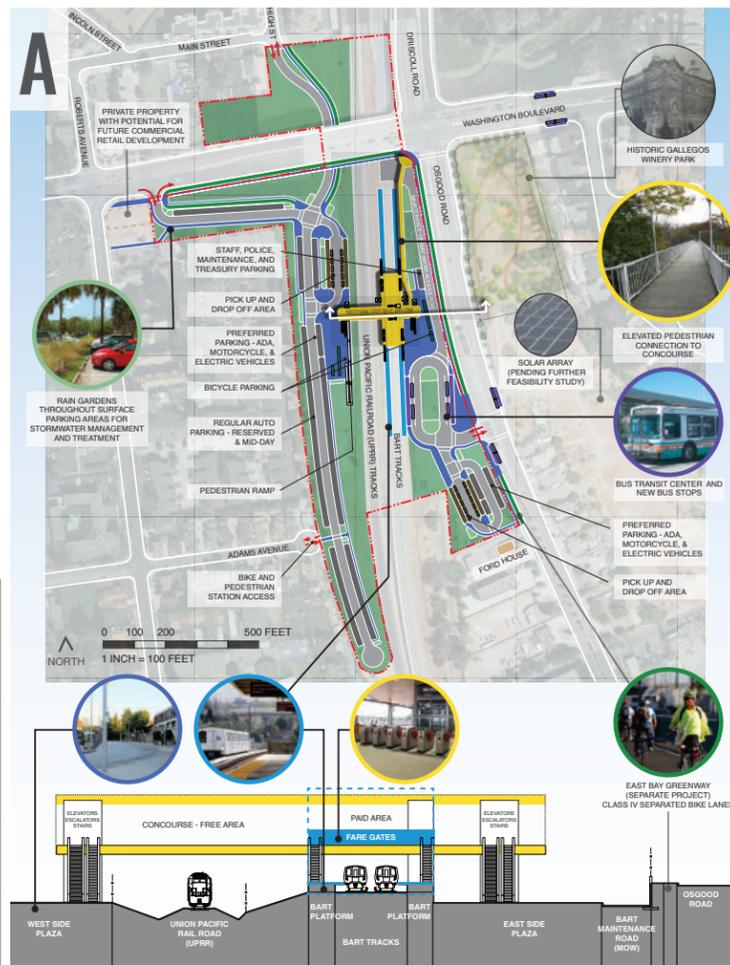


## Alternative A: Key Elements

- Urban with Parking BART station access type
- Provides a pedestrian bridge from the corner of the Washington Boulevard/Osgood Road intersection to the concourse
- Pedestrian ramp on west side of station site
- Provides a single access point on Osgood Road at a new signalized intersection
- Provides the least amount of parking
- Enhanced access neighborhood access via gateway at Roberts

New Daily Systemwide BART Riders (2040)	3,700
Net Change in Daily Vehicle Miles Traveled (2040)	-65,700
Vehicle Parking	300-325 spaces
Land Used for Station	8.5 acres



## Alternative C: Key Elements

- Balanced Intermodal BART station access type
- Provides a pedestrian bridge over Osgood Road between the parking structure and the concourse
- Includes two new signalized intersections on Osgood Road
- Provides surface parking and a parking structure for over 900 parking spaces

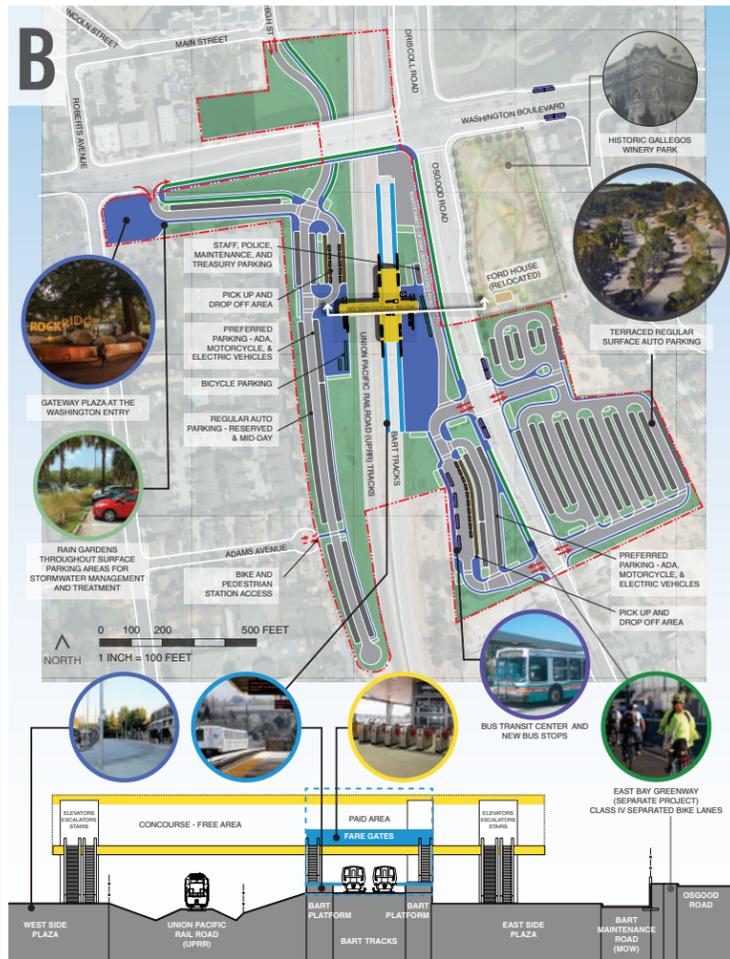
New Daily Systemwide BART Riders (2040)	4,200
Net Change in Daily Vehicle Miles Traveled (2040)	-70,200
Vehicle Parking	900-925 spaces
Land Used for Station	11.9 acres



## Alternative B: Key Elements

- Balanced Intermodal BART station access type
- Includes two new signalized intersections on Osgood Road
- No pedestrian bridges
- Relocates the Ford House
- Provides almost 800 parking spaces with parking located on the hill east of Osgood Road using retaining walls

New Daily Systemwide BART Riders (2040)	4,100
Net Change in Daily Vehicle Miles Traveled (2040)	-68,600
Vehicle Parking	775-800 spaces
Land Used for Station	14.5 acres



## Concept Site Plan: Key Elements

- A previously approved concept plan was developed 10-15 years ago through the Warm Springs Extension process
- Provided a pedestrian bridge over Osgood Road between surface parking and the concourse
- Included one new signalized intersection on Osgood Road
- Provided 925 surface auto parking spaces
- Provided vehicle access to/from Roberts Ave

New Daily Systemwide BART Riders (2025)	800
Net Change in Daily Vehicle Miles Traveled	Not studied
Vehicle Parking	925 spaces
Land Used for Station	18 acres



# Station Site Plan Alternatives Summary Table

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	4 bus loading bays east of Osgood Rd 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 tracks 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
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>
Walking	1,280	35%	1,200
Biking	320	9%	300
Transit	660	18%	640
Drop-off	890	24%	760
Drive-and-park	550	15%	1,100
<i>Total</i>	<i>3,700</i>	<i>100%</i>	<i>4,000</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	9	2017 No Project: 3 2040 No Project: 9	10
Relative total capital cost	SSS	SSSS	SSSS
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.

# Irvington BART Station Site Plan



## Community Meeting #2 May 23, 2018

### What do you think about the Station Site Plan Alternatives?

Your input will be used to develop a final Station Site Plan and will combine preferred elements from all three of the alternatives.

To keep current with the project and take the public online survey\*, please visit:  
[www.fremont.gov/IrvingtonBART](http://www.fremont.gov/IrvingtonBART)

\*Public online survey will be open from May 23-June 6, 2018

## Station Site Plan Goals

- Maximize BART ridership and reductions in vehicle miles traveled
- Maximize the number of people who access the station by walking and bicycling
- Provide convenient transit access to the station and increase transit service to the station
- Maximize safety for all access modes and minimize modal conflicts
- Minimize neighborhood traffic impacts
- Minimize neighborhood parking impacts
- Maximize cost effectiveness
- Encourage transit-oriented development
- Maximize sustainability performance
- Provide an attractive station for riders and the surrounding neighborhood

