

# Irvington BART Station Community Meeting #2



May 23, 2018  
Fremont Main Library

## Station Site Plan Alternatives

# Who's Involved?



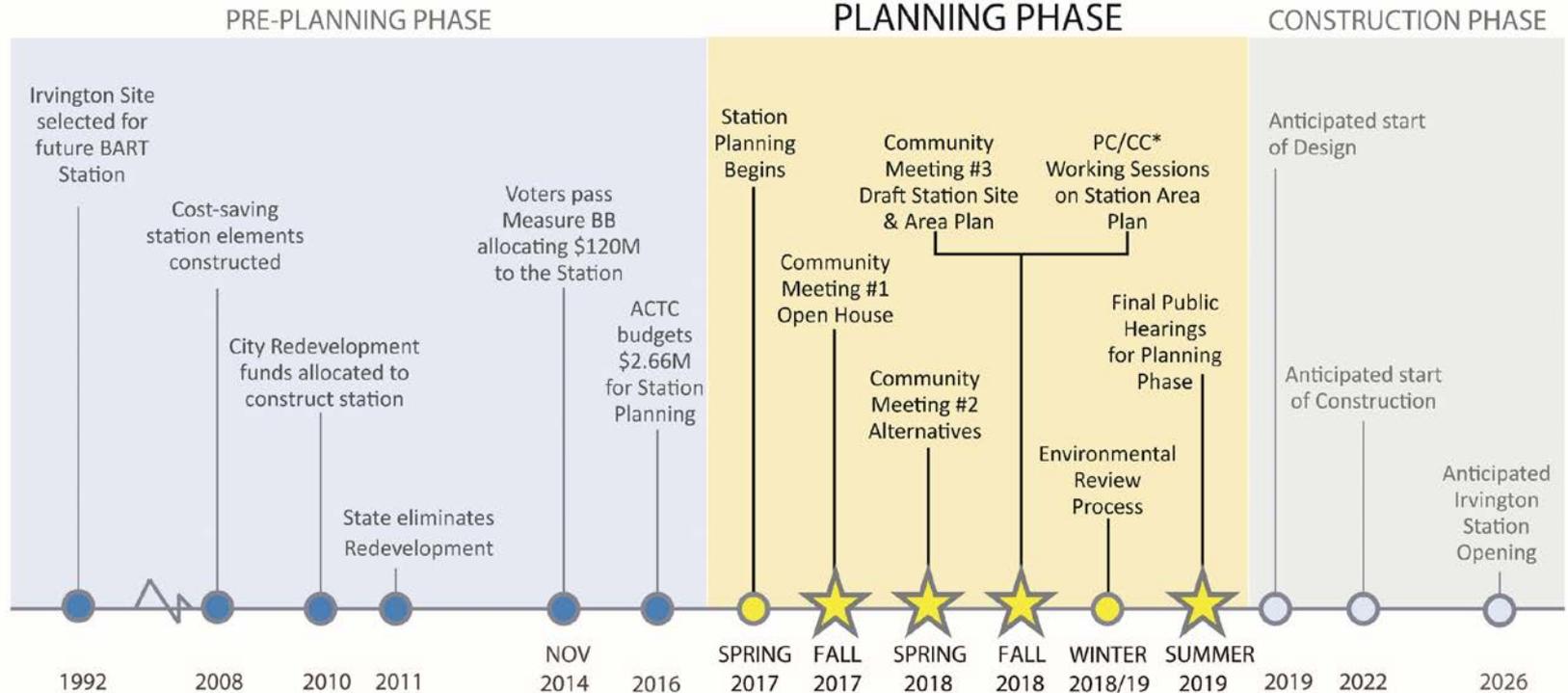
## Consultant Team

Urban Planning Partners | Arup | Fehr & Peers

Urban Field Studio | Economic & Planning Systems

PGA Landscape Architects | Siegel and Strain Architects

# Project Timeline



\*Planning Commission/City Council

# Purpose of Community Meeting #2

- Review input from Meeting #1
- Present Station Site Plan Alternatives
- Gather public input on elements of each Station Site Plan Alternatives

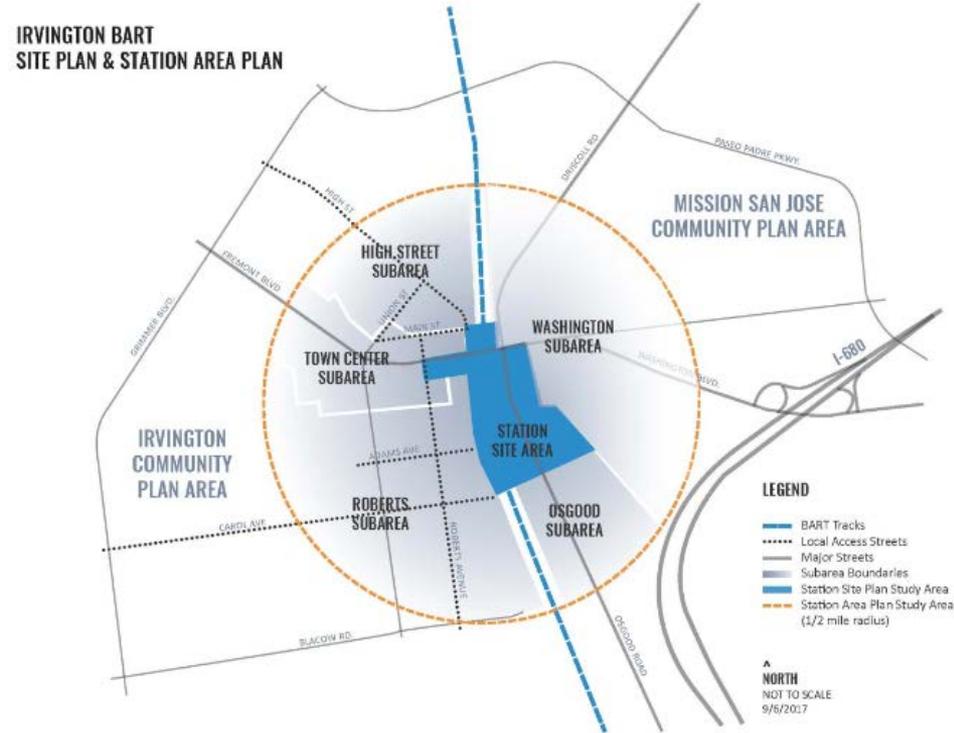


# Tonight

- Presentation: 7:15 pm
- Breakout Sessions: 7:45-8:20 pm
- Reconvene & Report Back: 8:30-8:50 pm

# What Are We Working On?

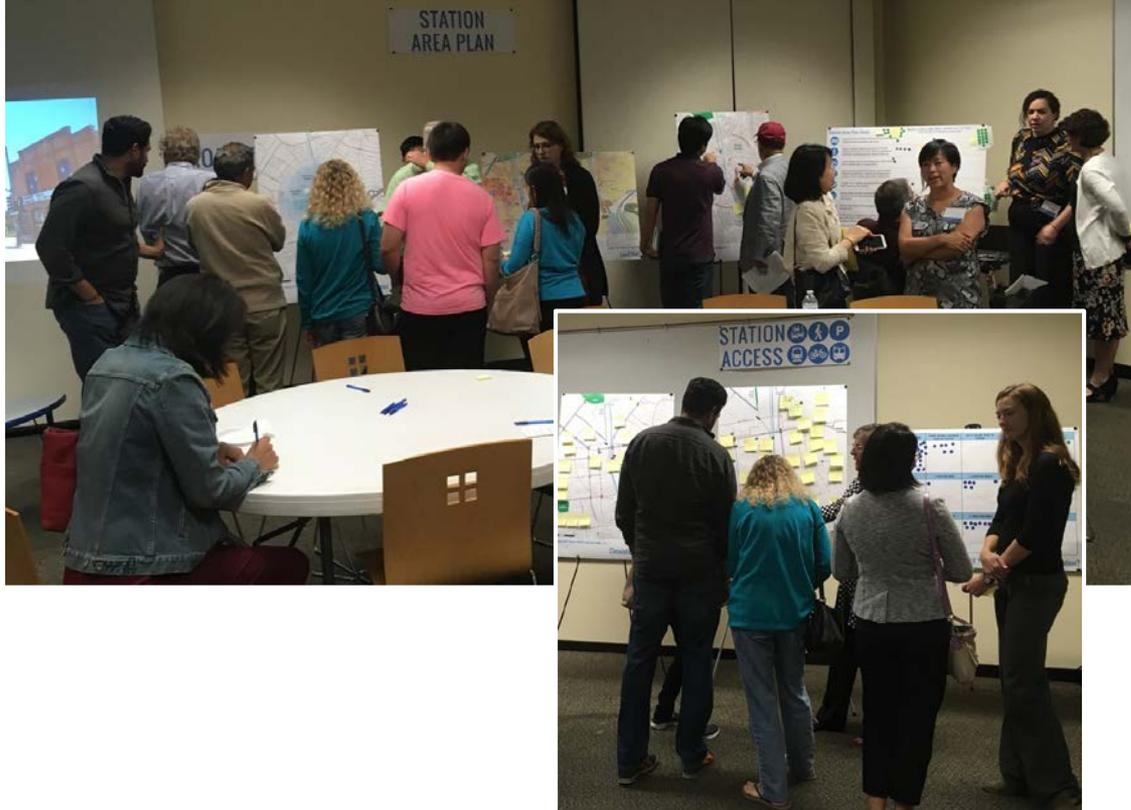
- Station Site Plan
  - Maps location and space for station components
- Station Area Plan
  - Provides a framework for future development and access improvements near station



# Where Is The Proposed Irvington BART Station Site?



# What We've Heard: Community Meeting #1: Open House



- September 20, 2017
- Excitement for East Bay Greenway project, economic development in Irvington
- Concerns about parking, traffic, crime

# 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
- Minimize neighborhood parking impacts
- Maximize cost effectiveness
- Encourage transit-oriented development
- Maximize sustainability performance
- Provide an attractive station for riders and the surrounding neighborhood

# What We've Heard: Survey/Open City Hall Results

Only a small portion of people will walk or bike. The station will need sufficient **vehicle parking**.



The station will create opportunities in Irvington. It can be a catalyst for **building a better community**.

The East Bay Greenway and Gallegos Winery Ruins site will provide more **recreational and placemaking opportunities**.



There is already too much **traffic**. BART will bring more.

# What We've Heard: Survey/Open City Hall Results

People will walk, bike, or bus/shuttle to the station if it's safe and reliable. I want a station that **prioritizes non-auto users.**



The station will lower the quality of life. It will bring **crime and safety concerns.**



I'm worried the station will provide **too much parking**, creating an eyesore.

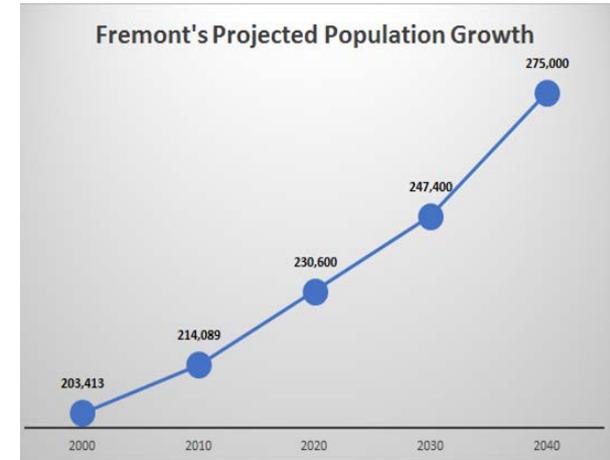
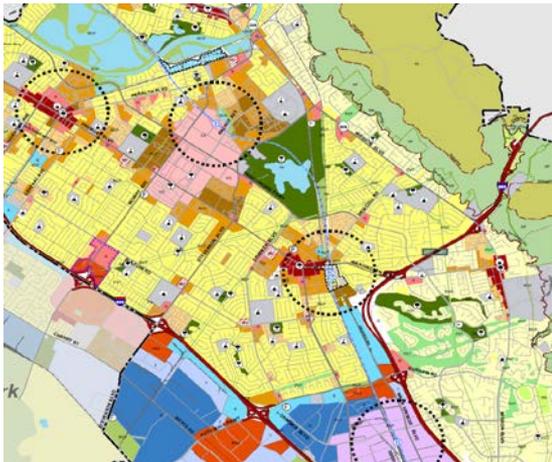


This station is not needed now that Warm Springs/South Fremont Station has opened. **The money would be better spent elsewhere.**



# Community Concern: Why A Third BART Station in Fremont?

- City-adopted General Plan
- BART-approved
- Secured funding
- BART ridership growth
- Projected population growth
- Future transportation needs
- Climate change



# Community Concern: Project Cost

- \$120 million of Measure BB (2014)
- Can the money be used for a different project instead?
  - It's complicated
    - Must be a transit project
    - No guarantee a different project would be in Fremont
    - Discretion of the Alameda County Transportation Commission
    - Irvington already a named project



# Community Concern: Parking

**Potential Solutions:** On-site BART Parking Management and Technology, implement a Residential Parking Program

**Result:** BART patrons could not park in adjacent neighborhoods



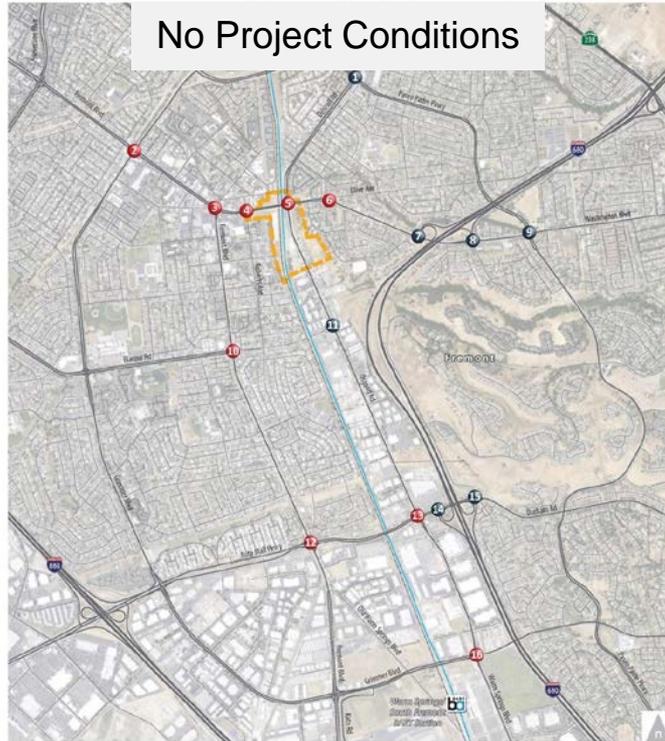
# Community Concerns: Noise and Crime

**Potential Solutions:** Preventive design and maintenance measures

**Result:** A well-lit, clean, and safe station with reduced noise



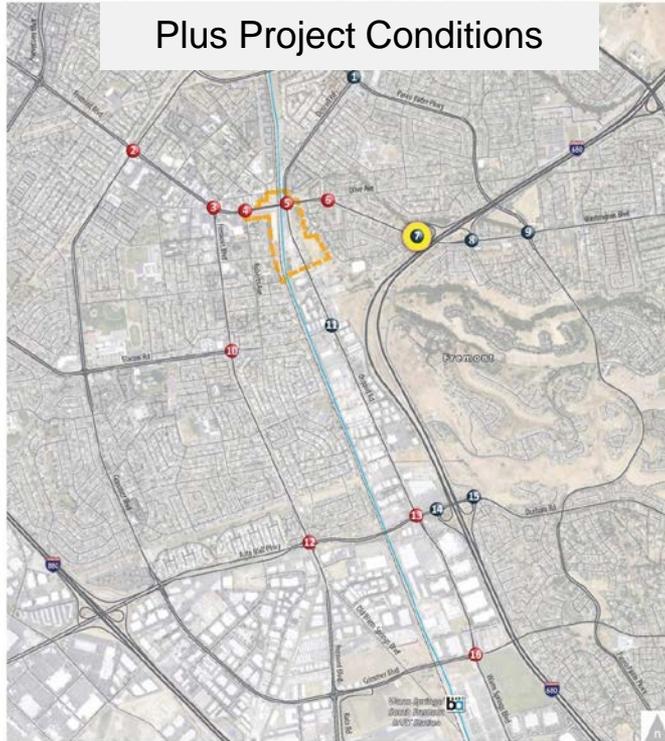
# Community Concern: Traffic



**Solution:** A BART Station!

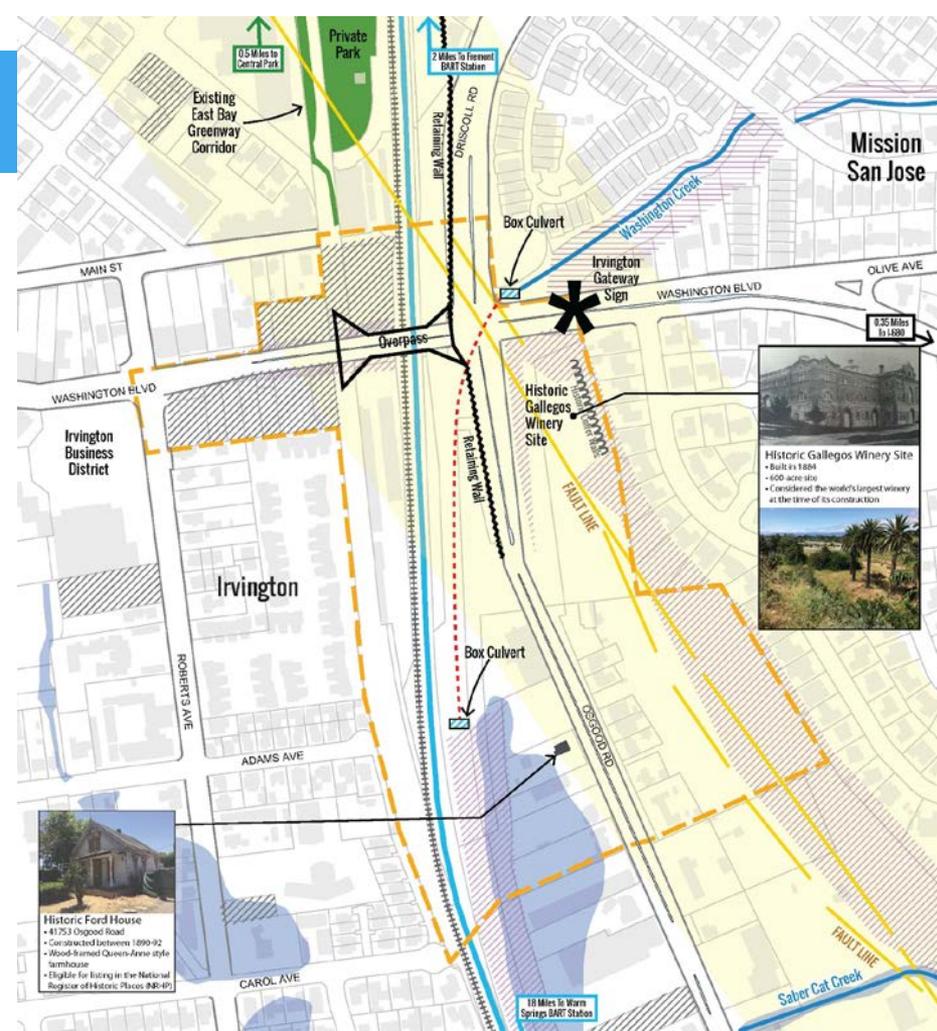
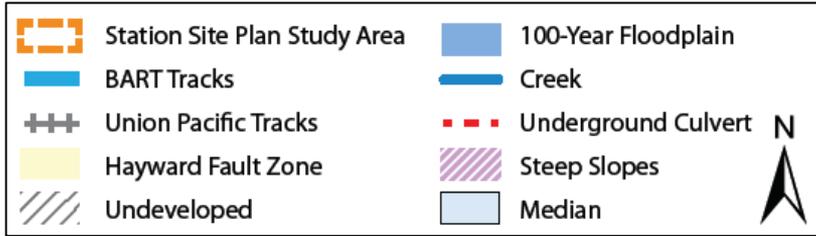
**Result:** Slightly more station area traffic  
but fewer regional vehicular trips

# Community Concern: Traffic



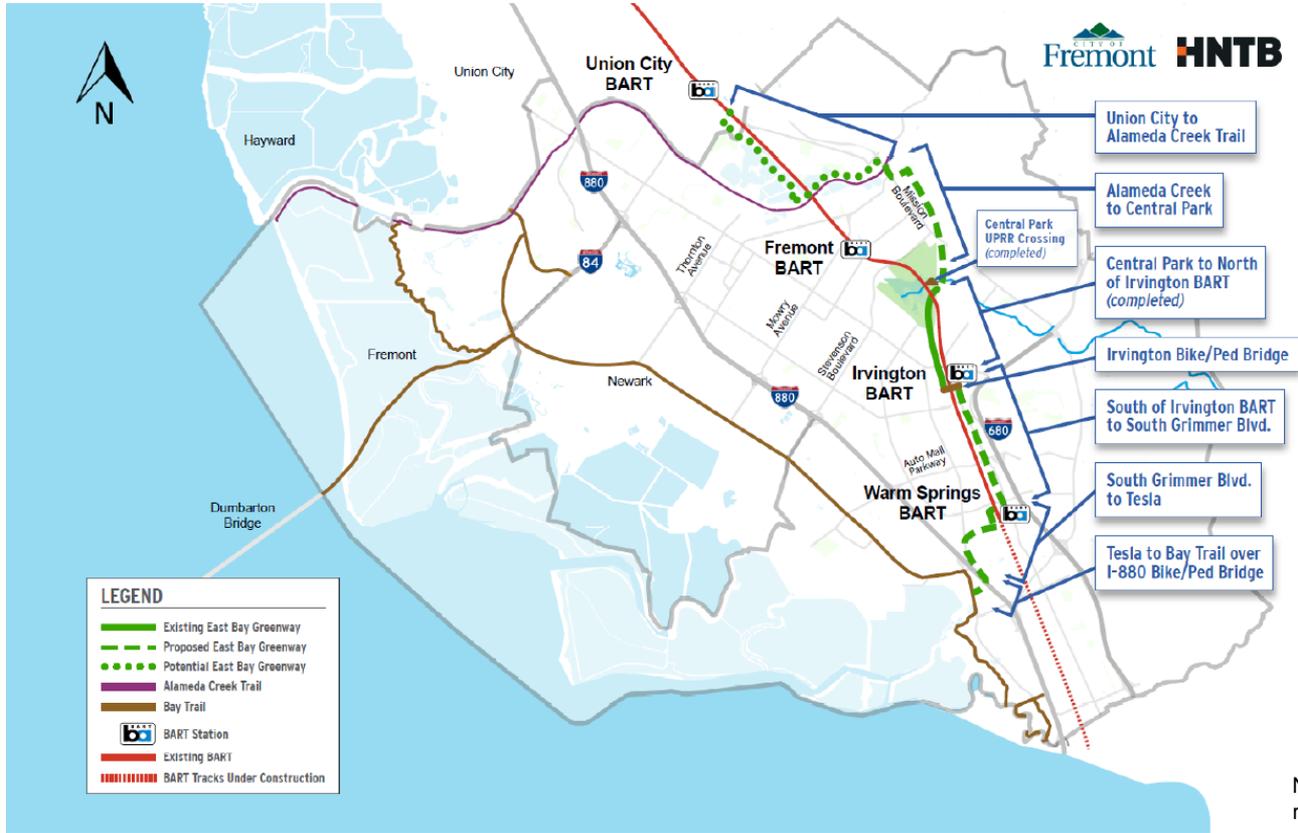
- More parking at the station increases BART ridership and reduces overall traffic, but it will add to local traffic near the station

# Site Context





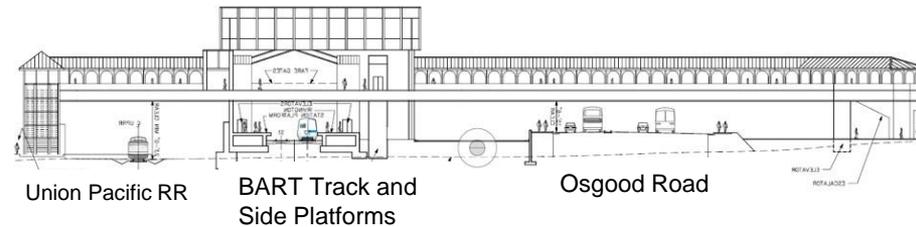
# East Bay Greenway Trail Project



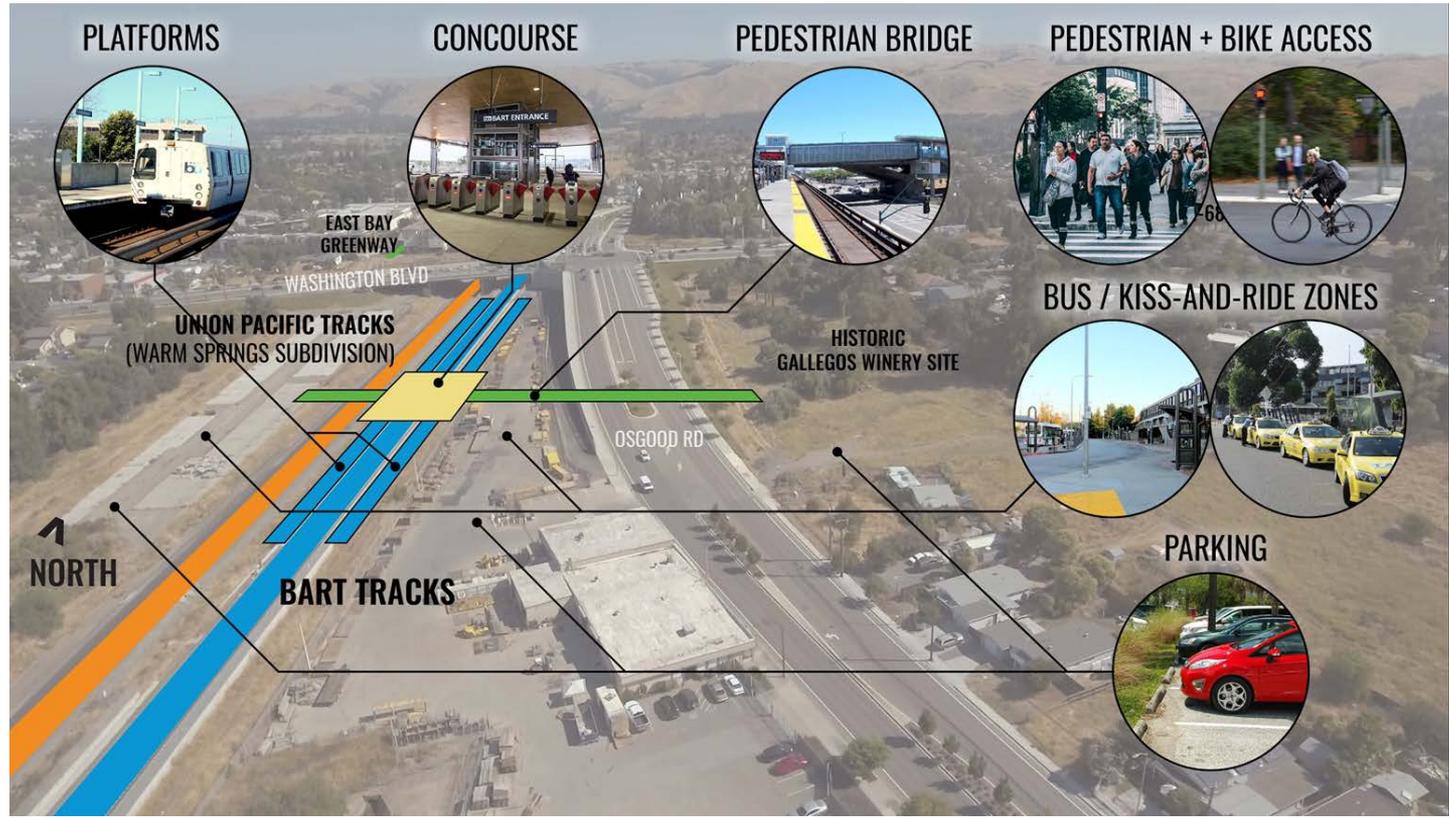
Note: Conceptual routes shown.

# Conceptual Site Plan

- Previously approved conceptual site plan developed 10-15 years ago with the Warm Springs Extension project
- 18 acres
- 925 parking spaces



# Where We Are Now: Station Site Plan Alternatives



# Station Elements

## Fixed

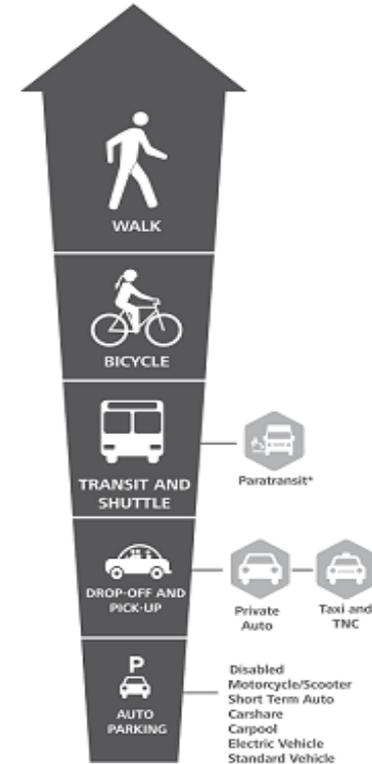
- Two side platforms
- Concourse centered along platforms (with vertical circulation, faregates, ticket machines, etc.)
- Bicycle parking
- Preservation of historic Gallegos Winery site

## Variable

- Pedestrian access routes (including pedestrian overcrossings)
- Bicycle access routes
- On-site bus transit center, shuttle, paratransit
- ADA parking
- Pick-up / drop-off areas
- Automobile parking
- Preservation / relocation of the historic Ford House
- Amount of land used

# BART Station Access Typology

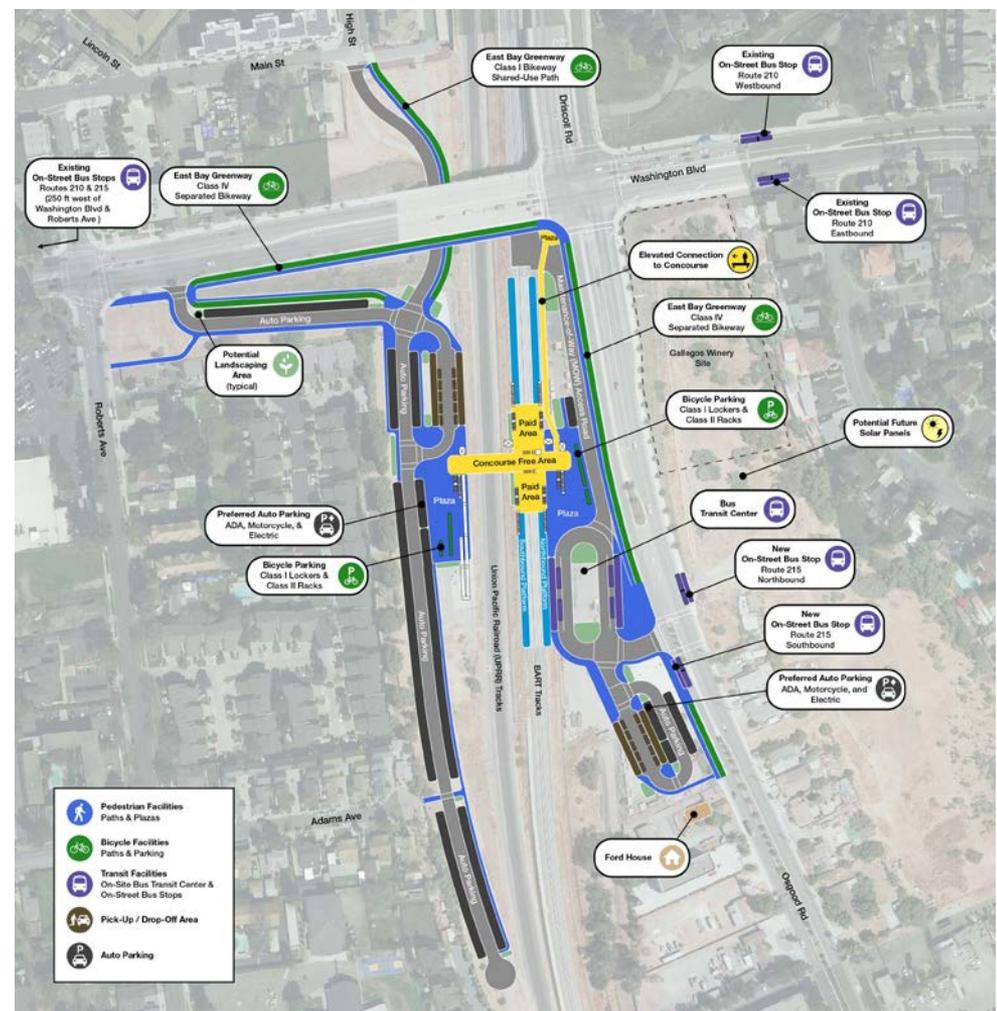
STATION TYPE	PRIMARY INVESTMENTS	SECONDARY INVESTMENTS	ACCOMMODATED	NOT ENCOURAGED
URBAN	Walk Bicycle	Transit and Shuttle	Taxi and TNC Drop-Off and Pick-Up	Auto Parking*
URBAN WITH PARKING	Walk Bicycle	Transit and Shuttle	Taxi and TNC Drop-Off and Pick-Up	Auto Parking*
BALANCED INTERMODAL	Walk Bicycle	Transit and Shuttle Drop-Off and Pick-Up	Taxi and TNC Auto Parking*	
INTERMODAL/AUTO RELIANT	Walk	Bicycle Drop-Off and Pick-Up Transit and Shuttle	Taxi and TNC Auto Parking*	
AUTO DEPENDENT	Walk	Bicycle Drop-Off and Pick-Up Auto Parking* Transit and Shuttle	Taxi and TNC	



\*All stations must be paratransit accessible

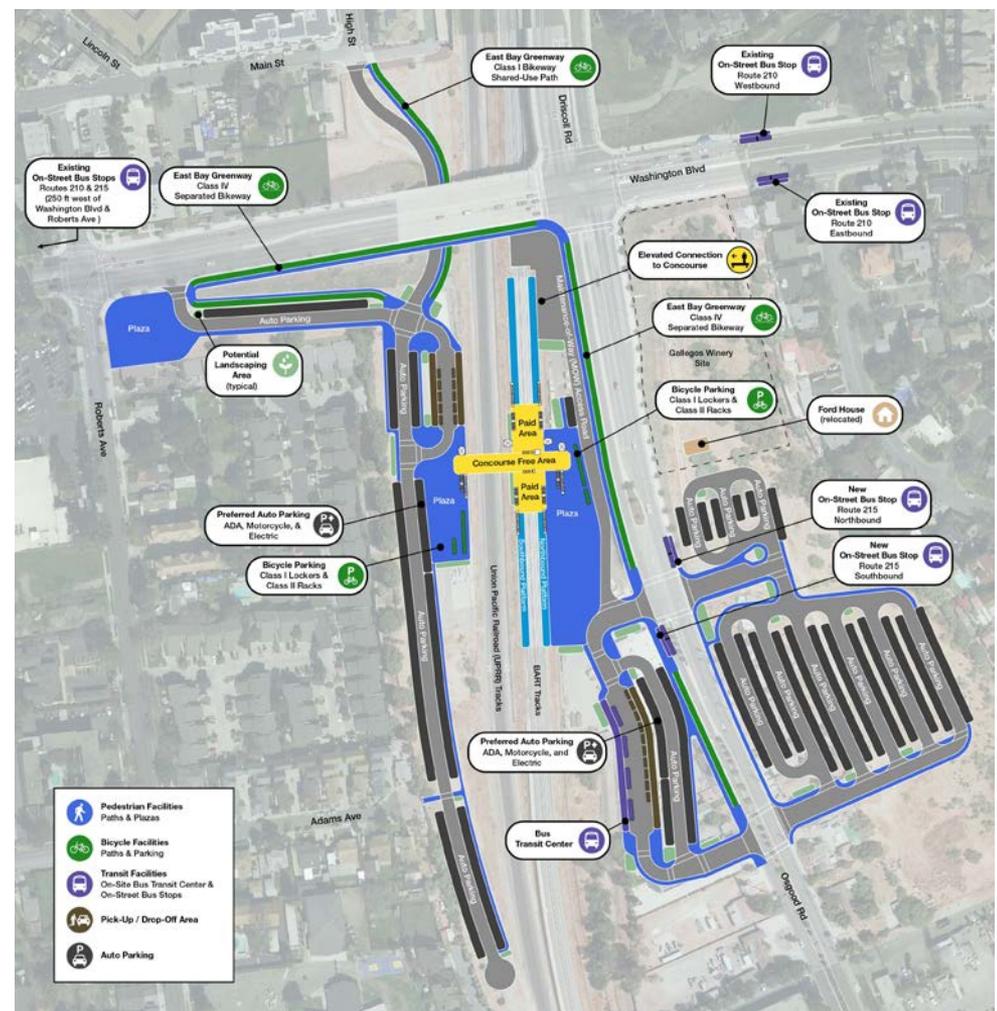
# Alternative A

- Station site entirely west of Osgood Rd
- Pedestrian bridge from Washington Blvd & Osgood Rd intersection
- 7 pedestrian access points
- Pedestrian ramp on west side of Station site
- 3 vehicle access points
- 300-325 customer parking spaces



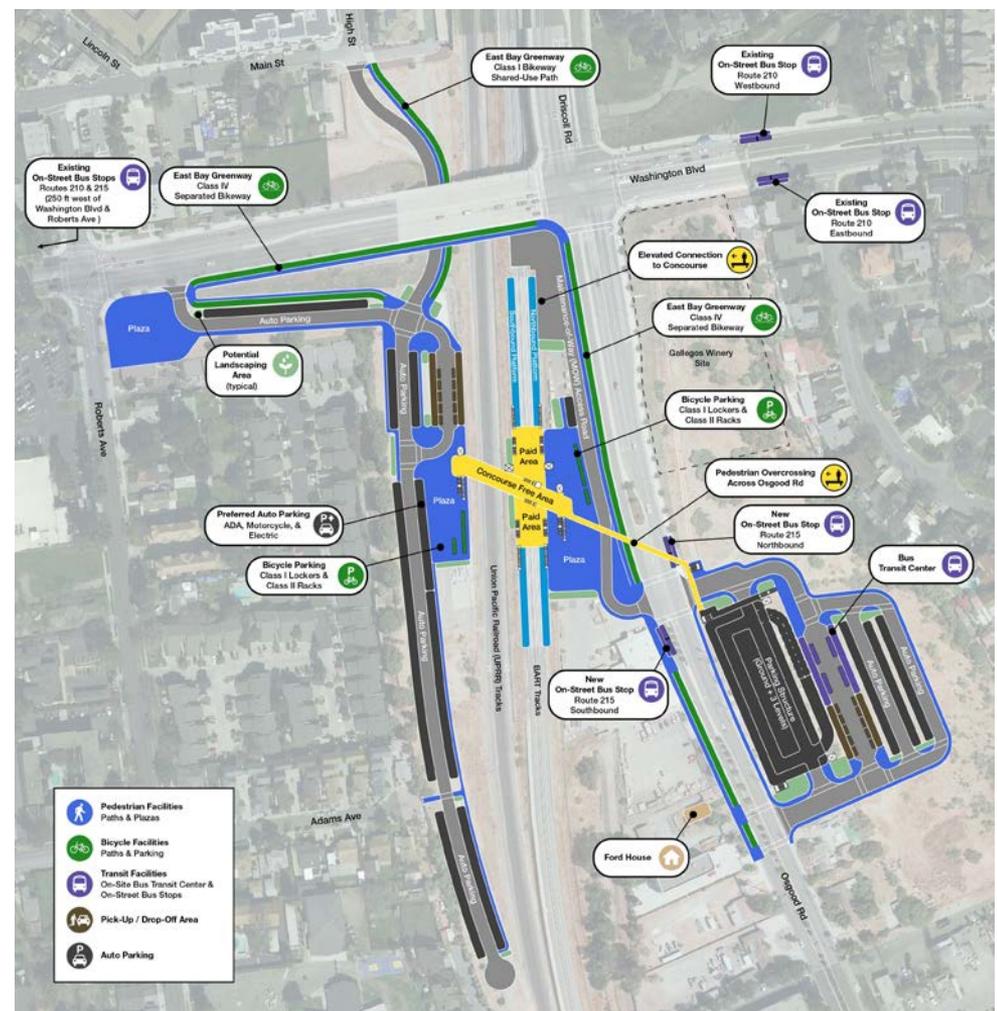
# Alternative B

- Surface parking and vehicular circulation east of Osgood Rd
- 5 pedestrian access points
- 4 vehicle access points
- 775 – 800 customer parking spaces
- Relocated Ford House



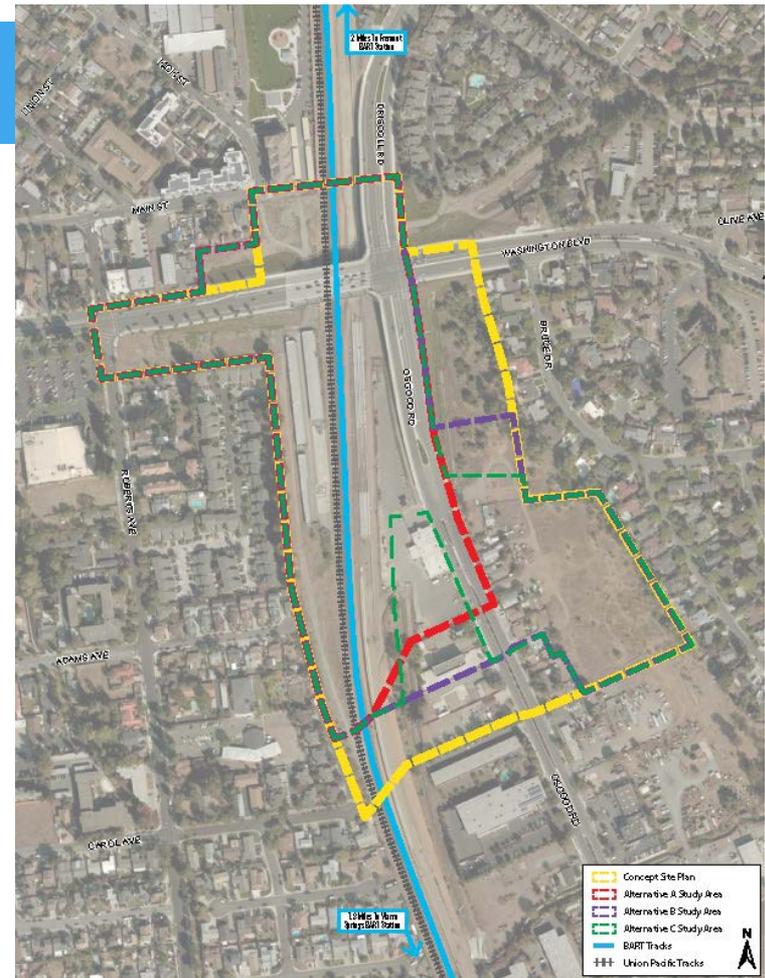
# Alternative C

- Parking, transit center, and circulation space east of Osgood Rd
- 6 pedestrian access points
- Pedestrian bridge over Osgood Rd from a parking structure
- Transit center behind parking structure
- 4 vehicle access points
- 900-925 customer parking spaces



# Site Boundary Comparison

- Land Used for Station
  - Concept Site Plan – 18 acres
  - Alternative A – 8.5 acres
  - Alternative B – 14.5 acres
  - Alternative C – 11.9 acres



# Vehicle Connectivity and Circulation



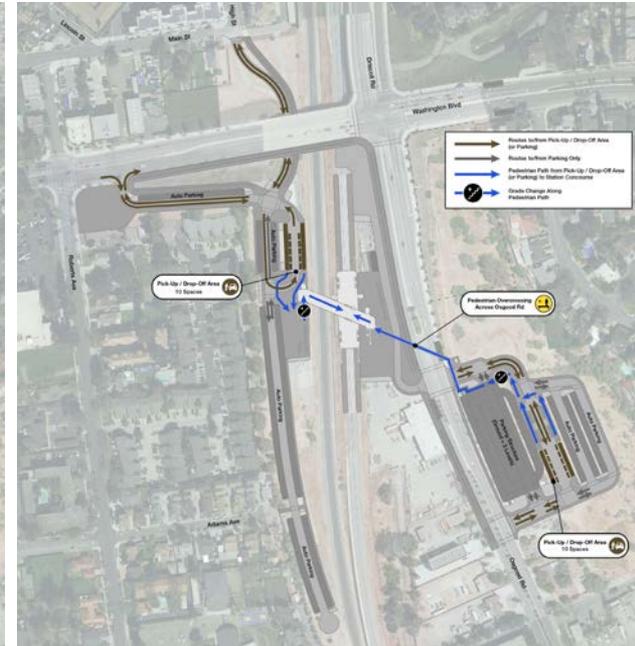
Alternative A

- Eastern pick-up / drop-off area fairly close to station; short walking distance



Alternative B

- Eastern pick-up / drop-off area fairly close to station; short walking distance

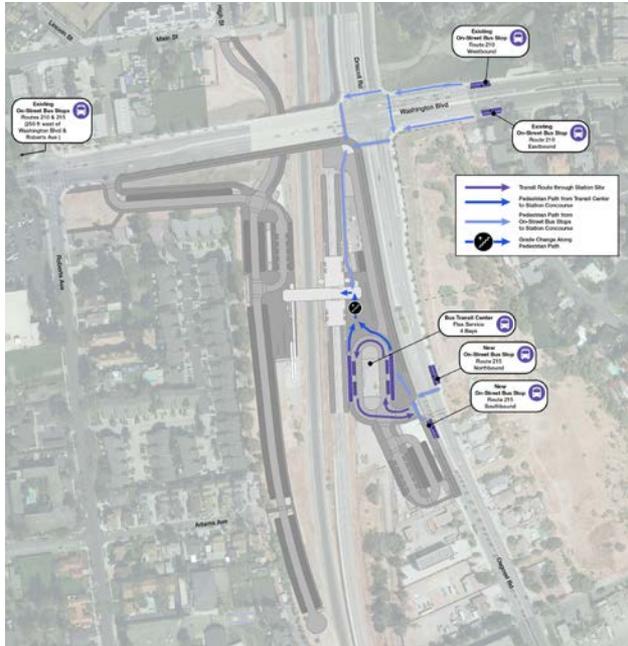


Alternative C

- Eastern pick-up / drop off area on opposite side of Osgood Rd. as station; long walking distance
- Connected to station via pedestrian overcrossing across Osgood Rd.

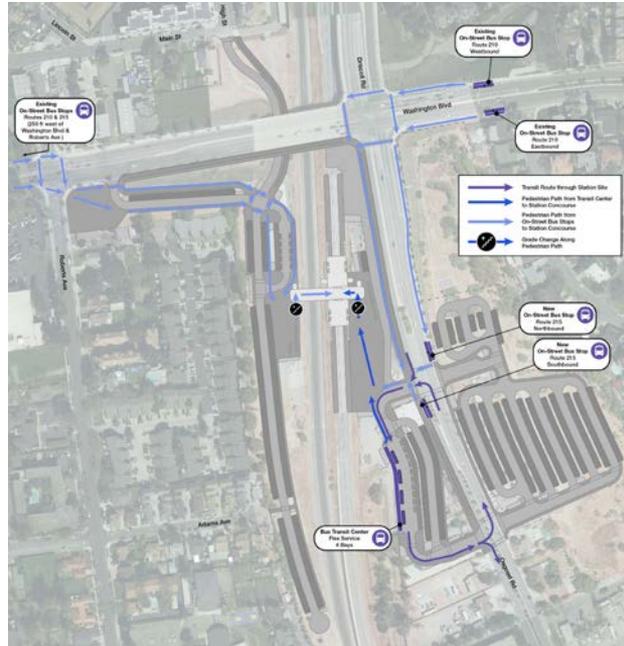
HIGHLIGHTS

# Bus Transit Access



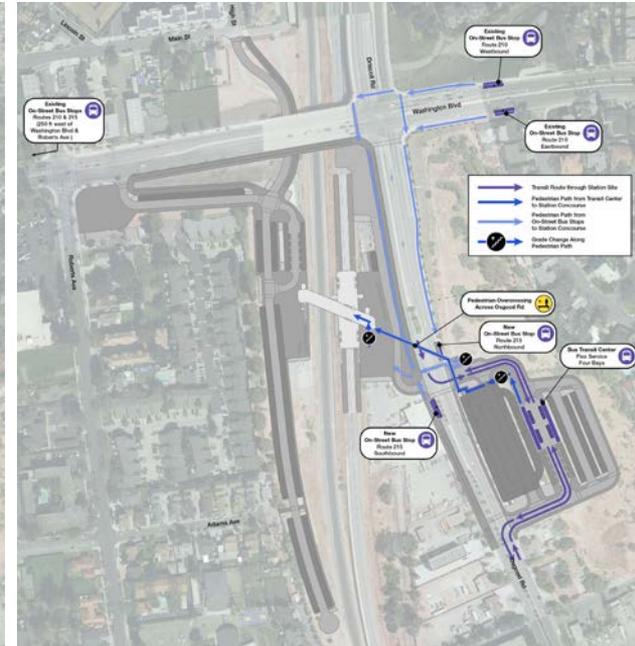
## Alternative A

- On-site bus transit center adjacent to eastern station plaza; short walking distances
- Convenient connection to on-street bus stops on Washington Blvd via elevated concourse connection to plaza at Washington Blvd & Osgood Rd



## Alternative B

- On-site bus transit center east of station, but on same side of Osgood Rd.



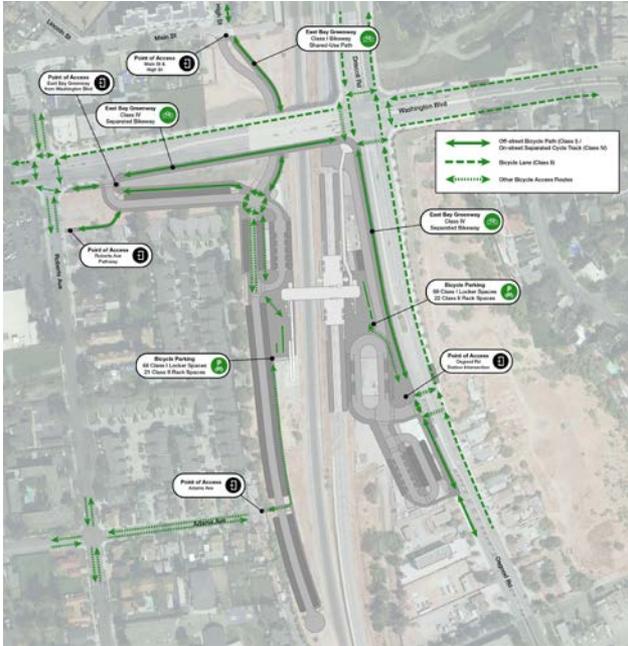
## Alternative C

- On-site bus transit center on opposite side of Osgood Rd. as station
- Connected to station via pedestrian overcrossing across Osgood Rd.

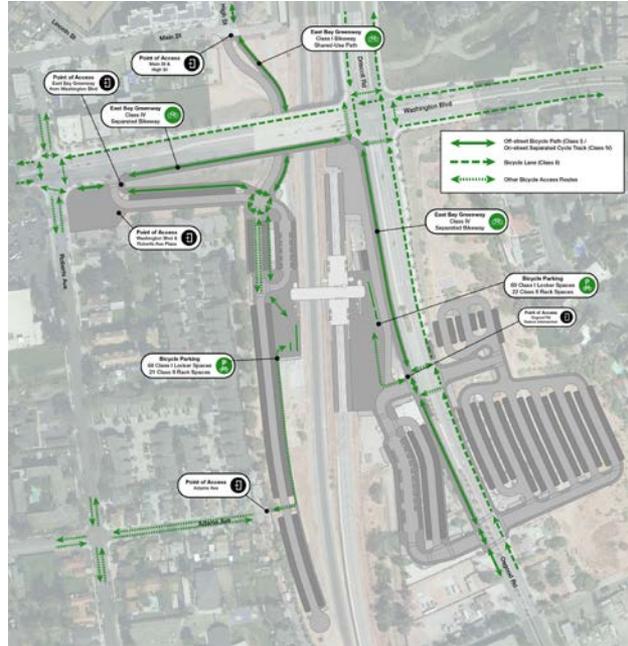
HIGHLIGHTS



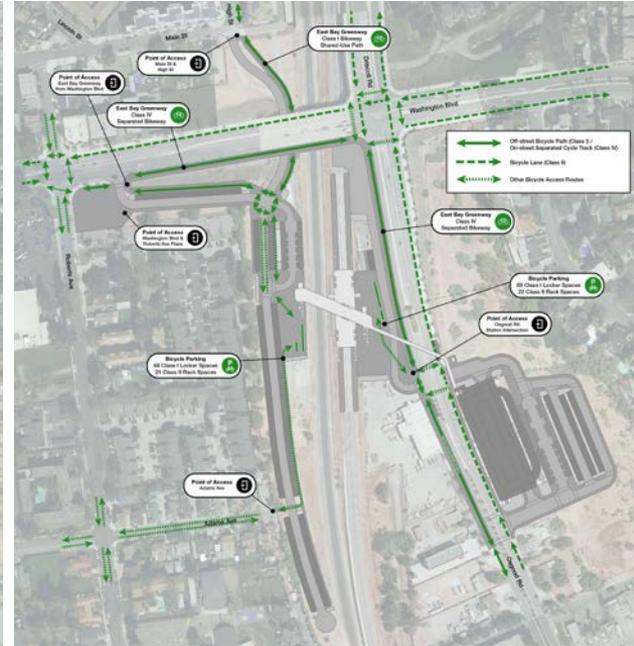
# Bicycle Access



Alternative A



Alternative B



Alternative C

← Bicycle access routes generally similar for all three alternatives →

HIGHLIGHTS

# Summary of Alternatives - Features

Features/Performance	Alternative A	Alternative B	Alternative C
<b>Designated Station Typology</b>	Urban with Parking	Balanced Intermodal	Balanced Intermodal
<b>Station Elements</b>			
<b>On-Site Bus Transit Center</b>	West of Osgood Rd	West of Osgood Rd	East of Osgood Rd
<b>Pick-up / Drop-off Areas</b>	- West of Tracks - East of Tracks ( <i>west of Osgood Rd</i> )	- West of Tracks - East of Tracks ( <i>west of Osgood Rd</i> )	- West of Tracks - East of Osgood Rd
<b>Auto Parking</b>	300 – 325 spaces ( <i>West of Tracks and East of Tracks</i> )	775 – 800 spaces ( <i>West of Tracks, East of Tracks, and East of Osgood</i> )	900 – 925 spaces ( <i>West of Tracks and East of Osgood</i> )
<b>Ford House</b>	Outside of Station Site; remains in private ownership	Relocated and rehabilitated, possibly to Gallegos Winery site	Outside of Station Site; remains in private ownership

# Summary of Alternatives - Performance

Features/Performance	Alternative A	Alternative B	Alternative C
<b>New Daily Systemwide BART Riders, 2040 (preliminary estimate)</b>	3,700	4,100	4,200
<b>Net Change in Daily Vehicle Miles Traveled (VMT), 2040</b>	-65,700	-68,600	-70,200
<b>Walking Distance from Bus Loading to Station Entrance</b>			
- On-Site Transit Center	250'	530'	700'
- Closest Washington Blvd. On-Street Stop	880'	1,470'	1,360'
<b>Relative Total Capital Cost</b>	\$\$\$	\$\$\$\$	\$\$\$\$
<b>Land Use for Station</b>	8.5 acres	14.5 acres	11.9 acres

# Alternatives Scorecard

Goal	Alternative A	Alternative B	Alternative C
1) Maximize BART Ridership and reductions in vehicle miles traveled (VMT)	↑	↑ ↑	↑ ↑ ↑
2) Maximize the number of people who access the station by walking and bicycling	↑ ↑ ↑	↑ ↑	↑ ↑
3) Provide convenient transit access to the station and increase transit service to the station	↑ ↑ ↑	↑ ↑ ↑	↑ ↑
4) Maximize safety for all access modes and minimize modal conflicts	↑ ↑ ↑	↑ ↑	↑ ↑ ↑
5) Minimize neighborhood traffic impacts	↑ ↑	↑ ↑	↑
6) Minimize neighborhood parking impacts	↑ ↑	↑ ↑ ↑	↑ ↑ ↑
7) Maximize cost-effectiveness	↑ ↑ ↑	↑ ↑	↑
8) Encourage transit-oriented development	↑ ↑ ↑	↑ ↑	↑ ↑ ↑
9) Maximize sustainability performance	↑ ↑ ↑	↑ ↑ ↑	↑ ↑ ↑
10) Provide an attractive station for riders and the surrounding neighborhood	↑ ↑ ↑	↑	↑ ↑

**Ratings**

↑ Good

↑ ↑ Better

↑ ↑ ↑ Best

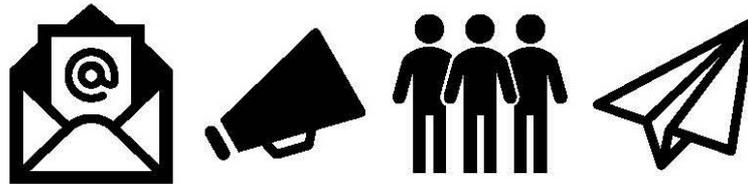
# Breakout Sessions

- Breakout into 6 groups
- Objectives:
  - Discuss the elements of the 3 Alternatives in more detail
  - Answer questions
  - Receive input regarding likes and dislikes
- Reconvene to report back

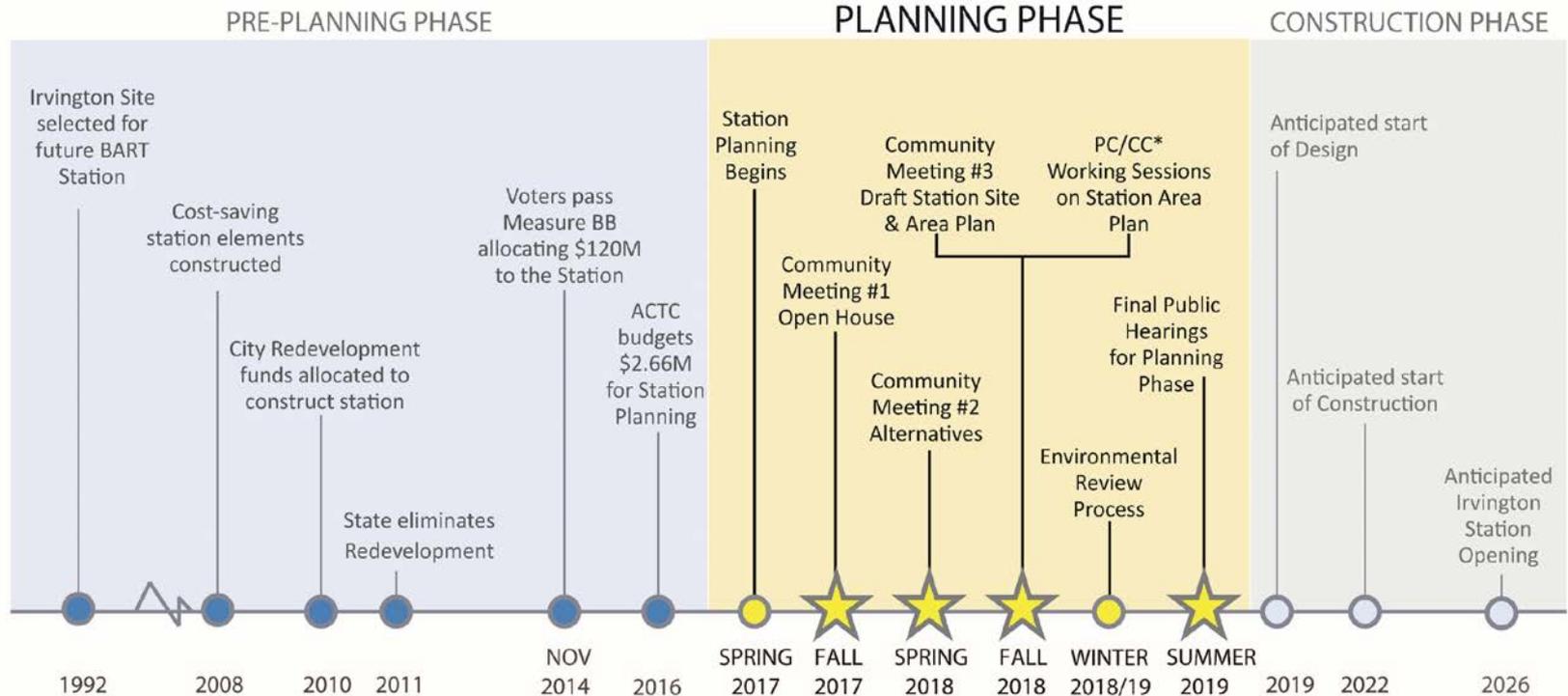
# We Need Your Input!

1. Provide input today; or
2. Take the survey - online at <https://fremont.gov/IrvingtonBART>

You are not choosing an entire plan. Your input will help inform the design of a recommended Alternative.



# Next Steps



\*Planning Commission/City Council